

CLAREVIEW TOWN CENTRE NEIGHBOURHOOD AREA STRUCTURE PLAN

Office Consolidation September 2010

Prepared by:

*Planning and Policy Services Branch
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Bylaw 6075 (as amended) was adopted by Council in June 1980. In September 2010, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original Bylaw 6075.

Bylaw 6075	Approved June 25, 1980	(To adopt the Clareview Town Centre NASP)
Bylaw 9841	Approved July 16, 1991	(Replace Appendix A and B with Appendix A)
Bylaw 12858	Approved August 21, 2001	(Expand Transit Centre)
Bylaw 12904	Approved November 27, 2001	(Expand Shopping Centre)
Bylaw 13207	Approved November 6, 2002	(Replace Low Density Multiple with Low Rise Apartment and Low Density Residential)
Bylaw 13254	Approved January 22, 2003	(Replace portion of Shopping Centre with Medium Rise Apartment)
Bylaw 13318	Approved July 10, 2003	(Designate Northeast portion as Special Area)
Bylaw 13630	Approved March 23, 2004	(Replace General Business and Highway Commercial with Medium Rise Apartment)
Bylaw 13721	Approved May 11, 2004	(Replace Clareview Town Centre NASP map – administrative changes)
Bylaw 14459	Approved January 23, 2007	(Replace General Business and Highway Commercial with Low Rise Apartments, Row Housing, Neighbourhood Commercial and Park)
Bylaw 15507	Approved July 19, 2010	(To ensure the Clareview Town Centre NASP is consistent with the policies of the Capital Region Growth Plan: Growing Forward and The Way We Move: Transportation Master Plan, and to allow the opportunity for Row Housing to be developed onto sites fronting onto 144 Avenue)

Editor's Note:

This is an office consolidation edition for the Clareview Town Centre NASP, Bylaw 6075 as approved by City Council on June 25, 1980. This edition contains all amendments and additions to Bylaw 6075. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owner's names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

**City of Edmonton
Planning and Development Department**

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Section 1.0

Introduction

1.1 Location

This report - the Clareview Town Centre Neighbourhood Area Structure Plan - will provide the background to the development of about 120 hectares of land in the Northeast sector of the City of Edmonton, and the land use framework for the area's development into a commercial, institutional and residential focus at the centre of Clareview. The Clareview Town Centre Neighbourhood Area Structure Plan will serve as a guide to the subsequent subdivision and ultimate development of the lands referred to as the Clareview Town Centre.

The Clareview Town Centre is located east of Manning Drive, north of 137 Avenue, west of 36 Street, and south of 144 Avenue. The location of the subject site is shown on Figure 1, the Location Map.

Amended by Editor

1.2 Background Information

The development concept proposed in this Clareview Town Centre Neighbourhood Area Structure Plan (NASP) will replace the Neighbourhood Area Structure Plan and development concept approved for this area by Edmonton City Council in June, 1980 (*Bylaw 6075*). The 1980 NASP envisioned the Clareview Town Centre developing around a multi-use structure containing a Light Rail Transit (LRT) Station, a regional shopping centre, a hotel, high density and high rise apartments, and an office complex. Framing this multi-use structure, the 1980 NASP proposed medium density housing, a peripheral office complex, and a large open space area for two senior high schools, a vocational school, and district-level athletic facilities. However, this integrated concept has proven to be not economically feasible.

Amended by Editor

In 1986 and 1987, Mackenzie Spencer Associates Limited, on behalf of *two private corporations*, prepared and submitted a new Neighbourhood Area Structure Plan to the City of Edmonton for approval. The revised NASP disaggregated the various uses of the multi-use structure, and placed those uses on individual parcels. By breaking up the multi-use structure, a significant reduction in the intensity of the development anticipated within the Clareview Town Centre resulted.

Amended by Editor

The new Neighbourhood Area Structure Plan was circulated to Civic Departments and reviewed at public meetings with local community groups. However, the owners did not advance the new NASP to City Council for approval.

This revised version of the new Clareview Town Centre Neighbourhood Area Structure Plan retains most of the concept created by Mackenzie Spencer Associates, but modifies it to take into account the changes requested by the city's Transportation, *Community Services*, and Planning and Development Departments, and the feedback received from the community groups during 1986 and 1987. Specifically, this new NASP further reduces the proposed amount of commercial development and the amount of land designated for high and medium residential densities. It also takes into account the finalization of access requirements to the LRT Station/transit station/commuter parking lot, and the location of a major city recreation facility - the Clareview Twin Ice Arena within the Clareview Town Centre site.

Amended by Editor

Amended by Editor

Bylaw 12858 was approved on August 21, 2001, to expand the Clareview LRT Station and Transit Centre.

Amended by Editor

Created in 1993, there are principles contained in the Transportation System Bylaw upon which the LRT extensions are guided. The intent of these principles (listed below) is to lead the planning, design, construction and operation of Light Rail Transit (LRT) and related facilities in Edmonton. The principles are included in the Transportation System Bylaw to ensure that development of LRT in Edmonton is undertaken within a framework consistent with certain themes and objectives transcending changes in decision making personnel and process. Including them in the bylaw also provides the public with an opportunity to intervene and influence, through a statutory hearing process, in any proposed revisions or deviations. The principles are intended to be flexible enough to reflect and be subject to varying sets of conditions, constraints and standards over time.

*Bylaw 12858
August 21, 2001*

1. *Principle of Public Consultation* - *The City is committed to ongoing consultation with parties who have an interest in issues relating to the planning and development of LRT. It is recognized that the specific consultation processes which are undertaken must be sufficiently flexible to allow for the diversity of public views which may be expressed over time and over different segments of LRT. The fundamental justification for public consultation is the premise that the public has a right to participate in decisions that may affect them.*
2. *Principle of Personal Safety* - *The City is committed to the development of a Light Rail Transit System which in its design, construction and operation, meets with generally accepted principles of safety and is consistent with sound and accepted engineering standards and practices. The articulation of these principles, standards and practices must take into account the safety concerns and physical, demographic and land use environments of the communities along any given section of LRT line.*

3. Principle of Community Viability - *In the design, construction and operation of the LRT system, the City of Edmonton will use its best efforts to maintain or reinforce those elements which contribute to the current viability of the communities adjoining the LRT system within the bounds of practicality and feasibility. It is recognized and accepted that the elements which influence community viability may vary from community to community.*
4. Principle of Impact Mitigation - *The City is committed to the practical and feasible mitigation or reduction of negative impacts on adjoining communities which may arise from the development of the LRT system.*
5. Principle of Fiscal Responsibility - *The City is committed to the development of the LRT system in a manner which is consistent with its fiscal capabilities and fiscal priorities as may be established from time to time by City Council as agent for the citizens of Edmonton.*
6. Principle of Community Stability and Appropriate Revitalization - *In its decisions relating to land development, land use change and possible related demographic implications, the City will ensure adherence and consistency with the spirit, objectives and policies of the General Municipal Plan and other planning instruments as may be adopted and amended from time to time.*
7. Principle of Growth Accommodation through Public Transit Enhancement - *The City affirms its commitment to the provision of an effective public transit system as a means of accommodating the City's growing travel demands.*

1.3 Plan Proponents

This Neighbourhood Area Structure Plan was prepared on behalf of a private corporation by the Walker Consulting Group Limited and William Dolman and Associates.

Amended by Editor

1.4 Report Format

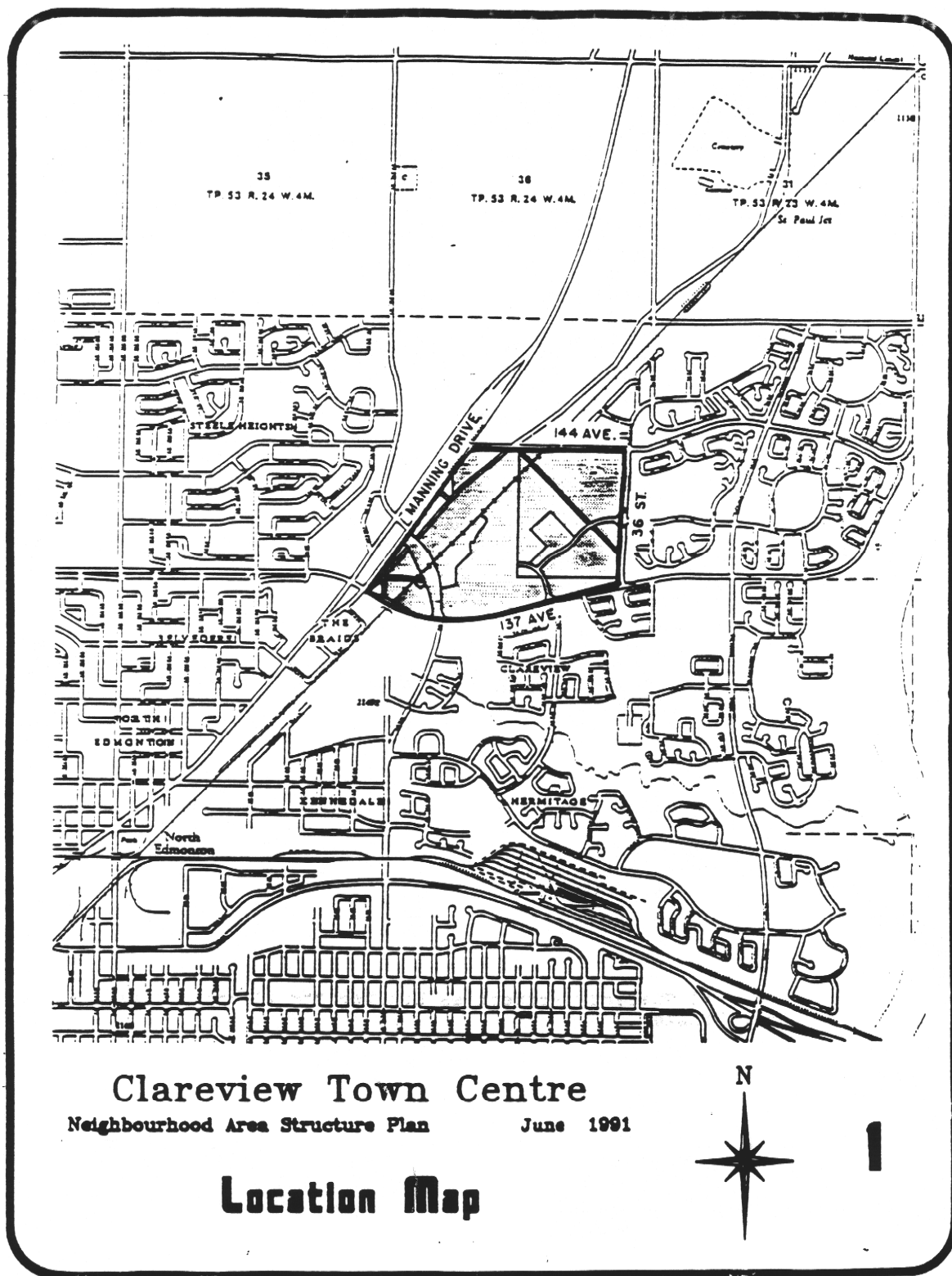
This Clareview Town Centre Neighbourhood Area Structure Plan is divided into four chapters. Chapter One provides an introduction into the Plan. Chapter Two describes the natural features and human factors in the Town Centre area. Chapter Three provides objectives that will guide the formulation of the development concept and the ultimate development of the Town Centre. Chapter Four describes the development concept, including the municipal services which will be required and a general staging concept, in sufficient detail to satisfy the needs of a Neighbourhood Area Structure Plan and to not require any further Neighbourhood Area Structure Plan development or approval prior to specific area districting or detailed subdivision.

1.5 Acknowledgements

Much of the background to this *NASP* document and considerable policy formulation was done by Mackenzie Spencer Associates in 1986 and 1987. This Plan does not redo what has already been done. Neither, however, does it merely repeat the materials previously presented. Rather, an evaluation and up-dating process has been undertaken, so as to make this revised new Neighbourhood Area Structure Plan current.

Amended by Editor

Figure 1 Location Map (*Bylaw 9841, July 16, 1991*)



Section 2.0

Natural Features and Human Factors

2.1 Physical Environment

Applicable information about the physical environment of the subject site is as follows. Most of the geological information about the site has been extracted from Alberta Research Council Bulletin #32 entitled "Urban Geology of Edmonton", written by C.P. Kathol and R.A. McPherson.

2.1.1 Bedrock Topography

The bedrock surface contour lies approximately 25 to 30 m (75 to 100 ft.) below ground surface in the area of the subject site - normal when compared to the rest of the Edmonton area. The bedrock topography appears level to undulating, sloping towards the North Saskatchewan River, falling some 30 m (100 ft.) over the subject site.

2.1.2 Bedrock Overburden

Overlying the bedrock on the subject site is a glacial till comprising unsorted and unstratified sediments of clay, silt and sand with pebbles and boulders. It is variable in thickness, averaging about 15 m (50 ft.) in depth on the subject site, and its topography is level to undulating. There are minor stratified sand and gravel lenses and layers of disturbed bedrock within the till.

2.1.3 Surficial Geology

Overlying the glacial till on most of the subject site is a glaciolacustrine deposit, 3 to 6 m (10 to 20 ft.) deep, comprising mainly sand with minor silt and clay components, and minor pockets of coarse sand and gravel. This feature was deposited in a large preglacial lake - Lake Edmonton - formed during the recession of the ice shut in Late Pleistocene time.

On this glaciolacustrine deposit, care must be taken in construction due to potentially localized high water tables and susceptibility to erosion processes. The deposit has generally medium strength, moderate to high compressibility, and potentially high sulfate content, and is susceptible to frost action, swelling and erosion. However, none of these pose serious problems to normal urban construction practices.

General construction conditions are average, ranking 4 on a scale of 7. Potential sulphate hazard (sulphate in soil attacks concrete installations) is 3 (higher than average) on a scale of 7 for the east half of the site, and 5 (lower than average) for the west half of the site. Susceptibility of deposits to erosion is average, ranking 3 on a scale of 6.

Overlying the glacial till on a part of the subject site is a small area of organic soils, which is the location of a very shallow and seasonal slough. However, it is not a deep deposit, and the organic soils will be dealt with in a normal manner for urban areas.

2.1.4 Surficial Topography and Drainage

The landscape is basically flat and slopes gently to the southeast. From the high point adjacent to the Manning Freeway to the low point, the elevation change is approximately 3 meters. With the size of the Town Centre, this difference is not significant.

A few small low areas are located within the Town Centre site. They retain water for brief periods throughout the year. However, with the uses proposed for the Town Centre and the land reforming which will result, these depressions do not represent a significant constraint to the development of the subject site.

2.1.5 Soils

The topsoil on the subject site is Ponoka Loam, located predominantly to the west of the *Railway Company's* mainline, and a composite of Malmo Silt Loam (60%) and Wetaskiwin Silt Loam (40%), located to the east of the *Railway Company's* mainline.

Both the Ponoka Loam and Malmo Silt Loam are members of the Chernozemic soils group, and have developed under grasslands and parklands. These soils have a dark surface soil over a fairly friable subsurface. The Ponoka Loam is an eluviated black to orthic black chernozemic soil developed on alluvial lacustrine material. The Malmo Silt Loam is an eluviated black chernozemic soil developed on lacustrine material.

The Wetaskiwin Silt Loam is a Solonetzic soil. Such soils have formed over a salty parent material, and have a loose surface horizon and a hard column-like subsurface, with a usually saline subsoil. The Wetaskiwin Silt Loam is a black solodized solonetzic soil developed on lacustrine material.

According to the Canada Land Inventory, the soils in the Clareview Town Centre are in classes 1 and 2 for Agriculture - that is, they have either no significant limitations in use for crops, or moderate limitations that restrict the range of crops or require moderate conservation practices.

However, these soils pose no significant problem to development of the Clareview Town Centre as an urban area.

2.1.6 Vegetation

The subject site is almost entirely devoid of any natural vegetation, having been farmed extensively in the past. Existing vegetation is primarily cropped open field or grassland, and wetland shrubs and grasses in and near localized low areas. Most vegetation does not appear worthy of preservation.

The exception to this is the group of trees immediately northeast of the LRT transit terminal. This is a mature group made up primarily of balsam and aspen poplar. However, with intensive urban development proposed immediately adjacent to this group, it is unlikely that the natural environment within which the trees have matured will be retained. This will make the survival of the trees very precarious.

2.2 Human Environment

The human environment of the subject site and the surrounding area, if information is applicable, is as follows:

2.2.1 Ownership

The majority of the land within the Clareview Town Centre is owned by *a private corporation*. Figure 2 shows the individual parcels of land within the subject site. Table 1 lists the individual properties by parcel number, legal description, and owner.

Amended by Editor

Parcels 1, 2, 3, 4, 10, 11, 12, 13, 15, 16, 17, 18, 19, 21, 22, 23, 24, and 25 are owned by the City of Edmonton. The total area of these parcels is 21.51 ha (53.15 ac.). These lands are mainly roadway, circulation and LRT station lands.

Parcels 5, 6, 8, and 9 are owned by *a private corporation*. The total area of these parcels is 47.43 ha (117.20 ac.).

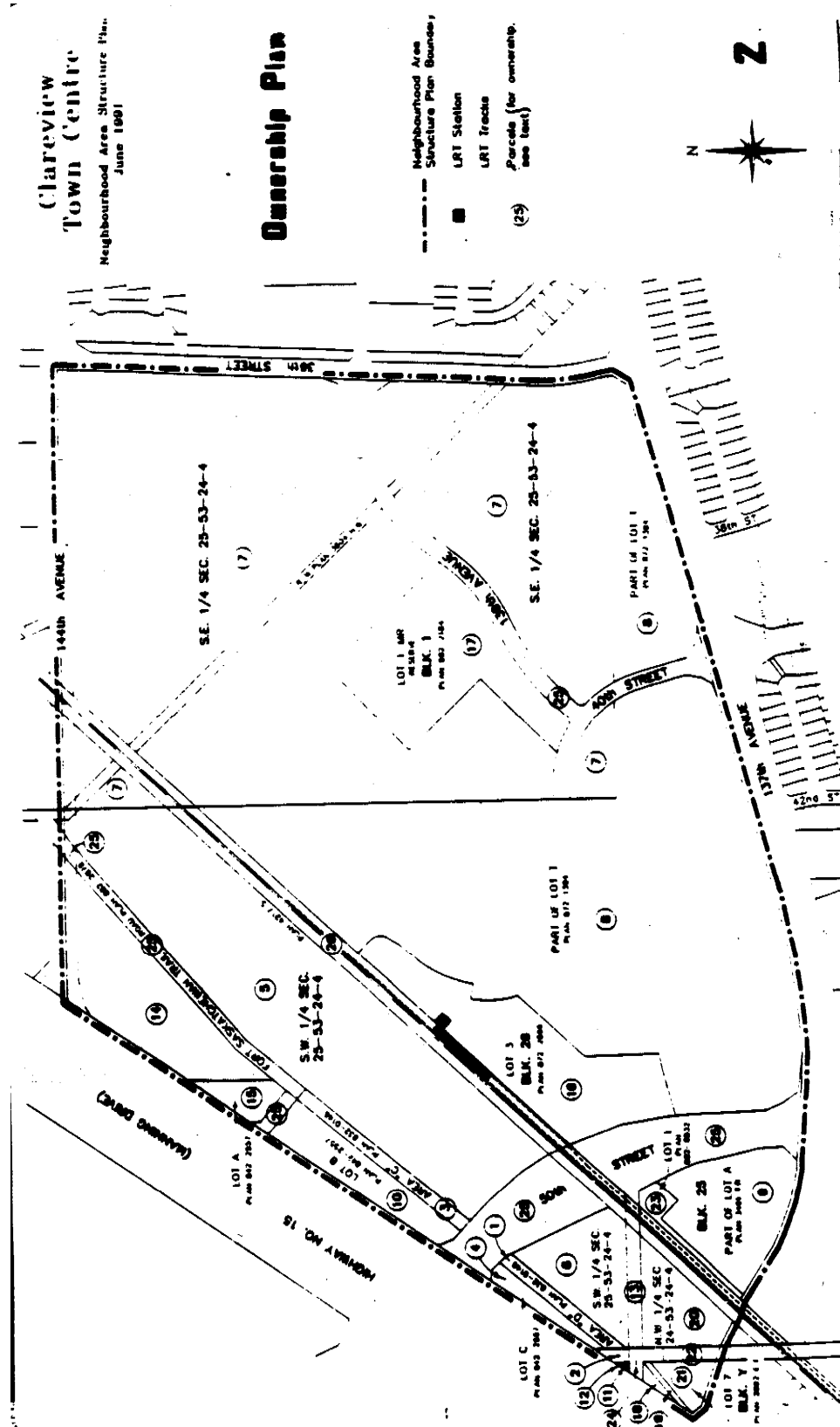
Parcel 7 is owned jointly by *two private corporations*. The area of this parcel is 43.37 ha (107.17 ac.).

Parcel 14 is owned by *another private corporation*. The area of this parcel is 3.68 ha (9.09 ac.).

Parcel 20 is owned jointly by *two private non-corporations*. The area of this parcel is 1.27 ha (3.14 ac.).

Parcel 26 is owned by *a private corporation*, under title to *a private corporation*. The area of this parcel is 4.01 ha (9.91 ac.).

Figure 2 Ownership Plan (*Bylaw 9841, July 16, 1991 – as amended by Editor*)



2.2.2 Land Uses on Site

Amended by Editor

Traversing the property southwest to northeast is the mainline of a *Railway Company*. Within this mainline right-of-way runs the City's LRT line, with its northern terminal station at about the middle of the *Railway* line as it runs through the Town Centre site. Adjacent to the LRT Station is a transit centre and a commuter parking lot.

Access to the LRT Station, transit centre and parking lot is provided by roadways within the Town Centre which are in part registered as roadways and in part used as such under agreement with the land owners. At an early point in the development of the Town Centre, full access via the registered internal road system will be provided to the LRT Station/transit centre/parking lot.

The City's Clareview Twin Ice Arena, which is currently under construction, is located within the subject site, approximately in the middle of the part of the Town Centre east of the *Railway Company's* mainline. Access to the Arena will be provided by registered roadways - 40 Street, which will run north of 137 Avenue, and 139 Avenue, which will run west of 35 Street. Currently, both roadways are registered and are being tendered for construction. A construction roadway follows the 139 Avenue right-of-way.

Amended by Editor

50 Street cuts a triangular area off from the rest of the Town Centre site in the southwest corner. Within that triangular area there are three small residences and a commercial garden centre northwest of the *Railway Company's* line, and an Edmonton Power utility building southeast of the *Railway Company's* line.

Amended by Editor

2.2.3 Surrounding Land Uses

South, east and north of the Clareview Town Centre Neighbourhood Area Structure Plan are the established residential neighbourhoods of Clareview. These neighbourhoods are separated from the Town Centre by minor arterial and major collector roadways. West of the Town Centre is Manning Drive, a major arterial roadway.

The surrounding lands to the north, east and south are, for the most part, built out in a mixture of 4-storey, medium density apartment buildings, townhouses, and low density, single detached residences. Two small neighbourhood

commercial sites are located at the intersections of 36 Street with 137 Avenue and with 144 Avenue. The southerly site is fully developed with a full range of convenience commercial uses. The northerly site is only partly developed, with a single convenience store/gas bar combination.

The lands immediately west of Manning Drive are currently vacant.

2.2.4 Access and Services

The subject site is accessible from a number of locations along 137 Avenue, 36 Street, 50 Street, 144 Avenue, and Manning Drive. Municipal piped sanitary sewerage, water supply and storm drainage facilities are located both within and adjacent to the subject site.

2.2.5 General Municipal Plan

The 1990 Edmonton General Municipal Plan (GMP) *designated* the subject site as a Town Centre.

Amended by Editor

The GMP *indicated* that the town centre concept *was* an appropriate form for focal points in Suburban areas. The Plan *continued* that the town centre concept *would* probably be realized differently for each centre, with variations in size, role and function acceptable.

Specific policies in the GMP *were* designed to realize the objective of promoting the development of town centres in suburban areas. These policies *stated* that the City will encourage the development of multi-use town centres as focal points in suburban areas, and that different town centres will have differences in size and functions.

More specifically to the Clareview Town Centre, the GMP *stated* that the Clareview Town Centre should be considered as the first priority for the City to encourage development. The GMP also *stated* that a start on the Clareview Town Centre would provide an important component to the successful implementation of the Northeast strategy of the GMP. To that end, the GMP *stated* as a policy that the City will encourage the prompt development of the Clareview Town Centre and, where feasible, locate appropriate civic facilities on the site.

In May 1995, the 1977 Planning Act was repealed and replaced

with the Municipal Government Act. Under the new legislation, the General Municipal Plan had to be replaced with a Municipal Development Plan before September 1, 1998. Plan Edmonton, Edmonton's Municipal Development Plan (Bylaw 11777, as amended) was approved by City Council on August 31, 1998.

Amended by Editor

The following section on the Edmonton Municipal Development Plan was taken from Bylaw 13318; an amendment to the Clareview Town Centre NASP, and refers to the specific amendment area but can be generally applied to the whole neighbourhood.

Municipal Development Plan

The Edmonton Municipal Development Plan sets out priorities and strategies to accommodate the development of the City. The following are priorities and strategies specific to the proposed development.

Our Physical Growth Strategy - We will optimize the use of public infrastructure by promoting infill development in existing neighbourhoods and business areas and accommodating higher density land uses along transportation corridors.

*Bylaw 13318
July 10, 2003*

Priority - Land Development Philosophy - Develop and utilize a land development philosophy that meets the City's long term development needs and achieves the optimal balance between residential, industrial, commercial, institutional and recreational land use.

Strategy 1.1.1 - Provide for choices regarding the types of development in which people want to live and do business.

Priority - Utilization of Existing Infrastructure - Encourage maximum development around existing City infrastructure.

Strategy 1.3.4 - Promote intensification of development around transportation corridors and employment areas.

Strategy 1.3.5 - Support increased densities of land use through infill development that is sensitive to existing development.

Priority - Movement of People and Goods - Ensure that an integrated system facilitates the safe, effective and efficient movement of goods and people throughout the City and beyond.

Strategy 4.3.1 - Develop and maintain an integrated system of roadways, public transit, pedestrian and bicycle

facilities and services to support and enhance Edmonton as a growing, vibrant and culturally diverse city in which people choose to live, work, team and play.

Strategy 4.3.3 -- Make effective and efficient use of the transportation system.

2.2.6 Zoning Bylaw

The City of Edmonton's Zoning Bylaw indicates that the land in the Clareview Town Centre NASP, as of March 2004, is zoned- AP (Public Parks), AGU (Urban Reserve), PU (Public Utility), CSC (Shopping Centre), CB2 (General Business), RSL (Residential Small Lot), RF4 (Semi-Detached), RA7 (Low Rise Apartment), RA8 (Medium Rise Apartment), RA9 (High Rise Apartment) and DC2 (Site Specific Development Control Provision).

Amended by Editor

Bylaw 13318 July 10, 2003 approved the use of Section 900 of the Edmonton Zoning Bylaw to designate the north east portion of the Clareview Town Centre NASP as a Special Area. This allowed the creation of five unique zones, created specifically as Section 950, that will only be applied to the lands within Clareview Campus. The zones area as follows: CCHD (Clareview Campus High Density Residential), CCMD (Clareview Campus Medium Density Residential), CCLD (Clareview Campus Low Density Residential), CCSF (Clareview Campus Single Family Residential) and CCNC (Clareview Campus Neighbourhood Commercial).

2.2.7 Transportation Corridors

The Clareview Campus Neighbourhood is the termination point for the northeast LRT line, and contains the Clareview LRT Station, Transit Centre, and park and ride lot. The Capital Region Intermunicipal Transit Network Plan identifies in the Medium and Long Term Network (Figures 9 and 10), the potential for the northeast LRT line to be extended to Anthony Henday Drive. The park and ride lot also shifts from the Clareview Campus Neighbourhood to the future termination point at Anthony Henday Drive.

*Bylaw 15507
July 19, 2010
Amended by Editor*

Manning Drive is identified in the Capital Region Intermunicipal Transit Network Plan as an Intermunicipal Bus Route that connects the Clareview Campus Neighbourhood to Fort Saskatchewan. There are no proposed changes to the Intermunicipal Bus Route over the duration of the Capital Region Intermunicipal Transit Network Plan.

Proposed amendments to the Clareview Town Centre NASP that impact the Intermunicipal Bus Route or LRT line must be referred to the Capital Region Board.

The Way We Move: Transportation Master Plan, identifies Manning Drive, north of 137 Avenue to Anthony Henday Drive, as a Highway Connector. Highway Connectors are high standard roadways connecting Anthony Henday Drive to the Inner Ring Road as well as to provincial/national highways outside of Edmonton's boundaries.

Section 3.0

Plan Objectives

3.1 Plan Objectives

The primary objective of the Clareview Town Centre Neighbourhood Area Structure Plan is to serve as a guide for the subdivision and development of the Clareview Town Centre.

It is a corollary objective of this particular Plan document to consolidate and articulate all of the changes in form and function which have been determined for the Clareview Town centre since it was initially proposed in the late 1970's, placing those changes into the form of a statutory planning document which can be approved by Edmonton City Council and subsequently used by both the City and private land owners as a guide for land development decision-making.

3.2 General Objectives

It is an objective of the Clareview Town Centre Neighbourhood Area Structure Plan to define a land use framework for the development of the Clareview Town Centre to make it an integral component of the Clareview community's urban structure.

It is also an objective of the Clareview Town Centre Neighbourhood Area Structure Plan to provide a pattern of land uses that provides a logical base for efficient development, but which is flexible enough to allow for minor changes in the pattern of land uses without the need to make a cumbersome amendment to a statutory plan document.

3.3 Commercial Objectives

It is an objective of the Clareview Town Centre Neighbourhood Area Structure Plan to designate sites for development of a range of retail and business commercial uses appropriate both for a town centre, and for a location with visibility and accessibility that proximity to both an LRT Station/transit-centre and Manning Drive provides. It is a further objective that these uses serve as a commercial anchor for the Clareview community, providing a level of retail and business service sufficient to meet the needs of the community.

Amended by Editor

3.4 Institutional Objectives

It is an objective of the Clareview Town Centre Neighbourhood Area Structure Plan to define within the Town Centre a central location for the sites of the Senior High Schools which are to be developed in conjunction with a District Park and the Clareview Twin Ice Arena that will serve some of the active and passive recreational needs of the Clareview community.

3.5 Residential Objectives

It is an objective of the Clareview Town Centre Neighbourhood Area Structure Plan to define within the Town Centre appropriate sites for the development of various high, medium and low density residential projects and areas. The intent of the Plan is to provide for approximately 4,290 residential units in the Town Centre, which will house approximately 8,730 people. The high and medium density project areas will predominantly be proximate to the LRT Station, thus having all the location and access attributes that such proximity entails. The lower density areas will be related to the need to not expose existing communities to negative impacts from too high levels of density within the Town Centre. Residential uses within the Town Centre, especially near the LRT Station and the commercial core, will also provide for a continuous presence and activity level in the Centre that will, in turn, help to provide a safe urban environment.

*Bylaw 14459
January 22, 2007*

Section 4.0

Development Concept Plan

4.1 Introduction

The Clareview Town Centre is located at the intersection of 137 Avenue, 50 Street and Manning Drive, all of which are major components of the arterial roadway network of northeast Edmonton. It is also the northern terminus of the northeast LRT line. As a result, the Clareview Town Centre can serve as the focus of a number of diverse activities of the businesses and residents of Clareview.

The Clareview Town Centre should not simply be another strip commercial development. To be so would be to miss an opportunity. Rather, the planned uses and patterns must provide services to a much broader spectrum of consumers than typical in a conventional retail area, and provide for a broad range of residential options.

The concept proposed to guide the future development of the Clareview Town Centre includes three primary land use components - commercial uses (*neighbourhood commercial*, general business, and shopping centre), residential uses (high, medium, and low density in various forms) and institutional uses (school campus/park, major recreational facility site, and LRT Station/transit centre/ancillary parking sites).

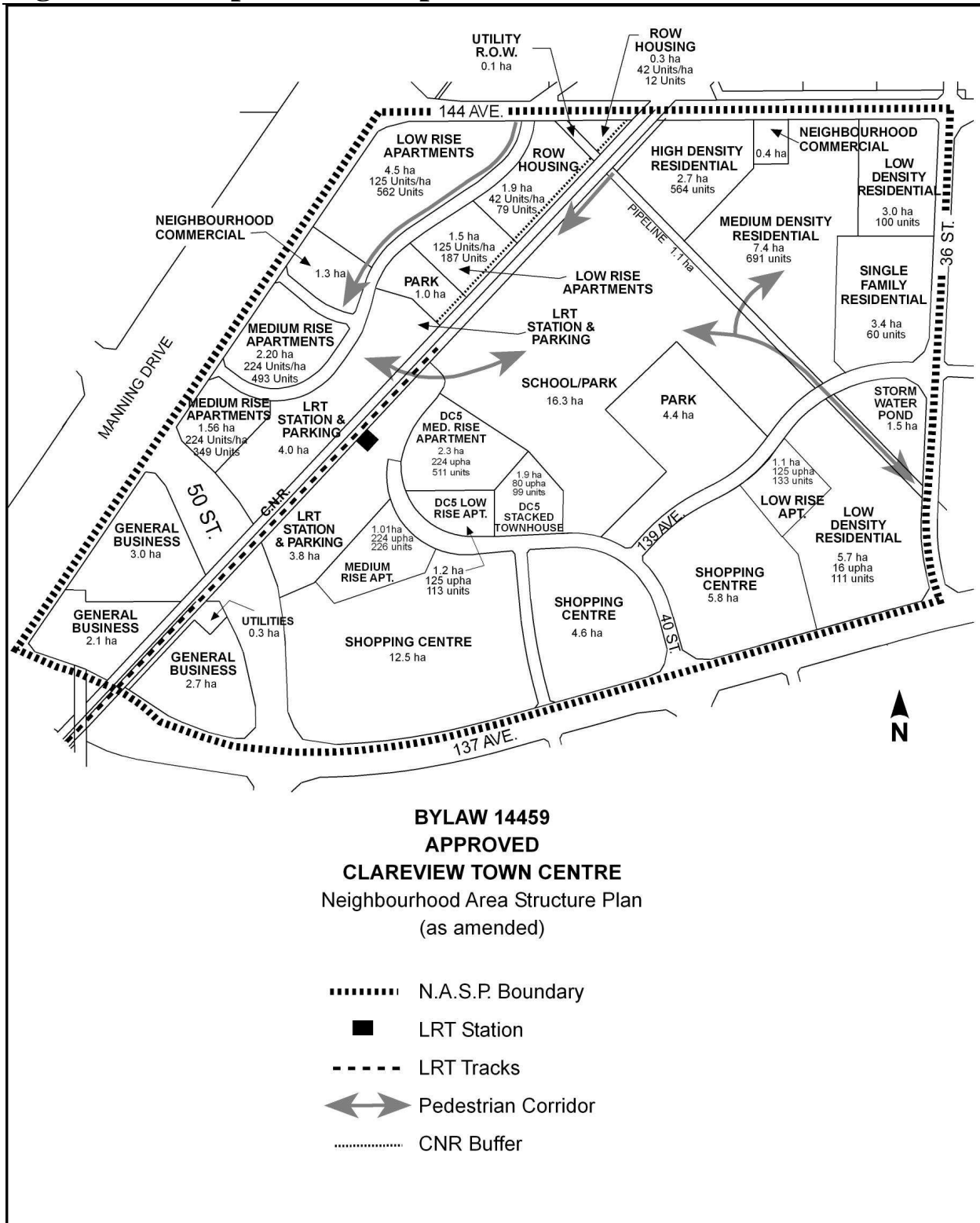
*Amended by Editor
Bylaw 13318
July 10, 2003
Bylaw 14459
January 22, 2007*

These land use components will be both joined and separated by vehicular and pedestrian circulation patterns.

When planned as a whole, the three complementary primary land uses together with the circulation concept offer the opportunity to develop a strong urban focus for the Clareview community.

The Development Concept Plan for the Clareview Town Centre advanced in this Neighbourhood Area Structure Plan is shown on Figure 3. This Plan is in sufficient detail that no further Neighbourhood Area Structure Plan development or approval will be required prior to the Land Use Bylaw districting or detailed subdivision of specific areas.

Figure 3 Development Concept Plan (As amended by Bylaw 14459, January 22, 2007)



4.2 Concept Highlights

Highlights of the Development Concept Plan are as follows:

- The development of the Clareview Town Centre will occur within the framework of the arterial road network and the City's LRT system which are intended to serve both the Clareview community and the entire northeast sector of the City.
- The retail focus within the Clareview Town Centre will be the proposed commercial uses which front onto 137 Avenue. It is anticipated that these commercial facilities will be developed with a relatively low profile, but with sufficient diversity to serve the needs of the resident and business populations within Clareview and the northeast sector of the City.
- A secondary commercial focus will be provided by that group of uses *south of 50 Street. General business will be located along the railway company's line. This location will exploit both the visibility and exposure to the high volumes of traffic, and the very ready access to the LRT Station/transit centre.*
- *A small neighbourhood commercial site located south of 144 Avenue and west of 36 Street. It is intended to be internally focused and oriented towards the Clareview Campus neighbourhood. Safe and convenient pedestrian access will be provided throughout the 'Special Area' to the Clareview Campus Neighbourhood Commercial area (CCNC). Vehicle access/egress will be limited to 144 Avenue and will be constructed in accordance with City standards.*
- Located at the core of the Clareview Town Centre will be the proposed Senior High School Campus and District Park and recreation facility. To that end, the City is already building the Clareview Twin Ice Arena on the site. This facility will have direct access to the internal collector roadway system within the Town Centre and to the LRT Station/transit centre
- The primary LRT Station, transit centre and commuter parking lot will remain in their current location and be linked by the internal collector roadway system to the arterial roadway network adjacent to the Town Centre and thus into the Clareview community's neighbourhoods. The Station will also be linked by a pedestrian walkway system, including an

*Amended by Editor
Bylaw 14459
January 22, 2007*

*Amended by Editor
Bylaw 13318
July 10, 2003*

Bylaw 12858

underground walkway that connects the LRT station to the east and west side bus terminals and parking areas. A secondary transit centre and commuter parking lot will be located on the west side of the Railway Company's line to serve commuters north of the Railway Company's line. The City will acquire this secondary site by reducing the size of the LRT Station and Parking area on the southeast side of the Railway Company's line and by means of a land exchange with the landowner. The City will then develop the accesses to this secondary site. The area designated for this transit centre was expanded to meet market demands, increase accessibility and make the overall transportation network more efficient.

August 21, 2001

Amended by Editor

Bylaw 12858
August 21, 2001

- The Development Concept Plan and Table 2 to this Neighbourhood Area Structure Plan describe the first phase of this reduction and land exchange. Subsequent to the approval of this NASP and the redistricting and subdivision associated with the Shopping Centre site as shown on the Development Concept Plan, the boundary between the LRT Station & Parking area and the Shopping Centre may be altered, with the concurrence of the affected landowner and the City, so as to place the boundary of the Shopping Centre site in closer proximity to the LRT Station itself. Again, the shopping centre land owner will acquire this additional land from the City in exchange for additional land at the secondary LRT Station & Parking site, northwest of the LRT line. If this occurs, the final sizes of the Shopping Centre and the two LRT Station/Parking sites will differ slightly from those indicated on the Development Concept Plan and in Table 2. However, no Neighbourhood Area Structure Plan amendment will be necessary in order to undertake this second phase of the reduction and land exchange.
- High and medium density residential uses, in the form of medium rise and low rise apartments and stacked townhousing, will be located in close proximity to the LRT Station/transit centre, so as to place a large number of residents in close proximity to the LRT system with its easy access to downtown Edmonton. Other medium density residential uses, in various forms, will be located in a few other selected sites within the Town Centre, in locations with good access either to major roadways or to the School Campus/District Park.
- *The far northeast and southeast portions of the Town Centre will be developed as low density residential and single family residential precincts. Separated from the balance of the Town Centre and the School Campus/District Park, and adjacent to existing residential areas, these areas are more appropriately*

Amended by Editor
Bylaw 13318
July 10, 2003

developed for low density residential uses than for commercial or high density residential uses.

- The vehicular circulation pattern proposed for the Clareview Town Centre performs two functions. The pattern will provide linkages from each of the land uses to the perimeter arterial or major collector roads, and, subsequently, to the regional roadway network. The pattern will also allow for strong internal linkages among the various elements of the Town Centre which require such linkages.
- The pedestrian circulation pattern proposed for the Clareview Town Centre, other than the obvious one which will be located along the roadways, allows for the linkage of the low density residential areas of the Town Centre both to adjacent low density residential areas and local elementary schools, and to the School Campus/District Park and LRT Station areas.

4.3 Development Concept Details

The Development Concept Plan also provides a detailed land use framework for the Clareview Town Centre which will be realized through subdivision and appropriate Land Use Bylaw districting. This Development Concept Plan is a sufficient guide for further detailed Land Use Bylaw districting and detailed subdivision. However, any detailed land use plan must be responsive to the need for change over time in response to both changes in societal attitudes and market forces. Therefore, it is a policy of this Neighbourhood Area Structure Plan that the detailed Development Concept Plan articulated here need not be strictly adhered to, but will be used as a guide for the subdivision, districting, and development of the lands within the Clareview Town Centre Neighbourhood Area Structure Plan area.

The following sections delineate the various uses and development strategies which will be applied within the Town Centre.

Table 2 provides a breakdown of the land area allocated to each use.

4.3.1 Town Centre Commercial Uses

Commercial uses within the Clareview Town Centre will be divided among *three* basic types – *neighbourhood commercial*, general business, and shopping centre.

A neighbourhood commercial site is located south of 144 Avenue and west of 36 Street in the Clareview Campus 'Special Area'. The site is intended to be internally focused and oriented towards the Clareview Campus neighbourhood. Safe and convenient

*Amended by Editor
Bylaw 14459
January 22, 2007
Bylaw 13318
July 10, 2003*

*Bylaw 13318
July 10, 2003*

pedestrian access will be provided throughout the 'Special Area' to the commercial site. Vehicle access/egress will be limited to 144 Avenue and will be constructed in accordance with City standards.

A combination of *park, neighbourhood commercial, row housing, low rise apartment, and medium density residential* are intended to be developed in the area between 50 Street, Manning Drive, 144 Avenue, and the *Railway Company's* mainline. This area is isolated from the balance of the Town Centre by the *Railway Company's* mainline, but will be connected by a pedestrian *underpass* and a *multi-use system* to the LRT Station/transit centre in accordance with the Development Concept Plan. However, the primary orientation of this area will remain Manning Drive. Uses should be those which can use and benefit from the very good accessibility and visibility this location provides. Such uses will include *park, neighbourhood commercial, row housing, low rise apartment, and medium rise apartments*. Development will take into account the location of this area within one of Edmonton's Major Commercial Corridors. As well, access to the individual development sites will focus on the internal roadway system rather than Manning Drive.

*Amended by Editor
Bylaw 14459
January 22, 2007*

The triangular area bisected by the *Railway Company's* mainline and bounded by 50 Street, Manning Drive, and 137 Avenue will be a general business area. Given the configuration of the site and the exposure of this area to the major arterial road network, it is anticipated that this area will be developed in uses which exploit the site's visibility and accessibility along the major roadways. Uses will be similar to the area along Manning Drive described above. As well, development on the lands adjacent to Manning Drive will take into account the location of the lands within one of Edmonton's Major Commercial Corridors.

Amended by Editor

It is anticipated that the Shopping Centre site will be a traditional shopping centre anchored by a grocery supermarket and, potentially, a department store.

Development of the Shopping Centre site will be based on CSC and DC2 districting; however, the developer will provide for appropriate design, landscaping, transition, buffering, appearance from the street and vehicular and pedestrian accesses to adjacent sites based on the centre's function and location in the Clareview Town Centre.

Amended by Editor

The Shopping Centre site may be developed as a single comprehensively planned entity or as a series of commercial establishments under differing ownerships. In either instance, care

will be taken to ensure that vehicular and pedestrian circulation systems will permit maximum interaction within the site, that the development is properly landscaped, and that the development is architecturally pleasing.

The area designated for shopping centre uses was expanded to the east side of 42 Street effectively doubling the area designated for shopping centre use.

*Amended by Editor
Bylaw 12904
November 27, 2001*

The original area designated for shopping centre uses, west of 42 Street, has been developed with a number of 'big box' retail facilities, creating a power centre form of commercial node. The largest of these retail facilities is a super-grocery and the remainder include a self-standing multi-plex cinema complex, two large self-standing retail outlets, and a few smaller multi-tenant retail buildings.

The eastward expansion of the shopping centre precinct is intended to accommodate a broader range of commercial retail facilities to augment those which are already established in the western shopping centre precinct. This commercial site was approved for the development of a large general retail store and a small shopping centre.

*Bylaw 13207
November 6, 2002*

4.3.2 Town Centre Institutional and Open Space Uses

The Senior High School Campus/District Park site is located at the centre of the Clareview Town Centre. This site is also the location of the Clareview Twin Ice Arena. This places the proposed Senior High Schools as close to the LRT Station and transit centre as possible, and accessible to the Hermitage community which will be served by these Senior High Schools. This also allows the Campus/Park site to act as a buffer between the Clareview Campus residential area and the high intensity development in the Town Centre.

Amended by Editor

The size of the Campus and District Park indicated on Figure 3 is 20.7 ha (51.75 ac.), as per the city's requirements. Of this, the City has already acquired 4.39 ha (10.85 ac.) to begin construction of the Clareview Twin Ice Arena. The size of the Campus and District Park exceeds the total Municipal Reserve (MR) dedication due the City of Edmonton from lands owned by two private corporations within the Town Centre, together with the "campus exchange land" that the two private corporations owe to the city under an existing agreement. The total amount owing the City, and a comparison with the amount shown on this Plan, is calculated in Table 3.

Amended by Editor

The Campus and District Park site will be acquired by the City as Municipal Reserve, as land exchange, and as additional land acquisition, with details to be worked out as subdivision and development progress.

Approximately 1.0 ha of open space corridors and amenity area will be arranged within the Clareview Campus Medium Density and Low Density areas of the 'Special Area'. The open space corridors will radiate out from the amenity area so as to facilitate safe and convenient access within the amendment area and to the Clareview Campus Neighbourhood Commercial area and the LRT.

Bylaw 13318
July 10, 2003

The area provided for the creation of the central amenity area and open space corridors is in addition to the developer's municipal reserve dedication in the Clareview Campus Neighbourhood.

Amended by Editor

In addition, a 1.0 hectare park site has been provided north of the Clareview LRT Station and Park-N-Ride facility, west of the railway right-of-way. This park site is intended to serve the active and passive recreational needs of the future residents of the plan area and the surrounding communities.

Amended by Editor
Bylaw 14459
January 22, 2007

For the 1.0 hectare park space, the most up to date recommendations of Railway Company for non-residential development adjacent to a "Principle Main Line" will be considered. Development will be in accordance with Railway Company's recommendations, requiring a 30 metre building setback in conjunction with a 2.5 metre high earthen berm, constructed entirely outside of Railway Company's property. Acoustic fence is to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre of surface area. Upon construction of the berm and fence, ownership of the land on the side of the fence adjacent to the existing Railway Company's right-of-way will be transferred to Railway Company and consolidated with the Railway Company's right-of-way. Any proposed alterations to the existing drainage pattern affecting Railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway. An agreement would be entered into between the developer and Railway Company to provide stormwater management on the east side of the berm next to the railway tracks.

Setback and buffering requirements for the park space will be considered at the subdivision application stage.

4.3.3 Town Centre Residential Uses

Higher density residential areas have been designated in proximity to the LRT Station/transit centre in order to benefit from the accessibility the LRT offers. Densities shall be based on RA8 districting in Medium Rise Apartment areas, RA7 districting in Low Rise Apartment areas, *RF5 districting in Row Housing Areas* and *DC2 districting at 80 upha in the Stacked Townhouse area.*

Amended by Editor

At the Community Meeting, concern was expressed regarding potential overflow parking in surrounding residential areas. To address this issue, off-street parking for the Residential development and Commercial uses will be provided in accordance with the regulations set out in the City of Edmonton Zoning Bylaw. To mitigate potential traffic and parking impacts resulting from the Residential developments and their proximity to the Commercial uses in the Clareview Town Centre neighbourhood, no relaxation to the parking requirements shall be allowed for the Residential development or Commercial uses.

*Bylaw 14459
January 22, 2007*

The two Low Density Residential areas will be predominantly single detached housing; however, semi-detached housing and planned-lot residential forms may also be permitted in selected areas if market forces provide the opportunity. Maximum densities in each area will be as shown on the Development Concept Plan.

*Bylaw 13207
November 6, 2002*

The development concept for the Clareview Campus Special Area in the north east portion of the NASP combines a mix of low, medium and high density housing opportunities ranging from single family housing to high-rise residential units. The overall development concept has been designed to be sensitive to the existing Hairsine Neighbourhood, located immediately east of Clareview Campus by creating a transition of land uses and densities between the Low Density Residential (LDR) within the Hairsine Neighbourhood and the Clareview Campus Special Area. The development regulations within Section 950 of the Zoning Bylaw will ensure a reduction of densities, height and massing of buildings from high rise apartments/condominiums to single family residential housing.

*Bylaw 13318
July 10, 2003*

Clareview Campus High Density Residential (CCHD)

This high density area is located immediately adjacent to the LRT tracks south of 144 Avenue. Development within the CCHD area may consist of up to four high-rise residential buildings. These buildings will be oriented to allow for safe and convenient pedestrian access to the LRT, the proposed CCNC area, and the

adjacent park and open space corridor. Vehicular access and egress to the CCHD area will be limited to 144 Avenue.

Clareview Campus Medium Density Residential (CCMD)

The medium density area is located in the central portion of the Special Area. The CCMD will be developed as low-rise apartments and row housing under the CCMD Zone. The row housing uses can only be developed on site(s) fronting onto 144 Avenue. This CCMD development will be integrated with the CCLD and CCSF through the use of setbacks; hard and soft landscaping; and, a uniform architectural theme.

*Bylaw 15507
July 19, 2010
Amended by Editor*

Clareview Campus Low Density Residential (CCLD)

The low density residential is located in the north easterly portion of the area adjacent to Hairsine. The CCLD area will be developed as low density residential housing with an attached garage providing on-site parking for two (2) vehicles and private yards. The CCLD will be integrated with the neighbourhood on the east side of 36 Street by utilizing a combination of hard and soft landscaping.

Clareview Campus Single Family Residential (CCSF)

The single family residential is located south easterly portion of the Special Area. This CCSF area will be developed as single family detached housing that will be integrated with the neighbourhood on the east side of 36 Street by utilizing a combination of hard and soft landscaping.

Clareview Campus Neighbourhood Commercial (CCNC)

The Special Area also includes a commercial site located south of 144 Avenue which is intended to be internally focused and oriented towards the Clareview Campus neighbourhood.

The most up-to-date recommendations of Railway Company for residential development adjacent to a “Principle Main Line” will be considered at the development application stage. Exhibit 1.0 – Proposed Residential Building Setback / Buffering Adjacent to Railway illustrates the railway setback proposed for the amendment area. Development will be in accordance with Railway Company’s recommendations, requiring a 30 metre building setback from the existing rail right-of-way to residential buildings for noise attenuation and security. Where medium density development sites are located adjacent to the Railway right-of-way, in addition to providing the 30 metre building setback from the existing right-of-way to the residential development, other mitigation measures to reduce the impact of noise and safety concerns at the development application stage will be considered (e.g. landscaping, siting of parking areas,

*Amended by Editor
Bylaw 14459
January 22, 2007*

architectural treatment of buildings, etc.).

The buffering proposed along the rail line consists of a 2.5 metre high earthen berm, constructed entirely outside of Railway Company's property. A noise attenuation barrier shall be adjoining and parallel to the railway right-of-way, having returns at the ends, and a minimum total height of 5.5 meters above top-of-rail. Acoustic fence is to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre of surface area. Upon construction of the berm and fence, ownership of the land on the side of the fence adjacent to the existing rail right-of-way will be transferred to Railway Company and consolidated with the railway right-of-way. An agreement would be entered into between the developer and Railway Company to provide stormwater management on the east side of the berm next to the railway tracks. It should be noted that the proposed setback adheres to current Railway Company's recommendations pertaining to buffering and setbacks for residential development adjacent to principle main lines.

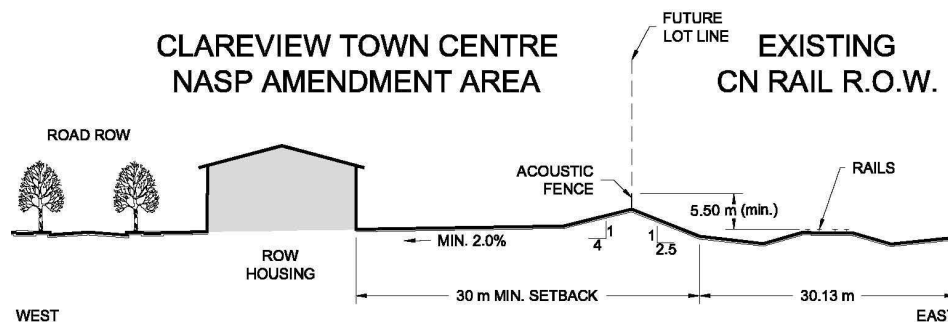


Exhibit 1.0 – Proposed Residential Building Setback / Buffering Adjacent to Railway

Private property lines extend to the top of the berm and the rear yards of houses back on to the buffer, providing opportunities for natural observation and access control in this area. This is in accordance with first generation, or physical, CPTED (Crime Prevention Through Environmental Design) principles.

To allow for the implementation of the required minimum of 30 metre building setback between the existing railway right-of-way and abutting residential buildings, all residential lots located adjacent to the railway right-of-way shall be developed under DC2 - Site Specific Development Control Provisions to accommodate the buffering requirements. Permitted and discretionary uses, densities, and other regulations in the DC2 Provisions will be consistent with the RA7 – Low Rise Apartment

Zone and RF5 – Row Housing Zone, of the City of Edmonton Zoning Bylaw 12800.

At the subdivision application stage, the developer will prove to the satisfaction of the City that the projected noise levels in outdoor amenity spaces for residential development will not exceed the standards outlined in the City of Edmonton Urban Traffic Noise Policy (C506). This policy requires that the developer proves, to the satisfaction of the City, that the projected noise level in outdoor amenity areas will not exceed 60 dBA Leq₂₄. Specific site characteristics, such as topography or existing land uses, may necessitate the consideration of relief from the requirement. Under these circumstances, the attenuated noise level in outdoor amenity areas should be the lowest level technically and economically practicable with an objective of up to 65 dBA Leq₂₄.

Additionally, for residential developments without outdoor amenity areas, or for residential development of three storeys or more, where the incident sound level at the façade of any dwelling unit exceeds 60 dBA Leq₂₄, the developer will endeavour to achieve the projected interior noise level of 45 dBA Leq₂₄ outlined in the City of Edmonton Urban Traffic Noise Policy. Funding and construction of any noise attenuation measures will be provided by the developer.

At a minimum, the City will require that the developer construct a 1.0 metre berm and a 1.8 metre double boarded solid screen fence for all residential development adjacent to Manning Drive.

The developers in the area bounded by 142 Avenue and 144 Avenue, Manning Drive and the railway company right-of-way, are committed to ensuring implementation of the urban design principles by including urban design guidelines reflecting the urban design principles as a condition of the sale of land to builders, including environmental sustainability.

All residential development in the area bounded by 142 Avenue and 144 Avenue, Manning Drive and the railway company right-of-way will be referred to the Design Review Committee to ensure that the development meets a high standard of appearance.

Table 4 estimates the population which may be generated by the housing within the Clareview Town Centre, as defined in the Development Concept Plan. Table 4 also estimates the number of school children which may result from the development of the residential component of the Clareview Town Centre, using the Edmonton Public School Board's current student generation factors, and the normal Public Board/Catholic Board student split

evident in Edmonton today.

4.3.4 Transit-Oriented Development (TOD)

Bylaw 14459
January 22, 2007
(New Section added)

The City of Edmonton's Smart Choices for Developing our Communities document describes a TOD neighbourhood as a mixed use residential and commercial area designed to maximize use of transit and non-motorized transportation. A TOD neighbourhood has a centre with a rail or bus station, surrounded by relatively high density development with progressively lower density development spreading outwards. Benefits of TOD neighbourhoods include:

Options

- *lifestyle (living, working, shopping) choices*
- *reduced need to own one or more cars*
- *reduces transport costs for individuals and households*

Vitality

- *can create more diverse neighbourhoods with active pedestrian streets*

Viability

- *increased transit ridership supports the economy of transit systems*
- *greater environmental sustainability due to less use of resources*

Access

- *ability to live, work and shop within the same neighbourhood*
- *increased mobility choices, such as walking, cycling and transit*
- *supports sufficient retail development to satisfy basic daily needs*

Typically having a diameter of 400 to 800 metres, which represents pedestrian scale distances, a TOD neighbourhood is defined as consisting of a mix of higher density residential, retail, office, public and open space uses connected to other areas by high-quality public transportation. Retail shops and services make up the commercial core with a transit station at the centre, all within an easy walk of homes (600 metres, or about ten minutes). Lower intensity uses surround the core. These areas include single family housing in a range of sizes, small parks,

schools, and light industry. Streets follow a grid pattern and link pedestrians and cyclists to the TOD.

The residential and commercial land uses planned for the area (located north of the Clareview LRT Station's park and ride facility, west of the railway right-of-way, south of 144 Avenue and east of Manning Drive), provide an opportunity for the development of a mixed-use, walkable, TOD neighbourhood with increased density to support transit service. The land uses proposed enhance the development of Clareview Town Centre as a TOD neighbourhood.

The City of Edmonton's Smart Choices for Developing our Communities document includes a description of ingredients of a TOD neighbourhood. A description of these ingredients is provided below, as they relate to the development located within the above-noted area:

Strong links between strategic planning and the detail of the site and facility design.

Although this portion of the plan area is separated from the Clareview LRT Station by a substantial Park-N-Ride facility, the proposed collector roadway, which includes a multi-use trail, will provide enhanced pedestrian and vehicular connectivity to the station. An internal roadway circulation system, with sidewalks on both sides, will further enhance connectivity to the Clareview LRT Station, the proposed collector roadway and the multi-use trail system. Bicycle racks are provided at the Clareview LRT Station for bicycle storage.

Complete communities with walkable mixed use development.
The opportunity to walk to and from transit stops and accomplish errands conveniently is further motivation to use transit rather than drive. Mixed use projects must include housing, significant employment opportunities from office space or light industrial facilities, retail shopping, and outdoor recreation and public spaces. Larger projects should also include schools, post-secondary education and entertainment facilities.

The residential and commercial land uses lie entirely within 800 metres of the Clareview LRT Station, with the majority of the NASP area within 600 metres, representing pedestrian scale walking distances of ten to fifteen minutes, respectively. Within

the context of the Clareview Town Centre, future residents of this portion of the plan area will be within walking distance of general business, shopping centre, school and park developments. Commercial development is located adjacent to the existing Park-N-Ride facility, and linked to the LRT Station by the central collector roadway. The 1.0 hectare park space is located within walking distance to residential development.

Design that promotes pedestrian movement between uses, stations and adjoining areas. *Pedestrian experiences are influenced by proximity of the starting point to transit, the walk distance to the destination, the overall street and site design and pedestrian amenities on the sidewalk.*

A multi-use trail connection is proposed on the west side of the collector roadway, within the road right-of-way, connecting the residential uses within this area to the Clareview LRT Station, and the Ebbers neighbourhood to the north. Multi-use trail connections along 144 Avenue and through the Clareview LRT Station will connect this residential area to the Clareview Town Centre, east of the railway right-of-way. Connections to the south, adjacent to the LRT/railway right-of-way, are proposed which will provide a connection to Downtown.

Adequate lighting and green buffers, with street tree planting, are proposed between the carriageway and multi-use trail and sidewalks, for the collector roadway and internal roadways, creating a safe and attractive pedestrian environment.

Higher densities. *Although a minimum overall density is a prerequisite for making TOD work, TOD will not require everyone to live at higher densities. Higher residential densities can be achieved by building homes on smaller lots, attached homes (row houses or townhouses), clustered housing or multi-family structures (apartment buildings).*

A variety of medium density residential land uses, including low-rise apartments and row housing, are proposed for this portion of the plan area. Apartment buildings are proposed in the south and west, transitioning to Row housing in the northeast of the amendment area as distance from the Clareview LRT Station increases. All residential development is proposed within 800 metres of the station.

Medium density residential development in this area compliments

other higher density residential development in the area. A range of housing types encourages a diversity of income levels and ages of future residents.

Streets with a high level of connectivity.

Exact locations and configurations of internal roadways, connecting future development to the collector roadway, and bus shelters will be determined at the development application stage.

In addition to the Clareview LRT Station, Edmonton Transit System (ETS) operates bus route #184 on Manning Drive. This route connects the Clareview LRT Station with Alberta Hospital, and the Ebbers neighbourhood. It is proposed that this route could be re-oriented from Manning Drive to the collector roadway, enhancing ETS service in the amendment area. Bus shelters located along the proposed collector roadway will be within 175 metres from all points within this portion of the plan area.

Buildings are designed to contribute to the street. *Buildings in a TOD area address the street and have an active street level frontage, use an appropriate scale to relate to the surrounding context, have a high amenity, quality finishing, articulation and detail, are designed to accommodate changing uses over time and incorporate sustainability principles.*

Apartment buildings within this portion of the plan area will be designed to address the street by providing individual street level unit access. Through the use of alley access, where possible, row housing development will also address the street. The 1.0 hectare park space will provide active and passive amenity space for future residents. Specific building designs will be determined at the development application stage.

Parking is managed to reduce the amount of land devoted to it. *TOD provides parking at the rear of buildings (to reduce the impact on the streetscape) and provides parkades with retail or commercial frontage. On-street parking is maximized rather than off-street. Mid-block laneways or alleys allow garages to be located at the rear of the lot instead of on the street frontage.*

Parking in this portion of the plan area will be located in underground parking garages at the rear of buildings to reduce

impact on the streetscape where feasible. Rear alleys will be utilized, where possible, to prevent garages from dominating street frontages. All surface parking will be located to the side or rear of buildings. Other TOD principles, such as providing on-street parking and providing structured parking will be considered further at the development application stage.

The Smart Choices for Developing our Communities document suggests that potential exists for the redevelopment of the existing Park-N-Ride facility as a mixed use development, which would be complimentary to the land uses proposed for the plan area in establishing a TOD neighbourhood. Should the LRT be extended north of the Ebbers neighbourhood, a high-quality transit connection would be created between the amendment area and Office Commercial uses planned south of 153 Avenue. In this event, potential exists to relocate the existing Park-N-Ride adjacent to a new LRT Station to the north and to replace this facility with a Kiss and Ride facility.

At the Community Meeting, concern was expressed regarding potential overflow parking in surrounding residential areas. To address this issue, off-street parking for the Residential development and Commercial uses will be provided in accordance with the regulations set out in the City of Edmonton Zoning Bylaw. To mitigate potential traffic and parking impacts resulting from the Residential developments and their proximity to the Commercial uses in the Clareview Town Centre neighbourhood, no relaxation to the parking requirements shall be allowed for the Residential development or Commercial uses.

High-quality of design. The quality of buildings and streetscape design affects the economic viability of transit villages. In the Edmonton context a high-quality built environment may be necessary to make the villages marketable.

In order to ensure that a high-quality of design is achieved, urban design principles should be considered at the development application stage. These principles should ensure that;

- *The quality of building design and exterior materials is high/above standard;*
- *Building architecture and features give the transit station/centre area a distinct character;*
- *Buildings and main entrances are oriented to the street;*
- *Buildings have high levels of transparency at grade and/or active frontages;*
- *Public and private open spaces have a high standard of*

- landscaping and amenities;
- Public open spaces are designed in accordance with CPTED principles; and
- The development and buildings have been designed and sited to minimize unpleasant shade and wind conditions and to maximize sunlight in open spaces

Parks and open space. Parks should be fronted with streets and development, rather than backed onto, so they become safe and functional communal spaces. The focus within the TOD should be on high-quality smaller parks. Linear parks and open space corridors can also be used to provide access to the transit centre. Larger recreation facilities should be in secondary areas so valuable space for denser mixed use buildings is available within the walkable area.

A 1.0 hectare park site has been provided north of the Clareview LRT Station and Park-N-Ride facility, west of the Railway Company's right-of-way. For detailed information regarding the proposed park space, refer to Section 5.0 – Parks and Open Space.

4.4 Circulation and Utilities

4.4.1 Vehicular Circulation

The Clareview Town Centre is bounded on the south by 137 Avenue and on the west by Manning Drive. Both are major arterial roadways within the northeast sector of the City of Edmonton, as is 50 Street which cuts through a corner of the Town Centre. On the north and east, the Town Centre is bounded by 144 Avenue and 36 Street, both of which are major collector roadways.

Internal to the Town Centre, the vehicular circulation system consists of collector roadways (139 Avenue from 36 to 40 Street, *Clareview Station Drive from the LRT Station to 144 Avenue* and 40 Street from 137 Avenue to the LRT Station), and local roadways to serve the various components of the Town Centre land use plan.

This system will effectively accommodate projected traffic volumes, and integrates with the road systems both within the Clareview community and within the northeast-sector of Edmonton.

*Bylaw 14459
January 22, 2007*

Physical barriers will be constructed in order to preclude the

infiltration of any vehicular traffic along 42 Street between the areas north and south of 137 Avenue.

No direct access will be provided to the northern portion of the Clareview Business Park Area via Manning Drive, but via 142 Avenue, 144 Avenue and the collector roadway. Due to the role and function of 144 Avenue, limited access to this roadway will be provided.

4.4.2 Pedestrian Circulation

*Amended by Editor
Bylaw 14459
January 22, 2007*

Two major pedestrian corridors are proposed internal to the Clareview Town Centre. The first uses the gas pipeline right-of-way in the eastern part of the Town Centre to interconnect the residential areas with each other and with the Campus/District Park. Though not shown, since locational details should be left to the subdivision stage, walkways will be placed at appropriate locations to allow for ease of access from the internal portions of the low density residential areas both towards the Campus/District Park site and to 144 Avenue, 36 Street, 137 Avenue, and the residential neighbourhoods beyond.

The second corridor interconnects the two LRT Station/transit centres, the Campus/District Park, and the uses on the west side of the Railway Company's main line.

As well, walkways will be located within the residential precincts to make pedestrian access to transit and recreational facilities easier. Walkway locations will be determined in detail at the time of subdivision.

Internal roadways with sidewalks and proposal to provide internal circulation for the northwest portion of the plan area (within the Clareview Business Park area). Alleys will be utilized where possible to prevent garages from dominating street frontages. A multi-use trail is planned to be located on the west side of the collector roadway which will provide connectivity with the multi-use trail system planned in the Ebbers neighbourhood, the Clareview Town Centre development east of the railway right-of-way and the Clareview LRT Station. To allow for the multi-use trail development, the collector road right-of-way will be 22 metres wide. This right-of-way will allow for the development of a multi-use trail on the west side of the road and a boulevard walk on the east side of the roadway.

*Bylaw 14459
January 22, 2007*

The overall transportation network basically remains the same, with the collector roadway to be realigned to connect with the

collector roadway shown in the Ebbers Neighbourhood Area Structure Plan, north of 144 Avenue. A Transportation Impact Assessment (TIA) was prepared and submitted separately.

Internal roadways, with sidewalks on both sides, are proposed to connect future development with the collector roadway. Exact locations of internal roadways will be determined at the development application stage. (Subdivision)

4.4.3 Utility Infrastructure

Water supply and distribution, sanitary sewage collection and disposal, stormwater drainage and franchise utilities form the four major components of the servicing system which must be provided to allow for the ultimate development of the Clareview Town Centre.

Storm and sanitary sewers have previously been installed on 40 Street up to 137 Avenue. These sewers, when constructed in the early 1970's, were designed to accommodate the Town Centre as well as development of the Casselman district to the north and west of the Town Centre.

The Clareview Town Centre is included in the area that was the subject of a storm and sanitary study for the Clareview area prepared by Reid Crowther and Partners Ltd. for the City of Edmonton in November 1990.

The storm scheme proposed by Reid Crowther indicates the Town Centre east of 50 Street draining to the existing storm trunk at 137 Avenue and 40 Street with a storm water pond as indicated on the Development Concept Plan. Oversizing would be required for Casselman Neighbourhoods 4 and 6 and Manning Drive. The Town Centre west of 50 Street would drain to the Kennedale system. The City is currently preparing tenders for the construction of trunks within the Town Centre for the purpose of servicing the proposed Twin Ice Arena.

The Row Housing uses within the northern portion of the Clareview Business Park area may require incorporation of suitable dedicated on-site detention areas for excess runoff storage within the properties as part of any development proposals.

Three sanitary alternatives were proposed by Reid Crowther, dependant upon the design criteria to be adopted. In each case, the Town Centre south east of the railway tracks and east of 50 Street drains to the existing trunk at 137 Avenue and 40 Street.

*Bylaw 14459
January 22, 2007*

Depending upon the sanitary alternative selected, the Town Centre northwest of the railway tracks and east of 50 Street plus Casselman Neighbourhoods 4 and 6 may drain either to the 40 Street trunk or to the Clareview trunk on 144 Avenue. The City of Edmonton is in the process of inviting tenders for a portion of the sanitary trunk within the Town Centre for the purposes of servicing the Twin Ice Arena. The pipe sizes indicated in the tender package are those shown for Raid Crowther alternatives 2 and 3 which implies that a portion of the lands northwest of the railway tracks will drain to the Clareview trunk. The City's Drainage Branch has indicated that the second alternative will be the scheme followed.

The Clareview Town Centre area southeast of the *rail* line will be supplied with water from the existing mains at 137 Avenue and 40 and 42 Streets, and on 36 Street. The City is currently preparing a tender package for a portion of the water mains for the purpose of servicing the Twin Ice Arena. Water supply for the area north of the *rail* line will be provided from a watermain stub at 137 Avenue and Manning Drive which will be extended along Manning Drive.

There will, however, be no further development within the Clareview Town Centre beyond the LRT Station, the Twin Ice Arena, and the Shopping Centre site on 137 Avenue prior to the completion of detailed neighbourhood servicing reports for the area proposed for development.

At the time of subdivision, appropriate parcels of land for utility infrastructure will be identified.

4.5 Phasing

Vehicular access, the extension of piped water, sanitary sewage and storm sewage services, and the market will determine the phasing of the development within the Clareview Town Centre.

Seven to ten phases, including two to three for the development of the commercial uses along 137 Avenue, may occur. Development within the Town Centre has already begun, with the LRT Station/transit Centre and the City's construction of the Clareview Twin Ice Arena. It is projected that a shopping centre will form the first phase of development. From this initial phase, it is anticipated that development will progress east and north, as demand warrants and as determined by the market within the Edmonton area.

Tables

***EDITOR'S NOTE:** Tables 2 and 4 were replaced by the Editor as the new table entitled Clareview Town Centre NASP Land Use and Population Statistics, incorporated in Bylaw 14459, provides up to-date information to replace the original tables on land use allocation and residential population.*

Table 1 Clareview Town Centre NASP Development Concept Plan
Ownership *(As amended by Editor)*

<u>Parcel No.</u>	<u>Legal Description</u>	<u>Owner</u>
1	Area "D", Plan 832-0146	City of Edmonton*
2	Pt. Area "E", Plan 832-0146	City of Edmonton*
3	Area "C", Plan 832-0146	City of Edmonton*
4	Lot C, Plan 842 -2557	City of Edmonton*
5	Unsub.pt. SW1/4 25-53-24-W4	<i>Private - Corporate</i>
6	Unsub.pt. SW1/4 25-53-24-W4	<i>Private - Corporate</i>
7	Unsub.pt. SE1/4 25-53-24-W4	50 % <i>Private - Corporate</i> 50 % <i>Private - Corporate</i> **
8	Lot T, Plan 872-1394	<i>Private - Corporate</i>
9	Pt. Lot A, Block 25, Plan 3491 T.R.	<i>Private - Corporate</i>
10	Lot B, Plan 842-2557	City of Edmonton*
11	Area "Q", Plan 832-0146	City of Edmonton*
12	Area "F", Plan 832-0146	City of Edmonton*
13	Area "H", Plan 832-0146	City of Edmonton*
14	Unsub.pt. SW1/4 25-53-24-W4	<i>Private - Corporate</i>
15	Lot A, Plan 842-2557	City of Edmonton
16	Lot 3, Block 26, Plan 872-2666	City of Edmonton
17	Lot 1-MR Reserve, Block 1, Plan 902-2184	City of Edmonton
18	Area "S", Plan 832-0146	City of Edmonton
19	Area "T", Plan 832-0146	City of Edmonton
20	Unsub.pt. NW1/4 24-53-24-W4	50 % <i>Private - Non-Corporate</i> 50 % <i>Private - Non-Corporate</i>
21	Lot 7, Block Y, Plan 2892 E.T.	City of Edmonton
22	Pt. Area "E", Plan 832-0146	City of Edmonton
23	Lot 1, Block 25, Plan 882-0032	City of Edmonton
24	Government Road Allowance	City of Edmonton
25	Road Plans 882-2819, 882-2719, 902-2021, 842-1695, 6812 T., 802-2616, and 50 St. on Plan 3491 T.R.	City of Edmonton
26	Plan 4217 S.	<i>Private - Corporate</i>

* A *Private-Corporation* is beneficial owner

** The City of Edmonton is the beneficial owner of 10.67 ha (26.36 ac.) of this property

Table 3 Clareview Town Centre NASP Development Concept Plan
Calculation of Municipal Reserve *(Bylaw 9841, July 16, 1991)*

GROSS AREA	121.63 ha	300.55 ac
Less:		
1. 144 Avenue, Road Plan 6812 T. and right-of-way Plan 812-1735	1.52 ha	3.76 ac
2. 50 Street, Road Plan 842-1695, Plan 3491 T.R. and Road Plan 802-2616	4.29 ha	10.60 ac
3. Pipeline, right-of-way Plan 3604 H.W.	1.29 ha	3.19 ac
4. LRT, Lot 3, Block 26 Plan 872-2666	4.53 ha	11.19 ac
5. Power substation, Lot 1, Block 25, Plan 882-0032	0.33 ha	0.81 ac
6. RAILWAY COMPANY , Plan 4217	4.01 ha	9.91 ac
~		
TOTAL	15.97 ha	39.46 ac

AREA SUBJECT TO MUNICIPAL RESERVE DEDICATION:

$$121.63 \text{ ha} - 15.97 \text{ ha} = 105.66 \text{ ha}$$

MUNICIPAL RESERVE REQUIRED: 10% of 105.66 ha = 10.566 ha

PLUS: DRC #872289373	0.453 ha
R2H Agreement	<u>10.668 ha</u>
	21.687 ha

LESS: Lot 1-MR, Block 1, Plan 902-2184 (Twin Ice Arena Site)
<u>4.391 ha</u>

AMOUNT OWING	17.296 ha
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MUNICIPAL RESERVE PROVIDED IN LAND USE DEVELOPMENT PLAN = 17.14 ha
(42.35 ac.)

NOTE: All figures must be verified by survey at time of subdivision.

Clareview Town Centre NASP

Land Use and Population Statistics* (As amended by Bylaw 15507, July 19, 2010)

CLAREVIEW TOWN CENTRE NEIGHBOURHOOD AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW 15507

Land Use Distribution

	Area (ha)	% GDA
Gross Area	121.6	
144 Avenue	1.5	
50 Street	4.3	
Pipeline	1.1	
LRT Station & Parking (SE of <i>Railway</i> Right-of-way)	3.8	
Utilities (Power Substation)	0.3	
<i>Railway</i> Right-of-way	4.0	
Gross Developable Area	106.6	100.0
Neighbourhood Commercial	1.7	1.6
General Business	7.8	7.3
Shopping Centre	21.9	20.6
High Rise Apartment	2.7	2.5
Medium Rise Apartment	7.1	6.7
Low Rise Apartment	13.4	12.6
Stacked Townhouse	1.9	1.8
Row Housing	4.4	4.1
Low Density Residential	8.7	8.2
Single Family Residential	3.4	3.2
School/Park	21.7	20.4
LRT Station & Parking (NW of <i>Railway</i> Right-of-way)	4.0	3.7
Storm Water Pond	1.5	1.4
Circulation	6.4	6.0
	106.6	

	Units	% of Total Units	Persons per Unit	Population
Low Density Residential	271	6.3%	3.46	938
Medium Density Residential	1,876	43.7%	2.52	4,728
High Density	2,143	50.0%	1.43	3,064
Total Residential	4,290	100%		8,730

Student Generation	Elementary (K-6)	Junior High (7-9)	Senior High (10-12)
Public	706	268	249
Separate	303	116	104
Total	1,009	384	353