

# ***Blackburne Neighbourhood Area Structure Plan***

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Office Consolidation June 2021

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*Prepared by:*

*Development Services  
Urban Planning and Economy  
City of Edmonton*

**Bylaw 8818 was adopted by Council in May 1988. In June 2021, this document was consolidated by virtue of the incorporation of the following bylaws:**

- Bylaw 8818* Approved May 10, 1988 - to adopt the Blackburne Neighbourhood Area Structure Plan.
- Bylaw 10524* Approved October 18, 1993 - to redesignate land in the north central portion of the plan from “Single Family Residential (RF1)” to “Single Family Residential”.
- Bylaw 12324* Approved June 12, 2000 - to redesignate land in the southern portion of the plan from “Special Study Area” to “Country Residential; Tree Farm, Plant Nursery, Retail Gift and Garden Centre” and “Ravine”.
- Bylaw 17368* Approved September 8, 2015 – to update the land use concept maps to reflect existing parks and utility corridor, to update the density calculations based on the revised Terms of Reference, and redesignate an area to low rise apartments in the southwest portion of the plan.
- Bylaw 19725* Approved June 8, 2021 (PLAN REPEALED)

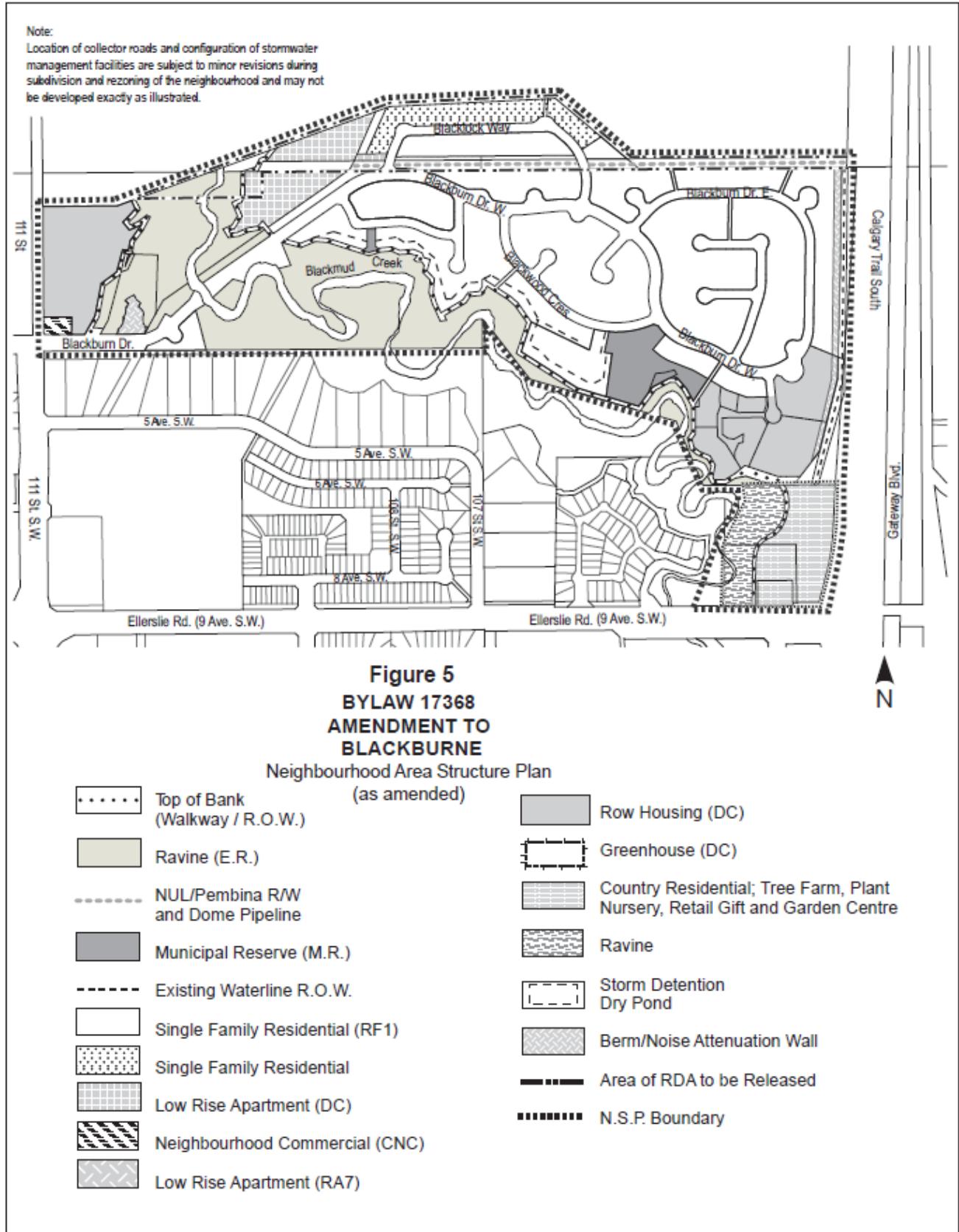
**Editor's Note:**

This is an office consolidation edition of the Blackburne Neighbourhood Area Structure Plan, Bylaw 8818, as approved by City Council on May 10, 1988 and subsequently amended.

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 owners' 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.

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# **Section 1 – Introduction & Background**

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The "Blackburne" Neighbourhood Area Structure Plan

## **1.1 FORWARD**

In August, 1983, the City of Edmonton Council authorized the preparation of an Area Structure Plan for the major portion of Section 29-51-24-W4M. This document and the proposed Neighbourhood Area Structure Plan have been prepared on behalf of *a private corporation* and are intended to establish a framework within which attractive and economical development will take place. The plan is based on development objectives to achieve the highest urban residential environment standard possible consistent with market requirements.

Amended by  
Editor

## **1.2 DEVELOPMENT RATIONALE**

The "Blackburne" area represents one of the few remaining self contained areas which is authorized for Area Structure Plan preparation in south Edmonton. The owners are now desirous of developing the property within the plan area for the following reasons:

- the lands are ideally suited for development.
- the area is immediately serviceable.
- access is to be provided by 111 Street with no access permitted to Calgary Trail Southbound and Ellerslie Road.
- the "Blackburne" area represents a logical self contained development cell defined on the west, south, and north and east by 111 Street, Blackmud Creek, the Restricted Development Area and Highway 2 (Calgary Trail) respectively.
- the development will provide a "choice" for the housing consumer in south Edmonton.
- Current growth trends coupled with the potential of immediate servicing of "Blackburne" indicates a 1988-89 development commencement date.

## **1.3 POLICY CONTEXT**

This document, and accompanying plans, have been prepared in accordance with Section 64 of the Planning Act. This Neighbourhood Area Structure Plan describes the proposed land uses, density of development, the location of major and local roads and utilities and the

anticipated sequence of development. The City of Edmonton Council have adopted "Terms of Reference for Residential Neighbourhood Area Structure Plans." This Neighbourhood Area Structure Plan conforms with these requirements.

Further, the City of Edmonton Council approved the "Blackburne" area as suitable for preparation of an Area Plan in 1983 and was subsequently included in the General Municipal Plan (GMP) as an area appropriate for development.

The "Calgary Trail Land Use Study" recognizes the "Blackburne" area as being influenced by the Calgary Trail transportation corridor whereby the transportation is pre-eminent and must be virtually "free flowing" without stoppages or interference. This Land Use Study (adopted in 1984) stipulates that areas in this zone should: "prohibit the development of additional access roads onto Calgary Trail for commercial uses; prohibit additional commercial development deemed to serve the travelling public; and encourage non-commercial development of lands adjacent to the Calgary Trail which will be accessible by internal roads." The urban design emphasis for this zone is the establishment of a "Gateway Park", introduction of roadside landscaping, installation of streetlighting, and more "image-conscious" treatment of buildings backing onto the corridor. Further, noise attenuation features should be encouraged to be integrated abutting the residential development. Hence, development objectives formulated for the "Blackburne" Area should reflect the concept of achieving a high quality residential environment backing onto the Calgary Trail and shielded by a landscaped buffer area which enhances and reinforces the City's intent for a "Gateway statement". This may be accomplished through the integration of urban design treatment of the interface between the highway facility and the residential community (ie. berthing, fencing, vegetation, signage, etc).

The "Blackburne" plan must be consistent with the "Parkland Development Objectives" (Section 2.3) of the "North Saskatchewan River Valley Bylaw" (No. 7188) and the policy to "use ravines and river edge lands for low intensity outdoor recreational use; to develop "viewpoint" parks, in selected sites with view potential; and; and to comply with the requirement to provide lands below the geomorphic limit of the "Ravine System" as Environmental Reserve, in accordance with the provision of the Planning Act.

Further, the Neighbourhood Area Structure Plan must respect the policy that development will avoid areas with unstable slope conditions. In keeping with the transportation objectives (Section 2.5) of Bylaw 7188, any proposed transportation corridor will not be approved except for direct Ravine crossings which are deemed essential and approved by City

Council as in Policy 3.5.3. Policy 3.5.3 stipulates that any proposal for the upgrading of approved transportation corridors is subject to an environmental impact assessment and adverse impacts must be eliminated, minimized or mitigated through design and landscaping measures.

This Neighbourhood Area Structure Plan has been prepared in conformance with City Council's "Terms of Reference" for the preparation of Neighbourhood Structure Plans; the City's General Municipal Plan; and other relevant municipal policies with respect to development.

#### **1.4 SCOPE OF PLAN**

The Neighbourhood Area Structure Plan as proposed, provides for the orderly development of the area, specifying land uses, residential density patterns, park and school requirements, roadway structure and transportation requirements, and the servicing and utility requirements.

The design for the area is intended to establish a framework within which development will take place and incorporates municipal requirements for the area, in order that consistent and co-ordinated development may take place responsive to the needs and requirements of the future residents.

The Neighbourhood Area Structure Plan will provide a sound framework within which the Municipal planning and review agencies may properly and fully evaluate subsequent detailed subdivision applications.

It should be noted that the plan represents an optimum housing mix according to present trends. As such, it must be realized that within the time span for implementation of the plan, flexibility is required in order that changing demands can be accommodated.

# **Section 2 - Existing Features and Factors Influencing the Plan**

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## **2.1 GENERAL**

In the preparation of the Neighbourhood Area Structure Plan it was necessary to examine existing site conditions and inventory existing influences (natural and man-made) on the type of development.

## **2.2 LOCATION AND URBAN CONTEXT**

The Neighbourhood Area Structure Plan is comprised of approximately 167.0 acres (67.0 hectares). The area was annexed (January 1, 1982) to the City of Edmonton, and is located immediately to the south of the Bearspaw Community, which is presently nearing completion. The proposed Neighbourhood Area Structure Plan is bounded on the north by the proposed outer ring road and utility corridor, on the west by the extension of 111 Street; on the south by the Blackmud Ravine; and on the east by Calgary Trail (Highway 2 South). The location of the area is indicated on Figure 1 herein.

## **2.3 LAND OWNERSHIP**

Land ownership within the plan area is listed in Appendix I and referenced on Figure 2 herein.

As a *private corporation* is the majority owner, they have assumed the responsibility for plan preparation. They have, however, had discussion with other owners to ensure that their intentions will be accommodated, where possible.

Amended by  
Editor

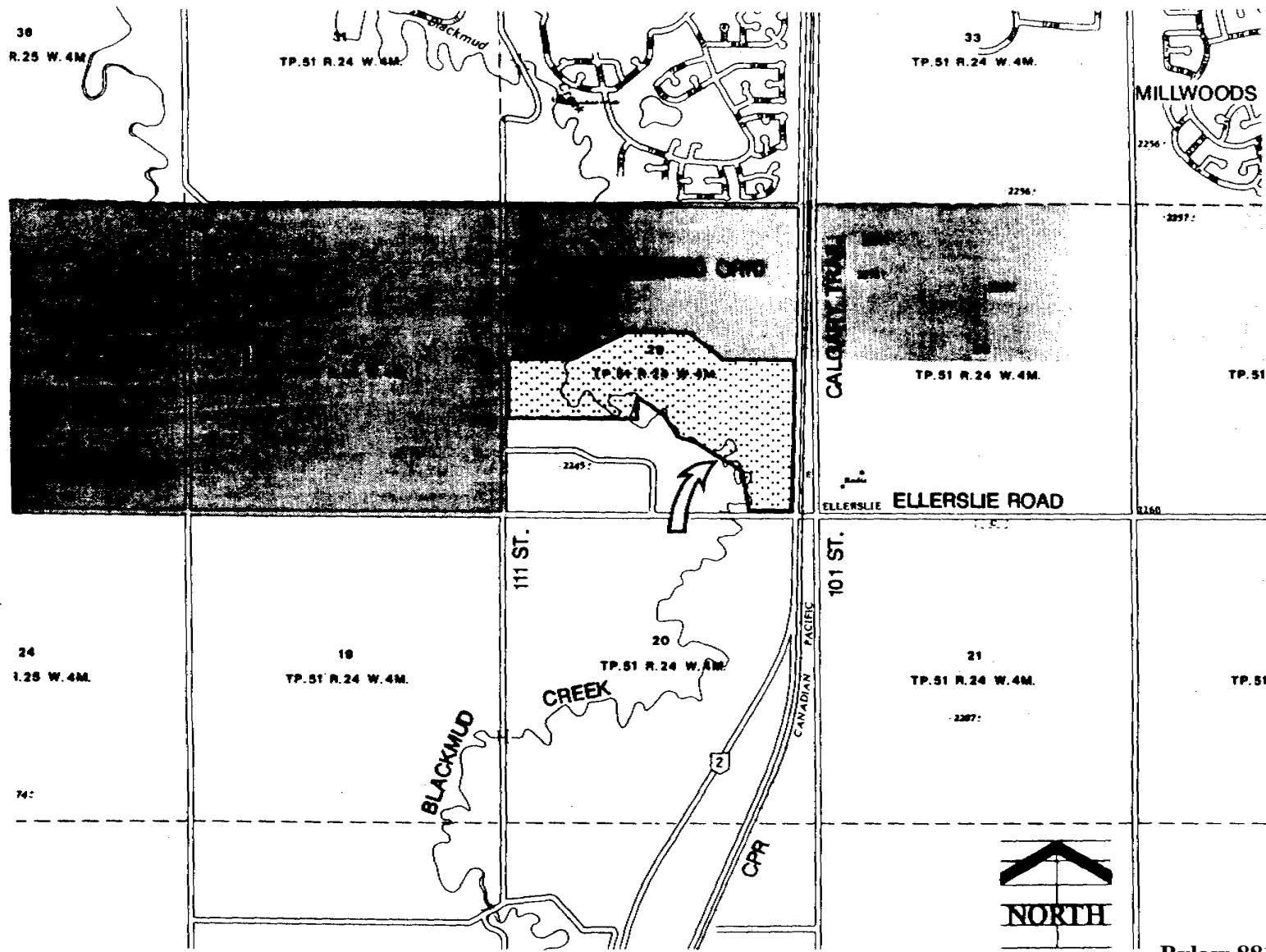
## **2.4 EXISTING PIPELINES AND UTILITY LIGHTS OF WAYS**

The location of the existing easements and rights-of-way within or adjoining the area are illustrated on Figure 4.

While it is considered that the existing pipelines pose little hindrance to development, in order to minimize any adverse physical influence, the pipelines should be incorporated into park and pedestrian walkways. The pipeline corridors will receive appropriate attention when construction proceeds in their proximity. Development setbacks and special precautions will be established giving consideration to the City of Edmonton's "Interim Guidelines" for development adjacent to Pipelines.

# BLACKBURN

Neighbourhood Area Structure Plan



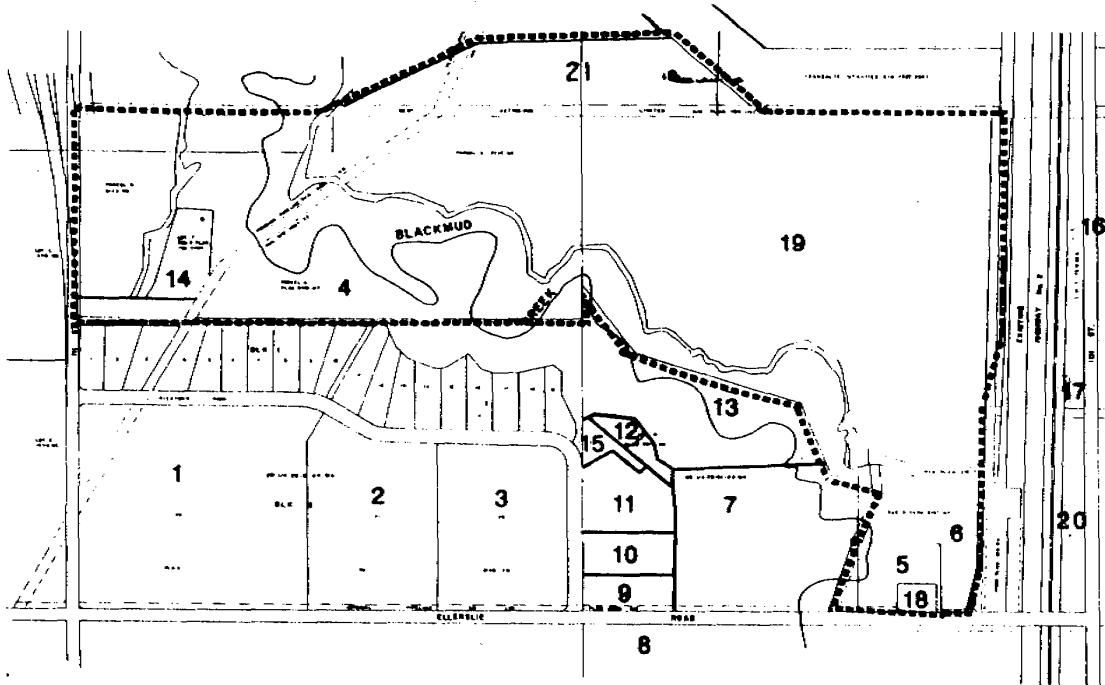
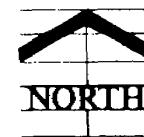
Bylaw 8818 - May 10, 1988

**Figure 1**

**LOCATION PLAN**

# BLACKBURN

Neighbourhood Area Structure Plan



**NO. OWNERS)**

- |                         |                         |                |
|-------------------------|-------------------------|----------------|
| 1. private corporation  | 11. private owner(s)    | 21. Crown Land |
| 2. private corporation  | 12. private owner       |                |
| 3. private owner(s)     | 13. City of Edmonton    |                |
| 4. private corporations | 14. private owner       |                |
| 5. private owner        | 15. private owner(s)    |                |
| 6. private owner        | 16. private corporation |                |
| 7. private corporation  | 17. private corporation |                |
| 8. City of Edmonton     | 18. private owner       |                |
| 9. private owner(s)     | 19. private corporation |                |
| 10. private owner(s)    | 20. private corporation |                |

Bylaw 8818 - May 10, 1988

**Figure 2**

**LAND OWNERSHIP**  
as amended by Editor

**IMC**  
Consulting Group Inc.

These will be given special attention at the subdivision approval stage. The Energy Resources Conservation Board recommendations to guide development in residential areas will be considered in the implementation of the plan.

## **2.5 ENVIRONMENTAL ASSESSMENT**

### **(a) GENERAL**

A number of man-made factors and the area's natural features pose potential constraints and /or opportunities which should be explored in the planning of the "Blackburne" area. These factors include current land uses within the area; adjacent development (existing and proposed) - soils, vegetation, topography, transportation facilities and policy constraints (ie RDA).

### **(b) EXISTING LAND USES**

The land use within the area is rural in nature with the greatest portion of the property presently under cultivation, the balance being part of the Blackmud Creek ravine system which is undevelopable. There are existing building clusters within the area; primarily a farmstead. Existing land use poses virtually no constraint to the development of the area and will not create problems in implementation, non-conformities or incompatibility in development types.

### **(c) SOILS**

A reconnaissance of the property has been made and available surficial and geological data reviewed. Preliminary investigation of the development indicates that the soils will pose no apparent constraints to development and are indeed suitable for the type of development contemplated in the plan. The CLI soil classification for the area is Type 2 and Type 3. The CLI is based on the Alberta Soil Survey but adds capability classes which indicate potential productivity.

A comprehensive soil sampling and testing program has been prepared and submitted to the City of Edmonton for its review.

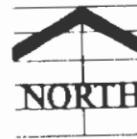
### **(d) VEGETATION AND NATURAL FEATURES**

Most of the area is now under cultivation and therefore vegetation in the form of woodlots remains only in isolated pockets adjacent to the Blackmud Ravine.

# BLACKBURN

Neighbourhood Area Structure Plan

## BLACKBURN



Bylaw 8818 - May 10, 1988

**Figure 3**  
**AERIAL PHOTO**

The area which was utilized as a "borrow pit" for Alberta Transportation to obtain soil material to build Highway 2 (Calgary Trail) will be developed as a dry pond and as a neighbourhood park. This area prior to excavation was a viable, developable portion of the site as evidenced by historic aerial photos and was not part of the Blackmud Ravine.

The vegetation associated with the Blackmud Creek ravine will be retained and maintained wherever possible in association with the proposed development. Whenever residential lots back onto the ravine, every effort will be made to retain the vegetation in the lots or public open space corridor separating the lots from the ravine. In addition, the slope variations within the area lend relief and provide an opportunity for introducing elements of visual interest. Blackmud Creek will be an integral part of the drainage plan and any opportunity to retain or expand its natural features will be considered in the detailed development of the adjacent area appropriate development setbacks along the Blackmud Ravine top of bank will be in accordance with a geotechnical analysis (to be provided under separate cover). A report has been prepared and recommendations for setback distances from the designated top of bank line has been determined based on the visual, physical and analytical consideration of existing site conditions. This will ensure that development does not have a deleterious effect on the ravine slopes.

#### (e) TOPOGRAPHY

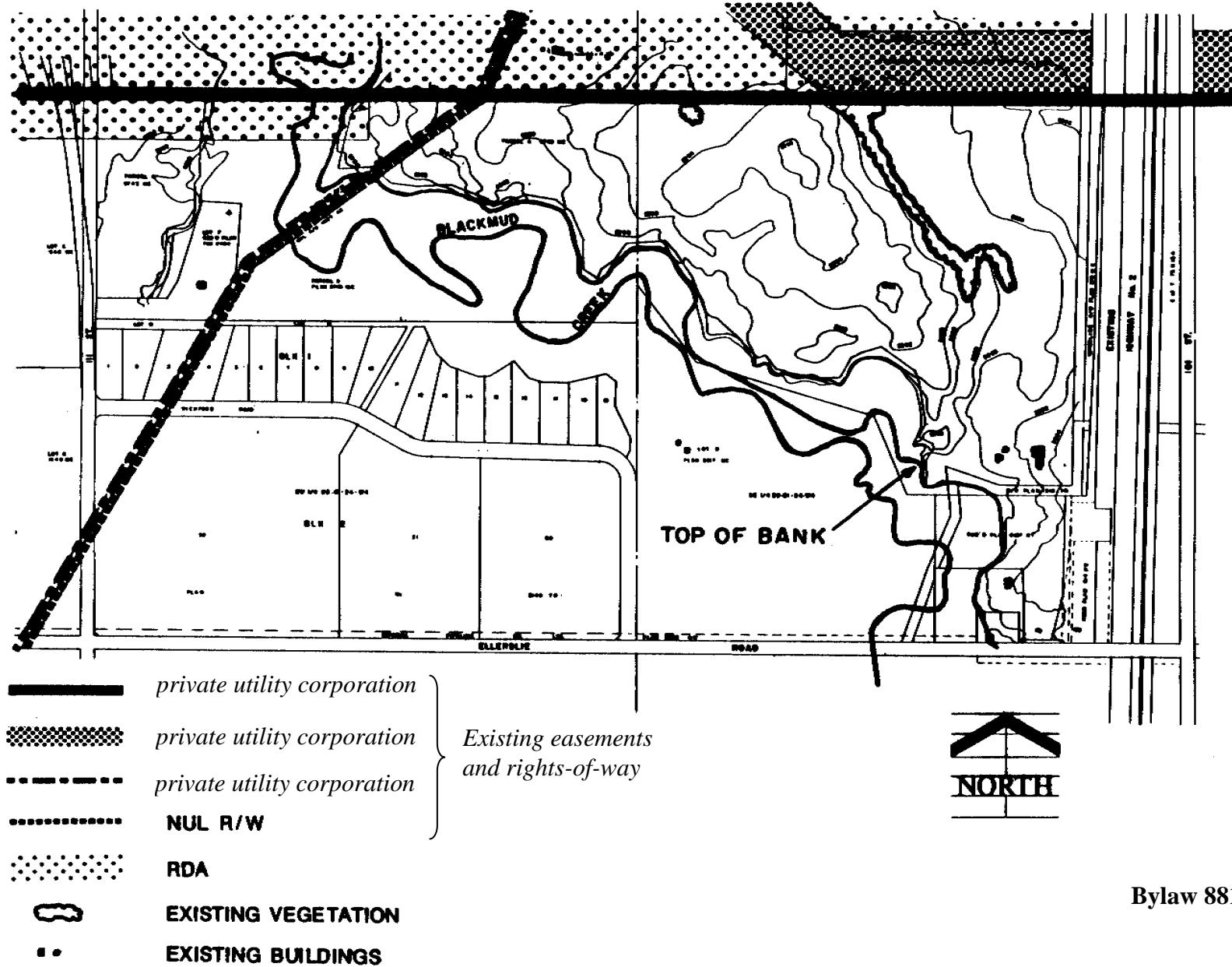
The structure plan area can be described as a gently undulating plain largely the result of deposits that once formed the bed of glacial Lake Edmonton. The land slopes generally to the west and southwest, with an overall gradual fall of approximately 5 meters from the east sector of the area to the west edge of the area with the existing natural drainage courses ultimately connecting the Blackmud Creek and the North Saskatchewan River. The topographical variations of the area will present few restrictions in the development of the area. Contours are shown on Figure 4 entitled "Site Features".

#### (f) RESTRICTED DEVELOPMENT AREA

A portion of the "Blackburne" Neighbourhood Area Structure Plan area lies within the Transportation and Utilities RDA. The Province of Alberta is presently undertaking to release surplus RDA land for development. Lands to be potentially released have been identified on the plan, with an indication of future land use and the manner in which the release lands can be incorporated into the neighbourhood.

# BLACKBURN

Neighbourhood Area Structure Plan



Bylaw 8818 - May 10, 1988

**Figure 4**  
**SITE FEATURES**  
as amended by Editor

## (g) TRANSPORTATION FACILITIES

- (i) Freeway and Arterial Roadway Facilities - the plan area, bounded by major roadways, will be accessible to the regional transportation network. Two access restricted Freeways; Highway 2 and the Outer Ring Road, form the east and north boundaries, respectively. The west boundary is 111 Street, a major urban arterial roadway. Because there is no access to Highway 2 (Calgary Trail) and Ellerslie Road and the Outer Ring Road, the neighbourhood must gain access to 111 Street on the west.
- (ii) Transit - Transit service will be expanded into the "Blackburne" neighbourhood according to City of Edmonton guidelines. Internal collection roads will be designed to facilitate routings and maximize access to public transit. Future transit routes should be adapted to the proportion of trips which are expected to be contained in the "Blackburne" Area.

## 2.6 CONCLUSION

The Development Plan proposed for "Blackburne" must recognize various environmental factors in the design of this residential neighbourhood. The natural and man made environments, will provide a number of opportunities to be incorporated in the area to form the future urban environment which will be a benefit to the community. The manner in which these factors are utilized and the opportunities manifested are the subject of future sections of this document and are fostered by Development objectives formulated for the Neighbourhood Plan.

# **Section 3 – Policy Factors Influencing the Plan**

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## **3.1 DEVELOPMENT OBJECTIVES**

### **GENERAL**

The Neighbourhood Area Structure Plan, which is the intermediate link between the Edmonton General Municipal Plan and the detailed subdivision plan, provides the overall policy framework for the development of the area. The recognition of the potential role of the development area as an important segment of the urban fabric of Edmonton leads to the formulation of a number of objectives which should guide the development of the area. The area is totally residential, with some associated commercial development adjacent to Ellerslie Road to the south. The area will be developed in accordance with the following development objectives:

#### **(a) OVERALL OBJECTIVES**

- To conserve and optimize the use of the natural environment through sensitive integration of the development with natural features.
- To develop a neighbourhood that is consistent and compatible with same, while being reasonably self-sufficient in terms of amenities that enhance its sense of community.
- To preserve all significant viewpoints and vistas provided from the area.
- To provide services to the standards of the City.
- To provide planning flexibility and stimulate innovation in planning and design of residential areas.
- To encourage energy efficiency in planning whenever possible.
- To allow for economical phased development at the earliest practical date consistent with City policies.

#### **(b) RESIDENTIAL OBJECTIVES**

- To create an attractive residential community to accommodate its residents.
- To conform to neighbourhood planning requirements utilizing quality urban design principles.
- To promote the establishment of a heterogeneous community and establish a hierarchy of neighbourhood and sub-neighbourhood units containing compatible housing types.

- To create sub-neighbourhood sectors which are flexible to change at subsequent planning stages dependent upon area analysis and market conditions at that time.

**(c) SCHOOL OBJECTIVES**

- To determine the requirements of the Public and Separate School Boards with respect to accommodating the students from this community.

**(d) OPEN SPACE OBJECTIVES**

- To recognize the use of the RDA lands for potential recreational use.
- To meet the needs of future residents for parks (passive and active).
- To recognize the ravine area as future environmental reserve lands.
- To fulfill the statutory requirements of the Planning Act by providing ten (10%) percent of the area for open space or as money-in-place of municipal reserve.

**(e) TRANSPORTATION OBJECTIVES**

- To provide for safe and convenient access for vehicles and pedestrians.
- To provide an efficient hierachic circulation system for automobiles, pedestrians, bicycles and public transit within the neighbourhood which connect with major arterial roadways.

**(f) UTILITIES OBJECTIVES**

- To integrate existing oil and gas rights-of-way into the plan concept.
- To provide an economical servicing system and phasing sequence based on extending City services and utilities.
- To utilize stormwater retention facilities in the plan as amenity areas whenever practical.

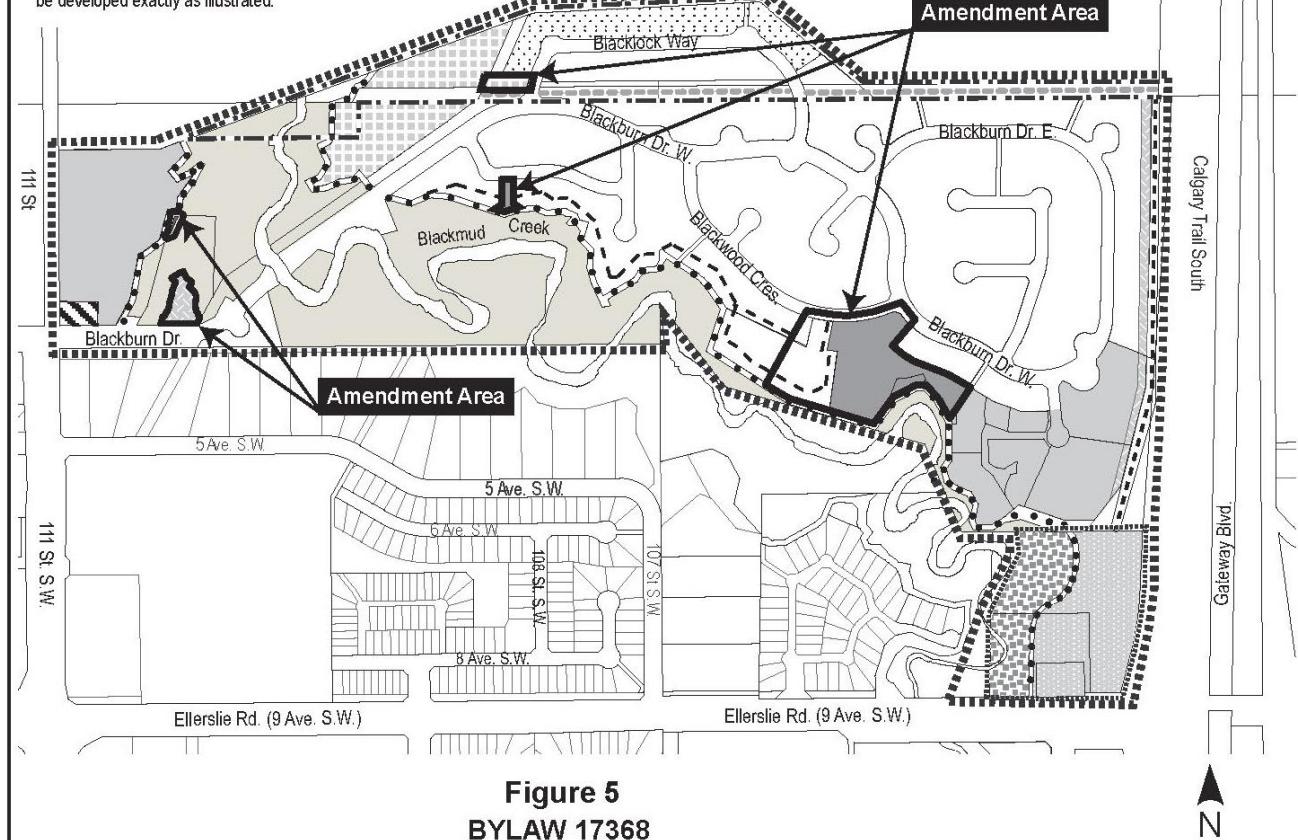
## **3.2 NEIGHBOURHOOD AREA STRUCTURE PLAN**

**(a) GENERAL**

Basic to the concept of any Neighbourhood Area Structure Plan is the establishment of the Land Use Requirements for the area.

The following provides a brief explanation of the rationale for land uses proposed within the "Blackburne" Neighbourhood Area Structure Plan.

Note:  
Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.



**Figure 5**  
**BYLAW 17368**  
**AMENDMENT TO**  
**BLACKBURNE**

Neighbourhood Area Structure Plan

•••••	Top of Bank (Walkway / R.O.W.)	(as amended)	[Symbol: solid grey square]	Row Housing (DC)
[Symbol: light grey square]	Ravine (E.R.)		[Symbol: dotted line square]	Greenhouse (DC)
-----	NUL/Pembina R/W and Dome Pipeline		[Symbol: hatched square]	Country Residential; Tree Farm, Plant Nursery, Retail Gift and Garden Centre
[Symbol: solid grey square]	Municipal Reserve (M.R.)		[Symbol: cross-hatch square]	Ravine
-----	Existing Waterline R.O.W.		[Symbol: dashed line square]	Storm Detention Dry Pond
[Symbol: white square]	Single Family Residential (RF1)		[Symbol: diagonal line square]	Berm/Noise Attenuation Wall
[Symbol: dotted square]	Single Family Residential		-----	Area of RDA to be Released
[Symbol: grid square]	Low Rise Apartment (DC)		-----	N.S.P. Boundary
[Symbol: diagonal line square]	Neighbourhood Commercial (CNC)		-----	Amendment Boundary
[Symbol: hatched square]	Low Rise Apartment (RA7)			

The development concept for "Blackburne" is directed to the creation of a balanced and attractive urban environment. The area will offer a range of low to medium density housing, (ie. - approximately 65% single family detached and 35% townhouses). The residential component of the Plan comprises approximately 34.0 hectares consisting of one neighbourhood as defined by the major arterial roadways and the Blackmud Ravine System.

**(b) RESIDENTIAL**

The majority of land within "Blackburne" is designated for residential purposes. The Plan provides for the development of predominantly single family detached housing. Recognizing current consumer preference, market conditions and the fact that very little multiple family housing has been recently built in South West Edmonton, the neighbourhood is designated for primarily single family.

*The plan also makes provision for four medium density sites. Two row housing and one apartment site will be developed under direct control regulations and one low rise apartment will be developed under the Low Rise Apartment Zone (RA7).*

Bylaw 17368  
September 8, 2015

The proposed Land Use Statistics according to the plan have been provided herein as Appendix 2.

**1. Low Density Residential:**

The lower residential densities for the most part comprises the majority of housing within the neighbourhood, with pedestrian access oriented along local streets and minor walkway systems leading towards the neighbourhood park site and the extension top-of-bank walkway.

*The plan designates the majority of the low density residential lands as "Single Family Residential (RF1)", with the exception of a 1.90 ha parcel of land located in the north central-portion of the plan area. This designation, labeled "Single Family Residential" on Figure 5, will allow for the development of lots with a narrower minimum width than the 12.0 m permitted under the RF1 zone of the Zoning Bylaw. The unit density for this designation will be 21 units per hectare, in contrast to 16 units per hectare for the "Single Family Residential (RF1)" designation.*

Bylaw 10524  
October 18, 1993

**2. Medium Density Residential:**

*Adjacent to the Blackmud Ravine are three medium density sites to be developed under direct development control provisions (DC) and one medium density site to be developed under RA7 regulations. The proposed locations of the medium density areas will enable residents, by their*

Bylaw 17368  
September 8, 2015

*proximity to fully utilize open space, and recreational facilities provided within the neighbourhood. The multi-family sites will be located such that they are oriented to the neighbourhood collector roadway to take advantage of the transit system.*

*As indicated previously the two multiple family sites and the one low rise apartment site are to be districted under DC provisions, the second low rise apartment at the west end of Blackburn Drive will be zoned RA7. The proposed site in the north central portion of the plan is to be designed as low rise apartments with a proposed density of approximately 50 dwellings/ha. The row housing development on the east is to be developed at no more than 25 dwellings/ha and the one on the west at 30 dwellings/ha. The proposed low rise apartment in the east of the boundary area will be a multi-family community of 32-36 units. The low rise apartment, zoned RA7, allows for development of a maximum 125 dwellings/ha.*

Bylaw 17368  
September 8, 2015

In order to ensure that there is a consistent landscape theme along the collector site applications for each site will have to be reviewed in detail at the time of application for districting. In addition, variations in setbacks, orientation of building massing and roof treatment, etc., will have to be reviewed in detail to minimize any perceived visual problems and to ensure that there is an appropriate transition between different housing forms. Special attention to screening parking areas and maintaining separation of parking areas from amenity areas is also important.

(c) Consistent with the provisions of the Planning Act and City of Edmonton's policies; the dedication of lands for public open space and schools is required.

A neighbourhood park site of 1.0 ha will be located at the stormwater detention facility. At this time, it is intended to develop the park as a passive amenity, possibly including some playground equipment. Its location should substantially increase the value of the area as a visual amenity to the neighbourhood. The park and the detention facility is situated on lands which are adjacent to the Blackmud Creek ravine system and comprises a portion of the area previously dredged out for "fill material" for Highway 2. The park is accessible via a collector roadway adjacent to same. City plans and policies require the dedication of ravine areas below the top-of-bank as environmental reserve according to the provisions of the Planning Act. In addition, an upland strip, designated as a walkway right-of-way, is provided to effectively prevent encroachment on the ravine, to preserve natural amenities, and to maximize public access to the ravine system.

A walkway system will be included to provide direct pedestrian linkages

to the park sites as well to the ravine.

A school site cannot be supported by the student population generated from the Blackburne Area; therefore the plan does not recognize a school site as a requirement within the "Blackburne" neighbourhood.

A Viewpoint park approximately 0.07 ha has been located in the west central portion of the plan providing an excellent view of Blackmud Creek. Access to this park will be via the public upland setback.

The Neighbourhood Area Structure Plan delineates park sites under the 10% municipal reserve land area required. The balance of the municipal reserve will be provided as money in place of reserves and the value will be set at the time of subdivision.

#### (d) SCHOOLS

Students from the "Blackburne" Area will be transported to schools in adjacent neighbourhoods to the north. The students population generated from this area is estimated as follows:

PE (K-6)	PJH	PSH
166 students	108 students	81 students
SE (K-6)	SEJH	SSH
41 students	27 students	22 students

#### (e) CIRCULATION SYSTEM

As established in the Calgary Trail Land Use Study, access is prohibited from Calgary Trail. Accordingly, access is proposed via 111 Street, (across the Blackmud Ravine). The rights-of-way for these collector roadways will necessarily be required to be negotiated with the Civic authorities within the context of City Policies (ie ravine crossings, etc.).

As there is only one access/egress point to the neighbourhood area structure plan, the area's population shall be limited to less than 2200 people so as to ensure the people functioning of the neighbourhood and collector system.

A collector loop roadway interfaces with the entrance collector roadway and provides primary access to the sub-areas of the neighbourhood. A series of cul-de-sacs and local loop roadways have been extended from this loop.

The public transit system will be extended to the development area in accordance with the Edmonton Transit System Guidelines with respect to population thresholds.

Adjacent to the Calgary Trail, a noise attenuation facility and land requirements will have to be provided at the developer's expense and may take the form of the facilities provided further north, adjacent to Kaskitayo on the west side of the Calgary Trail.

*(f) DIRECT CONTROL DISTRICT*

*A portion of the 2.8 ha parcel located in the southeast corner of the plan area shall be designated as tree farm, plant nursery and retail gift and garden centre under a Direct Control District, with the remainder of the site being designated as Ravine, and environmental reserve to the benefit of the City of Edmonton upon subdivision. The City of Edmonton's Top of Bank Policies shall apply, including, but not limited to, a 7.5 metre setback from the established Top of Bank line. Development shall comply with the Highway 2 Corridor Design Guidelines approved by Council on February 1, 2000.*

Bylaw 12324  
June 12, 2000

# **Section 4 – Engineering Services and Utilities**

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## **4.1 GENERAL**

This section of the report outlines the provision of municipal and utility services to the plan area. These include storm drainage, sanitary sewerage, water distribution, gas, power and telephone.

## **4.2 STORM DRAINAGE**

It is proposed to service the plan area as shown on Figure 6 with an onsite detention facility (Dry Pond) that will discharge at a controlled rate to the Blackmud Creek for the area on the eastside. For the area to the west it would require a superpipe system to control outflows to the Blackmud Ravine.

All of the above will be in accordance with Edmonton Water and Sanitation standards.

## **4.3 SANITARY SEWERAGE**

Capacity for the Blackburne Neighbourhood has been provided in the sanitary sewers on 105 Street and 11 Avenue to serve the plan area. The preliminary examination of contours and elevations indicates that a gravity sewer can be used to service the plan area. It may be found, however, that once the detailed design is undertaken in the subdivision, a lift station may be required. A small lift station will be required for the area west of the ravine to pump to the gravity system on the east side.

The above is shown on Figure 6.

## **4.4 WATER DISTRIBUTION**

It is proposed to supply water from the existing 300 mm transmission main adjacent to the Leduc Strathcona Waterline. The connections will be made in accordance with Water and Sanitation requirements.

The proposed water distribution system is shown on Figure 6.

## **4.5 GAS, POWER AND TELEPHONE**

The provision of utility services will be determined in consultation with the utility companies. It is anticipated that services adjacent to the area will have sufficient capacity to service the Blackburne Neighbourhood.

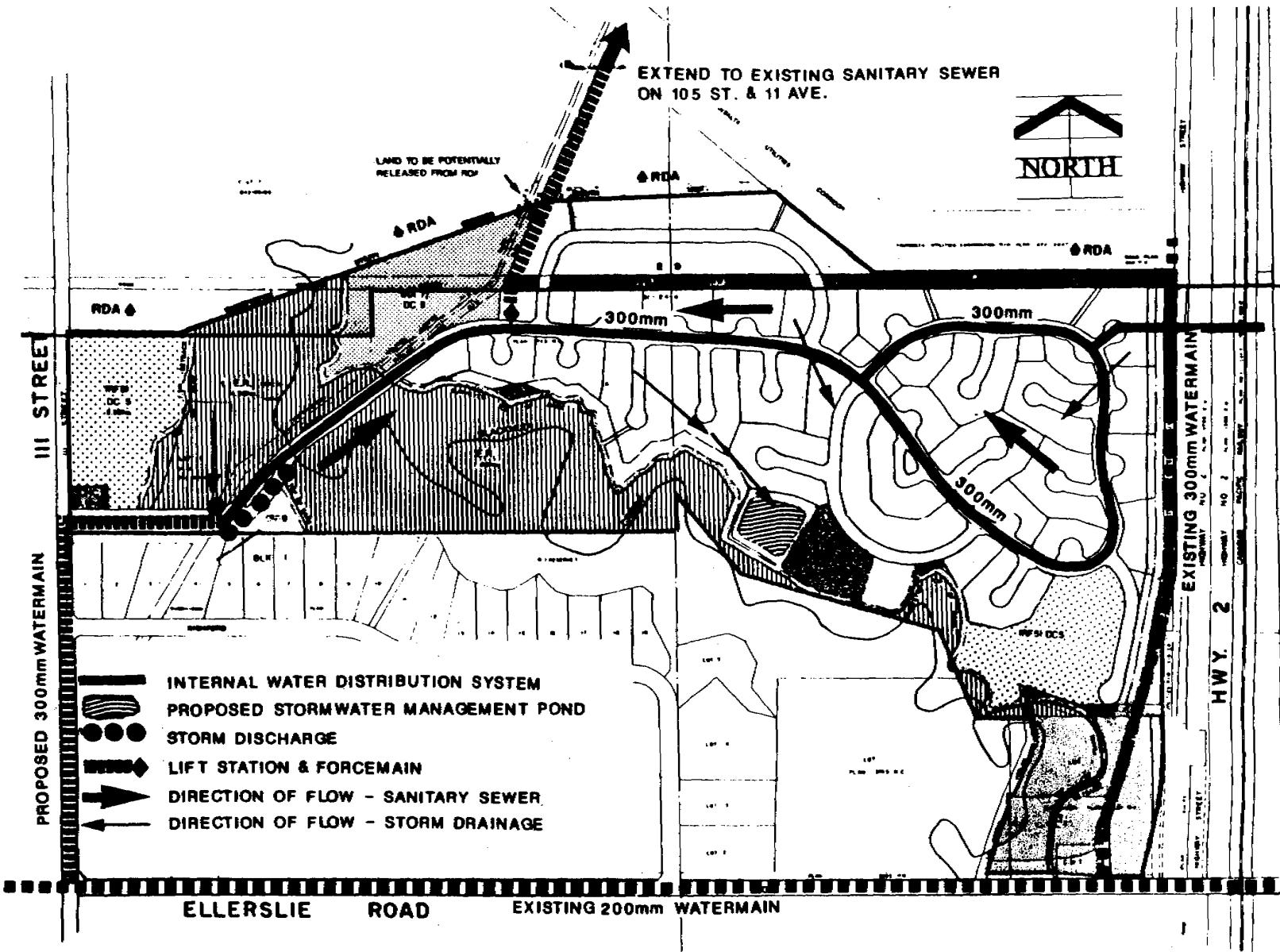
# BLACKBURN

Neighbourhood Area Structure Plan

Bylaw 8818 -  
May 10,  
1988

Figure 6

## STORM, SANITARY, & WATER



# **Section 5 - Implementation**

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## **5.0 IMPLEMENTATION OF THE DEVELOPMENT**

### **5.1 GENERAL**

The "Blackburne" area can be readily serviced and easily phased. It is anticipated that the Blackburne development area will take approximately 2 - 4 years to develop totally.

### **5.2 STAGING**

The initial development front will be initiated in the northeast sector adjacent to the existing engineering services and will continue to be added and follow from the servicing pattern identified in the previous section on engineering (note Figure 6).

Based on current marketing strategies, individual phases of development will be relatively small in terms of land area and number of residential lots.

### **5.3 SUBDIVISION AND REDISTRICTING**

Subdivision and redistricting will occur subsequent to the adoption of the Neighbourhood Area Structure Plan bylaw in accordance with Stages identified based on market conditions at that time.

Each phase of subdivision and redistricting will go through the steps of notice and public hearings as required by the Planning Act.

APPENDIX 1  
LAND OWNERSHIP  
BLACKBURNE (as amended by Editor)

<u>NO.</u>	<u>C. OF T NO.</u>	<u>LEGAL DESCRIPTION</u>	<u>OWNER(S)</u>	<u>CAVEAT(S)</u>
1	82-Q-262	S.W. 29-51-24-W4	<i>private corporation</i>	<i>private corporation</i> Edm. Reg. Planning Commission (DRC)
2.	792155091	S.W. 29-51-24-W4	<i>private corporation</i>	<i>private corporation</i>
3.	792167274	S.W. 29-51-24-W4	<i>private owners</i>	
4.	832221516A	S.W. 29-51-24-W4	<i>private corporation</i>	<i>private corporation</i>
	832221516	S.W. 29-51-24-W4	<i>private corporation</i>	<i>private owners</i> Min. of Environment
				<i>private corporations</i>
5.	842094067	S.E. 29-51-24-W4	<i>private owner</i>	<i>private corporation</i>
6.	111-W-229	S.E. 29-51-24-W4	<i>private owner</i>	
7.	145-B-192	S.E. 29-51-24-W4	<i>private corporation</i>	<i>private corporation</i> <i>private owner</i>
8.	842063880	S.E. 29-51-24-W4	City of Edmonton	
9.	852204605	S.E. 29-51-24-W4	<i>private owners</i>	

<u>NO.</u>	<u>C. OF T NO.</u>	<u>LEGAL DESCRIPTION</u>	<u>OWNER(S)</u>	<u>CAVEAT(S)</u>
10.	852157407	S.E. 29-51-24-W4	<i>private owners</i>	<i>private corporation</i>
11.	852119808	S.E. 29-51-24-W4	<i>private owners</i>	<i>private corporation</i>
12.	832079803	S.E. 29-51-24-W4	<i>private owner</i>	
13.	842056744	S.E. 29-51-24-W4	City of Edmonton	
14.	782195671	S.W. 29-51-24-W4	<i>private owner</i>	
15.	862089158	S.E. 29-51-24-24	<i>private owners</i>	
16.	135-B-165	E 1/2 29-51-24-W4	<i>private corporation</i>	<i>private corporation</i>
17.	73-N-164	S.E. 29-51-24-W4	<i>private corporation</i>	
18.	842146999	S.E. 29-51-24-W4	<i>private owner</i>	
19.	782254639	S.E. 29-51-24-W4	<i>private corporation</i>	<i>private corporations</i>
20.	215-0	S.E. 29-51-24-W4	<i>private corporation</i>	

**APPENDIX 2**  
**BLACKBURNE NEIGHBOURHOOD AREA STRUCTURE PLAN**  
**LAND USE AND POPULATION STATISTICS**  
**BYLAW 17368**

	<b>Area (ha)</b>	<b>% of GDA</b>
<b>Gross Area</b>	<b>67.43</b>	100.00
Natural Area (Environmental Reserve)	13.85	20.54
PUL (Upland Setback)	1.61	2.39
Pipeline and Utility Right of Way (Exist. Water, Transportation Utility Corridor, and IMPERIAL Pipeline Ltd.)	2.24	3.32
<b>Total</b>	<b>17.70</b>	<b>26.25</b>
<b>Gross Developable Area</b>	<b>49.73</b>	<b>100.00</b>
Commercial	0.18	0.36
Circulation	9.99	20.09
Parkland and Recreation (Municipal Reserve)	1.07	2.15
Stormwater Management Facility	0.81	1.63
Special Use (Greenhouse)	2.50	5.03
<b>Total Non-Residential</b>	<b>14.55</b>	<b>29.26</b>
<b>Net Residential Area (NRA)</b>	<b>35.18</b>	<b>70.74</b>

**RESIDENTIAL LAND USE AREA, UNTI & POPULATION COUNT**

<b>Land Uses</b>	<b>Area (ha)</b>	<b>Units**</b>	<b>People/Unit***</b>	<b>Population</b>
Single Family Residential*	26.25	425	2.80	1190
Row Housing (West)	2.80	84	2.80	235
Row Housing (East)	2.72	68	2.80	190
Low-Rise Apartments	3.41	180	1.80	324
<b>Total Residential</b>	<b>35.18</b>	<b>757</b>		<b>1939</b>

Density: approximately 28.7 persons per gross hectare

\* Single Family Residential area includes land potentially releasable from the R.D.A.

\*\* Direct Development Control Provisions apply to Row Housing and one of the Low-rise Apartment developments. The unique unit densities specified in the applicable provisions affect Unit totals accordingly.

\*\*\* People/Unit statistics have been updated in accordance with the City's Neighbourhood Structure Plan Terms of Reference.