

# *Castle Downs Outline Plan (Baranow Area)*

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## Office Consolidation May 2018

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*Prepared by:  
City Planning Branch  
Urban Form and Corporate Strategic Development Department  
City of Edmonton*

**The Castle Downs Outline Plan (Baranow Area) was approved by a resolution of Council in October 12, 1977. In May 2018, this document was consolidated by virtue of the incorporation of the following amendments to the original Plan. This Plan is an amendment to the Castle Downs Outline Plan, approved by a resolution of Council on January 10, 1972.**

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|--------------------|--|
| October 12, 1977   | Approved by Resolution (to adopt the Castle Downs Outline Plan Amendment)  |
| January 24, 1984   | Approved by Resolution (to redesignate a site in the northern portion of the plan area from Industrial Business to Commercial and Industrial Business uses)  |
| June 17, 1993      | Approved by Resolution (to redesignate a parcel in the northern portion of the plan area from Industrial Business/Commercial to Low and Medium Density Residential)  |
| May 10, 1999       | Approved by Resolution (to redesignate a parcel in the southern portion of the plan area from Business Industrial to Medium Density Residential/Religious Assembly)  |
| May 22, 2002       | Approved by Resolution (to redesignate a parcel in the northern portion of the plan from Low Density Residential to Medium Density Residential)  |
| February 13, 2003  | Approved by Resolution (to redesignate a parcel in the southern portion of the plan from Business Industrial to Medium Density Residential)  |
| October 16, 2003   | Approved by Resolution (to redesignate the central portion of the plan area from Business Industrial to Low Density Residential, Row Housing, low Rise Apartments, Commercial, Institutional, and Park Uses, and from Park Use to Public Utility Use)  |
| August 25, 2004    | Approved by Resolution (to redesignate parcels south of 142 Avenue from Business Industrial to Commercial and Medium Density Residential Uses)   |
| March 23, 2006     | Approved by Resolution (to redesignate the site immediately south of 148 Avenue and east of 127 Street from Commercial and Row Housing to Urban Services uses)   |
| September 5, 2007  | Amended by Resolution (to redesignate the site located at the northeast corner of the intersection of 127 Street and 142 Avenue from Business Industrial to Commercial and Low Rise Apartment uses)  |
| September 10, 2007 | Amended by Resolution (to redesignate the site located at the east side of 127 Street and south of 148 Avenue from Commercial to Low Rise Apartment uses)  |
| March 23, 2010     | Amended by Resolution (to redesignate 4 lots on the east side of 125 Street, south of 151 Avenue, from Low Density Residential uses to Row Housing uses)   |
| May 2, 2011        | Amended by Resolution (to redesignate the site located on the west side of 125 Street, north of 148 Avenue, from Low Density Residential uses to Direct Control (Medium Density Residential) uses, and to update the Land Use Statistics to conform with the 2010 <i>Terms of Reference for the Preparation and Amendment of Neighbourhood Structure Plans</i> ) |
| May 30, 2011       | Amended by Resolution (to redesignate the site located at the north west corner of 148 Avenue and 125 Street, from Low Density Residential uses to Low Rise Apartment uses)  |
| April 14, 2014     | Amended by Resolution (to redesignate the site located between 145 Avenue NW and 148 Avenue NW, east of 125 Street NW, from Low Density Residential uses to Row Housing uses)  |
| March 19, 2018     | Amended by Resolution (to redesignate the site located between 140 Avenue NW and 137 Avenue NW, west of 123 Street NW, from Shopping Centre Zone uses to Low Rise Apartment Zone uses)   |

**Editor's Note:**

This is an office consolidation edition for the Castle Downs Outline Plan (Baranow Area) as approved by a resolution of Council in October 12, 1977. This Plan is an amendment to the Castle Downs Outline Plan, as approved by a resolution of City Council on January 10, 1972. This edition contains all amendments and additions the Castle Downs Outline Plan (Baranow Area). 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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# **I INTRODUCTION: PURPOSE AND INTENT**

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The Castle Downs Outline Plan was originally formulated on the basis that a freeway standard roadway, termed the North-West Freeway, was to form the south-western limit of the community. This freeway was to connect with the Outer Ring Road (*Anthony Henday Drive*) and penetrate the City on the east side of 127 Street. Subdivision commenced in accordance with this approved scheme. However, by mid-1973 the City's philosophy concerning the use of Freeway standard roads as a major component of the transportation plan had changed. As a result, the North-West Freeway was abandoned and in its place it was agreed 127 Street would be upgraded to a major arterial serving North Edmonton. This reduction in scale released approximately 250 acres of land just west of Castle Downs Neighbourhood 1, 2, and 3. City Council on May 13, 1975 concurred in and ratified the following recommendations of the Public Affairs Committee:

Amended by Editor

1. That the following decision by the Municipal Planning Commission and the Commission Board be ratified:
  - a. That the concept of a North-West Freeway be abandoned and specifically that portion of the said freeway which is shown on Drawing 14A in the Castle Downs Outline Plan area be eliminated from the Outline Plan.
  - b. That the abandonment of the North-West Freeway concept does not necessitate an amendment to the Castle Downs Outline Plan.
  - c. That the Planning Department prepare a brief explanatory comment indicating the abandonment of the proposed North-West Freeway and this be inserted into all copies of the Castle Downs Outline Plan.
  - d. That the Engineering and Transportation Department consider in their transportation study the status of the 127 Street roadway from 137 Avenue as a possible arterial and that the City review and discuss with the Provincial Department of Highways and Transport evolution of a roadway layout which would not allow any through traffic from the proposed St. Albert bypass onto 127 Street.
  - e. That the said 127 Street north of 137 Avenue be included in an outline plan for the area north of 137 Avenue and including all lands west of the limits of residential development in the Castle Downs Outline Plan.
  - f. Notwithstanding the above recommendation (e), that the City consider applications for the development of the area bounded by the existing outline plan to the east, 127 Street to the west, 137 Avenue to the south and 153 Avenue to the north, in accordance with guidelines prepared by the City Planning Department.

Development in Castle Downs has proceeded along the boundaries established by the original Outline Plan. Development of the corridor as a series of logical extensions to the adjacent residential neighbourhoods is no longer possible considering the extent of subdivision and critical school generation problems. Thus, any utilization of the former right-of-way would have to be functionally independent of Castle Downs but at the same time it must not be detrimental to the quality of the neighbouring residential communities.

Therefore, it is proposed the Castle Downs Outline Plan be amended to include the former North-West Freeway right-of-way in order to guarantee the integrity of the neighbouring residential communities.

The amendment's purpose is twofold:

- 1) to establish a land use for the former North-West Freeway that is compatible with adjacent residential uses.
- 2) resolve the issue of location of commercial facilities along 137 Avenue between 127 Street and 120 Street.

## II HISTORY

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The Castle Downs Outline Plan was prepared by Reid Crowther and Partners in 1970 and subsequently received the approval of City Council on January 10, 1972. The Outline Plan included in its considerations the proposed North-West Freeway located immediately adjacent to the southwestern edge of the area. This consideration was based on the future overall roadway plan for the entire Metropolitan region. However, between 1973 and 1975 the concept of a network of freeway standard roads serving Edmonton came under review and Council adopted a policy statement that Freeways not disrupt residential areas. As a result, this particular transportation route was no longer regarded as a connection to the Central Business District and the St. Albert Bypass but rather as a major north-south arterial serving North Edmonton. A major arterial requires much less width than a freeway, so that the maximum right-of-way would be reduced from 520 feet to 180 feet which can be basically accommodated within the existing 127 Street. The primary function of the 127 Street arterial would be to collect traffic from Castle Downs and areas to the west and provide access into the City centre.

Neighbourhood Outline Plans for the neighbourhoods adjacent to the amendment area have been approved, the most recent being Castle Downs Neighbourhood I on April 29, 1976. At that time the following Motion was made:

"That the Municipal Planning Commission approve the Neighbourhood Outline Plan for Neighbourhood 1, Castle Downs excluding the Garden City Plaza Shopping Centre and the reason for excluding the Garden City Plaza Shopping Centre is to enable the Law Department to review the file..."

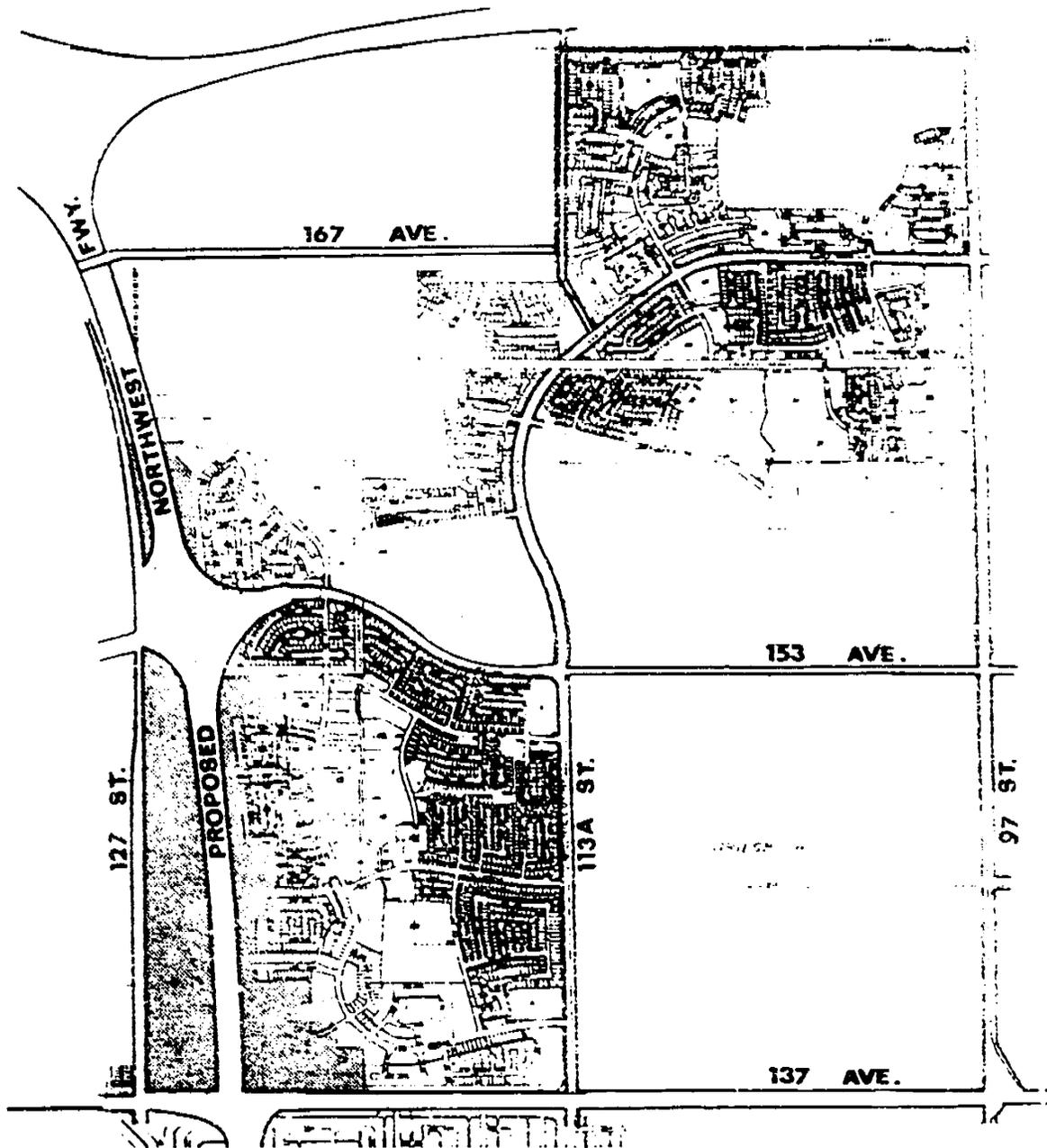
In response to its consideration of the plan for Carlisle Neighbourhood (Neighbourhood One) the Municipal Planning Commission reviewed two other items - the proposed Garden City Plaza Shopping Centre and a conceptual land use plan for the former North-West Freeway - on April 29 and May 27, 1975.

The motions made on these two dates form the basis along with Council's motion of May 13, 1975 for bringing forth an Outline Plan Amendment for Castle Downs. The notions read:

"that the Municipal Planning Commission adopt in principle the proposed land use and transportation plans for the former North-West Freeway and use it as a guide for development in this sector."

"that the Planning Department prepare a report to Council proposing an amendment to the Castle Downs Outline Plan."

In response to these recommendations this report has been prepared and recommendations concerning land use contained herein are being provided to remove some of the previously mentioned issues.



Amendment Area

**CASTLE DOWNS - AMENDMENT TO OUTLINE PLAN  
FORMER NORTHWEST FREEWAY ALIGNMENT**

Subdivision Planning  
Planning Department

April 1977

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### III AMENDMENT AREA

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#### 1. General

The legal description of the amendment area is Section 30 53-24-W4 and Section 31-53-24-W4, the west 1/3 (approximately) of the SW1/4 and NW1/4 of Section 30 and the Southwest corner (10 acres approximately) of SW1/4 of Section 31. The total size of the amendment area is 257.6± acres is bounded by 127 Street and the City limits (*former*) on the west, 137 Avenue or the south and the Castle Downs water reservoir site on the north. Its eastern boundary is less well defined. It basically conforms to the planning limit of development of Castle Downs. It should be noted, however, that the amendment does include the Southwest section of Castle Downs Neighbourhood One and two small residential sections of Neighbourhood Two. The inclusion of these previously approved (by reason of the Castle Downs Outline Plan) residential areas represent an attempt to clarify certain planning issues and include in the amendment all properties contiguous between the former North-West Freeway right-of-way and Caste Down.

Amended by Editor

#### 2. Physical Characteristics

The area is generally flat with very small depressions a few feet below the higher ground. In all, there is only a 15 foot (4.6 m) variation in elevation with the northern end being 2,240 feet (682.8 m) above sea level and with those portions along 137 Avenue being 2,225 feet (678.2 m). The land slopes south and east toward Castle Downs Neighbourhood One. There are no significant low areas in evidence.

Amended by Editor

The area has a homogeneous soil type throughout which will favor growth of most native species and of well established exotic species of trees and shrubs.

Stands of mature trees are found throughout the amendment area with a major concentration adjacent to the Northwest corner of Neighbourhood One. The remainder of the mature growth primarily takes the form of windbreaks along 127 Street and existing property lines.

An appendix to the Castle Downs Outline Plan Report prepared by M. Sauze of Sauze Forestry Services Ltd. includes following analyst of the major stand of trees referred to in the proceeding paragraph:

"is a combination of good, young Aspen tree cover and low, wet openings with shrubby Willow cover of poor quality. The Aspen shows rapid growth but also signs of heart rot, due probably to excessive rate of growth. This, in turn, is due to the high moisture level in the soil. The rot in the Aspen is not serious, as it will only result in natural thinning of the stand which is presently too dense. However, improvement of the tree cover through planting of slower-growing and longer-lived trees will have to be conducted."

"The Nursery north... contains many young ornamental trees for transplanting. These trees could be used in the planting programs outlined above."

In summary, the subject area exhibits no significant restraints to development due to topography or soils but does contain stand of trees which merit retention.

### 3. Existing Uses and Ownership

The amendment area does not contain any developments or uses that present a significant constraint to the land use plan to be proposed in this report. Several older frame houses front onto 127 Street. For the most part, these homes were farm dwellings but since the onset of construction in Castle Downs active farming has, for the most part, ceased.

Three commercial/industrial concerns operate within the plan area a stable, auto parts and autowreckers and a nursery. The auto parts and wreckers would be required to relocate and the stables, given the proposed development of the area, would probably not find their present location attractive.

The nursery does have some potential for integration into the sector. The site would have to experience considerable upgrading but it does represent a possible nucleus for a "garden centre" type of operation.

A 100 foot (30.5 m) wide *power transmission* right-of-way crosses the amendment area east to west at approximately 150 Avenue. The right-of-way could potentially constitute a barrier to development but as will be seen is used to advantage within the context of the proposed land use.

Amended by Editor

There are a total of twenty seven owners within the limits of the amendment plan. A *private corporation* owns the greatest percentage but by no means a majority of the property. Other corporate owners include a *private corporation*, and a *hotel corporation* with the balance under title to private individuals.

Amended by Editor

## IV DEVELOPMENT CONSTRAINTS

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### 1. Adjacent Land Use

The Castle Downs Outline Plan amendment area is bordered by residential subdivision on the east (Castle Downs) and south of 137 Avenue (Kensington) To the west and outside of the City is the Speedway Park Racetrack. Both these uses present certain difficulties in formulating land uses for the sector.

On first consideration, the most apparent solution to the use for the sector is an extension of residential subdivision in Castle Downs west to 127 Street. However, there are two significant constraints to such an approach.

1. Schools, parks and recreation facilities are based on existing neighbourhood plans and extensions to these residential area; (specifically Neighbourhoods 1, 2, and 3) would over-burden these facilities. The Public School Board has stated that more than a minimal increase in student generations in any neighbourhood would aggravate an already serious problem of over-populated schools. This circumstance is a result of Provincial regulations enacted after the Castle Downs neighbourhood pattern was established, that restrict the size of K-6 elementary schools to a permanent structure with no greater than a 450 pupil capacity.
2. A great number of the subdivisions in the adjacent residential areas have been approved and are in the building stage, therefore, to integrate more roadways into the system would be difficult and would most certainly have adverse effects on the existing road system in Castle Downs.

Therefore, it can be seen that the Castle Downs development represents a very important constraint to the character of the development for most of the amendment area. It should be noted that those areas of the amendment plan within the original limits of Castle Downs are still proposed for residential development as originally conceived in the approved Outline Plan.

### 2. Speedway Park

Immediately west of the amendment area and outside of the City limits is the Speedway Park Racetrack. This facility and its uncertain future present two problems to the development of the former North-West Freeway right-of-way. Although the property cannot be reasonably expected to continue as an active automobile racing track for too many more years until it is redeveloped the noise generated by its use will have an impact on the amendment area. The Local Authorities Board considered this issue in 1973 and reached the following conclusion:

"On the evidence at hand the development of residences at a distance from Speedway Circuit of some fifteen hundred (1500) feet – and with intermediate Bering and roadways - will not disqualify the lands from residential development in accordance with plans that must, in any event, be submitted to the responsible planning authorities, for approval."

The 1500' (457 m) noise interference zone extends across 127 Street to the present limit of Castle Downs. The zone was calculated by taking two radii of 1500' (457 m) each from the most easterly points of the race circuit. (See Map 3 pg. 15). Those portions of the amendment area within this zone are restricted to non-residential uses.

Amended by Editor

In the past year the racetrack has been purchased by a developer who has announced his intention to apply for annexation of the Speedway land and adjacent properties to the City and redevelop it into a mixed use district. Although the fulfillment of this intention would obviously take several years the implications for the area EAST of 127 Street should be examined. The type of use established between the edge of Castle Downs and 127 Street will go a long way towards determining the future land use of the Speedway Park area if and when it is annexed to the City. By taking the initiative now the City will help guarantee the compatibility of developments on both sides of 127 Street.

*The area west of 127 Street was subsequently annexed by the City of Edmonton in 1982 from the M.D. of Sturgeon. In 1984, Council approved the Palisades Area Structure Plan (ASP) for the area between 127 Street and approximately 142 Street, and from 137 Avenue north to the Transportation /Utility Corridor. The ASP designated these lands for primarily low density residential uses, and included the neighbourhoods of Pembina, Cumberland, Hudson, Oxford, Carlton, and Albany. Substantial suburban development has occurred throughout the area on the west side of 127 Street since the adoption of the ASP in 1984.*

*In this regard, the original purpose for designating lands in the Baranow area on the east side of 127 Street for Business Industrial uses, to separate residential uses further to the east (Caernarvon and Carlisle) from Speedway Park, is no longer applicable.*

### 3. Zoning

The amendment area is primarily zoned AG-UR (Agricultural Urban Reserve). The 38 acres (15.4 hectares) north of the power transmission right-of-way is zoned AGU (Agricultural, General Urban). Neither of these zones represent any obstacle to development The Preliminary Regional Plan designates the area General Urban and Agricultural General Urban Reserve. Both these districts are directly amenable to high quality industrial use.

Amended by Editor

In the southwest corner of the amendment area at the intersection of 127 Street and 137 Avenue a 5.97 acre (2.42 hectares) parcel currently holds a C-2 (Commercial) zoning (Blk X, Plan 2417 NY). Additionally a rezoning application from AG-UR to C-2 for Blk V, Plan 8350 AC, Lots 1 and 26; B1k. 12B, Lots 1 and 26; B1k. 12C, Plan 7478 AN which are under the same ownership as Blk. X is currently before the Planning Department and being held until Council's consideration of the Outline Plan amendment. This existing C-2 zoning has important implications for the portion of the Outline Plan amendment area adjacent to 127 Avenue. These implications are examined under the sections entitled "Commercial" in Section VII and "Garden City Plaza" in Section V of this report.

Amended by Editor

### 4. Garden City Plaza Proposals

For several years there has been a proposal from a private land owner for a 15 acre (6.1 hectare) shopping centre on 137 Avenue just east of 123 Street. This shopping centre is within the boundaries of the Carlisle Neighbourhood as defined by the Castle Downs Outline Plan and is designated by the Outline Plan for residential use.

Amended by Editor

Although acceptance in principle to the shopping centre proposal was given in March, 1973, the conditions attached to that acceptance have never been fully carried out. A re-evaluation of the proposal in light of changing circumstances since that date now prompts the Planning Department to propose that a commercial site to the west is preferable. To summarize:

- a. Access - as proposed within the structure of Neighbourhood One Outline Plan approved by Municipal Manning Commission on April 29, 1975, the approximately 15 acre (6.1 hectares) commercial site would only have access onto 137 Avenue (one all directional and two right turn only). Given that 137 Avenue is a major arterial, the traffic generated by such a development with access frontage on only one side would hamper movements on 137 Avenue. The possibility of an access via roadways on the remaining three sides of the proposed site has been disallowed by the Engineering Department and the Transportation Planning Branch. Such roadways would necessitate a signalized intersection at 137 Avenue and interfere with local streets in Neighbourhood 1. The intersection would conflict with the 127 Street/137 Avenue intersection and seriously interfere with traffic movements.
- b. North-West Freeway - this proposed facility provided the opportunity for flanking roadways that would have greatly improved traffic movements to and from the Garden City Shopping Center. The abandonment of the freeway concept makes 127 Avenue further to the west the appropriate flanking roadway for a high traffic generating use.
- c. Castle Downs Outline Plan - the Outline Plan has never been amended to account for a major commercial development on its perimeter.
- d. Existing Commercial Zoning - at the intersection of 127 Street and 137 Avenue a parcel of approximately 6.0 acres (2.43 hectares) is currently zoned C-2. If this parcel were developed and the proposed Garden City site also received a C-2 designation additional conflicts could arise with respect to traffic movements, viability of the competing commercial sites, etc. The existing C-2 parcel flanked as it is on two sides by major roadways, has better access than Garden City would.
- e. Other Commercial Facilities - Garden City would be competing with several other commercial centers in its immediate vicinity that would be of similar size and drawing power. They are Castle Downs Town Centre (20 acres/8.09 hectares); Northgate (25.63 acres/10.37 hectares); Northtown (14.93 acres/6.04 hectares); and the existing C-2 property at 127 Street and 137 Avenue. Additionally, there is considerable strip commercial development along 127 Street and 97 Street south of 137 Avenue. Under these circumstances, the need for a fifth shopping centre is questionable.

Amended by Editor

Amended by Editor

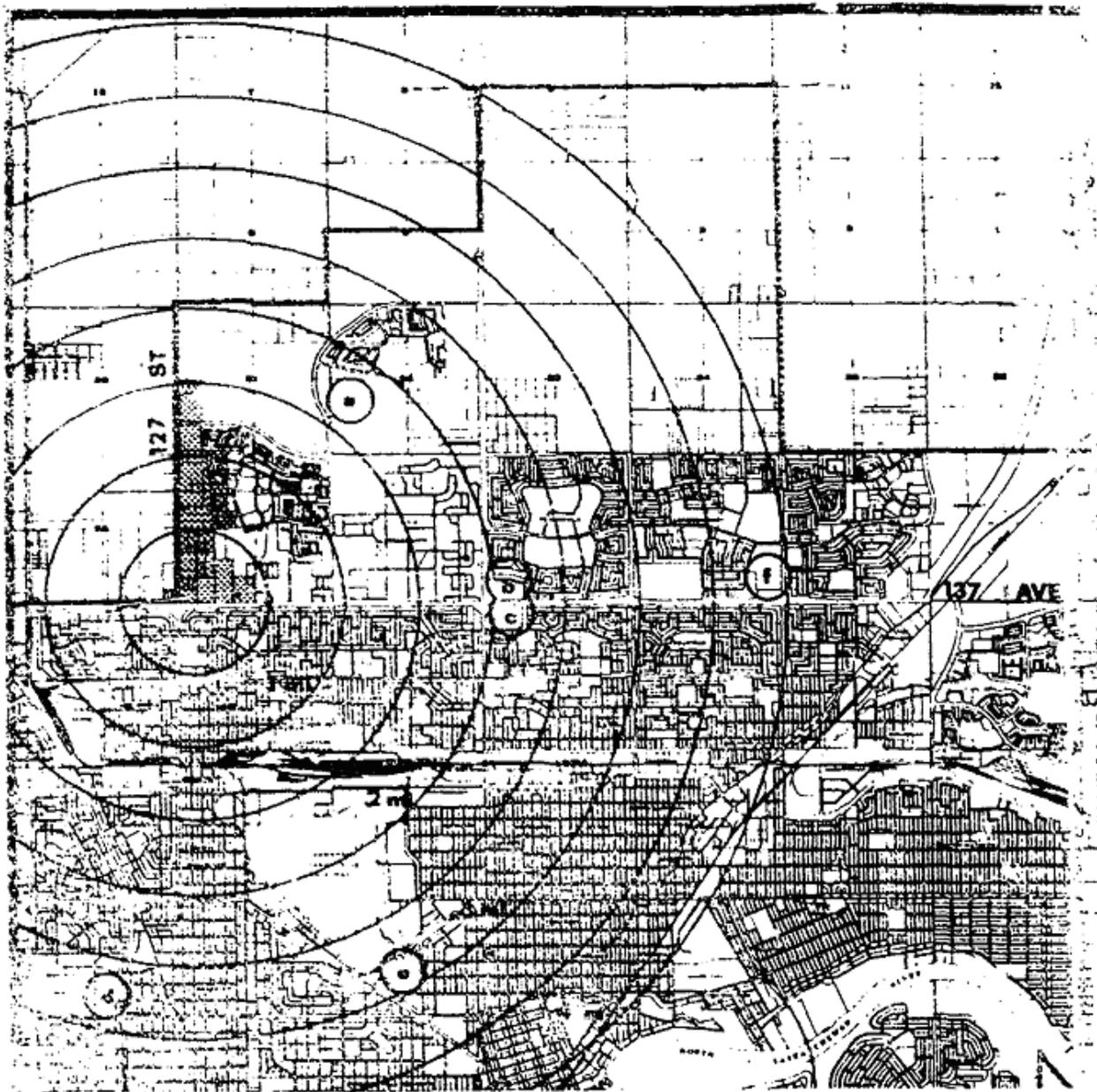
## 5. Servicing Potentials

Storm and sanitary servicing for the total amendment area can be provided for in existing and proposed systems.

No provision was made for servicing this amendment area when the water distribution system was designed for the adjacent Castle Downs neighbourhood. Consequently, there are only two locations from which servicing can be taken and in order to provide the necessary looping the entire area should be serviced at the same time. A 36" (91.4 cm) main between 127 Street and the future reservoir site at the extreme north end of the plan will require a 30' (9.1 m) utility lot.

Amended by Editor





	Amendment Area	
a -	Proposed Castle Downs Town Centre	20 acres approximately
b -	Northtown Mall	14.93 acres
c -	Northgate Shopping Centre	25.63 acres
d -	Westmount Shopping Centre	30.57 acres
e -	Kingsway Garden Mall	31.80 acres
f -	Londonderry Mall	33.43 acres

**CASTLE DOWNS - AMENDMENT TO OUTLINE PLAN  
C-2 COMMERCIAL SITES WITHIN 4 MILES**

Subdivision Planning Branch  
Planning Department

April 1977



## V THE PLAN

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On the basis of the preceding analysis an amendment plan is proposed that will provide the best balance between competing influences. The undeveloped area is primarily divided between light industrial (*Industrial Business*)/commercial and residential uses. The manner in which these uses are located and separated represents the most realistic and least disruptive development scheme. Additionally, this plan proposes *an 8.37 ha* mobile home park and two passive recreational parks *totaling 7.80 ha*. Following is a summary of the components of the plan:

Resolution  
January 24, 1984  
Resolution  
October 16, 2003

### 1. Circulation

The primary goal of the circulation system is the facilitation of maximum separation between existing residential areas and the *Industrial Business zones*. With this in mind, a parallel road system is proposed. A service road runs adjacent to 127 Street and an 80 foot (24.4 m) roadway runs north-south along the original western edge of development for Castle Downs. The easterly road connects with 127 Avenue just south of the *power transmission Right-of-Way*, at 139 Avenue and 142 Avenue and 145 Avenue. It is not a through road but is broken up by the *2 hectare park at 145 Avenue*. 142 Avenue is a through road providing a direct vehicular connection from Castle Downs to the industrial sections of the amendment area. 139 Avenue provides a third side of access for the existing C-2 site without infringing on residential areas. North of the *power transmission Right-of-Way* the existing 153 Avenue crosses 127 Avenue and the amendment area and passes through Castle Downs.

Amended by Editor  
Resolution  
January 24, 1984

Resolution  
October 16, 2003

Amended by Editor  
Resolution  
June 17, 1993

*Buffering for industrial parcels backing-on to residential development to the east, between 137 Avenue and 142 Avenue, should be established by caveating these parcels. The buffering here should be equivalent in size and landscaping to that proposed to the north.*

Resolution  
October 16, 2003

*Between 137 Avenue and 142 Avenue, a minimum of a 125 foot (38 m) separation will be established between the industrial and residential uses; namely 100 foot (30.5 m) buffer, 25 foot (7.6 m) RFI rear yard.*

### 2. Commercial

As was noted in Chapter V, Section 3, there is a six acre C-2 parcel at the corner of 127 Street and 137 Avenue it is recommended the site remains at its present size and there be no further commercial expansion along 137 Avenue.

As outlined previously this site is preferable to the Garden City proposal in that it has:

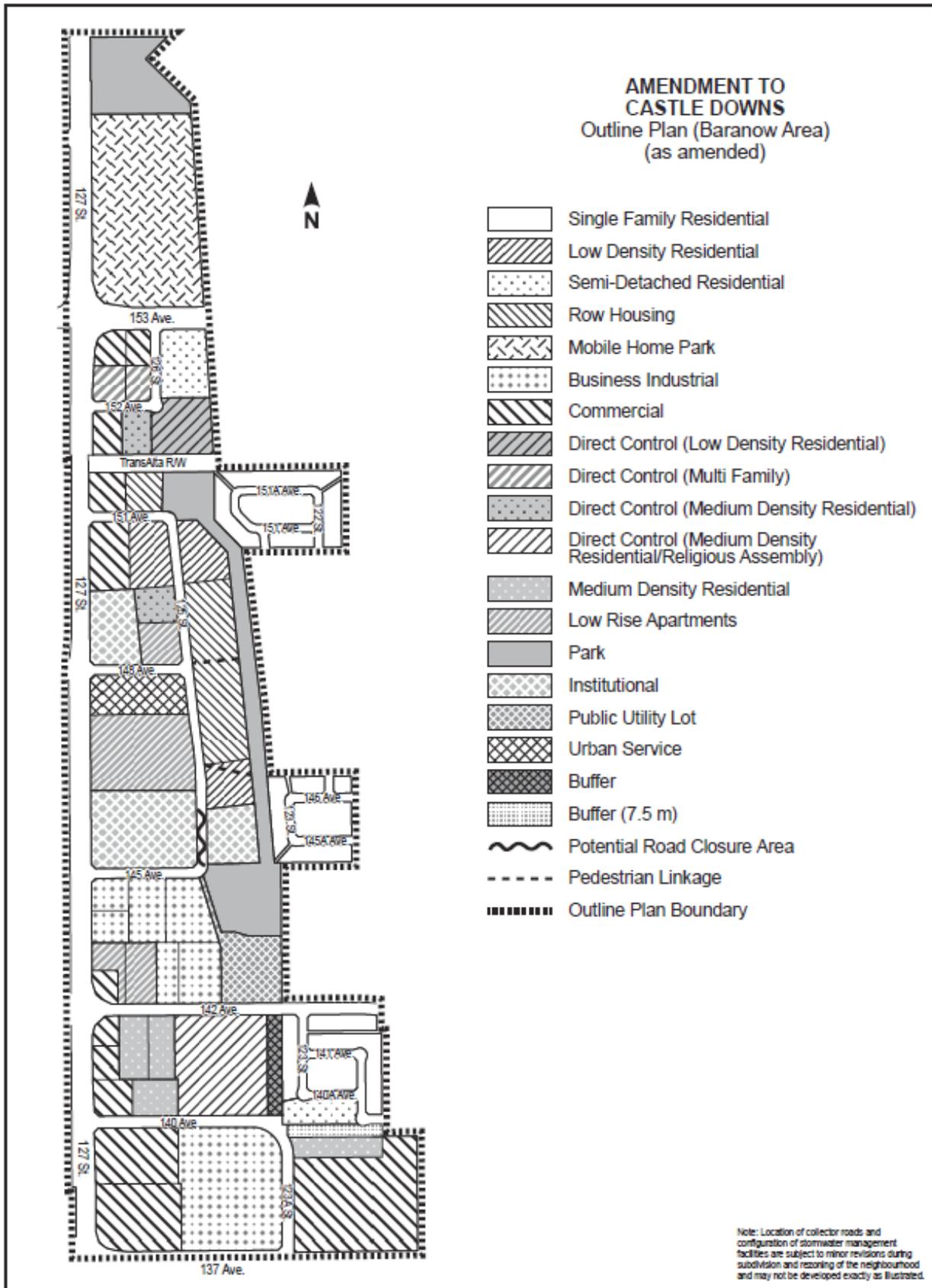
- 1) better access
- 2) does not conflict with the existing Castle Downs neighbourhoods.
- 3) retains the existing commercial site rather than creating competing and adjacent shopping centres.

*Another commercial site is located on the southeast corner of 153 Avenue and 127 Street to be developed as a shopping centre (CSC). The shopping centre will front onto 127 Street and 153 Avenue, and will be designed to cater to tenants not located in the smaller neighbourhood convenience shopping centres, thereby providing services which will compliment future and existing retail developments in the surrounding area.*

Resolution  
January 24, 1984



Approved Castle Downs Outline Plan (Baranow Area) – March 19, 2018



**TABLE 1****CASTLE DOWNS OUTLINE PLAN (BARANOW AREA)  
PROPOSED LAND USE AND STUDENT GENERATION STATISTICS**

	<b>Area (ha)</b>	<b>% of GDA</b>
Gross Development Area	106.4	100.0
Circulation	18.4	17.3
Buffer (30m)	.9	1.1
Parks	7.8	7.3
Commercial	12.9	12.9
Industrial	12.3	11.6
Institutional	6.4	6.0
Urban Services	1.6	1.5
PUL	2.0	1.9
Total Non-Residential	96.7	59.6
Net Residential	43.1	40.4

**Residential Land Use, Dwelling Unit Count and Population**

<b>Land Use</b>	<b>Area (ha)</b>	<b>U/ha</b>	<b>Units</b>	<b>% of Units</b>	<b>P/U</b>	<b>Population</b>
<b>Single / Semi-detached</b> , including: Single Family Residential Semi-Detached Residential DC-Low Density Residential Mobile Home (RMH) Low Density Residential	24.8	25	620	28.9	2.8	1,736
<b>Row Housing</b>	4.3	45	191	8.9	2.8	536
<b>Low-rise / Medium Density Housing</b> , including: DC-Medium Density Residential DC-Medium Density Residential/Religious DC-Multiple Family Medium Density Residential (RA7) Low Rise Apartment Urban Services*	14.0	90	1,337	62.2	1.8	2,406
<b>Total</b>	43.1		2,148	100.0		4,678

\*Urban Services uses may not develop as a residential land use.

**Student Generation**

	<b>K-6</b>	<b>7-9</b>	<b>10-12</b>	<b>Total</b>
Public	629	234	219	1,082
Separate	255	96	90	441
<b>Total</b>	884	330	309	1,523

\*Amended by Resolution March 19, 2018

*Other commercial sites front onto 127 Street. These areas offer opportunity for neighbourhood commercial sites and other general commercial development, offering potential employment opportunities to local residents.*

Resolution  
August 25, 2004

### 3. Restricted Industrial (Bulk Retail Distributing)

Approximately 12.33 ha within the amendment area are proposed for *Industrial Business (IB)* - service commercial. Restricted industrial uses will have a minimum negative impact on Castle Downs with respect to: production of noise, smell, smoke, vibration, and other adverse industrial conditions. Further, the area has been designed to be self-contained with adequate access from points other than through the adjacent neighbourhoods, therefore, the only probable traffic between the residential and industrial sections will be work related. An exception would be trips to the commercial site originating from the Carlisle Neighbourhood (Neighbourhood One).

Resolution  
January 24, 1984  
Resolution  
March 23, 2006

The restrictions imposed by the noise generated from the Speedway Racetrack would not apply to industrial uses. In any case, many industrial concerns are not open for business on weekends, when most race activities take place.

To a certain extent, the industrial component of this amendment will provide employment opportunities for the residents of the Castle Downs area. Any office type development wishing to establish themselves in this area should be encouraged to locate on the interior parcels with the view that office buildings and landscaping would be the most attractive with other service commercial development directed to parcels fronting onto 127 Street.

Finally, the industrial component of the plan will have no impact on critical school capacities.

Although it may seem on first consideration that residential subdivision would be less bothersome to Castle Downs residents, a well controlled service commercial development should be less detrimental in the long range than extremely overcrowded schools. Following is a partial list of the types of uses envisioned for a service commercial district:

- Communications media
- T.V.
- Farmer's Market
- computer components
- commercial air conditioning and heating products
- pharmaceuticals
- electric motor and welding controls
- medical and industrial precision instruments
- garden supplies and hardware
- wire products, mattress and furniture springs and assemblies
- data collections systems and components for electronic data and business machines
- electro-mechanical and electronic components
- contemporary furniture for commercial installations and for living, dining and bedrooms
- recording media for dictaphone dictating and recording machines
- consumer and professional tape recorders and stereo record-tape consoles
- auto dealerships

*At the time of the Baranow OP preparation, the Speedway Park was located on the west side of 127 Street, and was outside the City limits. In 1973, the Local Authorities Board determined that a distance of approximately 457 m (1500 feet) was required to separate the residential development to the west in the Carlisle and Caernarvon neighbourhoods from the noise of the racetrack. The lands in this separation area (Baranow) were to be developed with non-residential uses. As a result, the majority of the lands in the Baranow area were designated for Business Industrial development. The Outline Plan provided a 30.0 m wide buffer to separate the residential uses to the east in Carlisle and Caernarvon from the Business Industrial uses in Baranow.*

*The area west of 127 Street was subsequently annexed by the City of Edmonton in 1982 from the M.D. of Sturgeon. In 1984, Council approved the Palisades Area Structure Plan (ASP) for the area between 127 Street and approximately 142 Street, and from 137 Avenue north to the Transportation/Utility Corridor. The ASP designated these lands for primarily low density residential uses, and included the neighbourhoods of Pembina, Cumberland, Hudson, Oxford, Carlton, and Albany. Substantial suburban development has occurred throughout the area on the west side of 127 Street since the adoption of the ASP in 1984.*

*In this regard, the original purpose for designating lands in the Baranow area on the east side of 127 Street for Business Industrial uses, to separate residential uses further to the east (Caernarvon and Carlisle) from Speedway Park, is no longer applicable.*

*At present, the majority of the lands in the Baranow area are undeveloped, and servicing and roads do not extend into the area.*

#### 4. Mobile Home Park

*North of 153 Avenue is an 8.37 ha parcel designated for use as a Mobile Home Park. The site is currently under title to a private corporation and would be transferred to the City under the terms of the Castle Downs development agreement as part of the 60 acres (24.3 hectares) due for public purposes. This transfer has been agreed to by a private corporation. If legislation enabling municipalities to form non-profit housing corporations is approved by the Provincial Legislature the mobile home park would be administered under such a program. Should the corporation not become a reality the property would be administered by the Real Estate and Housing Department under an alternative housing program. The parcel will be zoned RMH-1 and subject to the restrictions of this Bylaw.*

Amended by Editor  
Resolution  
January 24, 1984

*There are several distinct advantages to the location of a mobile home park in this area. Firstly, no mobile home facilities presently exist in the Castle Downs area and this 8.37 ha property will partially correct this deficiency. It will be separated from standard residential area thus lessening some of the perceived social and aesthetic problems mobile home developments seem to generate but still has excellent vehicular and pedestrian access to the services and amenities of Castle Downs. These links will strengthen the mobile park residents sense of being part of the Castle Downs community.*

Resolution  
January 24, 1984

*Buffering from adjacent arterials (153 and 127 Avenue) should be provided as part of the site design.*

Resolution  
January 24, 1984

5. Residential

The amendment includes those portions of Castle Downs proper immediately adjacent to the former North-west Freeway which are not yet subdivided and have a distinct relationship with the balance of the amendment area. The two small R-1 subdivisions in Neighbourhood 2 (Approximately 11.7 acres/4.7 hectares) are portions of unsubdivided properties that extend west of the original limit of Castle Downs.

Amended by Editor

The third and largest residential section of the plan encompasses the site of the proposed Garden City Shopping Centre. It is proposed by this report to be primarily single-family with some R-2 and R-3 property and an AGU remnant.

All three residential segments are in accordance with approved Outline Plans and Neighbourhood concepts for Castle Downs.

*A portion of the area south of the utility right-of-way has been designated for low density residential uses. This area is adjacent to existing single detached homes in the Caernarvon, and Carlisle neighbourhoods. Development in this area would be single detached or semi-detached residential uses.*

Amended by Editor  
Resolution  
October 16, 2003

*The low rise apartment area has been centrally located. Development in this area would be apartment style units, with the maximum height and density being dictated by the zoning regulations of RA7 or lesser zoning. The proposed low density residential area to the east provides separation from the proposed low rise apartments to the existing single detached residential area to the east.*

*The walk-up apartment area is located in close proximity to both the proposed school fields and the southern Municipal Reserve park, which can be utilized by future residents.*

*A row housing site has been identified within the amendment area. It is anticipated that the site would be developed under the RF5 zoning regulations.*

Resolution  
March 23, 2006

*A medium density residential site is located in the southern portion of the plan area between 140 Street and 142 Street.*

Resolution  
February 13, 2003  
August 25, 2004

6. Urban Services

*A 120 unit senior's housing facility will front onto 148 Avenue, across from the existing Buddhist Temple at the northeast corner of 148 Avenue and 127 Street. It should be noted that the intended development for this site is a senior's housing facility, however, the urban services land use designation in the outline plan will provide for publicly and privately owned facilities of an institutional or community service nature. Therefore, there is a possibility that the urban service uses could development without a residential component resulting in no changes to the population for the Baranow area.*

Resolution  
March 23, 2006

7. Park Reserve

Based on a preliminary analysis of the existing subdivision approximately 22 acres (8.9 hectares) of land will be acquired through reserve dedication at such time as the amendment area is completely replanted and subdivided. Of the total reserve requirement approximately 17 acres (6.9 hectares) are proposed to be utilized as a park that will encompass the major stand of aspen described in Chapter IV, Section 2. This park will form an important amenity Castle Down (Baranow Area) Consolidation *Office Consolidation May 2018*

Amended by Editor

for both the residents of Castle Downs and employees of the firms locating in the industrial sector. Access to the park is provided by roadway and walkway.

The balance of the required reserve which could be up to 5.5 acres (*2.2 hectares*) should be allocated to a park just *north of the mobile home park*. This park will serve the residents of the mobile home park and provide additional buffering between residential and industrial uses.

Amended by Editor  
Resolution  
January 24, 1984

## VI IMPLEMENTATION

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An examination of the existing plan of subdivision clearly indicates that in order to implement the amendment to the Castle Downs Outline Plan the area will have to be subject to one or more replots or subdivisions. North of 153 Avenue a replot will not be necessary as this property is entirely under the ownership of a *private corporation* and it can be reasonably expected that the 30' (9 m) utility let required by Water and Sanitation can be acquired by agreement.

Amended by Editor

Similarly the mobile home site defined as it is between 153 Avenue and Calgary Power can be acquired by agreement and subdivision.

South of the *power transmission* right-of-way the situation becomes more complex and several solutions are possible:

Amended by Editor

1. Replot and subdivision - those portions of the amendment area within the original Castle Downs Outline Plan limits would be subdivided off and developed residentially. Also, the proposed commercial facility may be adaptable to immediate subdivision. The balance of the amendment area would be replotted with reserves from all sections of the overall plan being deferred into the balance.
2. Several replot within the amendment area - under this scheme one or more plans would encompass the *Industrial Business* sections and a second replot would cover the properties owned by the competing commercial interests (i.e.. the Garden City property, and the existing C-2 and adjacent land.) This procedure could potentially be used to compensate the owner that does not receive permission to develop an intermediate shopping centre.
3. Replot encompassing all proposed commercial, residential and industrial property - the primary advantage of this approach would be that subdivision and zoning of the entire area would be established at the same time avoiding confusion over land use and staging and providing the public with the most comprehensive overview of the development. Also the total park reserve can be acquired at one time.

Resolution  
January 24, 1984

A second perspective on the implementation of the plan is the manner by which the City ensures that high order service commercial development locates in the area. The restrictions of the present M-1 Industrial zones do not guarantee that properly designed and maintained facilities of the standard envisaged would be the only uses allowed. Several tentative solutions are proposed:

1. Utilization of existing bylaws - under this approach the restrictions of the *Industrial Business* category would have to be thoroughly applied and enforced. The primary advantage here is that no delays will be experienced while new control schemes are implemented.
2. Enactment of a new zoning bylaw - a classification specifically covering high quality service/commercial development should be adopted and subsequently applied to those areas of the amendment plan designated *Industrial Business*. This could take some time to draft, however, and thus greatly delay implementation of the plan.

Resolution  
January 24, 1984

Resolution  
January 24, 1984

3. Restrictive Use Agreement - those properties designated *Industrial Business* (service commercial) by the plan would have Restrictive Use Agreements tied to their development limiting acceptable uses to those specified by the amendment report.

Amended by Editor