

# ***Dunvegan Area Structure Plan***

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Office Consolidation March 2006

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*Prepared by:*

*Planning and Policy Services Branch  
Planning and Development Department  
City of Edmonton*

**Bylaw 7815, as amended, was adopted by Council in May 1985. In March 2006, this document was consolidated by virtue of the incorporation of the following bylaws:**

*Bylaw 7815*      Approved May 14, 1985 (to adopt the Dunvegan Area Structure Plan)  
*Bylaw 9644*      Approved July 17, 1991 (to replace the map and entire text of the plan)  
*Bylaw 11021*     Approved August 11, 1995 (to amend Section 6.0 Transportation)  
*Bylaw 11969*     Approved March 8, 1999 (to replace Tables 2, A, B, and C and amend Sections 5 and 8)  
*Bylaw 13478*     Approved September 15, 2003 (to replace Tables A and B and the plan map)

**Editor's Note:**

This is an office consolidation edition of the Dunvegan Area Structure Plan, Bylaw 7815, as approved by City Council on May 14, 1985. This edition contains all amendments and additions to Bylaw 7815.

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.

City of Edmonton  
Planning and Development Department



**D U N V E G A N**  
**AREA STRUCTURE PLAN**

## Table of Contents

	<b>Page</b>
<b>1.0 INTRODUCTION</b>	<b>1</b>
<b>2.0 LOCATION</b>	<b>1</b>
<b>3.0 SURROUNDING AREAS</b>	<b>3</b>
<b>4.0 SITE CHARACTERISTICS</b>	<b>3</b>
<b>4.1 General Features</b>	<b>3</b>
<b>4.2 Environmental Assessment</b>	<b>5</b>
<b>5.0 PROPOSED LAND USE</b>	<b>7</b>
<b>6.0 TRANSPORTATION</b>	<b>10</b>
<b>7.0 SERVICING</b>	<b>12</b>
<b>7.1 Stormwater Drainage</b>	<b>12</b>
<b>7.2 Sanitary Sewers</b>	<b>12</b>
<b>7.3 Water</b>	<b>15</b>
<b>7.4 Electrical Power</b>	<b>15</b>
<b>7.5 Natural Gas</b>	<b>15</b>
<b>7.6 Telephone and Cable T.V.</b>	<b>15</b>
<b>7.7 Staging of Development</b>	<b>17</b>
<b>8.0 IMPACT ON COMMUNITY INFRASTRUCTURE</b>	<b>17</b>
<b>9.0 CONFORMANCE WITH MUNICIPAL PLANNING</b>	<b>20</b>
<b>10.0 AREA STRUCTURE PLAN</b>	<b>20</b>

## List of Figures

		<b>Page</b>
<b>1</b>	<b>LOCATION</b>	<b>2</b>
<b>2</b>	<b>AIR PHOTO</b>	<b>4</b>
<b>3</b>	<b>LAND USE AMENDMENT</b>	<b>8</b>
<b>4</b>	<b>STORM</b>	<b>13</b>
<b>5</b>	<b>SANITARY</b>	<b>14</b>
<b>6</b>	<b>WATER</b>	<b>16</b>
<b>7</b>	<b>STAGING</b>	<b>18</b>
<b>8</b>	<b>SCHOOLS</b>	<b>19</b>
<b>9</b>	<b>AREA STRUCTURE PLAN</b>	<b>22</b>

## List of Tables

	<b>Page</b>
<b>TABLE 1</b>	
<b>PROPOSED AMENDMENT AREA LAND USE</b>	<b>9</b>
<b>TABLE 2</b>	
<b>DWELLING UNITS AND POPULATION</b>	<b>10</b>
<b>TABLE A</b>	
<b>AREA STRUCTURE PLAN LAND USE</b>	<b>21</b>
<b>TABLE B</b>	
<b>NEIGHBOURHOOD CHARACTERISTICS</b>	<b>23</b>
<b>TABLE C</b>	
<b>STUDENT GENERATION</b>	<b>24</b>
<b>TABLE D</b>	
<b>EMPLOYMENT GENERATION</b>	<b>25</b>

## 1.0 INTRODUCTION

In 1985, City Council approved Bylaw 7815, the Dunvegan Area Structure Plan, which had been prepared on behalf of *a private corporation*. It proposed the relocation and rearrangement of some rail operations, as well as the redevelopment of the Dunvegan Yards for residential and industrial business uses. The main railway line was to have been shifted east to the middle of the site, with lands to the east designated residential and the lands to the west for business and industrial uses. The residential area would have been developed as an extension to the existing communities. The business area would have been part of the Northwest industrial area and accessed from St. Albert Trail.

Amended by Editor

Part of the plan, the buffering and access to the Alberta Government Grain Terminal, has been implemented. Since that time, *the private corporation* has re-evaluated its operational needs and in conjunction with a recent market assessment, is proposing to amend the existing area structure plan and proceed with residential redevelopment as soon as possible. Given the need to be market responsive, the residential area is being expanded beyond what was previously proposed.

Amended by Editor

This proposed amendment has been prepared on behalf of *a private corporation* by I.D. Engineering Company Limited.

Amended by Editor

## 2.0 LOCATION

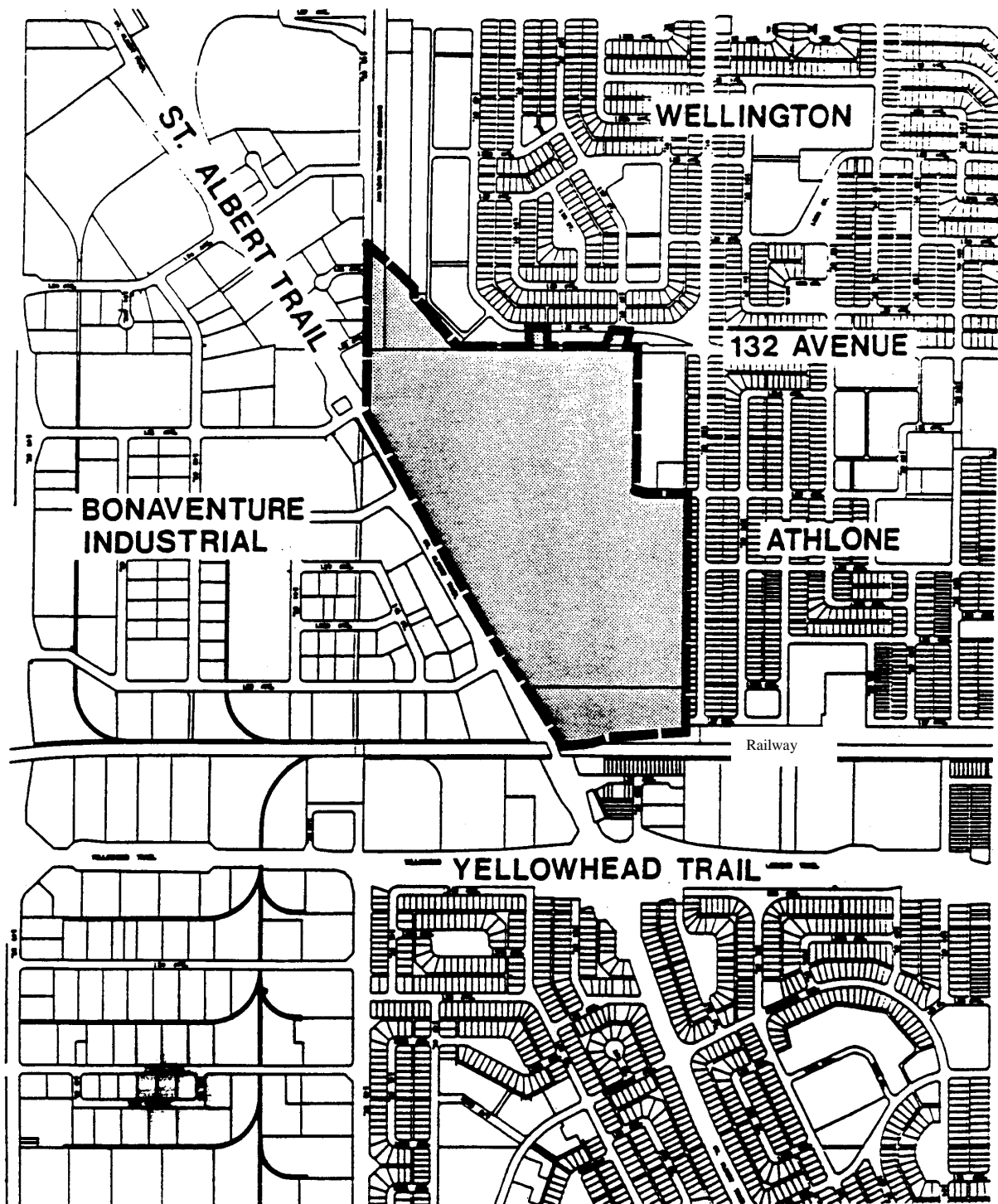
The Dunvegan Yards were first surveyed in 1914 as part of the already constructed Edmonton, Dunvegan, and British Columbia Railway. These yards are located in northwest Edmonton between St. Albert Trail and the neighbourhoods of Wellington and Athlone.

The boundaries of the amendment area are shown on Figure 1, starting on the east side of St. Albert Trail where it is crossed by the *railway*, north along the Trail to approximately 132 Avenue, then east parallel to 132 Avenue to Sir John Thompson Catholic Junior High School, then south around the school to approximately 127 Avenue and 135 Street, then west to the starting point.

Amended by Editor

Those areas designated by the original ASP for rail and transportation uses, being those areas north of 132 Avenue and the lands related to the grain terminal, are not affected by this amendment. They are shown on Figure 9 which shows the complete area structure plan after this proposed amendment.

**Figure 1: Location** (Bylaw 9644, July 17, 1991)



Amended by Editor

# DUNVEGAN

## 1. LOCATION



### 3.0 SURROUNDING AREAS

The residential neighbourhoods of Wellington and Athlone are to the north and east of the proposed amendment area. Although there is a large row housing area north of the site along 140 Street, the surrounding area is primarily single family housing. Residential areas facing south on 132 Avenue are separated from the site by a substantial berm, created to buffer the residential from the railway yards.

The Sir John Thompson Junior High School site of 3.5 ha, and associated municipal reserve site of 0.4 ha, were subdivided out of the corner of the yards in 1967. The amendment area boundary, south of the school, runs along the lane behind 135 Street. The homes there are primarily bungalows with detached garages off the lane.

The southern limit is 127 Avenue, which provides access to the grain terminal, from St. Albert Trail, along the main *rail line*. Across the tracks to the south is the Brown Estate industrial area, districted IM and IB.

Amended by Editor

The Bonaventure industrial area borders the amendment area to the west. This area contains a variety of business, industrial, commercial, and institutional uses.

### 4.0 SITE CHARACTERISTICS

#### 4.1 General Features

The amendment area is under title to *a private corporation*. It consists of the unsubdivided portions of the NW 13 and SW 24-53-25-W4; Lot 1 and a portion of Block B, Plan 1940 KS., as well as part of the railway right of way occupying the most westerly 30 m of the NW 24-53-25-W4. Also included are small portions of a utility lot and berm which are needed to provide access to 132 Avenue. The amendment area contains approximately 50 ha (124 acres).

Amended by Editor

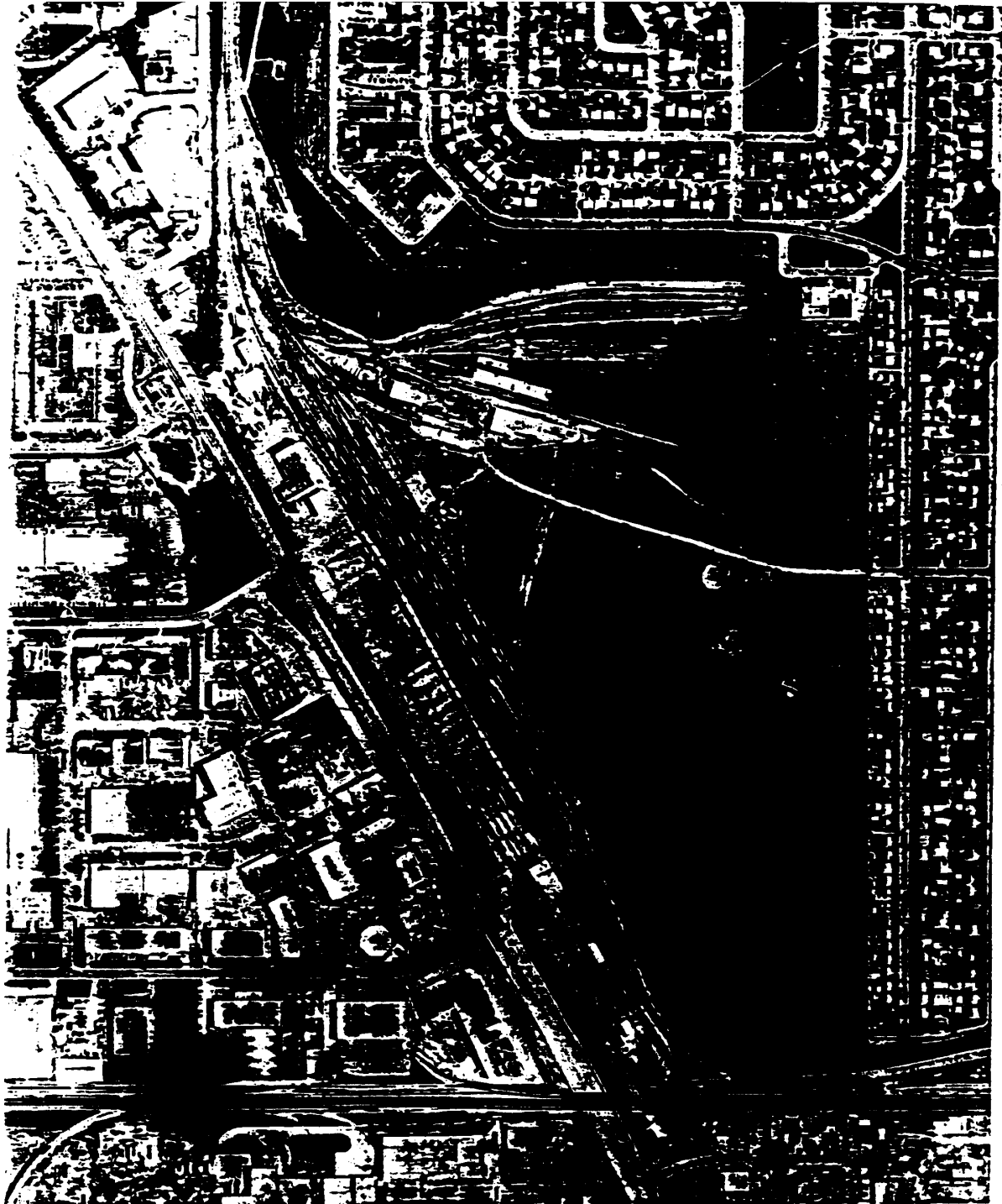
The existing use of the amendment area is shown on the air photo, Figure 2. The majority of frontage along St. Albert Trail is occupied by a retail and wholesale lumber yard. There is also a railway office and other transportation related uses. These uses are separated from the remainder of the site by the mainline of the Westlock rail subdivision. A significant portion of the remainder of the site is used for distribution, storage, and rail car storage. Some rail service and storage shops are located on the site. There are also some athletic fields, used by *railway* employees, located near the 130 Avenue access to the site.

Amended by Editor

The southeast portion of the amendment area is primarily vacant. There are substantial areas still under tree cover which supports some wildlife. Although the development period is expected to be relatively short, the intention is to retain the trees as long as practical given site development constraints such as pregrading. Wildlife officials will assist in ensuring existing wildlife are dealt with appropriately.

The site is flat and slopes from north to south.

**Figure 2: Air Photo** (Bylaw 9644, July 17, 1991)



Amended by Editor

**DUNVEGAN**

**2. AIR PHOTO**

The height limitations of the Airport Statutory Overlay have no limiting effect. Noise impacts are expected to be slightly less than experienced in adjacent neighbourhoods. With the long term trend, it was estimated by the Transportation Department that no part of the proposed development will be in the 25-30 NEF or 60-65 Ldn noise range.

The business frontage on St. Albert Trail is currently serviced by access points at 128, 130 and 131 Avenues. The 128 Avenue access also leads to the service road serving the grain terminal. The site has access from the Athlone neighbourhood at 130 Avenue and in the southeastern corner from 127 Avenue. A berm currently separates the site from 132 Avenue.

## 4.2 Environmental Assessment

In recognition that the plan area has had rail uses since 1912, *the private corporation* contracted Norecol Environmental Management Ltd. to conduct an environmental assessment. The purpose of this assessment was to determine if the plan area contained contaminants that may pose a potential hazard for the proposed residential development within the site. Their report documents the history of the site and the results of the field investigation and analysis, including soil and groundwater sampling and analysis.

Amended by Editor

The report states the site is generally free from contamination which might significantly affect the proposed residential use. Principal findings show surface or near-surface diesel contamination in the former diesel shop/fueling area and polycyclic aromatic hydrocarbons and metal contamination in small areas related to cinders from coal-burning trains. While there is evidence of some other contaminants higher than background levels, the levels are not considered significant. This conclusion is based on comparisons of field results with site assessment guidelines and standards from Quebec, British Columbia and the Netherlands.

Potential odour migration to buildings will require remediation of the diesel contaminated areas and Norecol recommends landfarming. The main concern with cinders is that they are aesthetically undesirable and are unlikely to support vegetation. Norecol recommended that cinders should be isolated by use of suitable cover, removed from the site, or used in the berm.

The Norecol Report was circulated to the Edmonton Local Board of Health and Alberta Environment (Industrial Waste Branch) for their review. Follow up discussions were held between these agencies and Norecol. The Edmonton Board of Health and Alberta Environment have advised that they support residential use of the site for residential development based upon the Norecol assessment and based upon the preparation and implementation of a more detailed remediation plan for those contaminants that are significantly higher than background levels.

In response to these environmental considerations, the Planning and Development Department has worked out a procedure in the planning approval process which gives certainty to the remediation requirements being met prior to subdivision and development proceeding. This process has been reviewed with Alberta Environment, the Edmonton Board of Health, and *the private corporation*, and has their collective agreement. The essential elements of this process

Amended by Editor

are as follows:

- (a) The submission of a detailed plan and support documentation for the remediation of organic and metal contaminants within the site. This remediation plan will require final acceptance by the Board of Health and Alberta Environment prior to subdivision approval being given by the Municipal Planning Commission for the first stage of residential development and prior to any stripping or grading operations taking place on the site. The remediation plan shall, among other things, include the following:
- a detailed description of the methods to be used to establish the depth and lateral extent of contaminated soil prior to soil stripping or excavation;
  - a detailed description of the methods to be used for the excavation, on-site treatment, or transport of contaminated material including the proposed measures to adequately protect adjacent residential properties or non-contaminated lands from contaminated surface run-off or dust during stripping and excavation activities;
  - a narrative identifying the extent to which the proposed remediation measures will achieve a reduction in contaminants to the Alberta Tier 1 Guidelines of the Waste and Chemical Division of Alberta Environment and the submission of a risk-based assessment establishing Tier II criteria for those contaminants for which the proposed remediation measures will not achieve compliance with the Alberta Tier 1 Guidelines; and
  - a detailed description of the methods to be used to monitor development on the site and to verify that the contaminated materials have been removed from the site and that on-site remediation measures have been successful in reducing the contaminants to an acceptable level.
- (b) Prior to linen endorsement for the first stage of residential development, documentation will be submitted to the satisfaction of the Board of Health and Alberta Environment to demonstrate that contaminated materials have been removed from the site or that on-site remediation measures have been successful in reducing the contaminants to an acceptable level having regard to the Alberta Tier 1 Guidelines and the Tier II criteria of the risk-based assessment.

The above described process recognizes that remediation of the site may proceed in a staged manner, provided that the northwest portion of the site containing the former diesel shops/fuel storage areas and the cinder area is remediated with the first phase of residential development. In addition, the staged remediation of the balance of the site must not adversely affect residential development within the site.

## 5.0 PROPOSED LAND USE

The plan, as approved in 1985, divided the site approximately in half. Lands east of the relocated rail line were designated residential as an extension of the existing communities. Those lands west, to St. Albert Trail, were proposed primarily for business industrial uses.

Figure 3 illustrates the future land use as now proposed by this amendment. This plan is based on a desire to respond to current market conditions for residential development, to make full use of *the railway* lands, and to improve the operating efficiency of the rail operations. This plan retains the mainline in its present location, but substantially reduces the area currently used for rail purposes. Lands to the west of the rail corridor are proposed for a mixture of commercial, transportation, and business industrial uses. While no detailed *zoning* is proposed the type of uses appropriate to this location would include general industrial uses, retail, professional offices, eating and drinking establishments, business support services, gas bars, service stations, personal service shops, drive through vehicle services, warehouse sales, equipment rentals, automotive sales and repair, and similar types of uses.

Amended by Editor

The majority of the site will be devoted to low density residential use to be *zoned* RF1 for single detached housing. There will be no RPL. It is the developer's intention to implement a program of architectural controls.

Amended by Editor

The proposed residential portion will be buffered from the rail use by a berm and fence, the details of which will be established through appropriate analysis at the subdivision stage. It is intended the berm/barrier along the west side of the residential 5 m high, constructed of 3 m of earth with a 2 m high solid fence which exceeds 10 kg/m<sup>2</sup>. This has been established through an independent sound assessment, based on the highest level of future rail activity which is foreseen. In addition, a noise barrier will be constructed along a portion of the south side of the Grain Terminal access road to attenuate noise at the location of the 136 Street access.

Construction of the berm and noise wall will be done as the development proceeds, using earth from the site clearing and balancing. Completion will be tied to the timing of each phase of development, taking into consideration the necessity of keeping the *railway's* private road open for construction traffic.

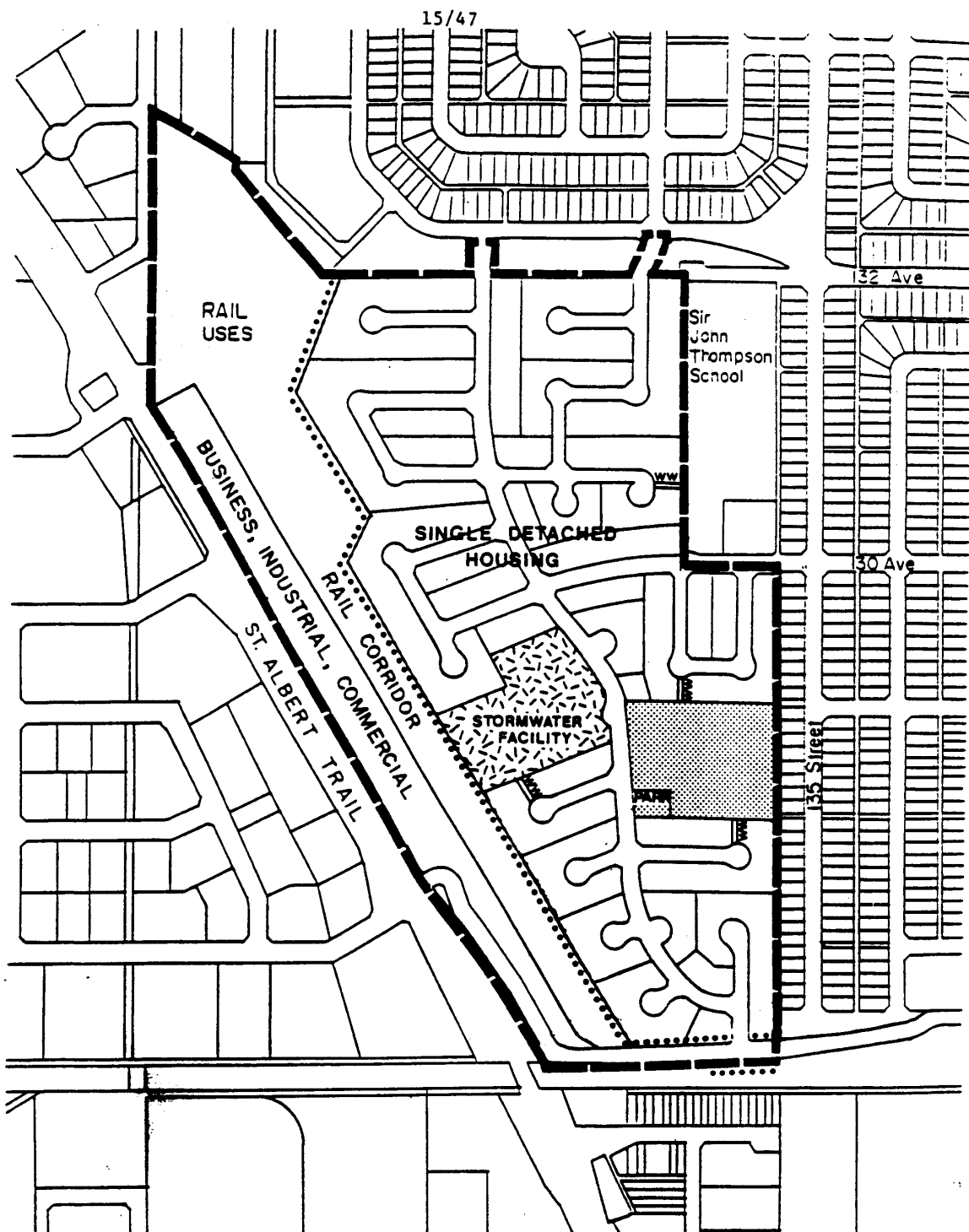
Amended by Editor

*The private corporation* and the City shall enter into an agreement relating to rail noise. This agreement should be a condition of subdivision approval for the first phase of development with the execution of the required agreement being prior to or concurrent with the servicing agreement for the first phase of subdivision.

Amended by Editor

The agreement should specify the conditions under which the obligations would be exercised (i.e., an increase in rail generated noise levels above a specified level), the means of validating the noise levels, (i.e. what noise descriptors would be used and what noise level would be the threshold), and a detailed terms of reference for the methodology for the noise monitoring to be undertaken by a professional acoustical engineer. The location and technical specifications for any additional noise attenuation measure would be subject to City approval.

**Figure 3: Land Use Amendment** (Bylaw 9644, July 17, 1991)



..... Noise Buffer

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## 3. LAND USE AMENDMENT

The active railway uses, including the mainline, are to be located in the western portion of the rail corridor, with storage of rail cars and training facilities on the eastern portion. Lots adjacent to the berm will be deeper than standard single detached lots. The property line will be at the middle of the berm with the fence on the east side.

A stormwater detention (dry) pond will be constructed in the central area on the west side of the collector roadway. It will provide both visual amenity and active play space. Across the collector to the east is a small municipal reserve for parks purpose. Its design will be established by the *Parkland Services Branch (Asset Management and Public Works Department)* through consultation with the community. An additional municipal reserve of 2.3 ha is also designated in this area to protect an area of existing vegetation.

Amended by Editor

The land use areas proposed for the amendment area are shown by Table 1. The statistics for the complete ASP area are shown on Table A in Section 10.0.

**TABLE 1  
PROPOSED AMENDMENT AREA LAND USE**

	Area (ha)	%
Single detached	21.5	43.2
Circulation (including PUL's)	7.6	15.3
Park (MR)	0.1	0.2
Tree Retention Area (MR)	2.3	4.6
Stormwater Facility/Recreation	2.4	4.8
Railway	10.3	20.7
Business	5.6	11.2
<b>TOTAL</b>	<b>49.8</b>	<b>100.0</b>

Table 2 indicates the maximum potential dwelling units and population that could be expected using the RF1 *Zone* from the *Zoning* Bylaw.

Amended by Editor

**TABLE 2**  
**DWELLING UNITS AND POPULATION**  
**Bylaw 11969, March 8, 1999**

Type	Area	Density	Dwelling	P/D.U.	Population
Single Detached	21.5	19.5	420	3.46	1453

The maximum density of the 33.9 ha residential component of the amendment area will be *67.6 people / net ha (42.6 people / gross ha)*. Some variation may occur depending primarily on lot sizes, which will be determined by prevailing market conditions.

Bylaw 11969  
March 8, 1999

The density is *7.9 units/net acre*. This is lower than Wellington's 8.1 units/net acre and Athone's 9.0 units/net acre.

## 6.0 TRANSPORTATION

The site currently is accessible from 127 and 130 Avenues. Access to the proposed residential area from 132 Avenue is currently restricted by the berm. In addition to the access at 130 Avenue, it is proposed the site be primarily serviced by a north/south collector, which connects 132 Avenue to the Grain Terminal Access Road at 136 Street. No access would be provided from the new residential area east to 127 Avenue. An additional access is proposed through the berm from 132 Avenue at 137 Street.

Local roadways are primarily loops and cul-de-sacs, to create attractive and safe residential precincts. Although access to the existing laneway west of 135 Street will be possible from lots backing on the lane south of 130 Avenue, housing will be developed with front drive attached garages to address community concerns. There is one walkway connection through to the lane from 136 Street at about 128 Avenue.

Public transit would follow the collector south from 132 Avenue to a turn-around near the stormwater pond.

The commercial and business frontage along St. Albert Trail will be serviced from existing access points, with additional access to be defined later in the development process, or through the existing service road.

The off-site impact of traffic is addressed in a separate traffic management analysis undertaken by Scheffer Consultants Ltd. from which the following conclusions and recommendations flow:

- (a) Additional traffic on 135 Street, on 135 Avenue, and on 129 Avenue will not increase the volumes above their environmental capacity of 5000 vehicles per day.



- (b) Additional traffic on 132 Avenue will increase the volume from its present level of 6000 vehicles per day to about 7000 vehicles per day.
- (c) There is an existing capacity problem at the intersection of 129 Avenue and 127 Street which can be improved by relocating the bus stop on the south side of the intersection. Present City plans call for relocation of the Calder timing point to a new bus terminal to be constructed in the vicinity. Therefore, any capacity restriction will be alleviated at that time.
- (d) It is recommended that busses be routed from 132 Avenue on to the main collector roadway within the site to a bus turn-around near the stormwater facility, in order to minimize the impact on existing residences.
- (e) Short cutting on 137 Street will increase traffic volumes by about 130 trips per day, but the traffic volume should still be below the environmental capacity of 1000 vehicles per day for a local residential street.
- (f) The proposed at-grade railway crossing at the south end of the development will create some operational concerns because of train operations, safety, security and the potential for short cutting through the existing residential development. However, the crossing will divert approximately 2300 development trips from the existing community streets to the St. Albert Trail.
- (g) It is not feasible to provide a grade separated connection to St. Albert Trail because the proximity of St. Albert Trail to the railway prevents proper roadway gradient requirements to be met.
- (h) The need for upgrading traffic signs and signals will be assessed by the City as part of their continuing monitoring of warrants on the City wide basis.

The developer shall construct one access point to the St. Albert Trail at 136 Street connecting to the Alberta Grain Terminal road as shown on the plan and appropriate measures will be designed and constructed to discourage non-resident shortcutting. Further, the developer shall construct and have in operation, by September 1, 1993, a temporary rural profile gravel road from 130 Avenue south to the Grain Terminal road. The developer will provide a letter of credit to ensure construction of this road.

*The Developer shall provide the City an irrevocable letter of credit, payable on demand without conditions in an amount stipulated by the Transportation Department, requiring the Developer to complete construction of the 136 Street and Alberta Grain Terminal access road to the Transportation Department standards, connecting all phases of the Dunvegan development to St. Albert Trail, to be completed no later than July 1, 1996 or commencement of servicing south of the proposed Drypond, whichever is earlier. If construction is not completed within six months of commencement of construction south of the proposed Drypond or July 1, 1996, the City shall be entitled to draw on funds to complete the*

Bylaw 11021  
August 11, 1995

*construction as soon as possible.*

The developer shall provide construction access to the development site from St. Albert Trail using the existing *railway's* private road from St. Albert Trail at 131 Avenue, crossing the tracks at 133 Avenue, and into the Dunvegan development. This access is to remain open until completion of a permanent access to St. Albert Trail. The developer shall require that all contractors employed by it use this construction access.

Amended by Editor

## **7.0 SERVICING**

### **7.1 Stormwater Drainage**

The stormwater drainage for Dunvegan consists of three proposed drainage areas - east, west and north. Figure 4 indicates the proposed stormwater drainage concept. This scheme has been analyzed in depth through the preparation and approval of a master drainage report for the area.

The east portion, consisting of residential development, would be serviced by an on-site stormwater management facility with a controlled discharge outflow to an existing 1200 mm diameter separate storm sewer. The existing sewer is located at 135 Street and 130 Avenue. The stormwater management facility will be in the form of a dry pond, which will also function as an open-space recreational area. It will be developed in conjunction with staged subdivision of the area. Given the grading required on the site for drainage and earth balances, there will be cuts and fills over most of the site. This will preclude retention of much of the existing tree cover.

As the proposed land use for the west portion would remain basically the same, it is expected that the existing stormwater servicing would be sufficient

The north area, as well as the section between the east and west areas, will remain as rail use, including trackage. Thus the current drainage pattern, runoff rates and volumes would remain unchanged.

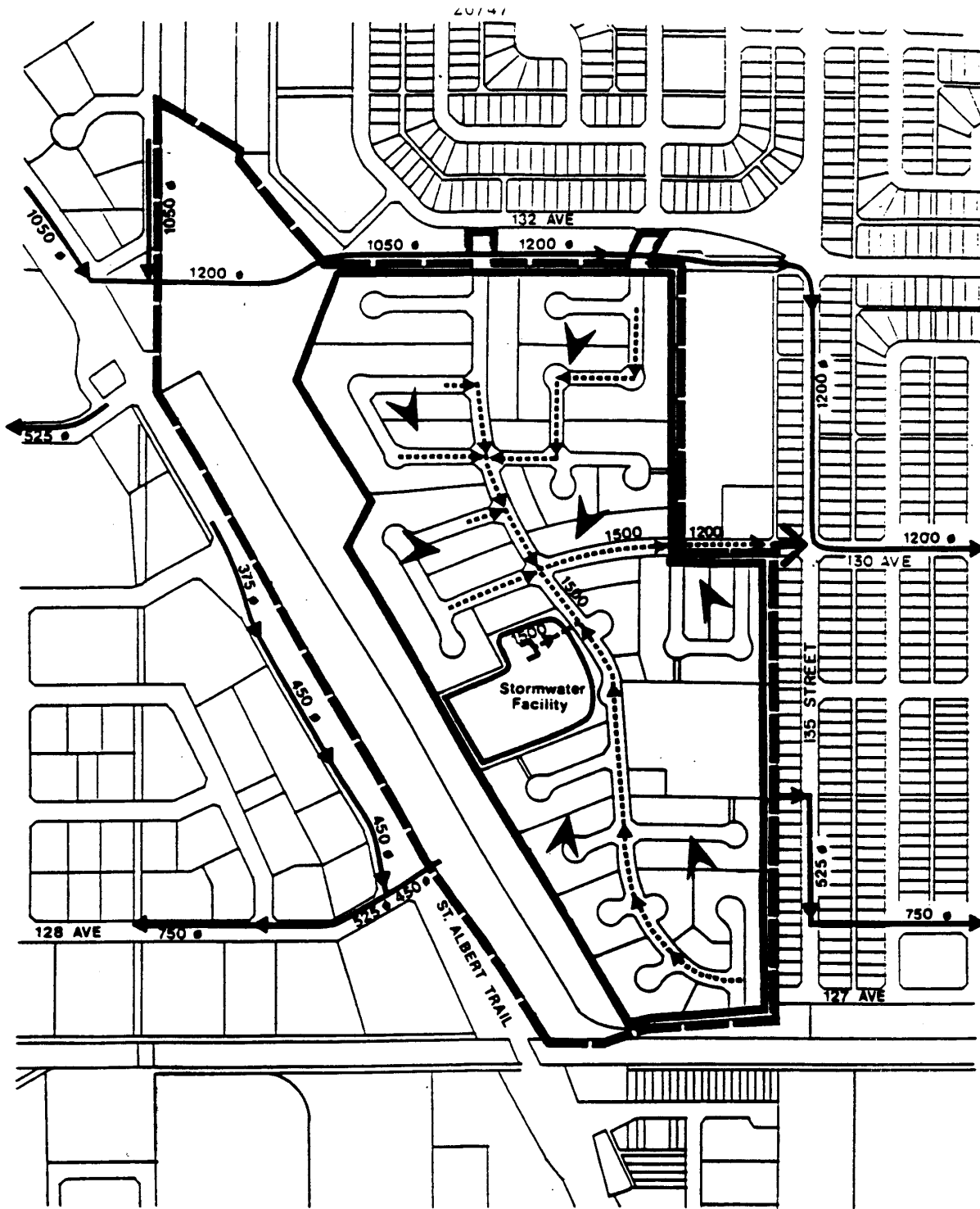
### **7.2 Sanitary Sewers**

It is proposed that the Dunvegan site be serviced by extensions of the existing adjacent separate sanitary sewers.

The residential portion of the site can be serviced from a 450 mm diameter sanitary sewer located in the lane north of 132 Avenue, a 600 mm diameter sewer at 135 Street and 130 Avenue, and a 450 mm diameter sewer along the lane north of 128 Avenue and west of 135 Street. The business industrial portion can be serviced from an existing 200 mm diameter separate sanitary sewer along St Albert Trail.

The sanitary sewer servicing concept is shown on Figure 5.

**Figure 4: Storm** (Bylaw 9644, July 17, 1991)



Amended by Editor

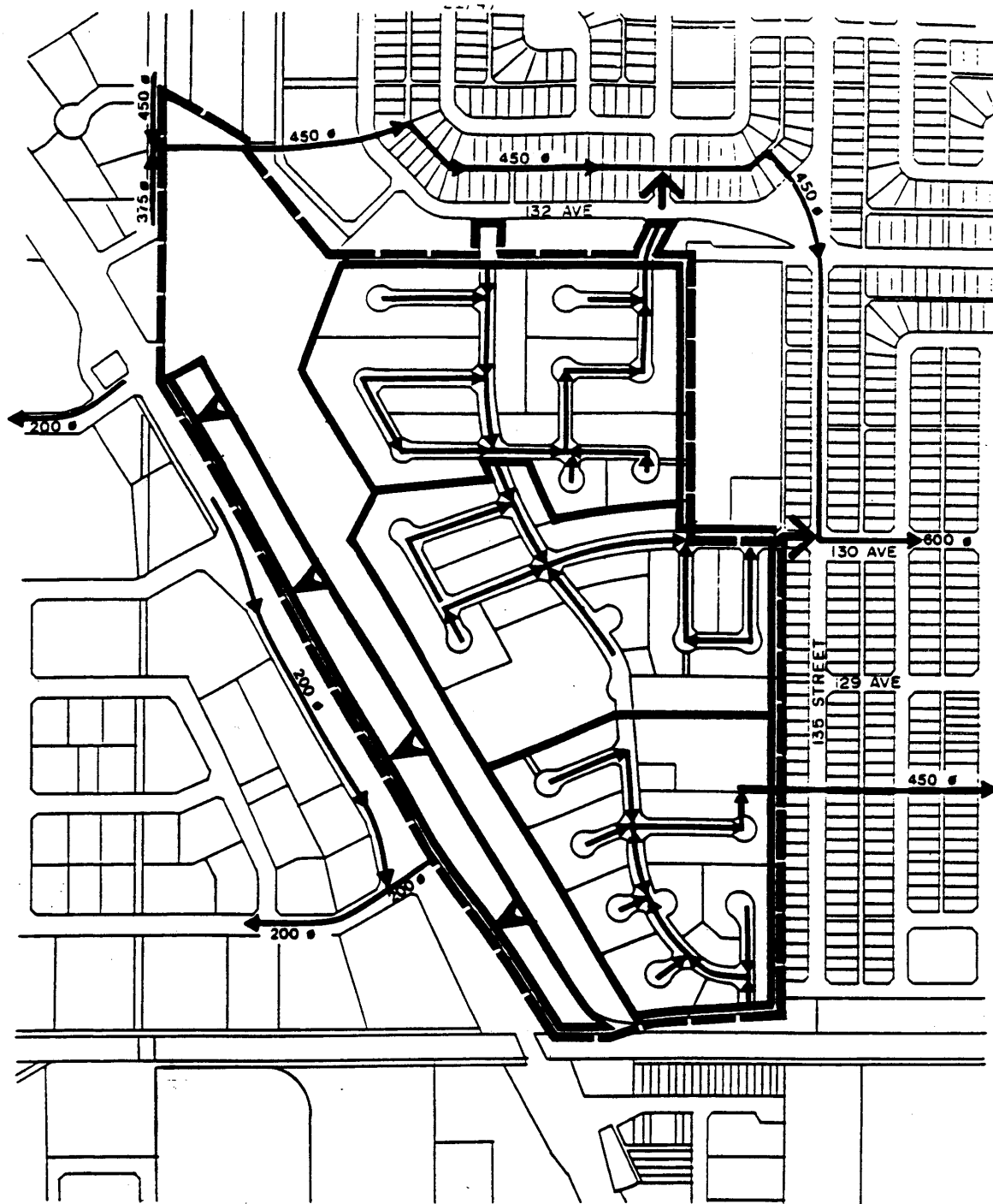
- Existing Storm Sewer, Size & Direction of Flow
- Proposed Catchment Area
- Proposed Direction of Storm Flows
- Proposed Storm Trunk for Controlled Discharge
- Proposed Discharge Location

# DUNVEGAN

NOTE: Rail Corridor, Business, Industrial & Commercial Area Drainage To Remain Unchanged

## 4. STORM

Figure 5: Sanitary (Bylaw 9644, July 17, 1991)



Amended by Editor

200 → Existing Sanitary Sewer, Size & Direction of Flow

→ Proposed Catchment Areas

→ Proposed Direction of Sanitary Flows

→ Proposed Discharge Location

# DUNVEGAN

## 5. SANITARY

### **7.3 Water**

Water supply to the site is to be provided by a looped system originating from existing local distribution mains. These mains range in size from 500 mm diameter along the north boundary, to 200 mm diameter along the east boundary, and 300 mm diameter along the west side of St. Albert Trail. The looped mains within the residential component of the neighbourhood will be 200 mm and 250 mm diameter as specified by the Neighbourhood Water Network Analysis.

The proposed on-site distribution system will be designed to meet the maximum day water demand plus the required fire flows at a pressure not less than 140 Kpa. In some instances, looping requirements may be met through additional lines outside a subdivision stage.

Water supply to the commercial property fronting onto the St. Albert Trail will be provided by a new 300 mm main on the east side of the Trail. This new main will connect at the north end to the existing 450 mm main and at the south end to the existing 300 mm main on the west side of the Trail.

Figure 6 indicates the existing local mains and proposed on-site looping.

### **7.4 Electrical Power**

Electrical power is readily available to the site. The on-site residential area will require underground servicing with appropriate connections to Edmonton Power's existing network. The business industrial area fronting St Albert Trail is serviced by a major aerial transmission line. Easement requirements and any potential relocation will be addressed at the subdivision stage.

### **7.5 Natural Gas**

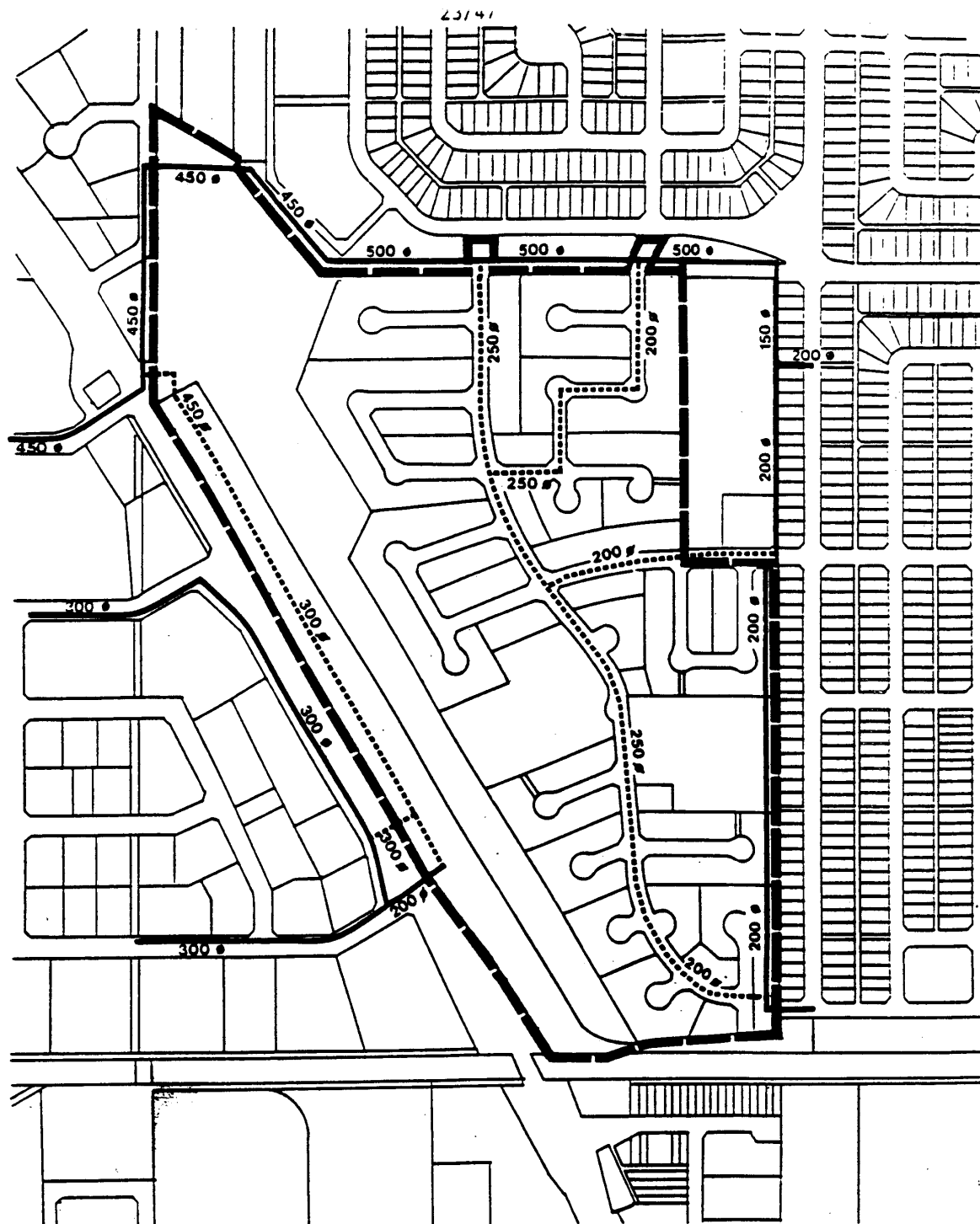
The existing natural gas distribution network borders the site on the north, east and west sides. A gas regulating station is located near 131A Avenue and 133 Street *a private corporation* will provide the required gas distribution system for the site.

Amended by Editor

### **7.6 Telephone and Cable T.V.**

Underground telephone and cable television service will be provided to the site by extensions of the existing systems in the adjacent subdivisions. Easement requirements will be established at the subdivision stage.

Figure 6: Water (Bylaw 9644, July 17, 1991)



Amended by Editor

— Existing Watermains  
- - - Proposed Major Watermains

# DUNVEGAN

## 6. WATER

## 7.7 Staging of Development

Staging of the residential area is generally from the north to south. The first stage, as shown on Figure 7, would be near the existing school site. The stormwater management facilities would be provided with the outfall directed to the existing sewer at 135 Street and 130 Avenue. The sanitary collection system would drain to the existing sewer in the lane north of 132 Avenue. The first stage would also be served by a watermain system connected to the existing 500 mm diameter main on 132 Avenue, and by power, natural gas, telephone and cable television services from the adjacent subdivisions.

The second and subsequent stages of residential development would progress south and west from the first stage. It is anticipated that the site could likely be developed in four stages. Staging of the commercial and industrial area would be on an as required basis.

It is intended to retain the existing tree cover as long as possible, but some trees will ultimately have to be removed from any areas which require significant amounts of either excavation or fill. The trees to be retained in the park area east of the collector will not be disturbed.

## 8.0 IMPACT ON COMMUNITY INFRASTRUCTURE

As noted earlier, the plan proposes a population of approximately 1453 be added as an extension of the Wellington and Athlone neighbourhoods. The existing communities are already well endowed with open space and parks. The existing Dunvegan ASP notes that the adjacent neighbourhoods have approximately double the City's park space standard. The *Parkland Services Branch (Asset Management and Public Works Department)* will consult with residents so the design of the new park will best meet overall community needs.

Bylaw 11969  
March 8, 1999

Amended by Editor

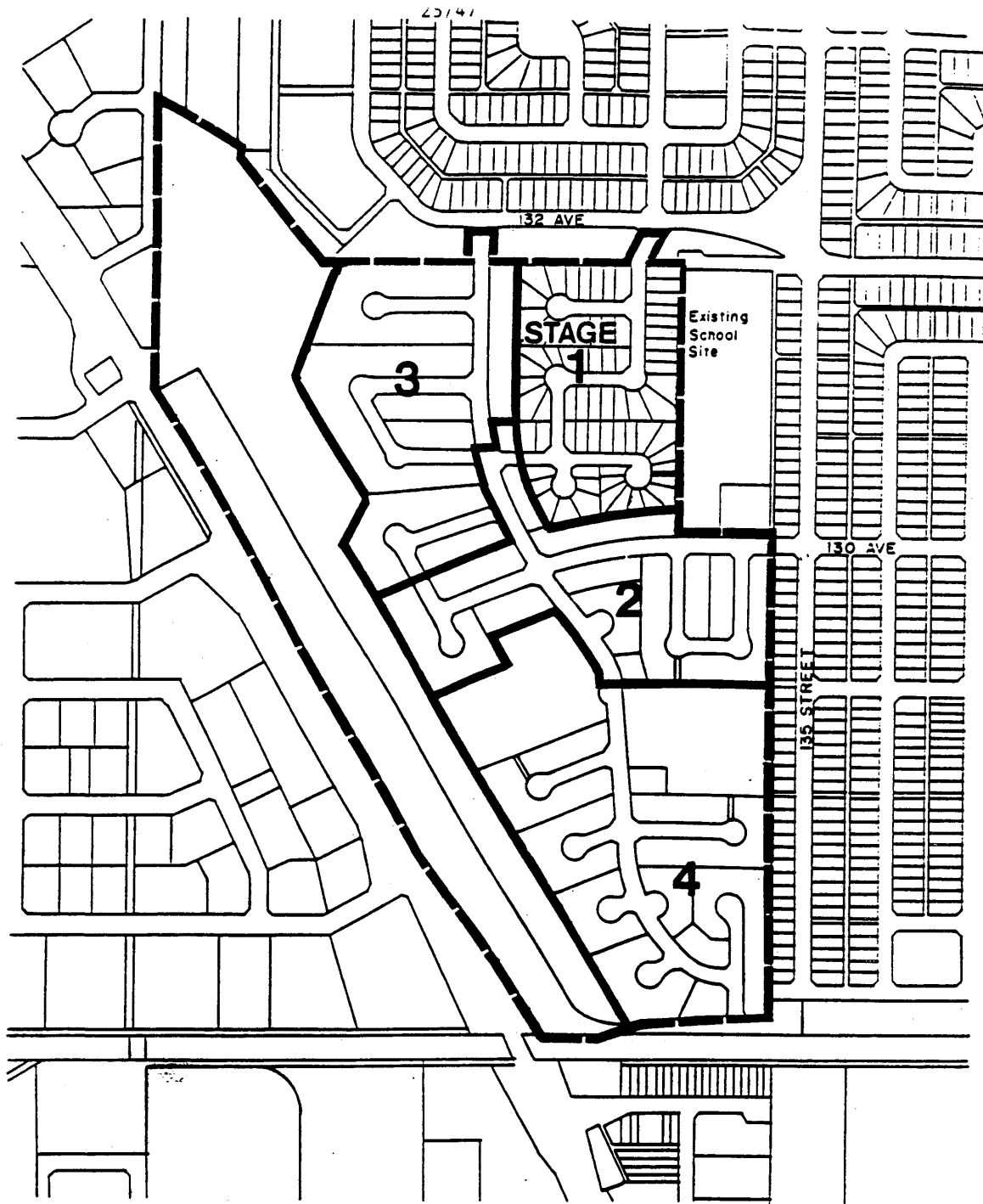
Given the proposed servicing system and available capacities, there will be no impact on the utility infrastructure in adjacent areas.

With the larger residential component, the anticipated student generation will be increased from that proposed in the original area structure plan. However, there has been a declining population and changing age composition in the adjacent area and, as a result, there is more than sufficient capacity in nearby schools to accommodate the elementary and junior high students.

Bylaw 11969  
March 8, 1999

It is expected that the development of Dunvegan will, therefore, have a positive impact on the community from the perspective of the viability of schools.

**Figure 7: Staging** (Bylaw 9644, July 17, 1991)



Amended by Editor

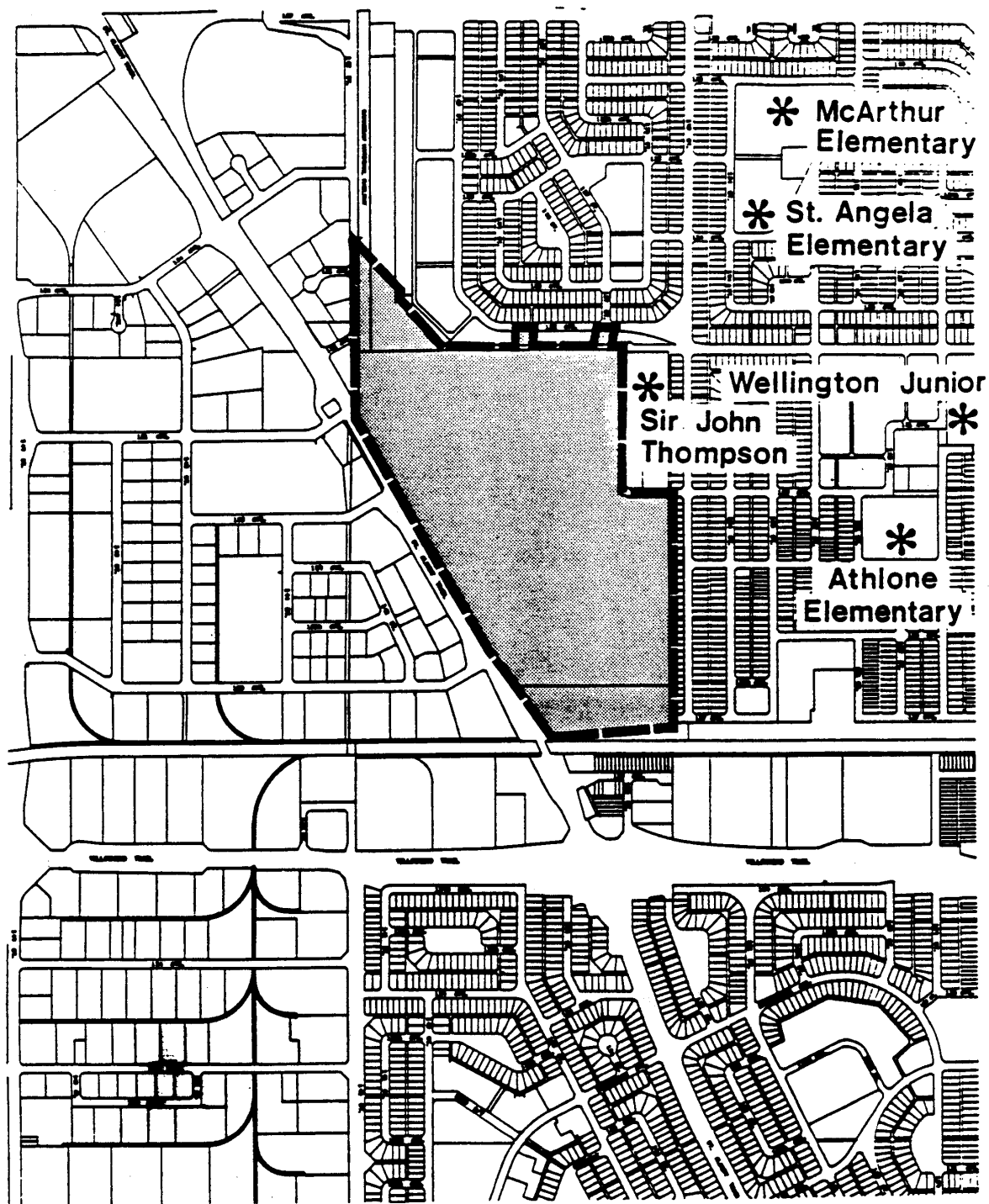
Note: These stages may be subject to revision.

# DUNVEGAN

## 7. STAGING



**Figure 8: Schools** (Bylaw 9644, July 17, 1991)



Amended by Editor

# DUNVEGAN

## 8. SCHOOLS

## 9.0 CONFORMANCE WITH MUNICIPAL PLANNING

The design and land use of the amendment area generally conforms to the existing policy and design guidelines of the General Municipal Plan. These policies include the general enhancement and the promotion of housing in the inner City. Policy 1.B.2 of the GMP states it is the intent to "Encourage variety in the types and densities of land uses in the inner City subject to the compatible integration of new development with existing development". Further, Policy 1.B.4 states "Encourage selective redevelopment and sensitive infilling to increase the amount of housing, especially family housing, in the inner City". In addition, Policy 3.E.2 encourages the upgrading of older and underutilized industrial areas. This plan is generally consistent with these specific policies. The objectives in GMP Section 7 for providing transportation and utility systems to support and enhance development are also adhered to by this plan.

The majority of the amendment area is currently *zoned* DC4, which is a holding zone applied to land governed by superior legislation. In this case, Federal railway legislation governs. A portion of the St. Albert Trail frontage is now AGI-Industrial Reserve. A small strip along the lane behind 135 Street is designated AP, presumably to separate the existing residential from the rail use.

Amended by Editor

The amendment area will require redistricting as development proceeds. The first stage will be *zoned* RF1 and the developer is required to apply for *rezoning* of the entire Dunvegan site to RF1 within three months of the passage of Bylaw 9644, as amended.

Amended by Editor

## 10.0 AREA STRUCTURE PLAN

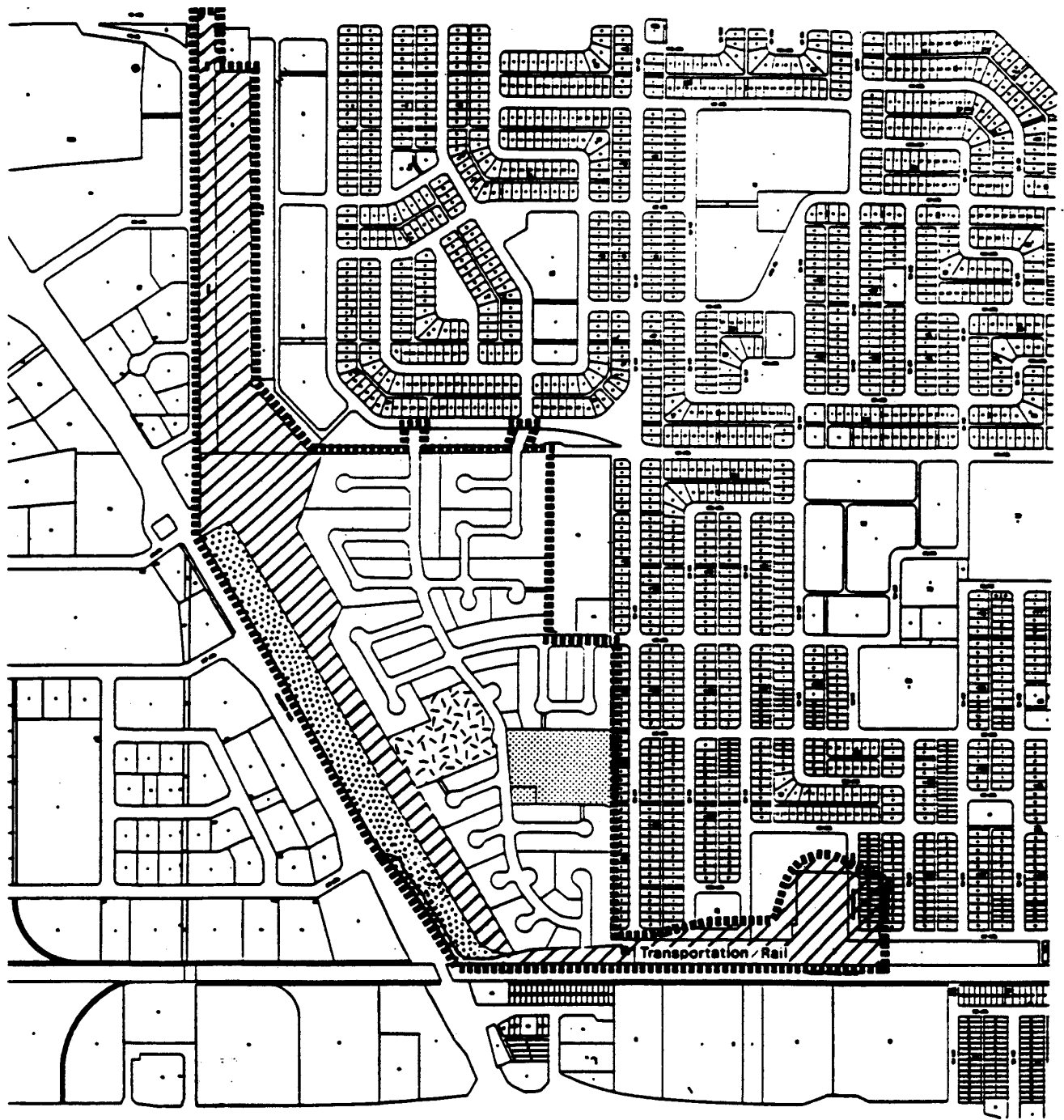
Figure 9 shows the revised area structure plan after adoption of the proposed amendment. This includes the rail and transportation areas beyond the proposed amendment area.

The following tables provide a statistical analysis of the area structure plan area after amendment.

**TABLE A**  
**AREA STRUCTURE PLAN LAND USE**  
**Bylaw 13478, September 15, 2003**

<b>Land Use</b>	<b>Units</b>	<b>Population</b>	<b>Area (ha)</b>	<b>%</b>
<b>Single Detached</b>	420	1453	21.5	34.8
<b>Circulation (including PUL'S)</b>			7.6	12.3
<b>Park (MR)</b>			0.1	0.2
<b>Tree Retention Area</b>			2.3	3.7
<b>Stormwater/Recreation</b>			2.4	3.9
<b>Railway/Transportation</b>			21.8	35.3
<b>Business</b>			6.1	9.9
<b>TOTAL</b>	<b>420</b>		<b>61.8</b>	<b>100.0</b>

**Figure 9: Area Structure Plan** (Bylaw 9644, July 17, 1991)








# DUNVEGAN

## 9. AREA STRUCTURE PLAN



Amended by Editor

-  Single Detached Residential
-  Park
-  Stormwater Facility
-  Rail Corridor
-  Business

**TABLE B**  
**NEIGHBOURHOOD CHARACTERISTICS**  
**Bylaw 13478, September 15, 2003**

**Density**

12.4 units/ha (33.9 ha of gross residential)

42.6 people/ha (gross residential)

**Housing**

Single Detached

**Units**

420

100

**Land Use**

Single Detached

**Area (ha)**

21.5

**%**

34.8

Circulation

7.6

12.3

Park (MR)

0.1

0.2

Tree Retention Area (MR)

2.3

3.7

Stormwater/Recreation

2.4

3.9

Railway/Transportation

21.8

35.3

Business

6.1

9.9

**TOTAL**

**61.8**

**100.0**

**NOTE:** Municipal reserve requirements not met by the dedication of land will be met by money in place.

**TABLE C  
STUDENT GENERATION**

**Bylaw 11969, March 8, 1999**

**Catholic Board**

<b>Dwelling</b>	<b>Elementary</b>		<b>Junior High</b>		<b>Senior</b>	<b>High</b>
	<b>Factor</b>	<b>Total</b>	<b>Factor</b>	<b>Total</b>	<b>Factor</b>	<b>Total</b>
420 Single	.18	76	.09	38	.04	17

**Public School Board**

<b>Dwelling</b>	<b>Elementary</b>		<b>Junior High</b>		<b>Senior</b>	<b>High</b>
	<b>Factor</b>	<b>Total</b>	<b>Factor</b>	<b>Total</b>	<b>Factor</b>	<b>Total</b>
390 Single Detached	.396	166	.154	65	.154	65

**TABLE D  
EMPLOYMENT GENERATION**

	<b>Ha</b>	<b>*Employee Generation Per Ha</b>	<b>Employees</b>
<b>Business/Industrial</b>	<b>5.6</b>	<b>54*</b>	<b>306</b>

Employee generation rates as used in the original Area Structure Plan.