

Fraser Neighbourhood Area Structure Plan

*Bylaw 7357
Adopted October, 9 1984*

Office Consolidation February 2016

Prepared by:

*Current Planning Branch
Sustainable Development
City of Edmonton*

Bylaw 7357 (as amended) was adopted by Council in October 1984. In February 2016 this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original bylaw.

Bylaw 7357	Approved October 9, 1984
Bylaw 7358	Approved October 9, 1984
Bylaw 11044	Approved February 16, 1996
Bylaw 11377	Approved December 16, 1996
Bylaw 14565	Approved July 9, 2007
Bylaw 16188	Approved October 1, 2012
Bylaw 17521	Approved February 29, 2016

Editor's Note:

This is an office consolidation edition of the Fraser Neighbourhood Area Structure Plan, Bylaw 7357. This edition contains all amendments and additions to Bylaw 7357. For the sake of clarity, new maps and a standardised format were utilised in this Plan. All private owner's names have been removed in accordance with the Freedom of Information and Protection of Privacy act. All changes are noted in the margin and italicized where applicable. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws.

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
City Planning Branch**

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	3
Section 1 Location and Surrounding Area	4
Section 2 Existing Land Use	5
Section 3 Proposed Land Uses – Fraser Neighbourhood	6
Section 4 Fraser Neighbourhood Design – General Structure	9
Section 5 Community Housing	10
Section 6 Circulation	11
Section 7 Noise Impact of Transportation Utility Corridor	13
Section 8 Transit Service	14
Section 9 Schools and Parks	15
Section 10 Utilities	17
Section 11 Conformance with the General Municipal Plan	19

INTRODUCTION

The purpose of the Fraser Neighbourhood Area Structure Plan is to replace the approved Fraser Neighbourhood Outline Plan with a Structure Plan in accordance with the requirements of the Planning Act. The Neighbourhood Area Structure Plan establishes generalized land uses for the Fraser Neighbourhood, to be used in consideration of future development proposals.

The Fraser Neighbourhood Outline Plan was approved by the Municipal Planning Commission on April 13, 1978. The Plan cannot legally be amended by Council as it is not a Bylaw, therefore, this plan must be replaced by the Fraser Neighbourhood Area Structure Plan and adopted by Council as a Bylaw.

Section 1

Location and Surrounding Area

The Fraser Neighbourhood is bounded by 144 Avenue and the North Saskatchewan River valley to the south, Victoria Trail to the west, the proposed arterial road, 153 Avenue, to the north, and the Transportation and Utility Corridor to the east (See Figure 1).

Amended by Editor

In 1996 Bylaw 11044 was approved by Council. It added approximately 59.0 ha of land as an easterly extension of the Fraser Neighbourhood for future development. These expansion lands were originally obtained by the Province of Alberta for the assembly of the proposed Restricted Development Area/Transportation and Utility Corridor (RDA/TUC). These lands have since been determined to be surplus to the land requirements of the transportation and utility corridor and have been released from the same for development (See Figure 5).

*Bylaw 11044,
February 16, 1996
Amended by Editor*

Bylaw 16188 removed 2.2 ha of land from the northeastern portion of the plan area required for the Transportation Utility Corridor.

*Bylaw 16188
October 1, 2012*

Surrounding the neighbourhood are two developing neighbourhoods of Clareview, Bannerman to the south and Kirkness to the west. To the north is the proposed light and medium industrial area of Pilot Sound, while to the east are the lands to be utilized for the Transportation and Utilities Corridor.

Amended by Editor

Section 2

Existing Land Use

The developed portion of Fraser Neighbourhood, west of 18 Street, is a typical late 1970s suburban neighbourhood, which is comprised of a mixture of single family (57%) and multiple family (43%) development. The existing school/park site is fully developed and there is a developed neighbourhood convenience commercial site adjacent to Victoria Trail at 151 Avenue to serve the neighbourhood.

*Bylaw 11044
February 16, 1996
Amended by Editor*

Section 3

Proposed Land Uses – Fraser Neighbourhood

Table 1 indicates *the land use statistics* in Fraser Neighbourhood and the proposed number of units and population when it is developed to its potential.

Amended by Editor

Only minor changes in the land use in the plan area occurred as a result of revisions to land use undertaken between 1978 and 1983. The most significant change in land use *had* been the alteration in three parcels designated for row housing in the Outline Plan to DC2 (Comprehensively Planned Development Control) Districts to permit coach homes. These coach homes are low density apartment developments with each unit having direct exterior access to grade, and at a density similar to that of row housing.

Amended by Editor

The original outline plan had projected a total of 1212 housing units while projections in 1996, based on *the expansion of the neighbourhood* and changes in housing types and density since then, indicate a potential of 1682 units. This increase in units is a result of the *neighbourhood expansion and a slightly higher density* in the low density residential areas than that originally projected. Also, an amendment to the Low Rise Apartment District regulations (RA7) doubled the maximum density permitted in this district. The total population expected in the Neighbourhood Area Structure Plan is 5,471 *people*, which is slightly greater than the number projected in the Outline Plan (4532 people). The reason for this slight increase, as opposed to the substantial increase in the number of housing units, is predominantly as a result of the reduced number of persons per household expected in all housing types in 1996 as opposed to 1978. The projected density in 1978 was 58.3 p.p.g.d.ha (23.6 p.p.g.d.he), while the expected density of the Neighbourhood Area Structure Plan is 28.4 *Units per Net Residential Hectare*.

Amended by Editor

*Bylaw 11377
December 16, 1996*

*Bylaw 16188
October 1, 2012
(statistics)*

The addition of the 59.0 ha area to the existing neighbourhood had a number of impacts. The neighbourhood size almost doubled, increasing from a gross area of 72.8 ha to 131.8 ha. The housing mix was also altered. Of the total dwelling units in the Fraser Neighbourhood, 23.5% are multiple family dwelling units, which falls in the range of 15-35% dictated by City policy. The total number of dwelling units has increased from 1,147 to 1,996 dwelling units and the population will increase from 3,500 to approximately 5,471 people. It should be noted that the existing land use and population statistics

*Bylaw 11044
February 16, 1996*

*Bylaw 16188
October 1, 2012
(statistics)*

have been adjusted to reflect the changes in the generation factors that have occurred since the adoption of the original Fraser Outline Plan.

FRASER NEIGHBOURHOOD AREA STRUCTURE PLAN
LAND USE STATISTICS
BYLAW 17521 (February 29, 2016)

	Area (ha)	% of GDA
Gross Area	129.6	
Transmission line ROW	6.3	
Natural Area (Environmental Reserve)	2.2	
Undevelopable Lands (isolated lands)	2.7	
Trunk Sewer PUL	2.2	
Stormwater Management Facility	2.0	
Gross Developable Area (GDA)	114.2	100%
Neighbourhood Commercial	0.6	
Parkland, Recreation, School (Municipal Reserve)	11.4	
Transportation Circulation	31.8	
Total Non-Residential Area	43.8	38.%
Net Residential Area (NRA)	70.4	62.%

Land Use	Area (ha)	Units/ha	Units	People /Unit	Population	% of NRA
Single Family & Semi-Detached Residential	60.7	25	1,523	2.8	4,264	86%
Row Housing	8.4	45	376	2.8	1,053	12%
Low Rise / Medium Density Housing (Low Rise Apartments)	1.3	90	117	1.8	211	2%
Total Residential	70.4		2,016		5,528	100%

Sustainability Measures

Population per Net Hectare (ppnha)	78.5
Units per Net Residential Hectare (upnrha) [Single/Semi-Detached] / [Row Housing; Low-rise/Medium Density Housing; Medium to High-Rise Units] Unit Ratio	28.6 75.6/24.4
Population (%) within 500m of Parkland	100.0%
Population (%) within 400m of Transit service	100.0%
Population (%) within 600m of Commercial service	42.20%

Section 4

Fraser Neighbourhood Design – General Structure

The Fraser Neighbourhood is designed on the principal of a neighbourhood unit which is defined *on the west and north* by arterial or major collector roads, *including Victoria Trail and 153 Avenue*, and on the east by the *Transportation and Utility Corridor*.

Amended by Editor

The area *west of 18 Street* contains two schools and a park area in a central location which is convenient to the residents of the neighbourhood, with a neighbourhood commercial centre located on Victoria Trail to serve Fraser, as well as the Kirkness Neighbourhood to the west. Apartments and townhouses are predominantly *concentrated in the plan area west of the central park/school site* in order to be near the commercial and school/park facilities and to minimize traffic flow on the internal collector street system by locating them close to Victoria Trail, a major arterial road. The remainder of the row housing and apartment sites are dispersed *north and east of the school/park site* area.

Amended by Editor

The area east of 18 Street will be developed with single family and semi-detached residential uses and six park sits (see Map 1).

*Bylaw 16188
October 1, 2012*

Section 5

Community Housing

Two sites intended for future community row housing within the plan area. One site is located on the south side of 151 Avenue opposite 25 Street, while the other is situated on the east side of 26 Street, just south of 149 Avenue. These sites are convenient to transit, neighbourhood commercial and park and open space facilities.

Section 6

Circulation

At present, the neighbourhood is served by Victoria Trail, a major arterial road, and 144 Avenue, a collector road, which extends west to the Manning Freeway. In the future, as development occurs, Victoria Trail will be extended north to intersect with 153 Avenue which will be a major arterial road and truck route that will extend across the northerly portion of the City into Castle Downs and on the east will interchange with the proposed *Transportation and Utility Corridor*.

Amended by Editor

Road access is limited to the area east of 18 Street given the existence of the TUC on the north and east boundaries, and the North Saskatchewan River to the south.

*Bylaw 11044,
February 16, 1996*

A functional plan was approved in January 2010 for the 153 Avenue interchange as part of the Northeast Anthony Henday Drive in the TUC. This functional plan does not include any roadway intersections from the 153 Avenue/Anthony Henday Drive interchange ramp intersection and the west TUC limit along 153 Avenue, located immediately east of the existing 18 Street. Bylaw 16188 therefore needed to relocate the Fraser neighbourhood intersection west, outside of the TUC.

*Bylaw 16188
October 1, 2012*

Although access is currently available from the existing 153 Avenue, this right-of-way will ultimately be closed in favor of the future 153 Avenue alignment in the TUC to the north. The collector road serving the area east of 18 Street will connect north to the future 153 Avenue arterial at 18 Street.

*Bylaw 11044,
February 16, 1996*

*Bylaw 16188
October 1, 2012*

Access will also be available from the area west of 18 Street at 147 Avenue and 151 Avenue. These connections will provide access from the east area to the existing community facilities in the western developed portion of Fraser Neighbourhood, and will provide access for transit to the eastern area.

*Bylaw 11044,
February 16, 1996*

As soon as any stage of development uses the existing 153 Avenue for access, 18 Street must be realigned and 153 Avenue extended east on its new alignment to the realigned 18 Street, in addition to any required upgrading to the existing 153 Avenue between the realigned 18 Street and the neighbourhood access point. All costs associated with relocating 153 Avenue or 18 Street shall be borne by the developer.

Internal road access for the *west portion of the* neighbourhood is designed around a loop road system in the central portion of the area. This large loop permits a logical transit route and also

Amended by Editor

provides a convenient feeder road for crescents which provide access for the perimeter residential areas. *Access to the housing within the eastern portion of the neighbourhood will be via a curvilinear collector roadway with ties to the residential community to the west. This collector road will accommodate public transit service generally consistent with City standards.*

*Bylaw 11044,
February 16, 1996
Amended by Editor*

A screen fence has been provided along the easterly side of Victoria Trail that was built in accordance with the Outline Plan policy. This policy shall be retained in the Neighbourhood Area Structure Plan so that when Victoria Trail is extended to the north to 153 Avenue, it will require screen fencing. The original Outline Plan had a policy that a satisfactory buffer be determined along 153 Avenue at the time of detailed subdivision. Again, this policy shall be incorporated into the Neighbourhood Area Structure Plan since 153 Avenue will be a truck route.

A north/south walkway is proposed for the pipeline right-of-way, which will connect from the river valley to the north leg of the collector. Public access to the North Saskatchewan River and the ravine will be provided via a continuous walkway along the top-of-bank. Public access to the top-of-bank walkway will be via connecting walkways.

*Bylaw 11044,
February 16, 1996*

Section 7

Noise Impact of Transportation Utility Corridor

Bylaw 14565
July 9, 2007

The Province of Alberta will provide noise attenuation along Anthony Henday Drive in the northern portion of the Fraser NASP in accordance with the City of Edmonton's Urban Traffic Noise Policy. The City's Urban Traffic Noise Policy states: "Where a freeway or arterial is proposed to be built or upgraded through or adjacent to a residential area, the roadway is to be built to meet a noise level as low as possible below 65dBA with an objective if achieving 60 dBA". The Province of Alberta is committed to providing noise attenuation adjacent to existing developed areas along Anthony Henday Drive to satisfy the 60 dBA (24 hr) objective. Where noise levels are not expected to exceed 60 dBA, or where the adjacent area is yet undeveloped, no noise attenuation is required. Should noise attenuation be required at the time of development adjacent to existing Anthony Henday Drive, noise attenuation will be provided at the developer's expense.

Further noise level evaluations will be carried out during the design phase of the NASP to verify if these and other locations merit noise reduction measures. If during the course of these further evaluations the locations are confirmed to exceed the 60 dBA objective, noise attenuation will be provided at these locations at the expense of the developer. Should the developer be required to construct noise attenuation adjacent to Anthony Henday Drive, the province has indicated that they will not generally permit noise attenuation berming within the TUC. Should the developer be required to construct berming adjacent to Anthony Henday Drive, the land for the berms must be required within the Fraser plan area.

Section 8

Transit Service

Buses circulating along the loop-road system in Fraser provide convenient and accessible bus service to all the existing residential areas of the neighbourhood. This bus connects directly with the LRT station off 137 Avenue to the west. *Connections from the area west of 18 Street will provide access for transit to the eastern portion of the neighbourhood.*

*Bylaw 11044,
February 16, 1996
Amended by Editor*

Provision has been made for the extension of bus service to the *eastern portion* of the neighbourhood via 151 Avenue if these lands are developed for residential development. All areas except the *southwest corner of 153 Avenue and 18 Street* of the plan area are within the 400-metre maximum standard for accessibility to a transit zone.

Amended by Editor

Section 9

Schools and Parks

Edmonton Public Schools has advised that junior and senior high students generated from the area east of 18 Street can be accommodated at J.D. Bracco and M.E. LaZerte schools, respectively. It is anticipated that the existing Fraser School can accommodate the additional elementary students generated or that the existing facility can be expanded to accommodate additional enrollment.

Bylaw 11044
February 16, 1996

Six park/open space sites are designated in the area east of 18 Street. Two of the park sites with a combined area of 1.1 ha are located adjacent to the river valley and ravine to take advantage of the promontory locations. The third site with an area of 2.1 ha is intended to preserve a portion of the existing tree stand as detailed in the Natural Features section. Two smaller pocket park sites are designated on the northwest and southeast side of the Stormwater Management Facility. The sixth park site with an area of 0.67 ha is designated on Fraser Way south of the TUC.

Bylaw 16188
October 1, 2012
Bylaw 11044
February 16, 1996
Bylaw 11377
December 16, 1996

Bylaw 16188
October 1, 2012

Natural Features

Amended by Editor

The applicant submitted a three-part report concurrently with the February 1996 amendment, which included a Natural Area Assessment, a Phase 1 Environmental Site Assessment, and an Environmental Impact Assessment pertaining to the area east of 18 Street. This report discussed the natural features of the area and the potential impact of the proposed urban development on these features.

Bylaw 11044
February 16, 1996

*There is an approximately 14 ha tree stand on the eastern portion of the area east of 18 Street identified in the **Inventory of Environmentally Sensitive and Significant Natural Areas**, (City of Edmonton, 1993) as Significant Natural Area NE 235. The tree stand is located inland from the river valley being separated by a clearing. The tree stand is new growth comprised of approximately 20 year old aspen and poplar (See Figures 3 and 4). The report recommends that a small portion of the tree stand, approximately 2.1 ha, be retained. The tree stand would remain viable in a suburban setting provided that the area was not subject to filling or a significant change to the existing moisture regime. The plan amendment proposes that a 2.1 ha portion of the tree stand be incorporated into the development concept for the site.*

Existing vegetation within the river valley, the ravine and along the top-of-the-bank will be retained through the Environmental Reserve provisions of the Planning Act and the North Saskatchewan River Valley Area Redevelopment Plan Top-of-the-Bank Policy, enforceable at the subdivision stage. River valley and ravine vegetation is comprised primarily of aspen, poplar, saskatoon, and chokecherry plant communities.

The City's Top-of-the-Bank Public Roadway Policy requires the provision of a top-of-bank road or walkway separating private lands from the river valley and ravine system. The purpose of this policy is to ensure the provision of publicly accessible open space between ravine system and urban development.

*Bylaw 11044,
February 16, 1996*

Section 10

Utilities

Municipal sanitary sewer and storm water services drain in a southerly and easterly direction toward 144 Avenue and the North Saskatchewan River. No problems exist with these existing services, nor are there any problems anticipated in the provision of storm and sewer services for the lands of Fraser which are to be developed north of existing 153 Avenue. These areas will drain into the existing sewers of Fraser.

Municipal piped water supplies adequately serve the existing built up area of Fraser and will be adequately extended to serve the expansion area north of existing 153 Avenue. *Water will be extended across the private corporate power line right-of-way east from 151 Avenue. A public utility lot (PUL) will be required in the extreme east plan area. This PUL will provide an alignment for an EPCOR Water main feed to the TUC for a future connection that will ultimately cross the TUC, as seen in Figure 8. The exact location will be determined through subdivision approval.*

*Bylaw 16188
October 1, 2012*

The relocation of areas of higher population density from that originally contemplated will cause peak sanitary flows to exceed the capacity of portions of the existing sanitary sewer. To alleviate this situation, two portions of the existing eight-inch sanitary sewer on 146 Avenue, west of 26 Street will be upgraded.

*Bylaw 7358
October 9 1984*

A natural gas, low pressure transmission line and right-of-way extends through the southern portion of the area. This transmission line will be relocated at the expense of the developer within easements to the satisfaction of the power company when development occurs.

The proposed sanitary servicing scheme for the area east of 18 Street will be possible by connection to the existing system or by connection to the future Northeast Sanitary Trunk (NEST) system.

*Bylaw 11044
February 16, 1996*

Storm servicing will be achieved by construction of a stormwater management facility in the neighbourhood that will discharge to the existing Clareview storm mains and outfall at approximately 144 Avenue and 18 Street through lands to the west.

*Bylaw 14565
July 9, 2007*

In 1990 it was suggested that stormwater in this area drain directly into the North Saskatchewan River through a new outfall. Due to the steep nature of the riverbank slopes at

this location construction costs were very high. As a result of environmental and cost related concerns it has been recommended that stormwater be accommodated by installation of a local stormwater management facility.

The stormwater management lake in Fraser has the potential to attract bird species that may be hazardous to aircraft using the Edmonton Garrison. In order to address potential bird strike concerns due to the proximity of the runway at CFB Edmonton, the pond has been designed to generally meet their requirements with respect to width to length ratio (3:1). In addition, landscaping around the pond will be designed such that vegetation is allowed to grow up naturally, and shrubs and trees will be planted close to shore. This will restrict the ability of waterfowl and gulls that approach the lake to see approaching predators, and the birds will therefore avoid the area. To ensure these landscaping requirements are met, lands within the high water level of the storm water lake will be included as easement on private property or incorporated into the PUL at Subdivision.

Section 11

Conformance with the General Municipal Plan

The Fraser Neighbourhood Area Structure Plan conforms to the requirements for the preparation of Area Structure Plans and Neighbourhood Structure Plans as outlined under Policies 17.C.4 and 17.C.5 of the General Municipal Plan.

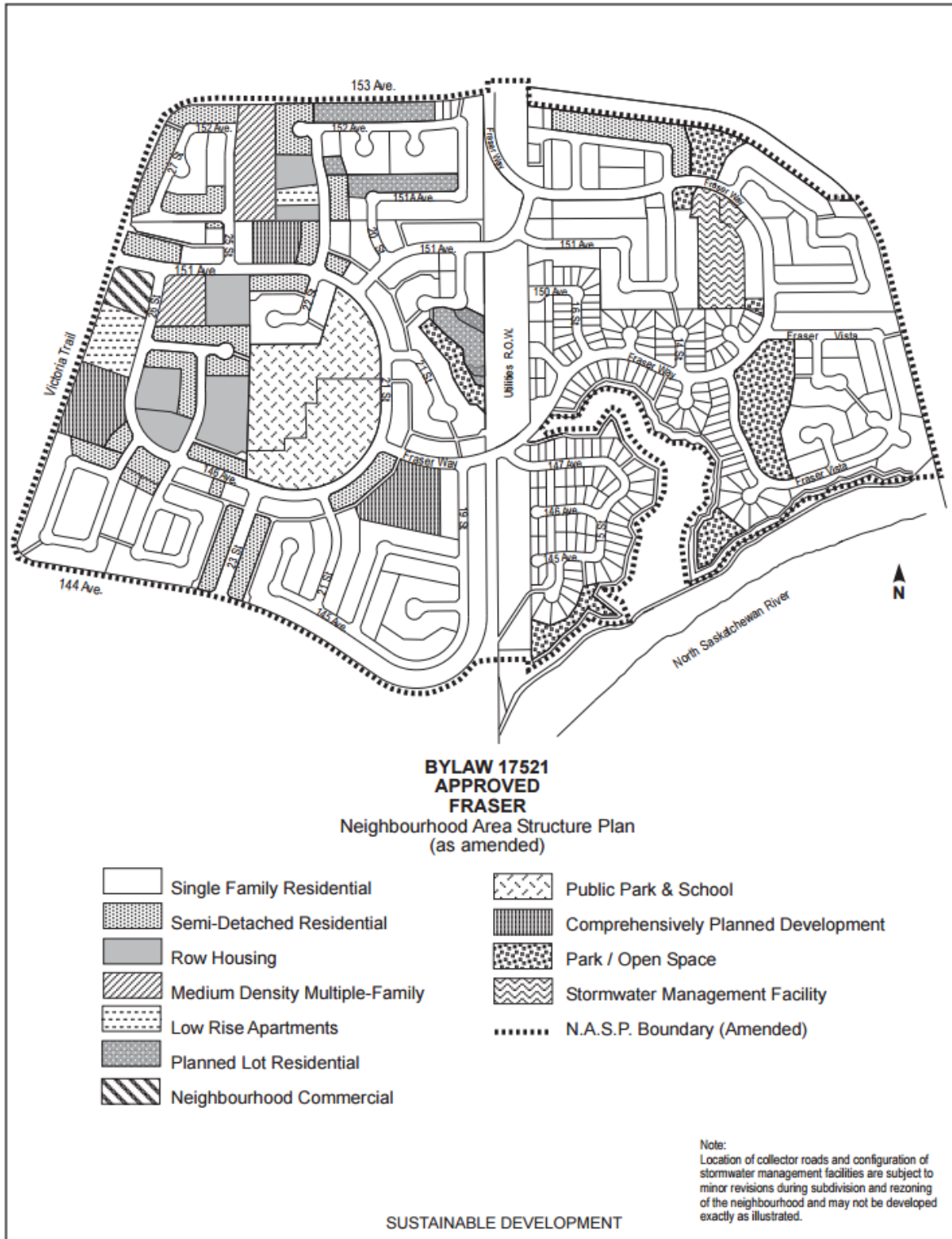
The development of the Fraser Neighbourhood conforms to most of the policies of the General Municipal Plan. However, since the plan was approved prior to the adoption of the General Municipal Plan in 1981, some areas do not conform to the policies of the Density and Transition guidelines for multiple family housing. Specifically these variations consist of an excessive concentration of multiple family and row housing types in the western portion of the plan area. The existing policies require a dispersal of multiple family sites over the plan area. Also, the juxtaposition of row housing and/or coach homes abutting single family lots do not conform to the density and transition guidelines.

The City's General Municipal Plan recognizes that the lands east of 18 Street are suitable for suburban development. Map 1 of the General Municipal Plan ("Development Concept") and GMP Policy 7.13.4 identify these lands as suitable for Area Structure Plans. GMP Policy 7.13.4 reads as follows:

*Bylaw 11044,
February 16, 1996*

"Ensure, with the cooperation of the Province, the incorporation of surplus lands into adjacent development."

Map 1: Fraser Neighbourhood Area Structure Plan (Bylaw 17521. February 29, 2016)



Note: The following figures were amended or added by Bylaw 17521.

Figure 1: Location Plan (*Bylaw 16188. October 1, 2012*)



Figure 2: Land Ownership (Bylaw 16188. October 1, 2012)



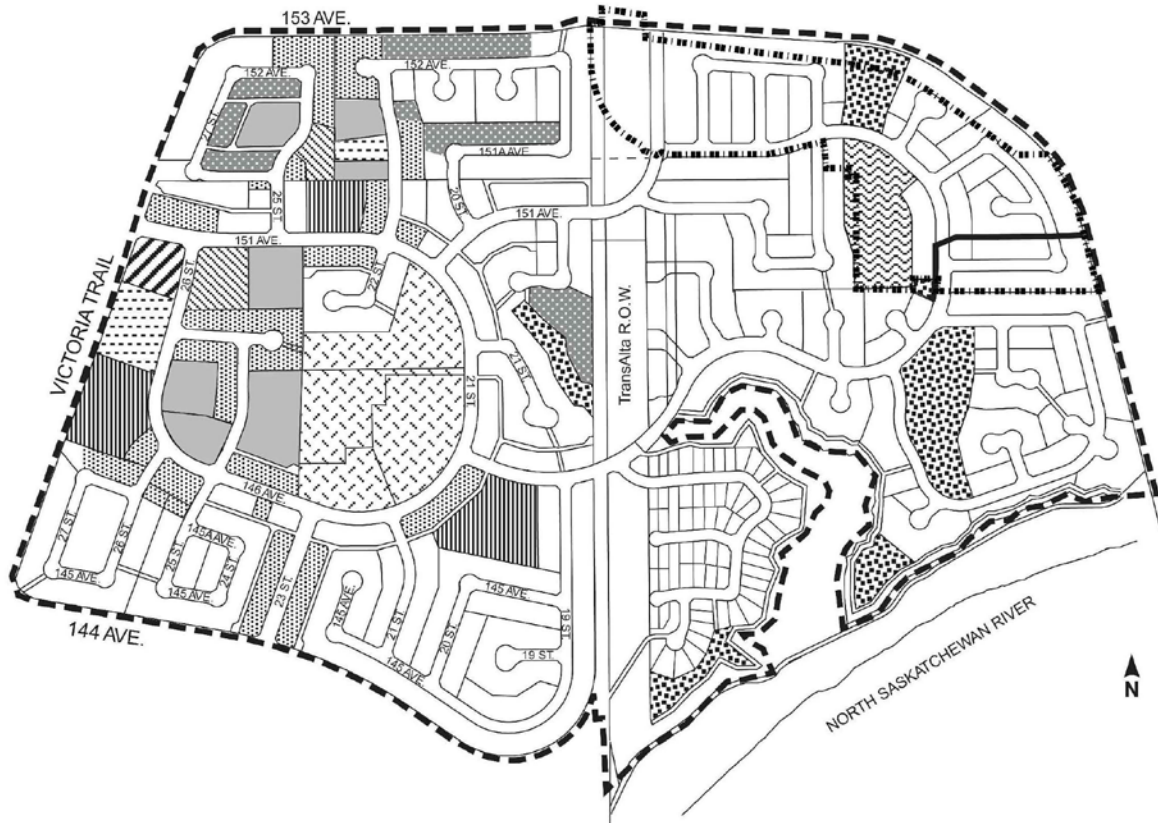
Figure 3: Air Photo (Bylaw 16188. October 1, 2012)



Figure 4: Existing Features (*Bylaw 14565. July 9, 2007*)

Deleted.

Figure 5: Approved Plan (*Bylaw 14565. July 9, 2007*)



BYLAW 14565
APPROVED FRASER
 Neighbourhood Area Structure Plan
 (as amended)

- | | |
|--------------------------------|-------------------------------------|
| Single Family Residential | Neighbourhood Commercial |
| Semi-Detached Residential | Public Park & School |
| Row Housing | Comprehensively Planned Development |
| Medium Density Multiple-Family | Park/Open Space |
| Low Rise Apartments | N.A.S.P. Boundary |
| Planned Lot Residential | Stormwater Management Facility |
| | Amendment Boundary |



APPROVED FRASER
NASP BYLAW 14565

NOTE: Location of roads and lotlines are subject to minor revision during the subdivision of the neighbourhood and may not be developed exactly as illustrated.

Figure 6: Development Concept (Bylaw 17521. February 29, 2016)

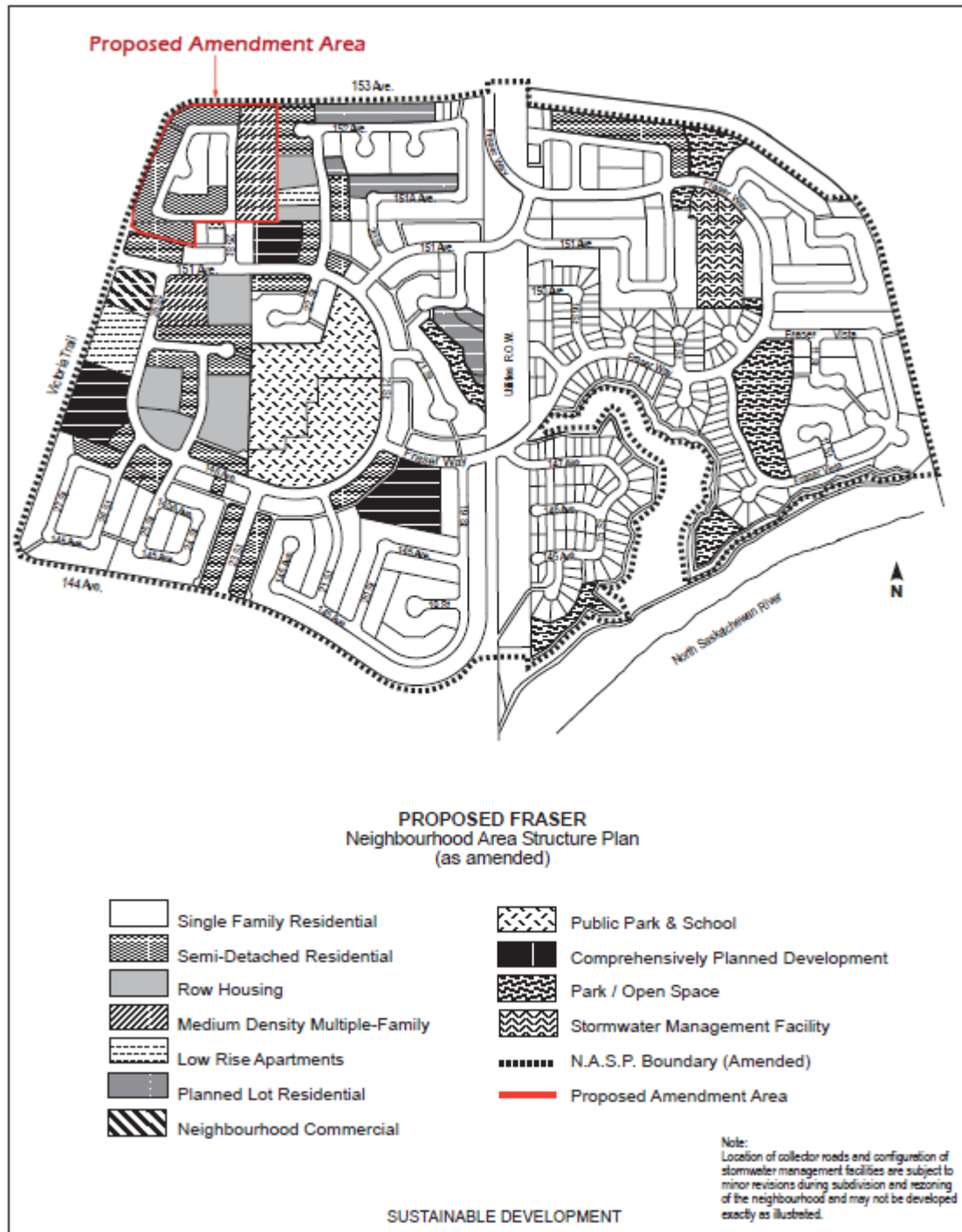


Figure 8: Water Supply (*Bylaw 16188. October 1, 2012*)

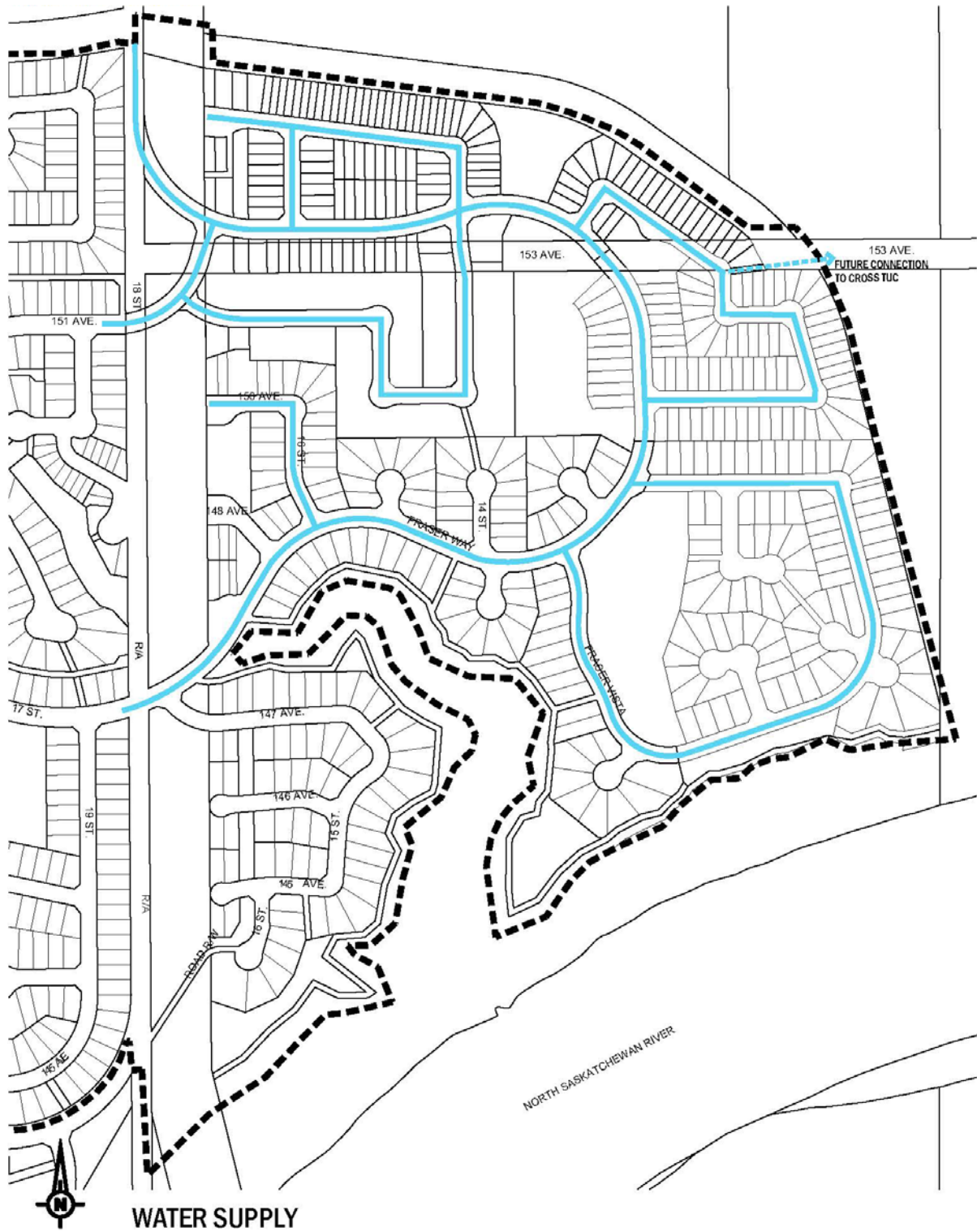


Figure 9: Sanitary Servicing (*Bylaw 16188. October 1, 2012*)



Figure 10a: Fraser NDR Proposed Stormwater Management Facility Layout (Bylaw 16188, October 1, 2012)

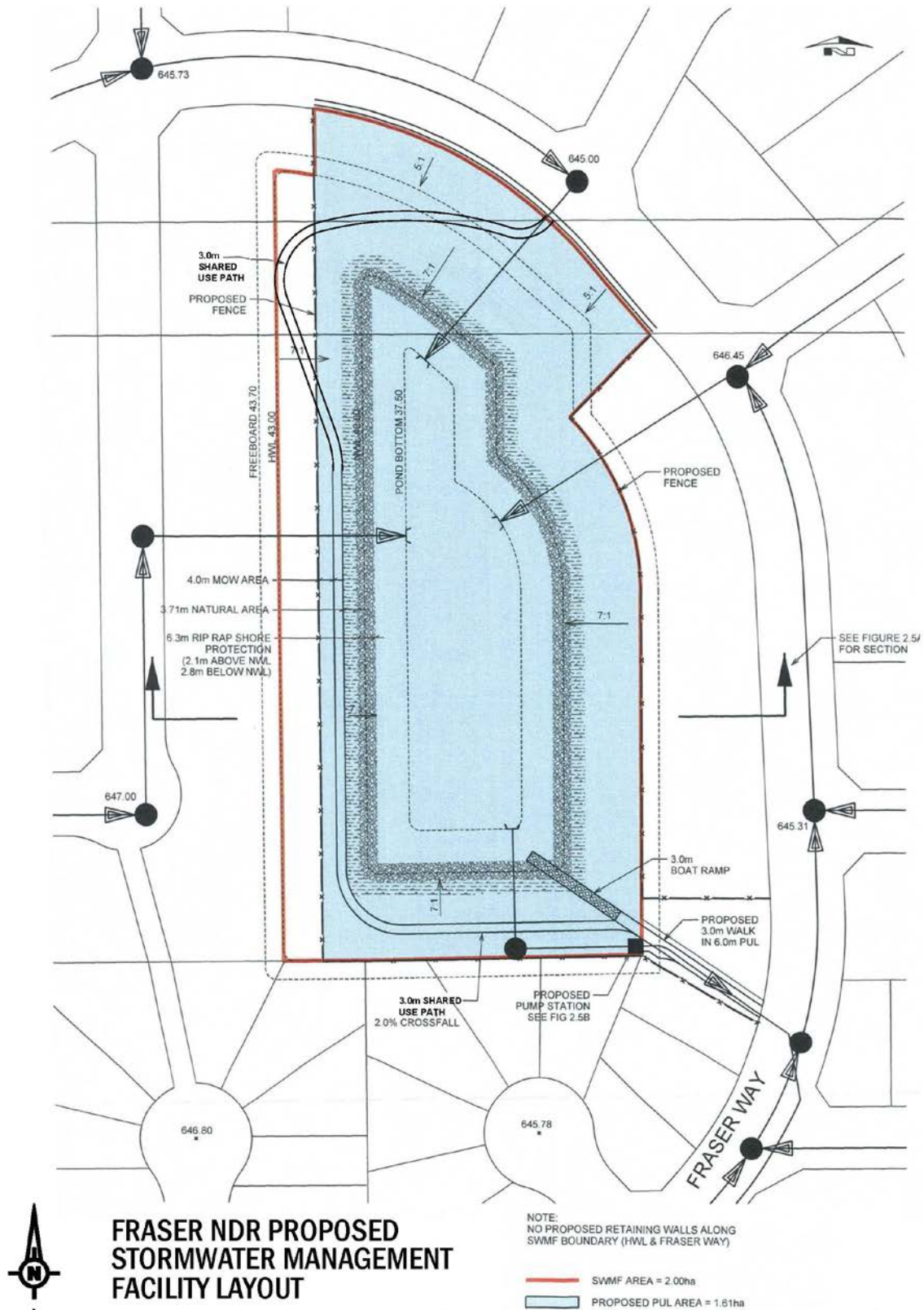


Figure 11: Development Sequence (*Bylaw 16188. October 1, 2012*)

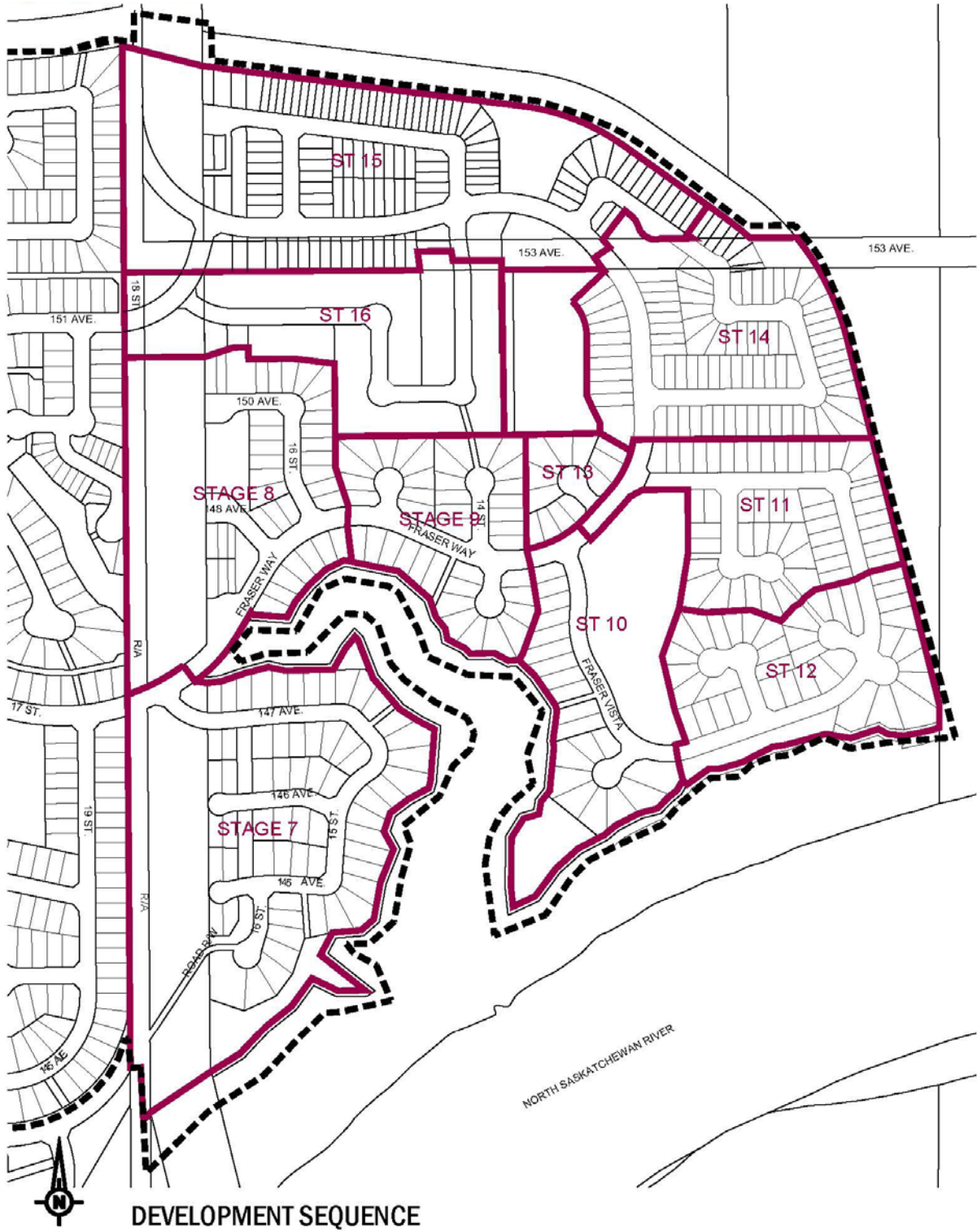


Figure 12: Servicing Plan (*Bylaw 16188. October 1, 2012*)

