

# *Duggan Neighbourhood Area Structure Plan*

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Office Consolidation January 2006

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*Prepared by:*

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

**Bylaw 7862, was adopted by Council in June 1985. In January 2006, this document was consolidated by virtue of the incorporation of the following bylaws:**

<i>Bylaw 7862</i>	Approved June 18, 1985 (to adopt the Duggan Neighbourhood Area Structure Plan)
<i>Bylaw 7863</i>	Approved June 18, 1985 (to allow for the development of commercial retail/office uses on 14.6 ha of vacant land in the northeastern corner of the plan area and to add the North Duggan amendment document)
<i>Bylaw 9450</i>	Approved May 8, 1990 (to allow for the development of 3.64 ha of low to medium density residential uses for the adult and retirement housing market.)
<i>Bylaw 10483</i>	Approved September 20, 1993 (to redesignate a parcel in the northeastern corner of the plan area from office park and neighbourhood convenience to mixed retail commercial/general business land uses)
<i>Bylaw 10747</i>	Approved August 24, 1994 (to redesignate a parcel in the northeastern corner of the plan area from row housing and low rise apartment to mixed retail commercial/general business land uses)
<i>Bylaw 11395</i>	Approved February 10, 1997 (to redesignate a parcel in the northeastern corner of the plan area from office park to row housing, semi-detached housing, and low rise apartment residential land uses and to revise the North Duggan amendment document)
<i>Bylaw 11463</i>	Approved April 14, 1997 (to replace two DC2 provisions in the northeastern corner of the plan area with a new DC2 provision with an increased residential component and a decreased commercial component)

## **Editor's Note:**

This is an office consolidation edition of the Duggan Neighbourhood Area Structure Plan, Bylaw, as approved by City Council on June 18, 1985. This edition contains all amendments and additions to Bylaw 7862.

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

## NEIGHBOURHOOD AREA STRUCTURE PLAN

### 1. Introduction

The purpose of the Duggan Neighbourhood Area Structure Plan is to replace the existing Duggan Outline Plan with an Area Structure Plan in accordance with the requirements of the Planning Act.

The Duggan Outline Plan was approved by resolution of City Council on June 10, 1968. As a result of changes to the Planning Act, the current legislation recognizes only Area Structure Plans adopted by Bylaw, and, therefore, the Outline Plan must be formally replaced and adopted by Council by Bylaw.

Both plans establish a generalized plan of land uses to be used to evaluate development proposals in the Duggan Neighbourhood. In the seventeen years since adoption of the Outline Plan, however, minor variations have occurred in the implementation of this plan through redistrictings and subdivisions. The Duggan Neighbourhood Area Structure Plan incorporates these variations so as to represent the existing development.

### 2. Duggan Plan Area - Location and Land Use

The Duggan plan area is located south of Whitemud Drive, north of 34 Avenue, west of Calgary Trail Southbound, and east of 111 Street. *The area primarily consists of single family housing with medium density housing and school-park sites clustered in the centre of the neighbourhood and a 10.96 ha commercial retail/office/general business area in the northeastern corner of the neighbourhood.* The plan area is bordered by low density residential uses to the south and west, by multiple family development to the north, and by commercial uses along Calgary Trail to the east.

Bylaw 9450  
May 8, 1990

*The Duggan plan area, with the exception of a developed and vacant parcel of land (10.96 ha in area) in the northeastern corner of the neighbourhood designated for commercial retail/office/general business development and a vacant parcel of land (3.64 ha in area) for medium density residential, is largely developed with most of the development having occurred between 1969 and 1977. Approved land uses are summarized in Table I. The area will accommodate a projected built out population of 10, 542. There are three elementary schools and one junior high school, none of which are filled to capacity. Senior high school students attend Harry Ainlay Composite High School in the Petrolia neighbourhood to the west of Duggan. Ball diamonds, playing fields, outdoor skating rinks, and a community league are provided to meet the*

Duggan NASP Office Consolidation January 2006

Bylaw 9450  
May 8, 1990

Bylaw 9450  
May 8, 1990

recreation needs of the community. A church (Southgate Alliance) and a nursing home (Good Samaritan Southgate) are also located in the area.

### 3. Traffic Circulation

The major roads serving this area consist of Whitemud Drive (a six-lane divided arterial) on the north, 111 Street (a four-lane arterial) on the west, Calgary Trail Southbound on the east and 34 Avenue on the south. Fortieth Avenue provides direct access into the neighbourhood from 111 Street and extends to 106 Street at the approximate centre of the neighbourhood; 106 Street provides direct access from Whitemud Drive on the north and 34 Avenue on the south. Improvements are planned for Whitemud Drive from 99 Street to 106 Street, including roadways and Interchanges, with a tentative construction date of 1989-1990. This will result in the present eastbound lanes of the freeway west of Calgary Trail Southbound becoming a collector/distributor road. The connection of a collector-distributor road from Whitemud Drive to 106 should be completed by 1989.

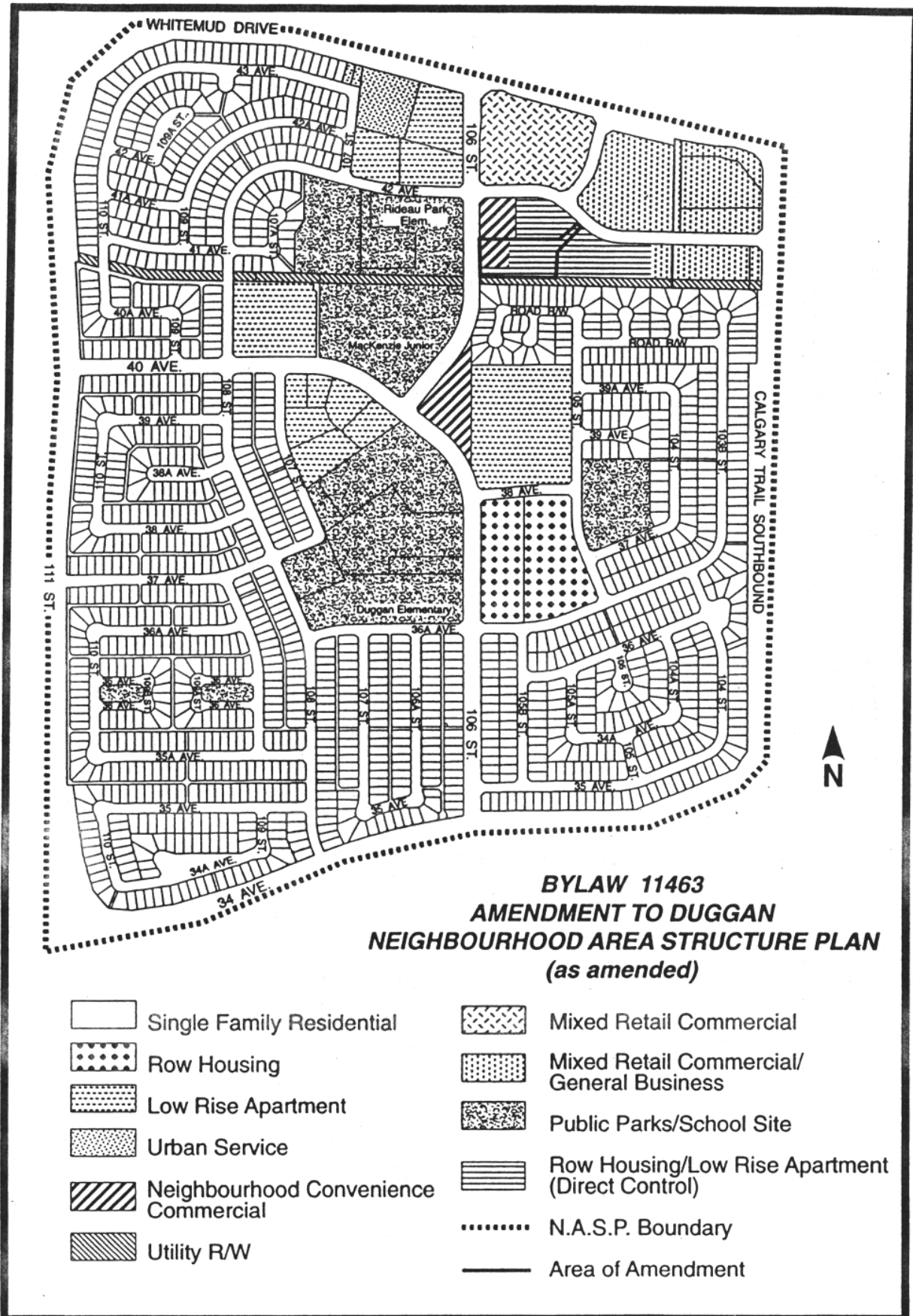
### 4. Servicing/Utilities

The Duggan plan area is adequately served by all municipal services. The *pipeline* right-of-way passes through the neighbourhood from east to west and is located south of 41 Avenue.

### 5. Compliance with the General Municipal Plan

This area was largely developed between 1969 and 1977, prior to the adoption of the General Municipal Plan in 1980, as Bylaw 6000. However, the land uses generally conform with existing policies with the exception of the siting of apartment housing and row housing immediately adjacent to single family development, which does not comply with the density and transition guidelines for residential housing types.

# Duggan Neighbourhood Area Structure Plan (Bylaw 11463, April 14, 1997)



**TABLE I**  
**LAND USE ANALYSIS**  
**DUGGAN NEIGHBOURHOOD AREA STRUCTURE PLAN**  
 (Amended by Bylaw 11463, April 14, 1997)

<b>Land Use</b>	<b>Area (ha.)</b>	<b>Units</b>	<b>Population</b>
Row Housing/Apartments (Direct Control Site)	1.20	140	210
Single Detached	87.81	1,844	6,380
Row Housing	4.58	192	630
Row Housing (Direct Control Site)	0.87	18	36
Low Rise Apartments	11.85	1,481	3,214
Low Rise Apartments (Direct Control Site)	1.43	169	338
Commercial Retail/Office/General/Business	11.07	-	-
Institutional (Schools, Nursing Home, Church)	13.93	-	-
Parks	9.13	-	-
Utility Right-of-Way	2.22	-	-
Circulation	75.84	-	-
Gross Developable Area 220 ha	219.93	3,844	10,808
Density 49.12p.p.g.h.ha			

GROSS DEVELOPABLE AREA: 220 ha

DENSITY: 53.64 p.p.g.d.ha.

## **APPENDIX A:**

### **NORTH DUGGAN NEIGHBOURHOOD AREA STRUCTURE PLAN**

**Bylaw 11396, February 10, 1997**

## **North Duggan Amendment to the Duggan Neighbourhood Area Structure Plan**

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## **A. INTRODUCTION**

### **1. Purpose of the Plan**

This Plan provides guidance and direction to private and public decision makers considering future proposals for the subdivision, districting and development of lands in the area defined as "North Duggan." Adopted as an amendment to Bylaw 7862, it supplements the direction of the Duggan Neighbourhood Area Structure Plan (NASP) and replaces the previous North Duggan Amendment to the Duggan NASP adopted by Bylaw 7863 in 1985.

In compliance with the Municipal Government Act, Part 17, Section 633(2), the purpose of this Plan is to describe:

- the nature and location of land uses proposed;
- the densities of population proposed;
- the location and function of major transportation and utility facilities;
- the design principles applicable to buildings, structures and landscaping;
- the sequence of development proposed.

### **2. Location**

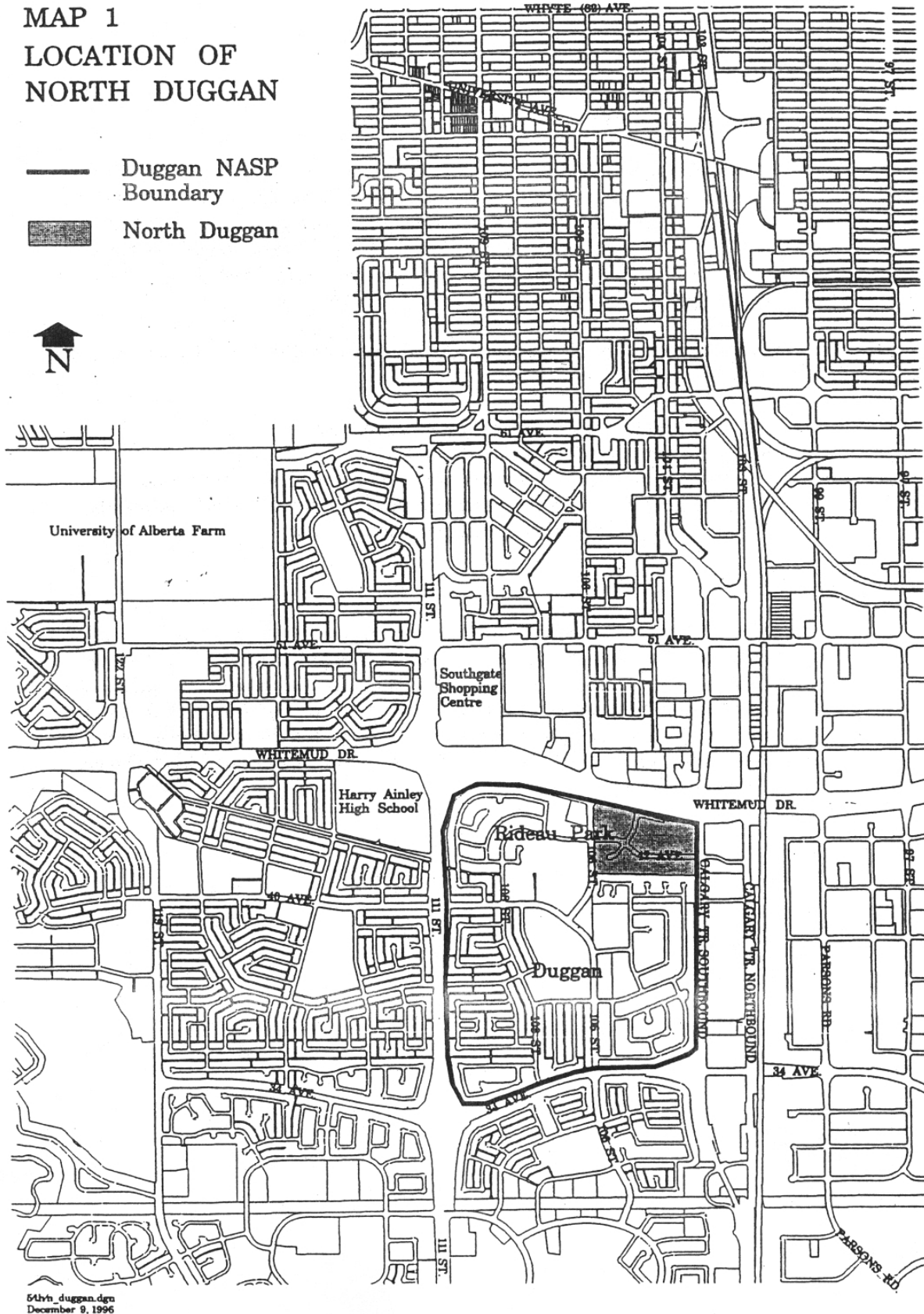
North Duggan is situated in the northeast corner of Rideau Park, one of two neighbourhoods comprising the Community of Duggan in southwest Edmonton. It is bounded on the north by Whitemud Drive and on the east by Calgary Trail Southbound, both major transportation arterials, on the west by 106 Street, a collector road which bisects Duggan Community, and on the south by the *a pipeline* right-of-way (R.O.W.). The location of North Duggan is shown on Map 1.

Amended by Editor



Duggan NASP  
Boundary

North Duggan



## **B. BACKGROUND**

This section describes the past and present conditions and circumstances related to the North Duggan area that serve as opportunities or obstacles to planning and development. It also explains the purpose of the revised North Duggan Amendment.

### **1. Planning History**

Duggan and North Duggan have been guided by several planning documents over the past few decades. Recent events however had led to a situation where some planning policies and directions no longer reflect the City's intent. This revised North Duggan Amendment is designed to update and correct any inconsistencies and conflicting policy direction.

The first plan for the Duggan Community, located between 34 Avenue, Whitemud Drive, Calgary Trail and 111 Street, was the Duggan Outline Plan adopted by Council resolution in 1968 to guide subsequent planning and development decisions. In addition to describing the desired types and pattern of land uses for the rest of Duggan, the Outline Plan designated North Duggan for low density, predominantly single family residential use.

In June 1985, City Council adopted the Duggan Neighborhood Area Structure Plan (NASP) which replaced the Duggan Outline Plan. The NASP described the types and pattern of land uses for Duggan, retaining the single detached residential land uses for North Duggan. It was revised shortly after to include the North Duggan Amendment, which changed the land uses for that area.

Based on the rationale that poor soil conditions would make it too costly to develop conventional low density housing, the 1985 North Duggan Amendment designated the entire North Duggan area for commercial uses. This was consistent with Council's Growth Strategy of the 1980s which called for strategically located commercial office and employment centers throughout the city. As such, the North Duggan Amendment directed more intensive highway oriented commercial development to the northern and north-eastern edges of North Duggan, and reserved the southerly and westerly portions for less intense office park and convenience commercial development. To ensure the area would be developed to a high quality and consistent standard, design guidelines were established for individual proposals. Additional guidelines were applied

governing building heights, separation distances, and intervening open areas for the office park, to ensure compatibility with the new single family housing area proposed immediately south of the pipeline R.O.W.

In 1990, Council *rezoned* the majority of the office park area for low density multiple family and medium density apartment residential uses. However the design principles for the office park, respecting building heights, separation distances and intervening open spaces, were retained. The *rezoning* was accompanied by a matching amendment to the Duggan NASP but not to the North Duggan Amendment. Consequently in the years that followed there was an inconsistency between the Duggan NASP and the North Duggan Amendment.

Amended by Editor

In 1996, a proposal to further amend the residential *zoning* in North Duggan and the Duggan NASP presented an opportunity to correct and update the North Duggan Amendment. A revised document was prepared and presented for Council's adoption to replace the North Duggan Amendment and ensure that the planning policies and directions are consistent with the parent document, the Duggan NASP.

Amended by Editor

## **2. Surrounding Development and Influences**

North Duggan is bounded on the north and east by major arterials which support large scale commercial development and to a lesser extent medium density housing. Adjacent uses on Calgary Trail include office, retail and service uses. Adjacent uses on Whitemud Drive include row housing and apartment dwellings.

In contrast, the south and west boundaries of North Duggan are adjacent to low density residential use and a neighborhood school park site. On the south, North Duggan is separated from the low density residential development by an 18 m *pipeline* right-of-way. There is a 2 m high berm on the right-of-way and a fence on top of the berm, which creates a substantial physical and visual separation between the developed residential area and North Duggan. The west side of North Duggan is separated from the school park site and an existing apartment development, by 106 Street, a well used collector road which runs through the Duggan community and adjacent communities to the north.

Amended by Editor

Physical factors, including major arterials, a collector roadway, the school park site and the *pipeline* right-of-way have isolated North Duggan from the developed residential portion of the Duggan community and other adjacent

Amended by Editor

communities. North Duggan represents an area of transition between the commercial corridors on Whitemud Drive and Calgary Trail Southbound and the remainder of the Duggan Community. The arterials have a city-wide significance in terms of their transportation function and large scale commercial development, which is in contrast to the Duggan neighborhood, characterized by low density residential uses with significant amounts of row and apartment housing developed around two large school park sites.

### **3. Servicing and Environmental Aspects**

Adequate servicing is available to North Duggan, which is a small area surrounded by a fully serviced developed community. Major storm and sanitary services exist along 106 Street. Major water lines exist along 106 Street and Calgary Trail South. All services including the above, as well as natural gas, power, and telephone utilities can be extended easily into the site.

Two roadways have been constructed through the site including 42 Avenue which runs east/west between Calgary Trail and 106 Street, and 105 Street which runs north /south and connects Whitemud Drive and 42 Avenue.

The northern two thirds of the site, which originally consisted of poorly drained peat land, has been filled with material from unknown sources. The financial cost to modify the soil conditions on the northerly two thirds of the site would preclude conventional low density residential development. Testing of the fill material for environmental contaminants on previously undeveloped parcels, will be required as part of the development process.

## **C. LAND USE AND DEVELOPMENT**

The purpose of this section is to describe the types of land uses and their distribution and interrelationships within North Duggan, and the transportation, utility and community services that support the land uses.

### **1. Goal**

The goal of the North Duggan Amendment is to develop a high quality commercial and residential community that optimizes the locational advantages of the area while ensuring compatible relationships internally in building forms and externally relative to adjacent neighborhoods.

Achievement of this goal will be aided by objectives which guide development decisions in the context of North Duggan's existing site conditions, locational factors and impacts on adjacent areas.

### **2. Development Objectives**

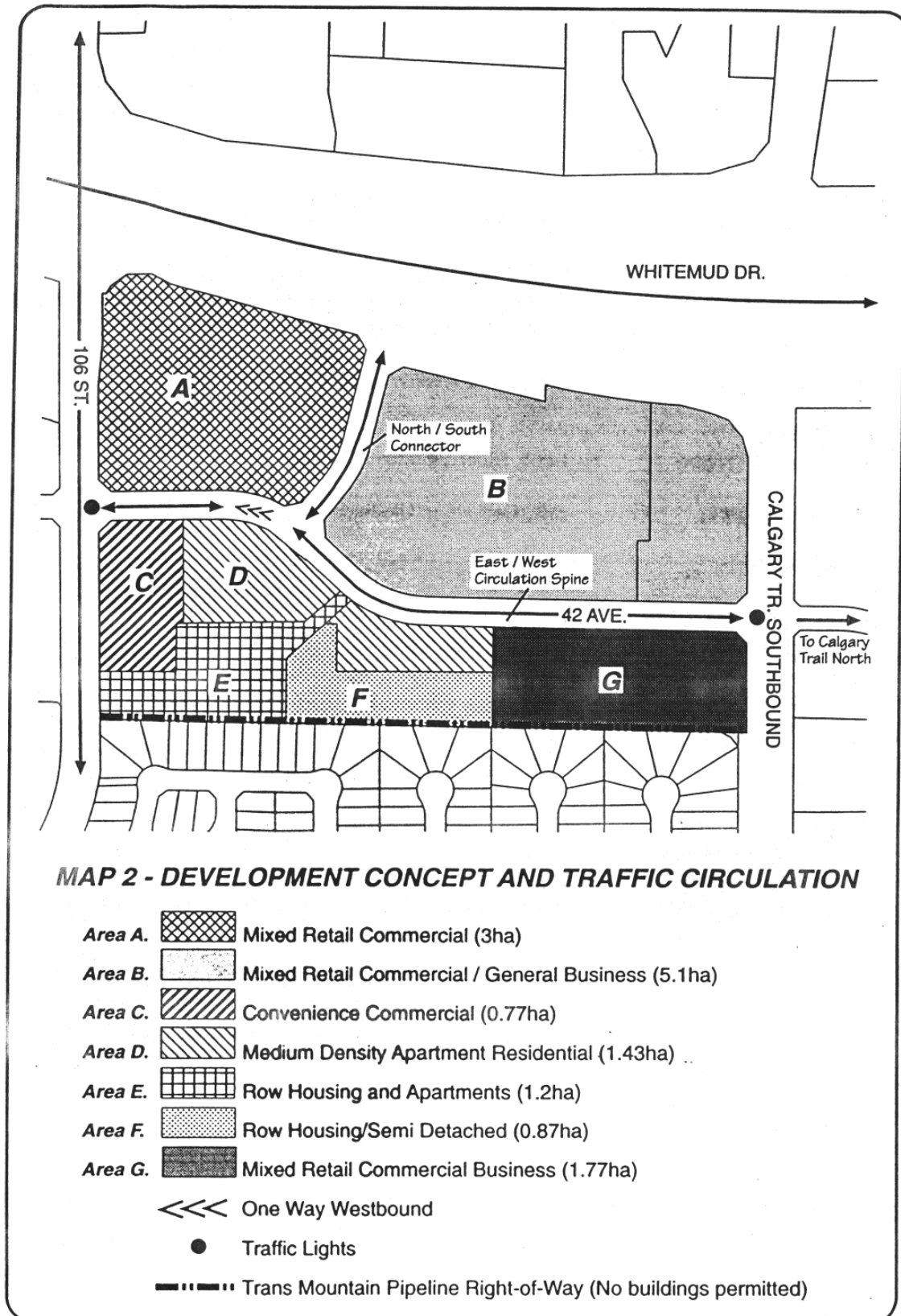
- to create a mixed land use "urban environment" in an area which offers excellent accessibility;
- to provide opportunities for a variety of commercial developments appropriately suited to the major arterial roadways and to the proximity of the residential community of Duggan;
- to provide the opportunity for medium density residential development compatible with the existing low density residential area to the south and the commercial areas of North Duggan, and serving as a transition between those areas;
- to optimize the excellent accessibility offered by Calgary Trail, Whitemud Drive and 106 Street, but minimize the traffic impacts of North Duggan development on the interior low density residential portion of the Duggan community.

### **3. The Development Concept**

The development concept for North Duggan is based on the objectives for the area, as illustrated on Map 2.

## Map 2: Development Concept and Traffic Circulation

(Bylaw 11463, April 14, 1997)



More intensely developed commercial uses are directed to the periphery of the plan area adjacent to the major arterial roadways where they will benefit from the accessibility, visibility, and proximity to the larger business districts associated with those routes, and be further removed from the interior residential areas of Duggan. An added benefit of this land use pattern is that the peripheral commercial development serves as a noise attenuation buffer protecting Duggan residents from excessive traffic levels.

Commercial development near the lower density residential areas is more limited in terms of use or building and site requirements to ensure compatibility. Residential development is similarly regulated to effect a transition from north to south, and to ensure compatibility. Landscaping and some amenity areas within development sites are also provided for.

The development concept is organized in part on the traffic circulation framework proposed for the area. This traffic circulation system features an east/west roadway extending from 106 Street to Calgary Trail southbound and a north/south connector roadway extending from Whitemud Drive eastbound to the east/west roadway. The area is thus divided into land parcels that incorporate seven distinctive character areas within the context of the overall development concept.

*Character Area A*, approximately 3 ha. at the northwest corner, is designated for mixed retail commercial uses. It is intended that there be an integrated development on this site, which will contain retail and leisure services such as cinemas and complementary restaurant facilities designed to serve the south Edmonton region market. Excellent access and visibility from the Whitemud corridor enhance this proposal. A list of possible uses in this area is included in Appendix I.

*Character Area B* south of Whitemud Drive and west of Calgary Trail Southbound is approximately 5.12 ha. This area will be developed for mixed retail and general business uses, accommodating a large single tenancy retail anchor plus facilities for multi-tenant specialty retail. Major retail anchors will be large stand alone facilities (ranging from 2000 m<sup>2</sup> to 5000 m<sup>2</sup> g.f.a.) that are best accommodated along the Whitemud frontage where visibility is maximized and the impact of building bulk is minimized. Specialty retail stores would be housed in low rise buildings, thus providing a transition between the high traffic retail

anchors and medium density residential area bordering the southern edge of the site. This area has the advantage of a location at the intersection of two major arterials, offering the visibility and accessibility required by a major commercial tenant. A list of possible uses is included in Appendix I.

*Character Area C, occupies a smaller parcel (0.77 ha.) located south of 42 Avenue on 106 Street. This area is across from the neighbourhood school park site and southeast of a large medium density residential apartment development. It has good access to the residential portion of the neighbourhood and will be developed for convenience commercial uses to serve the local neighbourhood. A list of possible uses is included in Appendix I.*

Bylaw 11463  
April 14, 1997

*Character Area D includes 1.43 ha of land and is located on the south side of 42 Avenue, the major east/west road running through the center of north Duggan. Area D will be developed for stacked row housing and apartments up to 4 storeys. This area provides opportunity for some medium density residential development with excellent access to commercial services and major transportation routes. The proposed apartment area will have minimal impact on existing low density residential development, due to the separation provided by the pipeline, and the row housing proposed in area F, as well as a roadway network that allows vehicles direct access to major arterials without shortcutting through the community. Landscaping on 42 Avenue should be designed to define the area south of 42 Avenue as residential, and separate the apartments from the major commercial development to the north. A list of possible uses is included in Appendix I.*

Amended by Editor

*Character Area E includes the southwest 1.2 ha of land located on 106 Street. This area is designated for row housing and apartments. Development on the south boundary should be scaled down to two and a half storeys, to minimize the impact on single family development to the south. The development of housing for independent seniors is encouraged in this area, as there is good access to shopping and transit, and seniors housing would generate less impact in terms of parking and traffic. A list of possible uses is included in Appendix I.*

Bylaw 11463  
April 14, 1997

*Character Area F, comprises approximately 0.87 ha of land in the south central portion of North Duggan. This area is adjacent to the pipeline Right-of-Way and single family development to the south. Area F is mainly internal and does not abut any public roadways. The use and built form proposed in this area is one to*

Bylaw 11463  
April 14, 1997



*two and a half storey semi-detached and row housing development, which is slightly more density but compatible in scale with existing single family development to the south. This area is a transition between the existing single family housing and the proposed apartments and commercial development to the north. A list of possible uses is included in Appendix I.*

Bylaw 11463  
April 14, 1997  
Amended by Editor

*Character Area G*, located south of 42 Avenue on Calgary Trail Southbound, is approximately 1.7 ha. Similar to Area B, it will be developed for mixed retail and general business but will include measures to provide a buffer on the south boundary to minimize the impact on adjacent residential areas. This area is smaller than other commercial parcels in North Duggan, but has the locational advantage of Calgary Trail, and is large enough to support a major commercial tenant that may complement development of the larger parcel north of 42 Avenue. A list of possible uses is included in Appendix I.

#### **4. Access and Traffic Circulation**

The traffic circulation framework shown on Map 2 is designed to maximize the advantages of visibility and accessibility presented by the adjacent arterial and collector routes, but also to minimize any negative impacts of traffic on those routes and on the balance of the Duggan community.

Traffic generated by development in North Duggan will be directed to and from Calgary Trail by the major east/west internal circulation spine (42 Avenue). The north/south connector (105 Street) will serve as an alternate route to facilitate the movement of traffic into and out of North Duggan. These routes, connected directly to high capacity roadways, will reduce the potential for non local traffic to shortcut through the rest of Duggan. To ensure traffic does not disrupt the community, accessibility to Calgary Trail will be limited and controlled on 42 Avenue. Roadway entrances to North Duggan will be located to reduce disruption to traffic efficiency on the arterials.

To facilitate this circulation system, the following transportation measures will be observed:

- only one roadway will intersect with each of the abutting arterial and collector roads;
- all internal roadways, and any acceleration and deceleration lanes required

Amended by Editor

by the *Transportation and Streets Department* on arterials, will be provided by the developer;

- traffic lights at 42 Avenue and Calgary Trail Southbound will facilitate movement to and from North Duggan;
- pedestrian activated lights at 42 Avenue and 106 Street will facilitate pedestrian movement at this intersection, particularly for those accessing the Rideau Park School and the shopping areas in North Duggan;
- a portion of 42 Avenue, just west of 105 Street, will be one-way westbound to eliminate the potential for eastbound motorists to shortcut along 42 Avenue to access Calgary Trail and development in North Duggan;
- the roadway entrance to North Duggan at Calgary Trail will be located as far south as possible to minimize conflict with through traffic on the arterial;
- any vehicular access to development on 106 Street, south of 42 Avenue, will only service development adjacent to 106 Street and will preclude any through access from 106 Street to 42 Avenue;
- sidewalks for pedestrian circulation will be provided along 42 Avenue such that housing developments in North Duggan are connected with services in the community, and have pedestrian access to the remaining community at 106 Street.

## **5. Community Services and Facilities**

A large park and play field located immediately west of North Duggan, across 106 Street, provide for the active recreation needs of residents in North Duggan. There is no requirement for public park space in North Duggan. All Municipal Reserve allocation will be taken as cash in lieu. However the development of small landscaped amenity spaces is encouraged through private development in the residential portion of North Duggan. This will serve the passive recreation needs of those in the immediate area and contribute to the aesthetics of the residential development.

Rideau Park Elementary School and DS MacKenzie Junior High School have the capacity to accommodate student generation from the residential development in North Duggan. Student generation for separate schools will be minimal and can be accommodated at St. Augustine School, also located in Duggan.

North Duggan is well provided with all types of commercial services in the immediate area. It also has good access via the Whitemud Drive and Calgary Trail Southbound, to regional services and amenities.

## **D. DESIGN**

The purpose of this section is to describe the design and site development principles that will ensure a high quality of development consistent with the objectives of this Plan and other City policies (e.g. the Major Commercial Corridors).

### **1. Goal**

The goal of the North Duggan Amendment is to achieve a high quality commercial and residential environment that will foster successful economic and living activities, enhance the arterial roads and effectively integrate North Duggan into the broader Duggan Community.

Achievement of this goal will be aided by objectives which guide development decisions.

### **2. Design Objectives**

- to ensure the scale of development is consistent with the built form of adjacent uses;
- where significant differences in scale exist, to provide suitable transitions to mitigate against visual intrusion;
- to ensure exterior building materials are aesthetically compatible with adjacent development, either internal to or external to the site;
- to create visual interest and contribute to the surrounding urban fabric by articulating building forms;
- to identify major gateways through appropriate signage and landscaping; and
- to incorporate general site landscaping requirements for development including landscaping around the edges of the area, screening of parking and storage areas, and special feature landscaping at site entrances and major focal points internal to the area.

### 3. The Design Concept

The design concept for North Duggan addresses several specific aspects of the physical and aesthetic structure of the area.

#### a) *Entryways and Signage*

The overall character of the proposed development will be complemented by special design features at the two major entry points to the site. Each entryway will be identified by low height signage integrated with soft landscaping. No commercial signage will be allowed within the area immediately in front of the entryway.

Entrances to the residential area on 42 Avenue also include feature landscaping, but will be narrower to discourage entry by non-local traffic.

Commercial signage will be permitted along internal street frontage, provided that it is unobtrusive and visually integrated with landscape features along the road right-of-way.

Entry and internal commercial signage will share a common design theme by way of shape and construction. Variety will be introduced by corporate graphics and logos.

Regulatory signage (i.e., traffic control and parking) and ancillary private informational and directional signage will be carefully integrated with other streetscape elements to minimize visual clutter.

Additional commercial signage will be permitted on the face of individual buildings or free-standing within 2 m of a building provided that the design of this signage is integrated with the architectural plans proposed.

#### b) *Landscaping and Pedestrian Access*

The landscaping concept for the site is illustrated on Map 3. It includes:

Edge landscaping at the perimeter of the site providing a visually defined boundary to the proposed development (including a proposed 10.5 m landscaped buffer along 106 Street north and south of 42 Avenue).

Entryway planting to define major access points to the site.

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Street trees provided along internal roadways to enhance the appeal for the residential area and create a separation between commercial and residential land uses.

Internal landscaped and amenity areas to reduce the visual monotony of large scale commercial development and to provide some recreation space for the residential area.

Visual screening along the south site boundary comprised of a 2.0 m high berm, a 1.8 m high fence, and planting to minimize visual intrusion into adjacent residential properties. This berm will be integrated with the existing berm, paralleling Calgary Trail to create a continuous physical separation of commercial and residential land uses.

Boulevard planting and a continuous sidewalk along the south side of 42 Avenue and the east side of 106 Street south of 42 Avenue to create definition for the residential area and promote pedestrian access to and from 106 Street to connect to the rest of the Duggan area and with the Rideau Park School and park site.

Residential development must include a high quality of landscaping in the interior and on the perimeter and provide a generous separation from commercial development. In addition, public amenity areas outside of required yards will serve the recreation needs of the residents. This will enhance the livability of development for residents and increase the potential to integrate this area with the remainder of the Duggan community.

Plant material to be used shall be of species suitable to the local climate. Mature stock will be utilized wherever possible to maximize the immediate impact of the landscaping concept. Coniferous trees shall comprise approximately 30 percent of all trees planted to ensure a year round green landscape.

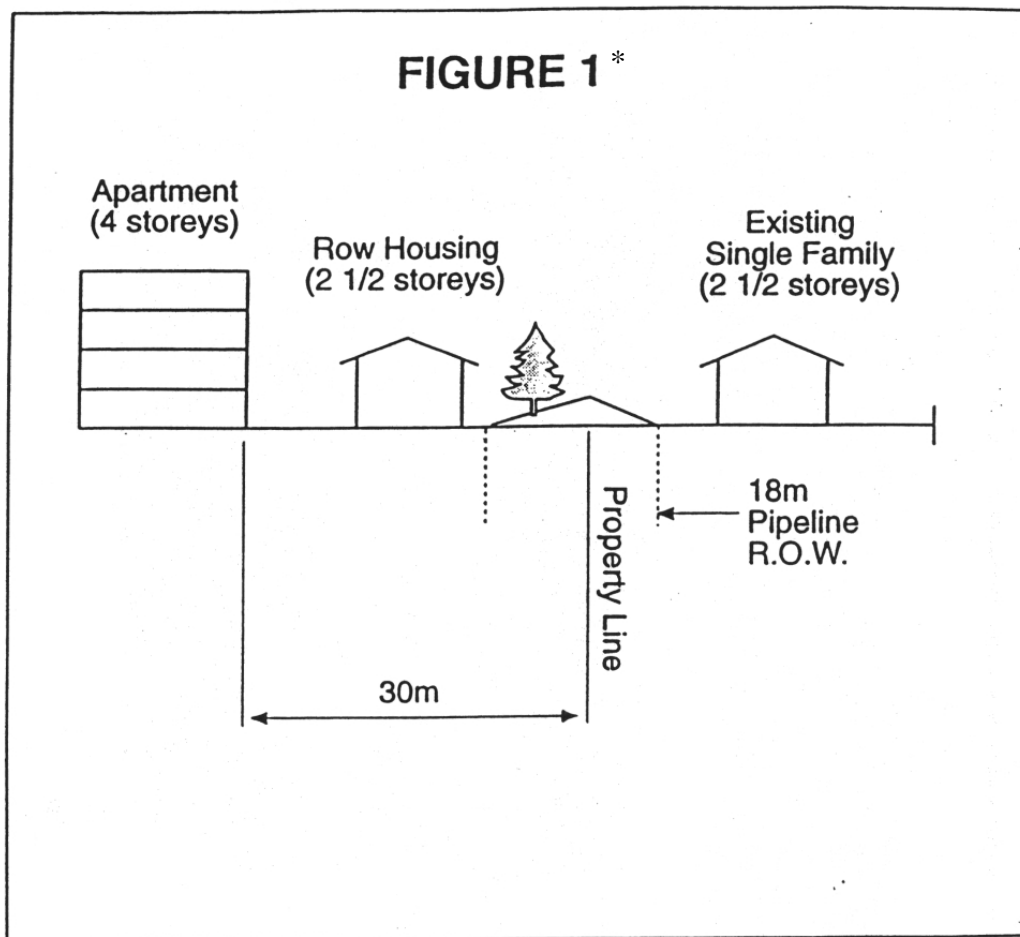
*c) Built Form*

The desired architectural built form of the development will be influenced largely by the requirements of each character area as previously described.

In general terms, a low-rise residential type image is proposed. This is compatible with the character of the surrounding neighborhood. Sloped roof forms predominate, serving to minimize the impact of building bulk and provide shelter at building entrances. Roof top mechanical equipment would also be screened from view by this roof form.

Bylaw 11463  
April 14, 1997

*In the residential area south of 42 Avenue, buildings of one to two and a half storeys can be developed along the southern edge, closest to the existing single family housing. Buildings up to 4 storeys can be built 30 meters from the south property line. The commercial area north of 42 Avenue should be no more than 2 storeys.*



\*Amended by Bylaw 11463, April 14, 1997



## E. IMPLEMENTATION

The Table below summarizes the type and intensity of development prescribed for each of the character areas.

Direct control districting will be used in developing each area to ensure that the land use and design concept and policies described in this plan are followed.

Development may proceed in any order. There are no phasing requirements for development as the area within the plan boundaries is small and is surrounded on all sides with serviced development.

Bylaw 11463  
April 14, 1997

<i>Character Area</i>	<i>Site Area</i>	<i>F.A.R.</i>	<i>Maximum Height</i>	<i>Maximum Development</i>	<i>Maximum G.F.A.</i>
<i>A - Mixed Retail/Commercial</i>	<i>3 ha</i>	<i>1</i>	<i>2 Stor.</i>	<i>30,000 m2 (320,808 sq. ft.)</i>	<i>5,000 m2</i>
<i>B - Mixed Retail Commercial/General Business</i>	<i>5.1 ha</i>	<i>1 *1.15</i>	<i>2 Stor. *9 Stor.</i>	<i>51,000 m2 (548,977 sq. ft.)</i>	<i>5,000 m2</i>
<i>C - Convenience Commercial and Office</i>	<i>0.77 ha</i>	<i>1</i>	<i>2½ Stor.</i>	<i>7,500 m2 (80,732 sq. ft.)</i>	
<i>D - Medium Density Residential Apartments</i>	<i>1.43 ha</i>	<i>118 units per ha</i>	<i>4 Stor.</i>	<i>169 dwelling units</i>	
<i>E - Row Housing/ Apartments</i>	<i>1.20 ha</i>	<i>1.5</i>	<i>4 stor.</i>	<i>79 units or 140 Seniors units</i>	
<i>F - Row housing/semi-detached</i>	<i>0.87 ha</i>	<i>20 units per ha</i>	<i>2 1/2 Stor.</i>	<i>18 dwelling units</i>	
<i>G - Mixed Retail Commercial Business</i>	<i>1.77 ha</i>	<i>1</i>	<i>1 Stor.</i>	<i>14,300 m2 (153,900 sq. ft.)</i>	

*\*Hotels*

## **Appendix I**

### **POSSIBLE LAND USES IN CHARACTER AREAS A, B, C, D, E, F, AND G**

#### **Character Area A**

- Auctioneering Establishments, provided that all goods and equipment to be auctioned are stored and displayed within an enclosed building.
- Business Support Services
- Commercial Schools
- Custom Manufacturing
- Equipment Rentals, provided that all goods and equipment for rent are contained within an enclosed building.
- Gas Bars
- General Retail Stores, up to a maximum gross floor area of 5000 m2.
- Greenhouses and Plant Nurseries
- Household Repair Services
- Indoor Amusement Establishments
- Indoor Participant Recreation Services
- Limited Contractor Services Major and Minor Alcohol Sales
- Major and Minor Eating and Drinking Establishments
- Minor veterinary Services
- Personal Service Shops
- Professional, Financial and Office Support Services
- Warehouse Sales up to a maximum gross floor area of 5000 m2
- Spectator Entertainment Establishments
- Major and Minor Secondhand Stores
- Broadcasting and Motion Picture Studios
- Drive-in Food Service
- Private Clubs
- Rapid Drive-Through Vehicle Services

#### **Character Area B**

- Auctioneering Establishments Automotive and Equipment Repair Shops
- Broadcasting and Motion Picture Studios
- Business Support Services Commercial Schools
- Convenience Retail Stores
- Convenience Vehicle Rentals Custom Manufacturing Drive-In Food Services
- Equipment Rentals Gas Bar
- General Retail Stores Government Services Greenhouses and Plant Nurseries
- Health Services
- Household Repair Services
- Hotels
- Indoor Participant Recreation Services
- Major Amusement Establishments
- Major and Minor Alcohol Sales
- Major and Minor Eating and Drinking Establishments
- Major and Minor Second Hand Stores
- Major and Minor Service Stations
- Motels
- Outdoor Participant Recreation Services
- Personal Service Shops

- Private Clubs
- Professional, Financial and Office Support Services
- Public Library and Cultural Exhibits
- Rapid Drive-Through Vehicle Services
- Warehouse Sales, where at least 50% of the total space is being used for sales and distribution of goods.

#### ***Character Area C***

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- *Convenience Retail Stores*
- *Daytime Child Care Services*
- *Gas Bars*
- *Health Services*
- *Minor Eating and Drinking Establishments*
- *Minor Secondhand Stores*
- *Minor Service Stations*
- *Personal Service Shops*
- *Professional, Financial and Office Support Services*
- *Professional Offices*

#### **Character Area D**

- Apartment Housing
- Stacked Row Housing including Row Housing and Linked Housing but excluding
- Semi-detached and Duplex Housing
- Minor Home Occupations Major Home Occupations
- Religious Assembly

#### ***Character Area E***

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- *Apartments*
- *Health Services*
- *Linked Housing*
- *Minor Home Occupations*
- *Religious Assembly Row Housing*
- *Semi detached and Duplex Housing -Stacked Row Housing*

*The following uses are acceptable when developed as an integral part of an adult housing complex, for use of residents only:*

- *Eating and Drinking Establishment*
- *Health Services*
- *Personal Service Shops*

#### **Character Area F**

- Semi- detached housing
- Row housing
- Linked housing
- Minor home occupation
- Major home occupation
- Residential sales center
- Religious assembly

## **Character Area G**

- Business Support Services
- Convenience Vehicle Rentals
- Drive-In Food Services
- Equipment Rentals provided that all equipment and goods are contained within an enclosed building
- General Retail stores
- Greenhouses and Plant Nurseries
- Health Services
- Household Repair Services
- Major Amusement Establishments only where designed as part of a minor eating and drinking establishment
- Indoor Participant Recreation Services
- Minor Eating and Drinking Establishments
- Minor Veterinary Services
- Personal Services Shops
- Professional, Financial and Office Support Services
- Rapid Drive-Through Vehicle Services
- Warehouse Sales