

Miller Neighbourhood Area Structure Plan

Office Consolidation October 2012

Prepared by:

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

Bylaw 11116 was adopted by Council in November 1995. In October 2012, this document was consolidated by virtue of the incorporation of the following bylaws:

- Bylaw 11116* Approved November 6, 1995 (to adopt the Miller Neighbourhood Area Structure Plan)
- Bylaw 13126* Approved July 8, 2002 (to change the designation of specific lands from “Business Employment Centre” to “Mixed Use Institutional and Business Area”)
- Bylaw 16019* Approved October 17, 2012 (to accommodate Medium Density Residential uses for seniors housing on surplus school building envelopes located on a school/park site)

Editor’s Note:

This is an office consolidation edition of the Miller Neighbourhood Area Structure Plan, Bylaw 11116, as approved by City Council on November 6, 1995 and subsequently amended.

This edition contains all amendments and additions to Bylaw 11196. For the sake of clarity, new maps and a standardised format were utilised in this Plan. All names of City departments have been standardised 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 italicised where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Planning and Development Department

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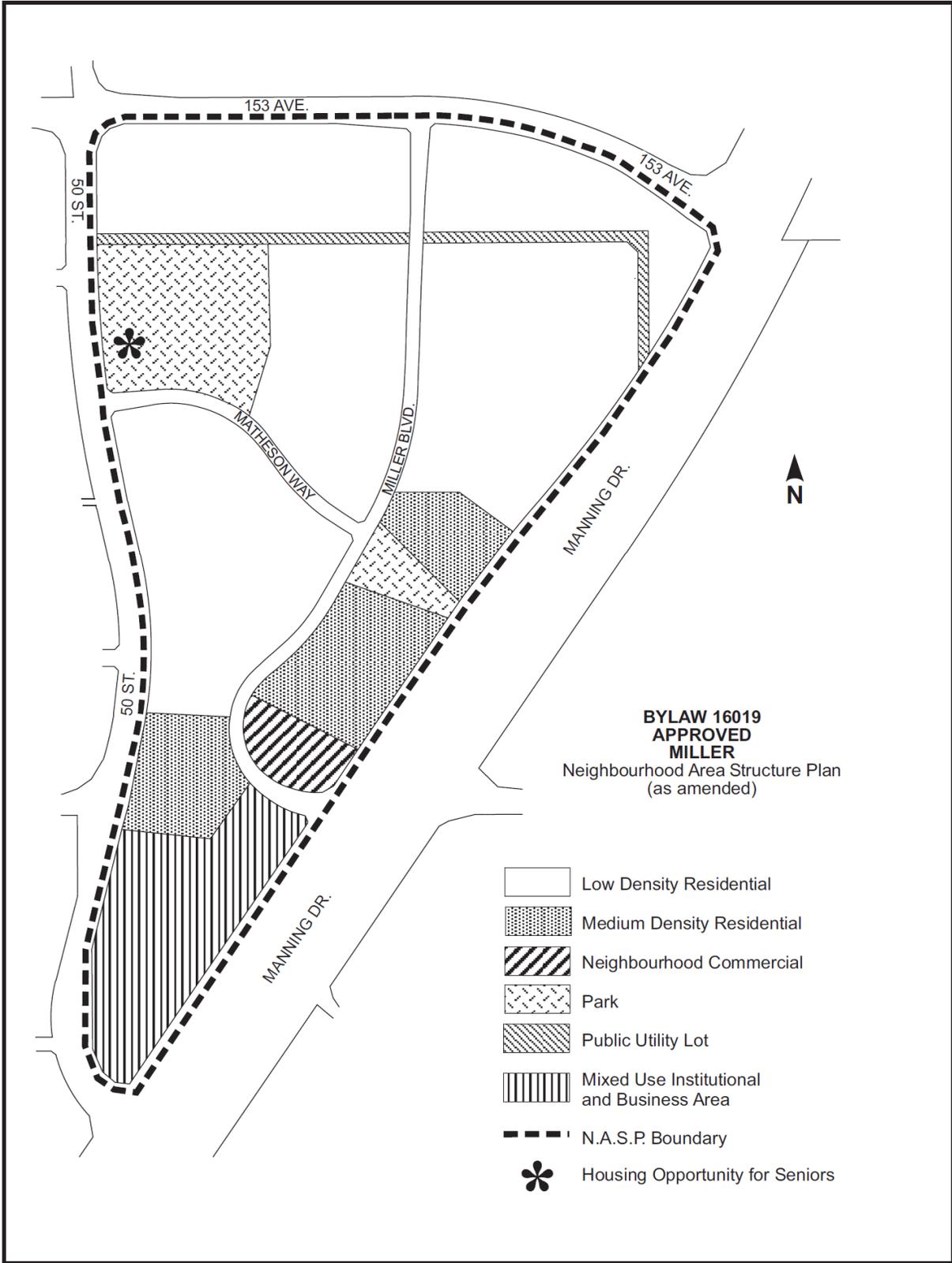
(As amended by Bylaw 13126 July 8, 2002)

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(Bylaw 16019 October 17, 2012)

The school/park site is amended to include the opportunity for medium density housing for seniors on the surplus school building envelope. The precise location of this housing within the entire School/Park site will be determined by the City. The dwelling units and population generated by this development are not included in the land use and population statistics.

Bylaw 16019
Oct 17, 2012

1.0 INTRODUCTION

1.1 THE PLAN

The Miller Neighbourhood Area Structure Plan (Miller NASP) describes the proposed development concept for approximately 65.63 ha of land located in the northeast sector of the City of Edmonton. (See Figure 1). The plan has been prepared on behalf of a private developer (beneficial owner of N.W. ¼ Sec. 25-53-24-4 and Lot 2 Blk. 1 Plan 4029 TR) and the City of Edmonton, being the two owners of the land in the neighbourhood.

Amended by
Editor

This document and accompanying plans have been prepared in accordance with Section 64 of the Planning Act and the City of Edmonton Terms of Reference for Area Structure Plans.

The purpose of the Miller NASP is to provide a framework for future development of a compact heterogeneous residential neighbourhood, including an engineered wetland integrated with open space and walkway system and a business development opportunity adjacent to Manning Drive. More specifically, it will provide a basis by which future redistrictings and subdivisions will be evaluated.

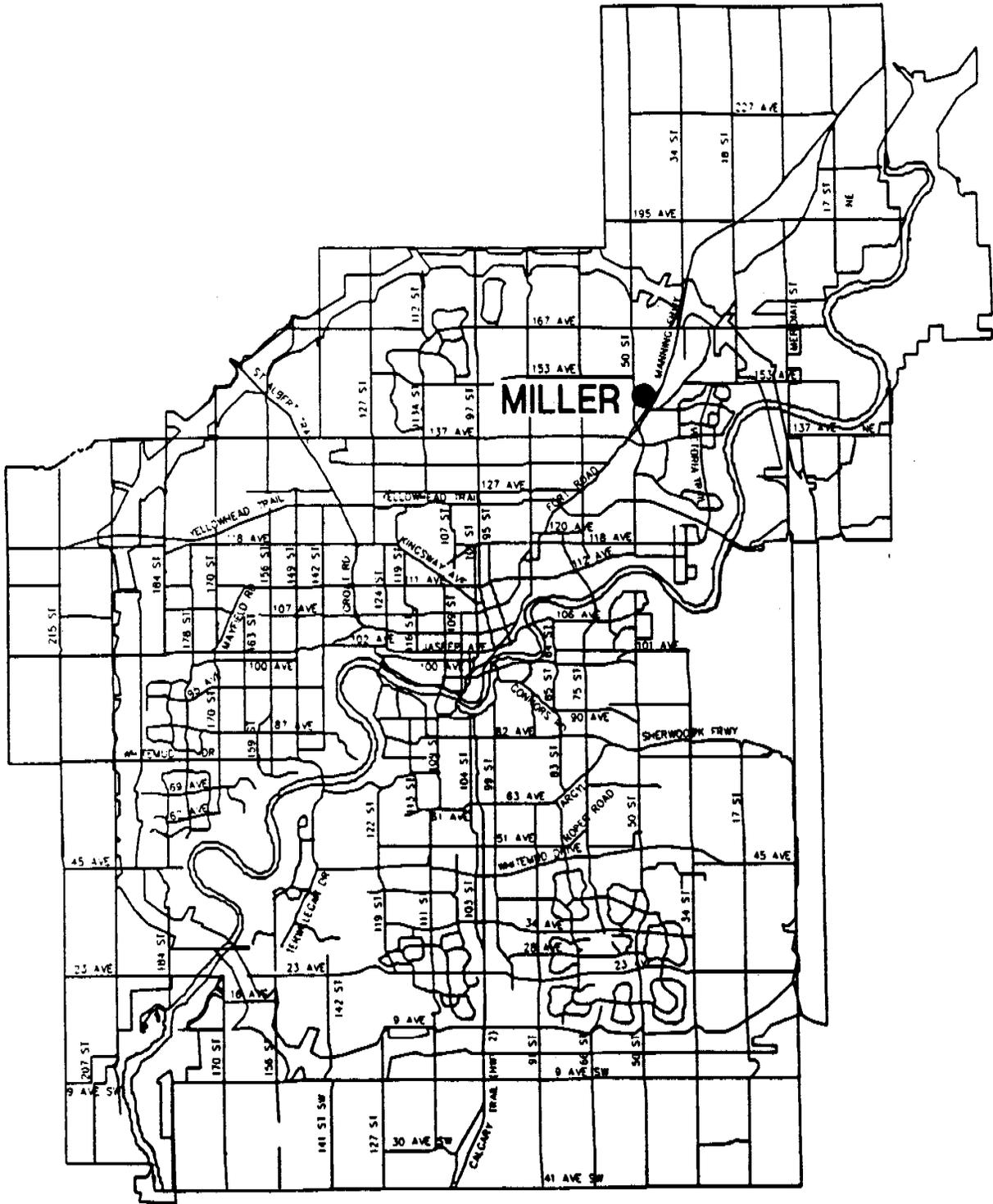
The Miller NASP outlines land use by type, size and location, transportation network, the location and size of neighbourhood facilities, scheduling of services, residential densities, population projections and the sequence of development.

1.2 THE PLAN AREA

The area for which the plan has been prepared is situated in the northeast sector of the city. The plan area is bounded by 50th Street to the west, 153 Avenue to the north and the Manning Drive to the southeast. (See Figure 2). These major roadways form boundaries which define a logical planning unit.

1.3 DEVELOPMENT RATIONALE

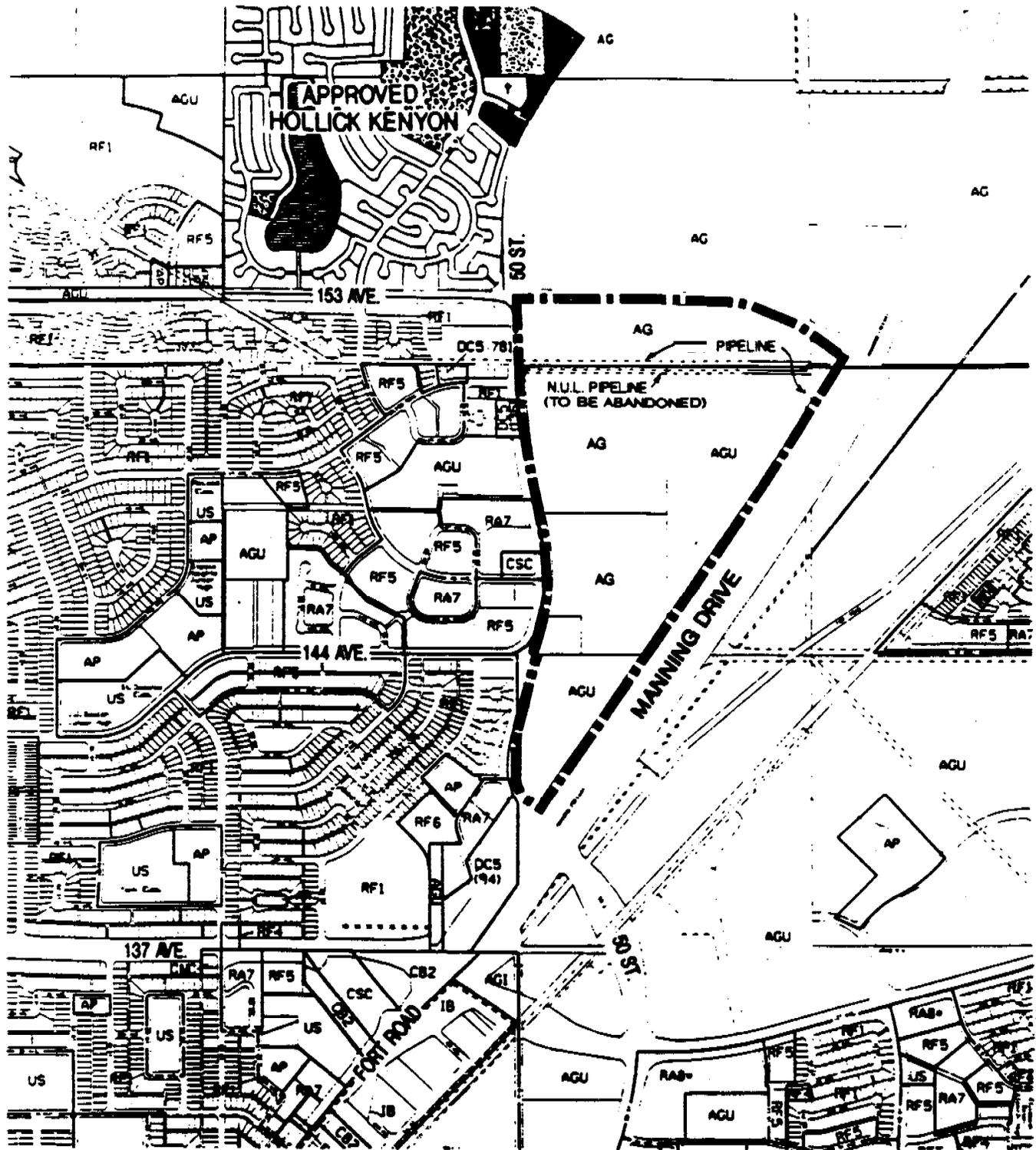
The northeast sector of Edmonton has been steadily developing over the past decade to the west. With the Belvedere-Kennedale, Hermitage and Clareview neighbourhoods substantially complete, this plan represents one of the last remaining undeveloped neighbourhoods within the 1971 Casselman-Steele Heights District Outline Plan.



CONTEXT PLAN

Figure 1*

***Bylaw 11116 September 11, 1995**



LOCATION PLAN



Figure 2*

*Bylaw 11116 September 11, 1995, as amended by Editor

Considering the importance of Manning Drive as a highly visible and accessible major transportation route within the Edmonton Metropolitan Area (linking the city with Fort Saskatchewan) the plan area lends itself to the development of a combination of business employment and residential land uses, given the roadways capacity to provide ease of access and accommodate substantive volumes and movements of traffic.

1.4 REPORT FORMAT

This report has been divided in seven sections. The first provides a brief introduction and background to the report. Section 2.0 discusses the physical environment. Section 3.0 establishes a basis and framework for the design concept and development objectives. Section 4.0 of the document shows compliance with relevant planning legislation and deals with policy context. Section 5.0 describes and outlines how the development objectives have been translated into a land use concept. Section 6.0 of the report describes the engineering servicing systems that will provide water, storm, sanitary and transportation services in the area; while Section 7.0 outlines the implementation strategy.

2.0 PHYSICAL ENVIRONMENT

2.1 SITE FEATURES

For the preparation of this Neighbourhood Area Structure Plan four separate reports were commissioned. These reports can be summarized as follows:

- The Neighbourhood Designs Report identifies the overall sanitary and storm drainage system being utilized.
- The Transportation Impact Assessment evaluates the impacts that the plan will have on the existing transportation infrastructure.
- The Water Network Analysis evaluates the proposed water servicing scheme.
- The Environmental Audit evaluates the site with respect to possible contaminants and environmental suitability for development.

The above reports were used to prepare the Land Use Plan presented in this Neighbourhood Area Structure Plan. The issues raised and solutions provided in these reports were incorporated into the NASP. It should be noted that a number of these reports will be refined at subsequent planning phases in order to better reflect the detailed requirements of the development.

2.1.1 Topography

The topography of the neighbourhood consists of a gradual slope from the northwest to the southeast, with the area adjacent to Manning Drive being the lowest area within the neighbourhood. The uplands range from an elevation of 683 m AMSL to a low elevation along Manning Drive of 659m. This results in relief of approximately 24 metres, affording areas in the northwest corner with excellent views to the east. (See Figure 3).

2.1.2 Soils

Various geological data has been collected and obtained for this site over a number of years. Preliminary investigations of the data indicate that the soils will pose no constraints to development. Canada Land Inventory Soils Capability for Agriculture classifies soils within the area as Class 1,2 and 3, with a portion in the northern area under cultivation and in crop production. Presently the majority of the land is not being cultivated and is essentially vacant.



- * Water Well
- ◆ Refuse Dump Site (Removed)
- ➡ Viewpoint
- 🌿 Hedgerow



SITE FEATURES AND CONSTRAINTS

Figure 3*

*Bylaw 11116 September 11, 1995, as amended by Editor

2.1.3 Drainage

The topography of the Miller Neighbourhood provides for excellent drainage from the northwest portion of the site to Manning Drive. An extremely small depression exists, trapped against Manning Drive. This results in a small, seasonally wet area of less than half a hectare in size. This area was created by the construction of Manning Drive and will be addressed in the development of the neighbourhood. There are no other drainage constraints within the neighbourhood.

2.1.4 Vegetation

The site is almost entirely devoid of natural vegetation. Only the north portion of the site (north of the pipeline rights-of-way that cross the north portion of the site) is utilized for crop production. The majority of the lands south of the rights-of-way are vacant and not utilized. A historical review of the lands has determined that these lands were previously used for crop production.

The only natural vegetation within the neighbourhood exists adjacent to and within the pipeline rights-of-way, and consists of a hedgerow of 10 - 30 year old aspen and poplar trees. All other trees have previously been cleared for farming activities.

As natural vegetation for the majority of the site has been removed some time ago, vegetation onsite poses neither a constraint nor benefit to development.

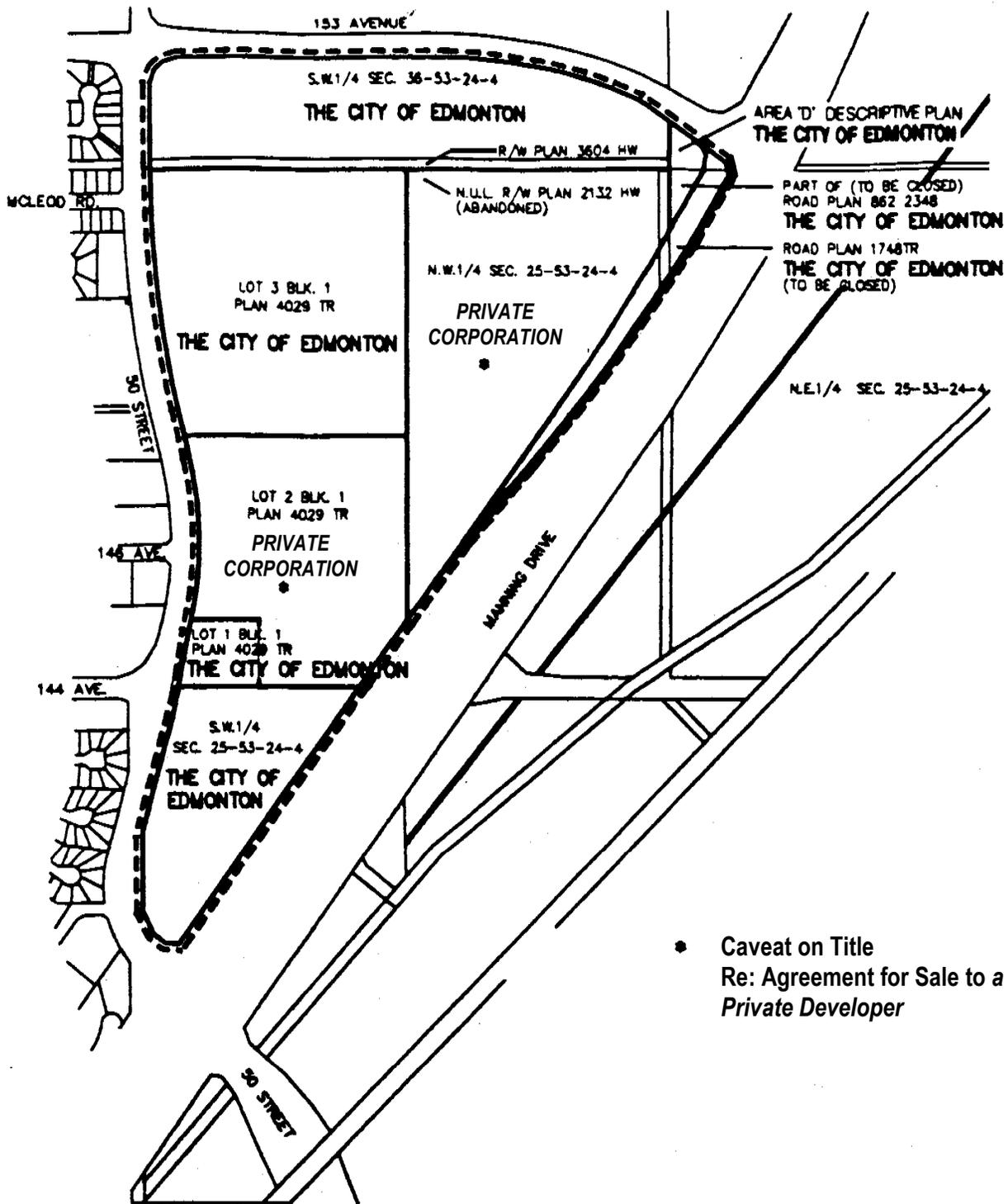
2.1.5 Rights-of-Way

There are two pipeline rights-of-way in the north portion of the site. These rights-of-way traverse the entire plan area from east to west. The rights-of-way are legally described as Plan 3604 H.W. and Plan 2132 H.W. and are both owned by *a private corporation* (see Figure 4). The south pipeline has been abandoned and the easement will be discharged. *The owner* has indicated that the abandoned pipeline has been emptied and plugged, and that there are no plans or need to remove the pipe.

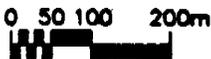
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2.1.6 Existing Site Features

A detailed site reconnaissance of the property was undertaken and it was determined that there are no existing site features that will benefit or constrain development in the neighbourhood. An Environmental Audit of the lands was performed by Sentar Consultants Ltd. which established that



- **Caveat on Title**
Re: Agreement for Sale to a *Private Developer*



OWNERSHIP PLAN

Figure 4*

*Bylaw 11116 September 11, 1995, as amended by Editor

there was no significant feature that should be incorporated into the Land Use Concept.

Sentar's Environmental Audit has identified the following items with regards to this site:

- A vertical culvert was located in the northeast corner of NW 1/4 Sec. 25-53-24-W4M. Subsequent contact with the former owners of *the pipeline associated with right-of-way Plan 3604 H.W.*, identified this culvert as containing a block valve which is associated with the pipeline. This valve is contained within *Plan 3604 H.W.*
- Remnants of a former dugout are located in the extreme northwest corner of Lot 3, Block 1, Plan 4029. Evidence from aerial photographs did not indicate that this dugout was used for industrial or sewage treatment purposes. Subsequent interviews with the land owners did not provide any additional information as to the exact purpose of the dugout:
- Contact with the Energy Utilities Board showed no record of wells or permits listed for the Miller properties.
- Interviews with both *the former owner of the pipeline associated with right-of-way Plan 3604 H.W.*, and *the current owner of both pipelines* indicated that there were no known leaks or ruptures associated with either pipeline.
- A water well has been registered for the northwest corner of the NW 1/4 25-53-24-W4M. Another well has been registered for the SE 1/4 36-53-24-W4M. Exact locations are unknown. Sentar has recommended that these wells be located and properly abandoned prior to development occurring in accordance with Alberta Environment regulations.
- Two notices of removal of refuse were issued in 1994 for the Miller area. One site was located at the corner of 50 Street and 153 Avenue; the second site was on Lot 2, Block 1, Plan 4029 T.R. Since there were no records of the type and volume of wastes removed, Sentar has recommended that these sites be inspected by qualified personnel in conjunction with the subdivision to advise of any disposal and handling of any remaining or additional wastes. Figure 3 identifies these areas noted above.

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Editor

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2.2 EXISTING LAND USE

2.2.1 Ownership

There are two land owners within the plan area; the City of Edmonton and

a private developer (being the beneficial owner of the lands purchased from *a private corporation*). *The private developer* and the City of Edmonton own 27.57 ha and 36.31 ha respectively (see Figure 4). Land ownership does not present a constraint with respect to the planning area. An additional 1.75 ha of land will be incorporated into the Miller NASP as a result of lands being released from the west portion of the Manning Drive right-of-way that have been declared surplus by the City Transportation *and Streets* Department.

Amended by
Editor

2.2.2 Present Land Use

The lands are in agricultural use with only a small portion of the land presently under cultivation for grain crops. There are no other uses within the plan area and no farmsteads or houses are located within the property (See Figure 2) Two pipeline rights-of-way (one is abandoned) cross the property and will be addressed in the Land Use Plan. The *pipeline associated with right-of-way Plan 3604 H.W.* contains petroleum products.

Amended by
Editor

2.2.3 Surrounding Land Uses

A variety of land uses surround the plan area (Figure 5). The plan is bordered by 50 Street to the west which is designated as a truck route.

The lands west of 50 Street are situated within the Mcleod Neighbourhood and are utilized for residential development consisting of row housing, low rise apartment and single detached dwellings. In addition to the residential development a park and an undeveloped school site exist adjacent to 50 Street within the Mcleod Neighbourhood, as well as two neighbourhood commercial sites, one of which is presently undeveloped, with the other containing convenience commercial uses.

North of the plan area the land is vacant and presently utilized for agricultural purposes (crop production). These lands lie within the Pilot Sound Area Structure Plan and are designated for residential development. At the present time, there are no approved Neighbourhood Structure Plans within this area.

Manning Drive borders the plan area to the east and south. 50 Street and Manning Drive form the neighbourhood boundaries on the west and east respectively. The wide road right-of-way serves as a buffer and separates land uses within the plan area from those proposed on the east side of Manning Drive. The lands on the east side of the Manning Drive are presently vacant with the majority utilized for agricultural production. Together with the lands east of the rail right-of-way and south of 144 Avenue, these lands are within the Clareview Town Centre Neighbourhood Area Structure Plan. That plan designates the lands

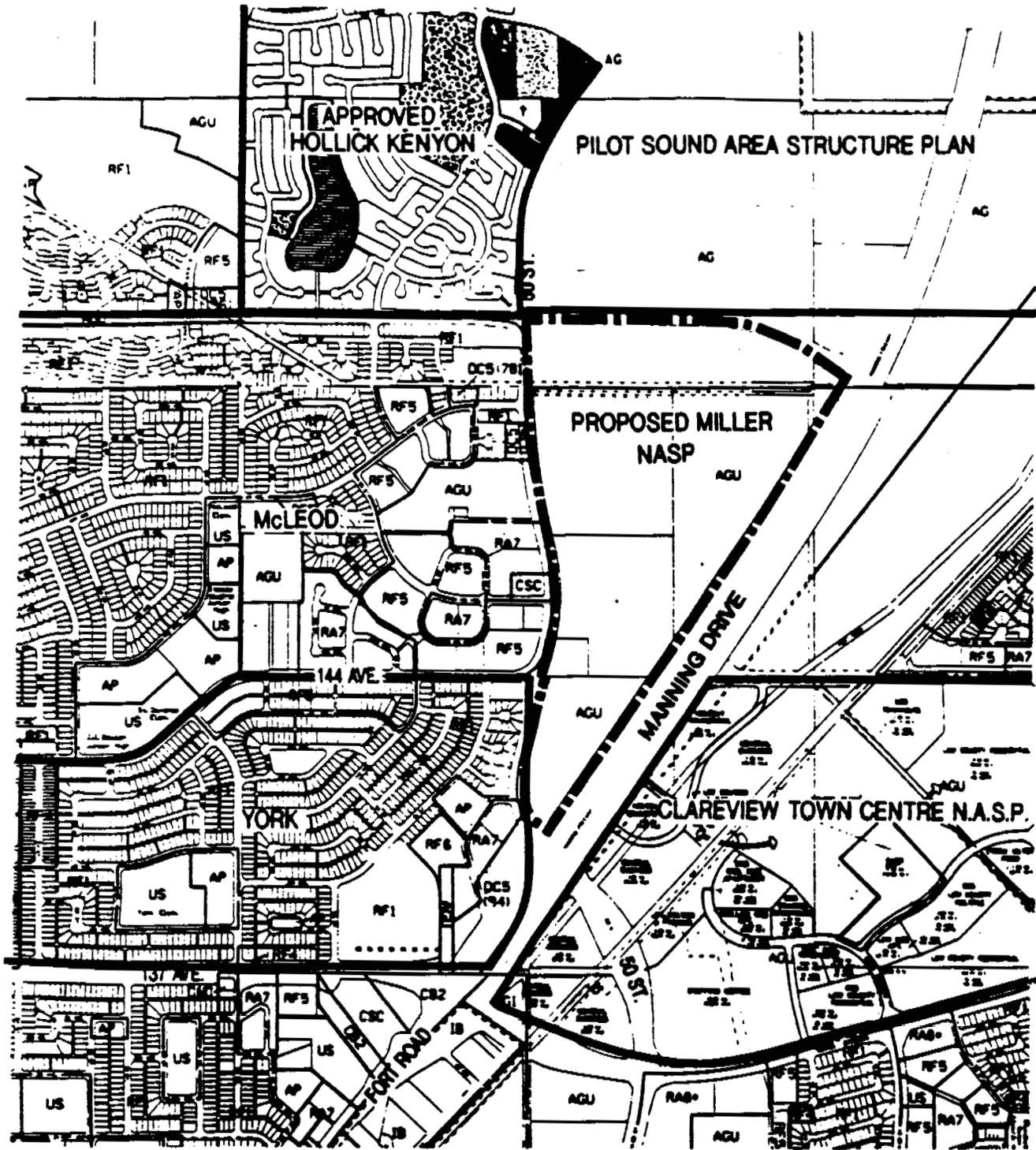
abutting Manning Drive as Highway Commercial and General Business and includes a major LRT terminal within its central area.

Surrounding land uses will not negatively impact the proposed plan for the Miller Neighbourhood.

2.2.4 Access

The primary accesses to the plan area are from 50 Street on the west, 153 Avenue on the north and the Manning Drive on the east. The proposed plan will utilize the excellent access afforded by these existing roadways. No direct access from Manning Drive to the neighbourhood will be provided other than the signalized all-directional intersection at 144 Avenue.

A one metre berm with a 1.8 metre solid wood screen fence will be provided adjacent to the residential uses along Manning Drive and any additional noise attenuating measures will be determined at the subdivision stage. In addition to the collector connection to 153 Avenue, additional access points may be proposed and will be determined at the subdivision stage.



**SURROUNDING
LAND USES**

Figure 5*

*Bylaw 1116 September 11, 1995

Office Consolidation October 2012

3.0 DEVELOPMENT OBJECTIVES

3.1 OVERALL DEVELOPMENT OBJECTIVES

The principal objective of the Miller Neighbourhood Area Structure Plan is to provide a document which will serve as a guide for the future districting, subdivision and subsequent development of those lands within the plan area. It is the plan's intent to provide the highest and best use of the lands within the boundaries. The plan will minimize land use conflicts and optimize land use integration with adjacent areas.

3.2 OVERALL DESIGN OBJECTIVES

- To develop a primarily residential neighbourhood which will provide for a variety of housing opportunities.
- To provide commercial development in the southern portion of the plan which will satisfactorily service the perceived needs of the adjacent land uses in accordance with the Major Commercial Corridor Overlay which affects land fronting onto Manning Drive.

3.3 RESIDENTIAL OBJECTIVES

- To offer the opportunity to develop a range of dwelling types which will satisfy the demands for new housing in North Edmonton
- To provide for adequate transition between low and medium density housing.

3.4 INSTITUTIONAL/BUSINESS/COMMERCIAL OBJECTIVES

Bylaw 13126
July 8, 2002

3.4.1 *Mixed Use Institutional and Business Area Objectives*

- To respect the requirements of the major commercial corridor which affects the plan at the south end up to 144 Avenue.
- *To recognize the excellent institutional and business opportunities afforded lands fronting onto 50 Street, north of 140 Avenue and west of Manning Drive*
- *To recognize the high visibility and accessibility afforded the site as excellent locational criteria for institutional, business service and trade uses*
- To ensure that appropriate transitions are designed between business land uses and residential land uses.

Bylaw 13126
July 8, 2002

Bylaw 13126
July 8, 2002

3.4.2 Commercial Objectives

- To provide a neighbourhood commercial site within the plan to provide a range of convenience retail and service uses for the residents.

3.5 EDUCATIONAL OBJECTIVES

- Provide a public school (K-6) site within the neighbourhood, together with associated recreational facilities.

3.6 OPEN SPACE OBJECTIVES

- To create a park site in association with the school with connections to all residents of the neighbourhood.
- To create open space that has variety in its landscape character that will provide for a wide array of site uses including a constructed natural wet area and passive recreation.
- To represent a range or gradient of landscape character that promotes diversity of plantings while giving stability and sustainability to the landscape, reinforcing the offering of a range of recreational experiences and uses. Residents will have the opportunity of having ornamental, conventional spaces with other areas of a more natural character.
- To provide pedestrian linkages throughout the plan area.
- To utilize the utility rights-of-way as open space and pedestrian access across the plan area where possible.
- To fulfill the requirements of the Planning Act by providing Municipal Reserve land or money-in-place of reserves up to 10% of the gross developable area.

3.7 TRANSPORTATION OBJECTIVES

- To provide an efficient circulation system for motor vehicles, pedestrians, bicycles and public transit within the plan area.
- To provide a safe and convenient environment for pedestrians and bicycles.
- To separate residential traffic from the traffic associated with the *Mixed Use Institutional and Business Area*.

Bylaw 13126
July 8, 2002

3.8 UTILITIES OBJECTIVES

- To utilize existing utility rights-of-way within the plan area.
- To provide an economical servicing system and phasing sequence based on an efficient extension of City services and utilities.

4.0 COMPLIANCE WITH RELEVANT PLANNING LEGISLATION

Three plans are currently in effect which will affect the Miller Neighbourhood Area Structure Plan.

1. The Edmonton General Municipal Plan
2. The Casselman-Steele Heights District Outline Plan

4.1 EDMONTON GENERAL MUNICIPAL PLAN

The City of Edmonton General Municipal Plan designates the entire plan area as a Business and Employment area. A concurrent GMP amendment will therefore be required in order to identify the lands north of 144 Avenue as suburban development. As the Major Commercial Corridor Overlay ends at 144 Avenue and the surrounding land uses are residential, the redesignation from Business and Employment to residential in the GMP is appropriate. Therefore, once the GMP has been amended to designate the area as Suburban development, the following objectives of the GMP for Suburban development will be addressed.

4.1.1 Objective 2A

Objective 2A of the General Municipal Plan states "**To accommodate growth, serviced in an orderly and economic fashion in all suburban areas of the City**". The Miler Neighbourhood meets this objective. It can be referred to as an in-fill neighbourhood. The McLeod and York Neighbourhoods to the west have been substantially developed for a number of years. The Clareview Town Centre Neighbourhood to the east is partially developed.

All required infrastructure for the neighbourhood exists to the boundaries of the plan area.

Policy 2.A.1.

"Encourage new development to be contiguous with existing development".

The subject plan area is contiguous with the existing residential development to the west in the McLeod and York Neighbourhoods.

Policy 2.A.2

"Allow the location of new suburban residential development to be guided by the demands of the housing market for choice and housing types, location and the availability of municipal services".

The Miller Neighbourhood will provide a variety of housing choices ranging from single family housing to low rise apartments. Considering the availability of municipal services and that all services are immediately adjacent to the Miller Neighbourhood, this neighbourhood is an excellent choice to satisfy the needs of the housing market.

Policy 2.A.3

"Ensure the orderly and efficient extension of municipal services and discourage the inappropriate use of temporary services".

All municipal services for this neighbourhood will be provided in accordance with the Servicing Standards Manual as identified in Section 6.0 of this report. No temporary services will be required as a result of the development of this neighbourhood.

Policy 2.A.4

"Allow market forces to determine the timing, location and extent of servicing in newly developed areas, but require developer to pay for all onsite services and where appropriate, specific offsite services".

Development of all onsite services for the Miller Neighbourhood will be the responsibility of the developers and, where appropriate, development of any offsite services will be in accordance with existing policies of the City of Edmonton.

Policy 2.A.6

"Ensure the use and protection of the natural topography and unique elements of the natural environment in the design of servicing in new suburban development".

There are minimal natural elements within the Miller Neighbourhood that would pose constraints or benefits to development. The only natural element that will be addressed is the existing hedgerows on the pipeline rights-of-way at the north portion of the site. This vegetation will be retained and integrated into the neighbourhood wherever possible.

Policy 2.A.7

"Encourage development proposals which lead towards the completion of neighbourhoods to meet the service and amenity needs of residents within a reasonable time frame".

The Miller Neighbourhood is a relatively small, compact neighbourhood which will expedite its efficient completion. All arterial roadways and underground utilities are extended to the periphery of the neighbourhood, necessitating minimal expense to offer hard services to the neighbourhood. Soft services such as libraries, fire, police, are existing and available in the northeast sector.

4.1.2 Objective 2B

The General Municipal Plan states as Objective 2B **"Encourage flexibility in creating attractive and functional neighbourhoods"**. This objective has been adhered to in the Miller Neighbourhood. Specifically, the plan meets a number of policy statements listed under Objective 2B.

Policy 2.B. 1

"Provide planned integrated neighbourhoods as the basis for new suburban residential developments, accommodating flexibility in neighbourhood size, population and geographic extent and recognizing the need for municipal services and transportation facilities to be efficiently supplied".

The Miller Neighbourhood is a planned, integrated neighbourhood which contains a variety of land uses to meet the residential, commercial and recreational needs of the residents. The plan recognizes the need for municipal services and requires no extension of utilities or services to provide service to the neighbourhood.

Policy 2.B.2

"Ensure neighbourhoods have adequate and timely access to neighbourhood level services including municipal services, parks and commercial facilities while recognizing that a school may not have to be provided in each neighbourhood".

The Miller Neighbourhood is a compact neighbourhood which will provide timely access to the neighbourhood facilities. A school/park site is proposed to be provided with the initial stages of development.

Policy 2.B.4.

"Provide linkages between communities through design and location of open spaces, community facilities and activity centres".

The school/park site is located adjacent to 50 Street and is large enough to meet active recreational needs. The open space associated with the utility rights-of-way and linkages between residential cells will ensure a linkage to the community to the west and east is created.

4.1.3 Objective 2C

The third objective of the General Municipal Plan, Objective 2C relating to suburban growth is as follows: **"To provide a range of housing types and density opportunities in each residential neighbourhood"**. The Miller Neighbourhood abides by this objective and specifically meets the applicable policy statements as follows.

Policy 2.C.1

"Encourage heterogeneous communities by planning for a variety of housing types including multi-family in each residential neighbourhood".

The plan area provides for opportunities to develop a variety of housing types within the Miller Neighbourhood. Housing types will range from single detached, semi-detached and row housing dwellings, to linked row housing, stacked townhousing and low-rise apartments. Correspondingly, densities could range from 25 to 100 dwellings units per net hectare. The above indicates that the plan has been developed to meet the objectives contained within Section 2 of the General Municipal Plan.

Policy 2.C.2

"Encourage ground related multi family sites to be designed as an integral part of each neighbourhood on small blocks of land".

The proposed plan provides for the development of a number of multiple family residential sites throughout the plan area in close proximity to Municipal Reserve park areas. These sites also serve as transitional uses to minimize the impact that the business site located at the southern portion of the neighbourhood would have on the predominantly single family detached housing in the northern part of the neighbourhood.

4.1.4 Objective 3A

Objective 3A of the General Municipal Plan states **"To provide business and employment areas which accommodate the emergence of a trade and service economy"**.

Policy 3.A.1

"Identify and utilize appropriate land use districting which allows for a variety of land uses in business and employment areas including manufacturing, commercial, and service uses".

The subject plan provides for development of a number of types of business uses, including light industrial, warehouse sales, office, automotive uses and other ancillary uses.

4.1.5 Objective 3C

Objective 3C of the General Municipal Plan states **"To provide for the orderly development of major commercial corridors along arterial roadways"**.

Policy 3.C.2

"Identify corridors and provide specific land use policies and land use districts for each corridor recognizing their unique development characteristics including: variety of uses, regional function, likely expansion, lengthy phasing of development, the need for compatibility with adjacent uses and the desire for attractive urban design along arterial roads".

The plan provides for a business park which will be consistent with the MCC overlay and in the districting will utilize the DC5 use category to ensure a high quality development with good appearance, landscaping and architectural styling.

4.2 CASSELMAN-STEELE HEIGHTS OUTLINE PLAN

The Casselman-Steele Heights Outline Plan is one of the guiding document presently in existence which affects the plan area. In effect since 1971, the Outline Plan identifies the Miller Neighbourhood as a primarily residential neighbourhood unit, bisected only by the 144 Avenue arterial roadway.

The Outline Plan identifies a neighbourhood centre to be located at

approximately the geographical center of the Miller Neighbourhood. The uses in the neighbourhood centre include a school, church, service station and various park forms. The Miller Plan generally conforms with the intent of the Outline Plan with the following exceptions:

- The 144 Avenue arterial will be discontinuous through the neighbourhood at the direction of the City Transportation *and Streets* Department. The neighbourhood collector carrying the non-business uses in the neighbourhood connects with 144 Avenue while not connecting to Manning Drive.
- The neighbourhood centre (school site and recreation area) has been conveniently located in the neighbourhood and is made accessible for pedestrian and vehicular traffic, in particular, public transit.
- A neighbourhood commercial opportunity has been added in order to take advantage of the excellent opportunities afforded by 144 Avenue at the entrance to the neighbourhood.

Amended by
Editor

4.3 LAND USE BYLAW

The Edmonton Land Use Bylaw presently designates the land as AG and AGU (Agricultural and Urban Reserve Districts). Prior to development, redistricting will occur which will correspond to the development proposed and will be in accordance with the City of Edmonton Land Use Bylaw 5996 as amended.

4.4 MAJOR COMMERCIAL CORRIDOR OVERLAY

A portion of the plan area falls within the Fort Road/Manning Freeway Major Commercial Corridor Overlay of the City of Edmonton Zoning Bylaw. Development within this area will be in accordance with the requirements of the Overlay, except for residential and residential-related uses in the Mixed Use Institutional and Business Area.

Bylaw 13126
July 8, 2002

4.5 SUBURBAN INVESTMENT STRATEGY

A Suburban Investment Strategy has been prepared by the City of Edmonton which evaluates the principles and actions associated with accommodating suburban growth in the City of Edmonton. Relevant principles established for neighbourhoods identified in the strategy are as follows:

1. That new neighbourhoods should be contiguous with adjacent completed neighbourhoods.
2. That new neighbourhoods are necessary in order to meet potential

servicing forecast shortfalls within the appropriate sector.

3. That funding be in place to provide for the required infrastructure or that the developer is responsible for all costs associated with the required infrastructure.
4. Adjacent neighbourhoods be completed or nearing completion whenever possible prior to the development of new neighbourhoods.

The Miller Neighbourhood satisfies all the above criteria in that it is situated on an area of land that is surrounded by both hard and soft services necessary to establish a neighbourhood.

Storm, sanitary, water, gas, power and transportation services all exist at the periphery of the neighbourhood. Transit service already runs down 50 Street and 137 Avenue, therefore extension into this neighbourhood is easily accommodated. All other soft services; police, fire, etc., are easily extended to accommodate this neighbourhood as the surrounding area has already dictated the demand for these services. The Miller Neighbourhood exemplifies the type of neighbourhood that the Suburban Investment Strategy requires.

5.0 LAND USE

The Land Use Concept provides for essentially four types of development; residential, business, park and neighbourhood commercial. The predominantly residential land use will be concentrated in the northern portion of the plan area, with two areas for neighbourhood commercial and business employment in the south. An approximate 1.0 hectare neighbourhood commercial component is proposed at the south end of the residential sector of the plan and acts as a transition between the business and residential uses.

5.1 RESIDENTIAL

The residential component will consist of low to medium density residential development. Dwelling units will consist of single detached, semi-detached, linked row housing, stacked row housing, and low rise apartment housing projects. It is anticipated that densities will range between 25 and 50 dwelling units per hectare. The residential component will be compatible with land uses to the west which consist primarily of ground related multiple family residential and single detached residential development.

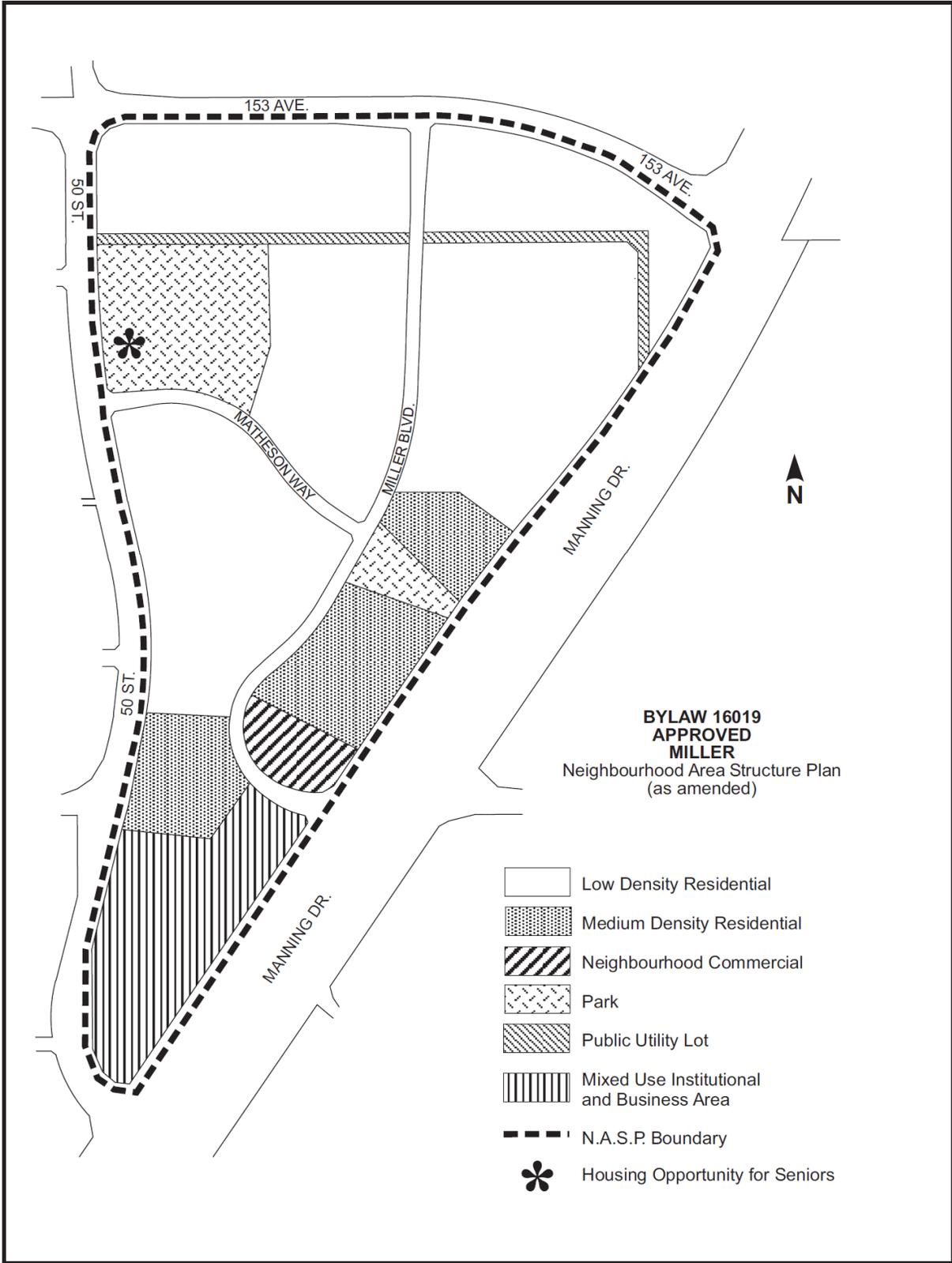
Attention will be paid to the buffering of the residential area where it abuts Manning Drive. Buffering is anticipated to be a 1 metre high berm with a 1.8 m solid wood screen fence.

Approximately 41.00 hectares of residential land has been provided within the plan area. It is estimated that the area will support approximately 1,239 dwelling units with a population of 4,096 people (see Appendix A - Land Use Statistics). It should be noted that the plan complies with the unit mix guidelines of Council and, as such, the low density residential uses comprise 65% of the proposed dwelling units, with the multiple density residential uses comprising 35%.

5.2 MIXED USE INSTITUTIONAL AND BUSINESS AREA AND NEIGHBOURHOOD COMMERCIAL SITE

Bylaw 13126
July 8, 2002
(entire Section 5.2)

The southerly portion of the neighbourhood contains a Mixed Use Institutional and Business Area which is located between 50 Street and Manning Drive, north of 140 Avenue, and a Neighbourhood Convenience Commercial Site which is located at the entrance to the neighbourhood on the northwest corner of 144 Avenue and Manning Drive. The Mixed Use Institutional and Business Area comprises approximately 5.9 hectares



(Bylaw 16019, October 17, 2012)

and the Neighbourhood Convenience Commercial site is approximately 1 hectare in size. Development of these sites will be in conformance with the MCC Overlay to ensure that development within the area is visually attractive and due consideration is given to pedestrian and traffic safety.

The Mixed Use Institutional and Business Area is designated on Figures 6 through 11 of this Plan as MU, and is composed of two primary land use components: institutional and government uses, and low intensity commercial and light industrial business uses. These institutional, business, service and associated uses will be developed under (US) Urban Service Zone and Direct Control Provision ensuring a high quality appearance, and compatibility and sensitivity to adjacent residential uses.

The Mixed Use Institutional and Business Area will allow institutional and government uses including government and emergency services, health facilities, medical services and associated seniors' accommodation. This area will also allow low intensity business uses including retail, office, automotive, entertainment, warehouse, civic, institutional and other associated uses.

The Mixed Use Institutional and Business Area will be accessed from the internal neighbourhood collector roadway which connects to Manning Drive via a signalized all-directional intersection at 144 Avenue. An all-directional access will be provided to the Mixed Use Institutional and Business Area along 50 Street at the appropriate mid-way point of the area adjacent to 50 Street.

The Neighbourhood Convenience Commercial site takes advantage of excellent access opportunity, as well as providing a transition between the Mixed Use Institutional and Business Area to the south, and the residential component of the plan.

Given the location, accessibility and patterns of surrounding land uses, the designated Mixed Use Institutional and Business Area is well situated to provide for the future institutional and business needs of the Miller neighbourhood and surrounding area. Furthermore, given the future growth patterns in the area and to the northeast of Edmonton, the area is attractive for uses in the near and mid term. Servicing from adjacent infrastructure will allow the Mixed Use Institutional and Business Area to develop independently of the residential portion of the Miller Neighbourhood.

The demands for new types of business land uses are emerging in the Edmonton area and merchandising has become a highly specialized industry which continues to find better ways to attract customers.

Commercial developers and realtors have recognized this site as a prime opportunity to serve the business industry, being an attractive setting, cost effective and highly convenient to the customers with excellent access.

5.3 SCHOOL

Bylaw 13126
July 8, 2002

Student generation statistics for the plan area (Appendix A) indicate a demand for development of an elementary school in this neighbourhood. The school will be a public elementary school with associated neighbourhood recreational uses.

5.4 PARKS AND OPEN SPACE

The open space system of Miller will provide for a wide array of site uses, including passive and active recreation associated with the school site, maintaining of an open space corridor and a wetland restoration and recreation area. Wherever practicable, existing valuable vegetation will be relocated within the park and open space system within public and private lands at appropriate locations.

5.4.1 Naturalized Passive Park

This 1.0 hectare Municipal Reserve site adjacent to the medium residential portion of the plan area will provide a significant park amenity for the Miller Neighbourhood. It is proposed that this park take on a "natural" concept with the creation of an aesthetic wetland feature. This wetland feature would serve the passive recreational needs of residents by being a visual viewpoint, as well as an educational opportunity for people to learn about nature through "hands-on" experience right in their own neighbourhood. This park space would be enhanced with walkway paths adjacent to the wetlands. The walkway paths would provide a pedestrian link for those residents living further away from the park.

In order for the proposed wetlands area to sustain a diverse range of natural habitat which will be aesthetically pleasing, there must be provision for water recharge. This will be accomplished by routing stormwater from the minor storm system through the wetland to the proposed stormwater management facility located in the Manning Drive right-of-way. In addition to providing the necessary water to enable the plant life to thrive, the stormwater quality will be improved by the filtration and sedimentation processes of the wetland habitat. Urban stormwater has been shown to contain a number of impurities, and a properly constructed wetland system is a proven means of effectively enhancing water quality prior to discharging to downstream systems. It is important to note that this site is being proposed for stormwater

conveyance only, and will not be used for volume storage of storm runoff. By incorporating a wetland area within this central park area, this neighbourhood is also addressing the growing concern of costs to the City of Edmonton for maintenance of open spaces. In particular, this park, with a reduced grassed area, will require less mowing. The wetland itself by being properly constructed and receiving water recharge from the storm system, will also be low in maintenance requirements.

This proposed concept recognizes that parks should be more than wide-open, grassed spaces and that a wetland feature will provide an amenity which will be unique to this neighbourhood.

The concept of a constructed wetland park has been successfully implemented in Sherwood Park, but will be unique within the City of Edmonton, and must be done to the satisfaction of the *Community Services Department* as well as the *Drainage Services Branch*. In particular, the detailed design of the park must address the following issues:

Amended by
Editor

- The outlet at the east end of the park, conveying water to the Manning pond, must be sized to ensure that no water will be stored within the park site in rainstorms (i.e. the wetland park must not show any significant rise above normal water level).
- The minor storm inlet and contributing basin area must be sized as such to allow enough water to enter into the wetland area to sustain the natural habitat. Conversely, it must not allow too much stormwater into the wetland which would result in an "overloading" of sedimentation and chemicals into the wetland and thus damaging the ecosystem. Based on the final detailed design needs of the park, the amount of minor storm system flow can be controlled by either limiting the size of the contributing basin, or reducing the inflow pipe to accept only a portion of minor storm flows (the remaining flows would be diverted either north or south into the Manning ponds). The Neighbourhood Designs Report outlines the drainage scheme.
- The design must incorporate long-term maintenance concerns, such as sedimentation removal, ease of access for equipment for maintenance and emergencies, and erosion control.
- The design of the wetland park must also address safety concerns, especially with respect to water velocity during rainstorms and water depths. Consideration will also be given to sightlines from the roadway and adjacent residences to discourage vandalism.

The Miller Owners will be responsible for the cost of design and construction of this 1.0 ha wetland amenity park.

5.4.2 Utility Right-of-Ways

Within the northern portion of the Miller Neighbourhood is the *right-of-way Plan 3604 H.W.* traversing the plan area from east to west.

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Editor

An existing hedgerow is located within the eastern half of the plan adjacent to the pipeline right-of-way. The *Community Services Department* has assessed the trees and have determined that they do not merit retaining as part of the M.R dedication. The hedgerows may be retained in the rear of future back yards backing onto *right-of-way Plan 3604 H.W.* This will be examined in the engineering design in order to design the grading such that the trees are retained if deemed appropriate by the owner/developer. It should be noted that the existing vertical culvert located within the right-of-way and containing a block valve for the pipeline, must be maintained and properly protected.

Amended by
Editor

The *corridor defined by right-of-way Plan 3604 H.W.*, to be designated as a Public Utility Lot, will serve as an east-west pedestrian linkage.

Amended by
Editor

The pipeline located in the south right-of-way (Plan 2132 H.W.) is abandoned, with the pipe having been purged and capped. The owner of this abandoned line has indicated there is no requirement to remove this pipe. The easement covering this line will be discharged when development proceeds.

Amended by
Editor (private
corporation's
name removed)

5.4.3 Walkway Linkages

The final component of the open space system will consist of functional walkway connections linking the various land use components of the plan. These walkway systems would also link the naturalized park and amenity feature with the major walkway system contained within the utility right-of-way to the school park site. This would also serve as a functional pedestrian linkage throughout the neighbourhood to enhance public transit elements.

5.5 EXTERNAL TRANSPORTATION NETWORK

The triangular shaped Miller Neighbourhood is bounded by three existing arterial roadways; 50 Street, Manning Drive and 153 Avenue. The following outlines the current and future cross-sections for roadway networks adjacent to the site:

1. **50 Street** - the existing 50 Street arterial roadway is a two-lane cross-section which is channelized at all existing intersections (144 Avenue, 146 Avenue and MacLeod Avenue). 50 Street, immediately south of 153 Avenue in the channelized section, widens to the ultimate four-

lane divided cross-section with channelization for left and right turn movements. In the future, 50 Street will be twinned with an additional two lanes when traffic volumes dictate.

2. **153 Avenue** - this arterial roadway exists as a two-lane undivided cross-section along the top northern boundary of the plan. The two lane cross-section is constructed in the southern half of the right-of-way and represents one half of the ultimate four-lane divided facility. This roadway is also channelized at the intersection of Manning Drive. As with 50 Street, this roadway will be twinned with an additional two lanes in the northern half when traffic volumes dictate.
3. **Manning Drive**- Manning Drive exists adjacent to the east boundary of the site as a four-lane divided cross-section with signalized intersections at 144 Avenue, 153 Avenue and 50 Street. The ultimate cross-section of this section of Manning Drive will result in the addition of one southbound lane and one northbound lane. This expansion will be constructed when traffic volumes dictate. At one time it was proposed that Manning Drive in this location be a grade separated roadway, however, in approximately 1987 the Transportation *and Streets* Department philosophy changed for this section of roadway to maintain the at-grade cross-section that exists today. Therefore, the land located between the two lanes (northbound/southbound) will be utilized for stormwater management for both the Miller Neighbourhood as well as Manning Drive. This is discussed further in Section 6.0.

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Editor

5.6 INTERNAL TRANSPORTATION NETWORK

Figure 7 illustrates the internal roadway network. This roadway network will intersect the adjacent roadways at:

- 50 Street south of McLeod Road (all-directional)
- 153 Avenue between 50 Street and Manning Drive (all-directional)
- Manning Drive at 144 Avenue (all-directional)

The proposed collector network within the neighbourhood will provide easy access to the three external arterial roadways. The collector will also be utilized to provide all-directional access from Manning Drive to the *Mixed Use Institutional and Business Area* and Neighbourhood Commercial Site. The proposed alignment of the collector roadway will allow the existing intersection configuration at 144 Avenue and Manning Drive to remain in place. The Traffic Impact Assessment will address traffic control needs at the intersections with 50 Street and 153 Avenue.

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July 8, 2002

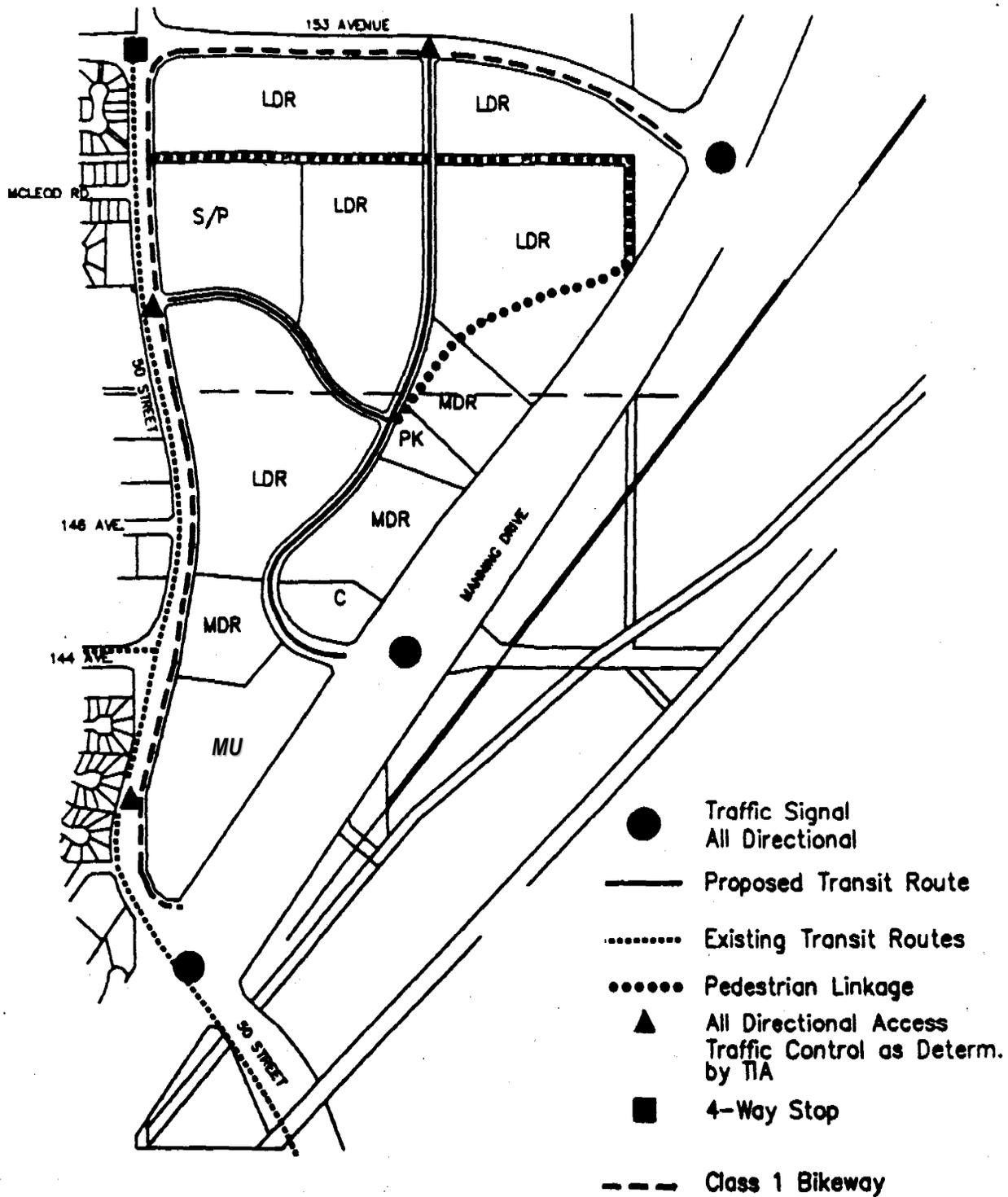
It should be noted that direct access from the medium density residential

sites to Manning Drive will not be permitted. In addition, a drop-off bay to the satisfaction of the City of Edmonton will be required along the collector roadway fronting the school site.

It is proposed that the transit routes in the Miller Neighbourhood be located on the collectors from 153 Avenue to Manning Drive at 144 Avenue. As shown on Figure 7, this transit route will accommodate the requirement of a maximum of 400 metre walking distance to the bus route from any component of the neighbourhood, as well as providing bus service to the proposed school site. In addition to this, external bus service is currently provided on 50 Street south of McLeod Road and may be provided on 153 Avenue and the remainder of 50 Street in the future.

Internal pedestrian linkage will be provided through walkway connections, roadway sidewalks, and the east-west pipeline corridor.

The internal roadways will also be utilized to provide a Class 3 bicycle network, providing easy cycling access to all points of the neighbourhood. In addition, a Class 1 bicycle facility will be required along 50 Street and 153 Avenue.



IMC
 Consulting
 Group



0 50 100 200m

**TRANSPORTATION
 SYSTEM**

Figure 7*

***Bylaw 11116 September 11, 1995, as amended by Bylaw 13126 July 8, 2002**

6.0 SERVICING

6.1 STORM DRAINAGE SYSTEM

The storm drainage system for the Miller Neighbourhood was reviewed in the *Storm Water and Sanitary Studies - Clareview* completed by Reid Crowther and Partners in November 1990. This report indicated that the Miller Neighbourhood would require an onsite stormwater management facility, with a maximum discharge of 0.035 cubic meters per second per hectare to the storm system located in Clareview Town Centre.

Concurrent with the submission of this Neighbourhood Area Structure Plan, IMC Consulting Group Inc. is preparing a Neighbourhood Designs Report for the Miller area. During the technical review for that report, it became apparent that stormwater management could be achieved completely within the available area between the north and south lanes of Manning Drive. Major storm events will be contained in two ponds within the Manning Drive right-of-way. One pond will be located north of 144 Avenue, the second pond south of 144 Avenue.

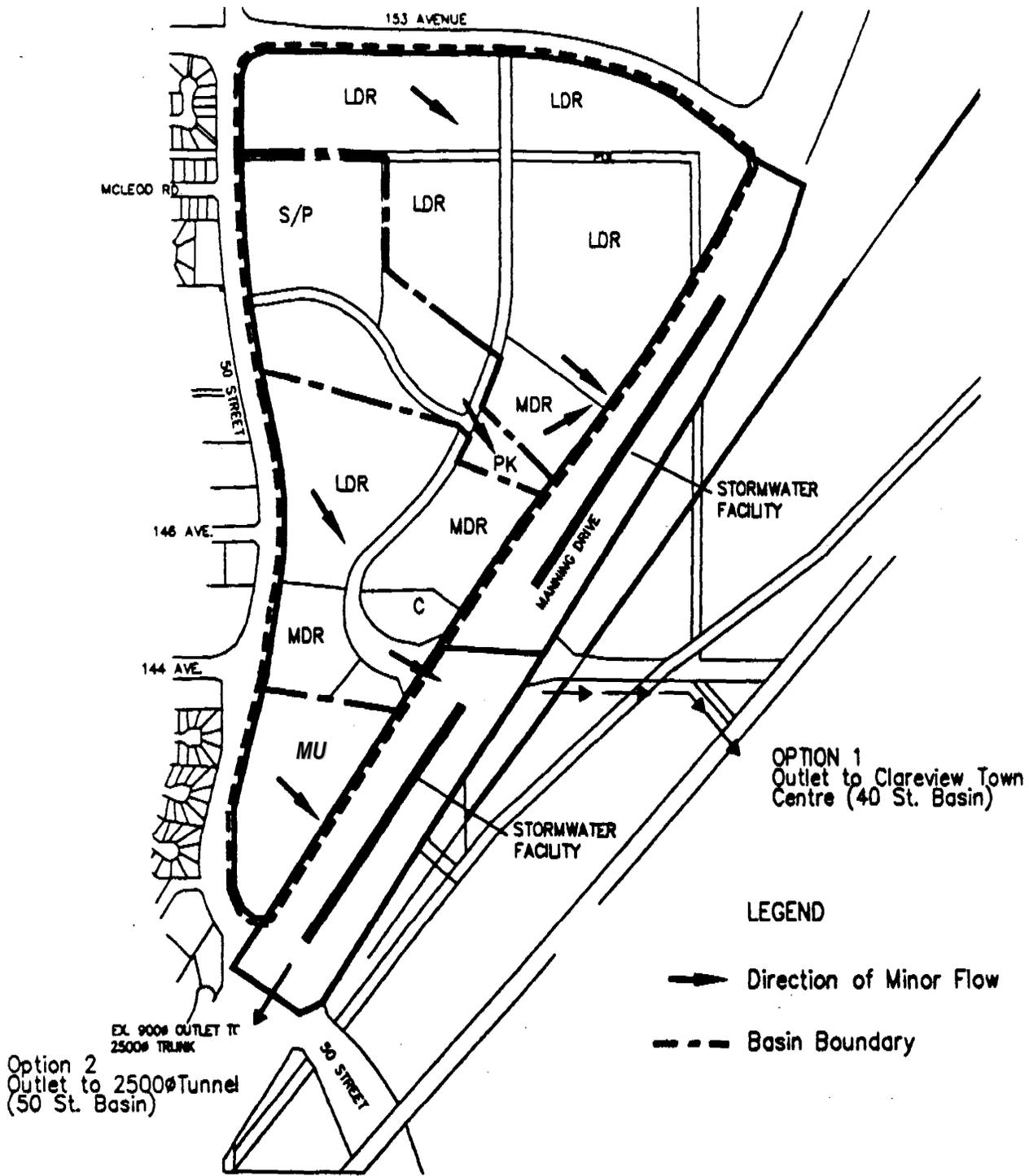
The Manning ponds must be designed to the satisfaction of the City of Edmonton's Drainage *Services* Branch, *Community Services* and Transportation and *Streets* Departments, to ensure that adequate safety and landscaping is provided.

Amended by
Editor

There are two options available for outletting the storm ponds. The first option would outlet the Manning ponds east into the 40 Street Conveyance system, in accordance with the Area Master Plan and currently approved drainage concepts. The second option would direct flows south into the existing 2500 mm tunnel at 137 Avenue, which is part of the 50 Street Drainage Basin. Both options ultimately direct storm flows into the Kennedale storm system.

Outlet of flows south into the 50 Street system (Option 2) has been shown to be technically feasible in the draft Miller Neighbourhood Designs Report, and is the preferred option of the Miller Owners. However, the final determination of whether Option 1 or 2 will be used is in the process of being reviewed and negotiated by the Miller Owners, the City Drainage *Services* Branch, and affected downstream Owners. It is important to note that the decision of either Option 1 or 2 will not affect the onsite storm servicing for the Miller Neighbourhood.

Amended by
Editor



Option 2
 Outlet to 2500mm Tunnel
 (50 St. Basin)

OPTION 1
 Outlet to Clareview Town
 Centre (40 St. Basin)

LEGEND

- ➔ Direction of Minor Flow
- - - Basin Boundary



STORMWATER
 SYSTEM

Figure 8*

*Bylaw 11116 September 11, 1995, as amended by Bylaw 13126 July 8, 2002

The wetland municipal reserve parcel in the Miller Neighbourhood will be finished utilizing naturalized landscaping and bio-engineering techniques. To support such a design and its necessary "wet" features, it will convey storm water through an open-channel / creek system to the storm facility in the Manning Drive right of way. Such a conveyance method not only provides for passive recreational opportunities and natural habitat, but may also enhance storm water quality prior to being discharged - downstream.

The draft Neighbourhood Designs Report provides the details of the storm water system design.

Figure 8 outlines the proposed storm system concept.

6.2 SANITARY SEWAGE SYSTEM

The sanitary sewage system for Miller Neighbourhood was also addressed in the 1990 Reid Crowther report. That report concluded that the majority of the Miller Neighbourhood would drain by gravity to the north to a new trunk sewer located on 153 Avenue. A 3.10 hectare portion at the south end would drain south to the existing 250 mm sewer on 50 Street near 144 Avenue.

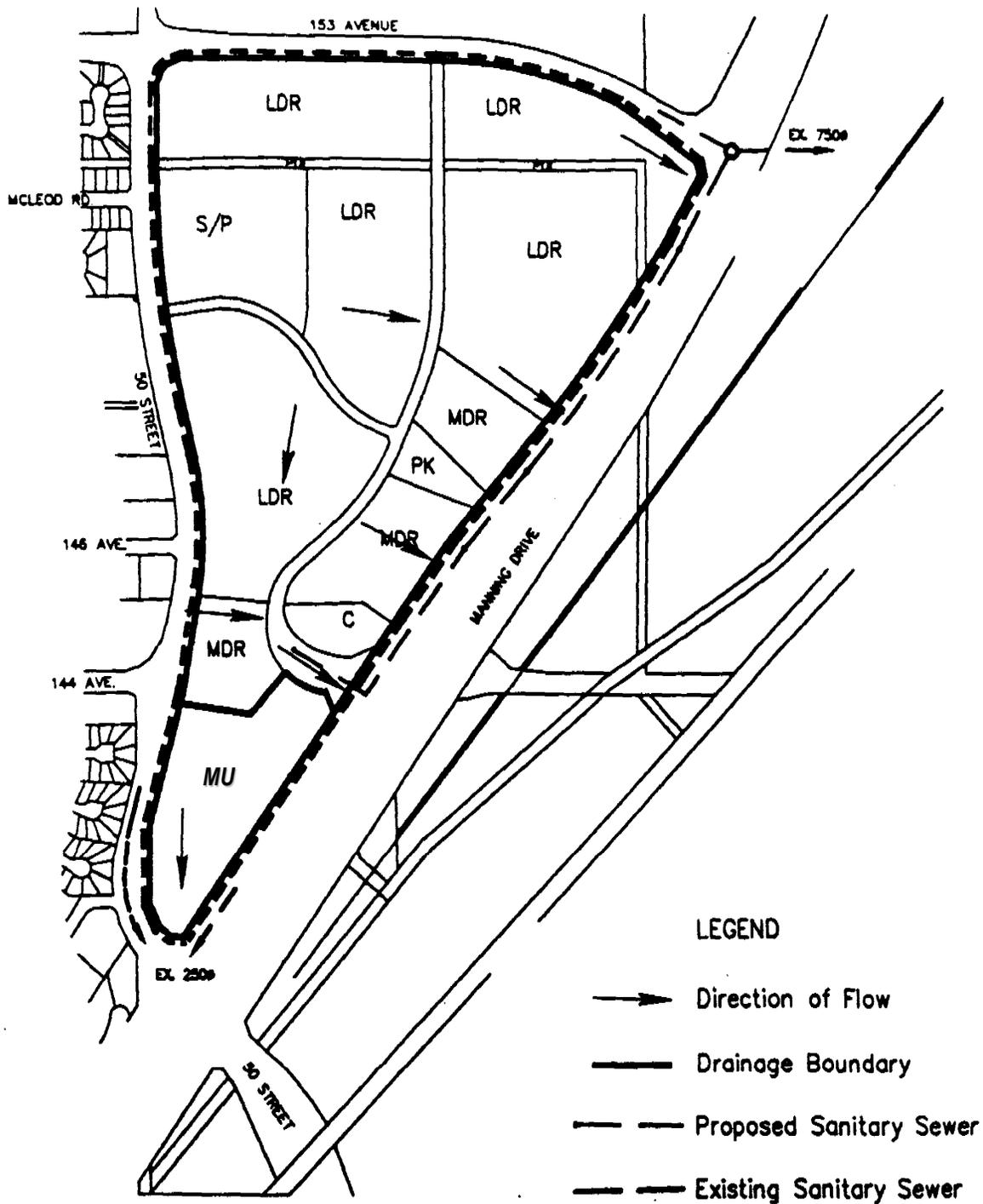
The proposed sanitary system from Miller Neighbourhood will generally conform to that outlined in the Reid Crowther report. However, the entire 5.9 ha business parcel at the south end will contribute sanitary sewage by gravity to the existing mains to the south.

Details of the proposed sanitary system are provided in the draft Neighbourhood Designs Report. Figure 9 shows the sanitary sewage concept.

6.3 WATER SYSTEM

A Water Network Analysis has been prepared by IMC Consulting Group Inc. As indicated in that report, sufficient pressures and flows can be met in this neighbourhood to meet City of Edmonton criteria. All necessary looping will be provided at the detail design level.

The preliminary layout of primary water mains within the Miller Neighbourhood is shown on Figure 10.



LEGEND

- Direction of Flow
- Drainage Boundary
- - - Proposed Sanitary Sewer
- Existing Sanitary Sewer

IMC
Consulting
Group

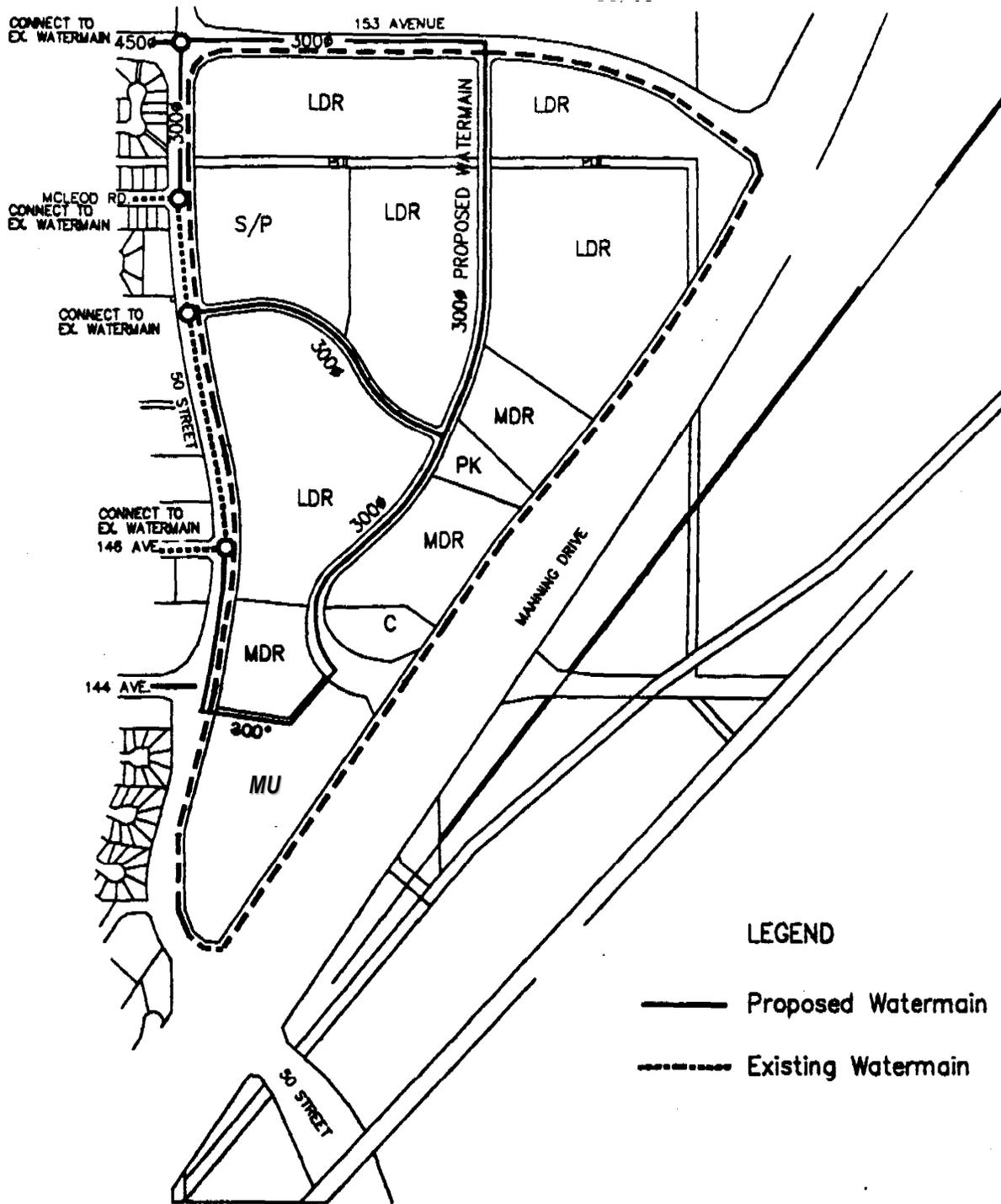


0 50 100 200m

SANITARY SEWAGE SYSTEM

Figure 9*

***Bylaw 11116 September 11, 1995, as amended by Bylaw 13126 July 8, 2002**



LEGEND

- Proposed Watermain
- - - Existing Watermain



WATER NETWORK SYSTEM

Figure 10*

***Bylaw 11116 September 11, 1995, as amended by Bylaw 13126 July 8, 2002**

6.4 SHALLOW UTILITIES

The Miller Neighbourhood can be easily serviced for power, telephone, gas and cable from existing utilities adjacent to the site.

A private corporation has noted that *telecommunications* servicing will be provided from 144 Avenue and 50 Street, but that provision must be made in the plan layout to allow for the extension of their ductline to the 144 Avenue/Manning Drive intersection. In addition, *the private corporation* will require three 6 m x 10 m Public Utility Lots for the support of Full Service Telecommunications Network. One PUL will be required along the north property line of the *Mixed Use Institutional and Business Area*, the second PUL will be at the east park site, and the third PUL should be adjacent to the collector roadways immediately north of the *right-of-way Plan 3604 H.W.* *The private corporation* has also indicated temporary servicing from McLeod Road will be necessary if Miller develops in a north to south manner.

Amended by
Editor

Bylaw 13126
July 8, 2002

Amended by
Editor

7.0 IMPLEMENTATION STRATEGY

The implementation strategy involves the redistricting and subsequent subdivision and/or consolidation of the plan area into developable parcels. Such redistrictings, subdivisions, and/or consolidations will have due regard for the intent and purpose of this Structure Plan.

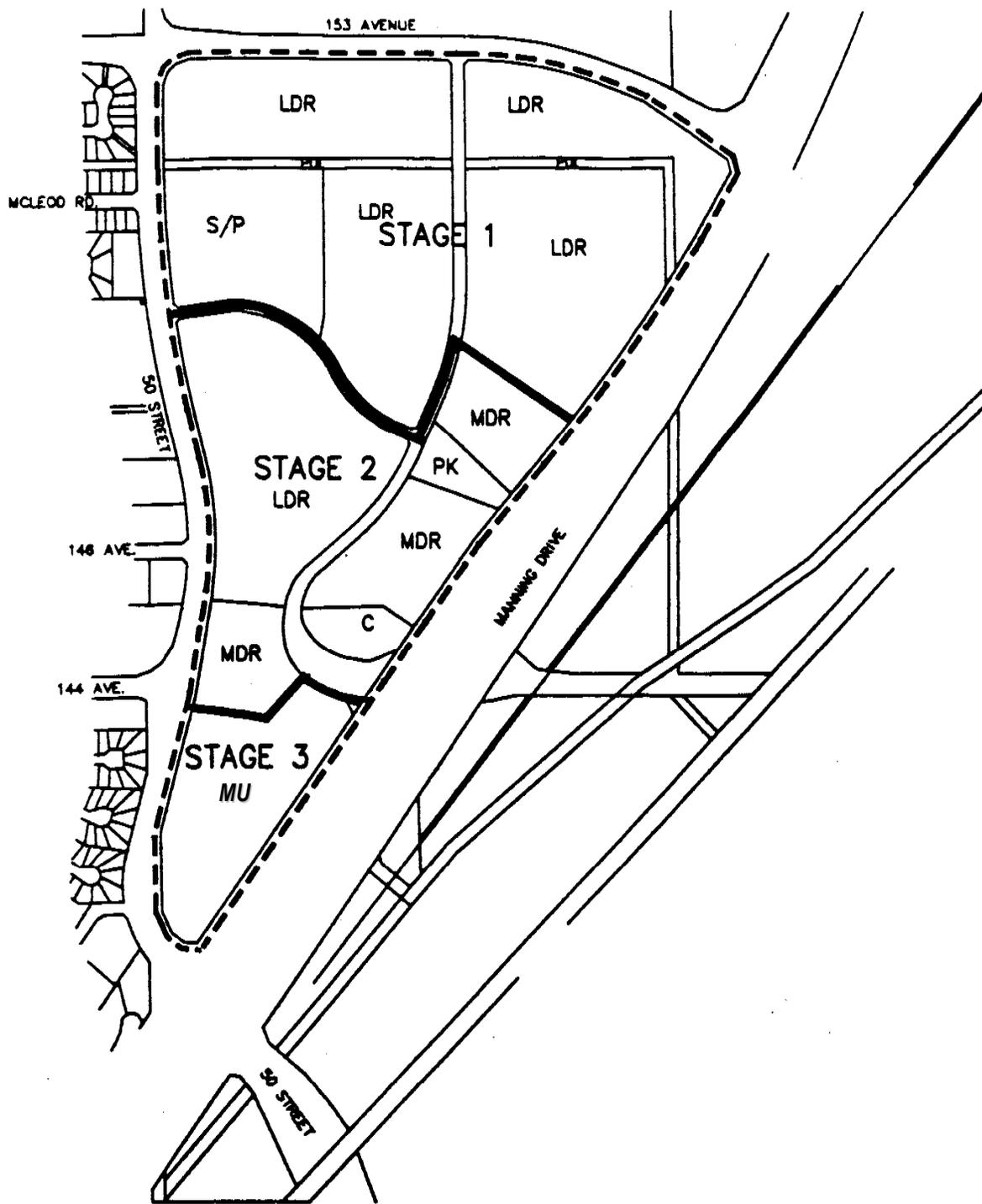
Staging of the plan will be as indicated on Figure 11. It is anticipated that development will generally occur from north to south to better access existing infrastructure and, therefore, minimize up-front costs. Exact staging of subdivisions within the general areas of development shown on Figure 11, will be subject to market conditions, as well as M.P.C. conditions to ensure proper levels of service will be maintained. It should be noted that much of the *Mixed Use Institutional and Business Area* can be serviced independently of the rest of the Miller Neighbourhood.

Bylaw 13126
July 8, 2002

Upgrading of the adjacent arterial roadways must take into account the following factors:

1. The arterial roadways will be staged dependent on the requirements of the Transportation *and Streets* Department at the time of subdivision.
2. The funding for adjacent arterial roadways will be based on City policies in place at the time of development.

Amended by
Editor



STAGING PLAN

Figure 11*

***Bylaw 11116 September 11, 1995, as amended by Bylaw 13126 July 8, 2002**

APPENDIX A

MILLER NEIGHBOURHOOD AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW 13126

		Area (ha)	% of GDA
Gross Area		65.63	
Pipelines		1.54	
Gross Developable Area		64.09	100.0
Low Density Residential		32.41	50.5
Medium Density Residential		8.58	13.4
Total Residential		40.99	63.9
School/Park		5.20	8.1
Park		1.00	1.6
Mixed Use Institutional and Business Area		5.90	9.2
Convenience Commercial		1.00	1.6
Circulation		10.00	15.6
Total Non-Residential		23.10	36.1
		% of Total Units	Population
	Units		
Low Density Residential	810	55.1	2,809
Medium Density Residential	429	29.2	1,287
Subtotal Residential	1,239	84.3	4,096
Institutional – Care Beds	130	8.9	130
Institutional – Seniors Housing	100	6.8	150
Subtotal Institutional	230	15.7	280
TOTAL	1,469	100.0	4,376

Density: 68.28 persons per gross hectare
Housing Mix: MDR (44.9%) / LDR (55.1%)