

York Neighbourhood Area Structure Plan

Office Consolidation March 2006

Prepared by:

*Planning and Policy Services Branch
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City of Edmonton*

Bylaw 7064 was adopted by Council in February 1983. In March 2006, this document was consolidated by virtue of the incorporation of the following bylaws:

Bylaw 7064 Approved February 22, 1983 (to adopt the York Neighbourhood Area Structure Plan)
Bylaw 8199 Approved April 22, 1986 (to replace the entire text of the plan)
Bylaw 9916 Approved December 10, 1991 (to redevelop the St. Mary's Boy's School site, located in the southwest portion of the plan area)

Editor's Note:

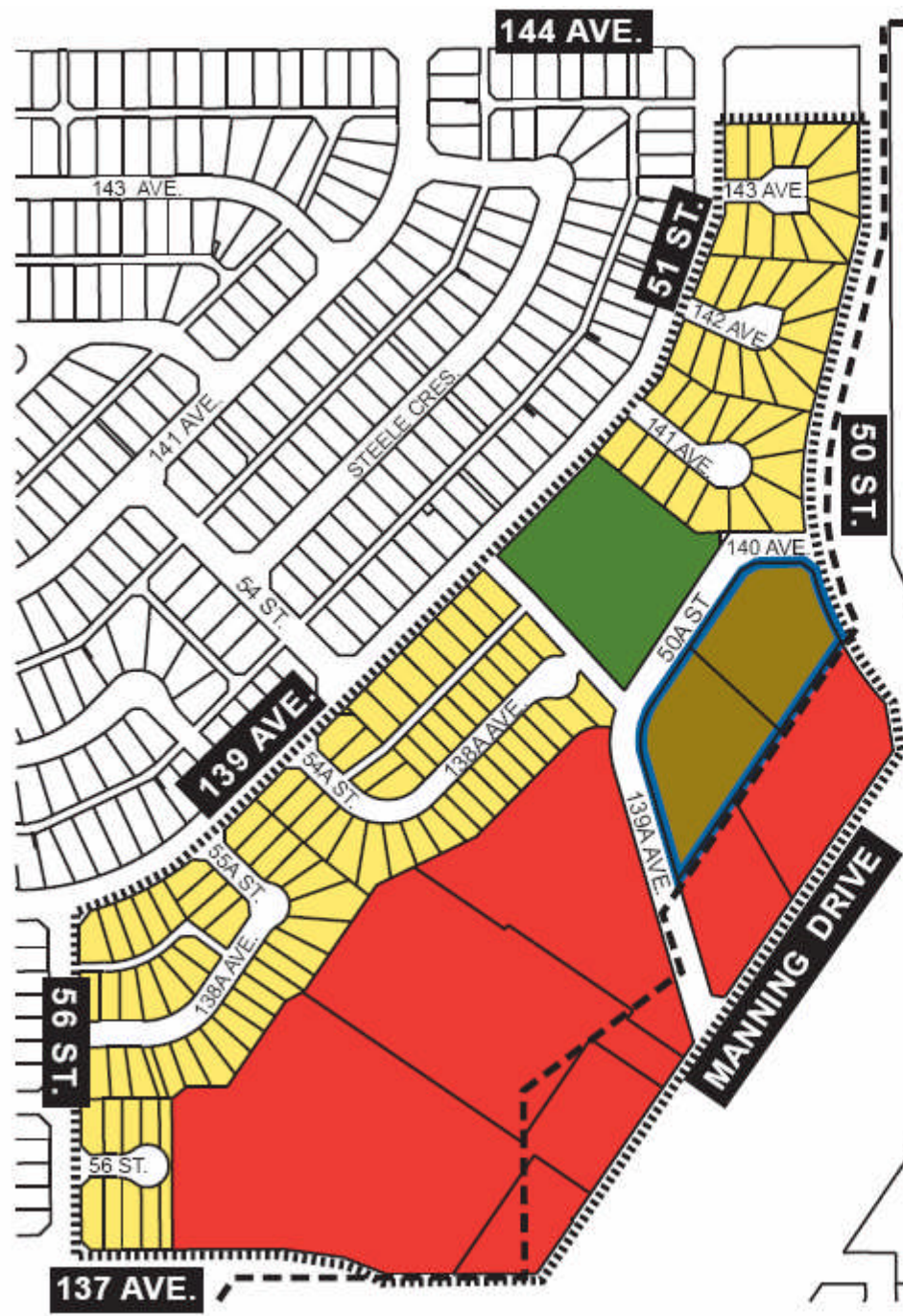
This is an office consolidation edition of the York Neighbourhood Area Structure Plan, Bylaw 7064, as approved by City Council on February 22, 1983.

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

**BYLAW 9916
YORK
NEIGHBOURHOOD AREA STRUCTURE PLAN
(as amended)**



- Single Family Residential
- Low Rise Apartment
- Site Specific Development Control
Commercial / Office Development
- Park
- Major Commercial Corridors
Overlay Boundary
- N.S.P. Boundary
- Boundary of Amendment



YORK NEIGHBOURHOOD
AREA STRUCTURE PLAN

HISTORY

The York Neighbourhood Area Structure Plan, As Amended (Bylaw 7064) was approved by City Council on February 22, 1983. This plan recommended, among other things, that the area be subdivided by a replotting scheme due to the multiple land ownership in the area and because the configurations of the individual land parcels and the alignment of the existing road rights-of-way would not accommodate the orderly and efficient development of the area. On July 9, 1985, City Council passed a resolution authorizing the preparation of the replotting scheme. When preparing the replotting scheme it was decided that the Neighbourhood Area Structure Plan should be amended to accommodate revised plan boundaries as well as changes to the land use concept approved for the area based on requests from the registered land owners and a re-evaluation of the originally approved Neighbourhood Area Structure Plan. *In December 1991, Council approved the amendment to allow for the redevelopment of the St. Mary's Boy's School site, which ceased academic operations in June 1991.*

Bylaw 9916
December 10, 1991

EXISTING CONDITIONS

The plan area, which is vacant, encompasses an area of 10.58 ha and is located north of Manning Freeway, west of 50 Street. It occupies the easterly portion of the existing York Neighbourhood of the Steele Heights District. As such, it is bounded to the west by an established low density single family neighbourhood. The large vacant area to the east is the subject of the proposed Casselman/Steele Heights Extension Area Structure Plan. This plan makes provisions for a large central industrial business park with highway commercial uses along Manning Freeway and low density residential development west of 50 Street, south of 153 Avenue. The land parcels abutting the plan area to the north and southwest are occupied by a church and private school, respectively. *These parcels are being redeveloped to include single detached residential housing and a shopping centre.* The plan area is in relatively close proximity to the Clareview Light Rail Transit Station which is located directly east of the 50 Street overpass, north of 137 Avenue.

Bylaw 9916
December 10, 1991

In terms of natural features, the plan area gradually slopes in a southeasterly direction. It is primarily covered by native grasses with small scattered stands of trees in the northern portion of the plan area.

DEVELOPMENT OBJECTIVES

The development objectives for the plan area have been established on the basis of the existing conditions and site constraints, the surrounding existing and proposed land uses, its proximity to major transportation routes and facilities, and the policies and objectives of the General Municipal Plan.

In light of the above, the following development objectives have been formulated for the plan area:

1. To provide for the most appropriate land uses, taking into consideration the adjacent low density residential area to the west, the development opportunities and constraints afforded by Manning Freeway and 50 Street, and the advantages of being located in close proximity to a light rail transit station and a future employment centre (the industrial business park to be located directly east of the plan area).

2. To provide a roadway/access system that will minimize traffic generation on the adjacent local roadways as well as minimize the interruption of traffic flows on Manning Freeway and 50 Street.
3. To ensure that the type and distribution of uses comply with the policies and objectives of the General Municipal Plan, to the extent possible, considering the constraints and opportunities associated with the plan area.
4. *To maintain and protect as much of the substantial tree growth adjacent to 56 Street and 139 Avenue by backing or flanking virtually all new lots onto these roadways and limiting access to one point only from each of these roadways.*
5. *To mitigate the intrusion of commercial related traffic into the local residential roadways.*

Bylaw 9916
December 10, 1991

THE PROPOSED CONCEPT PLAN

The proposed concept plan has provided a distribution of land uses as well as a roadway/access system that achieves the above development objectives. The proposed land use concept map (attached) designates a range of residential uses in the western, northern and central portions of the plan area with commercial/office uses adjacent to Manning Freeway. *A community scale shopping centre (approximately 7.5 ha) will be located at the southwest corner of the plan area, and will be implemented by Site Specific Development Control Provision (DC2). The shopping centre will contain approximately 20,000 sq.m. – 22,500 sq.m. of floor area, in a strip-type, open configuration. The primary tenants will include a major food store, and a drug store, as well as various retail, office and dining opportunities. Access to the shopping centre will be from 137 Avenue and Manning Drive.*

Bylaw 9916
December 10, 1991
Amended by Editor

Residential densities are lowest adjacent to 51 Street and 139 Avenue (single detached residential development). Densities increase in the central portion of the plan area (medium density multiple family housing), with the highest residential density (low rise apartment development) abutting the area designated for commercial/office uses along Manning Freeway.

Bylaw 9916
December 10, 1991

A public park site will be located adjacent to 51 Street, at approximately the midpoint of the plan area's western boundary.

A 1.8 m uniform screen fence will be required on the rear property lines of those single detached dwellings that will abut 50 Street, for the purpose of enhancing the appearance of this area from 50 Street and to visually screen this arterial from these residential lots. To enhance the appearance of the remaining properties abutting both 50 Street and Manning Freeway, landscaping treatment will be required as shown on the attached Land Use Concept Map. *The single detached homes north of the shopping centre will be separated from the commercial uses to the south by a 15 metre, landscaped buffer, comprising a 1 metre earth berm and a 1.8 metre screen fence. This buffer will comprise 7.5 m of residential rear yard, with the berm and fence centred on the common property line and the remaining 7.5 m of landscaped yard within the commercial site.*

Bylaw 9916
December 10, 1991
Amended by Editor

No provisions have been made for a school site as both School Boards have indicated that the existing schools in the area can accommodate the expected increase in student population.

The following tables provide a breakdown of information associated with each land use:

PROPOSED LAND USES

(Bylaw 9916, December 10, 1991)

Land Use	Hectares	No. Of Units
Single Detached Housing (RF1)	6.2	90
Single Detached (Discretionary under RF6)	1.0	14
Low Rise Apartments	1.4	171
Community Shopping Centre (DC2)*	7.5	
Commercial/Office (DC2-94)	0.9	
Park	1.1	
Walkway/PUL	0.2	
Roadways	1.5	
TOTAL	19.8	275

* Area of shopping centre includes 0.5 ha surplus to 137 Avenue.

STUDENT GENERATION

(Bylaw 8199, April 22, 1986)

Land Use	No. of Units	Public Elementary	Public Jr. High	Public Sr. High	Separate Elementary	Separate Jr. High	Separate Sr. High
Single Detached Housing	47	16	6	4	12	4	3
Stacked Row Housing	120	24	6	6	12	4	4
Low Rise Apartments	263	23	8	8	12	4	4
TOTAL	430	63	20	18	36	12	11

RATIONALE FOR LAND USES

The proposed commercial/office uses have been located adjacent to the Manning Freeway in order to take advantage of this area's high visibility and accessibility, and to act as a buffer between Manning Freeway and the residential uses to the northwest. Through the application of a DC2 (*Site Specific Development Control*) Provision, the range of uses will be restricted to low intensity office and personal service uses, so that development in this area will be compatible

Amended by Editor

with the abutting low rise apartment development. The low rise apartment area west of 139 Avenue will be compatible with the abutting area to the north which has been designated for medium density multiple family housing as both uses will have a similar height restriction (4 storeys or 14 m) and will share a relatively short common boundary. Single detached residential development has been oriented towards 51 Street so that there will be a compatible relationship between this area and the low density residential neighbourhood to the west. The internal roadway/access system was designed so that only the single detached residential development on the western boundary of the plan area would have access to 51 Street, thereby minimizing the increase in traffic generation on this local roadway. The proposed 1.13 ha park has been centrally located to afford convenience access by the future residents of the area. This park will be created from the municipal reserves that will be dedicated in conjunction with the approval of the associated replotting scheme for the area.

The proposed distribution and type of uses comply with the policies and objectives of the General Municipal Plan related to land use compatibility, with the exception of the juxtaposition of the medium density multiple family housing and the single detached residential development located in the southwesterly portion of the plan area. The rationale supporting this incompatible relationship is that it was considered desirable to create a compatible relationship between development on the western portion of the plan area and the existing single family neighbourhood to the west, while at the same time providing a wider choice or mix of residential unit types as well as increasing the overall residential density in the plan area. This increase in density is appropriate considering the area's proximity to the Clareview Light Rail Transit Centre and the future employment opportunities that will be afforded by the proposed business industrial park to the east. There is a compatible relationship between the proposed medium density multiple family housing and the apartment housing to the south and east, as well as between the areas designated for apartment development and the proposed low intensity commercial/office development along Manning Freeway.

SERVICING

There are no problems anticipated in servicing the area, provided that the proposed easements, Public Utility Lot and walkway are provided as indicated. The walkway, in addition to serving the function of a walkway, will be used as a connecting utility corridor between 51 Street and the internal collector road. The City will either service the area, including the construction of the required roadways, with the costs being recovered on the basis of local improvement servicing charges, as per the uniform unit bylaw rates; or the registered owners may provide the required utility services and roads on the basis of a servicing agreement, which shall be prepared to the satisfaction of the relevant City Departments. Whichever option is utilized, the registered owners shall ultimately be responsible for all the servicing and roadway construction costs.

TRANSPORTATION

The areas designated for single detached residential development, *south of 51 Street*, will have access directly from 51 Street. *The single detached residential parcels located north of the shopping centre will be accessed by way of 56 Street and 139 Avenue. No lots will front onto either 56 Street or 139 Avenue in order to reduce the parking problem along these roadways.*

An internal collector road will provide access to the remaining properties, with a service road being provided off this collector to serve the area designated for commercial/office development. This service road format may be replaced by an auxiliary lane if it is considered to be appropriate and more cost effective at the time access must be provided to this area.

Bylaw 9916
December 10, 1991
Amended by Editor

Access to the shopping centre will be by way of 137 Avenue, Manning Drive and 50A Street, with no access being permitted to 56 Street or 139 Avenue. Access for the shopping centre will be as follows:

- *an all directional access located on 137 Avenue approximately 110m-120m east of 56 Street; this would require closure of the service road at the developer's expense;*
- *a right-in/right-out access to 137 Avenue approximately 20m from Manning Drive;*
- *a right-in/right-out access on Manning Drive;*
- *an all directional access on 50A Street.*

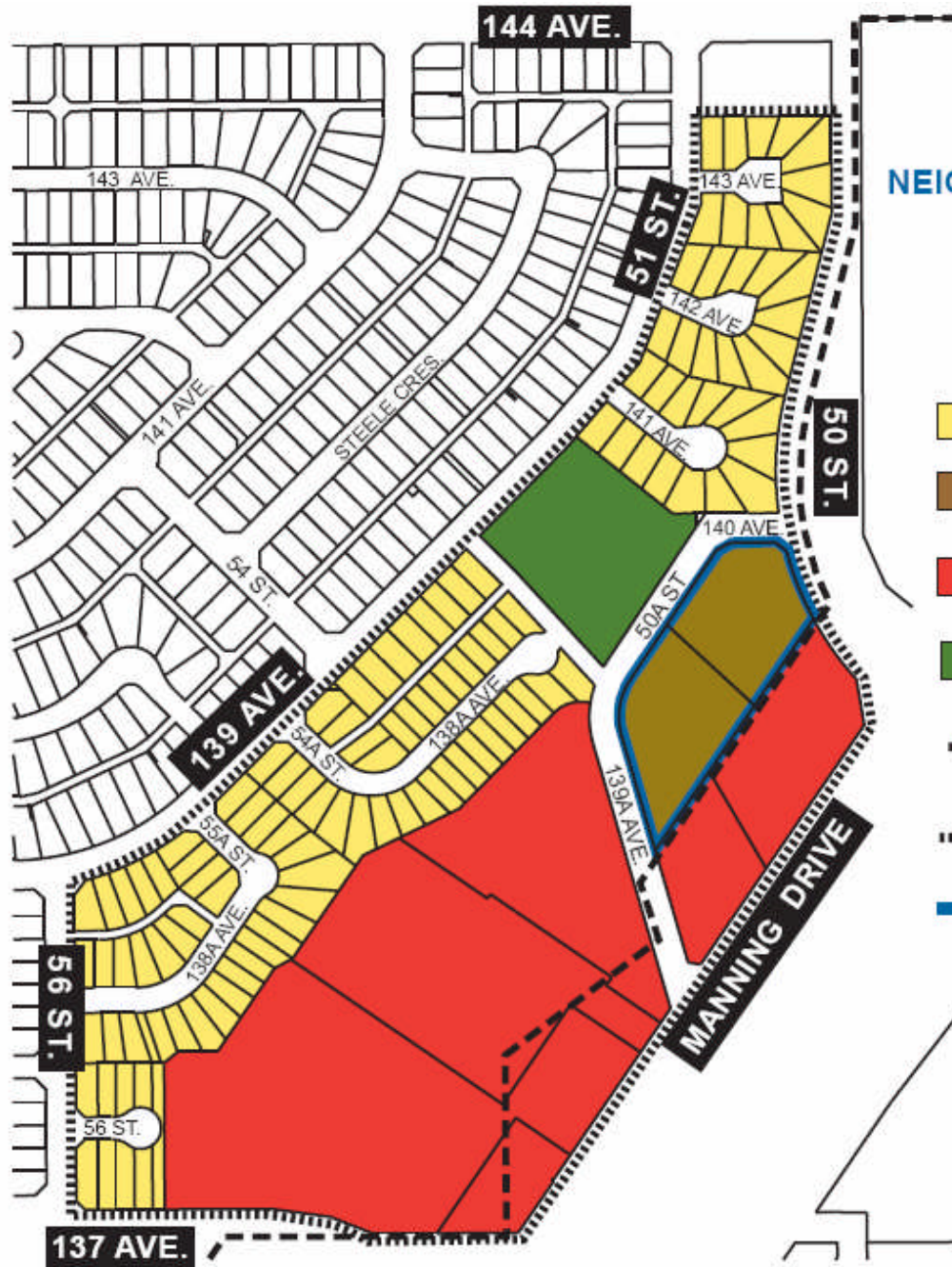
The intersections of the service road/collector and the collector/50 Street will be all-directional. The intersection connecting Manning Freeway with the internal collector road will be two-directional (right-in and right-out). No direct vehicular access to 50 Street from the single detached residential lots abutting this roadway shall be permitted. Direct vehicular access to Manning Freeway may also not be permitted. A 1.8 m solid uniform screen fence shall be required on the eastern property lines of those single detached residential lots which abut 50 Street.

The E.T.T.C. has further advised that noise attenuation devices are presently not required for those areas designated for residential development abutting 50 Street, as per the Urban Traffic Noise Policy. However, when 50 street is eventually developed to the standard of a six lane arterial and when Pilot Sound has completely developed, then the installation of noise attenuation devices will be required based on the Transportation Department's, projected noise calculations. According to these calculations, the anticipated noise level of 63.5 dBA would exceed the guideline of 60 dBA, pursuant to the Urban Traffic Noise Policy. The 50 Street right-of-way will have sufficient space to accommodate the construction of a noise wall.

IMPLEMENTATION

The proposed Amendment to the York Neighbourhood Area Structure Plan, As Amended will be implemented through the approval of the associated redistricting bylaw and subdivision by replotting scheme for the plan area.

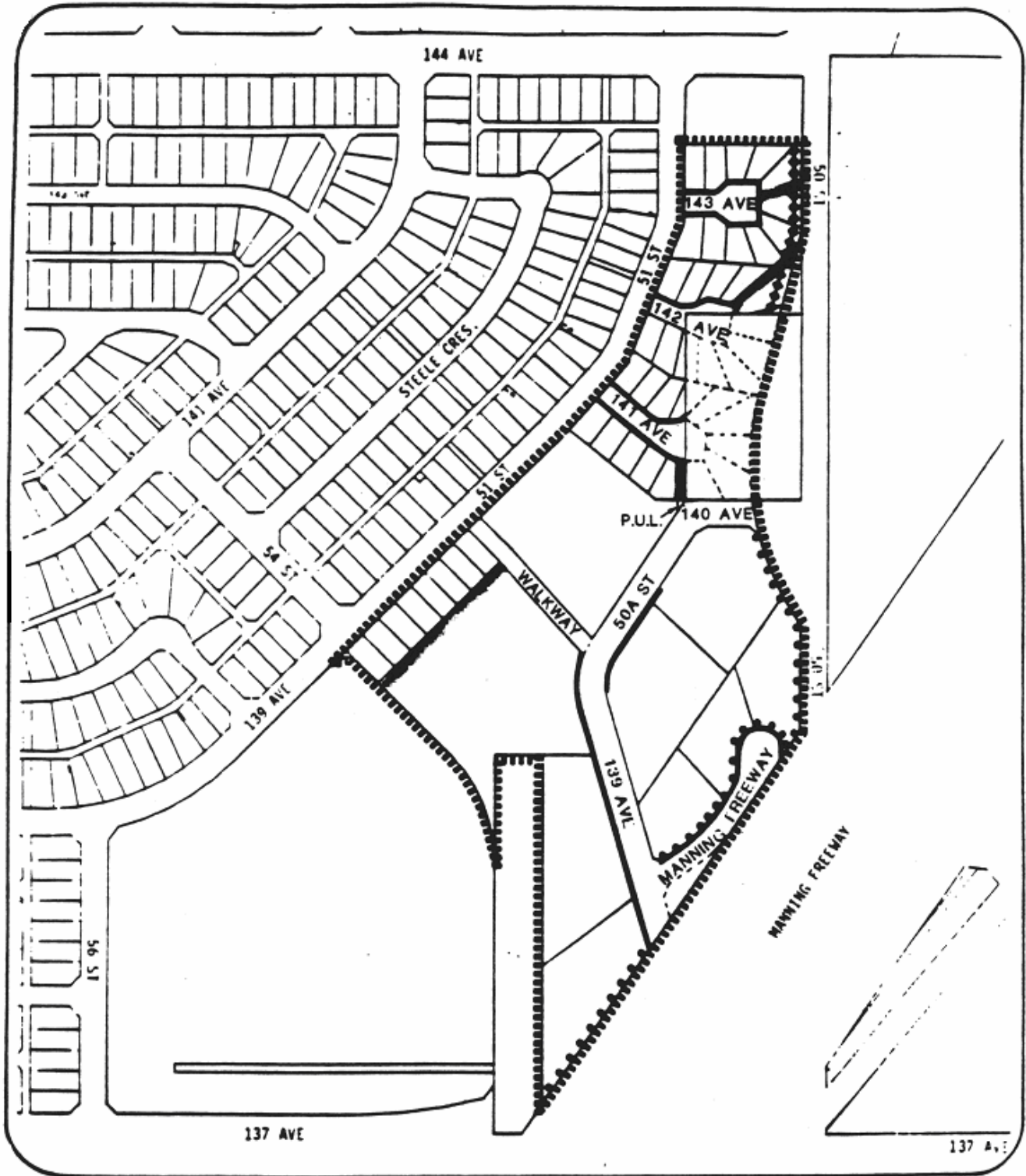
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Conditions Map (Bylaw 8199, April 22, 1986)



CONDITIONS MAP

- NORTHWESTERN UTILITIES EASEMENTS (2.5m IN WIDTH) 99 AT REAR PROPERTY LINE PER SERVICING STANDARDS MANUAL
- - - WATER & SANITATION EASEMENTS (6.0m IN WIDTH)
- 1.8m SOLID UNIFORM SCREEN FENCING
- - - LANDSCAPING TREATMENT



FILE: YORK NEIGHBOURHOOD AREA
STRUCTURE PLAN
DATE: MARCH 5, 1986