

Cashman Neighbourhood Area Structure Plan

Office Consolidation November 2023

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 13760 was adopted by Council in January 2005. In November 2023, this document was consolidated by virtue of the incorporation of the following bylaws:

Bylaw 13760 Approved January 24, 2005 (to adopt the Heritage Valley Neighbourhood 7A Neighbourhood Area Structure Plan)

Bylaw 14333 Approved March 7, 2007 (to amend the Heritage Valley Neighbourhood 7A Neighbourhood Area Structure Plan, bylaw 13760)

Bylaw 15731 Approved May 16, 2011 (to amend the southern neighbourhood boundary, reconfigure a collector roadway and right-in access, remove a stormwater management facility, increase the area designated for environmental reserve and Mixed Use development)

Bylaw 15975 Approved January 16, 2012 (to apply the approved name for the neighbourhood, reflect the associative road closure Bylaw 15974 change, and update relevant figures, statistics and figures)

Bylaw 16012 Approved February 27, 2012 (to reconfigure a stormwater management facility, remove a local roadway, and update the relevant figures and statistics)

Bylaw 19696 Approved May 18, 2021 (to remove the label for “Potential Road Connection between 103A Street and Service Road” from all relevant figures of the NASP)

Bylaw 20652 Approved November 6, 2023 (to amend the text, statistics, and figures of the NASP to replace the Highway Commercial designation with a Commercial designation)

Editor’s Note:

This is an office consolidation edition of the Cashman (Heritage Valley Neighbourhood 7A) Neighbourhood Area Structure Plan, Bylaw 13760, as approved by City Council on January 24, 2005.

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
Urban Planning and Economy



BYLAW 20652
CASHMAN
 Neighbourhood Area Structure Plan
 (as amended)

- | | |
|---|---|
|  Commercial |  Mixed Use - Residential / Commercial / Office |
|  Industrial Business |  Mixed Use - Industrial Business/Commercial/Office |
|  Park |  Top of Bank Walkway/Linkage |
|  Environmental Reserve |  Boundary of NASP |
|  Stormwater Facility |  Land Use Areas |

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

**CASHMAN
NEIGHBOURHOOD AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 20652**

	Area (ha)	% of GDA
Gross Area	60.42	
Environmental Reserve (including Top-of-bank Walkway)	14.29	
Top-of-bank Roadway	0.55	
Major Arterial Road (Calgary Trail)	0.97	
Major Arterial Road (Ellerslie Road)	0.70	
Gross Developable Area	43.91	100.00
Circulation	6.45	14.7
Stormwater Management Facilities	1.58	3.6
Municipal Reserve/Park	4.37	10.0
Total	12.40	28.2
Net Developable Area	31.51	71.8
Commercial	3.09	7.1
Industrial Business	1.22	2.8
Mixed Use– Industrial Business / Commercial/Office	23.20	52.8
Mixed Use– Residential/Commercial/Office	4.00	9.1

	Units*	% of Total Units	Population
DC1 – Residential/Commercial/Office	360	100.0	540
Total Residential	360	100.0	540

Population is based on 1.8 persons per unit.

* The future Mixed Use - Residential / Commercial / Office will generally comply with the RA7 Low Rise Apartment Zone with a density of 90 upha. It will be developed as a DC1 Zone to ensure appropriate uses that may incorporate minor commercial and business uses.

Cashman
Neighbourhood Area Structure
Plan (NASP)

Prepared for
Two Private Corporations (Amended by Editor)
Prepared by

UMA Engineering Ltd.
17007 - 107 Avenue
Edmonton Alberta T5S 1 G3
1560-129-00-01

August 2004

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20652,
November 6, 2023*

1.0 Introduction

1.1 BACKGROUND AND PURPOSE

On April 10, 2001, the Heritage Valley Servicing Concept Design Brief (HVSCDB) was adopted by Council Resolution. The HVSCDB is a development strategy for an extensive suburban area in south Edmonton as directed by Plan Edmonton. Heritage Valley is strategically located relative to major transportation routes, South Edmonton and the Edmonton International Airport. Blackmud Creek, MacEwan, Richford and Rutherford neighbourhoods are currently under development in Heritage Valley. The Ellerslie Road interchange at Highway 2 has been constructed and Ellerslie Road is currently being upgraded. The first stage of SESS, the Southeast Sanitary Sewer has been constructed west along Ellerslie Road to 111 Street.

The lands subject to this Neighbourhood Area Structure Plan (NASP) are in the northern portion of the identified Neighbourhood 7 in the HVSCDB. An amendment to the HVSCDB has been prepared for City Council's consideration concurrently with this Plan to divide the lands in Heritage Valley

Neighbourhood 7 into two separate neighbourhoods: *Cashman*, the northern portion, and Neighbourhood 7B, the southern portion. The boundaries of this Plan are congruent with the boundaries of the proposed *Cashman*. Bylaw 19696 May 18, 2021

The plan area is considered a logical planning unit suitable for development because of its isolation from other developable areas, access to available services, strongly defined boundaries on all sides and strategic "gateway" location. These strongly defined boundaries also support the rationale for amending the HVSCDB.

The purpose of this NASP is to establish that land use framework in the form of a detailed development concept and servicing scheme for the subject lands that is compatible with its unique geographical characteristics, and with the policies of the HVSCDB and *Plan Edmonton*.

The HVSCDB was repealed by City Council as part of the City Planning Framework project on June 8, 2021. The continued planned development of the area will be guided by the NASP and the more recent direction of The City Plan approved by City Council December 7, 2020. Bylaw 20652 November 6, 2023

**All references to Heritage Valley Neighbourhood 7A have been changed to Cashman (Bylaw 15975)*

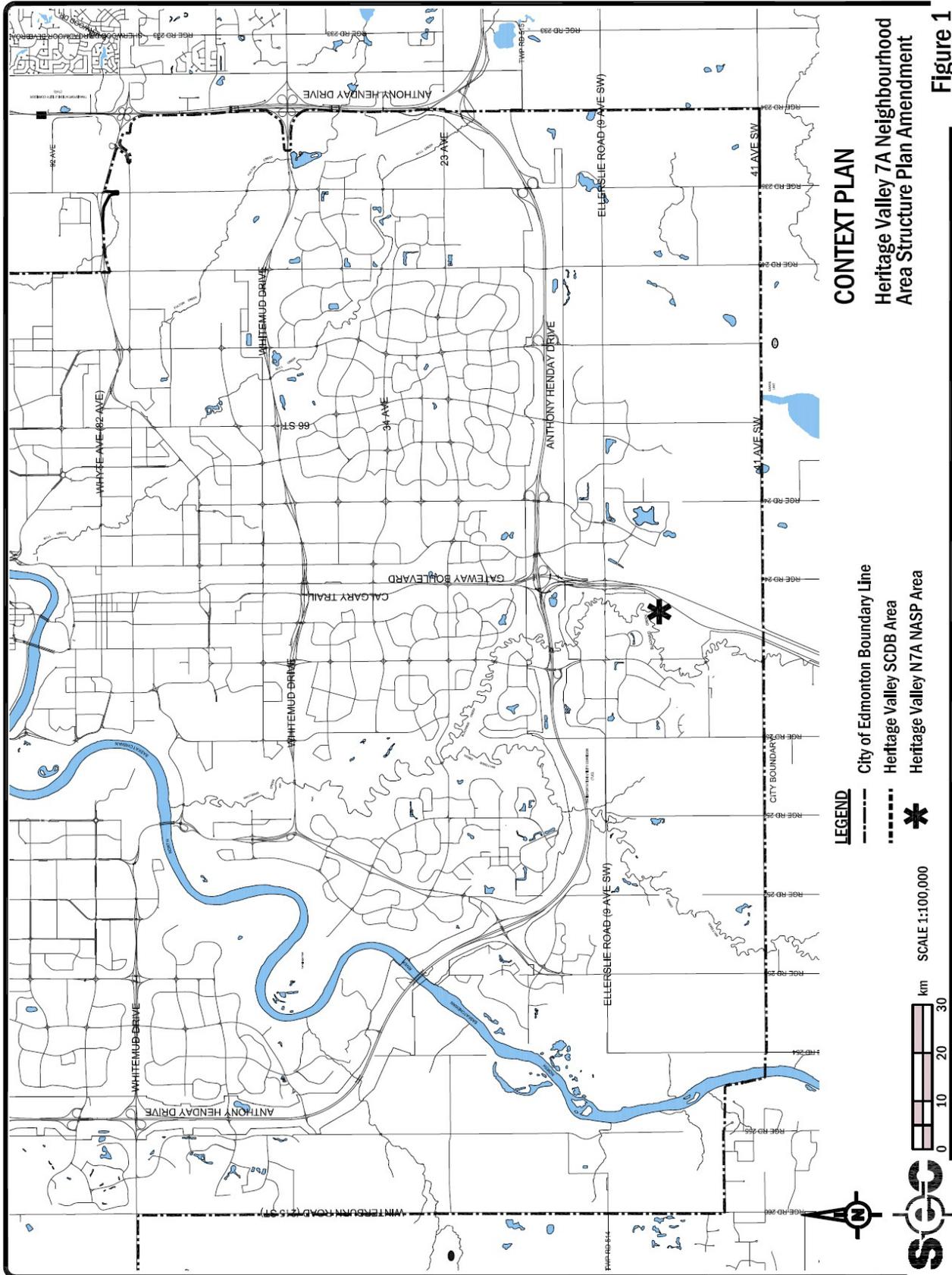


Figure 1

1.2 PLAN LOCATION

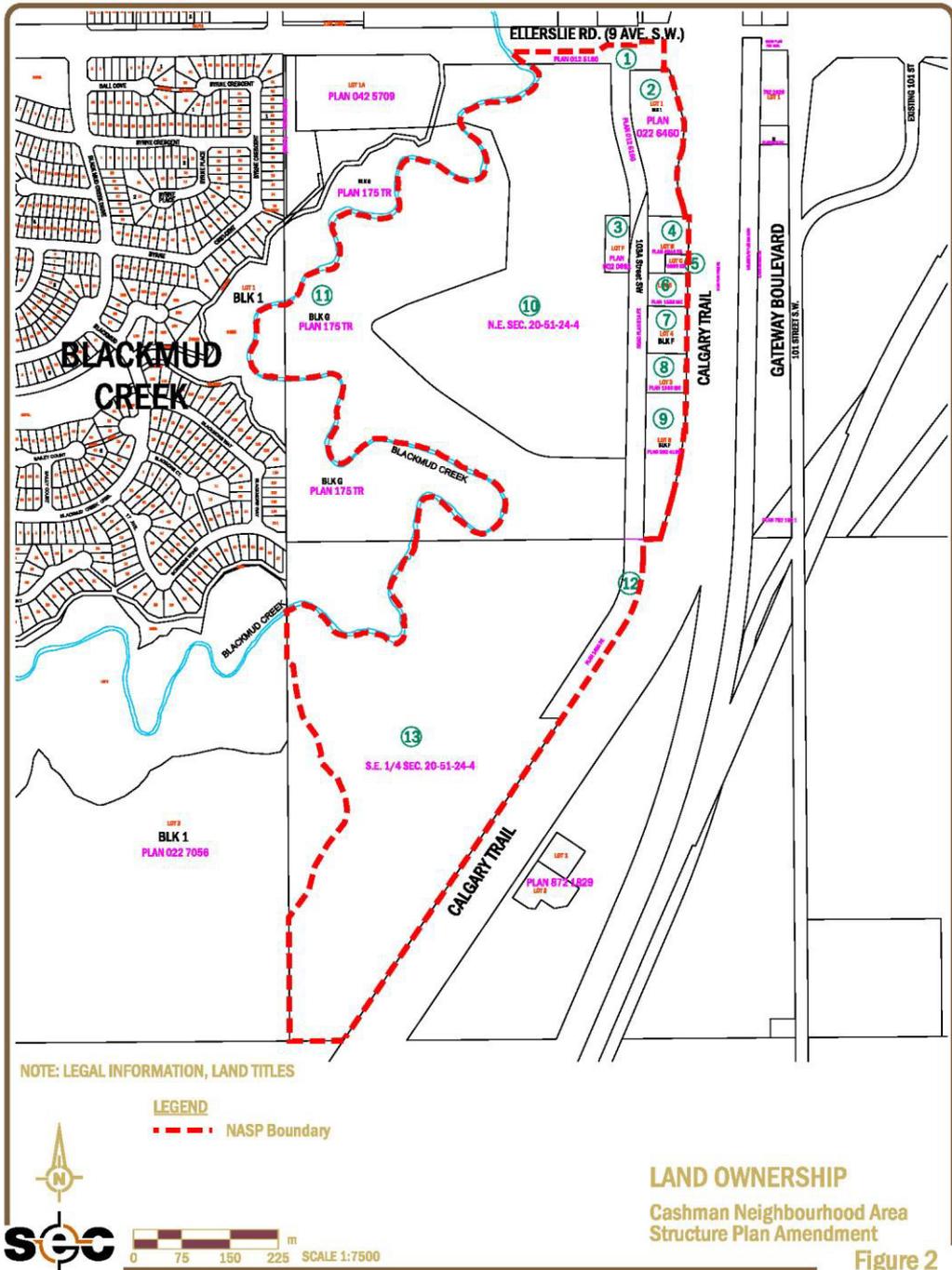
The plan area is strategically situated at the eastern "gateway" to Heritage Valley on the south side of Ellerslie Road, southwest of the Calgary Trail/Ellerslie Road interchange (Figure 1). It is the easternmost portion of Heritage Valley.

The plan area is strongly defined by natural and developed geographical features: Ellerslie Road to the north, Calgary Trail to the east, Blackmud Creek to the west and southwest, and a shallow ravine to the south. It is virtually self-contained geographically, comprising both an upland area and the valley of Blackmud Creek. These well defined natural and developed boundaries coincide with the landholding pattern to create a distinct, self-contained planning and development unit.

Gateway Village's combination of major roadways and natural amenity provides an opportunity to create a unique, high quality mixed use business community not typical of suburban neighbourhoods. Design of the neighbourhood will reflect a diverse complexity of land use and business opportunities in support of adjacent residential neighbourhoods. Its limited size will encourage the application of comprehensive architectural guidelines befitting its gateway status.

1.3 LAND OWNERSHIP

The plan area includes approximately 60.42 ha/149.30 ac of land. A private corporation is the major landowner of the upland area in the northern portion of the plan area, while the City of Edmonton, 2019 is the westerly portion, including both upland and the valley of Blackmud Creek. Another private corporation owns approximately 23.07 ha/57.00 ac in the southern portion of the plan area, which also includes both the upland and valley areas. A number of small holdings exist along the eastern edge of the plan area, along Calgary Trail. Figure 2 identifies The City of Edmonton land ownership, while Table 1 lists the owners and the approximate size of their holdings.



Amended by Bylaw 15731, May 16, 2011

1.4 STATUTORY COMPLIANCE AND POLICY CONTEXT

1.4.1 Municipal Government Act

This NASP has been prepared within the statutory context of Part 17 of the Municipal Government Act (R.S.A. 2000, ch. M26), Section 633(2)(a). The Neighbourhood Area Structure Plan conforms to the Act by establishing:

- the sequence of development for the area;
- the specific land uses proposed for the area;
- the density of population proposed for the area; and
- the general location of major transportation routes and public utilities.

1.4.2 Municipal Development Plan

Concurrently with the adoption of the HVSCDB on April 10, 2001, *Plan Edmonton*, the Edmonton Municipal Development Plan (MDP), was amended to re-designate the upland portion of Heritage Valley area, east of Blackmud Creek from "Suburban Area" to "Business and Employment Area". The proposed land uses in the Plan generally conform to this commercial, industrial and business designation.

The Plan also introduces a minor non-family oriented component incorporating first-level commercial/business with residential housing above into a small portion of the plan area adjacent to Blackmud Creek in support of the Smart Choice work/live concept. The predominant NASP development pattern is formed by business employment designations which allow for some mixed-use.

The Plan area is identified in The City Plan as a developing area along a secondary corridor (Ellerslie Road SW) and provincial highway (Queen Elizabeth II Hwy). The mix of industrial business, commercial, office, and residential land uses within the Plan support the objectives of The City Plan to integrate a broad mix of uses within districts, to enable development along a network of nodes and corridors, and to enhance employment and economic investment opportunities. The protection of Blackmud Creek and integration of active modes of transportation also supports The City Plan's goals to support biodiversity and recreation around natural areas.

Bylaw 20652,
November 6,
2023

1.4.3. Heritage Valley Servicing Concept Design Brief

The Heritage Valley Servicing Concept Design Brief (HVSCDB) was prepared by the City of Edmonton and adopted by Council Resolution on April 10, 2001. It established a generalized framework for land use planning and the provision of infrastructure and services for the Heritage Valley Area.

Bylaw 20652,
November 6,
2023

References to the HVSCDB in this Plan are for historical context only, as this Plan is no longer in effect. The HVSCDB was repealed by City Council as part of the City Planning Framework project on June 8, 2021. The continued planned development of the area will be guided by the NASP and the more recent direction of The City Plan approved by City Council December 7, 2020.

1.4.4 Smart Choices

The Smart Choices for Developing Our Community – Recommendations, was approved by City Council on March 23, 2004. These principles incorporate a number of "smart growth" ideas from the Smart Choice Catalogue of Ideas that has recently been prepared by the City of Edmonton. Smart choices encourage comprehensive planning, design and development of communities to encourage a sense of place, preservation and enhancement of natural resources, equitable distribution of development costs, and an expanded range of employment, housing and transportation choices that are fiscally responsible. The Cashman Plan utilizes Smart Growth principles to foster mixed use developments, contiguous urban development and efficient use of infrastructure and services in building communities.

Smart Choices incorporate a Mixed Use Node / Development approach that encourages the integration and mix of higher intensity land uses at strategic transportation focal points (e.g. major roadway intersections). As illustrated in the Development Concept, the NASP is designed to encourage compact development patterns, sharing of common infrastructure, services and facilities, effective land use transitioning, and development of local synergies (e.g. vibrant local economy, social activity, supportive community). The mixed-use development, in particular in the northern portion of the neighbourhood, will add to the range of affordable housing, commercial services and amenities, transportation modes and employment opportunities in Heritage Valley.

1.4.5 Highway 2 Corridor Design Guidelines

In January 2000, the City of Edmonton, City of Leduc, Leduc County, Edmonton Regional Airports Authority, and Alberta Infrastructure worked cooperatively to establish Highway 2 Corridor Design Guidelines to guide both public and private development along the Highway 2 Corridor. Some of these design elements have been implemented in the Highway 2 Corridor.

With respect to Cashman, these Guidelines will be used to focus and enhance the economic opportunity of this area and the travel experience of entering, leaving and moving through the Capital Region. *Cashman* has been planned in support of Highway 2 Corridor Design Guidelines objective having regard to:

Bylaw 19696
May 18, 2021

- The development of an integrated and consistent image for the Corridor that creates a wide range of new economic development and tourism opportunities.
- The development and repetition of a uniform Corridor design standard.
- The promotion of an attractive Corridor design that is recognized as the "Gateway to the Edmonton Capital Region" and is consistent integrates public and private land uses and results in a pleasant travel experience.
- The preservation and enhancement of existing natural and man-made Corridor attractions.
- The creation of new landmarks within the Corridor by building standard and special themes into Corridor infrastructure developments.
- The enhancement of the landscape through design themes, planting of hardy deciduous and coniferous plant species.
- The provision of fencing screens or other landscaping materials to buffer and reduce impacts associated with adjacent land uses.

1.4.6 North Saskatchewan River Valley Area Redevelopment Plan

Bylaw 7188

The North Saskatchewan River Valley Area Redevelopment Plan (NSRVARP) Bylaw 7188 was adopted in 1985. The purpose of the plan is to "*protect the North Saskatchewan River Valley and Ravine System as part of Edmonton's valuable open .space heritage ...*" (Section 1.3, p. 1). The river valley/ravine system is seen as the most unique natural feature of Edmonton and the largest urban open space in North America.

The ravine system provides a natural, open space link connecting the plan area with the entire valley/ravine system. The NSRVARP establishes a boundary for the river valley and ravine system and a set of policies and development approval procedures for lands within this boundary. A small tributary ravine exists in the southern portion of the plan that is intended to be left in its natural state as part of the subsequent neighbourhood to the south. Relevant policies that will guide development in this Plan include:

- *"Ravines and river edge lands are to be used for low intensity outdoor recreational use" (3.2.4);*
- *"The City may acquire land below the top-of-bank for environmental reserve, to be managed as parks and open spaces" (3.2.7 and 3.2.8); and*
- *"Environmental impact screening and assessment will be applied to any proposed public development within the NSRVARP area" (3.3.3).*

Further development of lands within the NASP at the zoning and subdivision stages will comply with the policies of the NSRVARP.

1.4.7 Top of Bank Policy (C-542)

The existing 103A Street road right-of-way briefly abuts the top of bank in the central plan area and the roadway alignment proposed will abut the top of bank again in the southernmost area. A 7.5 m wide setback from the top of bank line was established in accordance with this plan and with the Top of Bank Public Roadway Policy, the applicable policy at the time.

The Urban Development Line has been established providing a minimum 7.5 m wide setback from the top of bank or an additional setback distance from the top of bank as determined by the geotechnical study by defining the long term line of stability in accordance new Top of Bank Policy (C-542). The Urban Development Line forms the boundary of Environmental Reserve dedication identified on Figure 6 – Amended Development Concept. The entire top of bank area within Cashman will include a top of bank walkway and will be located within the lands dedicated as Environment Reserve in accordance with the Top of Bank Policy. Development adjacent to the ravine will be subject to relevant development setbacks in accordance with the Top of Bank Policy and geotechnical information at the time of zoning and subdivision.

1.4.8 City Policy C-467: Conservation of Natural Sites on Edmonton Table Lands

There are no Environmentally Sensitive Areas or Significant Natural Areas within the upland portion of the plan area; hence this policy does not apply.

Bylaw 15731
May 16, 2011

1.4.9 Edmonton International Airport Vicinity Protection Area Regulations

The Edmonton International Airport Vicinity Protection Area (AVPA) Regulation, which regulates land use that may affect the use of the Edmonton International

Airport, establishes Noise Exposure Factor (NEF) contours within which residential development may be controlled or precluded. The plan area lies outside the AVPA. There is no restriction on residential or other development within the subject area arising from the regulation.

1.4.10 Zoning Bylaw

At the time of adoption of the plan, the easterly edge of the plan area between 103a Street SW and Calgary Trail and a small portion of the lands west of 103a Street SW were designated as a (CHY) Highway Corridor Zone and (IB) Industrial Business Zone, respectively. The remainder of the lands west of the future collector are designated as an (AG) Agricultural Zone. Further amendments will be required to implement development in accordance with the development intent of specific areas of the NASP.

Bylaw 20652,
November 6,
2023

The Zoning Bylaw Part II, Section 813 identifies Calgary Trail as part of the Major Commercial Corridors (MCC) Overlay. This overlay exists to ensure that development along Major Commercial Corridors is visually attractive and considers pedestrian and traffic safety. *The overlay also includes the existing commercial and industrial business development along the north easterly side of the plan area.* Consequently, development of these lands will continue to be subject to the development regulations of the Major Commercial Corridors Overlay that are not covered by the approval of this Plan.

Bylaw 20652,
November 6,
2023

1.4.11 Affordable Housing

The City of Edmonton is currently working towards the adoption of an Affordable Housing policy. As this work progresses, the City will establish measures, mechanisms, protocols and capacities necessary to implement the policy. At such time as this policy is established, and as it may be applicable, all residential lands within Area 2 will comply with the City's policy on affordable housing.

Bylaw 14333,
March 7, 2007

2.0 Site Analysis

2.1 NATURAL ENVIRONMENT

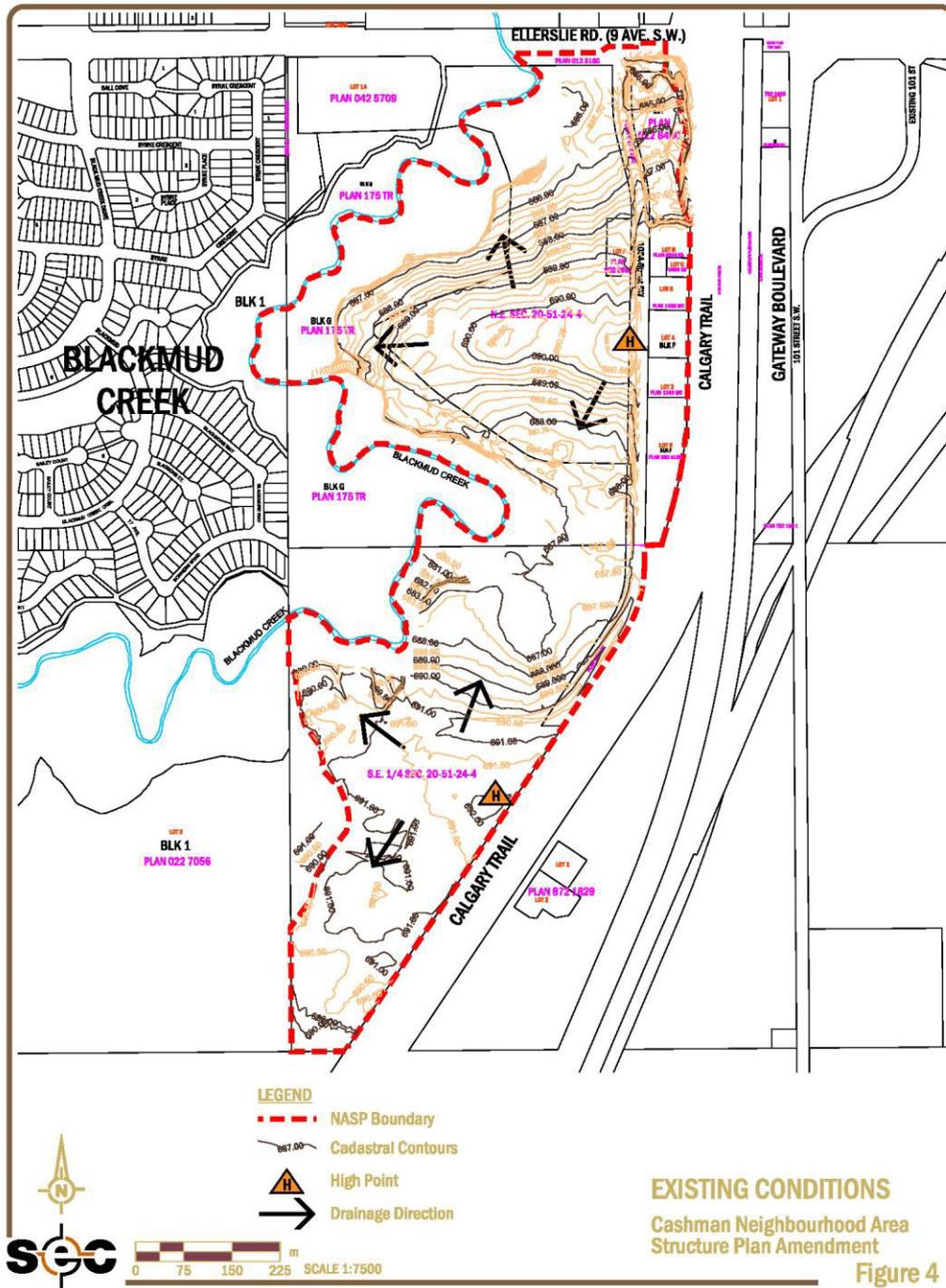
The plan area comprises of two distinct landforms — a relatively level upland and the valley of Blackmud Creek. The upland has high points near the east central point of the north plan area and in the south central plan area from which the land slopes gently to the north, west and south, determining the direction of drainage (Figure 4). These upland slopes are in the range of 2% to 5%, well suited to urban development.

The Blackmud Creek valley is the most significant natural feature of the plan area. The valley itself has two distinct topographic units, the relatively steep east valley side and a series of relatively level terraces above the creek. In the northern plan area the valley floor is about 10 m deep. The break in slope between the valley side and upland is quite evident. It becomes shallower as it extends south. A side entrant ravine enters the valley from the east at a central location separating the plan area into north and south sub-areas at the quarter section line. Another shallower side entrant ravine defines the south limit of the plan area.

While the upland has been cleared of natural vegetation for development, the valley retains a considerable amount of forest cover (Figure 5). The valley is described as a series of diverse vegetation communities varying from deciduous to coniferous-dominated mixed stands within valley bottoms by the *"Inventory of Environmentally Sensitive and Significant Natural Areas"* prepared by Geowest Environmental Consultants Ltd. for the City of Edmonton in 1993. It is characterized as a "Locally Significant Area", that is sensitive or significant from a local perspective.

Westworth Associates Environmental Ltd. completed a comprehensive environmental investigation of the Heritage Valley area for the City of Edmonton in 2000. The report stated generally that the Whitemud/Blackmud ravine systems are the largest and most significant natural areas remaining in the Heritage Valley area. The report also stated that these continuous corridors of natural vegetation provide critical wildlife habitat and serve a connective function to table lands within and outside the City of Edmonton, reinforcing the observations of the Geowest (1993) report.

This Plan acknowledges the important ecological and recreational value of this asset and intends to maintain or enhance the linkages and access to this natural area in accordance with the North Saskatchewan River Valley Bylaw.



Amended by Bylaw 15731, January 16, 2012

2.2 CULTURAL RESOURCES

An initial overview prepared for Alberta Community Development (ACD) by Western Heritage Resources Ltd. presented a heritage overview and proposed an in-field assessment program. Upon submission of that overview, ACD further advised Alberta Western Heritage of pre-existing concerns with respect to the existence of an "Indian Garden" within the proposed development area. As a result, Western Heritage Resources Ltd. completed a Historical Resource Impact Assessment of the plan area. Investigation procedures were multi-phased and included a major field component that included radar testing. The intent of the testing was to confirm if human burials were present. No evidence of human internments or subsequent cultural activity was found in the plan area. A Final Report has been submitted and reviewed to the satisfaction of Alberta Community Development. Additional monitoring will be conducted as required during construction.

2.3 DEVELOPED ENVIRONMENT

The upland portion of the plan area includes a strip of commercial development along the western frontage of Calgary Trail (Figure 5). These parcels are currently fronted by two roadways: 103a Street SW on the west and the Calgary Trail service road on the east. The service road extends one-way from the southbound Calgary Trail on-ramp and meets 103a Street SW approximately 700m south. As these properties redevelop vehicle access shall only be allowed to 103a Street SW to facilitate the eventual closure of the Calgary Trail service road.

Bylaw 20652,
November 6, 2023

Bylaw 19696
May 18, 2021

Two recreational vehicle storage yards are located in the plan area. One is located west of the service road at the northern entry to the plan area and another is located in the central area of the plan. A pipe storage yard and facility is located in the south plan area. Any redevelopment of this area will be encouraged to provide enhanced landscaping and architectural features in keeping with the design theme and aesthetics of the subject area.

Most of the balance of the upland is under agricultural cultivation. An access road, flanked by planted trees, extends along the southwest edge of the upland. This road provides access to the former Klondike Valley campsite, located on a terrace within the valley and on the fringe of the upland. The campsite operation has been discontinued and the site may be reclaimed and restored to a more natural condition.

2.4 SURROUNDING CONDITIONS

The Blackmud Creek neighbourhood, one of the first neighbourhoods to develop in Heritage Valley, is located to the west across the Blackmud Creek valley. There is an approximate distance of about 150 m from top of bank to top of bank. Blackmud Creek also includes the Ellerslie Road Baptist Church immediately south of Ellerslie Road. Lands to the south of the plan area are still under

agricultural use, pending the preparation and approval of development plans.

2.5 CITY AND REGIONAL LINKAGES

The plan is strategically situated with respect to major roadways and transportation linkages and provides a "crossroads" and "gateway" node within South Edmonton. The development concept recognizes this pivotal location by incorporating higher intensity, mixed use to create a distinctive type of place.

Calgary Trail is the major north-south route in Alberta linking Edmonton with the Edmonton International Airport and the communities of central and southern Alberta. It is part of the North-South Trade Corridor linking the U.S. border at Coutts with the British Columbia border west of Grande Prairie. *At this point Calgary Trail has been developed to freeway status, providing excellent links to downtown Edmonton and via the Whitemud Freeway and Anthony Henday Drive to all portions of the Capital Region.*

Bylaw 15731
May 16, 2011

Ellerslie Road will continue to develop as a major east-west "community arterial" corridor serving Heritage Valley and emerging communities to the east of Calgary Trail. Ease of access to these arterials /freeways is crucial to the fiscal sustainability of this neighbourhood as a business employment area.

3.0 Public Participation

This Plan was prepared in full and extensive consultation with the civic administration and members of the public. A **public meeting** was held at the Ellerslie Baptist Church on September 11, 2003. Approximately 25 people attended the meeting. The plan presented at the meeting identified the DC district intended to accommodate residential, commercial and business uses with heights up to eight stories. Concerns related specifically to building heights in this mixed use area adjacent to Blackmud Creek were expressed.

As a result, at a **second meeting** was held on January 21, 2004. After consultation with adjacent residents, *the developer* agreed to modify the proposed plan to limit the height to four stories. Subsequently, letters were prepared and delivered to residents to make them aware of the proposed reduction in height. As a result of this consultation process, and with the incorporation of changes from various civic Departments the Plan, as presented, was further amended in June 2004.

Amended by
Editor

4.0 Development Concept

The Development Concept for the plan area reflects four important considerations:

- High visibility location at the "Gateway" to both Edmonton and Heritage Valley with excellent roadway connections throughout the Capital Region;
- Physical separation from other land uses in the area, creating a self-contained urban development module;
- Proximity to Blackmud Creek, offering the maximum enjoyment of the natural setting and providing open space linkages to the entire regional river valley/ravine system; and
- Opportunity to build on the area's assets and policies

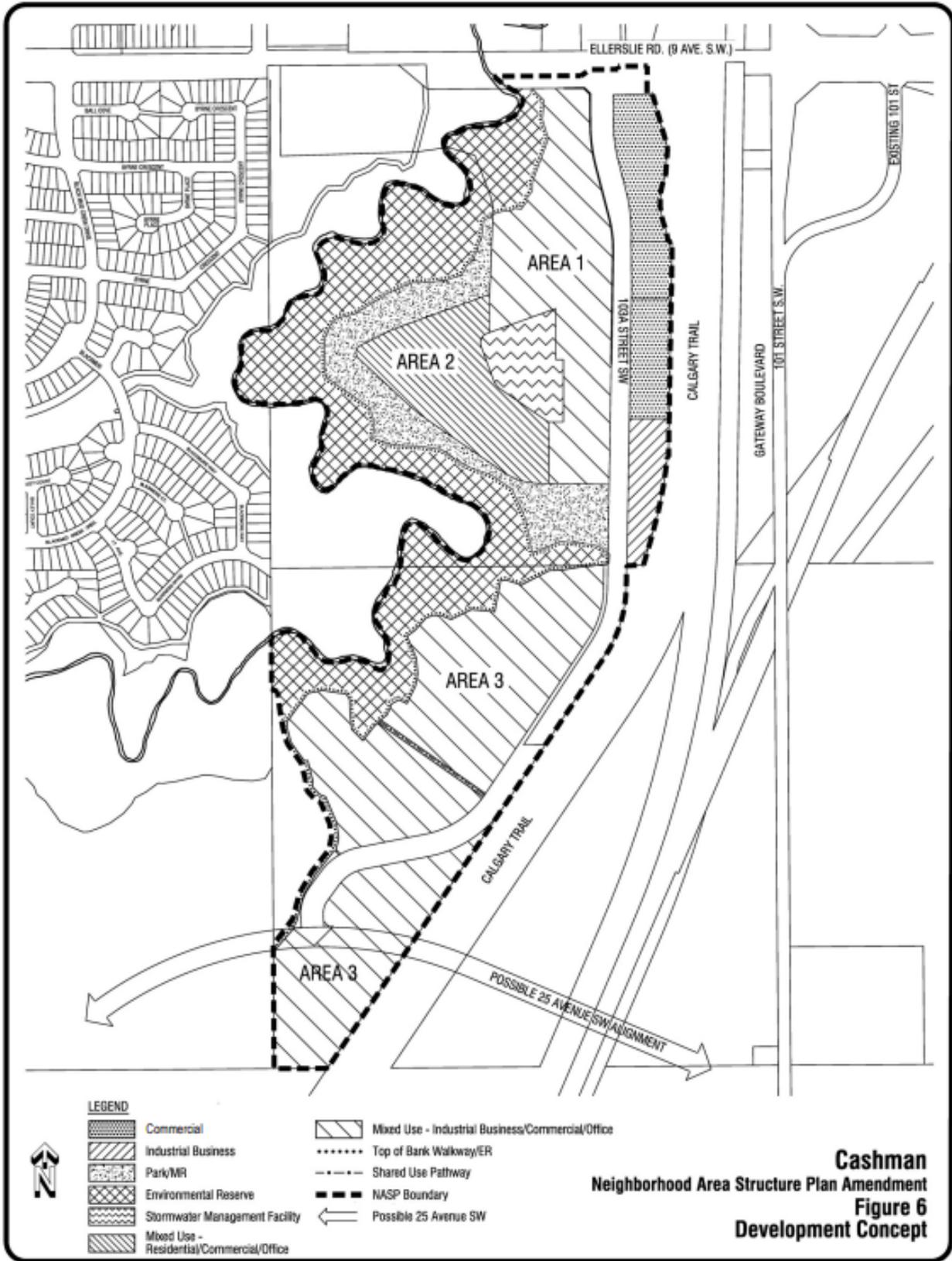
The plan area has attributes that are quite unique within Edmonton. It is felt that the development concept should therefore reflect this uniqueness by moving beyond conventional land use categories to create a distinct mixed use development that combines home and work opportunities. The proposed Development Concept acknowledges its responsibility to its transportation-oriented location; it provides wise use of land and infrastructure and creates a distinct landmark for Heritage Valley and South Edmonton.

4.1 GENERAL PATTERNS

The Development Concept generally features a transition of land use from east to west, from a tier of commercial and industrial business development lots against Calgary Trail through a blend of mixed use commercial, industrial business, and residential areas in the northwest and central areas adjacent to Blackmud Creek (Figure 6). The small area of predominantly apartment style residential land use area has potential for main floor commercial development and live/work development, and is intended to support and enhance the commercial and industrial business uses as part of an overall mixed use area. This residential component is situated to take full advantage of the area's natural and manmade amenities, serves a land use transition function, and provides attractive residences for area employees.

Bylaw 20652,
November 6, 2023

Bylaw 14333,
March 7, 2007



Cashman
 Neighborhood Area Structure Plan Amendment
Figure 6
 Development Concept

Amended by Bylaw 20652, November 6, 2023

By virtue of its good exposure to both Calgary Trail/Ellerslie Road and Blackmud Creek the neighbourhood is well-suited as a destination providing goods, services, and employment not found in adjacent suburban areas. Environmental reserve and natural parkland above and within the valley of Blackmud Creek provide an amenity for residences in this area and also provides a transition between proposed employment uses and existing residential land uses west of the Plan area. In the northern portion of the plan area, park space has been retained adjacent to the top-of-bank line to add a generous buffer from the more sensitive creek areas. This park space will also be integrated with the built environment to provide an amenity space for active and passive recreational uses.

Bylaw 14333,
March 7, 2007

The stormwater management facility designated in the central plan area will complete the open space system and provide an internal focus for area development.

Bylaw 14333,
March 7, 2007

103a Street SW shall be upgraded to a collector roadway that extends south from Ellerslie Road to convey traffic to and from the future development areas further south. The centrally located stormwater management facility provides an additional buffer and transition between industrial business, commercial and residential land uses.

Bylaw 19696
May 18, 2021

4.2 LAND USES

4.2.1. Mixed Use

The NASP area is strategically positioned as an important gateway to the greater Heritage Valley community located to the west, and as such it is appropriate for a wide range of land uses. To realize this unique opportunity, the NASP area's concept contemplates development areas adjacent to Blackmud Creek as a "mixed use" area in three separate precincts. These include a predominately residential precinct and two predominately business industrial and commercial precincts. This combined business industrial, commercial, and residential "mixed use" concept fundamentally respects the business employment district conceived in the HVSCDB, but broadens the intent to allow a more diverse blend of land uses.

Bylaw 14333,
March 7, 2007

The first "mixed use" precinct is located at the north NASP entrance from Ellerslie Road and extends southward along the west side of the internal major collector roadway. This area comprises approximately 7.27 ha and is intended to provide opportunity to introduce a compatible mixture of industrial business and commercial establishments. Uses here will allow for business employment development and address a potential shortfall of commercial type developments in Heritage Valley.

A market analysis prepared for the NASP area (Harris and Hudema Consulting Group Ltd., Property Evaluation and Market Analysis – Heritage Valley Plan Area, 2002, p. 35) indicates that the commercial areas designated in the HVSCDC, the Town Centre, and nearby neighbourhood commercial sites do not fully address the amount or type of commercial uses that may want to locate in Heritage Valley. As an example, the analysis indicates that a major hotel and entertainment complex could be logically located in this area due to its proximity to major roadways which allow easy connection to the Edmonton International Airport. Specifically, the market analysis advises:

"The demand for hotel and motel accommodation is a function of a strong

commercial and industrial client base in close proximity, a strong exposure to major transportation, and [being] close to a strong residential market that could spin-off demand from visitors in the area” (p. 23).

This analysis indicated that a more diverse blend of land uses can be accommodated in support of the business employment district objective conceived in the HVSCDB.

This precinct will be implemented by use of a (DC1) Site Specific Development Control Provision which is based on uses and development regulations from the (IB) Industrial Business and (CB2) General Business Zone uses. The land use types defined for this precinct are a mixture of compatible business industrial and commercial uses that will address the area’s employment and commercial demand potential. This precinct does not allow “big box” or large scale commercial uses with the potential to compete with the Heritage Valley town centre. To ensure this intended development pattern, individual commercial warehouse sales uses have been limited to 2,800 m² (30,000 sq. ft.) of building area by the DC1 Provisions.

The second “mixed use” precinct is a 3.98 ha triangular shaped site located adjacent to the valley of Blackmud Creek. This precinct is intended predominantly for medium-density apartment style residential development with the potential for the strategic implementation of commercial and other employment uses. Within the context of the NASP, this precinct operates as part of the overall business employment, commercial, and residential mixed use area. In the broader context, the precinct provides for land use transition between the existing low-density residential west of Blackmud Creek and the implementation of business employment and commercial uses in the eastern NASP lands. While dependent on market demand, the potential commercial and office uses available in this precinct could form a significant component of area development in the form of main floor commercial below apartment residential or other innovative live/work residential options. This area is bordered by parkland and a stormwater management facility which will provide amenity for both future residents and any prospective business uses. Development in this precinct may be by subdivision into individual parcels or condominiums.

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This second precinct will be implemented by (DC1) Site Specific Development Control Provisions. These regulations generally adhere to the uses and regulations of the (RA7) Low Rise Apartment Zone that include a maximum height of 14.0 m, a maximum of four-storeys, and residential density of 125 units per hectare. The residential and commercial uses here have been selected to ensure that development is harmoniously integrated within the NASP area and will not compete with the Heritage Valley town centre.

The third “mixed use” precinct is 16.10 ha in area, and is situated between Blackmud Creek and the future collector roadway in the southern NASP area. This precinct is identified for a variety of industrial business and/or commercial uses that will not compete with the Heritage Valley town centre. Uses and development in this precinct will use (IB) Industrial Business Zone, or a (DC1) Direct Development Control Provision, or (DC2) Site Specific Development Control Provision based generally on selected uses from the (CB2) General Business Zone.

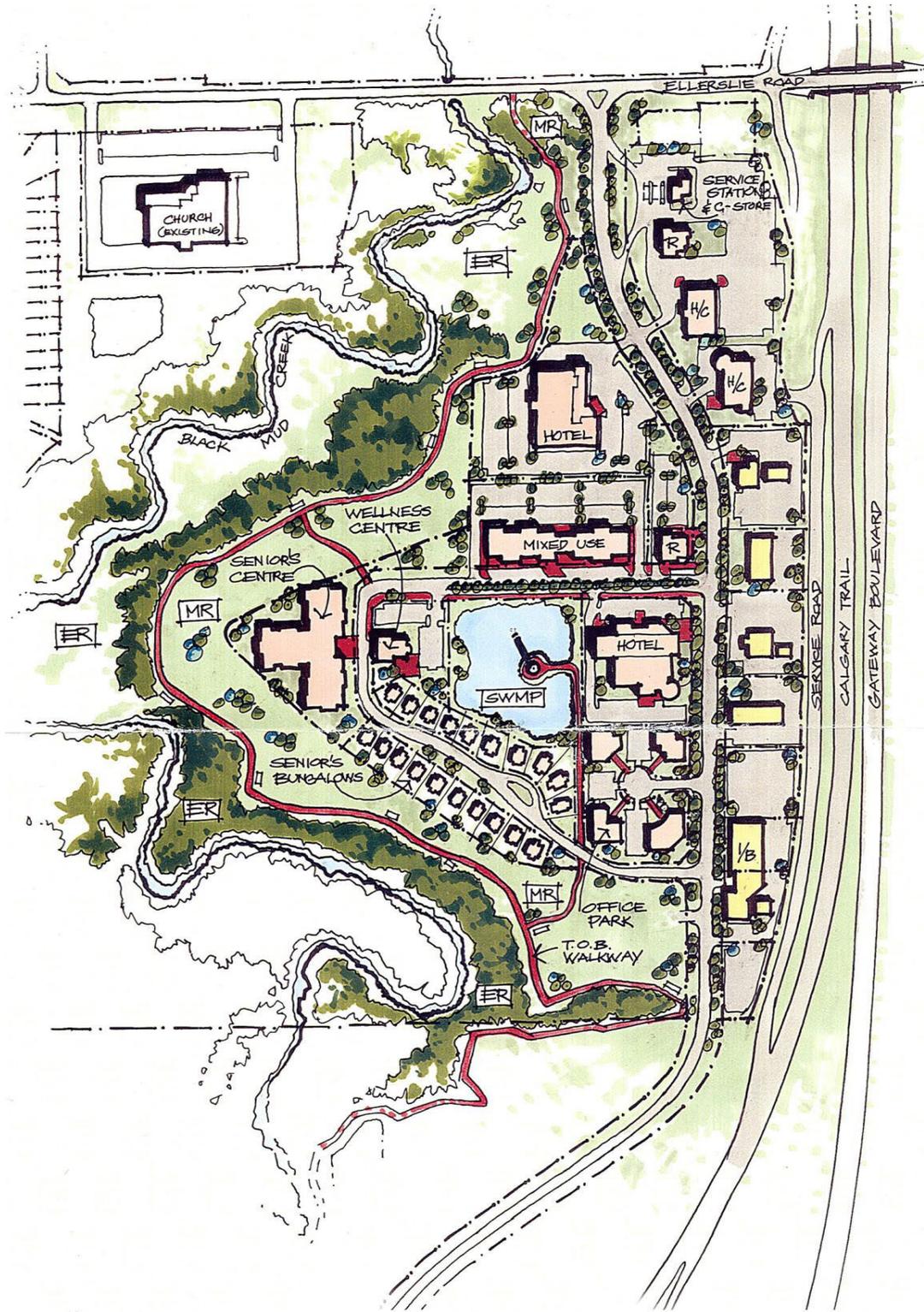
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A high quality urban design scheme beyond the Highway 2 Corridor Design guidelines and the major Commercial Corridors Overlay is contemplated for this area in order to strengthen its value as a superlative “entrance to the Capital Region”. As a functional mix of uses is planned careful attention must be given to the design of the neighbourhood to ensure it achieves the desired character of the Edmonton “gateway” region. It is important that all land uses will complement each other and the adjacent neighbourhood uses both physically and visually. As such, DC1 and DC2 provisions will be implemented in these “mixed use” precincts to ensure that this design goal is met at the site planning level. In addition, the following design guidelines will be considered in the context of site planning and preparation of these DC1 and DC2 regulations:

- *Architectural Style. Incorporate an architectural style and or theme consistent among all areas of the neighbourhood.*
- *Mass and Scale. Design buildings to a mass and scale appropriate to the location and characteristics of the neighbourhood.*
- *Building Articulation. Design buildings/structures that achieve human scale and visual interest along streetscapes for pedestrians.*
- *Connectivity. Design on-site circulation to avoid conflicts between vehicular, bicycle and pedestrian traffic.*
- *Pedestrian Environment. Ensure safe and direct pedestrian connections to all areas of the neighbourhood.*

Overall, these three precincts combined form a mixed use area that complements the extensive parks and natural areas and provides services and retail businesses for residents within this neighbourhood and beyond. The implementation by DC1 and DC2 provisions will help ensure that appropriate considerations respecting development siting and location choices will minimize impacts on adjacent residential areas and have regard for the form and character of these neighbouring communities.

A preliminary draft concept plan has been prepared to illustrate a possible option for how the mixed land uses may be integrated within the neighbourhood.



HERITAGE VALLEY

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4.2.2 Commercial

The existing commercial land use east of 103a Street SW will continue, but it is likely that redevelopment and possible consolidation of land parcels will take place. The relocation and realignment of the northern access will modify the shape of Lot 1, Block 1, Plan 0226460 owned by a private corporation and Lot B, Plan 4844KS owned by a private corporation. Appropriate subdivision and consolidation will be required in the future to redefine these lots. It is anticipated that this area, totaling 3.04 ha/7.51 ac, will evolve into a cluster of food, beverage and entertainment services and accommodation services, as well as complementary uses listed in the Zoning Bylaw. While commercial development is the general intent for this area, limited residential uses may be contemplated where above ground floor non-residential uses.

[Deleted]

4.2.3 Industrial Business

A 1.22 ha / 3.01 ac portion of the east central plan area is currently zoned (IB) Industrial Business Zone. This zoning is expected to remain. Development officers reviewing proposals for discretionary land uses within this area should exercise caution to ensure that development does not compete with the Heritage Valley town centre.

4.3 PARKS AND OPEN SPACE

The parks and open space system of the plan area is intended to support a variety of passive recreational activities. Pedestrian links between neighbourhoods adjacent to Blackmud Creek will facilitate access from the greater Heritage Valley to the residential, business and commercial uses in Gateway Village. In addition to areas designated for Municipal and Environmental Reserve, open space will be associated with stormwater management facilities.

The park system comprises four major elements:

- the environmental reserve associated with Blackmud Creek;
- the top of bank roadway and walkway;
- the neighbourhood village park; and
- the stormwater management facilities.

Blackmud Creek ravine is the most significant feature of the plan area. Environmental Reserve, including the top of bank walkway and Upland Setbank Area, accounts for approximately 14.29 ha/35.31 ac, or 24 per cent of the plan area.

Due to site constraints and access management considerations, a combination of top of bank walkway and roadway is proposed. Consistent with the Top of Bank Roadway Policy, a 7.5 m top of bank walkway is proposed along the majority of Blackmud Creek. This 7.5 m top of bank walkway is proposed to provide open space and public access to the ravine systems.

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Municipal reserve is provided in a 4.37 ha/11.09 ac strip of park adjacent to the top of bank. Although this appears to result in an overall overdedication of reserve land (10.99%), all the land designated for park is currently owned by the City of Edmonton. Community Services has expressed a desire to maintain their existing holdings in the plan area as park. This expanded municipal reserve is considered appropriate to protect the Blackmud Creek valley in accordance with City policy objectives. The neighbourhood park space is intended to complement the ER and walkway system and provide both passive and active opportunities for recreation. Cash in lieu will be required to fulfil the municipal reserve obligations of the other landowners as determined at the subdivision stage.

The combination of environmental reserve, municipal reserve, top of bank walkway and stormwater management facilities will give Gateway Village a spacious sense and provide a total of *20.06 ha/49.57 ac, or 33 per cent* of the gross area as open space.

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5.0 Transportation

Roadway access to Cashman is primarily served by an existing service road that is to be upgraded to a major collector roadway extending from Ellerslie Road to the future development areas further south, as shown in Figure 7. The ultimate roadway connection including the 25 Avenue SW flyover at the southern limits of the development is conceptual and will likely be refined as more information becomes available for Neighbourhood 7B.

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The neighbourhood has limited roadway access because of its constrained location between Blackmud creek and Calgary Trail. The existing commercial site along Calgary Trail gain access from the Calgary Trail southbound on-ramp, as well as a collector roadway (103a Street SW) connecting to Ellerslie Road SW.

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Alberta Transportation maintains ownership of the Calgary Trail service road, which extends from the Calgary Trail southbound on-ramp to its intersection at 103A Street to the south. As of early 2021, Alberta Transportation has indicated that the Calgary Trail service road access at Calgary Trail southbound on-ramp will be removed with the future expansion of Highway 2 and/or improvements to the Ellerslie Road interchange. Whether the Province removes or make surplus a portion or the entire Calgary Trail service road has not yet been determined. There are no timelines for any of this work, with Alberta Transportation indicating nothing is planned in the next three (3) years.

As of early 2021, there remains one property (1304 Calgary Trail SW) with vehicle access to the Calgary Trail service road. Should this site be redeveloped prior to the closure or modification of the Calgary Trail service road, vehicle access shall be relocated to 103a Street SW. No further access to the Calgary Trail service road shall be granted.

As an alternative to catch basin drainage in the standard urban roadway cross section, bioswales are being proposed along 103A Street SW. Bioswales convey water away from streets and are proposed within the 103A Street SW right-of-way. Specific bioswale designs will be reviewed at the detail engineering stage.

At the time this NASP was reviewed, Alberta Transportation maintains ownership of a portion of 103A Street, as shown on Figure 7. Any development within the highway right-of-way will require the review and approval of Alberta Transportation. This portion of highway right-of-way may be declared surplus land and may be transferred to the City of Edmonton in the future.

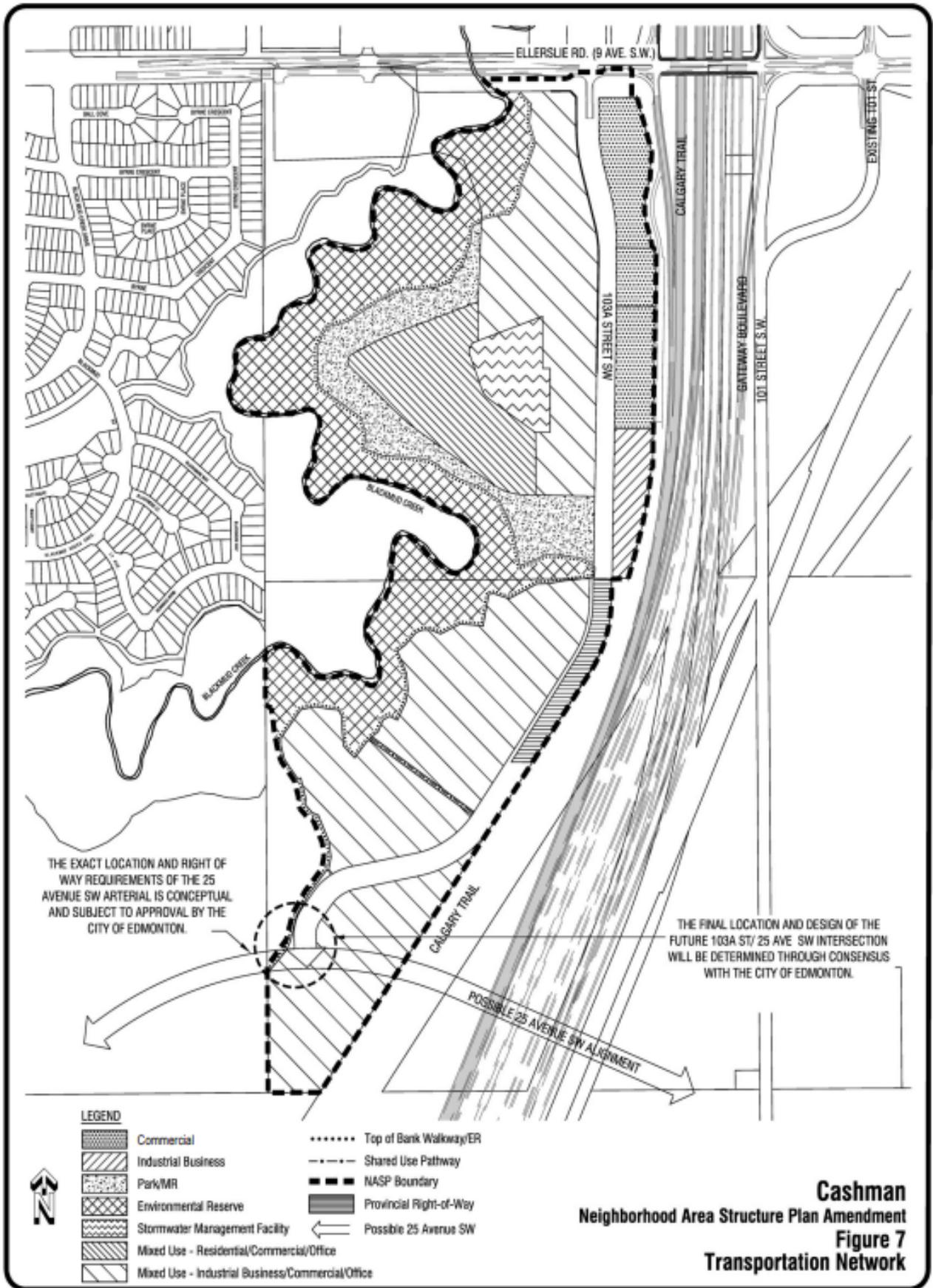
Traffic Impact Assessment (TIA) for Cashman has been completed to determine the adequacy of the adjacent roadway network to accommodate traffic volumes generated from this neighbourhood. The TIA determined that the projected neighbourhood traffic can be accommodated on the ultimate roadway network. As such, Transportation Services has advised that development limits will be placed on Cashman. Development south of the auto dealership (within the southern portion of the neighbourhood) will not be supported without an updated Traffic Impact Assessment. The TIA must include analysis of traffic operations on Ellerslie Road and the Ellerslie Road – Gateway Boulevard interchange. Additional development south of the auto dealership will require the construction of a collector roadway connection to 25 Avenue SW.

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The Highway 2 Corridor Improvement Study (between Edmonton and Calgary ring roads) Final Report was completed by Alberta Transportation in 2020. The study's purpose is to preserve the National Highway System mandate for the efficient inter-regional and inter-provincial movement of people, goods and services while also accommodating growth and development in the study corridor and to develop an upgrading strategy that addresses highway safety, capacity and bridge upgrading requirements. The study indicates that functional planning studies will be required for the Ellerslie Road/Highway 2 interchange and Highway 2 realignment between Ellerslie Road and 41 Avenue SW. It is expected that 25 Avenue SW will be a "fly-over" with no connection to Calgary Trail/Gateway Boulevard.

It is anticipated that transit service will be provided along Ellerslie Road, and will be extended along 103a Street as development warrants.



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6.0 Major Utility Services and Staging

6.1 SANITARY SERVICING

The Heritage Valley Servicing Concept Design Brief (HVSCDB) identified that the South Edmonton Sanitary System (SESS) would provide Heritage Valley Neighbourhood 7 with a sanitary sewer connection point along the Ellerslie Road SW right-of-way (Figure 8).

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6.2 WATER

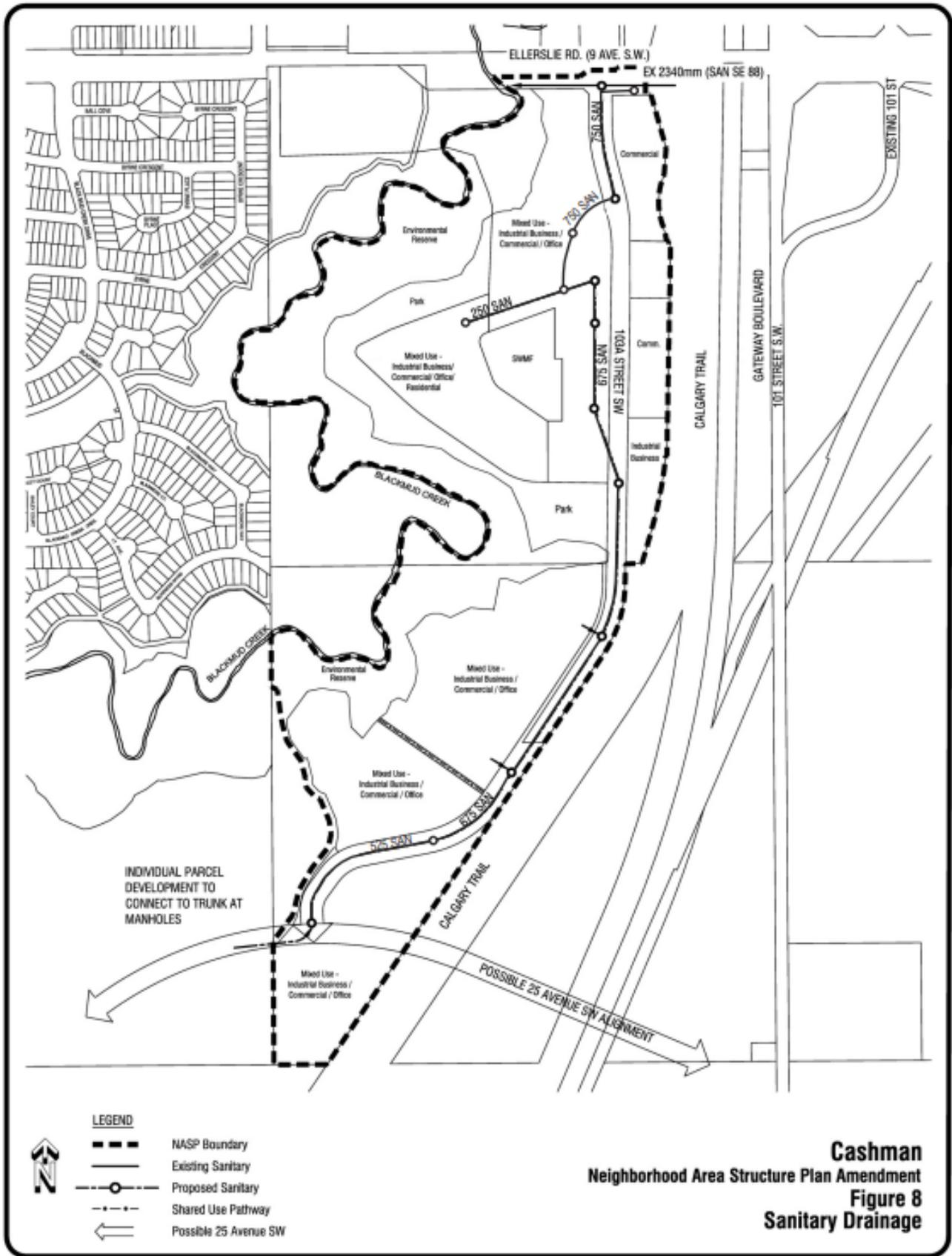
The HVSCDB identified that an existing 450 mm HDPE water main along Ellerslie Road will be the connection point for Neighbourhood 7. Preliminary discussions with Epcor Water Services require the extension of a 300 mm water main to the south. Figure 10 shows the proposed water main extension. Water main looping will be achieved with a connection to the existing 762 O.D. transmission water main, as noted in Figure 10. A water network analysis will be completed prior to subdivision applications to verify water main sizes and other looping requirements.

6.3 STORMWATER MANAGEMENT

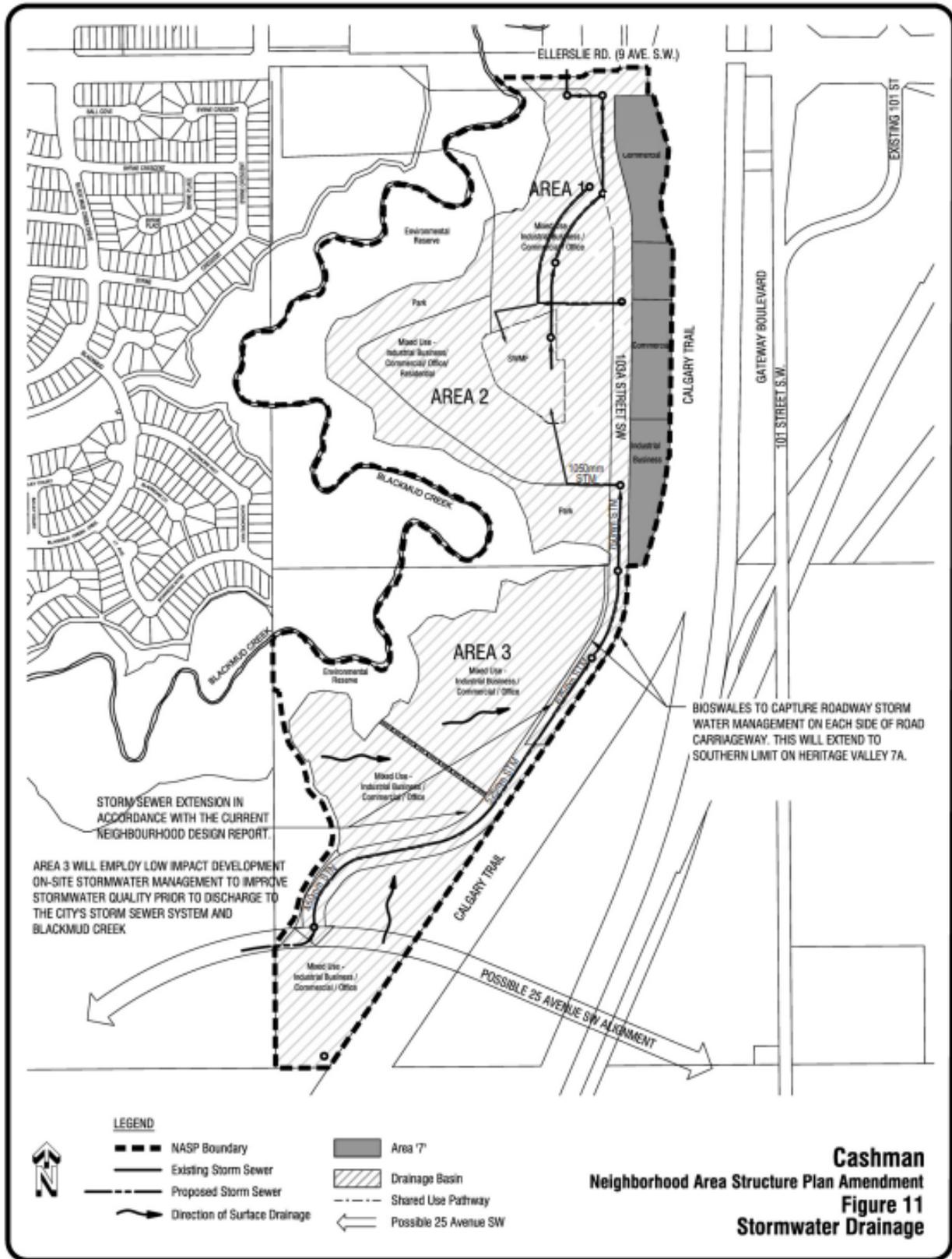
The HVSCDB identified a few stormwater management facilities to service Neighbourhood 7. All stormwater management facilities discharge into Blackmud Creek. The illustrations were conceptual and specific details will be determined at the Neighbourhood Area Structure Plan stage. Figure 4 shows existing contours and site features for Gateway Village. The natural meander of Blackmud Creek at the southern limit of Storm Basin 1 creates a separate stormwater drainage basin from the remaining lands of Neighbourhood 7. This NASP will address the specific drainage boundary limits and Stormwater Facilities as shown on Figure 11.

Previous submissions of the Neighborhood Design Report (NDR) to support the development of Stage 1 within Neighborhood 7A drainage basin identified the viability of a storm sewer connection to the “Ellerslie Interchange Control Manhole”. This alternative will effectively eliminate the need for some new storm outfalls into Blackmud Creek.

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A dedicated storm trunk sewer will convey storm flows from each storm basin upstream and direct the flow to the existing Ellerslie Interchange Control Manhole. The northern basin (Basin A) will have its own storm water management facility which will receive and detain flows and release at a controlled rate of 5 l/s/ha. The southern amendment area (Basin B) has eliminated a public storm water management facility and it will be replaced with private on site facility(s) to suit subsequent parcel development(s). In order to support private on site stormwater management facilities in this area, 103A Street is proposed as a 36 m right-of-way. The 103A Street right-of-way will accommodate 6 m wide bioswales on both sides to capture major flows ultimately draining through the storm trunk sewers. The Stormwater Management Servicing Strategy and outfall requirements will be addressed in the Neighbourhood Design Report Amendments.

6.4 OTHER SERVICES

Existing power, gas and telephone lines: are found in the immediate area of Ellerslie Road. Additional discussions will be required with the facility providers to address short-term and long-term servicing strategies. Relocation of existing infrastructure may be required to suit the NASP.

7.0 Implementation

7.1 STAGING

The staging sequence follows the north to south pattern outlined in the HVSCDB for Neighbourhood 7. The first stage of development will be constructed at the north end of the neighbourhood, providing the logical extension of services southward as development occurs. Development will be limited to 10 ha of developable land until such time as roadway upgrades are constructed on Ellerslie Road and at 25 Avenue SW. With the first phase of development, 103a Street SW will be upgraded to an urban 4-lane roadway.

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7.2 URBAN DESIGN STRATEGY

7.2.1 Context

Cashman occupies a strategic, highly visible location at the south entry to Edmonton. The "view from the road" at this location will be vital to the first impressions of travellers to and from the Capital Region. This impression should reflect and reinforce a positive and dynamic image of the City as well as the Heritage Valley community. This view includes not only strong urban elements, but also the forest and open space corridor provided by Blackmud Creek, which defines the west edge of the neighbourhood. To strengthen this vision, it is essential that all elements of adjacent neighbourhoods along the Corridor, including *Cashman*, are designed and developed in an attractive and functional manner for the benefit of workers, visitors and residents alike

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Cashman is relatively small in scale with strongly defined urban and natural edges. The land use mix proposed provides for a mixed use employment centre. The shape and size of the neighbourhood and the land use mix expressly prohibit big box development. A mixed use residential node and park in the central Plan area will define the 'urban village' – a place to live, work and play. The 'urban village' will be a highly visible development node, acting as a landmark within the Highway 2 corridor, one of a succession of landmarks along the corridor at the south entry to the City.

The urban design strategy inherent in the *Cashman* Neighbourhood Area Structure Plan emphasizes this balance between the intimate, human scale, pedestrian oriented urban environment with the realities of the major roadway interface of Calgary Trail.

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7.2.2 Purpose

The high visibility of the *Cashman* lands demand an Urban Design Strategy (See Figure 12-Urban Design Concept) to complement the *Cashman* NASP. The following sections are intended to identify the existing urban design framework in place as it relates to the Highway 2 Corridor and Heritage Valley and outline the hierarchy of future planning and design considerations that must be addressed. The opportunities presented by the subsequent future layers of consultation and consensus will **achieve a high quality urban environment** that reflects positively on the Highway 2 Corridor and the Heritage Valley area. These additional layers include the development of comprehensive Urban Design Guidelines for the entire neighbourhood, prescriptive Site Specific DC2

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zones that will require public consultation and Council approval, as well as the developers' privately administered caveat on architectural controls and development guidelines. Attention to the coordination and integration of these elements will ensure a high standard of implementation suitable for this Gateway location.

7.3 URBAN DESIGN STRATEGIES

To date, an extensive level of consultation has been undertaken to develop specific guidelines and regulations to improve the image and economic viability of the Highway 2 Corridor area. This has resulted in the establishment of two key sets of comprehensive community and urban design guidelines and regulations-the Highway 2 Corridor Design Guidelines and the Zoning Bylaw Section 813, Major Commercial Corridor Overlay. In addition the Heritage Valley Servicing Concept Design Brief (HVSCDB) also acknowledged the need to *"Prioritize the design of both citric and individual buildings, streets, and open spaces and special places that add to the liveability and quality of the community as a whole."*

These existing documents, and the approval of Heritage Valley neighbourhood *Cashman* will lay the strong foundation necessary to move through the logical zoning, subdivision and development permit process that will ultimately define the details of the area.

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The following design strategies, as summarized in the Urban Design Concept-Fig.12- shall be used to implement the vision of the Business Employment area:

7.3.1 The Highway 2 Corridor Design Guidelines

In January 2000, the City of Edmonton, City of Leduc, Leduc County, Edmonton Regional Airports Authority, and Alberta Infrastructure worked cooperatively to establish Highway 2 Corridor Design Guidelines to *'focus and enhance the economic opportunity of this area and the travel experience of entering, leaving and moving through the Capital Region'*.

The Design Guidelines proposes that design and activities in the **public realm**:

- promote an attractive Corridor design that is recognized as the "Gateway to the Edmonton Capital Region" and consistently integrates public and private land uses and results in a pleasant travel experience.
- development an integrated and consistent image for the Corridor that creates a wide range of new economic development and tourism opportunities, and
- develop a uniform Corridor design standard.

*The Design Guidelines also apply to **privately owned** lands that are highly visible from Highway 2. They are structured to `enable the responsible approving authority to review development and subdivision applications on privately owned lands along the Corridor"* and provide guidance and direction

with regard to:

- Architectural treatment, design and density of buildings
- Minimum building setbacks
- Location and screening of open storage areas and mechanical equipment
- Site planning and parking
- Access/egress
- Signage
- Landscaping; and
- Lighting and utilities.

Recommendations

- I. *Implement the Highway 2 Corridor Design Guidelines applicable to the redevelopment of the existing commercial and industrial business uses adjacent to Highway 2 in Cashman.*
- II. If private lands are not visible from or are not situated directly next to the Highway 2 right-of-way, then the applicable district and general regulations of the respective Zoning Bylaw will prevail.

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7.3.2 Major Commercial Corridors Overlay

The Edmonton Zoning Bylaw Part II, Section 813 identifies Calgary Trail as part of the Major Commercial Corridors (MCC) Overlay. *This overlay also includes the existing commercial and industrial business development along the eastern side of the plan area (see Figure 12).*

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This overlay exists to ensure development along Major Commercial Corridors is visually attractive and considers pedestrian and traffic safety. It contains general development regulations that pertain to architectural themes, setbacks, landscaping and berms.

- The preservation and enhancement of existing natural and man-made Corridor attractions
- The creation of new landmarks within the Corridor by building standard and special themes into Corridor infrastructure developments.
- The enhancement of the landscape through design themes, planting of hardy deciduous and coniferous plant species.
- The provision of fencing screens or other landscaping materials to buffer

and reduce impacts associated with adjacent land uses.

Recommendations:

- I. **Extend and implement** the Major Commercial Corridors (MCC) Overlay. (Section 813 of the Zoning Bylaw) to apply to the balance of the Calgary Trail abutting the neighbourhood.
- II. *The MCC regulation shall be triggered by any application for re-subdivision or for development permits arising from proposals to re-develop within the existing areas zoned commercial or industrial abutting or visible from the Trail.*

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7.3.3 Specific Design Guidelines for Neighbourhood 7

Site Specific Development Control Provisions (DC1 or DC2) will be required for sites designated in the Plan for mixed use areas. These guidelines would set the standards and expectations to ensure continuity and consistency between *Cashman* and N7B and maintain the high standards expected at the Gateway Entrance to the City. These Guidelines would be prepared in consultation with the City of Edmonton Sustainable Development and affected stakeholders, and shall be submitted and approved by the Administration prior to or concurrent with the first zoning or subdivision application or major development permit application within the neighbourhood.

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March 7, 2007

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This requirement for an overall design will ensure a level of quality design and architecture that is responsive to this entrance context. These guidelines will generally ensure that the mix of land uses complement each other as well as the existing uses in the adjacent neighbourhoods in terms of physical, visual and functional compatibility.

By virtue of its small size and its urban mix of land uses, *Cashman* is also conducive to the application of architectural themes and guidelines. These would be developed and administered by *a private corporation*. This comprehensive design approach will be compatible and complementary to the desired character of the Gateway Corridor.

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Recommendations:

- I. Prepare and submit a **comprehensive set of Design Guidelines** for *Cashman* for approval by the City of Edmonton, Sustainable Development prior to or concurrent with any applications for rezoning, subdivision or major development permit approval.
- II. Site Specific Development Control Provision (DC2) will be required for sites designated in the Plan area for mixed use areas or as part of the Urban Village areas. The approval of the DC2 developments will require public input, the extensive review of a detailed site plans and elevations and final approval by Edmonton City Council. The approval of any DC2s will require conformance with all relevant existing policies and guidelines. The DC2 zones will ensure that the design goals for the neighbourhood are met at the detailed site planning level.

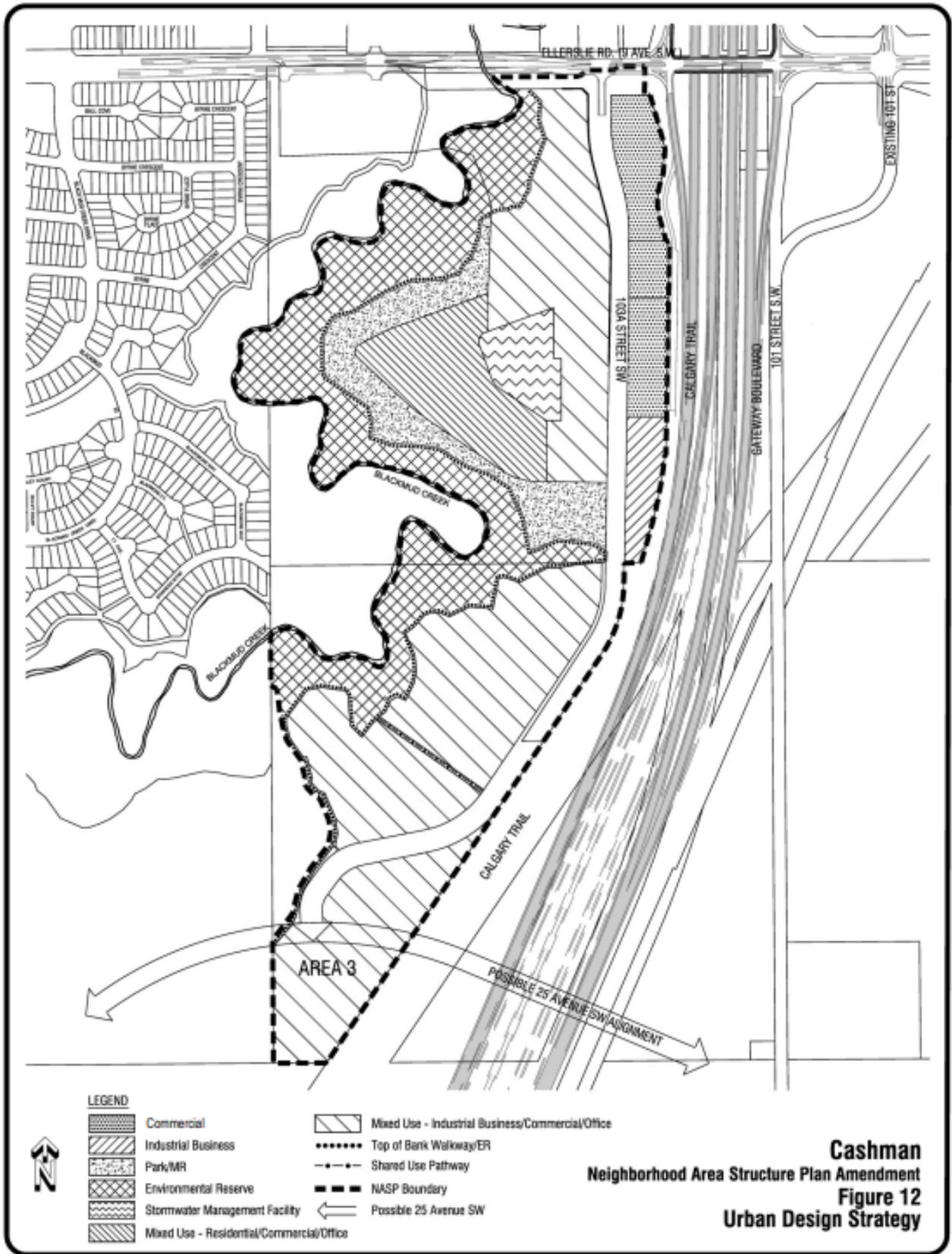
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The DC2 zone will address the following design elements/issues, among others:

- Architectural Style. Establish a consistent architectural style and theme consistent throughout all areas of the neighbourhood.
- Mass and Scale. Design building mass and scale appropriate for the character of the neighbourhood.
- Building Articulation. Design buildings/structures that achieve human scale and visual interest along streetscape for pedestrians.
- Connectivity. Design on site circulation to avoid conflicts between vehicular, bicycle and pedestrian traffic.
- Pedestrian Environment. Ensure safe and direct pedestrian connections to all areas of the neighbourhood.

Existing commercial and light industrial uses will continue to be developed under the appropriate zoning. Redevelopment and/or expansion of existing developments must conform to the urban design guidelines currently in place at the time of application.

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**Appendix 1 -
Land Ownership**

Table 1 - Land Ownership (As Amended by Editor)

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Heritage Valley Title Information			
Ref. #	Legal	Owner	Area
1	Road Plan 012 5160	City of Edmonton	1.38 ha
2	Lot F Plan 022 6460	Private Corporation	1.56 ha
3	Lot 1 Block 1 022 6460	Private Corporation	0.35 ha
4	Road Plan 992 4866	City of Edmonton	0.05 ha
5	Lot B Plan 4844KS	Private Corporation	0.43 ha
6	Lot C Plan 5096KS	Private Corporation	0.11 ha
7	Lot 5 Block F Plan 1388MC	Private Corporation	0.34 ha
8	Lot 4 Block F Plan 1388MC	Private Corporation	0.48 ha
9	Lot 3 Block F Plan 1388MC	Private Corporation	0.40 ha
10	Lot 8 Block F Plan 992 4189	Private Corporation	1.21 ha
11	NE ¼ Section 20-51-24-W4M	Private Corporation	14.77 ha
12	Block G Plan 175 TR	City of Edmonton	13.72 ha
13	Road Plan 1400PX	Province of Alberta	0.98 ha
14	SE ¼ Section 51-24-W4M	Private Corporation	23.07 ha

**Appendix 2 -
Land Use Statistics**

**CASHMAN
NEIGHBOURHOOD AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 20652**

	Area (ha)	% of GDA
Gross Area	60.42	
Environmental Reserve (including Top-of-bank Walkway)	14.29	
Top-of-bank Roadway	0.55	
Major Arterial Road (Calgary Trail)	0.97	
Major Arterial Road (Ellerslie Road)	0.70	
Gross Developable Area	43.91	100.00
Circulation	6.45	14.7
Stormwater Management Facilities	1.58	3.6
Municipal Reserve/Park	4.37	10.0
Total	12.40	28.2
Net Developable Area	31.51	71.8
Commercial	3.09	7.1
Industrial Business	1.22	2.8
Mixed Use– Industrial Business / Commercial/Office	23.20	52.8
Mixed Use– Residential/Commercial/Office	4.00	9.1
	% of Total Units	Population
DC1 – Residential/Commercial/Office	360	100.0
Total Residential	360	100.0

Population is based on 1.8 persons per unit.

* The future Mixed Use - Residential / Commercial / Office will generally comply with the RA7 Low Rise Apartment Zone with a density of 90 upha. It will be developed as a DC1 Zone to ensure appropriate uses that may incorporate minor commercial and business uses.