Ellerslie Area Structure Plan

Office Consolidation June 2023

Prepared by:

Development Services
Urban Planning & Economy
City of Edmonton

Bylaw 11870, as amended, was adopted by Council in January 1999. In June 2023, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original bylaw.

Bylaw 11870	Approved January 5, 1999 (to repeal Bylaw 7528 and adopt the Ellerslie ASP)
Bylaw 12111	Approved September 20, 1999 (modifications to land use, transportation and drainage as a result of Neighbourhood 1 (Summerside) NSP approval)
Bylaw 12581	Approved May 1, 2001 (modifications to land use and development as a result of Neighbourhood 2 (Ellerslie) NSP approval)
Bylaw 12609	Approved June 18, 2001 (relocation of commercial, industrial and storm water facilities)
Bylaw 13450	Approved August 20, 2003 (to incorporate the Special Study area for development)
Bylaw 13535	Approved November 18, 2003 (expansion of the Ellerslie NSP)
Bylaw 13665	Approved May 3, 2004 (land uses changes in the Summerside NSP)
Bylaw 14012	Approved June 27, 2005 (to modify school/park sites, pedestrian linkages, medium density residential sites, and collector roadways in the Summerside NSP)
Bylaw 14146	Approved December 5, 2005 (relocation of commercial, industrial, and stormwater facilities, and the addition of a school park in the eastern portion of the plan)
Bylaw 14266	Approved May 3, 2006 (facilitate minor revisions to residential land uses, park sites, pedestrian linkages and collector roadways. The transit centre is also relocated to another site from Neighbourhood 1 (Summerside)
Bylaw 14508	Approved March 12, 2007 (to redesignate a section of private open space to residential in the east-central portion of the plan area)
Bylaw 14518	Approved March 12, 2007 (to reconfigure and enlarge a stormwater facility; reconfigure a park site; removal of a "Private Open Space" linkage from the transitional zone between 21 and 25 Avenues and the addition of a collector road connecting 21 and 25 Avenues SW in the south-western portion of the plan area)
Bylaw 14583	Approved August 24, 2007 (to redesignate lands from Industrial to Industrial Education Facility and include objectives and policies related to the implementation of a post secondary industrial education facility)
Bylaw 14723	Approved November 15, 2007 (revisions undertaken to accommodate the adoption of the Orchards at Ellerslie NSP)
Bylaw 14693	Approved November 26, 2007 (redesignate 2.11 ha from residential to neighbourhood commercial and 0.64 ha from neighbourhood commercial to residential)
Bylaw 15067	Approved December 15, 2008 (to re-designate a 1.29 ha undeveloped site from commercial to residential to accommodate row house development)
Bylaw 15345	Approved March 10, 2010 (to redesignate a site from industrial to urban service for the purpose of a fire rescue service station)
Bylaw 15713	Approved May 30, 2011 (to redesignate a site from industrial to commercial and stormwater facility for the purpose of a mixed use business campus)
Bylaw 16446	Approved June 17, 2013 (to reconfigure stormwater management facilities, parks, and commercial and residential land uses, and to realign and delete collector roadways in the southeast portion of the plan area)

Bylaw 16593 Approved September 16, 2013 (revisions to Section 5 and the land use statistics to accommodate a religious assembly use within the Special Study Area)

Bylaw 16668 Approved June 24, 2014 (redesignate a site from commercial to industrial, add a stormwater management facility, include a transition area between industrial and residential areas, and remove a potential high school site)

Bylaw 17085 Approved March 2, 2015 (to redesignate land from residential to school/park site to accommodate development of a public school)

Bylaw 17654 Approved June 13, 2016 (to reconfigure the size and shape of a natural area and a storm water management facility, resulting in a small increase in residential development)

Bylaw 17714 Approved August 22, 2016 (to reconfigure the size and shape of a storm water management facility and redesignate land to accommodate residential development and public utility uses in the southwest portion of the plan area)

Bylaw 17802 Approved January 23, 2017 (to incorporate 100 hectares of land into the Orchards at Ellerslie neighbourhood)

Bylaw 17756 Approved February 22, 2017 (to redesignate land from Industrial (Special Area) and Stormwater Facility to commercial)

Bylaw 18264 Approved January 22, 2018 (to amend the boundary between the industrial and commercial areas in the northwest of the plan area)

Bylaw 18274 Approved February 12, 2018 (to reconfigure the location and size of the pocket park, reduce the size of the stormwater pond in The Orchards at Ellerslie neighbourhood)

Bylaw 18594 Approved November 5, 2018 (revisions to land use statistics from row housing to street oriented housing in The Orchards at Ellerslie neighbourhood)

Bylaw 18919 Approved July 15, 2019 (exempt three lots from the Wernerville Country Residential (Special Study Area), designate the lots as institutional land uses and to revise the ASP figures, text, and land use statistics to reflect the proposed changes)

Bylaw 19148 Approved March 10, 2020 (to update the location of a stormwater management facility and marginally increase the amount of commercial development opportunity in the northwest area of the plan, and to revise the ASP figures and land use statistics accordingly. Text updates to allow traffic impact studies at later stages of development west of the rail line, and to identify the requirement for development permit circulation to rail and pipeline agencies where rail and pipeline rights-of-way are abutting or within a proposed development, are included)

Bylaw 19344 Approved July 7, 2020 (to allow for small scale retail commercial for a specific site within the Industrial (Special Area) and to clarify the difference between the Industrial (Special Area) and former Council identified "Special Study Area" west of the rail line.

Bylaw 19359 Approved July 7, 2020 (to reconfigure residential and park uses and the neighbourhood trail system in The Orchards at Ellerslie Neighbourhood)

Bylaw 19444 Approved October 20, 2020 (to remove two properties from the Wernerville Country Residential Special Study Area and designate them as Commercial land uses.)

Bylaw 19656 Approved April 20, 2021 (to redesignate a 7.92 hectare area from "Industrial (Special Area)" to "Commercial (Special Area)")

Bylaw 19699 Approved May 18, 2021 (to change the designation of land located at the southwest corner of 91 Street and Anthony Henday Drive, adjust statistics accordingly (+/- 1.25 ha), and to add text to Section 5.4 Commercial)

Bylaw 19706 Approved May 18, 2021 (to change the designation of land located at the northeast corner of 91 Street and 25 Avenue, adjust statistics accordingly (+/- 1.38 ha), and to add text to Section 5.4 Commercial)

Bylaw 19726 Approved June 8, 2021 (to amend the Area Structure Plan to acknowledge the repeal of the Summerside Neighbourhood Structure Plan proposed under Bylaw 19725)

Bylaw 19848 Approved September 8, 2021 (to remove one property from the Wernerville Country Residential Special Study Area and designate it as a Mixed Use site, and update the Plan's statistics and figures to align with Bylaw 19849 and Charter Bylaw 19850)

Bylaw 20030 Approved May 25, 2022 (to redesignate land from Industrial (Special Area) to Residential and Transition area and update the Plan's statistics and figures to align with Bylaw 20030 and Bylaw 20032)

Bylaw 20137 Approved June 22, 2022 (to remove a site from the Wernerville Country Residential Special Study area and designate it as a Commercial site, and update the Plan's statistics and figures to align with Bylaw 20138 and Charter Bylaw 20139)

Bylaw 20234 Approved October 18, 2022 (to remove a site from the Wernerville Country Residential Special Study area and redesignate it for Commercial uses)

Bylaw 20484 Approved May 15, 2023 (to reconfigure commercial, park, natural area, and stormwater management facility land uses in the southeastern portion of the ASP)

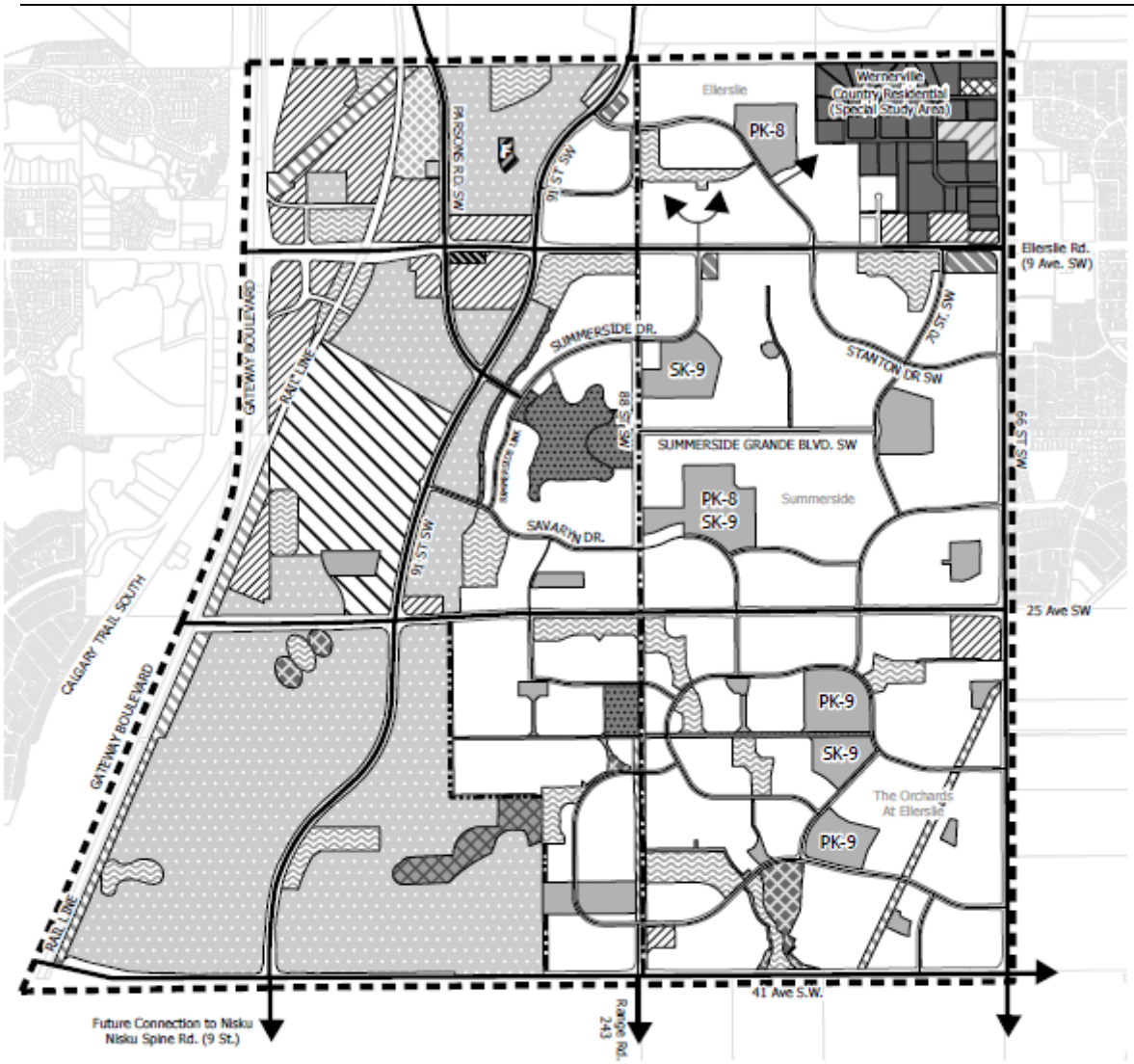
Bylaw 20489 Approved June 12, 2023 (to remove sites around the 75 Street SW cul-de-sac from the Wernerville Country Residential Special Study Area and redesignate them for medium density residential uses and a park/walkway)

Editor's Note:

This is an office consolidation edition for the Ellerslie ASP, Bylaw 11870, as approved by City Council on January 5, 1999. This edition contains all amendments and additions to Bylaw 11870. For the sake of clarity, new maps and a standardized format were utilized in this Plan. Where it provides clarity, names of City departments have been standardized to reflect their present titles. All text changes are noted in the right margin and are italicized where applicable. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws.

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

City of Edmonton
Urban Planning and Economy



BYLAW 20489
ELLERSLIE
Area Structure Plan
(as amended)

- Residential
- Wernerville Country Residential (Special Study Area)
- Commercial
- Neighbourhood Commercial
- Commercial (Special Area)
- Mixed Use
- Institutional
- Industrial Education Facility
- Industrial (Special Area)
- Future Fire Rescue Service Station
- School/Park Site
- Private Open Space
- Natural Area
- Southeast Woodland Natural Area
- Stormwater Facility
- Pipeline Corridor
- Urban Service
- ASP Boundary
- Arterial
- Collector
- Power Corridor
- Transition Area
- PK-8 Public K-8 School
- PK-9 Public K-9 School
- SK-9 Separate K-9 School

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Section 1

INTRODUCTION

1.1 PURPOSE

The purpose of this Area Structure Plan is to describe a land use framework and development objectives for industrial/commercial and residential development within Ellerslie, a 1,450 hectare area of land immediately south of the Transportation and Utilities Corridor (TUC) and east of Calgary Trail within south Edmonton (see Figure 1.0 - Location Plan).

The Area Structure Plan (ASP) will provide general guidelines to facilitate the orderly and efficient development of the plan area in terms of proposed land uses, density and pattern of development, location of major roads and facilities, conceptual servicing schemes and sequence of development.

The ASP will also provide a framework for the subsequent preparation of more detailed Neighbourhood Structure Plans within the areas designated for residential development.

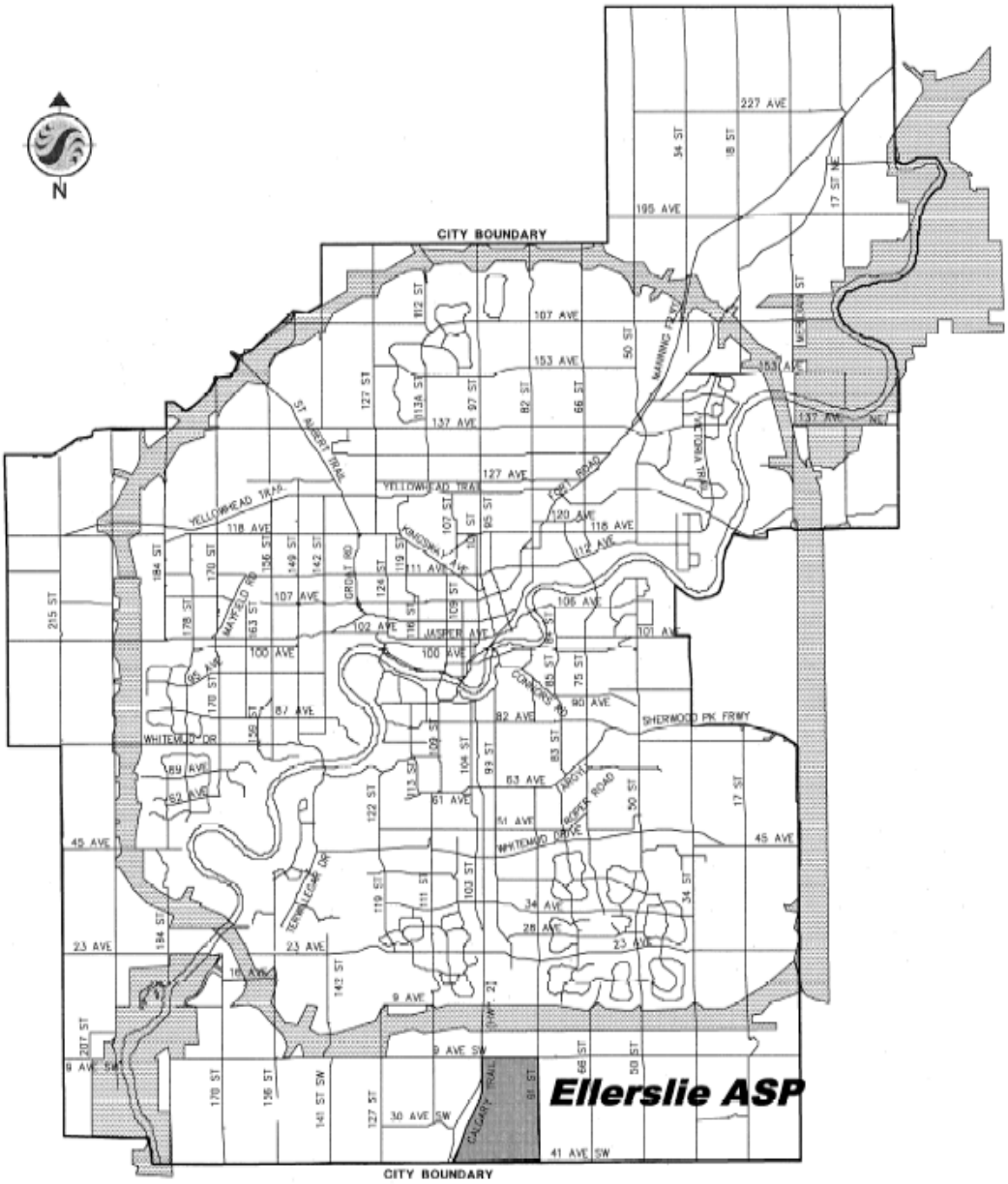
The Ellerslie Area Structure Plan has been prepared on behalf of *a private corporation*, owners of approximately 680 hectares of the total land area within the ASP. Amended by Editor

1.2 BACKGROUND

The original Ellerslie Industrial Area Structure Plan was approved by City Council on 4 September 1984 under Bylaw No. 7528. Its boundaries included Calgary Trail on the west, the TUC on the north, 91 Street Government Road Allowance on the east and 41 Avenue S.W. (the City Boundary) on the south. The ASP (Bylaw No. 7528) was prepared to accommodate predominantly medium industrial uses with some business industrial development and business support uses.

Very little development occurred in Ellerslie following the adoption of Bylaw No. 7528 in 1984. However, since that time a number of planning and development factors changed including the area of existing development, market conditions, planning philosophies, planning legislation and policies and servicing methodologies. In order to improve the economics and facilitate the development of land within Ellerslie, *the developer* proposes the expansion of the east boundary of the ASP to 66 Street and the inclusion of residential development. Furthermore, an integrated land use plan is proposed for the Ellerslie ASP which facilitates concurrent development of industrial, commercial and residential uses with areas of interface and shared amenities rather than segregation of land uses. Amended by Editor

Figure 1 Location Plan* (Bylaw 14146, December 5, 2005)



*Amended by Editor

This unique approach to integrating residential development alongside industrial development is possible due to the changing nature of the latter. Whereas the original Ellerslie ASP provided for a majority of medium industrial uses with some business industrial and commercial opportunities, the proposed ASP reflects the evolving state of industrial development with an emphasis on light industrial and high technology uses. These industrial uses do not generate noise, vibration or outdoor storage associated with the more traditional medium and heavy industrial types of development. As such, this new generation of industrial development can be a good neighbour to residential development.

While there remains a steady demand for medium and heavy industrial land within the Region, the location of the Ellerslie lands along the high profile Highway 2 Corridor in south Edmonton lends itself to the establishment of leading edge industrial development. The viability and economics of industrial development is bolstered by the concurrent and complementary development of adjacent residential neighbourhoods.

Current market research undertaken by *the developer* and discussed in more detail in Section 5.0 indicates that the mix of industrial and commercial development and residential development in the new Ellerslie ASP not only addresses current and anticipated market demands for all of these uses but also lends itself to a balanced pace of development overall.

Amended by Editor

This balance of long term land uses has lead to the expansion of residential development west of the 91 Street Government Road Allowance in an area designated in Bylaw No: 7528 for industrial development. The configuration of land uses and assessment of the transportation network within and outside the plan area also lead to the realignment of two north-south arterial roadways within the plan area. However, the City of Edmonton's longstanding commitment to the one mile arterial roadway grid is respected.

The net effect of these changes and new development objectives is the need for a complete revision to and boundary expansion of the Ellerslie Area Structure Plan as presented in this document.

1.3 DEFINITION OF PLAN AREA

The Ellerslie Area Structure Plan includes all of Section 15-51-24-W4M, Section 16 51-24-W4M, Section 21-51-24-W4M and Section 22-51-24-W4M, the southern halves of Section 27-51-24-W4M and Section 28-51-24-W4M and portions of Section 17-51-24-W4M, Section 20-51-24-W4M and Section 29-51-24-W4M.

As shown on Figure 2.0 - Context Plan, the Ellerslie ASP is defined by the following general boundaries:

- **Northern Boundary** - Southern edge of the Transportation and Utilities Corridor
- **Western Boundary** - Calgary Trail Northbound
- **Eastern Boundary** - 66 Street
- **Southern Boundary** - City of Edmonton / County of Leduc Boundary (41 Avenue S.W.)

The Ellerslie ASP constitutes a logical planning unit with respect to identifiable plan boundaries, servicing considerations and the proposed range of industrial and residential land uses.

1.4 LAND OWNERSHIP

Approximately 47% (680 hectares) of land within the Ellerslie ASP is owned by *a private corporation*, making it the single largest landowner in the plan area. The remaining land is held by multiple minority land owners. Current land ownership is shown on Figure 3.0 - Land Ownership. A detailed listing is provided on Table 1 - Land Ownership.

Amended by Editor

All landowners within the Ellerslie ASP were invited to attend a meeting on 20 April 1998 hosted, by *the developer* to review a draft development concept for the area. No significant objections were voiced at the meeting or afterwards. Since that time, a few minor changes to the plan have been incorporated at the request of the minority landowners.

Amended by Editor

Figure 2 Context Plan (Bylaw 11870, January 5, 1999)

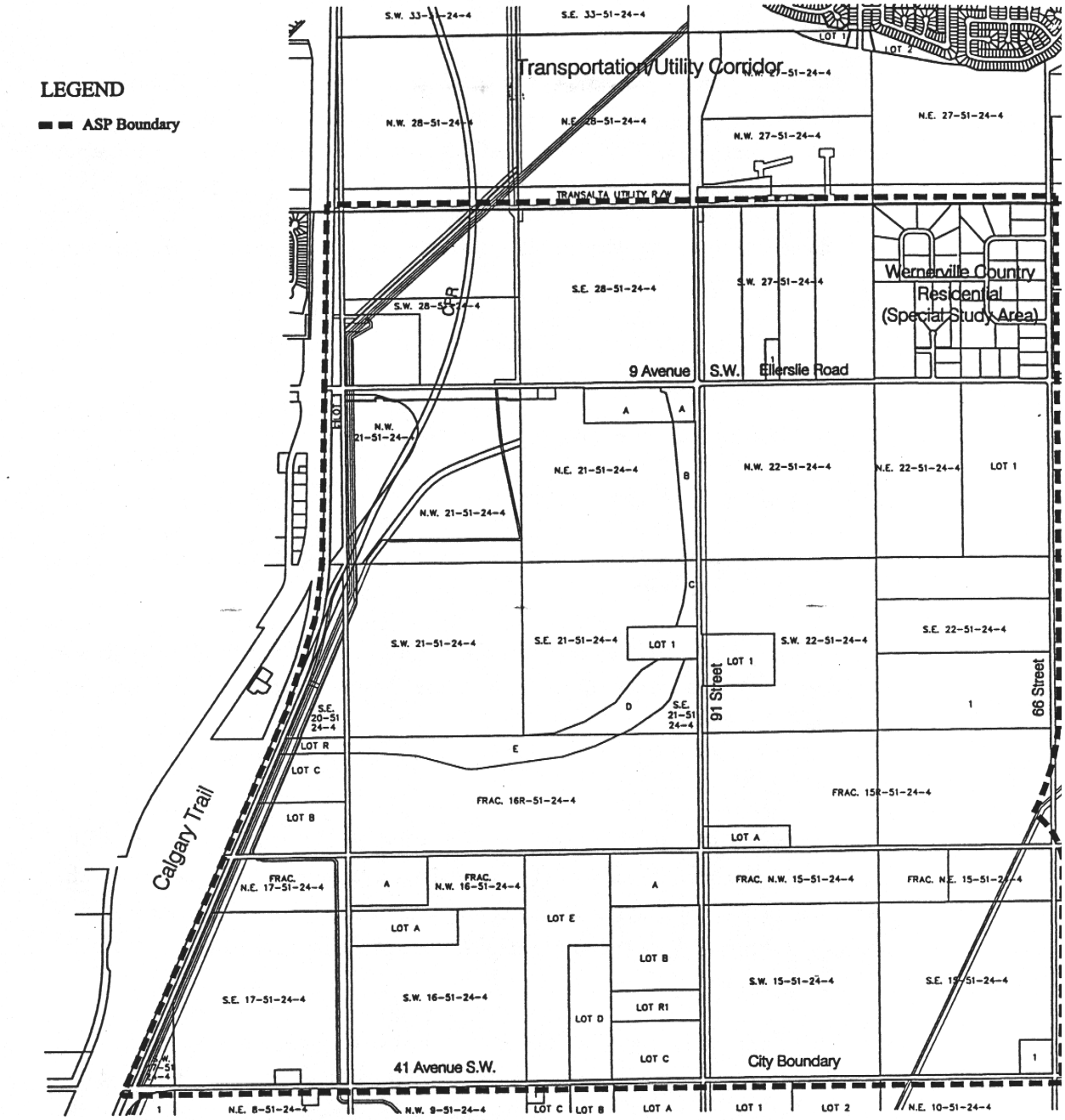


Figure 3 Land Ownership (Bylaw 11870, January 5, 1999)

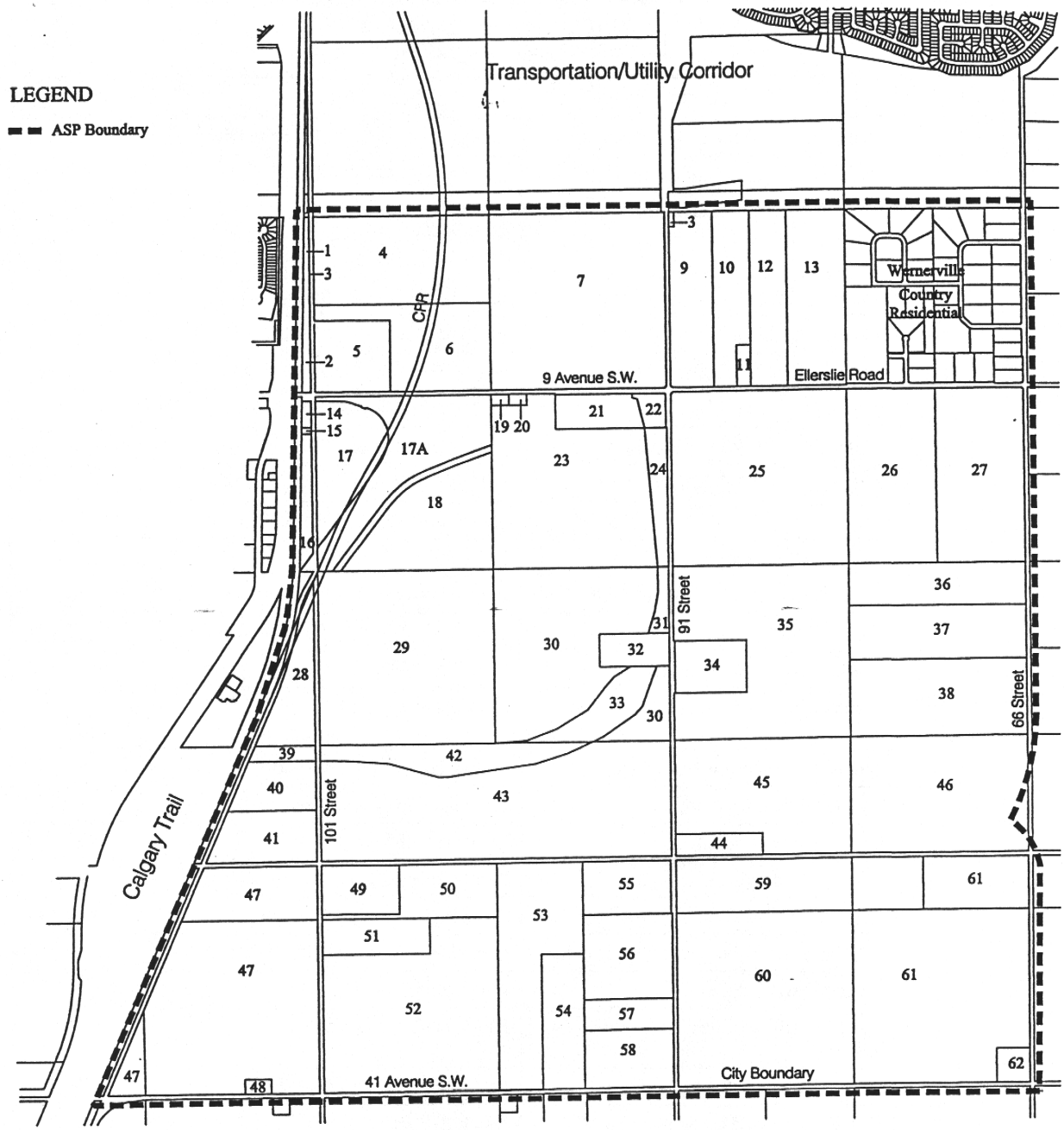


TABLE 1 - LAND OWNERSHIP
ELLERSLIE AREA STRUCTURE PLAN
(Amended by Editor)

	Titled Owner	Legal Description	Area (ha)
1	*Private Corporation (Rail Line)*	Part of SE1/4 Sec. 29-51-24-W4M	1.011
2	*2 Private Corporations (Rail Line)*	Sec. 29-51-24-W4M L.S.D.1	1.21
3	*Private Corporation (Rail Line)*	St. Government Road Allowance Closed SEC. 29-51-24-N4W	0.94
4	*Private Corporation (Rail Line)*	½ of SW 1/2 Sec. 28-51-24-W4M	32.4
3	*Private Corporation*	Part of SW 1/4 Sec. 28-51-24-W4M	11.93
6	*Private Corporation (Rail Line)*	½ of SW 1-4 Sec. 28-51-24-W4M	20.413
7	*Private Corporation*	SE ¼ Sec. 28-51-24-W4M	64.7
8	*Private* Utilities Corporation	Part of SW1/4 Sec. 27-51-24-W4M	0.163
9	*Private Corporation*	Part of SW1/4 Sec. 27-51-24-W4M	15.93
10	*Private Owner*	Part of SW1/4 Sec. 27-51-24-W4M	12.56
11	*Private Owner*	Lot 1 Plan 922 3196	1.21
12	*Private Owner & Private Corporate*	Part of SW1/4 Sec. 27-51-24-W4M	13.6
13	*Private Owner*	Part of SW ¼ Sec. 27-51-24-W4M	21.4
14	*Private Owner*	Lot 1 Plan 792 2326	0.528
15	*Private Corporation*	Lot G Plan 2873 MC	0.138
16	*Private Owner*	Part of NE ¼ Sec. 20-51-24-W4M	2.62
17	*Private Corporation*	Park of NW1/4 Sec. 21-51-24-W4M	14.0
17A	*Private Corporation*	Plan 752 1485	26.11
18	*Private Corporation*	Part of NW ¼ Sec. 21-51-24-W4M	24.6
19	*Private Institution (Religious Assembly)*	Part of NE1/4 Sec. 21-51-24-W4M	0.405
20	*Private Institution (Religious Assembly)*	Part of NE 1/4 Sec. 21-51-24-W4M	0,405
21	*Private Corporation*	Lot A Plan 2581 NY	6.183
22	Her Majesty the Queen in Right of Alberta	Block A Plan 872 1140	1.91
23	*Private Corporation*	Part of NE1/4 Sec. 21-51-24-W4M	50.54
24	Her Majesty the Queen in Right of Alberta	Block B Plan 872 1140	4.9
25	*Private Corporation*	NW 1/. Sec. 22-51-24-W4M	64.7
26	*Private Corporation*	Part of NE 1/4 Sec. 22-51-24-W4M	32.3
27	*Private Owner*	Lot 1 Plan 782 0613	32.336
28	*Private Corporation*	Part of SE1/4 Sec. 20-51-24-W4M	10.52
29	*Private Corporation*	SW ¼ Sec. 21-51-24-W4M	64.7
30	*Private Corporation*	Part of SE ¼, Sec. 21-51-24-W4M	49.71
31	Her Majesty the Queen in Right of Alberta	Block C Plan 872 1140	1.92
32	*Private Owner*	Lot 1 Plan 802 1807	4.86
33	Her Majesty the Queen in Right of Alberta	Block D Plan 872 1140	8.21
34	*Private Owner* (life estate title in favour of a *private owner*)	Lot 1 Plan 792 0978	7.97

35	*Private Corporation*	Part of SW 1/4 Sec. 22-51-24-W4M	56.61
36	*Private Owner*	Part of SE 1/4 Sec. 22-51-24-W4M	15.82
37	*Private Owner*	Part of SE 1/4 Sec. 22-51-24-W4M	20.08
38	*Private Owner et al.*	Lot 1 Block 1 Plan 772 2779	28.8
39	City of Edmonton	Lot R Plan 655TR	2.11
40	*Private Owner*	Lot C Plan 655TR	8.11
41	*Private Owner*	Lot B Plan 655TR	10.9
42	Her Majesty the Queen in Right of Alberta	Block E Plan 872 1140	12.5
43	*Private Corporation*	Part of NW ¼ Sec. 16-51-24-W4M & Part of NE 1/4 Sec. 16-51-24-W4M	74.14
44	*Private Owner*	Lot A Plan 3422TR	4.05
45	*Private Corporation*	Part of NW1/4 Sec. 15R-51-24-W4M	39.25
46	*Private Corporation*	Part of NE 1/4 Sec. 15-51-24-W4M	40.42
47	*Private Owner*	Part of Sec. 17-51-24-W4M	77.241
48	*Private Owner*	Part of SE 1/4 Sec. 17-51-24-W4M	0.809
49	*Institutional*	Lot A Plan 748NY	8.09
50	*Private Owner*	Part of NW 1/4 Sec. 1b-51-24-W4M	12.11
51	*Private Owner*	Lot A Plan 137TR	8.13
52	*Private Corporate & Private Corporate & Private Corporation*	Part of SW1/4 Sec. 16-51-24-W4M	56.58
53	*Private Owner et al.*	Lot E Plan 3186TR	29.1
54	*Private Owner*	Lot D Plan 3186TR	12.2
55	*Private Owner*	Lot A Plan 2056NY	9.99
56	*Private Corporation*	Lot B Plan 2310TR	16.2
57	City of Edmonton	Lot R 1 Plan 3186TR	5.872
58	*Private Owner*	Lot C Plan 3186TR	11.1
59	*Private Corporation*	Part of NW, NE ¼ Sec. 15-5 1-24-W4M	2$.29
60	*Private Owner*	SW % Sec. 15-51-24-W4M	64.7
61	*Private Corporation*	Part of NE, SE ¼ Sec. 15-51-24-W4M	74.38
62	*Private Owner*	Lot 1, Block 1, Plan 792 0321	2.42
63	Wernerville County Residential	multiple parcels	64.7
		TOTAL TITLED AREA	1,401.734

Section 2

STATUTORY PLAN & POLICY CONTEXT

2.1 EDMONTON MUNICIPAL DEVELOPMENT PLAN

As per the original ASP approval, the land within the Ellerslie ASP west of the 91 Street Government Road Allowance is designated in the City of Edmonton's Municipal Development Plan (MDP) as a Business & Employment Area and the land east of 91 Street is designated as a Suburban Area.

Bylaw 20484
May 15, 2023

The boundary between the industrial and commercial land uses and the residential development in the proposed ASP is located west of the existing 91 Street Government Road Allowance. *(Deleted by Bylaw 20484).*

Further to The City Plan (2020), the current Municipal Development Plan, the Ellerslie ASP is within the Ellerslie District and provides the majority of the daily needs of residents along with a range of destinations, services and amenities within a 15 minute distance. The following Directions under the Big City Moves provides examples of specific policies to which the ASP is compliant with The City Plan as presented in this ASP.

Bylaw 20484
May 15, 2023

Greener as We Grow:
1.4.1.2 Design and deliver mass transit and active network infrastructure to enable energy efficient mobility.

1.4.2.1 Protect, restore, maintain and enhance a system of conserved natural areas within a functioning and interconnected ecological network.

1.4.2.3 Expand and enhance a healthy and sustainable urban forest.

2.2.1.4 Use full City authority in the provision of environmental reserve, municipal reserve, school reserve, or municipal and school reserve, or cash-in-lieu in accordance with the Municipal Government Act.

A Rebuildable City:
2.2.3.4 Enable the development and redevelopment of small commercial sites and centres to support mixed-use local nodes city-wide.

2.3.1.1 Identify opportunities to facilitate redevelopment and intensification of industrial and commercial lands in established non-residential areas supported by mass transit.

2.3.1.2 Encourage residential and non-residential redevelopment that contributes to the livability and adaptability of districts.

2.3.1.5 Sequence development and align infrastructure upgrades to leverage and optimize existing infrastructure.

A Community of Communities:
1.3.1.1 Establish and invigorate districts where daily life, work, and play intersect.

1.3.1.2 Provide opportunities for people to easily connect to and experience open space and features within districts.

2.1.2.2 Provide safe, comfortable and direct active transportation connections between neighbourhoods, community facilities and schools.

4.2.2.4 Design transportation infrastructure that is intuitive and user friendly

Inclusive and Compassionate:
1.1.1.2 Design new and retrofit existing open spaces to encompass wellness, celebration and ecology at the district level.

1.2.2.2 Design open space and play space to accommodate intergenerational use.

1.3.3.4 Enable all districts to achieve more income-diverse neighbourhoods and a greater mix of land uses.

Catalyze and Converge:
3.2.1 Ensure that development and public infrastructure is designed to support a vibrant local economy and competitive business environment.

3.2.1.2 Enable growth of new and emerging sectors in Edmonton's' non-residential areas.

Numerous strategies are cited in the MDP, at the time of initial ASP approval, regarding Planned Growth and other areas of responsibility. The following sections highlight those of particular relevance to the Ellerslie ASP:

2.1.1 Planned Growth - Land Development Philosophy

"Develop and utilize a land development philosophy that meets the City's long-term development needs and achieves the optimal balance between residential, industrial, commercial, institutional and recreational land use."

Strategy 1.1.1 - Provide for choices regarding the types of developments in which people want to live and do business.

The Ellerslie ASP provides for a range of low and medium density residential development opportunities in addition to employment generating industrial and

commercial land uses and an opportunity for businesses to locate in highly visible and growing sector of Edmonton.

Strategy 1.1.5 - Ensure an adequate supply of industrial land.

A significant amount of the western portion of the Ellerslie ASP is designated for industrial development. Although this area represents a reduction from Bylaw No. 7528, it has been done in conjunction with a detailed review of the Edmonton Region industrial market and future industrial trends. The resulting amount of industrial land is deemed to be appropriate both in terms of its location and type.

Strategy 1.1.12 - Place a high priority on the effective and efficient use of land.

The Ellerslie ASP plans for a mix of industrial, commercial, residential, institutional and recreational land uses in an efficient land use pattern which can be economically serviced and developed on a staged basis is step with market demands.

Strategy 1.1.14 - Maintain the integrity of pipelines and utility corridors while planning for growth and development.

The Ellerslie ASP contains a number of pipeline and utility corridors which have been integrated into the plan and, where appropriate, will be employed in the open space and walkway system.

2.1.2 Planned Growth - Utilization of Existing Infrastructure "Encourage maximum development around City infrastructure."

Strategy 1.3.3 - Support contiguous development that is adjacent to existing development in order to accommodate growth in an orderly and economical fashion.

With the completion of Millwoods and designated land uses planned for the South Edmonton Common and Edmonton Research & Development Park ASP, the Ellerslie ASP represents a logical extension of industrial, commercial and residential development in south Edmonton.

2.1.3 Planned Growth - Economic Activity Centres Within the City

"Recognize the existence and the potential of economic activity centres within the City and encourage these vibrant growth areas by fostering the mix of services and businesses which support and link them."

Strategy 1.4.1 - Promote Edmonton existing and potential economic activity centres (such as Ellerslie) while continuing to support existing commercial and industrial areas.

The Ellerslie ASP provides a mix of industrial and commercial land uses adjacent to Calgary Trail to be developed in concert with residential development further to the east. The large amount of land designated for industrial and commercial development addresses current and anticipated demands for these uses and creates a critical mass of business activity to serve as an employment and economic activity centre in south Edmonton.

Strategy 1.4.3 - Support public and private sector efforts dedicated to development and enhancement of economic activity centres.

The Ellerslie ASP has been prepared to accommodate a land use plan with a mix of industrial, commercial and residential land uses that can be developed concurrently. The blend of residential development alongside industrial and commercial development facilitates the establishment of Ellerslie as an economic activity centre generating new employment growth and business investment.

Strategy 1.4.4 *– Provide supporting infrastructure, services and linkages for economic activity centres.*

Bylaw 14583
August 24, 2007

The Ellerslie Industrial Area is identified as potential economic activity centre. The NAIT campus will add to the mix of land uses in the ASP area and provide an opportunity to develop an emerging activity centre and a more integrated community which will strengthen the City, specifically south Edmonton, with another employment base as well as a unique living and working environment.

2.1.4 Planned Growth - Preservation and Enhancement of the Natural Environment and Open Spaces

"Preserve and enhance the river valley, natural areas and open space within the urban landscape; recognize these areas as critical aspects of successful planned growth of the City; and, link them to the extent possible."

Strategy 1.6.1 - Develop a comprehensive, integrated plan for the river valley, natural areas and open space lands that encourages the conservation and integration of natural areas that are sustainable and feasible.

The Ellerslie ASP contains the 22 hectare Southeast Woodland Natural Area and supporting studies have been undertaken to describe the unique features of the area and assess the preliminary feasibility of retaining some portion of it within the future urban development. Further study will be required to fully assess the sustainability and feasibility of conserving and integrating the area.

2.1.5 Planned Growth - Managing Suburban Growth

"Manage suburban growth in a manner that ensures adequate infrastructure and services and maintains a balance of residential, commercial, industrial and recreational land uses."

Strategy 1.7.1 - Accommodate growth in an orderly, serviced and cost-effective manner.

The Ellerslie area represents the next logical location in south Edmonton for the extension of industrial, commercial and residential land uses, particularly in light of the City of Edmonton's stated priority to enhance Ellerslie as an economic activity centre. Services can be extended into this area in a cost effective manner.

Strategy 1.7.2 - Provide for a range of housing types and densities in each residential neighbourhood

The four residential neighbourhoods in the Ellerslie ASP each allow for a range of low and medium density residential development to take place. *(Deleted by Bylaw 20489).*

Strategy 1.7.4 - Ensure availability and access to recreational opportunities and open spaces.

Through the use of municipal reserves and the allocation of private open space, the Ellerslie ASP contains several open space/recreational areas such as walkway corridors, a fresh water lake & beach club, school/park sites and possibly retained natural areas and small passive parks.

2.2 AIRPORT PROTECTION OVERLAY

The majority of land within the Ellerslie ASP is within the Edmonton International Airport Vicinity Protection Area and partially covered by the 25 Noise Exposure Forecast (NEF) Contour.

The City of Edmonton's *Zoning* Bylaw provides an Airport Protection Overlay to ensure the safe and efficient operation of airports near the municipal boundary of the City of Edmonton through the regulation of building heights and land uses in addition to the requirements of the underlying land use districts in their vicinity. However, land within the 25 NEF contour is not impacted by the Overlay.

Amended by Editor

2.3 MAJOR COMMERCIAL CORRIDORS OVERLAY

The general purpose of the Major Commercial Corridors (MCC) Overlay is to establish development criteria for the purpose of ensuring that the development along Major Commercial Corridors is visually attractive and that due consideration is given to pedestrian and traffic safety. Given the fact that the Ellerslie ASP is bounded and visible on the west by Calgary Trail North and South, the MCC Overlay will be extended to a portion of the ASP concurrent with the adoption of the first commercial *rezoning*.

Amended by Editor

2.4 HIGHWAY 2 CORRIDOR LANDSCAPE DESIGN GUIDELINES

Landscape Design Guidelines for the Highway 2 Corridor have been jointly adopted by the City of Edmonton, County of Leduc, City of Leduc and the Edmonton Regional Airports Authority to ensure that the physical landscape and appearance of this major entrance route is maintained and enhanced.

Given that Calgary Trail is the Area Structure Plan's western boundary, the Landscape Design Guidelines are recognized as integral to this plan and will be respected in the future development of the lands within Ellerslie abutting Highway 2.

2.5 SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES

The City of Edmonton's Suburban Neighbourhood Design Principles report describes a variety of design principles intended to encourage flexibility and innovation in the design and servicing of new neighbourhoods and is generally applicable at the more detailed level of planning that an NSP provides. Not every principle will be applicable to every new suburban neighbourhood. A more detailed review of the Suburban Neighbourhood Design Principles will be provided at the NSP stage, however, at the Area Structure Plan level, Design Principles 7, 9, 15 & 16 are notable.

Design Principle 1 - At the area and neighbourhood planning stage, plan the location of the school/park facilities relative to neighbourhood staging such that they can be consolidated, serviced and available early in the development of a neighbourhood or catchment area.

School/park sites within the Ellerslie ASP have been planned in consultation with the School Boards and the Community Services Department and, where possible, located within early stages of the planned residential development.

Design Principle 9 - Explore opportunities to provide smaller, dispersed open space and parks in a neighbourhood to provide for localized needs while meeting the recreational needs of residents of the catchment area

It is proposed in the ASP that a number of dispersed park sites will be created from municipal reserves throughout the plan area. The specific location for these parks will be identified in the respective NSPs and are dependent upon balancing the demands on municipal reserves.

Design Principle 15 - Provide opportunity through the residential *zones* of the *Zoning* Bylaw for the intensification of housing forms and for alternative site design and building siting. Amended by Editor

It is intended that a range of low and medium density residential housing forms will be developed within the Ellerslie ASP. Opportunities for innovative site design and building siting can be pursued generally at the neighbourhood plan level and through the *rezoning* and subdivision processes. Amended by Editor

Design Principle 16 - Use current population and student generation formulas when planning facilities for a neighbourhood.

Take into account the life cycle of the neighbourhood.

The population and student generation ratios provided in the Suburban Neighbourhood Design Principles report were used to develop demographic projections in the Ellerslie ASP.

More detailed description of the application of the various design principles will be provided in the respective Neighbourhood Structure Plans.

Section 3

SITE CONTEXT & DEVELOPMENT CONSIDERATIONS

3.1 TOPOGRAPHY & VEGETATION

The topography of the lands within the Ellerslie ASP is generally flat with a gentle slope to the west and northwest. Site contours and elevations throughout Ellerslie vary from approximately 685 m in the northwest to approximately 710 m in the southeast portion of the plan area.

Land in the Ellerslie ASP lies within one large drainage basin that extends further to the east with an outfall to Blackmud Creek. There are a number of natural low areas within the plan area which will be integrated into the stormwater management system where possible.

Vegetation is scattered throughout the plan area in tree stands of various sizes, with a significant natural area in the south central portion of the plan area. The composition of these treed areas is mainly aspen/balsam poplar, some with associated sloughs. A number of natural areas have been identified by the City of Edmonton and are described in more detail in Section 3.5.

Overall, the majority of lands within the plan area have been cleared of natural vegetation for agricultural purposes.

3.2 SOILS

The Alberta Soil Survey of Edmonton Sheet (83) identifies soils within the plan area as primarily Malmo Silty Clay Loam, an eluviated black chernozemic soil developed an lacustrine material. The Survey also rates the land's agricultural capability as having "good to very good arable" qualities. The Canada Land Inventory's Soil Capability for Agriculture rates the land as Class l, meaning there are no significant limitations to agricultural use of these lands.

The City of Edmonton's Municipal Development Plan recognizes that these lands are intended for urban development. It should be noted, however, that these agricultural lands will typically remain in production right up until they are required for development. The consistent, uniform nature of these soils does not pose any constraints to urban development.

3.3 EXISTING LAND USES

As noted earlier, the majority of land within the Ellerslie ASP is currently used for agricultural purposes with several associated farmsteads (see Figure 4.0 - Site Features).

In the northeast corner of the ASP in the SE 1/4 Section 27-51-24-4 is the existing 43 lot country residential development, Wernerville. This area will become part of the Ellerslie ASP although no change to the current country residential land use is proposed. Future redevelopment options will be considered at the time of preparation of a Neighbourhood Structure Plan for the lands immediately west of Wernerville.

A recreational and community service facility, developed on an 8.09 hectare parcel at 3105 - 101 Street SW, is one of the more significant existing developments within the plan area. *A religious assembly's* Cemetery is located on Ellerslie Road just west of the *rail line*. Amended by Editor

Several other existing building and structures are located within the far western portion of the plan area including a pipeline booster station, *a private corporations'* repeater site, grain elevators, a garden centre, several greenhouses and a tree farm. *A private corporation* has secured a site for the development of a new plant on 30 Avenue S.W. and 101 Street S.W. with construction expected to begin in the spring of 1998. Amended by Editor

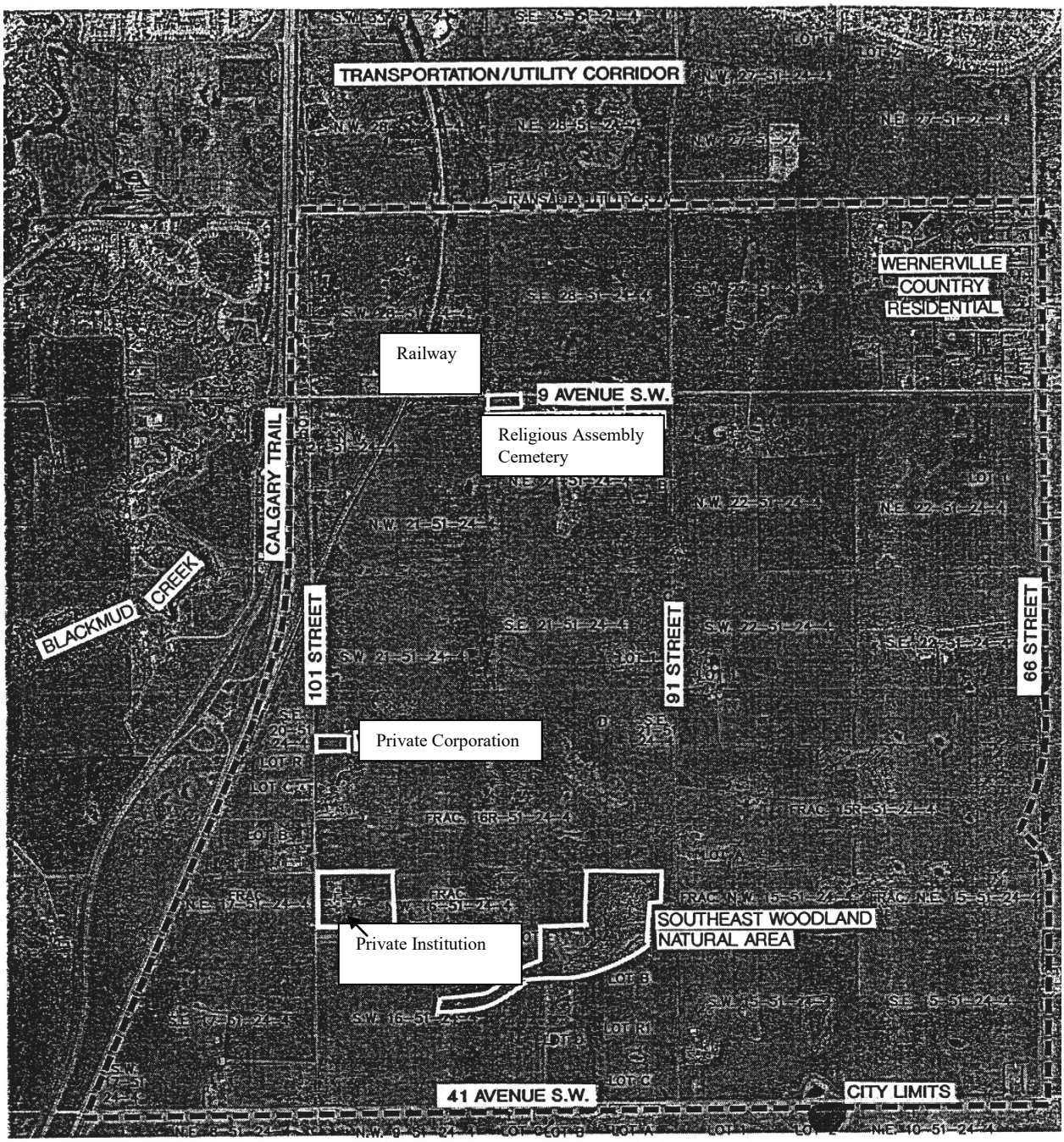
Depending on the nature of existing uses and compatibility and site design considerations, these existing uses can be selectively removed at the time of adjacent development and the land integrated into the pattern of subdivision, or they can be retained in their current state through careful site and subdivision planning.

3.3.1 A Private Corporations' Railway Main Line

A prominent feature within the Ellerslie ASP is the *rail line* which runs north-south along the western boundary of the plan area. The rail line was realigned a few years ago from its original location immediately adjacent to Calgary Trail to its current location to align with a proposed underpass of the future Outer Ring Road. Amended by Editor

The *railway* presents opportunities for industrial/commercial development to take advantage of the rail transportation network in their distribution systems. Amended by Editor

Figure 4 Site Features* (Bylaw 11870, January 5, 1999)



*Amended by Editor

3.4 SURROUNDING LAND USES

With respect to surrounding lard uses, the Ellerslie ASP is bound on the east (between 66 Street and 50 Street) by farmland identified in the Municipal Development Plan as a future Suburban Area. To the west of the plan area across Calgary Trail lies a developing residential node. As noted earlier, a Servicing Concept Design Brief to plan for future residential development is being contemplated for lands west of Calgary Trail between the TUC and the City Boundary.

3.4.1 County of Leduc

South of the Ellerslie ASP and the City Boundary lies the County of Leduc. The County's Municipal Development Plan currently identifies land abutting the ASP to the south primarily as agricultural with the exception of a small portion abutting Calgary Trail North representing an extension of the Industrial/Nisku Business Park. This land is covered by the Highway 2 Industrial Area Structure Plan.

The Edmonton International Airport is also within the County of Leduc further south on the west side of Calgary Trail. As discussed in Section 2.2, the presence of the airport and its attendant restrictions does not restrict development within the Ellerslie Area Structure Plan.

3.4.2 Transportation and Utilities Corridor

The Transportation and Utilities Corridor forms the northern boundary of the Ellerslie ASP and was established to provide a corridor for the future Outer Ring Road, power lines, energy pipelines, and other utilities. Access in and adjacent to the Ellerslie ASP through the TUC is planned at Calgary Trail, Parsons Road/*rail line* and 91 Street.

Amended by Editor

Alberta Public Works, Supply & Services has confirmed that the presence of a major power transmission corridor immediately adjacent to the northern boundary of the ASP precludes the possibility of any significant surplus lands from the TUC being made available to benefit of the Ellerslie ASP.

3.4.3 South Edmonton Common and Edmonton Research & Development Park

North of the TUC and the Ellerslie ASP lies the South Edmonton Common and Edmonton Research & Development Park (SECERDP) Area Structure Plan. South Edmonton Common occupies the western half of the plan area with the Research Park covering the east half to 91 Street. Further east between 91 Street and 66 Street lies the developed Millwoods residential neighbourhood of Satoo.

South Edmonton Common is planned as a major commercial centre with "big-box" and related retail/entertainment development. Development began in 1997 in the north, adjacent to 23 Avenue, and will progress to the south as the market dictates. Development has proceeded slowly in the Research Park. The Alberta

Research Council building and surrounding vacant lands occupy the southern portion of the Research Park.

3.5 ENVIRONMENTAL RESOURCES

The City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas (1993) identifies one Environmentally Sensitive Area and 11 Natural Areas within the Ellerslie ASP.

3.5.1 Southeast Woodland Natural Area (SE5016)

The Inventory identifies the 22.51 hectare Southeast Woodland Natural Area within the central/southeast portion of Section 16-51-24-W4M (see Figure 4.0) as a Local Environmentally Sensitive Area. The site is composed of a variety of vegetation communities including white spruce-balsam poplar, balsam poplar-aspen and various wetland communities such as cattail and sedges. The Inventory notes that the site has a high plant species and habitat diversity. The Inventory concludes that, due to the size and diversity of the site, any changes to the composition or hydrology of the area will severely impact upon the ecological integrity of the site.

The Inventory further recommends that attempts should be made to ensure that there are no changes to the current composition and structure of this site. Fragmentation of the habitat will severely limit the value of the site for wildlife. Current groundwater regimes should be protected in order to maintain the wetlands at this site.

In order to further document the characteristics of the Southeast Woodland Natural Area, a Stage One (Step One & Step Two) Preliminary Natural Site Assessment was undertaken by Bruce Thompson & Associates Inc. in July of 1998 and submitted under separate cover. The lands which contain the Southeast Woodland Natural Area is held by a number of owners, but not *the developer*.

Amended by Editor

The objective of a Stage One, Step One assessment is to identify important environmental elements on the site and determine the site's natural sustainability in its own right. The report also sought to determine whether any changes have taken place since the 1993 Inventory which would alter the site's significance.

The Stage One, Step One assessment confirmed that the Southeast Woodland Natural Area contains mixed wood forest dominated by poplar/aspen, and as such does not contain particularly unusual ecosystems for this part of Alberta, nor rare species of plant or wildlife. The diversity of wildlife and plants is not unusually high, given the structural diversity.

In essence, its value and use as an ungulate (deer, moose) and other wildlife habitat is limited by its isolation from other major tracts of cover and feeding habitat. Apart from its size, however, there are features of ecological value. The wetland areas represent good waterfowl habitat. Additionally, the stands of older spruce in the southern/western portion of the site area rated highly.

The Stage One, Step Two assessment further reviewed the important natural elements identified in Step One. It also reviewed the sustainability of the Southeast Woodland Natural Area if it remained as is with no further development and with respect to the potential impacts of future development.

If left in its natural state with no adjacent development, it is anticipated that the mixed wood forest and wetland area of the site would largely sustainable in their own right.

Relative to its incorporation the potential development, there is the potential that any significant alterations to surface water drainage or groundwater patterns could result in a change in water level in the existing wetland, or fluctuations in moisture regimes. Further determination of local ground and surface water patterns would be required to arrive at an optimal drainage design. Opportunities potentially exist to incorporate the wetland area into a future stormwater management facility in this location. More detailed review of the drainage system and sustainability of the wetland area is necessary to determine feasibility.

As a result of the Stage One, Step One & Step Two assessments, two valued environmental components have been identified which are potentially sustainable in their own right but potentially affected by human activities and development.

Bylaw 14723
November 15, 2007

An updated Stage I Preliminary Natural Site Assessment for Lot A, Plan 2056NY, contained within the Southeast Woodland Natural Area (SE 5016) and the Orchards NSP, was conducted for a private developer by Stantec Consulting Ltd. in November 2006. The entire wooded area located in Lot A, identified by Bruce Thompson & Associates Inc in 1998 (~10.61 ha) was found to have been cleared – and only a small, sparse coniferous stand remained near the farmyard, along with a small wetland area in the southern portion of the property, with a shallow drainage course running northwards. The Stage I report concluded that if present conditions persisted and development pressures were limited, the wetland would likely remain similar to its present state for some time. However, continuance in the reduction of the wetland is very likely and that it is possible the open water portion would trend towards a drier sedge-meadow community. Based on the conclusions of the Stage I Preliminary Assessment, no valued environmental elements were identified, and therefore a Stage II Detailed Natural Site Assessment was not recommended for Lot A, Plan 2056NY.

Bylaw 17654
June 13, 2016

A wetland assessment of Lot A, Plan 2056NY was conducted for a private developer by Stantec Consulting in October 2010. This assessment determined that the remaining wetland areas on this property, identified as Wetlands W1 and W2, were of "moderate" and "low" ecological value, respectively. Approval for the removal of both of these wetland areas was subsequently sought and received from Alberta Environment and Sustainable Resource Development. A constructed natural area 0.6 hectares in size is being provided in the same general area as the original wetlands. A modified Natural Area Management Plan has been completed detailing the maintenance of the constructed natural area, including the native vegetation that will be planted.

Rationale

A Natural Area originally located within the Orchards NSP area was significantly altered following its inventory in 1993. Most of the trees that comprised this portion of the Natural Area were cleared for agricultural purposes leaving behind two small wetland areas. These areas received **Water Act** *approval from Alberta Environment and Sustainable Resource Development for removal. Compensation has been paid based on a replacement ratio of 3:1.*

Bylaw 17654
June 13, 2016

Technical Summary

A portion of Southeast Woodland Natural Area (SE 5016), as identified by the City's Inventory of Environmentally Sensitive and Significant Natural Areas (Geowest, 1993), was originally located within the plan area. This portion of the natural area was significantly altered from the original natural state by a landowner who was not the proponent of the Orchards NSP, ultimately resulting in this Natural Area being not worthy of retention.

Accordingly, it is recommended that a Stage Two, Detailed Natural Assessment be conducted prior to the rezoning and subdivision of the remainder of the lands contained within SE5016 and within the industrial area (south of 25 Avenue S.W. and west of the Orchards). The Stage Two Assessment should include, at a minimum:

- *Establishing the role of surface and groundwater flows in maintaining the wetland area;*
- *Development of mitigation measures, in terms of optimizing drainage regimes, including storm runoff system design and management;*
- *Establishment of measures required to retain or enhance the wetland by incorporating it into the storm runoff system, and;*
- *Design of a monitoring program to ensure effectiveness of mitigation.*

It is recommended that the value of the deciduous and mixed wood stands identified in the Stage One Assessment be considered in developing the Plan for the area, for ecological purposes and recreation based on ecological interest.

The Natural Area is located within the northeastern portion of a natural drainage basin which drains to the southwest. Development to the north of this basin will not have a significant impact on the drainage regimes within the Natural Area. However, during the interim, a buffer zone should be observed around the Natural Area, so that prior to *rezoning* and subdivision of any industrial or commercial lands within this buffer zone such proposals are subject to an assessment of the related potential impacts on the valued environmental components of the Area.

Amended by Editor

It is recommended that the width of the buffer zone be 500 m which provides a suitable distance to preclude the risk of impacting the wetland area. Furthermore, this distance provides a suitable buffer to protect waterfowl and other forms of local wildlife from commercial and industrial development.

3.5.2 Natural Areas

The Inventory identifies 11 Natural Areas located throughout the plan area but generally clustered in the eastern half of the ASP. The Inventory describes

Natural Areas as being defined by the presence of vegetation, water or natural features. The Natural Areas are not described in detail in the Inventory and the extent of the information currently available is limited to the following:

TABLE 2 – ELLERSLIE ASP NATURAL AREAS			
NATURAL AREA	**LOCATIONS**	**AREA**	**DESCRIPTION**
SE 8	0.4 km north of 41 Ave. SW between 66 St. and 91 St. SW 1/4 Sec. 1S-S1-24-4	1.50 ha	85% aspen/balsam poplar forest 15% aspen forest
SE 9	0.5 km west of 66 St. along 41 Ave S.W. SW 1/4 Sec. 15-51-24-4	1.20 ha	100% slough complex
SE 12	0.8 km west of 66 St. and1.6 km north of 41 Ave. S.W. NW 1/4 Sec. 1 5-51-24-4	0.40 ha	100% Slough complex
SE 13	1.6 km south of Ellerslie Rd. between 66 St. and 91 St. NE 1/4 Sec. 15-51-24-4	1.60 ha	100% aspen/balsam poplar forest
SE 14	1.6 km south of Ellerslie Rd. between 66 St. and 91 St. NE 1/4 Sec. 15-51-24-4	0.30 ha	100% Slough complex
SE 65	1.2 km south of Ellerslie Rd. east of 101 St. SW 1/4 sec. 21-51-24-4	1.40 ha	100% aspen balsam poplar forest
SE 69	1.0 km south of Ellerslie Rd. west of 66 St. SE 1/4 Sec. 22-51-24-4	0.60 ha	95% aspen balsam poplar forest 5% Slough complex
SE 70	1.6 km south of Ellerslie Rd. west of 66 St. SE 1/4 Sec. 22-51-24-4	1.00 ha	100% Slough complex
SE 122	0.5 km north of Ellerslie Rd on 101St SW 1/4 Sec. 28-51-24-4	1.00 ha	100% aspen forest
SE 127	Northeast of Ellerslie Rd. and91 St. intersection SW 1/4 sec. 27-51-24-4	2.50 ha	100% aspen/balsam poplar forest
SE 128	0.4 km north of Ellerslie Rd. between 66 St. and 91 St. SW 1/4 Sec 27-51-24-4	1.00 ha	100% aspen balsam poplar forest

The possibility exists to incorporate portions of some or all of these natural areas into the industrial and residential development. Further analysis will be required as to the environmental sustainability and economics of integrating any of these sites into future urban development.

A Natural Areas Assessment and Natural Areas Management Plan will be submitted at the subdivision stage for Natural Area SE 65. The tree stand will be maintained as an integral natural area within the overall Industrial Education Facility campus design.

Bylaw 14583
August 24, 2007

A state of the Natural Areas Report was prepared in 2005-2006 and identifies an existing water body, surrounded by a tree stand, as Natural Area SE413, located in the northwest portion of NW-16-51-24-4. The tree stand will be maintained as

Bylaw 16668
June 24, 2014

part of a naturalized wetland that will also act as a stormwater management facility with Drainage Basin 16.

3.5.3 Cawes Lake - County of Leduc

Immediately south of the plan area (at approximately 66 Street) within the County of Leduc lies Cawes Lake, a regionally significant environmentally sensitive area containing intermittent water body/low area and surrounding vegetation/wildlife habitat. Although Cawes Lake lies outside the City of Edmonton and ASP boundaries, it may be affected by future urban development in the vicinity. No roadway extensions are planned through or in the immediate vicinity of Cawes Lake as part of the Ellerslie ASP.

3.5.4 Development of Wernerville Lands

The Wernerville Country Residential area has been surrounded by urban development and is in a rapidly developing neighbourhood. Based on conversations with existing landowners, the area is home to typical bird and wildlife species commonly found in urban situations that are generally found around treed areas. The majority of treed areas are located around the periphery of lots, and at the Ellerslie Curling Club Park site and will not change as a result of urbanization as it is already designated as park space. The urbanization of the rural residential lands has resulted in fewer sightings of wildlife species recently. Wildlife connectivity has already been fragmented as a result of urban development; however, attempts will be made to maintain linkages between park spaces and urban development areas. Finally, there are no water bodies that are found within this plan area and therefore will not be affected by development.

Bylaw 20489
June 12, 2023

3.6 ENVIRONMENTAL SITE ASSESSMENTS

Phase I Environmental Site Assessments (ESA) were carried out on *the developer's* property by A.D. Williams Engineering Ltd. and Hoggan Engineering & Testing (1980) Ltd. in late 1997 and early 1998. The Phase I ESAs identified no concerns that would warrant a Phase II ESA being undertaken on any of *the developer's* property, with two exceptions.

Amended by Editor

3.6.1 Phase II ESA - NW 21-51-24-W4M

Phase I and Phase II ESAs were undertaken by A.D. Williams Engineering Ltd. on the NW1/4 Section 21-51-24 W4M in April 1998.

The Phase I ESA observed that the property is mainly cultivated farmland with the *rail line* traversing the southwest corner. *A private corporation operate*s their businesses along the east and west sides of 101 Street SW on the north and south sides of Ellerslie Road. There were no signs of underground storage tanks or other hazardous operations. Some dumping and burning of debris was noted on the site of *the private corporations' land*.

Amended by Editor

The Phase II ESA was conducted to verify the soil and groundwater conditions on the subject property in relation to the previous farming operations and dumping

and burning by *the private corporation*. The results of the drilling program did not indicate the presence of subsurface contamination. As a result, no further investigation is required for the subject property.

3.6.2 Phase II ESA - NW 22-51-24-W4M

Phase I and Phase II ESAs were undertaken by Hoggan Engineering & Testing Ltd. on the NW 1/4 Section 22-51-24-W4M in the spring of 1998 as part of the due diligence process on purchase of the property.

The Phase I ESA identified a former well site and an existing above ground fuel storage tank within an active farm located at the southeast tamer of the 91 Street Government Road Allowance and Ellerslie Road. These two locations were identified as possible environmental risk areas and additional investigation was necessary to assess the potential risk each site posed. The former well had been used for disposal of garbage for a considerable time and the above ground storage tank location was a potential source of soil and groundwater hydrocarbon contamination.

The Phase II ESA determined that there were no significant environmental contamination concerns at the former well location and that no further environmental action is required. At the existing above ground storage tank location, some residual hydrocarbon contamination was noted and the study recommends a limited soil excavation program in the immediate vicinity to remove residual soil. Excavation monitoring and sampling would be required prior to *rezoning* to confirm the removal of hydrocarbon contaminated soils above certain levels.

Amended by Editor

3.6.3 Non-Participating Land Owners

No other Phase I Environmental Site Assessments have been undertaken on the remaining lands within the Ellerslie ASP. In light of this, the Environmental Planning Group of the Planning & Development Department has recommended that ESAs or disclosure statements be provided by the minority land owners at the *rezoning* stage.

Amended by Editor

A Phase 1 Environmental Site Assessment was conducted, submitted and accepted by the City of Edmonton, for the lands added to the Ellerslie Neighbourhood Structure Plan from the Wernerville Subdivision through Bylaw 13535. The report concluded that these lands contained no areas of environmental concern.

Amended by Editor
Bylaw 13535
November 18, 2003

A Phase I and II Environmental Site Assessment was conducted, submitted and accepted by the City of Edmonton (2006) for the lands associated with the Industrial Education Facility. The report concluded that these lands contained no areas of environmental concern.

Bylaw 14583
August 24, 2007

A Phase I Environmental Site Assessment was conducted, submitted and accepted by the City of Edmonton (2014) for the lands legally described as Lot B, Plan 2310TR within the Orchards at Ellerslie NSP area. The report concluded that these lands contained no area of environmental concern.

Bylaw 17714
August 22, 2016

A Phase I Environmental Site Assessment was conducted, submitted, and accepted by the City of Edmonton (2022) for the lands legally described as Lot 4, Block 1, Plan 9321197 in the Wernerville area, within the Ellerslie NSP area. The report concluded that these lands contained no area of environmental concern.

Bylaw 20489
June 12, 2023

A Phase I Environmental Site Assessment was conducted, submitted, and accepted by the City of Edmonton (2022) for the lands legally described as Lots 1 & 2, Block 1, Plan 9321197 in the Wernerville area, within the Ellerslie NSP area. The report concluded that these lands contained no area of environmental concern.

3.7 HISTORICAL RESOURCES

Given the plan area's long agricultural history, it is unlikely that the lands are of any historical or cultural value. However, it is recommended that an archival search be carried out on lands designated for industrial development prior to final subdivision approval. Lands designated for residential development will be subject to an archival search in conjunction with an application for the associated Neighbourhood Structure Plan. Should any issues arise that might indicate historical or cultural value, then a Historical Resources Impact Assessment may be required.

3.8 ENERGY & NATURAL RESOURCES

3.8.1 Oil & Gas Well Sites

A review of information provided by the Alberta Energy & Utilities Board (AEUB) has indicated that there are no active or suspended oil or gas wells within the boundaries of the Ellerslie ASP. One abandoned well site is located in NW 1/4 Section 22-51-24-4 (see Section 3.6)

3.8.2 Pipeline Rights-of Way and Facilities

As shown on Figure 5.0 - Pipeline & Utility Rights-of-Way and Facilities, there are several pipeline licenses within the Ellerslie ASP located within a major corridor along Calgary Trail on the western boundary of the plan area. A smaller corridor is located within the southeast corner of the ASP.

The Alberta Energy and Utilities Board Pipeline License Register identifies 15 pipeline transmission licenses within the Ellerslie Area Structure Plan (summarized on Table 3 - Existing Pipeline Transmission Facilities.)

Since the majority of these pipelines are located within adjacent corridors along Calgary Trail on the western boundary of the ASP, they have only a limited impact on the land use plan for Ellerslie. Two corridors, one in the northwest and one in the southeast can be integrated into the plan area with relative ease and can, in fact, lend themselves to use as open space corridor.

The City of Edmonton's Policy Guidelines for the Integration of Transmission Pipelines and Urban Development (1985) and other relevant Provincial legislation will be employed when considering *rezoning* and subdivision applications near or adjacent to the above noted pipelines.

Amended by Editor

3.8.3 Utility Rights-of-Way and Facilities

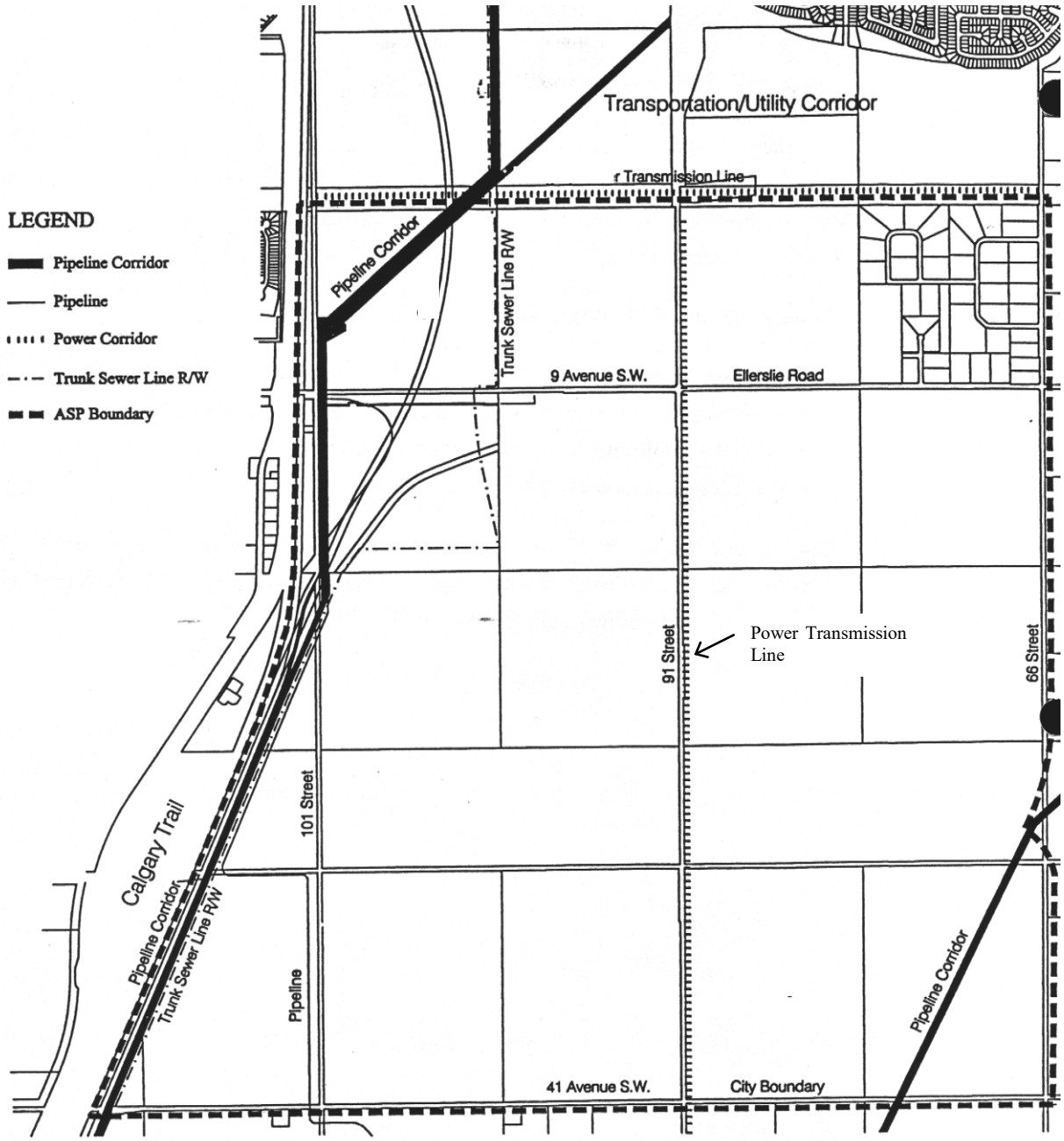
The Ellerslie ASP is bisected by a major *power* transmission line which runs north-south adjacent to the 91 Street Government Road Allowance. *Another power* transmission line within the Transportation and Utilities Corridor forms the northern boundary of the Ellerslie ASP. Appropriate setbacks will be required between these transmission lines and future development. These transmission lines, particularly the north-south *power transmission* line, present opportunities for the development of open space walkway corridors spanning the entire plan area.

Amended by Editor

A number of other regional water and sewer trunk lines are located adjacent to Calgary Trail on the western boundary of the ASP.

Figure 5 Pipeline & Utility Right-of-Ways*

(Bylaw 11870, January 5, 1999)



*Amended by Editor

TABLE 3
Existing Pipeline Transmission Facilities
As amended by Editor

Company	Substance	H_2S Content (mol/kmol)[1]	Max. Operating Pressure (kPa)[2]	Max. Outside Diameter (Mm)[3]
Private Corporation	Crude Oil	0.00	5,960	406.4
Private Corporation	Crude Oil	0.00	5,170	219.1
Private Corporation	Crude Oil	0.00	5,170	219.1
Private Corporation	HVP Hydrocarbon	0.00	4,000	219.1
Private Corporation	Crude Oil	0.00	8,080	323.9
Private Corporation	HVP Hydrocarbon	0.00	9,100	219.1
Private Corporation	Natural Gas	0.00	6,140	60.3
Private Corporation	HVP Hydrocarbon	0.00	4,000	219.1
Private Corporation	HVP Hydrocarbon	0.00	4,000	219.1
Private Corporation	Natural Gas	0.00	6,200	168.3
Private Corporation	LVP Hydrocarbon	0.00	9,930	273.1
Private Corporation	HVP Hydrocarbon	0.00	9,930	323.9
Private Corporation	Natural Gas	0.00	6,070	168.3
Private Corporation	Crude Oil	0.00	10,340	406.4
Private Corporation	Natural Gas	0.00	9,280	323.9

[1] sour natural gas occurs when the H_2S content is greater than 10.0 mol/kmol
when the H^2S content is greater than 10.0 mol/kmol
[2] a high pressure line has a maximum operating pressure greater than or equal to 3,475 kPa
[3] a high pressure line has an outside diameter greater than or equal to 323.9 mm

Section 4

DEVELOPMENT OBJECTIVES & PRINCIPLES

The Ellerslie Area Structure Plan is unique in the City of Edmonton in that it provides for an integrated mix of industrial, business, commercial and residential development. The ASP has been comprehensively planned to take advantage of the plan area's natural features, proximity to major transportation facilities and other locational attributes. Reflected in the plan are a number of development objectives and principles outlined in the following sections.

4.1 DEVELOPMENT OBJECTIVES

The main objectives of the Ellerslie ASP are:

- to develop a plan consistent with the general intent and purpose of the City of Edmonton Municipal Development Plan.
- to provide a framework to deliver a high quality, comprehensively planned industrial, business, commercial, *post-secondary industrial education facility* and residential area by defining the basic roadway network, general pattern and composition of land uses, location of school/park sites and servicing concepts.

Bylaw 14583
August 24, 2007

- to integrate natural features of the area into the plan where feasible and economically viable.
- to ensure implementation of the plan on an orderly, staged basis.

A long term commitment to the composition and integrated nature of the Ellerslie ASP is necessary to ensure that the overall development concept and above noted objectives are met. The following development principles have-been established to assist in achieving those objectives.

4.2 DEVELOPMENT PRINCIPLES

4.2.1 Industrial

- Provide for a range of light industrial, industrial business and high technology development opportunities within the western portion of the plan area in response to regional market trends and the long term economic development needs of the City.

- Provide for multi-modal, multiple access transportation opportunities to the industrial business area to support the efficient movement of goods to and from the plan area.

- Apply the development criteria of the Major Commercial Corridors Overlay and Highway 2 Corridor Landscape Design Guidelines to ensure that the industrial development *and post–secondary industrial education facility* in proximity to Calgary Trail is of high visual quality and appearance.

  Bylaw 14583
  August 24, 2007

- Foster industrial development synergies with the Edmonton Research & Development Park and the Industrial/Nisku Business Park to create a hub of high quality, leading edge industrial development along the Highway 2 Corridor.

- Ensure that industrial uses planned for the ASP are compatible with neighbouring residential development.

- *Provide for a post-secondary industrial educational facility providing trades training and apprenticeship programs to supply the needs of an expanding industrial development sector in Edmonton, the region and the province.*

  Bylaw 14583
  August 24, 2007

- *A warning shall be placed on all parcels that include land abutting the rail line and / or pipeline corridor and will require circulation to the rail company, and / or the pipeline company and City of Edmonton - Oil and Gas Liason for comment on all development permit applications for a new building, or a substantial addition, with advisement to the reviewers of the Permitted and Discretionary Uses of the applicable Zone.*

  Bylaw 19148
  March 10, 2020

In response to Council's direction, at the time the Ellerslie ASP was adopted, the Administration was to provide a mechanism prior to the first industrial rezoning [redistricting], to prohibit large scale retail, commercial uses from locating within those areas of the plan area designated for industrial development, Special Area Zoning was created under Bylaw 12111. The objectives of the Special Area Ellerslie Industrial are as follows:

Bylaw 19344
July 7, 2020

1. *To retain the focus within the special industrial area on primarily high quality industrial uses.*

   Bylaw 12111
   September 20, 1999

2. *In order to achieve the previous objective, provide only those retail and commercial uses within the industrial areas which will serve the immediate needs of the industries and workers of the areas. These shall be minor in nature and area.*

3. *To address the interface of industrial development with residential, environmental features and arterial roads in a sensitive manner.*

   Bylaw 19344
   July 7, 2020

[Duplicate Bullet deleted Bylaw 19344]

- *Discourage the location of warehouse sales.*

  Bylaw 15713
  May 30, 2011

- *Ensure that industrial uses are compatible with neighbouring commercial development.*

In addition to the use of Special Area Zoning to meet Council's policy direction to restrict large scale retail, commercial uses from locating within those areas of the plan area designated for industrial development, utilization of a (DC2) Site Specific Direct Development Control Provision restricting the amount of retail may be considered on a one ha site centrally located, with access to Ewing Trail (Lot 2, Block 4, Plan 1421874). General Retail and Liquor Stores Uses will be restricted to a maximum of 400 m2 per business where such uses are expected to be part of an office or industrial project which supports Council's direction to limit large scale retail commercial uses. The proposed development of the site is suitable for small scale General Industrial Uses that operate such that no nuisance factor is created or apparent outside and enclosed building. The Drive-in Food Services Use will also be allowed because the use is supportive to industrial business.

Bylaw 19344
July 7, 2020

4.2.2 Commercial

- Provide for a range of commercial development opportunities within the western portion of the plan area in response to regional market trends.

- Allow for the integration of commercial development with industrial development at select locations within the western portion of the plan area.

- *[Bullet Deleted Bylaw 13450 / Bylaw 19344]*

- *Ensure that commercial uses planned for the ASP are compatible with neighbouring developments, and that any impact of commercial development on adjacent land uses is minimized through the use of transitional land uses, physical separation, orientation of land uses, and the application of setbacks/buffering available through the **Zoning** Bylaw.*

Bylaw 13450
August 20, 2003

Amended by Editor

- Provide for both neighbourhood convenience and shopping centre commercial development opportunities within the residential components of the Ellerslie ASP to serve area residents.

- *[Bullet Deleted Bylaw 13450 / Bylaw 19344]*

- Locate shopping centre commercial sites along arterial roadways to ensure high visibility and to provide easy access.

- *A warning shall be placed on all parcels that include land abutting the rail line and / or pipeline corridor and will require circulation to the rail company, and / or the pipeline company and City of Edmonton - Oil and Gas Liason for comment on all development permit applications for a new building, or a substantial addition, with*

Bylaw 19148
March 10, 2020

advisement to the reviewers of the Permitted and Discretionary Uses of the applicable Zone.

- *[Three Bullets from Bylaw 13450 deleted with 19344]*

- *Support high quality commercial developments along limited access public roadways intended to provide a connection to Gateway Boulevard, and to allow for convenience, service and highway commercial opportunities for both local residents and highway travelers.* Bylaw 13450 August 20, 2003

- *Locate service commercial sites along arterial roadways to ensure high visibility and to provide easy access.*

- *Locate highway commercial sites, including large format commercial developments, adjacent and south of the Gateway Commercial areas.*

- *Discourage the location of warehouse sales.*

- *[Bullet from Bylaw 13450 deleted with Bylaw 19344]*

- *Apply the Edmonton Zoning Bylaw's Major Commercial Corridor Overlay and the Highway 2 Corridor Landscape Design Guidelines to ensure that development in proximity to Gateway Boulevard is visually attractive and the due consideration is given to pedestrian and traffic safety.*

- *To ensure that the impacts this amendment would have on potential community commercial sites to the west no CSC zoning will be permitted* ***in the area west of the rail line****. [Bylaw 15713]* Bylaw 19344 July 7, 2020

- ***The land west of the rail line shall be focused*** *on primarily high quality business commercial uses.* Bylaw 15713 May 30, 2011 Bylaw 19344 July 7, 2020

- *Provide for medium intensity commercial use, primarily in the form of offices, as well as limited opportunity for residential development, in locations near high capacity transportation nodes, including arterial roadways, existing or planned Light Rail Transit stations, Transit Centres or other locations offering good accessibility.*

- *[Bullet deleted with Bylaw 19344]*

4.2.3 Residential

- Provide for residential development within the Ellerslie ASP to allow for a variety of housing forms arid options consistent with consumer preferences and in conformance with municipal standards and policies.

- Establish sufficient overall residential densities within the Ellerslie ASP to support the efficient provision of educational facilities, recreational facilities and municipal services such as public transit in a timely fashion.

- *Bullet deleted with Bylaw 20484.*

- Locate residential development so as to take advantage of natural and manmade features such as SWM facilities, walkways and park space.

- In subsequent Neighbourhood Structure Plans, orient larger parcels of medium density residential development toward the collector and/or arterial road system to provide easy access and, where appropriate, to provide a transitional land use between adjacent single family development and major roads and commercial uses.

- Integrate smaller parcels of street-oriented, medium density residential development within the neighbourhoods adjacent to low density residential development to provide alternative housing options within the community.

- *Provide for student housing with the post-secondary industrial education facility campus.* Bylaw 14583 August 24, 2007

4.2.4 Circulation

- Provide a logical, safe and efficient hierarchy of transportation systems within the plan area to address the pedestrian, bicycle, public transit, automobile and railway transportation needs of residents and businesses moving to, from and within the Ellerslie ASP.

- *Integrate pipeline and powerline corridors into the residential, business commercial and industrial nodes to make full use of their walkway and linkage potential having regard for the safe, ongoing operation of these transmission facilities.* Bylaw 15713 May 30, 2011

- *[Two Bullets from Bylaw 13450 deleted with Bylaw 19344]*

- ***In reference to land between the rail line and Calgary Trail in the northwest portion of the plan area,*** *direct roadway access* ***will be limited****, including no right-in, right out turning movements, from Gateway Boulevard and Ellerslie Road to preserve the major through movement function of these roadways [Bylaw 13450].* Bylaw 19344 July 7, 2020

In reference to the Wernerville Country Residential (Special Study Area): Amended by Editor Bylaw 13535 November 18, 2003

To accommodate the possible ongoing redevelopment of the Wernerville area, a roadway connection to 78 Street SW is desirable. To address this need, Bylaw 13535 includes the following additional policy directive:

- *A north-south road right-of-way will be dedicated within Lot A to align with 78 Street SW within the Wernerville subdivision. This road right-of-way will be sized to accommodate a future road connection to Wernerville and will be developed as a walkway until such time as*

Wernerville redevelops to the extent that a roadway connection is necessary.

4.2.5 Educational Facilities

- Provide sites for educational and community league facilities within the residential neighbourhoods through the dedication of municipal reserves.

- Provide for a possible site location for a Public High School within the industrial area of the plan.

- Locate and size these sites to address the student populations generated within designated catchment areas using accepted methods established by the Public and Separate School Boards and the City.

- *Provide for a post-secondary industrial education facility.* Bylaw 14583 August 24, 2007

4.2.6 Parks & Open Space

- Provide sites for open space and parks for active and passive recreation through the dedication of municipal reserves respecting the hierarchy of demands on reserve allocation.

- Where sufficient reserves are available, allow for the introduction of a number of smaller, "pocket parks" throughout the plan to provide residents with an alternative open space to the larger neighbourhood park sites.

- Introduce private open space facilities such as a fresh water lake and beach area into the plan area to provide amenities for residents and businesses within the Ellerslie ASP.

- Locate parks and open space to provide both easy access for residents and to facilitate timely assembly and development of sites. Pursue owners agreements where possible and practicable to pre-assemble school/park sites.

4.2.7 Environmental

- Preserve and integrate environmentally sensitive and other natural areas into the development concept plan where sustainable and economically viable through such mechanisms as municipal reserves, stormwater management facilities and other public utility lots.

4.2.8 Resource Operations

- Accommodate the safe and nuisance-free operation of existing utility rights of way and integrate pipeline and powerline corridors into the development concept as walkways and open space linkages.

4.2.9 Sustainability

Bylaw 15713
May 30, 2011

- Consider sustainable development principles (e.g. compact development, green building design, water efficiency, etc.) in the planning and design of the development.

- Ensure a compact, integrated urban form that responsibly uses the land resource.

- Ensure sustainable and cost effective landscape development of the amenity space areas over the long term with the use of native plant species.

4.3 TRANSITIONAL LAND USE PLANNING PRINCIPLES

Bylaw 14583
August 24, 2007

Bylaw 14723
November 15, 2007

The integration of residential development along side industrial, *educational* and business land uses requires that special attention be paid to the method of interface and the application of transitional land use planning principles. The development concept for the Ellerslie ASP has been prepared as integrated land use plan. Residential and industrial uses share common elements such as roadways, stormwater management facilities and open space corridors.

Bylaw 14723
November 15, 2007

The topography and environmental features of the land within the Ellerslie ASP provide a linear north-south corridor of natural low areas for the development of stormwater management facilities. Extended throughout, this type of corridor provides an ideal interface and transitional zone between the more intensive industrial and business land uses in the western portion of the plan and the less intensive single and multi-family residential development to the east.

Amended by Editor

The evolution of light industrial development has lead to relatively nuisance-free and high-tech operations. This sort of development can serve as a good neighbour to both low and medium density residential development. Current development regulations and performance standards within the IB *Zone* of the *Zoning* Bylaw generally provide the necessary tools to foster aesthetically pleasing industrial development.

Bylaw 14723
November 15, 2007

Based on the uses identified in the ASP, the transition zone will not be required in the north-western portion of the Orchards NSP area, between the residential and the Senior High School site. These future land uses are compatible with residential development and as such do not require the provision of a transitional land use. Should a High School not be developed in this location in the future, and business/industrial proposed instead, suitable land use transitioning (i.e. a linear corridor) shall be provided at time of development by the proponents of these business/industrial land uses.

Bylaw 14583
August 24, 2007

The post-secondary industrial education facility will comprise elements of both industrial and residential use in a single campus setting. Internally, the site plan will address a functional transition between land uses. The residential component will be oriented to 91 Street SW and clustered around the existing tree stand.

Externally, the campus will complement and enhance the quality of both the residential and industrial environments.

The actual separation distance provided by the transition zone will vary through the plan area depending on the adjacent land uses and natural topography. Additional tools to ease the transition within this separation zone include landscaping, fencing, site design and building orientation. Possible limits on building size, height and development setbacks may be appropriate for parcels abutting the transition zone.

4.3.1 County of Leduc Interface

In addition to the interface between land uses within the ASP, there is an urban-rural interface between the City of Edmonton and the County of Leduc. South of the ASP lies land designated in the County as Agricultural. At some point there is an inevitable transition from urban commercial, industrial & residential development to agricultural land. The positioning of urban land uses adjacent to agricultural uses is acknowledged and 41 Avenue SW (particularly in its ultimate form as a major regional facility) provides a clear delineation between the City and County. Other technical interface issues such as drainage courses in the vicinity will be dealt with in an appropriate fashion at the NSP stage (for residential land) or *rezoning* (for industrial land).

Section 5

DEVELOPMENT CONCEPT

The development concept for the Ellerslie ASP has been prepared in response to content and anticipated industrial, commercial and residential market trends in the Edmonton region. An analysis of these trends and an assessment of their implications help shape the plan with respect to the type, size and location of various land uses.

The Summerside Neighbourhood Structure Plan (Bylaw 12112) is repealed effective June 8, 2021. Any reference to text, table, figures, schedules and maps associated with the Summerside Neighbourhood Structure Plan (Bylaw 12112) within this Area Structure Plan are no longer applicable as of June 8, 2021).

Bylaw 19726
June 8, 2021

5.1 MARKET ASSESSMENT

A Market Assessment of the Ellerslie Lands was prepared in June 1998 by Harris Hudema Consulting Group Limited with specific attention paid to the supply and demand for commercial, industrial and residential lands. The amount of industrial, commercial and residential lands within the proposed Ellerslie ASP has been based on the findings of that report.

The City of Edmonton, in turn, funded a second study. The report, prepared by Site Economics Ltd., developed a set of industrial, office and retail demand forecasts for the South Central Edmonton area.

As noted earlier, the boundary between industrial and residential in the original Ellerslie ASP (Bylaw No. 7528) is the 91 Street Government Road Allowance. Based on the type and area of land uses identified in the Harris Hudema report, the boundary between industrial and commercial has been shifted to the west and delineated by the integrating area. This shift represents a net decrease in the amount of industrial land compared to the original Ellerslie ASP.

The rationale for this change flows from a number of considerations:

- To date, the development of land in the Ellerslie area for medium and light industrial uses has been hampered by a variety of influences such as the lack of infrastructure and the poor economics of developing industrial land. The expansion of the Ellerslie ASP boundaries to permit the concurrent development of residential lands improves the economics of industrial development for the *majority landowner*.

  Amended by Editor

- While the economics of industrial land development are improved with the introduction of residential lands, the existing amount and extent of industrial land designated within the original ASP hampers this initiative. The Harris Hudema report has determined that a reduction in

the amount of industrial land combined with a corresponding increase in residential lands results in a land use mix which not only addresses the City's long-term needs for the respective land uses but better reflects the land development industry's marketing and financial constraints.

- In order to facilitate long-term planning exercises such as the Ellerslie ASP, the City of Edmonton's recently approved Municipal Development Plan designates enough residential, commercial and industrial land to accommodate projected development in each sector of the city for a minimum of thirty years.

- Based upon the estimated available supply of 2,600 hectares of zoned industrial land (within the IB, IM, IH & AGI *Zones*) at the end of 1997, the City of Edmonton has an approximate 40 year supply of industrial land and a further potential 100 year "supply (4,800 ha) if agricultural areas adjacent to industrial lands are used for industrial purposes. It should be noted that the land within the approved Ellerslie Industrial ASP is *zoned* as Agricultural (**not** Agricultural, Industrial Reserve) and is therefore not accounted for in the above statistics. In other words, any amount of industrial land designated within the Ellerslie ASP adds to the current total supply in the City. Amended by Editor

- The Municipal Development Plan designates residential lands in southeast and southwest Edmonton to ensure that lands are available to accommodate growth of the City. The majority of the lands south of the TUC do not have Area Structure Plans in place. The approval of the Ellerslie ASP allows for the first step in the orderly servicing and development of residential lands in south central Edmonton.

5.1.1 Land Use & Absorption (Harris Hudema Report)

The Harris Hudema report provides demand forecasts over the next 15 years indicating an average annual absorption rate of citywide industrial land of 60 to 70 hectares of land per year. Given the historical and current rates of industrial land absorption by geographic area of Edmonton, it is reasonable to assume that the Ellerslie ASP could attract as much as 10% to 15% of the total take up of industrial land on a sustained basis (between 6 to 11 hectares per year).

Therefore, the approximately 374 hectares planned for the ASP would be absorbed over a potential range of 35 to 62 years depending on the average annual absorption rates and Ellerslie's market shares. Recall that the City's estimated 40 year supply of industrial land is based on IB, IM, IH & AGI *zoned* land; the land designated in the Ellerslie ASP as industrial is currently designated as Agricultural (AG) *Zone*. Amended by Editor

Commercial uses within the Ellerslie Lands will be needed to meet the demands of the resident population, the area's employment population, and demand from the surrounding area and pass-by traffic. On the basis of the population and

employment capacities for the Ellerslie Lands, Harris Hudema estimates an anticipated requirement for about 45 to 49 hectares of land for retail, service commercial, and office uses which would be developed over the course of the ASP.

Harris Hudema estimates that the Ellerslie area will accommodate approximately 8% to 10% of the future population growth in Edmonton on an annual basis. This translates into an average absorption of about 250 to 300 units per year. Based on the statistics provided in the appendix, the Ellerslie ASP will accommodate approximately 12,141 dwelling units and would build out in approximately to 40 to 49 years.

2003 Harris Hudema Commercial Study

Bylaw 13450
August 20, 2003
Amended by Editor

A Commercial Study was completed by Harris Hudema with the purpose of addressing the warranted floor space supported by the anticipated population of the Ellerslie ASP as well as the surrounding area. The report makes recommendations regarding the location, type and timing of potential commercial uses that have been reflected in this amendment. The Harris Hudema commercial study considered the entire Ellerslie ASP situation including the population (for calculating demand) and the various commercial opportunities within the plan area (for determining existing supply). The Ellerslie Commercial Study process also took into consideration the Heritage Valley plans and how the two residential communities (Heritage Valley and Ellerslie) might trade into the other's commercial areas.

For the Ellerslie commercial demand only 20 percent market share of the food and convenience and only 10 percent of the department store type merchandise from the Heritage Valley residential market was assumed. The 46 ha Heritage Valley commercial area will require about 57 percent of the Heritage Valley commercial demand. Ellerslie has been allocated 15 percent share, which results in a residual excess demand of about 28 percent created by Heritage Valley shoppers.

In reality, the Heritage Valley commercial areas will attract some of their trade from the Ellerslie resident population as a secondary trade area population and this should even out any impacts of the two communities on their respective commercial areas.

The Special Study commercial sites (Sites 1-6 in the report) were planned to include a wide variety of uses. In reality, these sites are relatively small and while they have excellent exposure to Ellerslie and Highway #2, they also suffer from less convenient access. These sites will probably develop with between 18,000 and 69,000 square feet of retail commercial floor area in each, and the balance will be a combination of motel/hotel and business industrial/employment uses. These uses will be complementary to the community commercial planned for the lands to the east of the railway right-of-way.

5.1.2 Land Use & Absorption (Site Economics Report)

In comparison to the Harris Hudema study, which assessed the build out period for industrial, commercial and residential land uses in the Ellerslie ASP, the Site Economics Report assesses the demand for these uses for the period 1998 to 2028 (a 30 year period) and compares them to the available supply.

Similar to the Harris Hudema study, the Site Economics Report estimates a demand for industrial land in Ellerslie in the order of 8.2 hectares per year over the study period for a total of 246 ha up to the year 2028. The plan designates a total of 374 ha in total or enough for approximately 46 years based on this same absorption rate.

The Site Economics Report estimates that the Ellerslie ASP could support approximately 20 hectares of convenience oriented retail space and a further 10 ha to 20 ha of highway commercial oriented uses by the year 2028 (for a total of 30 to 40 hectares). The proposed ASP designates a total of 49 hectares of commercial (combined) over the entire build out period. The Site Economics Report advises against the development of regional commercial facilities with a focus on convenience and community oriented facilities and highway commercial.

The post-secondary industrial education facility will provide training to address critical current and labour shortages in industrial development in Alberta. These shortages constitute a threat to the economic development of the province. The development of the facility will strengthen the industrial economy in Edmonton as well as the rest of the province. Furthermore, the campus will lead to the consolidation of several existing campuses in one location, freeing up land in other locations for redevelopment for commercial, industrial and other uses.

Bylaw 14583
August 24, 2007

With respect to the residential land supply, the Site Economics Report argues that with the large amount of land in the southeast and southwest designated in the Municipal Development Plan as suburban, that the industrial lands will be built out within a shorter time frame than the surrounding residential. They further suggest that there is no strong market or planning reason to convert existing designated industrial lands to residential. However, it should be noted that this conclusion is based only on gross land area without consideration of the serviceability, consolidation of ownership or the associated economics of developing the residential lands.

The developer has reviewed both market studies in detail and have assessed their own market information in light of their 40 years of experience in the land development industry and has resolved to pursue the land use mix as presented in this proposed Area Structure Plan.

Amended by Editor

The Ellerslie ASP has the potential to develop into a more complete community founded on sound planning principles and market economic principles, that includes a balance of residential, commercial, and industrial uses. The mix of land uses provides an opportunity to develop an innovative plan for an integrated

community which will supply the City with industrial land and an employment base as well as a unique living and working environment.

Integrated through sound planning principles and tempered by site features and development considerations, the proposed land uses reflect a balance of many competing elements. The following sections outline the development concept for the Ellerslie ASP in response to the development objectives and principles outlined in the previous section.

5.2 NEIGHBOURHOOD UNITS

The Ellerslie ASP is comprised of industrial, commercial and business uses west of the transition zone and residential to the east. The level of detail provided in the ASP is sufficient to guide development of the western portion. Residential development, however, will require the preparation of more detailed Neighbourhood Structure Plans.

The residential portion of the Ellerslie ASP has been divided into three logical neighbourhood units (see Figure 6 - Development Concept). The neighbourhoods vary in size but are planned to accommodate a population sufficient to support at least one school/park site.

Bylaw 17802
January 23, 2017

Neighbourhood Structure Plans have been approved for Neighbourhood 1 (Summerside), Neighbourhood 2 (Ellerslie) and Neighbourhood 3 (The Orchards at Ellerslie).

Amended by Editor

The boundaries of the three residential neighbourhoods are generally defined by the system of existing and proposed arterial roadways and the transition zone between the residential and industrial lands.

Bylaw 16446
June 17, 2013
Bylaw 17802
January 23, 2017

Neighbourhood One *(Summerside)* is approximately 337 hectares and is bound by Ellerslie Road on the north, 25 Avenue S.W. on the south, 66 Street on the east and the transition zone on the west.

Amended by Editor

Neighbourhood Two *(Ellerslie)* *is approximately 158 hectares and is bound by the TUC on the north, Ellerslie Road on the south, 66 Street on the east and the realigned 91 Street on the west.*

Bylaw 18919
July 15, 2019

Neighbourhood Three (The Orchards at Ellerslie) *is approximately 360 hectares and is bound by 25 Avenue SW on the north, 41 Avenue SW on the south, 66 Street SW on the east, and the transition zone on the west.*

Amended by Editor
Bylaw 17802
January 23, 2017

(Deleted – Bylaw 17802, January 23, 2017)

The boundaries of the three neighbourhoods have also been reviewed in conjunction with the boundaries of the storm and sanitary servicing systems and a logical pattern of development is possible.

Bylaw 17802
January 23, 2017

5.3 INDUSTRIAL

As shown on Figure 6.0, the majority of land on the west side of the linear transitional corridor is designated as industrial business as directed by the City of Edmonton's Municipal Development Plan and is intended to foster the development of economic activity centres. The designation is anticipated to accommodate a range of light industrial business uses such as business support services and high-tech firms. These uses may form around a business-park environment or develop as larger, stand-alone entities as dictated by market demands.

The creation of a campus for industrial training will complement industrial development within the area. The campus setting itself will provide a similar environment to the business park environment. It will provide a focal point within the industrial portion of the ASP area.

Bylaw 14583' August 24, 2007

The proximity of lands within the Ellerslie ASP to the Highway 2/Calgary Trail corridor, Outer Ring Road, the Edmonton International Airport and *the rail line* creates a tremendous opportunity for industrial businesses to locate in proximity to a key hub in the Edmonton region's transportation network. All of the lands designated for industrial development have been located on an arterial or major collector roadway to facilitate site access and egress.

Development adjacent to Calgary Trail will be governed by the Highway 2 Corridor Landscape Design Guidelines in order to maintain a high quality appearance along this major entrance route into the City.

There is a small parcel of land in the north western portion of the Plan area which is designated for Industrial (Special Area). This designation is intended to accommodate a range of light industrial/business support services.

Bylaw 15713 May 30, 2011

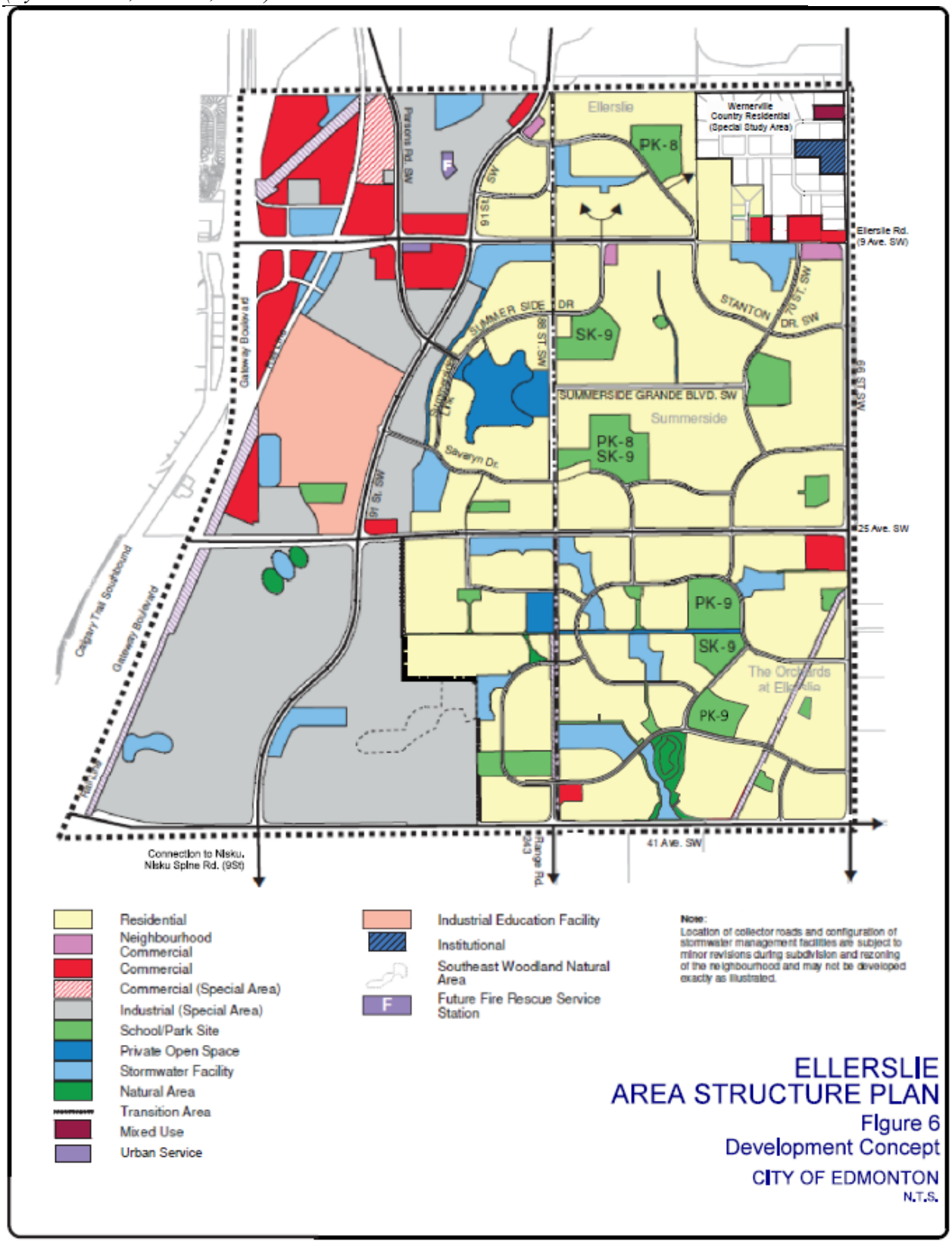
Those industrial parcels with lake frontage and/or transition zone access provide opportunities for high-end, high-tech industrial users to position their business in a location with unique on-site amenities and natural environmental features to the benefit of their staff and corporate image.

Overall, the configuration of lands within the industrial designation allows for the creation of individual parcels of varying size to accommodate market demands. The area of land designated for industrial development is shown in the Appendix and is consistent with the findings of the Market Assessment prepared by Harris Hudema.

Large scale retail, commercial uses will not be permitted within those areas of the plan area designated for industrial development. The mechanism for achieving this will be determined prior to the first industrial redistricting.

Figure 6 Development Concept

(Bylaw 20489, June 12, 2023)



5.4 COMMERCIAL

Amended by Editor

A number of parcels west of the transition zone have been designated in the plan as commercial and mixed use to serve both local and regional (drive-by) customers. Mixed use land uses may be vertically integrated within a single building or horizontally integrated within multiple buildings on a site, to provide a compatible mix of uses and intensity. Intense, passenger vehicle-oriented highway commercial type uses such as hotels, service stations and eating & drinking establishments are typical uses which might locate at the western end of Ellerslie Road around the Calgary Trail interchange. These sites provide easy access to drive-by traffic and do not result in the excessive penetration of traffic further east into the ASP. Complementary to the surrounding residential, mixed uses can be found in the northeast of the ASP within the Wernerville (Special Study Area). Details relating to access into these sites will be determined at the redistricting and subdivision stage.

Bylaw 19848
September 8, 2021

The Ellerslie ASP and its western boundary will have some limited opportunity for highway strip commercial development as reflected by the small area identified in the plan just south of the TUC oriented to Calgary Trail. This parcel was located in recognition of the high visibility, high traffic volumes that Calgary Trail/Highway 2 corridor provides thereby creating a desirable location for commercial operators. It is also in keeping with similar development north of the TUC in South Edmonton Common. No direct access will be permitted to this site from Calgary Trail.

Prior to moving forward with any future rezoning or subdivision or development permit application affecting these lands, in the area bounded by Gateway Boulevard, the rail tracks, and the TUC, technical studies will be required to address the type of uses and intensity of development, the traffic volumes generated, and the level of access that can be provided, to the satisfaction of Planning Coordination and Subdivision and Development Coordination.

Amended by Editor

Bylaw 19148
March 10, 2020

A commercial site is also located north of Ellwood Drive and west of 91 Street within the northwest corner of the Ellerslie ASP Plan area. This site is currently developed and will provide convenient access with high visibility for residents in the adjacent neighbourhoods.

Bylaw 19699
May 18, 2021

Approximately 21.52 ha of the lands within the Special Study Area are intended for commercial development. A mixture of Gateway Commercial and Highway Commercial uses, as recommended in the Harris Hudema report, are proposed taking advantage of specific attributes associated with each site.

Bylaw 13450
August 20, 2003

Three commercial sites are located adjacent to Ellerslie Road. The sites proximity to Gateway Boulevard, Ellerslie Overpass and Ellerslie Road will require that commercial developments in this area provide a quality entry statement for people entering the Ellerslie community.

Types of uses which could be considered in these sites, include service stations, gas bars, convenience retail, automotive and equipment repair shops, drive in food services, restaurants and specialty food services.

A second area of commercial land use is located further off of Ellerslie Road and is better suited to highway traffic. As this site borders both Gateway Boulevard corridor and Anthony Henday Drive it has excellent exposure to Gateway Boulevard and Anthony Henday Drive traffic. However, access is not permitted onto Gateway Boulevard or Anthony Henday Drive. Access is intended to be provided to both Ellerslie Road and Parsons Road to the satisfaction of the Transportation Department. It is intended for this area to be developed as medium intensity commercial, primarily offices. Development adjacent to Gateway Boulevard will be governed by the Highway 2 Corridor Landscape Design Guidelines and Major Commercial Corridors Overlay in order to maintain a high quality appearance along this major route into the City.

Bylaw 15713
May 30, 2011

Overall the configuration of lands within the commercial designation allows for the creation of individual parcels of varying size to accommodate market demands.

Sites further east along the Ellerslie Road corridor have been identified in the plan for additional commercial development. Ellerslie Road will serve as a major entrance route into the residential development to the east and the siting of commercial uses along this corridor will provide easy access for both residential and business customers.

A community level shopping centre site is located within the northeast portion of The Orchards plan area, on the south side of 25 Avenue S.W. The proposed site at the southwest corner of the intersection of 25 Avenue S.W. and 66 Street S.W. was selected for its location along two arterial roadways, which provide convenient access for customers and high visibility for the business owners. The site is of sufficient size to support a wide range of retail, business, medical and professional office uses to serve residents of the adjacent neighbourhoods.

Bylaw 14723
November 15, 2007

Internal to the residential area is one community level shopping centre site on the south side of 25 Avenue S.W., in the north-east corner of The Orchards, adjacent to 66 Street S.W. The proposed site was selected for it's location at the intersection of two arterial roadways which provides convenient access for customers and high visibility for the business owners. The site is of sufficient size to support a wide range of retail, business, medical and professional office uses to serve residents of the adjacent neighbourhoods.

An additional commercial site is located in the southern portion of The Orchards plan area. This site was selected due to its proximity to 41 Avenue S.W. within The Orchards at Ellerslie neighbourhood. This site is ideally located to serve the residents in the surrounding communities and Leduc County, as well as the travelling public using 41 Avenue.

Bylaw 17802
January 23, 2017

Several commercial sites are designated in the plan area and the approximate locations are shown on Figure 6. Parcels designated as Commercial (Special

Bylaw 17802
January 23, 2017

Bylaw 19656
April 20, 2021

Area) have been established in order to achieve a wider array of commercial business and limited light industrial uses, which cannot be satisfactorily addressed through conventional land use zoning.

A low intensity commercial site is located north of 25 Avenue and east of 91 Street within the southwest corner of the Summerside neighbourhood. This site is currently developed and will provide convenient access with high visibility for residents within the neighbourhood.

Bylaw 19706
May 18, 2021

One mixed use site is designated in the plan area with the location shown on Figure 6. The mixed use site is located in the northeast corner of the Plan Area, at the west s ide of the intersection between 66 Street S.W. and 2 Avenue S.W.

Bylaw 19848
September 8, 2021

5.5 RESIDENTIAL

The majority of land within the Ellerslie ASP west of the transition zone is intended for residential development as shown on Figure 6.0.

Consistent with the Municipal Development Plan, opportunities exist for a range of low and medium density development within the residential areas and the respective locations will be defined through the preparation of the Neighbourhood Structure Plans. General residential land use statistics for the ASP are shown in the Appendix.

Amenity areas such as the stormwater management facilities and school/park sites will be used as focal points in the residential areas. In general, higher density residential development will be located along collector and arterial roadways both for ease of access and in some cases to provide transitional land uses between major roads and low density development. Small pockets of street-oriented and/or "lifestyle" multiple family development may also be appropriate within selected central areas of the neighbourhoods.

(Deleted by Bylaw 20484).

5.5.1. Special Study Area - Wernerville Country Residential

As noted earlier, Wernerville is an existing country residential development in the northeast comer of the plan area bound by the TUC, 66 Street, and Ellerslie Road. With the exception of the following properties, there are currently no intentions to redevelop the remainder of this quarter section:

Bylaw 20489
June 12, 2023

- *Three properties zoned Urban Services (US) at 331 -71 Street SW (Lot F, Block 2, Plan 3309 KS), 330 - 66 Street SW (Lot C, Block 2, Plan 3027 KS), and 430 - 66 Street SW (Lot B, Block 2, Plan 3027 KS);*

- *Five properties zoned for commercial uses at 7030 Ellerslie Road SW (Lot G, Block 1, Plan 3027 KS), 6830 Ellerslie Road SW (Lot F, Block 1, Plan 3027 KS), 811 - 75 Street SW (Lot 1, Block 1, Plan 9321197), 707 - 75 Street SW (Lot 2, Block 1, Plan 9321197), and 6704 Ellerslie Road SW (Lot A, Block 1, Plan 2497KS);*

- *Two properties zoned Low Rise Apartment Zone (RA7) at 6720 - 2 Avenue SW (Lot Q, Block 1, Plan 3027K5) and 608 - 75 Street SW (Lot 4, Block 1, Plan 9321197);*

- *Four properties zoned RR (Rural Residential Zone), designated for future Medium Density Residential at 635 - 75 Street SW (Lot 3, Block 1, Plan 9321197), 630 - 75 Street SW (Lot 5A, Block 1, Plan 0420159), 636 - 75 Street SW (Lot 5B, Block 1, Plan 0420159), and 7550 - Ellerslie Road SW (Lot 1, Block 2, Plan 9321197); and*

- *Two properties zoned RR (Rural Residential Zone), designated as a park/walkway at 644 - 75 Street SW (Lot 6PUL, Block 1, Plan 9321197) and 643 - 75 Street SW (Lot 7PUL, Block 1, Plan 9321197).*

Bylaw 20234
October 18, 2022

Bylaw 19848
September 8, 2021

However, should the Wernerville landowners collectively decide; to redevelop their holdings in whole or in part, the area lends itself to a continuation of the residential development to the west in Neighbourhood Two (*Ellerslie*). Given the potential for Wernerville to redevelop as a contiguous part of the Ellerslie ASP, it has been identified in Figure 6.0 as a Special Study Area. A possible collector roadway linkage has been identified in the plan to provide a connection into the area from the west.

Amended by Editor

Future development opportunities within Wernerville will depend on the participation and interest of the area residents. Extensive input from Wernerville landowners would be required. As a general guideline, the land should be developed for low and medium density residential uses with an opportunity for commercial and institutional land uses, where appropriate. Future development should be consistent with the complementary to the areas in the northeast portion of Ellerslie.

Bylaw 18919
July 15, 2019

Bylaw 18919
July 15, 2019
Bylaw 19444
October 20, 2020

The Ellerslie NSP was approved as Ellerslie Neighbourhood Two NSP (Ellerslie) by City Council on May 1, 2001 under Bylaw 12581. In November 2003, Bylaw 13535 expanded the boundary of Neighbourhood Two (Ellerslie) into the Wernerville area and added approximately 8.5 ha to the NSP for low and medium residential uses. In July 2019, Bylaw 18919 expanded the boundary of Neighbourhood Two (Ellerslie) into the Wernerville area again, and added approximately 58.18 ha to the NSP for institutional uses, commercial uses, the existing country residential uses, and arterial roadway. *With the exception of the mixed uses, institutional uses, commercial uses, medium density residential uses*

Bylaw 19848
September 8, 2021

Bylaw 20489
June 12, 2023

around the 75 Street SW cul-de-sac, and roadway, Wernerville will continue to be a Special Study Area.

Due to the continued possibility that the remainder of Wernerville may redevelop to suburban densities in the future, a roadway connection is planned to align with 78 Street SW.

5.6 EDUCATIONAL FACILITIES

A number of sites for public and separate school facilities have been identified in the Ellerslie ASP using accepted locational methods employed by the two School Boards and the City of Edmonton. *An industrial education facility has also been identified.*

Bylaw 14583
August 24, 2007

5.6.1 Elementary/Junior High Schools

Bylaw 4723
November 15, 2007

Edmonton Public Schools has identified the potential need for one K-9 school site each for Neighbourhoods One and Two, while two K-9 sites are anticipated within Neighbourhood Three. Edmonton Catholic Schools generally accommodates elementary/junior high school facilities on each of its sites. Given the larger catchment area required by Edmonton Catholic Schools, the two Separate K-9 facilities have been centrally allocated within Neighbourhoods One and Three. The following is a summary of the proposed school sites by Neighbourhood:

Bylaw 17802
January 23, 2017

Neighbourhood One (Summerside)
One Public K-9 site and one Separate K-9 site

Neighbourhood Two (Ellerslie)
One Public K-9 site

Bylaw 17802
January 23, 2017

Neighbourhood Three (The Orchards at Ellerslie)
Two Public K-9 sites and one Separate K-9 site

The school/neighbourhood park sites have been sized to accommodate the space requirements of the School Boards and City within the available allocation of the 10% municipal reserves available from the residential portion of the ASP. The sites have been located according to sound land use planning principles and with the current land ownership in mind.

No one landowner has been unduly burdened with excess school/park dedication and the major landowner, a private corporation, has a representative amount of municipal reserve identified on their property. Where practicable, owners agreements may be pursued to facilitate the timely pre-assembly and earlier development of sites. Should instances arise where there are difficulties in assembling sites due to resistance from minority landowners, there exists the possibility of shifting the sites slightly at the subdivision stage to overcome this situation.

The Edmonton Public School board has identified a need for a second Public (K-9) school in the Orchards at Ellerslie neighbourhood, based on current and projected student generation. This is consistent with the approved Ellerslie Area Structure Plan. The school park site is located in the south-central part of the neighbourhood, with vehicular access from two intersecting collector roadways, and with an appropriate building setback from the pipeline corridor (see Figure 3 – Land Use Concept). (Deleted by Bylaw 20484). As the neighbourhood develops over the next decade, school demands will be reviewed to ensure student projections remain accurate and educational needs are being met. Should the Edmonton Public School board determine a second Public School is not needed in the neighbourhood, and no other school boards identify a need for a school in the neighbourhood, a plan amendment will be required following an evaluation by the City of the best use(s) for the school and park site.

Bylaw 17802
January 23, 2017

Furthermore, the location of the school/park sites may shift slightly depending on refinements to the local and collector road alignments and information on soil conditions.

All of the proposed sites are accessible from collector roads and access to the sites is intended to be safe and convenient by pedestrian, bicycle, automobile or public transit. No overland drainage flows will be permitted across the school/park sites.

The areas of the school/neighbourhood park facilities are shown in the Appendix.

(Section 5.6.2 High School was deleted as per Bylaw 16668 approved June 24, 2014.)

5.6.2 Industrial Education Facility

The Northern Alberta Institute of Technology (NAIT) Ralph Klein Campus will be a comprehensively planned and designed, state-of-the-art industrial education campus. The grounds will include shops and classrooms, recreation and student amenities, residences arranged around the existing tree stand, parking areas and ancillary buildings typical of post-secondary college and university campuses. Also envisioned are outdoor, hands-on industrial training areas.

Bylaw 14583
August 24, 2007

Multiple access points into and out of the campus facilitate safe and efficient traffic movement. Final location of access points will be determined once the alignment of 91 Street SW and the availability of access from Gateway Boulevard are confirmed. Bicycle and walking paths on campus will link with the existing area trail network to promote connectivity with surrounding neighbourhoods.

The student residences will be oriented away from the existing rail right-of-way that runs parallel to the western boundary of the site. The primary compatibility issue with the rail line is noise. Noise reduction can be addressed through careful siting of the residences and utilization of appropriate construction techniques. It is recognized that noise from the rail right-of-way may be mitigated, but not eliminated.

The Preliminary Development Concept below shows the tentative arrangement of buildings, roadways, open spaces and parking areas for the campus.

Development of the NAIT Ralph Klein Campus will take place in three phases.

Phase 1
- *Student amenities building,*
- *Suncor Energy academic centre,*
- *Centre for transportation,*
- *Power plant and facilities maintenance*
- *Distribution centre; and*
- *Student Housing*

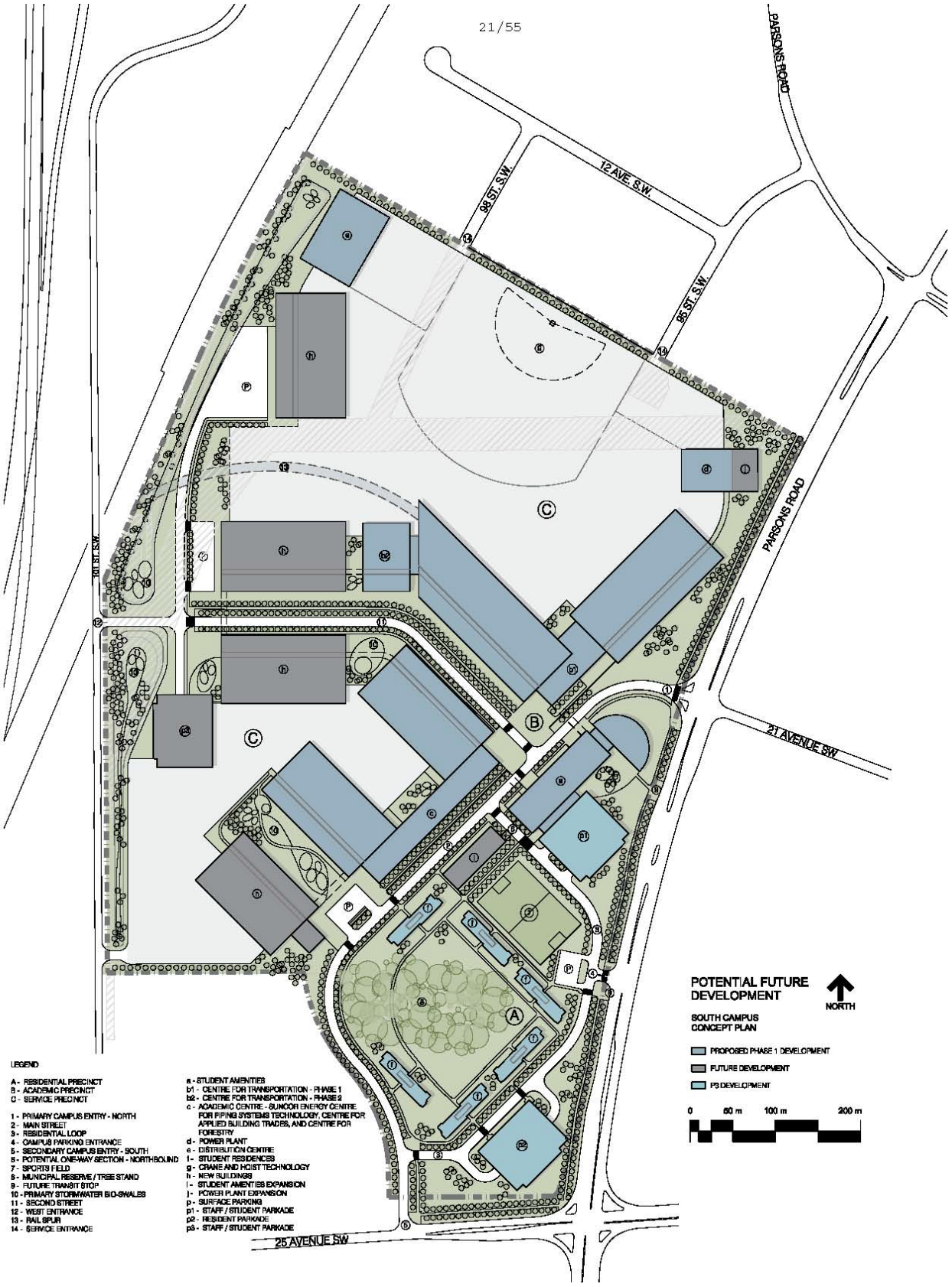
Phase 2 (labelled "Future Development" in Figure 1);
- *Expansion to the student amenities building,*
- *New buildings,*
- *Staff and student parkade; and*
- *Expansion of the power plant.*

Phase 3 developments include more staff and student parkades and student residences.

Site Access - The preliminary site plan identifies the development of two all-directional accesses to 91 Street SW and a single all-directional access to 25 Avenue SW. The more northerly site access represents the extension of 21 Avenue SW and is located approximately 600 m north of 25 Avenue SW. The second site access to 91 Street SW will most likely operate as a T-intersection. This latter access is located about 300 m north of 25 Avenue SW. The all-directional access at 25 Avenue SW is located approximately 225 m west of 91 Street SW.

Access to the campus area from 101 Street, 98 Street SW and 95 Street SW is also planned. Two accesses are contemplated to be developed to the 101 Street SW corridor. The accesses to 98 Street SW and 95 Street SW would primarily accommodate service vehicles. The details of access to these roadways will be reviewed in detail with further planning.

Details of appropriate intersection configuration at key intersections and site access facilities will be determined through the completion of a detailed Traffic Assessment.



Preliminary Development Concept (Bylaw 14583, August 24, 2007)

5.7 URBAN SERVICES

As noted earlier, there is an existing cemetery property along Ellerslie Road within this plan area. This is recognized in the plan and will be integrated into surrounding development through NSPs and/or subdivision design.

Bylaw 15345
March 10, 2010

A Fire Rescue Services station has been considered in this plan to ensure delivery of an essential urban service to businesses and residents. The station should be located to meet service level targets and in accordance with City policies. The development of a Fire Rescue Services station will occur on lands located south of Ellwood Drive and east of Ellwood Rd, in the northwest portion of Ellerslie. The subject lands will be zoned (PU) Public Utility Zone.

Additional urban service uses may be identified at the NSP stage and should be located adjacent to collector or arterial roadways to provide ease of access/egress and to reduce the amount of traffic moving through residential areas. Some parcels may be located adjacent to proposed school/park sites to make use of playing field space and parking.

[Paragraph 4 deleted, Bylaw 18919, July 15, 2019]

5.8 PARKS & OPEN SPACE

5.8.1 Public Parks & Open Space

In addition to the school/neighbourhood park facilities, there is a possibility of including a number of dispersed park sites throughout the ASP to provide open space immediately within residential areas. The streets and walkway system would link these dispersed park nodes with adjacent residential areas and other amenities in each of the neighbourhoods such as the stormwater management facilities, school/neighbourhood park facilities and commercial sites.

The provision of these parks is intended to enhance the esthetic quality of the residential subdivisions by bringing additional, more accessible green space into the neighborhoods. These dispersed park sites would be provided for within the 10% municipal reserve dedication considering priorities of school/park sites and other uses (e.g. retention of natural areas). The exact location of the dispersed parks and walkway system will be determined through the preparation of the Neighbourhood Structure Plans.

The powerline and pipeline corridors present opportunities for the development of walkway corridors throughout the plan area. The *power transmission line*, in particular, which runs north-south through the ASP, provides a relatively uninterrupted link through the plan area into which other walkways can join.

Amended by Editor

Opportunities exist to retain a portion(s) of the Southeast Woodland Natural Area through a variety of mechanisms such as municipal reserve dedication, voluntary retention, conservation partnerships, etc. as proposed in the City's natural areas conservation policies and procedures.

The existing natural area, SE 65, will be incorporated into the site plan of the campus. It is proposed to be dedicated in partial fulfillment of Municipal Reserve requirements. The Municipal Reserve parcel will be provided with public access by an easement along an internal private road. A natural area management plan will be required at the subdivision stage to be approved by the Office of the Natural Areas prior to approval of the subdivision by the Subdivision Authority.

Bylaw 14583
August 24, 2007

The tree stand, existing natural area SE413, will be designated as a natural area land use and will be dedicated in partial fulfillment of Municipal Reserve requirements during subdivision.

Bylaw 16668
June 24, 2014

5.8.2 Private Parks & Open Space

A private, fresh water lake and beach/club area is proposed as part of the transition zone between the residential area and the Industrial area south of Ellerslie Road and east of Parsons Road. This amenity would allow for swimming, boating, ice skating activities and provide a focal point to both surrounding residential and industrial development. Private park space will be developed around the lake under the administration of a homeowners association. Other private open space may include linkages between school/park sites.

5.9 CIRCULATION

The Ellerslie ASP is well served by a number of proposed arterial and collector roadways as shown on Figure 6.0. With planned access into Ellerslie available from Calgary Trail, Ellerslie Road, 25 Avenue S.W., 41 Avenue S.W., Parsons Road and 66 Street and 91 Street, there are several options available for movement to and from the plan area.

At the junction of Queen Elizabeth II (QEII) Highway and 41 Avenue SW, a partial cloverleaf interchange has converted 41 Avenue SW into a continuous corridor with access to and from QEII highway, as well as road/rail grade separation of the Canadian Pacific Railway (CPR) tracks east of QEII highway. This interchange provides an important and convenient connection to QEII for the commuting residents within the Orchards neighbourhood.

Bylaw 14583
August 24, 2007

Bylaw 17802
January 23, 2017

The City's long term commitment to maintaining the general one mile grid system of arterial roadways is respected in the ASP. This design provides a continuity of east-west and north-south linkages throughout the plan.

Within the ASP, the arterials and the looping collector roads provide residents with easy access to the various industrial, business, commercial, residential, recreational and educational nodes. The looping collector roads and arterials provide an opportunity for transit service to access within a reasonable walking distance all of the residential areas within the Ellerslie ASP.

A more detailed description of the transportation and circulation system is provided in Section 7.0.

Section 6

ENGINEERING SERVICES

6.1 STORMWATER DRAINAGE

In January 1983, ECOS Engineering Services Ltd. and Cumming-Cockburn & Associates Limited prepared a Watershed Plan Study for the Whitemud Creek Basin for the City of Edmonton. This report detailed the drainage pattern for the entire south side of the City of Edmonton that drained into either the Whitemud Creek or Blackmud Creek systems. The entire Ellerslie Area Structure Plan falls within the study area of this earlier report.

The recommended watershed plan for Ellerslie consisted of a series of stormwater management facilities which attenuated resultant peak flows from the urbanized development and carried them across Highway 2 and discharged into the Blackmud Creek.

The report designated two outlet points into the Blackmud Creek. The fact that there were two discharge points identified, essentially created two connected lake systems (north and south) that used each of the inlet points to the Blackmud Creek. The two lake systems were also defined by a minor ridge that transverses through the plan area from the northwest to the southeast.

Concurrent with the submission of this ASP, Stanley Urban Land prepared and submitted an Area Design Brief that outlined a number of minor revisions to the 1983 Watershed Report.

As a result of the completion of the Design brief and this ASP, it was determined that there is a need for two additional lakes within the Ellerslie plan area from what was recommended in the Watershed Report (see Figure 7.0 - Storm Drainage). One lake has been added to each of the two lake systems. A few lakes have also been slightly relocated in bath basins to better accommodate drainage issues and the detailed planning completed as part of this ASP.

The effects of stormwater drainage from development within the Ellerslie ASP as it relates to the County of Leduc will be reviewed when necessary to ensure that agricultural lands within this rural municipality to the south are not detrimentally impacted.

A stormwater facility was removed by Bylaw 14583. The stormwater management system for this amendment area proposes an underground piped collection system to convey stormwater to a stormwater retention pond. The pond then discharges to a 1200 mm diameter interconnecting pipeline for final discharge into Blackmud Creek. A series of bio-swales will also contribute to run-off and drainage control. Installation will be to City of Edmonton standards (Associated Engineering Alberta Ltd., 2006).

Bylaw 14583
August 24, 2007

A tree stand, natural area SE413, is located in the northwest corner of NW-16-51-24-4, and Plan 8721140, Block E. The tree stand partially surrounds an existing wetland, which will be developed into a naturalized stormwater management facility (SWMF). A Natural Area Management Plan (NAMP) has been completed in order to define the various ecological requirements associated with the tree stand and the SWMF. The NAMP will guide the incorporation of the tree stand into the design of the naturalized SWMF and will assist with the conservation and management of the natural area. The Neighbourhood Design Report for Drainage Basin 16 shall relate and comply with the NAMP.

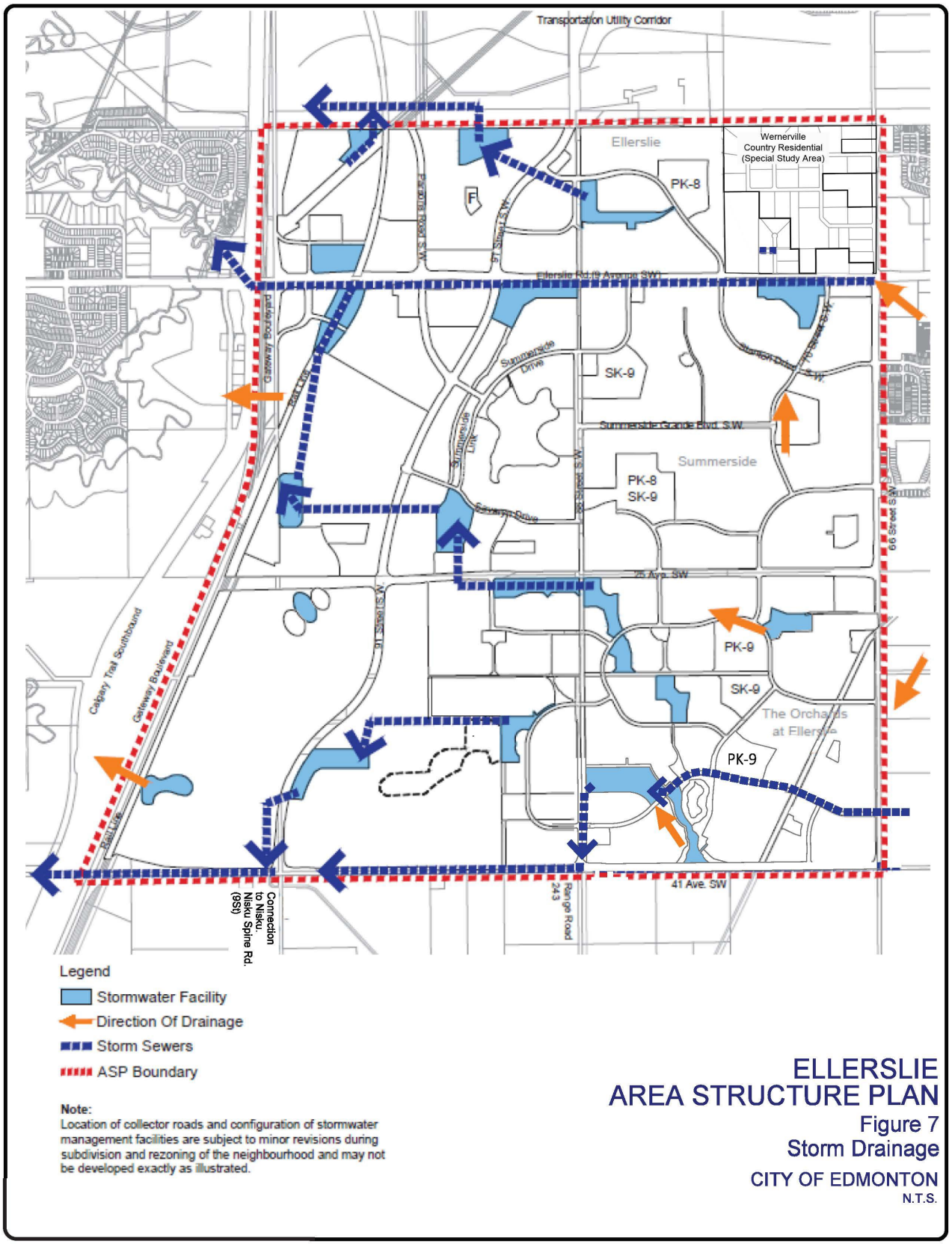
Bylaw 16668
June 24, 2014

The Neighbourhood Design Report (NDR) Amendment No. 6 was prepared by Scheffer Andrew Ltd. to support the 2023 amendment to the Ellerslie ASP and The Orchards at Ellerslie NSP area. The amendment realigns the interconnecting storm sewer trunk away from 41 Avenue SW to the internal collector road within the Orchards neighbourhood to avoid the two existing unnamed water bodies adjacent to the 41 Avenue SW corridor. The southeast proposed SWMF has been relocated and consolidated with the southwest SWMF to form a larger facility for engineering efficiency reasons. The two existing natural areas (wetlands) are being integrated into the neighbourhood stormwater management plan in order to improve the sustainability of the north natural area and to provide a method of safely bringing the 41 Avenue storm water into the Orchards stormwater management system through the south natural area. The amended Figure 7.0 Storm Drainage reflects the revised storm drainage as per the revised NDR.

Bylaw 20484
May 15, 2023

Figure 7 Storm Drainage

(Bylaw 20489, June 12, 2023)



6.2 SANITARY DRAINAGE

In 1995, the City of Edmonton commissioned Reid Crowther & Partners Ltd. to analyze the existing status of the sanitary system in south Edmonton and to propose solutions to the capacity problems that existed. As a result, the South Edmonton Sanitary Sewer (SESS) trunk system was proposed, and the Ellerslie plan area falls within the SESS benefiting basin.

The SESS concept essentially consists of a combination of downstream improvements and extension of large sanitary trunks. The overall concept will eventually take sanitary flows from the Ellerslie area to the Capital Region Sewage Treatment Plant.

In the interim, the large diameter portions of the SESS system will store the sanitary flows and release them into the existing downstream system. The SESS sewer extends south through the Ellerslie plan area.

As shown on Figure 8.0 - Sanitary Drainage, the proposed alignment of SESS is generally along the 91 Street Government Road Allowance. *The first stage of SESS enters the plan area along Ellerslie Road before moving south along the 91 Street Government Road Allowance to the south portion of the plan. From there the sewer extends east within the neighbourhood to the plan boundary (66 Street) and accommodates flows from the area east of the Ellerslie plan area.* Since the SESS mainline runs through the plan area, the requirements for on-site trunks will be minimized.

Bylaw 20484
May 15, 2023

The topography of lands within the Ellerslie ASP results in a drainage system made up of six sanitary sub-basins. As shown on Figure 8.0, these six separate sub-basins will result in lateral sanitary trunks servicing these areas and connecting into the SESS system at four locations.

6.3 WATER DISTRIBUTION

The conceptual water distribution network for the Ellerslie ASP is shown on Figure 9.0 - Water Distribution. Water services will enter the ASP from the west across Calgary Trail and from the north across the TUC. These extensions will be constructed as required by the pace of development.

Water servicing will be designed and constructed using conventional methods for providing peak hour flows and fire flaws for low and medium density residential, schools, urban services and commercial/industrial uses. Water looping will be provided in accordance with the requirements of *EPCOR*.

Amended by Editor

A Water Network Analysis for the ASP will be prepared concurrently with the first Neighbourhood Structure Plan.

Figure 8 Sanitary Drainage

(Bylaw 20489, June 12, 2023)

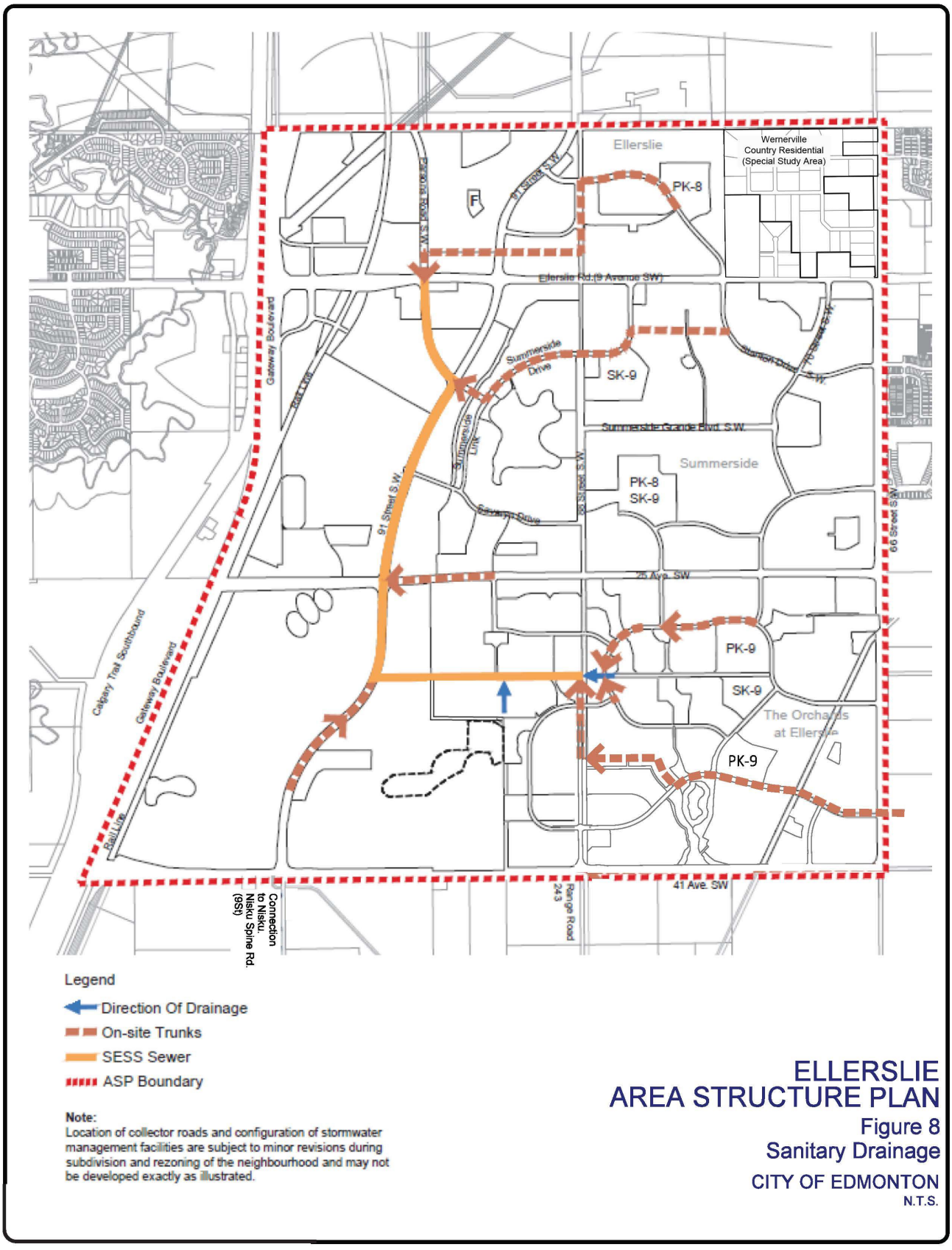
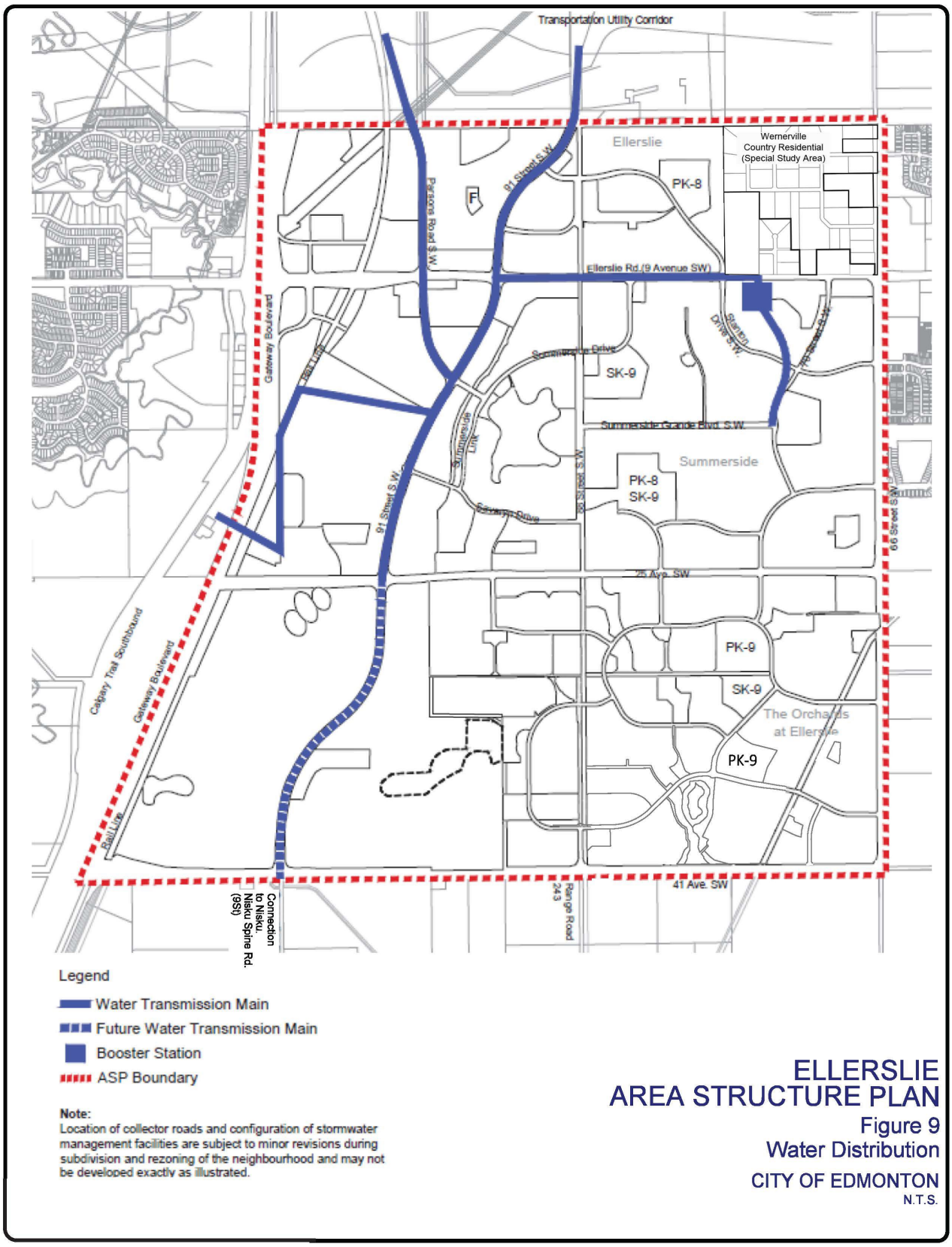


Figure 9 Water Distribution

(Bylaw 20489, June 12, 2023)



6.4 SHALLOW UTILITIES

Gas, power and telephone utility services will be extended south across the TUC from the existing development by the respective utility companies. There is also existing infrastructure for gas and power within the plan area which will form part of the overall permanent servicing system for these respective utilities. CATV facilities also exist along the west boundary of the plan area on Calgary Trial and will be utilized to provide service to the Ellerslie ASP.

Section 7

TRANSPORTATION

A Traffic Impact Assessment (TIA) was carried out by Reid Crowther & Partners Ltd. in conjunction with the Ellerslie ASP and submitted under separate cover. The general conclusion from the TIA is that the proposed roadway network supports the transportation requirements of the proposed land use plan.

Detailed analysis of the road requirements, preparation of comprehensive staging plans and investigation of any potential pressure points within the transportation network will be dealt with through the Traffic Impact Assessments completed in support of Neighbourhood Structure Plans.

The transportation network for the Ellerslie ASP consists of a full range of facilities to accommodate the movement of automobiles, pedestrians, bicycles and public transit.

In its review of the roadway network, the City of Edmonton Transportation & Streets Department has identified 41 Avenue S.W., which forms the southern boundary of the ASP, as a major regional facility. The development of facility plans for 41 Avenue S.W. will require several years of work with Alberta Transportation & Utilities, the County of Leduc and other municipalities in the region to clarify and resolve the design and funding of this major regional facility.

A supplementary Traffic Impact Assessment (TIA) was completed by BUNT & Associates Engineering Ltd. in connection with the amendment to facilitate the campus to provide a preliminary review regarding impacts of the changes in land use. The TIA concluded that the proposed roadway network, specifically 91 Street SW, is adequate to support traffic generated by the campus development. A detailed TIA for the site will be required once the conceptual plan is complete and the Campus requirements are confirmed.

Bylaw 14583
August 24, 2007

Access to the commercial lands located within the northwest portion of the Plan area, adjacent to Gateway Boulevard and Anthony Henday Drive will include an access from Ellerslie Road to the south and from Parsons Road to the east.

Bylaw 15713
May 30, 2011

7.1 CIRCULATION SYSTEM

The principles in the development of the transportation system involved the creation of a hierarchical transportation system to serve the transportation needs of residents and employees of the Ellerslie area.

This hierarchy of roads will provide the necessary interconnections appropriate to efficiently and effectively accommodate traffic flows at the arterial, collector and local roadway levels.

7.2 ROADWAY NETWORK

The proposed development will enjoy a high level of accessibility to the Metropolitan Edmonton Area and to Nisku and Leduc by virtue of its close proximity to the following major regional roadways (see Figure 10.0 - Circulation System):

- The Highway 2 Corridor which borders the development area to the west
- The Outer Ring Road which borders the development area to the north.
- 41 Avenue S.W., a proposed major east-west regional facility which borders the development area on the south

7.2.1 Highway 2

The Highway 2 Corridor immediately adjacent to the development area is ultimately planned to be developed to a freeway standard including interchanges at 41 Avenue S.W. and Ellerslie Road. A major system-to-system interchange is also planned for the intersection of Highway 2 and Anthony Henday Drive. The upgrading of the Highway 2 Corridor is being planned to not only benefit this development area but to ensure appropriate roadway network development to meet longer distance regional and provincial trips. The Highway 2 Corridor Landscape Design Guidelines will be applied for development within the Ellerslie ASP.

Bylaw 14723
November 15, 2007

The development of 25 Avenue S.W. is anticipated to be constructed as a four lane arterial west of 50 Street to Calgary Trail. In the long term it is also anticipated that a "fly-over" will be constructed over Calgary Trail into Heritage Valley to the west.

7.2.2 Outer Ring Road (Anthony Henday Drive)

Amended by Editor

The Outer Ring Road represents a second proposed freeway system adjacent to the north edge of the development area. This latter roadway facility is also planned to be developed to a freeway standard to provide a strong east-west corridor to also accommodate longer distance regional and provincial trips. Interchanges on the Outer Ring Road, in the immediate vicinity of the development area are planned for 91 Street and 66 Street, in conjunction with the interchange planned for Highway 2.

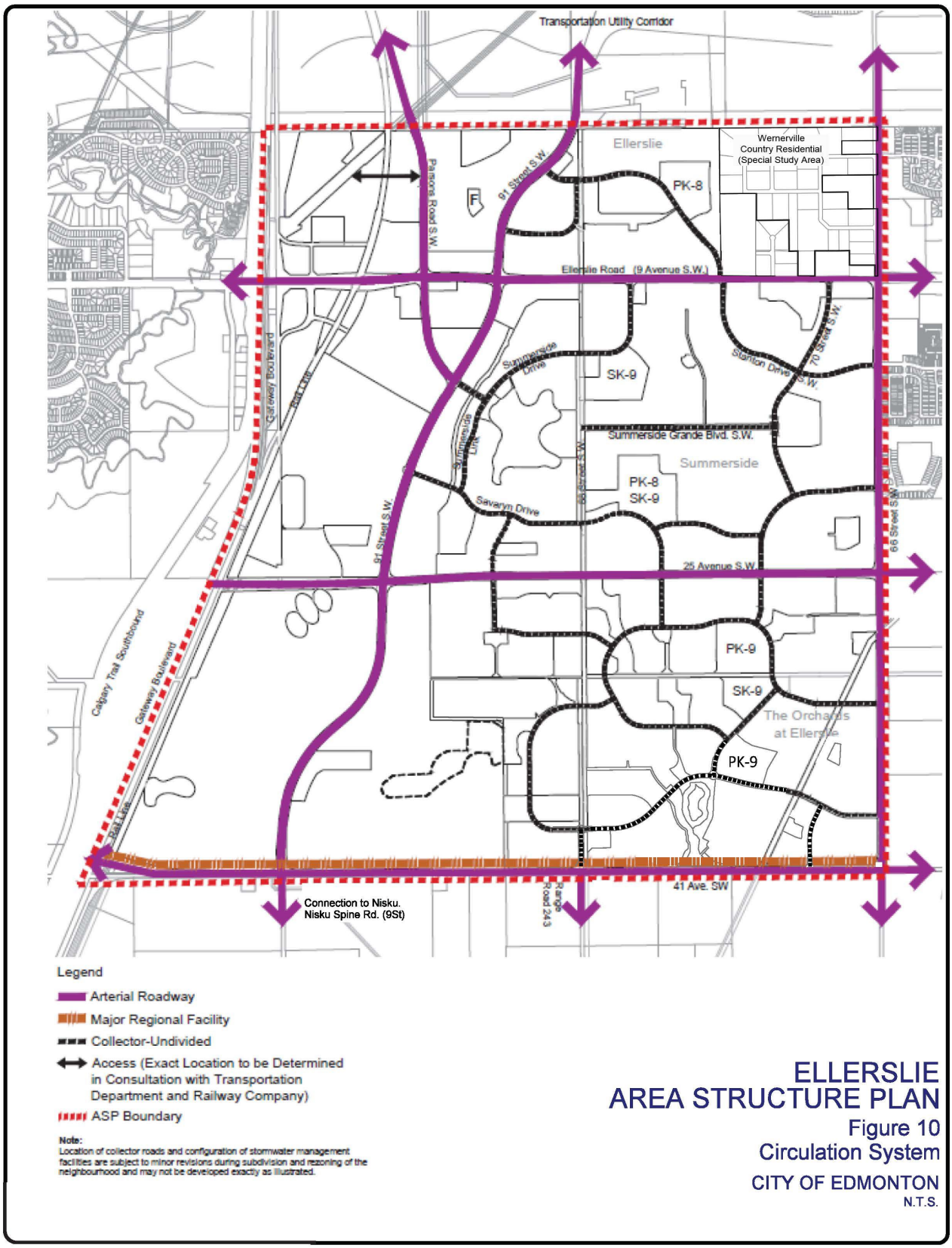
7.2.3 41 Avenue S.W.

The proposed major regional facility, 41 Avenue S.W., forms the southern boundary of the ASP and is intended to provide a major east-west linkage with lands east and west of Calgary Trail and across the North Saskatchewan River. This proposed link in the regional transportation network will require further phoning, discussion and cooperation among regional partners and the Province.

In addition to the development of these major roadway facilities on three sides of the development area, the area's major traffic flows will be well served by the development of a strong internal arterial roadway infrastructure. The proposed roadway is envisioned to be a six lane facility of which four lanes are to be located within the City of Edmonton.

Figure 10 Circulation System

(Bylaw 20489, June 12, 2023)



7.2.4 Arterial Roadway Network

The arterial roadway network internal to the development area includes Ellerslie Road, 25 Avenue SW, the realigned portion of 91 Street and Parsons Road, as illustrated in Figure 10. The arterial roadway system provides a north-south connection using Parsons Road, connecting to the Nisku Spine Road (9th Street) in the County of Leduc. The east-west connections include Ellerslie Road and 25 Avenue S.W.

Bylaw 17802
January 23, 2017

The existing 91 Street Government Road Allowance is proposed to be closed and a new 91 Street and Parsons Road created further west. This realignment was undertaken in concert with the creation of the development concept. Given the proposed split between the residential and industrial & commercial areas, Parsons Road provides a suitable link through the latter. Furthermore, with the introduction of residential development on both sides of the 91 Street Government Road Allowance, the closure of this right-of-way allowed for the creation of an additional open space corridor beside the power line corridor.

All arterial roadways should be designed as controlled access facilities. The length of turnbays, the need for auxiliary lanes along Ellerslie Road adjacent to the commercial precincts and the requirement for appropriate intersection storage bay requirements at key arterial / arterial roadway intersections will be determined at the Neighbourhood Structure Plan level of assessment for the residential areas and at the *rezoning* and subdivision stages for the industrial and commercial areas.

Amended by Editor

Within the arterial roadway network, residential collector roadways are proposed, comprising of internal collector loop roadways that provide efficient and effective access facilities to all sectors of the neighbourhoods. The design of the residential and industrial / business collector roadway system will provide convenient access to the arterial roadway system.

The ultimate carriageway and right-of-way requirements for the internal collector roadway infrastructure will be based upon the projected traffic volumes to be determined through the completion of Traffic Impact Assessment Reports at the Neighbourhood Structure Plan level (for residential areas) and through the *rezoning* and subdivision process for the industrial and commercial areas.

Amended by Editor

Local roadways will be developed as required to provide property access and as connections to the collector roadway system.

The business and industrial sectors of the plan area will also be serviced by a strong system of collector roadways which will provide convenient internal access capabilities as well as providing excellent access to the immediately adjacent arterial roadway system.

Intersection spacing of the collector roadway system serving the neighbourhoods should be spaced at approximately 400 m intervals along the arterial roadway network. This intersection spacing is recommended to provide suitable access into

the neighbourhoods and to facilitate traffic progression on the arterial roadway system.

7.2.5 66 Street / Range Road 243 Connection

As shown on Figure 10.0, 66 Street south of 25 Avenue S.W. angles diagonally across Section 15-51-24-4 to connect to Range Road 243 at the point where the existing 91 Street Government Road Allowance currently connects to Range Road 243.

The closure of the 91 Street Government Road Allowance and the development of 41 Avenue S.W. as a major regional facility makes this connection an important link in the intermunicipal transportation network. The plan reflects the principle of continuity of the one mile arterial roadway grid system in this sector of the City.

The details of the role, function, alignment and cross section of 41 Avenue S.W. will play in the regional transportation system remain to be determined at this time. Therefore, the details of the alignment of 66 Street / Range Road 243 connection area also undetermined at this time. Through the planning and design of 41 Avenue S.W. and through the preparation of Neighbourhood Structure Plans for Neighbourhood Three and Four, the role of these roadways and their alignments will be reviewed and refined. This may include the possibility of the connection to Range Road 243 taking place within the County of Leduc.

Within the context of this ASP, the existing 66 Street Government Road Allowance south of 25 Avenue SW will serve as the eastern boundary of Neighbourhood Four. This segment of the road tees into-the realigned 66 Street/RR 243 south of 25 Avenue S W as shown on Figure 10.0.

However, given the realignment of the new 66 Street over to Range Road 243 and the development of 41 Avenue SW as a major regional facility, this existing portion of the 66 Street Government Road Allowance could potentially be closed and the land further east integrated in some fashion (perhaps with a new road) with Neighbourhood Four. The details of this boundary will be better defined through the preparation of an NSP for Neighbourhood Four.

7.3 ROADWAY STAGING

The ultimate arterial, collector and local roadway network will evolve as the various residential neighbourhoods and industrial/commercial areas are developed. The general pattern of development, particularly the residential portion south of Ellerslie Road will progress in an west to east and north to south direction.

The timing of upgrades to existing roadway, construction of new roadways and the closure of others will depend on the pace of development and the traffic volumes associated with that development in conjunction with existing flows.

The 91 Street Government Road Allowance will be closed on a staged basis and this presents a challenge to maintaining an adequate flow of traffic north and south through the central portion of the plan area. Access will be provided through connections of the 91 Street Government Road Allowance with the developing stages of the collector and arterial roadway system as appropriate.

A detailed assessment of the roadway staging requirements will be developed with the preparation of the four residential Neighbourhood Structure Plans. However, the following summary presents the basic scheme for arterial roadway staging generally associated with the substantial completion of the respective phases of each Neighbourhood. The phases referred to below are identified on Figure 10.0.

Amended by Editor

Neighbourhood One [*Summerside*] (Phase A) - Upgrades to Ellerslie Road to collector access points. Construction of Parsons Road south of Ellerslie Road as required to service industrial/commercial development. Staged closure of 91 Street Government Road Allowance with connections to collector road network in Neighbourhood 1 A.

Neighbourhood One (Phase B) - Extension of Parsons Road as required to service industrial/commercial development. Construction of a portion of 25 Avenue S. W. to Parsons Road, potentially to 101- Street or Calgary Trail depending on amount of industrial/commercial development. Full closure of 91 Street Government Road Allowance between Ellerslie Road and 25 Avenue S.W.

Neighbourhood One (Phase C) - Upgrades to Ellerslie Road and 66 Street. Possible extension of 25 Avenue S.W. to 66 Street depending on traffic volumes.

Amended by Editor

Neighbourhood Two [*Ellerslie*] - Construction of Parsons Road and closure of 91 Street Government Road Allowance. Upgrades to Ellerslie Road depending on traffic volumes.

Neighbourhood Three (Phase A) - Upgrades to 25 Avenue S.W. and staged closure of 91 Street Government Road Allowance with connections to collector road network in Neighbourhood 3A. Extension of Parsons Road as required to service industrial/commercial development.

Bylaw 17802
January 23, 2017

Neighbourhood Three (Phase B) *- Upgrades and construction of 25 Avenue and 66 Street SW to an urban arterial standard.*

Neighbourhood Three (Phase C) - Full closure of 91 Street Government Road Allowance between 2S. Avenue S.W. and 41 Avenue S.W. Possible completion of Parsons Road to 41 Avenue SW based on industrial demand and residential traffic volumes.

Bylaw 17802
January 23, 2017

Neighbourhood Three (Phase D) *– Completion of 66 Street arterial and improvements to 41 Avenue as an arterial expressway (6 lanes in total, 4 lanes with the City of Edmonton).*

As noted, the construction of roadways within the industrial commercial area will depend on both the pace of industrial development and demand for certain locations. Such matters as the closure of 101 Street and construction of the Parsons Road link across the TUC are similarly tied to the pace of development in this portion of the plan and further north in the South Edmonton Common and Edmonton Research & Development Park ASP. An estimated timing of intersection construction at points along Calgary Trail and Anthony Henday Drive is beyond the scope of this plan.

The only access point to the Special Study Area (located between the rail line and Calgary Trail) is to be via 101 Street. In the concurrently submitted Traffic Impact Analysis (Bunt and Associates) it is demonstrated that the proposed land uses can be accommodated by this single access point, provided that appropriate land and lane requirements at the Ellerslie Road and 101 Street Intersection are constructed in the area. Recommendations for these requirements are contained within the Traffic Impact Analysis.

Bylaw 13450
August 20, 2003

Required improvements to the roadway network, including 101 Street as detailed in the Transportation Impact Assessment, will be provided by the developer through applications for subdivision and development permits. Road right-of-way dedication will be undertaken to meet the objectives of the concept plan, to be submitted prior to future subdivision or development permit applications, to the satisfaction of the Transportation and Streets Department.

Bylaw 13450
August 20, 2003

7.4 TRANSIT SERVICE

The Public Transit System will be extended into the development area in accordance with City of Edmonton Transit System Guidelines as demand warrants. Future transit routes will be established on the basis of the proportion of trips which are expected to be generated by the development area.

Public transit service will be provided along the arterial and loop collector roadway systems, providing convenient service between neighbourhoods, commercial *zones* and employment precincts. Transit service should be routed to ensure that walking distances are within 400 m of the majority of residents. Transit service routes will be more clearly defined at the Neighbourhood Structure Plan stage.

Amended by Editor

In addition to the development of a more localized transit system, consideration should be given to the development of a more regional transit service providing quality transit service from the development area to major destinations in Edmonton, Nisku and Leduc.

Gateway Boulevard and 66 Street may be considered as future commuter bus routes serving Leduc and Beaumont respectively. The rail line corridor between Gateway Boulevard and Parsons Road may be considered as a possible alignment for high speed rail services between Edmonton and Calgary. Widening of the rail line corridor may be required in the future to accommodate this possible alignment.

Bylaw 15067
December 15, 2008

As one of the options considered in the Transportation Master Plan, the extension of the City's proposed Parsons Road bus-way could form a component of this regional transit service. The introduction of the bus-way within the plan area would require amendments to the Ellerslie ASP and associated Neighbourhood Structure Plans.

The neighbourhoods have been designed to locate the school/park sites along the major collector roadway system. This will ensure that all schools can receive adequate transit service. It is not expected that school bus service will be required to serve the neighbourhoods due to the relatively convenient location of the schools. However, should it be necessary for some areas, during the early stages of the development to require school bus service, the schools are easily accessible via the major collector roadway system.

The transit centre originally proposed within the east-central portion of Neighbourhood 1 (Summerside) is no longer required since a Transit Center is planned for the southeast corner of 66 Street and Ellerslie Road, as a part of the Southeast Neighbourhood 2 Neighbourhood Structure Plan area. In addition, a combined transit Park and Ride Facility and potential future High Speed Transit Stop is planned for the southeast corner of 50 Street and Ellerslie Road. These facilities will provide all residents in the area with excellent transportation options

Bylaw 14266
May 3, 2006

Any transit service proposed for the industrial education facility will be arranged through a service agreement with Edmonton Transit and NAIT will fund the first two years of transit service to its development.

Bylaw 14583
August 24, 2007

7.5 PEDESTRIAN CIRCULATION

The walkways, which could correspond to the location of utility corridors, will be provided primarily for recreation use by adults and children as well as to provide access to the public transit system. Sidewalks will be provided along all collector and arterial roadways in accordance with City policies and practices.

Bylaw 16446
June 17, 2013

Walkways will be provided to the stormwater management areas, with branch walkways connecting to the schools and into the centre of residential neighbourhoods. In addition, walkways will also be provided to access RDA open space areas. The pedestrian circulation system will receive more attention during the design of the neighbourhoods at the Neighbourhood Structure Plan level of assessment.

7.6 BICYCLE CIRCULATION

The bicycle circulation system for the Ellerslie lands will be developed with shared pathways on both sides of arterial roadways, bikeway facilities along collector roadways, wide sidewalks on one side in residential areas and other links with the neighbourhood school/park sites. The bicycle circulation system will be refined in more detail in the associated Neighbourhood Structure Plans.

Bylaw 20484
May 15, 2023

7.7 PARKING

Parking for vehicles will generally be provided off street in conjunction with commercial, residential and industrial development. *Zoning* Bylaw parking requirements will be used as the basis for the development of appropriate off street parking facilities.

Amended by Editor

Section 8

IMPLEMENTATION

The Ellerslie ASP has been divided into an industrial / commercial area and four residential neighbourhoods. *Rezoning* and subdivision within the industrial and commercial area can proceed based on the direction provided in the ASP. However, the residential areas will require the preparation of more detailed NSPs.

Amended by Editor

8.1 DEVELOPMENT STAGING

Initial services into the Ellerslie area will come from the west along Ellerslie Road. This extension of services allows for servicing to proceed concurrently on both the north and south sides of Ellerslie Road. Given the consolidated ownership on the south side of Ellerslie Road, this area has been identified as Neighbourhood One (*Summerside*).

Amended by Editor

As shown on Figure 11.0 - Neighbourhood & Staging Concept, residential development is anticipated to begin south of Ellerslie Road and north of 25 Avenue S. W within Neighbourhood One (*Summerside*) in phases l A, 1 B and 1 C. Development of these phases may progress concurrently (rather than sequentially) depending on market conditions and the logical extension of services.

Amended by Editor

Upon the initiation of Neighbourhood One (*Summerside*) (and provision of services), development could proceed to the north of Ellerslie Road in Neighbourhood Two (*Ellerslie*) adjacent to the existing country residential area. *Development will then proceed to the south of 25 Avenue SW in a southerly and westerly direction in Neighbourhood Three (The Orchards at Ellerslie) in phases 3A, 3B, 3C, 4A, and 4B.*

Amended by Editor

Bylaw 17802
January 23, 2017

No specific development staging plan has been established for the industrial/commercial development. It is anticipated that development will occur in various locations based on market conditions and the availability of services. Development of *a private corporations'* site along 2S Avenue S.W. and 101 Street is expected in the fall of 1998.

Amended by Editor

8.2 *REZONING* & SUBDIVISION

Amended by Editor

The vast majority of land within the Ellerslie ASP is currently *zoned* as Agricultural (AG) *Zone*. *Rezoning* and subdivision of the land to conform with the land uses designated in the ASP and subsequent NSPs will be undertaken when necessary.

All of the land within the Ellerslie Special Study Area (located between the rail line and Calgary Trail) is currently zoned as (AG) Agricultural Zone. Rezoning

Bylaw 13450
August 20, 2003
Amended by Editor

and subdivision shall be implemented to conform with the development principles and the development concept designation in the ASP.

A number of conventional and special area provisions of the Edmonton Zoning Bylaw may be used, especially in (EIB) Ellerslie Industrial Business and the (EIM) Ellerslie Medium Industrial zones. Notwithstanding Section 5.1, consideration may be given to other proposed uses, such as warehouse sales, through careful consideration based on land use analysis, transportation impact analysis, and planning merit. The addition of these other proposed uses will require a plan amendment and the application of direct control zoning. However, CSC zoning will not be permitted within this area

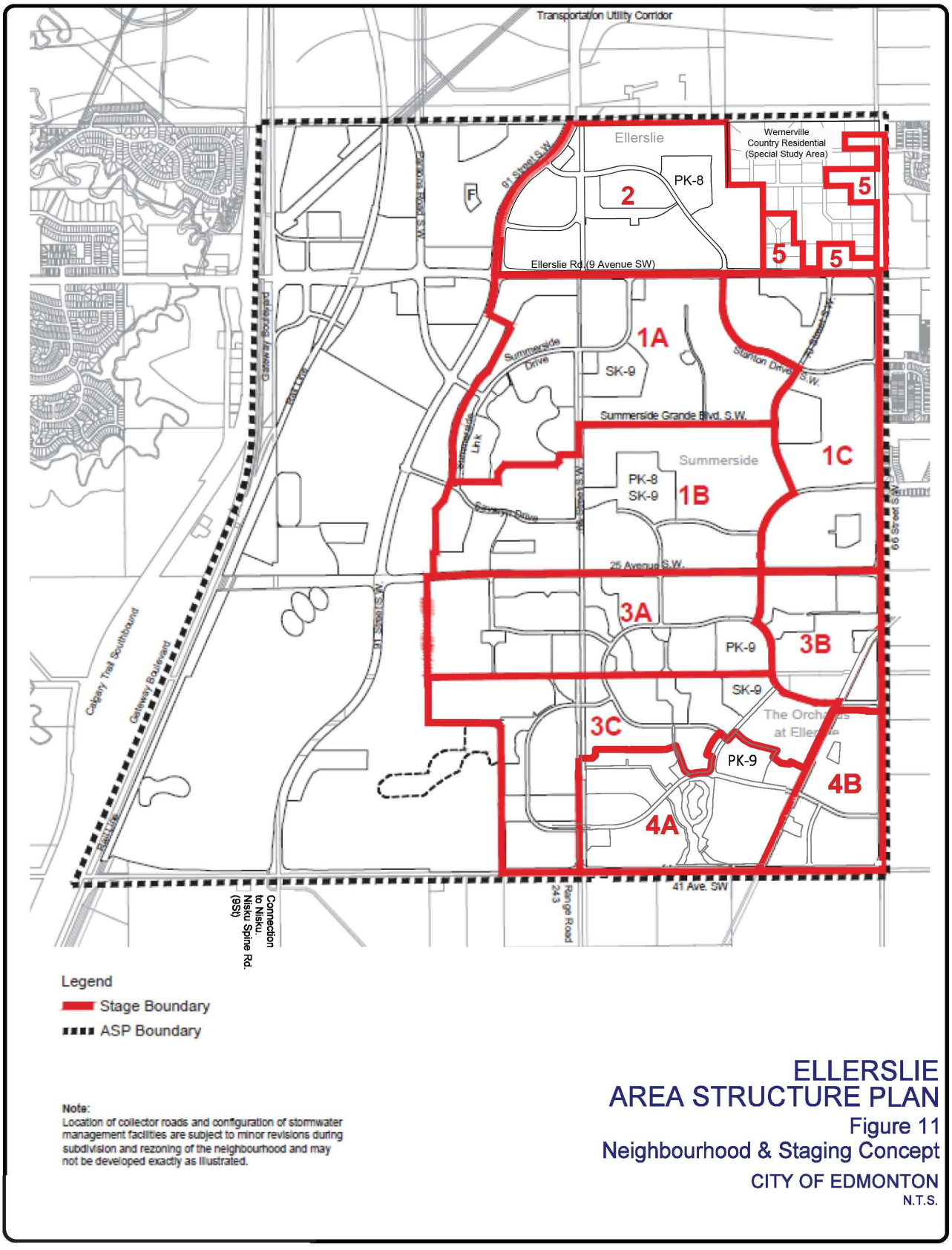
Bylaw 13450
August 20, 2003

The industrial education facility will require zoning of a (DC1) Direct Control Provision to provide for a comprehensively planned education facility that will allow industrial education uses as well as residential, recreational and commercial uses. The site will be further subdivided to create separate title for the municipal reserve parcel (Natural Area SE 65).

Bylaw 14583
August 24, 2007

Figure 11 Neighbourhood and Staging Concept

(Bylaw 20489, June 12, 2023)



Appendix

TABLES

ELLERSLIE AREA STRUCTURE PLAN
LADN USE AND POPULATION STATISTICS
(Bylaw 20489, June 12, 2023)

A.0

ELLERSLIE AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 20489

	Area (ha)	%
GROSS AREA	**1451.5**	100.0%
Natural Area (Environmental Reserve)	5.3	0.4%
Pipeline & Utility Right-of-Way	63.0	4.3%
Arterial Road Right-of-Way	67.2	4.6%
30 Avenue (Existing Gov't Right-of-Way)	2.0	0.1%
GROSS DEVELOPABLE AREA*	**1314.1**	100%
Existing Land Uses (Country Residential Development)	40.55	3.1%
Commercial / Residential Mixed Use **	0.40	0.03%
Commercial	81.70	6.2%
Parkland, Recreation, School		
School / Park (Municipal Reserve)	77.11	5.9%
Private Open Space / Resident Association	25.70	2.0%
Transition Area	3.16	0.2%
Institutional / Urban Service (Fire Station)	0.60	0.05%
Institutional and Community Service	3.60	0.3%
Transportation		
Circulation	194.72	14.8%
Industrial	286.36	21.8%
Industrial Education Facility	59.00	4.5%
Infrastructure and Servicing		
Public Utility Lots and Stormwater Management	66.04	5.0%
TOTAL Non-Residential Area	**838.94**	**63.8%**
Net Residential Area (NRA)	**475.11**	**36.2%**

RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT

Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
Low Density Residential (LDR)	401.45	25	10,036	2.8	28,102	85%
Street-Oriented Residential (SOR)	9.77	40	391	2.8	1,094	2.1%
Row Housing	7.74	45	348	2.8	975	1.7%
Medium Density Residential (MDR)	56.2	90	5,054	1.8	9,096	11.3%
Total Residential	**475.11**		**15,829**		**39,267**	**100%**

SUSTAINABILITY MEASURES

Population Per Net Residential Hectare (ppnrha)	83
Units Per Net Residential Hectare (upnrha)	33
LDR/MDR Unit Ratio	63% / 37%

Notes:
*Where the vision, goals and objectives of an ASP reflect the context of a particular area, some land uses may not be entirely necessary or desirable. Calculations for Neighbourhoods reflect a general framework for future development and are estimates. Detailed calculations will be prepared during the NSP approval stage. Applicants are advised to consult with the Planning and Development Department for up-to-date housing mix guidelines, unit and population factors, and School Boards specifically regarding school need and student generation factors. Residential land use is generally depicted on the Land Use Concept map.
**The total area of this designation is 1.2 ha. The assumed split between residential and non-residential (retail and office) land uses is assumed 70:30 respectively. The residential portion of this designation is accounted for in Medium Density Residential.

STUDENT GENERATION

	Area (ha)	Units
Total Residential	475.11	15,829

	Students Generated from Net Residential HA	Students Generated from Number of Units
Public School Board		
Elementary School	1,900	3,166
Junior High School	950	1,583
Senior High School	950	1,583
Total Public Student Population	**3,801**	**6,332**
Separate School Board		
Elementary School	950	1,583
Junior High School	475	791
Senior High School	475	791
Total Separate Student Population	**1,900**	**3,166**
Francophone School Board		
Elementary School	59	79
Junior High School	32	32
Senior High School	32	32
Total Francophone Student Population	**124**	**142**

Total Student Population based on NRA	**5,825**
Total Student Population based on Units	**9,640**

A.1 Neighbourhood One (*Summerside*) Land Use and Population Statistics
(Deleted by Bylaw 12581, May 1, 2001)

Refer to the Summerside Neighbourhood Structure Plan for updated statistics
(Amended by Editor)

A.2 Neighbourhood 2 (*Ellerslie*) NSP Land Use and Population Statistics

(Deleted by Bylaw 12581, May 1, 2001)

Refer to Ellerslie Neighbourhood Structure Plan for updated statistics (Amended by Editor)

A.3 Neighbourhood Three *(The Orchards at Ellerslie)* Ellerslie ASP Land Use and Population Statistics

(As amended by Bylaw 14723, November 15, 2007)

Refer to The Orchards Neighbourhood Structure Plan for updated statistics (Amended by Editor).