

Ebbers Neighbourhood Area Structure Plan

Office Consolidation August 2018

*Prepared by:
City Planning Branch
Sustainable Development
City of Edmonton*

Bylaw 14079, was adopted by Council in February 2006. In November 2016, this document was consolidated by virtue of the incorporation of the following bylaws:

- Bylaw 14079* Approved February 27, 2006 (to adopt the Ebbers Neighbourhood Area Structure Plan)
- Bylaw 16835* Approved June 9, 2014 (Redesignate Medium Density Residential to Low Density Residential and Commercial uses in the northwest portion of the neighbourhood)
- Bylaw 17810* Approved November 7, 2016 (Redesignate the northern part of the neighbourhood for DC2 commercial uses and for low and medium density residential uses, and redesignate the southern part of the neighbourhood for park uses and for medium density residential uses)
- Bylaw 18506* Approved August 20, 2018 (Addition to Section 3.5 Utility Right-of-Ways to identify an existing pipeline that runs along the property east of 34 Street and establish a Setback, to identify an updated Risk Assessment and to amend portions of Section 3.6 Private Railway Corporation to change implementation procedures for commercial setbacks abutting the rail line.)

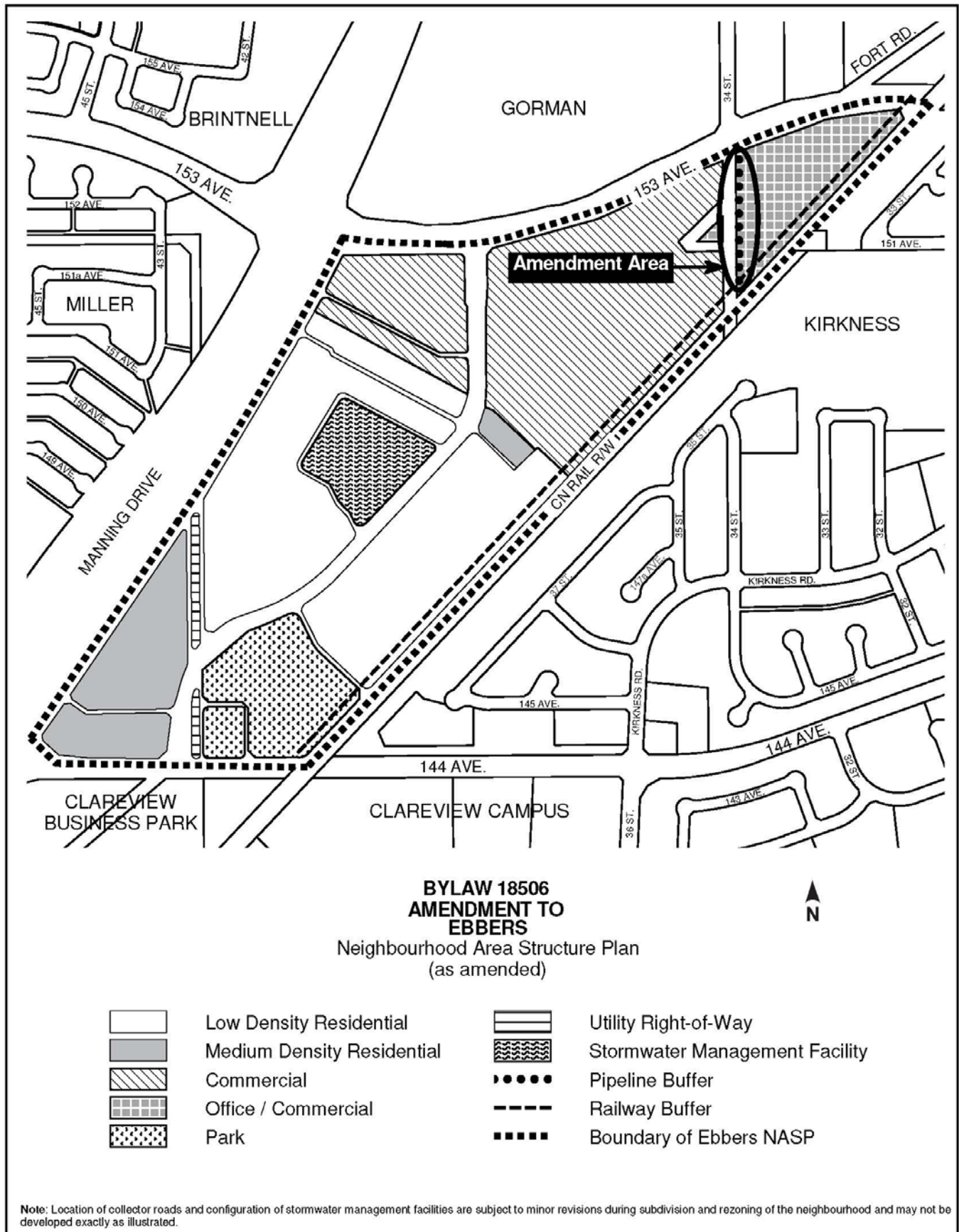
Editor's Note:

This is an office consolidation edition of the Ebbers Neighbourhood Area Structure Plan, Bylaw, as approved by City Council on February 22, 2006. This edition contains all amendments and additions to Bylaw 14079.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

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

City of Edmonton
Sustainable Development



Bylaw 18506
August 20, 2018

EBBERS NEIGHBOURHOOD AREA STRUCTURE PLAN Bylaw 14079

Prepared for

*Three Private Corporations
(Amended by Editor)*

by

ARMIN A. PREIKSAITIS
& ASSOCIATES LTD.

in association with



Revised January 13, 2006

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1.0 INTRODUCTION

2.3 Purpose

The purpose of the Ebbers Neighbourhood Area Structure Plan (Ebbers NASP) is to establish a general land use framework for the development and servicing for the lands, totalling 48.2 ha, located within the boundaries of the Ebbers Neighbourhood located in the northeast sector of Edmonton as shown on *Figure 1.0 - Location Plan*.

The applicants' vision for the development of the Ebbers Neighbourhood is to develop a compact neighbourhood that provides a wide range of housing choice (including low-density single detached units, duplexes, row housing and low rise apartments) in an environment that provides easy access to public transit, nearby shopping, parks and other amenities.

The Ebbers NASP has been prepared on behalf of *three private corporations*.

Amended by Editor

2.3 Plan Area

The Ebbers NASP area encompasses portions of N.E. 25-53-24-4; N.W. 25-53-24-4; SE 36-53-24-4; NW 30-53-23-4; SE 25-53-24-4; Blocks C, F and H, Plan 414ET; Lot A, Plan 4073NY. The area for which the NASP is being prepared is situated in northeast Edmonton. As shown on *Figure 2.0 – Plan Area*, the Ebbers NASP is defined by the following boundaries:

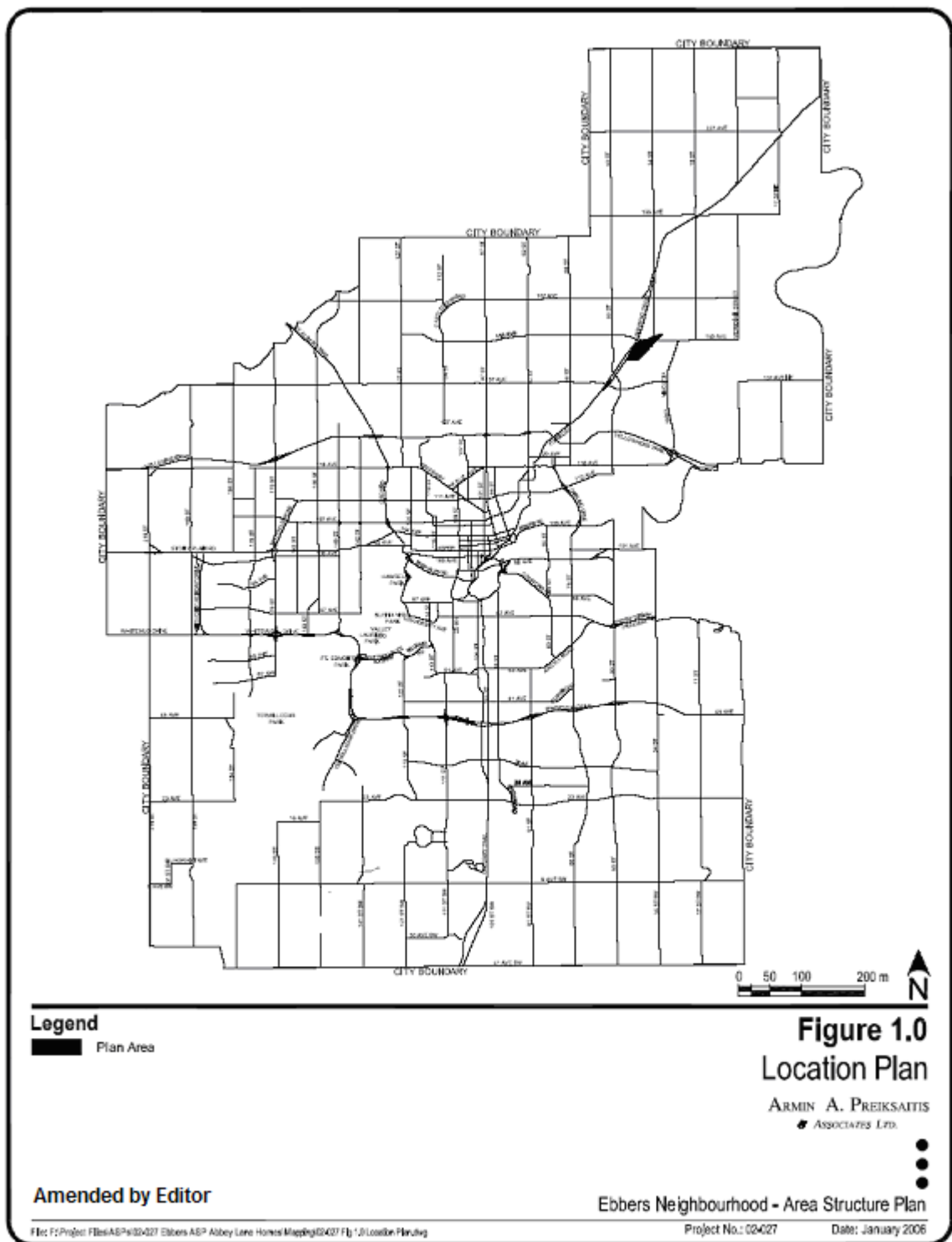
- Northern Boundary – Eastern extension of the proposed 153 Avenue.
- Western Boundary – Manning Drive.
- Eastern Boundary – *Railway* right-of-way.
- Southern Boundary – 144 Avenue.

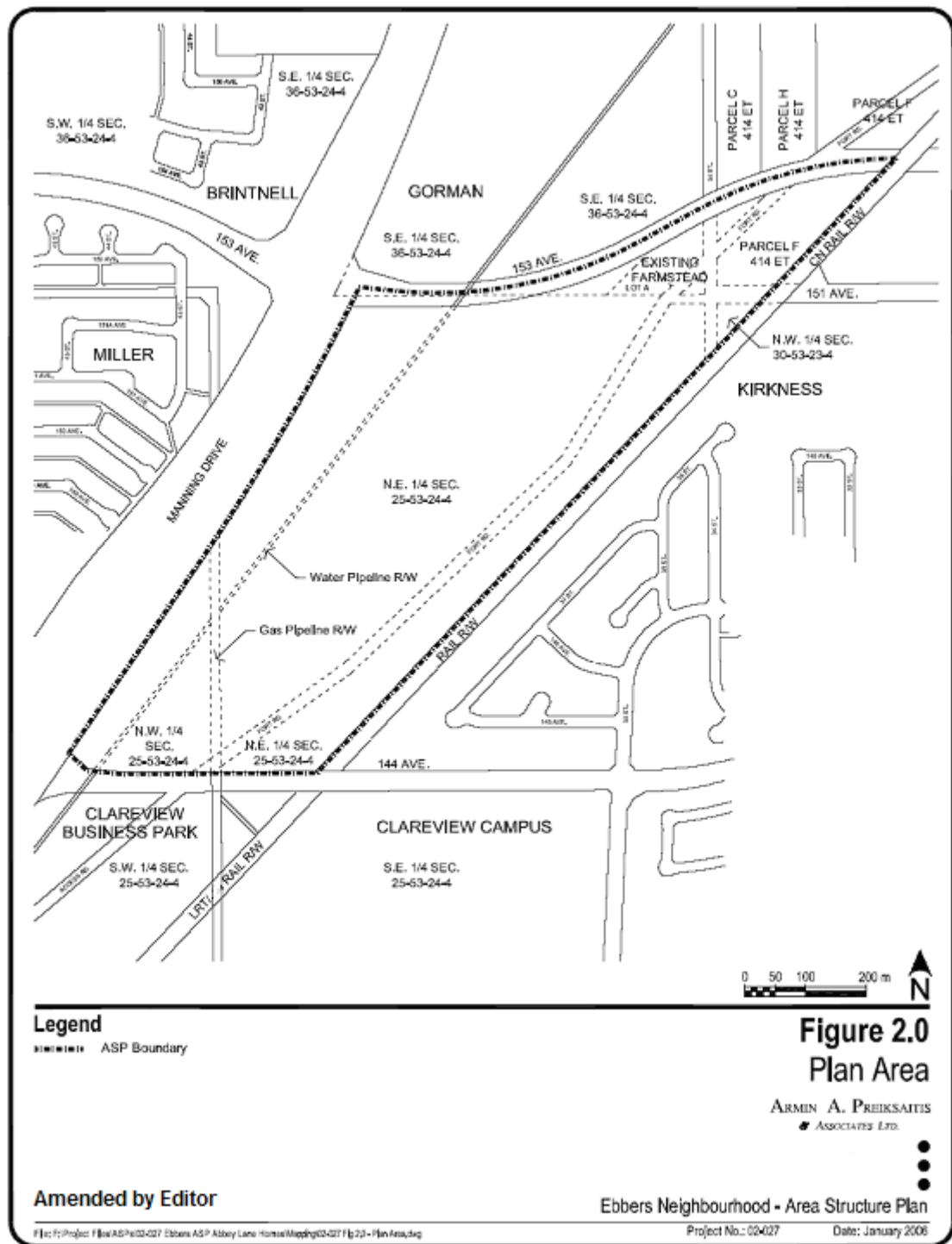
Amended by Editor

The Ebbers NASP boundaries forms a logical neighbourhood planning unit with the Miller neighbourhood to the west, Kirkness neighbourhood to the east, Clareview Campus including the Clareview Business Park to the south and the proposed 153 Avenue arterial roadway, south of the Gorman neighbourhood defining the northern limits.

2.3 Land Ownership

All lands within the NASP area are privately owned, with the exception of the existing Fort Road right-of-way.





2.3 Report Organization

The NASP is organized into seven sections. *Section 1.0 – Introduction* provides a brief introduction and background to the report. *Section 2.0 – Policy Compliance* discusses compliance with relevant planning policies of the City of Edmonton. *Section 3.0 – Site Context and Development Considerations* describes the site influences that need to be considered in formulating the development concept. *Section 4.0 – Development Concept* describes the development concept. *Section 5.0 - Transportation* describes the external and internal transportation network for the NASP. *Section 6.0 - Servicing* describes the servicing concepts for stormwater management, water distribution and sanitary drainage. Finally, *Section 7.0 – Staging and Implementation* concludes with an implementation strategy.

2.0 POLICY COMPLIANCE

2.1 Capital Region Growth Plan (CRGP)

The CRGP is a document that provides a vision for the Capital Region in the future. The Ebbers NASP complies with all relevant principles, policies and density targets of the CRGP. The density target identified in the Capital Region Growth plan for the Ebbers neighbourhood is a minimum of 30 dwelling units per net residential hectare. The Ebbers NASP complies with the following policies of the CRGP:

Bylaw 16835
June 9, 2015
Amended by Editor

<p>Capital Region Growth Plan – Land Use Plan</p> <p>II. Minimize Regional Footprint</p> <p>B. Concentrate New Growth Within Priority Growth Areas</p> <p><i>CRGP Policy (i) Most new growth shall occur within priority growth areas.</i></p>	<p><i>The Ebbers neighbourhood adheres to the policies of the Capital Region Growth Plan by accommodating growth within Priority Growth Area 'B'. The Ebbers NASP provides sufficient overall residential densities within the neighbourhood.</i></p>
<p>III. Strengthen Communities</p> <p>A. Create Inclusive Communities</p> <p><i>CRGP Policy (iii) Integrate uses with adjacent developments to improve connectivity and accessibility to local parks, open space, commercial, and community services.</i></p> <p>B. Support Healthy Communities</p> <p><i>CRGP Policy (i) Support the implementation of present and future initiatives to create and enhance parks, trails and natural areas for public use.</i></p>	<p><i>The Ebbers NASP will provide Neighbourhood Park space that is accessible from collector and local roadways and is well integrated with the adjacent residential development. Connectivity will also be maintained between the potential utility right-of-way pedestrian corridor and the Neighbourhood Park.</i></p>
<p>III. Strengthen Communities</p> <p>D. Support Innovative and Affordable Housing Options</p> <p><i>CRGP Policy (ii) All residential developments shall provide a greater variety of housing types.</i></p>	<p><i>The Ebbers NASP allows for a wide variety of housing types within the neighbourhood. These include low rise/medium density housing, row housing, single/semi-detached housing and duplex housing.</i></p>
<p>IV. Increase Transportation Choice</p> <p>A. Integrate Transportation Systems with land Use</p> <p><i>CRGP Policy (iv) Support development of inclusive communities to reduce the need for travel.</i></p>	<p><i>The incorporation of increased Commercial designated lands supports the development of an inclusive community. A network of arterial, collector and local roadways along with sidewalks, walkways, multi-use trails and transit stops will provide residents with the ability to drive, walk, cycle, rollerblade etc. through the neighbourhood and surrounding region to these Commercial sites.</i></p>

2.2 The Way We Grow – Municipal Development Plan Bylaw 15100

Bylaw 16835
June 9, 2015
Amended by Editor

The Ebbers NASP was approved under Plan Edmonton, the City of Edmonton's previous Municipal Development Plan. In May 2010, City Council approved a new Municipal Development Plan (MDP) titled The Way We Grow. The Way We Grow identifies Ebbers as an "Established Neighbourhood." The Ebbers NASP complies with the following policies in The Way We Grow:

MDP Policy 3.2.1.1 - Ensure a combination of single family and multi-family housing development potential is available for the next 30 years	<i>The Ebbers neighbourhood supplies a range of housing types and densities through the Low Density Residential (LDR) and Medium Density Residential (MDR) designated lands. This will add to the supply of single family and multi-family housing in northeast Edmonton.</i>
MDP Policy 3.2.1.3 – Achieve a balance between residential, industrial, commercial, institutional, natural and recreational land uses in the city through land development policies and decisions.	<i>The residential and commercial land uses in the Ebbers neighbourhood are balanced by the integration of the Neighbourhood Park within the residential area.</i>
MDP Policy 3.6.1.6 – Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion	<i>The Ebbers neighbourhood represents contiguous growth in northeast Edmonton, as the surrounding neighbourhoods are developed or concurrently developing.</i>
MDP Policy 4.4.1.1 - Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.	<i>The Ebbers NASP allows for the development of a range of residential housing types based on single/semi-detached, row housing, street-oriented, and low-rise/multi/medium density units.</i>
MDP Policy 5.6.1.9 – Integrate park use into the everyday experience of residents by designing parks and adjacent development to complement one another and by seeking opportunities to locate City facilities adjacent to parkland.	<i>The Ebbers Neighbourhood Park site is complemented by the adjacent residential development and other local land uses that also serve daily needs, such as the Neighbourhood Commercial site.</i>
MDP Policy 6.2.1.4 – Plan for retail centres that meet the daily needs of residents in Area and Neighbourhood Structure Plans.	<i>The Ebbers NASP provides accessible neighbourhood commercial and district commercial opportunities so that the needs of local residents and those in surrounding neighbourhoods can be satisfied."</i>

2.3 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.

A brief description of some of the design principles as they relate to the development concept proposed for the Ebbers neighbourhood follows.

Design Principle 1 – *Design neighbourhoods with the intent of sharing common infrastructure and neighbourhood facilities among neighbourhoods.*

Given the size of the student population generated by the Ebbers neighbourhood, the school and other neighbourhood facilities will be shared with the adjoining neighbourhoods, particularly the Kirkness neighbourhood and Clareview Campus.

Design Principle 2 – *Design and locate school and community facilities to provide inter-neighbourhood focal points.*

Edmonton Public Schools determined a school site was not required within the Ebbers neighbourhood and recommended that access for yellow buses along the main collector roadway be provided along with pedestrian connections via 153rd Avenue to the Kirkness neighbourhood. *At the south entrance to the Ebbers neighbourhood, a park will act as a focal point between the plan area and Clareview Town Centre to the south as well as the Clareview Campus and Kirkness Neighbourhoods.*

Bylaw 17810
November 7, 2016

Design Principle 3 – *Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods.*

The Manning Drive, proposed 153 Avenue arterial and 144 Avenue collector define the periphery of the Ebbers Neighbourhood.

Design Principle 4 – *Design neighbourhood streets with standards that cater to the intended use of the road.*

A hierarchy of streets is provided for. As described above, two arterials and a major collector frame the neighbourhood. *Ebbers Boulevard bisects and provides the needed north-south connection.* A series of local streets would branch off from these collectors. All proposed streets will be constructed to City of Edmonton standards which include requirements for bicycle and pedestrian uses.

Bylaw 17810
November 7, 2016

Design Principle 5 – *Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood.*

Pedestrian / bicycle connections have been provided to connect parks, the stormwater pond and transit stops within the neighbourhood. Safe pedestrian connections have also been provided to the Kirkness neighbourhood through the use of urban design elements to create pedestrian connections that promote safety of different users (pedestrians, cyclists and vehicle-operators) within the circulation system.

Design Principle 6 – *Provide Transit services to the edges of new neighbourhoods using the arterial and collector roadways in conjunction with appropriately designed, strategically located and conveniently accessed transit-waiting zones.*

This neighbourhood will be served by bus along the collector running north and south, with transit connection to the Clareview LRT station. Bus stops can be located on 153 and 144 Avenues, and collector roads, to provide convenient walking distance to transit.

Design Principle 7 – *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.*

The existing school and park in Kirkness will complement the parks and open spaces being proposed in the Ebbers neighbourhood. (Sentence deleted). Final design and programming of these spaces is the responsibility of the City of Edmonton Community Services Department in consultation with the community.

Bylaw 16835
June 9, 2015

Design Principle 8 – *Design parks and institutional sites and buildings within the neighbourhood and community focal points to be adaptable to other uses or levels of education over time.*

Park space and the proposed stormwater pond provide focal points for the neighbourhood through enhanced connectivity and accessibility.

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.*

A park space is proposed along with pedestrian walkway connections north of 144 Avenue. These connections will provide access between the park and the proposed stormwater pond.

Bylaw 17810
November 7, 2016

Design Principle 10 – *Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues, and stormwater management.*

There are no churches or school sites proposed within the NASP area. The area around the stormwater management facility provides opportunities for passive recreation uses. *The park site could accommodate a future Community League component, if required, in addition to active and passive recreational uses.*

Bylaw 17810
November 7, 2016

Design Principle 11 – *Create a linked open space system through open spaces created by storm water management facilities, some utility right-of-ways, preservation of appropriate natural areas and drainage courses, and school and park open spaces.*

Pedestrian connections are planned integrating walkways, utility right-of-ways, the stormwater pond and park.

Design Principle 12 – *Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points.*

Medium density residential parcels have been designated in the neighbourhood adjacent to collector roadways and close to the community and neighbourhood focal points.

Design Principle 13 – *Use stormwater management techniques which provide an alternative(s) to the manmade lakes and dry ponds typical to Edmonton.*

Alternative stormwater management techniques have not been identified. The Stormwater Drainage System proposed through the plan is the result of consultation with the Drainage Services Branch of the Asset Management and Public Works Department.

Design Principle 14 – *Minimize the use of public utility lots and maximize the use of easements for underground services not located in road right-of-ways.*

This principle can be considered at the subdivision and engineering design stage.

Design Principles 15 – *Provide opportunity through the residential districts of the Land Use Bylaw for the intensification of housing forms and for alternative site design and building siting.*

A range of residential densities has been proposed throughout this neighbourhood consistent with sustainable development practices and in keeping with the City's recent *Smart Choices Project*, which promotes more compact intensification of development.

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 were based upon factors obtained from the City of Edmonton Planning and Development Department in keeping with principles set out in Edmonton's *Suburban Neighbourhood Design Principles*.

2.4 Smart Choices Initiative

In March 2004, City Council approved the *Smart Choices Initiative* intended to manage growth and preserve the quality of life in Edmonton.

A brief description of these initiatives as they relate to the development concept proposed for the Ebbers neighbourhood follows.

Transit Oriented Development – *Encouraging the development of housing and businesses areas close to key transit stations will give residents and visitors convenient transit access with less reliance on the use of a private automobile to meet daily needs.*

The Ebbers Neighbourhood is located north of the existing Clareview LRT station, providing access to downtown, the University of Alberta, and all transit centres in between. This neighbourhood will be served by bus along the collector running north and south, with transit connection to the Clareview LRT station. Bus stops can be located on 153 and 144 Avenues, and collector roads, to provide convenient walking distance to transit.

Urban Design – *Urban design guidelines will be developed to shape the look, feel, and function of new buildings and public spaces.*

Refer to section 4.8 *Urban Design Principles*

Walkable City – *The City will look at areas where sidewalks or pathways are missing or deteriorated, and develop financing strategies to upgrade these areas. Making new communities walkable will also be considered.*

Pedestrian connections are intended to link activity nodes and park spaces within the neighbourhood and provide safe pedestrian connections to the Kirkness neighbourhood school site. Convenient and safe pedestrian access to the public transit route along the main collector roadways is also to be provided. This access will be provided, from the residential areas not directly adjacent to the collector roadways, by trails and PUL lots which will connect to the sidewalks along the roadways.

3.0 SITE CONTEXT AND DEVELOPMENT CONSIDERATIONS

3.1 Topography, Vegetation and Soils

The Plan area is relatively flat with no significant topographic variation. The land slopes gradually away from Manning Drive on the west and drains gradually to the *railway* right-of-way. Site contours and elevations range from 658m to 651m.

Amended by Editor

Most of the Plan area has been cleared for agriculture. The Community Services Department advises that there are no natural tree stands, as identified in the City of Edmonton's *Inventory of Environmentally Sensitive and Significant Natural Areas* (1993), within the proposed NASP area. Community Services Forestry Section appraised existing tree stands and indicated that although it may be desirable to save some of the natural vegetation, where feasible, it would not be mandatory. Specifically noted was a wooded area (an existing tree stand) in the upper northeast portion of the NASP area which could be utilized as part of the buffer along the *railway* right-of-way, if feasible. The opportunity to utilize the existing tree stand will be analyzed at the subdivision and development permit stages. The City's Corporate Tree Management policy would apply to existing trees located within the existing Fort Road right-of-way.

Amended by Editor

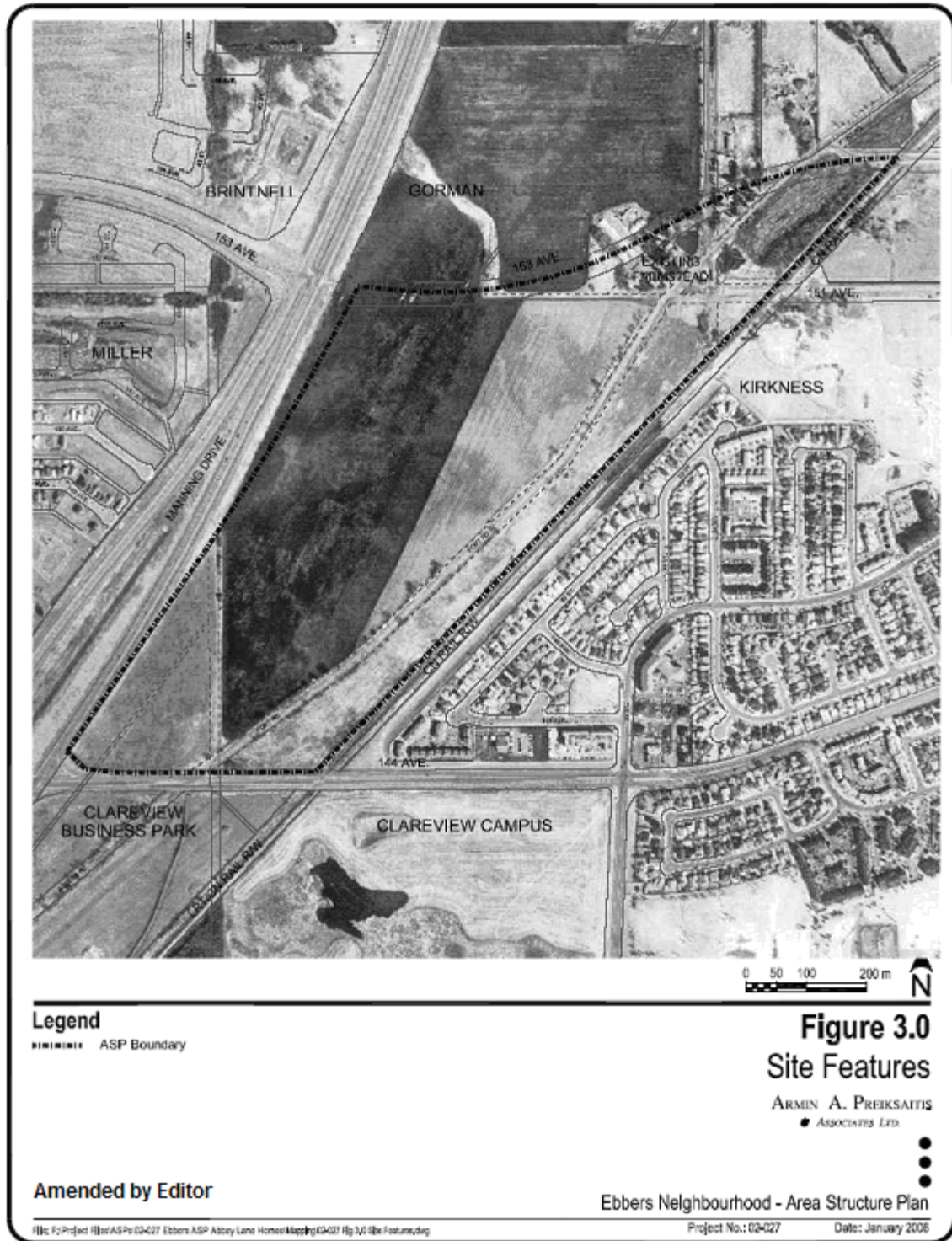
Soils in the NASP are classified as Eluviated Black to Orthic Black Chernozemic soils. The majority of the Plan area is well drained and does not present any serious limitations to servicing and development. Refer to *Figure 3.0 – Site Features*.

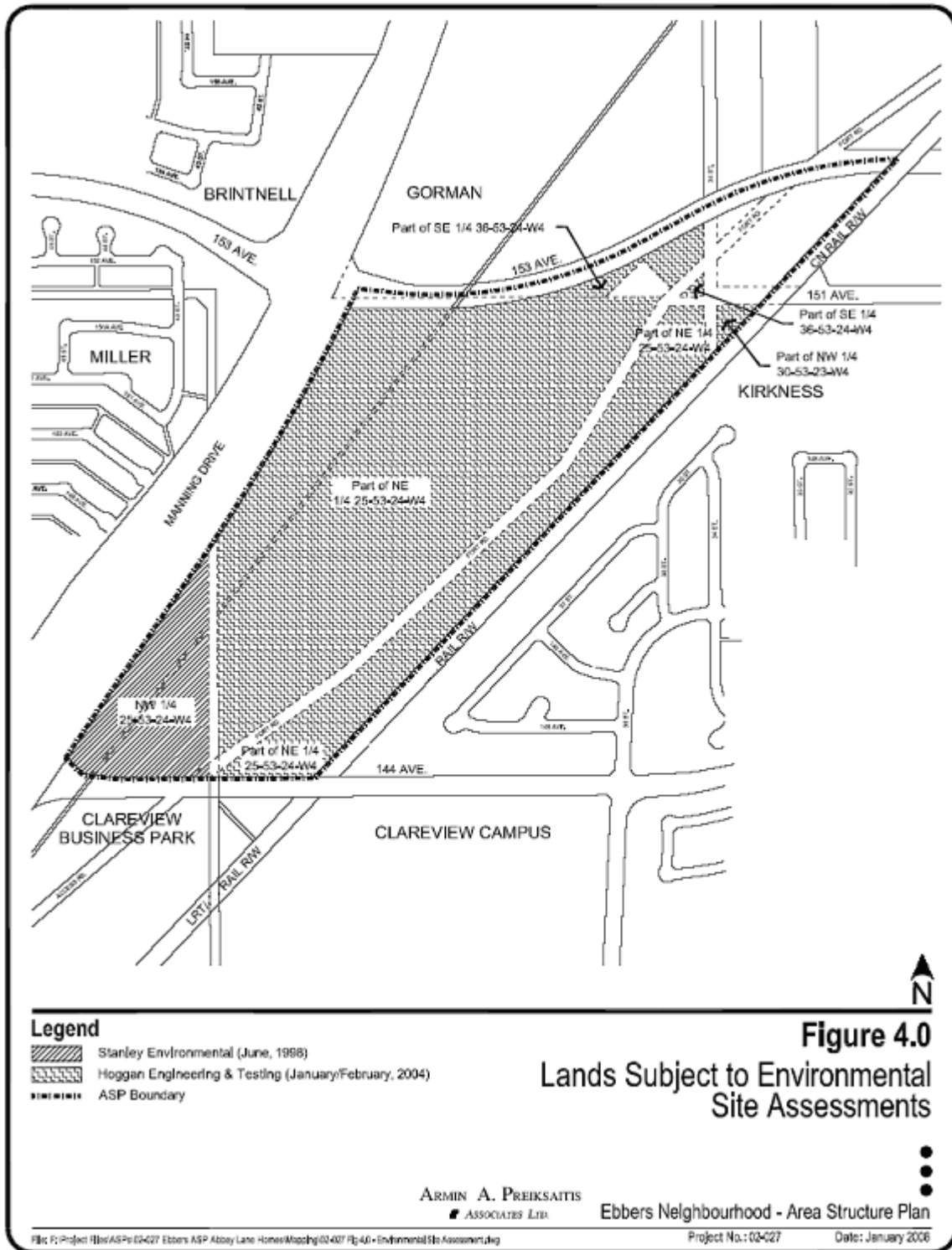
3.2 Phase I – Environmental Site Assessment

Phase I – Environmental Site Assessments (ESA) have been carried out for lands identified on *Figure 4.0 – Lands Subject to Environmental Site Assessments*. Hoggan Engineering and Testing Ltd. performed an ESA - Phase I, January/February 2004, on part of the NE 25-53-24-4, with small areas within SE 36-53-24-4 and NW 30-53-23-4 of the planning area. The ESA - Phase I research revealed most of the study area had been agricultural land. Two areas of environmental concern were identified in this report. A former service station was located within one of the lots, located east of the intersection of Fort Road and 34 Street. It is known that the building has been removed, however there was no information regarding the number and size of the former underground fuel tank(s) that were located at the site, or if they had been removed when the service station portion of the site was discontinued, approximately 35 years ago. Moreover, to the south-west of the intersection of 153 Avenue and 34 Street, a former AST fuel storage site was found. Based on the available information, the risk of potential environmental impact on both of these sites are considered to be high and therefore, both locations will require further testing (ESA Phase II) at the rezoning stage. The other properties in the Hoggan Engineering study were considered low risk for any environmental contamination.

Stanley Environmental was retained by a *private corporation* to conduct a Phase I ESA, June 1998, on the three parcels of property located at NW 25-53-24-4, Lot A, Plan 8422557, and Plan 8822879, near Manning Drive and 144 Avenue. The property consists of three adjacent parcels of undeveloped and agricultural land. Based on a review of the information obtained in this ESA Phase I, no areas of potential environmental concern were identified within these properties.

Amended by Editor





At the rezoning stage, ESA Phase II will be required for areas where risks of potential environmental impact are high.

Additionally, at the rezoning stage, areas not included in the submitted ESA Phase I, as shown in *Figure 4.0 – Lands Subject to Environmental Site Assessments*, will require testing. These areas are identified as Office Commercial in the northeast portion of the neighbourhood, as illustrated in *Figure 5.0 - Development Concept*.

3.3 Existing Land Use

Most of the land within the Plan area is currently being used for agricultural purposes. An existing farmstead is located in the northwest part of the NASP area.

3.4 Surrounding Land Uses

On the west side of the Manning Drive is the Miller neighbourhood, which is currently being developed as a residential area.

To the east of the *private corporations'* railway tracks is the established residential neighbourhood of Kirkness.

Amended by Editor

South of 144 Avenue is the Clareview Campus, which is developing a mixed commercial / higher density residential neighbourhood containing the Clareview LRT Station.

North of the proposed 153 Avenue roadway is the Gorman neighbourhood, currently predominantly in agricultural uses and is planned for Business Employment Area uses.

3.5 Utility Right-Of-Ways

Several utility right-of-ways traverse the Plan area as shown in *Figure 2.0 – Plan Area*.

[Paragraph deleted]

Bylaw 17810
November 7, 2016

A *private corporation* also has a pipeline (Plan 3604 HW) running in a north-south direction through the south part of the Plan area. Development adjacent to the pipeline will be in accordance with the City of Edmonton guidelines for pipeline corridors pertaining to development setbacks, fencing and surface disturbance. This utility right-of-way provides the opportunity to be part of the open space and neighbourhood walking system forming logical pedestrian linkages.

Amended by Editor

A pipeline runs diagonally along the along the east boundary of the railway right of way to 34 Street NW where it jogs north within the westerly portion of the property east of 34 Street NW. Given the location of the pipeline, development east of 34 Street NW within the Ebbers Neighbourhood will provide a minimum 22m Setback from 34 Street NW.

Bylaw 18506
August 20, 2018

A gas pipeline right-of-way (Plan 922 0295) runs in an east-west direction parallel to the 153 Avenue road right-of-way at the north end of the Plan area.

3.6 Private Railway Corporation

Amended by Editor

Due to the proximity of the *railway* right-of-way and the planned residential development, Bel MK Engineering Ltd. prepared a risk assessment report to consider the potential risks associated with the proposed Ebbers neighbourhood adjacent to the *railway* right-of-way. The Risk Assessment Report was reviewed by the Emergency Response Department. The following is a summary of findings from the risk assessment report and the comments from the Emergency Response Department.

- Information from *the Railway* indicates that no incidents/accidents have occurred along this section of rail line. Historical data suggests that the likelihood is low of an incident/accident occurring along the *railway* right-of-way.
- The probability of an accident/incident with trains or their contents is 5.5×10^{-3} per year, which is equivalent to one incident in every 182 years, from a statistical viewpoint.
- There are rail crossings bordering the northern and southern boundary of the Ebbers neighbourhood. The data indicates a greater number of accidents/incidents occurring at railway crossings rather than along rail lines.
- The proposed Ebbers Neighbourhood, at the detailed design stage, will consider the most up to date recommendations of Canadian National Railway for "*Residential Development Adjacent to the Railway Right-of-Way (Principle Branch Line)*" and include acceptable protective measures.

An updated Risk Assessment (2017/2018) was provided and accepted. It considered the area of amendment to be rezoned to Site Specific Development Control Provision (DC2) commercial.

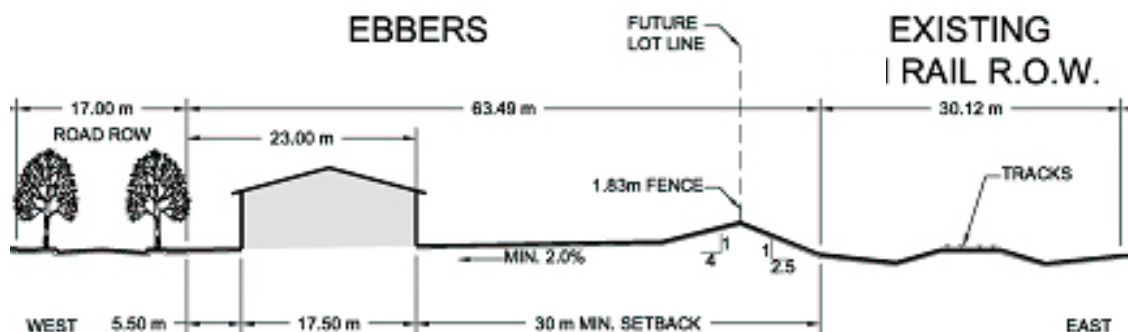
Bylaw 18506
August 20, 2018

The findings of the assessment concluded that the likelihood of a release is within the acceptable Major Industrial Accidents Council of Canada (MIACC) criterion of 0.3×10^{-6} for the proposed uses, including commercial uses such as Child Care Services, with increased setbacks provided. This risk is further reduced as an individual can move away from a hazard and seek shelter.

The Ebbers neighbourhood is bounded on the east by the *rail line*. *Exhibit 1.0 – Proposed Residential Building Setback / Buffering Adjacent to Railway* illustrates the railway setback proposed for the Ebbers neighbourhood. Development will be in accordance with *Railway* recommendations requiring a 30 m building setback from the existing rail right of way to residential buildings for noise attenuation and security. Where medium density development sites are located adjacent to the *railway* right-of-way, in addition to maintaining the 30 m building setback from the existing right-of-way to the residential development, other mitigation measures to reduce the impact of noise and safety concerns at the development permit application stage will be considered (e.g. landscaping, siting of parking areas if required, architectural treatment of buildings, etc.). The buffering proposed along the *rail line* consists of a 2.0 m high earthen berm topped with a 1.83 m fence, constructed entirely outside of *Railway* property. Upon construction of the berm and fence, ownership of the land on the east side of the fence will be transferred to *the Railway* and consolidated with the *railway* right-of-way. An agreement would be entered into with the *Railway* to provide stormwater management on the east side of the berm next to the railway tracks. A minimum height differential of 4.5 m will be retained between the top of the rail and the top of the fence. It should be noted that the proposed setback adheres to current *Railway* recommendations pertaining to buffering and setbacks for residential development adjacent to rail lines.

Paragraph deleted (Bylaw 18506, August 20, 2019)

Exhibit 1.0 – Proposed Residential Building Setback / Buffering Adjacent to Railway



Private property lines extend to this buffer and the rear yards of houses back on to the buffer providing opportunities for natural observation and access control in this area. This is in accordance with considering first generation, or physical, CPTED (Crime Prevention Through Environmental Design) principles.

A 15 m buffer between the existing rail right of way and abutting non-residential buildings shall be provided for noise attenuation and safety as illustrated in Exhibit 1.1.

Bylaw 18506
August 20, 2018

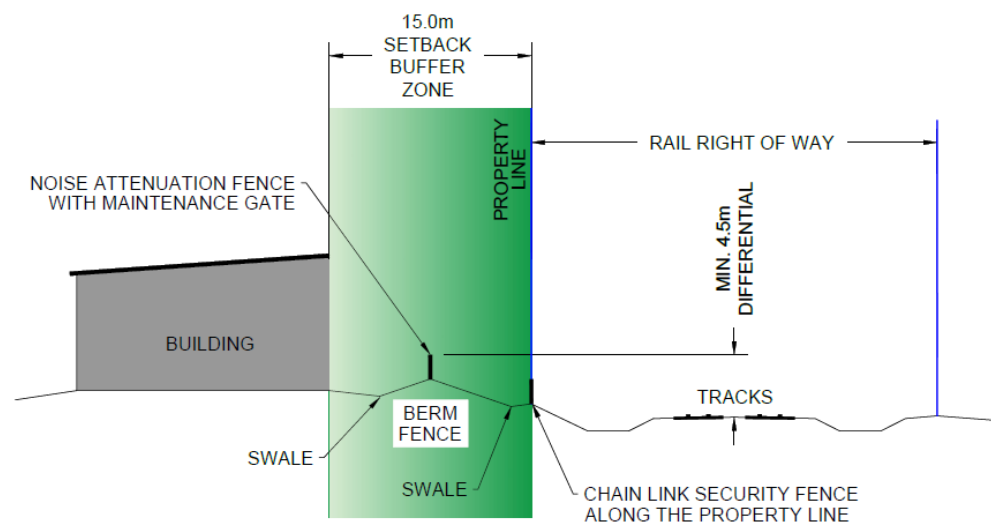


Exhibit 1.1. Commercial Building Setback / Buffering Adjacent to Railway

In addition to the above, it is noted that the existing *railway* right-of-way is of sufficient width to accommodate LRT tracks should the existing LRT line be extended north of the Clareview Station. It is not anticipated that there would be an LRT Station within the Ebbers Neighbourhood.

Amended by Editor

3.7 Access / Buffering

No direct access will be provided to the Plan area via the Manning Drive. Access to the project area will be provided via 144 Avenue and the proposed 153 Avenue roadway. Most access will be provided from the internal roadways. Due to the role and function of 144 Avenue and 153 Avenue, limited access to these east-west corridors will be provided.

At the subdivision application stage, the developer will prove to the satisfaction of the City that the projected noise levels in outdoor amenity spaces for residential development will not exceed the standards outlined in the City of Edmonton Urban Traffic Noise Policy (C506). This policy requires that the developer proves, to the satisfaction of the City, that the projected noise level in outdoor amenity areas will not exceed 60 dBA Leq₂₄. Specific site characteristics, such as topography or existing land uses, may necessitate the consideration of relief from the requirement. Under these circumstances, the attenuated noise level in outdoor amenity areas should be the lowest level technically and economically practicable with an objective of up to 65 dBA Leq₂₄.

Additionally, for residential developments without outdoor amenity areas, or for residential development of three storeys or more, where the incident sound level at the façade of any dwelling unit exceeds 60 dBA Leq₂₄, the developer will endeavour to achieve the projected interior noise level of 45 dBA Leq₂₄ outlined in the City of Edmonton Urban Traffic Noise Policy. Funding and construction of any noise attenuation measures will be provided by the developer.

At a minimum, the City will require that the developer construct a 1.0 m berm and a 1.8 m double boarded solid screen fence for all residential development adjacent to Manning Drive and 153 Avenue.

4.0 DEVELOPMENT CONCEPT

Figure 5.0 – Development Concept illustrates future land uses proposed for the Ebbers NASP area. Land Use and Population Statistics are found on *Table 1* at the end of the NASP document.

4.1 Development Goals

The main goals of the Ebbers NASP are to:

- Establish a general land use framework for the development and servicing for the lands located in the northeast sector of Edmonton as shown on *Figure 1.0 - Location Plan*.
- Develop a compact neighbourhood that provides a wide range of housing choice (including low-density single detached units, duplexes, row housing and low rise apartments).
- Develop an environment that provides easy access to public transit, nearby shopping, parks and other amenities.

4.2 Development Objectives

The main objectives of the Ebbers NASP are to:

- Provide for the design of a compact and pedestrian friendly residential community with a wide range of housing choices.
- Provide for convenient pedestrian and bicycle access to connect parks, open space systems and transit stops within the neighbourhood.
- Establish the parks and open space system as a focal point of the community by promoting interconnectivity and a sense of place.
- Be responsive to both natural and man-made constraints in making the plan feasible and economically viable.
- Integrate, where feasible, natural areas and features such as tree stands and wetlands.
- Comply with the intent and policies of the City of Edmonton Municipal Development Plan, the Smart Choices Initiatives and the Suburban Neighbourhood Design Principles, as explained in Section 2.0 – Policy Compliance.

4.3 Development Concept

The objectives and goals are reflected in the development concept in the following ways:

- The development concept provides a continuum of housing choice including low-density single detached units, duplexes, row housing and low rise apartments consistent with the concept of sustainability by providing for the needs of various age groups and incomes.
- The development concept provides for good connectivity within and to adjacent neighbourhoods by private automobile, transit, and on foot.
- Man-made constraints such as proximity to the *private corporate* railway and Manning Drive have been addressed through the arrangement of land uses and buffering as explained in Section 3.6 – *Private Corporate* Railway.
- Local amenities such as the neighbourhood park and stormwater management facility provide a focal point and amenity for the enjoyment of local residents.

Amended by Editor

The development concept has taken into account and reflected the City of Edmonton's *Suburban Neighbourhood Design Principles* and *Smart Choices Initiatives* where possible.

4.4 Residential

A mixture of medium and low-density development is to locate in the Ebbers Neighbourhood to provide a major infill opportunity. A more compact, higher density development is being proposed given its good accessibility to a well-developed roadway network, good transit service, including LRT, and community facilities such as the Health Centre and North Division Police Station. Population generation statistics can be found in *Table 1 – Land Use and Population Statistics*.

Low Density Residential

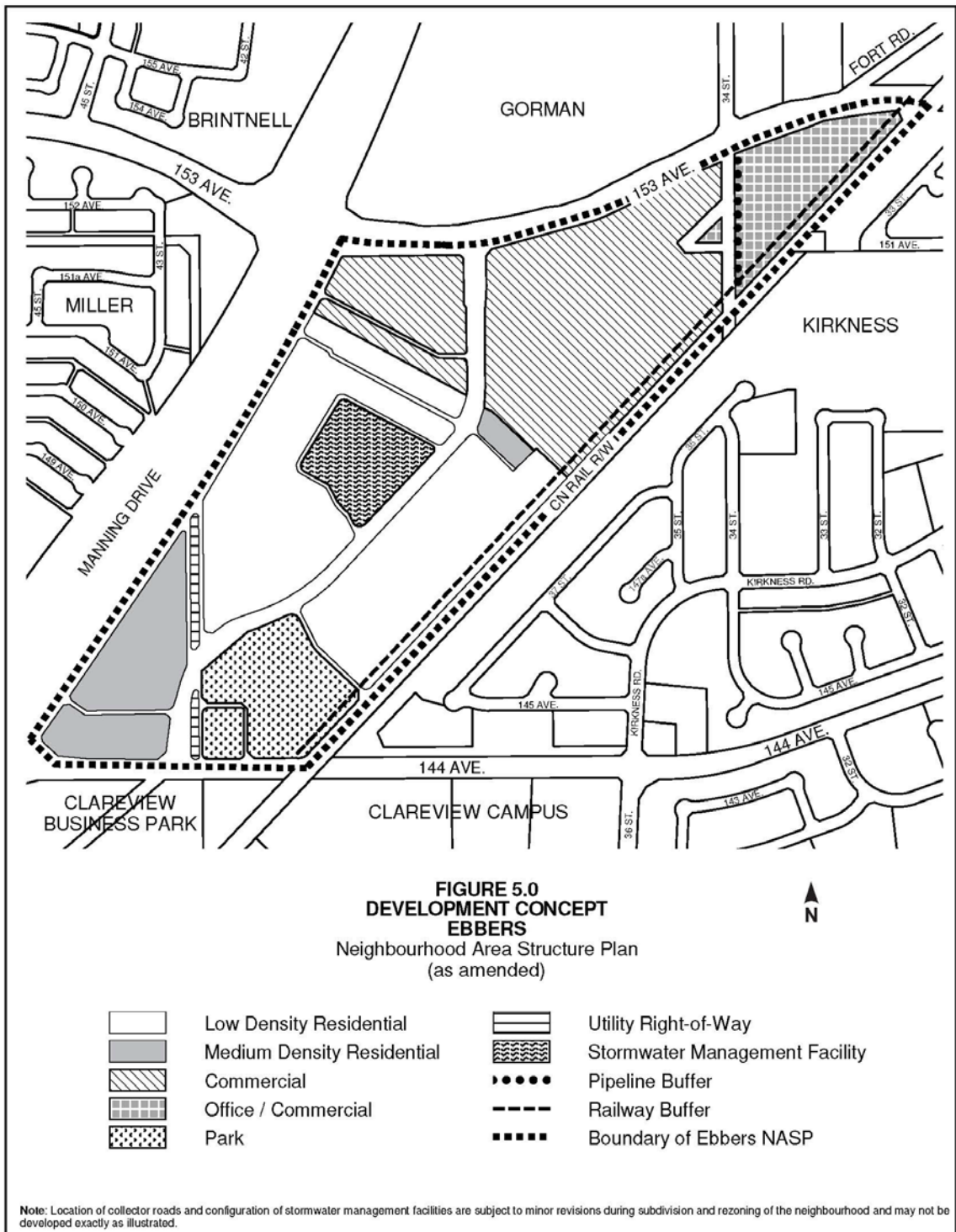
Within the low density residential areas identified in the NASP, housing forms shall include single and semi-detached housing, and limited amounts of row housing when it is integrated with other low density housing types. The low density residential uses are located within the central portion of the neighbourhood.

Bylaw 17810
November 7, 2016

At the subdivision application stage, low density residential lots along the collector roadway will be either designed with lanes or oriented along local roadways running perpendicular to the collector roadway prohibiting housing design with driveway access directly onto the collector roads.

Buffering adjacent to the *private corporate* railway is described in Section 3.6 – *Private Corporate* Railway. To allow for the implementation of the required minimum of 30 m building setback between the existing *railway* right-of-way and abutting residential buildings, all residential lots located adjacent to the *railway* right-of-way shall be developed under (DC2) Direct Control Provisions to accommodate the buffering requirements.

Amended by Editor



Bylaw 18506
August 20, 2018

Medium Density Residential

Medium density residential development would include row housing and low rise apartment buildings. Medium density housing sites have been located near the major collector roadway and amenities (such as parks, public utility corridor and the commercial uses) to allow for appropriate land use transitions and ensure maximum exposure and access to these features. In some cases the medium density residential areas also serve as a transitional land use in portions of the Plan area between commercial and low-density residential areas.

The medium density residential sites are located near open spaces and commercial uses. The medium density residential site directly south of 153 Avenue provides a transition between the commercial and low density residential uses. The additional medium density residential adjacent to 144 Avenue and Manning is in close proximity to the park site and the Clareview Business Park. The medium density residential sites provide more housing typologies for future residents.

Bylaw 17810
November 7, 2016

The requirements of buffering, as specified in the Sections 3.6 and 3.7 of the NASP, will be provided between Manning Drive, 153 Avenue, and medium density and low density residential areas to mitigate both local noise and visual imprint. Buffering or building setbacks are required between the *railway* tracks and residential and commercial developments. To allow for the implementation of the required minimum of 30 m building setback between the existing *railway* right-of-way and abutting residential buildings, all residential lots located adjacent to the *railway* right-of-way shall be developed under (DC2) Direct Control Provisions to accommodate the buffering requirements.

Amended by Editor

Off-street parking for Medium Density Residential Development and Commercial uses will be provided in accordance with the regulations set out in the City of Edmonton Zoning Bylaw. *[Deleted]*

Bylaw 17810
November 7, 2016

4.5 Commercial

District Shopping Centre

A district level shopping centre is to locate south of 153 Avenue and east of Ebbers Boulevard to serve the Ebbers neighbourhood and surrounding communities. Subject to funding, the Gorman LRT located north of 153 Avenue is planned to serve the surrounding communities. There are two (2) contaminated areas located on the commercial site which will be remediated to the satisfaction of the City of Edmonton prior to the issuance of a development permit under DC2 Direct Control Provisions. This location offers good visibility of the site and easy all-directional access can be provided from the north-south collector for both public transit and private automobiles. Locating commercial development at the outer boundaries of the development and adjacent to major roadways reduces the volume of through traffic within the neighbourhood.

Bylaw 17810
November 7, 2016

[Subsection deleted]

Bylaw 17810
November 7, 2016

4.6 Office / Commercial

As shown on *Figure 5.0 – Development Concept*, a business commercial area is to locate in the northeast part of the NASP area oriented to 153 Avenue. The Office / Commercial areas provide for the development of low intensity commercial, office and service uses, and businesses that require a location with good visibility and accessibility along, or adjacent to, major public roadways. Development shall be sensitive and in scale with any surrounding residential neighbourhood. The range of uses could include office, retail, automotive uses, entertainment, and institutional and civic uses.

[Paragraph deleted]

Bylaw 17810
November 7, 2016

Buffering adjacent to the *private corporate* railway is described in Section 3.6 – *Private Corporate Railway*. To allow for the implementation of the required minimum of 15 m building setback between the existing *railway* right-of-way and abutting non-residential buildings, all office/commercial lots located adjacent to the *railway* right-of-way shall be developed under (DC2) Direct Control Provisions to accommodate the buffering requirements.

Amended by Editor

4.7 Parks and Open Space

The Ebbers neighbourhood is not expected to generate sufficient student population and, considering the proximity to the existing schools within the adjoining neighbourhoods, the Edmonton Public School Boards indicated that a school site is not required. A Neighbourhood Park is located in the southeastern portion of the neighbourhood to accommodate play fields and other active/passive recreation facilities. The park will be served by adjacent collector and local roadways for enhanced visibility and accessibility. This park has the opportunity for creating a focal point between the plan area and Clareview Town Centre to the south as well as the Clareview Campus and Kirkness neighbourhoods. Future park development and pedestrian connections on the utility right-of-way would require consultation and approval by the private corporation (gas pipeline) at the subdivision stage of development. Where possible, future development should integrate and retain existing tree stands into required open space dedication.

Bylaw 17810
November 7, 2016

4.8 Urban Design Principles

Urban design principles that should be considered at the subdivision design stage include the following:

- Provide for different residential dwelling types and densities.
- Provide opportunities for focal points, green spaces, and gateways.
- Encourage development and design treatments that result in the design of attractive and functional open spaces.
- Consider Crime Prevention Through Environmental Design principles at the subdivision planning stage.
- Promote walkability by creating functional, safe, and attractive pedestrian environments with architectural features.
- *Provide up to 10% Municipal Reserve dedication for active and passive parks and recreation opportunities. In the event of under dedication of Municipal Reserve, money in lieu will be provided.*
- Incorporate the park site located immediately north of 144 Avenue for passive recreational/open space opportunities for the neighbourhood.

Bylaw 17810
November 7, 2016

5.0 TRANSPORTATION

Figure 6.0 – Circulation System shows the existing and proposed roadway system and pedestrian connections.

5.1 External Transportation Network

The following describes the existing and future external transportation system:

- Manning Drive is a major arterial with a four lane divided cross-section. Signalized intersections exist at 144 Avenue and 153 Avenue. There are no plans to widen Manning Drive except where channellization is required at future intersections.
- 153 Avenue will initially be constructed as a two lane arterial roadway east of Manning Drive. 153 Avenue will be upgraded to a four lane arterial when volumes exceed required thresholds for twinning.
- 144 Avenue is an east-west collector. It has been constructed to a higher standard four-lane divided collector.

The spine collector road as shown in the Ebbers NASP area will align across 144 Avenue with the future collector road to be constructed in the Clareview Town Centre area. This alignment, at a single intersection aligning with the collector road location put forward in the Ebbers NASP, has been identified in an amendment submitted for the existing Clareview Town Centre NASP.

5.2 Internal Transportation Network

Ebbers Boulevard, a north-south collector roadway, will connect 144 Avenue with the proposed 153 Avenue arterial road to the north. [Sentence deleted Bylaw 18506, August 20, 2018.] Public transit will be routed on these roadways. The balance of the neighbourhood's roadways will be made up of local streets feeding off of Ebbers Boulevard.

Bylaw 17810
November 7, 2016

The Ebbers area will be subject to an Arterial Road Assessment (ARA) to cost share the arterial roadways required to service the area. *[Sentences deleted.] In general terms, the ARA outlines the developer's responsibility for roadway construction within a catchment area and is based on the estimated costs of constructing arterial roads required for access to a catchment area.*

Bylaw 18506
August 20, 2018

5.3 Public Transit

The Ebbers neighbourhood has been designed to accommodate future transit service. *Transit service will be provided along the adjacent arterial roadways and Ebbers Boulevard.*

Bylaw 17810
November 7, 2016

As shown on *Figure 6.0 – Circulation System*, any part of the Ebbers neighbourhood will be within a 400 m walking distance to a bus route when the site is developed.

Also shown on *Figure 6.0 – Circulation System*, currently public transit service exists on both Fort Road and 144 Avenue with existing transit stops located on Fort Road at approximately 151 Avenue and on 144 Avenue immediately west of *Ebbers Boulevard*. The existing transit service will remain operating along Fort Road until *Ebbers Boulevard* is completed in Stage 3. Upon the development of Stage 3 *Ebbers Boulevard* will be in place and the existing transit services on Fort Road would be re-routed to *Ebbers Boulevard*.

Bylaw 17810
November 7, 2016

An additional transit stop be provided by the developer on Fort Road south of 151 Avenue to serve the Ebbers NASP until such time as *Ebbers Boulevard* is constructed and available for transit use. This transit stop will include:

Bylaw 17810
November 7, 2016

- Upgrades to the roadway shoulder on Fort Road
- Addition of a Transit shelter
- Construction of a paved walkway connection including walkway lighting.

5.4 Traffic Impact Assessment

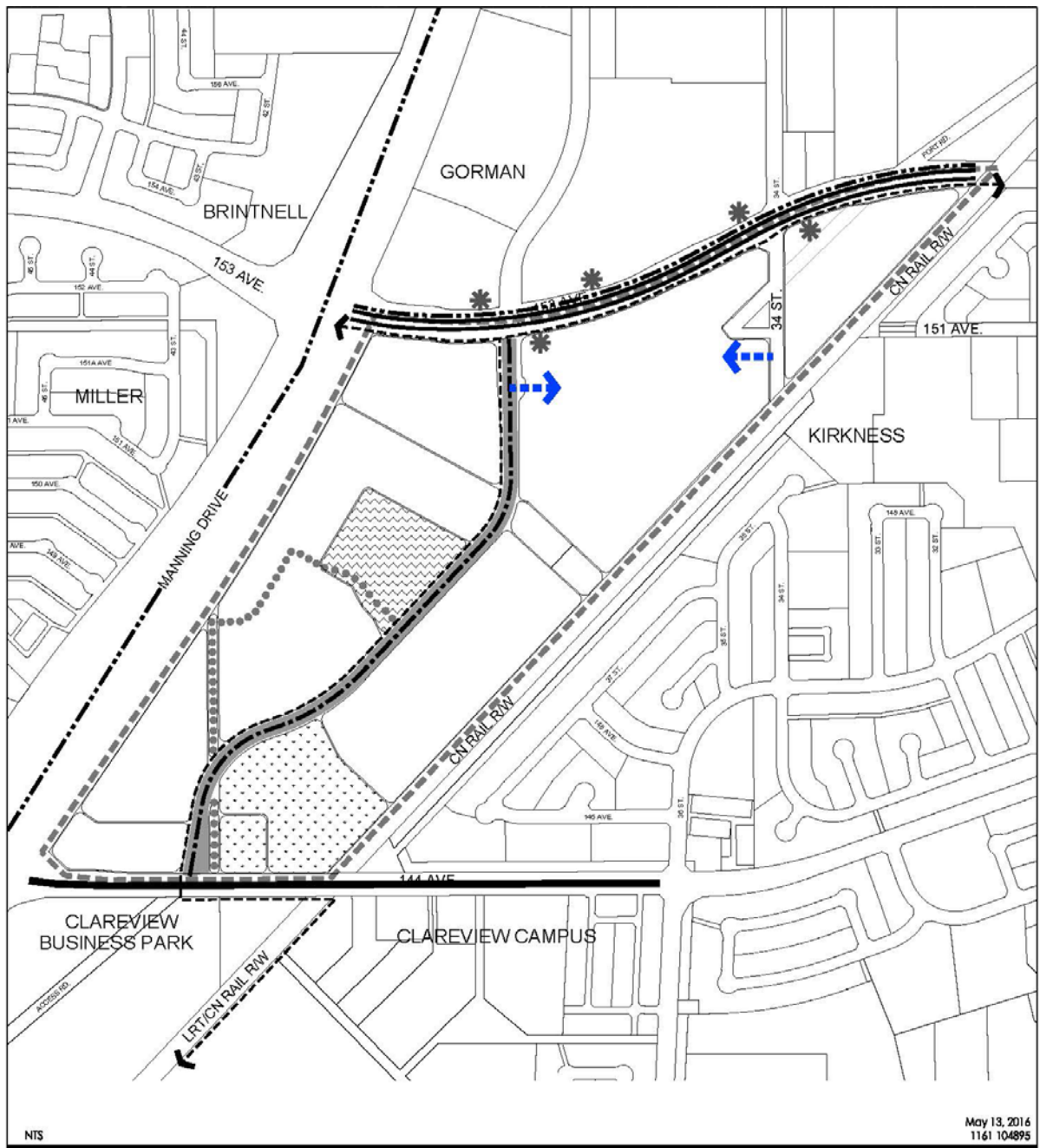
A Traffic Impact Assessment (TIA), dated April 2005, was completed by Bunt & Associates Ltd. Based upon the anticipated traffic flows, it has been determined that Ebbers Boulevard should be developed as a collector roadway generally between the utility right-of-way and 144 Avenue and between the commercial precinct and 153 Avenue. This level of roadway development is anticipated to be sufficient to accommodate the combination of commercial and residential traffic demands at the commercial site access intersections with Ebbers Boulevard and the intersections of Ebbers Boulevard with 144 Avenue and 153 Avenue. A 24 m wide right-of-way accommodating a 14.5 m carriageway should be considered through these segments.

Bylaw 17810
November 7, 2016

Along the remainder of Ebbers Boulevard, a two-lane collector roadway would accommodate anticipated residential traffic demands. Traffic calming will be required along Ebbers Boulevard between the commercial precinct and 144 Avenue to discourage shortcutting and speeding through the residential portion of the neighbourhood. Additional widening of the right-of-way beyond a 24 m wide right-of-way to accommodate median development could be considered if deemed desirable for marketing purposes.

5.5 Pedestrian Circulation

Pedestrian circulation has been shown conceptually on *Figure 6.0 – Circulation System*. It is intended to link various activity nodes and parks spaces within the neighbourhood and provide safe and attractive pedestrian connections to the Kirkness neighbourhood school site. The open space areas (including utility right-of-way, stormwater management facility, and parks) should be integrated into an efficient and logically-staged pedestrian walkway system. Safety of the users of the walkway system should be promoted through incorporation of appropriate urban design elements. Pedestrian connections have also been conceptually shown to provide for easy access to the public transit route along the main collector roadways.



Bylaw 17810
November 7, 2016

Legend

- Existing Arterial - 4 lane
- Existing Major Collector
- Proposed Major Collector
- Existing Bus Route
- Future Bus Route
- Proposed Access
- Multi-Use Trail Connector
- Pedestrian Linkages
- Park
- Stormwater Management Pond
- Existing Transit Stop
- NASP Boundary

Client/Project

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EBBERS
NASP

Figure No.

6.0

Title

CIRCULATION
SYSTEM

5.6 Truck Routes

The following truck routes currently exist along arterial roadways adjacent to and through the plan area:

- Manning Drive is designated as a Dangerous Goods Route;
- 144 Avenue is designated as a Restricted Truck Route (truck route between 7:00 AM and 10:00 PM Monday to Saturday inclusive) between Manning Drive and Fort Road;
- Fort Road is designated as a Restricted Truck Route (truck route between 7:00 AM and 10:00 PM Monday to Saturday inclusive) between 144 Avenue and 153 Avenue, and;
- 153 Avenue is designated as a Restricted Truck Route (truck route between 7:00 AM and 10:00 PM Monday to Saturday inclusive) between Fort Road and 18 Street.

It is anticipated that upon the completion of the Ebbers Neighbourhood that the truck route designation which currently exists along Manning Drive will remain in place. 153 Avenue will be designated as a Truck Route between Manning Drive and 18 Street. Truck route designations for Fort Road and 144 Avenue will be removed with the elimination of Fort Road.

For requirements of noise attenuation measures to be undertaken, refer to Section 3.7.

5.7 Multi-Use Trail

The Multi-Use Trail Corridor Study identified a multi-use trail connector through the Ebbers area. A multi-use trail will be provided along the west side of the Spine Road from 144 Avenue to 153 Avenue. To allow for the trail development, the road right-of way will be widened along the minor collector portion of the Spine Road to a minimum of 22 m of right-of-way. The increased road right-of-way will allow for the development of a boulevard walk on the east side and a multi-use trail on the west side of the spine road. A multi-use trail will also be constructed on the south side of 153 Avenue, when the roadway is constructed.

A multi-use trail connection is to be provided on the south side of 144 Avenue, connecting Ebbers to the planned pedestrian corridor east of the *railway* right of way in Clareview Town Centre. This connection will provide residents access to the Clareview LRT station. Ultimately, pedestrian access to the Clareview LRT station will also be provided in the future collector road right of way in Clareview Town Centre.

Amended by Editor

5.8 Parking

Parking for vehicles will be provided off-street in conjunction with residential and commercial development activity. The Zoning Bylaw requirements will be used as the basis for establishing appropriate off-street parking facilities.

Off-street parking for Medium Density Residential Development and Commercial uses will be provided in accordance with the regulations set out in the Zoning Bylaw. *[Sentence deleted Bylaw 18506, August 20, 2018.]*

6.0 SERVICING

The following is a description of proposed servicing systems for the Ebbers NASP

6.1 Water Distribution

Bel-MK Engineering Ltd. completed a Hydraulic Network Analysis to assess the feasibility of servicing the area with water for development. The Analysis concludes that the proposed system will be adequate to provide water service to the development and conform to City of Edmonton Standards. Water can be supplied to the neighbourhood by extending the existing 300 mm water main located at approximately 32 Street (200 m east of the *railway* right-of-way on 151 Avenue) and from the 400 mm water main located on 144 Avenue, directly east of the *railway* right-of-way. Adequate water supply for the interim basis must be provided in accordance with the requisite Hydraulic Network Analysis to be submitted to EPCOR Water before or concurrent with rezoning applications in the area. Refer to *Figure 7.0 – Water Network*.

Amended by Editor

6.2 Sanitary Drainage

Bel-MK Engineering Ltd. completed the Neighbourhood Design Report to assess the feasibility of servicing the area for development. The proposed gravity sanitary system will drain into the existing sanitary sewer at 34 Street and 151 Avenue at the northeast corner of the neighbourhood. Refer to *Figure 8.0 – Sanitary Sewer*.

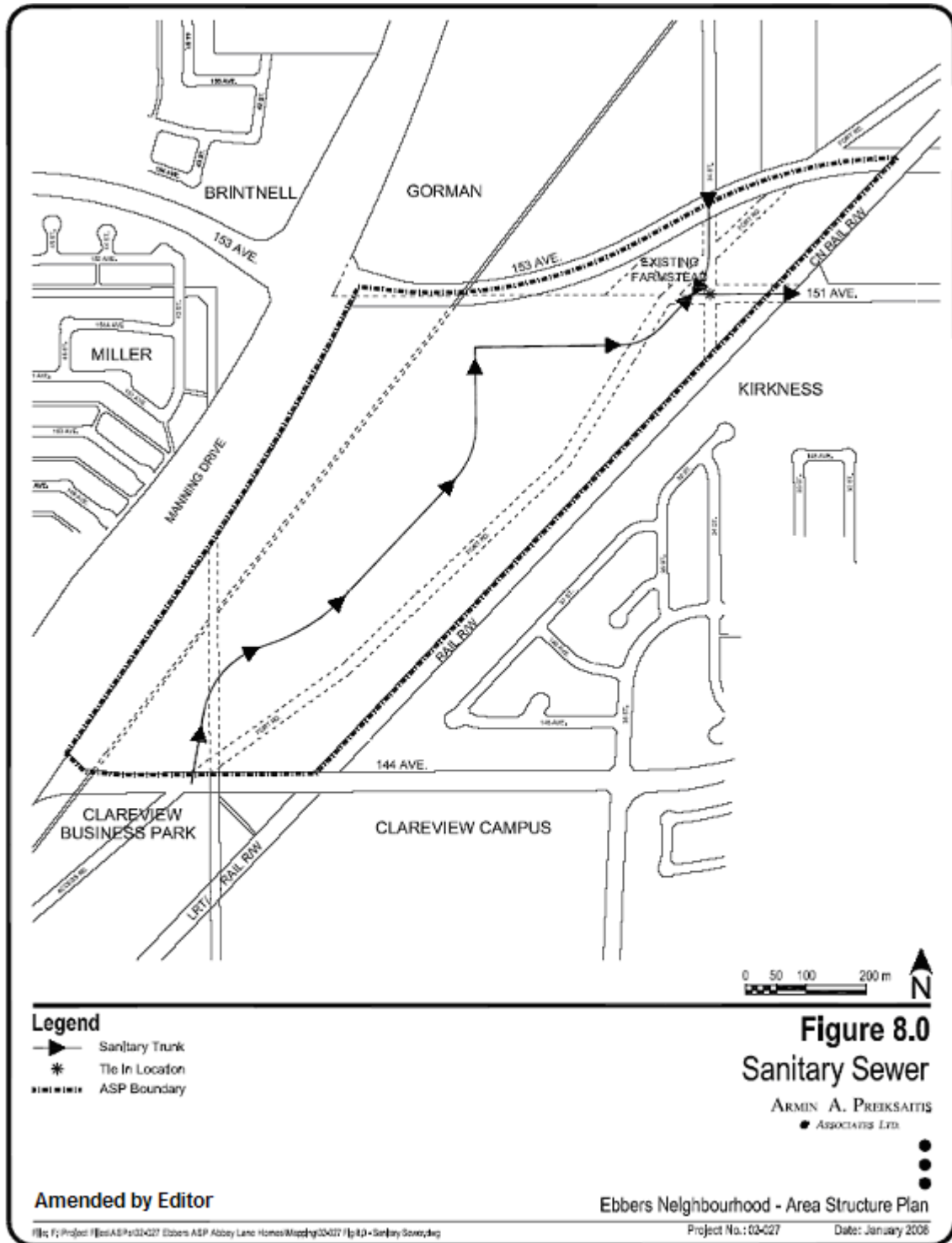
6.3 Stormwater Drainage System

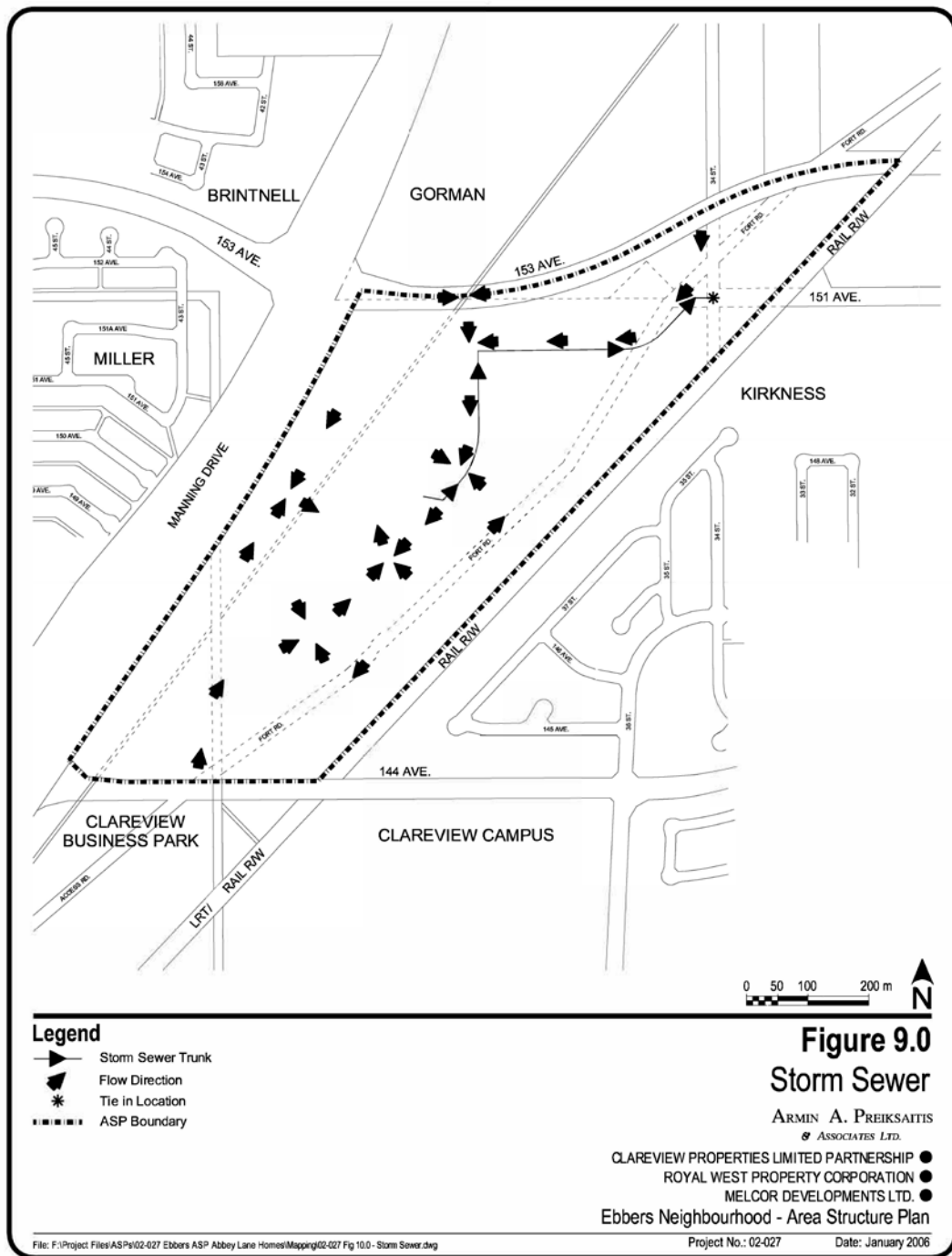
The proposed storm system, which will include a stormwater management pond, will ultimately drain into the existing storm trunk sewer near the same tie in as the sanitary sewer. This facility will also serve 32 ha of the Gorman area north of 153 Avenue and west of 34 Street. The proposed Stormwater Concept and pond conforms to the City of Edmonton Design and Construction Standards, and will facilitate staged development. There is sufficient capacity downstream to service the Ebbers neighbourhood with storm and sanitary sewers. A system of cost sharing will provide an equitable framework for the distribution of storm and sanitary servicing costs. Refer to *Figure 9.0 – Storm Sewer*.

6.4 Shallow Utilities

The Ebbers neighbourhood can be serviced by power, telephone, gas and cable from existing utilities adjacent to the site. Specific requirements for public utility lots and easements would be determined prior to subdivision.

[Paragraph deleted Bylaw 18506, August 20, 2018.]





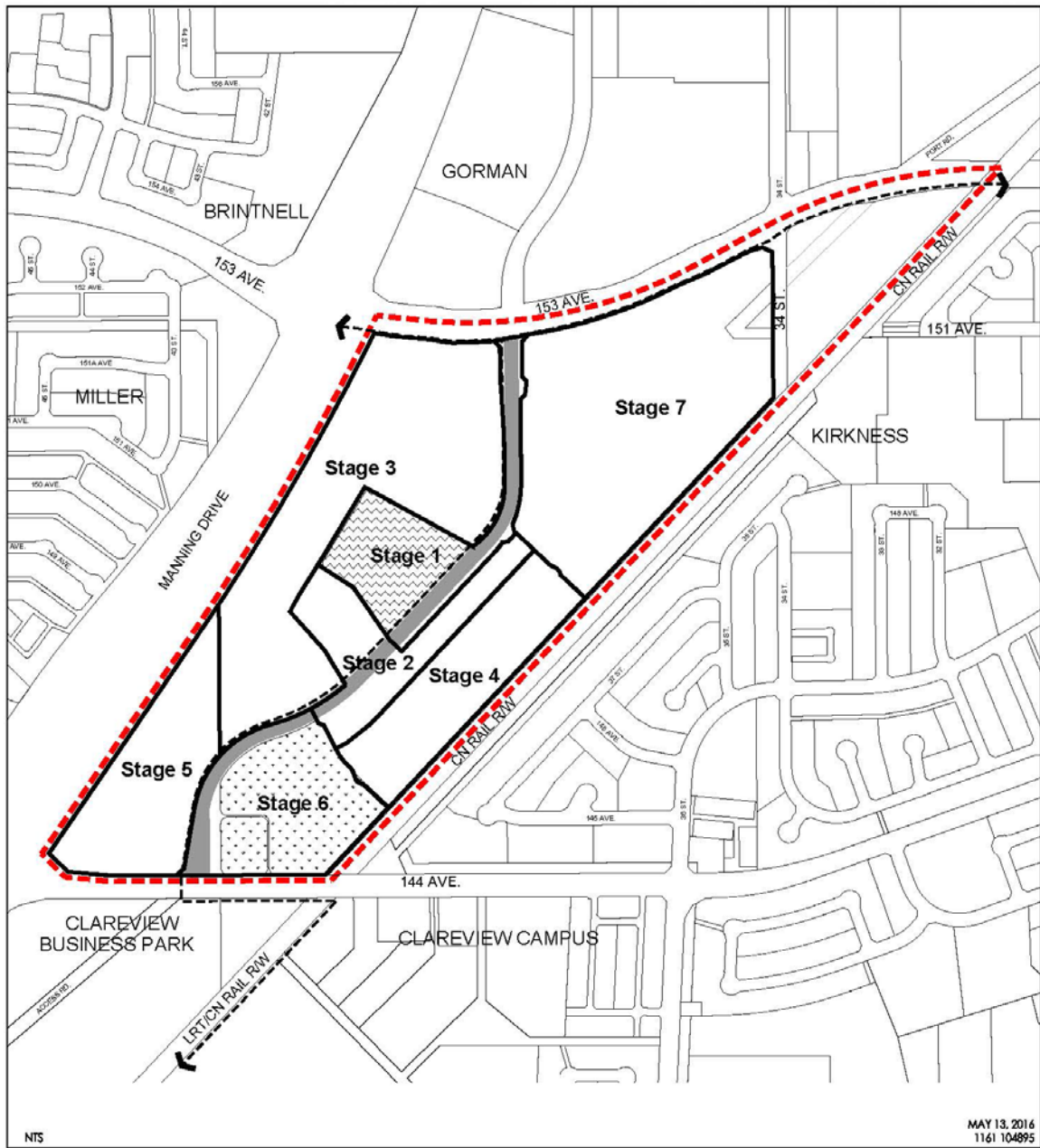
Bylaw 18506
August 20, 2019

7.0 STAGING AND IMPLEMENTATION

Figure 10.0 – Development Staging *illustrates the anticipated staging for development in the Ebbers neighbourhood. Development will commence in the centre of the neighbourhood, adjacent to the north-south collector spine road, and move to the outer portions in a manner that is contiguous, logical, and economical with respect to municipal servicing.*

Bylaw 17810
November 7, 2016

Stages one and two in the centre of the neighbourhood are currently underway, in accordance with Figure 10.0 – Development Staging. Development of future individual phases may vary based on contemporary market demand and the aspirations of the landowners.



Bylaw 17810
November 7, 2016

Legend

- Stage Boundary
- Proposed Major Collector
- ▨ Park
- ▨ Stormwater Management Pond
- - - NASP Boundary

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Figure No.

10.0

Title

DEVELOPMENT
STAGING

EBBERS NEIGHBOURHOOD AREA STRUCTURE PLAN

LAND USE AND POPULATION STATISTICS

BYLAW 17810

LAND USE	Area (ha)	% of GDA
Gross Area	48.20	
Gas ROW	0.50	
Arterial Roadway	1.38	
Gross Developable Area	46.32	100%
Municipal Reserve*	3.80	8.0%
Office Commercial	3.27	7.1%
Commercial	14.12	30.5%
Stormwater Management	2.40	5.2%
Circulation	6.13	13.2%
Total Non-Residential	29.70	64%
Net Residential Area (NRA)	16.60	48.79%

RESIDENTIAL LAND USE, UNIT COUNT AND POPULATION

Land Use	Area(ha)	Units/ha	Units	% of NRA	People/Unit	Population
Low Density Residential	12.14	25	304	73.1%	2.80	850
Medium Density Residential	4.46	90	401	26.9%	1.90	723
Total Residential	16.60		705	100.0%		1,572

SUSTAINABILITY MEASURES

Population Per Net Residential Hectare (p/nrha)	94.7
Dwelling Units Per Net Residential Hectare (du/nrha)	42
[Single/Semi-detached] /	43 % / 57%
[Row Housing; Low-rise/Medium Density; Medium to High Rise] Units	
Population (%) within 500m of Parkland	100%
Population (%) within 400m of Transit Service	100%
Population (%) within 600m of Commercial Service	100%

STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	81	84
Junior High	46	42
Senior High	46	42
TOTAL	173	168

**Areas dedicated to Municipal Reserve to be confirmed by legal survey*