

# *Southeast Area Structure Plan*

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Office Consolidation March 2014

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*Prepared by:*

*Current Planning Branch  
Sustainable Development  
City of Edmonton*

**Bylaw 14010, as amended, was adopted by Council in June 2005. In March 2014, this document was consolidated by virtue of the incorporation of the following bylaws:**

<i>Bylaw 14010</i>	<i>Approved June 30, 2005 (to adopt the Southeast Area Structure Plan)</i>
<i>Bylaw 14542</i>	<i>Approved April 2, 2007 (changes to reflect the Walker NSP)</i>
<i>Bylaw 14824</i>	<i>Approved January 14, 2008 (to delete an area designated Pipeline Right-of-Way, replacing it with Residential)</i>
<i>Bylaw 14979</i>	<i>Approved September 10, 2008 (to extend the boundary of and incorporate lands into the ASP, designate them City Level Park, Institutional/City Level Park and Stormwater Facility, and rename “Neighbourhood One” and “Neighbourhood Two” to “Charlesworth” and “Walker” respectively.)</i>
<i>Bylaw 15176</i>	<i>Approved May 11, 2009 (to redesignate commercial land to residential)</i>
<i>Bylaw 16249</i>	<i>Approved October 15, 2012 (to redesignate residential, commercial, park/open space, stormwater management facility uses, and to identify a wetland in southeast Walker)</i>
<i>Bylaw 16426</i>	<i>Approved September 18, 2013 (to facilitate the inclusion of an additional quarter section into the Charlesworth neighbourhood for residential development)</i>
<i>Bylaw 16755</i>	<i>Approved March 24, 2014 (to remove the Special Study Area and redesignate the area for Mixed Residential and Public Utility uses)</i>

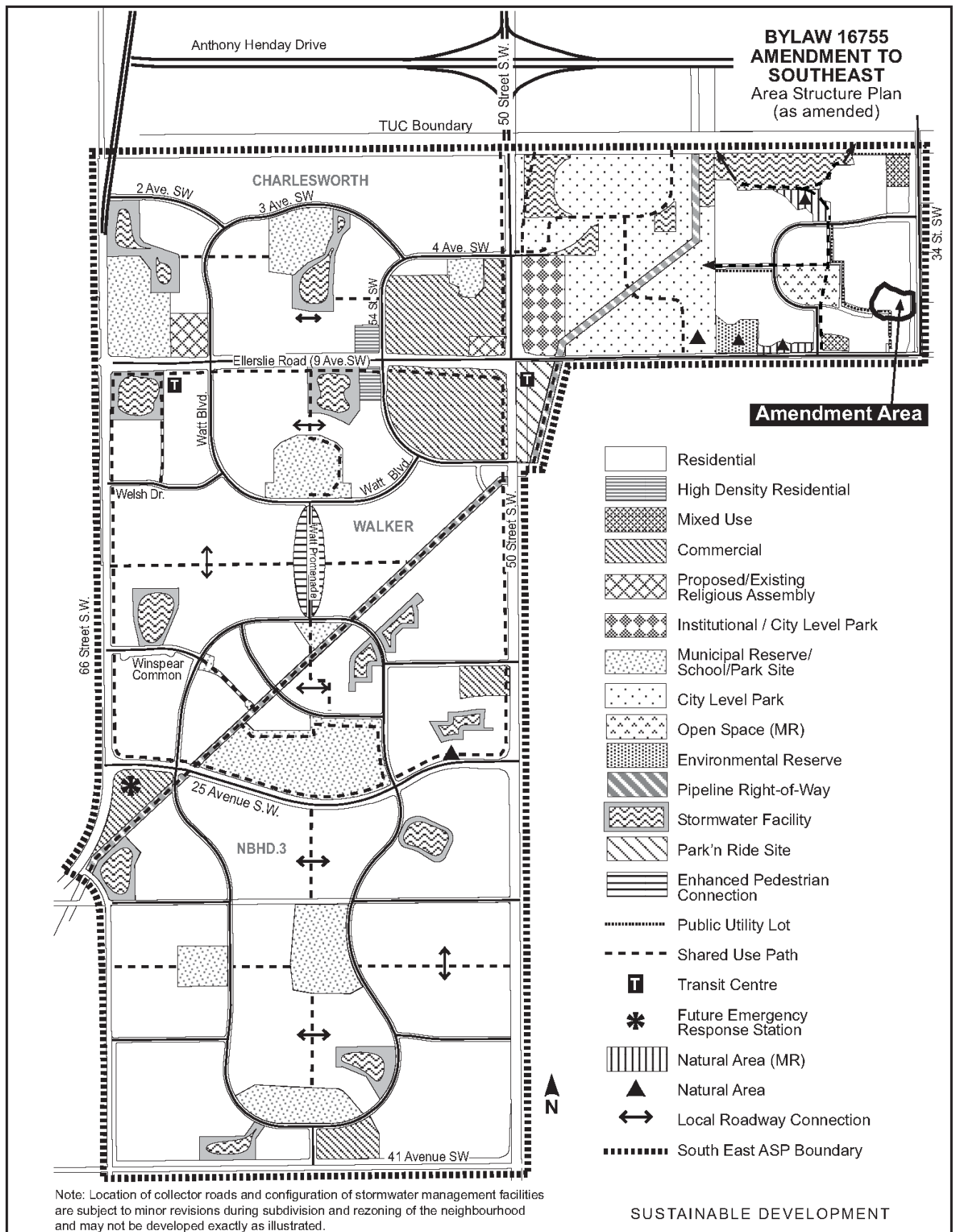
**Editor’s Note:**

This is an office consolidation edition of the Southeast Area Structure Plan, Bylaw 14010, as approved by City Council on June 30, 2005.

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

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

City of Edmonton  
Sustainable Development



# Southeast

## Area Structure Plan



Prepared for 7 private Corporations (**Amended by Editor**)

Prepared by

**Bylaw 14010**  
**June 2005**



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# 1.0 INTRODUCTION

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## 1.1 Vision



The Southeast Area Structure Plan (ASP) strives to establish a vibrant and sustainable community in Southeast Edmonton where people will choose to live, learn, work, and play. The Southeast ASP will be a community within which businesses will want to locate and operate. It will be a community that is walkable inclusive of connected, interesting destinations, attractive pedestrian routes and appealing streetscapes. The Southeast ASP will carefully integrate the natural and built environment, centres of activity, and a variety of facilities and functions.

## 1.2 Purpose

The purpose of this Area Structure Plan is to establish a framework for future land



use planning, and the provision of municipal infrastructure, services and amenities in conformance with established planning policies, objectives and requirements of the City of Edmonton and based on the characteristics and opportunities contained within the site. The development concept presented in this Plan is intended to create an efficient, compact and contiguous pattern of urban development for the area to which it applies.

## 1.3 Plan Area Location and Boundaries

*The Southeast ASP is situated in southeast Edmonton. The Plan encompasses approximately 797 hectares (1,969 acres) and contains three suburban residential neighbourhoods. The lands located within the Plan include the south half of sections 26-51-24-W4M and 25-51-24-W4, and all of Sections 23-51-24-W4M and 14-51-24-W4M. The Southeast ASP is defined by the following general boundaries (see **Figure 1.0 – Context Plan**):*

- **Northern Boundary** – *Transportation Utilities Corridor (TUC) containing Anthony Henday Drive accommodating a number of major underground and above ground utilities*
- **Western Boundary** – *66<sup>th</sup> Street*
- **Eastern Boundary** – *50<sup>th</sup> Street NW (Highway Connector) and a four hectare portion of NW ¼ 24-51-24-4 and 34 Street SW*
- **Southern Boundary** – *41<sup>st</sup> Avenue SW (City of Edmonton / County of Leduc Boundary)*

In 2005, Ellerslie Road was the major east-west thru road within the ASP.

Bylaw 14979  
September 10, 2008  
Bylaw 16426  
September 18, 2013

Bylaw 14979  
September 10, 2008  
Bylaw 16426  
September 18, 2013



#### **1.4 Planning and Development Background in Southeast Edmonton**

The Southeast ASP is located approximately 3.2 kilometres east of Highway 2 (Gateway Boulevard) and less than one kilometre south of the southeast leg of Edmonton's Ring Road (Anthony Henday Drive). Immediately west of 66 Street is the Ellerslie Area Structure Plan and the Wernerville subdivision. Immediately north of Anthony Henday Drive (from Gateway Boulevard in the west to Highway 216 in the east) is the South Edmonton Common commercial area, the Edmonton Research and Development Park, the Mill Woods residential area, and The Meadows residential area.

The Edmonton Research and Development Park was originally intended to occupy the approximately 2.6 square kilometre of land between Gateway Boulevard and the Mill Woods residential area. In 1996, the Area Structure Plan for the Research Park was amended to establish the South Edmonton Common commercial area in the western half of the Plan area. As of 2004, most of the land in South Edmonton Common was developed and approximately half the land in the Edmonton Research and Development Park was developed.

Development of the Mill Woods residential area begun in the early 1970's and was virtually complete as of 2004. Mill Woods contains approximately 85,000 persons<sup>1</sup> residing in over 20 residential neighbourhoods grouped around a mixed use town centre complex.

Development of The Meadows residential area begun in the mid 1980s and as of 2004, three of its seven residential neighbourhoods were mostly complete. Development of a fourth neighbourhood in The Meadows is expected to begin in 2005/2006. The Meadows residential area is intended to house approximately 51,000 residents.

The Ellerslie ASP was approved in 1998 and contains four residential neighbourhoods in the easterly portion of the ASP and a large business and employment area in the westerly portion of the plan area. Development of the lands in the Ellerslie ASP has paralleled the west to east extensions of major underground public utilities along Ellerslie Road. As of 2004, most of one residential neighbourhood (Ellerslie) and approximately one half of a second residential neighbourhood (Summerside) was complete. The four residential neighbourhoods in the Ellerslie ASP are intended to accommodate approximately 38,000 persons. Development in the business and employment portion of the Ellerslie ASP was just underway in 2004 and is located along Ellerslie Road just east of Gateway Boulevard.

The Wernerville subdivision encompasses an area of approximately 55 hectares and is comprised mostly of 1.2 ha county residential lots. The majority of Wernerville was developed during the 1950s and 1960s before the area was annexed to the City from Leduc County. As of 2005, Wernerville was not serviced with City water or sewers.

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<sup>1</sup> 2001 Federal Census

Figure 1.0 – Context Plan (Bylaw 16426, September 18, 2013)

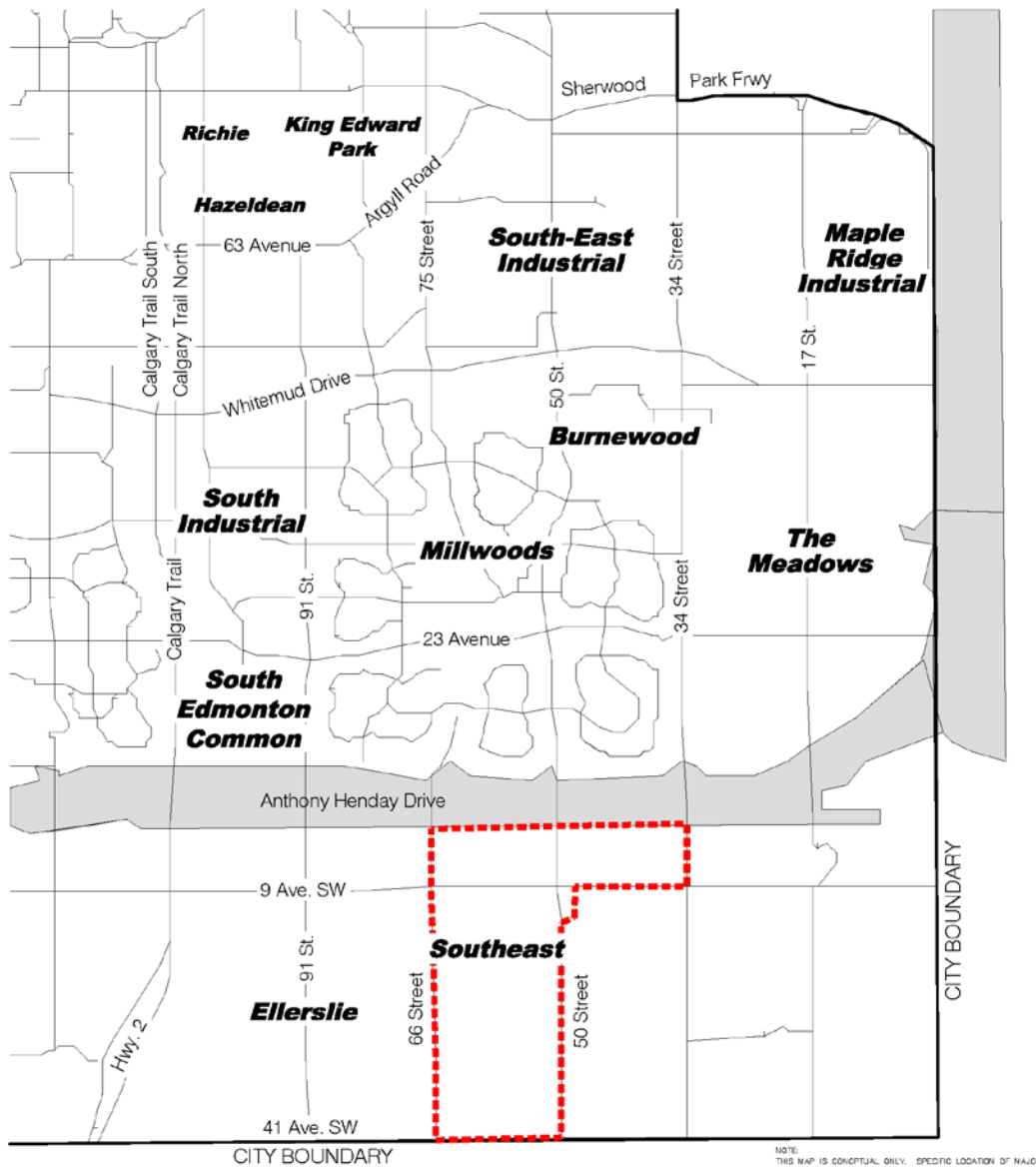
# **SOUTHEAST AREA STRUCTURE PLAN**



**Figure 1.0**  
Context Plan



Not to Scale



March 2013

Servicing of the Wernerville area can be accommodated through existing infrastructure located in the Ellerslie Neighbourhood. However, the cost of servicing will be at the expense of the individual property owners in Wernerville and may not be cost effective until the area is redeveloped to suburban densities.

Planning for Anthony Henday Drive began during the 1970's. As of 2004, Anthony Henday Drive was complete between Highway 16 and approximately 45 Avenue in west Edmonton. Construction of this major roadway between Gateway Boulevard and Highway 216 is expected in to be complete in 2006 and 2007, respectively.

The lands located east of 50 Street to the City boundary and south of the Transportation Utility Corridor to the City Boundary are largely unplanned and used for agricultural purposes.

The lands south of the Plan area are located within Leduc County. In 2004, the County approved the Leduc County North Major Area Structure Plan which applies to all of the lands immediately south of the City boundary (41 Avenue SW). The plan provides that:

- Agricultural lands and uses will be preserved for as long as practical;
- Natural features will be preserved and incorporated as open space areas; and
- Some country residential and estate residential development will be accommodated.

As development evolves within the Intermunicipal Fringe Area, both the City of Edmonton and County of Leduc agree to maintain open communication and to cooperate on matters relating to future development of this area.

### **1.5 Development Rationale and Timing**

The Southeast ASP was brought forward for approval in 2005 on the basis of the following factors:

- City of Edmonton land use planning bylaws, policies, principles;
- Proximity to municipal infrastructure;
- Proximity to major roadways;
- Land ownership patterns;
- Economic growth;
- Complementary existing development; and
- The supply of serviceable land in Southeast Edmonton.

### **1.5.1 City of Edmonton Land Use Planning Bylaws, Policies, and Principles**

The general development concept contained in the Southeast ASP and the area to which it applies was determined (in part) based on direction contained within *Plan Edmonton* – Edmonton’s Municipal Development Plan (adopted by bylaw in 1998), and in consultation with the City of Edmonton Administration.

The large majority of lands within the Southeast ASP are identified in Plan Edmonton as “Suburban”. The “Suburban” designation means these lands are to be developed predominately with residential land uses and other land uses that are both complementary and supportive to suburban neighbourhood based residential development. Plan Edmonton designates the lands east of 50 Street to the City boundary and south of the Transportation Utility Corridor (TUC) to the City boundary as “Agricultural”. The “Agricultural” designation reserves these lands for agricultural uses until they are needed for urban uses and planned for by means of an ASP. Thus, the area of land overlain by the Southeast ASP is all of the land approved for “Suburban” development in southeast Edmonton not already contained within an approved ASP (in 2005).

City of Edmonton guidelines regarding planning for Area Structure Plans recommend that ASPs be at least 200 hectares in area. Further, a common principle of land use planning is that Plan boundaries be defined by major roadways or perhaps major natural features (e.g., a watercourse or a ravine). While these requirements could have been met through a Plan with a smaller area and different boundaries, the Planning and Development Department specified the Plan boundaries described above in Section 1.3 and as illustrated in Figure 1.0 – Context Plan.

As described further below, the land adjacent to (north and south of) Ellerslie Road is immediately developable. The timeline for developing the lands closest to 41 Avenue is considerably longer and is dependent upon market factors and the future availability of municipal servicing. Rather than establish the Plan boundaries based on the lands that are developable in the short to medium term, the Planning and Development Department directed that the Plan include all of the land south to 41 Avenue. In providing this direction, the Planning and Development Department wanted to ensure that even the long term developable land nearest 41 Avenue was integrated into a plan.

### **1.5.2 Proximity to Municipal Infrastructure**

The extension of municipal infrastructure (e.g., roads, sewers and water mains) is paid for by private developers. Typically, the cost of extending this infrastructure is recovered through the sale of serviced land to end users. For urban development to be economically practical, it must (among other things) be close to existing connection points and therefore generally contiguous with existing development. The most efficient means to develop land is to be able to service and sell the land immediately adjacent to the required infrastructure. In other words, the best method is to “service and sell as you go”. Extending municipal infrastructure for long distances (without being able to recover costs from the abutting lands) to service isolated suburban residential development areas may be

cost prohibitive because the sale of the serviced land at the end of the extension may not be enough to cover the costs to bring the extension to that point.

Large scale servicing of the land east of Gateway Boulevard and south the TUC began with the development of the Summerside Neighbourhood in the Ellerslie ASP. From 1999 to 2004, major underground municipal services were steadily extended from west to east along Ellerslie Road.

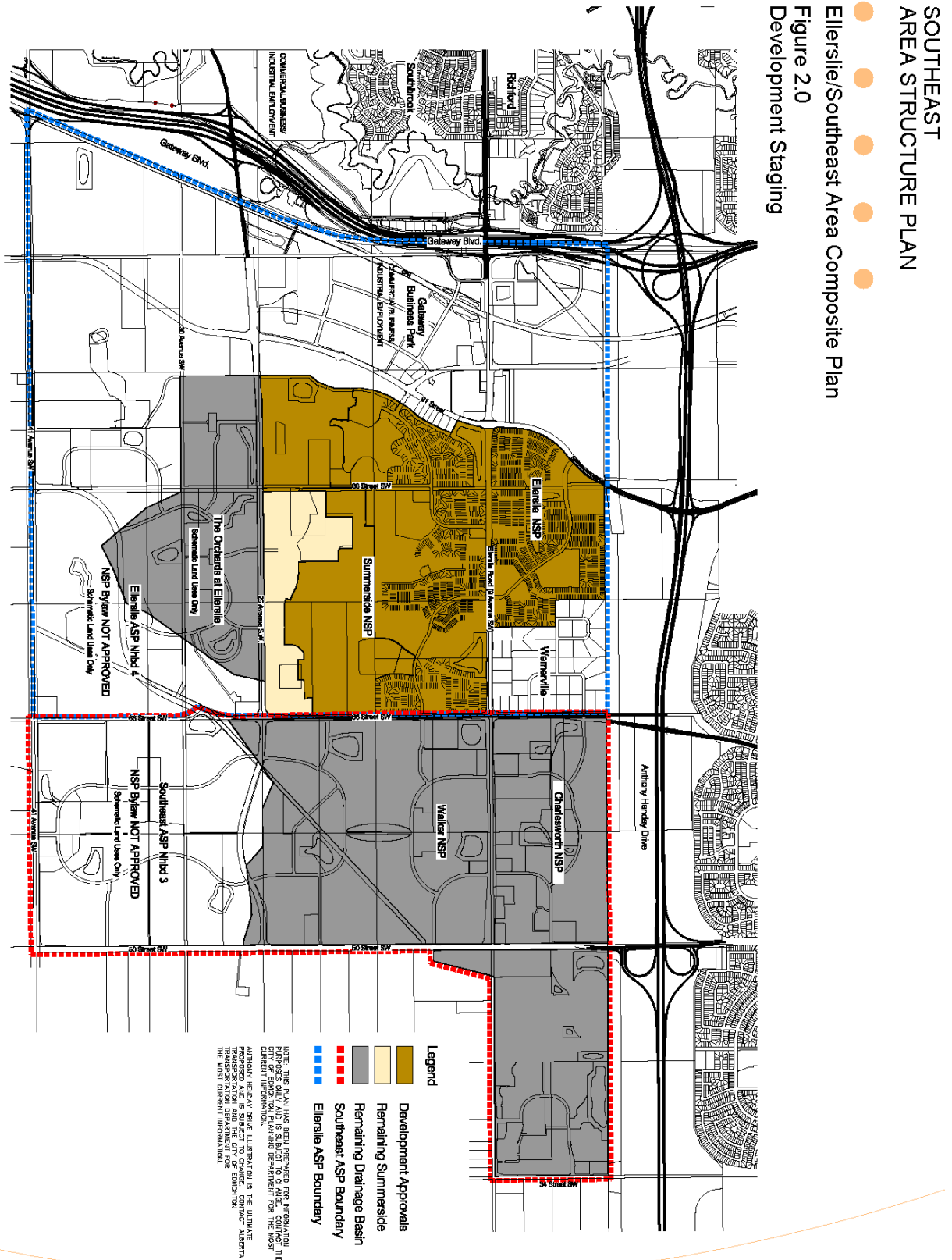
As depicted in *Figure 2.0 – Development Staging*, contiguous urban development in the Ellerslie area has been proceeding in an easterly direction towards 66 Street. Municipal services for *Charlesworth* and *Walker* in the Southeast ASP will be extended from connection points within the Summerside Neighbourhood and Ellerslie Road eastward along Ellerslie Road and to the north and to the south.

Bylaw 14979  
September 10, 2008\*

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\* Note: Aside from indicating changes with italicizes, subsequent deletion of “Neighbourhood One” & “Neighbourhood Two” and replacement with “Charlesworth” & “Walker” respectively are not referenced because of the numerous occurrences throughout the text

Figure 2.0 – Development Staging (Bylaw 16426, September 18, 2013)



### 1.5.3 Proximity to Major Roadways

The proximity of urban land to major roadways and other transportation infrastructure contributes strongly to its development. *The lands located east of Gateway Boulevard and south of the Anthony Henday Drive, including the Southeast ASP, will have excellent access opportunities to a number of major transportation facilities as outlined below (see **Figure 2.1 – Transportation Concept**).*

Bylaw 16426  
September 18, 2013

Highway 2 (Gateway Boulevard) is the major southerly highway entrance to the City of Edmonton and is located approximately three kilometres west of the Southeast ASP. Access to Gateway Boulevard will be possible at 25 Avenue SW, Ellerslie Road, and Anthony Henday Drive.

Highway 216 is located approximately six kilometres east northeast of the Southeast ASP and forms the eastern leg of Edmonton's "Ring Road". Highway 216 also forms the City boundary for portions of southeast Edmonton and provides access to Strathcona County and Highway 16, the major easterly highway entrance to the City.

Anthony Henday Drive will be located immediately north of the Southeast ASP and is scheduled to be completed in 2007. Completion of Anthony Henday Drive will provide a connection between Highway 216 in the east, the major southerly entrance to the city at Gateway Boulevard, and the two major westerly entrances to the City at Highway 16 and 16A via the new bridge crossing at 23 Avenue.

Access to the southeast leg of Anthony Henday Drive will be provided via 17, 50, and 91 Streets. *In addition, 66 Street and 34 Street will link northwards to the Mill Woods residential area and will be constructed as a "fly over" without access to Anthony Henday Drive.*

Bylaw 16426  
September 18, 2013

*Paragraph deleted.*

Bylaw 16426  
September 18, 2013

### 1.5.4 Land Ownership Patterns

Typically, suburban areas are brought to market by land developers who finance the purchase of undeveloped land and then the costs associated with planning, engineering and servicing it. These costs are considerable and smaller, non-developer owners are often unwilling to participate financially in the preparation of Plans and the development of land. In some cases, the complete build out of suburban neighbourhoods can be impeded by owners who are either not able or unwilling to develop their lands for urban uses.

As of 2005, the majority of land in the Southeast ASP (and nearly all of the land in *Charlesworth* and *Walker*) is either owned, or under option to purchase, by land development companies. This ownership pattern demonstrates a significant financial investment and commitment to developing the Plan area in a timely manner.

Ownership of the lands within the Plan boundaries is listed in **Table 1** and in **Appendix 1 – Land Ownership**, and illustrated on **Figure 3.0 – Land Ownership**.

**TABLE 1**  
**LAND OWNERSHIP**

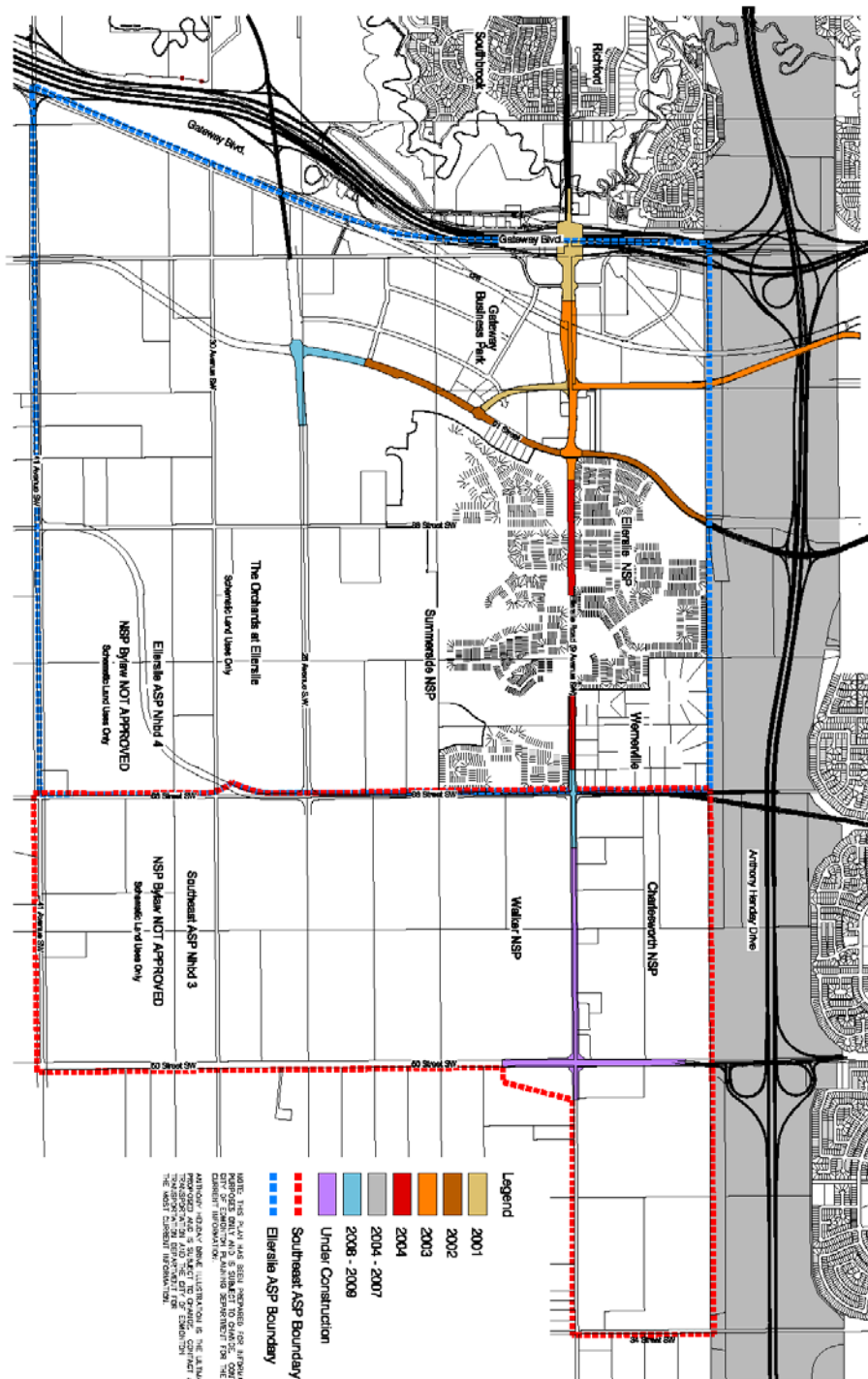
(as amended by Bylaw 16755, March 24, 2014)

	<b>Titled Owner</b>	<b>Legal Description</b>	<b>Area (ha)</b>
1.	<i>Private Corporation</i>	SE 14-51-24-W4M	60.65
2.	Private ( <i>Private Corporation</i> )*	Ptn. NW 14-51-24-W4M	33.9
3.	Private ( <i>Private Corporation</i> )*	SW 23-51-24-W4M	32.5
4.	<i>Private Corporation</i>	Lot 1, Plan 802 0758	32.4
5.	Private ( <i>Private Corporation</i> )*	NW 23-51-24-W4M	32.4
6.	Private ( <i>Private Corporation</i> )*	Lot 1, Plan 812 0646	32.2
7.	Private ( <i>Private Corporation</i> )*	SE 23-51-24-W4M	32.0
8.	Private ( <i>Private Corporation</i> )*	SE 23-51-24-W4M	32.0
9.	<i>Private Corporation.</i>	Block D, 5347 RS	31.6
10.	Private ( <i>Private Corporation</i> )*	NE 23-51-24-W4M	31.9
11.	Private ( <i>Private Corporation</i> )*	NE 23-51-24-W4M	31.9
12.	<i>Private Corporation</i>	Lot 2, Plan 782 2211	30.9
13.	Private ( <i>Private Corporation</i> )*	Lot 1, Plan 782 2211	29.63
14.	Private	Ptn. SW 14-51-24-W4M	29.1
15.	Private	Lot B, Plan 2311 RS	22.9
16.	Private	Lot A, Plan 1680 RS	20.2
17.	Private	NE 14-51-24-W4M	20.2
18.	Private	Ptn. NW 14-51-24-W4M	20.2
19.	Private	Ptn. SW 14-51-24-W4M	18.6
20.	Private	Ptn. SW 14-51-24-W4M	17.0
21.	<i>Public Institution</i>	Block C, 1256 MC	10.66
22.	Private	Lot C, Block 1, 022 5811	10.9
23.	Private ( <i>Private Corporation</i> )*	Lot 1, Plan 842 1798	10.2
24.	Private ( <i>Private Corporation</i> )*	Block E, Plan 177 TR	9.44
25.	Private	SE 14-51-24-W4M	4.05
26.	<i>Private Corporation</i>	Ptn. NE 15-51-24-W4M	3.41
27.	<i>Private Institution</i>	Lot 2, Plan 842 1798	2.91
28.	Private ( <i>Private Corporation</i> )*	Lot 3, Plan 812 0945	1.41
29.	Private	Lot A, Plan 3274 KS	1.21
30.	Private ( <i>Private Corporation</i> )*	Lot 4, Plan 812 0945	1.21
31.	<i>Private Institution</i>	Lot 5, Plan 822 1657	1.19
32.	Private	Lot B, Plan 7720611	3.71
33.	City of Edmonton	Ptn. NW 24-51-24-W4M	1.82
34.	Private Corporation	SE 1/4 25-51-24-W4	29.5
35.	Private Corporation	Lot 1, Plan 9823999	35.19
Sub-Total			718.99
Remnant areas under 1.0 ha			10.10
<b>TOTAL AREA</b>			<b>729.09</b>

\* Bracketed names indicate the subject lands are under option to purchase or beneficial ownership



Figure 2.1 – Transportation Concept Arterial/Freeway Construction  
(Bylaw 16426, September 18, 2013)

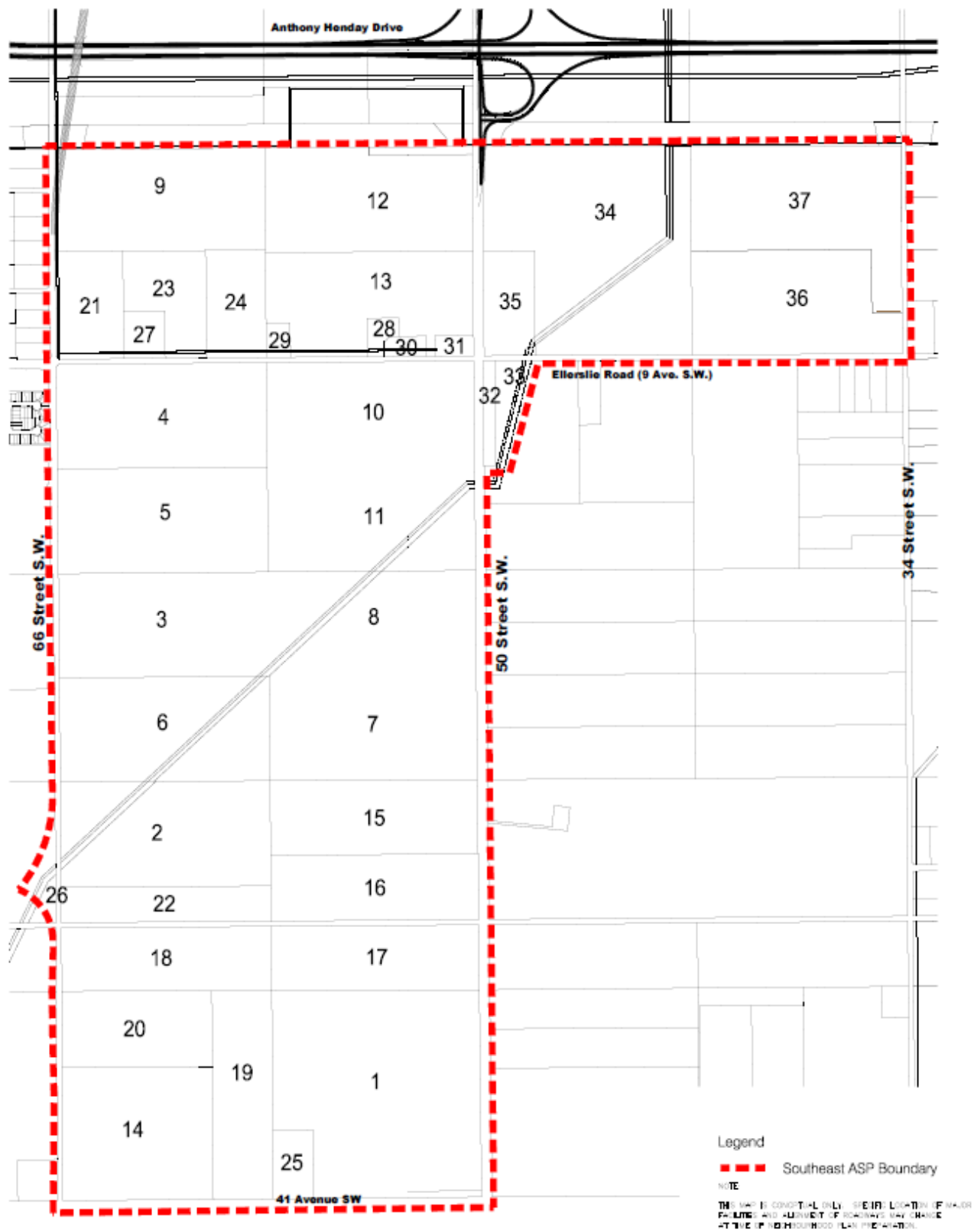


**SOUTHEAST  
AREA STRUCTURE PLAN**  
Elleslie/Southeast Area Composite Plan  
Figure 2.1  
Transportation Concept Arterial/Freeway Construction



April 2013

Figure 3.0 – Ownership Land (Bylaw 16755, March 24, 2014)



### 1.5.5 Economic Growth

Strong economic growth in Edmonton over the past number of years has been paralleled by steady job creation and population growth, and a strong demand for new housing units in Edmonton.

#### Employment Growth

As of 2005, approximately \$100 billion in capital projects were either under construction or announced in Alberta. Of this, approximately \$82 billion is estimated to occur in northern Alberta with Edmonton's share being approximately \$13 billion. These projects have had a strong impact on employment growth and job creation within Edmonton and the surrounding region.

In 2001, the City of Edmonton Population and Employment Forecast 2000 – 2005 report forecasted employment within the City and region (i.e., Edmonton CMA) to grow by 33% to 595,000 by 2025. Approximately one third of new jobs were predicted to locate within Edmonton's suburban areas. At the time, Edmonton was expected to create 10,800 jobs in 2004 and another 12,500 in 2005.

As shown in *Table 2 – City of Edmonton Employment (2004-2010)*, the actual number of jobs created in 2004 was 16,400 and total employment for the Edmonton CMA reached 556,000. As of 2004, total employment for the Edmonton CMA was expected to reach the 2025 employment level of 595,000 by 2008 (17 years earlier than forecast in 2000).

<b>TABLE 2 CITY OF EDMONTON EMPLOYMENT (2004-10)</b>							
<u>CMA</u>	<u>2004</u>	<u>*2005</u>	<u>*2006</u>	<u>*2007</u>	<u>*2008</u>	<u>*2009</u>	<u>*2010</u>
Employment (000)	556	569	579	588	595	603	611
Employment Growth Rate (%)	3.0	2.2	1.7	1.6	1.3	1.3	1.3
New Job Created	16.4	13.0	10.0	9.0	7.0	8.0	8.0
<i>*Forecast Estimate</i> <i>Source: Edmonton Socio-Economic Outlook, 2004-2009; Edmonton's Monthly Economic Review, January 2005</i>							

#### Population Growth

In 2000, Edmonton's population was 657,511 persons. Edmonton's population is expected to increase by approximately 30,000 people between 2002 and 2005<sup>2</sup> and by an additional 69,000 people between 2005 and 2010 (see *Table 3 – City of Edmonton Population & Net Migration Statistics (2002-10)*). The City of Edmonton Population and Employment Forecast 2000-2025 population forecast predicts that the City's population will increase by approximately 170,000 (26%) to 827,612 persons between 2000 and 2025. Growth is anticipated to occur in all

<sup>2</sup> At the time of writing this report this forecast had not yet been confirmed through the 2005 Edmonton Civic Census.

quadrants of the City with the majority occurring in suburban areas. During this period, the population in suburban areas is projected to grow by 49% (Edmonton Population and Employment Forecast 2000-2025).

<b>TABLE 3</b>					
<b>CITY OF EDMONTON POPULATION &amp; NET MIGRATION STATISTICS (2002-10)</b>					
<u>Population</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>*2005</u>	<u>*2010</u>
CMA (000)	967	985	999	1,014	1,083
City (000)	686	698	707	716	760
<u>Net Migration</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>*2005</u>	<u>*2010</u>
CMA (000)	12.5	9.5	9.5	9.0	9.0
City (000)	8.6	6.7	6.7	5.8	5.7
*Forecast Estimate					
Source: Edmonton Socio-Economic Outlook, 2005-2010					

## Housing Growth

As shown in *Table 4 - City of Edmonton Housing Starts (2001-04)* – housing starts in Edmonton in 2002 and 2003 increased approximately 50% over 2001 figures (8822 in 2002 and 8956 in 2003 respectively). A thriving economy, high in-migration, healthy job market and low interest rates were the primary factors driving the housing market (Edmonton Socio-Economic Outlook Report 2005-2010, March 2005). Overall housing starts are projected to remain strong and steady over the long term.

<b>TABLE 4</b>				
<b>CITY OF EDMONTON HOUSING STARTS (2001-04)</b>				
<u>City</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Total Units	4811	8822	8956	8159
Single Family	2815	4158	3857	4030
Multi-Family	1996	4664	5099	4129
<u>CMA</u>				
Total Units	7,855	12582	12380	11448
Single Family	4,959	6861	6391	6614
Multi-Family	2,896	5721	5989	4874
Source: Edmonton Socio-Economic Outlook, 2005-2010; Edmonton's Monthly Economic Review, January 2005				

It is expected that demand for single family, duplex, multi-family and higher density housing will grow in relation to the rise in population forecasted for southeast Edmonton.<sup>3</sup> Development in the southeast sector of the City has progressed rapidly since the adoption of the Ellerslie ASP and in anticipation of the completion of the southeast leg of Anthony Henday Drive.

<sup>3</sup> See Note 3.

### **1.5.6 Complementary Development in the Ellerslie Area**

The approval of the Southeast ASP will complement the ongoing development of the Ellerslie Area in the following manner (see **Figure 4.0 – Ellerslie Area Land Use Plan**): Business and employment uses situated on the western edge of the Ellerslie ASP will provide potential employment opportunities for future residents of the Southeast community.

- The proposed District Campus site located in the Southeast ASP will provide programmed recreational and open space opportunities for both the Ellerslie and Southeast communities.
- The proposed Transit Centre at the southeast corner of 66 Street and Ellerslie Road is centrally located and will serve residents of both communities.
- School sites in both the Ellerslie and Southeast ASP have been planned and consolidated to efficiently and effectively serve both areas.
- Major roadways have been aligned to provide logical and convenient vehicle movement between communities.
- Residents will be able to travel within and between of the two communities by means of an integrated multi-use trail network.

### **1.5.7 The Supply of Serviceable Land in Southeast Edmonton**

A serious consideration in undertaking land assembly, planning and engineering necessary to advance a land use plan is the actual and projected supply of, and demand for, serviced suburban land. Demand for housing was reviewed in Section 1.5.5 above.

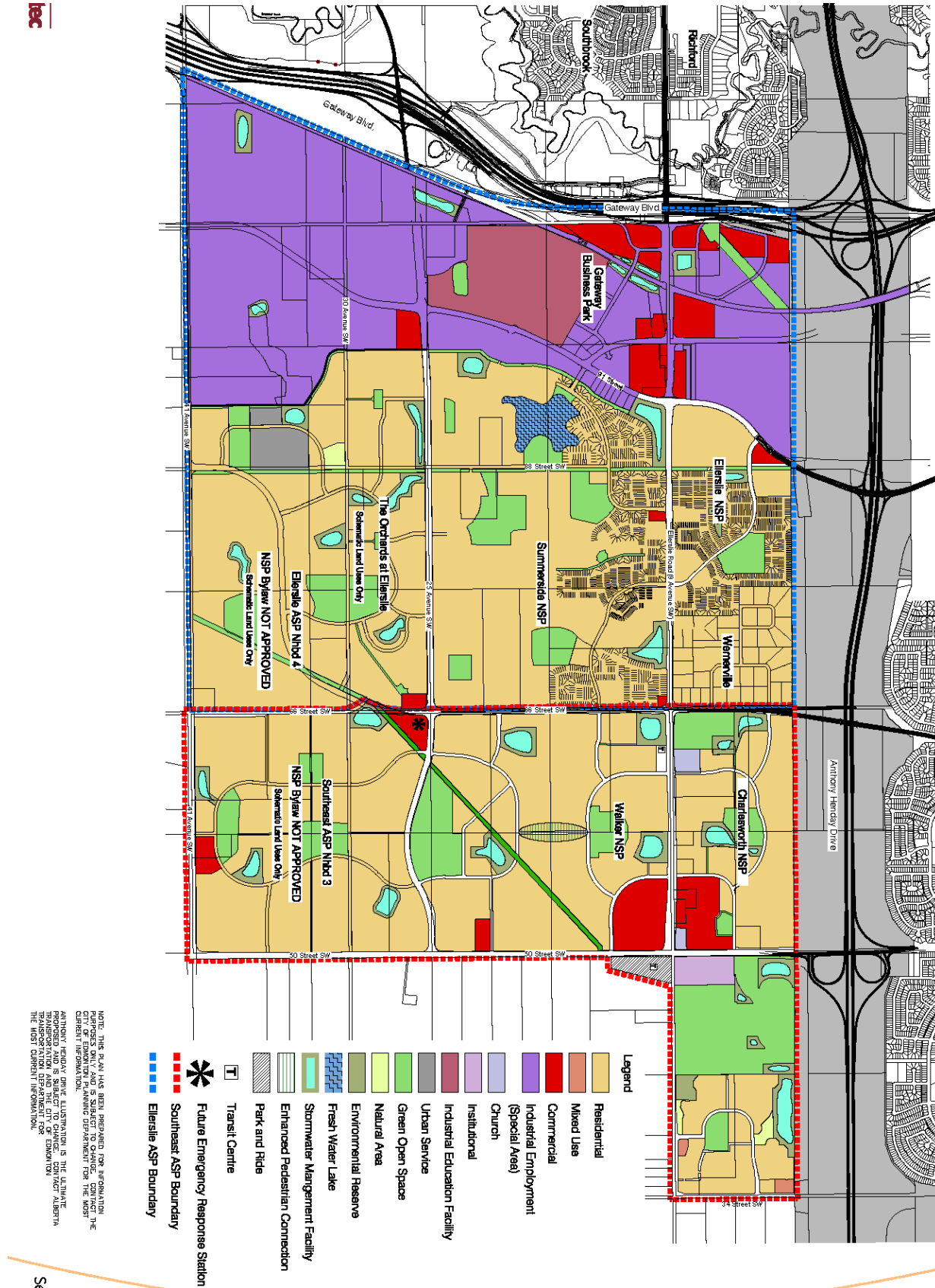
The Ellerslie ASP (Bylaw 13665) is intended to contain approximately 11,700 dwellings and a population of nearly 38,000 persons. This represents a significant supply of suburban land. However, not all of the lands within the Ellerslie ASP are readily serviceable, and those that are, are being absorbed at a steady rate.

Large portions of Neighbourhoods Three and Four in the Ellerslie ASP are outside of the active drainage basin which takes stormwater from all of Neighbourhoods One (Summerside) and Two (Ellerslie). The lands outside of this drainage basin within the Ellerslie ASP are not expected to be serviced and developed within the next 7 to 10 years due to the extension of infrastructure servicing required to allow economical development of the area.

The Ellerslie Neighbourhood Structure Plan (NSP) was approved in 2001 and is intended to contain approximately 1,700 dwelling units and 5,500 persons. As of 2005, nearly all of the land in the Ellerslie Neighbourhood was subdivided and the majority was serviced and developed.

The Summerside NSP was approved in 1999 and is intended to accommodate over 4,600 dwellings and 15,000 persons. As of 2005, approximately 50% of the Summerside Neighbourhood was subdivided and the majority of this was serviced and developed. At current absorption rates, the Summerside Neighbourhood is expected to be complete in 6 to 7 years.

Figure 4.0 – Proposed Land Use Plan (Bylaw 16755, March 24, 2014)



The lands immediately east of 66 Street, north and south of Ellerslie Road, can be serviced almost immediately. Further, the possibility exists that all of *Charlesworth* and a sizeable portion of *Walker* in the Southeast ASP will be complete before development begins in Neighbourhoods Three and Four in the Ellerslie ASP.

This plan was conceived and prepared in anticipation of sustained growth and the steady absorption of serviced land in the Ellerslie area. To ensure that an appropriate level of housing options, choices and serviced lots are available, it is important that development of lands within the Southeast ASP proceed. As surrounding residential areas reach their development peak, available housing product will diminish along with selection, options, and eventual area attractiveness. Approval of the Southeast ASP will help ensure a supply of readily serviceable suburban land in southeast Edmonton, capture of regional housing growth, competition and affordability, and choice in housing location, type and price.

### **1.6 Public Consultation Process**

In preparation of the Southeast ASP, a series of pre-plan preparation meetings and information sessions were held between various Civic Departments, Agencies and stakeholders in order to identify opportunities, constraints, and facilitate the overall planning approach. This included Ward Councillors, representatives from the City of Edmonton Planning and Development Department, Transportation, Asset Management and Public Works, Community Services, EPCOR, Edmonton Public and Separate School Boards, County of Leduc Planning Department and local landowners.

An open house information session was held on November 26, 2003. Various landowners, stakeholders and residents (and/or their agents) attended the meeting. The purpose of the open house meeting was to provide stakeholders an opportunity to learn about the proposal and to voice their interest, comments, concerns and support regarding the ASP early in its preparation. In general no concerns were expressed with the initiation of an ASP process for the Southeast area.

A public meeting hosted by the Planning and Development Department was held to review the draft Plan on April 4, 2005. The purpose of the meeting was to provide an update on the proposed Plan and the planning process followed to date, and to hear from attendees regarding their questions, comments and concerns. Local residents, landowners, and stakeholders attended the meeting. The major points of discussion at the meeting are summarized as follows:

- Two landowners were concerned that the adoption of the Plan should not prejudice the operation of existing uses (e.g., religious assembly and dog kennel – both located on Ellerslie Road). City staff responded that the existing religious assembly will be incorporated into the Plan by means of specific regulations to address the interface between it and the surrounding

land uses. The adoption of the ASP will have no impact on the continued operation of the dog kennel. However, the Plan provides that the site where the dog kennel operates will eventually be developed for residential uses with the co-operation of the affected owner.

- Residents of the Wernerville estate residential area (located west of 66 Street and north of Ellerslie Road) inquired as to whether development in the Plan area would facilitate the extension of municipal services (sewer and water) into Wernerville and how access onto 66 Street would be affected. Residents were advised that additional review of servicing options in relation to the Ellerslie ASP would be required prior to future urban service connection. In terms of access on to 66 Street, Transportation advised that future access would need to be further examined and responded to as detailed roadway planning progresses.
- Owners of the lands east and south of the future Transit Park and Ride facility questioned the planning rationale to locate the facility at the southeast corner of 50 Street and Ellerslie Road and expressed concern that it would negatively impact the developability of their lands. In response, City staff advised that:
- The facility would be located on lands that are majority owned by the City of Edmonton – being an owner willing to accept the facility;
- The facility would occupy lands already encumbered by underground pipelines (the presence of which greatly restrict the developability of the surface areas) and is compatible with such infrastructure;
- Additional land use planning for the lands east and south of the future transit facility, including the remnant lands owned by the City, will be undertaken at some point in the future with the cooperation of the landowners east of 50 Street and on the basis of a logical planning unit (likely an Area Structure Plan); and
- The siting of the facility in this location will allow it to function properly as an element of transit supportive design in relation to the commercial and medium density uses located west of 50 Street.



## 2.0 STATUTORY PLAN AND POLICY CONTEXT

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### 2.1 *Edmonton Municipal Development Plan (MDP)*

*Plan Edmonton* was adopted by City Council in 1998 and provides strategic direction on land use in Edmonton, including the Southeast Area Structure Plan.

Plan Edmonton designates the land within the Southeast ASP as “*Suburban Area*”, which is intended to be developed predominately for residential land uses and other complementary and supportive land uses (e.g., schools, parks, stormwater lakes, religious assemblies, commercial, etc.).

A number of strategies are identified in the MDP that encourage:

- Orderly and cost-effective growth;
- Efficient use of land and provision of services through contiguous development;
- Provision of varied housing types and densities;
- Functional and aesthetically pleasing residential and business land uses;
- Accessible recreational and open space opportunities; and,
- Protection of agricultural land and the natural environment

The Southeast ASP was prepared with respect to the following applicable Plan Edmonton strategies.

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

The Southeast ASP will provide choices in residential accommodation and commercial facilities. The Plan’s development concept provides for a range of housing types, including low, medium and higher density housing forms. The Plan also contains a large commercial node and several smaller dispersed commercial sites which together will provide for the shopping (and employment) needs of residents and become destination points within the Plan area.

#### ***Strategy 1.1.2 – Address compatibility of land use in the development and review of land use plans and development proposals.***

The Southeast ASP establishes a development concept that has been carefully reviewed with regard to the arrangement of, and interface between, different land uses, and how these uses are connected to one another by means of both vehicular and pedestrian circulation routes. The compatibility of land use will be further considered and refined at the land use zoning and subdivision stages.

**Strategy 1.1.3 – Use and promote urban design principles and guidelines that enhance the quality of the urban environment.**

The Southeast ASP development concept incorporates the City of Edmonton's Suburban Neighbourhood Design Principles, applicable Smart Choices Ideas, and Community Knowledge Campus concept. The Plan also specifies design principles for the development of the Community Commercial node located at Ellerslie Road and 50 Street. These principles are intended to create an attractive focal point in the community and a walkable destination for residents and visitors alike.

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

Development staging in the Plan will be undertaken in a logical and cost effective manner and so as to retain productive agricultural land until needed for urban development. The effective and efficient use of land will be further addressed at the neighbourhood planning, zoning and subdivision stages and through detailed design that promotes a compact city form. Compact development forms will be achieved by promoting higher residential densities adjacent to major transportation facilities, commercial nodes and future transit zones. Shared infrastructure will be encouraged increasing the value of capital investment, future service cost management, and overall land use efficiency.

**Strategy 1.1.13 – Plan for urban development which is environmentally friendly and fiscally sustainable in the long term, based on the City's financing, infrastructure and environmental strategies.**

The Southeast ASP responds to this strategy by establishing a development concept that:

- *Includes transit supportive design (the clustering of commercial and higher density residential land uses around and adjacent to transit services) which promotes an alternative to private automobile use;*
- Promotes walkability, cycling (as an alternative to motorized transport) and a healthy lifestyle through the inclusion of many linked destination points throughout the plan area and beyond the plan area;
- *Includes a commercial node that is planned to function as a major focal point for the community and that is accessible by both transit and pedestrians;*
- Incorporates the Community Knowledge Campus concept, dispersed parks and retained natural areas; and
- Incorporates two existing schools that will provide immediate and local educational opportunities.
- To meet their responsibility in protecting the fiscal sustainability of the City, the Alberta Municipal Government Act empowers the City, and the City requires that land developers will, at their own cost:
- Dedicate the land required for, and construct all hard infrastructure (e.g. Sidewalks, multi-use trails, local and collector roads, storm and sanitary

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sewers and other facilities, water mains, and shallow utilities) necessary to service the lands within the plan area;

- Construct two lanes of the arterial roadway system;
- Dedicate land required for school and park purposes; and
- Improve (e.g., install street lighting, landscaping, fences, bollards, signage, etc) the surface area of public land

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

The major pipeline bisecting the Plan area between 66 and 50 Streets will be protected as an open space area and utilized for circulation purposes (i.e., a multi use trail). *Sentence deleted.*

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

The Southeast ASP abuts the developing Ellerslie ASP and the Wernerville country residential area. The services required to develop the first phases of *the Charlesworth and Walker Neighbourhoods* in the Plan area will be extended along Ellerslie Road from nearby connection points west of 66 Street in the developing Summerside Neighbourhood.

***Strategy 1.3.4 – Promote intensification of development around transportation corridors and employment areas.***

*The development concept established in the Plan locates a Community Commercial node and transit services along Ellerslie Road, a future six lane divided roadway. The Plan also facilitates the future development of higher density residential uses around this commercial node.*

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***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.***

A number of significant natural features identified under the City of Edmonton Table Lands Inventory of Environmentally Sensitive and Significant Natural Areas (1993) are located within the Southeast plan area. The Southeast ASP incorporates the best of several identified natural areas as part of the Plan area's linked destination points.

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

The Southeast ASP represents the next logical location for urban development in southeast Edmonton. The Plan area is approved for suburban development in Plan Edmonton. The Southeast ASP abuts the developing Ellerslie ASP, is readily serviced and accessed through nearby municipal infrastructure, and lies in the

direction of the economical extension of services all the way to the eastern boundary of the City.

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

The Southeast ASP, through its associated Neighbourhood Structure Plans, will provide for a range of housing types in low, medium and high residential housing formats.

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

The Southeast ASP development concept contains a number of recreation opportunities including a district park sites, neighbourhood school/park sites, passive parks, natural areas, a major pipeline right-of-way, multi-use trails, and the tertiary passive areas associated with stormwater management facilities.

## **2.2 City of Edmonton Smart Choices Recommendations**

The Smart Choices Recommendations were approved by City Council on March 23, 2004 to promote urban sustainability.

### **2.2.1 Recommendation One: Develop a Transit-Oriented Development Strategy**

The focus of this recommendation is to encourage/promote residential/commercial intensification around LRT stations and bus transit centre areas in order to capitalize on the efficiencies gained through synergistic land uses, and shared infrastructure, resources, community facilities and services.

The Southeast ASP development concept includes transit supportive mixed use development. *Complementary land uses are grouped together to provide a mix and transition of land uses linked by shared use path to transit services.* The intent is to encourage a range of land uses that support a range of housing choices, local employment opportunities, commercial / retail services and amenities, and alternative transportation options that are integrated and mutually self-supporting.

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September 18, 2013

### **2.2.2 Recommendation Two: Promote Walkability**

This recommendation is intended to establish a coordinated approach to making walkability a prime consideration in Plan making and the delivery of infrastructure.

A walkable city promotes walking (and walkability) not only as a recreational activity, but also as a viable and alternative means of transportation to access everyday destinations including commercial, transit, and community facilities. The major elements of walkability are higher building and population densities, a mix of land uses, quality transit service, and quality public spaces. Walkability is a key element in the design of the Southeast ASP and is addressed as follows:

- *Bullet point deleted.*

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- The Plan includes direction that the Community Commercial node at 50 Street and Ellerslie Road be developed as a walkable, and attractive destination and focal point for residents and visitors alike; and
- The Plan includes a hierarchy of infrastructure to facilitate and promote walking and cycling to destinations within and around the Plan as follows:
  - A multi-use trail located on the major pipeline right-of-way;
  - *An extensive dedicated and enhanced shared use path system connecting major destinations within the plan area including the major commercial node, transit facilities, a number of stormwater management facilities, the district park campus site, and the city level park site;*
  - Sidewalks associated with the approved standard cross sections for local, collector and arterial roadways; and
  - Walkways providing connections between local streets (e.g., cul-de-sac to cul-de-sac) and between local streets and collectors, arterial and the dedicated and enhanced walkway system.

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September 10, 2008  
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### **2.2.3 Recommendation Eight: Promote Better Urban Design**

The recommendation promotes the development of urban design principles, guidelines and regulations through community consultation to apply to all public and private spaces and built forms associated with the land use planning for redevelopment, and new development. The intent is to create, maintain and enhance meaningful public and private places through effective place-making (i.e. consultation, communication, and implementation).

The Southeast ASP promotes high quality urban design in support of a vibrant and sustainable community in southeast Edmonton that is safe, convenient and attractive. Development principles and overall concept for the ASP emphasizes urban design through appropriate land use interface, creation of vibrant focal and destination points within the community (e.g. Community Commercial node, school sites, open spaces), attractive streetscaping, landscaping, and pedestrian-friendly environments, a range of park / open spaces, and integration of natural landscape features.

### **2.3 Suburban Neighbourhood Design Principles (SNDP) and the Community Knowledge Campus Concept (CKCC)**

The SNDP (approved in 1996) and the CKCC (approved in 2004) were developed to promote the effective and efficient use of land in developing suburban areas. As such the two programs share some common goals and elements – particularly concerning school sites.

A central theme of the SNDP is that the shared benefits of various hard infrastructure are to be maximized through certain design techniques. This included:

- Designing and locating schools and community facilities to create inter-neighbourhood focal points (Principal No. 2);
- Locating school sites such that they can be assembled, serviced and available early in the development of a neighbourhood(s) (Principle No. 7);

- Designing school and institutional sites and buildings to be adaptable to other uses and other levels of education (Principle No. 8);
- Optimizing the use of land and capital requirements by shared use of facilities (e.g., parking lots, playing fields) between facilities such as schools and community leagues (Principle No. 10); and
- Linking open spaces associated with school/parks sites, natural areas, stormwater management facilities, and major utility rights-of-way (e.g., pipeline and powerline corridors) (Principle No. 11).

The focus of the CKCC is that the timely delivery of developed school sites in suburban areas can be enhanced through the land use planning process. The elements of this are:

- Locating schools central to a cluster of neighbourhoods;
- Locating schools such that they can be easily serviced and available early in the development of the community;
- Designing school sites with maxim collector street frontage, and locations along transit routes and in proximity to other services;
- Designing school sites to be highly and safely accessible to pedestrians and cyclists; and
- Designing school sites to be focal points for the community.

At the time the SNDP were devised, neighbourhood units were generally less than 120 hectares in area, contained fewer than 5,000 persons and included at least one school. While the CKCC acknowledges neighbourhood units of this size, it also recognizes that neighbourhoods can be over 250 hectares in area with populations in excess of 10,000 persons. The CKCC indicates that school development is unlikely in neighbourhood units with a population less than 5,000 persons, but more likely in neighbourhoods with population greater than 10,000 persons.

The Southeast ASP contains three neighbourhood units. *The Charlesworth neighbourhood is approximately 262 hectares in area with a projected population of approximately 8,500 persons.* The remaining two neighbourhoods both exceed 250 hectares in area and 10,000 persons in population.

Bylaw 14979  
September 10, 2008  
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September 18, 2013

The location of the *public school* site in *Charlesworth* was predetermined as it is the location of the existing Ellerslie Primary School and Ellerslie Elementary Jr. High.

Amended by Editor

Each of the two remaining neighbourhoods has one school site each. The site in *Walker* will be allocated to the Catholic School Board and is intended to accommodate a Kindergarten to Grade Nine facility. This site is located on a future collector roadway relatively close to the Community Commercial node for the Plan area, and toward the northern portion of the neighbourhood, thus facilitating its early assembly, servicing and development.

The school site in Neighbourhood Three is located at the geographic centre of the neighbourhood with frontage on two collector roadways. Both school sites in *Walker* and *Neighbourhood Three* will be well accessible to pedestrians and cyclists via multi-use trails and connections.

## **2.4 City of Edmonton Housing Mix Guidelines**

Council approved (1991) guidelines recommend that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% low density residential (LDR) units and 15% to 35% medium density residential (MDR) units. These guidelines encourage a mix of housing types, a range of choice in housing, and a measure of intensification.

The Southeast ASP includes two high density residential sites; one each in *Charlesworth* and *Walker* and located abutting the future high speed transit line. *The resulting overall housing mix for the ASP is 48% LDR, 38% MDR and 14% HDR. The housing mix ratio for Charlesworth and Walker is 60% LDR, 25% MDR, 15% HDR and 61.4% LDR, 32.6% MDR, 6.0% HDR respectively.* While the housing mix ratio for the ASP and for *Charlesworth* and *Walker* do not conform to Council's guidelines, it is in keeping with more recent Council direction on urban sustainability to create a more compact city form and transit supportive development.

*Bylaw 15176  
May 11, 2009*

## **2.5 Alberta Energy Utilities Board Policy and Guidelines**

The City of Edmonton's Policy Guidelines for the Integration of Transmission Pipelines and Urban Development (1985), Planning for the Interface of Pipeline Right-of-ways and the Subdivision of Land (2003), Alberta Energy and Utilities Board policies and any other relevant policies affecting lands abutting pipeline rights-of-way will be addressed at the subdivision planning stage.

## **2.6 Airport Protection Overlay – Edmonton International Airport**

The Southeast plan area is situated outside of the Edmonton International Airport Vicinity Protection Area boundary and, therefore, there are no restrictions on residential development within the plan area.

## 3.0 SITE CONTEXT AND DEVELOPMENT CONSIDERATIONS

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### 3.1 Existing Land Uses

The



Southeast ASP contains a number of existing land uses (see **Figure 5.0 – Site Features**). The majority of land within the Southeast ASP is currently used for agricultural purposes with a number of associated farmsteads. Two public school facilities, Ellerslie North (5-9) and Ellerslie South (K-4), are situated in the northern

portion of the plan area, east of 66 Street and north of Ellerslie Road. The schools are in full operation and accommodate students within the Ellerslie community.

*The site of the former Strathcona Shooting Range is located in the northern portion of the plan area, immediately south of the Transportation Utilities Corridor (TUC) and east of 50 Street SW.*

Bylaw 14979  
September 10, 2008

*A private institution (church) is located north of Ellerslie Road and west of 50 Street in the eastern part of the plan area.*

Amended by Editor

A number of farmsteads and other associated buildings/structures exist throughout the plan area and will be removed or integrated with development where required. Special attention to site planning and design will be examined to ensure compatibility with future development.

### 3.2 Surrounding Land Uses

*The Southeast ASP area is bounded by Anthony Henday Drive (TUC) to the north, 66 Street to the west, 50 Street and 34 Street to the east, and 41 Avenue SW to the south. The Southeast ASP plan area is surrounded by farmland to the south and east, the developing neighbourhoods of Summerside and Ellerslie to the west and the community of Millwoods to the north.*

Bylaw 14979  
September 10, 2008  
Bylaw 16426  
September 18, 2013

The Transportation and Utilities Corridor forms the northern boundary of the Southeast ASP. This corridor was established to provide the space to accommodate the future Outer Ring Road, power lines, energy pipelines, and other utilities.

#### 3.2.1 Leduc County / City of Edmonton Interface

The lands immediately south of the Southeast ASP are within Leduc County and contain Cawes Lake surrounded by lands generally used for agricultural purposes.



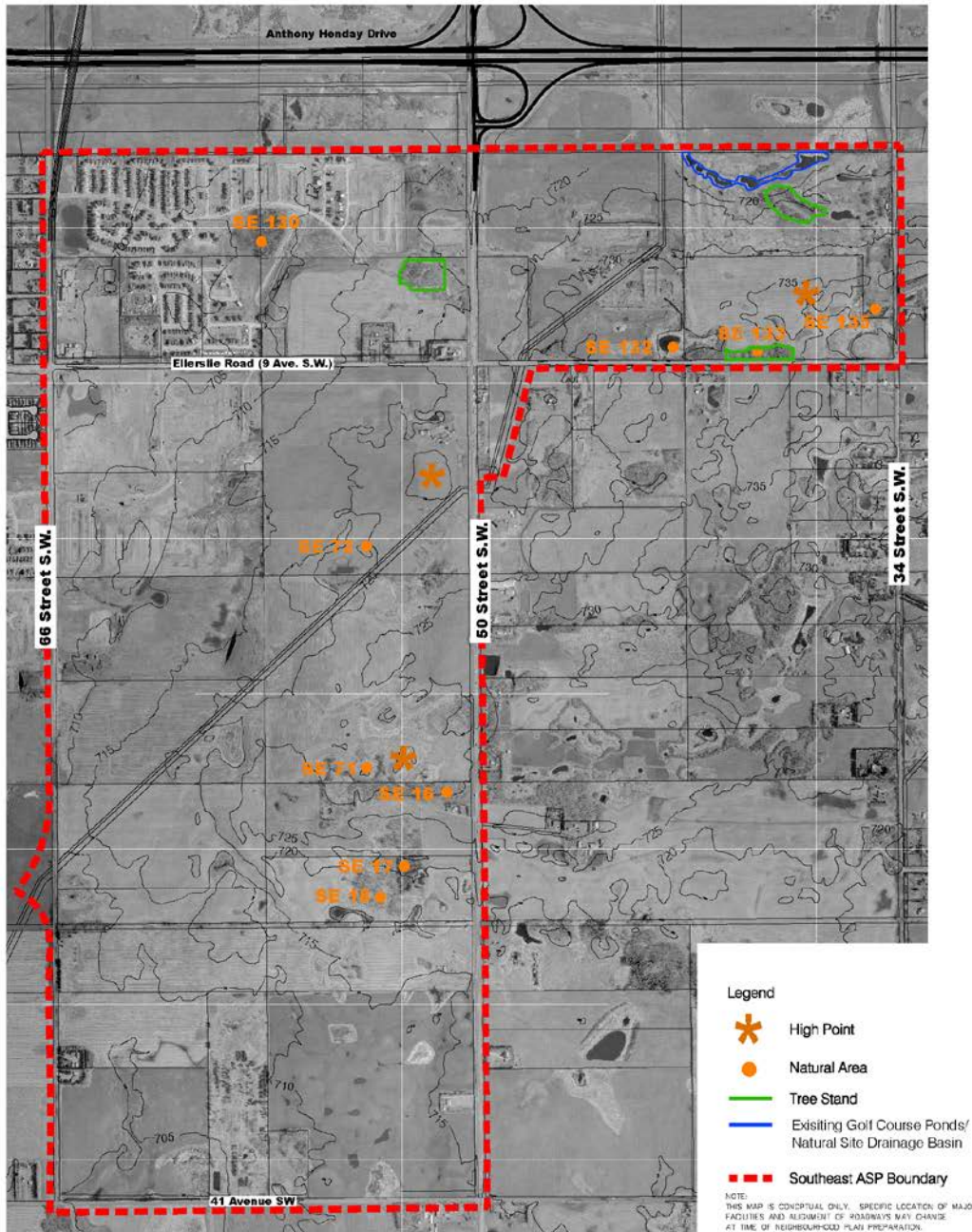
Figure 5.0 – Site Features (Bylaw 16426, September 18, 2013)

# SOUTHEAST AREA STRUCTURE PLAN

**Figure 5.0**  
Site Features



Scale 1:25,000



March 2013

### **3.3 Topography, Soils and Hydrology**

Topography within the Southeast plan area is mainly flat gently sloping from the central portion of the plan to the northeast and south-southwest. Site elevations vary from approximately 700m in the northwest to approximately 725m in the central portion of the plan area. The topography and soils in the Plan area present no particular obstacle to urban development.

The majority of the lands within the Southeast plan are primarily used for agricultural purposes. Some vegetation and a number of small woodlots and associated sloughs are scattered throughout the Plan area. A number of natural areas are situated in the central portion of the plan area (see Section 3.4) as identified in the City of Edmonton's *Inventory of Environmentally Sensitive and Significant Natural Areas (1993)*.

### **3.4 Environmental Resources**

The Province of Alberta has declined to claim any existing water bodies or watercourses within the Plan area under the Public Lands Act.

*The City of Edmonton Table Lands Inventory of Environmentally Sensitive and Significant Natural Areas (1993)* identifies six (6) Natural Areas within the Southeast ASP. The report describes natural areas as being defined by the presence of vegetation, water or natural features. *These natural areas have been identified as SE 16, SE 17, SE 18, SE 71, SE 72, SE 130, SE 132, SE 133, and SE 135 on Figure 4.0.* The majority of these natural areas are situated in the eastern portion of the ASP. Efforts to preserve and integrate these areas as well as other sustainable tree stands (such as those identified as Municipal Reserve located on a private corporation's lands in SE ¼ 26-51-24-4) into the development will be pursued where feasible.

Bylaw 16426  
September 18, 2013

Amended by Editor

*A Natural Area Management Plan will also be prepared for each natural area retained and submitted as development approaches the Natural Areas which will establish the management and conservation goals for the natural areas in the amendment area. Submission requirements to the Province under the Water Act shall be made under separate cover.*

Bylaw 16426  
September 18, 2013

### 3.5 Environmental Assessment

#### 3.5.1 Phase I – Environmental Site Assessments

*Table 5 – Phase I - Environmental Site Assessments* indicates the properties for which a Phase I Environmental Site Assessment report has been completed within the Plan area (see also *Figure 6.0 – Environmental Site Assessment Summary*).

<b>TABLE 5</b> <b>PHASE I – ENVIRONMENTAL SITE ASSESSMENTS</b> <i>(as amended by Bylaw 16426, September 18, 2013)</i>			
	Land Owner	Location	Comments
1	Private Corporation	Block D, Plan 5347 R.S. and; Lot 2, Plan 782-3322	Phase II Required
2	Private Corporation	Lot 1, Plan 842 1798	Phase II Required
3	Private Corporation	Block E, Plan 177TR	No further study required
4	Private Corporation	Lot 1, Plan 782 2211 and; Lot 3, Plan 912 0945	No further study required
5	Private Corporation	Lot 1, Plan 802 0758	No further study required
6	Private Corporation	S ½ of NW¼-23-51-24-4	Phase II Required
7	Private Corporation	NE¼ 23-51-24-4	Phase II Required
8	Private Corporation	SW ¼ 23-51-24-W	No further study required
9	City of Edmonton	SW¼ 25-51-24-W4	Phase II Required
10	Private Corporation	SE ¼ 25-51-24-W4	Phase II Required
11	Private Corporation	Lot 1, Plan 9823999	Phase II Required

#### 3.5.2 Phase II – Environmental Site Assessments

Based on the findings of the completed Phase I Environmental Site Assessments, Phase II ESAs were recommended for the four properties listed in *Table 6 – Phase II - Environmental Site Assessments*. A Phase II ESA has been submitted under separate cover for Block D, Plan 5347 R.S. and Lot 2, Plan 782-3322 owned by a private corporation. A Phase II ESA for SW1/4 25-51-24-W4 owned by the City of Edmonton was submitted under separate cover.

Amended by Editor

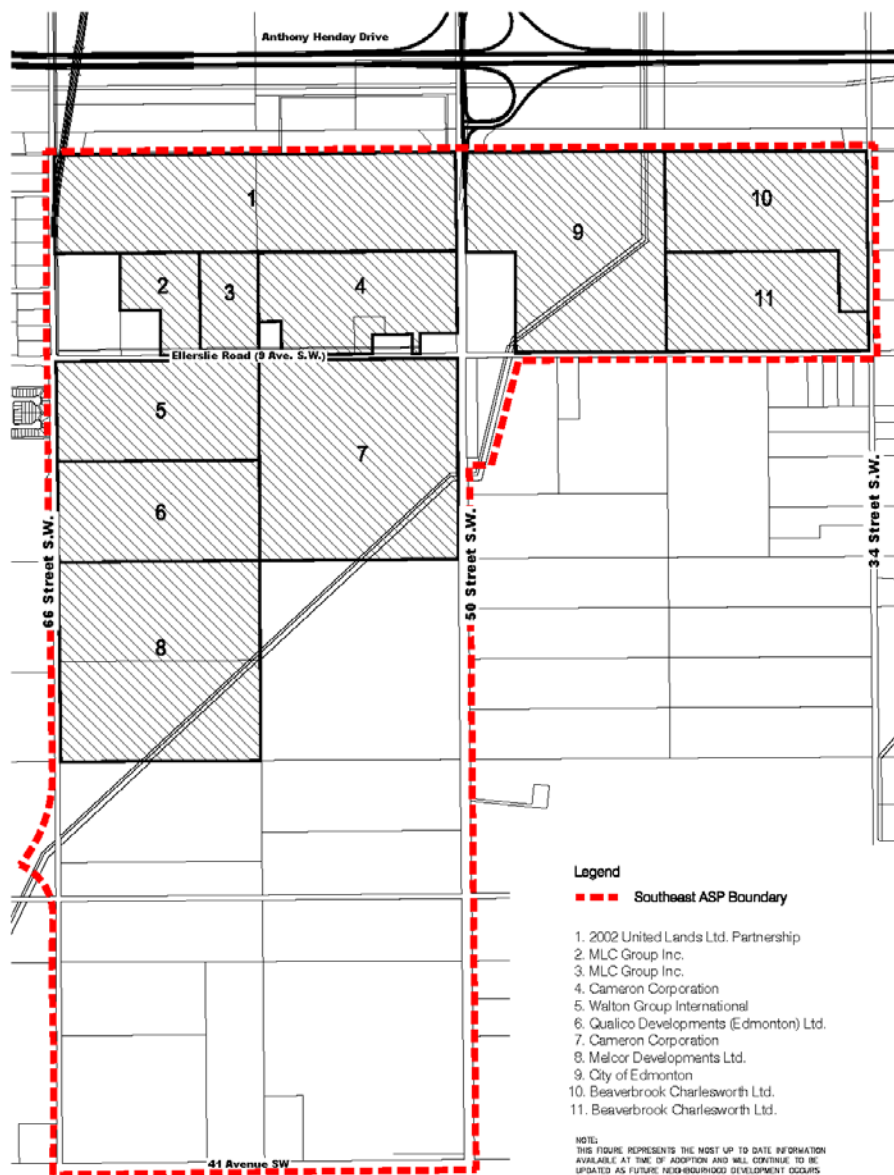
Bylaw 14979  
September 10, 2008

<b>TABLE 6</b> <b>PHASE II - ENVIRONMENTAL SITE ASSESSMENTS</b> <i>(Bylaw 14979, September 10, 2008)</i>		
Land Owner	Location	Comments
<i>Private Corporation</i>	Block D, Plan 5347 R.S. and; Lot 2, Plan 782-3322	Phase II Submitted.
<i>Private Corporation</i>	Lot 1, Plan 842 1798	Phase II Required
<i>Private Corporation</i>	S ½ of NW ¼ 23-51-24-W4M	Phase II Required
<i>Private Corporation</i>	NE ¼ 23-51-24-W4M	Phase II Required
<i>City of Edmonton</i>	SW¼ 25-51-24-W4	Phase II Completed Phase III Completed

Figure 6.0 – Phase I Environmental Site Assessment Plan  
(Bylaw 16426, September 18, 2013)

**SOUTHEAST  
AREA STRUCTURE PLAN**

**Figure 6.0**  
Phase I Environmental Site Assessment Plan



Scale 1:25,000



March 2013

Note that numbers on figure correspond to report on Table 5.

### 3.5.3 Non-Participating Land Owners

Currently, no other Phase I or II Environmental Site Assessments have been undertaken on the remaining lands within the Southeast plan area. The Environmental Planning Group of the City of Edmonton's Planning and Development Department recommends that ESA's or disclosure statements be provided by the minority land owners at the rezoning stage.

### 3.6 Heritage Resources

As illustrated in *Table 7 – Historical Resources Overview / Impact Assessments*, assessments have been completed on a number of parcels within the plan area. The lands designated for residential development will be subject to an archival search in conjunction with an application for the associated Neighbourhood Structure Plan.

<b>TABLE 7</b> <b>HISTORICAL RESOURCES OVERVIEW / IMPACT ASSESSMENTS</b> <i>(as amended by Bylaw 16426, September 18, 2013)</i>				
Owner	Location	HRO Completed	HRIA Required	Comments
Private Corporation	Block D, Plan 5347 R.S. and; Lot 2, Plan 782-3322	Yes	No	No further investigation required.
Private Corporation	Lot A Plan 782-2211, Lot A Plan 3274 K.S., Lots 3 & 4 Plan 812-0945, Lot 5 Plan 822 1657	Yes	Yes	Inspect marsh area and farm site in the NE-23-51-24-W4; Inspect treed slough area in the S½ of SE-26-51-24-W4.
Private Corporation	SW¼ 23-51-24-W4M, Lot 1, Plan 812-0646	Yes	No	No further investigation required.
Private Corporation	Lot 1 Plan 802-0758 and SE¼ 14-51-24-W4M	Yes	No	No further investigation required.
Private Corporation	Lot 1, Lot 2 Plan 842-1798, Blk. E Plan 177 T.R.	Yes	No	No further investigation required.
Private Corporation	S½ of NW¼ 23-51-24-W4M and S½ of NE¼ 23-51-24-W4	Yes	Yes	Inspect farm buildings in NW-23-51-24-W4; Inspect farm site and marsh area in the NE-23-51-24-W4.
City of Edmonton	SW¼ 25-51-24-W4	Yes	No	HRO completed (No further investigation required)
Private Corporation	Block 2, Plan 2941RS	No		HRO to be provided at the rezoning stage. An HRIA may be required through the rezoning circulation process.
Private Corporation	SE ¼ 25-51-24-W4	Yes		No further investigation required.

A dairy and horse barn is located within the plan area on a *private corporation's* land. The barn was built in 1930 on the site of the Treichel family homestead located east of 66 Street and south of Ellerslie Road. Given its age, history and condition, the City of Edmonton Heritage Officer has identified the barn as a potential heritage resource. However, no Heritage Designation exists for the barn.

Amended by Editor

*The private corporation* has committed to making reasonable efforts to incorporate this barn into the development concept for the neighbourhood and has had discussions with multiple family and commercial developers. To date there has been no practicable or economically feasible proposal made for the barns retention.

Amended by Editor

Two churches, Lutherhort Bestal and St. Paul's Evangelical Lutheran Church, are located within S1/2 SE 26-51-24-4 of *Charlesworth*, north of Ellerslie Road west of 50 Street. Although it is not on the Inventory of Historic Resources in Edmonton, the Lutherhort Bestal Church was built in 1898 (relocated from another location) and has served this community since early settlement. Adding to the cultural history of this site is St. Paul's Evangelical Lutheran Church, which is located within the same overall church site. This second structure is one of the few solid civic structures in the area, and is of particular architectural note. Future urban development siting and interface will be sympathetic to both church sites.

### **3.7 Energy and Natural Resources**

#### **3.7.1 Oil & Gas Well Sites**

A search of the Alberta Energy and Utilities Board (EUB) identifies two abandoned oil wells in the northeast portion of the plan area within 25-51-24-w4. The Alberta Energy and Utilities Board identifies two (2) abandoned test bore holes located at the southwest corner of SW ¼ 26-51-24-W4M and southeast corner of SE ¼ 26-51-24-W4M in *Charlesworth* (see **Figure 7.0 – Pipelines and Right-of-Ways**). The abandoned test bore holes are generally located within / adjacent to the road rights-of-way for 66 Street – Ellerslie Road and 50 Street – Ellerslie Road. Confirmation that these *oil wells and* test bore holes have been suitably abandoned and decommissioned for future urban development will be completed in accordance with applicable Alberta Energy Utilities Board policies and guidelines at subsequent planning stages.

Bylaw 14979  
September 10, 2008

Bylaw 14979  
September 10, 2008

#### **3.7.2 Pipeline Rights-of-Way and Facilities**

Figure 7.0 illustrates the location of two pipeline licenses situated within a major pipeline corridor in the central portion *and northeast portions* of the Plan area. **Table 8 – Existing Pipeline Transmission Facilities** identifies the operational characteristics of the two licences.

Bylaw 14979  
September 10, 2008  
Bylaw 14824  
January 14, 2008  
(Delete reference to  
pipeline in north)



**TABLE 8**  
**EXISTING PIPELINE TRANSMISSION FACILITIES**  
(As Amended by Editor)

Company	Substance	H <sub>2</sub> S Content (mol/kmol) <sup>1</sup>	Max. Operating Pressure (kPa) <sup>2</sup>	Max. Outside Diameter (Mm) <sup>3</sup>
Private Corporation	LVP Hydrocarbon	0.00	9,930	273.1
Private Corporation	HVP Hydrocarbon	0.00	9,100	219.1
<sup>1</sup> sour natural gas occurs when the H <sub>2</sub> S content is greater than 10.0 mol/kmol				
<sup>2</sup> a high pressure line has a maximum operating pressure greater than or equal to 3,475 kPa				
<sup>3</sup> a high pressure line has an outside diameter greater than or equal to 323.9 mm				

The major pipeline corridor provides an opportunity for the development of multi-use trails and corridors spanning a large portion of the plan area.

### 3.7.3 Utility Rights-of-Way and Facilities



paralleling Ellerslie Road to 50 Street and then continuing south along the roadway to 50 Street.

A number of utility lines and easements are situated within the plan area. A *private corporation's* gas easement parallels the east side of 66 Street traveling in a north-south direction from the TUC to approximately 804 m south of Ellerslie Road. A second easement parallels the north side of Ellerslie Road in an east-west fashion, eventually crossing Ellerslie Road,

Amended by Editor

A third easement (2550 UD) travels approximately 804 m south of Ellerslie Road paralleling the west side of 50 Street. An easement (3827 RL) continues south along the west side of 50 Street within a wider right-of-way terminating at 25 Avenue. A gas easement (1359 MU) travels in a north-south direction approximately 243 m south of 30 Avenue along the east side of the 66 Street.

Future urban development will not be restricted by the location of these corridors and where possible these lines will be removed and or integrated into the servicing of the ASP area. Where rural areas may be integrated into future urban development and connected through phased servicing, rural residential gas lines will be decommissioned according to applicable AEUB policies and regulations at time of development or service connection.

Figure 7.0 – Pipeline and Utility Rights-of –Way  
(Bylaw 16426, September 18, 2013)

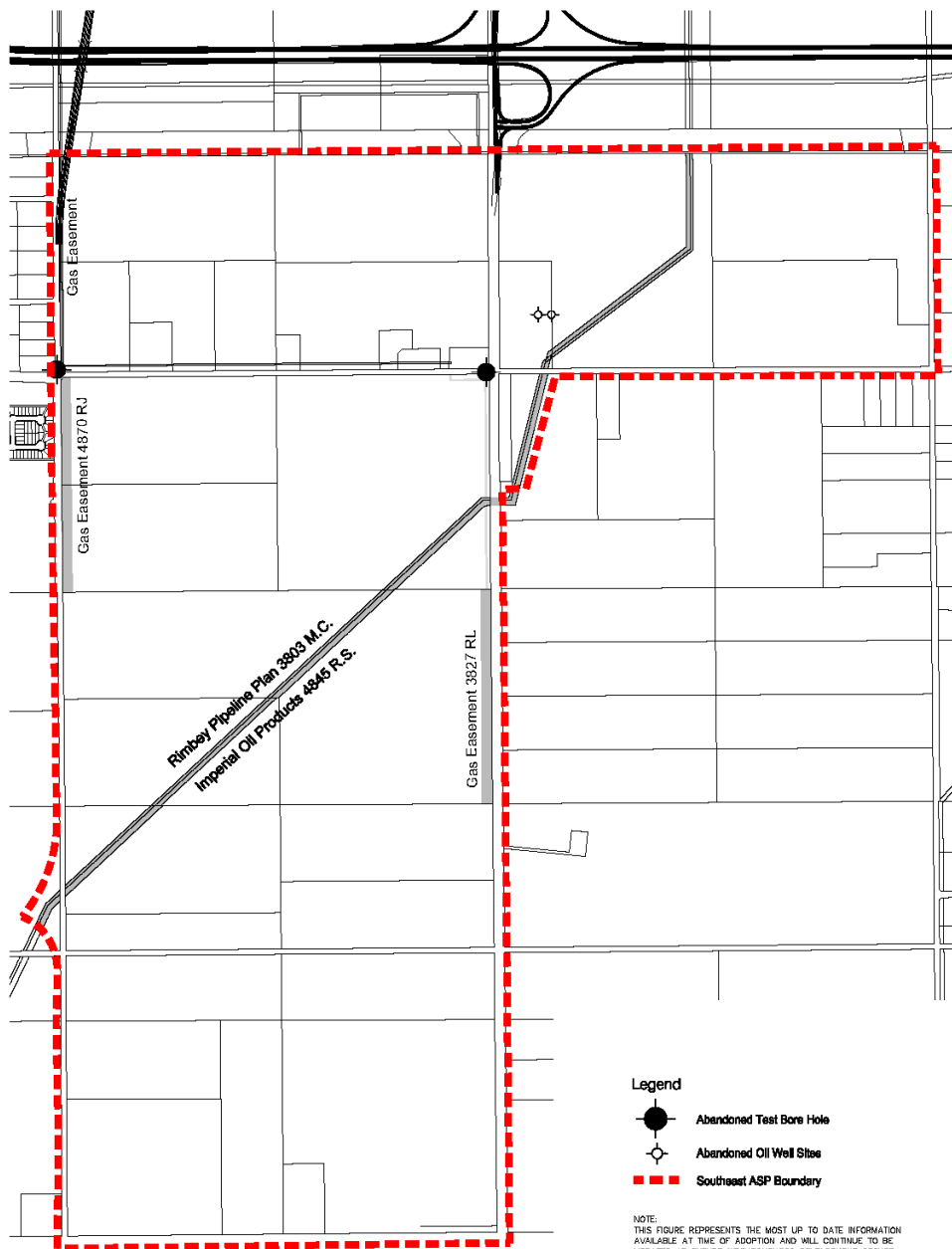
**SOUTHEAST  
AREA STRUCTURE PLAN**



**Figure 7.0**  
**Oil Wells, Pipelines & Utility Rights-of-Way**



Scale 1: 25,000



March 2013



### 3.8 Transportation Network

The Southeast ASP is bound by, and will be traversed by several major roadways.

*The Anthony Henday Drive will be located immediately north of the Plan area and will connect Highways 16A and 16 in west Edmonton, Gateway Boulevard (Highway 2) in south-central Edmonton, Highway 216 in southeast Edmonton, and Highway 16 in east Edmonton. This roadway will facilitate excellent access from the Plan area to destinations across the entire City.*

Bylaw 16426  
September 18, 2013

50 Street currently connects Whitemud Drive<sup>4</sup>, located immediately north of the Mill Woods residential area, and the Town of Beaumont in Leduc County. As such, 50 Street serves as a route for commuters between the City and areas within Edmonton's southeast and Leduc County. The importance of 50 Street as a travel route is expected to increase when it intersects and connects Anthony Henday Drive by means of a full interchange (i.e. highway connector). *66 Street (the Plan area's westerly boundary) also connects the Plan area northwards to Whitemud Drive via the Mill Woods. 66 Street and 34 Street will "fly over", and not intersect, Anthony Henday Drive.*

Bylaw 14979  
September 10, 2008  
Delete Plan area's  
eastern boundary

Bylaw 16426  
September 18, 2013

Ellerslie Road is currently the major east-west roadway between Gateway Boulevard (Highway 2) and the City Boundary at Meridian Street. Ellerslie road is intended to be a six lane road in the future.

25 and 41 Avenues (the Plan area's southerly boundary) SW are also intended to form arterial roadway connections to Gateway Boulevard.

30 Avenue SW is intended to link the Plan area to the Ellerslie ASP and to the lands east of 50 Street.

Arterial roadways with high traffic volumes are traditionally viewed as attractive locations for commercial development.

Bylaw 16426  
September 18, 2013  
(paragraph deleted)

### 3.9 Commercial Demand

In 2003, Urbanics Consultants Limited prepared a study to establish the appropriate amount of future commercial development within the Plan area. The study estimated that the Southeast ASP could support approximately 723,000 square feet of retail and commercial floor space on the two Community Commercial sites. Opportunity for a total of 900,000 square feet of development is possible if complementary recreational, health and commercial entertainment facilities are developed as part of a broader range of retail services offered at the local and regional level.

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<sup>4</sup> Whitemud Drive forms the southern portion of Edmonton's inner ring road.

## 4.0 GOALS, OBJECTIVES, AND PRINCIPLES

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The vibrancy and health of a new community relies on how it complements its physical surroundings and the diverse opportunities it offers its residents. The Southeast ASP embraces principles that focus on the long-term balance among its economic, social and environmental resources.

The development concept is presented through a series of vision, goals, objectives, and policy statements.

### 4.1 Goal

To create a vibrant and sustainable suburban residential community in southeast Edmonton where people have options to live, learn, work, and play throughout the course of their life in the community.

### 4.2 Objectives

- Develop the Plan area in a manner consistent with the direction of Plan Edmonton and other applicable City of Edmonton policies and guidelines.
- Incorporate viable existing land uses within the Plan area over the short or long term as appropriate.
- Incorporate existing natural features and sites where possible.
- Establish residential dwelling and population densities reflective of a more compact city form and a range of choice in housing types.
- *Establish transit supportive development to the extent possible with the planned development of a transit centre within the Plan area.*
- Establish a Community Commercial node that serves as a destination and focal point for the community and for visitors alike.
- Establish an integrated and walkable suburban residential community.
- Ensure servicing and development in the Plan area proceeds in a logical and contiguous manner and on an orderly and staged basis.

Bylaw 16426  
September 18, 2013

A long-term commitment to the organization and implementation of the Southeast ASP is required in order to ensure that the overall vision, development objectives and principles are achieved within a framework that supports sustainable development.

### 4.3 Development Principles

The Plan establishes a number of development principles to guide the preparation and subsequent development of future neighbourhood plans within the Southeast ASP. These principles have been formulated on the basis of several smart growth and best practices ideas listed below:

- Provide a variety of housing options to accommodate a range of income levels.
- Design and develop commercial sites are to be vibrant and desirable destinations inclusive of active and attractive streets to encourage walking.
- Create pedestrian-friendly communities.
- Provide a range of transportation options including multi-use trails and corridor connections.
- Promote life long learning and employment opportunities.
- Provide efficient, contiguous and staged urban infrastructure.
- Preserve and enhance natural areas and open spaces.

#### 4.3.1 Liveable Communities

By incorporating principles of urban planning best-practices contained in the City of Edmonton Smart Choices and Suburban Neighbourhood Design Principles reports, the Southeast Plan area can develop into a healthy, vibrant and successful community in southeast Edmonton.

- Integration of mixed land uses at the local level through attention to urban interface. The Southeast ASP encourages comprehensive mixed-use development where complementary uses and synergy may be created between high density residential, stormwater management facilities, natural areas, open spaces, transit, community and commercial services;
- Provision of pedestrian access and connectivity via universal design, integrated multi-use trails, linkages and corridors. Major multi-use trails, pipeline and utility corridors have been identified within the ASP to provide internal connectivity among intra- and inter-neighbourhood focal points (e.g. schools, parks, residential areas, commercial services);
- Encouragement of transit supportive development and the promotion of alternative transportation options at the local and area level. *The Southeast ASP supports a range of mobility choices including shared use path and connections, defined arterial roadway network, and transit service.*
- Emphasis on neighbourhood walkability and creation of pedestrian-friendly environments. Southeast emphasizes high quality pedestrian design and landscaping in support of attractive higher density residential development, commercial services, amenities and public open spaces within easy walking distance and transit service that adds to neighbourhood desirability.

Bylaw 16426  
September 18, 2013

### 4.3.2 Balanced Transportation Network

Providing future Southeast residents with a variety of transportation modes is a key component of the ASP. Smart Choices identifies walkability as a key component in achieving sustainable development. Successful incorporation of community walkability requires, “high building and population density, mixed land use, a quality public transportation system, and high-quality public spaces.”

Walkable communities provide a number of benefits including; alternative transportation options, improved personal health and economic cost savings, improved sense of community and perception of safety in public, greater public transit use, cleaner environment, and enhanced community service and amenity accessibility.

The following principles support a balanced transportation system in Southeast:

- Provision of a logical, safe and efficient transportation system within the plan area to address the pedestrian, bicycle and vehicular transportation needs of residents moving to, from and within the Southeast area.
- *Opportunity to initiate transit service during the early stages of development.*
- *Opportunity to establish partnerships with the City of Edmonton on the development of transit facilities (e.g. Transit Centre, bus stops).*
- Planning for the provision of transit service within a walking distance of 400 m of residential areas.
- Provision an attractive pedestrian environment and ensuring a high level of connectivity in support of a walkable community.
- Creation of an integrated network of parks, multi-use trails and / or connections that encourage pedestrian connectivity, social interaction and healthy lifestyle.
- Integration of existing transportation, utility and pipeline corridors into the ASP making use of potential pedestrian linkages while having regard for the safe, ongoing operation of these transmission facilities.
- Provision of multi-use trails and connections to the Transportation Utility Corridor that enhance inter-neighbourhood / regional area pedestrian connectivity.

Bylaw 16426  
September 18, 2013

### 4.3.4 Life Long Learning and Education

The Southeast ASP acknowledges the vision and model set out under the Future School Sites Study (FSSS). This study was initiated in response to longstanding vacant school sites in Edmonton and increasing concern over the provision of schools in newly developing neighbourhoods. The intent of the FSSS is to enhance the overall effectiveness of school site delivery and services provided to existing and future residents. The FSSS was developed through multi-stakeholder collaboration in which a new vision and model of school delivery in Edmonton was reached. The vision for future schools sites in Edmonton states:

“School sites in communities of the future will be centrally located, multi-use ‘community knowledge campuses’ that serve students and learners of all ages and house a range of complementary recreational, community and public services. They will be ‘beacons’ at the heart of the community that are relevant, adaptive, flexible and accessible.”

The Southeast ASP recognizes the inherent principles in this vision. Accordingly, the ASP incorporates a series of school / park sites in addition to a District Park Campus site. These facilities are linked through an extensive, integrated pedestrian system connected through multi-use trails, open spaces and natural areas. The location of these facilities have been planned to:

- Allow for early servicing in the development of neighbourhoods and maximize the provision of education services within the broader area;
- Provide flexible site and facility design to accommodate a full range of life-long learning and recreational needs within the community;
- Encourage sharing of common infrastructure and opportunities to enhance the place-making role of free-standing school / park sites and facilities as community focal points;
- Allow for localized / dispersed park sites at the sub-neighbourhood level (e.g. tot lots, parkettes, view points) that add to available recreation and open space opportunities;

#### **4.3.5 Efficient Use of Infrastructure**

The Southeast ASP promotes sustainable infrastructure that is efficient, affordable and innovative as an integral component of servicing the community. The provision of infrastructure within the Southeast ASP strives to:

- Encourage the extension of services in a coordinated, efficient and cost-effective manner;
- Encourage compact land use patterns and shared infrastructure that optimize land use efficiency;
- Encourage the development of stormwater management facilities that are designed to enhance the quality of runoff, reducing potential environmental impacts and water treatment costs as per drainage services 2004 – 2014 Drainage Master Plan;
- Integrate pipeline and utility corridors within the plan and, where appropriate, integrate corridors with pedestrian linkages, multi-use trail corridors and open space areas.

#### **4.3.6 Preservation and Enhancement of the Environment**

The Southeast ASP encourages urban development in as environmentally responsible manner as possible. This includes conservation of agricultural lands by leaving them in production until required to accommodate future suburban

population growth, and preservation and enhancement of significant natural features within the Plan area (e.g. riparian areas, identified significant / sensitive environmental areas). The following principles support the preservation and enhancement of the natural environment within the plan area:

- Incorporate existing natural features in the design of neighbourhoods. Additional Municipal Reserve (i.e. tree stand in SE ¼ 26-51-24-4) has been included within the plan area. Opportunity to incorporate natural features has been further provided to combine and integrate stormwater management facilities with school / park sites in order to preserve and enhance the value of natural features at the neighbourhood level.
- Incorporate the stormwater drainage facilities as part of the pedestrian linkage system, where feasible. The Southeast ASP incorporates stormwater management facilities, natural areas and school / park space to create a comprehensive pedestrian circulation system in support of local walkability and broader area connectivity.
- Enhance the existing grey water sewage lagoon abutting the *public schools* site through its future integration within *the Charlesworth Neighbourhood* of the Plan area. The sewage lagoon located in *Charlesworth* will be reclaimed and replaced by a stormwater management facility with the agreement of the Edmonton Public School Board, the City of Edmonton Community Services Department and the abutting landowners. This enhancement of the local environment will provide storm service in addition to an innovative educational resource for existing school sites nearby. An effort will be made to retain as much of the vegetation planted by students as possible in order to maintain the educational value of the complex.
- *Utilize opportunities to retain and enhance open spaces within the plan area for active recreation purposes by the community. The Southeast ASP designates the previous site of the Strathcona Shooting Range (SW¼ 25-51-24-W4) as City Level Park that is intended to be developed into a multiple-sport tournament and recreation site (MTRS).*
- *Conserve the existing natural area (SE 132) / wetland within the ASP boundary in its pre-development state.*

Amended by Editor

Bylaw 14979  
September 10, 2008

## 5.0 DEVELOPMENT CONCEPT

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The Southeast ASP proposes a variety of residential, commercial, transportation, recreational and institutional uses. The overall land use pattern reflects the development concept and principles outlined in the previous sections. The ASP recognizes the existing and planned pattern of residential neighbourhoods, infrastructure and servicing, proximity to major activity/employment areas, future transit services, and pedestrian connections.

The following sections pertain to the Southeast ASP development concept and land use and population statistics. The development concept provides stakeholders with a generalized land use, servicing and policy framework to guide the design and subsequent submission of neighbourhood plans that will reflect the vision, principles, and objectives identified in this report.

*The total plan area is approximately 746 hectares of which 420 hectares are designated for residential uses. The remaining gross developable areas (approximately 325 hectares) are intended to accommodate commercial, institutional, schools, parks, and SWM facility land uses. Accordingly, the Southeast ASP is anticipated to sustain a future population of 37,000 persons within three Neighbourhood Structure Plans (NSPs). Subsequent Neighbourhood Structure Plans will specify the composition of land uses, servicing requirements, demographics, statistics and appropriate zoning in greater detail.*

Bylaw 14979  
September 10, 2008  
Bylaw 16426  
September 18, 2013

### 5.1 Neighbourhood Units

The Southeast ASP shall provide identifiable neighbourhood units in which gateways, activity nodes and focal points strive to promote a sense of community, character and place.

#### 5.1.1 Intent

- Develop compact, pedestrian-friendly neighbourhoods that accommodate a variety of land uses ensuring appropriate pedestrian connectivity and transit accessibility;
- Design neighbourhoods that are attractive, and that establish a unique identity and a sense of place.
- Accommodate the continuing use of existing neighborhood facilities and residential development while allowing for future re-development of these lands if and when the owners choose to pursue that opportunity.

#### 5.1.2 Land Use Concept

The Southeast ASP is comprised of three (3) neighbourhood units within the plan area as shown on **Figure 8.0 – Neighbourhood Units**. Each neighbourhood is designed as a unique and distinctive area within the City of Edmonton incorporating existing land uses, natural features, school/parks, transportation, and infrastructure and utility right-of-ways.

Neighbourhood units have been designed to share common infrastructure and services in proximity to developing neighbourhoods in southeast Edmonton. This supports the notion of sustainable development wherein the City of Edmonton Suburban Neighbourhood Design Principles and those of Smart Choices have been incorporated into the design of neighbourhood units. As such, infrastructure to service neighbourhood units within the plan area is part of a larger system to service lands within Ellerslie in Southeast Edmonton. *This includes existing roadways such as Ellerslie Road, 34 Street, 50 Street and 66 Street, and 41 Avenue that will be upgraded and widened as required with the overall advancement of development and completion of Anthony Henday Drive 2007.*

Bylaw 16426  
September 18, 2013

The boundaries of the three neighbourhoods, *for the most part*, are distinguished by the location of the existing and proposed arterial roadways (see Figure 8.0). Residential densities of 18 dwelling units per net residential hectare (dupnrha) for low density residential, 50 dupnrha for medium density residential, and 225 dupnrha for high density residential result in approximately 47 people per gross developable hectare. The following provides a synopsis of the size and location of each respective neighbourhood.

Bylaw 14979  
September 10, 2008

***Charlesworth Neighbourhood*** is approximately 262 hectares in area and is bound by the Transportation and Utility Corridor to the north, Ellerslie Road (9 Avenue SW) to the south, 66 Street to the west and 34 Street to the east.

Bylaw 14979  
September 10, 2008  
Bylaw 16426  
September 18, 2013

***Walker Neighbourhood*** is approximately 272 hectares in area and is bound by Ellerslie Road (9 Avenue SW) on the north, 25 Avenue SW on the south, 66 Street on the west and 50 Street and a portion of NW ¼ Section 24-51-24-4 on the east.

**Neighbourhood Three** is approximately 263 hectares and is bound by 25 Avenue S.W. on the north, 41 Avenue S.W. on the south, 66 Street on the west, and 50 Street on the east.

## **5.2 Residential**



The Southeast ASP shall provide opportunities for a range of residential densities, innovative housing types, alternative site designs and unique building sites that contribute to a sustainable residential land use pattern and development form.

### **5.2.1 Intent**

- Employ applicable design principles from the Suburban Neighbourhood Design Principles report within residential areas.



Figure 8.0 – Neighbourhood Units (Bylaw 16426, September 18, 2013)

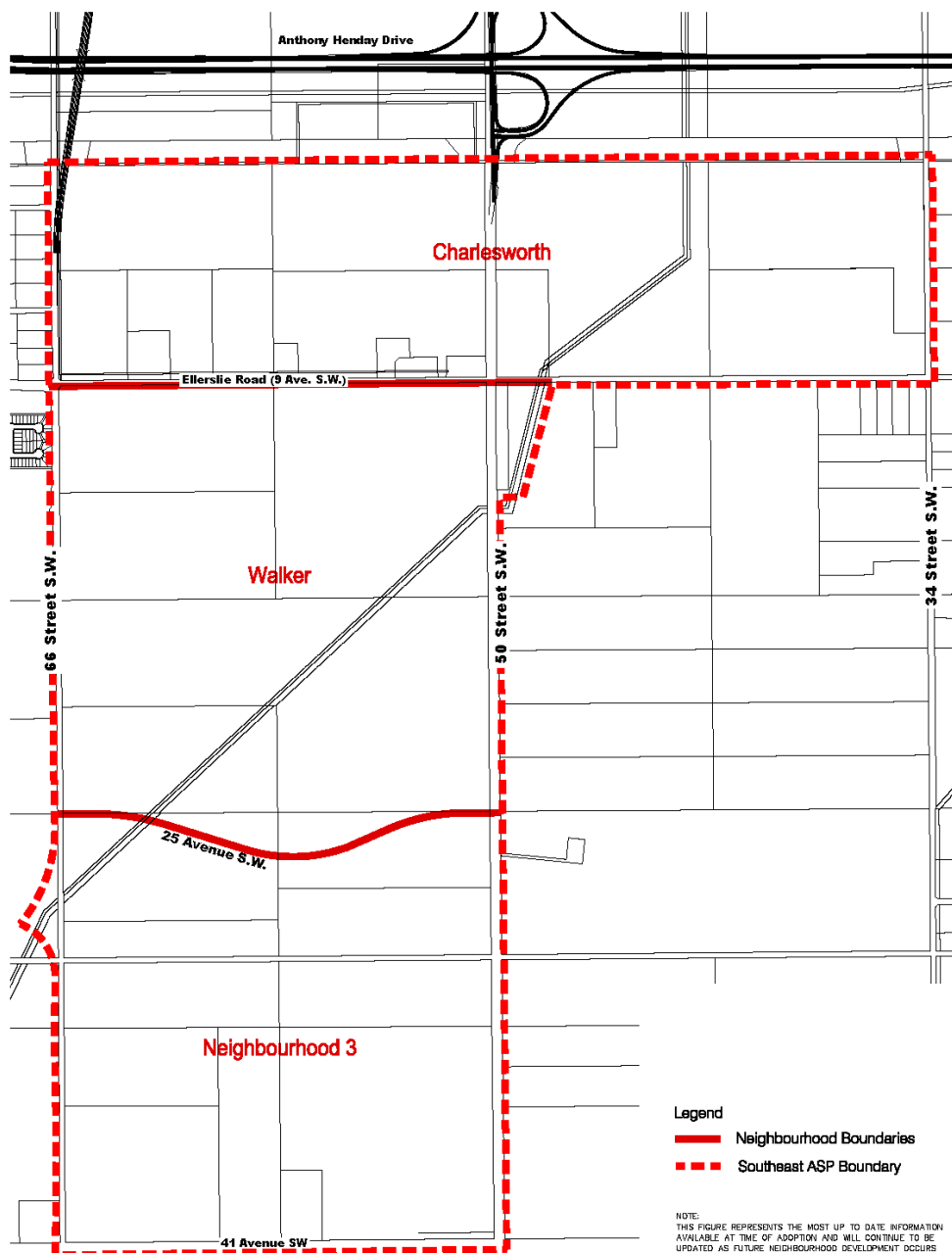
**SOUTHEAST  
AREA STRUCTURE PLAN**



**Figure 8.0  
Neighbourhood Units**



Scale 1:25,000



March 2013

- Provide a variety of residential housing forms and options consistent with consumer preferences and in conformance with municipal standards and policies;
- *Establish sufficient overall residential densities to support the efficient provision of educational / recreational facilities and municipal services (e.g. schools, park space);*
- Locate residential development to take advantage of natural and man-made features such as stormwater management facilities, multi-use trails, park space, transit service, commercial services and amenities;
- Place higher density residential land uses toward the collector and / or arterial road system to provide easy access and, where appropriate, a transitional land use between adjacent single-family development, major roads and commercial uses;

Bylaw 16426  
September 18, 2013

### 5.2.2 Land Use Concept

The residential development concept for the ASP supports Plan Edmonton (1999), Edmonton's Suburban Neighbourhood Design Principles (1999) and more recent ideas promoted under Smart Choices (2003).

The Southeast ASP will be primarily developed as a new residential community as shown in **Figure 9.0 – Development Concept**. A range of housing densities, types, and choices will be encouraged and implemented based on market conditions and consumer preferences. Residential densities for neighbourhoods in Southeast are outlined in **Appendix 2 – Land Use and Population Statistics**. More detailed residential and unit densities will be established at the Neighbourhood Structure Plan (NSP) stage.

### Low Density Residential (LDR)



Consideration has been given to locating Low Density Residential (LDR) development within proximity to parks and open spaces, natural areas, school / park sites, multi-use trails, transit service and stormwater management facilities. Low density residential housing forms will be predominantly single and semi-detached housing catering to a variety of lot and house sizes.

Low-density residential development will be planned in precincts / clusters to establish a safe, accessible pedestrian environment in addition to its own sense of identity and community. Subdivision design will promote neighbourhood walkability by providing direct pedestrian connections and linkages into the broader integrated multi-use trail system. Furthermore, strategically designed local roadway connections between precincts / clusters will enhance area connectivity while lowering pedestrian-vehicle conflicts.

The area, number of dwelling units and population attributed to LDR development is shown in Appendix 2.

### *Mixed Residential*

*The Mixed Residential land use designation allows for the development of conventional single detached, semidetached, project- and street-oriented row housing, greenway housing, as well as zero-lot line housing. This land use provides the opportunity the creation of a well-balanced neighbourhood which can accommodate a range of housing types and sizes that cater to various income groups and market segments. Providing the opportunity to develop various housing types will enable residents to remain within the same community throughout their life-cycle. The ability to mix various housing forms along a block will create visual interest and provide flexibility to better respond to changing market conditions.*

Bylaw 16426  
September 18, 2013

*Mixed Residential will be developed in the eastern portion of the Charlesworth neighbourhood.*

*The area, number of dwelling units and population attributed to Mixed Residential development is shown in Appendix 2.*

### Medium Density Residential (MDR)



circumstance.

Medium Density Residential (MDR) uses will be developed throughout the Southeast ASP. A variety of medium density housing forms and densities will be pursued in each neighbourhood including townhouses, stacked townhouses and low-rise apartment buildings. Consumer preferences and market demand will dictate the type of MDR housing pursued in each particular

Medium Density Residential sites will be located adjacent and in proximity to major transportation corridors, future transit routes/facilities, parks and open spaces, and commercial areas where feasible. Particular attention will be paid to locating medium density housing next to Community Commercial areas in the northeastern portion of the ASP in support of local walkability, increased transit use, and access to everyday destinations (e.g. work, school, shopping, community services / facilities). *Future NSP design will therefore establish mixed-use nodes well served by transit service, integrated shared use path, and unique focal points.* This will provide residents alternative mobility choices (e.g. walking, cycling), lower local traffic, enhance accessibility to open space and recreational opportunities, commercial / retail services and amenities, and generally support healthier, more active lifestyles.

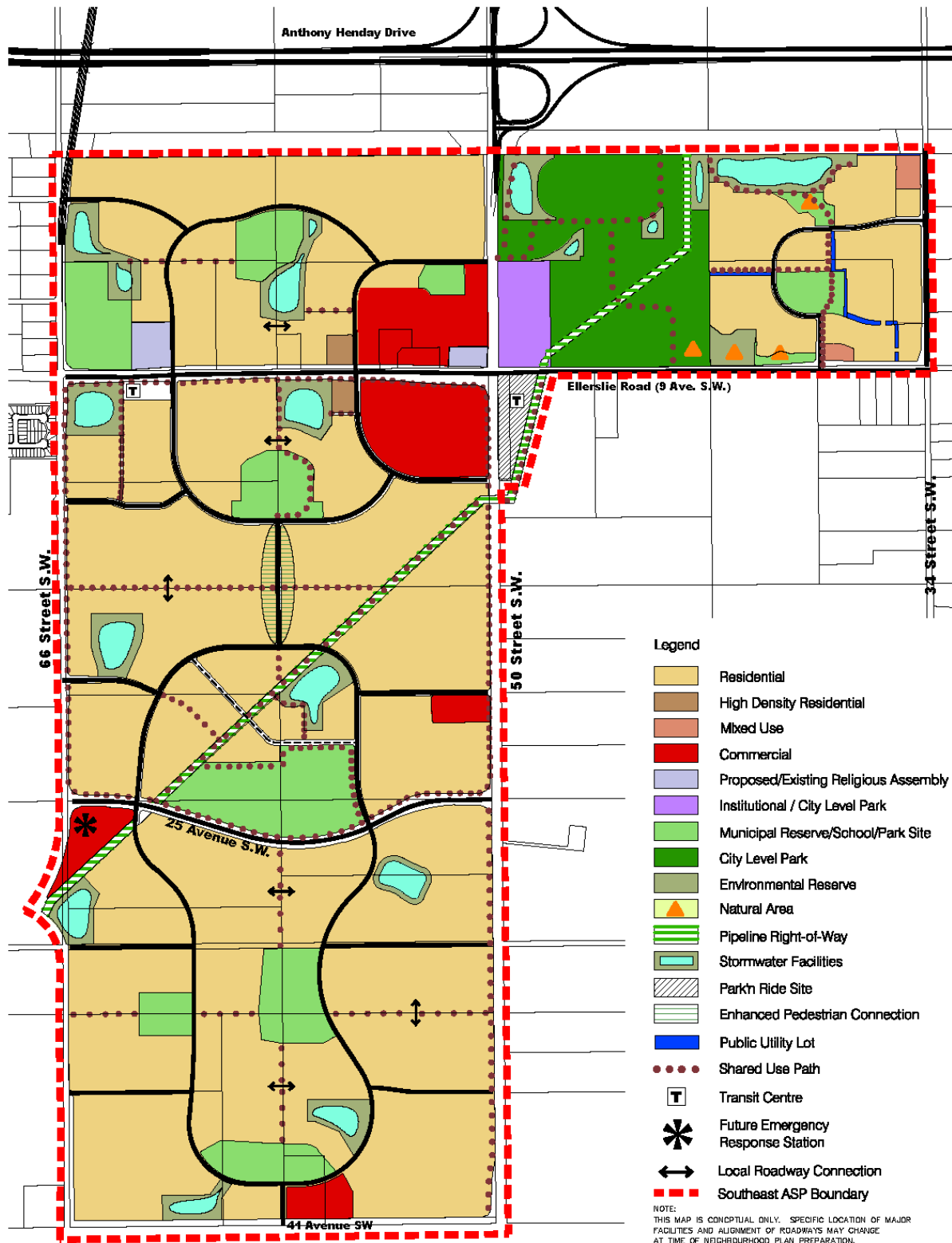
Bylaw 16426  
September 18, 2013

Medium density housing may also serve as a transitional land use between commercial, low-density residential uses, transportation facilities (e.g. arterial /

collector roadways) and in some cases configured to permit special (i.e. institutional) or lower intensity (e.g. LDR) land uses. Transitioning of land uses through the placement of MDR within the plan will employ sensitive streetscape design, setbacks and landscaping in accordance with the City of Edmonton Land Use Bylaw. Opportunity to transform MDR sites to institutional or LDR type uses may be further examined in response to neighbourhood lifecycle and or changes in the housing market.

The area, number of dwelling units and population attributed to MDR development is shown in Appendix 2.

Figure 9.0 – Development Concept (Bylaw 16755, March 24, 2014)



## High Density Residential (HDR)



*The Southeast ASP encourages higher density residential development and intensification in support of transit service and mixed use development. Two High Density Residential (HDR) sites are provided within the north-central portion of the plan area along the north and south side of Ellerslie Road.*

Bylaw 16426  
September 18, 2013

Strategically located within the plan area, HDR optimizes the efficient use of land, opportunity for shared infrastructure and services. Set within short walking distance of transit service, natural and open spaces, and school / park sites, and commercial services, HDR sites contribute to more sustainable living options. This includes the addition of housing options and choice of

residents to ultimately decide to age in *their* community. High Density Residential connectivity to surrounding land uses via multi-use trails and linkages encourages accessibility to everyday destinations, less reliance on private automobile use, healthy lifestyle and overall quality of life.

The area, number of dwelling units and population attributed to HDR development is shown in Appendix 2.

*Mixed Use Opportunities for Mixed Use development are provided within the ASP in two locations. Mixed Use sites are to be located in prominent locations such as 34 Street and Ellerslie Road. There are a variety of options for the composition of the Mixed Use sites. The mixed use sites in the neighbourhood will be developed as live/work units.*

Bylaw 16426  
September 18, 2013

*The area, number of dwelling units and population attributed to the Mixed Use area is shown in Appendix 2.*

### **5.3 Commercial**



The Southeast ASP shall provide a diversity of commercial and business opportunities that contribute to the development of destinations and focal points that add to the vibrancy, image and sustainability of the community.

#### **5.3.1 Intent**

- Locate and orient commercial sites along arterial and / or collector roadways to ensure high visibility and convenient access opportunities;

- Provide commercial development to serve the needs (including employment) of residents within Southeast and surrounding neighbourhoods;
- Ensure commercial sites are accessible via pedestrian linkages and near future transit services;
- Minimize the impact of commercial development on adjacent uses through transitioning, setbacks, and buffering as prescribed under the Edmonton Zoning Bylaw.

### 5.3.2 Land Use Concept

Commercial land uses have been strategically located adjacent to major transportation corridors and in areas providing superior exposure and access for sustaining a range of services, amenities and local employment opportunities.

Commercial sites are of sufficient size to accommodate a range of uses from large format stores (e.g. grocery stores, fitness center, home improvement retailer) to smaller free-standing retailers (e.g. family dining, restaurants, fashion outlets). *High exposure and strong access / egress opportunities from Ellerslie Road, 50 and 66 Street, and Anthony Henday Drive are important aspects influencing the deliberate location of these commercial sites in response to future market demand.*

Bylaw 16426  
September 18, 2013

In 2003, Urbanics Consultants Limited prepared a Commercial Market Study for the commercial site located in the northeast part of the Southeast plan area. The purpose of this report was to ensure that an adequate supply of retail space is provided to meet the demands of future residents. The report estimated Southeast could support approximately 723,000 square feet of retail and commercial floorspace at full build out up to, if not exceeding, a level of 900,000 square feet if developed to include complementary recreational, health and commercial entertainment facilities as part of a broader range of retail services offered at the local and regional level. As such, this commercial area is considered integral to the development of the community and is anticipated to contain a cohesive grouping of business and service uses that are well integrated with adjacent residential uses and accessible to the walking and traveling public.

### Community Commercial

A Community Commercial area is planned for the northeast portion of the ASP and is located prominently along the west side of 50 Street, north and south of Ellerslie Road. This area will be developed to offer a wide variety of retail and commercial opportunities, services and goods at the local and area level. The following development guidelines are intended to provide a conceptual framework in the development of the two Community Commercial sites located at Ellerslie Road and 50<sup>th</sup> Street. Successful commercial areas have inherent flexibility built in to allow for ever changing commercial / retail innovation, trends, and consumer preference.

- The Community Commercial site will provide a vibrant and desirable community destination that promotes attractive, active and walkable streets.

- Both sites (north and south of Ellerslie Road) will be provided with focal points at the intersection of major circulation routes.
- Private roads will be constructed through the commercial area providing opportunities for orientation to the street level.
- *Pedestrian routes (either dedicated or along private / public boulevards) will be provided through the site providing linkages to the proposed transit centre and higher density nodes around the commercial area.*
- Site layout and building façade treatment will provide for interesting streetscapes avoiding exposed ‘dead’ frontages along major circulation corridors. In instances where buildings abut a major corridor appropriate architectural articulation will be incorporated.
- Commercial development will share a consistent architectural theme having regard for building design, façade treatments, setbacks, signage, lighting and landscaping.
- Attention, both from the perspective of site layout and building design, will be paid to the perimeter of the site ensuring appropriate setbacks, landscaping and façade treatment as it relates to perimeter roadways and other abutting and adjacent uses.
- Sidewalks and generous landscaping will be provided throughout the site.
- Consideration will be given to the integration of natural (treed) area, open space, community / institutional, and Medium Density Residential uses.
- Opportunities for mixed use (commercial, office, residential) will be provided for under the City of Edmonton Zoning Bylaw.
- *Medium and High Density Residential sites will be clustered around the commercial area and transit services stops providing transition to less intense uses.*
- Shared access via public easement and opportunities for shared parking will be provided for the adjacent Lutheran Church on Ellerslie Road.

Bylaw 16426  
September 18, 2013

Bylaw 16426  
September 18, 2013

More detailed Community Commercial guidelines will be provided at the Neighbourhood Structure Plan stage through the creation of Site Specific Direct Control Zoning in consultation with the City of Edmonton Planning and Development Department.

## Neighbourhood Commercial

Smaller Neighbourhood Commercial sites have been distributed within the plan providing key focal points for the effective delivery of goods and services at the neighbourhood level. Three commercial sites are located within the Southeast plan to serve the daily needs of residents. A single commercial site is situated in the central eastern portion of *Walker* (immediately west of 50 Street). This site is of sufficient size to support a range of small and mid-sized commercial services capable of meeting the local needs of residents. This site is accessible by transit



and is within short walking distance of the northeast-southwest pedestrian corridor.

Two medium-sized sites are situated in Neighbourhood Three. One site is situated along 25 Avenue SW and 66 Street and contemplates a future emergency response station, and the other, north along 41 Avenue SW central to the neighbourhood. Both commercial sites are of sufficient size to accommodate a variety of retail and service-related uses (grocery store, retailers, etc.) and will be accessible by standard transit service.

Specific details regarding access / egress and site design shall be determined at the rezoning and subdivision stage. The amount of land designated for commercial land use is available in Appendix 2.

## **5.4 Educational, Open Space, and Cultural Facilities**



The Southeast ASP supports a vision of community wellness in southeast Edmonton that is responsive to the short-term and long-term sustainability of the community and is flexible to new ideas over time.

### **5.4.1 Intent**

- Design educational and community facilities that will foster life-long learning opportunities and sense of community;
- Ensure the location and size of these sites can accommodate projected student populations generated within designated catchment areas through consultation with the Public and Separate School Boards and the City;
- Provide sites for educational / open space facilities through the dedication of municipal reserves;
- Allocate further dispersed park space within the plan area to provide for localized open space opportunities. In consultation with Community Services, these sites will be determined at the *Walker* and Neighbourhood Three NSP stages and will bring the total MR dedicated in the ASP area to 10%;
- Retain natural areas, where economically viable and sustainable, via municipal reserves for environmental, aesthetic and educational benefits;
- Preserve and enhance natural areas by integrating them into the built form of Southeast ASP and linking them to other open spaces where possible;
- *Provide a city level park site that will incorporate a large-scale recreation facility capable of handling multiple programmable sports and tournaments;*
- Encourage naturalized landscaping on public and private lands to minimize environmental and economic costs associated with their maintenance.

Bylaw 14979  
September 10, 2008

## 5.4.2 Land Use Concept

The vision for the parks and open space opportunities in the Southeast ASP is guided by the concepts and findings proposed under the Future School Sites Study and through discussions with the City of Edmonton.

A hierarchy of community facilities and services are located throughout the plan area in order to optimize the effective delivery of schools sites, recreation facilities and neighbourhood focal points. These include neighbourhood parks, school park sites, district park campus *and a city level park*.

Bylaw 14979  
September 10, 2008

Linking these open spaces is an integrated pedestrian system (see **Figure 10.0 – Integrated Community Circulation System**) that will enhance local community image, identity and sense of place.

The Southeast ASP encourages Joint-use Site opportunities and supports the collaborative planning of shared sites to help enhance school-community relationships and increase the overall efficiency and effectiveness of community resources.

### City Level Park

*A City Level Park is proposed for the Southeast ASP. This site is intended to be developed into a multi-sport tournament and recreation site (MTRS) to accommodate rugby fields, soccer fields, baseball diamonds, clubhouses, and supporting sports establishments. It will serve as a large-scale regional amenity in the south side of Edmonton for active community recreation. This site will be capable of holding multiple programmable sports and tournaments.*

Bylaw 14979  
September 10, 2008

*The site's proximity to Anthony Henday Drive will provide excellent regional connectivity.*

### School / Park Sites

Three school park sites are proposed for the Southeast ASP. These multi-functional facilities are intended to provide life-long learning opportunities focusing primarily on education (Kindergarten to Grade 9). However, facilities may evolve over the neighbourhood lifecycle to include other identified community needs. These may include: post-secondary education, distance learning, vocational / trades training, community library, day care and or seniors' drop-in services.

School park sites within Southeast provide opportunities to respond to contemporary learning needs, are flexible to new ideas and innovation (e.g. Joint Use Sites and or special Agreements, educational philosophies, technology), and capable of serving a community throughout its entire lifecycle. School park sites within the Southeast ASP strive to:

- Establish partnerships with various stakeholders (Public-Private Partnerships) to successfully deliver community resources where feasible;

- Consolidate sites early in the development of neighbourhoods either through dedicated sites or neighbourhood park conversion to meet community needs;
- Promote sustainable development through sharing of common infrastructure, facilities and services with the flexibility to adapt to other uses over time;
- Establish passive and active open space opportunities integrated (where feasible) with neighbourhood parks, multi-use trails and natural areas; and
- Establish school parks sites as community focal points that encourage a local sense of place.

## Southeast District Park Campus

A district park campus is proposed centrally within the Southeast ASP, immediately north of 25 Avenue SW and west of 50 Street (see Figure 9.0). Bordered by a major arterial roadway, this site offers extensive frontage, and vehicle and transit access.

Sidewalks placed along the street network in addition to major pipeline corridor and inter-neighbourhood multi-use trail access provide significant connectivity and area walkability. The district park campus will provide life-long educational and recreational opportunities for the plan area and adjacent communities. As such, the district park is capable of accommodating an additional school site and will form a major focal point within the larger community. Shared use of common infrastructure that will optimize land use and capital requirements (e.g. shared parking, playfields, amenity areas, etc.) will be encouraged.

Details regarding the placement of educational and recreation facilities (e.g. schools, ball diamonds, playfields, etc.) will be explored in greater detail at the NSP stage through discussions with the Edmonton Public and Separate School Boards and Community Services Department.

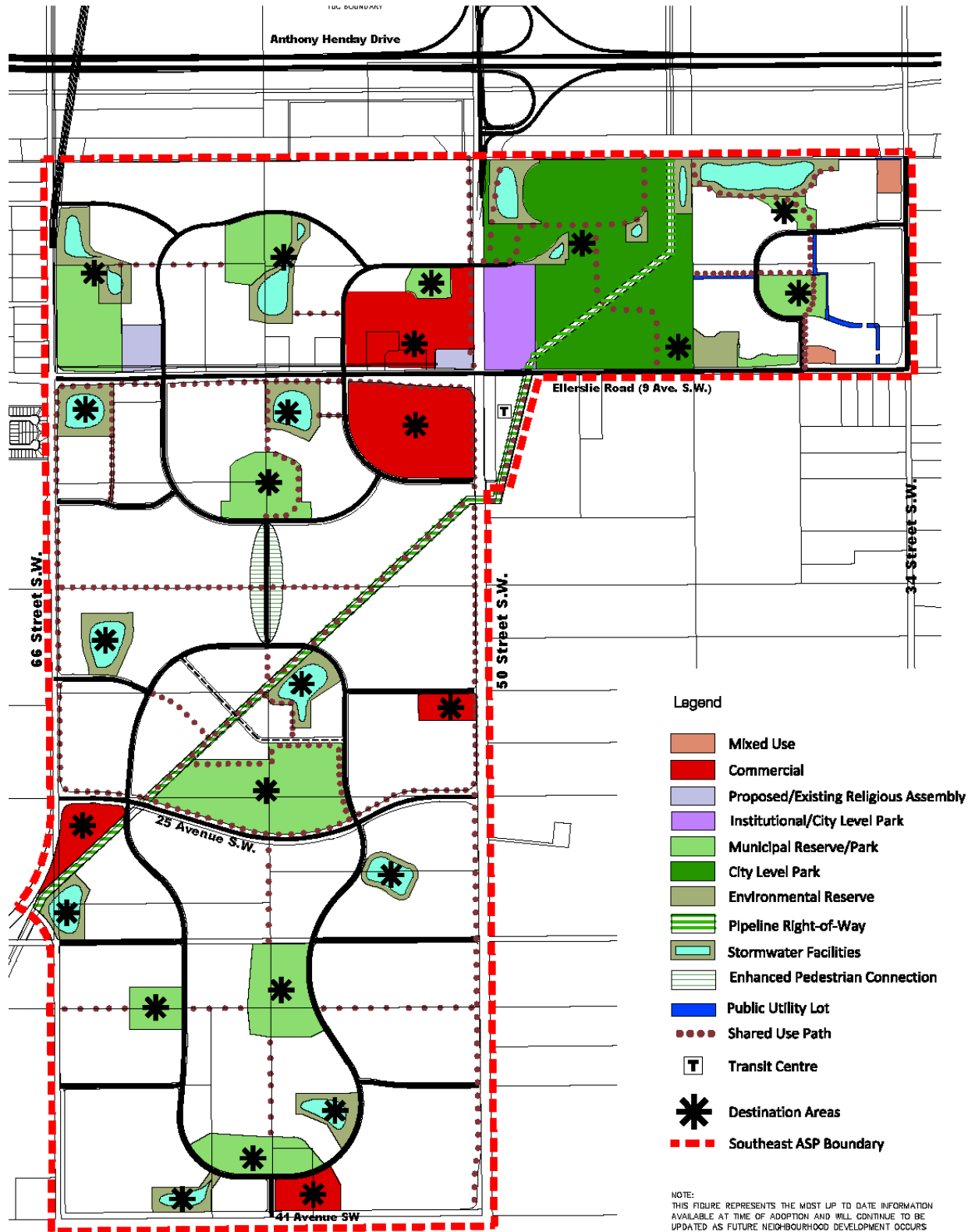
## Neighbourhood Park

The Southeast Area Structure Plan provides a number of park/open space opportunities supportive of the overall community vision, Future School Sites Study, and City of Edmonton Suburban Neighbourhood Design Principles.

Neighbourhood parks have been strategically located to serve as community ‘green spaces’ to be used for a variety of passive and active recreational uses. Neighbourhood parks may also be utilized as school sites where required. The use of neighbourhood parks within the ASP therefore strives to:

- Serve as destination points that are accessible to all residents within the community;
- Enhance overall community well-being and quality of life;
- Enhance overall neighbourhood connectivity and play an integral part in the community-wide multi-use trail system.
- Establish green pockets within the residential sub-districts to serve as ‘local’ neighbourhood amenities and focal points; and

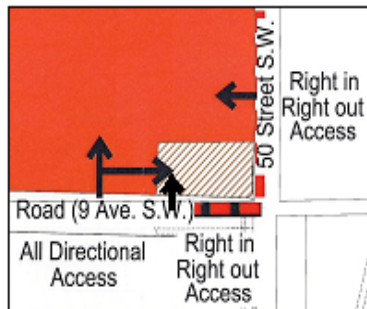
Figure 10.0 – Integrated Community Circulation System  
(Bylaw 16426, September 18, 2013)



- Additional opportunities exist to provide localized open spaces within the neighbourhood sub-districts. These smaller, dispersed park sites will provide additional recreational opportunities for residents and act as local neighbourhood focal points.

## Cultural Resources

Opportunity exists to integrate and or otherwise adapt identified heritage resources within the Southeast ASP where feasible and practicable. This includes both the Treichel dairy barn located in S1/2 NW 23-51-24-4 and existing church site (including the Lutherhort Bestal and St. Paul's Evangelical Lutheran Churches) in S1/2 SE 26-51-24-4. Opportunities to re-use and incorporate the dairy / horse barn structure within the Plan area will be pursued in consideration of future urban development.



*In 2008, after City Council adopted the Walker NSP, the above mentioned barn was destroyed by fire and subsequently demolished. Thus the Barn (Special Study Area) is being removed from Figure 6.0 Development Concept with Bylaw 16251. The site was rezoned to (RSL) Residential Small Lot Zone in 2010 and developed as single detached residential.*

Bylaw 16249  
October 15, 2012

In terms of the church site, particular attention will be given to the siting and interface of future urban development. Special consideration will be given to site treatments (e.g. setbacks, landscaping, screening) that afford visual transitioning to, and enhancement of the church site within the Community Commercial area. Design of the transportation network will include dedication of an internal roadway (via public easement) to ensure continued all directional access to the church site from within the Community Commercial site and ultimate connection to Ellerslie Road.

## **5.5 Institutional/City Level Park**

*The site located immediately north of Ellerslie Road and east of 50 Street SW is designated as Institutional/City Level Park. This land use designation will allow for the development of primarily institutional uses such as churches or schools or alternatively, the expansion of the City Level Park, the MTRS, onto this site. In addition, uses ancillary to the primary institutional uses such as seniors housing, funeral home/crematorium and a limited opportunity for commercial development may be allowed through a Direct Control Provision.*

Bylaw 14979  
September 10, 2008  
New section  
All subsequent  
sections until Section  
6.0 were renumbered

## **5.6 Urban Services and Utilities**

A full range of community facilities and services are envisioned to serve approximately 29,000 residents planned for the Southeast ASP.

### **5.6.1 Intent**

- Provide urban service opportunities to coincide with the changing needs of the community through public-private partnerships and the provision of phased facilities and services;
- Integrate existing utility rights of way, where possible;
- Utilize the natural drainage patterns of lands to facilitate storm water drainage within the plan area;
- Perform minimal grading and respect the natural topography to its fullest extent, where feasible;
- Provide a servicing and phasing system based on the economical and efficient extension of municipal infrastructure and services.

### **5.6.2 Land Use Concept**

The demand and need for future urban services (e.g. Police, Fire Rescue Services, Emergency Medical Services, Park and Ride Transit Facility, Library) have been considered in this plan. The delivery of urban services will be based on demand and in accordance with the City policies.

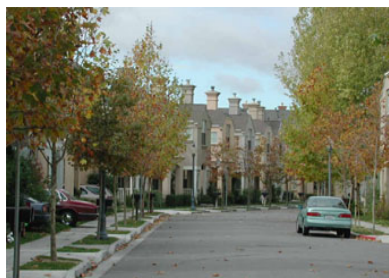
Public-Private Partnership (P3) opportunities may be pursued in the provision of future urban services. According to the Canadian Council for Public-Private Partnerships (2004), P3's respond to the growing need for local governments' to find new sources of financing infrastructure and delivering public services. These services may be delivered to the community more efficiently and effectively by engaging private sector expertise and access to capital.

Encouragement of innovative and efficient urban services within the Southeast ASP supports sustainable development. More specifically, the plan will encourage Public-Private Partnerships and innovative approaches to efficient and effective public infrastructure and service delivery over the life-cycle of the community. This includes the development of flexible and adaptable emergency response

facilities in the plan area that will ensure sustainable emergency services over the long-term.

The Southeast ASP seeks to provide efficient urban services by minimizing the use of public utility lots and maximizing the use of easements, where practical. This principle is recommended for use at the detailed design phase and can be best implemented at the subdivision and engineering design stage.

## **5.7 Circulation**



The Southeast ASP shall provide an integrated circulation system that supports the safe, efficient, and effective movement of people and goods within and throughout the plan area.

### **5.7.1 Intent**

- Provide logical, safe and efficient transportation systems within the plan area to facilitate pedestrian, vehicular and public transit movements;
- Integrate existing transportation, utility and pipeline corridors into the ASP while having regard for the safe, ongoing operation of these transmission facilities;
- Create an efficient and convenient interconnected circulation and walkable pedestrian network;
- Design collector roadways to enhance neighbourhood continuity and connectivity and provide neighbourhood transit service within 400 m of residences;
- Incorporate local road linkages at strategic locations between residential development cells that enhance neighbourhood connectivity where appropriate and feasible;
- *Accommodate future transit service and Park and Ride facility within the plan area where applicable;*
- Enhance the visual aesthetics of major transportation corridors through application of the City of Edmonton Zoning Bylaw / design guidelines emphasizing appropriate landscaping and screening of parking, service and storage areas.
- The Park and Ride site will not be rezoned or developed without an amendment to the City of Edmonton MDP taking into consideration lands east of 50 Street. Future planning and development of this site will ensure appropriate land use transitioning and service interface with surrounding areas.

Bylaw 16426  
September 18, 2013

### 5.7.2 Land Use Concept

A number of existing and proposed arterial and collector roadways serve the Southeast ASP. *Access to the Southeast plan area is currently available via Ellerslie Road, 41 Avenue SW, 34, 50 and 66 Streets.* These major roadways respect the designated government road allowance. A combination of arterial, collector and local roadways will facilitate transportation movements within the Southeast ASP.

Bylaw 16426  
September 18, 2013

*The Southeast ASP has been planned to ensure future transit service is safe, convenient and accessible to the neighbourhoods. Transit service will utilize the arterial, collector and local roadways where appropriate.*

Bylaw 16426  
September 18, 2013

A number of internal multi-use trails are planned to serve the plan area. These facilities shall be accommodated within designated corridors and or follow arterial, collector, and local roadways and/or utility and pipeline corridors. Opportunities also exist for connection from *Charlesworth* into a future potential TUC trail.

The planned completion of the southeast portion of the Anthony Henday Drive by 2007 will provide superior east-west access along the northern boundary of the Southeast ASP and link Highway 2 (Calgary Trail) to the west and Highway 216 to the east. Completion of this transportation facility will provide Ellerslie residents additional route options during peak commuting times as well as enhanced north-south access into the Southeast via the 50 Street interchange. 41 Avenue SW, which parallels the plan area's southern boundary, is planned as a major regional east-west transportation facility.

The Southeast ASP supports sustainable development through an integrated circulation system that provides superior connectivity and transportation alternatives throughout the plan (i.e. walkability). The design establishes efficient travel patterns and the movement of goods throughout a hierarchy of roadways and pedestrian connections that are safe and convenient.

Integration of open spaces and incorporation of natural areas (where feasible), storm water management facilities, localized recreational spaces, neighbourhood parks, school park sites, district campus, multi-use trails and connection points ensure more sustainable means of travel are provided within the Ellerslie ASP. Additional opportunity exists to incorporate localized recreational spaces, transit stops and inter-neighbourhood multi-use trail linkages to provide residents access to recreational, commercial services and alternative transportation options that are compact, pedestrian oriented and sustainable.



## 6.0 TRANSPORTATION

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A strategic priority of Plan Edmonton is the integrated movement of people and goods effectively, efficiently and safely throughout and beyond the City. The Southeast ASP supports this directive through the creation of an interconnected, hierarchical transportation system (see **Figure 11.0 – Transportation Network**). A detailed Transportation Impact Assessment (TIA)

has been submitted under separate cover in support of this ASP.

### 6.1 Regional Network Accessibility

The Southeast ASP will provide superior access to the City and the greater metropolitan area by virtue of its close proximity to a number of existing and proposed major transportation facilities. According to the City of Edmonton Transportation Master Plan (2000), these include:

- Anthony Henday Drive
- 50<sup>th</sup> Street
- 66<sup>th</sup> Street
- 41<sup>st</sup> Avenue SW
- Ellerslie Road (9 Avenue SW)
- 34<sup>th</sup> Street

Bylaw 16426  
September 18, 2013

The scheduled completion of Anthony Henday Drive in 2007 will include an interchange at 50 Street. The completion of this interchange will further improve existing traffic movements outside the plan area (i.e. Ellerslie, Millwoods) and that generated by the Southeast ASP.

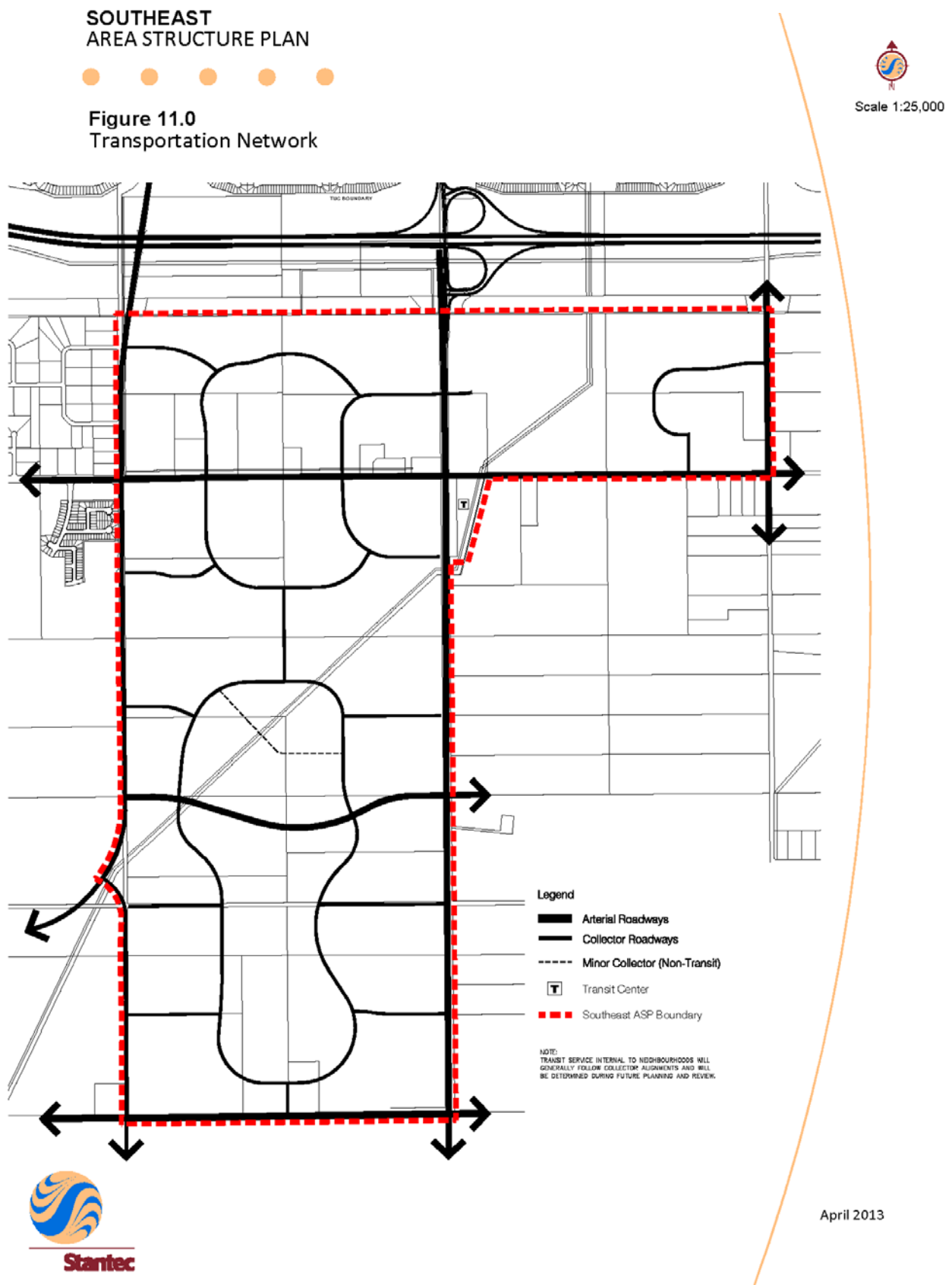
### 6.2 Roadway Circulation

#### 6.2.1 Anthony Henday Drive (Transportation Utility Corridor)

Anthony Henday Drive (Transportation and Utility Corridor) parallels the northern boundary of the ASP. This major transportation facility is designed to be a high speed limited access highway ultimately connecting Highway 2 (Calgary Trail) to the west with Highway 216 to the east. *A full access interchange is planned at 50 Street providing highway connection to Anthony Henday Drive and fly-overs (no highway access) at 34 Street and 66 Street.* Future road widenings, rights-of-way and easements will be determined through detailed engineering and on-going discussions with Transportation and Streets and the Alberta Infrastructure.

Bylaw 16426  
September 18, 2013

Figure 11.0 – Transportation Network (Bylaw 16426, September 18, 2013)



In areas where a residential subdivision is constructed adjacent to a designated highway that has not been constructed, Alberta Transportation requires that the development proponent address future noise concerns. A noise attenuation needs assessment for residential development adjacent to Anthony Henday Drive and 50 Street is required in accordance with the City's of Edmonton's Urban Traffic Noise Policy. This policy requires that the developer either proves that projected noise levels in the outdoor amenity area will not exceed 60 dBA, or construct any noise attenuation measures necessary to achieve this threshold.

Noise level evaluations will be carried out prior to subdivision application at the design phase of the project to verify that future noise levels meet the 60 dBA objective. If the evaluation confirms that the 60 dBA objective will be exceeded, noise attenuation will be provided at these locations by the developer.

At a minimum, the City's Transportation and Streets Department will require that a 1.0 m berm and solid screen fence be incorporated in the design of Ellerslie Road and 50 Street, which are truck routes.

### **6.2.2 Arterial Roadways**

*The arterial transportation network consists of both east-west (Ellerslie Road, 25 Avenue SW, 41 Avenue SW) and north-south (34 Street, 50 Street, 66 Street) roadways. This basic roadway framework respects the approximate one-mile grid within the City. A brief description of the major existing and proposed roadway facilities is provided below.*

Bylaw 16426  
September 18, 2013

*34 Street is a north-south arterial roadway forming the northern portion of the east boundary. This roadway will connect the Southeast ASP to Whitemud Drive through Millwoods via a 'fly-over' across Anthony Henday Drive.*

Bylaw 16426  
September 18, 2013

50<sup>th</sup> Street is an important north-south route paralleling the eastern boundary of the ASP and is classified as a *highway connector*. This roadway is used as a major transportation route into the City by commuters living south of the plan area (Town of Beaumont, Leduc County).

66<sup>th</sup> Street is a north-south route situated on the western boundary of the plan area. The roadway follows the 66 Street Government Road Allowance and is proposed to realign in a southwest manner south of 25 Avenue SW, eventually connecting to the 91 Street Government Road Allowance near 41 Avenue SW.

66<sup>th</sup> currently provides access to the existing Ellerslie Schools. Ongoing discussions between Transportation and Edmonton Public Schools will ensure that improvements to 66<sup>th</sup> Street are made and schools continue to enjoy adequate access.

Ellerslie Road (9 Avenue SW) is a major east-west linkage through the northern portion of the site. This roadway will provide an important connection to Gateway Boulevard (Highway 2) west of the plan area.

25<sup>th</sup> Avenue SW is a proposed east-west facility located in the central portion of the plan area. This roadway will eventually provide access to Gateway Boulevard (Highway 2) and the Ellerslie Business/Employment area and the Heritage Valley community.

41<sup>st</sup> Avenue SW is parallels the southern boundary of the plan area and is planned as a major east-west regional transportation facility. The roadway will eventually connect to Calgary Trail (Highway 2) and the peripheral highway systems to the east and west of the City.

The arterial roadways incorporated into the plan area are those proposed by the City of Edmonton and represent extensions of the existing roadway system identified as major elements of the overall transportation system in Southeast Edmonton. All arterial roadways will be designed as controlled access facilities, thereby limiting access from adjacent land uses.

The length of turnbays, required auxiliary (access, egress) lanes and the requirement for appropriate intersection storage bay requirements at key intersections will be determined at the NSP level.

### **6.2.3 Collector Roadways**

A network of collector roadways is proposed for the Southeast plan area. These roadways are designed to provide efficient and effective access to all sectors of the neighbourhood and the arterial roadway system. Neighbourhood collector roadways will be designed to discourage short-cutting and speeding through residential areas in which case roadway design and alignment may be further modified at the NSP stage. Intersection spacing of the collector roadway system should be spaced at approximately 400m intervals along the arterial roadway network. This intersection spacing is recommended to facilitate traffic progression on the arterial roadway system.

Specific details regarding appropriate rights-of-way requirements for the collector roadway system will be determined through the completion of the Traffic Impact Assessment at the NSP level.

### **6.2.4 Local Roadways**

Local roadways will be developed as required to provide access within residential sub-areas and as connections to the collector roadway system. Furthermore, local neighbourhood roadways will be designed to discourage short-cutting and speeding through residential areas. To promote interconnectivity between development cells local roadway connections have been identified on Figure 9.0 and will be generally provided at the subdivision stage.

## **6.3 Arterial Road Assessment**

Lands within the Southeast ASP will be subject to an Arterial Road Assessment (ARA) to cost-share the roadway facilities needed to service the area. **Figure 12.0 – Arterial Roadway Assessment** depicts the catchment area for the Southeast ARA. 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. The configuration (number of lanes) and other specific criteria (such as channelization) required for access to the Southeast ASP are defined in detail by the associated Transportation Impact Assessment.

## 6.4 Truck Route

Within the Southeast ASP, Ellerslie Road, 50 Street and 41 Avenue SW are designated as 24-hour truck routes. There is an existing section of 50 Street that is a restricted truck route north of Ellerslie Road permitting truck traffic between 07:00 – 22:00 Hours Monday to Saturday. When Anthony Henday Drive is completed to 50 Street, the restricted truck route should terminate at Anthony Henday, and revert to the 24 hour truck designation south of Anthony Henday Drive.

## 6.5 Transit / Pedestrian Networks

### 6.5.1 Transit Connectivity



The Southeast ASP shall promote the development of a range of transit services. *These include a transit centre and Park and Ride Facility.* Initial transit service will be encouraged through the provision of attractive, comfortable and convenient transit stops. Introduction of these facilities with the neighbourhoods increases the probability of usage and provides an alternative transportation option.

A future Transit Park and Ride facility is located at the southeast corner of 50 Street and Ellerslie Road and will act as regional facility for south east area. This location as chosen based on the following criteria:

- The facility would be located on lands that are majority owned by the City of Edmonton – being an owner willing to accept the facility;
- The facility would occupy lands already encumbered by underground pipelines (the presence of which greatly restrict the developability of the surface areas) and is compatible with such infrastructure; *and*
- The siting of the facility in this location will allow it to function properly as an element of transit supportive design in relation to the commercial and medium density uses located west of 50 Street.

Bylaw 16426  
September 18, 2013

Bylaw 14979  
September 10, 2008  
Delete reference  
about land uses near  
a High Speed  
Transit station.  
Bylaw 16426  
September 18, 2013  
(deleted paragraph)

Bylaw 14979  
September 10, 2008  
Delete reference  
about future land use  
planning east of 50  
Street

## Figure 12.0 – Arterial Roadway Assessment

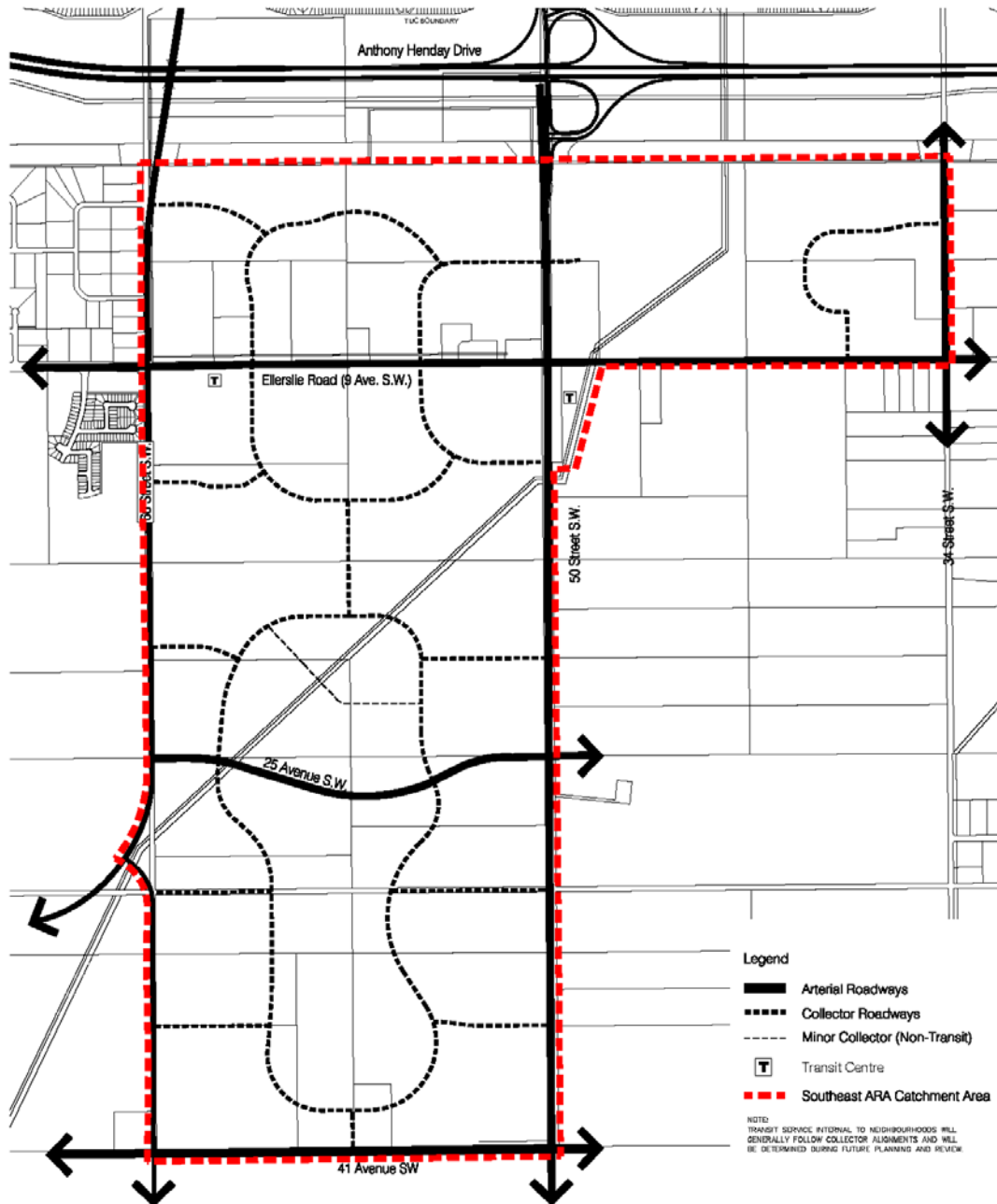
(Bylaw 16426, September 18, 2013)

# SOUTHEAST AREA STRUCTURE PLAN

**Figure 12.0**  
**Arterial Roadway Assessment**



Scale 1: 25,000



March 2013

### 6.5.2 Pedestrian Connectivity

The Southeast ASP encourages the development of pedestrian corridors and linkages. As shown on Figure 9.0, a number of multi-use trails are planned to connect various land uses and amenity areas (school / parks, open space, stormwater management facilities) within the plan area. Sidewalks shall be provided along all arterial, collector and local roadways in accordance with City policies and practices.

Multi-use trails and corridors provide residents accessible mobility options (walking, running, cycling) while developing interactive community and encouraging a healthy lifestyle. Corridors may be situated within roadway and utility rights-of-way, school/neighbourhood parks and stormwater management facilities. Where this interconnected network uses collector roadways, additional design considerations may be taken to enhance pedestrian circulation, attractiveness and connectivity between neighbourhood focal points (e.g. collector roadway connecting *the Walker* school / park site and District Park Campus).

Emphasis on pedestrian connectivity and walkability within the Southeast ASP supports sustainable design and development through the promotion of alternative modes of transportation, enhancing access within and between neighbourhoods, and integration and preservation of the natural environment where feasible.

Details relating to the specific location of multi-use trails and connections will be discussed at the Neighbourhood Structure Plan stage.

## 7.0 ENGINEERING SERVICES

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Efficient infrastructure and servicing will be provided to arrive at accurate development costs, necessary upgrades, and future maintenance options that are safe, affordable, sustainable and innovative.

The Southeast ASP supports *Plan Edmonton's* Infrastructure Development and Maintenance priority and outlines the following infrastructure services below.

### 7.1 Water Servicing

The population projections, proposed land uses, development staging and location of transportation facilities described in the Area Structure Plan (ASP) provide the basis for the development of the ultimate water supply network.

The Southeast study area is situated within two water pressure zones; the tertiary and quaternary. The tertiary zone will be defined by approximately the 696-700m contours to the west, and approximately the 718-722m contours to the east, covering the area north of Ellerslie Road and the majority of the lands to the south of Ellerslie Road. The quaternary zone will be defined by the 718-722m contours and higher. These zones are generally outlined on **Figure 13.0 – Water Services**.

Water supply to the ASP will require the installation of new water storage and booster facilities for both pressure zones. The new facility will be located within the Summerside neighbourhood as shown on Figure 13.0. This facility will be fed from a new transmission main connected to the existing system at 91 Street, and travel east within the Ellerslie Road Right-of-Way finally routing through Summerside to the booster station.

The new pumping station and discharge lines must be able to provide water supply for both the tertiary and quaternary pressure zones. The recommended routing of the transmission mains for these zones is currently under review. An overall water analysis has been submitted (under separate cover) in support of the ASP and approved by EPCOR.

At the time of writing, a detailed Water Network Analysis for *Charlesworth* was being reviewed by EPCOR and was expected to be approved. This analysis will consider the implementation of the required water infrastructure as development occurs to ensure that existing development maintains sufficient water pressures and fire flows.

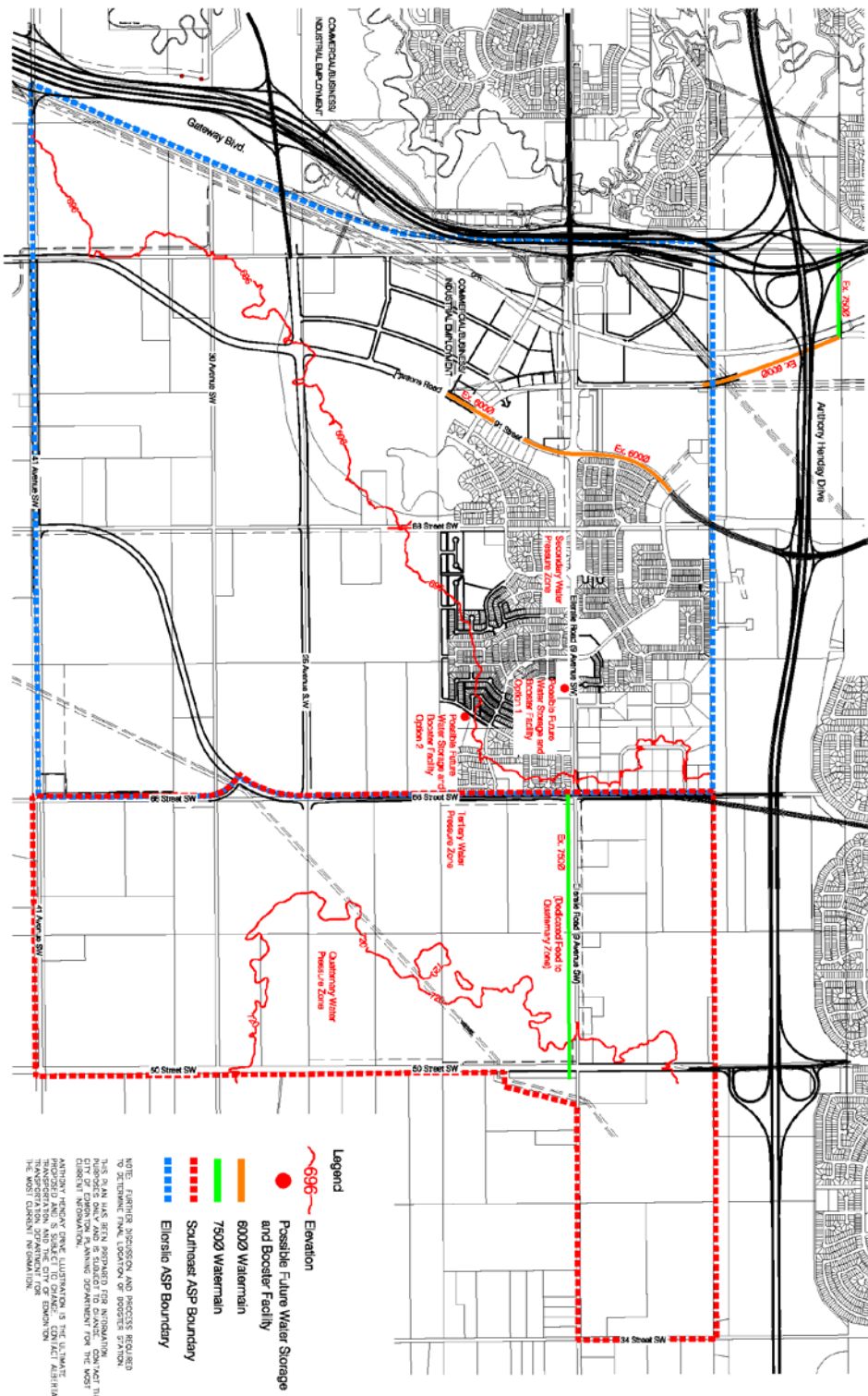


Figure 13.0 – Water Services (Bylaw 16426, September 18, 2013)

# SOUTHEAST AREA STRUCTURE PLAN

## Ellerslie/Southeast Area Composite Plan

Figure 13.0  
Water Services



APRIL 2013

Overall water servicing shall be designed and constructed using conventional methods for providing peak hour flows and fire flows for low and medium density residential, schools, urban services and commercial uses. Water looping shall be provided in accordance with EPCOR requirements.

## **7.2 Stormwater Servicing**

A system of stormwater management facilities is proposed for the ASP (see **Figure 14.0 – Stormwater System**). Each of these facilities will require Real Time Control (RTC), which controls the amount of storm water released from these lakes. The water is conveyed using a system of interconnecting pipes directed towards the storm outfall situated within Ellerslie Road. The storm water will ultimately be discharged to Blackmud Creek west of Gateway Boulevard.

Servicing and gravity stormwater flows to the wet ponds will be accommodated as a part of the urban design and development process. Stormwater management facilities in Southeast may be incorporated as part of the open space / pedestrian multi-use trail system.

The ASP storm servicing concept reflects the latest approved edition of the Area Master Plan (AMP) (October 2002).

## **7.3 Sanitary Service**

Sanitary sewage will flow via gravity from the Southeast plan area through a new trunk sewer. As shown on **Figure 15.0 – Sanitary System**, the trunk line will follow the 66 Street right-of-way and the Transportation Utility Corridor, eventually connecting to Parsons Road. Sewage will be pumped south via an interim pump station to the existing South Edmonton Sanitary Sewer (SESS) lift station located at Ellerslie Road and Parsons Road. The proposed alignment is in accordance with the current Ellerslie AMP.

## **7.4 Shallow Utilities**

Power, gas and telecommunication services are all located within close proximity to the Southeast ASP and will be extended as required.

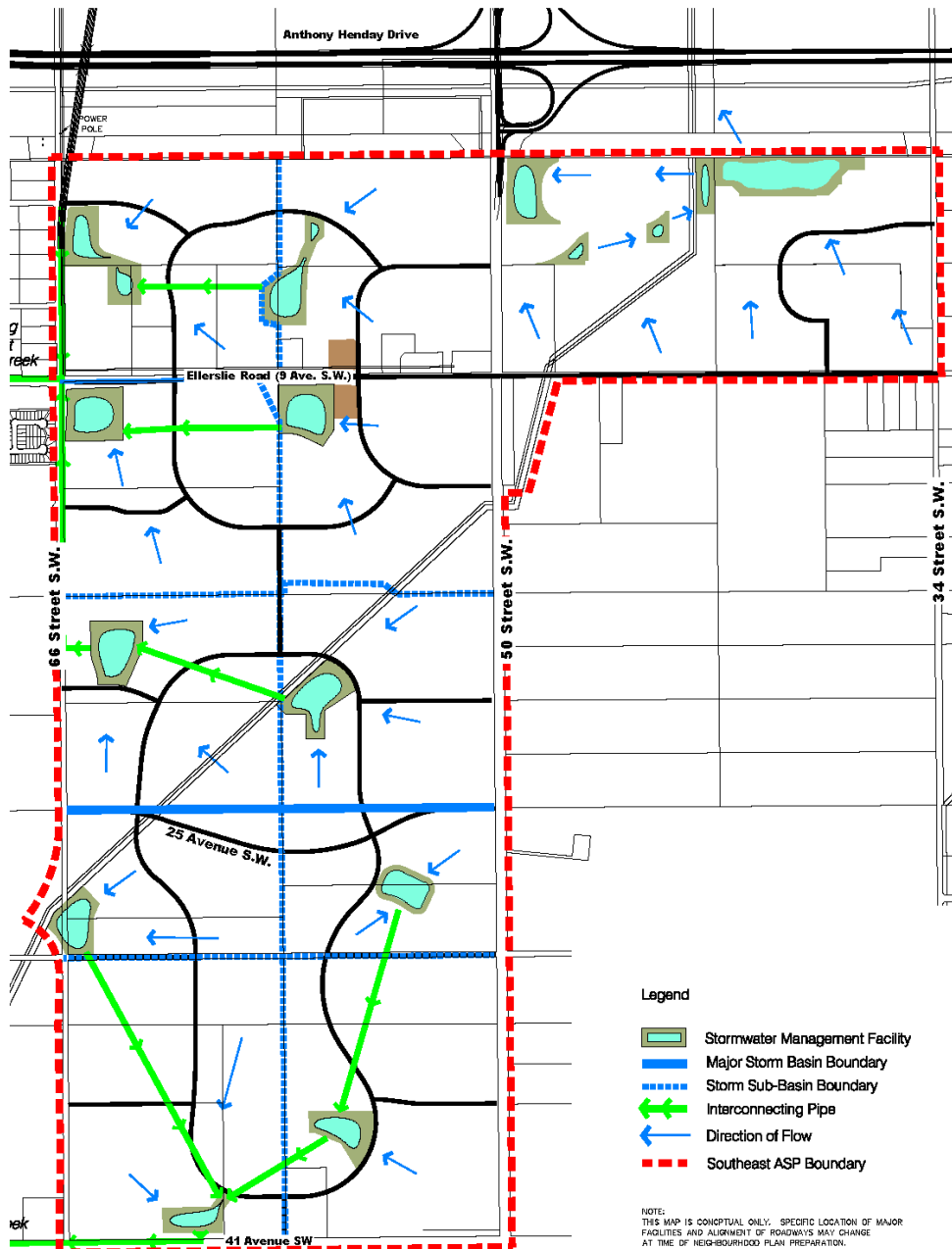
Figure 14.0 – Stormwater System (Bylaw 16426, September 18, 2013)

**SOUTHEAST  
AREA STRUCTURE PLAN**

**Figure 14.0**  
Stormwater System



Scale 1:25,000



March 2013

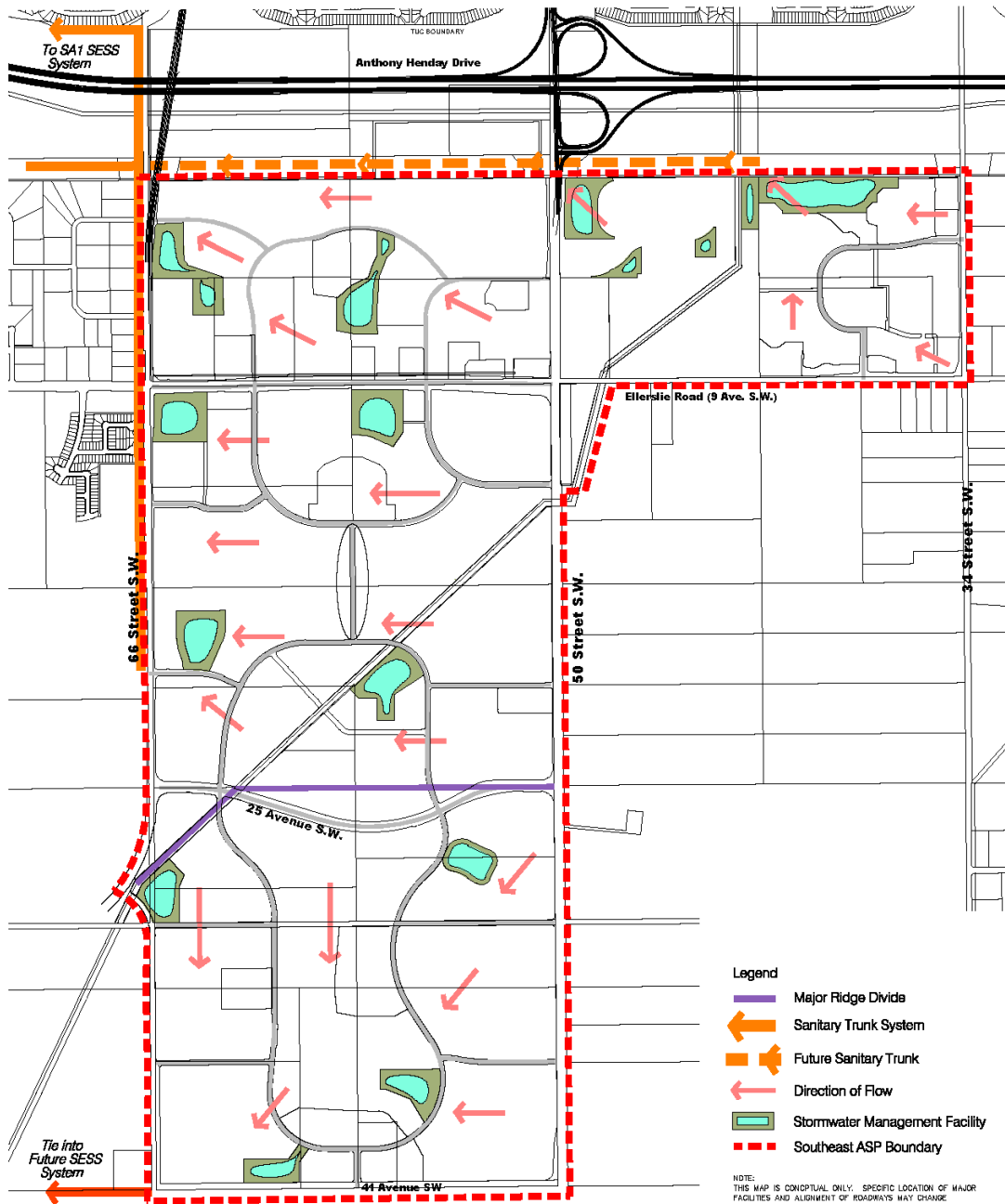
Figure 15.0 – Sanitary System (Bylaw 16426, September 18, 2013)

**SOUTHEAST  
AREA STRUCTURE PLAN**



Scale 1:25,000

**Figure 15.0  
Sanitary System**



April 2013

## 8.0 IMPLEMENTATION

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### 8.1 Plan Implementation Initiatives

The Southeast area is expected to develop over a 20 to 30-year time frame. The following section outlines the justification for the planned development of each neighbourhood. The development sequence for the Southeast ASP is illustrated on **Figure 16.0 – Recommended Development Phasing**.

### 8.2 Development Phasing

Development of each Neighbourhood within the Southeast ASP will proceed through a series of phases. As shown on Figure 16.0, initial stages of development are intended to occur in *Charlesworth*. Depending on the demands of the market and aspirations of the respective landowners, development will generally proceed from north to south and west to east.

Urban development is anticipated to begin in the northern portion of the ASP, within *Charlesworth*, and proceed in an easterly direction. The overall advancement of development will be influenced by market conditions and the availability of infrastructure and associated services.

### 8.3 Development Staging

Development of the Southeast ASP area is a logical and contiguous extension of the urban development pattern already established within the Ellerslie ASP. The first stages of development will occur in *Charlesworth*, immediately east of 66 Street as shown in Figure 16.0. As services are generally located along the Ellerslie Road corridor, development in *Walker* may commence concurrently with the initial stages of development in *Charlesworth* taking advantage of existing infrastructure and allowing cost sharing and savings of major infrastructure upgrades such as improvements to Ellerslie Road. However, all development is subject to required planning approvals including the adoption of NSPs for *Charlesworth* and *Walker*.

### 8.4 Southeast Neighbourhood Design Concepts

The development concept for the Southeast ASP has been prepared to provide a general land use plan for the entire plan area. The subsequent Neighbourhood Structure Plans, guided by the objectives and principles outlined in the ASP, will prepare a more detailed development concept.

#### 8.4.1 Charlesworth Neighbourhood

Urban development will commence in *Charlesworth*. *The neighbourhood is approximately 262 hectares accommodating approximately 8,500 persons.* A Neighbourhood Structure Plan for *Charlesworth* was submitted for approval concurrent with this Plan.

Bylaw 14979  
September 10, 2008  
Bylaw 16426  
September 18, 2013

Figure 16.0 – Recommended Development Phasing  
(Bylaw 16426, September 18, 2013)

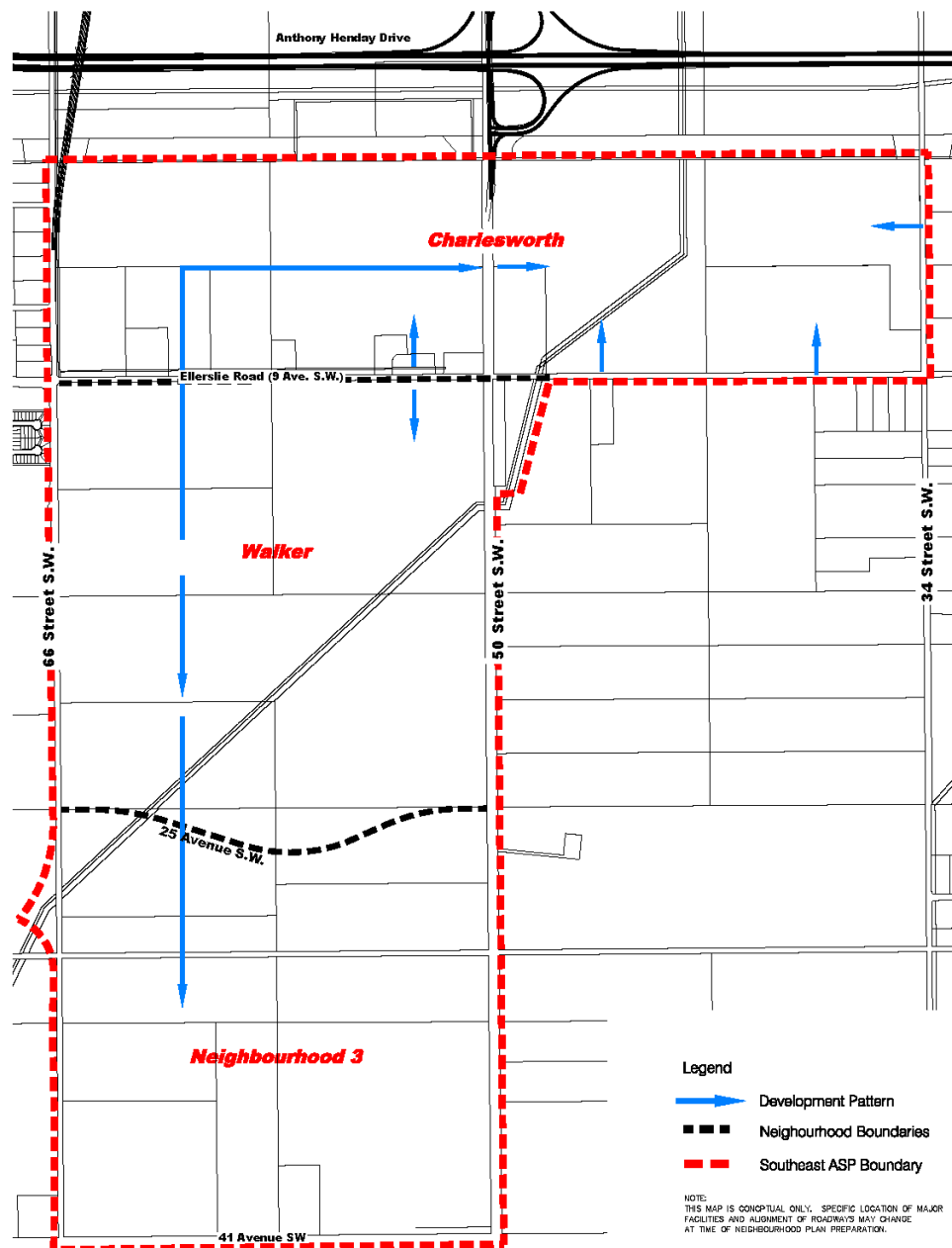
**SOUTHEAST  
AREA STRUCTURE PLAN**



**Figure 16.0**  
Recommended Development Phasing



Scale 1:25,000



March 2013

#### **8.4.2 Walker Neighbourhood**

Physical development of *Walker* may commence after the required servicing connections are provided through development occurring in *Charlesworth*, and subsequent to the adoption of a Neighbourhood Structure Plan. The neighbourhood encompasses approximately 272 hectares with a projected population of approximately 11,800 persons.

#### **8.4.3 Southeast Neighbourhood Three**

Neighbourhood Three will be the final phase of the ASP. The neighbourhood encompasses approximately 263 hectares and proposes a population of approximately 12,400 persons.

#### **8.4.4 Staging Infrastructure & Servicing**

Under the proposed phasing program, the first stages of development will include *Charlesworth* followed by *Walker* south of Anthony Henday Drive, reflecting the extension of major services running along Ellerslie Road.

Each development phase will include stormwater management facilities in addition to necessary off-site water and sewer mains appropriately located within and adjacent to the study area. Extending existing utilities from the north and east will provide shallow utility servicing including electric, telephone, cable TV and gas.

The proposed build-out for *Charlesworth* and *Walker* will be determined through future detailed review and modification of the preliminary conceptual plan design in consideration of contemporary market demand. Infrastructure to service the initial stages of this area will be extended into these neighbourhoods as per detailed engineering at the neighbourhood development stage.

### **8.5 Rezoning and Subdivision**

The majority of land within the Southeast ASP is currently zoned as Agricultural District (AG). Rezoning and subdivision of the land to conform to the proposed land uses designated in the ASP and subsequent NSPs will be undertaken as necessary.

### **8.6 Summary and Recommendations**

The Southeast ASP has been prepared to ensure that future urban development proceeds in an efficient and sustainable manner. As such, this plan incorporates a number of objectives and principles identified in various documents regulating development such as *Plan Edmonton*, *City of Edmonton Suburban Neighbourhood Design Principles* and *Smart Choices* report.

To realise the vision of the Southeast ASP, it is necessary to monitor both plan and development on an ongoing basis in order to assess policy effectiveness, meet objectives and goals of the plan, and provide justification for Plan amendments.

## 9.0 APPENDICES

### Appendix 1 – Land Ownership

<b>TABLE 1 - LAND OWNERSHIP</b>			
<i>(as amended by Bylaw 16755, March 24, 2014)</i>			
	<b>Titled Owner</b>	<b>Legal Description</b>	<b>Area (ha)</b>
1.	<i>Private Corporation</i>	SE 14-51-24-W4M	60.65
2.	Private ( <i>Private Corporation</i> )*	Ptn. NW 14-51-24-W4M	33.9
3.	Private ( <i>Private Corporation</i> )*	SW 23-51-24-W4M	32.5
4.	<i>Private Corporation</i>	Lot 1, Plan 802 0758	32.4
5.	Private ( <i>Private Corporation</i> )*	NW 23-51-24-W4M	32.4
6.	Private ( <i>Private Corporation</i> )*	Lot 1, Plan 812 0646	32.2
7.	Private ( <i>Private Corporation</i> )*	SE 23-51-24-W4M	32.0
8.	Private ( <i>Private Corporation</i> )*	SE 23-51-24-W4M	32.0
9.	<i>Private Corporation.</i>	Block D, 5347 RS	31.6
10.	Private ( <i>Private Corporation</i> )*	NE 23-51-24-W4M	31.9
11.	Private ( <i>Private Corporation</i> )*	NE 23-51-24-W4M	31.9
12.	<i>Private Corporation</i>	Lot 2, Plan 782 2211	30.9
13.	Private ( <i>Private Corporation</i> )*	Lot 1, Plan 782 2211	29.63
14.	Private	Ptn. SW 14-51-24-W4M	29.1
15.	Private	Lot B, Plan 2311 RS	22.9
16.	Private	Lot A, Plan 1680 RS	20.2
17.	Private	NE 14-51-24-W4M	20.2
18.	Private	Ptn. NW 14-51-24-W4M	20.2
19.	Private	Ptn. SW 14-51-24-W4M	18.6
20.	Private	Ptn. SW 14-51-24-W4M	17.0
21.	<i>Public Institution</i>	Block C, 1256 MC	10.66
22.	Private	Lot C, Block 1, 022 5811	10.9
23.	Private ( <i>Private Corporation</i> )*	Lot 1, Plan 842 1798	10.2
24.	Private ( <i>Private Corporation</i> )*	Block E, Plan 177 TR	9.44
25.	Private	SE 14-51-24-W4M	4.05
26.	<i>Private Corporation</i>	Ptn. NE 15-51-24-W4M	3.41
27.	<i>Private Institution</i>	Lot 2, Plan 842 1798	2.91
28.	Private ( <i>Private Corporation</i> )*	Lot 3, Plan 812 0945	1.41
29.	Private	Lot A, Plan 3274 KS	1.21
30.	Private ( <i>Private Corporation</i> )*	Lot 4, Plan 812 0945	1.21
31.	<i>Private Institution</i>	Lot 5, Plan 822 1657	1.19
32.	Private	Lot B, Plan 7720611	3.71
33.	City of Edmonton	Ptn. NW 24-51-24-W4M	1.82
34.	Private Corporation	SE 1/4 25-51-24-W4	29.5
35.	Private Corporation	Lot 1, Plan 9823999	35.19
Sub-Total			718.99
Remnant areas under 1.0 ha			10.10
<b>TOTAL AREA</b>			<b>729.09</b>

\* Bracketed names indicate the subject lands are under option to purchase or beneficial ownership



## Appendix 2 – Land Use and Population Statistics

### SOUTHEAST AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW 16755

	Area (ha)	% GA	Charlesworth	Walker	Nbhd 3
<b>GROSS AREA</b>	796.07	100%	261.83	272.13	262.11
Natural Area (Environmental Reserve)	2.21	0.3%	2.21	0.00	0.00
Pipeline	9.33	1.2%	3.09	4.83	1.41
Arterial Road Right-of-Way	29.98	3.8%	9.77	10.71	9.50
Existing Ellerslie Campus Schools	8.78	1.1%	8.78	0.00	0.00
<b>GROSS DEVELOPABLE AREA</b>	745.77	93.7%	237.98	256.59	251.20
		<b>% GDA</b>			
Commercial	39.73	5.3%	13.97	18.09	7.67
Existing Religious Assembly Parcels	3.64	0.5%	3.64	0.00	0.00
Municipal Reserve Parks/Schools	56.87	7.6%	13.50	25.68	17.69
City Level Park	46.61	6.2%	46.61	0.00	0.00
Institutional / City Level Park	7.95	1.1%	7.95	0.00	0.00
Stormwater Management Facilities	51.75	6.9%	24.20	16.29	11.26
Circulation	113.11	15.2%	29.24	38.49	45.38
Transit Centre	1.24	0.2%	0.00	1.24	0.00
Park and Ride Facility	4.19	0.6%	0.00	4.19	0.00
Mixed use Business Employment	0.47	0.1%	0.47	0.00	0.00
<b>Total Non-Residential Area</b>	325.56	43.7%	139.58	103.98	82.00
Net Residential Area	420.21	56.3%	98.40	152.61	169.20
<b>RESIDENTIAL LAND USE AREA, DWELLING UNIT &amp; POPULATION COUNT</b>					
<b>Land Use</b>		<b>ASP</b>	<b>Charlesworth</b>	<b>Walker</b>	<b>Nbhd 3</b>
Single/Semi-detached	Area (ha)	313.70	55.08	111.42	147.20
25 du/nrha	Units	7,843	1,377	2,786	3,680
2.8 p/du	Population	21,961	3,856	7,801	10,304
Mixed Residential	Area (ha)	31.60	31.60	0	0
30 du/nrha	Units	948	948	-	-
2.8 p/du	Population	2,654	2,654	-	-
Row Housing	Area (ha)	4.66	1.07	3.59	0
45 du/nrha	Units	210	48	162	-
2.8 p/du	Population	588	134	452	-
Mixed Use	Area (ha)	1.40	1.40	0	0
90 du/nrha	Units	126	126	-	-
1.8 p/du	Population	227	227	-	-
Low-rise/Medium Density Housing	Area (ha)	66.68	8.16	36.52	22
90 du/nrha	Units	6,001	734	3,287	1,980
1.8 p/du	Population	10,802	1,321	5,917	3,564
Medium to High Rise Housing	Area (ha)	2.17	1.09	1.08	
225 du/nrha	Units	488	245	243	
1.5 p/du	Population	733	368	365	
<b>Total Residential</b>	Area (ha)	420.21	98.40	152.61	169.20
	Units	15,616	3,478	6,478	5,660
	Population	36,965	8,560	14,535	13,868

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**SUSTAINABILITY MEASURES**


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	ASP	Charlesworth	Walker	Nbhd3
Population Per Net Residential Hectare (p/nha)	87.9	86.99	95.24	81.96
Dwelling Units Per Net Residential Hectare (du/nrha)	37.1	35.35	42.44	33.45
Population (%) within 500m of Parkland	100	100	0	0
Population (%) within 400m of Transit Service	100	100	0	0
Population (%) within 600m of Commercial Service	0	0	0	0
<b>Presence/Loss of Natural Areas</b>				
Protected as Environmental Reserve	2.4	2.2	0	0
Conserved as Naturalized Municipal Reserve (ha)	2.4	2.5	0	0
Protected through other means (ha)	0	0	0	0
Lost to Development (ha)	0	0	0	0

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**STUDENT GENERATION COUNT**


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	ASP	Charlesworth	Walker	Nbhd 3
<b>Public School Board</b>				
Elementary School	1,492	476	513	502
Junior High	746	238	257	251
Senior High	746	238	257	251
<b>Separate School Board</b>				
Elementary School	746	238	257	251
Junior High	373	119	128	126
Senior High	373	119	128	126
<b>Total Student Population</b>	<b>4,475</b>	<b>1,428</b>	<b>1,540</b>	<b>1,507</b>

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*(Bylaw 16755, March 24, 2014)*

### **Appendix 3 – References**

The following land use documents have been identified and their policies and guidelines used in preparation of this Area Structure Plan.

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