

Bylaw 20303

A Bylaw to amend Bylaw 14079, as amended, being the
Ebbers Neighbourhood Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on February 27, 2006 the Municipal Council of the City of Edmonton passed Bylaw 14079, the Ebbers Neighbourhood Area Structure Plan;

WHEREAS Council found it desirable to amend the Ebbers Neighbourhood Area Structure Plan through the passage of Bylaws 16835, 17810 and 18506;

WHEREAS an application was received by City Planning to amend the Ebbers Neighbourhood Area Structure Plan;

WHEREAS Council considers it desirable to amend the Ebbers Neighbourhood Area Structure Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 14079, as amended, the Ebbers Neighbourhood Area Structure Plan is hereby amended by:
 - a. deleting the first sentence of the third paragraph in Section “3.5 Utility Right-of-Ways”.
 - b. deleting the first paragraph and subsequent four bullets, and the two paragraphs that follow from Section “3.6 Private Railway Corporation”.
 - c. adding a new sub-heading “Residential Development Adjacent to Rail” prior to the first paragraph of Section 3.6.
 - d. deleting the sixth paragraph in section “3.6 Private Railway Corporation” and replacing it with the following sub-heading and text:

“Commercial Development Adjacent to Rail

A 15.0 m Setback from the rail right of way, constructed with a 2 m high earthen berm, to provide a minimum 2.0 m differential between the top of the berm and the top of the railway tracks, and a minimum 1.83 m chain link fence, constructed entirely outside of Railway property as illustrated in Exhibit 1.1, is required, to the satisfaction

of Subdivision and Development Coordination (Transportation and Drainage). Sensitive commercial uses, such as child care services, commercial schools, and hotels shall be Setback a minimum of 30.0 m from the rail right of way and shall require a noise study prepared by an approved Noise Consultant and implementation of identified recommendations, to the satisfaction of the Development Officer, in consultation with Subdivision and Development Coordination (Transportation).”

- e. delete Exhibit 1.1 and replacing it with the following :

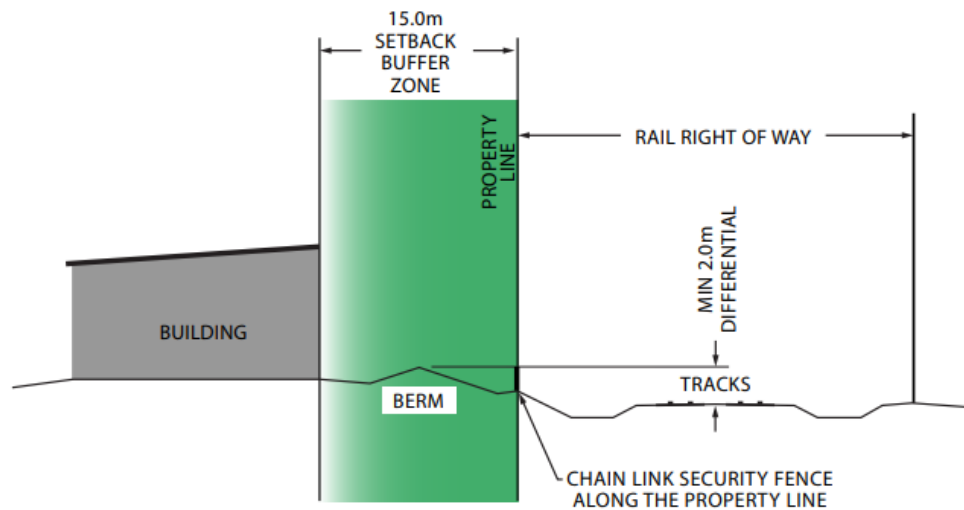


Exhibit 1.1. Commercial Building Setback / Buffering Adjacent to Railway

- f. adding a new section after section 3.6 as follows:

“3.7 Risk

Bell MK Engineering Ltd. assessed the risk from heavy rail during preparation of the NASP (Bylaw 14079) and addressed these risks again in an updated Risk Assessment in 2018 that was reviewed and accepted with Bylaw 18506. The updated Risk Assessment in 2018 also assessed the high pressure pipeline corridor known as 2594-108. In 2020 the high-pressure pipeline transitioned to a low pressure ATCO Gas distribution line north of the CN railway and was abandoned south of the railway. There are no risk impacts from this pipeline right-of-way. Previous risk setbacks stated in the Ebbers (2018) and Gorman NSP (2018) Risk Assessments no longer apply for this area.”

- g. Renumbering the existing section 3.7 to section 3.8;
- h. deleting the Map entitled “Bylaw 18506 Approved Ebbers Neighbourhood Area Structure Plan (as amended)” and replacing it with “Bylaw 20303 Amendment to Ebbers Neighbourhood Area Structure Plan (as amended)”, attached hereto as Schedule “A” and forming part of this Bylaw; and

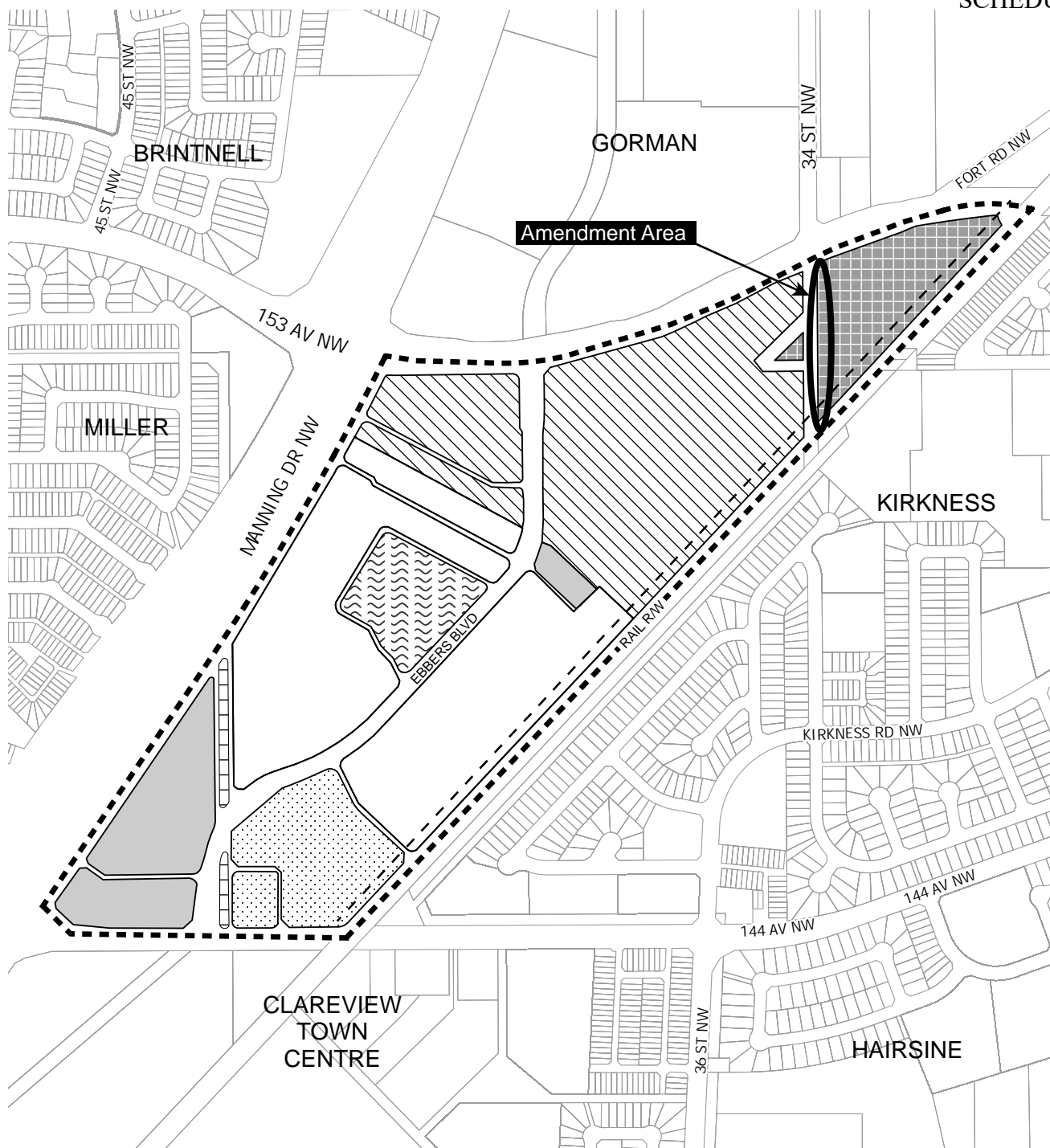
- i. deleting the Map entitled “Figure 5.0 Development Concept” and replacing it with “Figure 5.0 Development Concept”, attached hereto as Schedule “B” and forming part of this Bylaw.

READ a first time this	day of	, A.D. 2022;
READ a second time this	day of	, A.D. 2022;
READ a third time this	day of	, A.D. 2022;
SIGNED and PASSED this	day of	, A.D. 2022.

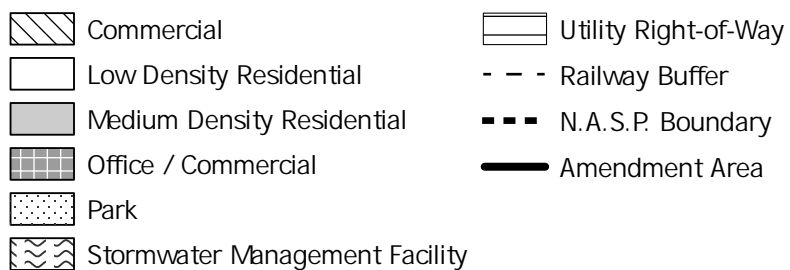
THE CITY OF EDMONTON

MAYOR

CITY CLERK



**BYLAW 20303
AMENDMENT TO
EBBERS**
Neighbourhood Area
Structure Plan
(as amended)



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

