

Bylaw 20755

A Bylaw to amend Bylaw 12936, as amended,
being the Griesbach Neighbourhood Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act on March 18, 2002 the Municipal Council of the City of Edmonton passed Bylaw 12936, being the Griesbach Neighbourhood Area Structure Plan; and

WHEREAS Council found it desirable to amend the Griesbach Neighbourhood Area Structure Plan through the passage of Bylaws 13192, 13565, 14234, 14531, 14631, 15337, 15314, 17228, 18372, 19226, 19763, 20005, and 20437; and

WHEREAS an application was received by Administration to amend the Griesbach Neighbourhood Area Structure Plan; and

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

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 12936, as amended, the Griesbach Neighbourhood Area Structure Plan is hereby amended by:

- a) deleting the acronym “PMQ” from the fifth bullet point in the Table of Contents cover photo caption, and replacing it with:

“RHU”

- b) deleting the acronym “PMQs” from the first paragraph of 3. Site Features - Site History, and replacing it with:

“RHUs”

- c) deleting the first paragraph of 3. Site Features - Existing Uses, and replacing it with:

“Site features as of March 2002 are shown on Figure 3.0: Air Photo and on Figure 11: Existing Buildings in the Appendix. The site has two areas developed as RHUs, most of which are still occupied by armed forces personnel and some other federal civilian personnel.”

- d) deleting the second paragraph of 3. Site Features - Road System, and replacing it with:

“Griesbach Road was realigned a number of years ago to a somewhat curvilinear alignment through the north portion of the community. Moving the intersection north reduced the potential for shortcutting.”

- e) deleting the first paragraph of 5. The Plan - Residential, and replacing it with:

“Residential development is the major thrust of the plan. The intent is to provide a wide variety of housing in the area suitable for a wide variety of households. This will include:”

- f) deleting the third paragraph of 5. The Plan - Residential - Low density residential, and replacing it with:

“Relocation and refurbishment of existing Residential Housing Units (RHUs) will be phased in conjunction with military requirements. Some newly developing areas will absorb relocated housing in the early stages. The low-density residential areas further to the west will be developed with new single and semi-detached dwellings.”

- g) deleting the fourth paragraph of 5. The Plan - Residential - Low density residential, and replacing it with:

“The plan provides for a variety of low density housing opportunities that will contribute to a lively and eclectic community. This will also meet consumer preference for a variety of lot and house sizes, price ranges, and styles.”

- h) deleting the sixth paragraph of 5. The Plan - Residential - Low density residential;

- i) deleting the seventh paragraph of 5. The Plan - Residential - Low density residential;

- j) deleting the third sentence of the third paragraph of 5. The Plan - Medium density residential / High density residential, and replacing it with:

“It is anticipated that seniors housing will be included – there are obvious locations at key amenities and where access to services and public transit is greatest.”

- k) deleting the sentence which makes up the fourth paragraph of 5. The Plan - Medium density residential / High density residential;

- l) deleting the second sentence of the new sixth paragraph of 5. The Plan - Medium density residential / High density residential, and replacing it with:

“This mix of housing will support the village centre. As well, an aging population is expected to foster more market demand for multiple-unit housing.”

- m) deleting the second paragraph of 5. The Plan - Recreation;

- n) deleting the third last paragraph of 5. The Plan - Recreation, and replacing it with:

“Retention of the remaining trees along 97 Street in accordance with the provisions of the current Neighbourhood Area Structure Plan and the Master Agreement will require alternative measures other than credit municipal reserve designation. Similarly, if trees along 137 Avenue, 113 Street/Castle Downs Road and/or 153 Avenue are to be retained, this must be achieved by means other than municipal reserve. In the Northeast Corner, several tree stands will be retained through dedication of enhanced Right-of-Ways and non-credit municipal reserve.”

- o) deleting the first paragraph of 5. The Plan - Waterway, and replacing it with:

“The waterway plays an important aesthetic and functional role in the plan. The functional aspects of the waterway are described in more detail in Section 7: Services.”

- p) deleting the third paragraph of 5. The Plan - Circulation, and replacing it with:

“In conjunction with the waterway path, some other pedestrian connections complete the linkages through the neighbourhood and to key off-site destinations. The transportation system is described in more detail in Section 6: Transportation.”

- q) deleting the tenth paragraph of 5. The Plan - Village Centre, and replacing it with:

“Tree Preservation: there are many fine tree specimens that will fall within the village centre. Wherever feasible, they will be incorporated into yards and retained in parking areas to provide visual amenity. In particular, the amur maple planting along 97 Street is to be retained through the dedication of open space.”

- r) deleting the last paragraph of 5. The Plan - Local Commercial, and replacing it with:

“The commercial site located at the intersection of Ad Astra Boulevard and Castle Down Road will have a greater focus on providing services to the broader community and traveling public in addition to the local community, as it is located at a primary shared entrance into the Griesbach, Carlisle, and Caenarvon communities and will be accessible via the future extension of the Metro LRT Line and adjacent LRT Station.”

- s) adding subsection 5. The Plan - Northeast Corner after 5. The Plan - Local Commercial and before 5. The Plan - Tree Retention with the following contents:

“Location: The Northeast Corner is located adjacent to secondary corridors along 153 Avenue and 97 Street, which cross through Edmonton's Northwest City District. These corridors accommodate all modes of travel, including transit to district nodes at Castle Downs and Northgate-Norhtown, making the Northeast Corner ideal to support the adjacent mid-rise housing, commercial centres, walkable community amenities, and future Metro Line Northwest corridor.

Access: The streets and lanes of the Northeast Corner are laid out as a modified grid pattern. Using the Complete Streets Design and Construction Standards, the intent of the mobility network is to provide safe, attractive, comfortable, and welcoming streets, accessible to all users in all seasons whilst considering operations and minimizing maintenance challenges.

As shown in Figure 5, the primary vehicular access to the Northeast Corner are three collector roads which complement and connect with the existing network within Griesbach and to 153 Avenue which forms the northern boundary of the neighbourhood.

At the southern extent of the Northeast Corner, a collector road completes the easterly intersection of Sir Arthur Currie Way and Griesbach Road, bisecting the site, to the north it completes the intersection of 153 Avenue and Beaumaris Road.

In the southwest corner a collector road completes the westerly intersection of Sir Arthur Currie Way and Griesbach Road, while another collector runs north-south between 153 Avenue and the intersection of Griesbach School Road and Griesbach Road.

Mobility: Equitable access opportunities, safety and user choices are foundational principles of the mobility network design of the Northeast Corner. Following the guidance of the City's Complete Streets, the plan provides pedestrian-scale streets which encourage active lifestyles, walkability, cycling, multi-user access. Integrated with open space and built form, active streets (and public ROWs) are designed to facilitate walkability and choice for pedestrians, cyclists, public transit riders and vehicles. In addition to the many green streets, enhanced sidewalks and extended boulevards create community amenity spaces for picnics, planting, and public art.

Uses: The Northeast Corner is primarily residential in character - made up a mix of multi-family, mixed-type residential blocks, and clusters of predominantly single family blocks. The Northeast Corner also includes municipal reserve dedication and provisions for mixed-use and free-standing commercial clusters.

Residential Built Form: The residential form and character in the Northeast Corner is long-term sustainable, pedestrian-scale and timeless. A variety of building form influences ensure consistency with the wider Griesbach neighbourhood. For active, walkable streets, there are opportunities to vary the architectural style and form of buildings, supporting interesting and diverse streetscapes.

The plan accommodates opportunities for a range of housing types, including ‘missing middle’ and affordable housing products identified by The City Plan. The residential variety provides choice and accessibility for all present and future residents.

Pedestrian Village Form: The Northeast Corner features two pedestrian villages located near the geographic centre of the amendment area. The villages are connected by the pedestrian-oriented route made up of the north-south shared street and non-vehicular pathways that runs from Griesbach Road NW toward the Commercial / Multi-Family Mixed Use cluster located near the intersection of 154 Avenue NW and Beaumaris Road NW.

Pedestrian villages are innovative, showcase districts which feature walkable, mid-rise and flexible housing types. Oriented around walkable streets, these medium-density blocks include housing which fronts on to or is adjacent to public open spaces, parks, and neighbourhood amenities.

Commercial and Mixed-Use Built Form: The Northeast Corner offers a variety of local commercial and mixed-use amenities, within walkable reach of all residential units. A variety of neighbourhood amenities create active street frontage, encourage walkability and community gathering throughout the site. Commercial/mixed use building forms create identifiable landmarks within the residential neighbourhood, which are essential for good navigation and placemaking. Commercial development feature active street fronts which encourage active, walkable streets and build upon the existing walkable connections through the wider Griesbach community.

Flexible commercial/residential space, demonstrated in live-work and mixed-use blocks, conserve active street fronts, and create long-term resiliency of the neighbourhood. Signage, lighting and outdoor commercial areas are appropriate to the neighbourhood, consistent with the unique nature of Griesbach.

Tree Preservation: The Northeast Corner includes preservation of several significant tree plantings, including the maple trees along 97 Street NW.

Open Space: The Northeast Corner provides for year-round accessible open space across a network of pocket parks and walkable, green streets which are oriented toward a central neighbourhood square which serves as a village centre.

The open space incorporates a variety of design elements that bring the community together and allow for passive and active use of the space. Maintenance agreements between the Developer and the City may be necessary to accommodate the unique design features of the various park spaces distributed throughout the Northeast Corner.

Located adjacent to the commercial/mixed-use block and a pedestrian village, the neighbourhood square is a gathering place and landmark feature of the community. The Northeast Corner provides for municipal reserve over and above the remaining contribution of municipal reserve required of the Griesbach lands development.

Affordable Housing: Existing residents of the Northeast Corner are intended to be rehoused in a dignified and respectful way leading up to the eventual redevelopment of the area. It is the intention to provide housing which is both affordable and accessible to a variety of lifestyles. As such, an equivalent number of affordable housing units are proposed as will be lost through the phased demolition and removal of the existing military housing stock. In keeping with the direction of The City Plan, the Northeast Corner is an inclusive and integrated development, providing affordable housing units in a way that avoids concentration within a single set of blocks or stages.”

- t) deleting the second paragraph of 6. Transportation - External Network, and replacing it with:

“97 Street, on the east boundary, carries about 40,000 vehicles per day, and also serves as provincial Highway 28 leading to Namao and northern Alberta. 97 Street connects Griesbach south to Yellowhead Trail and points south, including the downtown. The City of Edmonton is widening 97 Street (137 Avenue to 167 Avenue) from four lanes to six lanes in 2001. As part of the City of Edmonton's City Plan, 97 Street NW is identified as a mass transit corridor. Work is underway to reimagine this

corridor for high-frequency, bus mass transit adjacent to Griesbach. In the future, this mass transit bus corridor will connect transit riders from north Edmonton to central Edmonton.”

- u) deleting the fourth paragraph of 6. Transportation - External Network, and replacing it with:

“Castle Downs Road (113A Street), on the west boundary, carries about 20,000 vehicles per day. It connects the Castle Downs area north of Griesbach to 127 Avenue south of the plan area. In the future, the Metro Line LRT is planned to be extended north along Castle Downs Road (113A Street) and west along 153 Avenue NW. The cross-section and right of way requirements for this future LRT line bay affect future development in Griesbach adjacent to Castle Downs Road.”

- v) deleting the fifth and sixth paragraphs of 6. Transportation - External Network, and replacing them with:

“153 Avenue, on the north boundary, carries about 20,000 vehicles per day, and runs across north Edmonton between residential communities in the east and others west of 127 Street. As part of the City of Edmonton's City Plan, 153 Avenue NW is identified as a mass transit corridor. Work is underway to reimagine this corridor for high-frequency bus mass transit adjacent to Griesbach. In the future, this mass transit bus corridor will connect transit riders from north Edmonton to central Edmonton.”

- w) adding a paragraph between the third and second last paragraphs of 6. Transportation - Internal Roadways with the following contents:

“As shown in Figure 5, the Northeast Corner of the plan area features a shared street that prioritizes pedestrian mobility. The shared street will connect the large central park in the middle of the community with the mixed-use portion of the Northeast Corner.”

- x) deleting the second last and last paragraphs of 6. Transportation - Public Transit, and replacing them with:

“The Griesbach neighbourhood is located immediately adjacent to Castle Downs Road (113A Street) north of 137 Avenue, which is along the planned future Metro Line LRT extension from NAIT/Blatchford Market to Campbell Road/153 Avenue. Within walking distance from Griesbach, the Metro Line extension is planned to feature stations along Castle Downs Road near the intersections of 137 Avenue, 145 Avenue and 153 Avenue. Griesbach is also located immediately adjacent to a forthcoming mass transit bus route, which will operate along 153 Avenue and 97 Street. Together, conventional public transit and planned mass transit near Griesbach supports and aligns with the mode-shift enabled by the ongoing development of the neighbourhood and particularly the highly-walkable and active transportation oriented Northeast Corner.”

- y) Adding a third paragraph to 6. Transportation - Impact Assessment with the following contents:

“The Griesbach Northeast Corner TIA (2024) and any subsequent updates and studies will inform the roadway and active infrastructure design for the Northeast Corner of Griesbach. The conceptual network and design provided within the TIA may be refined through Subdivision and Development Permitting stages.”

- z) deleting the last paragraph of 7. Services - Sanitary Sewage;

- aa) deleting the fourth paragraph of 8. Implementation - Staging, and replacing it with:

“It is the intention that the development emphasize the diversity of land uses and housing types-from new single attached and refurbished housing to multiple-unit housing as well as commercial and employment as early in the process as possible.

Like any other development area, primarily the marketplace will drive the pace of development. It is anticipated that the development will begin in 2002 and proceed over the next 30 years.”

- bb) deleting the last sentence of the eleventh paragraph of 8. Implementation - Staging;

- cc) deleting the last paragraph of 8. Implementation - Staging, and replacing it with:

“Area G: Making up the Northeast Corner of the plan, this is the final stage of Griesbach redevelopment, with the former school being demolished and the military housing stock vacated. Area G will be redeveloped in 3 substages over time depending on market-conditions.

Area H: The southwest mixed uses area will likely proceed independently at some time in the future depending on market conditions, and will be serviced by extensions from previous stages.”

- dd) deleting the last paragraph of 8. Implementation - Interim Uses;
- ee) deleting the map entitled “Bylaw 20437 – Approved Griesbach Neighbourhood Area Structure Plan” and replacing it with the map “Bylaw 20755 - Amendment to Griesbach Neighbourhood Area Structure Plan”, attached hereto as Schedule “A” and forming part of this bylaw;
- ff) deleting the statistics in Section 9 entitled “As amended by Bylaw 20437 Approved April 24, 2023” and replacing it with the statistic entitled “Bylaw 20755, Griesbach Neighbourhood Area Structure Plan Land Use and Population Statistics”, attached hereto as Schedule “B” and forming part of this bylaw;
- gg) deleting the figure entitled “Figure 4: Development Concept - Griesbach Neighbourhood Area Structure Plan” and replacing it with the figure entitled “Figure 4: Development Concept - Bylaw 20755 Amendment to Griesbach Neighbourhood Area Structure Plan”, attached hereto as Schedule “C” and forming part of this bylaw;
- hh) deleting the figure entitled “Figure 5: Transportation Concept” and replacing it with the figure entitled “Figure 5: Transportation Concept”, attached hereto as Schedule “D” and forming part of this bylaw;
- ii) deleting the figure entitled “Figure 6: Stormwater Services” and replacing it with the figure entitled “Figure 6: Stormwater Services”, attached hereto as Schedule “E” and forming part of this bylaw;

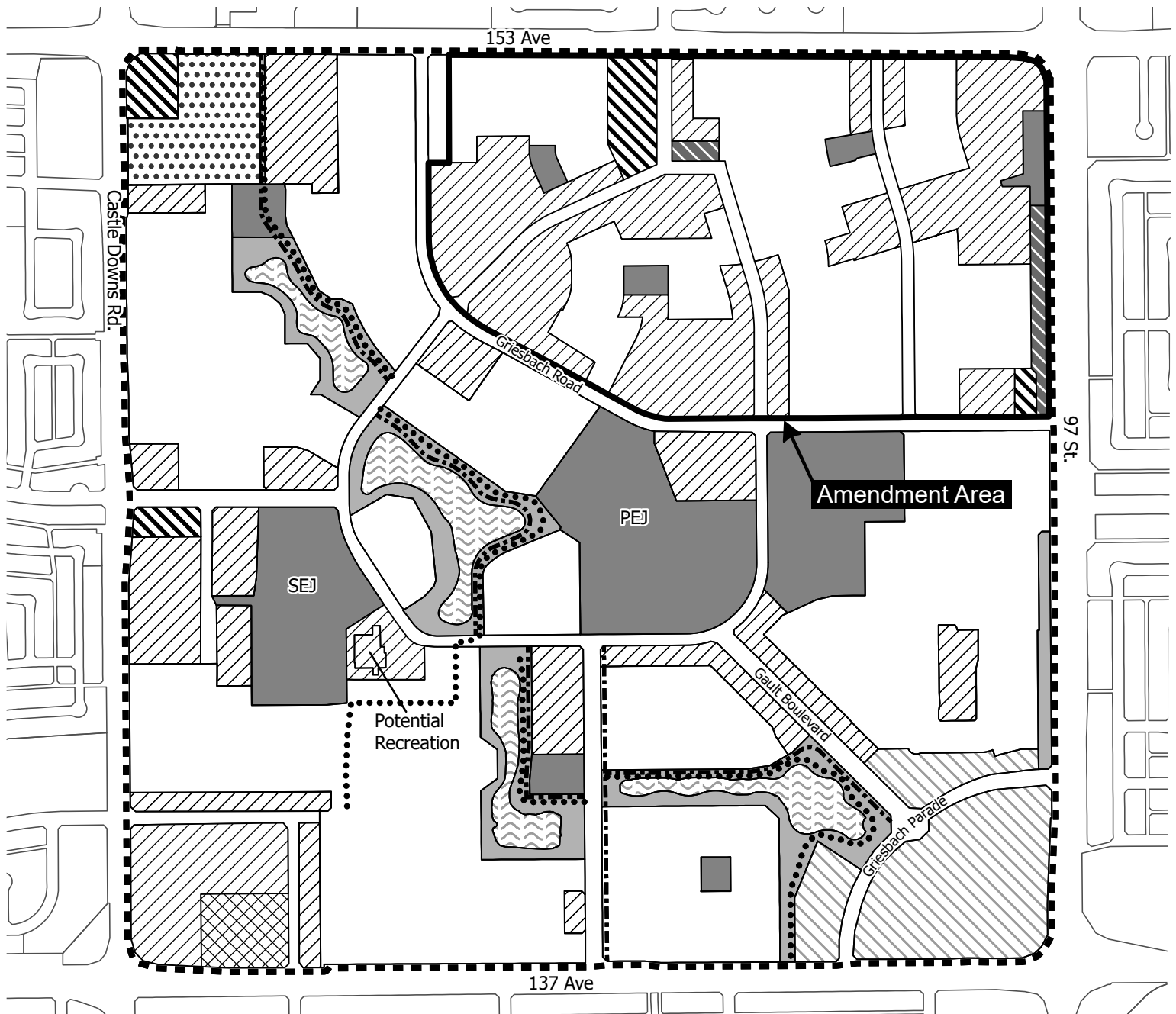
- jj) deleting the figure entitled “Figure 7: Sanitary Services” and replacing it with the figure entitled “Figure 7: Sanitary Services”, attached hereto as Schedule “F” and forming part of this bylaw;
- kk) deleting the figure entitled “Figure 8: Water Services” and replacing it with the figure entitled “Figure 8: Water Services”, attached hereto as Schedule “G” and forming part of this bylaw;
- ll) deleting the figure entitled “Figure 9: Staging” and replacing it with the figure entitled “Figure 9: Staging”, attached hereto as Schedule “H” and forming part of this bylaw;
- mm) deleting the figure entitled “Figure 10: Tree Overlay” and replacing it with the figure entitled “Figure 10: Tree Overlay”, attached hereto as Schedule “I” and forming part of this bylaw; and
- nn) deleting the figure entitled “Figure 11: Existing Buildings” and replacing it with the figure entitled “Figure 11: Existing Buildings as of March 2002”, attached hereto as Schedule “J” and forming part of this bylaw.

| | | |
|-------------------------|--------|---------------|
| READ a first time this | day of | , A. D. 2024; |
| READ a second time this | day of | , A. D. 2024; |
| READ a third time this | day of | , A. D. 2024; |
| SIGNED and PASSED this | day of | , A. D. 2024. |

THE CITY OF EDMONTON














MAYOR

CITY CLERK



**BYLAW 20755
AMENDMENT TO
GRIESBACH**
Neighbourhood Area Structure Plan
(as amended)



- | | | | |
|---|--|---|----------------------------|
|  | Low Density Residential with Minor Row Housing |  | Recreation (Non-credit MR) |
|  | Medium Density Residential |  | Schools / Recreation |
|  | Local Commercial |  | Waterway / Open Space |
|  | Village Centre |  | Multi-use Route |
|  | Mixed Use |  | Pedestrian Route |
|  | Aging-in-Place Campus |  | Boundary of Griesbach NASP |
| | |  | Amendment Area |

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.

GRIESBACH NEIGHBOURHOOD AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS

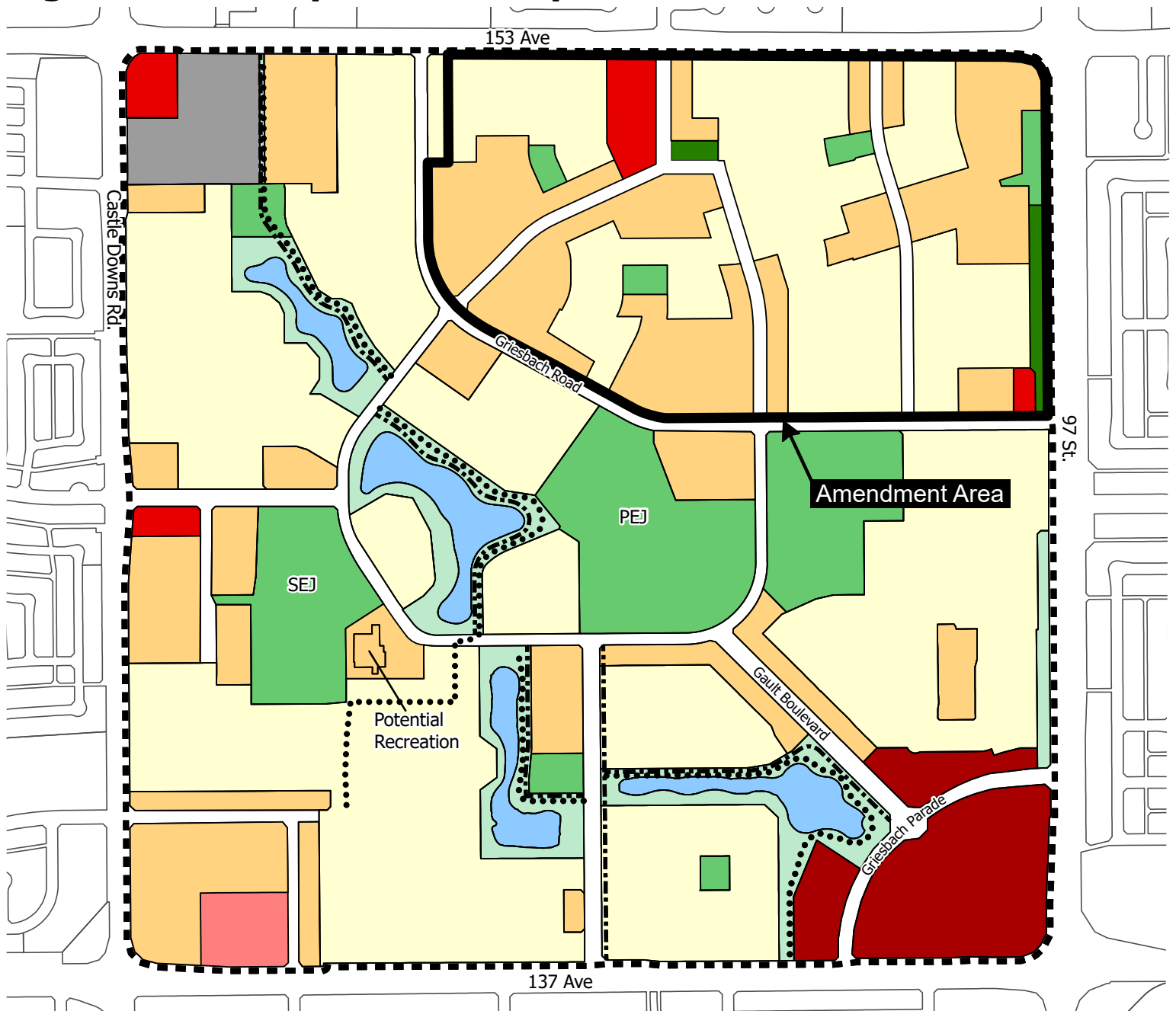
| | Area (ha) | % of GA | Central Park | Village Centre | South East | South West | SW Mixed Use | North West | North East |
|-----------------------------------|---------------|---------------|--------------|----------------|-------------|-------------|--------------|-------------|-------------|
| GROSS AREA | 251.4 | 100.0% | 28.1 | 11.3 | 47.3 | 45.9 | 6.6 | 36.1 | 63.0 |
| Major Roads | 13.1 | 5% | | | | | | | |
| GROSS DEVELOPABLE AREA | 238.3 | 100.0% | 28.1 | 11.3 | 47.3 | 45.9 | 6.6 | 36.1 | 63.0 |
| Existing Land Uses | 1.9 | 0.8% | | | | | | 1.9 | |
| Commercial | 10.98 | 4.6% | | 5.2 | | 0.9 | 3.6 | 1.0 | 0.3 |
| Parks | 13.46 | 5.6% | 9.5 | | 1.2 | 0.6 | | 0.8 | 1.4 |
| Schools/Parks | 12.1 | 5.1% | | | 6.1 | 6.0 | | | |
| Storm Ponds | 10.7 | 4.5% | 3.9 | | 1.8 | 2.8 | | 2.2 | |
| Storm/Open Space | 9.9 | 4.2% | 1.9 | | 3.7 | 1.4 | | 1.4 | 1.5 |
| Major Roads | 18.9 | 7.9% | | | | | | | 18.9 |
| TOTAL Non-Residential Area | 77.94 | 32.7% | 15.3 | 5.2 | 12.8 | 11.7 | 3.6 | 7.3 | 22.1 |
| Net Residential Area (NRA) | 160.36 | 67.3% | 12.8 | 6.1 | 34.5 | 34.2 | 3.0 | 28.8 | 41.0 |

RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT**

| Land Use | | ASP | Central Park | Village Centre | South East | South West | SW Mixed Use | North West | North East |
|-------------------------------|------------|---------|--------------|----------------|------------|------------|--------------|------------|------------|
| Single/Semi Detached | Area (ha) | 108.66 | 9.8 | | 31.4 | 24.5 | | 22.1 | 20.9 |
| 25 upnrha | Units | 2716.5 | 245 | 0 | 785 | 612.5 | 0 | 552.5 | 521.5 |
| 2.8 ppu | Population | 7606.2 | 686 | 0 | 2198 | 1715 | 0 | 1547 | 1460.2 |
| Row Housing | Area (ha) | 24.65 | | | 2.6 | 7 | 2 | 3.8 | 9.25 |
| 45 upnrha | Units | 1109.25 | 0 | 0 | 117 | 315 | 90 | 171 | 416.25 |
| 2.8 ppu | Population | 3105.9 | 0 | 0 | 327.6 | 882 | 252 | 478.8 | 1165.5 |
| Low to Medium Density Housing | Area (ha) | 27.04 | 3 | 6.1 | 0.5 | 2.7 | 1 | 2.9 | 10.8 |
| 90 upnrha | Units | 2433.6 | 270 | 549 | 45 | 243 | 90 | 261 | 975.6 |
| 1.8 ppu | Population | 4380.48 | 486 | 988.2 | 81 | 437.4 | 162 | 469.8 | 1756.08 |
| Total Residential | Area (ha) | 160.4 | 12.8 | 6.1 | 34.5 | 34.2 | 3.0 | 28.8 | 41.0 |
| | Units | 6259 | 515 | 549 | 947 | 1171 | 180 | 985 | 1913 |
| | Population | 15093 | 1172 | 988 | 2607 | 3034 | 414 | 2496 | 4382 |














| | ASP | Central Park | Village Centre | South East | South West | SW Mixed Use | North West | North East |
|---|-------------|--------------|----------------|------------|------------|--------------|------------|------------|
| SUSTAINABILITY MEASURES | | | | | | | | |
| Population Per Net Residential Hectare (ppnrha) | 94 | 92 | 162 | 76 | 89 | 138 | 87 | 107 |
| Units Per Net Residential Hectare (upnrha) | 39 | 40 | 90 | 27 | 34 | 60 | 34 | 47 |
| STUDENT GENERATION COUNT | | | | | | | | |
| Public School Board | 1283 | 102 | 49 | 276 | 274 | 24 | 230 | 328 |
| Elementary School | 641 | 51 | 24 | 138 | 137 | 12 | 115 | 164 |
| Junior High School | 321 | 26 | 12 | 69 | 68 | 6 | 58 | 82 |
| Senior High School | 321 | 26 | 12 | 69 | 68 | 6 | 58 | 82 |
| Separate School Board | 641 | 51 | 24 | 138 | 137 | 12 | 115 | 164 |
| Elementary School | 321 | 26 | 12 | 69 | 68 | 6 | 58 | 82 |
| Junior High School | 160 | 13 | 6 | 35 | 34 | 3 | 29 | 41 |
| Senior High School | 160 | 13 | 6 | 35 | 34 | 3 | 29 | 41 |
| Francophone School Board | 42 | 3 | 2 | 9 | 9 | 1 | 8 | 11 |
| Elementary School | 20 | 2 | 1 | 4 | 4 | 0 | 4 | 5 |
| Junior High School | 11 | 1 | 0 | 2 | 2 | 0 | 2 | 3 |
| Senior High School | 11 | 1 | 0 | 2 | 2 | 0 | 2 | 3 |
| Total Student Population | 1966 | 157 | 75 | 423 | 419 | 37 | 353 | 502 |

Figure 4: Development Concept



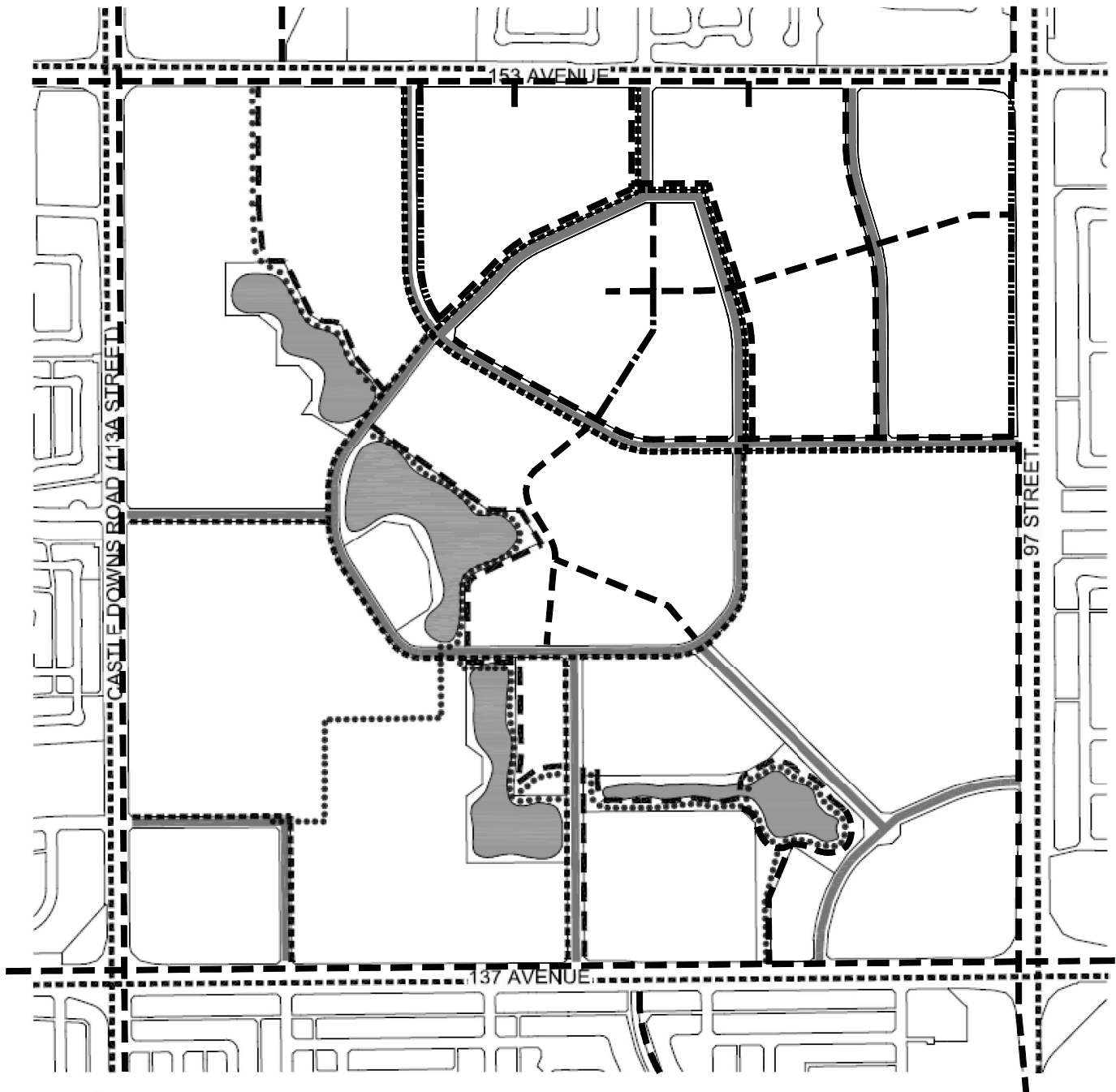
**BYLAW 20755
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(as amended)



- | | | | |
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|  | Low Density Residential with Minor Row Housing |  | Recreation (Non-credit MR) |
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|  | Aging-in-Place Campus |  | Boundary of Griesbach NASP |
| | |  | Amendment Area |

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.

Figure 5 Transportation Concept









-  Axial Road System
-  Shared Street
-  Potential Transit Route
-  Pedestrian Route
-  Shared Pathway
-  Potential Shared Pathway (Where Feasible)

Figure 6 Stormwater Services

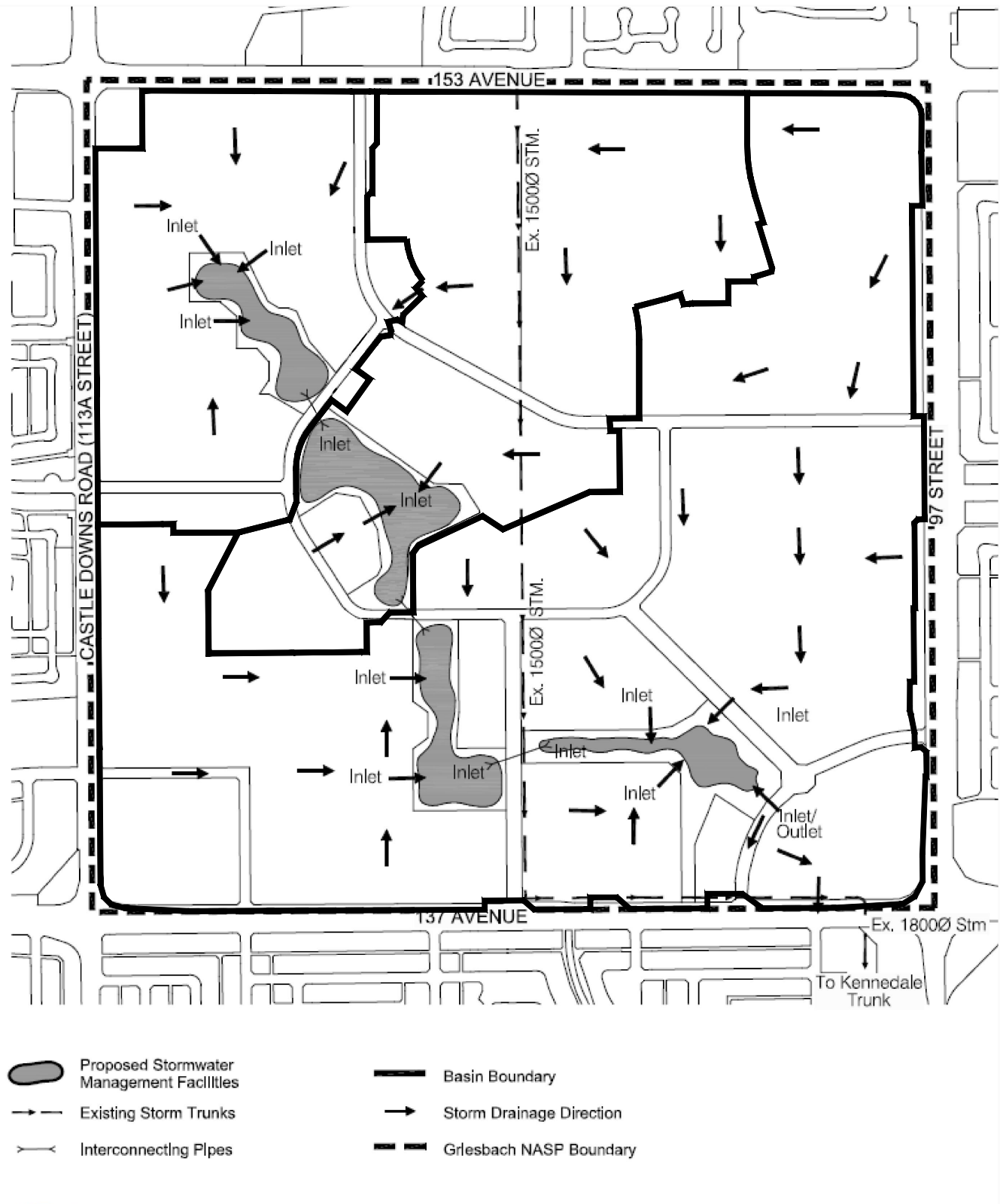
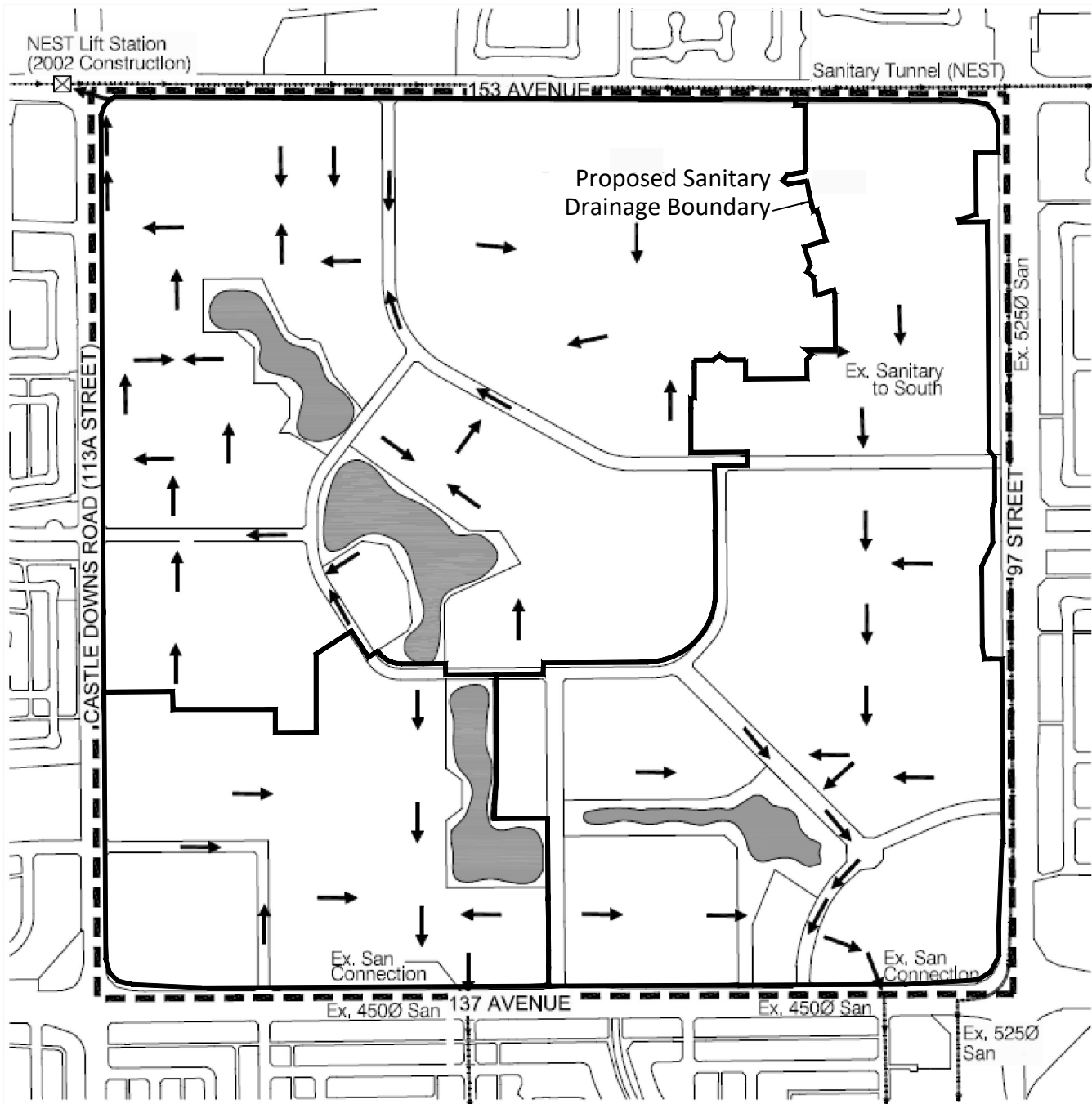


Figure 7 Sanitary Services



-  Proposed Stormwater Management Facilities
-  Existing Sanitary Trunks
-  Proposed Sanitary Drainage Boundaries
-  Sanitary Drainage Direction
-  Griesbach NASP Boundary

Figure 8 Water Services

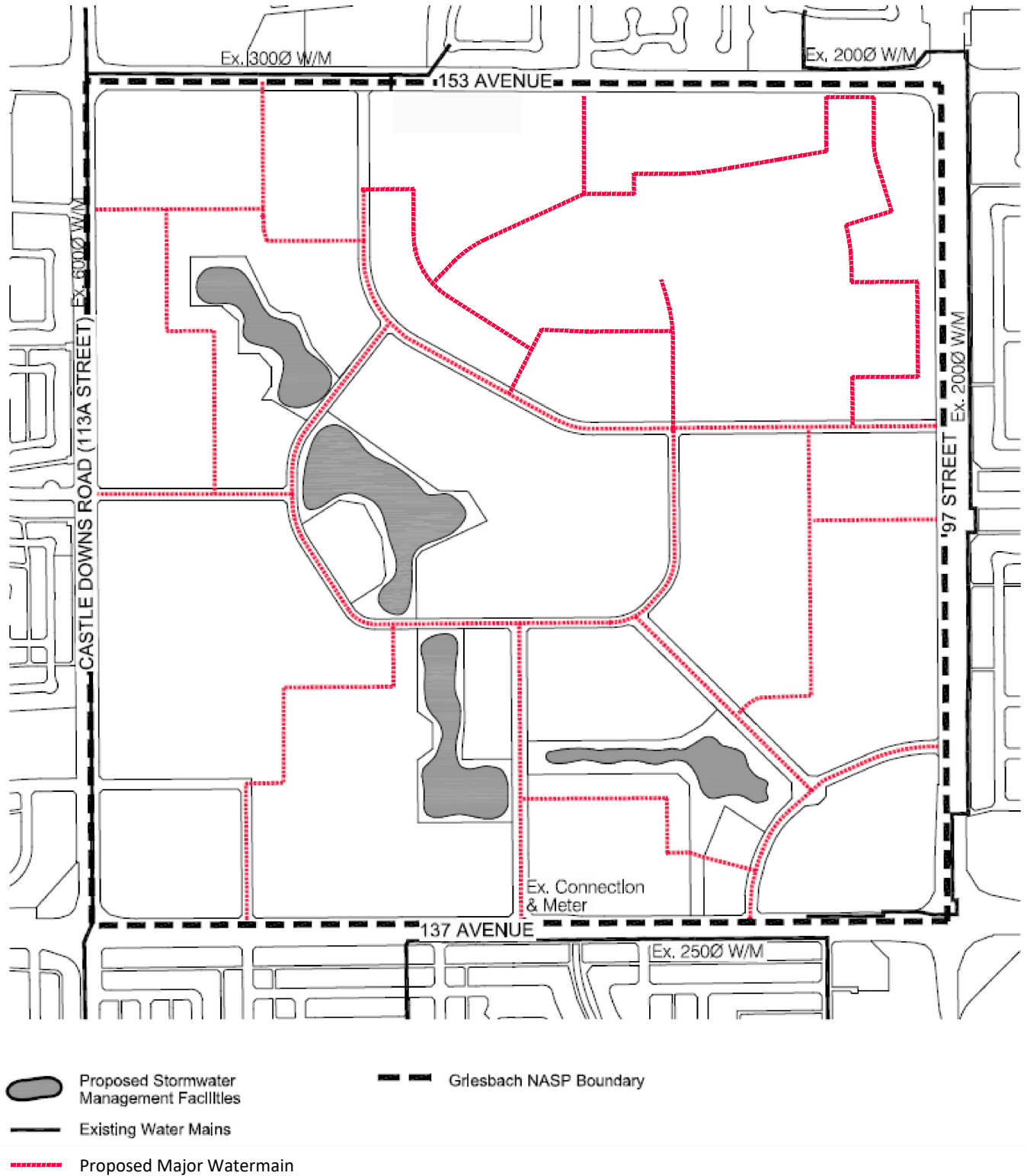
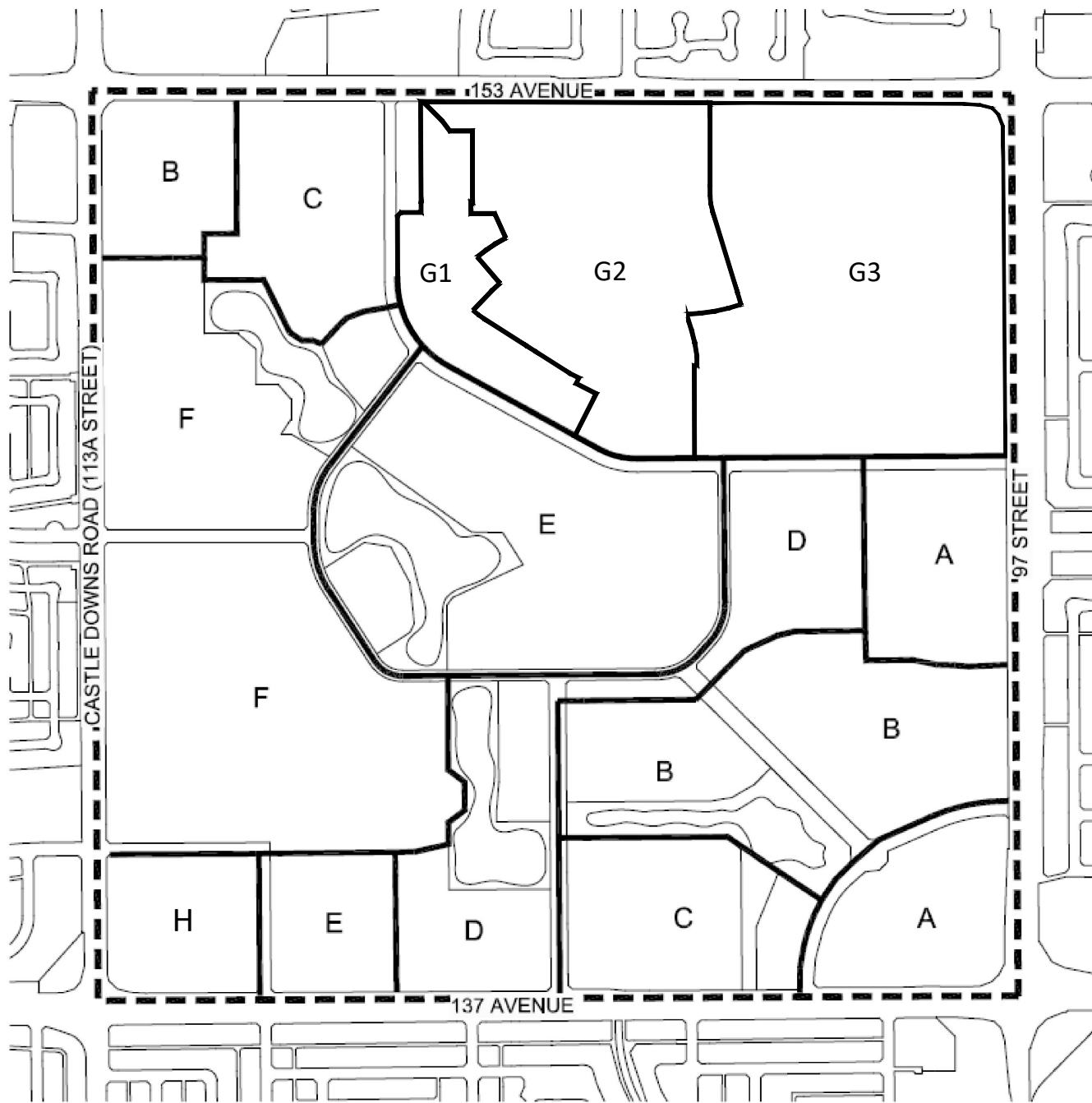
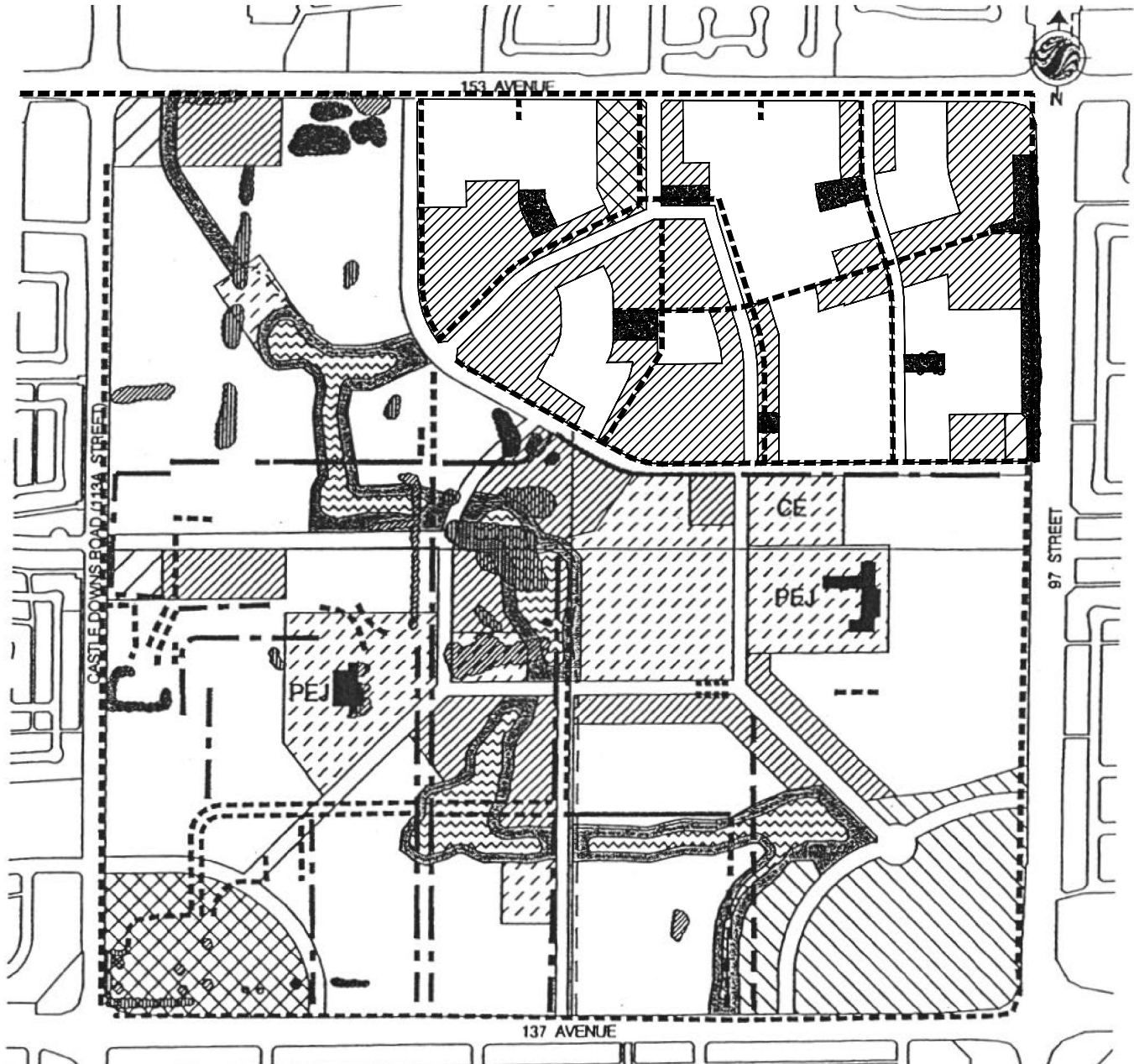


Figure 9 Staging



--- Griesbach NASP Boundary

Figure 10 Tree Overlay
















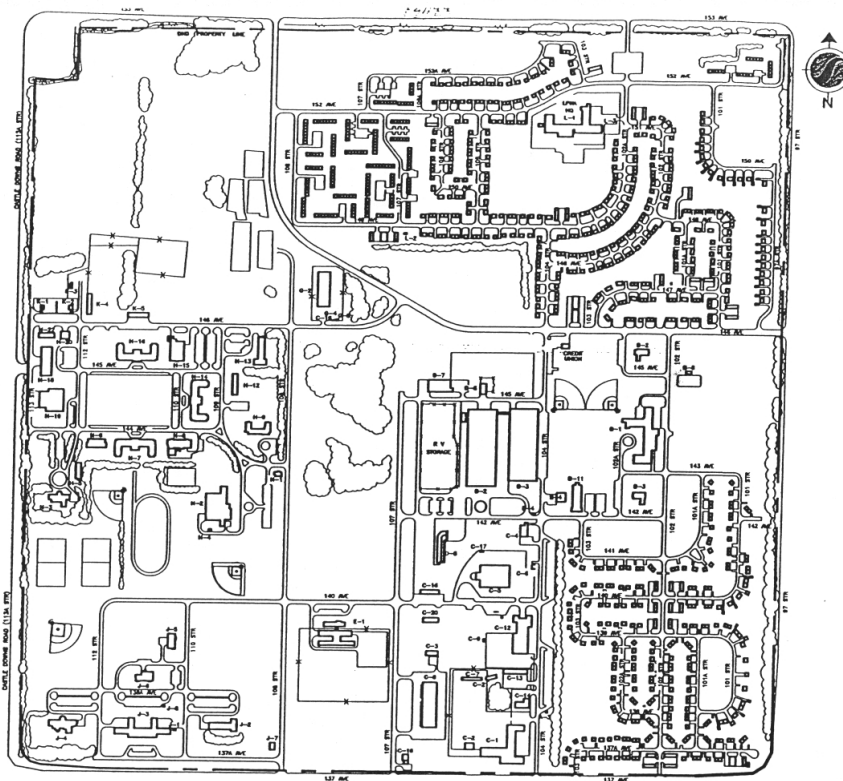
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|---|---|---|-----------------------|---|---------------------------|
|  | Low Density Residential |  | Local Commercial |  | Multi-use Route |
|  | Medium Density Residential <i>with Minor Row Housing</i> |  | Waterway / Open Space |  | Pedestrian Route |
|  | Village Centre |  | Schools / Recreation |  | Shared Pathway |
|  | Mixed Use | | | CE | Catholic Elementary |
|  | ----- High Aesthetic Value | | | PEJ | Public Elementary/ Junior |
|  | ———— Medium Aesthetic Value | | | | |
|  | ———— Low Aesthetic Value | | | | |
| | - · - · High/Medium Aesthetic Value | | | | |

Figure 11 Existing Buildings as of March 2002



Building Legend:

| | | | |
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| <ul style="list-style-type: none"> A-1 GAS REGULATING CHAMBER (N.I.U.) A-2 A-3 SERVICE LIFT STATION A-4 GAS METER BLDG (N.I.U.) A-11 STORAGE SHED A-12 PWD GARAGES A-24 TO A-37 B-1 MAJOR GENERAL GRIESBACH SCHOOL B-2 ROMAN CATHOLIC CHAPEL B-3 PROTESTANT CHAPEL B-4 FIREHALL (EIS SHOP) B-8 SKATING RINK CHANGE UNIT B-11 CURLING RINK B-12 STORAGE SHED C-1 ICE OFFICES, STORES & WORKSHOPS C-2 COLD STORAGE C-3 POL BULK STORAGE C-4 CENTRAL HEATING PLANT C-5 C.A.R. VEHICLE WORKSHOP C-6 SWITCH HOUSE C-7 LUMBER AND PIPE STORAGE RACK C-8 SUPPLY DEPOT C-9 POL STORAGE SHED C-10 STORAGE BUILDING | <ul style="list-style-type: none"> C-11 POL SERVICE STATION C-12 TRANSPORT GARAGE (BULM DET) C-13 ROADS AND GROUNDS (EQUIPMENT/GARAGE) C-14 ROADS AND GROUNDS CHANGE C-15 POL STORAGE C-16 POL STORAGE C-17 LINE DETACHMENT WORKSHOP C-18 POL STORAGE (FLAMMABLE STORES) C-19 RESERVOIR AND PUMPHOUSE C-20 POL STORAGE C-21 7 BAY GARAGE (EQUIP SHED) C-22 SEEDLING NURSERY C-23 AUXILIARY POWER UNIT SHELTER C-24 POL STORAGE C-25 POL STORAGE C-26 SEEDLING NURSERY C-27 POL STORAGE D-2 ASUVI AND 28 CFSO (WARDHOUSE) D-3 AES/AOD (WAREHOUSE) D-4 GREENHOUSE D-6 INFLAMMABLE STORES D-7 RETURNED STORES BUILDING D-8 CANEX GROCERIES AND GAS BAR E-1 IED CELL DETENTION BARRACKS E-2 STORAGE SHED E-3 AUXILIARY POWER UNIT BLDG. | <ul style="list-style-type: none"> F-1 MOCK JUMP TOWER G-2 40 VEHICLE GARAGE G-4 POL STORAGE SHED G-5 POL STORAGE SHED G-8 POL STORAGE SHED H-1 2 - CELL GUARDHOUSE H-2 PHYSICAL TRAINING BUILDING H-3 JUNIOR RANKS LOUNGE H-4 SKATING RINK CHANGE HUT H-5 OFFICERS QUARTERS H-6 CFSTM TRAINING H-7 250 MAN BARRACK BLOCK H-8 CFSAT H-9 ADMINISTRATION BUILDING TYPE "E" H-12 SERGEANTS' QUARTERS (40) H-13 SERGEANTS' MESS (150) H-14 250 MAN BARRACK BLOCK H-15 500 MAN MESS H-16 250 MAN BARRACK BLOCK H-18 QM AND TECH STORES "D" MAJOR H-19 UNIT DRILL HALL H-20 HQ AND SIGNAL SQHQ H-22 EFET STORES | <ul style="list-style-type: none"> J-1 AFU BUILDING J-2 SOCIAL CENTRE J-3 ADMINISTRATION BUILDING J-4 OFFICERS MESS (120) J-5 DENTAL STORES AND WORKSHOP J-6 DAY CARE CENTRE J-7 TELEPHONE EXCHANGE J-8 WICKERWORK BUILDING K-1 25 YARD RANGE K-2 25 YARD RANGE K-3 GAS CHAMBER K-4 STORAGE BUILDING K-5 WEAPONS TRAINING AREA K-7 WATER METER SHED L-1 BRADNER GALT SCHOOL L-2 SERVICE LIFT STATION L-4 TO L-41 PWD GARAGES |
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Stantec

Client/Project
CANADA LANDS
CFB GRIESBACH

Figure No.
11.0

Title
Existing Buildings

November 2001
16918400

***Bylaw 12936 March 18, 2002**