

Bylaw 16426

A Bylaw to amend Bylaw 14010, as amended,
the Southeast Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on June 30, 2005, the Municipal Council of the City of Edmonton, passed Bylaw 14010, as amended, being the Southeast Area Structure Plan; and

WHEREAS Council found it desirable from time to time to amend the Southeast Area Structure Plan, by adding new neighbourhoods; and

WHEREAS Council has amended the Southeast Area Structure Plan, through the passage of Bylaws 14010, 14542, 14824, 14979, 15176 and 16249; and

WHEREAS an application was received by Sustainable Development to amend the Southeast Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Southeast 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 14010, as amended, is hereby further amended as follows:
 - a. deleting first paragraph and four bullets of section 1.3 Plan Area Location and Boundaries and replacing it with the following:

“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 – 66th Street
 - Eastern Boundary – 50th Street NW (Highway Connector) and a four hectare portion of NW ¼ 24-51-24-4 and 34th Street SW
 - Southern Boundary – 41st Avenue SW (City of Edmonton / County of Leduc Boundary).”;
- b. deleting sentence two of the first paragraph of section 1.5.3 Proximity to Major Roadways and replacing it with the following:
 “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).”;
- c. deleting sentence two of the fifth paragraph of section 1.5.3 Proximity to Major Roadways and replacing it with the following:
 “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.”;
- d. deleting paragraph six of section 1.5.3 Proximity to Major Roadways;
- e. deleting sentence two of the fifth paragraph of section 1.7 Environmental and Cultural Resources and replacing it with the following:
 “The Charlesworth neighbourhood is approximately 262 hectares in area with a projected population of approximately 8,500 persons.”;
- f. deleting bullet one of section 2.1 Edmonton Municipal Development Plan (MDP) Strategy 1.1.13 and replacing it with the following:

“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;”;

- g. deleting bullet three of section 2.1 Edmonton Municipal Development Plan (MDP) Strategy 1.1.13 and replacing it with the following:
“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;”;
- h. deleting sentence two of the first paragraph of section 2.1 Edmonton Municipal Development Plan (MDP) Strategy 1.1.14”;
- i. deleting sentence one of the first paragraph of section 2.1 Edmonton Municipal Development Plan (MDP) Strategy 1.3.4 and replacing it with the following:
“The development concept established in the Plan locates a Community Commercial node and transit services along Ellerslie Road, a future six lane divided roadway.”;
- j. deleting sentence two of the second paragraph of section 2.2.1 Recommendation One: Develop a Transit-Oriented Development Strategy and replacing it with the following:
“Complementary land uses are grouped together to provide a mix and transition of land uses linked by shared use path to transit services.”;
- k. deleting sentence three of the second paragraph of section 2.2.1 Recommendation One: Develop a Transit-Oriented Development Strategy;
- l. deleting the first bullet of the second paragraph of section 2.2.2 Recommendation Two: Promote Walkability;
- m. deleting sub-bullet two of the second bullet of the second paragraph of section 2.2.2 Recommendation Two: Promote Walkability and replacing it with the following:
“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;”;
- n. deleting sentence one of paragraph one of section 3.2 Surrounding Land Uses and replacing it with the following:
“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.”;

- o. deleting sentence three of paragraph two of section 3.4 Environmental Resources and replacing it with the following:

“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.”;
- p. adding anew paragraph after the second paragraph of section 3.4 Environmental Resources which reads:

“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.”;
- q. deleting sentence one of paragraph two of section 3.8 Transportation Network and replacing it with the following:

“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.”;
- r. deleting sentence four and five of paragraph three of section 3.8 Transportation Network and replacing it with the following:

“66 Street (the Plan area’s westerly boundary) and 34 Street (the Plan area’s easterly 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.”;
- s. deleting paragraph seven of 3.8 Transportation Network;
- t. deleting bullet five of section 4.2 Objectives and replacing it with the following:

“Establish transit supportive development to the extent possible with the planned development of a transit centre within the Plan area.”;
- u. deleting sentence two of bullet three of section 4.3.1 Liveable Communities and replacing it with the following:

“The Southeast ASP supports a range of mobility choices including shared use path and connections, defined arterial roadway network, and transit service.”;

- v. deleting bullet two of paragraph three of section 4.3.2 Balanced Transportation Network and replacing it with the following:
“Opportunity to initiate transit service during the early stages of development.”;
- w. deleting bullet three of paragraph three of section 4.3.2 Balanced Transportation Network and replacing it with the following:
“Opportunity to establish partnerships with the City of Edmonton on the development of transit facilities (e.g. Transit Centre, bus stops).”;
- x. deleting sentence one, two, and three of paragraph three of section 5.0 Development Concept and replacing it with the following:
“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 SWMF facility land uses. Accordingly, the Southeast ASP is anticipated to sustain a future population of 37,000 persons within three Neighbourhood Structure Plans (NSPs).”;
- y. deleting sentence four of paragraph two of section 5.1.2 Land Use Concept and replacing it with the following:
“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.”;
- z. deleting paragraph four of section 5.1.2 Land Use Concept and replacing it with the following:
“**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.”;
- aa. deleting bullet three of section 5.2.1 Intent and replacing it with the following:
“Establish sufficient overall residential densities to support the efficient provision of educational / recreational facilities and municipal services (e.g. schools, park space);”;
- bb. adding a section between Low Density Residential (LDR) and Medium Density Residential (MDR) of section 5.2.2 Land Use Concept which reads: “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.

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.”;

- cc. deleting sentence three of paragraph two of section 5.2.2 Land Use Concept Medium Density Residential (MDR) and replacing it with the following:

“Future NSP design will therefore establish mixed-use nodes well served by transit service, integrated shared use path, and unique focal points.”;

- dd. deleting sentence one of paragraph one of 5.2.2 Land Use Concept High Density Residential (HDR) and replacing it with the following:

“The Southeast ASP encourages higher density residential development and intensification in support of transit service and mixed use development.”;

- ee. adding a new section after High Density Residential of 5.2.2 Land Use Concept which reads:“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.

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

- ff. deleting sentence two of paragraph two of section 5.3.2 Land Use Concept Community Commercial and replacing it with the following:

“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.”;
- gg. deleting bullet four of section 5.3.2 Land Use Concept Community Commercial and replacing it with the following:

“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.”;
- hh. deleting bullet eleven of section 5.3.2 Land Use Concept Community Commercial and replacing it with the following:

“Medium and High Density Residential sites will be clustered around the commercial area and transit services stops providing transition to less intense uses.”;
- ii. deleting bullet six of section 5.7.1 Intent and replacing it with the following:

“Accommodate future transit service and Park and Ride facility within the plan area where applicable.”;
- jj. deleting second sentence of paragraph one of section 5.7.2 Land Use Concept and replacing it with the following:

“Access to the Southeast plan area is currently available via Ellerslie Road, 41 Avenue SW, 34, 50 and 66 Streets.”;
- kk. deleting paragraph two of section 5.7.2 Land Use Concept and replacing it with the following:

“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.”;
- ll. adding an additional bullet after paragraph one of section 6.1 Regional Network Accessibility “ 34th Street”;

- mm. deleting third sentence of paragraph one of section 6.2.1 Anthony Henday Drive (Transportation Utility Corridor) and replacing it with the following:

“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.”;
- nn. deleting sentence one of paragraph one of section 6.2.2 Arterial Roadways and replacing it with the following:

“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.”;
- oo. adding a new paragraph after paragraph one of section 6.2.2 Arterial Roadways “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.”;
- pp. deleting sentence two of paragraph one of section 6.5.1 Transit Connectivity and replacing it with the following:

“These include a transit center and Park and Ride Facility.”;
- qq. deleting paragraph two of 6.5.1 Transit Connectivity;
- rr. deleting sentence two of paragraph one of section 8.4.1 Charlesworth Neighbourhood and replacing it with the following:

“The neighbourhood is approximately 262 hectares accommodating approximately 8,500 persons.”;

- ss. deleting the table entitled “Table 1 Land Ownership” and substituting therefore the following:

TABLE 1			
Land Ownership			
Bylaw 16426			
	Titled Owner	Legal Description	Area (ha)
1	Private Corporation	SE 14-51-24-W4M	60.65
2	Private (Private Corporation)*	Ptn. NW 14-51-24-W4M	33.90
3	Private (Private Corporation)*	SW 23-51-24-W4M	32.5
4	Private Corporation	Lot 1, Plan 802 0758	32.4
5	Private (Private Corporation)*	NW 23-51-24-W4M	32.4
6	Private (Private Corporation)*	Lot 1, Plan 812 0646	32.2
7	Private (Private Corporation)*	SE 23-51-24-W4M	32.0
8	Private (Private Corporation)*	SE 23-51-24-W4M	32.0
9	Private Corporation	Block D, 5347 RS	31.6
10	Private (Private Corporation)*	NE 23-51-24-W4M	31.9
11	Private (Private Corporation)*	NE 23-51-24-W4M	31.9
12	Private Corporation	Lot 2, Plan 782 2211	30.9
13	Private (Private Corporation)*	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. NW 14-51-24-W4M	18.6
20	Private	Ptn. NW 14-51-24-W4M	17.0
21	Public Institution	Block C, 1256 MC	10.66
22	Private	Lot C, Block 1, 022 5811	10.9
23	Private (Private Corporation)*	Lot 1, Plan 842 1798	10.2
24	Private (Private Corporation)*	Block E, Plan 177 TR	9.44
25	Private	SE 14-51-24-W4M	4.05
26	Private Corporation	Ptn. NE 15-51-24-W4M	3.41
27	Private Institution	Lot 2, Plan 842 1798	2.91
28	Private (Private Corporation)*	Lot 3, Plan 812 0945	1.41

29	Private	Lot A, Plan 3274 KS	1.21
30	Private (Private Corporation)*	Lot 4, Plan 812 0945	1.21
31	Private Institution	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
36	Private Corporation	SE 1/4 25-51-24-W4	29.5
37	Private Corporation	LOT 1, PLAN 9823999	35.19
Special Study Area	Undetermined		
Sub-Total			718.99
Remnant areas under 1.0 ha			10.10
Total Area			729.09

- tt. deleting the table entitled “Table 5 Phase 1 – Environmental Site Assessments – Bylaw 14979)” and substituting therefore the following:

TABLE 5 Phase I – Environmental Site Assessments Bylaw 16426			
	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
11	Private Corporation	SE 1/4 25-51-24-W4	Phase II Required
12	Private Corporation	LOT 1, PLAN 9823999	Phase II Required

- uu. deleting the table entitled “Table 7 Historical Resources Overview / Impact Assessments – Bylaw 14979” and substituting therefore the following:

TABLE 7				
Historical Resources Overview / Impact Assessments				
Bylaw 16249				
Owner	Location	HRO Complete	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 1/4 25-51-24-W4	Yes		No further investigation required.

- vv. deleting the statistics entitled “Southeast Area Structure Plan – Land Use and Population Statistics - Bylaw 16249” and substituting therefore the following:

**SOUTHEAST AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 16426**

	Area (ha)	% GA	Charlesworth	Walker	Nbhd 3
GROSS AREA	796.07	100%	261.83	272.13	262.11
Natural Area (Environmental Reserve)	2.21	0.3%	2.21	0.00	0.00
Pipeline & Utility Right-of-Way	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
GROSS DEVELOPABLE AREA	745.77	93.7%	237.98	256.59	251.20
		%GDA			
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	51.65	6.9%	24.10	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
Special Study Area	1.77	0.2%	1.77	0.00	0.00
Total Non-Residential Area	327.23	43.9%	141.25	103.98	82.00
Net Residential Area	418.54	56.1%	96.73	152.61	169.20
RESIDENTIAL LAND USE AREA, DWELLING UNIT & POPULATION COUNT					
Land Use		ASP	Charlesworth	Walker	Nbhd 3
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	21,959	3,856	7,799	10,304
Mixed Residential	Area (ha)	29.93	29.93	0.00	0.00
30 du/nrha	Units	898	898	-	-
2.8 p/du	Population	2,514	2,514	-	-
Row Housing	Area (ha)	4.66	1.07	3.59	0.00
45 du/nrha	Units	210	48	162	-
2.8 p/du	Population	587	135	452	-
Mixed Use	Area (ha)	1.40	1.40	0.00	0.00
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	22.00
90 du/nrha	Units	6,001	734	3,287	1,980
1.8 p/du	Population	10,802	1,322	5,916	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	732	368	365	
Total Residential	Area (ha)	418.54	96.73	152.61	169.20
	Units	15,566	3,429	6,477	5,660
	Population	36,822	8,421	14,532	13,868
SUSTAINABILITY MEASURES					
		ASP	Charlesworth	Walker	Nbhd 3
Population Per Net Hectare (p/nha)		87.98	87.05	95.20	81.96
Dwelling Units Per Net Residential Hectare (du/nrha)		37.2	35.45	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

Presence/Loss of Natural Areas				
Protected as Environmental Reserve	2.2	2.2	0	0
Conserved as Naturalized Municipal Reserve (ha)	2.5	2.5	0	0
Protected through other means (ha)	0	0	0	0
Lost to Development (ha)	0	0	0	0

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

- ww. deleting the Map entitled “Bylaw 16249 - Southeast Area Structure Plan” and substituting therefore the Map entitled “Bylaw 16426 – Amendment to Southeast Area Structure Plan” attached hereto as Schedule “A” and forming part of this Bylaw;
- xx. deleting “Figure 1.0 – Context Plan”, and substituting therefore with “Figure 1.0 – Context Plan”, hereto as Schedule “B” and forming part of this Bylaw;
- yy. deleting “Figure 2.0 – Development Staging” and substituting therefore with “Figure 2.0 – Development Staging” hereto as Schedule “C” and forming part of this Bylaw;
- zz. deleting “Figure 2.1 – Transportation Concept Arterial/Freeway Construction” and substituting therefore with “Figure 2.1 – Transportation Concept Arterial/Freeway Construction” hereto as Schedule “D” and forming part of this Bylaw;
- aaa. deleting “Figure 3.0 – Land Ownership” and substituting therefore with “Figure 3.0 – Land Ownership” hereto as Schedule “E” and forming part of this Bylaw;
- bbb. deleting “Figure 4.0 – Proposed Land Use Plan” and substituting therefore with “Figure 4.0 – Proposed Land Use Plan” hereto as Schedule “F” and forming part of this Bylaw;
- ccc. deleting “Figure 5.0 – Site Features”, and substituting therefore with “Figure 5.0 – Site Features”, hereto as Schedule “G” and forming part of this Bylaw;
- ddd. deleting “Figure 6.0 – Phase I Environmental Site Assessment Plan”, and substituting therefore with “Figure 6.0 – Phase I Environmental Site Assessment Plan”, hereto as Schedule “H” and forming part of this Bylaw;

- eee. deleting “Figure 7.0 – Oil Wells, Pipelines and Utility Rights-of-Way”, and substituting therefore with “Figure 7.0 – Oil Wells, Pipelines and Utility Rights-of-Way”, hereto as Schedule “I” and forming part of this Bylaw;
- fff. deleting “Figure 8.0 – Neighbourhood Units”, and substituting therefore with “Figure 8.0 – Neighbourhood Units”, hereto as Schedule “J” and forming part of this Bylaw;
- ggg. deleting “Figure 9.0 – Development Concept”, and substituting therefore with “Figure 9.0 – Development Concept”, attached hereto as Schedule “K” and forming part of this Bylaw;
- hhh. deleting “Figure 10.0 – Integrated Community Circulation System”, and substituting therefore with “Figure 10.0 – Integrated Community Circulation System”, attached hereto as Schedule “L” and forming part of this Bylaw;
- iii. deleting “Figure 11.0 – Transportation Network”, and substituting therefore with “Figure 11.0 – Transportation Network”, attached hereto as Schedule “M” and forming part of this Bylaw;
- jjj. deleting “Figure 12.0 – Arterial Road Assessment”, and substituting therefore with “Figure 12.0 – Arterial Road Assessment”, attached hereto as Schedule “N” and forming part of this Bylaw;
- kkk. deleting “Figure 13.0 – Water Services”, and substituting therefore with “Figure 13.0 – Water Services”, attached hereto as Schedule “O” and forming part of this Bylaw;
- lll. deleting “Figure 14.0 – Stormwater System”, and substituting therefore with “Figure 14.0 – Stormwater System”, attached hereto as Schedule “P” and forming part of this Bylaw; and
- mmm. deleting “Figure 15.0 – Sanitary System”, and substituting therefore with “Figure 15.0 – Sanitary System”, attached hereto as Schedule “Q” and forming part of this Bylaw.

nnn. deleting “Figure 16.0 – Recommended Development Phasing”, and substituting therefore with “Figure 16.0 – Recommended Development Phasing”, attached hereto as Schedule “R” and forming part of this Bylaw.

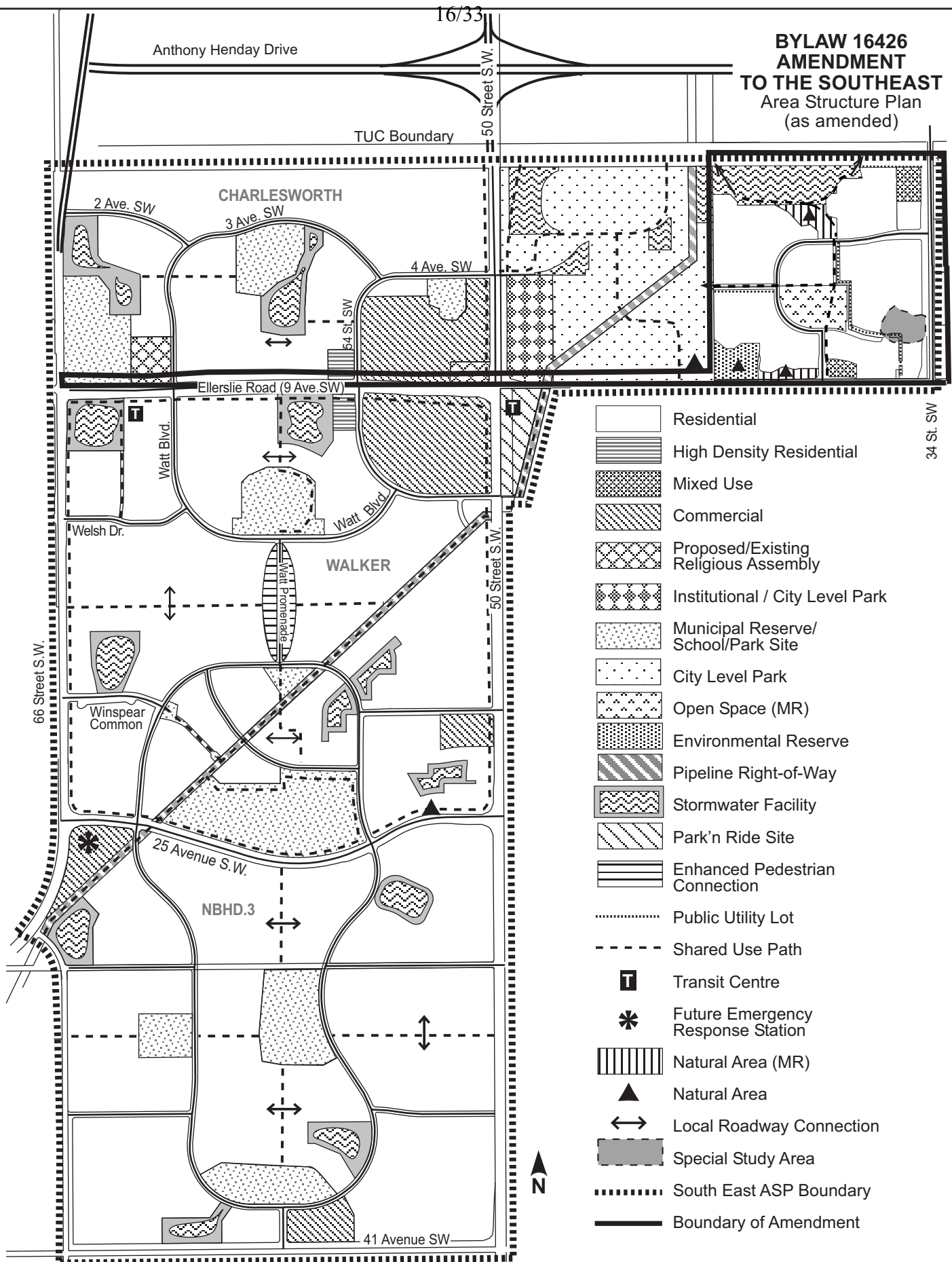
READ a first time this	day of	, A. D. 2013;
READ a second time this	day of	, A. D. 2013;
READ a third time this	day of	, A. D. 2013;
SIGNED and PASSED this	day of	, A. D. 2013.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

**BYLAW 16426
AMENDMENT
TO THE SOUTHEAST
Area Structure Plan
(as amended)**



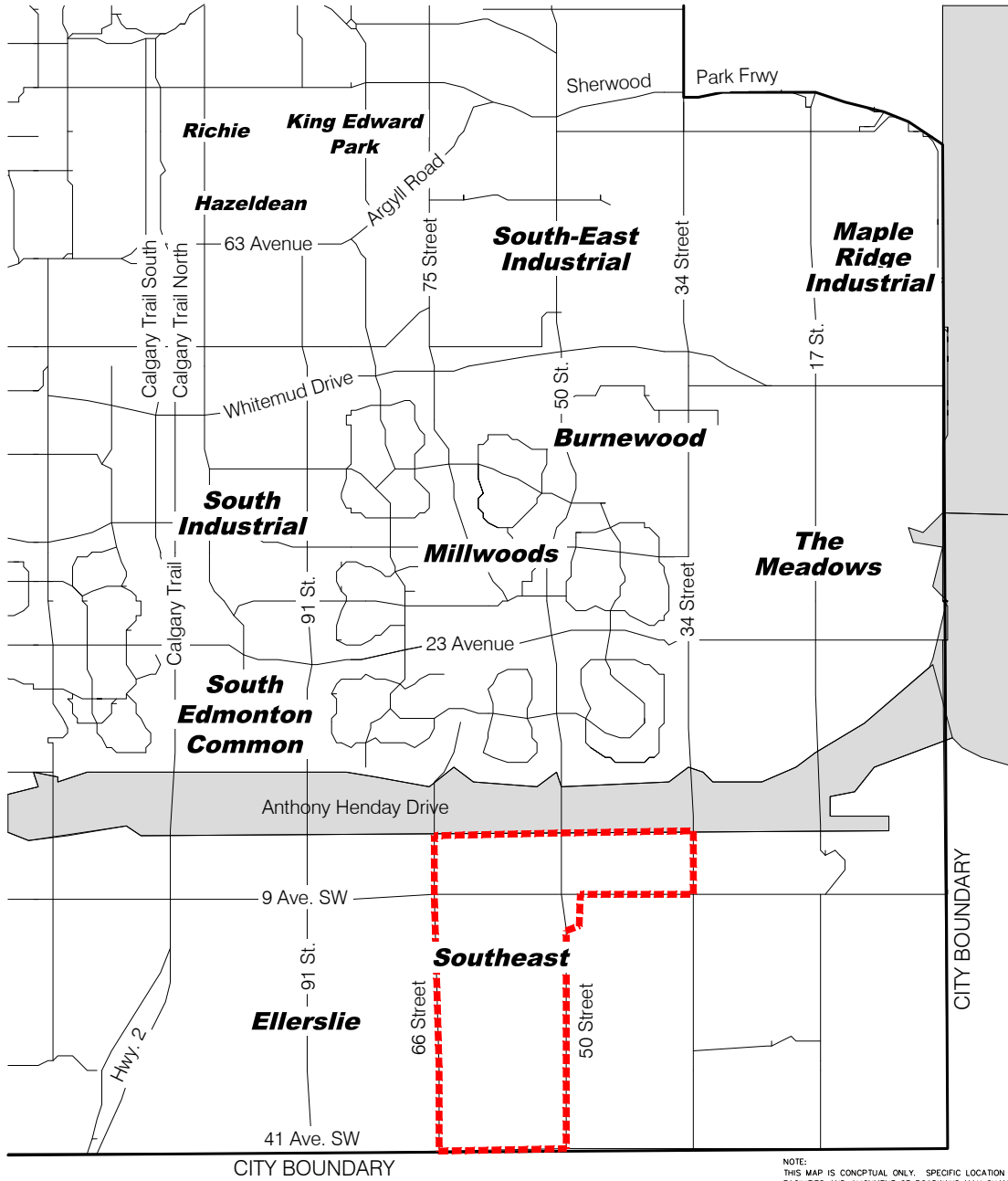
Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

**SOUTHEAST
AREA STRUCTURE PLAN**



Not to Scale

Figure 1.0
Context Plan



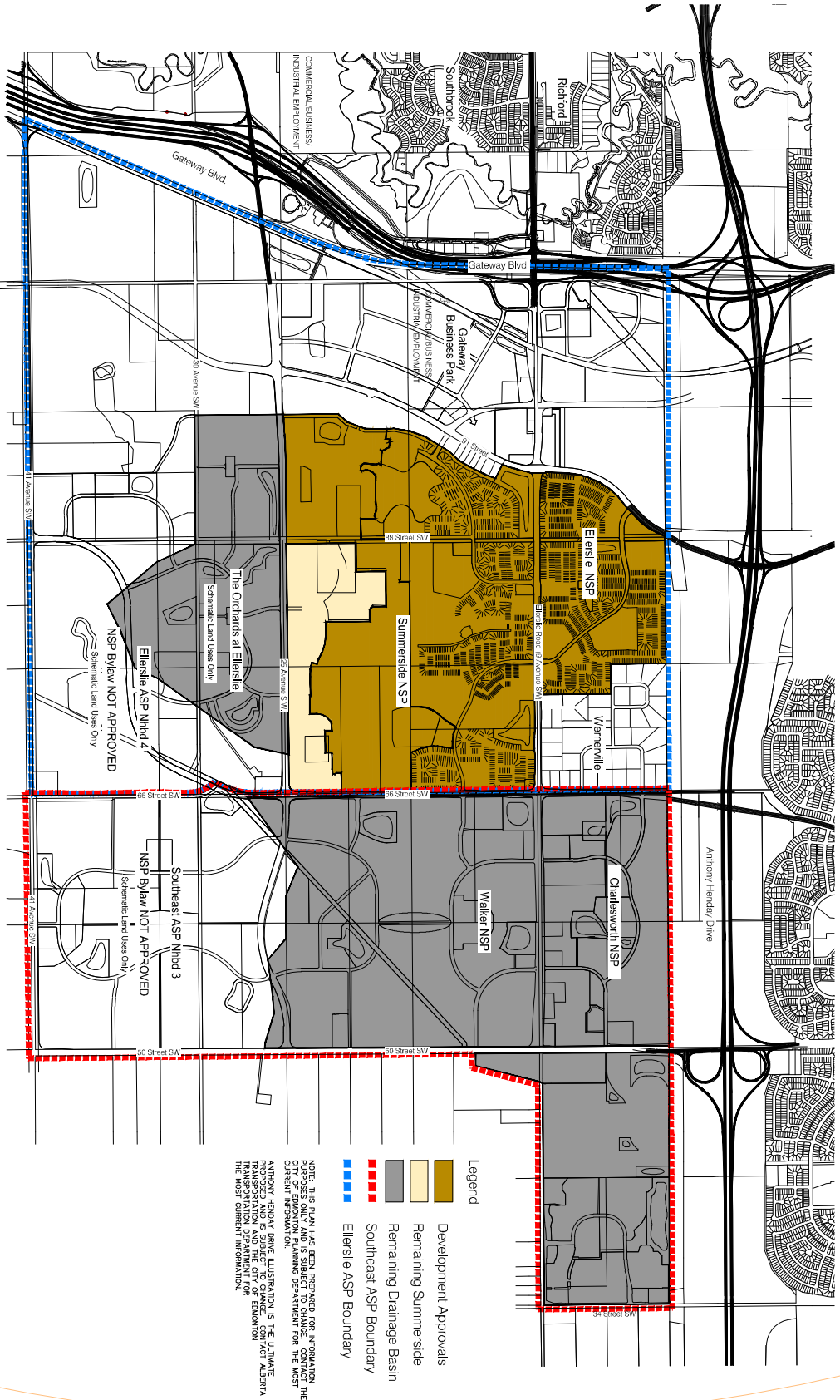
NOTE:
THIS MAP IS CONCEPTUAL ONLY. SPECIFIC LOCATION OF MAJOR
FACILITIES AND ALIGNMENT OF ROADWAYS MAY CHANGE
AT TIME OF NEIGHBOURHOOD PLAN PREPARATION.



**SOUTHEAST
AREA STRUCTURE PLAN**

Ellerslie/Southeast Area Composite Plan

**Figure 2.0
Development Staging**

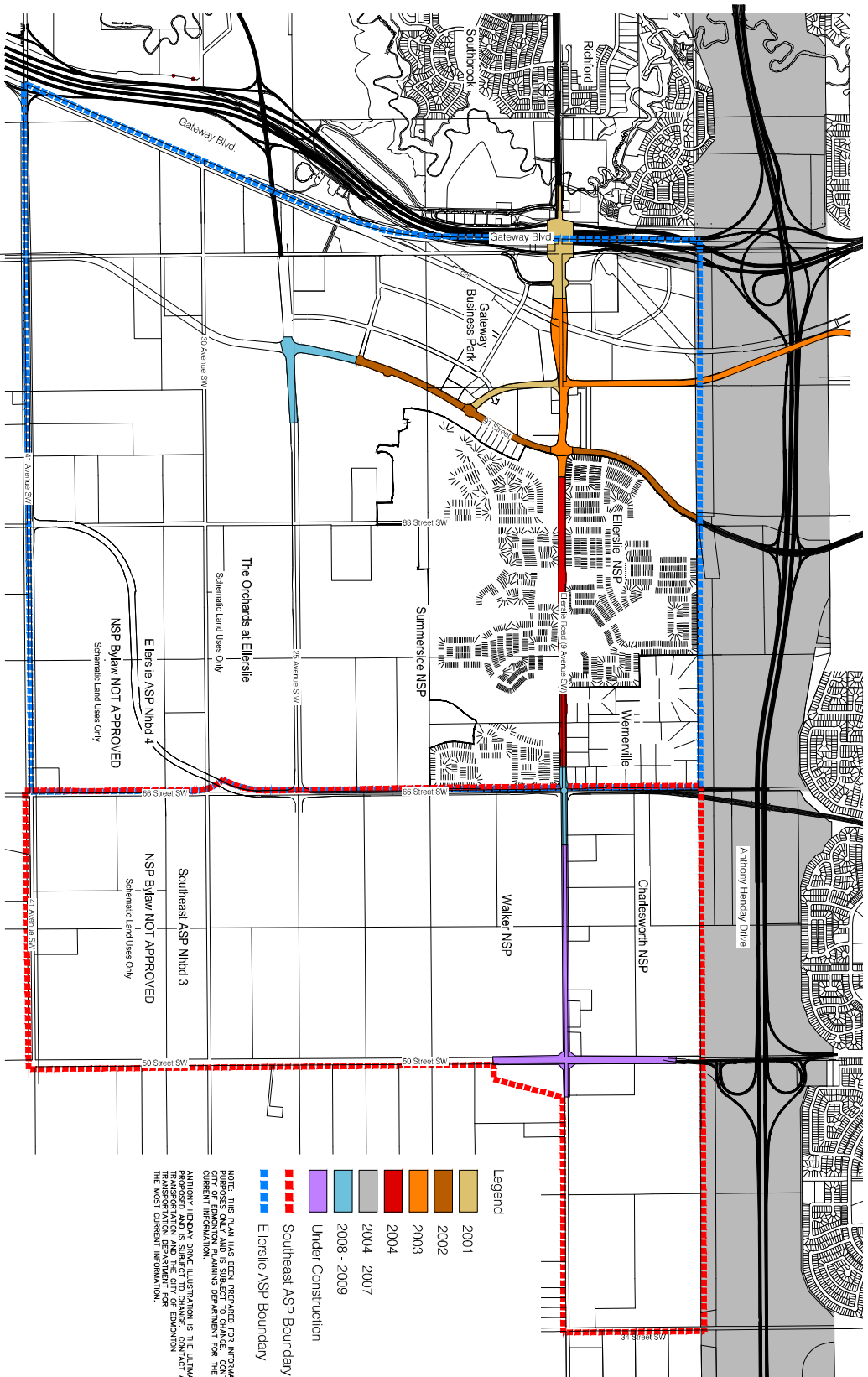


NTS

SOUTHEAST AREA STRUCTURE PLAN

Ellerslie/Southeast Area Composite Plan

Figure 2.1 Transportation Concept Arterial/Freeway Construction



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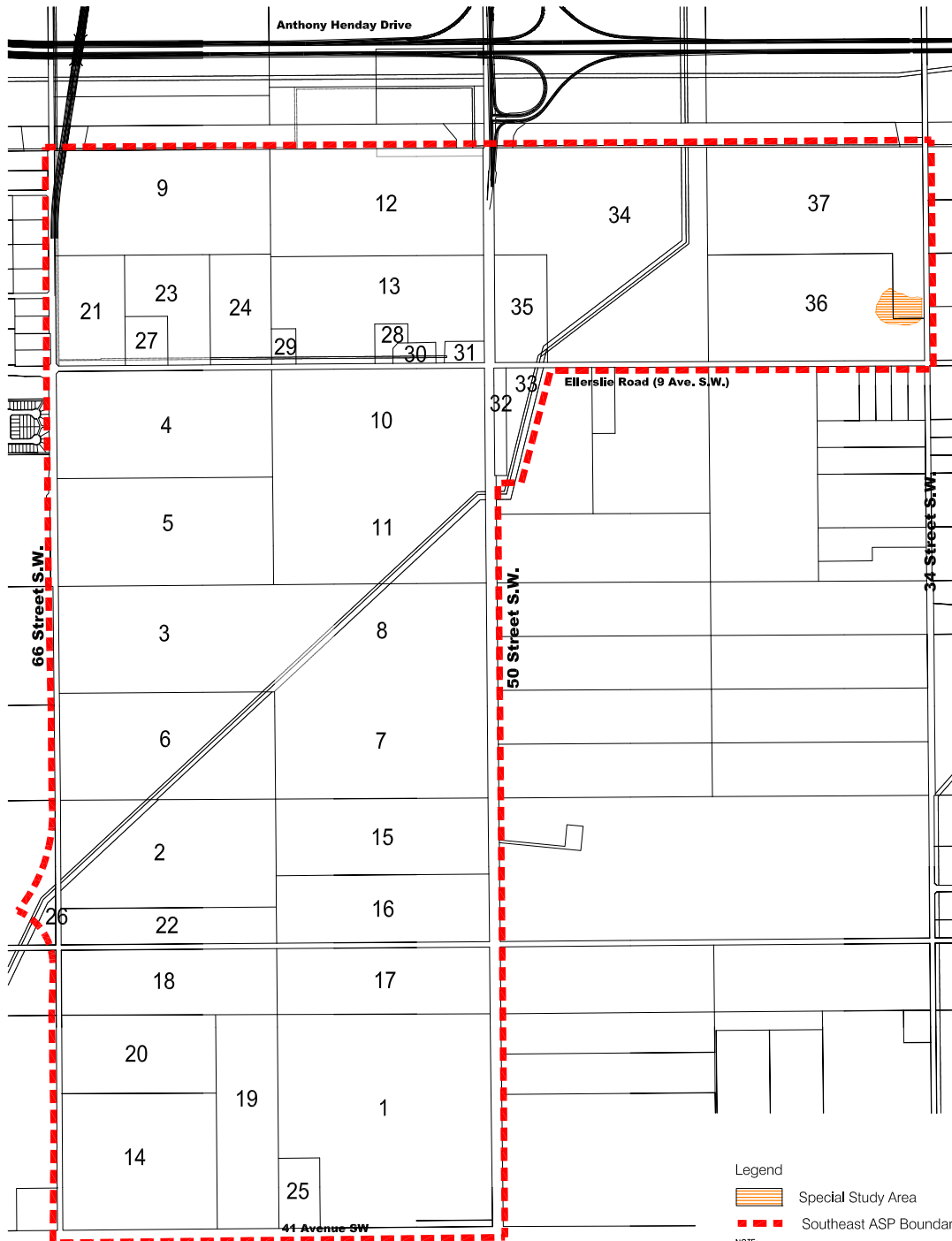


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Figure 3.0
Land Ownership



Legend

-  Special Study Area
-  Southeast ASP Boundary

NOTE:

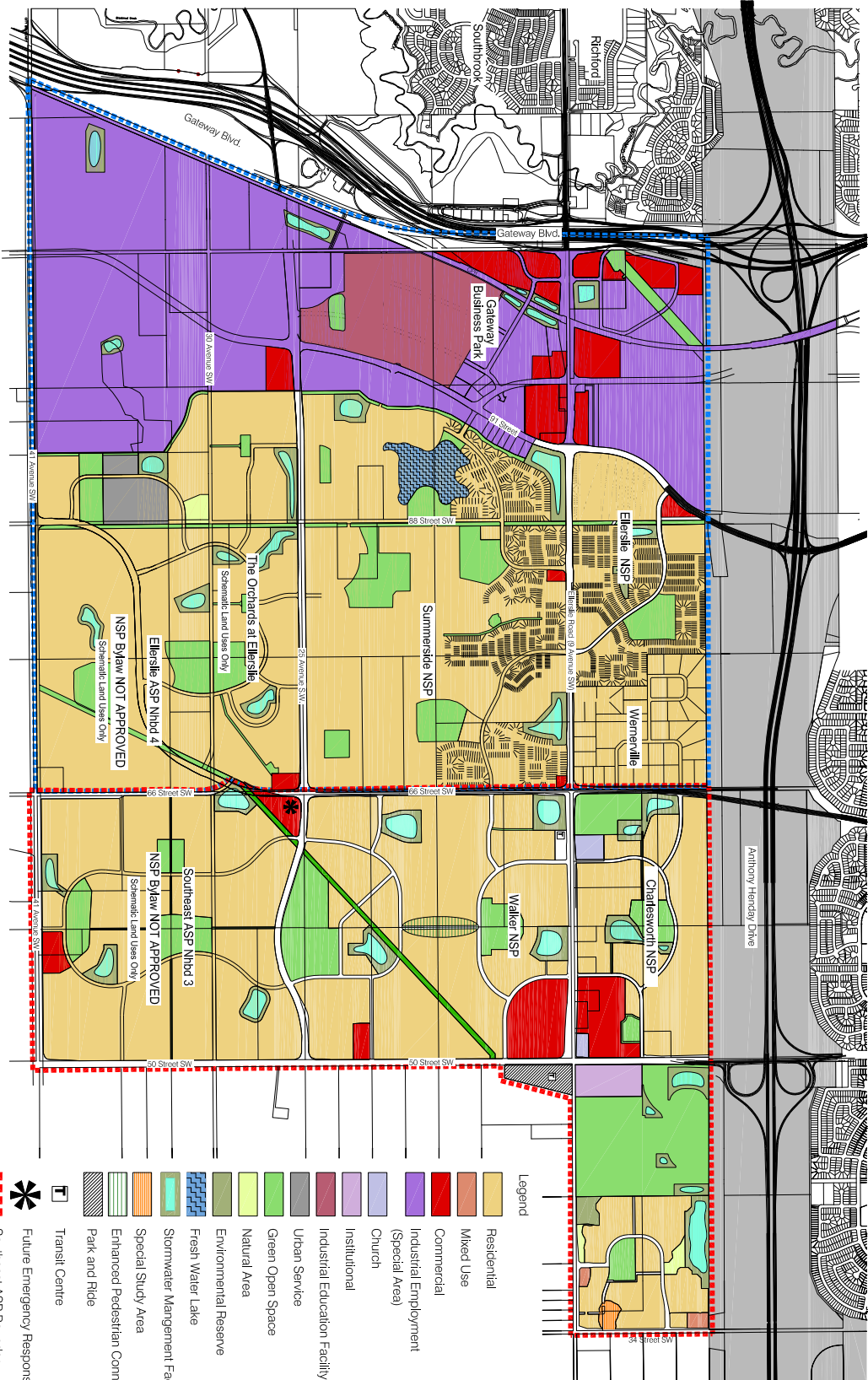
THIS MAP IS CONCEPTUAL ONLY. SPECIFIC LOCATION OF MAJOR FACILITIES AND ALIGNMENT OF ROADWAYS MAY CHANGE AT TIME OF NEIGHBOURHOOD PLAN PREPARATION.



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**SOUTHEAST
AREA STRUCTURE PLAN**

● ● ● ● ●
Ellerslie/Southeast Area Composite Plan
Figure 4.0
 Proposed Land Use Plan



- Legend**
- Residential
 - Mixed Use
 - Commercial
 - Industrial Employment (Special Area)
 - Church
 - Institutional
 - Industrial Education Facility
 - Urban Service
 - Green Open Space
 - Natural Area
 - Environmental Reserve
 - Fresh Water Lake
 - Stormwater Management Facility
 - Special Study Area
 - Enhanced Pedestrian Connection
 - Park and Ride
 - Transit Centre
 - Future Emergency Response Station
 - Southeast ASP Boundary
 - Ellerslie ASP Boundary

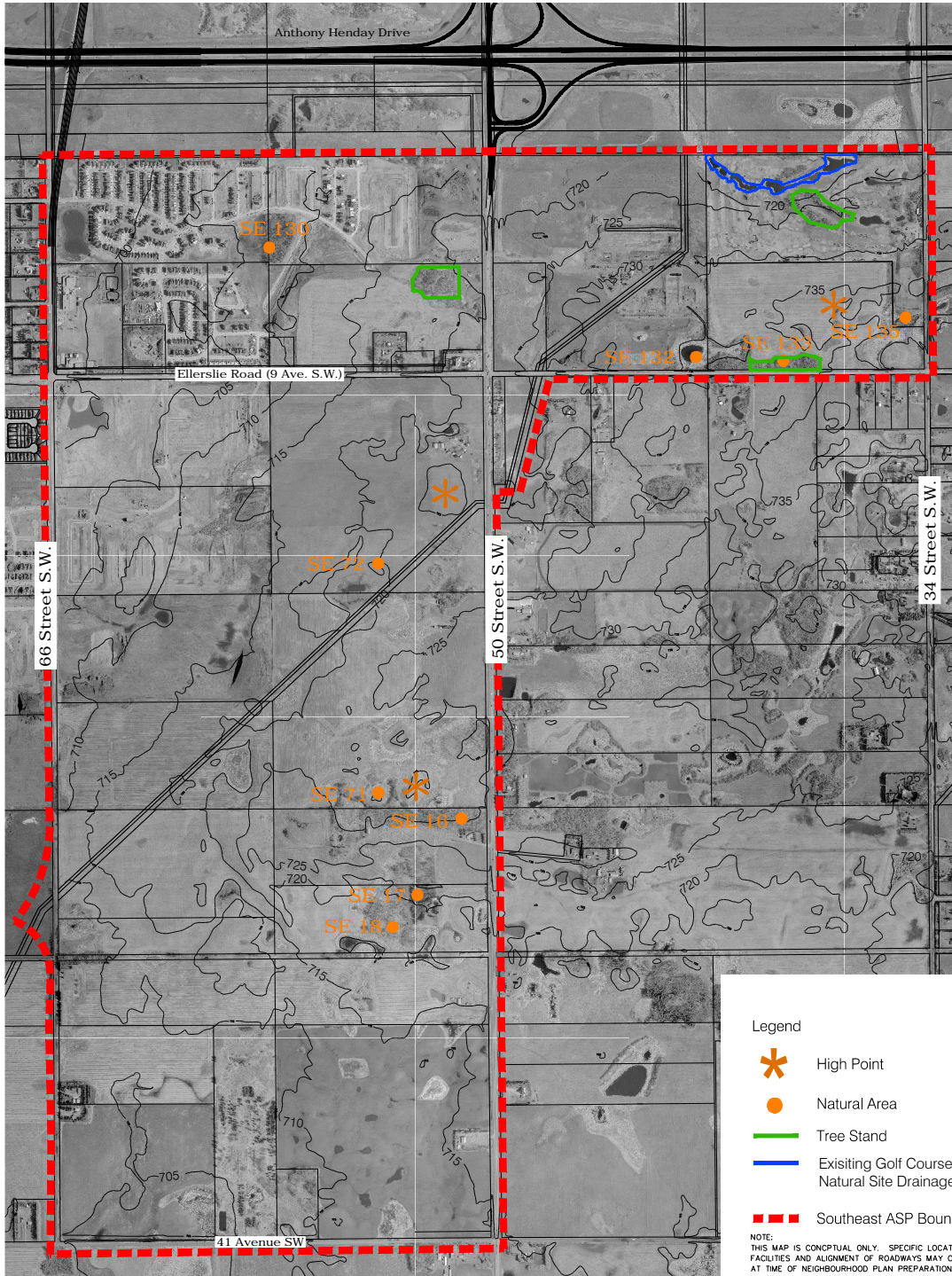
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SOUTHEAST AREA STRUCTURE PLAN



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Figure 5.0
Site Features

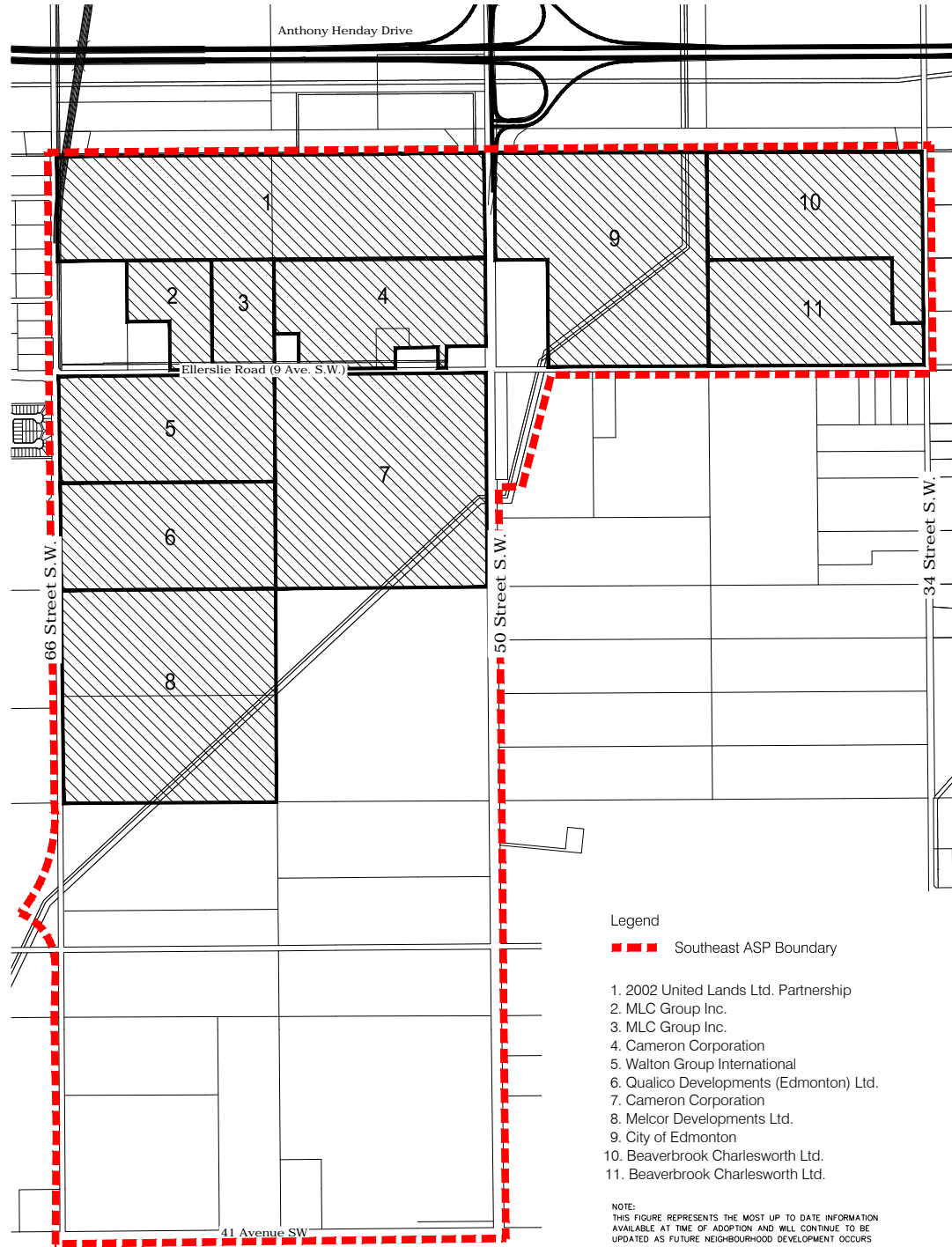


SOUTHEAST
AREA STRUCTURE PLAN



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Figure 6.0
Phase I Environmental Site Assessment Plan



SOUTHEAST
AREA STRUCTURE PLAN



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



March 2013

SOUTHEAST
AREA STRUCTURE PLAN



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Figure 8.0
Neighbourhood Units

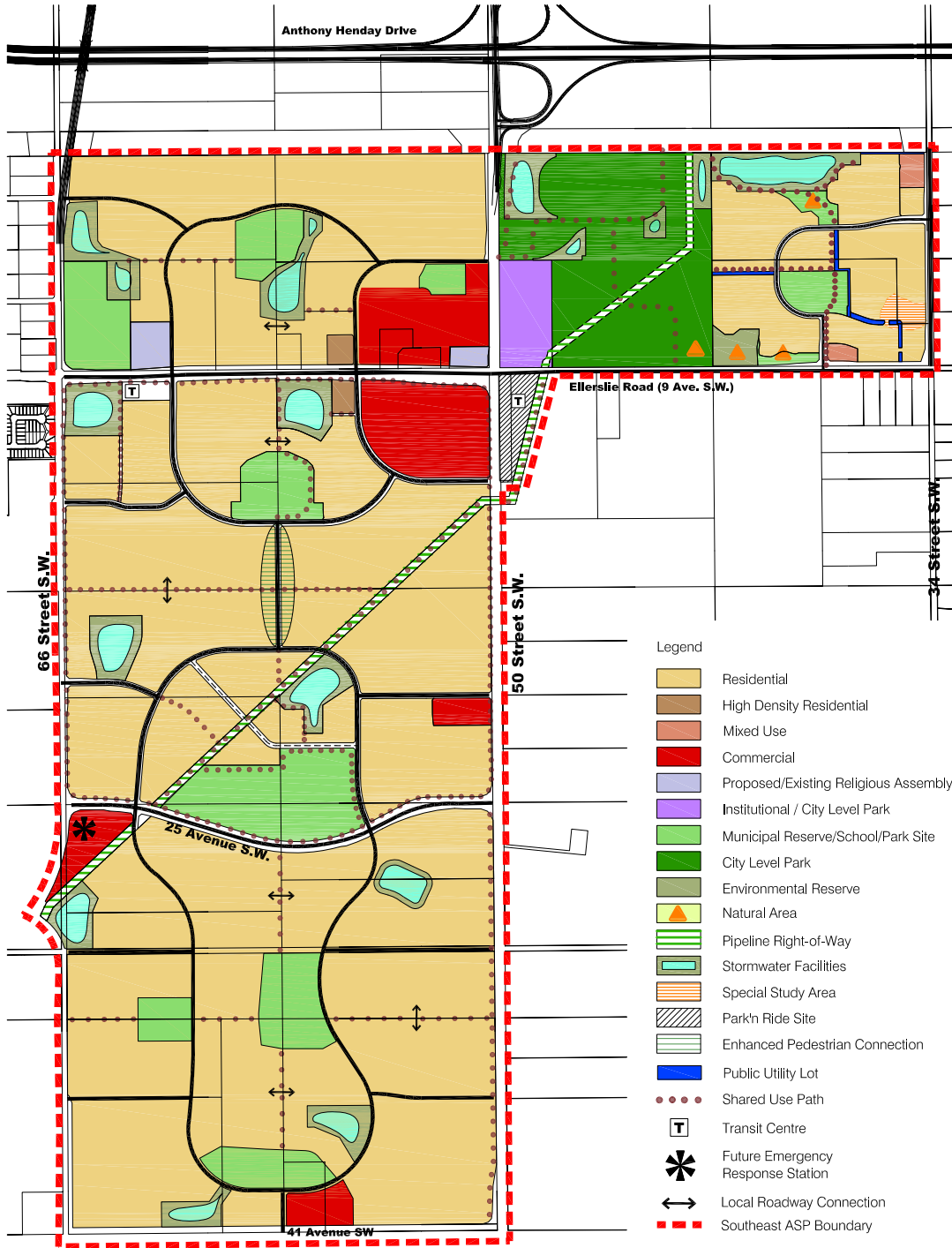


SOUTHEAST AREA STRUCTURE PLAN



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Figure 9.0 Development Concept



- Legend
- Residential
 - High Density Residential
 - Mixed Use
 - Commercial
 - Proposed/Existing Religious Assembly
 - Institutional / City Level Park
 - Municipal Reserve/School/Park Site
 - City Level Park
 - Environmental Reserve
 - Natural Area
 - Pipeline Right-of-Way
 - Stormwater Facilities
 - Special Study Area
 - Park'n Ride Site
 - Enhanced Pedestrian Connection
 - Public Utility Lot
 - Shared Use Path
 - T Transit Centre
 - ✱ Future Emergency Response Station
 - ↔ Local Roadway Connection
 - Southeast ASP Boundary

THIS MAP IS CONCEPTUAL ONLY. SPECIFIC LOCATION OF MAJOR FACILITIES AND ALIGNMENT OF ROADWAYS MAY CHANGE AT TIME OF NEIGHBOURHOOD PLAN PREPARATION.

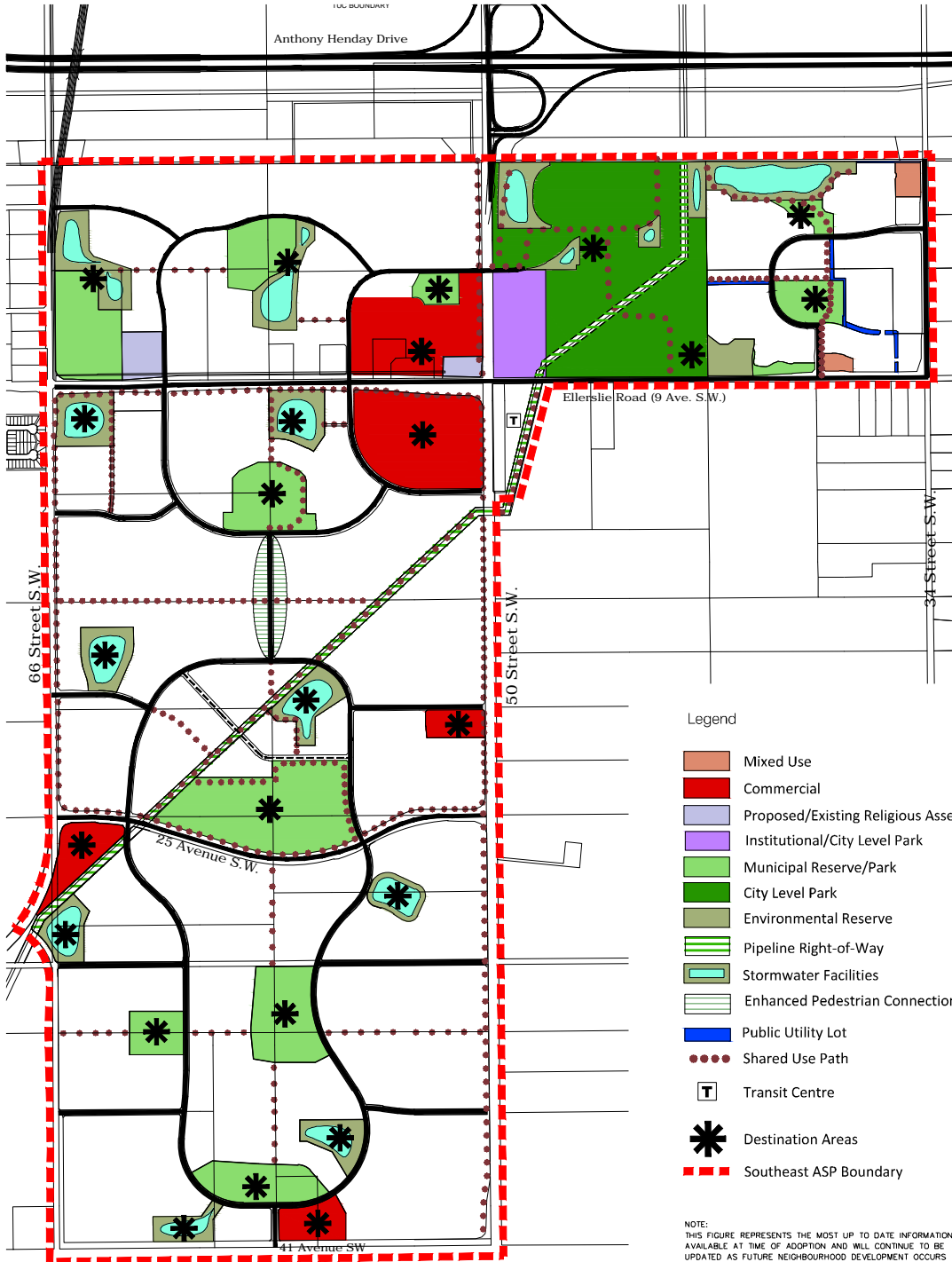


SOUTHEAST AREA STRUCTURE PLAN



Scale 1:25,000

Figure 10.0 Integrated Community Circulation System



Legend

- Mixed Use
- Commercial
- Proposed/Existing Religious Assembly
- Institutional/City Level Park
- Municipal Reserve/Park
- City Level Park
- Environmental Reserve
- Pipeline Right-of-Way
- Stormwater Facilities
- Enhanced Pedestrian Connection
- Public Utility Lot
- Shared Use Path
- Transit Centre
- Destination Areas
- Southeast ASP Boundary

NOTE:
THIS FIGURE REPRESENTS THE MOST UP TO DATE INFORMATION
AVAILABLE AT TIME OF ADOPTION AND WILL CONTINUE TO BE
UPDATED AS FUTURE NEIGHBOURHOOD DEVELOPMENT OCCURS

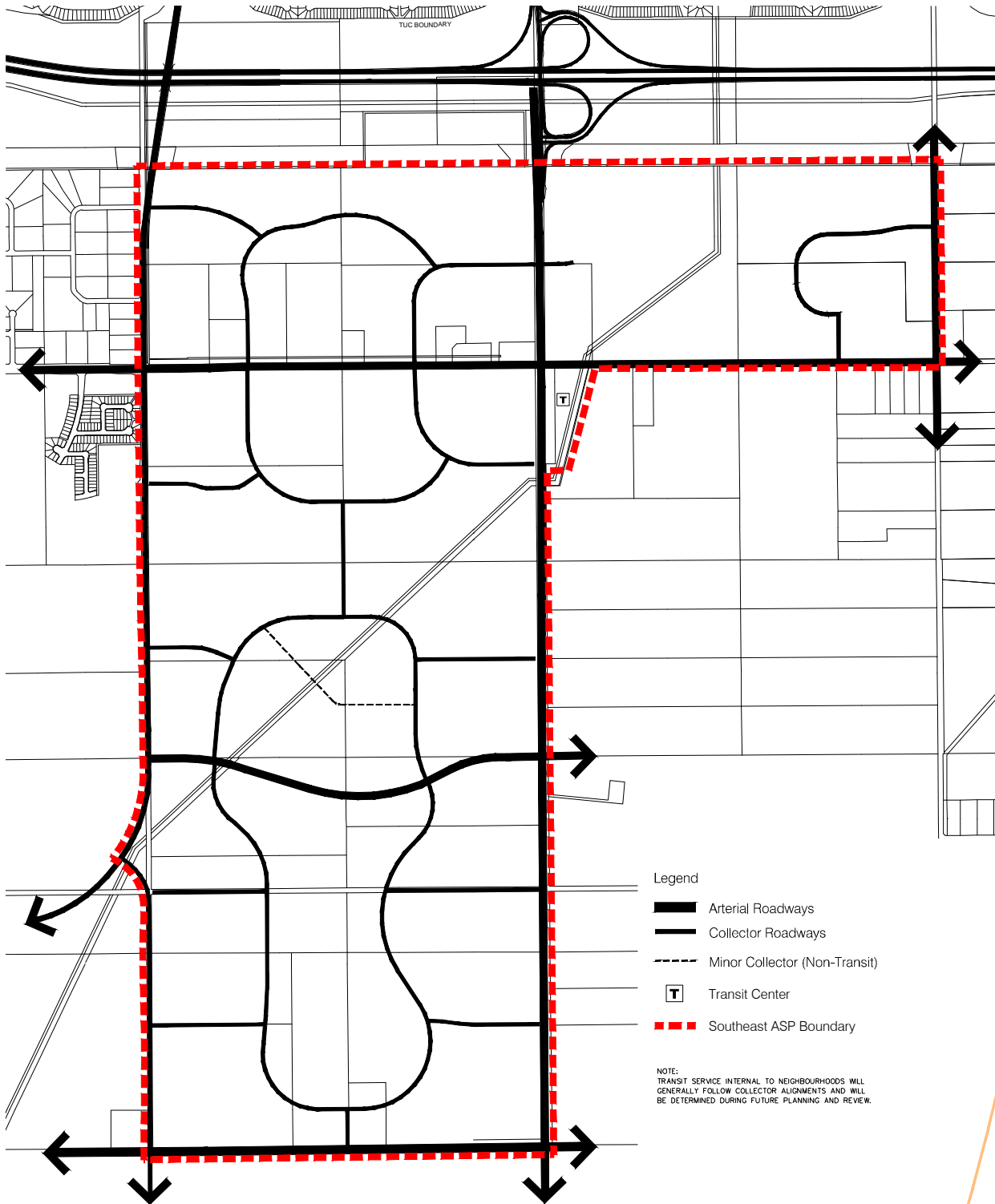


SOUTHEAST AREA STRUCTURE PLAN








Scale 1:25,000

Figure 11.0 Transportation Network



Legend

-  Arterial Roadways
-  Collector Roadways
-  Minor Collector (Non-Transit)
-  Transit Center
-  Southeast ASP Boundary

NOTE:
TRANSIT SERVICE INTERNAL TO NEIGHBOURHOODS WILL
GENERALLY FOLLOW COLLECTOR ALIGNMENTS AND WILL
BE DETERMINED DURING FUTURE PLANNING AND REVIEW.

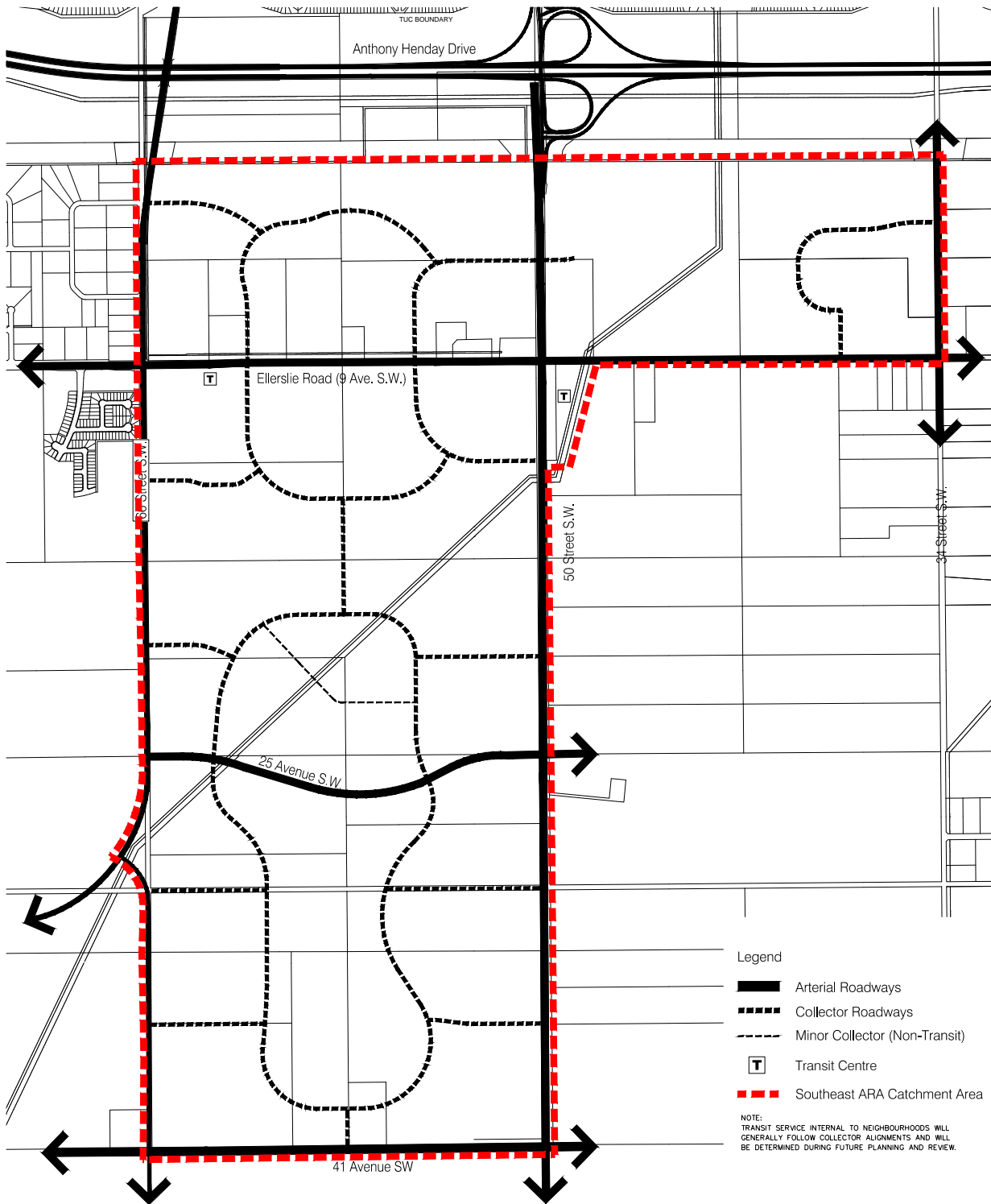


SOUTHEAST AREA STRUCTURE PLAN

Figure 12.0
Arterial Roadway Assessment



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Legend

- Arterial Roadways
- Collector Roadways
- Minor Collector (Non-Transit)
- Transit Centre
- Southeast ARA Catchment Area

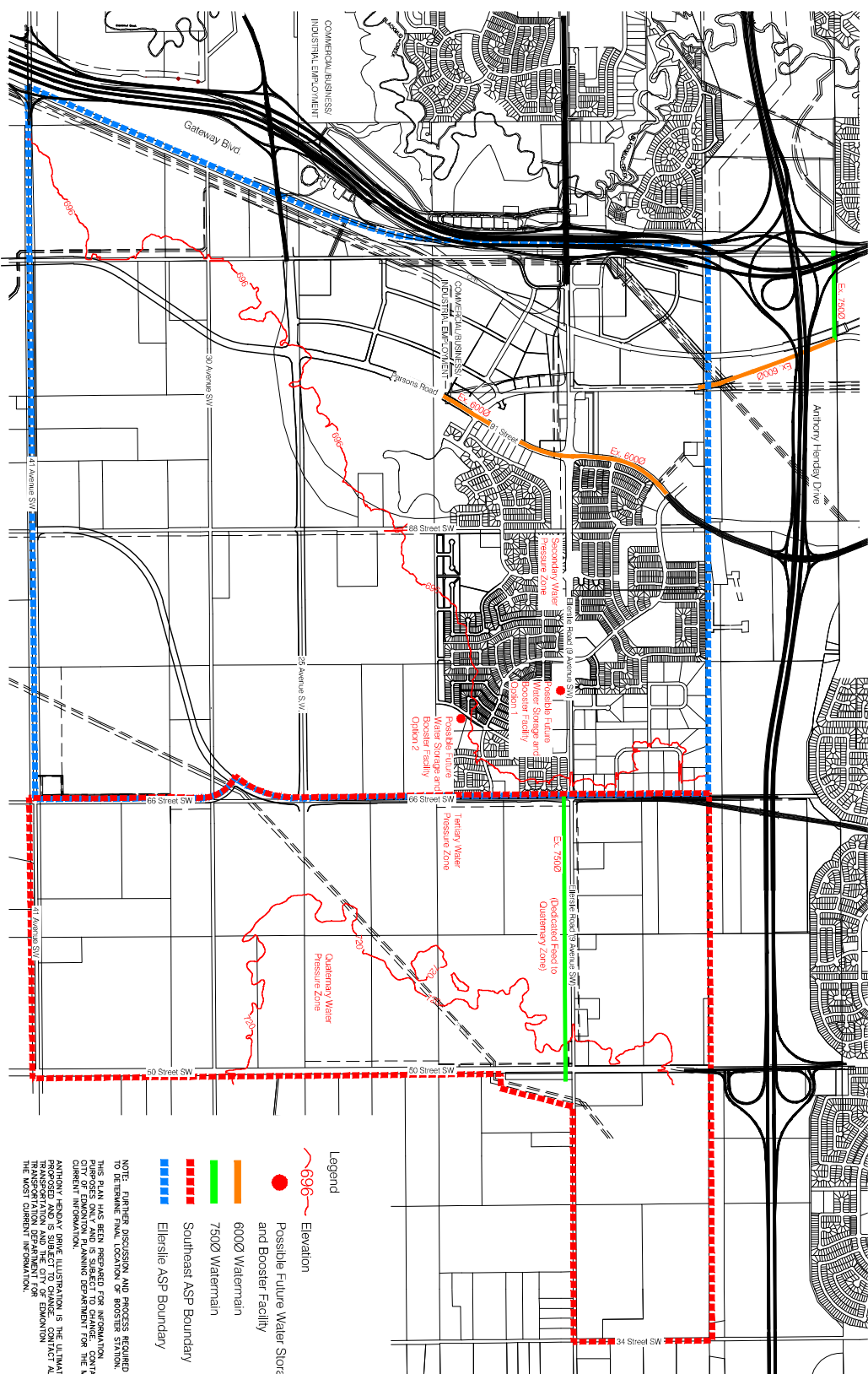
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**SOUTHEAST
AREA STRUCTURE PLAN**

Ellerslie/Southeast Area Composite Plan

Figure 13.0
Water Services



- Legend**
- Elevation 696
 - Possible Future Water Storage and Booster Facility
 - 6000 Watermain
 - 7500 Watermain
 - - - Southeast ASP Boundary
 - - - Ellerslie ASP Boundary

NOTE: FURTHER DISCUSSION AND PROCESS REQUIRED TO DETERMINE FINAL LOCATION OF BOOSTER STATION. THIS PLAN HAS BEEN PREPARED FOR INFORMATION PURPOSES ONLY AND DOES NOT CONSTITUTE THE CITY OF EDMONTON PLANNING DEPARTMENT FOR THE MOST CURRENT INFORMATION. ANTHONY/HENDRY DRIVE ILLUSTRATION IS THE ULTIMATE TRANSPORTATION AND THE CITY OF EDMONTON PLANNING DEPARTMENT FOR THE MOST CURRENT INFORMATION.



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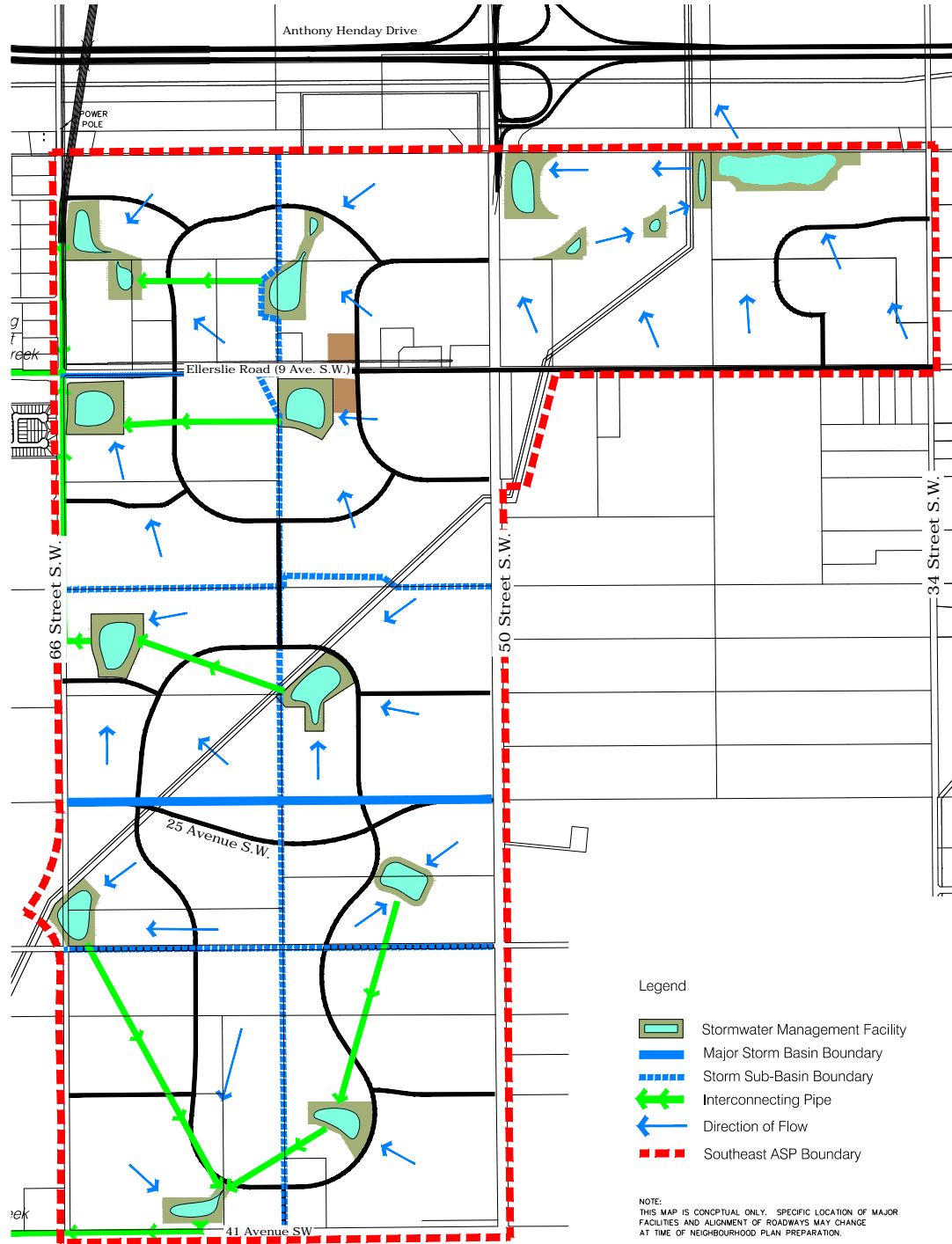
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SOUTHEAST AREA STRUCTURE PLAN



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Figure 14.0 Stormwater System

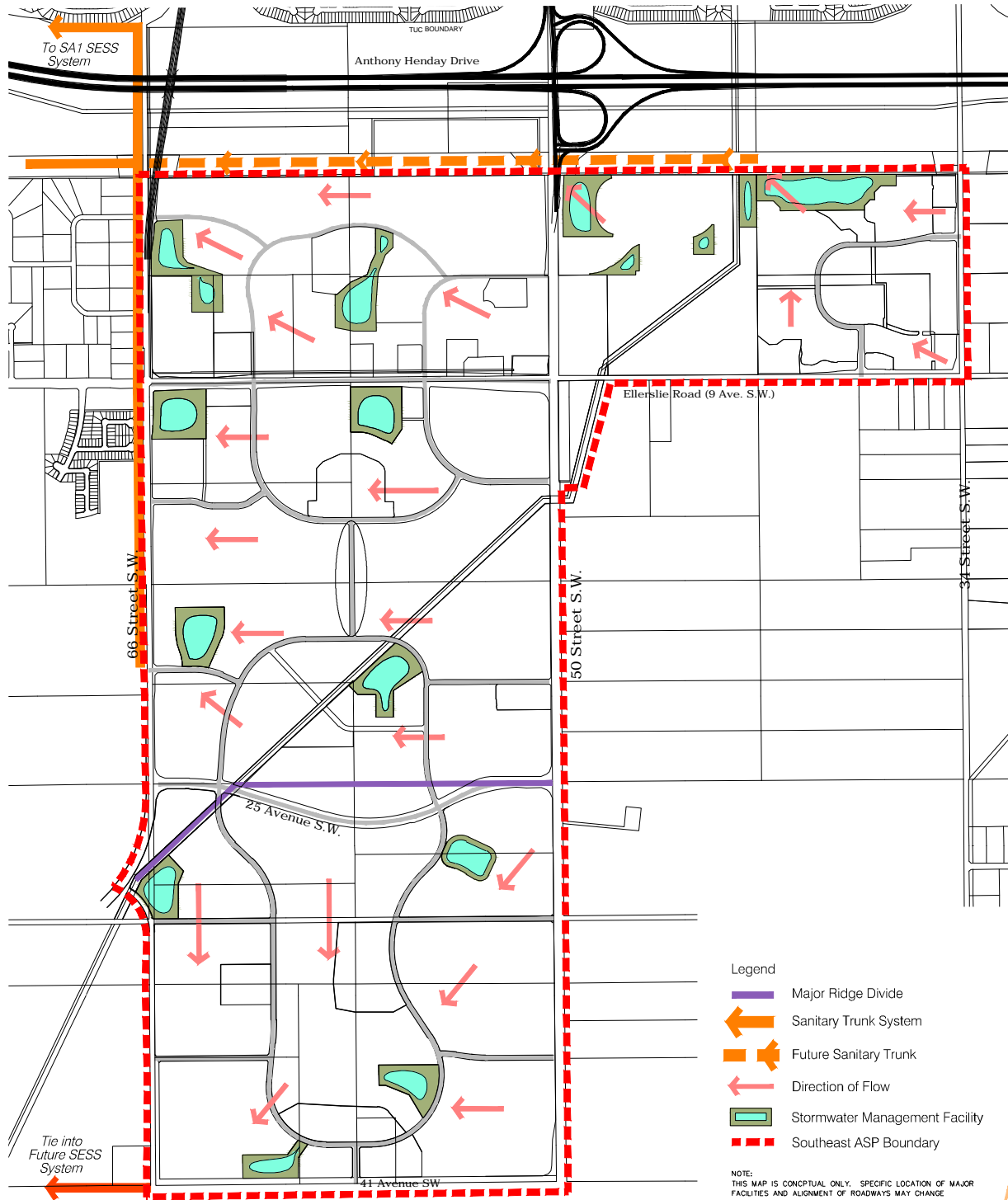


SOUTHEAST AREA STRUCTURE PLAN



Scale 1:25,000

Figure 15.0 Sanitary System



- Legend
- Major Ridge Divide
 - Sanitary Trunk System
 - Future Sanitary Trunk
 - Direction of Flow
 - Stormwater Management Facility
 - Southeast ASP Boundary

NOTE:
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SOUTHEAST AREA STRUCTURE PLAN



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Figure 16.0 Recommended Development Phasing

