

Bylaw 19696

A Bylaw to amend Bylaw 13760, as amended
being the Cashman Neighbourhood Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on January 13, 2005, the Municipal Council of the City of Edmonton passed Bylaw 13760, as amended, being the Heritage Valley Neighbourhood 7A Neighbourhood Area Structure Plan; and

WHEREAS Council found it desirable to amend the Heritage Valley Neighbourhood 7A Neighbourhood Area Structure Plan through the passage of Bylaws 14333 and 15731; and

WHEREAS on January 16, 2012 Council has amended the Heritage Valley Neighbourhood 7A Neighbourhood Area Structure Plan by passage of Bylaw 15975 renaming and adopting the plan as the Cashman Neighbourhood Area Structure Plan; and

WHEREAS Council found it desirable to amend the Cashman Neighbourhood Area Structure Plan through the passage of Bylaws 15975 and 16012; and

WHEREAS an application was received by Administration to amend the Cashman 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 as follows:

1. The Cashman Neighbourhood Area Structure Plan is hereby further amended by:
 - a. deleting the second paragraph of Section 5.0 - Transportation and replacing it with the following:

“The neighbourhood has limited roadway access because of its constrained location between Blackmud Creek and Calgary Trail. The existing highway commercial sites along Calgary Trail gain access from the Calgary Trail service

road via the Calgary Trail southbound on-ramp, as well as a collector roadway (103a Street SW) connecting to Ellerslie Road SW.

Alberta Transportation maintains ownership of the Calgary Trail service road, which extends from the Calgary Trail southbound on-ramp to its intersection at 103A Street to the south. As of early 2021, Alberta Transportation has indicated that the Calgary Trail service road access at the Calgary Trail southbound on-ramp will be removed with the future expansion of Highway 2 and/or improvements to the Ellerslie Road interchange. Whether the Province removes or makes surplus a portion or the entire Calgary Trail service road has not yet been determined. There are no timelines for any of this work, with Alberta Transportation indicating nothing is planned in the next three (3) years.

As of early 2021, there remains one property (1304 Calgary Trail SW) with vehicle access to the Calgary Trail service road. Should this site be redeveloped prior to the closure or modification of the Calgary Trail service road, vehicle access shall be relocated to 103a Street SW. No further access to the Calgary Trail service road shall be granted.”

- b. deleting the new paragraph eight of Section 5.0 - Transportation and replacing it with the following:

“The Highway 2 Corridor Improvement Study (between Edmonton and Calgary ring roads) Final Report was completed by Alberta Transportation in 2020. The study’s purpose is to preserve the National Highway System mandate for the efficient inter-regional and inter-provincial movement of people, goods and services while also accommodating growth and development in the study corridor and to develop an upgrading strategy that addresses highway safety, capacity and bridge upgrading requirements. The study indicates that functional planning studies will be required for the Ellerslie Road/Highway 2 interchange and Highway 2 realignment between Ellerslie Road and 41 Avenue SW. It is expected that 25 Avenue SW will be a “fly-over” with no connection to Calgary Trail/Gateway Boulevard.”

- c. deleting the new paragraph nine of Section 5.0 - Transportation and replacing it with the following:

“It is anticipated that transit service will be provided along Ellerslie Road, and will be extended along 103a Street as development warrants.”

- d. deleting the first paragraph of Section 2.3 - Development Environmental and replacing it with the following:

“The upland portion of the plan area includes a strip of highway commercial development along the western frontage of Calgary Trail (Figure 5). These parcels are currently fronted by two roadways: 103a Street SW on the west and the Calgary Trail service road on the east. The service road extends one-way from the southbound Calgary Trail on-ramp and meets 103a Street SW approximately 700 m south. As these properties redevelop vehicle access shall only be allowed to 103a Street SW to facilitate the eventual closure of the Calgary Trail service road.”

- e. deleting the fourth paragraph of Section 4.1 - General Patterns and replacing it with the following:

“103a Street SW shall be upgraded to a collector roadway that extends south from Ellerslie Road to convey traffic to and from the future development areas further south. The centrally located stormwater management facility provides an additional buffer and transition between industrial business, commercial and residential land uses.”

- f. deleting the first paragraph of Section 7.1 - Staging and replacing it with the following:

The staging sequence follows the north to south pattern outlined in the HVSCDB for Neighbourhood 7. The first stage of development will be constructed at the north end of the neighbourhood, providing the logical extension of services southward as development occurs. Development will be limited to 10 ha of developable land until such time as roadway upgrades are constructed on Ellerslie

Road and at 25 Avenue SW. With the first phase of development, 103a Street SW will be upgraded to an urban 4-lane roadway.

- g. deleting all references to “Neighbourhood 7A” and replacing it with “Cashman”;
- h. deleting all reference to “N7A” and replacing it with “Cashman”;
- i. deleting all references to “Heritage Valley N7A” and replacing it with Cashman;
- j. deleting the map entitled “Bylaw 16012 – Amendment to Cashman Neighbourhood Area Structure Plan” and substituting therefore “Bylaw 19696 - Amendment to Cashman Neighbourhood Area Structure Plan”, attached hereto as Schedule “A” and forming part of this bylaw;
- k. deleting the map entitled “Figure 6 Development Concept” and substituting therefore “Figure 6 Development Concept”, attached hereto as Schedule “B” and forming part of the bylaw;
- l. deleting the map entitled “Figure 7 Transportation Network” and substituting therefore “Figure 7 Transportation Network”, attached hereto as Schedule “C” and forming part of this bylaw;
- m. deleting the map entitled “Figure 8 Sanitary Drainage” and substituting therefore “Figure 8 Sanitary Drainage”, attached hereto as Schedule “D” and forming part of this bylaw;
- n. deleting the map entitled “Figure 10 Water Distribution” and substituting therefore “Figure 10 Water Distribution”, attached hereto as Schedule “E” and forming part of this bylaw;
- o. deleting the map entitled “Figure 11 Stormwater Drainage” and substituting therefore “Figure 11 Stormwater Drainage”, attached hereto as Schedule “F” and forming part of this bylaw; and

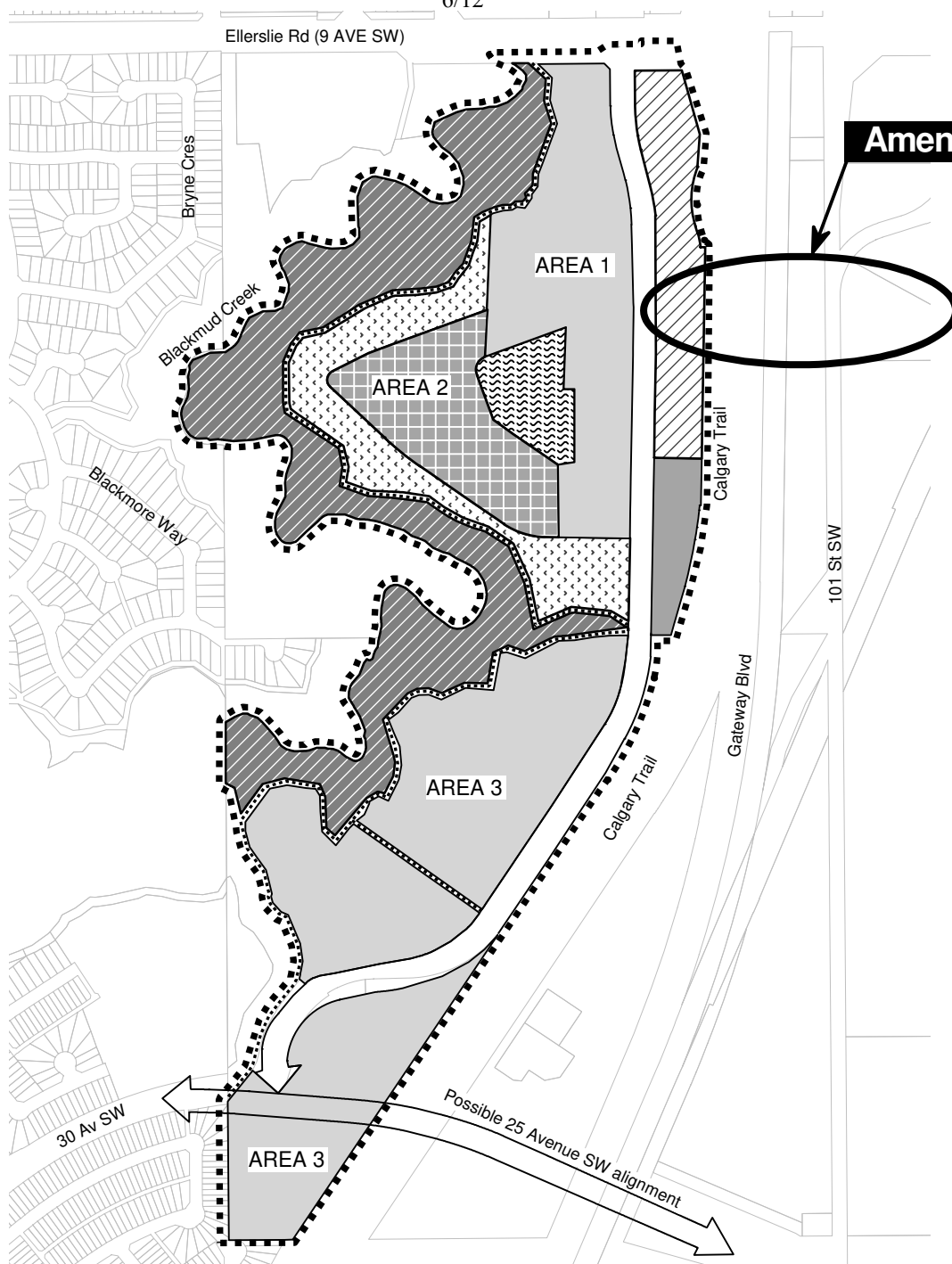
- p. deleting the map entitled “Figure 12 Urban Design Strategy” and substituting therefore “Figure 12 Urban Design Strategy, attached hereto as Schedule “G” and forming part of this bylaw.

READ a first time this	day of	, A. D. 2021;
READ a second time this	day of	, A. D. 2021;
READ a third time this	day of	, A. D. 2021;
SIGNED and PASSED this	day of	, A. D. 2021.

THE CITY OF EDMONTON












MAYOR

CITY CLERK



**BYLAW 19696
AMENDMENT TO
CASHMAN**

Neighbourhood Area Structure Plan
(as amended)

	Highway Commercial		Mixed Use - Residential / Commercial / Office
	Industrial Business		Mixed Use - Industrial Business/Commercial/Office
	Park		Top of Bank Walkway/Linkage
	Environmental Reserve		Boundary of NASP
	Stormwater Facility		Land Use Areas
			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.

