


Bylaw 15566

A Bylaw to amend Bylaw 14510, as amended
being the Allard Neighbourhood Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on May 23, 2007 the Municipal Council of the City of Edmonton passed Bylaw 14510, as amended being the Allard Neighbourhood Area Structure Plan; and

WHEREAS Council found it desirable from time to time to amend the Allard Neighbourhood Area Structure Plan through the passage of Bylaw 14986; and

WHEREAS an application was received by the Planning and Development Department to amend the Allard Neighbourhood Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Allard 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 14510, the Allard Neighbourhood Area Structure Plan is hereby amended by:
 - a) deleting all references to “25 Avenue SW” and replacing it with “30 Avenue SW”; and
 - b) deleting in its entirety paragraph one of section “1.3 Timeframe” and replacing it with the following:

“Development within the Allard neighbourhood is expected to commence in late 2009 or early 2010 and the neighbourhood is estimated to be fully built out in approximately 5 years at current absorption rates.”; and

c) adding after the fourth bullet point of section “3.2 Goals and Objectives - Compact, Walkable Neighbourhood” the following:

“● To provide increased residential densities within 400 m of the LRT station”; and

d) deleting in its entirety “Attractive, Liveable Community” of section “3.2 Goals and Objectives” and replacing it with the following:

“Attractive, Liveable Community

- To provide a transition between residential uses of significantly different building heights and densities
- To develop high density residential (HDR) and medium density residential 1 (MDR 1) sites to a higher urban design standard
- To establish affordable and attainable housing, where possible and feasible, in the Allard neighbourhood for people with modest incomes
- To minimize the impact of commercial development on adjacent land uses
- To incorporate transit-oriented development principles in the design, recognizing the residential nature of the LRT station
- To promote access to the LRT station in Desrochers
- To emphasize the school and community park, pocket parks, and stormwater management facilities as key focal points within the neighbourhood
- To develop parks and stormwater management facilities that are aesthetically pleasing and physically accessible to residents”; and

e) adding after the eighth bullet point of section “3.2 Goals and Objectives – Balanced Transportation System” the following:

“● To design a logical roadway system which maximizes convenient access to LRT/transit”; and

f) deleting in its entirety section “3.3.1 Urban Design” and replacing it with the following:

“3.3.1 Urban Design

The Allard NASP incorporates relevant principles of urban design to establish an attractive, transit supportive, and pedestrian friendly community.

Objective	NASP Policy	Implementation
3.3.1.1 To provide a transition between residential uses of significantly different building heights and densities.	3.3.1.1 MDR is placed around HDR to achieve a transition in height and density.	3.3.1.1 Figure 3.0 – Land Use Concept illustrates the location of MDR 1, MDR 2, and HDR uses.
3.3.1.2 To develop MDR 1 and HDR sites to a higher	3.3.1.2 MDR 1 and HDR sites shall be designed to have a strong street	3.3.1.2 Figure 3.0 – Land Use Concept illustrates the location of MDR

urban design standard.	presence, with parking areas located underground and/or away from the prominent streets.	1 and HDR uses. The development officer should have regard for site design, parking areas and building articulation.
3.3.1.3 Incorporate transit-oriented development principles in the design, recognizing the residential nature of the LRT station	3.3.1.3 a) Land uses within 400 m of the station shall provide a net minimum density of 80 units/net residential hectare. 3.3.1.3 b) Building heights should transition from highest near the LRT station to progressively lower heights towards the periphery of the 400 m radius.	3.3.1.3 a) & b) Figure 3.0 – Land Use Concept and Table 1.0 – Land Use and Population Statistics illustrate the intended land use and densities within 400 m of the LRT station.
3.3.1.4 Promote access to the LRT station	3.3.1.4 Provide safe, attractive, and direct street connections to the LRT station from the surrounding areas.	3.3.1.4 Figure 5.0 – Pedestrian Network illustrates connections to the LRT station.
3.3.3.5 Create a neighbourhood with identifiable focal point(s).	3.3.3.5 Focal points should incorporate landscape features such as ornamental lighting, benches, signage, etc. to create a common theme and identity.	3.3.3.5 Developers should work together to encourage the establishment of a consistent theme.
3.3.3.6 Develop parks and stormwater management facilities that are aesthetically pleasing and physically accessible to residents.	3.3.3.6 Parks and SWMFs shall be designed using crime prevention through environmental design (CPTED) principles, accessible through public lands and not land-locked by private development.	3.3.3.6 The design of parks and SWMFs is established prior to Plan adoption and may be refined prior to rezoning.

Rationale

Land Use Transition

Provision of MDR as a transitional land use will serve to mitigate the height and density differences between LDR and HDR.

Aesthetic Standards for MDR and HDR

The MDR 1, MDR 2, and HDR sites are placed in prominent locations within the Allard neighbourhood, primarily adjacent to James Mowatt Trail and within proximity of the LRT

station. Consequently, these sites should be developed at higher urban design standards to ensure that the development creates a distinct built form and character through sensitive streetscape design, attention to transitioning and landscaping.

Transit-oriented Development

Focusing higher density residential around LRT stations and providing multi-modal access to the station promotes transit ridership, thereby supporting City investment in transportation infrastructure. Land uses within 400 m of the station, to be implemented through Sections 100 and 200 of the Edmonton Zoning Bylaw, will achieve a net density of a minimum of 82 units per net residential hectare or as per City policy and guidelines.

Focal Points

Neighbourhood focal points are developed to create community destinations within the neighbourhood. Through careful site planning and design, the development of these focal points creates active neighbourhood places that promote community interaction. Neighbourhood focal points within the Allard neighbourhood include the neighbourhood parks, greenways and stormwater management facilities.

Parks and Stormwater Management Facility Design

The location and configuration of stormwater management facilities (SWMFs) and parks integrates these uses into the pedestrian network and provides vistas from abutting roadways, thereby heightening resident awareness of these facilities. This in turn will promote them as walking destinations, and provide recreation opportunities while enhancing their surveillance to prevent crime.

SWMFs will be designed to serve as a destination for pedestrians and cyclists and to provide passive recreation opportunities. These facilities will be constructed as naturalized wetlands to provide possible wildlife habitat and improve water quality via their natural filtration systems.”; and

- g) deleting in its entirety the second, third, fourth and fifth paragraphs of section “3.3.5 Residential” and replacing it with the following:

Low Density Residential (LDR), also referred to as Single/Semi-detached, will be developed at an average density of 25 units per ha.

Medium Density Residential 2 (MDR2), also referred to as Row Housing, will be developed through the application of the RF5 Zone of the Edmonton Zoning Bylaw 12800 at an average density of 45 units per ha. When developed along a collector roadway, alley access shall be provided. Medium Density Residential 1 (MDR1), also referred to as Low-Rise/Medium Density Housing, will typically be developed as 4 storey apartments or stacked row housing through the application of the RF6 or RA7 Zone of the Edmonton Zoning Bylaw 12800 with an average density of 90 units per ha.

High Density Residential (HDR), also referred to as Medium to High Rise Units, will allow for the development of apartment buildings through the application of the RA8 or RA9 Zone of the Edmonton Zoning Bylaw 12800 with an average density of 225 units per ha.

For more details regarding residential land uses see Table 1: Land Use & Population Statistics.”; and

- h) adding after “3.3.5.3 Objective, Policy and Implementation” of section “3.3.5 Residential” the following:

<p>3.3.5.4 Provide increased residential densities within 400 m of the LRT station as determined by City of Edmonton policies and guidelines.</p>	<p>3.3.5.4 The NASP shall maximize provision of HDR, MDR 1, and MDR 2 uses to provide increased residential densities within walking distance of the LRT.</p>	<p>3.3.5.4 Figure 3.0 – Land Use Concept will guide development of intensified residential development which shall be implemented through Sections 100 and 200 of the Edmonton Zoning Bylaw.</p>
---	---	--

- i) deleting in its entirety “Higher Density Residential Development” of section “3.3.5 Residential” and replacing it with:

“Higher Density Residential Development

Provision of increased residential densities within a 400 m (approximately 5 minute walk) radius of transit (LRT and buses) supports transit ridership and aides in creating a more compact, walkable, attractive, and liveable neighbourhood. The Allard NASP achieves a net residential density of approximately 82 units per net residential hectare within the 400 m radius of the LRT station.”; and

- j) deleting the second sentence of paragraph one of section “3.3.5 Residential – Suburban Housing Mix Ratio” and replacing it with:

“The Allard NASP exceeds this ratio (see Table 1: Land Use & Population Statistics) in support of suburban intensification strategies”; and

- k) deleting the first sentence of paragraph one of section “3.3.7 Neighbourhood Parks” and replacing it with:

“Approximately 12 ha of the plan area is designated for parks and open space, including greenways.”; and

- l) deleting in its entirety “Public Transit and HST Corridor” of section “3.4 Transportation” and replacing it with:

“Transit: Transit services will be extended into the NASP area in accordance with City of Edmonton Transit system guidelines and demands. The neighbourhood has been designed to a human scale whereby a majority of the residential areas will be within 400 m walking distance from transit service. The School and Community Park in the central-west portion of the NASP has been designed to ensure adequate school transit service by utilizing collector roadway access. This service will be accommodated within the neighbourhood as demand warrants. Internal collector roadways will be developed to a suitable standard to accommodate transit service and provide readily accessible service to all areas of the neighbourhood.

Light Rail Transit: The LRT route along the west side of James Mowatt Trail (see Figure 4.0 – Transportation Network) is consistent with the Transportation Master Plan. The proposed LRT station is located immediately west of the Allard neighbourhood, within the Desrochers neighbourhood. Surrounding land uses are primarily residential in nature.

As extension of the LRT to Allard and Desrochers is not within the City’s long term project funding priorities, primary consideration shall be given to providing premium Transit service to the Town Centre LRT station area. Providing any amount of improved service, earlier than a full LRT extension, may generate earlier development of higher density sites in proximity of the LRT station.”; and

- m) adding after the second sentence of section “3.4 Transportation – Walkways” the following:

“An Enhanced Walkway Connection is proposed through the MDR 1 parcels along James Mowatt Trail to maintain pedestrian connectivity between the northern end of the greenway and James Mowatt Trail. The Enhanced Walkway Connection will include a 3 m multi-use trail abutting the private internal access for the MDR 1 parcels.”; and

- n) adding after the first paragraph of section “Appendix 2: Planning Policy Context” the following:

“Capital Region Growth Plan

The Allard NASP complies with all relevant principles, policies and density targets of the Capital Region Growth Plan. The density target identified in the Capital Region Growth Plan for the Allard neighbourhood is a minimum of 30 dwelling units per net residential hectare. The Allard NASP complies with the following Capital Region Growth Plan policies:

<p>II. Minimize Regional Footprint</p> <p>B. Concentrate New Growth Within Priority Growth Areas</p> <p>D. Support expansion of medium and higher density residential housing forms</p> <p>(i) New residential developments shall provide a greater proportion of higher density residential units.</p> <p>(iv) Transit accessibility must be included in the design of all new developments.</p>	<p>The Allard NASP is intended to promote growth within Priority Growth Area Cw.</p> <p>The land use designations in the Allard NASP allow for a variety of higher density housing forms such as medium and low rise apartments, stacked row housing, and row housing.</p> <p>The NASP design incorporates additional roadways and pedestrian connections to provide multimodal access to the LRT station on James Mowatt Trail.</p>
<p>III. Strengthen Communities</p> <p>C. Support public transit</p> <p>(i) Provide a mix of higher intensity land uses along transit corridors, at</p>	<p>The Allard NASP incorporates a variety of higher intensity land uses (i.e. HDR, MDR1 and MDR2)</p>

nodes, and employment centres. (iii) New developments shall be designed for connectivity and accessibility to transit facilities	within 400 m of the LRT station, at a density of 82 units per net residential hectare (approx.) Area around the LRT station has been designed to provide improved multimodal access to the LRT.
IV. Increase Transportation Choice A. Integrate transportation systems with land use (ii) Ensure the integration of public transportation infrastructure and land use development.	The Allard NASP ensures integration with the LRT station along James Mowatt Trail through provision of: <ul style="list-style-type: none"> • Higher intensity land uses • Additional roadway and pedestrian connections for access to the LRT”; and

- o) adding after “Capital Region Growth Plan” of section “Appendix 2: Planning Policy Context” the following:

“The Way We Grow, Municipal Development Plan, Bylaw 15100

In May 2010, City Council approved a new Municipal Development Plan (MDP) titled The Way We Grow. The Allard NASP complies with the following MDP policies:

3.1.1.1 Integrate higher density development with Light Rail Transit (LRT) stations and transit centres	The Allard NASP incorporates a variety of higher density land uses (i.e. HDR, MDR1 and MDR2) within 400 m of the LRT station to achieve an approximate density of 82 units per net residential hectare.
3.3.1.4 Encourage commercial, entertainment, institutional and employment uses to locate at LRT stations	The HDR sites, to be implemented through application of the RA8 zone of the Edmonton Zoning Bylaw, provide opportunity for the development of convenience commercial uses.
3.3.1.5 Prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system.	The Allard NASP incorporates transit-oriented land uses within 400 m of the LRT station in the Desrochers neighbourhood.
3.3.1.7 Consider the need for family oriented housing and the infrastructure necessary to support families with children in the preparation of TOD plans.	The Allard NASP incorporates land use designations intended to allow for development of family oriented units such as stacked row, row, semi-detached, and single detached housing.
4.4.1.1 Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.	The Allard NASP provides a range of housing types within Allard neighbourhood by providing opportunity for development of medium and high rise apartments, stacked row, row, semi- and single detached housing.

4.4.1.4 Develop higher density housing and a mix of uses in proximity to LRT stations and transit centres.	The NASP incorporates a variety of higher intensity land uses (i.e. HDR, MDR1 and MDR2) within 400 m of the LRT station, at a density of 82 units per net residential hectare (approx.).
4.4.1.5 Preference for multiple unit density will be given to neighbourhoods with LRT stations and transit centres.	The NASP incorporates a variety of higher intensity land uses (i.e. HDR, MDR1 and MDR2) within 400 m of the LRT station, at a density of 82 units per net residential hectare (approx.).
5.6.1.4 Design density, land uses and buildings to benefit from local transit service by minimizing walking distances to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities.	Area within approximately 400 m of the LRT station in the Allard neighbourhood has been designed to: <ul style="list-style-type: none"> • maximize density provision to promote transit ridership; and • promote multi-modal access to the LRT station through attractive streetscape.
5.7.1.2 Support the design of street systems to be easily navigated by pedestrians, cyclists and vehicles and to provide clear and direct connections between major activity areas in the community.	The street system within the Allard neighbourhood has been designed to support ease of navigation by multiple modes of transport, and provide direct connections between neighbourhood activity centres.
7.4.1.1 Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton's ecological network, where feasible.	The Allard NASP creates a linked system open spaces comprised of school/park, pocket parks, TOB parks and the Blackmud Ravine.

- p) if not previously deleted, delete heading "Plan Edmonton" of section "Appendix 2: Planning Policy Context" and replacing it with the following:

"PLAN EDMONTON, EDMONTON'S MUNICIPAL DEVELOPMENT PLAN, BYLAW 11777"; and

- q) if not previously added, add after the second sentence of section "Appendix 2: Planning Policy Context – Plan Edmonton, Edmonton's Municipal Development Plan, Bylaw 11777" the following:

"The Allard NASP was approved under Plan Edmonton, the City of Edmonton's previous Municipal Development Plan."; and

- r) deleting row "3.2 (1)" of section "Appendix 2: Planning Policy Context – Heritage Valley Servicing Concept Design Brief" and replacing with the following:

3.2 (1) – Encourage innovative designs and	The HDR, MDR 1, and MDR 2 designations will establish transit-supportive development.
--	---

urban patterns	The MDR 2 designation encourages the development of street-oriented row housing.
----------------	--

- s) deleting row “3.2 (6)” of section “Appendix 2: Planning Policy Context – Heritage Valley Servicing Concept Design Brief” and replacing with the following:

3.2 (6) – Support housing at increased densities in support of the City’s intensification strategies and to encourage the use of transit	The Allard Neighbourhood proposes a more intensified housing mix which exceeds the suburban housing mix guidelines.
--	---

- t) deleting row “3.4 (2)” of section “Appendix 2: Planning Policy Context – Heritage Valley Servicing Concept Design Brief” and replacing with the following:

3.4 (2) – Locate employment areas at the periphery of the community	The convenience commercial site is located at the edge of the Allard Neighbourhood.
---	---

- u) deleting row “Principle 1” of section “Appendix 2: Planning Policy Context – Edmonton Suburban Neighbourhood Design Principles (SNDP)” and replacing with the following:

Principle 1: Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods	The school/park site and the convenience commercial site act as common infrastructure for adjacent neighbourhoods.
--	--

- v) deleting row “Principle 6” of section “Appendix 2: Planning Policy Context – Edmonton Suburban Neighbourhood Design Principles (SNDP)” and replacing with the following:

Principle 6: Provide Transit Services to the edges of new neighbourhoods using the arterial and collector roadways in conjunction with appropriately designed, strategically located and conveniently accessed transit waiting zones	The HDR, MDR 1, and MDR 2 sites are located at the edge of the Allard Neighbourhood or along collector roadways. Transit service will be provided in the form of bus and light rail along arterial roadways and along portions of the internal collector loop in the plan area. In addition, the developers of the Allard neighbourhood may enter into an agreement with the City of Edmonton, to provide funding for the initial two years of transit service in the neighbourhood.
---	--

- w) deleting row “Principle 12” of section “Appendix 2: Planning Policy Context – Edmonton Suburban Neighbourhood Design Principles (SNDP)” and replacing with the following:

Principle 12: Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points	The HDR, MDR 1, and MDR 2 sites have been placed towards the periphery of the neighbourhood, or close to neighbourhood focal points (i.e. park, commercial site, etc.)
---	--

- x) deleting the third and fourth sentence of paragraph one of section “Appendix 2: Planning Policy Context – City of Edmonton Housing Mix Guidelines” and replacing it with the following:

“The Allard NASP includes several HDR and MDR parcels within 400 m of the Desrochers LRT station in the western portion of the neighbourhood. The resulting housing mix ratio for the Allard NASP exceeds these guidelines (see Table 1: Land Use and Population Statistics).”; and

- y) deleting a portion thereof from the land use and population statistics entitled “Allard Neighbourhood Area Structure Plan Land Use and Population Statistics Bylaw 14986” and substituting therefor the following excerpts:

- i. deleting the first table and replacing it with:

**ALLARD NEIGHBOURHOOD AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS, BYLAW 15566**

LAND USE	Area (ha)	% of GDA
Gross Area	163.73	
Major Arterials/Road ROW	6.81	
Environmental Reserve (ER)	8.90	
Gross Developable Area	148.02	100.0%
Existing Government Road Allowance	2.45	1.7%
TOB Walkway	0.73	0.5%
Neighbourhood Parks/Municipal Reserve		
- School and Community Park (MR)	7.62	5.1%
- Urban Village Park (MR)	2.46	1.7%
- Pocket Parks (MR)	1.72	1.2%
- Greenways (MR)	0.53	0.4%
Commercial	0.84	0.6%
Stormwater Management	6.34	4.3%
Circulation	26.80	18.1%
Total	49.49	33.44%
Net Residential Area	98.53	66.56%

- ii. if not previously deleted, delete “Low Density Residential” of the second table and replace it with:

“Low Density Residential - Single/Semi-Detached”; and

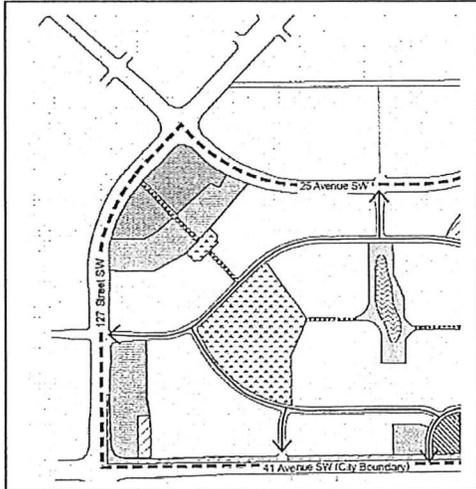
- iii. if not previously deleted, delete “Medium Density Residential 1” of the second table and replace it with:
“Medium Density Residential 1 - Low-rise/Medium Density Housing”; and
- iv. if not previously deleted, delete “Medium Density Residential 2” of the second table and replace it with:
“Medium Density Residential 2 - Row Housing”; and
- v. if not previously deleted, delete “High Density Residential” of the second table and replace it with:
“High Density Residential - Medium to High Rise Units”; and
- vi. decreasing “Area (ha)” of “Low Density Residential – Single/Semi-Detached” of the second table by 0.45; and
- vii. decreasing “Area (ha)” of “Medium Density Residential 1 – Low-rise/Medium Density Housing” of the second table by 0.47; and
- viii. increasing “Area (ha)” of “Medium Density Residential 2 – Row Housing” of the second table by 2.78; and
- ix. decreasing “Area (ha)” of “High Density Residential – Medium to High Rise Units” of the second table by 1.78; and
- x. increasing “Units/ha” of “Low Density Residential – Single/Semi-Detached” of the second table by 5; and
- xi. increasing “Units/ha” of “Medium Density Residential 2 – Row Housing” of the second table by 10; and
- xii. increasing “Units/ha” of “High Density Residential – Medium to High Rise Units” of the second table by 75; and
- xiii. decreasing “People/Unit” of “Low Density Residential – Single/Semi-Detached” of the second table by 0.20; and
- xiv. increasing “People/Unit” of “Medium Density Residential 1- Low-rise/Medium Density Housing” of the second table by 0.20; and
- xv. increasing “People/Unit” of “Medium Density Residential 2 – Row Housing” of the second table by 0.90; and
- xvi. increasing “People/Unit” of “High Density Residential – Medium to High Rise Units” of the second table by 0.07; and

- xvii. updating the “Units”, “% of Total” and “Population” columns of the second table accordingly; and
- xviii. updating the “Total” row of the second table accordingly; and
- xix. updating the “Gross Population Density”, “Net Population Density”, “Gross Unit Density” and “Net Unit Density” of the third table accordingly; and
- xx. updating the “LDR/MDR/HDR Ratio” of the fourth table accordingly; and
- xxi. deleting the fifth table and replacing it with:

Student Generation Statistics

Level	Public	Separate	Total
Elementary	296	118	414
Junior High	148	59	207
Senior High	148	59	207
Total	592	237	829

- z) deleting a portion of the map entitled “Bylaw 14986 Approved Allard Neighbourhood Area Structure Plan (as amended)”, and the map’s legend and title as shown below:



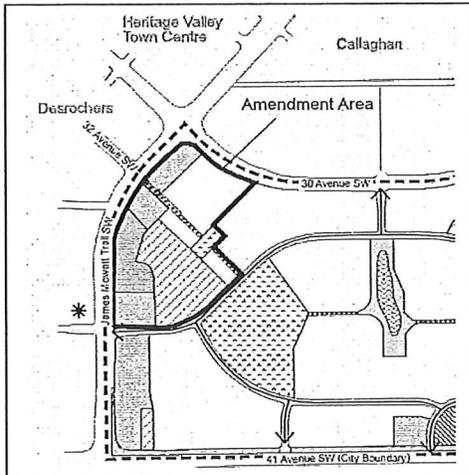
**BYLAW 14986
APPROVED
ALLARD
Neighbourhood Area Structure Plan
(as amended)**

<ul style="list-style-type: none"> Low Density Residential Medium Density Residential 1 Medium Density Residential 2 High Density Residential Neighbourhood Commercial 	<ul style="list-style-type: none"> Stormwater Management Facility Neighbourhood Park Environment Reserve Public Utility Lot 	<ul style="list-style-type: none"> Greenways / Multi-Use Trail Top of Bank Multi-Use Trail Future Top of Bank Multi-Use Trail Collector Roadway TOB Roadway NASP Boundary
--	---	---

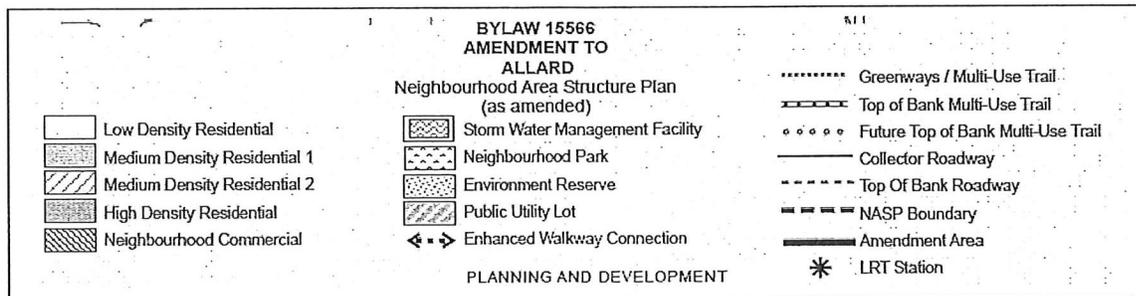
PLANNING AND DEVELOPMENT

and substituting therefor with the following:

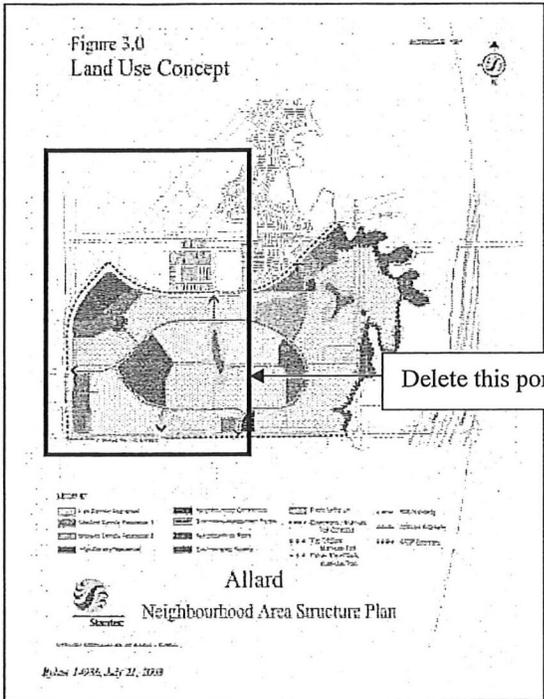
- the portion of the map as shown below; and



- the map's legend and title as shown below; and

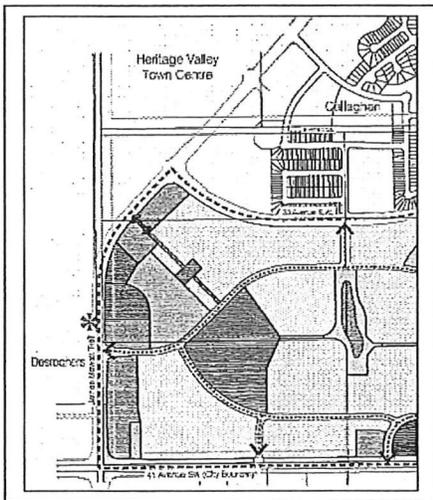


- aa) deleting a portion of the map entitled "Figure 3.0 - Land Use Concept" and the map's legend as shown below:

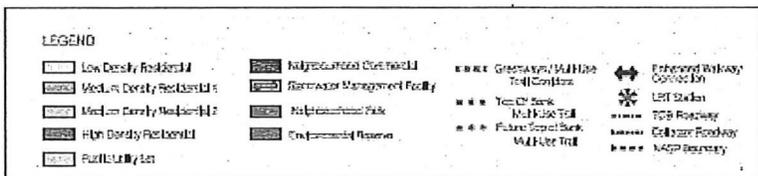


and substituting therefor with the following:

- the portion of the map as shown below; and



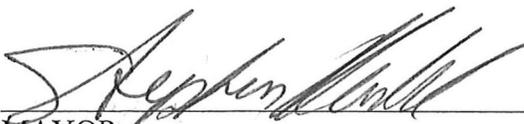
- the map's legend as shown below; and



- bb) deleting Figure 4.0 entitled "Transportation Network" and substituting therefor with "Figure 4.0 – Transportation Network" attached hereto as Schedule "A"; and
- cc) deleting Figure 5.0 entitled "Pedestrian Network" and substituting therefor with "Figure 5.0 – Pedestrian Network" attached hereto as Schedule "B"; and
- dd) deleting Figure 6.0 entitled "Sanitary Servicing" and substituting therefor with "Figure 6.0 – Sanitary Servicing" attached hereto as Schedule "C"; and
- ee) deleting Figure 7.0 entitled "Stormwater Servicing" and substituting therefor with "Figure 7.0 – Stormwater Servicing" attached hereto as Schedule "D"; and
- ff) deleting Figure 8.0 entitled "Water Servicing" and substituting therefor "Figure 8.0 – Water Servicing" attached hereto as Schedule "E"; and
- gg) deleting Figure 9.0 entitled "Staging Concept" and substituting therefor with "Figure 9.0 – Staging Concept" attached hereto as Schedule "F"; and
- hh) deleting Figure 10.0 entitled "Land Ownership" and substituting therefor with "Figure 10.0 – Land Ownership" attached hereto as Schedule "G".

READ a first time this	8th	day of	November	, A. D. 2010;
READ a second time this	8th	day of	November	, A. D. 2010;
READ a third time this	8th	day of	November	, A. D. 2010;
SIGNED and PASSED this	8th	day of	November	, A. D. 2010.

THE CITY OF EDMONTON


MAYOR

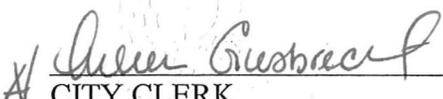
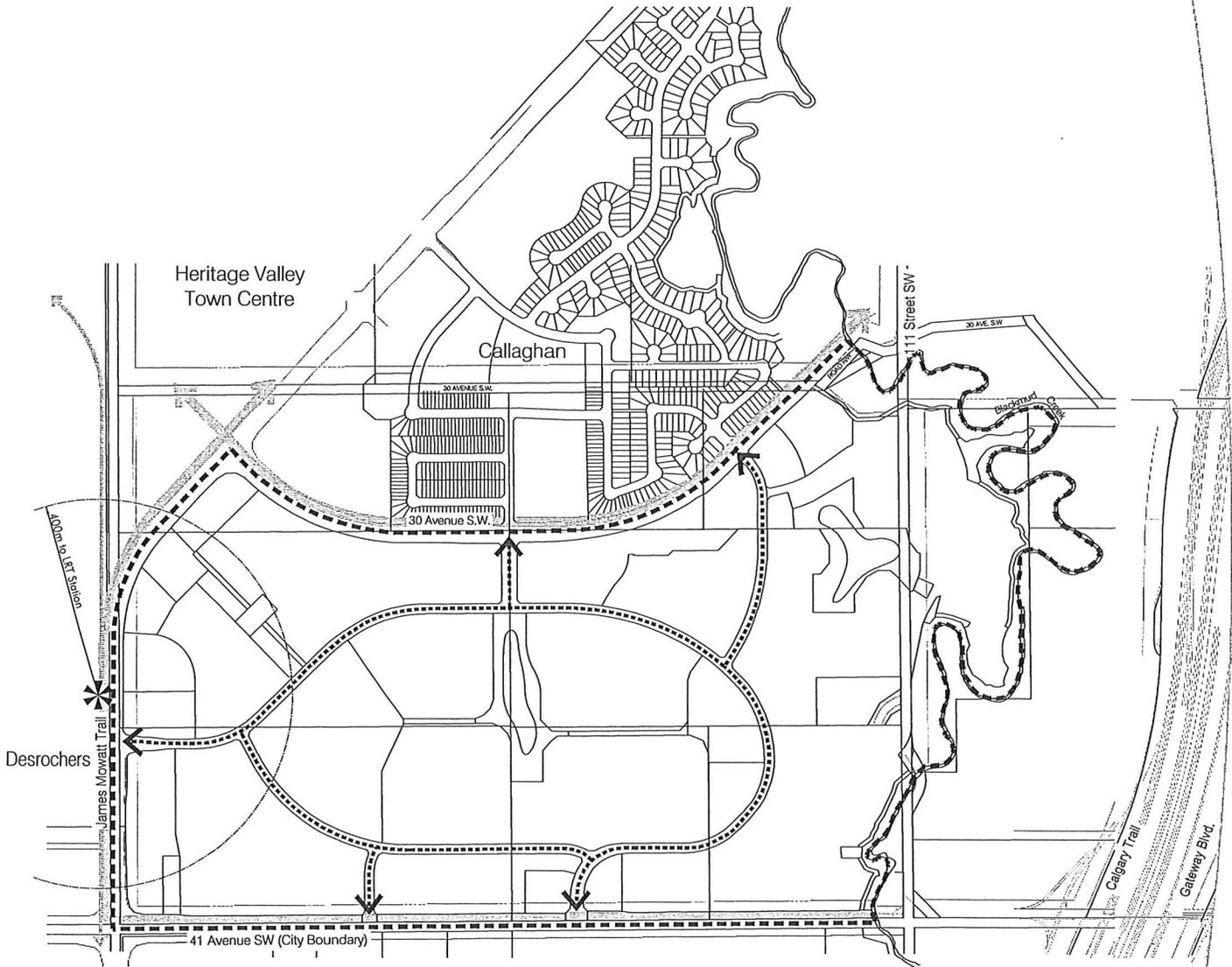

CITY CLERK

Figure 4.0 Transportation Network

16/22

SCHEDULE "A"



LEGEND

- Light Rail Transit Corridor
- - - - - Arterial Roadway
- Collector Roadway
- NASP Boundary
- ★ LRT Station

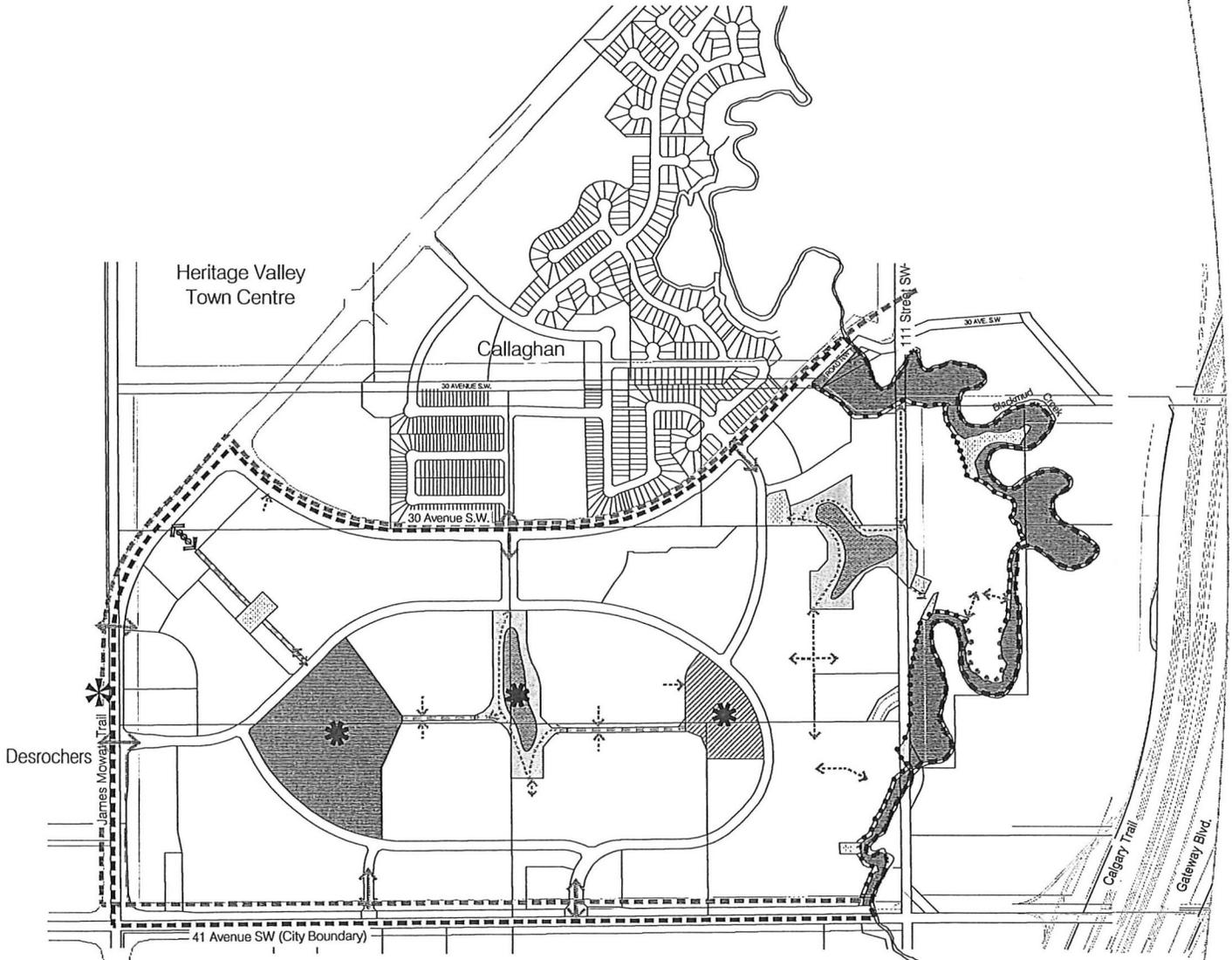


Stantec

Allard Neighbourhood Area Structure Plan



Figure 5.0
Pedestrian Network



LEGEND

- | | | |
|--------------------------------|------------------------------------|------------------------------|
| School and Community Park | Greenways | Proposed Pedestrian Linkages |
| Urban Village Park | Multi-Use Trail Corridors | Enhanced Walkway Connection |
| Pocket Park | Top of Bank Multi-Use Trail | Focal Point |
| Stormwater Management Facility | Future Top of Bank Multi-Use Trail | LRT Station |
| Environmental Reserve | Minor Pedestrian Linkages | NASP Boundary |

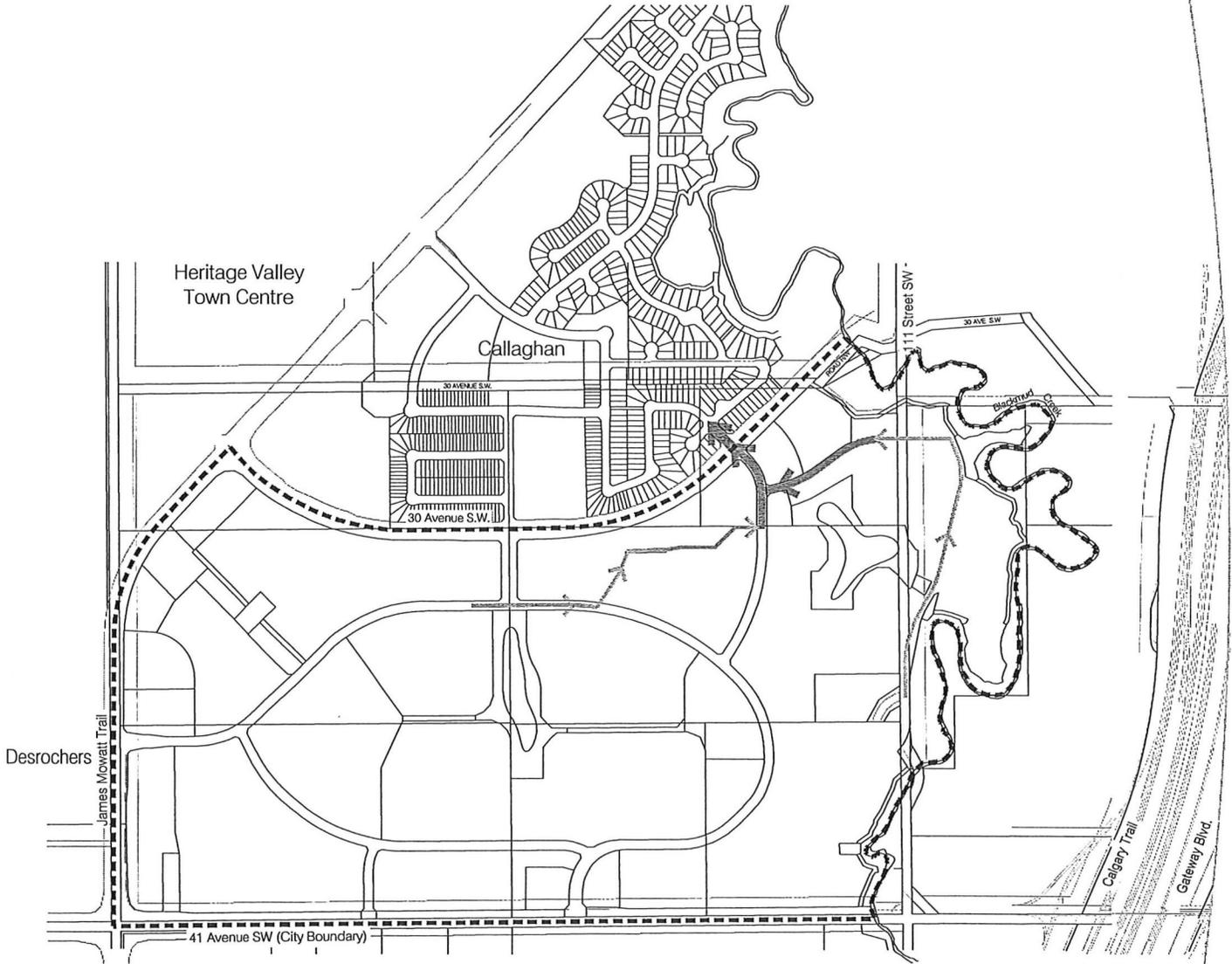
Allard

Neighbourhood Area Structure Plan





Figure 6.0 Sanitary Servicing



LEGEND

-  Sanitary Trunk 525 mm
-  Sanitary Trunk 375 mm
-  Sanitary Trunk 450 mm
-  NASP Boundary

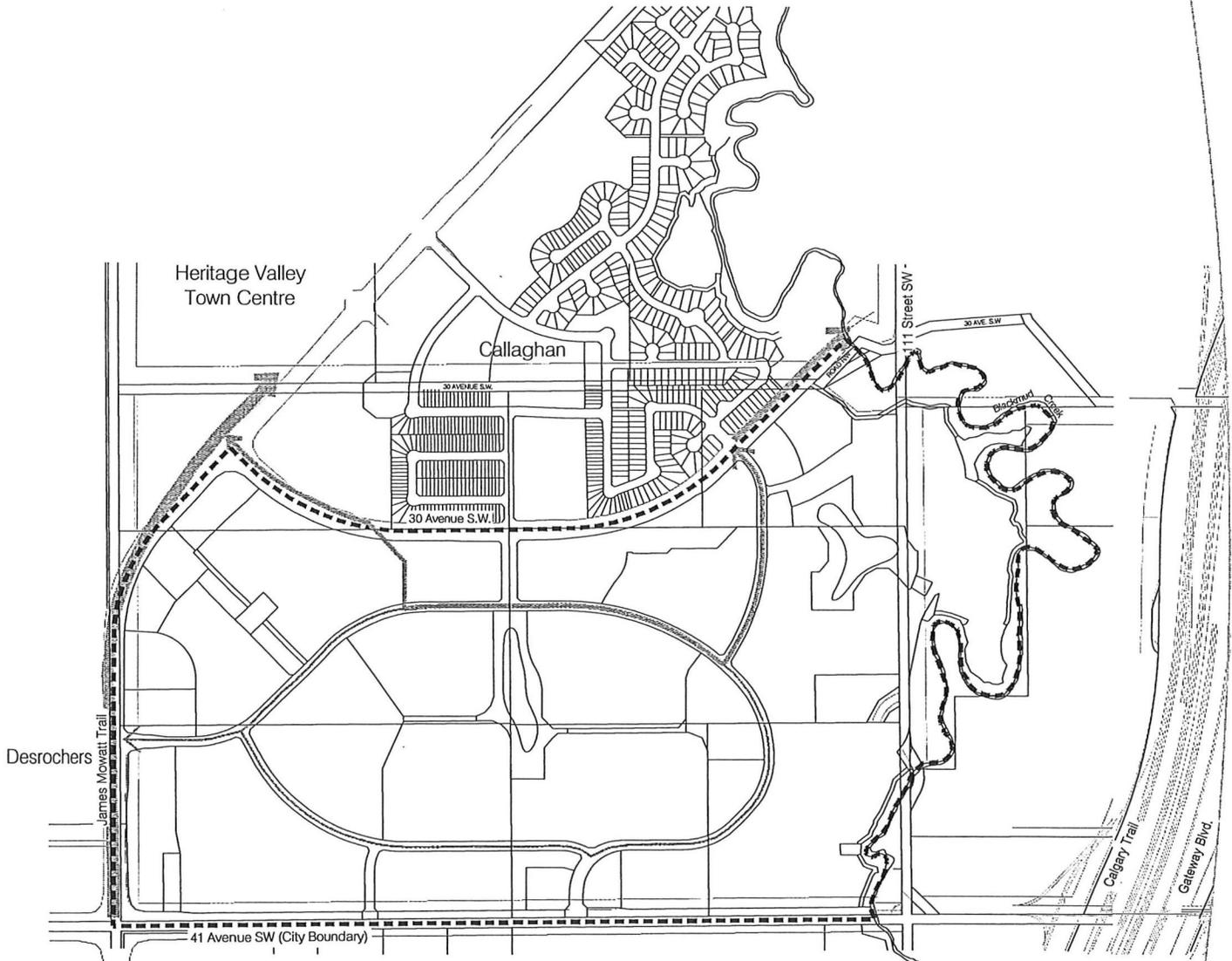


Allard Neighbourhood Area Structure Plan

Figure 8.0 Water Servicing

20/22

SCHEDULE "E"



LEGEND

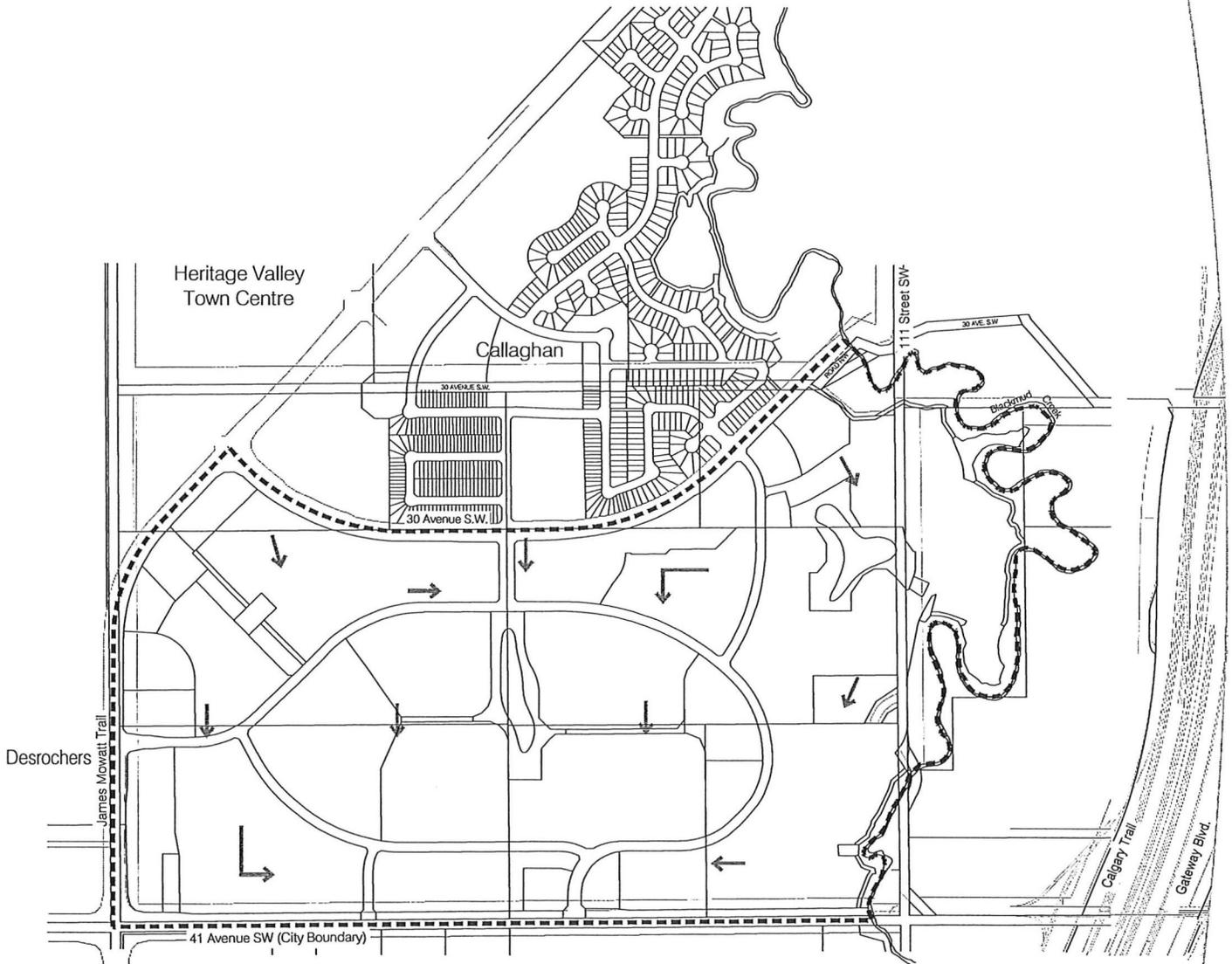
-  Water Main
-  NASP Boundary



Allard Neighbourhood Area Structure Plan



Figure 9.0 Staging Concept



LEGEND

-  General Direction of Development
-  NASP Boundary



Allard Neighbourhood Area Structure Plan

