

Allard Neighbourhood Area Structure Plan

Office Consolidation June 2018

Prepared by:

***City Planning
City of Edmonton***

Bylaw 14510, as amended, was adopted by Council in May 2007. In June 2018, this document was consolidated by virtue of the incorporation of the following bylaws:

- Bylaw 14510* Approved May 23, 2007 (to adopt the Allard Neighbourhood Area Structure Plan)
- Bylaw 14986* Approved July 21, 2008 (to reflect changes to the Land Use concept regarding the construction of a Top-of-Bank walkway)
- Bylaw 15590* Approved November 8, 2010 (to redesignate a portion of land from Medium Density Residential 1 to Medium Residential 2 in the northeast portion of the neighbourhood)
- Bylaw 15566* Approved November 8, 2010 (to reconfigure and change the residential land use designations in the northwest portion of the neighbourhood adjacent to the proposed station in Desrochers, and to replace a greenway with an enhanced walkway connection)
- Bylaw 15856* Approved August 29, 2011 (to redesignate a portion of land from Medium Density Residential 2 to Low Density Residential, and to update Land Use and Population Statistics and related maps)
- Bylaw 16083* Approved May 28, 2012 (to redistribute Medium Density Residential and High Density Residential in the northwest portion of the neighbourhood, to revise the Low Density Residential designation to allow for Small Lot Single Detached Housing and Zero Lot Line Single Detached Housing, to include an additional enhanced walkway connection, and to update Land Use and Population Statistics and related maps)
- Bylaw 16725* Approved February 24, 2014 (to reconfigure the collector roadway network, accommodate the planned interchange at Calgary Trail SW, relocate the Neighbourhood Commercial land use, reduce the area designated for Low Rise / Medium Density uses and provide an enhanced walkway connection, as well as incorporate an administrative update to include reference to the Residential Mixed Dwelling Zone as a low density residential use)
- Bylaw 18293* Approved June 26, 2018 (to redesignate an area from Medium Density Residential 1 to Medium Density Residential 2 in the southwest portion of the plan)

Editor's Note:

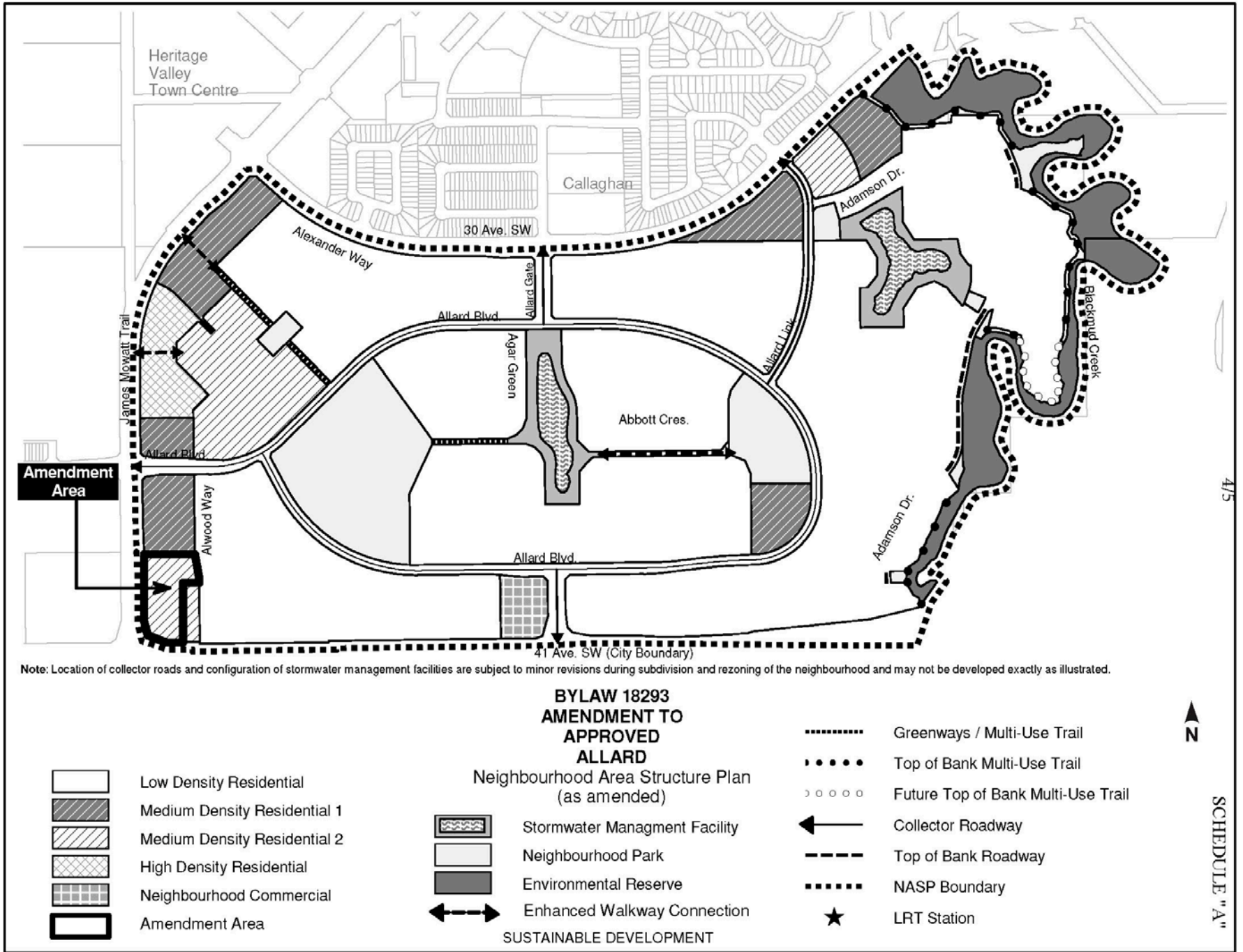
This is an office consolidation edition of the Allard Neighbourhood Area Structure Plan, Bylaw 14510, as approved by City Council on May 23, 2007.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton

All references here within to "25 Avenue SW" have been deleted and replaced with "30 Avenue SW" as per Bylaw 15566



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.

ALLARD NEIGHBOURHOOD AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 18293

LAND USE	Area (ha)	% of GA	% of GDA
Gross Area	163.73		
Environmental Reserve	8.90	5.4%	
Arterial Road R/W	8.09	4.9%	
Total Non-Developable Area	16.99	10.4%	
Gross Developable Area	146.74		100.0%
Existing Government Road Allowance	2.45		1.7%
Commercial	1.22		0.8%
Parkland, Recreation, School (Municipal Reserve) ¹			
School and Community Park	7.62		5.2%
Urban Village Park	2.46		1.7%
Pocket Park	1.72		1.2%
Greenway	0.42		0.3%
TOB Walkway	0.73		0.5%
Transportation			
Circulation	26.39		18.0%
Infrastructure / Servicing			
Stormwater Management	6.34		4.3%
Total Non-Residential Area	49.35		33.6%
Net Residential Area (NRA)	97.39		66.4%

} 8.3%

Land Use	Area (ha)	Units/ha	Units	Total	Unit	Population	% of NRA
Low Density Residential							
<i>Single/Semi-detached</i>	77.25	25	1,931	53.4%	2.8	5,408	79.3%
Medium Density Residential 1							
<i>Low-rise /Medium Density Housing</i>	8.36	90	752	20.8%	1.8	1,354	8.6%
Medium Density Residential 2							
<i>Row Housing</i>	9.54	45	429	11.9%	2.8	1,202	9.8%
High Density Residential							
<i>Medium to High Rise Units</i>	2.24	225	504	13.9%	1.5	756	2.3%
Total	97.39		3,617	100.0%		8,720	100.0%

SUSTAINABILITY MEASURES

Population Density (ppnrha)	89.5
Units Per Net Residential Hectare (upnrha)	37.1
Unit Density within 400m of LRT Service (du/nrha)	73.7
[Single/Semi-Detached]/[Rowhousing, Low-Rise/Medium Density Units and Medium to High Rise Units]	
Unit Ratio	52% / 48%

STUDENT GENERATION

Public School Board	587
Elementary	293
Junior / Senior High	293
Separate School Board	235
Elementary	117
Junior High	59
Senior High	59
Total Student Population	822



Allard

Neighbourhood Area
Structure Plan

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1.0 Administration

1.1 PURPOSE

The purpose of the Allard Neighbourhood Area Structure Plan (NASP) is to establish a development and servicing framework for the Allard neighbourhood. The NASP specifies the following:

- The location, configuration, and area of residential, commercial, parks and open spaces, and public utility land uses
- The density of residential development
- The manner in which unique environmental areas and natural features will be incorporated with the development concept
- The pattern and alignment of the collector roadway and pedestrian walkway system
- A concept to provide required utility infrastructure, and
- The implementation and phasing of development

1.2 AUTHORITY

The Allard NASP was adopted by Edmonton City Council in May 2007 as Bylaw 14510 in accordance with Section 633 of the Municipal Government Act.

1.3 TIMEFRAME

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.

Bylaw 15566
Nov 8, 2010

1.4 INTERPRETATION

All symbols, locations, and boundaries shown in the NASP figures shall be interpreted as conceptual unless otherwise specified in the document, or where they coincide with clearly recognizable physical or fixed features within the plan area.

For each subsection under Land Use Concept, a description of applicable land use strategies (e.g. Urban Design) and types (e.g. Residential) is provided for the plan followed by applicable objectives, policies, implementation, rationale, and technical summary.

A policy statement(s) containing “shall” is mandatory and must be implemented. Where a policy proves impractical or impossible, an applicant may apply to amend the plan. A policy statement(s) containing “should” is an advisory statement and indicates the preferred objective, policy and/or implementation strategy. If the “should” statement is not followed because it is impractical or impossible, the intent of the policy may be met through other agreed-upon means.

1.5 MONITORING

Policies, text, and mapping information contained within this document may be amended from time to time, by Council resolution, in order to respond to, and remain current with, planning and development issues and trends affecting suburban development.

1.6 AMENDMENTS

Amendments to the Allard NASP document involving policies, text or mapping shall be completed in accordance with the Municipal Government Act, the Heritage Valley Servicing Concept Design Brief, and all other applicable bylaws, policies and procedures.

1.7 ORIENTATION

This document contains three sections and three appendices.

- Section 1 provides administrative information and an orientation to the plan.
- Section 2 describes the Allard Neighbourhood location.
- Section 3 describes the land use, transportation, and servicing concepts for the Allard Neighbourhood.
- Appendix 1 contains background information on the site such as land ownership, topography, and existing land uses.
- Appendix 2 contains information on the broader policy context for which the NASP complies with.
- Appendix 3 contains a listing of technical studies prepared to support and guide the preparation of the development and servicing concepts.

2.0 Allard Neighbourhood Context

2.1 LOCATION

The Allard NASP comprises the lands generally located within SW and SE 18-51-24-W4M and portions of the NW and NE 18-51-24-W4M. The total gross area of the NASP is 163.73 hectares (ha) and it is defined by the following boundaries (see **Figure 1.0 – Location**):

- Northern Boundary – 30 Avenue SW* (future; realigned)
- Western Boundary – James Mowatt Trail
- Eastern Boundary – Blackmud Creek Ravine
- Southern Boundary – 41 Avenue SW (City Boundary)

The Allard Neighbourhood is identified as Neighbourhood 8 in the Heritage Valley SCDB (see **Figure 2.0 – Context**).

As shown in Figure 1.0, the Callaghan neighbourhood (Heritage Valley Neighbourhood 6) is located immediately north of 30 Avenue SW. To the further north are the residential neighbourhoods—Rutherford, MacEwan, and Blackmud Creek. The lands west of James Mowatt Trail are designated for future suburban development and currently utilized for agricultural purposes and occupied with farmsteads. The lands immediately south of 41 Avenue SW are within Leduc County.

2.2 BACKGROUND

The Allard Neighbourhood Area Structure Plan (NASP) was prepared in response to current and anticipated market demands in the Edmonton region as well as the aspirations of the various landowners in the plan area. Further information regarding land ownership and site context is outlined in **Appendix 1** of the document (see **Table 2 – Land Ownership, Figure 10.0 – Land Ownership, Figure 11.0 – Site Contours, Figure 12.0 – Site Features, Figure 13.0 – Environmental Site Overview**).

The Preparation of the NASP has been guided by the existing City of Edmonton statutory plans and policies including the Capital Region Growth Plan, The Way We Grow, Plan Edmonton, the Heritage Valley Servicing Concept Design Brief (SCDB), the Suburban Neighbourhood Design Principles (SNDP), and the Urban Parks Management Plan (UPMP). Conformance to these plans and policies is referenced in **Appendix 2**.

Figure 1.0
Location

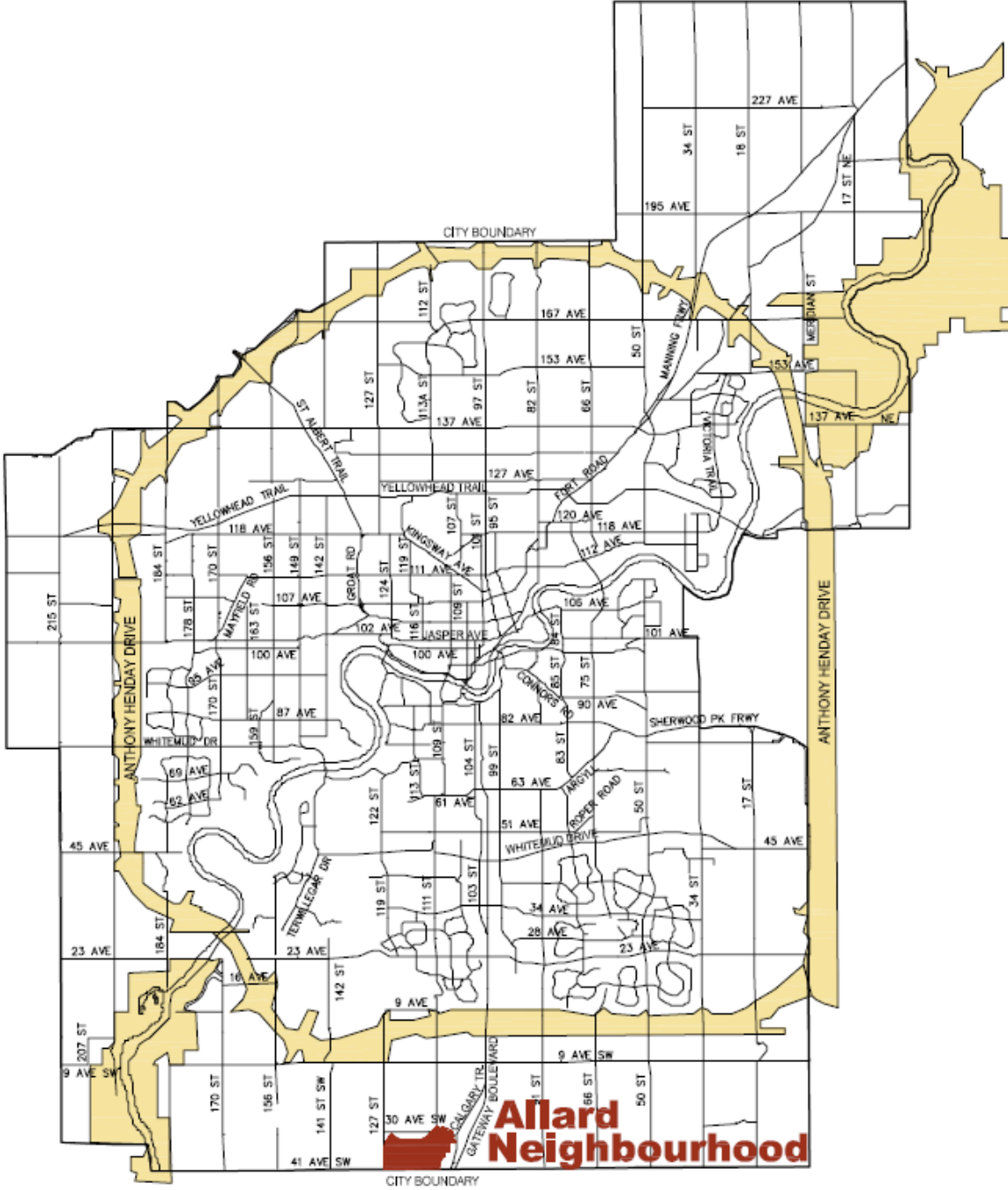
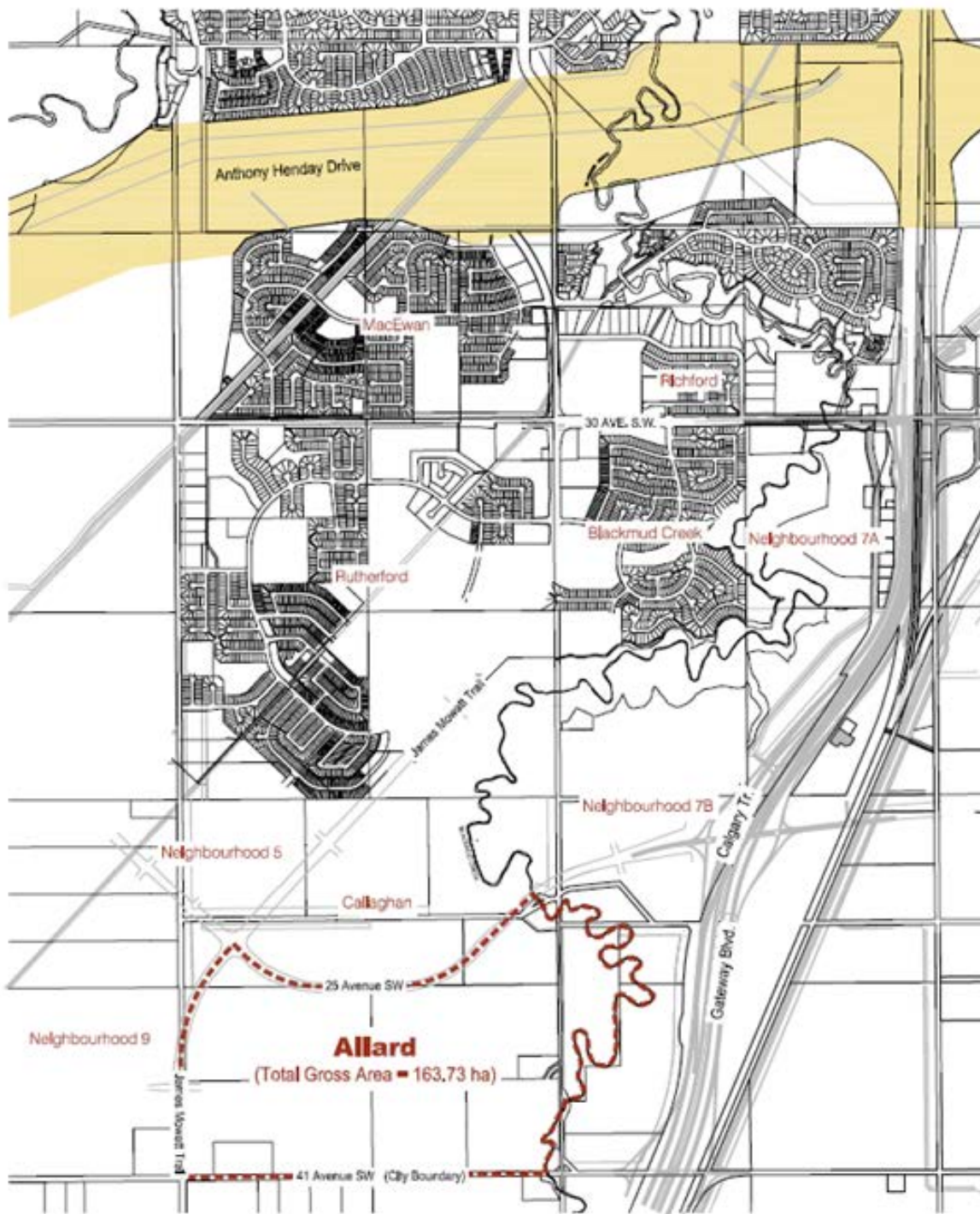


Figure 2.0
Context



3.0 Land Use, Transportation, and Servicing Concept

3.1 VISION

The Allard NASP is a compact, attractive, and pedestrian-friendly community that promotes liveability, connectivity, and walkability. It incorporates an integrated system of parks, stormwater ponds, and open spaces that serve as focal points within the neighbourhood and promote a sense of community and place.

3.2 GOALS AND OBJECTIVES

The land use concept, its goals, and objectives were established on the basis of the opportunities and constraints present in the Plan area and in conformance with applicable statutory requirements, City-level strategic policies, guidelines, and procedures. These are further outlined in **Appendix 2**, and where necessary, additional objectives, policies and (corresponding) implementation strategies are identified in the following land use sections to address specific issues and or development matters where appropriate.

Compact, Walkable Neighbourhood

- To locate medium density residential (MDR) and high density residential (HDR) development with good access to, and in support of, public transit facilities
- To provide residents and visitors access to the Blackmud Creek Ravine
- To promote pedestrian accessibility to parks, open spaces, and transit facilities
- To minimize walking distances by creating a pedestrian oriented street network and by providing walkways where roadway connection is not feasible
- *To provide increased residential densities within 400 m of the LRT station*

Bylaw 15566
Nov 8, 2010

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*

Bylaw 15566
Nov 8, 2010

- *To develop parks and stormwater management facilities that are aesthetically pleasing and physically accessible to residents*

Balanced Transportation System

- To mitigate the impact of automobile traffic associated with MDR and HDR development on low density residential (LDR) areas
- To minimize traffic congestion on the internal collector roadway loop
- To avoid the development of long culs-de-sac
- To establish internal roadway connectivity and/or walkway connectivity and discourage the development of “exclusive” residential enclaves
- To provide Public transit services within the plan area in accordance with City of Edmonton Transit System Guidelines and demands
- To promote alternate modes of transportation—pedestrian, bicycle, rollerblade, wheelchair—within the transportation network
- To provide public access to the Blackmud Creek Ravine
- To provide inter-connected neighbourhood access to the Blackmud Creek Ravine
- *To design a logical roadway system which maximizes convenient access to LRT/transit*

Bylaw 15566
Nov 8, 2010

Infrastructure Provision

- To ensure that the Allard neighbourhood is serviced to a full urban standard

Environmental Preservation and Enhancement

- To protect the Blackmud Creek Ravine System
- To ensure that the environmental status of lands in the Allard NASP is suitable for residential development
- To ensure that Environmental Site Assessments are complete and up-to-date
- To identify and protect items with historical significance, where possible and feasible, such as buildings and areas of cultural significance, in the Allard Neighbourhood
- To establish a TOB line that respects the break in slope, or the flood plain line, of the Blackmud Creek Ravine to ensure its preservation and protection

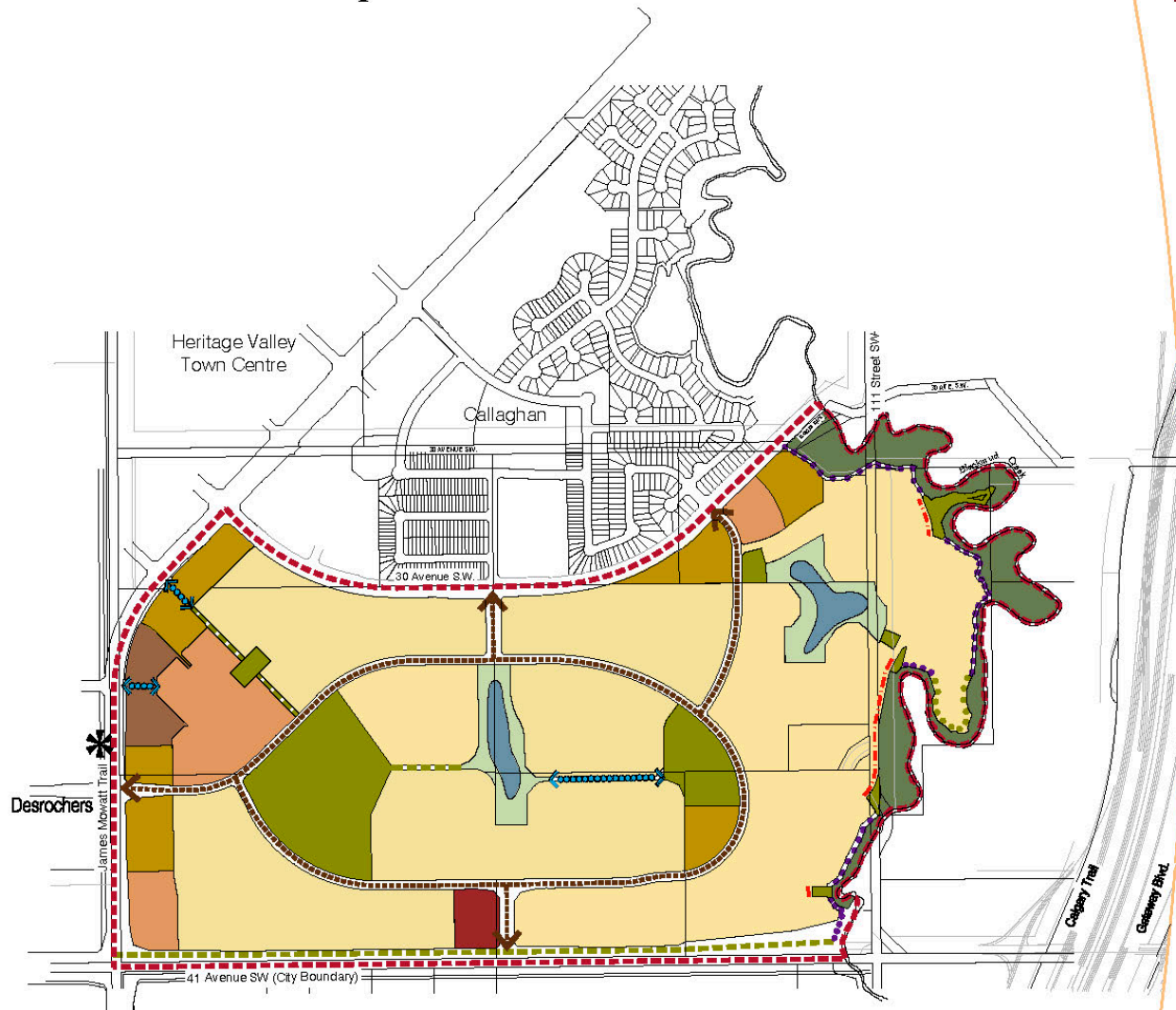
Integrated Parkland System

- To provide a variety of neighbourhood parks and open spaces to support passive and active recreation, and promote wellness
- To preserve and integrate natural areas into the parks area where sustainable and economically viable

3.3 LAND USE CONCEPT

The Allard neighbourhood is intended for residential, parks and open space, and neighbourhood commercial development as illustrated in **Figure 3.0 – Land Use Concept** and described in **Table 1 – Land Use and Population Statistics**.

Figure 3.0
Land Use Concept



LEGEND

- | | | | |
|------------------------------|--------------------------------|---------------------------------------|-----------------------------|
| Low Density Residential | Neighbourhood Commercial | Greenways / Multi-Use Trail Corridors | Enhanced Walkway Connection |
| Medium Density Residential 1 | Stormwater Management Facility | Top Of Bank Multi-Use Trail | LRT Station |
| Medium Density Residential 2 | Neighbourhood Park | Future Top of Bank Multi-Use Trail | TOB Roadway |
| High Density Residential | Environmental Reserve | | Collector Roadway |
| | | | NASP Boundary |



Allard Neighbourhood Area Structure Plan

Table 1: Land Use & Population Statistics

Bylaw 18293
June 26, 2018

LAND USE	Area (ha)	% of GA	% of GDA
Gross Area	163.73		
Environmental Reserve	8.90	5.4%	
Arterial Road R/W	8.09	4.9%	
Total Non-Developable Area	16.99	10.4%	
Gross Developable Area	146.74		100.0%
Existing Government Road Allowance	2.45		1.7%
Commercial	1.22		0.8%
Parkland, Recreation, School (Municipal Reserve) ¹			
School and Community Park	7.62		5.2%
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SUSTAINABILITY MEASURES

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STUDENT GENERATION

Public School Board	587
Elementary	293
Junior / Senior High	293
Separate School Board	235
Elementary	117
Junior High	59
Senior High	59
Total Student Population	822

3.3.1 Urban Design

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

Bylaw 15566
Nov 8, 2010

<p>3.3.1.1 <i>To provide a transition between residential uses of significantly different building heights and densities.</i></p>	<p>3.3.1.1 <i>MDR is placed around HDR to achieve a transition in height and density.</i></p>	<p>3.3.1.1 <i>Figure 3.0 – Land Use Concept illustrates the location of MDR 1, MDR 2, and HDR uses.</i></p>
<p>3.3.1.2 <i>To develop MDR 1 and HDR sites to a higher urban design standard.</i></p>	<p>3.3.1.2 <i>MDR 1 and HDR sites shall be designed to have a strong street presence, with parking areas located underground and/or away from the prominent streets.</i></p>	<p>3.3.1.2 <i>Figure 3.0 – Land Use Concept illustrates the location of MDR 1 and HDR uses.</i> <i>The development officer should have regard for site design, parking areas and building articulation.</i></p>
<p>3.3.1.3 <i>Incorporate transit-oriented development principles in the design, recognizing the residential nature of the LRT station</i></p>	<p>3.3.1.3 a) <i>Land uses within 400 m of the station shall provide a net minimum density of 80 units/net residential hectare.</i> 3.3.1.3 b) <i>Building heights should transition from highest near the LRT station to progressively lower heights towards the periphery of the 400 m radius.</i></p>	<p>3.3.1.3 a) & b) <i>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.</i></p>
<p>3.3.1.4 <i>Promote access to the LRT station</i></p>	<p>3.3.1.4 <i>Provide safe, attractive, and direct street connections to the LRT station from the surrounding areas.</i></p>	<p>3.3.1.4 <i>Figure 5.0 – Pedestrian Network illustrates connections to the LRT station.</i></p>
<p>3.3.3.5 <i>Create a neighbourhood with identifiable focal point(s).</i></p>	<p>3.3.3.5 <i>Focal points should incorporate landscape features such as ornamental lighting, benches, signage, etc. to create a common theme and identity.</i></p>	<p>3.3.3.5 <i>Developers should work together to encourage the establishment of a consistent theme.</i></p>
<p>3.3.3.6 <i>Develop parks and stormwater management facilities that are aesthetically pleasing and physically accessible to residents.</i></p>	<p>3.3.3.6 <i>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.</i></p>	<p>3.3.3.6 <i>The design of parks and SWMFs is established prior to Plan adoption and may be refined prior to rezoning.</i></p>

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.

3.3.2 Ecology

The NASP ensures that the Blackmud Creek Ravine is maintained and protected to the greatest extent possible as a natural area. Access to the ravine will be provided via pedestrian connections, pocket parks, and a top-of-bank (TOB) multi-use trail/roadway.

Objective	NASP Policy	Implementation
3.3.2.1 To protect the Blackmud Creek Ravine system.	3.3.2.1 a) The lands within Blackmud Creek Ravine shall be protected from	3.3.2.1 a) Blackmud Creek Ravine will be dedicated to the City of Edmonton

Objective	NASP Policy	Implementation
	urban development.	at the time of subdivision as Environmental Reserve (ER) as per the Municipal Government Act.
	3.3.2.1 b) The Allard NASP shall comply with the policies and directives established under the North Saskatchewan River Valley and Ravine System Protection Overlay.	3.3.2.1 b) A geotechnical report and flood plain analysis, detailing the required setbacks and other recommendations, to ensure bank stability for development planned within the overlay will be submitted prior to subdivision approval.

Rationale

The Blackmud Creek Ravine comprises an important ecological system within the NASP and Heritage Valley SCDB. The ravine is protected and preserved as per the Municipal Government Act (MGA), MDP, strategic policies and guidelines.

3.3.3 Environment

The City requires that Phase I Environmental Site Assessments (ESA) are submitted, reviewed, and endorsed prior to the rezoning stage of development.

Objective	NASP Policy	Implementation
3.3.3.1 To ensure that the environmental status of the lands within the Allard neighbourhood boundary is suitable for residential development.	3.3.3.1 a) Determine the likelihood, types, and location of environmental concerns that may be present on the lands prior to rezoning.	3.3.3.1 a) ESAs and any follow-up will receive sign-off by the City administration prior to the rezoning stage of development.
	3.3.3.1 b) Where necessary, contaminated material shall be removed and disposed off in an environmentally sensitive manner, in accordance with Federal, Provincial, and Municipal regulations.	3.3.3.1 b) Site remediation, where necessary, shall be conducted prior to rezoning. An environmental site assessment report verifying the remediation shall be submitted for approval by the City administration prior to the rezoning of the subject lands.

Objective	NASP Policy	Implementation
3.3.3.2 To ensure that Environmental Site Assessments are complete and up-to-date.	3.3.3.2 ESA Phase I reports older than 1 year from the date of rezoning application shall be updated, and any Phase I report older than 5 years from the date of rezoning application shall be redone.	3.3.3.2 Environmental Site Assessments will be submitted prior to rezoning.

Rationale

Lands within the neighbourhood boundary will be suitable for development and their environmental status confirmed prior to rezoning. Those lands identified as contaminated must undergo remediation according to Federal, Provincial, and Municipal standards.

Technical Summary

Phase I ESAs were submitted and approved by the City of Edmonton in 2006 to confirm the Plan area will be free of contamination and therefore suitable for residential and other development (see **Table 3, Appendix 2, Figure 13.0** – Environmental Site Overview). Various domestic debris and machinery, and above ground storage tanks common with residential and farming activities, were identified by one ESA as items having minor environmental concern. Follow-up items identified by ESAs shall be addressed prior to the rezoning of the subject areas, as per the implementation strategy.

3.3.4 Historical Resources

Pursuant to Section 31 of the Historical Resources Act, development proponents and/or their representatives are required to report the discovery of any archaeological, historic period or paleontological resources, which may be encountered during construction.

Objective	NASP Policy	Implementation
3.3.4.1 To identify and protect items with historical significance, such as buildings and areas of cultural significance, in the Allard Neighbourhood.	3.3.4.1 Review past and current activities within the Allard Neighbourhood to identify items of historical significance.	3.3.4.1 A Historical Resources Overview (HRO) for the Allard Neighbourhood was conducted prior to Plan adoption.

Rationale

The Blackmud Creek ravine presents a moderate potential of encountering historical resources. Preservation, conservation and integration of cultural, historical, and or archaeological resources with the Allard NASP is important to retaining local history and character that may also be of regional or provincial significance.

Technical Summary

A Historical Resources Overview indicates that assessments have been completed for all properties within the Allard Neighbourhood (see **Table 4, Appendix 1**).

3.3.5 Residential

Approximately 99 hectares (ha) of the plan area is designated for residential land uses.

Low Density Residential (LDR), also referred to as Single/Semi-detached, will be developed at an average density of 25 units per ha. This designation will allow for single detached and semi-detached housing.

Bylaw 16803
May 28, 2012

In addition, this designation will also allow for small lot single detached housing and zero lot line single detached housing through the application of Direct Development Control (DC) Provision (see below for more information). These housing types will be provided in select locations within the neighbourhood and in a manner that they are carefully integrated with conventional single detached and semi-detached housing.

Small Lot Single Detached Housing: This form of housing allows for a more compact and intensive form of ground oriented residential development by allowing a minor reduction in the minimum lot width allowed under the RSL Zone and the RPL Zone.

Zero Lot Line Single Detached Housing: This form of single detached housing provides opportunity for more efficient utilization of suburban areas through increased density and by eliminating the requirement of one side yard per lot. Smaller widths also allow for reduced servicing costs and promote housing affordability. Use opportunities are based on the RPL Zone and the RSL Zone.

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.

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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 and Population Statistics.

Objective	Policy	Implementation
3.3.5.1 To locate medium and high density residential development with good access to, and in support of, public transit facilities.	3.3.5.1 MDR and HDR parcels should be located abutting collector roadways and transit routes. MDR and HDR development should be located within walking distance of public transit facilities.	3.3.5.1 Figure 3.0 – Land Use Concept will guide the MDR and HDR development to be located at the edge of the neighbourhood (abutting arterial roadways), at neighbourhood entrances, and along collector and arterial roadways (along possible transit routes).

Objective	Policy	Implementation
3.3.5.2 To establish affordable housing in the Allard Neighbourhood.	3.3.5.2 a) When the City has an approved policy for affordable housing, it shall apply to this bylaw if the area has not been rezoned for development.	3.3.5.2 a) When adopted, City's affordable housing policy will be applied to Allard development prior to rezoning.
	3.3.5.2 b) The NASP proposes a wide variety of housing types—with a wide range of prices—to make it a more inclusive neighbourhood.	3.3.5.2 b) Figure 3.0 – Land Use Concept will guide the different types of residential land use designations.
	3.3.5.2.c) Expanded opportunities for secondary suites development in low density residential structures shall be pursued through the Edmonton Zoning Bylaw for the Allard NASP.	3.3.5.2.c) The Plan proponents will initiate a text amendment to the Edmonton Zoning Bylaw to establish expanded opportunities for secondary suite development in low density residential structures in the Allard Neighbourhood. Notwithstanding Policy 3.3.5.2 c, should City Administration, itself, advance amendments to the Zoning Bylaw to expand opportunities for secondary suites in low density residential land use zones to City Council before 2008, then the Plan proponents will not be required to bring separate amendments forward for Council's consideration.
3.3.5.3 Establish increased residential densities in support of Neighbourhood intensification.	3.3.5.3 The Allard NASP exceeds the approved Suburban Housing Mix ratio for new neighbourhoods.	3.3.5.3 Figure 3.0 – Land Use Concept will guide Intensified suburban development.
3.3.5.4 <i>Provide increased residential densities within 400 m of the LRT station as determined by City of Edmonton policies and guidelines.</i>	3.3.5.4 <i>The NASP shall maximize provision of HDR, MDR 1, and MDR 2 uses to provide increased residential densities within walking distance of the LRT.</i>	3.3.5.4 <i>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.</i>

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Rationale

Higher Density Residential Development

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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

Affordable Housing

Secondary suites can provide an important potential source of affordable housing for single person and other small households, and create a mortgage helper for the owner of the principle dwelling.

Suburban Housing Mix Ratio

The approved suburban housing mix ratio for new neighbourhoods in the City of Edmonton recommends the provision of 65% to 85% low density residential development and 15% to 35% medium density residential development. *The Allard NASP exceeds this ratio (see Table 1: Land Use & Population Statistics) in support of suburban intensification strategies.* Establishing higher residential densities optimizes the use of land and results in a better use of municipal infrastructure and facilities. It also supports the use of transit, innovative design and helps manage the constant demand for housing in the City's growing suburban neighbourhoods.

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3.3.6 Commercial

The Allard Neighbourhood includes one commercial site with an approximate area of 0.84 ha located at 41 Avenue SW and a collector roadway. Regional commercial facilities are planned for locations outside the Allard Neighbourhood at the Heritage Valley Town Centre.

Objective	NASP Policy	Implementation
3.3.6.1 To minimize the impact of commercial development on adjacent land uses.	3.3.6.1 a) Activity areas associated with commercial development shall be oriented towards the abutting collector roadway(s) and away from the residential land uses.	3.3.6.1 a) The Development Officer will have regard for building placement and activity areas in assessing and conditioning development applications for commercial development under the CNC zone.
	3.3.6.1 b) The separation distance between residential development and abutting commercial development shall be maximized through site orientation.	3.3.6.1 b) The Subdivision Officer will have regard for orienting the dwellings such that residential lots are designed to back onto commercial development.
3.3.6.2 To establish an opportunity for small-scale, limited commercial uses with a retail component within residential areas.	3.3.6.2 Opportunities for small-scale commercial uses with a retail component within residential areas at appropriate locations (i.e., along collector roadways, or at intersections of collector roadways) shall be pursued through the Edmonton Zoning Bylaw for the Allard NASP.	3.3.6.2 The Plan proponents will initiate a text amendment to the Edmonton Zoning Bylaw to establish opportunities for small-scale commercial uses with a retail component at appropriate locations (i.e., along collector roadways or at intersections of collector roadways) in the Allard Neighbourhood. Notwithstanding Policy 3.3.6.2, should City Administration, itself, advance amendments to

Objective	NASP Policy	Implementation
		the Zoning Bylaw to expand opportunities for small-scale commercial uses to City Council before 2008, then the Plan proponents will not be required to bring separate amendments forward for Council's consideration.

Rationale

Impacts associated with commercial development should be minimized and carefully integrated with surrounding residential development. Attention to site design will separate incompatible use activities and minimize potential issues.

Minor and Major Home Based Businesses as currently defined in the Zoning Bylaw exclude a retail component. A fine grain mix of small scale commercial (with a retail component) and residential uses can provide greater opportunities or live/work situations, add to the diversity of uses and experiences available in the neighbourhood, and increase its overall sustainability.

3.3.7 Neighbourhood Parks

Approximately 12 ha of the plan area is designated for parks and open space, including greenways. The NASP proposes a school and community park site, an urban village park, and several pocket parks.

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The school and community park site, approximately 7.62 ha in size, is located in the west central portion of the neighbourhood and is intended to accommodate a future a Public Elementary / Junior High and a community league facility. The development (timing) of the school is dependent upon available funding and need (i.e. a threshold of school aged population being present in the neighbourhood).

The urban village park located in the east central portion of the plan area is approximately 2.46 ha in area. This park is intended to accommodate sports fields, serve as a gathering place for neighbourhood residents, and to provide opportunities for passive and active recreation.

The Allard neighbourhood includes a number of pocket parks ranging from 0.12 ha to 0.61 ha in size. These parks provide opportunities for passive recreation and have been distributed so as to be within a reasonable walking distance of the majority of residences.

Objective	NASP Policy	Implementation
3.3.7.1 Provide a variety of parkland and open spaces to support passive and active recreation, and promote wellness.	3.3.7.1 Municipal Reserves (MR) owing for the Allard Neighbourhood shall be dedicated in full as land, money-in-lieu, or an acceptable combination thereof.	3.3.7.1 The parks and open spaces identified in Figure 3.0 – Land Use Concept will be dedicated to the City of Edmonton as Municipal Reserve (MR) at the time of subdivision.
3.3.7.2	3.3.7.2	3.3.7.2

Objective	NASP Policy	Implementation
Establish dispersed park spaces within the neighbourhood, through dedication of municipal reserves, to provide opportunities for passive and active recreation for residents.	Ensure a balanced spatial distribution of neighbourhood parks and open spaces. Every housing unit within the NASP boundary should be within a 500 m walking distance from a park.	Figure 3.0 – Land Use Concept and Figure 4.0 – Pedestrian Network will guide future application of neighbourhood parks and open spaces.
3.3.7.3 Preserve and integrate natural areas into the plan area where sustainable and economically viable.	3.3.7.3 The NASP preserves the natural areas along the Blackmud Creek through Environmental Reserve (ER) dedication and a development setback of a 7.5 m open space/multi-use trail from the Top-of-Bank (TOB).	3.3.7.3 Figure 3.0 – Land Use Concept and Figure 5.0 – Pedestrian Network will guide future application of neighbourhood parks and open spaces. The specific location and configuration of these areas will be determined during the subdivision and rezoning stage based on geotechnical and flood plain analysis.
3.3.7.4 Establish a TOB line that respects the break in slope of the Blackmud Creek Ravine to ensure its preservation and protection.	3.3.7.4 The TOB line along the Blackmud Creek Ravine shall be surveyed in co-operation with, and endorsed by, City Departments. The agreed-upon TOB line shall be subsequently registered at Land Titles by the landowner.	3.3.7.4 The TOB line will be surveyed and endorsed prior to rezoning of the subject lands.

Rationale

The Allard NASP provides a range of parks and open spaces for residents in order to meet their recreational needs. Dispersed park sites, assembled as MR, provide opportunities for passive recreation space for residents at the local level. As the plan area abuts Blackmud Creek, it is important to preserve the ravine system and ensure compatible natural areas are carefully integrated where feasible.

3.4 TRANSPORTATION

The transportation network within the Allard NASP is based on vehicular and pedestrian circulation.

Roadway Network: The transportation network has been designed to meet both, the internal and external traffic flow requirements generated by the neighbourhood in accordance with City of Edmonton's guidelines and standards. A hierarchy of collector and local roadways are intended to facilitate the efficient movement of vehicular traffic (see **Figure 4.0 Transportation Network**). Vehicular access to the surrounding arterial roadways will be provided via five neighbourhood entrance/exits.

Arterial roadways border the neighbourhood at approximately one-mile intervals along the north (30 Avenue SW), west (James Mowatt Trail) and south (41 Avenue SW). Consequently, the Allard neighbourhood will benefit from a high level of accessibility to the greater Edmonton area, the City of Edmonton, and the County of Leduc. The 41 Avenue SW corridor is anticipated to be upgraded to a limited access Major Arterial status to ensure provision of a major east-west corridor. This facility will accommodate longer distance regional and provincial trips, in addition to providing transportation benefits to the development area in the future.

Collector roadways, which provide internal/external accesses, are spaced at appropriate intervals to facilitate traffic progression (if traffic signals are required) and to ensure that sufficient distance is available to allow for right and left turn-bay development. The collector roadway network provides efficient and convenient access to residential areas, and prevents cut-through traffic in the neighbourhood, and enhances overall safety. This serves to further reinforce a local 'sense of place' among residential sub-areas, reduce traffic volume and speeds, and establish a pedestrian-oriented streetscape (i.e. walkable environment).

Parking: Parking for vehicles will generally be provided off-street in conjunction with residential development applications.

Truck Routes: The Allard neighbourhood identifies 41 Avenue SW and James Mowatt Trail as designated truck routes for the plan area.

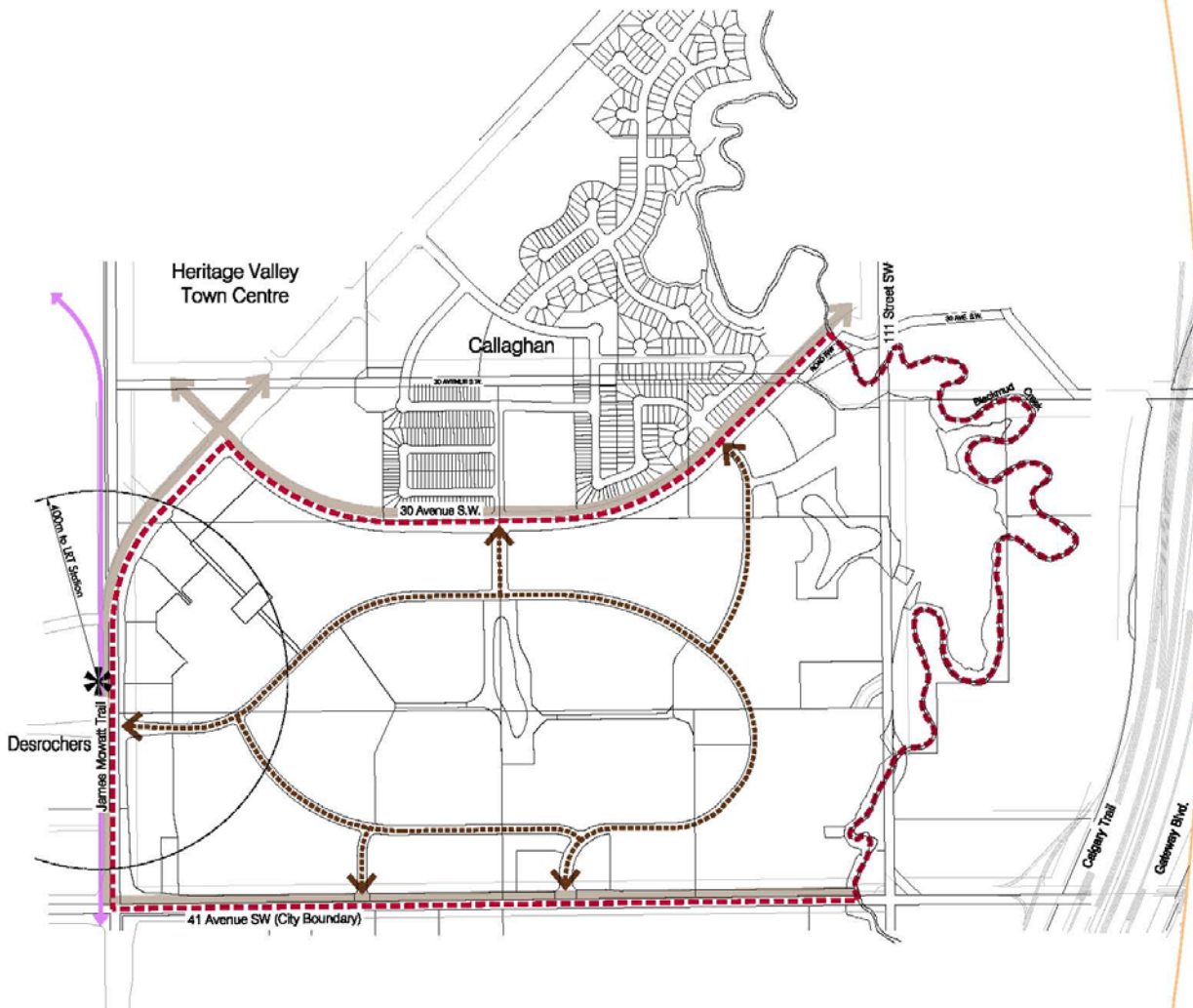
Transit: *Transit services will be extended into the NASP area in accordance with City of Edmonton Transit system guidelines and demands. The neighbourhood has been designed to a human scale whereby a majority of the residential areas will be within 400 m walking distance from transit service. The School 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.*

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Figure 4.0
Transportation Network



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LEGEND

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



Allard

Neighbourhood Area Structure Plan

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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.*

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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.

Pedestrian Network: An efficient and continuous walkway network connecting key nodes within the NASP will provide pedestrian circulation throughout the neighbourhood. All local and collector roadways in the Allard Neighbourhood will be developed with sidewalks providing a general level of pedestrian access within the NASP.

Walkways: A number of walkways are proposed in the plan area, which serve as minor pedestrian connections. These walkways enhance pedestrian connectivity in the LDR areas by establishing pedestrian connections to open spaces. *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.*

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Greenways: The Allard NASP proposes two greenways. (see **Figure 5.0 – Pedestrian Network**). The two greenways will function as multi-use (e.g., pedestrian, bicycle, other) trail (MUT) corridors. The Greenways are intended to be 10 m wide, and accommodate a 3 m wide paved trail. In addition to the paved trail, the greenways will include grassed or naturalized planting, park furniture (e.g. benches, garbage receptacles), trees and shrub beds, and directional and interpretive signage.

Bicycle circulation: Bicycle circulation within the NASP is designed to follow collector and local roadways within the neighbourhood area. Bicycle routes will be integrated with MUT corridors and walkways connecting internal and adjacent residential areas and amenities. Routes will be clearly marked using appropriate signage and markings in order to minimize potential conflicts between vehicles, cyclists, and pedestrians in the neighbourhood.

Top-of-Bank: A top-of-bank (TOB) roadway, where feasible, should be established along portions of the Blackmud Creek Ravine to facilitate automobile access and environmental protection. The top-of-bank will be developed in areas as a multi-use trail (MUT) along the western edge of the Blackmud Creek ravine, and will incorporate several access points from the residential areas. It is intended to accommodate pedestrian and bicycle access along the ravine edge, and provide vistas of the Ravine.

“Figure 3.0 – Land Use Concept identifies a “future multi-use trail” for a large estate residential lot located in a promontory along the Blackmud Creek Ravine. The driveway of an existing single detached dwelling on this lot restricts the opportune development of a 7.5 m wide TOB MUT. If this residential lot is redeveloped in the future, a TOB MUT will be extended along the rear of the property, to be constructed at the owner's expense. Redevelopment means subdivision of the lot, a proposed change in land use,

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July 21, 2008

or the substantial replacement of the existing single-detached dwelling and/or its driveway. "Substantial" is defined as the replacement of 75% of the above-grade value of the structure. Redevelopment excludes any residential renovations or additions to the existing single-detached dwelling.

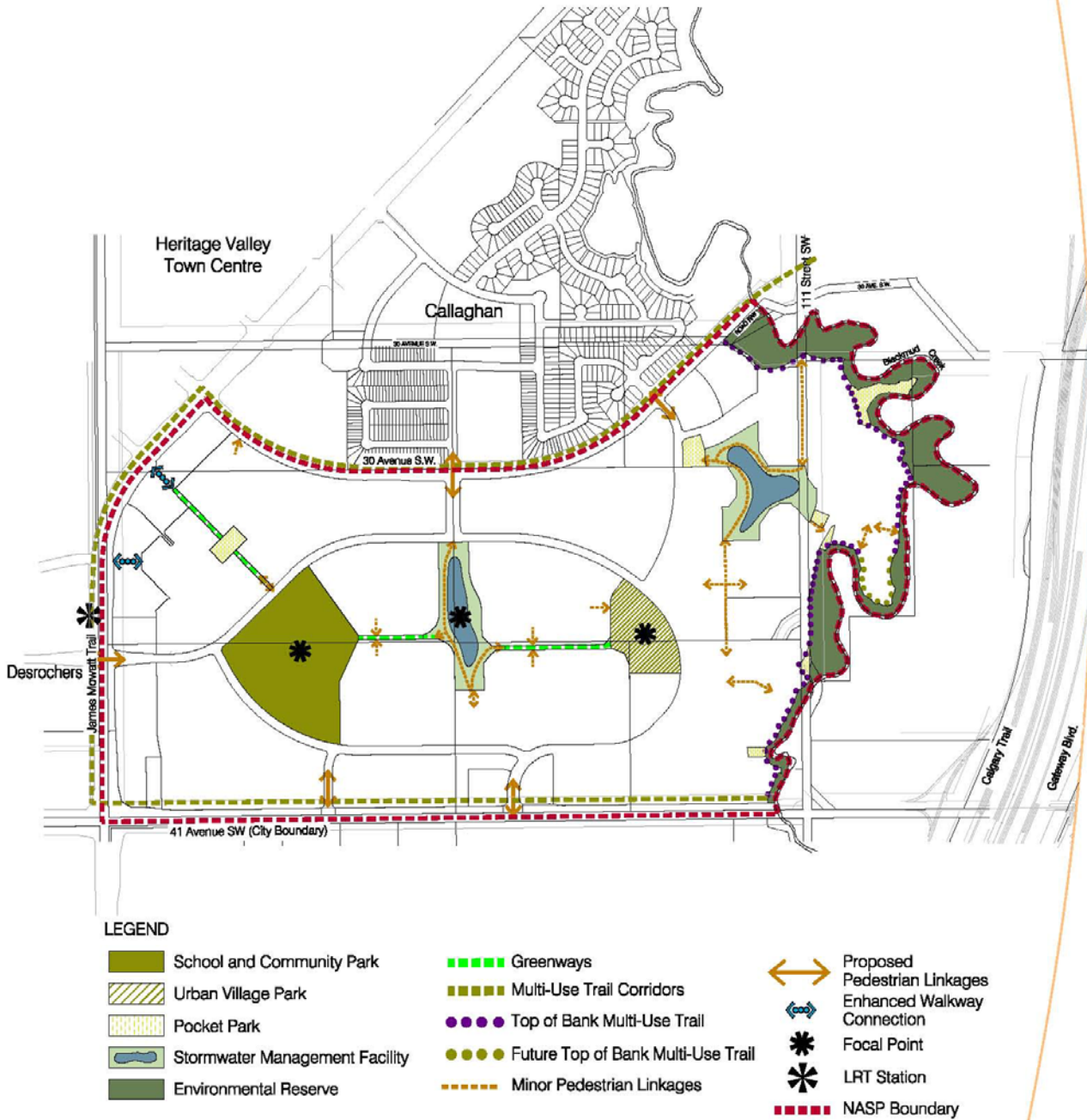
At the time of redevelopment, the trail will be dedicated as roadway right-of-way to the City of Edmonton."

Noise Attenuation: In areas where low-density housing is constructed along designated truck routes, Alberta Transportation requires the developers to address noise concerns. Therefore, a noise attenuation needs assessment will be carried out in accordance with City of Edmonton's Urban Traffic Noise Policy. This policy requires that the noise levels in the outdoor amenity areas do not exceed 60 dBA. If required by Transportation Services, noise level evaluations will be carried out by the developers prior to subdivision application at the design phase of the project. Based on the results of the study, noise attenuation devices may be required. At a minimum, Transportation Services will require that a 1 m high berm and a double board, no-gap fence with a minimum density of 20 kg/m³ be incorporated in the design of arterial roadways bordering the neighbourhood.

Figure 5.0
Pedestrian Network



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Neighbourhood Area Structure Plan

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Objective	NASP Policy	Implementation
<p>3.4.1 Mitigate the impact of vehicle traffic associated with MDR and HDR development on LDR areas.</p>	<p>3.4.1 Locate HDR and MDR1 parcels to facilitate access from arterial or collector roadways to the greatest extent possible. HDR and MDR1 development should avoid taking access via local roadways fronted by LDR development.</p>	<p>3.4.1 The Subdivision Officer may review tentative plans of subdivision to ensure HDR and MDR1 development is accessed via abutting collector and arterial roadways and avoid access via local roadway fronted by LDR development to the greatest extent possible.</p>
<p>3.4.2 Minimize the traffic congestion and enhance safety on the internal collector roadway loop.</p>	<p>3.4.2 The number of residential lots fronting onto and having direct access to a collector road should be minimized where possible.</p>	<p>3.4.2 The number of lots having direct access onto the collector loop will be determined at the subdivision stage.</p>
<p>3.4.3 Avoid the development of long culs-de-sac.</p>	<p>3.4.3 Ensure that the maximum length of culs-de-sac in residential settings does not compromise City emergency response plans, operations or maintenance.</p>	<p>3.4.3 The length of culs-de-sac in residential settings will be determined prior to subdivision approval.</p>
<p>3.4.4 Establish internal roadway connectivity and discourage the development of “exclusive” residential enclaves.</p>	<p>3.4.4 Ensure that internal roadways have ample vehicular and pedestrian connections and form accessible residential developments.</p>	<p>3.4.4 Subdivision design in residential settings will be determined prior to subdivision approval.</p>
<p>3.4.5 Provide public transit services within the plan area in accordance with City of Edmonton Transit System Guidelines and demands.</p>	<p>3.4.5 The design of the arterial and collector roadway system should provide sufficient infrastructure to support effective transit service within the neighbourhood and to external destinations.</p>	<p>3.4.5 Future transit routes will be established based on the proportion of trips to be generated from within the neighbourhood and adjacent areas. This service will be accommodated within the neighbourhood as demand warrants.</p>
<p>3.4.6 Promote alternate modes of transportation—pedestrian, bicycle, rollerblade, wheelchair—within the transportation network.</p>	<p>3.4.6 A network comprising of two Greenways and the TOB multi-use trail should be established where possible.</p>	<p>3.4.6 Figure 5.0 – Pedestrian Network will guide the future application of multi-use trail network.</p>

Objective	NASP Policy	Implementation
Minimize walking distances by creating a pedestrian oriented interconnected street network and providing walkways where roadway connection is not feasible	The SWMFs and minor pedestrian connections shall accommodate paved pedestrian trails.	
3.4.7 Promote pedestrian accessibility to parks, open spaces, and transit facilities.	3.4.7 Minor walkways should be provided to promote walkability and access to transit facilities.	3.4.7 The Subdivision Officer will have regard for the dedication of walkways to promote walkability and appropriate access to transit facilities.
3.4.8 Provide public access to Blackmud Creek Ravine.	3.4.8 Access to Blackmud Creek Ravine should be provided via top-of-bank multi-use trail (MUT), top-of-bank roadway, pedestrian access points or an acceptable combination thereof.	3.4.8 Geotechnical assessment, public access and City agreement will be contributing factors in determining whether or not a TOB roadway will be developed along portions of the Ravine. The TOB roadway and/or MUT will be established once the TOB line is confirmed and prior to rezoning of applicable lands. The top-of-bank roadway/MUT will be dedicated to the City of Edmonton as roadway right-of-way at the time of subdivision.
3.4.9 Provide inter-connected neighbourhood access to the Blackmud Creek Ravine.	3.4.9 The Allard neighbourhood TOB MUT, along portions of the Blackmud Creek, acts as a continuation of TOB MUTs in other Heritage Valley neighbourhoods along the western bank of Blackmud Creek.	3.4.9 Figure 5.0 – Pedestrian Network will guide the future application of multi-use trail network. The specific location and configuration of these areas will be determined during the subdivision and rezoning stage.

Rationale

Vehicle Circulation

The Allard NASP provides a balanced transportation system within the plan area that mitigates associated land use traffic, minimizes potential use conflicts and internal roadway congestion. In addition, high quality public transit design, service, and integration within the neighbourhood should be a high priority.

Connectivity

Neighbourhood connectivity contributes to the development of a compact, integrated community with a balanced transportation network. Neighbourhoods that have a high degree of connectivity encourage residents to walk to places, reduce the number of trips made by vehicles and promote health and neighbour interaction. Connectivity is characterized by a logical network for movement that links destinations, provides accesses and is integrated with its environment.

Pedestrian Circulation

The Allard NASP should support a walkable community. This includes provision of alternative transportation modes that support a range of users (and abilities) access focal points, amenities and services within the neighbourhood.

Dedication of Minor Walkways

While all local and collector roadways will include a sidewalk, there may be situations where the pattern of roadways will not facilitate a direct route to an amenity space or a transit facility. In this circumstance, the NASP dedicates minor walkways to ensure walkability and appropriate access to transit facilities.

Greenways

Greenways establish part of the larger pedestrian network in a neighbourhood, provide for a range of modes / users, and should be included in the Allard NASP in support of a more walkable community.

Top-of-Bank Multi-Use Trail

As per 'Map 8: Development Concept' of the Heritage Valley SCDB, the Allard NASP identifies a TOB multi-use trail (MUT) along the western bank of the Blackmud Creek Ravine. Access to the TOB MUT is proposed via area parks, pedestrian connections and a possible TOB roadway. The TOB MUT will provide inter-neighbourhood linkages and access to future multi-use trails along 30 Avenue SW and 41 Avenue SW. The TOB MUT will be designed as a hard surfaced, 3 metre wide trail with a design speed of 25 km per hour. It will be constructed to accommodate, pedestrians, bicycles and other wheeled users at the subdivision stage of development on the lands adjacent to the Blackmud Creek Ravine.

Top-of-Bank Public Roadway

A top-of-bank (TOB) roadway shall be established along portions of the Blackmud Creek Ravine, where feasible, as illustrated conceptually in the **Land Use Concept, Figure 3.0**. The intention is to prevent encroachment by urban development into the Ravine, facilitate environmental protection and to provide an area of public lands for public access along and into the Ravine consistent with the TOB Public Roadway Policy. Construction of a TOB roadway, running parallel to the Ravine, remains the preferred mode of development by various City Departments. Construction of a TOB multi-use trail (MUT) is considered secondary in preference to achieve the above-mentioned objectives. **Figure 3.0 – Land Use Concept** represents the potential extent of TOB roadways and MUTs in the Plan, subject to

detailed design, planning and development. Final alignment and extent of the TOB roadway and/or multi-use trail will be established once the TOB line is confirmed and prior to the rezoning of applicable lands, as per implementation strategy 3.4.8. Contingent on the final locations of the TOB roadway and multi-use trail, neighbouring land-uses, such as municipal reserve, may be adjusted to accommodate circulation design.

Technical Summary

The transportation network for the NASP will be provided in accordance with the requirements of the City of Edmonton's Transportation Services. A Transportation Impact Assessment (TIA) was submitted under separate cover, and reviewed and approved by Transportation Services.

3.5 INFRASTRUCTURE SERVICING AND STAGING

The Allard NASP will be a fully serviced neighbourhood designed and constructed in accordance with City servicing standards.

Sanitary Servicing: Sanitary services for the Allard neighbourhood will connect into the South Edmonton Sanitary Sewer (SESS SW) system through two sanitary trunk lines (see **Figure 6.0 – Sanitary Servicing**). The on-site sanitary network will follow the internal roadway alignment along with associated public utility lots.

Stormwater Servicing: Two stormwater management facilities are located in the plan area as shown in **Figure 7.0 – Stormwater Servicing**. These facilities have been located on the basis of natural drainage patterns and pre-development sub-basin drainage boundaries in southwest Heritage Valley.

Water Servicing: The conceptual design for the water distribution network for the Allard neighbourhood is shown in **Figure 8.0 – Water Servicing**. Water servicing for the NASP area will be extended from the Callaghan Neighbourhood area via 450 mm watermains along the internal collector roadways. Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for low, medium, and high density residential uses.

Shallow Utilities: Power, gas, and telecommunication services are all located within close proximity to the NASP and will be extended into the plan area as required.

Development Staging: The anticipated sequence of development for the Allard NASP is shown in **Figure 9.0 – Staging Concept**. Initial development is expected to proceed from the northwest, and the northeast portions of the plan area. General direction of the development will be in the south and east direction.

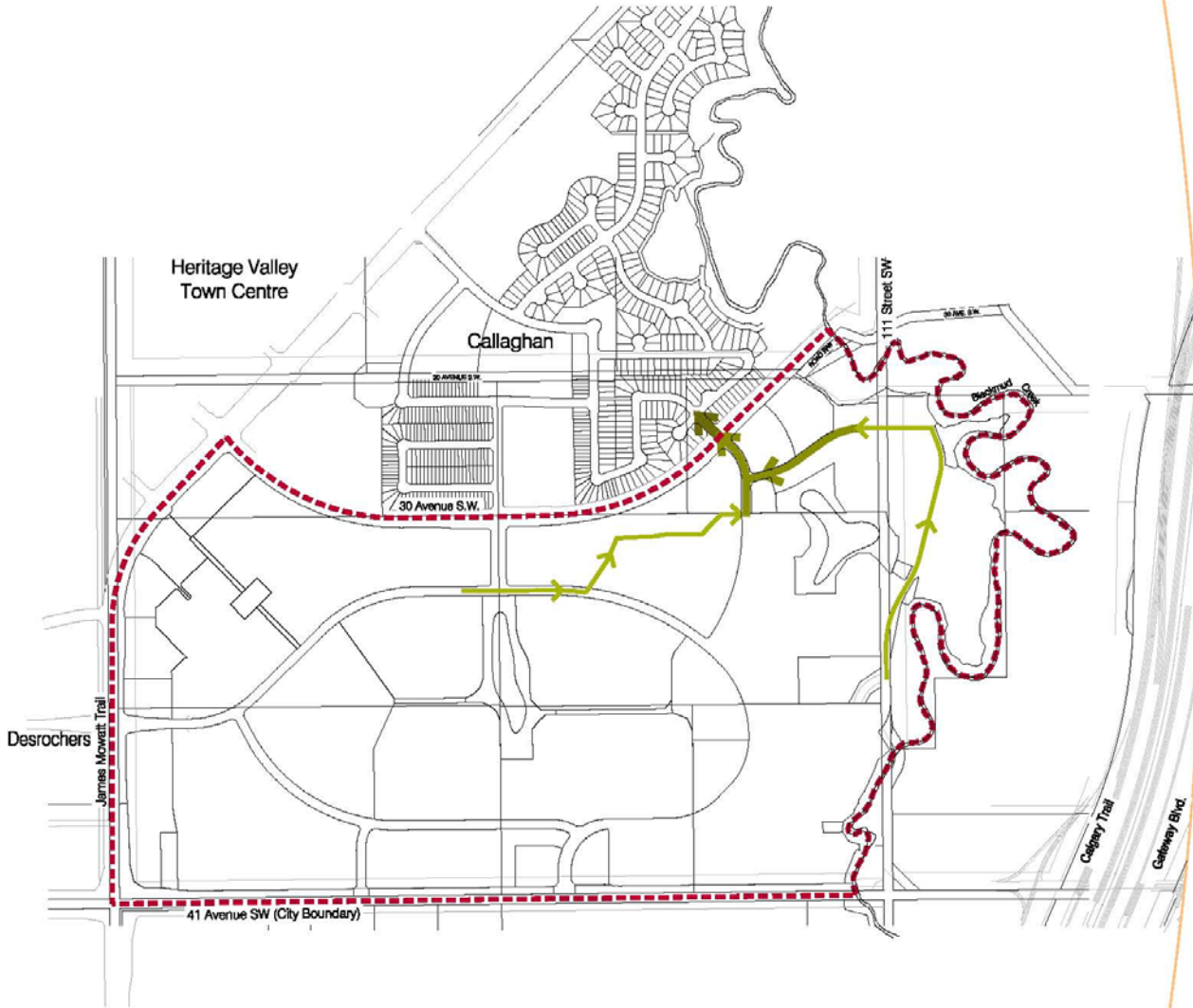
Infrastructure to service the initial stages of the NASP will be extended southeast into the plan area from James Mowatt Trail and 30 Avenue SW. Urban expansion will be contiguous, logical, and economical with respect to municipal servicing. Development of individual phases may vary from the actual zoning and subdivision applications depending on contemporary market demands and aspirations of the respective landowners. Should

sufficient demand warrant or engineering design be made more efficient, portions of separate phases may be developed concurrently.

Figure 6.0
Sanitary Servicing



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LEGEND

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



Allard

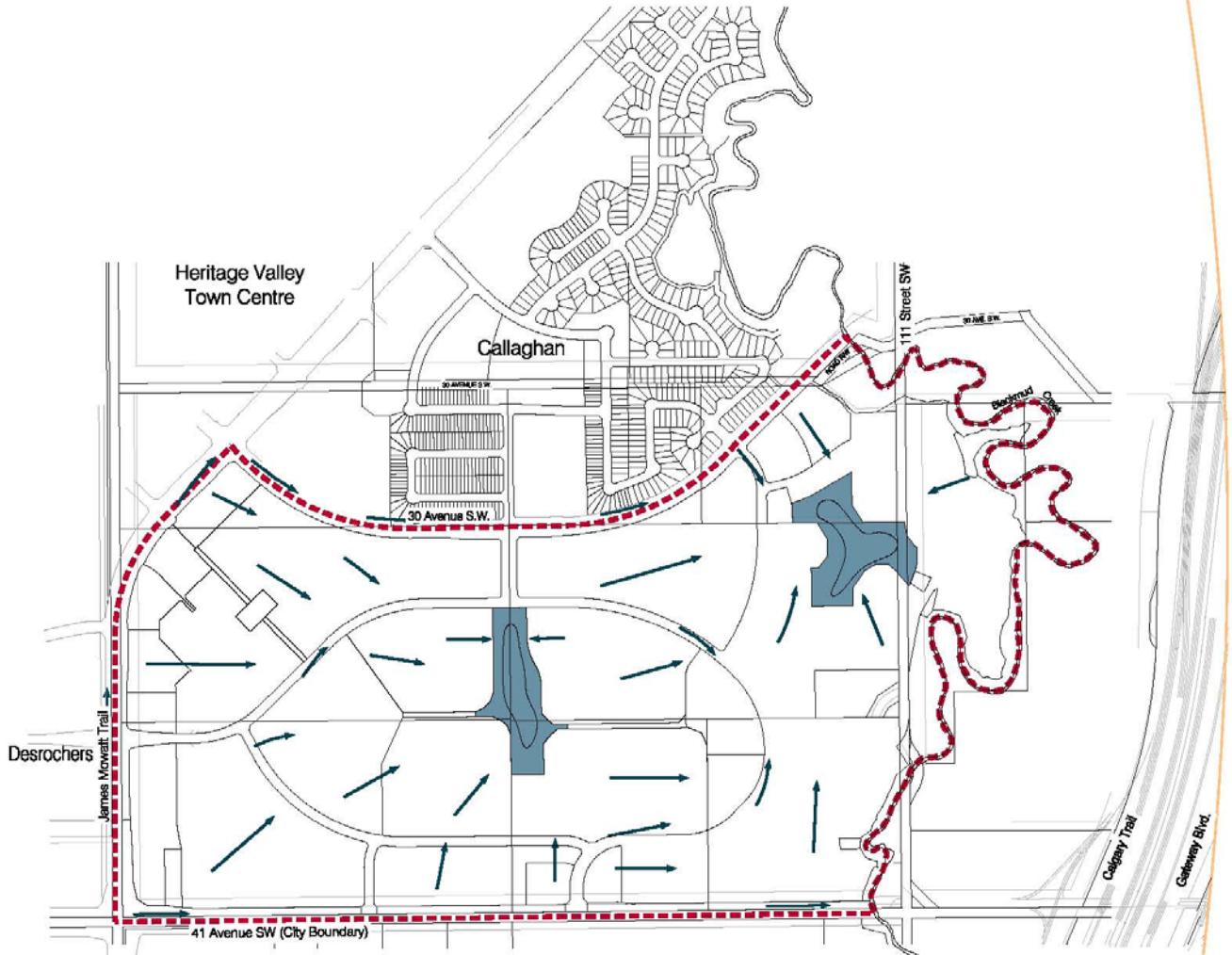
Neighbourhood Area Structure Plan

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Figure 7.0
Stormwater Servicing



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LEGEND

-  Direction of Flow
-  Stormwater Management Facility
-  NASP Boundary



Allard

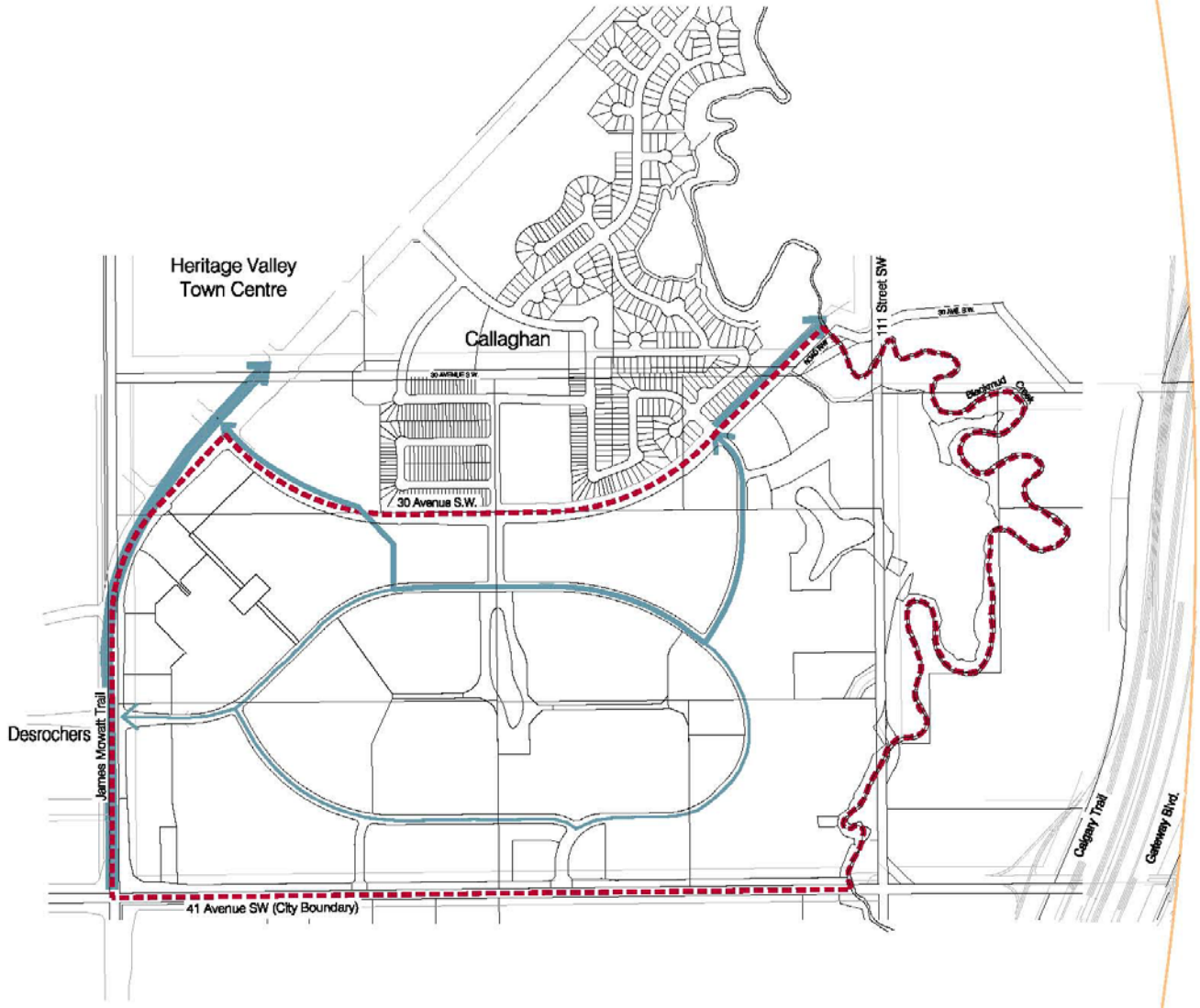
Neighbourhood Area Structure Plan

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Figure 8.0
Water Servicing



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LEGEND

- Water Main
- NASP Boundary



Allard

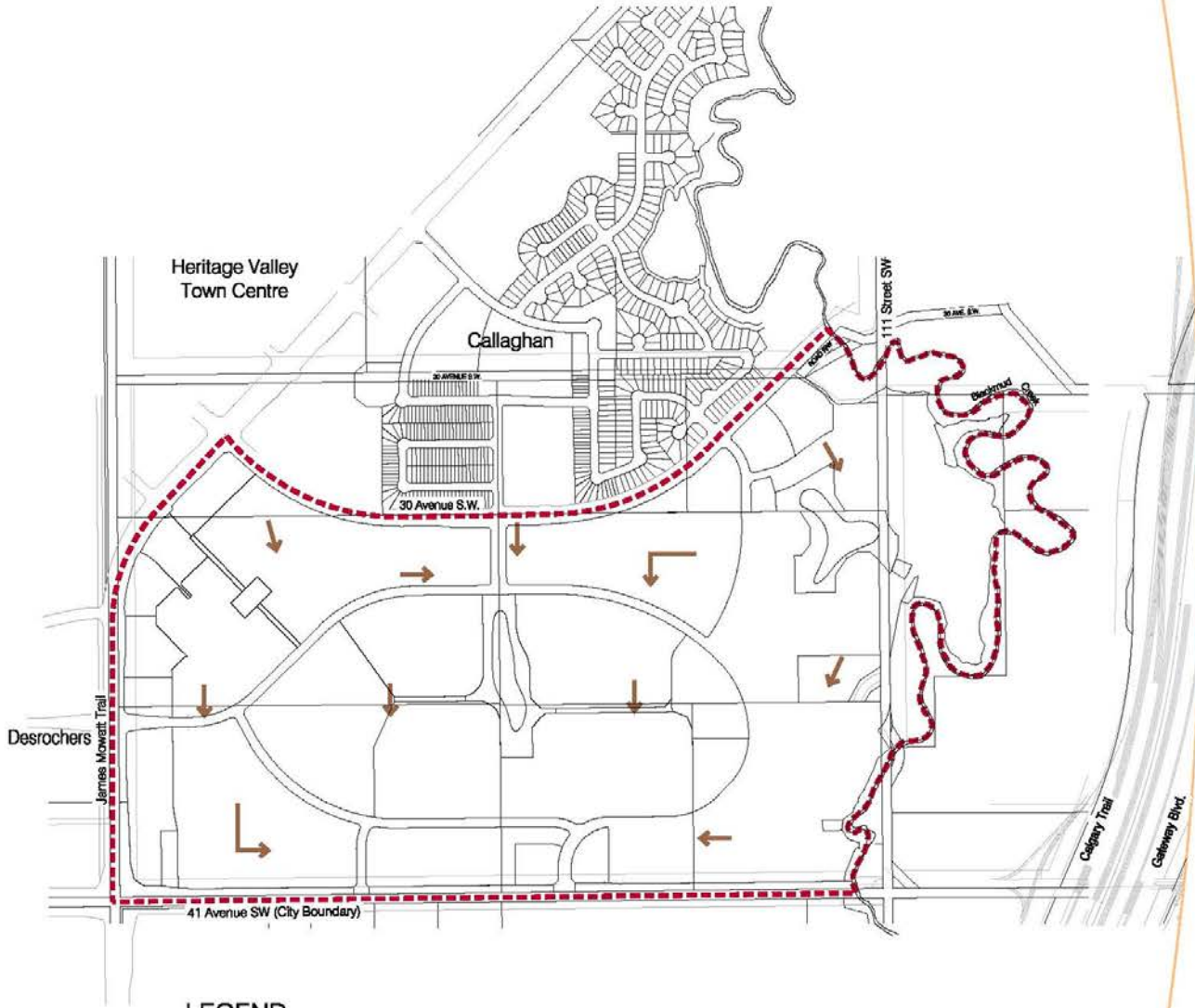
Neighbourhood Area Structure Plan

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Figure 9.0
Staging Concept



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LEGEND

-  General Direction of Development
-  NASP Boundary



Allard

Neighbourhood Area Structure Plan

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Objective	NASP Policy	Implementation
<p>3.5.1</p> <p>To ensure that the Allard neighbourhood is serviced to a full urban standard.</p>	<p>3.5.1</p> <p>Sanitary and stormwater servicing will be provided in accordance with the approved Neighbourhood Design Report (NDR) for the Allard NASP.</p> <p>Water servicing to the NASP area will be provided in accordance with the approved Water Network Analysis (WNA).</p> <p>Shallow utilities will be extended into the plan area as required.</p>	<p>3.5.1</p> <p>Approval of engineering drawings and servicing agreements will be required for installation of sanitary and stormwater servicing.</p> <p>Approval of engineering drawings and servicing agreements will be required for installation of water servicing.</p> <p>Installation of shallow utilities will be executed through servicing agreements.</p>

Rationale

The Allard NASP will be designed in accordance with City of Edmonton servicing standards. Development staging and extension of infrastructure will be contiguous, efficient, and economical while having regard for potential environmental and ecological impacts.

Technical Summary

Details regarding stormwater drainage and sanitary service schemes for the Allard NASP are provided in the associated Neighbourhood Designs Report (NDR) submitted under separate cover by Stantec Consulting Ltd.

Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc. A Water Network Analysis is being prepared for review and approval from EPCOR.

Appendix 1: Site Context

Land Ownership

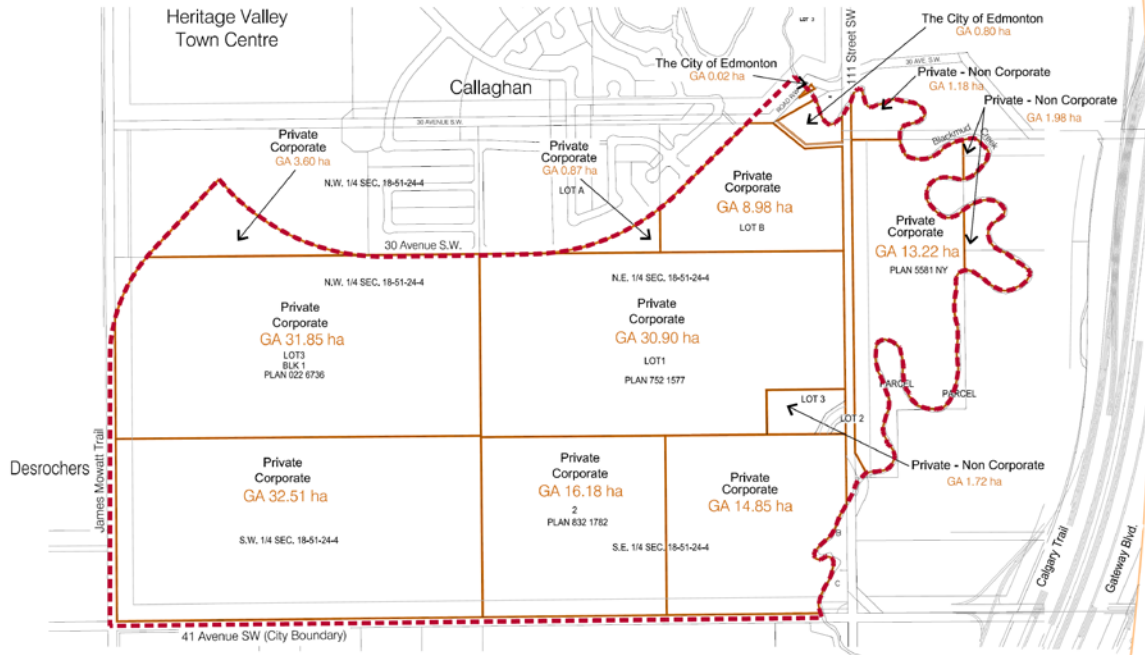
The Allard NASP was prepared on behalf of several private developers who own approximately 154.49 hectares (94%) of the land within the Plan area. The remaining lands are held by a number of other owners. Current (2007) land ownership is described in **Table 2** below and shown in **Figure 10.0 – Land Ownership**.

Table 2: Land Ownership (As Amended by Editor)

	Titled Owner	Legal Description	Area (ha) in NASP
1	<i>Private Corporate Owners</i>	SW ¼ 18-51-24-W4	32.51
2	<i>Private Corporate Owners</i>	Lot 3, Block 1, Plan 022 6736	32.26
3	<i>Private Corporate</i>	Lot 1, Block 1, Plan 752 1577	30.90
4	<i>Private Corporate Owners</i>	Lot 2, Block 1, Plan 832 1482	16.10
5	<i>Private Corporate Owners</i>	SE¼ 18-51-24-W4	14.85
	<i>Private Corporate Owners</i>	Plan 5581 N.Y.	13.22
7	<i>Private Corporate Owners</i>	Lot B, Plan 6236 N.Y.	8.98
8	<i>Private Corporate Owners</i>	NW ¼ 18-51-24-W4	3.80
9	<i>Private Non-Corporate Owners</i>	Ptn. W½ 17-51-24-W4	1.98
10	<i>Private Non-Corporate Owners</i>	Lot 3, Block 1, Plan 992 3719	1.72
11	The City of Edmonton	Lot R 2, Plan 6236 N.Y.	0.80
12	The City of Edmonton	Lot R 1, Plan 6236 N.Y.	0.02
13	<i>Private Non-Corporate Owners</i>	Lot 1, Block 1, Plan 042 1992	0.97
14	<i>Private Non-Corporate Owners</i>	Lot A, Plan 6236 N.Y.	0.87
TOTAL AREA			158.98

* Total areas illustrate the area of land within the NASP boundaries only.

Figure 10.0
Land Ownership



LEGEND

- Ownership Boundary
- - - - NASP Boundary



Allard

Neighbourhood Area Structure Plan

Bylaw 15566, November 8, 2010

Note: Future development of any and all properties is at the discretion of the respective landowners.

Topography

The topography of the lands within the Plans area is generally flat with slight undulations (see **Figure 11.0 – Site Contours**). Elevations through the plan area vary from approximately 685 m in the northeast to approximately 701 m in the southwest of the plan boundary. Surface drainage generally flows toward the east-northeast into Blackmud Creek Ravine. **Figure 12.0 – Site Features**, illustrates that that majority of the Plan area has been cleared of vegetation.

Natural Areas and Ecological Resources

The City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas (1993) identifies the Blackmud Creek Ravine as a major environmental feature within the Allard NASP.

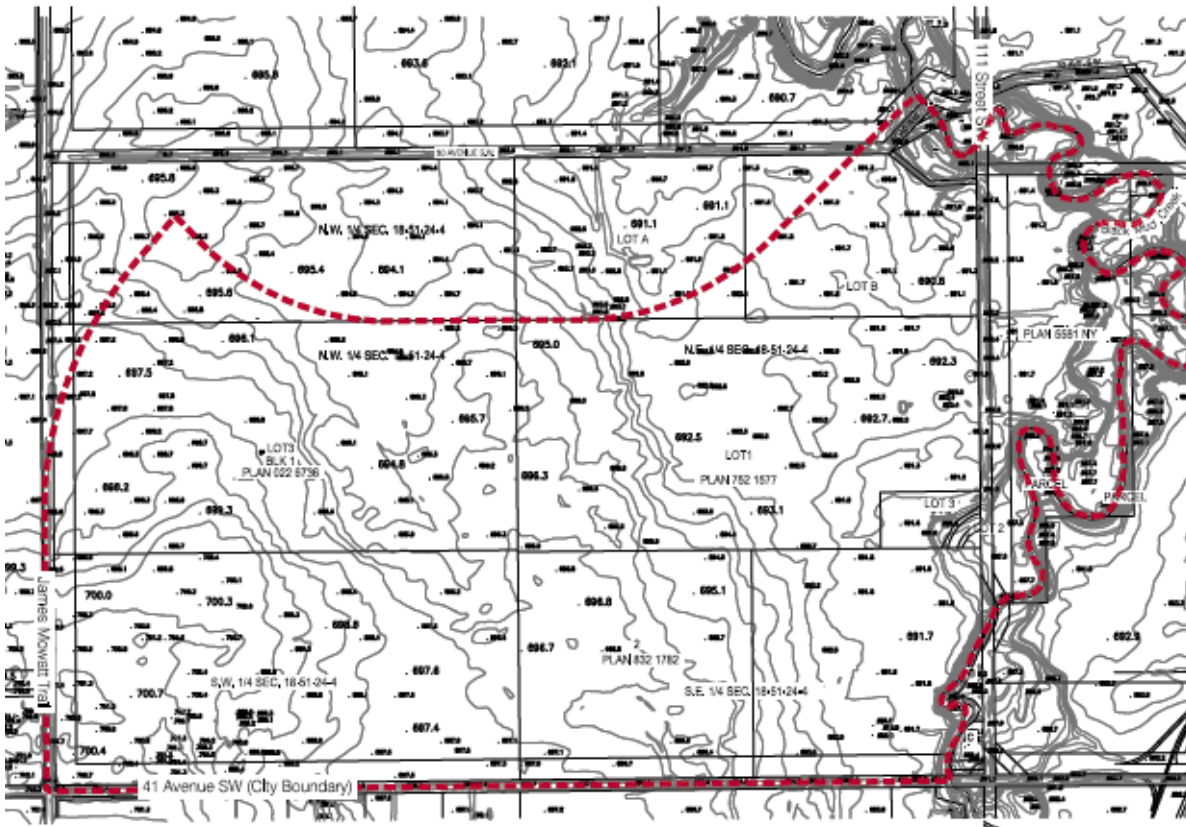
Blackmud Creek Ravine functions as a critical link to the North Saskatchewan River and the tableland natural areas. Portions of the ravine are high in biological diversity and support a number of rare wildlife and plant species. This ravine system acts as a wildlife corridor connecting up to Whitemud Creek and eventually to the North Saskatchewan River Valley.

Required setbacks, conservation easements, and other efforts to preserve and enhance this environmental feature will be pursued, where feasible, in accordance to the City of Edmonton policies and guidelines.

Existing Land Uses

A majority of the lands within the Plan area are currently (2007) used for agricultural purposes and occupied by a number of existing farmsteads and country estate residential development.

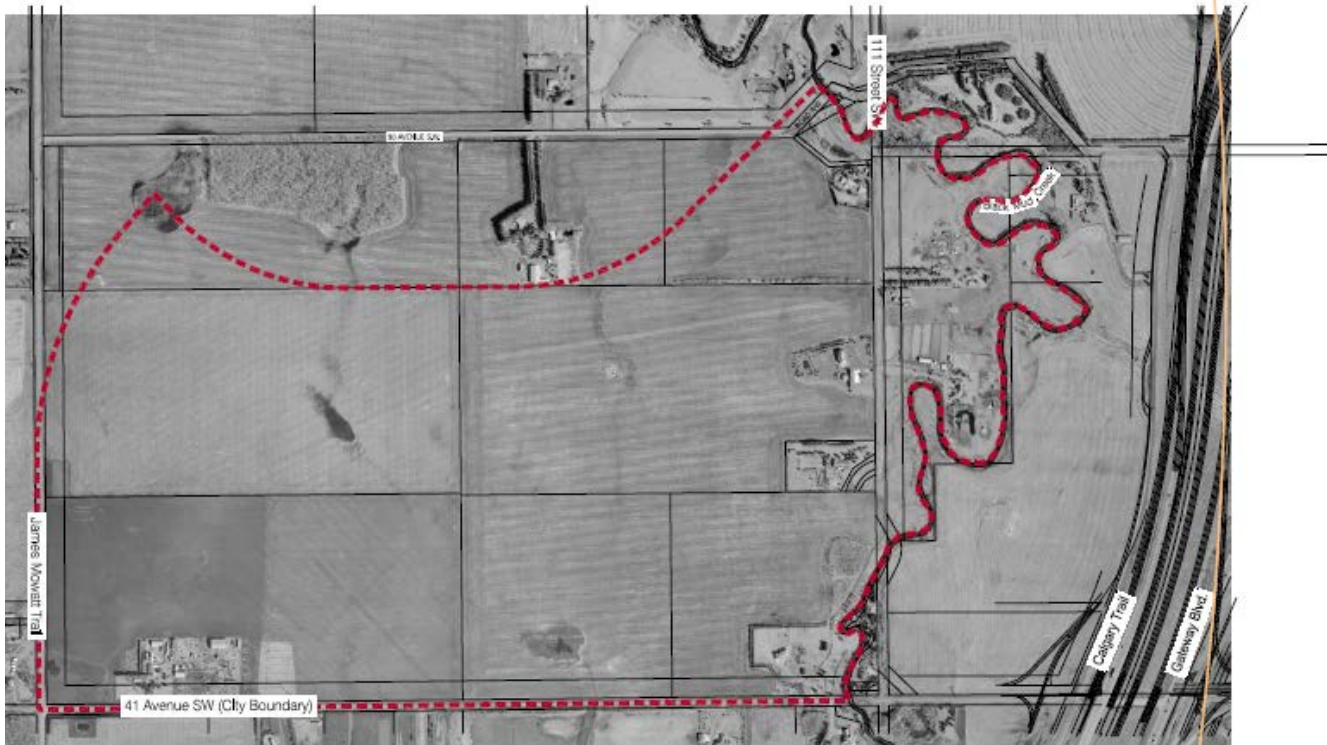
Figure 11.0 Site Contours



LEGEND

■■■■■ NASP Boundary

Figure 12.0 Site Features



LEGEND

■■■■■ NASP Boundary

Environmental Assessment

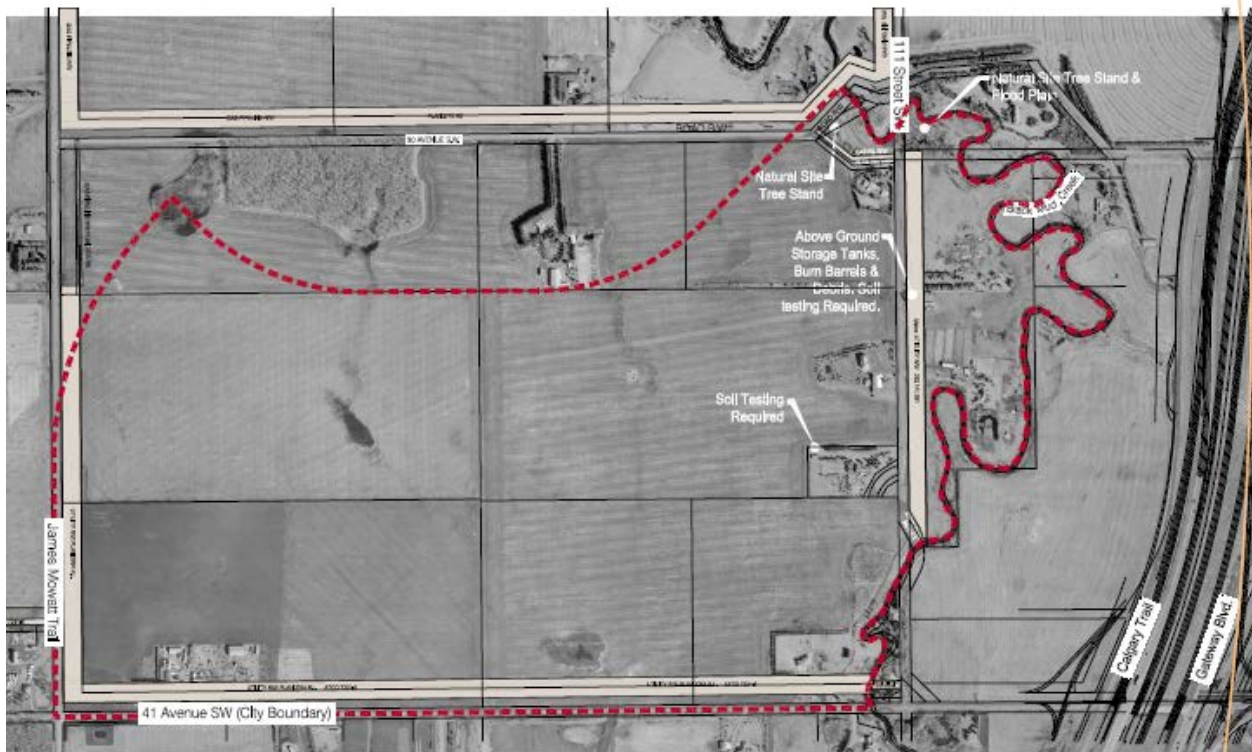
Table 3 summarizes the status of contamination and how it will be addressed.

Table 3: Phase I – Environmental Site Assessments (As Amended by Editor)



Land Owner	Location	Comments
<i>Private Corporate</i>	N ½ of SW ¼ 18-51-24-W4 & SE ¼ 18-51-24-W4	No further investigation required
<i>Private Corporate</i>	Plan 5581 N.Y.	Assess metal drums, soil and other debris at time of redevelopment.
<i>Private Corporate</i>	SE ¼ 18-51-24-W4	Decommission fuel tanks and remediate site as necessary prior to zoning approval.
<i>Private Corporate</i>	Lot B, Plan 6236 N.Y. (Ptn. of 18-51-24-W4)	Decommission septic tank and remediate site as necessary prior to zoning approval. Inspect surface soils in storage barn/garage and remediate as necessary prior to zoning approval.
<i>Private Corporate</i>	Ptn. Of NE ¼ 18-51-24-W4	No further investigation required
<i>Private Corporate</i>	Lot 2, Block 1, Plan 8321482	No further investigation required
<i>Private Corporate</i>	Lot 3, Block 1, Plan 0226736	No further investigation required
<i>Private Corporate</i>	Lot 1, Block 1, Plan 7521577	No further investigation required
<i>Private Non-Corporate</i>	Lot 3, Block 1, Plan 9923719	Inspect surface soil in the area.
<i>Private Corporate</i>	Lot A, Plan 6236NY	ESA review required

Note: The continued operation of farmsteads poses a potential environmental risk. The potential risk associated with these properties has been determined to be low, and therefore these uses do not pose any major constraints to future urban development of the adjacent lands.

Figure 13.0 Environmental Site Assessment Overview



LEGEND

-  Registered Right of Way / Utility Easement
-  NASP Boundary

Historical Resources

A Historical Resources Overview (HRO) was completed in support of the Allard NASP. **Table 4** presents a summary of the lands that were included in the study. Based on ACD's review of the HRO, no further investigation is required for the lands in Allard neighbourhood.

Table 4: Historical Resources Overview (As Amended by Editor)

Owner	Location	HRO Completed	HRIA Required
<i>Private Corporate</i>	SW ¼ 18-51-24-W4	Yes	No
<i>Private Corporate</i>	Lot 3, Block 1, Plan 022 6736	Yes	No
<i>Private Corporate</i>	Lot 1, Block 1, Plan 752 1577	Yes	No
<i>Private Corporate</i>	Lot 2, Block 1, Plan 832 1482	Yes	No
<i>Private Corporate</i>	SE¼ 18-51-24-W4	Yes	No
<i>Private Corporate</i>	Plan 5581 N.Y.	Yes	No
<i>Private Corporate</i>	Lot B, Plan 6236 N.Y.	Yes	No
<i>Private Corporate</i>	NW ¼ 18-51-24-W4	Yes	No
<i>Private Non-Corporate</i>	Ptn. W½ 17-51-24-W4	Yes	No
<i>Private Non-Corporate</i>	Lot 3, Block 1, Plan 992 3719	Yes	No
<i>Government</i>	Lot R 2, Plan 6236 N.Y.	Yes	No
<i>Government</i>	Lot R 1, Plan 6236 N.Y.	Yes	No
<i>Private Non-Corporate</i>	Lot 1, Block 1, Plan 0421992	Yes	No
<i>Private Corporate</i>	Lot A, Plan 6236 N.Y.	Yes	No

Pipelines and Oil Well Sites

Table 5 is a summary of Alberta Energy and Utilities Board (AEUB) pipeline and oil well information available through the Abadata website. Research indicates a high-pressure Natural Gas pipeline, owned by ATCO Gas and Pipelines Ltd. is located within the NASP area, immediately north of 41 Avenue SW R-O-W (see **Figure 13.0 – Environmental Site Assessment Overview**). This pipeline will be abandoned prior to subdivision stage and its right-of-way incorporated for urban development.

Two other pipelines, owned by ATCO Gas and Pipelines Ltd. and Pembina Pipeline Corp. are located outside the plan area in the northwest corner of NW ¼ 18-51-24-W4M. There are no well sites in the plan area. None of the above described facilities will impose a constraint to development.

Table 5: Pipeline Information Summary

Line / License No.	Company Name	Substance	Note
7231-6	ATCO Gas and Pipelines Ltd.	Natural Gas (No H ₂ S)	Located in the NASP area, north of 41 Avenue S.W. To be relocated and discharged from the Land Title Certificates before the subdivision stage.

Appendix 2: Planning Policy Context

The current section outlines the various statutory plans, policies, and design principles that are applicable to the Allard NASP including Plan Edmonton, the City of Edmonton's Suburban Neighbourhood Design Principles (SNDP), Heritage Valley Servicing Concept Design Brief (SCDB), and other relevant policies. Applicants seeking amendments to the NASP or applying for rezoning, subdivisions or development permits are required to consult the actual documents for specific guidance on detailed requirements as they apply to particular properties.

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:

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<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><i>The Allard NASP is intended to promote growth within Priority Growth Area Cw.</i></p> <p><i>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.</i></p> <p><i>The NASP design incorporates additional roadways and pedestrian connections to provide multimodal access to the LRT station on James Mowatt Trail.</i></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 nodes, and employment centres.</p> <p>(iii) New developments shall be designed for connectivity and accessibility to transit facilities</p>	<p><i>The Allard 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.)</i></p> <p><i>Area around the LRT station has been designed to provide improved multimodal access to the LRT.</i></p>
<p>IV. INCREASE TRANSPORTATION CHOICE</p> <p>A. Integrate transportation systems with land use</p> <p>(ii) Ensure the integration of public transportation infrastructure and land use development.</p>	<p><i>The Allard NASP ensures integration with the LRT station along James Mowatt Trail through provision of:</i></p> <ul style="list-style-type: none"> • <i>Higher intensity land uses</i> • <i>Additional roadway and pedestrian connections for access to the LRT</i>

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: Bylaw 15566
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<p><i>3.1.1.1 Integrate higher density development with Light Rail Transit (LRT) stations and transit centres</i></p>	<p><i>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.</i></p>
<p><i>3.3.1.4 Encourage commercial, entertainment, institutional and employment uses to locate at LRT stations</i></p>	<p><i>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.</i></p>
<p><i>3.3.1.5 Prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system.</i></p>	<p><i>The Allard NASP incorporates transit-oriented land uses within 400 m of the LRT station in the Desrochers neighbourhood.</i></p>
<p><i>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.</i></p>	<p><i>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.</i></p>
<p><i>4.4.1.1 Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.</i></p>	<p><i>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.</i></p>
<p><i>4.4.1.4 Develop higher density housing and a mix of uses in proximity to LRT stations and transit centres.</i></p>	<p><i>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.)</i></p>
<p><i>4.4.1.5 Preference for multiple unit density will be given to neighbourhoods with LRT stations and transit centres.</i></p>	<p><i>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.)</i></p>
<p><i>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.</i></p>	<p><i>Area within approximately 400 m of the LRT station in the Allard neighbourhood has been designed to:</i></p> <ul style="list-style-type: none"> <i>• maximize density provision to promote transit ridership; and</i> <i>• promote multi-modal access to the LRT station through attractive streetscape</i>
<p><i>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</i></p>	<p><i>The street system within the Allard neighbourhood has been designed to support ease of navigation by multiple modes of transport, and provide direct connections</i></p>

<i>activity areas in the community.</i>	<i>between neighbourhood activity centres.</i>
<i>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.</i>	<i>The Allard NASP creates a linked system open spaces comprised of school/park, pocket parks, TOB parks and the Blackmud Ravine.</i>

PLAN EDMONTON, EDMONTON'S MUNICIPAL PLAN, BYLAW 11777

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Plan Edmonton – the City of Edmonton’s Municipal Development Plan (MDP), is a comprehensive plan that provides direction for development and implementation of more specific and detailed plans by the industry/private landowners and the City. Plan Edmonton’s land development concept designates this community as ‘Suburban Area’ suitable for urban development. *The Allard NASP was approved under Plan Edmonton, the City of Edmonton’s previous Municipal Development Plan.* Its physical growth strategy emphasizes that new growth in the suburban areas will be accommodated in an efficient and cost-effective manner by promoting compact and contiguous pattern of development.

The Allard NASP complies with the following Plan Edmonton strategies:

MDP Strategy	Allard NASP Compliance with Strategy
MDP Strategy 1.1.1 - Provide for choices regarding the types of developments in which people want to live and do business	Allard Neighbourhood establishes a variety of development opportunities through the provision of five types of land components (low density residential development, medium density residential development 1, medium density residential development 2, high density residential development and a convenience commercial site).
MDP Strategy 1.1.2 - Address compatibility of land use in the development and review of land use plans and development proposals	To address compatibility, Medium density residential (MDR) 1 development is used as a transitional land use between high density residential (HDR) development and low density residential development (LDR). Also, MDR 2 (street-oriented row housing) is used as a transitional land use between MDR 1 and LDR.
MDP Strategy 1.3.4 - Promote intensification of development around transportation corridors and employment areas	Higher density residential developments are positioned along neighbourhood entrances, along collector roads, in proximity to the future Heritage Valley Town Centre and adjacent to the future transit system.
MDP Strategy 1.6.1 – Integrate and connect natural areas within the urban fabric to provide access; develop access and recreational use opportunities while protecting the natural environment; encourage the conservation and integration of natural areas that are sustainable and feasible	A top-of-bank (TOB) multi-use trail (MUT) and a TOB roadway, or acceptable combination thereof, will be established along the most significant natural feature in the Allard Neighbourhood, the Blackmud Creek Ravine. The TOB MUT and/or roadway enhance public access to the ravine and ensure open space between the ravine and urban development.
MDP Strategy 1.7.1 - Accommodate growth in an orderly, serviced and cost-effective manner	The Allard Neighbourhood represents contiguous growth in southwest Edmonton, as the surrounding neighbourhoods develop concurrently.

MDP Strategy	Allard NASP Compliance with Strategy
MDP Strategy 1.7.2 - Provide for a range of housing types and densities in each residential neighbourhood	The LDR, MDR 1, MDR 2 and HDR sites in Allard allow for the development of a range of residential housing types.
MDP Strategy 1.7.4 - Ensure availability and access to recreational opportunities and open spaces	Dispersed park sites, storm water management facilities and multi-use trail corridors provide opportunity for passive and active recreation for community residents.
MDP Strategy 1.1.12 - Place a high priority on the effective and efficient use of land	The Allard Development Concept accommodates natural features and topography, ownership boundaries and other development constraints and opportunities.
MDP Strategy 1.1.13 - Plan for urban development which is environmentally friendly and fiscally sustainable in the long term, based on the City's financing, infrastructure and environmental strategies	The Allard NASP is designed in accordance with the City's Smart Choice Initiatives, which establish development options and neighbourhood viability, access and vitality.
MDP Strategy 1.1.14 - Maintain the integrity of pipelines and utility corridors while planning for growth and development	The lone pipeline right-of-way within Allard, located north of 41 Avenue SW, will be abandoned and redeveloped in the future Ellerslie Road SW expansion.

HERITAGE VALLEY SERVICING CONCEPT DESIGN BRIEF

The Heritage Valley SCDB establishes a general framework for land use planning, and infrastructure and service provision within the Heritage Valley area. It provides policy and design directions for urban development with an emphasis on servicing. The Heritage Valley SCDB is not a statutory plan; however, it has been adopted by City Council in 'Resolution' to make it an effective planning instrument. This has enabled the SCDB to serve as a policy context for subsequent NASPs in the Heritage Valley area. The relevant Community Design Principles applicable to the Allard NASP are listed below:

SCDB Principle	Allard NASP Compliance
3.1 (1) – Promote sustainable community design	The Allard NASP establishes higher residential densities, which optimizes the land consumed for suburban development. It also supports the future, adjacent transit system by clustering higher densities around amenities, stations and the edges of the Neighbourhood.
3.1 (5) – Develop a community focal point	The School/park site and urban village park act as community focal points.
3.2 (1) – <i>Encourage innovative designs and urban patterns</i>	<i>The HDR, MDR 1, and MDR 2 designations will establish transit-supportive development.</i> <i>The MDR 2 designation encourages the development of street-oriented row housing.</i>
3.2 (4) – Establish a linked system of public open spaces	The dispersed park sites, the stormwater management facilities, the urban village park site and the school/park site are all connected by pathways and multi-use corridors.

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SCDB Principle	Allard NASP Compliance
3.2 (5) – Provide a diversity of housing types in each neighbourhood	LDR, MDR 1, MDR 2 and HDR allow for the development of diverse housing types.
3.2 (6) – Support housing at increased densities in support of the City's intensification strategies and to encourage the use of transit	<i>The Allard Neighbourhood proposes a more intensified housing mix which exceeds the suburban housing mix guidelines.</i>
3.3 (2) – Ensure that each neighbourhood is designed with a focal point	The School/park site and urban village park acts as community focal points.
3.4 (2) – Locate employment areas at the periphery of the community	<i>The convenience commercial site is located at the edge of the Allard neighbourhood.</i>
3.5 (1) – Provide a balanced network for movement	The Allard NASP provides opportunities for movement by car, public transit, bicycle, walking, etc. via collector and internal roadways, sidewalks, multi-use trail corridors, greenways and transit routes.
3.5 (2) – Provide a transportation system that reflects the character of the intended development and meets the unique demand of each neighbourhood, as well as the City's wider transportation objectives.	The looping collector roadway system corresponds to the unique shape of the Allard Neighbourhood and ensures that all parts of the Neighbourhood are accessible via transit within a 400 m walking distance.
3.5 (3) – Improve connectivity	Pathways, multi-use trail corridors, greenways, TOB walkways and roadways, and collector and internal roadway patterns provide linkages and improve connectivity to community focal points, commercial services, the future transit system and adjacent neighbourhoods.
3.5 (5) – Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations	Streets, sidewalks and pathways are provided by the Allard Neighbourhood and connect the community to focal points and destinations.
3.7 (2) – Protect and enhance the natural features of the community when designing and planning neighbourhoods, facilities and services	The TOB MUT and/or roadway provide public access to the Blackmud Creek Ravine and ensure a small amount of open space between the Ravine and urban development.

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EDMONTON SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES (SNDP)

The purpose of these design principles is to encourage flexibility and innovation in the design and servicing of new neighbourhoods. The applicable principles are listed below:

SND Principle	Allard NASP Compliance Principle
<i>Principle 1: Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods</i>	<i>The school/park site and the convenience commercial site act as common infrastructure for adjacent neighbourhoods.</i>
Principle 2: Design and locate school and community facilities to provide inter-neighbourhood focal points	The school/park site within Allard is central to the perceived school catchment area and will be used by adjacent neighbourhood residents.
Principle 3: Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods	The arterial roads along the periphery of the Allard Neighbourhood are designed in a grid pattern.
Principle 4: Design neighbourhood streets (both	City standards and regulations ensure that streets are

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neighbourhood design and cross section of roadway) with standards that cater to the main intended use of the road	designed to accommodate pedestrians, cyclists and vehicles. Streets, sidewalks and pathways have standardized widths and materials depending on their function.
Principle 5: Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood	Pathways, walkways, sidewalks and multi-use trail corridors connect pedestrians and cyclists to community focal points and destinations such as the school/park site, stormwater management facilities, the Blackmud Creek Ravine, the future Heritage Valley Neighbourhood Five and the future, adjacent transit system.
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	<i>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.</i>
Principle 7: At the area and neighbourhood planning stage, plan the location of the school/park facilities relative to neighbourhood staging such that they can be consolidated, serviced, and available early in the development of a neighbourhood or catchment area	The Staging Concept for the Allard Neighbourhood indicates that development will proceed from the northwest and northeast to the southeast. The school/park site will develop in a timely fashion as a result of this staging concept.
Principle 8: Design park and institutional sites and buildings within the neighbourhood and community focal points to be adaptable to other uses or levels of education over time	In time, the buildings developed on the school/park site that accommodates the school and the community league may be redeveloped to address the changing needs and uses of the community.
Principle 9: Explore opportunities to provide smaller, dispersed open space and parks in a neighbourhood to provide for localized needs while meeting the recreational needs of residents of the catchment area	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.)
Principle 10: Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and storm water management	Opportunities exist to share parking between the school/park site and the community league in the Allard Neighbourhood. This reduces capital development costs for these uses.
Principle 11: Create a linked open space system through open spaces created by stormwater management facilities, some utility rights-of-way, preservation of appropriate natural areas and drainage courses, and school and park open spaces	The dispersed park sites, the stormwater management facilities, the urban village park site and the school/park site are all connected by pathways and multi-use corridors.
Principle 12: Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points	<i>The HDR site, 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.)</i>

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FUTURE SCHOOL SITE STUDY

The Allard NASP applies concepts derived from the Future School Sites Study to strengthen the delivery and effectiveness of future school / park sites. The location of the future school

and community park site within the western portion of the NASP provides a key focal point within the neighbourhood. It is well connected internally to other amenities and recreational opportunities, and enhances the overall development timing and delivery of school facilities and services. Opportunity exists to develop future partnerships that support community services needs as the neighbourhood develops through its lifecycle.

URBAN PARKS MANAGEMENT PLAN

The Urban Parks Management Plan (UPMP) provides strategic direction for the acquisition, design, development, and management of Edmonton's parkland until the year 2016. This plan was adopted by City Council in August 2006.

The following principles are relevant in the context of the Allard neighbourhood:

- Provide Greenways that increase pedestrian connectivity between different parks and open spaces i.e. pocket parks, school and community parks, SWMF, river valley, and so on.
- Promote urban wellness in the community through the provision and development of parks.
- Ensure visual and physical access to parks, and public safety through application of Crime Prevention Through Environmental Design (CPTED) principles.
- Naturalize boulevards in new plan areas where appropriate.
- Utilize opportunities to enhance the community's quality of life through placemaking, creative urban design, and provision of diverse landscape opportunities.
- Ensure that land uses adjacent to public parks are complementary. Some examples of desirable adjacent land uses include multifamily residential, stormwater lakes, trail corridors, and so on.
- Provide opportunities for active and passive recreation experiences by the community.

As a requirement of the UPMP, a Parks Impact Assessment (PIA) for the Allard neighbourhood, which outlines various parkland parameters, has been submitted separately. The more specific aspects related to parkland design and development will be addressed during the subdivision and rezoning stages.

NORTH SASKATCHEWAN RIVER VALLEY AND RAVINE SYSTEM PROTECTION OVERLAY

The purpose of this Protection Overlay is to provide a development setback from the North Saskatchewan River Valley and Ravine System. The Allard NASP complies with the policies and directives established under the North Saskatchewan River Valley and Ravine System

Protection Overlay. A geotechnical report detailing the required setbacks and other recommendations to ensure bank stability for development planned within the overlay has been submitted.

TOP-OF-BANK ROADWAY POLICY

The City of Edmonton's Top-of-Bank (TOB) Roadway Policy serves two main purposes. It specifies that urban development is to be separated from the North Saskatchewan River Valley and ravine system to prevent encroachment by urban development into the system; and to provide an area of public lands for public access along and into the system. The Policy specifies this separation and access is to be provided by a top-of-bank roadway except where:

1. A soil and slope stability investigation reveals that, from an engineering standpoint, a roadway is not possible
2. Conflicts with the location of major pipelines and utility corridors reveal that a roadway is not possible
3. Public recreational facilities and low intensity public/urban service land uses have been planned for in advance of development
4. Promontories or spurs of land reveal a cul-de-sac would be more appropriate

The Allard neighbourhood will have a TOB roadway with the portion of land identified as Potential TOB Roadway as shown on **Figure 3.0 – Land Use Concept**).

CITY OF EDMONTON HOUSING MIX GUIDELINES

Council approved (1991) guidelines recommend that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% low density residential (LDR) units and 15% to 35% medium density residential (MDR) units. These guidelines encourage a mix of housing types, a range of choice in housing, and a measure of intensification. *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).* While the housing mix ratio for the NASP does not conform to Council's guidelines, it is in keeping with more recent Council direction on urban sustainability to create a more efficient, compact, and connected (i.e. walkable) city form that also supports early transit service.

Bylaw 15566
Nov 8, 2010

Appendix 3: Technical Studies

The following technical studies have been completed in support of the Allard Neighbourhood Area Structure Plan:

- Neighbourhood Designs Report (NDR)
- Water Network Analysis (WNA)
- Transportation Impact Assessment (TIA)
- Environmental Site Assessment (ESA) Phase I
- Municipal Environmental Impact Assessment
- Historical Resources Overview (HRO)
- Geotechnical Report