

# ***Ambleside Neighbourhood Structure Plan***

---

Office Consolidation December 2013

---

*Prepared by:  
Current Planning Branch  
Sustainable Development  
City of Edmonton*

Bylaw 14057 was adopted by Council in July 2005. In December 2013, this document was consolidated by virtue of the incorporation of the following bylaws:

Bylaw 14057	Approved July 28, 2005 (to adopt the Windermere Neighbourhood One Neighbourhood Structure Plan)
Bylaw 14278	Approved May 3, 2006 (to rename to Ambleside, replace map, and change statistics.)
Bylaw 14511	Approved March 12, 2007 (to reconfigure central MDR and park site, introduce Street oriented MDR, realign collector roadway from Ellerslie Road, add a view point park, alter east SWMF; remove east commercial site, and update staging plan and statistics.)
Bylaw 14771	Approved December 12, 2007 (to specify the use of a DC1 Direct Development Control Provision for a mixed-use site abutting a transit centre in the Ambleside Neighbourhood.)
Bylaw 14869	Approved February 25, 2008 (to specify the use of a DC1 Direct Development Control Provision for a commercial site located in the easternmost portion of the Ambleside Shopping Centre Commercial site.)
Bylaw 14964	Approved July 23, 2008 (to establish the use of a DC1 Direct Development Control Provision to regulate development on a medium density residential site to allow for innovative street-oriented row housing.)
Bylaw 15826	Approved July 4, 2011 (to update the land use statistic to reflect current density calculations using the new NSP Terms of Reference)
Bylaw 15806	Approved July 18, 2011 (to relocate the southern neighbourhood boundary along the realigned Ellerslie Rd, designate the additional 22.4 ha for Community Centre Commercial, LDR, MDR, SWMF, pipeline ROW, and Public Open Spaces use, and update corresponding policies and statistics)
Bylaw 15809	Approved July 18, 2011 (to redesignate a portion of land from MDR to public utility uses and update land use statistics and figures)
Bylaw 15991	Approved January 30, 2012 (to realign 170 St and Ellerslie Rd, redesignate a portion of land from MDR to Commercial, increase the size of a SWMF while decreasing Community Commercial, add to an east-west walkway, and update corresponding policies, statistics and figures)
Bylaw 16073	Approved April 16, 2012 (to realign Allan Drive, reconfigure 52.8 ha of land uses in the central area of the neighbourhood, and update the statistics and figures)
Bylaw 16276	Approved March 5, 2013 (to establish the use of a DC1 Direct Development Control Provision for Business Employment uses east of 156 Street SW and to update Section 4.5.3 Neighbourhood Commercial)
Bylaw 16612	Approved December 9, 2013 (to establish the use of a DC1 Direct Development Control Provision for lands designated as Business Employment uses)

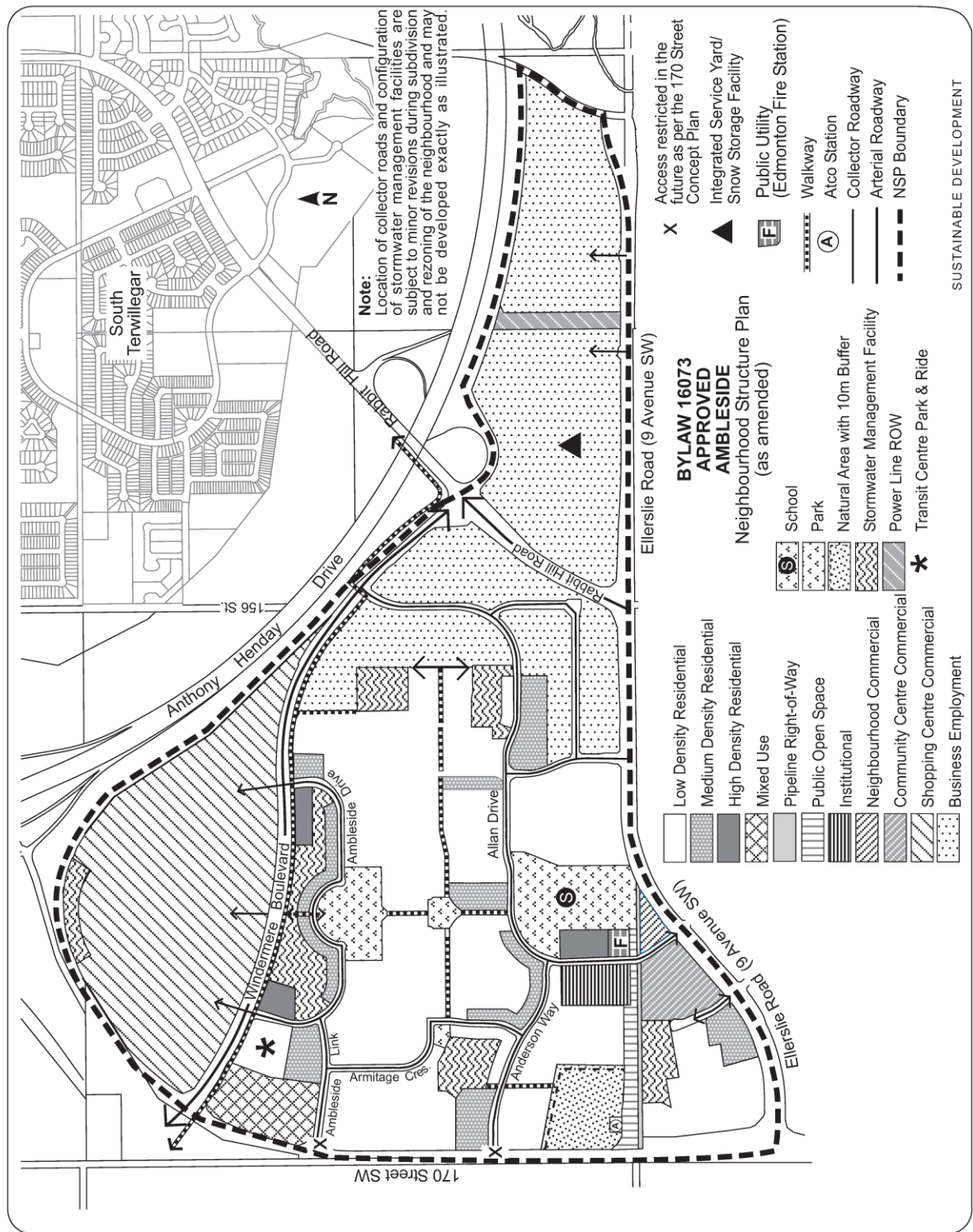
**Editor's Note:**

This is an office consolidation edition of Ambleside Neighbourhood Structure Plan, Bylaw 14057, as approved by City Council on July 28, 2005.

For the sake of clarity, new maps and a standardised format were utilised in this Plan. All names of City departments have been standardised 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 italicised 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, Sustainable Development



Map Amended by Bylaw 16073 Approved April 16, 2012

**AMBLESIDE  
NEIGHBOURHOOD STRUCTURE PLAN  
LAND USE AND POPULATION STATISTICS  
BYLAW 16073  
Amended April 16, 2012**

	Area (ha)	% of GDA
<b>Gross Area</b>	<b>314.7</b>	
Power Line Corridors	1.9	
TUC – 156 Street ROW	7.0	
170 Street / Ellerslie Road Widening	4.8	
ATCO Pipeline ROW	0.8	
<b>Gross Developable Area</b>	<b>300.2</b>	<b>100.0</b>
Business Employment	69.2	23.0
Commercial		
Major Commercial*	47.9	16.0
Community Commercial	4.0	1.3
Neighbourhood Commercial	0.9	0.3
Parkland, Recreation, School		
Parks and Schools (includes Special Study area**)	14.5	4.8
Natural Area (SW40)	5.3	1.8
Institutional	2.1	0.7
Public Utility (Edmonton Fire Station)	0.6	0.2
Mixed-Use	5.5	1.8
Transportation		
Circulation***	25.5	8.5
Transit Centre	2.2	0.7
Public Open Space	2.6	0.9
Infrastructure/Servicing		
Stormwater Management Facilities	15.5	5.2
<b>Total Non-Residential</b>	<b>195.7</b>	<b>66.9</b>
<b>Total Residential</b>	<b>104.5</b>	<b>33.1</b>

**Residential Land Use, Dwelling Unit Count and Population**

Land Use	Area (ha)	Units/ha	Units	% of Total Units	People/Unit	Population
Low Density Residential						
<i>Single/Semi-detached</i>	84.7	25	2,117	53.3%	2.8	5,928
Medium Density Residential						
<i>Row Housing</i>	6.4	45	288	7.3%	2.8	806
<i>Low Rise/Medium Density     Housing</i>	10.9	90	981	24.7%	1.8	1,766
High Density Residential						
<i>Medium to High Rise Units</i>	2.6	225	585	14.7%	1.5	877
<b>Total Residential</b>	<b>104.6</b>		<b>3,971</b>	<b>100.0%</b>		<b>9,377</b>

Gross Population Density: 31.8 persons per gross hectare  
Net Population Density: 89.7 persons per net residential hectares  
Gross Unit Density: 38.0 units per net residential hectares  
LDR/MDR/HDR Ratio: 53.3%/32.0%/14.7%

\*This site shall contain a maximum of 40 ha of retail commercial uses with the balance of the site containing non-retail uses. This will be further refined at the rezoning stage.

\*\* The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision and through discussions with Urban Planning and Environment of Sustainable Development

\*\*\* Circulation for Ambleside is approximately 25% of Net Residential Area.



# Ambleside

## Neighbourhood Structure Plan



**Prepared For:  
Two Private Corporations**

Prepared by



**Stantec**

**BYLAW 14057  
JUNE 2005**

# Table of Contents (Amended by Editor)

<b>1.0 INTRODUCTION .....</b>	<b>1</b>
<b>1.1 PURPOSE .....</b>	<b>1</b>
<b>1.2 DEFINITION OF PLAN AREA .....</b>	<b>1</b>
<b>1.3 SITE CONTEXT .....</b>	<b>4</b>
1.3.1 Topography .....	4
1.3.2 Existing Land Uses .....	4
1.3.3 Surrounding Land Uses .....	4
<b>1.4 ENVIRONMENTAL RESOURCES .....</b>	<b>5</b>
1.4.1 Natural Site Assessment – Natural Area (SW 40) .....	5
1.4.2 Environmental Site Assessment .....	5
<b>1.5 CULTURAL AND NATURAL RESOURCES .....</b>	<b>7</b>
1.5.1 Historical Resources Overview .....	7
1.5.2 Pipelines and Oil Well Sites .....	7
<b>2.0 POLICY AND DESIGN PRINCIPLES.....</b>	<b>10</b>
<b>2.1 POLICY CONTEXT .....</b>	<b>10</b>
2.1.1 City of Edmonton Municipal Development Plan (MDP) Plan Edmonton .....	10
2.1.2 Windermere Area Structure Plan (ASP) .....	12
2.1.3 Smart Choices for Developing Our Community – Council Recommendations .....	13
2.1.4 Edmonton Suburban Neighbourhood Design Principles (SNDP) .....	13
2.1.5 Crime Prevention Through Environmental Design (CPTED) .....	14
<b>3.0 CONCEPTUAL FRAMEWORK .....</b>	<b>16</b>
<b>3.1 DEVELOPMENT GOALS .....</b>	<b>16</b>
<b>3.2 DEVELOPMENT OBJECTIVES .....</b>	<b>16</b>
3.2.1 Community Urban Design .....	16
3.2.2 Neighbourhood Residential .....	17
3.2.3 Commerce and Employment .....	17
3.2.4 Community and Natural Resources .....	18
3.2.5 Transportation and Mobility .....	18
3.2.6 Sustainable Infrastructure .....	18
<b>4.0 DEVELOPMENT PLAN .....</b>	<b>20</b>
<b>4.1 AMBLESIDE URBAN DESIGN PRINCIPLES .....</b>	<b>20</b>
<b>4.2 AMBLESIDE URBAN DESIGN GUIDELINES .....</b>	<b>20</b>
4.2.1 General Land Use Urban Design Guidelines .....	22
4.2.2 Specific Land Use Guidelines .....	23
<b>4.3 RESIDENTIAL .....</b>	<b>23</b>
4.3.1 Low Density Residential (LDR) .....	23
4.3.2 Medium Density Residential (MDR) .....	24
4.3.3 High Density Residential (HDR) .....	25
4.3.4 Residential Urban Design Guidelines .....	26
<b>4.4 MIXED-USE AND INSTITUTIONAL .....</b>	<b>27</b>
4.4.1 Mixed Use / Institutional Urban Design Guidelines .....	28

<b>4.5</b>	<b>COMMERCIAL / BUSINESS EMPLOYMENT</b>	<b>29</b>
4.5.1	Major Commercial .....	30
4.5.2	Community Commercial .....	33
4.5.3	<i>Neighbourhood Commercial</i> .....	33
4.5.4	Business Employment .....	33
4.5.5	Major Commercial Urban Design Guidelines .....	36
<b>4.6</b>	<b>PARKS AND OPEN SPACE</b>	<b>39</b>
4.6.1	Neighbourhood Parks .....	42
4.6.2	<i>School / Park</i> .....	42
4.6.3	Natural Site Assessment – Natural Area (SW 40) .....	43
4.6.4	Open Space Corridor .....	43
4.6.5	Public Open Space .....	45
<b>4.7</b>	<b>PUBLIC UTILITY (EDMONTON FIRE STATION)</b>	<b>45</b>
<b>5.0</b>	<b>TRANSPORTATION</b> .....	<b>46</b>
<b>5.1</b>	<b>TRANSPORTATION NETWORK</b>	<b>46</b>
5.1.1	Regional Network Accessibility .....	46
5.1.2	Internal Roadway System .....	49
5.1.3	Arterial Road Assessment Program and Roadway Staging .....	50
5.1.4	Transit Centre / Park and Ride .....	51
5.1.5	Pedestrian, Bicycle and Multi-Use Trail Circulation .....	52
5.1.6	Parking .....	55
5.1.7	Truck Routes .....	55
<b>6.0</b>	<b>INFRASTRUCTURE</b> .....	<b>56</b>
<b>6.1</b>	<b>ENGINEERING AND SERVICING</b>	<b>56</b>
6.1.1	Sanitary Servicing .....	56
6.1.2	Stormwater Servicing .....	56
6.1.3	Water Servicing .....	56
6.1.4	Shallow Utilities .....	56
<b>7.0</b>	<b>IMPLEMENTATION</b> .....	<b>60</b>
<b>7.1</b>	<b>DEVELOPMENT STAGING</b>	<b>60</b>
<b>7.2</b>	<b>REZONING &amp; SUBDIVISION</b>	<b>60</b>
<b>8.0</b>	<b>APPENDIX 1 – LAND OWNERSHIP</b> .....	<b>62</b>
<b>9.0</b>	<b>APPENDIX 2 – LAND USE &amp; DEMOGRAPHIC PROFILE</b> .....	<b>64</b>

<b>List of Figures</b>	<b>Page</b>
1.0 Location Plan	2
2.0 Context Plan	3
3.0 Site Features	6
4.0 Opportunities and Constraints	9
5.0 Development Concept	21
6.0 Pedestrian Network	40
7.0 Transportation Network	47
8.0 <i>Transit Context Plan</i>	53
9.0 Sanitary Servicing	56
10.0 Stormwater Servicing	57
11.0 Water Servicing	58
12.0 Staging Concept	60
13.0 Ownership Plan	62

## 1.0 Introduction

---

### 1.1 PURPOSE

The purpose of this Neighbourhood Structure Plan (NSP) is to establish a general land use framework for the development and servicing of the lands identified within the boundaries of Ambleside. This neighbourhood is the first of 5 neighbourhoods as described in the Windermere Area Structure Plan (ASP) located in southwest Edmonton (see Figure 1.0 – Location Plan).

Ambleside is located south of the Transportation and Utilities Corridor, west of Whitemud Creek Ravine, north of Ellerslie Road (9 Avenue SW), east of Terwillegar Drive (170 Street). The plan represents a framework for decision-making that is intended to foster future development along with contiguous, orderly growth of the community.

- The Neighbourhood Structure Plan will implement the general land use pattern by identifying the following:
- Type, density and location of residential, commercial and open space land uses, including the intensity and pattern of development;
- The transportation network as it relates to the study area and overall transportation objectives;
- Conceptual servicing schemes and provision of utility services and infrastructure;
- Unique environmental areas and natural features; and
- Implementation and phasing of development.

The Ambleside NSP has been prepared in conformance with the City of Edmonton Municipal Development Plan, Windermere Area Structure Plan (ASP) and other relevant municipal policy documents as explained in Section 2.0 of this Plan. Through the submission and approval of plans of subdivision, the detailed design of each of phase of development will implement the concepts presented in the NSP.

This plan has been prepared on behalf of two private corporations, owner of approximately 134 hectares of land within the study area.

Amended by Editor

### 1.2 DEFINITION OF PLAN AREA

The Ambleside NSP is comprised of a number of parcels of land located within Sections 34, 27, 26 and 22-51-25-W4M. The total gross area for the NSP is approximately 315 hectares. *As shown on **Figure 2.0 – Context Plan**, the NSP is defined by the following boundaries:*

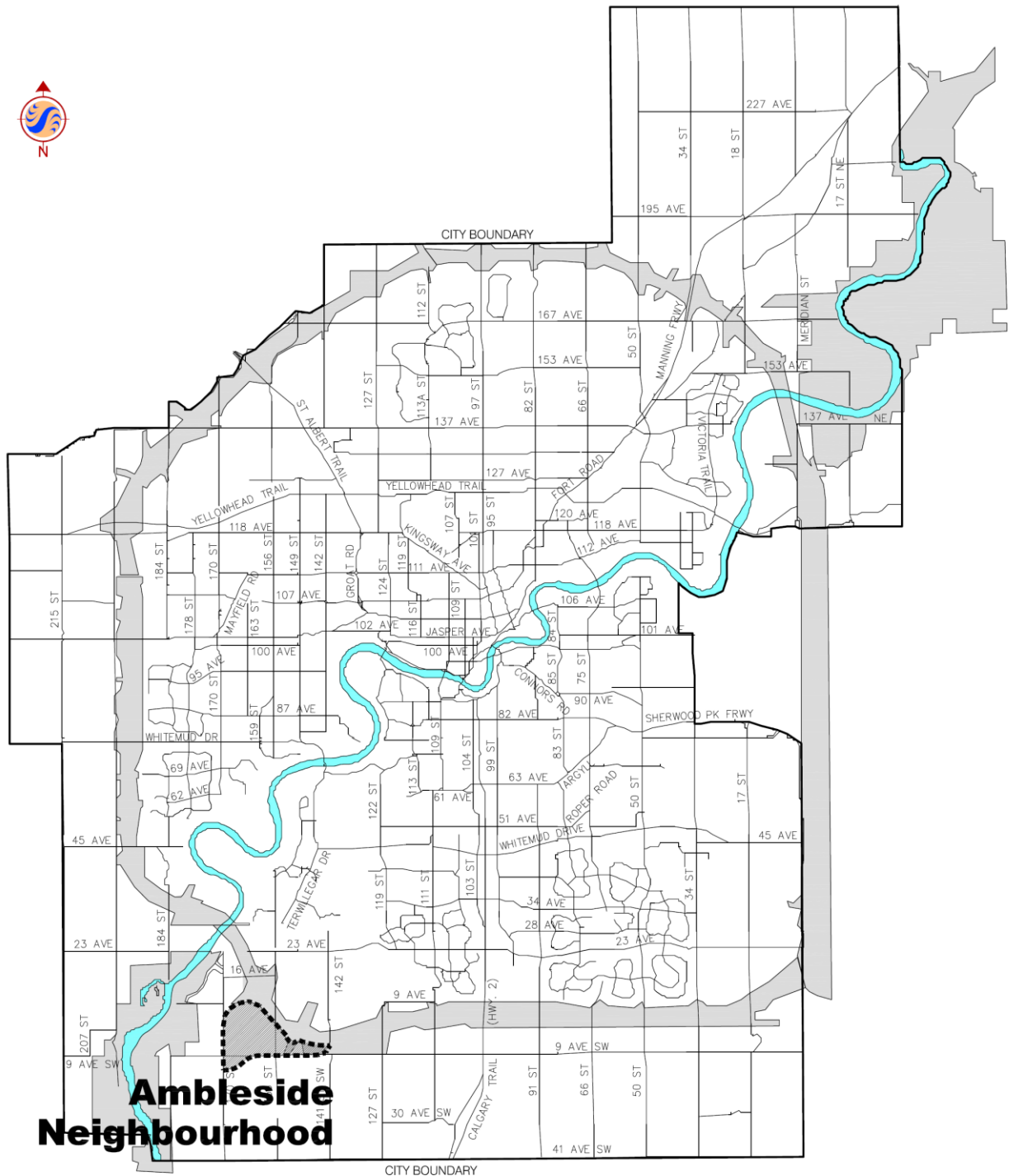
Bylaw 15806  
July 18, 2011

- **Northern Boundary** – Transportation & Utilities Corridor / Anthony Henday Drive
- **Western Boundary** – Terwillegar Drive / 170 Street
- **Eastern Boundary** – Whitemud Creek Ravine Top of Bank
- **Southern Boundary** – Ellerslie Road / 9 Avenue SW

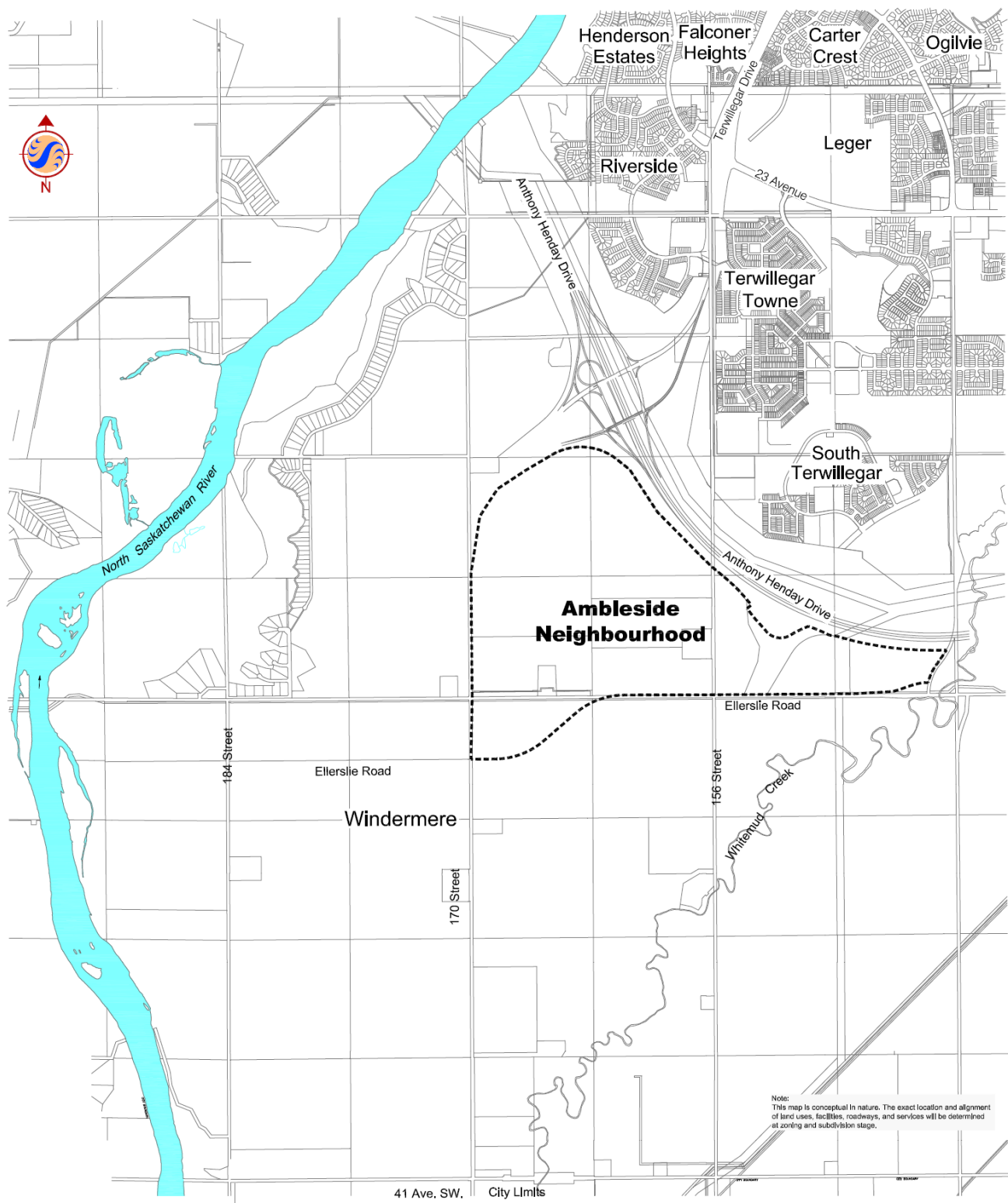


# Location Plan

Figure 1.0



Map Amended by Bylaw 15809 Approved July 18, 2011



Map Amended by Bylaw 15809 Approved July 18, 2011

Ambleside constitutes a logical planning unit with respect to identifiable plan boundaries and servicing considerations and is consistent with the area identified in the Windermere ASP.

## 1.3 SITE CONTEXT

### 1.3.1 Topography

The topography of the lands within the Ambleside NSP is generally flat throughout with slight undulations. Elevations throughout the neighbourhood generally vary from (approximately) 688 m in the southwest to 682 m towards the far north-western edge. Surface drainage throughout most of the plan area typically runs toward the northwest except in the eastern portion where it flows to Whitemud Creek as shown on Figure 3.0.

As shown on **Figure 3.0 – Site Features**, there are relatively few areas of tree cover in an otherwise agricultural dominated landscape. The underlying regional geology in the area of the NSP consists of glaciolacustrine deposits (i.e. bedded sands, silts and clays) underlain by glacial till and bedrock. These soil conditions are suitable for urban development.

### 1.3.2 Existing Land Uses

As shown on Figure 3.0, the majority of land within Ambleside is currently used for agricultural purposes with existing farmhouse / residential properties located within the plan area. None of these uses pose any particular constraints to future urban development. However, future development of any and all properties within the neighbourhood is the option of the respective landowners.

### 1.3.3 Surrounding Land Uses

The plan area is bound on the north by Anthony Henday Drive, east by Whitemud Creek, Ellerslie Road to the south and Terwillegar Drive / 170 Street to the west. The surrounding land use north of Anthony Henday Drive is the developing residential neighbourhoods of Terwillegar Heights.





West of Terwillegar Drive and Ambleside plan area is agricultural land and Windermere Neighbourhood Two. East of Whitemud Creek, future neighbourhoods are contemplated within Heritage Valley. South of Ellerslie Road, Jagare Ridge Golf Course exists with the balance of lands primarily composed of cultivated agricultural land, farm residences and future residential.

## **1.4 ENVIRONMENTAL RESOURCES**

The City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas (1993) identifies one Natural Area (i.e. SW 40 – Immature / Mature Balsam Aspen Poplar Forest) within the Ambleside NSP.

### **1.4.1 Natural Site Assessment – Natural Area (SW 40)**

The Inventory identifies approximately 4.0 hectares of woodlot within the southwest area of the NSP (see Figure 3.0) as a Natural Area. This area is composed of a relatively open balsam aspen forest of immature and mature trees.

In order to further document the characteristics of Natural Area SW 40 and potential affect of low-density residential development, Stage One and Two Natural Site Assessments (NSA) were undertaken by Bruce Thompson & Associates Inc. (Edmonton, 2004 and 2005) for a private corporation. Results of the investigations deem the SW 40 natural area to have good stand health, high biodiversity (e.g. Indian Pipe), usage by birds and other wildlife, visual quality and undisturbed nature (Bruce Thompson & Associates, 2004).

Amended by Editor

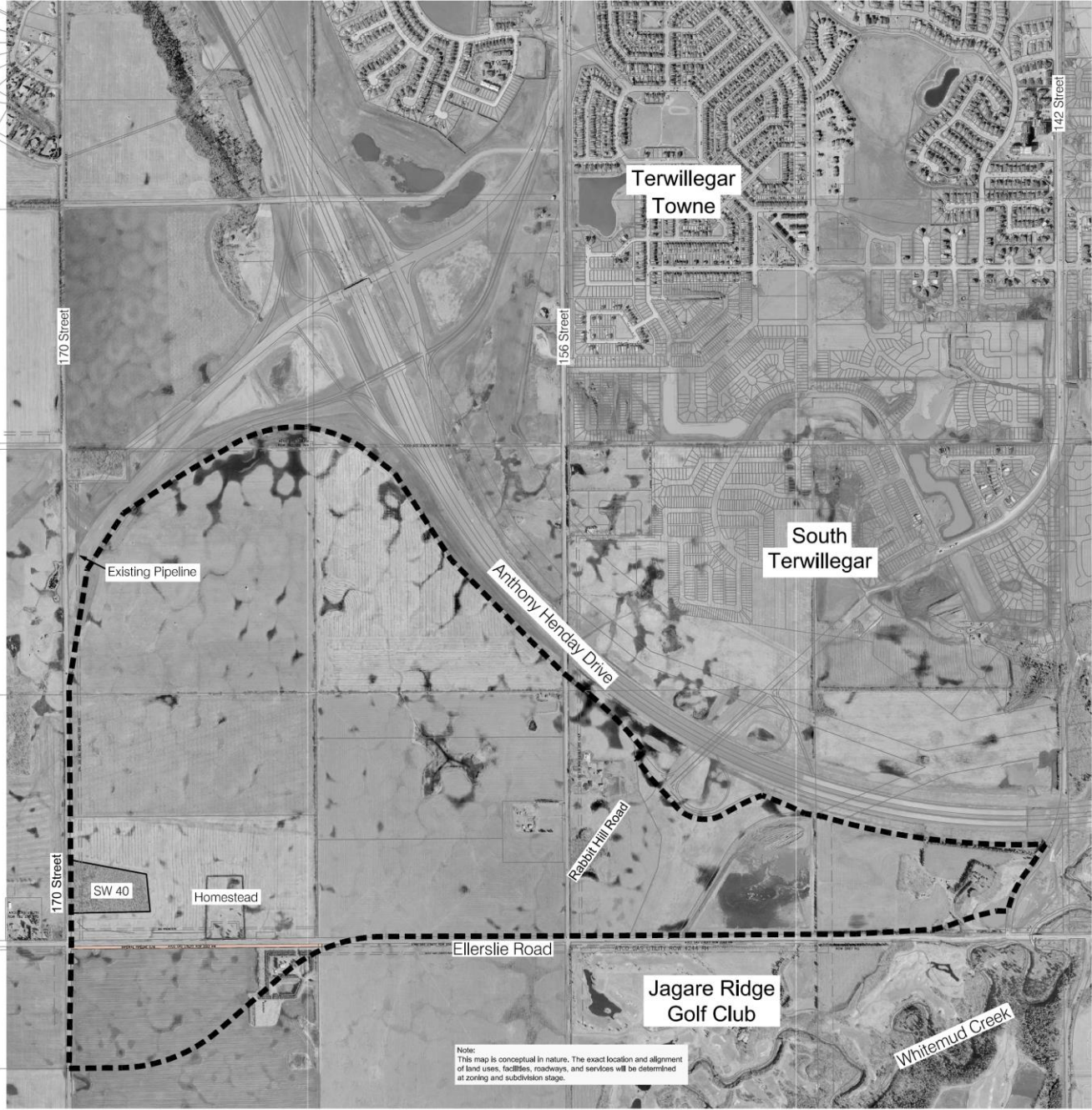
In light of these findings, and in consultation with Edmonton Community Services, the entire (4.0 ha) SW 40 natural area will be preserved (and credited as Municipal Reserve) in addition to a 10 m buffer along the north and eastern perimeter of the site for a total dedication of 5.28 ha.

### **1.4.2 Environmental Site Assessment**

Phase I Environmental Site Assessments (ESA) have been undertaken on lands owned by two private corporations. as part of the preparation of the Ambleside NSP. Environmental assessment indicates the subject properties have been used primarily for agricultural purposes. These reports have been submitted under separate cover.

Amended by Editor

In the southwest portion of the plan area, a Phase II ESA was undertaken for those lands legally described as the South ½ of SW ¼ Section 27-51-25-W4M in response to identification of a drilled and abandoned oil well on the subject lands. Results indicated that subsurface soil conditions in the vicinity of the well have not been impacted and that a reclamation certificate has been issued for this abandoned well. No evidence of waste management practices or current active resource operations on or within the surrounding vicinity were identified. A copy of this report has been submitted under separate cover.



- Legend
- NSP Boundary
  - Pipeline R/W

Map Amended by Bylaw 15809 Approved July 18, 2011

Based on these cumulative findings and recommendations of Phase I ESAs and Phase II ESA conducted, no impediment exists to future development of these lands and no further investigation is required at this time. Phase I Environmental Site Assessments are required for all other lands and will be submitted to the City of Edmonton prior to rezoning.

## **1.5 CULTURAL AND NATURAL RESOURCES**

### **1.5.1 Historical Resources Overview**

As part of preparation of the Windermere ASP, a Historical Resources Overview (HRO) was conducted by Stantec Consulting Ltd. for participating lands within Ambleside legally described as a portion of SW and SE ¼ 34-51-25-W4M, NE and NW ¼ Section 27-51-25-W4M, and S ½ of SW ¼ Section 27-51-25-W4M. Based on the long cultivation and agricultural history for this area, HRO investigation findings and recommendations conclude that suburban development will not impact any significant historical resources and that no further study is required at this time. Copies of these reports have been submitted under cover.

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

### **1.5.2 Pipelines and Oil Well Sites**

A review of information provided by the Alberta Energy & Utilities Board (AEUB) has identified three pipeline transmission licenses carrying natural gas along / within the Ambleside NSP.

Amended by Editor

The first pipeline right-of-way consists of a 60 mm high pressure gas line and is located along the western boundary of the plan. Beginning at Ellerslie Road and 170 Street, this pipeline heads north along the east side of 170 Street (i.e. Terwillegar Drive) to 9 Avenue where it exits the plan area east along the northern study boundary. This pipeline (7231) is anchored by regulating stations near the corners of 170 Street and Ellerslie Road and at 156 Street and 9 Avenue. Discussions with the private corporation suggest this line may be removed and local distribution upgraded upon its relocation.

*Along the southern boundary of the existing Ellerslie Road alignment, two distribution pipelines form an east-west pipeline corridor immediately adjacent to Ellerslie Road. These pipelines run parallel with each other entering the study area from the east, along the north side of the existing Ellerslie Road alignment. At 156 Street, one pipeline (15440) crosses south continuing parallel with the other pipeline (37844) on the north side of Ellerslie Road until both exit the study boundary to the west.*

Bylaw 15806  
July 18, 2011

*The pipeline corridors which travel the north and west boundaries of the Ambleside plan area pose no impediment to any future development. The pipeline corridor which travels the previous*

*alignment of Ellerslie Road will require appropriate setbacks for development.*

There are no active registered oil wells within the boundaries of the plan area. *However, four abandoned wells have been identified within the plan boundary (see **Figure 4.0 – Opportunities and Constraints**).* Reclamation certificates have been issued for each of these.

Bylaw 15806  
July 18, 2011

Two dry and abandoned well sites have been identified on non-participating owners' lands located within LSD 6 SW ¼ Section 27-51-25-W4M and LSD 2 SE ¼ Section 27-51-25-W4M. Prior to rezoning these lands, Phase I and II Environmental Site Assessments will be required to be submitted to the City of Edmonton.

One drilled and abandoned oil well located in the southwest portion of the plan (LSD 3 SW ¼ Section 27- 51-25-W4M) has been identified on participating owner lands. A Phase II ESA has been conducted and concludes no impediment to future development of the subject lands exist.

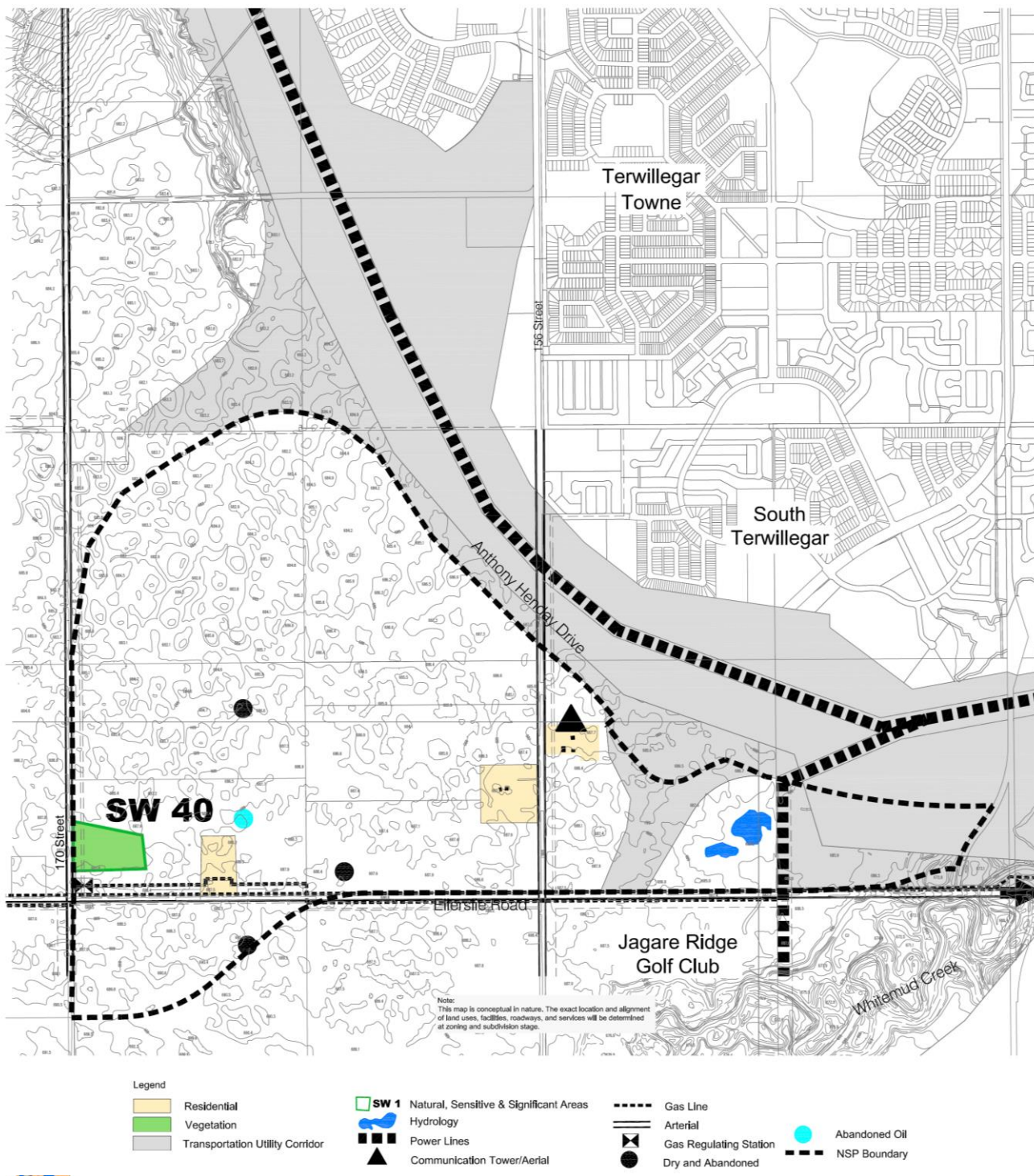
*One dry and abandoned well site has been identified in the southwest portion of the plan (NW 22-51-25-W4M). A Phase II ESA and Risk Assessment have been conducted and concludes no impediment to future development of the subject lands exist.*

Bylaw 15806  
July 18, 2011



# Opportunities and Constraints

Figure 4.0



Map Amended by Bylaw 15809 Approved July 18, 2011

## 2.0 Policy and Design Principles

---

### 2.1 POLICY CONTEXT

The Ambleside NSP has been prepared having regard not only to physio-graphic influences but also to statutory plans, policies and design principles that govern land development in the City of Edmonton, including the Edmonton Municipal Development Plan (MDP), Windermere Area Structure Plan, the City of Edmonton Suburban Neighbourhood Design Principles and other relevant municipal planning policies.

The following sub-sections summarize the salient policies and design principles that influence the development of Windermere One as a sustainable neighbourhood. Applicants seeking amendments to the neighbourhood plan 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.

#### 2.1.1 City of Edmonton Municipal Development Plan (MDP) Plan Edmonton

*Plan Edmonton* - The City of Edmonton's Municipal Development Plan (MDP) provides a policy framework to guide the City's growth and economic development to sustain Edmonton's quality of life and resource for the benefit of its citizens. To manage land use and development in the suburbs, the MDP designates this community as a suburban area suitable for urban development.

Bylaw 15806  
July 18, 2011

The MDP also emphasizes that new growth in suburban areas will be accommodated in a fiscally responsible manner; be cost effective in the use of land, infrastructure and services by promoting compact and contiguous development, among other strategies.

The Windermere One supports Plan Edmonton's strategies for managing suburban growth by accommodating development in an orderly, serviced and cost-effective manner; by providing for a range of housing types and densities, and by providing adequate recreational facilities, public open spaces and natural areas to create liveable communities in the suburbs.

#### *The Way We Grow*

*In May 2010, City Council approved a new MDP - The Way We Grow. The Way We Grow is a comprehensive plan which provides direction of development and implementation of more specific and detailed plans by the industry/private landowners and the City. The Way We Grow's "Land Development Concept" map designates this community as "Developing, Planned and Future Neighbourhoods" suitable for urban development. The growth and coordination strategy emphasizes completion of developing neighbourhoods and a focus of land development activity and infrastructure provision and expansion to approved neighbourhood plans to fulfill the city's*

Bylaw 15806  
July 18, 2011

*commitment to residents and make efficient use of infrastructure investments.*

*The Ambleside NSP complies with The Way We Grow policies including, but not limited to:*

<b>MDP Policy 3.2.1.1</b> – Ensure a combination of single family and multi-family housing development potential is available for the next 30 years.	<i>The Ambleside NSP provides a variety of single family and multi-family housing opportunities. The proposed housing mix is listed in Appendix 2 – Land Use &amp; Demographic Profile.</i>
<b>MDP Policy 3.2.1.3</b> – Achieve a balance between residential, industrial, commercial, institutional, natural and recreational land uses in the City through land development policies and decisions.	<i>The Ambleside NSP establishes a variety of development opportunities through the provision of several types of land components (single/semi-detached residential, rowhousing, low rise/medium density housing, medium to high rise units, mixed use, shopping centre commercial, community commercial, neighbourhood commercial, business commercial and institutional.</i>
<b>MDP Policy 3.6.1.6</b> – Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion.	<i>The Ambleside NSP represents contiguous growth in southwest Edmonton, as the surrounding neighbourhoods develop concurrently.</i>
<b>MDP Policy 4.3.1.1</b> – The City of Edmonton will take municipal reserve, school reserve or municipal and school reserve in accordance with the Municipal Government Act and will use the land or money for the purposes as defined by the Municipal Government Act.	<i>The Ambleside NSP provides Municipal Reserve as a combination of land and cash in lieu.</i>
<b>MDP Policy 4.4.1.1</b> – Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.	<i>The Ambleside NSP allows for the development of a range of residential housing types based on single/semi detached, row housing, low-rise/medium density housing and medium to high rise units.</i>
<b>MDP Policy 4.6.1.1</b> – Support Corporate initiatives to improve walkability and other active transportation modes.	<i>The Ambleside NSP has a well connected and integrated open space system and pedestrian network (multi-use trails, walkways and sidewalks) which allows residents the opportunity to choose alternative modes of transportation other than the single occupancy vehicle.</i>
<b>MDP Policy 4.6.1.3</b> – Support the design of accessible and safe active transportation networks in accordance with best practices in universal design.	<i>The Ambleside NSP provides a network of sidewalks, walkways and multi-use trails which will be designed according to best practices in universal design and will provide residents with the ability to choose different modes of transportation, including walking and cycling.</i>
<b>MDP Policy 5.6.1.4</b> – Design density, land uses and buildings to benefit from local	<i>The Ambleside NSP locates higher residential densities as well as amenities</i>

<i>transit service by minimizing walking distances to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities.</i>	<i>adjacent to collector or arterial roadways as well as the transit station to promote both walkability and transit usage.</i>
<b>MDP Policy 5.7.1.1</b> – Design streets, sidewalks and boulevards to provide safe, accessible, attractive, interesting and comfortable spaces for pedestrians, cyclists, automobiles and transit, and to accommodate utilities, landscaping and access requirements for emergency response services.	<i>The Ambleside NSP supports the use of enhanced pedestrian crossings and traffic calming measures as a means of providing pedestrian safety and attractive street designs.</i>
<b>MDP Policy 6.2.1.4</b> – Plan for retail centres that meet the daily needs of residents in Area and Neighbourhood Structure Plans.	<i>A variety of commercial opportunities are available in the Ambleside NSP, including neighbourhood commercial, community commercial and shopping centre commercial which meets the needs of residents within the Ambleside NSP, Windermere ASP and the City.</i>
<b>MDP Policy 7.1.1.4</b> – Determine appropriate buffer areas around the periphery of natural areas identified for protection.	<i>The Ambleside NSP preserves Natural Area SW 40 and includes a 10 m buffer along the north and eastern perimeter to protect the site.</i>
<b>MDP Policy 7.4.1.1</b> – Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton’s ecological network, where feasible.	<i>The parks and open space network has been well distributed and connected by multi-use trails, walkways, and sidewalks, throughout the Ambleside Neighbourhood. The parks and open space network has been designed to serve as destination points for pedestrians and cyclists and to provide passive and active recreational opportunities.</i>
<b>MDP Policy 8.1.3.1</b> – Plan for residential and economic development within the City which supports the Capital Region Growth Plan.	<i>The Ambleside NSP is located in the Capital Region Growth Plan’s Priority Growth Area ‘Cw’ which sets a minimum density target of 30 units per net residential hectare. The Ambleside NSP meets this target. The number of units per net residential hectare within the Ambleside NSP is listed in Appendix 2 – Land Use &amp; Demographic Profile.</i>

## 2.1.2 Windermere Area Structure Plan (ASP)

The Windermere One NSP provides general guidelines to facilitate development of neighbourhoods within the ASP plan area. The following summary highlights how these guidelines have been applied in the Windermere One NSP. The ASP recommends:

- Innovative and compact neighbourhood design
- A range of housing choices for a variety of income levels
- Efficient, contiguous and staged urban infrastructure



- Life long learning and local employment opportunities
- Mixed Use and Transit Oriented Development
- A range of transportation options including greenways and corridor connections
- Pedestrian friendly neighbourhoods
- Preservation and enhancement of natural areas and open spaces

### **2.1.3 Smart Choices for Developing Our Community – Council Recommendations**

On March 23, 2004 City Council approved six Recommendations based on the Smart Choices for Developing our Community report produced by the City of Edmonton Planning and Development Department. These Recommendations encourage a number of “Smart Growth” development principles including: comprehensive planning, design and development of communities that promote a range of housing, transportation and employment options, preservation and conservation of natural and cultural resources, and community sense of place. Of the six Recommendations, three apply to Ambleside. These include:

**Recommendation 1: Transit-Oriented Development –** Development of a comprehensive Transit-Oriented Development implementation strategy. The intent is to promote residential / commercial intensification around LRT / Transit stations where compact development may occur and efficiencies gained through shared infrastructure, resources, community facilities and services.

**Recommendation 2: Walkability –** Establish a coordinated approach to making walkability a prime consideration in infrastructure decision-making and review of development. This includes planning for pedestrian routes; streetscaping and architectural design requirements and pedway development at major transit stations.

**Recommendation 8: Urban Design –** Develop urban design principles, guidelines and regulations through community consultation to apply to all public and private spaces and built form affected by land use planning, redevelopment, and new development. The intent is to create, maintain and enhance meaningful public and private places through effective place-making (i.e. consultation, communication, and implementation).

### **2.1.4 Edmonton Suburban Neighbourhood Design Principles (SNDP)**

The City of Edmonton’s Suburban Neighbourhood Design Principles describe a variety of design principles intended to encourage flexibility and innovation in the design and servicing of new neighbourhoods. A number of these principles have been used to plan and design the Windermere One.

- Principle 1 – Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods
- Principle 2 – Design and locate school and community facilities to provide inter-neighbourhood focal points

- Principle 3 – Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods
- Principle 4 – Design neighbourhood streets (both neighbourhood design and cross section of roadway) with standards that cater to the main intended use of the road
- Principle 5 – Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood
- 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
- 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
- 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
- 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
- Principle 10 – Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and storm water management
- 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
- Principle 12 – Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points
- Principle 13 – Use stormwater management techniques which provide an alternative(s) to the man made lakes and dry ponds typical to Edmonton
- Principle 15 – Provide opportunity through the residential districts of the Land Use Bylaw for the intensification of housing forms and for alternative site design and building siting

### **2.1.5 Crime Prevention Through Environmental Design (CPTED)**

Appropriate design, organization of the physical environment and involvement of the community can help to reduce crime and improve the quality of the environment. In the development of Windermere One, decisions relating to transportation design, street pattern, access, noise barriers, public open spaces, parks, the pipeline corridor, multi-use trails and walkways, and the built environment shall use CPTED principles to create a safe and secure neighbourhood. Ambleside will employ the following basic strategies of CPTED:

- Use of natural surveillance strategies to increase visibility and awareness of public and private space
- Use of natural access control techniques to guide / direct persons within natural and built environments
- Promote territorial reinforcement by increasing definition of space and local stewardship
- *Encourage engaged watching*

Bylaw 16073  
April 16, 2012

- *Provide a seamless connection to the street for public places and parks*
- *Ensure clear and clean visibility is provided onto public places and parks*

## 3.0 Conceptual Framework

---

### 3.1 DEVELOPMENT GOALS

The following section outlines the development concept for the Ambleside NSP and is based largely on the neighbourhood design principles outlined in the previous section. The Ambleside NSP has been prepared in response to an analysis of current and anticipated commercial and residential market demands in the Edmonton Region as well as the aspirations of the various landowners in the plan area.

Ambleside seeks to establish an exciting and vibrant community in southwest Edmonton through the incorporation of a diverse mixture of land uses and transportation interconnectedness that gives rise to a “total community” concept. It has been guided by the principles of Smart Growth, Transit / Pedestrian Oriented Development, and urban planning best practices outlined within the City of Edmonton’s Smart Choices report. These principles encourage the location of higher density land uses along major collector / arterial roadways, proximity to commercial services, employment opportunities, and transit services set within an attractive, walkable pedestrian environment.

### 3.2 DEVELOPMENT OBJECTIVES

To achieve this goal, developments within the neighbourhood will be challenged to meet the following development objectives:

- Develop a plan consistent with the general intent and purpose of the City of Edmonton Municipal Development Plan and the Windermere ASP.
- Provide a framework to deliver a high quality, comprehensively planned mixed use community by defining the general pattern and composition of land uses, linkages, servicing designs and development staging.
- Address and accommodate existing uses (i.e. other property and existing residences) within the plan area.
- Ensure implementation of the plan on an orderly, efficient, staged basis.

*In accordance with these broad development objectives, more specific objectives as they relate to neighbourhood residential, commerce and employment, community facilities, parks and open space, transportation, infrastructure, and civic services are further provided.*

Bylaw 15809  
July 18, 2011

#### 3.2.1 Community Urban Design

- Encourage development in Ambleside that is compact, pedestrian / transit-oriented, accessible, comfortable and attractive.
- Cultivate local mixed use opportunities within the Major Commercial area and public gathering places that encourage an active, vibrant, pedestrian friendly neighbourhood.

- Establish high quality, innovative architectural standards in Ambleside that support a unique local image, identity and sense of place.
- Provide high quality landscaping through the creation and maintenance of landmarks, pathways, focal points to strengthen commercial, business and residential land use interface and transition on-site and along major transportation corridors.
- Employ street furniture, distinctive lighting, landscaping and public art within the Major Commercial area in support of a walkable and attractive pedestrian friendly environment.
- Employ principles of walkability that provide for continuously linked walkways, pedestrianised intersections, application of universal design, use of appropriate signage, information and illumination, integration of walking and cycling with transit, and connection of interspersed places to stop, sit, rest, eat, shop and play.
- Ensure all residential fencing located on property lines adjacent to internal open space pedestrian corridors will be constructed consistent with fencing material constructed on the property lines of the open space pedestrian corridors adjacent to the Major Commercial area.
- Ensure enhancement features on either side of residential entrances from public roadways are consistent in design, material and construction with entrance treatments constructed in the Major Commercial area.
- Ensure public and private open space is clearly and attractively demarcated along the internal space corridor.

### **3.2.2 Neighbourhood Residential**

- Provide for residential development within the Ambleside NSP to allow for a variety of housing forms and options consistent with consumer preferences and in conformance with municipal standards and policies.
- Establish sufficient overall residential densities within the Ambleside NSP to help support the efficient provision of neighbouring educational facilities, recreational facilities and municipal services such as public transit in a timely fashion.
- Locate residential development so as to take advantage of natural and man-made features such as SWM facilities, park/open space and utility/pipeline corridors.
- Orient larger parcels of medium and high density residential development toward the collector and/or arterial road system to provide easy access and, where appropriate, to provide a transitional land use between adjacent single family development and major roads and commercial uses.
- Establish a Direct Control Provision as a mechanism for ensuring that proposals for innovative, affordable and/or mixed use development can be accommodated within a broad range of low to high density housing, which positively contributes to the diverse mixture of land use, variety of income levels and demographics and transportation interconnectedness that gives rise to a “total community” concept.

Bylaw 14964  
July 23, 2008

### **3.2.3 Commerce and Employment**

- Provide a regional commercial centre along with a mixture of other retail business employment uses to serve the needs of residents located within Windermere as well as the southwest sector of Edmonton.
- Locate and orient commercial sites along arterial and/or collector roadways to ensure high visibility and to provide convenient access opportunities.
- Ensure that the impact of commercial development on adjacent land uses is minimized through the orientation of land uses and the application of setbacks/buffering available through the Land Use Bylaw.

- Provide convenient pedestrian linkages to business and commercial areas and transit services.
- Integrate Sectoral Street-Oriented Retail in the northern portion of the plan area to provide specialty, shopping, dining and entertainment experiences that are seamlessly connected by vehicle, transit and pedestrian travel modes.
- Provide opportunity to integrate residential with life-style oriented commercial centre development in response to market preferences (where feasible).

#### **3.2.4 Community and Natural Resources**

- Preserve and integrate natural and sensitive areas into the plan area where sustainable and economically viable through the use of municipal reserve, environmental reserve, and storm water management facilities.
- Ensure that the appropriate environmental impact assessments are conducted for the stormwater outfalls. Careful attention is to be paid to ensure impact on the environment is kept to a minimum.
- Establish a system of interconnected dispersed parks within the neighbourhood to provide open space and opportunities for recreation through the dedication of municipal reserves.
- Provide sites for school and community league facilities within the neighbourhood through the dedication of municipal reserves.
- Retain natural areas for environmental, aesthetic and educational benefits.
- Preserve and integrate the Top of Bank areas into the plan area where economically viable through the use of Top of the Bank roadways / walkways, municipal reserve, environmental reserve, and storm water management facilities
- Ensure that all development adjacent to the top-of-the-bank is in accordance with the recommendations and requirements of Hydrogeological and Geotechnical Investigations.

#### **3.2.5 Transportation and Mobility**

- Provide a logical, safe and efficient transportation systems within the plan area to address the pedestrian, bicycle and vehicular transportation needs of residents moving to, from and within the NSP.
- Integrate transportation utility corridors into the neighbourhood making use of their walkway and linkage potential while having regard for the safe, ongoing operation of these transmission facilities.
- Ensure areas fronting on to the Transportation Utility Corridor within the plan provide superior landscaping and / or other enhancements (e.g. building treatments) to transition land uses.
- Minimize walking distances by creating an interconnected street network and providing walkways where roadway connection is not feasible.
- Provide an alternative pedestrian circulation system that links key viewpoints and park areas without compromising upland setback areas.
- Provide for opportunities for pedestrian and bicycle access into adjoining neighbourhoods through the TUC.

#### **3.2.6 Sustainable Infrastructure**

- Provide a servicing and phasing system based on the economical and efficient extension of City roads, services and utilities.

- Integrate utility and pipeline corridors / facilities into the neighbourhood making use of their multi-use trail and linkage potential (where practical) while having regard for the safe, ongoing operation of these transmission facilities.
- Perform minimal grading to ensure the natural topography is maintained where feasible
- Provide opportunity for the re-creation of natural drainage patterns of lands and to utilize such patterns to provide storm drainage services within the urban environment.

## 4.0 Development Plan

---

The land within Ambleside is intended for a mix of residential, commercial and business development (see **Figure 5.0 – Development Concept**), based on the conceptual framework outlined in section 3.0, and further described in the following section. Transportation, Engineering and Servicing are presented in separate chapters, 5.0 and 6.0 respectively.

### 4.1 AMBLESIDE URBAN DESIGN PRINCIPLES

The Ambleside NSP incorporates a number of key urban planning principles in the design and development of the plan area. These serve to provide a policy framework and guide for future neighbourhood development. Principles of urban design in Ambleside include:

- Smart Growth that is compact, contiguous, orderly and efficient
- Sustainable community design that supports development opportunities and choice
- Positive land use interface with the immediate and surrounding environment
- Efficient and effective use of land, provision of services and amenities
- Provision of sustainable environmental infrastructure and opportunities
- Provision of alternative, sustainable transportation options
- Preservation and enhancement of natural environments and open spaces

### 4.2 AMBLESIDE URBAN DESIGN GUIDELINES

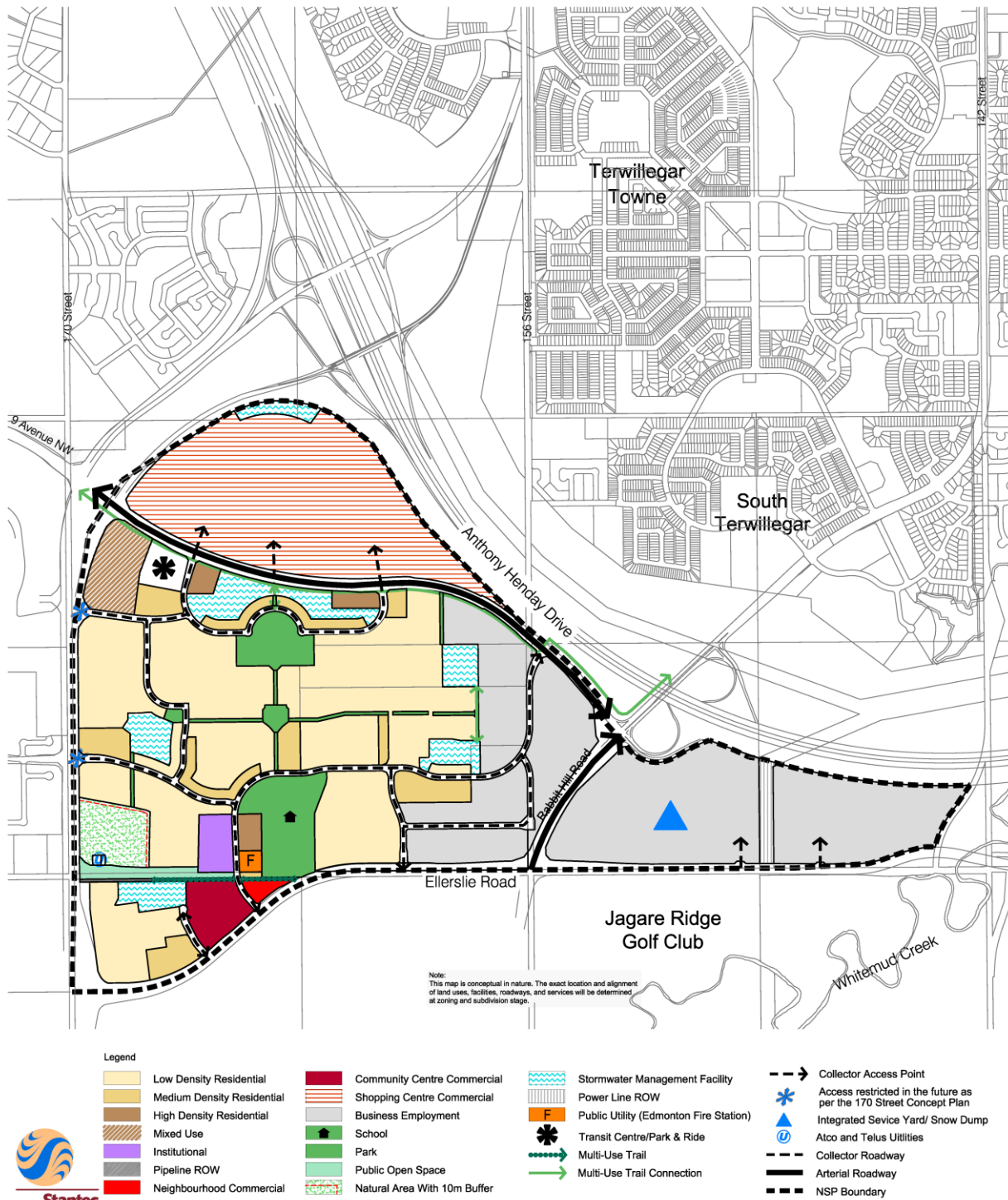
A series of urban design guidelines have been interwoven within major components of the NSP Development Concept. These are intended to not only guide, but “set the standard” for future development within Ambleside to ensure a high quality, consistent aesthetic to entire neighbourhood, irrespective of ownership or land use.

Set within the broader context of the City of Edmonton Land Use Bylaw, these urban design guidelines will be implemented through the development of site specific zoning regulations. These controls will take the form of either Direct Control zoning for specific sites, or, under the provisions of Section 900 of the Land Use Bylaw, as Windermere specific zoning regulations. Section 900 allows for the regulation of uses, design and extent of development within specific geographic areas of the City in order to achieve planning objectives. This is an appropriate tool given the complexity of the Ambleside plan (e.g. Transit-Oriented Development, Mixed Use and Major Commercial sites).



# Development Concept

Figure 5.0



Map Amended by Bylaw 16073 Approved April 16, 2012

#### **4.2.1 General Land Use Urban Design Guidelines**

In general, zoning for the Ambleside area shall incorporate the following elements for all land uses:

##### **General**

- Establish Ambleside as a distinctive, vibrant, and cherished community within southwest Edmonton.
- Enhance the aesthetics of the commercial and business development along major transportation corridors including, Anthony Henday Drive, Terwillegar Drive, 170 Street, 142 Street, and Ellerslie Road.
- Guide the development of unique districts or sectors within Ambleside that collectively contribute to a “complete community” character.
- Establish a positive urban interface between districts or quarters in Ambleside through the use of land use transitioning, buffers and setbacks.

##### **Architecture**

- Promote high quality architectural standards in Ambleside that support the neighbourhood’s local image, contribute to its identity and unique sense of place.
- Encourage development that is pedestrian-oriented, accessible, comfortable and aesthetically pleasing.
- Encourage innovative architectural design and building siting within Ambleside that responds to local place-making opportunities and challenges.

##### **Landscaping**

- Promote high quality landscaping along major transportation corridors, including Anthony Henday Drive, Terwillegar Drive, 170 Street, 142 / 156 Street, Ellerslie Road (9<sup>th</sup> Avenue SW), and 9<sup>th</sup> Avenue NW, providing visual interest and relief throughout Ambleside.
- Create and maintain special landmarks, pathways and focal points within the Sectoral Street-Oriented Retail Centre and greater neighbourhood that add to local image, comfort, attractiveness, and meaning.
- Provide fencing, screening, and other landscaping features to provide a positive urban interface and transition between the Transportation Utility Corridor / Anthony Henday Drive area, commercial and residential districts / quarters in order to reduce land use impacts and or potential conflict.
- Provide ample landscaping (both hard and soft) within all open spaces, pedestrian linkages, major commercial area promenade and streets.

##### **Streetscaping**

- Promote the use of street furniture, along with distinctive lighting and other pedestrian amenities including public art within the Sectoral Street-Oriented Retail Centre that support a comfortable, walkable and attractive local environment.
- Maintain a uniform and continuous pattern of design throughout the streetscape.

##### **Signage**

- Create a signage system that is clear, communicative and consistent.
- Establish an attractive system of signs and information that supports and or improves traffic flow and pedestrian wayfinding within the neighbourhood.

## Accessibility

- Establish and improve transportation links and other infrastructure to support economic development.
- Promote clearly-defined, safe and efficient access and egress to and from sites having regard for the flow integrity of major roadways and quality of surrounding viewsheds into the neighbourhood.
- Provide for universal design in the creation of streetscapes, transit facilities and the interface of districts or quarters in support of walkable pedestrian-oriented environments.

### 4.2.2 Specific Land Use Guidelines

Given the variety of land uses contained in Ambleside, specific land use guidelines are identified in the following sections to provide greater detail and direction in the preparation of zoning regulations. These guidelines are intended to form the basis under which future zoning is conceived for each particular land use.

Bylaw 14964  
July 23, 2008

Limited opportunities may arise for the use of Direct Control Provisions for innovative, affordable and/or mixed use residential developments. These opportunities can occur where:

- No conventional zoning applies;
- The Civic Administration has ensured that land use transition, compatibility and impacts have been addressed; and
- The Direct Control Provision is the best mechanism for implementing the “total community” concept.

## 4.3 RESIDENTIAL



*Accordingly, a broad range of low (Single/Semi-Detached), medium (Rowhousing or Low Rise/Medium Density Housing), and high (Medium to High Rise Units) density residential dwelling units is described and will be implemented based on market conditions and consumer*

Bylaw 15806  
July 18, 2011

*preferences at the time of development.*

*Ambleside's higher residential density is fundamental to creating the necessary capacity and land use synergies supportive of successful mixed-use Transit / Pedestrian Oriented Developments proposed herein. The proposed residential density is listed in Appendix 2 – Land Use & Demographic Profile.*

Bylaw 15806  
July 18, 2011

### 4.3.1 Low Density Residential (LDR)

*As shown on Figure 5.0, Low Density Residential (LDR), also referred to as Single/Semi-Detached, development has been located to take advantage of the natural amenity offered by stormwater management facilities, integrated open space system, central Neighbourhood Park, and south central CKC site (i.e. school/Park).*

Bylaw 15806  
July 18, 2011

Within the low density residential areas identified in the plan, a range of housing forms will be possible within the RPL, RSL and RF4 land use zones.



Low Density Residential development will be planned in clusters / cells to provide residential sub-areas a greater sense of local identity and to create a safe, comfortable pedestrian environment. Architectural guidelines will be employed within residential areas to ensure aesthetically pleasing

streetscapes and land use transition. Design and development of LDR will support a range of housing choices, site and building design options, roadway standards and pedestrian circulation identified under Edmonton's Suburban Neighbourhood Design Principles report. The area, number of dwelling units and population attributed to LDR development is shown in the Appendix.

#### **4.3.2 Medium Density Residential (MDR)**

Opportunity exists within the Ambleside NSP for a variety of medium density housing forms and densities including townhouses, row housing, stacked townhouses and low rise apartment buildings.

*Future market demands will determine the type of Medium Density Residential (MDR), also referred to as Rowhousing or Low-Rise/Medium Density Housing, pursued in each particular circumstance.*

Bylaw 15806  
July 18, 2011

Medium Density Residential establishes a positive urban interface and series of strong community focal points within the neighbourhood that integrate adjacent or nearby land uses (e.g. SWMFs, institutional, school, parks / open space, internal pedestrian linkages, commercial, business and employment opportunities). Within Ambleside, MDR will have superior vehicle and transit access via Terwillegar Drive, Ellerslie Road, and arterial and collector roadways where applicable.

Within the NSP, MDR has been strategically located based upon principles of Smart Growth (e.g. mixed land uses; housing and transportation choices, efficient use of land and infrastructure) and Smart Choices (e.g. Transit-Oriented Development, mixed use development, walkable community) as proposed under the Windermere ASP. As such, MDR is located within easy walking distance of commercial and retail amenities, proposed Transit Centre, intra- and inter-neighbourhood connections (e.g. Whitemud Creek Ravine pedestrian connection), pedestrian linkages and linear corridors linking Neighbourhood Park and CKC site(s).



Medium Density Residential has also been located centrally within easy access of transit, school / park sites (i.e. Neighbourhood Park and CKC), and visual amenities afforded by integrated stormwater management facilities, open space and multi-use trails. This encourages increased housing options and affordability among a variety of income levels given proximity to transit service, commercial and community services.

In addition, MDR has been arrayed along the east-west internal arterial roadway in the northwest and eastern portion of the NSP. This provides both a transitional land use and buffer between LDR, commercial activity and arterial traffic flow. In the western and south-central portion of the plan, MDR strengthens neighbourhood entrance and identity, commercial activity along Terwillegar Drive and access to school / park site. This design optimizes collector access and (circulation) efficiency, and serves as both buffer and transitional land use to internalised LDR and school / park site.

Medium density residential has been designed and configured in relation to key transportation focal points and to provide transitional land use development in accordance with the Windermere ASP Mixed Use Node concept (see Figure 6.0). Within the north, west and south portions of the plan area, MDR sites have been located adjacent / nearby mixed-use development, commercial services, business employment, and school / park sites. Special attention to high quality design, massing, and image of larger multi-family sites will ensure a human-scale architecture and community identity that is harmonious and attractive.

While parcels of MDR are likely to be developed on a self-contained basis, opportunities exist to develop street-oriented townhousing designs alongside LDR housing through sensitive streetscape design, attention to transitioning and landscaping. These areas are intended to be developed under the applicable uses and densities in the Land Use Bylaw including RF5, RF6 or RA7. Incorporation of MDR within the plan area will provide alternative housing options and choices for residents throughout the lifecycle of the neighbourhood and are located in proximity to community services, focal points, transit service, and open space.

The area, number of dwelling units and population attributed to Medium Density Residential development is shown in Appendix.

#### **4.3.3 High Density Residential (HDR)**

*Ambleside incorporates three High Density Residential (HDR) sites, also referred to as Medium to High Rise Units, parcels located in the north central portion and southern portion of the plan area (see Figure 5.0). The first parcel of HDR is located northwest of the Neighbourhood Park, is surrounded by a SWMF to the east and south, MDR to the west, and internal arterial roadway to the north. This site is separated*



Bylaw 16073  
April 16, 2012

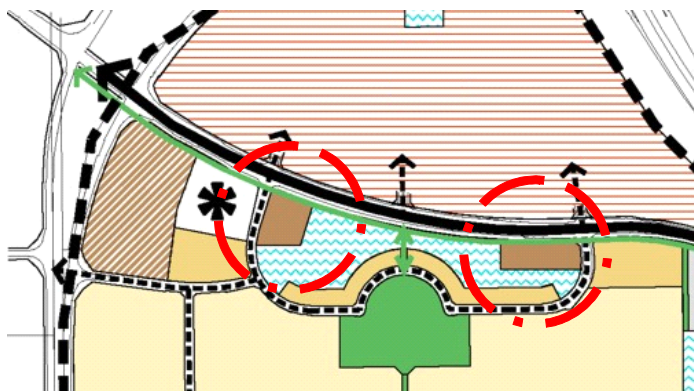
Bylaw 15806  
July 18, 2011



from Major Commercial directly north via east-west arterial roadway and is buffered from LDR by SWMF and MDR. Within the high density residential areas identified in the plan, apartment forms will be possible within the RA8 and RA9 land use zones, or the DC2 Direct Control Provision to meet neighbourhood objectives.

### Feature Concept: High Density Residential Nodes

- Provides alternative housing options and choices for a range of consumers adding to the diversity of the neighbourhood.
- Establishes sufficient densities in support of school / park facilities and services, commercial services, amenities, and Transit-Oriented Development.



A second HDR parcel is located northeast of central park site, further east along the internal arterial roadway. As such, this site is bounded by a SWMF immediately to the west and south followed by MDR further east. Thoughtful attention to land use transitioning, landscaping and building setbacks at the development permit stage will harmoniously integrate LDR located to the south, neighbouring MDR, and Major Commercial opportunities to the north.

The strategic location of HDR within the NSP directly supports Transit and Pedestrian Oriented Development opportunities espoused under the Windermere ASP by taking advantage of SWM facilities, open space, multi-use trails, and transportation features. High density residential is located within easy walking distance of commercial and retail services, business and employment opportunities, transit, and open spaces. Incorporation of HDR will assist in establishing residential densities in support of the efficient provision of public transit, education, recreation, and municipal facilities and services in a timely fashion.

Multi-use trails and connections will provide safe and convenient access to Neighbourhood Park and Community Knowledge Campus site(s). Location of HDR along the internal arterial roadway provides convenient vehicle and transit access on to Terwillegar Drive, Anthony Henday Drive and Ellerslie Road. The area, number of dwelling units and population attributed to HDR development is shown in the Appendix.

#### 4.3.4 Residential Urban Design Guidelines

- A common architectural theme will be implemented for all areas of the plan ensuring a consistent theme with regard to items such as architectural design, massing and layout, streetscapes, street furniture, entry treatments, signage and landscape architectural treatments.
- Entry features and fencing will be of a consistent style and colour.

- Colours, finishes and material for all exterior buildings elevations will be coordinated to achieve continuity of design.
- The predominant architectural detailing of all buildings will reflect the residential characteristics and design orientation of the neighbourhood.
- Landscaping is to be designed to enhance building entries, screened areas of surface parking and enhance the overall character of these sites.
- Medium and High Density Residential sites shall be designed with regard and sensitivity to massing and human scale architecture. Consideration will be given to the sites relationship to boundary streets and uses.



Source: Kasian Architecture Interior Design and Planning Ltd. 2005

#### 4.4 MIXED-USE AND INSTITUTIONAL

The Plan proposes to promote a vibrant, healthy, and life-long residence within Ambleside through the inclusion of mixed-used and institutional type development in the north and southwest portion of the NSP. This directly supports the sustainability of the local community in terms of the service and amenity opportunities that may be provided and adapted over time.

A mixed-use site (see Figure 5.0) is proposed in the northwest portion of the NSP forming both entrance and focal point within the neighbourhood. Located southeast off of the Anthony Henday / Terwillegar Drive

Interchange, this site is separated from Major Commercial immediately north by arterial roadway, is adjacent to MDR and HDR to the east, and bound by collector roadway and Terwillegar Drive to the south and west respectively. This site establishes a key focal point in the northern portion of the plan supported by a range of commercial services (e.g. Major Commercial), transportation (e.g. Transit Centre, pedestrian network), housing (e.g. HDR, MDR, and LDR), and open space opportunities.

Additional opportunity exists to create a more “fine-grained” approach to mixed use development within Ambleside. More specifically, opportunity exists to integrate residential within the life-style oriented commercial component of the Major Commercial site.





Opportunities exist to incorporate residential uses above or at street-level to the life-style oriented commercial centre. This may include larger, integrated residential projects central to the commercial site. This approach supports compact, connected, dynamic and mutually supportive

mixed use development at a human scale. The exact size, shape and configuration of residential would be determined in consultation with the City of Edmonton Planning and Development Department and area residents.

The development of the institutional site considers opportunities for complementary MDR uses. The extent and location of the MDR uses are to be confirmed at the zoning stage.

An additional institutional site is proposed in the south central portion of the plan bound by Ellerslie Road along the south and a collector roadway immediately east. This site forms an additional activity node within Ambleside complimented by medium density housing and open space opportunities connected by a pedestrian network.

Introduction of mixed-use development within the NSP therefore provides opportunity to pursue innovative facilities and services that support the Windermere ASP's vision of a healthy, vibrant and sustainable community. Potential uses may include:

- Healthcare Centre.
- Assisted Living Facility
- Hospice Facility
- Child / Adult Day Care Facility.
- Education
- Arts / Performance Centre

The area attributed to the Mixed Use and Institutional sites is provided in Appendix 2.

*The mixed-use site will be developed under a (DC1) Direct Development Control Provision and will accommodate the development of residential uses, in a variety of housing forms, the opportunity to develop extended medical treatment services with associated uses and the above-mentioned uses.*

Bylaw 14771  
December 12, 2007

#### **4.4.1 Mixed Use / Institutional Urban Design Guidelines**

- A common architectural theme will be implemented for all areas of the plan ensuring a consistent theme with regard to items such as architectural design, massing and layout, streetscapes, street furniture, entry treatments, signage and landscape architectural treatments.
- High quality architectural standards will be utilized that support the neighbourhood's local image, contribute to its identity and unique sense of place.
- Mixed use development will be pedestrian-oriented, universally accessible, comfortable and aesthetically pleasing.



- Mixed use areas will encourage innovative architectural design and building siting that responds to local place-making opportunities and challenges.
- Site harmony will be achieved through the use of common elements / touches such as colour, street furnishings and site landscaping ensuring a common thread is carried through out the neighbourhood.
- The use of unique architectural features with varied materials will create an identifiable character for each building.
- Rich colours will be implemented to ensure a varied visual interest.
- Colours, finishes and material for all exterior buildings elevations shall be coordinated to achieve continuity of design.
- A uniform design approach to all buildings is NOT encouraged, as it will create repetitiveness.
- Elevation articulation will be considered for all sides of each building, not just the front.
- Entry features and fencing shall be of a consistent style and colour.
- The predominant architectural detailing of all buildings will reflect the residential characteristics and design orientation of the neighbourhood.
- Landscaping is to be designed to enhance building entries, screened area of surface parking and enhance the overall character of these sites.
- Wherever possible, existing landscaping shall be preserved, protected and incorporated into the site landscaping.
- Promote high quality landscaping along major transportation corridors, including Terwillegar Drive, 170 Street and 9<sup>th</sup> Avenue NW, providing visual interest and relief.

#### 4.5 COMMERCIAL / BUSINESS EMPLOYMENT

In conformance with the Windermere ASP, Ambleside contemplates a mixture of commercial and business uses set within a pedestrian and



transit oriented residential environment as shown on Figure 5.0. The development objectives for the commercial and business employment areas (see Section 3.2.3) are shaped in part by urban planning best practices and significant changes in the southwest Edmonton market area

with respect to commercial development. Some of the more significant changes in southwest Edmonton include: growth in population, demand for residential development, consumer preference for larger commercial retail formats, and expenditure growth in primary and secondary trade areas.

Given these conditions, a Retail Market Assessment prepared by Thomas Consultants (May 2005) was conducted to assess the status of the commercial marketplace. Findings of this report suggest:

- Introduction of regional scale commercial retail facilities to a critical population mass evolving in the southwest sector
- Commercial development is optimally positioned at the confluence of Anthony Henday Drive and 170 Street / Terwillegar Drive

- Creation of a regional commercial node that provides a balanced mix of commercial retail formats and types while negating unnecessary commuting outside this trade area
- Creation of a regional commercial node that compliments the growing needs of residents in planned neighbourhoods and already existing community retail projects within the southwest
- Convenience goods and services, comparison goods, and entertainment and leisure are under-served market sectors projected to rise in demand as southwest Edmonton continues to develop
- An examination of commercial market conditions in southwest Edmonton identifies the need to establish a sufficiently sized regional commercial node that provides a balanced composition of innovative commercial retail opportunities and services in response to growing demand.

*Major, Community and Neighbourhood Commercial, and Business Employment land uses are described and will be implemented as per market conditions at the time of development. The total amount of area devoted to each type of commercial use is shown in the Appendix.*

Bylaw 15806  
July 18, 2011

#### **4.5.1 Major Commercial**

Major Commercial is located in the northwest portion of Ambleside (see Figure 5.0). The site is immediately southeast of Anthony Henday / Terwillegar Drive Interchange and strategically located to serve local and regional consumer needs in southwest Edmonton.



Oriented toward Anthony Henday and Terwillegar Drive, the Major Commercial Centre will be highly visible and accessible and will consist of a wide range of commercial uses. Establishing a major focal point within the northern portion of the plan, the site will be vehicle and transit accessible from Terwillegar Drive and major east-west arterial roadway. Design of arterial-collector roadway access points into the site will maintain appropriate traffic patterns and volumes to and within the neighbourhood major focal point. Where seniors or those of reduced mobility frequenting the lifestyle commercial centre may require

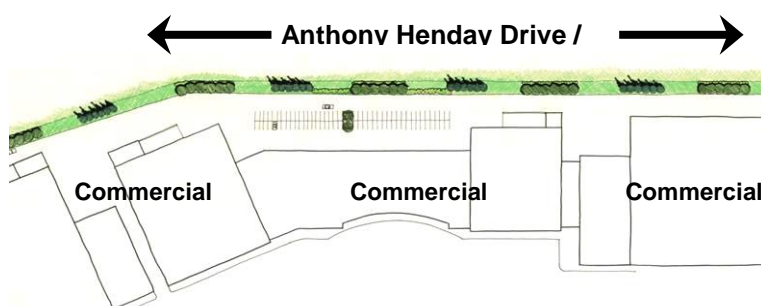


transit, small bus service may run through the centre. Requirements for transit routing and bus stops will be reviewed at the subdivision design and development permit stage.

### Feature Concept: Major Commercial Lifestyle Centre

- Site is prominently located immediately south of Anthony Henday Drive providing highly visibility, access and transition to lower intensive land uses.
- Provides regional and community commercial services and amenities
- Provides opportunity for integration of civic and residential with lifestyle commercial development (i.e. “fine-grained” mixed use)

### Feature Concept: TUC Landscape Buffer from Commercial and Business Uses



- Landscaping along with building treatments provide an effective transition between the Transportation Utility Corridor, Major Commercial and Business Employment land uses.
- Commercial, SWMF, and Business Employment land uses located along the northern boundary of the plan area buffer residential land uses south of Anthony Henday Drive.
- Opportunity exists to integrate these transitional land uses along with residential lands in a logical, pleasing and effective urban interface

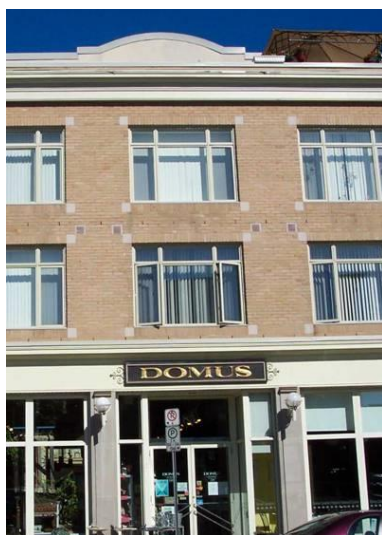
Major Commercial in Ambleside will be thoughtfully integrated with surrounding land uses and facilities so as to create a positive land use interface and establish a unique character and sense of place in support of Transit-Oriented Development (TOD). Immediately southwest of the Major Commercial site a Transit Centre / Park and Ride facility is proposed. This facility will create a transportation hub for future residents, consumers, and employees within the neighbourhood. The Transit Centre will strengthen long-term housing, market and alternative transportation options available locally while adding to the neighbourhood's sustainability. As facility plans are prepared, the size and configuration of the transit centre will be determined.

Within the Major Commercial site, a life-style oriented commercial retail centre is envisioned. This development component is unique in that it will encourage civic and residential use opportunities in



combination with commercial services and amenities where feasible and market demand exists. The site will see a mixture of large format, street-oriented and speciality commercial uses augmented with entertainment and value-added retail components.

Potential civic uses include those envisioned for the larger (designated) Mixed Use parcel along the western boundary of the plan but at a fine-grain (site-specific) scale. Accordingly, civic opportunities may include social / health (e.g. day care, walk-in medical / dental clinic), educational (e.g. library, satellite campus facility), and or art / performance (e.g. art gallery, dance studio, theatre) type uses integrated among / within commercial services and or amenities.



In addition, residential use opportunities integrated with commercial services and amenities will be encouraged. This may include residential located over or aside commercial uses in the form of loft or apartment space that preserves the pedestrian-oriented street-retail ambiance. Consideration will be given to larger, integrated residential development located centrally within the life-style oriented commercial component. Furthermore, a review of the overall neighbourhood population statistics will be required with

introduction of residential uses into the Major Commercial area at the rezoning stage.

Benefits of integrating residential uses on-site of the life-style commercial retail development within the Major Commercial area include efficient use of land and infrastructure (i.e. more sustainable use), support of public facilities (e.g. Transit Centre, School / Park sites), civic services (e.g. library), support of local businesses, innovative design and placemaking opportunities, and safety and security that comes with more 'eyes on the street', frequency of use, home tenure and stewardship. Residential opportunities will be pursued in response to market demand, preference and feasibility while having regard for urban planning and design best practices.

Intensification of development in and around Major Commercial supports contiguous urban growth, efficient infrastructure, and effective provision of facilities and services over the course of neighbourhood development and lifecycle. Higher residential densities within short walking distance, mixed-use development, improved transit and pedestrian access and connectivity, and attention to built form (e.g. block design, streetscaping, landscaping) will provide an attractive range of services and amenities in support of neighbourhood sustainability. The area attributed to the Major Commercial site is shown in Appendix 2.



Retail commercial uses will comprise a maximum of 40 ha within the site in which the balance of lands will comprise non-retail uses as identified earlier in the section. Retail commercial and non-retail use opportunities will be further refined at the zoning stage.

*The 2.8 ha site in the easternmost portion of the Ambleside Shopping Centre Commercial area will be developed under (DC1) Direct Development Control Provision and will accommodate the development of a range of commercial uses with additional opportunity for a complementary mix of residential, business and institutional uses.*

Bylaw 14869  
February 25, 2008

#### **4.5.2 Community Commercial**

One Community Commercial site is located within the south-west portion of the plan area, at the intersection of Ellerslie Road and a collector roadway entrance. The location of this commercial site provides for high visibility and convenient access to local residents of the neighbourhood and neighbouring communities. The Community Commercial site is of adequate size to provide a range of commercial uses and is within walking distance of residential areas through internal neighbourhood linkages.

#### **4.5.3 Neighbourhood Commercial**

*There is one Neighbourhood Commercial site located at the intersection of Ellerslie Road and Allan Drive. The location of this commercial site provides efficient and convenient access to local residents and is intended to serve the day-to-day needs of the neighbourhood and neighbouring communities.*

Bylaw 16276  
March 5, 2013

Bylaw 16073  
April 16, 2012

Bylaw 15991  
January 30, 2012

*Neighbourhood Commercial uses are located in the southwest portion of the Plan area to provide residents with local retail and commercial services within walking distance and transit access. This supports the the creation of an active, walkable centre where people will use alternative means of transportation to meet their daily needs locally. This encourages frequency of use, greater activity, local awareness, surveillance and community safety. The area attributed to Neighbourhood Commercial is shown in Figure 5.*

#### **4.5.4 Business Employment**

Business Employment uses are proposed south and east along Anthony Henday Drive within the NSP. As shown on Figure 5.0 this district is separated into three sub-areas by virtue of 156 Street – Anthony Henday Drive interchange and power line right-of-way.

*Set within the broader context of the City, unique urban design and land use opportunities for Business Employment lands may be realized through the use of a DC Provision. Opportunities may arise for the use of Special Area Zones, Overlays or Direct Control*



Bylaw 16612  
December 9,  
2013

Bylaw 16276  
March 5, 2013

*Provisions for innovative or mixed use developments on individual sites or areas within the neighbourhood. Lands designated as Business Employment may be developed by use of Direct Development Control Provision to ensure appropriate design guidelines and a desirable mix of Business Employment uses to meet area needs, provide local employment and to provide regional services and facilities.*

*Principal access to the Business Employment area west of Rabbit Hill Road is from Windermere Boulevard. Lands located east of Rabbit Hill Road and power-line right-of-way are accessible via Rabbit Hill Road – Anthony Henday Drive to Ellerslie Road. Included in these lands is the City of Edmonton Southwest Integrated Service Yard / Snow Dump.*

According to the City of Edmonton, facility contemplates the following:

- Snow Storage
- Equipment Garage
- Personnel Requirements
- Salt Dome Building
- Liquid De-icing Storage Tank and Distribution System
- Sand Stockpile
- Sander/Dump Storage Rack
- Contact Loader Requirements
- (Aggregate) Recycling Facility

Concurrent with the planning of the snow dump facility, the City of Edmonton is targeting an Integrated Site Facility on lands further to east of the snow dump facility. A review of service requirements for the south west area revealed that additional lands will be needed for a potential Transit Garage, Vehicle Maintenance facility, Parks Maintenance Yard and possibly ECO/Transfer Station for Waste Management.

Future subdivision of the eastern lands will provide a minimum of 33 m development setback from the Top of Bank as required in the Windermere ASP. As the physical Top of Bank has not been delineated, this setback will be determined through the subdivision stage of development.

In order to provide an attractive and effective urban interface with surrounding land uses, a compatible landscape buffer along Anthony Henday Drive and major roadways will be used. This will provide an effective and consistent land use transition between Integrated Service Yard, surrounding Business Employment, SWMF, and future residential nearby. Prior to subdivision of these lands, it is recommended that necessary Environmental Site Assessment(s) or disclosure statements be provided for these lands having regard for future residential development nearby.



Remaining Business Employment east of the power line right-of-way is accessed exclusively from Ellerslie Road. Lands designated Business Employment are intended to serve the immediate needs of the neighbourhood and neighbouring communities while providing regional facilities and local employment opportunities under provisions of the Edmonton Zoning Bylaw. The area attributed to Business Employment is shown in Appendix.

#### **4.5.4.1 Community Commercial Urban Design Guidelines**

- Establish the site and on-site development as an attractive and walkable focal point for area residents and visitors alike.
- To reduce the appearance of blank walls, elements such as colours, materials, finishes, architectural elements, roof-scapes and landscaping will be coordinated to reduce the impact of massing of larger buildings.
- Rich colours will be implemented to ensure a varied visual interest.
- Building finishes are to be of a high quality, durable and attractive in appearance.
- Pedestrian linkages will be provided between the residential areas and the Community Commercial site.
- Parking areas should be avoided adjacent to Ellerslie Road. Parking should be located behind or in the middle of commercial developments.
- To ensure that the exterior, including entrances and interface with Ellerslie Road and adjacent developments, is attractive and that enhanced landscaping will be provided at the perimeter to the site.
- Landscaping that provides visual interest for the site in all seasons will be implemented.

#### **4.5.5 Major Commercial Urban Design Guidelines**

##### **General**

- Establish the site and on-site development as an attractive, walkable, focal point for area residential and visitors alike.
- Integrate the site and on-site development with surrounding facilities, functions and activities.
- Ensure that the interface (visual) between the Major Commercial Site and Anthony Henday Drive is attractive and incorporates various architectural and landscape elements.

##### **Architectural Variety**

- A uniform design approach to all buildings is NOT encouraged as it will create repetitiveness.
- The use of unique architectural features with varied materials will create an identifiable character for each building.
- Site harmony will be achieved through the use of common elements / touches such as colour, street furnishings and site landscaping ensuring a common theme is carried through out the site.

##### **Architectural Elements**

- Design features such as exaggerated building and unit entries, corner exclamation elements, display windows, street furniture and lights will be incorporated to define buildings and project character.
- Colonnades, arcades, and canopies will be incorporated to reduce perceived building height, create walkways, and form edges that are comfortable at the human scale.



Source: Kasian Architecture Interior Design and Planning Ltd.  
2005

- Elements such as water fountains, public art and signage should be incorporated around buildings to reinforce the character of the development and elicit street animation.

## Elevation Articulation

- Elevation articulation will be considered for all sides of each building, not just the front.
- To reduce the appearance of blank walls, elements such as colours, materials, finishes, architectural elements, roof-scapes and landscaping will be coordinated to reduce the impact of massing of larger buildings.
- Elevation depth will be achieved through modulation of the vertical plan and recessed entries and display windows.



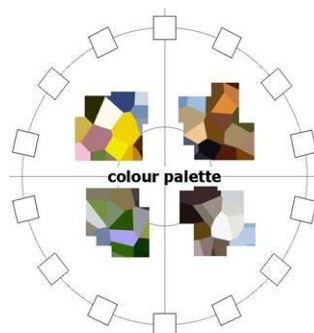
Source: Kasian Architecture Interior Design and Planning Ltd. 2005



retail elevation concept Source: Kasian Architecture Interior Design and Planning Ltd. 2005

## Colours

- Rich colours will be implemented to ensure a varied visual interest.
- Generally, colours are to be of a warm palette that provide visual interest for the site in all seasons.



Source: Kasian Architecture Interior Design

## Finishing Materials

- Building finishes are to be of a high quality, durable and attractive in appearance.
- An expanded material list will provide diversity across the project while the colour palette, architectural elements, landscaping and street furnishings will provide continuity throughout the project.
- As a general guideline, the following elements will contribute to the sites overall aesthetic:
  - Stone, brick and concrete – will promote elements of permanence to the site.
  - Wood – will promote sense of warmth to the site.
  - Steel – will promote sense of strength to the site.
  - Glass – will promote sense of transparency and light

## Roof-Scapes

- Roof-scapes should provide variation in profile and depth
- Design should facilitate the appearance of massing variety and layering
- Variation of roofing styles and materials will be encouraged
- Entrances should be emphasized with unique identifiable canopies and added height.

## Parking and Circulation

- Parking areas will create an appropriate balance between pedestrian and vehicular circulation encouraging pedestrian movement
- Design parking areas with a balance of landscaping and urban design elements to minimize the impact of large parking fields.



Source: Kasian Architecture Interior Design and Planning Ltd. 2005

## Landscaping

- Utilize enhanced landscaping to raise the overall aesthetic of the site.
- To ensure that the exterior, including entrances and interface with Anthony Henday Drive, 170 Street, 142 / 156 Street, and 9<sup>th</sup> Avenue NW, is attractive and that enhanced landscaping will be provided at the perimeter to the site.
- Landscaping that provides visual interest for the site in all seasons will be utilized.

### 4.5.5.1 Neighbourhood Commercial Urban Design Guidelines

- Elevation articulation will be considered for all sides of each building.
- Rich colours will be implemented to ensure a varied visual interest.
- Generally, colours are to be of a warm palette that provides visual interest for the site in all seasons.
- Building finishes are to be of a high quality, durable and attractive in appearance.
- Enhanced landscaping will be provided to raise the overall aesthetic of the site
- The site exterior, including entrances and interface with surrounding land uses, collector and arterial roadways will be well landscaped ensuring an attractive perimeter.
- Landscaping that provides visual interest for the site in all seasons will be implemented.

### 4.5.5.2 Business Employment Urban Design Guidelines

- High quality architecture will implemented for all Business Employment areas of the plan ensuring an appropriate interface with Anthony Henday Drive and 142 / 156<sup>th</sup> Street, Ellerslie Road.
- To ensure minimal impact on adjacent residential areas appropriate transitions and interfaces will be implemented between the Residential and Business Employment areas.
- Linkages will be provided between the Residential and Business Employment areas.
- To reduce the appearance of blank walls elements such as colours, materials, finished, architectural elements, roof-scapes and landscaping will be coordinated to reduce the impact of massing of larger buildings.

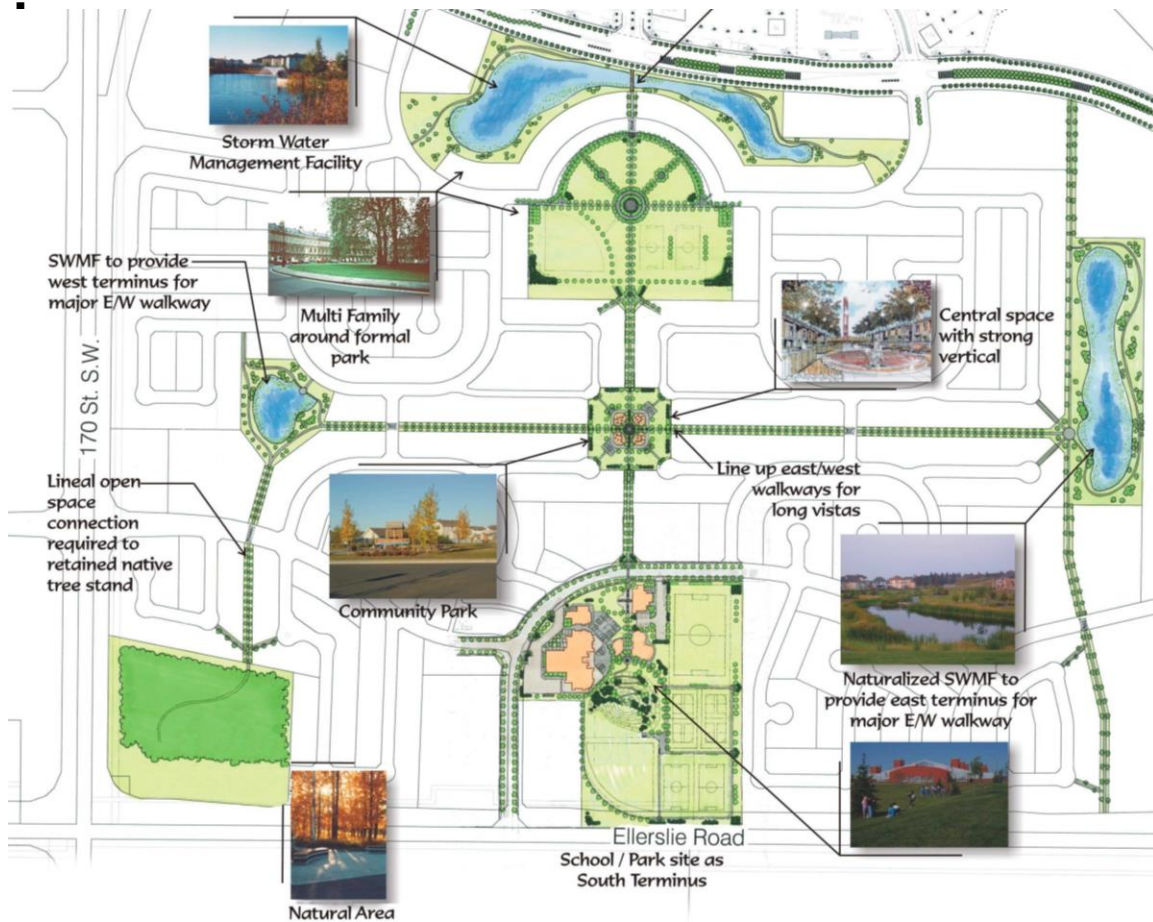
- Building finishes are to be of a high quality, durable and attractive in appearance.
- A uniform design approach to all buildings is not encouraged as it will create repetitiveness.
- The use of unique architectural features with varied materials will create identifiable character for each building.
- Site harmony will be achieved through the use of common elements / touches such as colour, street furnishings and site landscaping ensuring a common thread is carried through out the neighbourhood.
- Sites will be developed with clearly-defined, safe and efficient access and egress to and from sites having regard for the flow integrity of major roadways and quality of surrounding viewsheds into the neighbourhood
- Design parking areas with a balance of landscaping and urban design elements to minimize the impact of large parking fields.
- Landscaping is to be designed to enhance building entries, screen area of surface parking and enhance the character of sites.
- Landscaping that provides visual interest for the site in all seasons will be utilized.

#### **4.6 PARKS AND OPEN SPACE**

An integrated open space and park system is proposed for Ambleside as shown on **Figure 6.0 – Pedestrian and Multi-use Trail Network**. Attention to neighbourhood urban design, interface, and demographic lifecycle have influenced the design of school, park and open spaces within the plan. The design is comprised of connected school / park site and series of park areas, multi-use trails, walkways, stormwater management facilities, and localized open spaces in support of a walkable, pedestrian friendly community.

##### **Feature Concept: Community Park and Open Space**

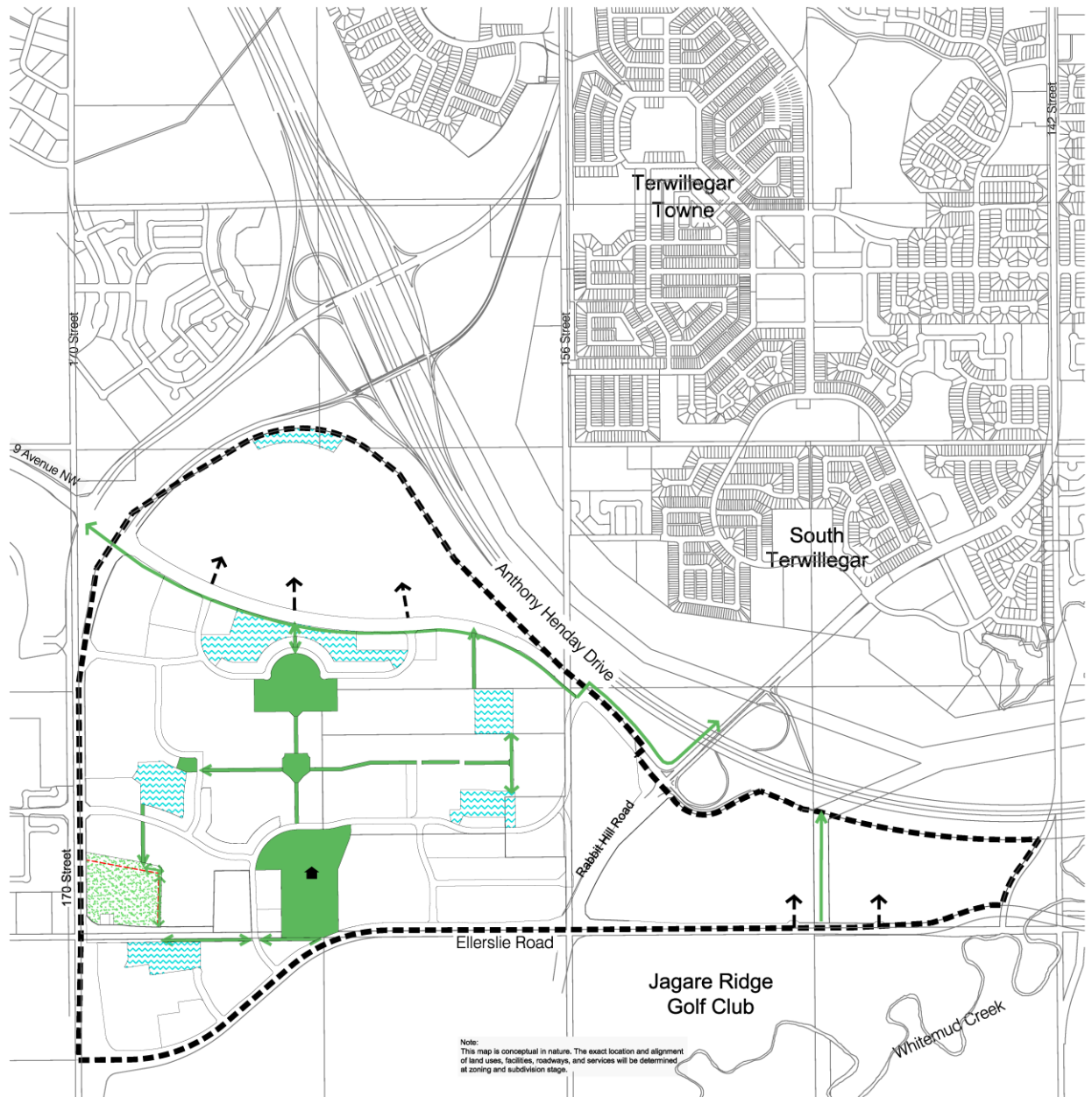
- Provision of a Neighbourhood Park in the north-central portion of Ambleside provides local passive and active recreational opportunities.
- Multi-use trails and connections provide residents direct access to open space along with a range of recreational and social opportunities.
- Provides a community-gathering place for local residents and visitors framed by stormwater management ponds serviced by Transit Centre / Park and Ride to the west and Major Commercial to the north.





# Pedestrian and Multi-Use Trail Network

Figure 6.0



- |  |                                |  |                              |
|--|--------------------------------|--|------------------------------|
|  | Multi-Use Trail                |  | Natural Area With 10m Buffer |
|  | Stormwater Management Facility |  | NSP Boundary                 |
|  | School                         |  | Collector Access Point       |
|  | Park                           |  |                              |



Map Amended by Bylaw 16073 Approved April 16, 2012

#### 4.6.1 Neighbourhood Parks

A neighbourhood park site of approximately 4.0 ha is located north-central within the plan area surrounded by low, medium and high density residential, a transit centre to the west, and commercial / entertainment to the north. This site provides a central focal point within the community. Furthermore, it includes both formal passive park uses in the northern portion of the site (e.g. grassy open area, benches, pathway, small passive play area), and more active informal (i.e. non-programmable) open spaces in the south. This design provides a wide range of uses for residents and visitors in the northern portion of the neighbourhood and is physically and visually connected to the life-style oriented commercial retail centre by pedestrian access further north.

Centrally located within Ambleside is a 0.71 ha central park site bisected by a north-south and east-west multi-use trail corridor. These corridor connections will provide future residents located within a 400 – 800 m radius direct internal access to the central park. The site is intended to function as an active, non-programmed open space with landscaping and playground equipment reflecting local family-oriented needs associated with low density residential surrounding the site.

Bylaw 14511  
March 12, 2007

In addition, a viewpoint park consisting of approximately 0.29 ha at the north-east corner of the west-central SWMF creates a vista/view corridor into the SWMF from the collector roadway and provides additional open space in this portion of Ambleside for passive recreation. The location of this park space at the corner of the collector roadway and at the terminus of the east-west greenway ensures continued pedestrian connectivity throughout the neighbourhood.

#### 4.6.2 School / Park

Bylaw 16073  
April 16, 2012

As shown on Figure 6.0 within the Special Study Area, a school / park site with provisions for an Elementary School, playfields, community league facility, and other ancillary type uses is located in the southern portion of the NSP. *Approximately 14.5 ha is to be dedicated for future school / park and community league site use.* Site location, area, access / egress, and opportunity for programming is based on the Windermere ASP development concept, discussion, and comments from the City of Edmonton Transportation and Streets Department, Planning Department, Community Services and School Boards.

Bylaw 16073  
April 16, 2012

Bylaw 15806  
July 18, 2011

*[Deleted]*

Bylaw 16073  
April 16, 2012

Placement, orientation and design of the school building and playfields provide significant placemaking opportunities at this location making it a strong focal point within the community. Internal corridors and pedestrian linkages will provide enhanced walkability and connectivity to the site for school / recreation purposes.

#### **4.6.3 Natural Site Assessment – Natural Area (SW 40)**

The Windermere ASP identifies approximately 4.0 hectares of woodlot within the southwest area of the NSP as a Natural Area. This area is composed of a relatively open balsam aspen forest of immature and mature trees. Stage One and Two Natural Site Assessments (NSA) were undertaken by Bruce Thompson & Associates Inc. (Edmonton, 2004 and 2005) for a private corporation.

Amended by Editor

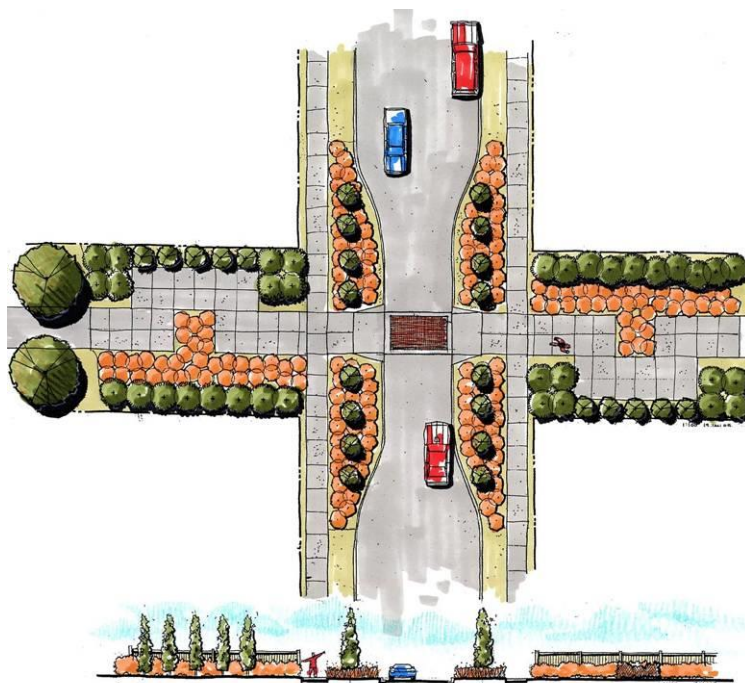
Results of the investigations deem the SW 40 natural area to have good stand health, high biodiversity (e.g. Indian Pipe), usage by birds and other wildlife, visual quality and undisturbed nature (Bruce Thompson & Associates, 2004). In light of these findings, and in consultation with Edmonton Community Services, the entire (4.0 ha) SW 40 natural area will be preserved (and credited as Municipal Reserve). In addition, a 10 m buffer will be further dedicated along the north and eastern perimeter of the SW 40 natural area for a total site size of 5.28 ha.

#### **4.6.4 Open Space Corridor**

Connecting the life-style oriented commercial centre, north-central park site, central park, and south-central school / park site is a north-south pedestrian / multi use corridor. This 12 m wide corridor forms a tree lined promenade or internal “green spine” within the plan area and is designed to support local walkability as a mode of travel and recreation. Accordingly, the corridor will be attractively landscaped connecting future residents and visitors to a range of park and open space opportunities throughout the plan area. Opportunities exist to provide Municipal Reserve entitlement as dispersed park sites for localized recreational needs. These sites will be determined in consultation with Community Services at the rezoning and subdivision stages of development.

### Feature Concept: Neighbourhood Walkability – Links, Paths, and Nodes

- A number of pedestrian linkages and multi-use trail corridors are provided throughout the plan area. These provide direct access and continuous flow within the neighbourhood in support of local walkability.
- Opportunity exists to establish high quality soft and hard landscaping that provides identifiable places where people can rest, orient themselves and connect to. This supports a walkable, pedestrian-friendly environment.
- Small open spaces are dispersed throughout the central portion of the neighbourhood enabling ease of access for all neighbourhood residents. These open space areas are intended to serve the local passive recreational needs of residents while meeting the requirements of the greater neighbourhood.



Careful consideration has been given to the integration of stormwater management facilities in Ambleside. *Five SWMF's and a Natural Area site are located within the NSP residential area and are envisioned as part of the broader open space system.* More specifically, these areas will contribute to balanced passive park opportunities in addition to their primary stormwater management / conservation roles. These sites will provide visual amenities to local residents that add to the neighbourhood's overall attractiveness, image and comfort as a walkable pedestrian oriented community. Sites will be carefully designed and landscaped having regard for their integration within the plan area as well as their connectivity via pedestrian linkages and corridor access. Additional open space may be provided around integrated stormwater management facilities as part of the public utility lot (PUL). The extent of public open space (and private land) around the facilities will depend on City policies at the time of development.

Other east/west multi-use trails and linkages connect residents and neighbouring communities to focal points (e.g. school/park site,

Bylaw 15806  
July 18, 2011

mixed-use, Transit-Oriented Development) throughout the plan area. These linkages provide inter-neighbourhood access to common community facilities and services enhancing community quality of life. Access points may be provided to the Transportation and Utility Corridor (TUC) to ensure a convenient tie in to multi-use trails within the corridor. Through these TUC trails, inter-neighbourhood linkages may be further provided to the North Saskatchewan River and Whitemud Creek crossings.

#### **4.6.5 Public Open Space**

*Approximately 2.40 ha of existing Ellerslie Road is to be developed as public open space with the potential for a multi-use trail.*

Bylaw 15806  
July 18, 2011

*Existing Ellerslie Road SW east of the collector roadway may be available for purchase should the adjacent landowners choose to close the right-of-way and consolidate the lands. The lands may be developed as public open space consistent with the area to the west of the collector roadway.*

*A portion of existing Ellerslie Road will need to be closed to vehicular traffic by Bylaw. In conjunction with the road closure, existing Ellerslie Road will need to be removed and the road allowance restored. The removal and restoration of existing Ellerslie Road will be coordinated with the completion of the realigned Ellerslie Road.*

#### **4.7 PUBLIC UTILITY (EDMONTON FIRE STATION)**

Bylaw 15809  
July 18, 2011

*A Public Utility site for a future Edmonton Fire Station is located north of the existing Ellerslie Road Government Road Allowance (9<sup>th</sup> Avenue S.W.) and east of Allan Drive. The proposed location of the fire station provides excellent access opportunities with collector roadway frontage to the west and is located in close proximity to the arterial roadway to the south. A fire station site in Ambleside will serve the needs of residents in Ambleside and increase coverage of fire services within Southwest Edmonton.*

## 5.0 Transportation

---

### 5.1 TRANSPORTATION NETWORK

To meet the objectives of a balanced transportation system, Windermere One is designed to support a liveable environment that is more conducive to walking, biking and transit use. As shown on **Figure 7.0 – Transportation Network**, the network consists of a system of arterial, collector and local roadways and walkways to accommodate the movement of automobiles, trucks, transit, bicycles and pedestrians.

A hierarchy of roads will provide the necessary interconnections appropriate to efficiently and effectively accommodate traffic flows at the arterial, collector and local roadway levels. The basic 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 guidelines and standards.

Alternative opportunities for circulation throughout the neighbourhood are provided via multi-use trail network connecting key nodes within the NSP. Convenient and direct linkages between open space, higher density residential and commercial areas are provided. These linkages provide easy access for pedestrians and cyclists in addition to local connectivity options. Local streets should be interconnected where possible.

A Transportation Impact Assessment prepared by Bunt and Associates provides details and recommendations regarding the traffic of the Ambleside NSP area.

#### 5.1.1 Regional Network Accessibility

Development within the Ambleside NSP will enjoy a high level of accessibility to the metropolitan Edmonton area, the City, and County of Leduc by virtue of its close proximity to a number of major existing and proposed, north-south and east-west, expressway and arterial roadways. According to the City of Edmonton Transportation Master Plan (2000), these include:

- Anthony Henday Drive
- Terwillegar Drive / 170 Street
- 156 Street
- Ellerslie Road (9 Avenue SW)

The completion of Anthony Henday Drive, scheduled for 2005-2006, will include an interchange at 170 Street / Terwillegar Drive. The completion of this facility will significantly enhance traffic accommodation demands generated by the plan area. Moreover, key east-west arterial roadways 9<sup>th</sup> Avenue NW and Ellerslie Road, and north-south roadways (i.e. Terwillegar Drive and 156 Street) will



provide excellent access opportunities from the plan area to major external destinations.

*Analysis by the City and Province has concluded that 170 Street is intended to carry a large volume of traffic from south of the city, providing relief from the main entrance to the City from the south, at Calgary Trail/Gateway Boulevard. As a result, 170 Street has been identified in the Highway Penetrator Agreement as a roadway of regional significance and will be designed as an urban freeway.*

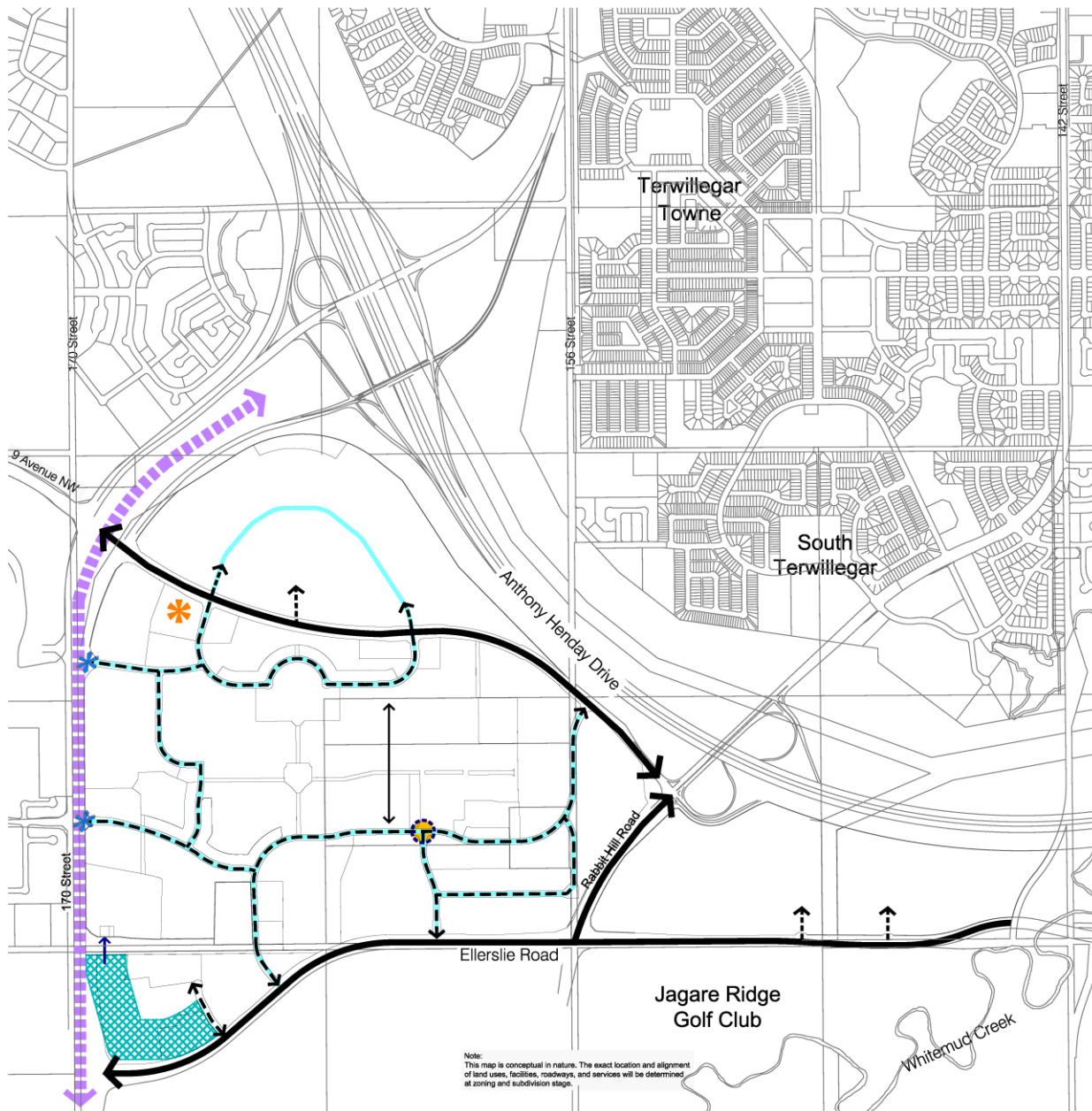
Bylaw 15806  
July 18, 2011

*In consideration of this change (urban arterial to urban freeway) limited access points will be permitted onto 170 Street. Two interchanges will be constructed within Ambleside one at Windermere Boulevard and the other at re-aligned Ellerslie Road. The existing accesses at Ambleside Link and Anderson Way will be restricted in the future.*

*The 170 Street SW Conceptual Planning Study shall guide development of land within the "Area of Influence", as shown in Figure 7.0 Transportation Network. The "Area of Influence" identifies the lands adjacent to the 170 Street SW corridor and future interchanges where road right-of-way requirements have not yet been identified. Subdivision of lands within this area shall not proceed until completion of this study.*

# Transportation Network

Figure 7.0



Map Amended by Bylaw 16073 Approved April 16, 2012

A hierarchy of roadways will provide the necessary inter-connections appropriate to efficiently accommodate traffic at the local, collector and arterial levels. Given the strategic location of Ambleside, the transportation network has also been developed to accommodate external/internal traffic flow demands in both a north-south (i.e. 156 Street and Terwillegar Drive) and east-west (i.e. Ellerslie Road) direction.

### **5.1.2 Internal Roadway System**

Arterial roadways generally located on the periphery of the neighbourhood and spaced at approximately one mile intervals will accommodate the neighbourhood's major internal / external traffic flows. *170 Street SW is a highway connector and has been designated as an urban freeway, with grade-separated interchanges at Windermere Boulevard and re-aligned Ellerslie Road.*

Bylaw 15806  
July 18, 2011

The basic arterial roadway infrastructure proposed for the neighbourhood remains consistent with the arterial roadway network advanced in the Windermere Area Structure Plan. The arterial roadway system generally represents extensions of arterial roadway facilities that have been identified as major elements of the overall transportation system in southwest Edmonton.

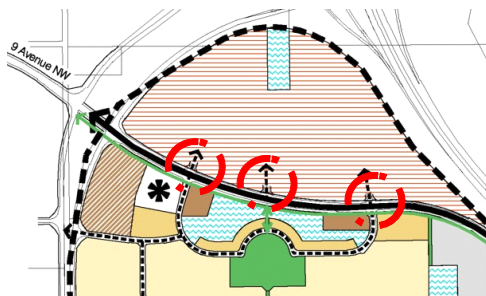
Access to the arterial grid system will be provided by a series of collector roadways connecting into and looping through the neighbourhood. Collector roadways which provide internal / external access are spaced at approximately 400 metre intervals to facilitate traffic progression if traffic signals are required and to ensure that sufficient distance is available to allow for right and left turn-bay development.

Three northern, two western, and three southern collector roadways provide efficient and convenient access / egress from commercial, business employment, and residential areas to Anthony Henday Drive, Terwillegar Drive, 156 Street, and Ellerslie Road.

In the northern portion of the plan, collector roadway access is provided north off of 9<sup>th</sup> Avenue NW into the Major Commercial site. A looping roadway will provide convenient vehicle access and transit service within the commercial area. Immediately south off of 9<sup>th</sup> Avenue NW, a second looping collector roadway provides internal access and transit service within the neighbourhood. This roadway has been carefully designed connecting Transit Centre / Park and Ride facility, higher residential and Neighbourhood Park sites. Further east along 9<sup>th</sup> Avenue NW, a third collector roadway provides north-south access through the NSP and to Business Employment while directing traffic away from residential areas.

## Feature Concept: Major Commercial Access / Egress Points

- Three intersections provide primary access to the Major Commercial centre.
- Intersections have been strategically located to facilitate commercial, transit and emergency service access / egress opportunities.
- Roadway designs will be to City standard in consultation with the Transportation and Streets Department.



Two collector roadways provide western access into Ambleside from Terwillegar Drive (see Figure 7.0) and one western access off of 156 Street. West collector roadway accesses have been located and designed having regard for future alignment with Windermere Neighbourhood Two immediately west. The more northern collector along Terwillegar Drive is comprised of a right-in-right-out access and provides western access / egress for residences within the northern portion of the plan. Further south, a fully signalised intersection provides controlled access into the neighbourhood. Detailed designs for these intersections will be required upon submission of a subdivision covering this area.

Four southern collector roadways along Ellerslie Road provide access points into residential and Business Employment areas. West of 156 Street, two collector roadways connecting north off Ellerslie Road form an internal looping collector, exit west on to Terwillegar Drive and northeast on to 9<sup>th</sup> Avenue NW. These roadways facilitate convenient access to MDR, internal LDR areas, and School / Park site. East of 156 Street, Business Employment lands are serviced by two separate collector roadway points of access and egress.

The proposed lane requirements and rights-of-way for these roadway facilities as well as the arterial roadway network will be more fully addressed in the Ambleside NSP – Traffic Impact Assessment (TIA) submitted under separate cover. The TIA will also discuss the location and extent of the collector roadway network as it relates to the southern CKC site. Other access, roadway requirements and studies (i.e. noise assessment) will be determined at the redistricting and subdivision stages to the satisfaction of the Transportation & Streets Department.

### 5.1.3 Arterial Road Assessment Program and Roadway Staging

Lands within the NSP will be subject to an Arterial Road Assessment (ARA) to cost-share the construction of arterial roadway facilities needed to service the area. In general terms, the ARA outlines the developer's responsibility for roadway construction within a catchment area and is based on the estimated costs of constructing arterial roads required for access to a catchment area. The configuration (number of lanes) and other specific criteria (e.g. channelization) required for access to the NSP are defined in detail by the associated Transportation Impact Assessment.

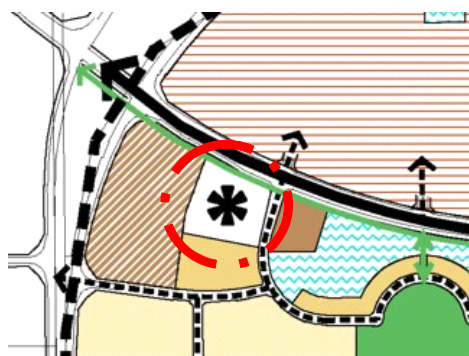
A roadway staging plan will be prepared as part of the review and approval process to service lands in this area of southwest Edmonton. Upgrades to 156 Street, Terwillegar Drive and Ellerslie Road and any other further improvements will be necessary as development proceeds in the Ambleside NSP.

#### 5.1.4 Transit Centre / Park and Ride

Public transit services will be extended into the Neighbourhood in accordance with City of Edmonton Transit System Guidelines and demands. Ambleside will integrate transit service with mixed-use / transportation nodes and focal points in direct support of community walkability. A Transit Centre / Park and Ride site is conceptualized within the north-western portion of the NSP. The proposed location is subject to continuing review and refinement by the Transportation & Streets and Planning and Development Departments. The size and configuration of the Transit Centre / Park and Ride facility will be determined as further plans are prepared.

#### Feature Concept: Transit Oriented Development

- Located in the north-western portion of the neighbourhood, a 2.2 ha Transit Centre / Park and Ride is proposed immediately south of the major east-west internal arterial roadway.
- This facility envisions an attractive, pedestrian-oriented format that will provide a transit hub for future residents, consumers and employees within and outside Ambleside.
- The proposed location is surrounded by Mixed-Use, MDR, HDR and SWMF, and Major Commercial to the west, south, east and north (respectively) and is to be integrated through enhanced streetscaping along its interface.
- Stormwater Management Facilities, pedestrian / open space walkway, high and medium density residential to the south provide a supportive balance of uses and amenities.



The design of the arterial / collector roadway system will provide excellent roadway infrastructure to provide effective transit service within the neighbourhood, to neighbourhood employment destinations and to major external destinations. As such, the majority of land within the neighbourhood is within 400 m walking distance of Ellerslie Road, Terwillegar Drive and 156 Street / Anthony Henday Drive interchange. This serves to establish convenient, accessible and therefore more sustainable transit service zones that will reinforce Ambleside as a walkable community.

The south-central School / Park site within Ambleside has been designed adjacent to Ellerslie Road along with major internal collector roadway access in order to ensure adequate school transit service is received. Given the size, proximity and efficient location of this site within the neighbourhood, school bus service is not expected to be required at its ultimate development. However, should it be necessary to have a school bus service at the early stages of development, the school will be easily accessed via Ellerslie Road.

It is anticipated that transit service within the neighbourhood could be coordinated to permit timed transfers between local and regional services. Future transit routes will be established on the basis of the proportion of trips, which are expected to be generated from within the neighbourhood and adjacent areas.

Future transit service may be accommodated within the neighbourhood and 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.

*As shown on **Figure 8.0 Transit Context Plan**, the Transit Centre / Park and Ride in Ambleside is one of two Transit Centres in the Windermere ASP that anchor and service a Priority Transit route planned for the area. The routing of the priority transit line is currently under study. However, it is expected to follow 23 Avenue, from the future LRT Station at Century Park, through the Leger Transit Centre, then south on Terwillegar Drive where it crosses Anthony Henday Drive and ties into the Transit Centre in Ambleside. From this major connection point, the Priority Transit Corridor runs south tying into the District Park Campus Transit Centre (proposed) in Neighbourhood Four along 25 Avenue before exiting the study area to the east into Heritage Valley.*

Bylaw 15809  
July 18, 2011

### **5.1.5 Pedestrian, Bicycle and Multi-Use Trail Circulation**

A major component of a vibrant, walkable community is pedestrian and bicycle circulation. This is supported in Ambleside through the provision of pedestrian, bicycle and Multi-Use Trail connection to:

- Local amenities and services (e.g. mixed-uses)
- Emphasis on the pedestrian environment (e.g. safety, comfort, attractiveness) in support of personal health and lifestyle opportunities; and
- Transit access and inter-neighbourhood linkages (e.g. Transit Centre, South Terwillegar Multi-Use Trail connection).

Sidewalks, pedestrian paths and multi-use trail connections will be provided where appropriate and feasible to clearly and directly connect the internal roadway network with surrounding land uses. These uses include Transit Centre / Park and Ride, residential, commercial and business land uses, stormwater management areas, Neighbourhood Park, School / Park site, and pipeline corridor.

*Seven major north-south and east-west Shared Use Path corridors provide internal pedestrian linkages within the neighbourhood. These corridors serve to provide transit service access, connection between Major Commercial, Community Commercial, Business Employment, central and southern Neighbourhood Park and School/Park site focal points, and passive recreational amenities afforded by central stormwater management facilities.*

Bylaw 16073  
April 16, 2012

Bylaw 15806  
July 18, 2011

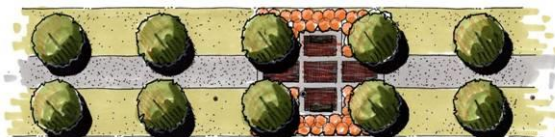
Pedestrian and multi-use trail connection(s) to Transit Centre and neighbourhood transit service will be provided where practical and feasible. The location, orientation and configuration of these connections will have regard for principles of neighbourhood walkability, pedestrian and transit-oriented design. Transit service



will generally be provided to all neighbourhood residents within a 400 m walking distance with all HDR and MDR sites located immediately adjacent transit service routes. For all other areas, internal pedestrian walkways and linkages provide direct access to transit service routes.

### **Feature Concept: Pedestrian Connectivity w/ Inter-Neighbourhood Linkages**

- Numerous internal pedestrian linkages and walkways are provided to connect local land uses and focal points in Ambleside
- Linkages provide alternative transportation modes, options, and accessibility among a range of users (e.g. children, seniors) that adds to the community's activity, vibrancy and vitality.
- Opportunity exists to cross Anthony Henday Drive preserving the integrity of the transportation corridor while enhancing inter-community connectivity via multi-use trail (north) into South Terwillegar.

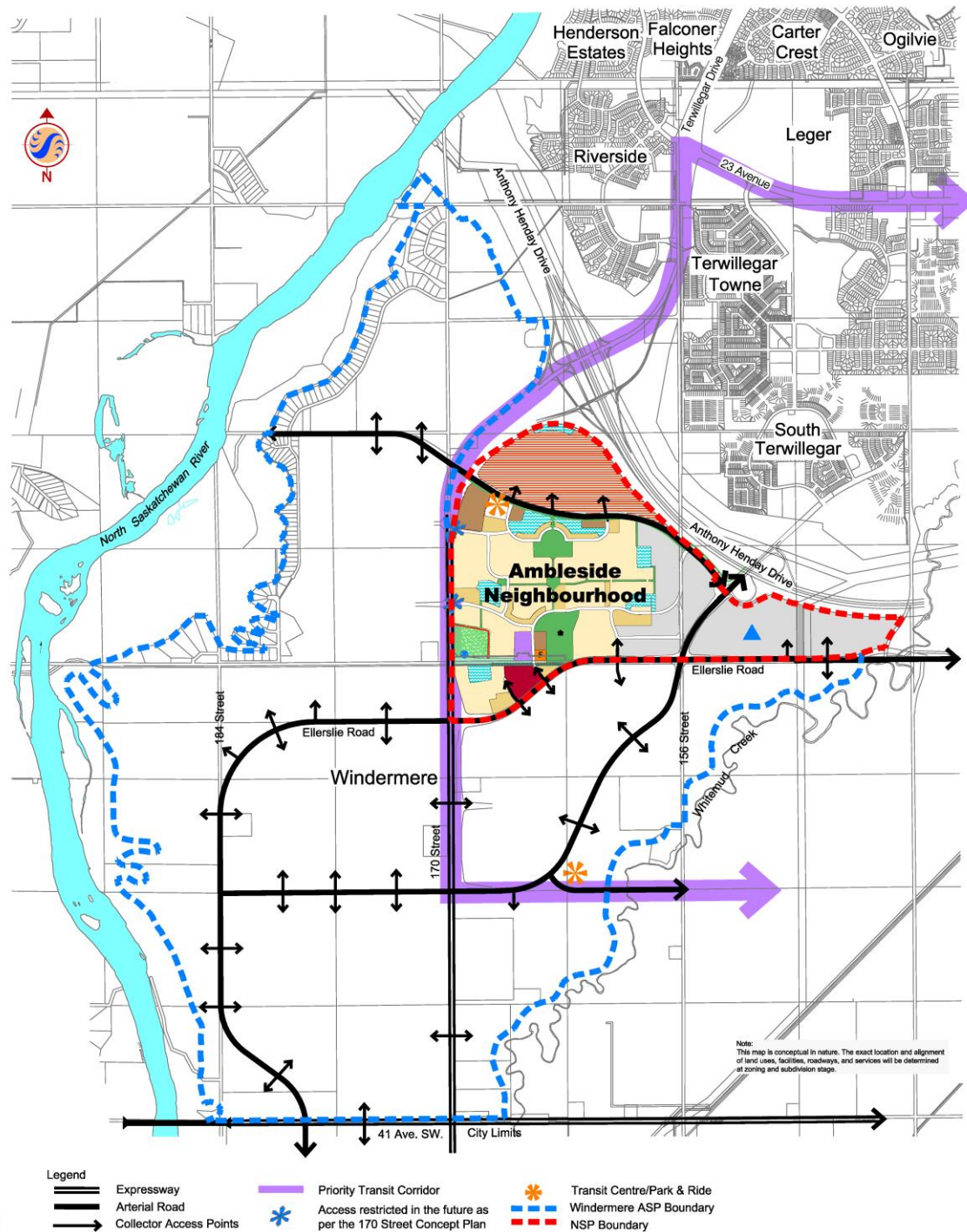


A major east-west multi-use trail located along 9<sup>th</sup> Avenue NW connects the plan area with Windermere Neighbourhood Two and South Terwillegar along its western and north-eastern boundary. Major components of the plan (e.g. Mixed-Use, Transit Centre / Park and Ride, higher density residential, Major Commercial / Neighbourhood Park site trail connection, Business Employment) are effectively linked as this multi-use trail runs along the south side of 9<sup>th</sup> Avenue NW from Terwillegar Drive eastward until crossing north at the north-south collector roadway. From here, the multi-use trail continues along the north side of 9<sup>th</sup> Avenue NW until heading north into South Terwillegar via 156 Street / Anthony Henday Drive Interchange pedestrian crossing. The location of this pedestrian crossing provides an alternative to the only pedestrian crossing identified under the Windermere ASP and will be built into the 156 Street overpass / Anthony Henday Drive Interchange as agreed to by Alberta Transportation. These inter-neighbourhood connections will enable residents in Ambleside and Two and South Terwillegar broader access to future services and amenities. As the regional pedestrian network continues to develop in southwest Edmonton, the linkage between Windermere and South Terwillegar will continue to grow in importance.

Bicycle circulation within Ambleside is designed to follow collector and local roadways within the neighbourhood area. Where appropriate, bicycle routes will be integrated with pedestrian linkages / paths as multi-use trail corridors connecting internal and adjacent residential areas and amenities (e.g. Anthony Henday Drive – 156 Street Interchange, Heritage Valley, Whitemud Creek Ravine pedestrian connection). Bicycle routes will be clearly marked by appropriate signage and markings in order to minimize conflicts between cyclists and pedestrians in the neighbourhood.

# Transit Context Plan

Figure 8.0



Map Amended by Bylaw 16073 Approved April 16, 2012

### **5.1.6 Parking**

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

### **5.1.7 Truck Routes**

Existing 24 hour truck routes will be maintained along Ellerslie Road and 170 Street within the Ambleside NSP. At a minimum, the City's Transportation and Streets Department will require that a 1.0 m berm and solid screen fence be incorporated in the design of Ellerslie Road and 170 Street truck routes and noise attenuation is provided in accordance with the City of Edmonton's Urban Traffic Noise Policy.

## 6.0 Infrastructure

---

### 6.1 ENGINEERING AND SERVICING

Details regarding servicing for the Ambleside NSP are provided in the associated Neighbourhood Designs Report submitted under separate cover by Stantec Consulting Ltd. The following section provides an overview of the neighbourhood servicing schemes.

#### 6.1.1 Sanitary Servicing

Sanitary services for Ambleside will connect into the South Edmonton Sanitary Sewer (SESS SW) system, as shown on **Figure 9.0 – Sanitary Servicing**. Initial stages of development in Windermere will be provided by construction of a lift station and a forcemain to discharge to the local gravity sewer as an extension of the SESS line. The lift station and forcemain are to be funded by the Sanitary Servicing Strategy Fund and built by developers as part of their local sewer constructions. These facilities will be replaced along with tunnel segments SW4 and SW5 in about 10 years time when storage volume in the tunnel segments SW1 to SW3 is exhausted. Further details regarding the sanitary drainage scheme for Ambleside are provided in the associated Neighbourhood Designs Report to be submitted under separate cover.

#### 6.1.2 Stormwater Servicing

*As shown on **Figure 10.0 – Stormwater Servicing**, six stormwater management facilities are designated within the Ambleside NSP.*

These stormwater management facilities have been located based on natural drainage patterns within the neighbourhood boundary comprising two major catchment areas in the east and west.

Additional details regarding the stormwater drainage schemes for Ambleside are provided in the associated Neighbourhood Designs Report submitted under separate cover.

Bylaw 16073  
April 16, 2012

Bylaw 15806  
July 18, 2011

#### 6.1.3 Water Servicing

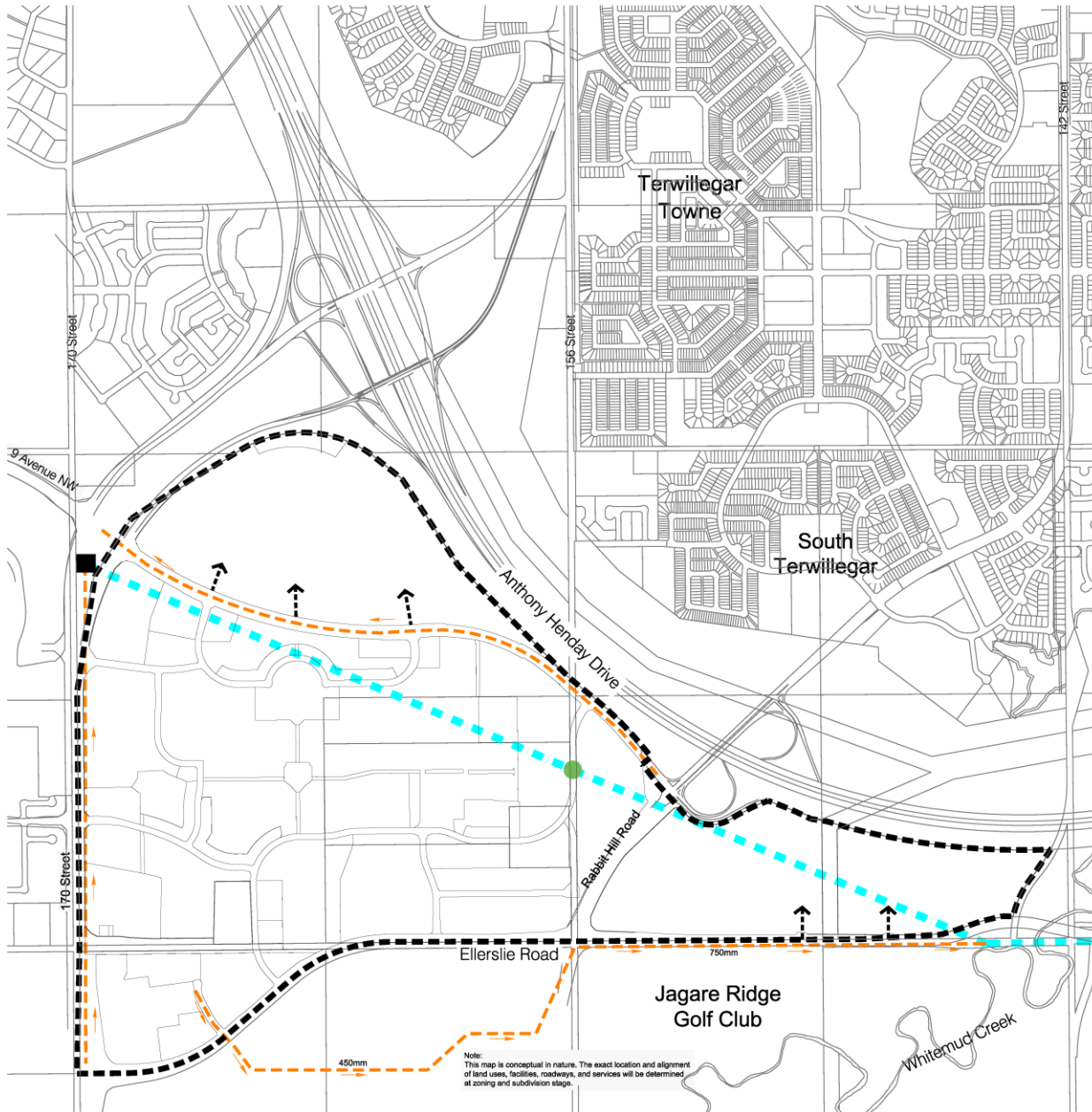
Water servicing for the NSP will be extended from the Terwillegar area via 300 mm and 600 mm watermain located north of Anthony Henday Drive at 142 Street (see **Figure 11.0 – Water Servicing**). Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for low density, medium and high density residential, commercial, business and institutional uses. Water looping will be provided in accordance with the requirements of EPCOR Water. A Water Network Analysis is being prepared for EPCOR Water review and approval in conjunction with this NSP.

#### 6.1.4 Shallow Utilities

Power, gas and telecommunication services are all located within close proximity to the Ambleside NSP and will be extended as required.

# Sanitary Servicing Plan

Figure 9.0

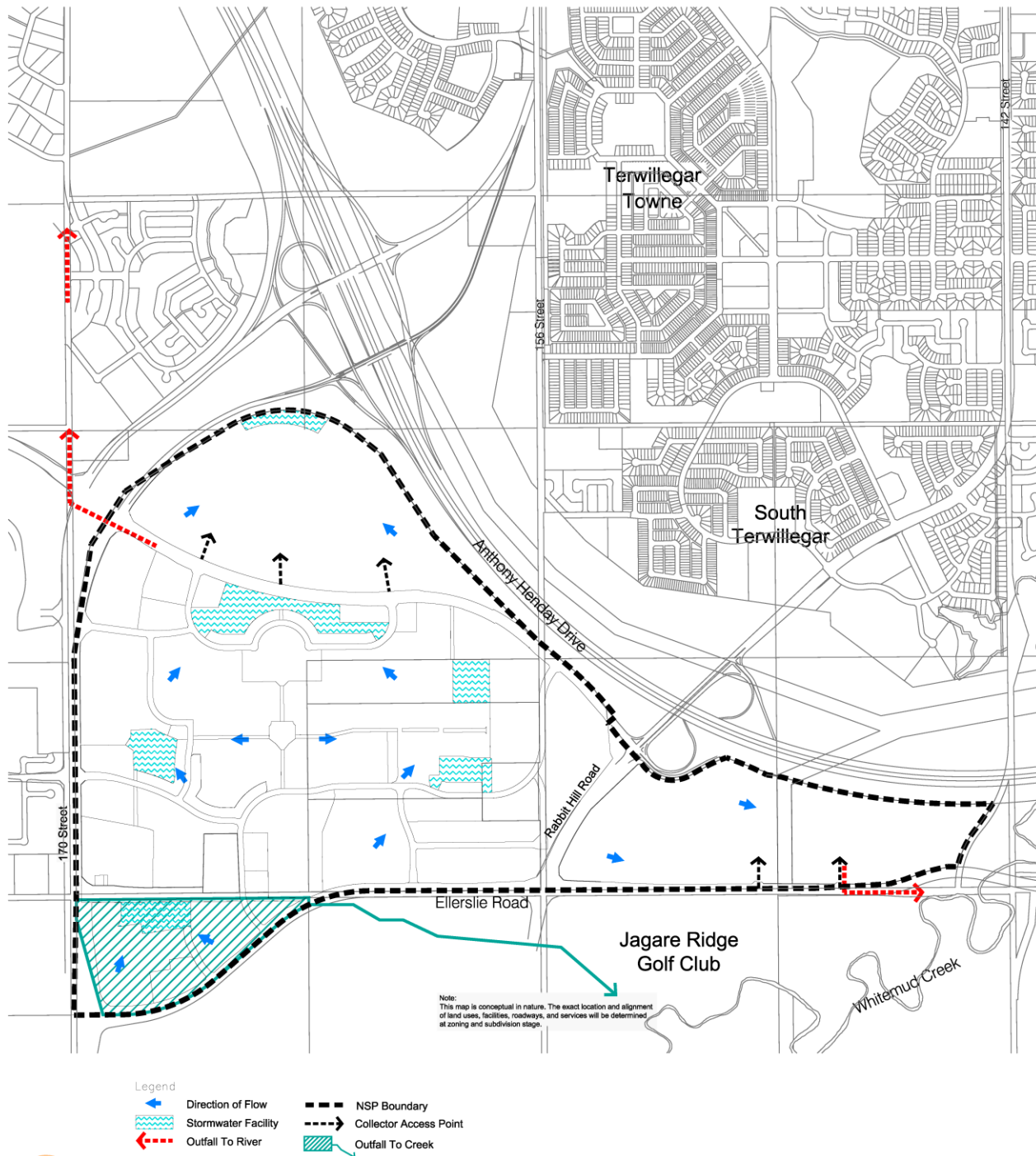


- Legend**
- Direction of Flow
  - SESS
  - Drop Structure
  - Lift Station
  - NSP Boundary
  - Collector Access Point



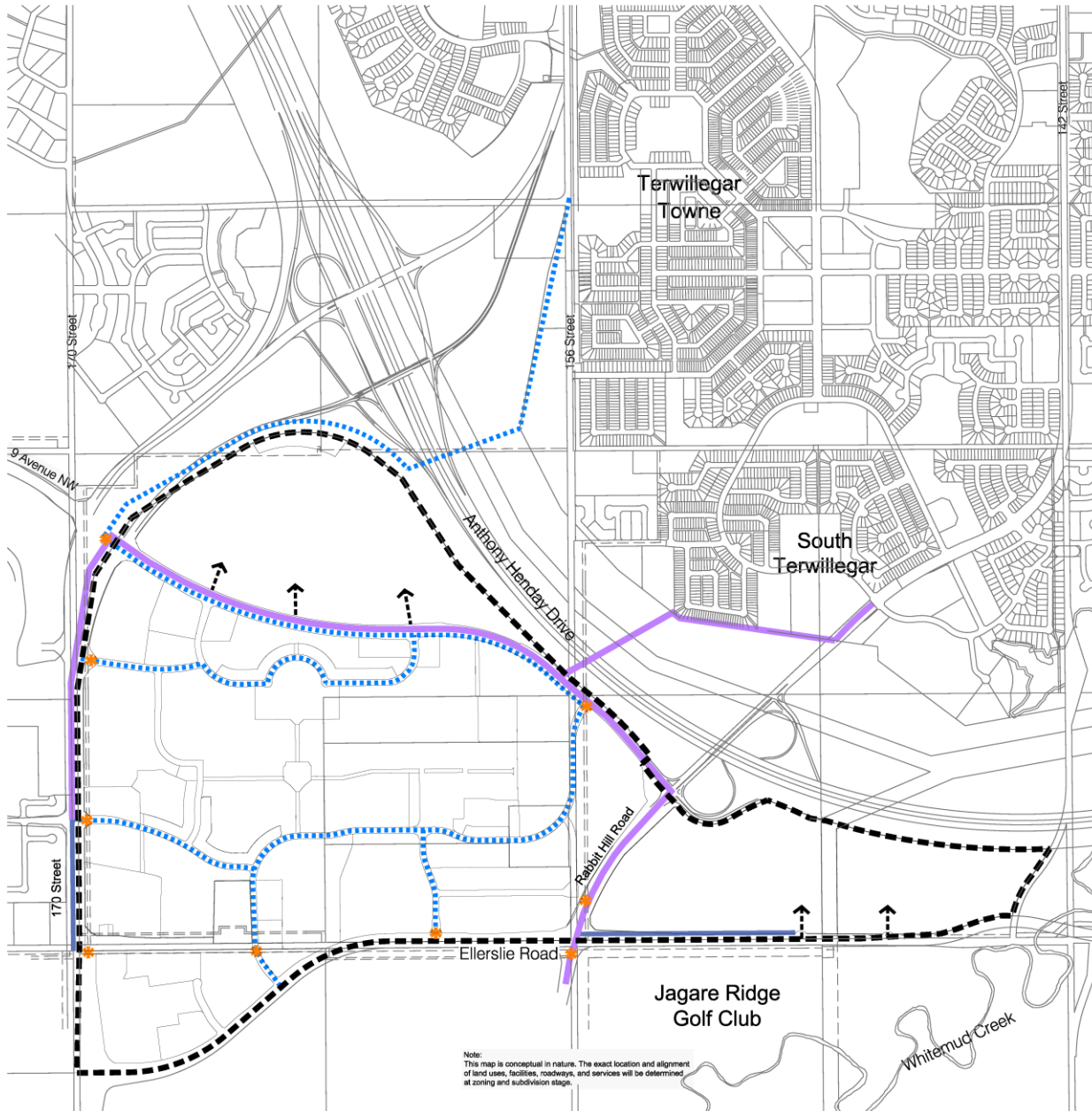
Map Amended by Bylaw 16073 Approved April 16, 2012





Map Amended by Bylaw 16073 Amended April 16, 2012





- Legend
- ..... 300 mm Water Main
  - 450 mm Water Main
  - 600 mm Water Main
  - - - - - Collector Access Point
  - - - - - NSP Boundary
  - ★ Watermain Connections



Map Amended by Bylaw 16073 Approved April 16, 2012

## 7.0 Implementation

---

### 7.1 DEVELOPMENT STAGING

**Figure 12.0 – Staging Concept** shows the anticipated sequence of development for Ambleside.

Transportation infrastructure to service the initial stages of the Ambleside area will be extended into the neighbourhood from Anthony Henday Drive and Terwillegar Drive. Initial stormwater servicing will have an outfall to the North Saskatchewan River. Water infrastructure and servicing will be extended from South Terwillegar and sanitary infrastructure as part of SESS expansion. As shown on Figure 12.0, the initial stages of commercial and business development are intended to begin immediately south of Anthony Henday Drive and east of Terwillegar Drive.

In general, development will proceed south in a north-south and east-west fashion that is contiguous, logical and economical with respect to municipal servicing. Depending on contemporary market demands and aspirations of the respective landowners, development of individual phases may vary from other phased areas (including their application(s) to rezone and / or subdivide lands). As well, portions of separate phases may be developed concurrently if there is sufficient demand and / or if the engineering design is made more efficiently as a result.

### 7.2 REZONING & SUBDIVISION

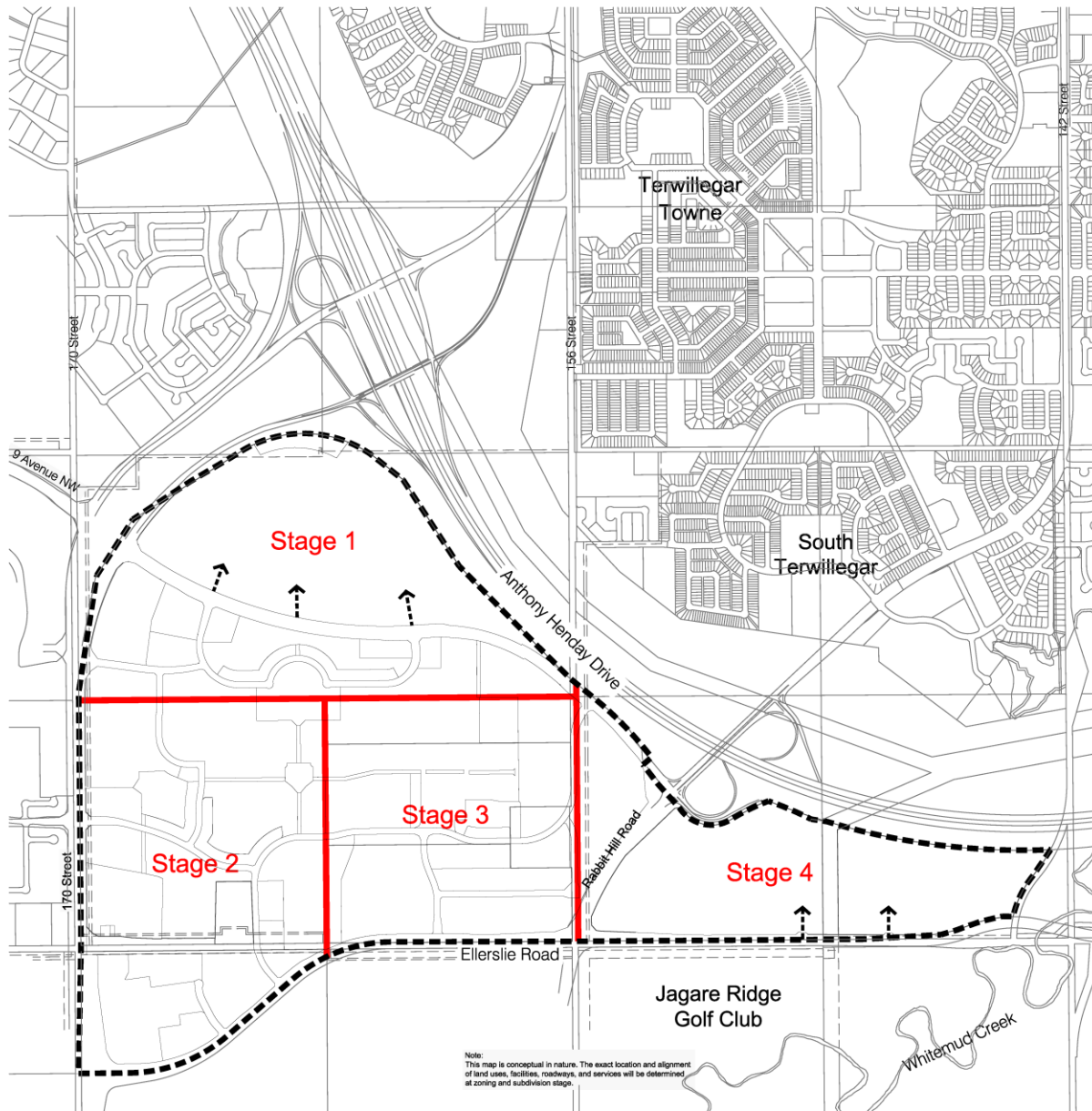
Rezoning and subdivision applications for LDR, MDR and HDR within the plan area will be undertaken as necessary and conform to the land use designations described in the NSP. Where zoning and subdivision applications shall be guided by the City of Edmonton's MDP, the Windermere ASP and intent of this NSP, they will be further required to adhere to the Edmonton Zoning Bylaw and informational requirements necessary for each application.

*Exceptions for innovative, affordable and/or mixed use residential developments are described in Section 3.2.2.*

Bylaw 14964  
July 23, 2008

# Staging Plan

Figure 12.0



- Legend
- Staging Boundary
  - NSP Boundary
  - > Collector Access Point



Map Amended by Bylaw 16073 Approved April 16, 2012

## 8.0 APPENDIX 1 – Land Ownership

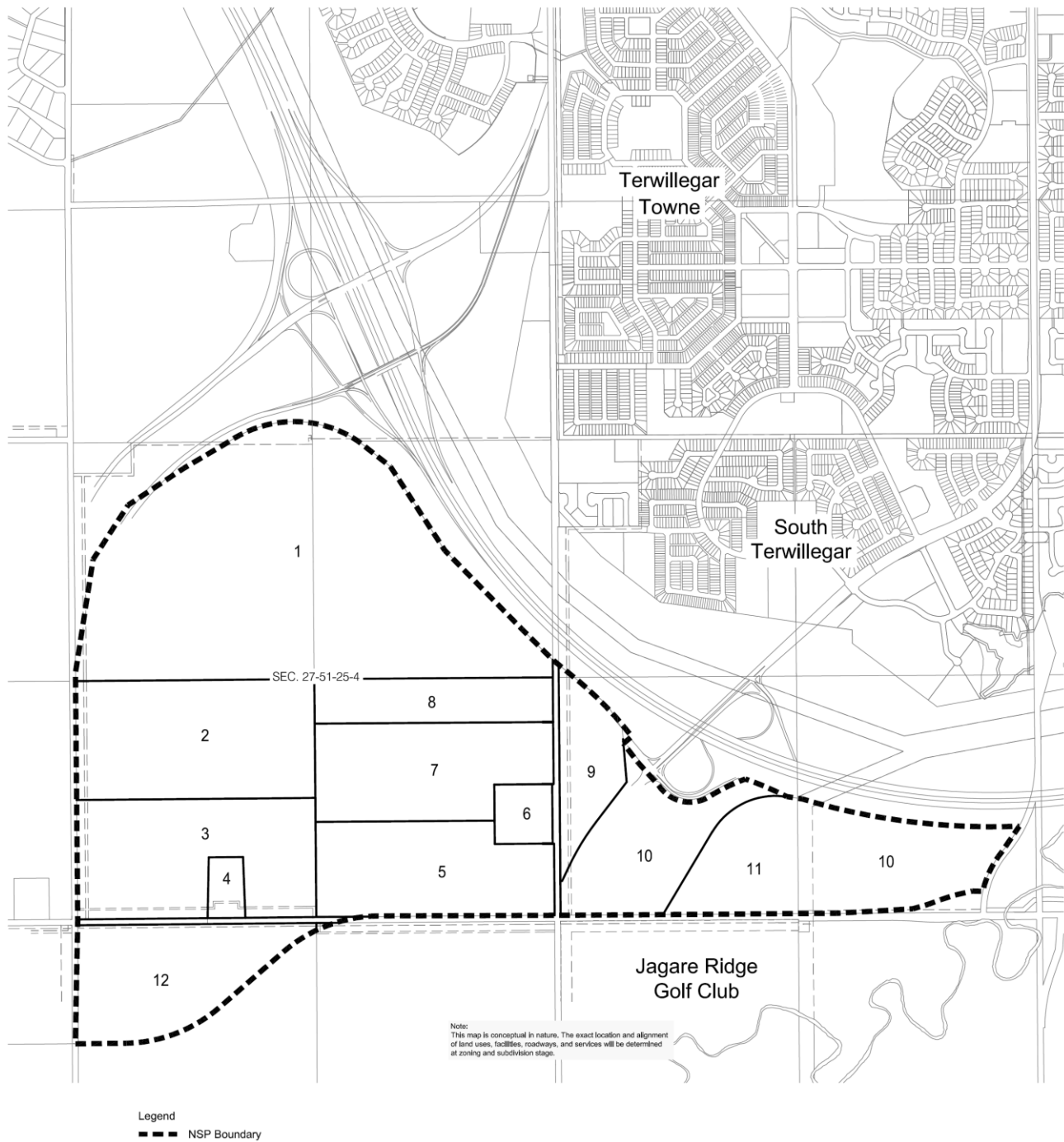
Approximately 160 ha of the land within the Ambleside NSP are owned by two private corporations. The remaining land is held by a number of other owners. Current land ownership is shown on **Figure 13.0 – Ownership Plan**. A listing of the legal parcels is provided below in **Table 1 – Land Ownership**.

Bylaw 15806  
July 18, 2011

<b>TABLE 1 - LAND OWNERSHIP</b> <b>AMBLESIDE NSP</b> (As Amended by Editor)			
	<b>Titled Owner</b>	<b>Legal Description</b>	<b>Area (ha) in NSP</b>
1	<i>Private Corporation</i>	Ptn. SW, SE ¼ 34-51-25-4 Ptn. NW ¼ 27-51-25-4 Ptn. NE ¼ 27-51-25-4	104.48
2	<i>Private Corporation</i>	Ptn. SW ¼ 27-51-25-4	32.50
3	<i>Private Corporation</i>	Ptn. SW ¼ 27-51-25-4	30.08
4	<i>Private Owner</i>	Plan 4523RS Lot A	2.52
5	<i>Private Owner</i>	Plan 2296RS Lot 3	24.40
6	<i>Private Owner</i>	Plan 1368NY Lot A	3.95
7	<i>Private Corporation</i>	Plan 2296RS Lot 2	24.40
8	<i>Private Corporation.</i>	Plan 2296RS Lot 1	12.20
9	<i>Private Owner</i>	Ptn. SW ¼ 26-51-25-4	18.34
10	Her Majesty The Queen in right of Alberta*	Plan 0226075 Block 1 Lot 1 Ptn. SW ¼ 26-51-25-4 Ptn. SE ¼ 26-51-25-4	26.21
11	City of Edmonton	Ptn. SW ¼ 26-51-25-4	13.15
		<b>TOTAL AREA</b>	292.23

- Note: The areas provided do not reflect the total proportion of land within the plan boundary as illustrated on legal title.

\*see ASP



Map Amended by Bylaw 15809 Approved July 18, 2011

## 9.0 APPENDIX 2 – Land Use & Demographic Profile

---



**AMBLESIDE  
NEIGHBOURHOOD STRUCTURE PLAN  
LAND USE AND POPULATION STATISTICS  
BYLAW 16073  
Amended April 16, 2012**

	Area (ha)	% of GDA
<b>Gross Area</b>	<b>314.7</b>	
Power Line Corridors	1.9	
TUC – 156 Street ROW	7.0	
170 Street / Ellerslie Road Widening	4.8	
ATCO Pipeline ROW	0.8	
<b>Gross Developable Area</b>	<b>300.2</b>	<b>100.0</b>
Business Employment	69.2	23.0
Commercial		
Major Commercial*	47.9	16.0
Community Commercial	4.0	1.3
Neighbourhood Commercial	0.9	0.3
Parkland, Recreation, School		
Parks and Schools	14.5	4.8
Natural Area (SW40)	5.3	1.8
Institutional	2.1	0.7
Public Utility (Edmonton Fire Station)	0.6	0.2
Mixed-Use	5.5	1.8
Transportation		
Circulation***	25.5	8.5
Transit Centre	2.2	0.7
Public Open Space	2.6	0.9
Infrastructure/Servicing		
Stormwater Management Facilities	15.5	5.2
<b>Total Non-Residential</b>	<b>195.7</b>	<b>66.9</b>
<b>Total Residential</b>	<b>104.5</b>	<b>33.1</b>

**Residential Land Use, Dwelling Unit Count and Population**

Land Use	Area (ha)	Units/ha	Units	% of Total Units	People/Unit	Population
Low Density Residential						
<i>Single/Semi-detached</i>	84.7	25	2,117	53.3%	2.8	5,928
Medium Density Residential						
<i>Row Housing</i>	6.4	45	288	7.3%	2.8	806
<i>Low Rise/Medium Density Housing</i>	10.9	90	981	24.7%	1.8	1,766
High Density Residential						
<i>Medium to High Rise Units</i>	2.6	225	585	14.7%	1.5	877
<b>Total Residential</b>	<b>104.6</b>		<b>3,971</b>	<b>100.0%</b>		<b>9,377</b>

Gross Population Density: 31.2 persons per gross hectare  
Net Population Density: 89.7 persons per net residential hectares  
Gross Unit Density: 38.0 units per net residential hectares  
LDR/MDR/HDR Ratio: 53.3%/32.0%/14.7%

\*This site shall contain a maximum of 40 ha of retail commercial uses with the balance of the site containing non-retail uses. This will be further refined at the rezoning stage.

\*\* The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision and through discussions with Urban Planning and Environment of Sustainable Development (Amended by Editor).

\*\*\* Circulation for Ambleside is approximately 25% of Net Residential Area.