



Paisley Neighbourhood Area Structure Plan

Office Consolidation May 2014

Prepared by:

***Current Planning Branch
Sustainable Development
City of Edmonton***

Bylaw 15845 was adopted by Council on August 29, 2011. In August 2011, this document was consolidated by virtue of the incorporation of the following bylaws:

Bylaw 15845 Approved August 29, 2011 (to adopt the Heritage Valley Neighbourhood 12 NASP)

Bylaw 16809 Approved May 12, 2014 (to replace all references in the NSP from “Heritage Valley Neighborhood 12” to “Paisley”, and add text to permit zero lot line semi-detached and reverse semi-detached residential uses, building heights of up to 3 Storeys in areas designated for low density residential and a maximum of 25% rowhousing uses in areas designated for low density residential uses.)

Editor’s Note:

This is an office consolidation edition for the Paisley NASP as approved by Council on August 29, 2011. All names of City departments have been standardized to reflect their present titles. Private owner’s 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 document. All text changes are noted in the right margin and are italicized where applicable.

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

**City of Edmonton
Sustainable Development**

Paisley NASP

August 2011 Office Consolidation



Paisley NASP Consolidation



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I.0 Administration

I.1 PURPOSE

The purpose of the Paisley Neighbourhood Area Structure Plan (NASP) is to establish a development and servicing framework, the NASP specifies the following:

- The location, configuration, and area of residential, commercial, parks and open spaces, and public utility land uses;
- The anticipated density of residential development;
- The pattern and alignment of the arterial and collector roadway and pedestrian walkway systems;
- The general location of public utilities; and
- The implementation and phasing of development.

I.2 AUTHORITY

The Paisley NASP was adopted by Edmonton City Council in *(insert approval date)* as Bylaw *(insert Bylaw number)* in accordance with Section 633 of the Municipal Government Act.

I.3 TIMEFRAME

Development within the Paisley neighbourhood is expected to commence in 2012 and is estimated, at current absorption rates, to be complete within ten to fifteen years.

I.4 INTERPRETATION

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

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

A policy statement(s) containing “shall” is mandatory and must be implemented. Where a policy proves impractical or impossible, an applicant may apply to amend the plan. A policy statement(s) containing “should” is an advisory statement and indicates the preferred objective, policy and / or implementation strategy. If the “should” statement is not followed because it is impractical or impossible, the intent of the policy may be met through other agreed-upon means, without formal plan amendment.

I.5 MONITORING

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



I.6 AMENDMENTS

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

I.7 ORIENTATION

This document contains three sections and two appendices.

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



2.0 Context

2.1 LOCATION

The Paisley NASP comprises the lands generally located within SW $\frac{1}{4}$ of Section 24-51-25-W4. The total gross area for the NASP is approximately 64.7 hectares (160 acres) and is defined by the following boundaries (see **Figure 1.0 – Location**):

Northern Boundary – The northern boundary S.W. $\frac{1}{4}$ 24-51-25-W4;

Western Boundary – The western boundary of S.W. $\frac{1}{4}$ 24-51-25-W4 (141 Street SW);

Eastern Boundary – The eastern boundary of S.W. $\frac{1}{4}$ 24-51-25-W4 (Heritage Valley Trail);

Southern Boundary – The southern boundary of S.W. $\frac{1}{4}$ 24-51-25-W4 (28 Avenue SW);

The Paisley NASP is identified as Neighbourhood Twelve in the Heritage Valley Servicing Concept Design Brief (SCDB) (see **Figure 2.0 – Context**).

Paisley is located north of the Chappelle neighbourhood, and to the north-west of the Heritage Valley Town Centre. The Hays Ridge Neighbourhood is located to the west which will also be developed as for residential uses and contains the Jagare Ridge Golf Club. Rosehill Cemetery is located immediately north of Paisley. Lands to the east are owned by the Government of Alberta and are currently leased to the University of Alberta (Ellerslie Research Station), with the lease due to expire in 2011. While no plan has been approved for this area, the Heritage Valley Servicing Concept Design Brief identifies business employment uses and a future LRT station.

2.2 BACKGROUND

The Paisley NASP was prepared in response to current and anticipated market demands in the Edmonton region. Further information regarding land ownership and site context is outlined in **Table 1 – Land Ownership**, **Figure 2.0 – Land Ownership**, **Figure 3.0 – Site Features**, and **Figure 4.0 – Site Contours**.

The preparation of the NASP has been guided by the existing City of Edmonton statutory plans and policies including Capital Region Growth Plan, The Way We Grow, The Way We Move, the Heritage Valley Servicing Concept Design Brief (SCDB), the Suburban Neighbourhood Design Principles (SNDP) and the Urban Parks Management Plan (UPMP), and the City of Edmonton Housing Mix Guidelines. Conformance to these plans and policies is referenced in **Appendix 1**.

Figure 1.0
Location

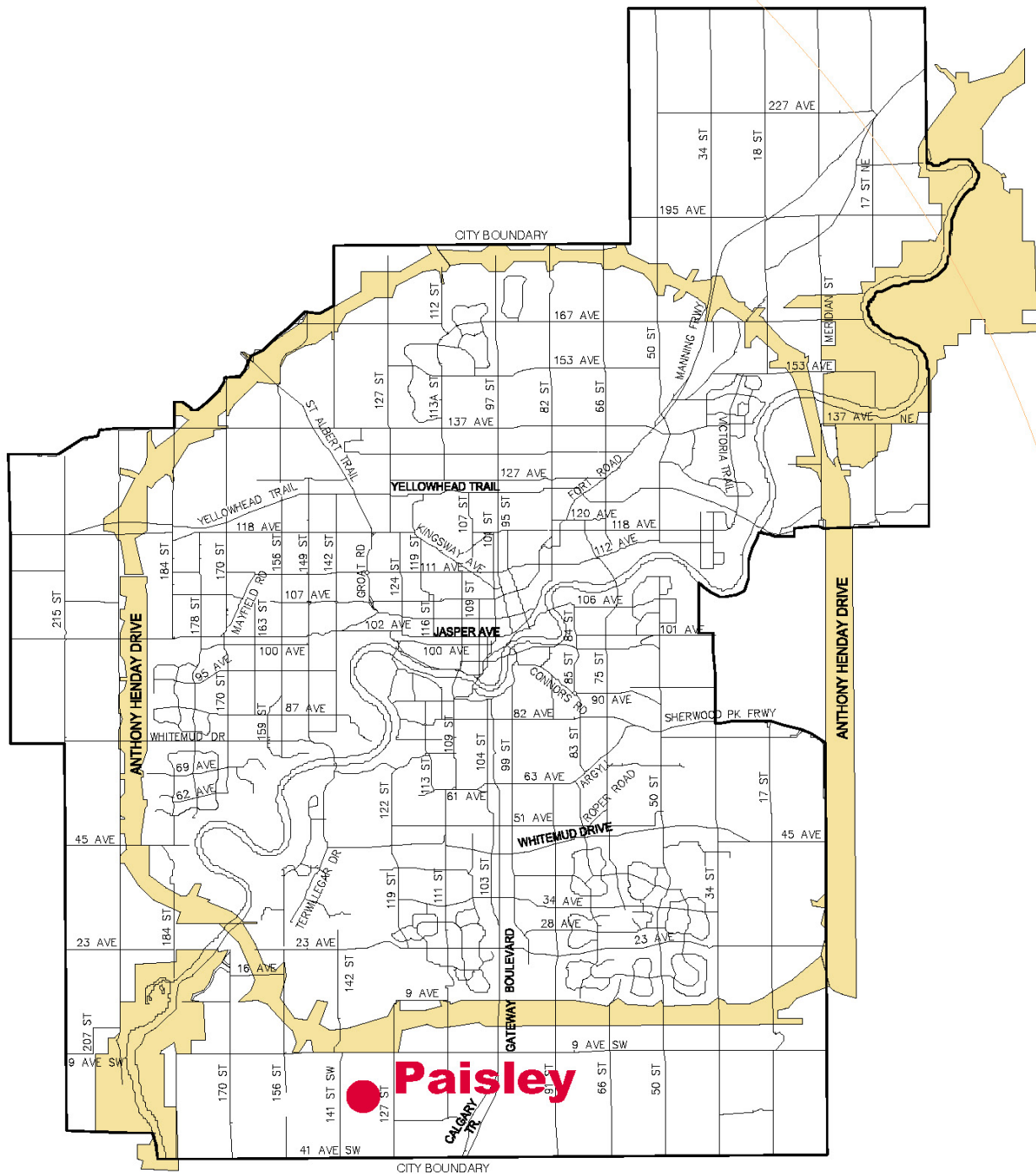
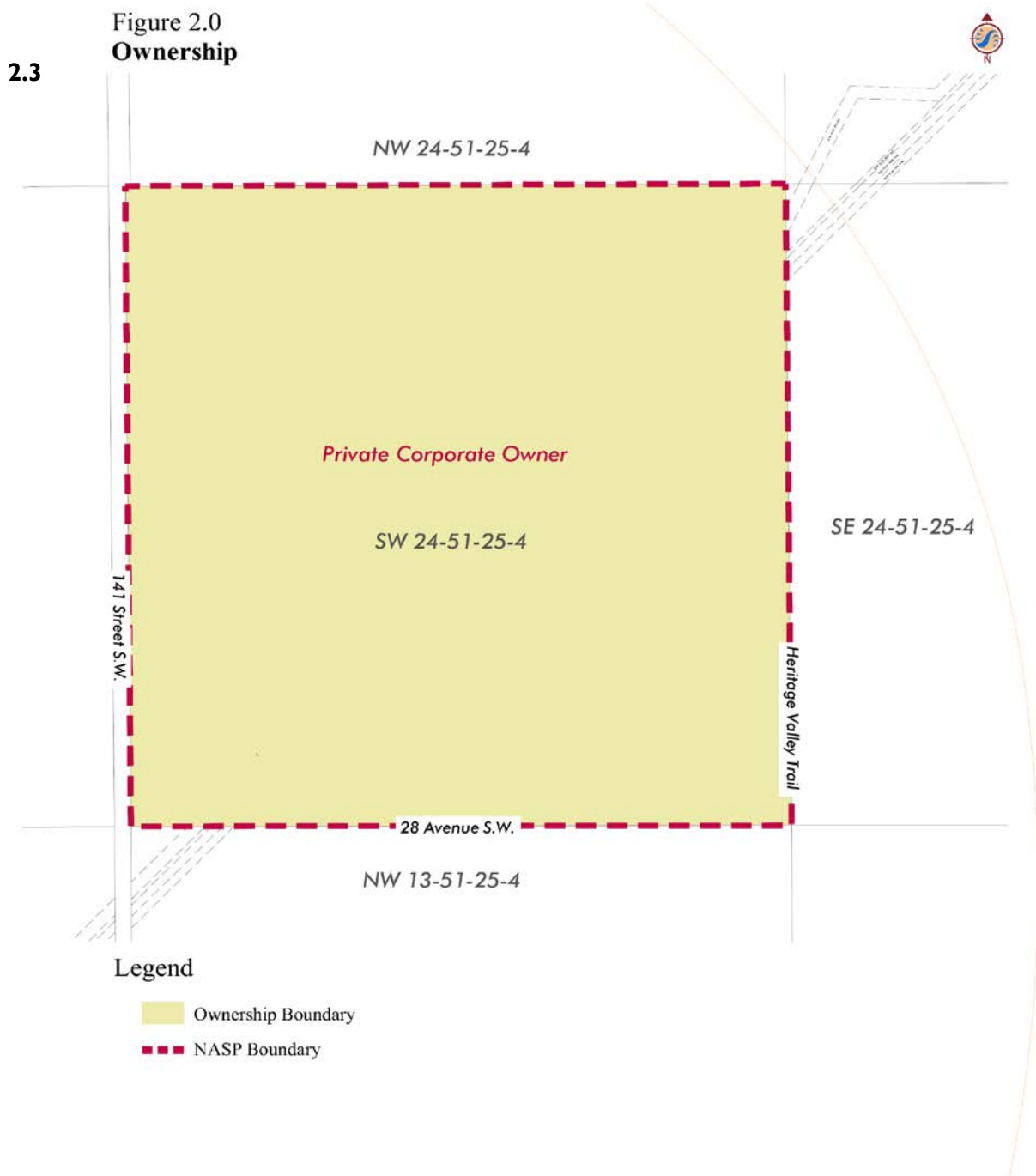




Figure 2 – Context





LAND OWNERSHIP

The Paisley NASP was prepared on behalf of the sole owner of land within the Plan area. Land ownership is described in **Table 1** below and shown in **Figure 2.0 – Land Ownership**.

Table 1 - Land Ownership

| | Titled Owner | Legal Description | Titled Area | Area in NSP |
|------------|-------------------------|--------------------------|--------------------|--------------------|
| | Private Corporate Owner | SW ¼ 24-51-25-W4 | 64.7 ha | 64.7 ha |
| Total Area | | | 64.7 ha | 64.7 ha |

2.4 SITE CONTEXT

2.4.1 Topography

The topography of the lands within the Plan area is generally flat (see **Figure 4.0 – Site Contours**) with elevations varying from approximately 695 m in the south to approximately 690 m in the north of the Plan area. Surface drainage generally flows northward. **Figure 3.0 – Site Features** illustrates the Plan area has been cleared of vegetation.

2.4.2 Soils

In general, the soil consists of topsoil over clay and till-like material.¹ The subsurface soil conditions are generally suitable for residential development, and the construction of foundations and roadways will be tailored to the specific soil conditions of this site.

2.4.3 Natural Areas and Ecological Connectivity

An Environmental Network Report (ENR) prepared by Stantec Consulting Ltd.² found no major ecological features on the property, and no significant connections to surrounding natural features. Whitemud Creek ravine is the dominant ecological network corridor near the Plan area, yet there is no defined connection between the Plan area and the ravine.

The ENR concludes that the development of the Paisley NASP will provide an enhancement on the landscape in terms of intra- and inter-ecological connectivity by linking stormwater management facilities, parks, and utility corridors to nearby natural features in adjacent neighbourhoods (such as ravines).

2.4.4 Wetlands

A wetland assessment conducted by Stantec Consulting Ltd. on behalf of the proponent found one Class III wetland in the northwest corner of the Plan area. However, further review revealed that this wetland was artificially created by road construction and a lack of drainage culverts along 141 Street S.W. The wet areas identified have little to no value for habitat, flood mitigation or groundwater recharge. The Government of Alberta has advised they will not claim these areas and therefore no compensation is required under the *Water Act*.

¹ Based on a Preliminary Geotechnical Assessment performed by J.R.Paine & Associates (2007).

² Stantec Consulting Ltd. (2009), Reduced Scope Ecological Network Report SW-24-51-25W4M Edmonton Alberta, Edmonton: Stantec Consulting Ltd.



Figure 3 – Site Features

**Figure 3.0
Site Features**



Legend

■ ■ ■ NASP Boundary

Heritage Valley
Neighbourhood 12 NASP



Paisley NASP



Figure 4 – Site Contours

Figure 4.0
Site Contours



Legend

■■■ NASP Boundary



2.4.5 Existing Land Uses

The lands within the Plan area are currently used for agricultural purposes. A number of plots were used for cultivation and agricultural research by the University of Alberta.

2.4.6 Environmental Assessment

A Phase I Environmental Site Assessment (ESA) was conducted for the landowner of the property contained within the plan area.³ This Assessment was updated in 2009 to obtain up-to-date information.⁴ The City of Edmonton's Sustainable Development Department recommends that individual landowners provide ESAs or disclosure statements prior to the rezoning stage.

The Phase I ESA is meant to evaluate the types and location of surface and/or subsurface impacts that may be present on the subject site and adjacent areas based on research, interviews and site visits. The studies found no outstanding environmental concerns, and recommended no further investigation.

2.4.7 Historical Resources

A Statement of Justification for *Historical Resources Act* Requirements was submitted to Alberta Culture and Community Spirit (ACCS) in support of the Paisley NASP.⁵ *Historical Resources Act* clearance was granted for the entirety of S.W. ¼ 24-51-25-W4M.

Per Section 31 of the *Historical Resources Act*, should any archaeological, historic or paleontological resources be encountered during construction, proponents and/or their representatives are required to report the discovery and cease all work.

2.4.8 Pipelines and Oil Well Sites

A search of Energy Resources and Conservation Board (ERCB) information found ten pipeline licences, and no oil and gas wells. The pipelines run diagonally from the south-west to the north-east corners of the Plan area. These pipelines carry natural gas (no H₂S content), as well as High Vapour Pressure (HVP) and Low Vapour Pressure (LVP) products.

Table 2 summarizes the ERCB pipeline information available through the Abacus Datagraphics (AbaData) website. These pipelines are shown in **Figure 3.0 – Site Features**.

Table 2 - Pipeline Information Summary

| Pipeline License # | Licensee | Substance | Maximum Operating Pressure (kPa) |
|--------------------|---|-----------|----------------------------------|
| 13023-4 | Alberta Ethane Development Company Ltd. | HVP | 9,930 |
| 6782-2 | BP Canada Energy Company | HVP | 7,000 |
| 8167-1 | BP Canada Energy Company | HVP | 7,000 |

³ Hoggan Engineering and Testing (1980) Ltd. (2006). Environmental Site Assessment, Phase I SW 1/4 -2451-25-W4M, 141 Street & South of Ellerslie Road SW, Edmonton, Alberta. Edmonton: Hoggan Engineering and Testing (1980) Ltd.

⁴ Stantec Consulting Ltd. (2009). Phase I Environmental Site Assessment – Update, Paisley, SW24-51-25-W4M, Edmonton, Alberta. Edmonton: Stantec Consulting Ltd.

⁵ FMA Heritage Inc. (2009). Statement of Justification for *Historical Resources Act* Requirements for projects other than small-scale oil and gas. Calgary: FMA Heritage Inc.



| Pipeline License # | Licensee | Substance | Maximum Operating Pressure (kPa) |
|--------------------|------------------------------------|-------------|----------------------------------|
| 50724-2 | Keyera Energy Ltd. | HVP | 0 |
| 50726-1 | Keyera Energy Ltd. | LVP | 0 |
| 50726-2 | Keyera Energy Ltd. | LVP | 0 |
| 50725-1 | Keyera Energy Ltd. | LVP | 0 |
| 1829-3 | ATCO Gas and Pipeline Ltd. (South) | Natural Gas | 4,030 |
| 1829-13 | ATCO Gas and Pipeline Ltd. (South) | Natural Gas | 6,890 |
| 13452-4 | ATCO Gas and Pipeline Ltd. (South) | Natural Gas | 6,200 |

NB: HVP products include butane, ethylene, propane, pentanes, and liquid ethane. LVP products include condensate, diesel fuel, gasoline, heating oil, hydrocarbon diluents, kerosene, and solvents.

2.4.9 Public Involvement

Consistent with Policy C513 – City of Edmonton Public Involvement Policy, advance notification was sent to surrounding property owners and affected Community Leagues on September 7, 2010 advising them of the application and encouraging them to contact either the Sustainable Development Department or the applicant (Stantec Consulting Ltd.) to communicate any possible concerns.

As part of the planning process, a public meeting was held by the City of Edmonton's Sustainable Development Department on February 24, 2011 at the Ellerslie Rugby Park. Mailed notification letters were sent to landowners and affected Community Leagues in proximity to the NASP area advising of this meeting. Notice of the meeting was also advertised in the Edmonton Examiner on February 16, 2011 and on the City of Edmonton Website on February 18, 2011. At the meeting residents had an opportunity to review and comment on the NASP.

Landowners have also been notified of the Public Hearing and requested to provide either written or verbal comments to Council.



3.0 Land Use, Transportation, and Servicing Concept

3.1 VISION

Paisley is a neighbourhood that is **innovative**, **livable** and **affordable**.

- **Innovation** is achieved through diversity in built form, the integration of the pipeline corridor as a neighbourhood linkage, community connections and focal points, as well as the enhancement of important natural habitat and systems through inter-connected open spaces. Green development ratings and evaluation programs may be used for buildings and neighbourhood design.
- **Livability** is enhanced through a careful and thoughtful mix of land uses, implementing best practices in urban design, designing human scale streets and community places that are alive and well utilized, with development that complements existing and planned adjacent areas.
- **Affordability** is created through choices in housing types, advancing new and affordable housing products, maximizing linkages to future LRT and transit routes and by proximity to future institutional, employment and retail opportunities.

3.2 GOALS AND OBJECTIVES

The overall goals of the Paisley Plan are to establish a neighbourhood that:

- Provides a unique neighbourhood identity with emphasis on the integration of the central pipeline corridor, accessible park spaces and a stormwater management facility;
- Establishes a variety of unique housing forms and residential densities to encourage diversity, meet consumer needs, and support public transit ridership;
- Provides a walkable, attractive, safe and comfortable environment for residents, with easily accessible recreational amenities;
- Supports neighbouring institutional, recreational, municipal, commercial and transportation facilities;
- Provides a balanced transportation system which promotes walkability, maximizes access to transit and connects major inter- and intra-neighbourhood focal points; and
- Provides efficient, contiguous and staged urban and infrastructure development.

The following plan objectives were developed to assist in achieving the above noted goals:

Green Development

1. Consider sustainable, alternative development standards in the design of the neighbourhood.
2. Encourage naturalized landscaping on public and private lands to maximize environmental benefits and minimize costs associated with maintenance; and
3. Ensure a compact, integrated urban form that uses the land resources responsibly and efficiently.



Urban Design

4. Develop a mixture of low density residential uses in the form of single detached housing, semi-detached housing, zero lot line housing, reverse single/semi-detached housing and street-oriented rowhousing, along with medium density residential uses in the form of rowhouses, stacked rowhousing and low-rise/medium density units, to a high urban design standard;
5. Design residential streets which are functional, pedestrian friendly, safe and form an integral and attractive component of the public realm within the neighbourhood;
6. Integrate the existing pipeline corridor into the NASP to provide shared-use corridors and pedestrian linkages while having regard for the safe, ongoing operation of these facilities.
7. Optimize the visual connections of the landscaped pipeline corridor, park spaces and stormwater management facility;
8. Develop park spaces and a stormwater management facility which are visually and physically accessible and aesthetically pleasing; and
9. Create identifiable and memorable focal points which are directly linked and incorporated into the open space system.

Ecology

10. Strengthen Edmonton's ecological network by reintroducing habitat corridors and patches through landscape and open space design.

Environment

11. Ensure the environmental status of the land in the Paisley NASP is suitable for development and that Environmental Site Assessments (ESAs) are complete and up-to-date at the time of rezoning.
12. Ensure development respects the ongoing operation and integrity of existing pipeline infrastructure.

Historical Resources

13. Ensure that historical, archaeological and paleontological resources are identified and conserved, where applicable.

Residential

14. Plan for a variety of low density residential uses such as single detached, semi-detached, reverse single/semi-detached, zero-lot line housing and street-oriented rowhousing and medium density residential uses such as project style rowhousing, stacked rowhousing and low-rise/medium density residential sites in different built forms, for a range of household types, income levels and ages
15. Establish an overall residential density that meets or exceeds the Suburban Housing Mix Guidelines and the density targets set out by the Capital Region Growth Plan;
16. Locate low-rise/medium density unit residential developments to facilitate access to the central pipeline corridor, arterial roadways, public transit service, and/or in proximity to park spaces;
17. Encourage affordable housing in the Paisley NASP;
18. Establish appropriate horizontal separation distance between residential uses and the pipeline corridor; and



19. Provide transitional elements such as landscaping, building setbacks or architectural design techniques between single detached/reverse housing single detached/semi-detached/rowhousing residential units and low-rise/medium density units.

Parks and Open Space

20. Accommodate City of Edmonton requirements for park sites within the neighbourhood;
21. Locate parks spaces centrally within the neighbourhood to ensure accessibility via pedestrian linkages and automobiles;
22. Design a connected and integrated open space system that encourages all modes of movement (e.g. pedestrians, bicycles, wheelchairs, in-line skating, etc); and
23. Integrate the existing pipeline corridor as a valuable part of the neighbourhood's open space network.

Transportation

24. Locate neighbourhood access points to disperse vehicular traffic efficiently through the neighbourhood and minimize internal roadway congestion;
25. Provide strong pedestrian and vehicular connections with the surrounding communities;
26. Ensure that reverse housing residential units fronting onto open space have pedestrian and emergency access;
27. Provide opportunity for roadways to be developed with reduced or alternative standards.
28. Maximize access to transit along adjacent arterial roadways for the greatest number of residents, and in accordance with City of Edmonton Transit System Guidelines and demands;
29. Promote pedestrian accessibility to neighbourhood recreational amenity areas such as the central pipeline corridor, park spaces and the stormwater management facility which are clear, direct and convenient;
30. Provide noise attenuation where residential uses back onto major transportation corridors which have been designated or will be designated as truck routes; and
31. Ensure that the cost of arterial roadways is shared throughout the Heritage Valley catchment area.

Infrastructure, Servicing and Staging

32. Ensure the Paisley NASP is serviced to a full urban standard, in an efficient, contiguous and staged manner.

The Paisley NASP is intended for residential development, parks, and open space as described in **Table 3 – Land Use and Population Statistics** and illustrated in **Figure 5.0 – Land Use Concept**.



Table 3 - Land Use & Population Statistics

| Heritage Valley 12 Neighbourhood Area Structure Plan - Land Use Concept and Population Statistics | | | | | | | |
|---|-----------|----------|----------|------------|-------------|------------|----------|
| | Area (ha) | % of GA | % of GDA | | | | |
| GROSS AREA | 64.70 | 100.0% | | | | | |
| Pipeline & Utility R/W | 3.91 | 6.0% | | | | | |
| Arterial Road R/W | 3.11 | 4.8% | | | | | |
| Total Non-Developable Area | 7.02 | 10.9% | | | | | |
| GROSS DEVELOPABLE AREA | 57.68 | | 100.0% | | | | |
| Parkland, Recreation, School (Municipal Reserve) ¹ | | | | | | | |
| Urban Village Park | 4.47 | | | | | | |
| Pocket Park | 0.48 | | | | | | |
| Transportation | | | | | | | |
| Circulation ² | 12.64 | | 21.9% | | | | |
| Infrastructure / Servicing | | | | | | | |
| Stormwater Management Facilities | 3.42 | | 5.9% | | | | |
| TOTAL Non-Residential Area | 21.01 | | 36.4% | | | | |
| Net Residential Area (NRA) | 36.67 | | 63.6% | | | | |
| RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION | | | | | | | |
| | Area (ha) | Units/ha | Units | % of Total | People/Unit | Population | % of NRA |
| Low Density Residential (LDR) | | | | | | | |
| Single/Semi-Detached, Reverse Single/Semi Detached, Zero Lot Line and Rowhousing | 30.97 | 25 | 774 | 60.1% | 2.80 | 2,168 | 84.5% |
| Medium Density Residential (MDR) | | | | | | | |
| Low-Rise/Medium Density Units | 5.70 | 90 | 513 | 39.9% | 1.80 | 923 | 15.5% |
| Total Residential | 36.67 | | 1,287 | 100.0% | | 3,091 | 100.0% |
| | | | | | | | |
| Population Density (ppnrha) | | | 84 | | | | |
| Unit Density (upnrha) | | | 35.1 | | | | |
| LDR (Single/Semi-Detached, Reverse Single/Semi Detached, Zero Lot Line & Rowhousing) // MDR (Low-Rise/Multi-/Medium Rise) | | | 60% | // | 40% | | |
| Population (%) within 500 m of Parkland | | | 100% | | | | |
| Population (%) within 400 m of Transit Service | | | 99% | | | | |
| Population (%) within 600 m of Commercial Service | | | 51% | | | | |
| Presence/Loss of Natural Area Features | | | Land | | Water | | |
| Protected as Environmental Reserve (ha) | | | n/a | | n/a | | |
| Conserved as Naturalized Municipal Reserve (ha) | | | n/a | | n/a | | |
| Protected through other means (ha) | | | n/a | | n/a | | |
| Lost to Development (ha) | | | n/a | | n/a | | |
| STUDENT GENERATION | | | | | | | |
| Public School Board | | | 231 | | | | |
| Elementary | 115 | | | | | | |
| Junior High | 58 | | | | | | |
| Senior High | 58 | | | | | | |
| Separate School Board | | | 115 | | | | |
| Elementary | 58 | | | | | | |
| Junior High | 29 | | | | | | |
| Senior High | 29 | | | | | | |
| Total Student Population | | | 346 | | | | |

¹Areas dedicated to Municipal Reserves to be confirmed by legal survey.

²Includes all local roadways, lanes, and walkway/road right-of-ways



Figure 5 – Development Concept





3.2.1 Green Development

In order to promote resilient neighbourhoods, consideration will be given to green initiatives and innovations. One of the goals of this plan is the promotion of green building techniques, the preservation of natural ecological features and their integration into the neighbourhood.

| Objective (1) Consider sustainable, alternative development standards in the design of the neighbourhood. | |
|---|--|
| NSP Policy | Implementation |
| <p>(a) Implement site planning and building construction methods that utilize a low impact design philosophy, reducing the use of materials and energy, and reducing waste wherever possible. This could include but is not limited to: energy efficient lighting, building techniques and technologies, and alternative road construction standards.</p> <p>(b) Integrate urban agriculture as an amenity and sustainable element to the neighbourhood.</p> | <p>(a) All alternative development standards shall be reviewed and potentially approved by the City of Edmonton.</p> <p>All building forms should consider the equivalent of green standards under certification programs such as LEED NC, Built Green R-2000 or other applicable programs and technologies available at time of construction. Other energy reducing initiatives, such as solar-ready, xeriscaping, green roofs, and rainwater harvesting shall be encouraged.</p> <p>(b) As the City-Wide Food and Agriculture Strategy evolves, the developer may collaborate with the City, communities and other organizations to identify potential areas to develop and integrate temporary or permanent agriculture activities, which may include but not be limited to demonstration gardens, community and allotment gardens and edible landscaping techniques.</p> |
| <p>Rationale: The use of alternative development standards such as reduced roadway widths, zero lot line housing and reverse single/semi detached housing, in conjunction with subdivision design, are innovative ways of encouraging sustainable development. This plan encourages consultations with the City and affected agencies to explore the use of alternative development standards (e.g. consideration of servicing techniques or infrastructure provision that differs from current City standards).</p> <p>Allowing for flexibility between developers, homebuilders and the City in regulating the introduction and implementation of alternative designs, techniques and technologies that support ecological processes, cost effectiveness and environmental stewardship in the development of the neighbourhood will contribute to green development.</p> | |

| Objective (2) Encourage naturalized landscaping on public and private lands to maximize ecological benefits of open space and to minimize the costs associated with maintenance. | |
|---|---|
| NSP Policy | Implementation |
| <p>Landscaping within the plan area should incorporate the use of native plant species within all open spaces.</p> | <p>Design open space areas to incorporate native plant species, where appropriate.</p> <p>Specific species for landscaping on public properties shall be determined between the developer and City Administration at the time of review of landscaping plans and as part of engineering drawing review.</p> |



Rationale: Using native plant materials promotes a healthier and more diverse ecosystem that over time will integrate with the surrounding landscape.

Objective (3) Ensure a compact urban form that uses the land resources responsibly and efficiently.

| NSP Policy | Implementation |
|--|--|
| The neighbourhood shall support increased residential densities to make more efficient use of land. | Figure 5 – Land Use Concept and Table 3 – Land Use and Population Statistics illustrate the increased densities in the NASP, which exceeds the Council-approved Suburban Housing Mix Guidelines and meets the relevant density target for Priority Growth Area Cw of the Capital Region Growth Plan. |
| Rationale: Compact neighbourhood form increases residential densities, promotes alternative forms of transportation (cycling, walking) and increases efficiency in the delivery of municipal services, public transit, schools and provides a user base for nearby commercial developments. | |

Technical Summary

No specific technical requirements were identified.

3.2.2 Urban Design

The Paisley NASP incorporates principles of urban design that shall establish an attractive, pedestrian friendly community in support of the NASP vision.

| Objective (4) Develop a mixture of Low Density Residential uses in the form of single/semi-detached housing, zero lot line housing, reverse single/semi detached housing, and street-oriented rowhousing, along with Medium Density Residential uses in the form of rowhouses, stacked rowhousing and low-rise/medium density units, to a high urban design standard | |
|---|--|
| NSP Policy | Implementation |
| (a) Low Density (single/semi detached, zero lot line, reverse single/semi detached housing and street-oriented rowhousing and Medium Density (rowhouses, stacked rowhousing and low-rise/ medium density units) residential uses shall be appropriately designed to ensure uniformity in built form, unit siting, use of architectural elements and transitioning. | <p>(a) The landowner shall implement specific architectural controls to be developed and approved by the developer in the development of the neighbourhood.</p> <p>(b) Low density residential development shall be implemented through Section 900 (Special Areas) of the Edmonton Zoning Bylaw.</p> <p>(c) Medium density residential development shall be implemented through Sections 100 and 200 of the Edmonton Zoning Bylaw</p> |



Rationale: The character and enduring value of homes in the neighbourhood will be enhanced through regulation of the built form by means of architectural controls. A consistent theme will create a strong sense of community and help to maintain the look and feel of the neighbourhood for generations. The Vision for this neighbourhood (Innovation, Livability and Affordability) are achieved through providing diversity in built form, carefully mixing land uses and affordable housing forms.

Implementation of the vision requires a Section 900 Special Areas General Provision designation to regulate the use, design, and extent of development within the NASP to achieve the planning objective of the plan.

Reverse single/semi detached housing, an innovative alternative to the traditional housing form, will be developed adjacent to significant pedestrian corridors or open spaces. This housing form, a variation on typical single or semi-detached, road-oriented housing, does not require a front roadway and instead fronts the home onto an adjacent corridor or open space. This design creates a unique and attractive urban streetscape – without the street or vehicles which are typical in most communities. Each dwelling takes advantage of the adjacent open space, with primary pedestrian access at the front of the home and vehicular access via rear lanes.

Mixing of low density residential land uses – such as single detached, semi-detached or rowhousing adjacent to, and intermixed, in the block face – will occur along many streets in the neighbourhood, thus contributing to the creation of special and distinctive urban streetscapes.

While low-rise/ medium density residential units (i.e. rowhousing, stacked rowhousing or low/medium density) are likely to be developed on a self-contained basis, the small neighbourhood size means they will develop in proximity to single/semi-detached uses. Thus, careful attention is needed to protect the integrity of land uses through sensitive urban design, attention to transitioning and landscaping.

Objective (5) Design residential streets which are functional, pedestrian friendly, safe and form an integral and attractive component of the public realm within the neighbourhood

| NSP Policy | Implementation |
|---|---|
| <ul style="list-style-type: none"> a) Streetscape design should consider symmetry, variety, massing and opportunities for innovative building and site design. b) All streets will form part of the pedestrian linkage system and have sidewalks on both sides c) Appropriate landscaping such, as boulevard trees, should be provided along main vehicular routes through the community and within walkways adjacent to the pipeline corridor and park. | <ul style="list-style-type: none"> a) Details regarding the specific type and location of residential uses be determined at the rezoning and subdivision application stage where consideration for these elements will be given. b) Symmetry can be achieved by creating a compatible housing form and zoning designation on either side of a street. c) The design of roadways, including provision of landscaping (i.e. boulevard trees) and sidewalks shall be implemented at the detailed design stage of development, to the satisfaction of Transportation Services and Sustainable Development. |



Rationale: Designing attractive residential streetscapes by using similar or compatible housing forms in proximity to each other provides a comfortable physical environment and creates a consistent mass and scale. Orientation of buildings towards public areas (i.e. streets, parks and parking areas) plays an important part of creating interesting and varied streetscapes and increases a sense of resident awareness of neighbourhood activities and safety (“eyes on the street”). Therefore, many streets will feature street-oriented housing with rear lane access. Further, the placement of landscaping, such as boulevard trees, along main vehicular routes through the neighbourhood and within the walkway adjacent to the pipeline corridor and park will provide enduring aesthetic and environmental benefits.

To ensure pedestrian connectivity and safety along all roadway pedestrian linkages, sidewalks shall be provided on both sides.

Objective (6) Integrate the existing pipeline corridor into the NASP to provide shared-use path corridors and pedestrian linkages while having regard for the safe, ongoing operation of these facilities.

| NSP Policy | Implementation |
|--|--|
| The pipeline corridor shall be enhanced with landscaping and shall function as a pedestrian corridor, containing a shared-use path, while respecting the safe, ongoing operation of existing underground facilities. | Figure 3.0 – Site Features illustrates the pipeline corridor. Exact locations of the shared-use path and pedestrian linkages and landscaping requirements shall be determined at subdivision and development. |

Rationale: This plan proposes to integrate the pipeline corridor into the fabric of the community by providing housing forms which front onto the corridor. As opposed to other communities which back housing onto pipeline corridors, the fronting of homes promotes the use of the space as part of the overall public realm and provides surveillance of the corridor in accordance with Crime Prevention Through Environmental Design (CPTED) principles.

Landscaping elements such as long grasses, shrubs, benches and/or other architectural features will be used to create an attractive and aesthetically pleasing environment for adjacent homes and pedestrians, while still respecting the safe, ongoing operation of the respective pipelines.

Objective (7) Optimize the visual connections of the landscaped pipeline corridor, park spaces and stormwater management facility.

| NSP Policy | Implementation |
|--|---|
| Maximize visual connections along the pipeline corridor and into park spaces and the stormwater management facility. | Figure 5.0 – Land Use Concept illustrates the location of the pipeline corridor, parks and SWMF. |

Rationale: The plan affords the community numerous visual connections with landscaped open areas such as the pipeline corridor, parks and stormwater pond. This is achieved through neighbourhood design by strategically placing key roadway intersections to create interesting and dynamic views of the parks and pond and by fronting housing onto portions of the neighbourhood open spaces. Extensive landscaping will tie together all of these elements into a coherent and functional system that will serve as gathering places for all residents.



| Objective (8) Develop park spaces and a stormwater management facility which are visually and physically accessible and aesthetically pleasing. | |
|---|--|
| NSP Policy | Implementation |
| <p>(a) Parks and the stormwater management facility (SWMF) shall be designed using Crime Prevention Through Environmental Design (CPTED) principles, accessible through public lands.</p> <p>(b) Street frontage for the SWMF and parks along abutting roadways should consider opportunities for maximizing public access and providing clear sightlines and views.</p> <p>(c) The SWMF should include naturalized shoreline plantings intended to provide habitat opportunities for wildlife and improve water quality.</p> | <p>a) The location and configuration of the SWMF and parks are conceptually illustrated in Figure 5.0 – Land Use Concept and may be refined prior to rezoning.</p> <p>b) The Subdivision Authority shall have regard for the provision of adequate street frontage abutting parks and the SWMF to maintain and enhance view opportunities.</p> <p>c) SWMF landscaping shall be determined between the developer and City Administration at the time of review of landscaping plans and as part of engineering drawing review.</p> |
| <p>Rationale: The location and configuration of the SWMF and park spaces integrates these uses into the pedestrian network and provides visual connections from abutting roadways, thereby heightening resident awareness of these facilities. This in turn will promote them as walking destinations, and enhance their surveillance to prevent crime and will serve as a destination for pedestrians and cyclists and to provide passive recreation opportunities.</p> | |

| Objective (9) Create identifiable and memorable focal points which are directly linked and incorporated into the pedestrian and open space system. | |
|--|---|
| NSP Policy | Implementation |
| <p>a) Focal points include parks, the pipeline corridor and the stormwater management facility.</p> <p>b) Focal points shall function as amenity space for residents and should be comprised of one or a combination of the following elements: public art, seating area, plaza, street furniture, gazebo, fountain/water feature or other architectural elements.</p> <p>c) Convenient, safe and efficient pedestrian connections for the neighbourhood into and through open spaces / focal points shall be provided.</p> | <p>a) Figure 9.0 – Pedestrian Network illustrates the connectivity of key neighbourhood focal points.</p> <p>b) Details regarding the provision and placement of architectural elements within focal points shall be determined at the detailed design stage of development.</p> <p>c) Details regarding the placement of pedestrian connections/crossings shall be determined at the subdivision approval or development stage.</p> |
| <p>Rationale: Neighbourhood focal points create community destinations within the neighbourhood. Through careful design and site planning, the development of these focal points creates active neighbourhood places which are alive and utilized and promote community interaction. Neighbourhood focal points within the neighbourhood include the Urban Village Park, a pocket park, one SWMF and the linear pipeline corridor. These provide key amenity spaces for local residents and add to the neighbourhood's attractiveness, character and image as a pedestrian-oriented community and promote</p> | |



social interaction between residents.

The location of the SWMF has been determined based upon topography (e.g. low area) and with regards to ensuring an adequate land area for stormwater and utility functions. Park spaces have been centrally located in order to be easily accessed and viewed by residents. The SWMF and parks are generally connected to each other through shared-use paths (linear greenway), sidewalks or other pedestrian linkages.

Technical Summary

No specific technical requirements were identified.

3.2.3 Ecology

The Paisley NASP supports the enhancement of Edmonton's ecological network through the development of the central pipeline corridor, park spaces and the stormwater management facility.

| Objective (10) Strengthen Edmonton's ecological network by reintroducing habitat corridors and patches through landscape and open space design. | |
|---|---|
| NSP Policy | Implementation |
| <p>a) The Paisley NASP is designed to integrate and link land use components (e.g. pipeline corridor, SWMFs, parks) to provide natural habitat and encourage ecological connectivity.</p> <p>b) Plantings of native species should be utilized to add to the natural habitat value of the green network within the neighbourhood.</p> | <p>a) Figure 5.0 - Land Use Concept guides the development of the NASP.</p> <p>b) Relevant City of Edmonton conservation planning and policy shall be adhered to (i.e. Policy C531).</p> <p>The regulations of the City and Provincial environmental agencies shall be followed.</p> |
| <p>Rationale: The existing natural environment in the Plan area is highly disturbed due to long-standing agricultural operations; therefore few original ecological elements remain. Apart from developing new links in the ecological network, little can be done to restore connectivity. For this reason, a detailed ecological network has not been prepared for the Plan area.</p> <p>Developing a new corridor is a preferable approach to create connectivity within the NASP area and between network components located nearby. From an ecological perspective, the NASP concept includes the following components: a central, linear corridor formed by the pipeline right-of-way, the stormwater management facility, parks and open spaces, and potential wildlife crossings. Where applicable, crossing locations should be identified and designed to facilitate the movement of small mammals and amphibians.</p> | |

Technical Summary

A Reduced Scope Ecological Network Report (ENR) was submitted to identify natural features and provide an assessment of the existing regional ecological network and to provide recommendations on how to conserve or protect any remaining integral natural areas.



3.2.4 Environment

In order to ensure that the lands within the NASP area are suitable for development, the environmental status of the land has been evaluated. The City requires that Phase I Environmental Site Assessments (ESA) be submitted, reviewed, and signed off prior to the rezoning stage of development. The following objectives are established to contribute to the plan goal of providing a safe environment for residents and to achieve the goals of higher order city policies.

| Objective (11) Ensure the environmental status of the land in the Paisley NASP is suitable for development and that Environmental Site Assessments (ESAs) are complete and up-to-date at the time of rezoning. | |
|---|--|
| NSP Policy | Implementation |
| <ul style="list-style-type: none"> a) Determine the likelihood, types, and location of environmental concerns which may be present on the lands prior to rezoning. b) Phase I ESA reports older than 1 year from the date of rezoning application shall be updated, and any Phase I ESA report older than 5 years from the date of rezoning application shall be redone. c) Where necessary, contaminated material shall be removed and disposed of in an environmentally sensitive manner, in accordance with federal, provincial, and municipal regulations. | <ul style="list-style-type: none"> b) Environmental Site Assessments will be submitted and any follow-up will receive sign-off by the City administration prior to the rezoning stage of development. c) Site remediation, where necessary, shall be conducted prior to rezoning. An Environmental Site Assessment report verifying the remediation shall be submitted for approval by the City administration prior to the rezoning of the subject lands. |
| <p>Rationale: Lands within the Paisley NASP boundary will be suitable for development and their environmental status confirmed prior to rezoning. Those lands identified as contaminated must undergo remediation according to federal, provincial, and municipal standards.</p> | |

| Objective (12) Ensure development respects the ongoing operation and integrity of existing pipeline infrastructure. | |
|--|--|
| NSP Policy | Implementation |
| <p>Integrate the existing pipeline corridor into the NASP to make use of potential shared-use paths and pedestrian linkages while having regard for the safe, ongoing operation of these facilities.</p> | <p>Figure 3.0 - Site Features illustrates the location of the pipeline corridor.</p> <p>Exact locations of pedestrian linkages will be determined at subdivision and development.</p> <p>Residential development abutting the pipeline corridor shall be implemented according to the Edmonton Zoning Bylaw with respect to setbacks to ensure the integrity of the pipeline corridor and safety of the public.</p> |
| <p>Rationale: Figure 3.0 - Site Features illustrates the location of existing right-of-ways. A shared-use path shall be provided along the existing pipeline right-of-way to facilitate multi-modal circulation.</p> | |



Technical Summary

A Phase I ESA has been approved by the City of Edmonton confirming that the Plan area is free of contamination and therefore suitable for residential and other development.

3.2.5 Historical Resources

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

| Objective (13) Ensure that historical, archaeological and paleontological resources are identified and conserved, where applicable. | |
|--|---|
| NSP Policy | Implementation |
| <p>a) A Statement of Justification for <i>Historical Resources Act</i> Requirements and, if necessary, a Historical Resources Impact Assessment (HRIA) shall be submitted.</p> <p>b) All historical, archaeological and paleontological discoveries shall be reported.</p> | <p>a) A Statement of Justification for <i>Historical Resources Act</i> Requirements has been submitted to ACCS. <i>Historical Resources Act</i> clearance has been granted for Paisley.</p> <p>b) Any discoveries encountered during activities associated with the proposed development must be reported to Alberta Culture and Community Spirit (ACCS), Historic Resources Management Branch.</p> |
| <p>Rationale: According to Statement of Justification for <i>Historical Resources Act</i> Requirements, there is a low potential for discovery of archaeological, paleontological, or historical resources or structures within the Plan area.</p> | |

Technical Summary

A Statement of Justification for *Historical Resources Act* Requirements was submitted to Alberta Culture and Community Spirit (ACCS) in support of the Paisley NASP.⁶ *Historical Resources Act* clearance was granted for the entirety of S.W. ¼ 24-51-25-W4M.

Per Section 31 of the *Historical Resources Act*, development proponents and/or their representatives are required to report any archaeological, historic or paleontological resources encountered during construction and cease all work.

⁶ FMA Heritage Inc. (2009). Statement of Justification for *Historical Resources Act* Requirements for projects other than small-scale oil and gas. Calgary: FMA Heritage Inc.



3.2.6 Residential

This Plan proposes a variety of residential types to accommodate a diverse population. Approximately 36.7 hectares (ha) of the plan area are designated for residential land uses.

The Paisley NASP uses two residential land use designations, which will guide residential development:

1. Low density: *refers specifically to single detached, semi-detached, reverse single detached, reverse semi-detached, zero lot line single detached, zero lot line semi-detached and street-oriented rowhousing residential units; and*
2. Medium density: *refers to low-rise/medium density residential units such as project-oriented rowhousing, stacked rowhousing and low-rise apartments.*

Bylaw 16809
May12, 2014

Low Density Residential will be developed on approximately 31.0 ha of land within the plan area and will facilitate the development of a variety of housing forms at heights up to 3 storeys and densities generally up to 25 units per hectare. Housing forms include:

Bylaw 16809
May12, 2014

- conventional single detached and semi-detached units;
- reverse single or semi detached housing and zero-lot line units; and
- rowhousing - limited five (5) dwellings per structure.

Reverse Single/Semi Detached Housing - This form of housing is a variation on typical road-oriented housing, whereby instead of roadway frontage, reverse housing features frontage onto the pipeline corridor or park space. This allows the dwellings to take advantage of the unique views into the abutting open space, and improves the appearance of the open space by having homes orient their most attractive façade towards the public realm. Primary pedestrian access occurs along walkways (designated as road right-of-way) at the front of the home while vehicles will





access the property via rear lanes.

Zero Lot Line Single and Semi Detached Housing-

The zero lot line is achieved by placing the building on one of the side lot lines. For single detached housing, the building shifts to one side of the lot to place all of the open yard space in one area. This gives a small lot the appearance of being larger. This can preserve some of the privacy and usable yard space found in more conventional single detached housing. For semi-detached housing, the building shifts to one side of the lot. This places one dwelling on the side lot line with access for maintenance being provided through an access easement.



The second dwelling benefits from the side yard. To increase privacy and safety, windows may be prohibited on the zero lot line wall of the house. In both scenarios, a maintenance easement on the adjacent lot of the zero lot line dwelling ensures that access is available for repairs and maintenance.

Bylaw 16809
May12, 2014

Street-Oriented Rowhousing - to a maximum of five dwellings per structure, will provide active and inviting streetscapes with buildings that typically feature doorways, porches and windows at ground level and smaller front yard setbacks.

In order to achieve the plan vision in providing "*Innovation – diversity in built form*" and "*Affordability – choices in housing types and advancing new and affordable housing products*" a Special Areas General Provision designation has been created. The Section 900 provides an opportunity to create Special Areas to regulate the use, design, and extent of development within specific geographic areas of the City in order to achieve the planning objective of an Area Structure Plan for those areas with special or unique attributes which cannot be satisfactorily addressed through conventional land use districting or statutory plan overlays. The Zoning Bylaw requires that the Special Area be created through an Area Structure Plan but that the uses and regulations are incorporated through districts in the Zoning Bylaw.

The Special Area includes provisions for single or semi-detached (front drive or rear lane access), reverse single or semi-detached, zero lot line and street-oriented rowhousing residential uses which will serve as the mechanism to achieve the landowners' vision in providing new housing products which are unique, diverse and affordable. It also provides a unique opportunity and the flexibility to integrate a mixture of housing types along the block faces– such as single detached, semi-detached or street-oriented rowhousing adjacent to each other in a block face – creating a special and distinctive urban streetscape with a mix of housing types that will contribute directly to the social sustainability of the community by allowing people in different stages of life to reside together.

The Special Area creates a unique land use District which will achieve the following objectives:

- establish regulations facilitating the development of single or semi-detached housing with front drive or rear lane access,
- establish regulations for the development of zero lot line housing with rear lane access, with respect to site area, site width, setbacks, site coverage and maintenance easements;



- establish regulations facilitating the development of reverse single detached or reverse semi-detached housing fronting to the pipeline corridor or open space with rear lane access, site area, site width, setbacks and site coverage; and
- *provide regulations for the development of street-oriented rowhouses. Locations of rowhousing will be determined at the subdivision stage and will be established on the basis that there will not be extended continuous areas of rowhousing, and that no structure will contain more than five units. Rowhousing shall not exceed 25% of the proposed number of units within the low density residential area.*

Bylaw 16809
May12, 2014

Once adopted, the Zone shall be applied to a specific area in the Paisley NASP, as shown on **Figure 6 - Special Area Zoning.**

Low-Rise/Medium Rise Unit Residential will be developed on approximately 5.7 ha of land within the plan area and will typically be between 2 ½ storeys to 4 storeys in height, with densities ranging from 45 units per ha to 125 units per ha. Residential uses anticipated would be rowhouses, stacked rowhouses or low rise apartments consistent with the (RF5) Row Housing Zone, (RF6) Medium Density Multiple Family Zone or (RA7) Low Rise Apartment Zone under the Edmonton Zoning Bylaw. Opportunities to develop innovative multi-family sites may be explored at the rezoning and development stage to provide for special site designs or housing forms.

| Objective (14) Plan for a variety of low density residential uses such as single detached, semi-detached, reverse single/semi-detached, zero-lot line housing and street-oriented rowhousing and medium density residential uses such as project style rowhousing, stacked rowhousing and low-rise/medium density residential sites in different built forms, for a range of household types, income levels and ages | |
|--|---|
| NSP Policy | Implementation |
| a) A variety of dwelling types shall be provided, for example: single or semi-detached, row house, stacked row house, and low-rise/medium density residential. b) Low density residential areas shall provide opportunity for a mixture of single or semi-detached housing, reverse single/semi-detached housing, and street-oriented rowhousing along individual block faces and/or from block face to block face, c) The NASP shall allow for more intensive and/or innovative forms of low density residential housing through the use of various development regulations (i.e. smaller minimum site area and depth; reduced lot width, reduced yard requirements, higher site coverage, reverse housing; etc.) | a) Figure 5.0 – Land Use Concept illustrates the general location of residential land use designations. (b)(c) Low density residential development shall be implemented through Section 900 (Special Areas) of the Edmonton Zoning Bylaw. |
| Rationale: Providing a variety of housing types promotes the creation of a well-balanced neighbourhood, one which can accommodate a range of income groups and market segments, various types and sizes of households and also allows families to remain within the same community throughout their life-cycle. The ability to mix housing forms along a block face will create visual interest, variety and market appeal, while discouraging monotonous streetscapes by mixing compatible housing forms (single detached/1 unit; semi-detached/2 units; or Rowhouse/2 to 5 units). Within the area designated Low Density residential, a variety of innovative housing forms such as reverse single or semi-detached housing, zero lot line housing, compact lot semi-detached units and | |

Paisley NASP

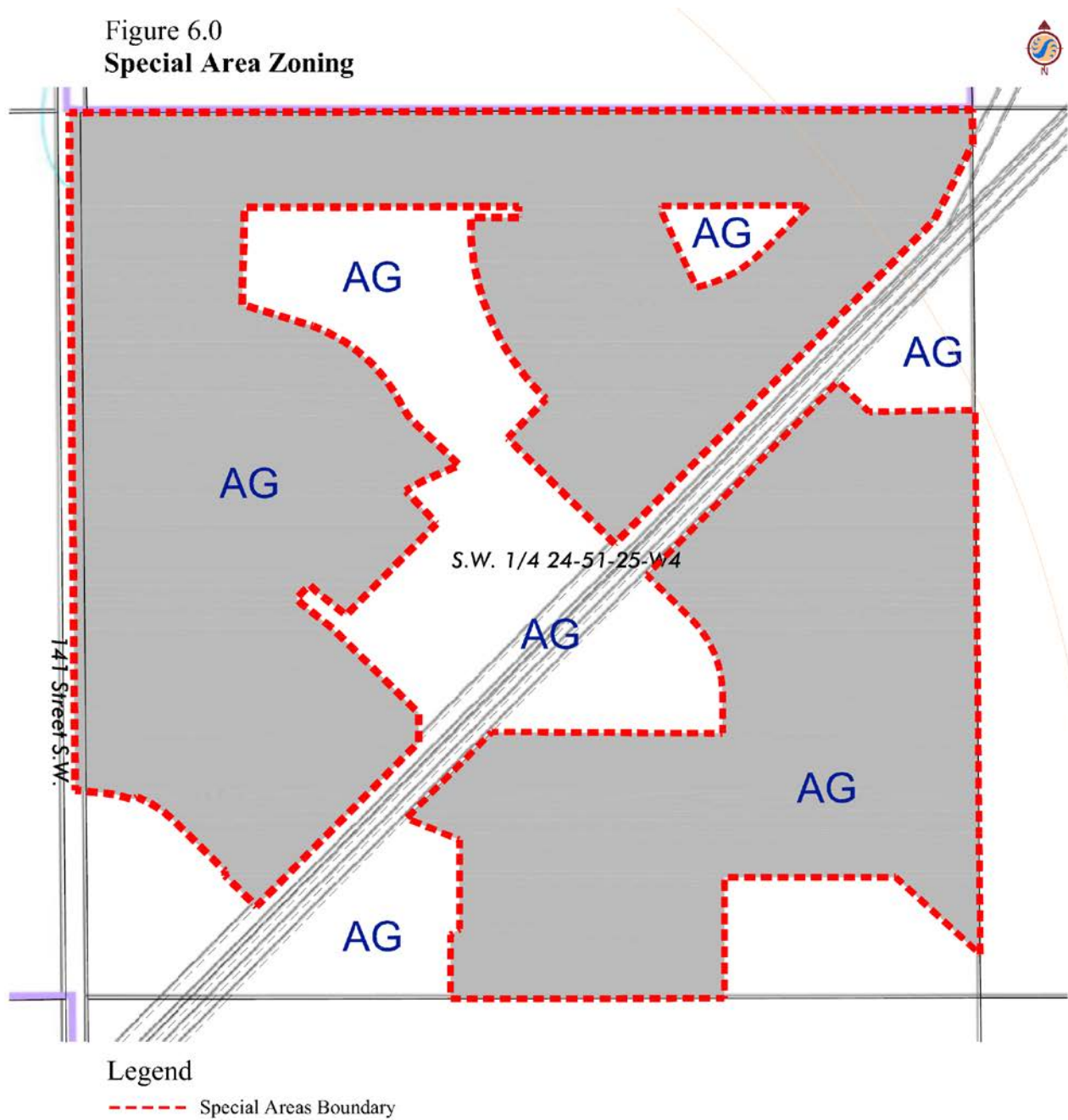


rowhousing units will be developed through implementation of a Section 900 Special Areas Provision designation in the Zoning Bylaw.



Figure 6 – Special Area Zone

Figure 6.0
Special Area Zoning



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.



| Objective (15) Establish an overall residential density that meets or exceeds the Suburban Housing Mix Guidelines and the density targets set out by the Capital Region Growth Plan. | |
|--|--|
| NSP Policy | Implementation |
| a) The Paisley NASP shall meet or exceed the approved Suburban Housing Mix Ratio for new neighbourhoods. b) The Paisley NASP shall meet or exceed the approved density target as set out by the Capital Region Growth Plan. | (a) Figure 5.0 – Land Use Concept and Table 3 – Land Use and Population Statistics will guide intensified suburban development. (b) The Paisley NASP neighbourhood density is approximately 35 units per net residential hectare. |
| <p>Rationale: Council-approved (1991) guidelines recommend that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% low density residential and 15% to 35% medium density residential units.</p> <p>The Paisley NASP meets this ratio by proposing a ratio of 60% low density to 40% medium density residential units. In keeping with more recent policy, this plan seeks to provide a choice of housing forms within the neighbourhood, and to generally make more efficient use of new suburban land. These densities will support public transit, use infrastructure more effectively, provide a user base for community facilities, and encourage greater social mix.</p> <p>The Paisley neighbourhood is located in the Capital Region Growth Plans Priority Growth Area “Cw” which sets a minimum density target of 30 units per net residential hectare. The NASP exceeds this target.</p> | |
| Objective (16) Locate low-rise/medium density units to facilitate access to the central pipeline corridor, arterial roadways and public transit service, and in proximity to park spaces. | |
| NSP Policy | Implementation |
| Low rise/medium density residential developments shall be located abutting adjacent arterial roadways (141 Street S.W., 28 Avenue S.W. and Heritage Valley Trail) and in proximity to neighbourhood amenities. | Figure 5.0 – Land Use Concept conceptually illustrates the location of low rise/medium density residential uses abutting arterial roadways, near park sites and the linear pipeline corridor. |
| <p>Rationale: Location of higher density residential development abutting arterial roadways and transit routes, within walking distance of commercial uses in Chappelle and the Town Centre, near community focal points and open spaces creates a more compact, walkable, attractive, and liveable neighbourhood.</p> | |



| Objective (17) Encourage affordable housing in the Paisley NASP. | |
|--|---|
| NSP Policy | Implementation |
| <p>a) Developments which further the City of Edmonton's affordable housing policies and guidelines shall be encouraged.</p> <p>b) Opportunities such as secondary suites, garage suites or garden suites should be encouraged among builders.</p> | <p>a) City of Edmonton's affordable housing policies and guidelines shall be applied, where applicable.</p> <p>b) Secondary suites, garage suites or garden suites shall be implemented through Sections 86 and 87 of the Zoning Bylaw.</p> |
| <p>Rationale: Pursuant to Section 4.5.17 of the Municipal Development Plan, the City will work in partnership with developers, builders and non-governmental agencies, through the Edmonton Cornerstone Plan, to pursue measures in achieving affordable housing provision in multiple unit projects.</p> <p>Secondary suites, garage suites and garden suites are a source of affordable rental housing, which can be financially beneficial to owner of the principal dwelling ("mortgage helper") without major impact on the neighbourhood.</p> | |

| Objective (18) Establish appropriate horizontal separation distance between residential uses and the pipeline corridor. | |
|--|---|
| NSP Policy | Implementation |
| Residential uses shall comply with the City's policies regarding development adjacent to pipeline corridors. | The Subdivision Authority shall have regard for lot and site design ensuring the appropriate setback distance between the pipeline corridor and residential uses. |
| <p>Rationale: Development abutting the pipeline corridor shall be implemented according to the Edmonton Zoning Bylaw with respect to setbacks from development to ensure the safe and ongoing operations of these facilities.</p> | |

| Objective (19) Provide a transition between residential uses of significantly different densities. | |
|--|--|
| NSP Policy | Implementation |
| Transitional elements shall include building setbacks, landscaped buffers, and variations in architectural design techniques to minimize building massing and/or shadow impacts. | Figure 5.0 – Land Use Concept illustrates the location of residential land uses of different densities. |
| <p>Rationale: A variety of techniques can be used to provide the appropriate transition between low density residential uses and medium density residential uses including increased building setbacks, increased landscaped buffers, and the use of building step backs and other design elements. Such techniques can serve to moderate the use differences between single/semi-detached and higher density developments.</p> | |

Technical Summary

No specific technical requirements were further identified.



3.2.7 Parks and Open Spaces

Approximately 4.95 ha of the plan area are designated for parks. The NASP provides for one centrally located Urban Village Park site and one smaller Pocket Park, which are linked to other open spaces (i.e. stormwater pond) by a variety of pedestrian connections.

| Objective (20) Accommodate City of Edmonton requirements for park sites within the neighbourhood. | |
|--|---|
| NSP Policy | Implementation |
| <p>a) The NASP shall follow the guidelines for the hierarchy and distribution of park spaces as prescribed within the Urban Parks Management Plan (UPMP).</p> <p>b) The developer shall provide Municipal Reserve as land, cash in lieu of land, or a combination thereof of up to 10% of the gross developable area.</p> <p>c) Parks are to be serviced to City standards.</p> | <p>a) The parks and open spaces identified in Figure 5.0 – Land Use Concept and Figure 7.0 – Parkland, Recreation Facilities and Schools will be dedicated to the City of Edmonton as Municipal Reserve (MR) at the time of subdivision.</p> <p>b) The Subdivision Authority will determine the Municipal Reserve owing for the Paisley NASP, which shall be dedicated in full as land, money-in-lieu, or an acceptable combination thereof, at the time of subdivision.</p> <p>c) The provision of utility servicing for park sites shall conform to relevant City standards at the time of subdivision and development.</p> |
| <p>Rationale: The Paisley NASP provides parks and open spaces for residents in order to meet their passive and active recreational needs. Figure 7.0 – Parkland, Recreation Facilities and Schools conceptually illustrates these areas:</p> <p><i>Pocket Park</i></p> <p>Pocket parks provide opportunities for passive recreation space for residential uses at the local level. The north-central park has been configured to provide resident's opportunities for passive recreation and has been located such that the northern portion of the NASP is within 500 m of a park space. The pocket park is approximately 0.5 ha, or 0.8% of the gross developable area.</p> <p><i>Urban Village Park</i></p> <p>The Urban Village Park, approximately 4.5 ha in area, or 7.7% of the gross developable area, is located in the central portion of the Plan area and provides significant frontage along the abutting roadways. This park is intended to serve as a gathering place for the neighbourhood and may also provide the opportunity for both passive and active recreation. The park has been designed to straddle the east and west sides of the linear pipeline corridor so that all residents will be within a 500m of park space and to enhance pedestrian connectivity from the shared-use paths along the pipeline.</p> <p><i>Stormwater Management Facility</i></p> <p>The location and configuration of the SWMF integrate the use into the pedestrian network and provides vistas from abutting roadways, thereby heightening resident awareness and use of this public facility. This in turn will promote it as a walking destination, and enhance surveillance to prevent crime and will serve as a destination for pedestrians and cyclists and provide passive recreation opportunities.</p> <p><i>Municipal Reserve</i></p> <p>Overall, land provided for municipal reserve dedication for the Paisley NASP is approximately 8.6%. The remaining Municipal Reserve up to the 10% entitlement will be provided as cash-in-lieu of reserves</p> | |



during subsequent subdivisions, to the satisfaction of the Subdivision Authority.

Utility Servicing

Utility servicing (i.e. water, gas, electrical, sewer, etc) for park sites will be provided, as required, through the engineering drawings and servicing agreement processes and will be done to relevant City standards.

Objective (21) Locate parks spaces centrally within the neighbourhood to ensure accessibility via pedestrian linkages and automobiles.

| NSP Policy | Implementation |
|---|---|
| <p>a) Parks shall have frontage along public roadways to ensure sightlines, natural surveillance, and adequate lighting. Landscaping and design of park spaces shall take into consideration basic CPTED principles and design principles included in the Design Guide for a Safer City and Urban Parks Management Plan (UPMP).</p> <p>b) Park space shall be designed to accommodate active or passive recreation activities for different age groups.</p> | <p>a) The Subdivision Authority shall have regard for the subdivision design to ensure adequate public roadway frontage on all parks illustrated in Figure 5.0 – Land Use Concept.</p> <p>b) Design and development of future parks and open spaces shall consider programming needs of the community and be implemented based on requirements of the Urban Planning and the Environment Branch of the Sustainable Development Department.</p> |
| <p>Rationale: All parks are located adjacent to roadways, and are connected through a network of shared-use paths, walkways and sidewalks to ensure that they are accessible and dispersed with the residential uses in the plan area.</p> | |

Objective (22) Design a connected and integrated open space system that encourages all modes of movement (e.g. pedestrians, bicycles, wheelchairs, in-line skating, etc).

| NSP Policy | Implementation |
|---|--|
| <p>The NASP shall incorporate an array of pedestrian linkages along sidewalks, walkways and shared-use paths that connect all park spaces, stormwater management facilities and various other focal points.</p> | <p>Figure 5.0 – Land Use Concept and Figure 8.0 – Pedestrian Network conceptually guide the location of neighbourhood parks, pedestrian connections and the stormwater management facility which will connect residents to the focal points.</p> |
| <p>Rationale: The plan provides a well-connected and integrated network which accommodates multiple modes of transportation, with a focus on pedestrians and bicycles. Figure 8.0: Pedestrian Network highlights this network of shared use paths and walkways, which will provide a high degree of connectivity within the plan.</p> <p>The three arterial roadways surrounding Paisley (141 Street S.W., 28 Avenue S.W. and Heritage Valley Trail) will each feature a shared-use path on one side with a sidewalk on the opposite side. Opportunities for cyclists will be provided along these streets to provide inter-neighbourhood connectivity.</p> | |



Designated bicycle routes within the neighbourhood include one side of the entire length of the pipeline corridor, through the SWMF, within the Urban Village Park and through the northern pocket park. Routes may be identified using appropriate signage and markings in order to minimize potential conflicts between vehicles, cyclists and pedestrians.

Objective (23) Integrate the existing pipeline corridor as a valuable part of the neighbourhood's open space network.

| NSP Policy | Implementation |
|---|---|
| <p>a) The pipeline right of way shall be appropriately landscaped to provide:</p> <ul style="list-style-type: none"> • a comfortable, aesthetically pleasing environment; • natural habitat and ecological connectivity; and • space for additional recreation and active transportation. <p>b) The Urban Village Park and pipeline corridor intersection shall be designed as a central neighbourhood focal point.</p> <p>c) Continuity of landscaping elements shall be provided for Medium Density Residential sites adjacent to the pipeline corridor.</p> | <p>a) Landscaped development within the pipeline corridor shall be to the satisfaction of the City of Edmonton and the pipeline operators.</p> <p>b) The Urban Village Park/pipeline interface shall incorporate elements such as:</p> <ul style="list-style-type: none"> ▪ Good quality street lighting and furniture (i.e. benches, waste receptacles, bollards, etc.); ▪ Trees and other plantings; and ▪ Focus on the pedestrian crossing that may include pavement markings, changing surface materials, curb extensions, etc. <p>c) Landscaping (i.e. boulevard trees) within the Medium Density Residential sites which abut and face directly onto the pipeline corridor, shall be similar with landscaping within the public realm of the corridor.</p> |

Rationale: The Paisley NASP protects the pipeline right of way from development and encroachment while also utilizing the surface lands above for the use and enjoyment of residents and visitors to the neighbourhood.

The corridor will be developed at a minimum with a shared-use path along the entire length, landscaping such as small berms, low lying grasses, shrubs and seating benches to promote the area as a destination point within the neighbourhood. The interface of the Urban Village Park and pipeline corridor will serve as a central focal point in the neighbourhood and will be enhanced through the use of landscaping, public art and pedestrian level lighting.

The continuity of the "boulevard" feel along the pipeline corridor will be maintained through the provision of landscaping within the private lands of the Medium Density Residential sites which is similar to, and compatible with, the landscaping within the balance of the corridor.

Technical Summary

A Parkland Impact Assessment (PIA) has been completed outlining Paisley's compliance with the UPMP vision and guidelines.



Figure 7 – Parkland, Recreation Facilities and Schools

**Figure 7.0
Parkland and Recreational Facilities**





3.2.8 Transportation

The transportation network in Paisley endeavours to provide a balance between access, connectivity, safety and efficiency. The roadway and pathway system is meant to accommodate automobiles, bicycles and pedestrians within the neighbourhood while providing connections to transit and services in adjacent communities through the abutting arterial roadway system. This system is conceptually illustrated in **Figure 8.0 – Transportation Network** and **Figure 9.0 – Pedestrian Network**.

| Objective (24) Locate neighbourhood access points to disperse vehicular traffic efficiently through the neighbourhood and minimize internal roadway congestion. | |
|---|--|
| NSP Policy | Implementation |
| <p>a) Neighbourhood access points shall be provided to adjacent arterial roadways.</p> <p>b) Internal circulation shall be provided through a local roadway system.</p> <p>Access for low-rise/ medium density residential units will be reviewed on a site by site basis.</p> | <p>a) Figure 8.0 – Transportation Network conceptually illustrates the location of five access points from the neighbourhood to the adjacent arterial roadways.</p> <p>b) At time of subdivision, neighbourhood access locations, local roadway widths and access to low-rise/medium density residential uses shall be confirmed.</p> |
| <p>Rationale: The internal traffic flow generated by the neighbourhood is not sufficient enough to warrant a collector roadway standard through the community. Therefore, the internal roadway network has been designed to a local roadway standard, with approaches to the arterial intersections designed to accommodate wider road right-of-ways to permit inbound and outbound traffic movements.</p> <p>The internal roadway network is designed as a modified grid, which provides multiple points of access and multiple routes between points, providing a simple and understandable street network to disperse traffic and increase ease of movement for pedestrians.</p> <p>Abutting arterial roadways are intended to facilitate the efficient movement of vehicular traffic (see Figure 8.0 - Transportation Network) from the neighbourhood to surrounding communities.</p> | |

| Objective (25) Provide strong pedestrian and vehicular connections with the surrounding communities. | |
|--|---|
| NSP Policy | Implementation |
| <p>(a) The NSP shall establish strong connections with adjacent neighbourhoods through the use of roadways, sidewalks and pedestrian connections.</p> <p>(b) Shared-use paths shall be provided along the pipeline corridor, through the SWMF, Urban Village Park, pocket park and along abutting arterial roadways.</p> | <p>(a) Figure 5.0 - Land Use Concept and Figure 8.0 – Transportation Concept illustrates the surrounding arterial street pattern and connections with surrounding neighbourhoods.</p> <p>(b) The location and design of shared-use paths along roadways, through the SWMF and parks shall be reviewed by Transportation Services at the roadway design stage.</p> |
| <p>Rationale: The neighbourhoods proximity to the important transit corridor along 28 Avenue S.W. and the future LRT in the provincial lands promotes inter-neighbourhood connectivity to important</p> | |



destination areas such as the nearby Heritage Valley Town Centre, commercial centre (28 Avenue S.W. /141 Street S.W.), and potential employment opportunities on provincial lands to the east. Providing safe and efficient alternatives to these key commercial, recreation and institutional destinations for walkers and cyclists can help reduce car use and increase transit ridership

Objective (26) Ensure that reverse residential units fronting onto the pipeline corridor and/or public open space have pedestrian, vehicular and emergency access.

| NSP Policy | Implementation |
|---|---|
| <p>a) Where residential lots front onto the pipeline corridor or public open space, walkway/emergency access shall be provided at a minimum of every 120 m.</p> <p>b) Vehicular access for reverse housing shall be provided from a rear lane.</p> | <p>(a) Figure 8.0 –Pedestrian Network conceptually illustrates the location walkways.</p> <p>(b) The location and design of the lane system and walkways shall be identified at the subdivision approval and/or development permit stages, to the satisfaction of Transportation Services at the roadway design stage and registered as road right-of-way.</p> |
| <p>Rationale: Reverse houses developed to front the pipeline corridor or park spaces will have public walkways located within a public right-of-way along the front yard. Along one side of the pipeline corridor the right-of-way will contain a hard surfaced shared-use path, while the opposite side will contain a hard surfaced sidewalk. The right-of-way will be landscaped in a similar fashion as if it was a street boulevard and will contain trees, light standards, etc. Homes will be connecting to these public walkways with a hard surfaced private walkway from the front step.</p> | |

Objective (27) Provide opportunity for roadways to be developed with reduced or alternative standards.

| NSP Policy | Implementation |
|---|--|
| <p>a) The NASP shall provide opportunity for roadways to be developed with reduced or alternative standards, provided all essential services are met.</p> <p>b) The developer will provide the land necessary for roads and public utilities to achieve the goals and objectives of the NASP.</p> | <p>a) Roadway design and construction standards shall be completed to the satisfaction of Transportation Services.</p> <p>b) Table 3 – Land Use and Population Statistics and Figure 5 – Land Use Concept, illustrate the approximate land dedication requirements for roadways and public utilities to adequately service the NASP. Areas shall be confirmed at time of subdivision to the satisfaction of the Subdivision Authority.</p> |
| <p>Rationale: Since there is no transit service along roadways within the neighbourhoods, a local road standard will be used for all roads. As the main vehicular roadway through the neighbourhood will be built to a local roadway standard, on-street parking will be restricted to one side of the street only. This will ensure that two lanes of un-impeded traffic flow occur at all times. Where required, roadways will be widened at the approaches to arterial intersections and be designed to accommodate wider road right-of-ways to permit inbound and outbound traffic movements</p> | |



For the balance of the neighbourhood, where possible, a reduced or alternative standard will be used which may reduce the width of the carriageway, provide sidewalks on both sides and parking on one side.

Reverse housing forms will be accessed via an alternative lane standard which will be wider than a typical lane cross-section. Where appropriate, the lane will be widened even further to provide areas for parallel parking opportunities for visitors of these homes to ensure an adequate drive aisle is maintained at all times through the lane.

The NASP has been designed, in part, with a goal of minimizing roadway infrastructure through narrower roadways, innovative housing forms, dispersal of vehicular traffic flow and increased pedestrian linkages throughout the neighbourhood. To achieve this goal, less land for internal roadways is anticipated, but more land for walkway right of ways may be necessary. In combination these factors will facilitate a compact, walkable and connected community with a balanced transportation system.

Under Section 662 of the Municipal Government Act (MGA) dedication of land for the purposes of road, public utilities or both may not exceed 30% of the gross area of a plan, less the land taken for environmental reserve. Based on this, the NASP (bordered on three sides by arterial roadways and bisected by a significant pipeline corridor) estimated total land dedication is approximately 36% of the gross area of the plan (The NASP does not contain environmental reserve lands). This is disproportionately high as arterial road and existing pipeline corridor dedication totals 11% of the gross area.

On the contrary, current City of Edmonton policy in the preparation of a NASP requires the deduction of environmental reserve, arterial roads and pipeline corridors from the gross area to determine the gross developable area of a plan. Based on the City calculation for NASP's, the land dedication required in the NASP would amount to 28%.

As the MGA does not recognize deduction of arterial roads or pipeline corridors from the gross area of a plan, as the City of Edmonton does, the land required for roads and public utilities will be greater than 30% of the gross area of the NASP. As a result the City will not compensate the developer for road and/or public utility dedication that exceeds 30% of the gross area of the plan, provided that the goals of the plan are respected.

In recognition of the differentiation between gross developable area in the MGA and the current City policy, the plan will be exceeding the 30% land dedication (based on the MGA) but will remain below 30% (based on the City policy for NASP's). At time of subdivision, and in keeping with the overall vision of the NASP, consideration may be given to minimizing overall road dedication (through reconfiguration of land use patterns and/or circulation system) where possible.

Objective (28) Maximize access to transit along adjacent arterial roadways for the greatest number of residents, and in accordance with City of Edmonton Transit System Guidelines and demands.

| NSP Policy | Implementation |
|---|--|
| a) The design of the neighbourhood shall maximize access to transit on adjacent arterials for the greatest number of residents. | a) Figure 8.0 – Transportation Network outlines this road network. Edmonton Transit System will determine the routing for public transit along adjacent arterial roadways which have been identified as future transit routes. The priority transit stops located at 28 Avenue SW /Heritage Valley Trail and 28 Avenue SW/141 Street SW will provide direct and convenient transit access to the Heritage Valley Town Centre LRT Station/Transit Centre. |



| <p>b) Low-rise/medium density residential shall be located within 400m of transit service.</p> | <p>The Subdivision Authority shall have regard for sidewalk, shared-use paths, and walkway placement to minimize walking distances to transit (within 400 m) for the greatest number of residents.</p> <p>Exhibit A - Transit Accessibility, conceptually illustrates portions of the plan area which are located greater than 400 m away from the nearest transit routes. Although this area may be less/greater depending on subdivision design, local roadways and walkways will be designed to minimize the walking distance to transit as much as possible.</p> <p>b) Figure 5.0 – Land Use Concept identifies higher density residential uses along, or in proximity to, arterial roadways.</p> |
|---|---|
| <p>Rationale: Public transit service will be provided along the arterial roadways (141 Street S.W., 28 Avenue S.W. and Heritage Valley Trail), which will be designed to accommodate future public transit service and are located adjacent to the plan area to maximize resident access to the system. 28 Avenue S.W. will be a priority transit corridor through the Heritage Valley area and will provide superior links to key transit nodes in the provincial lands to the east and the Towne Centre.</p> <p>Public Transit services will be extended adjacent to the Plan area in accordance with City of Edmonton Transit System Guidelines and demands and should provide convenient service between neighbourhoods, transit centres and regional commercial and employment areas.</p> | |
| <p>Objective (29) Promote pedestrian links to neighbourhood recreational amenity areas such as the central pipeline corridor, park spaces and the stormwater management facility; and to transit connections to the nearby Towne Centre LRT station that are clear, direct and convenient.</p> | |
| NSP Policy | Implementation |
| <p>A network of hard-surfaced sidewalks, walkways, and shared-use paths shall be provided to promote walkability and access to parks, the stormwater management facility, the 28 Avenue S.W. major transit linkage and services.</p> | <p>Figure 9.0 – Pedestrian Network outlines the pedestrian circulation system, which includes hard surface shared-use paths, walkways, and minor pedestrian connections.</p> <p>Minor pedestrian connections will tie shared-use paths and walkways to local roadways at regular intervals. Details regarding the location of minor pedestrian connections shall be determined at the subdivision approval stage.</p> <p>The shared-use path, landscaping, furniture and signage within the Greenway shall be required through a Servicing Agreement.</p> |
| <p>Rationale: Neighbourhoods designed with connectivity in mind support the residents' ability to walk to destinations, reducing the number of vehicle trips, promoting health, supporting social interaction, and reducing energy consumption and greenhouse gas emissions. Active transportation, such as walking and bicycling are promoted through the use of roadway sidewalks, walkways, and shared-use paths providing an internal alternative pedestrian circulation system that is highly connected, direct and convenient. These linkages facilitate easy access for pedestrians and cyclists as outlined in Figure 9.0 – Pedestrian Network.</p> | |



| Objective (30) Provide noise attenuation where residential uses back onto major transportation corridors which have been designated or will be designated as truck routes. | |
|--|---|
| NSP Policy | Implementation |
| Appropriate noise attenuation shall be provided for residential uses adjacent to arterial roadways designated as truck routes. | Prior to subdivision approval, determine the extent of noise attenuation required, in accordance with the City of Edmonton Urban Traffic Noise Policy C506. |
| Rationale: Where residential development will be constructed adjacent to arterial roadways, the City of Edmonton requires the developers to address noise concerns. Therefore, a noise attenuation needs assessment will be carried out in accordance with City of Edmonton's Urban Traffic Noise Policy. If required by Transportation Services, noise level evaluations will be carried out by the developers prior to subdivision application at the design phase of the project. Based on the results of the study, noise attenuation devices may be required (i.e. berm and fence) to be incorporated in the design of subdivisions bordering arterials. | |

| Objective (31) Ensure that the cost of arterial roadways is shared throughout the Heritage Valley catchment area. | |
|---|---|
| NSP Policy | Implementation |
| Lands within the Paisley NASP shall be subject to an Arterial Road Assessment (ARA) to cost share the roadway facilities needed to service the area. | The Arterial Roads for Development Bylaw 14380 identifies that Paisley NASP is within the Heritage Valley Catchment area. |
| Rationale: In general terms, the ARA outlines the arterial roadway facilities needed to service a catchment area, all developer responsibilities for roadway construction within the catchment area and are based on the estimated costs of constructing arterial roads in a catchment area. | |

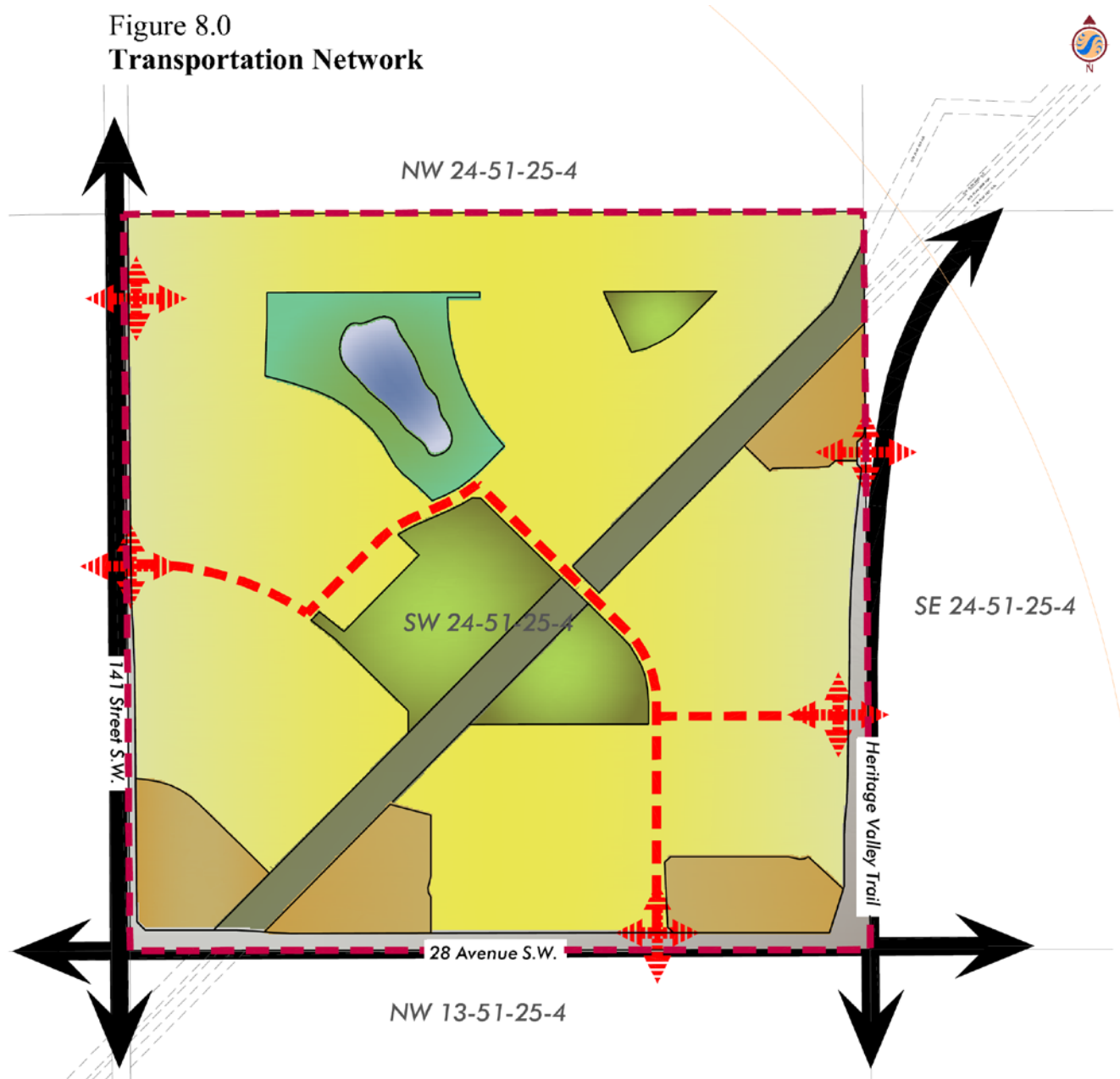
Technical Summary

The Transportation Network for the NASP has been provided in accordance with the requirements of the City of Edmonton's Transportation Department. A Transportation Impact Assessment was reviewed and approved by Transportation Services.













Figure 8 – Roadway Network

**Figure 8.0
Transportation Network**



Legend

| | | |
|--|--|--|
|  Low Density Residential |  Pipeline Right-of-Way |  Arterial Roads |
|  Medium Density Residential |  Arterial Road Dedication |  Main Vehicular Circulation Route |
|  Parks / Municipal Reserve |  NASP Boundary |  All Directional Access |
|  Stormwater Management Facility | | |

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

Paisley NASP



Exhibit A – Transit Accessibility

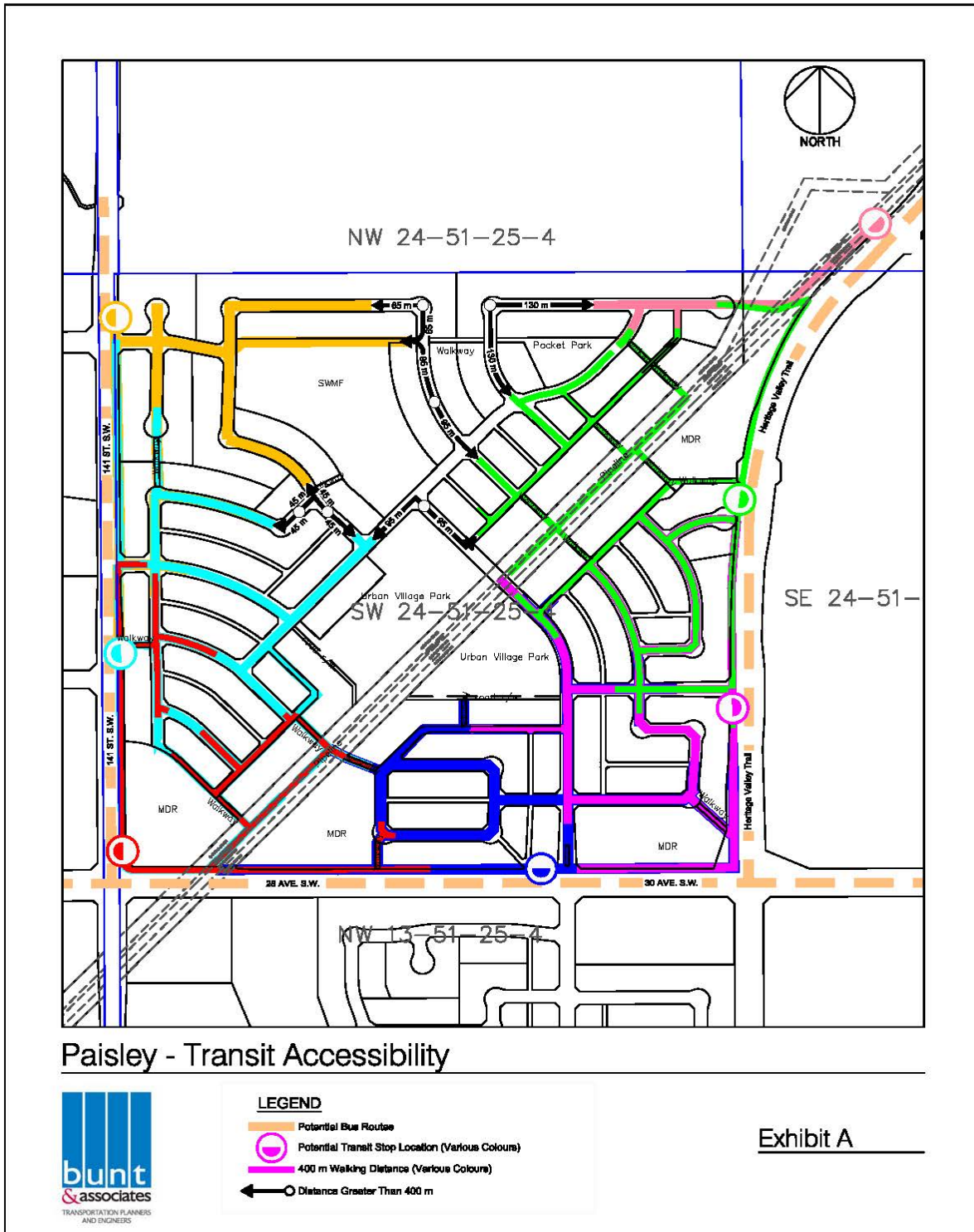




Figure 9 – Pedestrian Network

**Figure 9.0
Pedestrian Linkages & Multi-use Trails**





3.2.9 Infrastructure Servicing and Staging

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

| Objective (32) Ensure that Paisley is serviced to a full urban standard, in an efficient, contiguous and staged manner. | |
|--|---|
| NSP Policy | Implementation |
| <p>(a) Sanitary and stormwater servicing will be provided in accordance with the associated Neighbourhood Design Report (NDR) for Paisley.</p> <p>(b) Water servicing to the NASP area will be provided in accordance with the associated Hydraulic Network Analysis (HNA).</p> <p>(c) Shallow utilities will be extended into the plan area as required.</p> | <p>(a)(b) Approval of engineering drawings and servicing agreements will be required for installation of water, sanitary, and stormwater servicing.</p> <p>(c) Installation of shallow utilities will be executed through servicing agreements.</p> |
| <p>Rationale:</p> <p><i>Sanitary Servicing</i></p> <p>Sanitary services for the Paisley NASP will connect into an existing 750mm sanitary trunk along 141 Street S.W. that ties into the South Edmonton Sanitary Sewer system on Ellerslie Road – see Figure 10.0 –Servicing. The on-site sanitary network will generally follow the internal roadways along with associated public utility lots where required.</p> <p><i>Stormwater Servicing</i></p> <p>The major storm drainage system includes one stormwater management facility to provide adequate storage volumes under the critical rainfall event as conceptually shown in Figure 10.0 –Servicing. This facility has been located on the basis of natural drainage patterns and pre-development sub-basin drainage boundaries in the Plan area. The major flow will be discharged through a series of interconnecting pipes and eventually released into Whitemud Creek.</p> <p><i>Water Servicing</i></p> <p>The conceptual design for the water distribution network for Paisley is shown in Figure 10.0 – Servicing. Water servicing for the NASP area will be available from 141 Street S.W. and also from 28 Avenue S.W. and will be extended into the neighbourhood generally following the internal roadways and will be designed to provide peak hour flows and fire flows for all residential uses. Watermain sizing and alignment will be determined through the Hydraulic Network Analysis and by the proposed road layout.</p> <p><i>Shallow Utilities</i></p> <p>Power, gas, and telecommunication services are all located in proximity to the NASP and will be extended into the plan area as required.</p> <p><i>Development Staging</i></p> <p>The anticipated sequence of development for the Paisley NASP is shown in Figure 11.0 – Staging Concept. Initial development is expected to proceed from the north with the general direction of the development to the south and east.</p> <p>Infrastructure to service the initial stages of the NASP will be extended in a southerly direction into the plan area. Urban expansion will be contiguous, logical, and economical with respect to municipal servicing. Development of individual phases may vary from the actual zoning and subdivision</p> | |



applications depending on contemporary market demands and aspirations of the respective landowners. Should sufficient demand warrant or engineering design be made more efficient, portions of separate phases may be developed concurrently.

Technical Summary

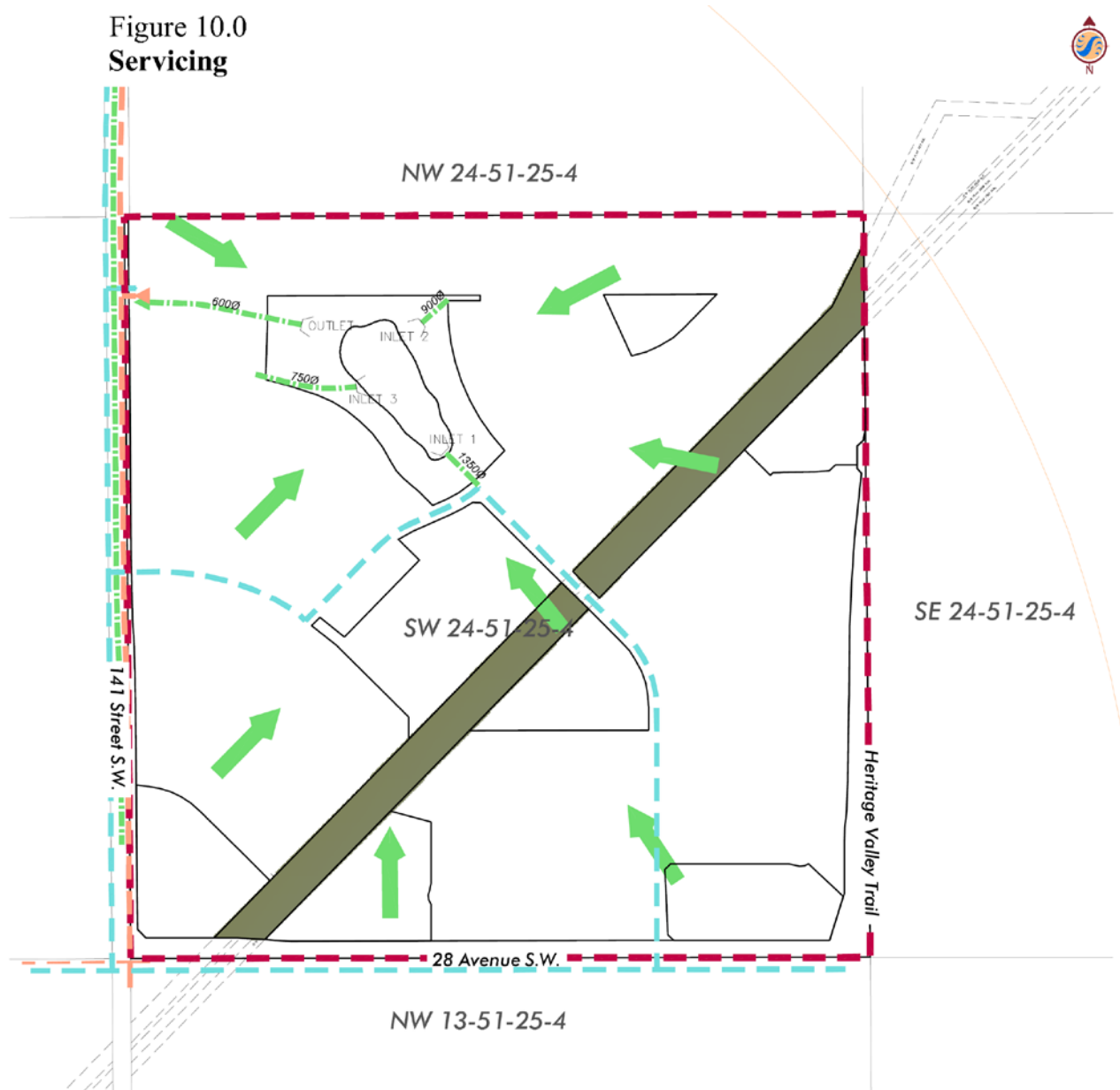
The Paisley NASP will be designed in accordance with City of Edmonton servicing standards. Development staging and extension of infrastructure will be contiguous, efficient, and economical while having regard for potential environmental and ecological impacts.

Details regarding stormwater drainage and sanitary service schemes for the Paisley NASP are provided in the associated Neighbourhood Design Report (NDR) submitted under separate cover by Stantec Consulting Ltd. Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc. A Hydraulic Network Analysis was reviewed and approved by EPCOR.



Figure 10 –Servicing

**Figure 10.0
Servicing**



Legend

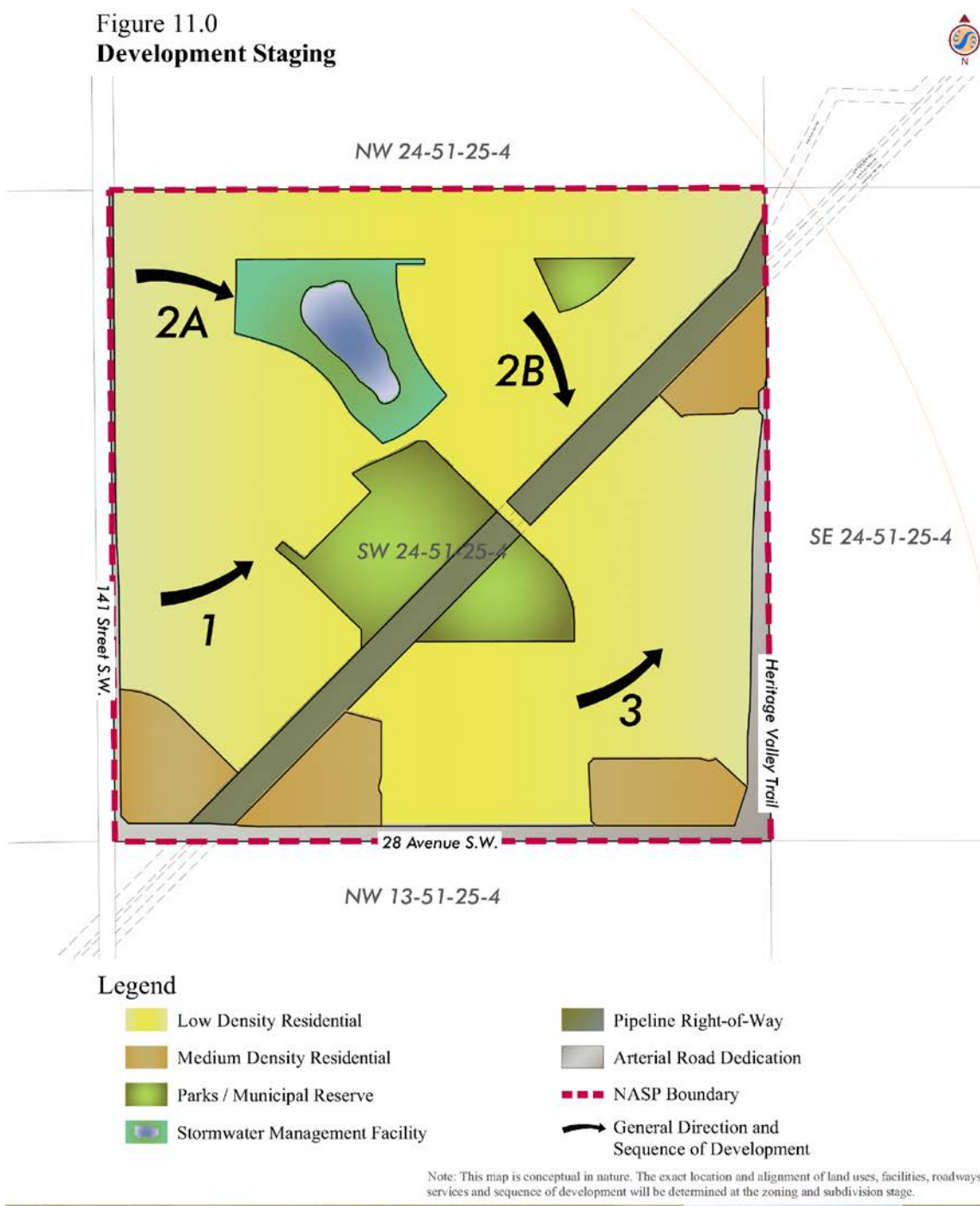
- Stormwater
- ➔ Flow Direction
- Sanitary
- Water
- NASP Boundary

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.



Figure 11 – Staging Concept

**Figure 11.0
Development Staging**





Appendix I: Planning Policy Context

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

3.3 CAPITAL REGION LAND USE PLAN

The Capital Region Land Use Plan's primary purpose is to manage sustainable growth that protects the region's environment and resources, minimizes the regional development footprint, strengthens communities, increases transportation choice and supports economic development. The Plan aims to accomplish these objectives through an integrated and strategic approach to planning which coordinates planning and development decisions in the Region and identifies a regional development pattern to complement existing infrastructure, services and land uses.

| Capital Region Land Use Policy | NSP Compliance with Capital Region Land Use Policy |
|---|--|
| II. Minimize Regional Footprint: | |
| A. Identify, Protect and Prioritize Lands for Regional Infrastructure | |
| Policy (i) Ensure that lands identified for regional infrastructure such as energy transmission, highways, municipal infrastructure, transit and related facilities are protected from incompatible development. | The pipeline corridor that runs through the Plan area is protected from development and encroachment. |
| B. Concentrate New Growth Within Priority Growth Areas | |
| Policy (i) Most new growth shall occur within priority growth areas. Policy (ii) Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria: <ul style="list-style-type: none"> Existing and proposed multi-movement corridors, including transit nodes; Adjacent to existing and proposed major employment areas; Redevelopment and intensification opportunities within existing urban areas; and Locations that utilize existing infrastructure and servicing capacity or logical and efficiently extend that | The Paisley neighbourhood is located in Priority Growth Area "C _w " which sets a minimum density target of 30 units per net residential hectare in order to facilitate development within existing development patterns. The NASP exceeds the density target by providing approximately 35 units per net residential hectare. Paisley is located: <ul style="list-style-type: none"> along the 28 Avenue S.W. transit corridor and in proximity to the LRT stations in the provincial lands and the Towne Centre; adjacent to the provincial lands which are identified as a future employment area; and takes advantage of existing infrastructure and servicing capacity in the Heritage Valley area. |



| Capital Region Land Use Policy | NSP Compliance with Capital Region Land Use Policy |
|--|---|
| <p>infrastructure.</p> <p>Policy (v) Priority growth areas shall incorporate intensive forms of development that significantly exceed existing development patterns.</p> | <p>The NASP will provide development which is significantly more intensive than existing patterns in southwest Edmonton.</p> |
| D. Support Expansion of Medium and Higher Density Residential Housing Forms | |
| <p>Policy (i) New residential development shall provide a greater proportion of higher density residential units.</p> <p>Policy (iv) Transit accessibility must be included in the design of all new developments.</p> | <p>The Paisley NASP provides approximately 40% of the overall number of residential units as medium density housing, in highly accessible locations adjacent to transit service and in proximity to commercial land uses.</p> <p>The NASP is bounded on three sides by arterial roadways (141 Street S.W., 28 Avenue S.W. and Heritage Valley Trail) which will all provide for transit service.</p> <p>As a result, the internal roadway network has been designed with no transit routing through the neighbourhood. Accessibility to transit routes along abutting arterial roadways will be provided through the strategic placement of walkway connections and subdivision design to ensure accessibility to transit for the greatest number of residents.</p> <p>The proximity of these arterial roadways along with careful attention to subdivision design will ensure the NASP meets the goals of the Capital Region Growth Plan in providing transit accessibility.</p> |
| III. Strengthen Communities: | |
| B. Support Healthy Communities | |
| <p>Policy (ii) Improve accessibility to community services by providing sidewalks, bicycle trails to encourage walking and cycling and locate these services within proximity to transit, where possible.</p> | <p>Paisley has a well connected and integrated open space system which allows residents the opportunity to choose alternative modes of transportation other than the vehicle, with great access to transit.</p> |
| C. Support Public Transit | |
| <p>Policy (i) Provide a mix of higher intensity land uses along transit corridors, at nodes, and employment centres.</p> <p>Policy (iii) New developments shall be</p> | <p>Higher residential densities have been located adjacent to the 28 Avenue S.W. transit corridor to promote walkability and transit usage.</p> <p>The neighbourhood has great access to transit and</p> |



| Capital Region Land Use Policy | NSP Compliance with Capital Region Land Use Policy |
|---|--|
| designed for connectivity and accessibility to transit facilities. | connectivity to the Towne Centre and LRT stations, which provides better service and routes directly to destination areas. |
| D. Support Innovative and Affordable Housing Options | |
| Policy (ii) All residential developments shall provide a greater variety of housing types. | The Paisley NASP plans for a variety of housing types and forms, and contains provisions which support the development of more land intensive housing, secondary suites, and multi-family housing. |
| IV. Increase Transportation Choice: | |
| A. Integrate Transportation Systems with Land Use | |
| Policy (iii) Design transportation infrastructure to support multiple modes of transport. | A network of roadways, along with sidewalks, walkways and shared-use paths will provide residents with the ability to drive, walk, or cycle, through the neighbourhood or into the surrounding region. |
| Policy (iv) Support development of inclusive communities to reduce the need for travel. | The proximity to transit corridors and LRT, employment areas and the Towne Centre further contributes to the Heritage Valley area as an inclusive community. |
| B. Support the Expansion of Transit Service in Various Forms | |
| Policy (i) Expand and extend the level, quality and range of public transportation options available to serve the Region. | A network of roadways, along with sidewalks, walkways and shared-use paths will provide residents with the ability to drive, walk, or cycle, through the neighbourhood or into the surrounding region. |
| Policy (iv) Support multi-modal transportation options by providing multi-use streets sufficient to accommodate bicyclists, motorists and pedestrians. | The Heritage Valley Town Centre, site of a future LRT station, is within bus and walking distance of the neighbourhood. |
| V. Ensure Efficient Provision of Services: | |
| A. Design Integrated Physical Infrastructure within the Region | |
| Policy (ii) Identify and protect corridors for transportation, transit and infrastructure requirements. | The pipeline corridor that runs through the Plan area is protected from development and encroachment. |

3.4 MUNICIPAL DEVELOPMENT PLAN – THE WAY WE GROW

The Way We Grow – the City of Edmonton's Municipal Development Plan (MDP), is a comprehensive plan which provides direction for 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 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 commitment to residents and make efficient use of infrastructure investments.

The Paisley NASP complies with the following MDP policies:

| MDP Policy | NASP Compliance with MDP Policy |
|--|---|
| 3.2.1.1 - Ensure a combination of single family and multi-family housing development potential is available for the next 30 years. | The NASP will provide single family and multi-family housing for approximately 10 to 15 years at current absorption and development rates in southwest Edmonton. |
| Policy 3.2.2.3 - Ensure City departments and agencies collaborate to identify all municipal land needs within an Area Structure Plan, Neighbourhood Structure Plan or Area Redevelopment Plan boundary prior to plan approval | The City has identified the need for an urban village park site within the NASP boundary for municipal purposes. |
| 3.6.1.6 - Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion. | The Paisley NASP represents contiguous growth in southwest Edmonton, as the surrounding neighbourhoods develop concurrently, allowing for economic use of major infrastructure and supporting LRT, the Towne Centre and employment centres. |
| 4.3.1.1 - The City of Edmonton will take municipal reserve, school reserve or municipal and school reserve, or cash-in-lieu in accordance with the Municipal Government Act and will use the land or money for purposes as defined by the Municipal Government Act. | The NASP provides municipal reserve as a combination of land and cash in lieu. |
| 4.4.1.1 - Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods. | The Paisley NASP allows for the development of a range of residential housing types based on single/semi-detached, row housing, and low-rise/medium density residential units. |
| 4.6.1.1 – Support Corporate initiatives to improve walkability and other active transportation modes. | The NASP has a well connected and integrated open space system which allows residents the opportunity to choose alternative modes of transportation other than the vehicle. |
| 4.6.1.3 – Support the design of accessible and safe active transportation networks in accordance with best practices in universal design. | The network of sidewalks, walkways and shared-use paths will be designed according to best practices in universal design and will provide residents with the ability to walk, cycle, in-line skate, etc. through the neighbourhood. |
| 5.1.1.8 – Encourage urban design that reflects Edmonton is a winter city, allowing | Appropriate urban design elements will be determined through the engineering and |



| MDP Policy | NSP Compliance with MDP Policy |
|---|--|
| residents to enjoy the City in all seasons. | landscape architecture design of the neighbourhood. |
| 5.6.1.4 – Design density, land uses and buildings to benefit from local transit service by minimizing walking distances to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities. | Higher density residential areas have been located near arterial roadways to promote walkability and transit usage. All other uses have superior access to the 28 Avenue S.W. transit corridors, LRT and other arterial roadways with transit service. |
| 5.7.1.1 – 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. | The NASP supports the use of enhanced pedestrian crossings and traffic calming measures as a means of providing pedestrian safety and attractive street designs. |
| 7.1.1.7 – Public projects, new neighbourhoods and development will protect and integrate ecological networks, as identified in the Natural Connections Strategic Plan, by adopting an ecological network approach to land use planning and design. | There are no defined ecological connections within the boundaries of the NASP. The NASP will create ecological connections through connectivity between the linear pipeline corridor, SWMF and parks. |
| 7.4.1.1 – Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton's ecological network, where feasible. 7.5.1.1 – Require new development to demonstrate that it has incorporated ecological design best-practises into the design of the neighbourhoods and buildings to reduce stormwater run-off. | Parks and SWMFs have been located and inter-connected to promote them as walking destinations. These have been designed to serve as destination for pedestrians and cyclists and to provide passive recreation opportunities. These same trails will also contribute to enhancing wildlife connectivity. Where feasible, facilities will be constructed as naturalized ponds to provide possible wildlife habitat and improve water quality via their natural filtration systems. |
| 8.1.3.1 – Plan for residential and economic development within the City which supports the Capital Region Growth Plan. 8.1.7.3 – Upon provincial approval of the Capital Region Plan Addendum, Edmonton's new Area Structure and Neighbourhood Structure Plans in the Capital Region Plan's priority growth area B, F, C _w or C _e will be required to meet or exceed the Capital Region's minimum density targets. | The Paisley neighbourhood is located in the Capital Region Growth Plans Priority Growth Area "C _w " which sets a minimum density target of 30 units per net residential hectare. The NASP exceeds this target. |
| 9.3.1.4 - In consultation with the Energy and | Urban development in the vicinity of oil and gas |



| MDP Policy | NSP Compliance with MDP Policy |
|--|--|
| Resources Conservation Board (ERCB), ensure development setbacks from oil and gas pipelines are achieved through the subdivision approval process. | pipelines will be planned in accordance with relevant City procedures. Government agencies and industry operators were consulted in the development of this Plan. |

3.5 HERITAGE VALLEY SERVICING CONCEPT DESIGN BRIEF

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

| SCDB Principles | NASP Compliance with Principles |
|---|--|
| 3.1 (1) – Promote sustainable community design | The NASP establishes higher residential densities, which optimizes the land consumed for suburban development. It also supports the future, adjacent LRT system by clustering higher densities along major roadways and towards the edges of the neighbourhood and through pedestrian connections and liveability efforts. |
| 3.1 (3) – Create a compact, pedestrian-oriented community | The pedestrian network is at the heart of the plan, ensuring connectivity and a human-scale development. Higher residential densities, mixed development and somewhat smaller lot sizes enable compact, efficient development. |
| 3.2 (4) – Establish a linked system of public open spaces | The park site, the stormwater management facilities, and other open spaces are all connected by pathways and shared-use paths and are accessible to adjacent roadways. |
| 3.2 (5) – Provide a diversity of housing types in each neighbourhood | LDR and MDR uses allow for the development of diverse housing types. |
| 3.2 (6) – Support housing at increased densities in support of the City's intensification strategies and to encourage the use of transit | The NASP proposes a more intensified housing unit ratio of 60% LDR and 40% MDR, with a total net residential density of 35du/ha. |
| 3.3 (2) – Ensure that each neighbourhood is designed with a focal point | The stormwater facilities, pedestrian trails, and park site act as community focal points. |
| 3.5 (1) – Provide a balanced network for movement | The NASP provides opportunities for movement by car, public transit, bicycle, walking, etc. via adjacent and internal shared-use paths, internal roadways, sidewalks, and transit routes. |



| SCDB Principles | NASP Compliance with Principles |
|--|---|
| 3.5 (2) – Provide a transportation system that reflects the character of the intended development and meets the unique demand of each neighbourhood, as well as the City's wider transportation objectives. | The modified grid roadway system and arterial roadways that border the neighbourhood ensures that the majority of the Neighbourhood is accessible via transit within a 400 m walking distance. |
| 3.5 (3) – Improve connectivity | Pathways, shared-use path corridors, and roadway patterns provide linkages and improve connectivity to community focal points, the nearby future transit and LRT system, employment centre and adjacent neighbourhoods. |
| 3.5 (5) – Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations | Streets, sidewalks and pathways are provided by the NASP and connect the community to focal points and destinations. |
| 3.7 (2) – Protect and enhance the natural features of the community when designing and planning neighbourhoods, facilities and services | Naturalized landscaping along open space corridors should work to restore ecological connections within the area. |



3.6 TRANSPORTATION MASTER PLAN – THE WAY WE MOVE

The Way We Move – the City of Edmonton’s Transportation Master Plan (TMP) – establishes a framework for how the City will address its future transportation needs. The TMP identifies seven strategic transportation goals related to Transportation and Land Use Integration, Access and Mobility, Transportation Mode Shift, Sustainability, Health and Safety, Well-Maintained Infrastructure, and Economic Vitality. The TMP in conjunction with the MDP will guide and shape the transportation system and land use patterns to achieve a sustainable and livable city.

The Paisley NASP complies with the following Transportation Master Plan strategic goals:

| TMP Strategic Goal | Paisley NASP Compliance |
|--|--|
| Transportation and Land Use Integration – The transportation system and land use/urban design complement and support each other so that the use of transit and transportation infrastructure is optimized and supports best practises for land use. | The NASP provides a network of roadways which are compatible and complementary to the primarily residential development within the neighbourhood, with access to transit which meets the City’s walkability requirement. |
| Access and Mobility – The transportation system is interconnected and integrated to allow people and goods to move efficiently throughout the city and to provide reasonable access with a variety of modes for people across demographic, geographic, socio-economic and mobility spectrums. | The NASP has been designed to provide transit access to the greatest number of residents through an inter-connected system of sidewalks, walkways and shared-use paths. Areas of higher density residential have been located adjacent to transit routes to promote shorter walking distances and higher usage. |
| Transportation Mode Shift – Public transportation and active transportation are the preferred choice for more people making it possible for the transportation system to move more people more efficiently in fewer vehicles. | Paisley has been designed to support direct, safe, convenient and accessible routes for people of all ages and abilities and provides a well-integrated network between sidewalks, walkways and shared-use corridors connecting people to transit, schools/parks, shopping and future employment centres. |
| Sustainability – Transportation decisions reflect an integrated approach to environmental, financial and social impacts thereby creating sustainable, livable communities that minimize the need for new infrastructure and increase residents’ quality of life. | The NASP creates a sustainable community by providing increased residential densities in support of neighbourhood intensification, public transit and alternative methods of transportation. Services are located nearby and are readily accessible. |
| Health and Safety – The transportation system supports healthy, active lifestyles, and addresses user safety and security including access for emergency response services, contributing to Edmonton’s livability. | The network of sidewalks, walkways and shared-use paths provide residents with the ability to walk, or cycle through the neighbourhood, improving health and wellness. |



3.7 EDMONTON SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES

The purpose of the Suburban Neighbourhood Design Principles (SNDP) is to encourage flexibility and innovation in the design and servicing of new neighbourhoods. The applicable principles are listed below:

| SND Principle | Compliance with SND Principle |
|---|--|
| Principle 1: Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods | Paisley is primarily a residential community, and takes advantage of nearby commercial, service, institutional and educational facilities. |
| Principle 2: Design and locate school and community facilities to provide inter-neighbourhood focal points | The park site within the NASP is central to the perceived catchment area and will be used by neighbourhood residents. |
| Principle 3: Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods. Use local roadways to distribute neighbourhood traffic from/to these arterial and collector roadways. | The arterial roads on three sides of the Paisley NASP are designed in a grid pattern. The small neighbourhood size does not warrant a collector roadway network and therefore the local roadway system has been designed to distribute traffic in accordance with this principle. |
| 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 | City standards and regulations ensure streets are designed to accommodate pedestrians, cyclists and vehicles. Streets, sidewalks and pathways have standardized widths and materials depending on their function. New roadway cross-sections will be considered as an innovative way of making local roadways more efficient for traffic movement and more enjoyable for residents. |
| Principle 5: Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood | Pathways, walkways, sidewalks and MUT corridors connect pedestrians and cyclists to community focal points and destinations such as the park site, SWMF, adjacent neighbourhoods, future adjacent transit system, employment centres and the Towne Centre. |
| Principle 6: Provide Transit Services to the edges of new neighbourhoods using the arterial and collector roadways in conjunction with appropriately designed, strategically located and conveniently accessed transit waiting zones | The NASP is designed without collector roadways and uses local roadways, walkways and the central pipeline corridor to provide access to superior transit service on adjacent arterial roadways. |
| 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, | The Staging Concept for the Paisley NASP indicates development will proceed generally from the north to the south. The SWMF will be provided at an early stage of development, and the |



| SND Principle | Compliance with SND Principle |
|---|---|
| serviced, and available early in the development of a neighbourhood or catchment area | centrally located Urban Village Park site will develop in a timely fashion as a result of this staging concept. |
| Principle 8: Design park and institutional sites and buildings within the neighbourhood and community focal points to be adaptable to other uses or levels of education over time | In time, the park site may be redeveloped to address the changing needs and uses of the community. The central location will support this evolution. |
| 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 | There are smaller, dispersed park sites located in the Plan area. |
| Principle 10: Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and storm water management | Park site and stormwater facilities are located together to maximize their use potential. |
| Principle 11: Create a linked open space system through open spaces created by stormwater management facilities, some utility rights-of-way, preservation of appropriate natural areas and drainage courses, and school and park open spaces | The various park sites, the SWMF, park site are all connected by Greenways, sidewalks and shared-use paths. |
| Principle 12: Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points | Higher density residential uses have been located near arterial roadways, with connections to 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 | The NASP has been designed to incorporate the existing lay of the land to take advantage of the existing contours and depressions for the SWMF. |
| 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 | The Paisley NASP strategically places higher density residential uses throughout the plan area, and proposes a Section 900 zoning to intensify development and provide alternative and innovative site designs. |
| Principle 16: Use current population projections and student generation formulas when planning facilities for a neighbourhood. Take into account the life cycle of the neighbourhood. | The main park site has been situated and sized in accordance with the Urban Parks Management Plan. |



3.8 URBAN PARKS MANAGEMENT PLAN

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

The following principles are relevant in the context of the Paisley:

| UPMP Principle | NASP Compliance to UPMP Principle |
|--|--|
| Principle 1 – Active Living: City and partner actions demonstrate a strong commitment to active living through the acquisition of a network of connected parks and open spaces. | The NASP identifies a system of parks, open spaces and greenways which together create a connected and public open space system. |
| Principle 2 – Urban Wellness: City and partner actions demonstrate a strong commitment to building social capital and urban wellness in the community through the development of urban parks. | The Paisley NASP ensures visual and physical access to parks, and public safety through application of CPTED principles. |
| Principle 3 – Natural Capital: City and partner actions demonstrate a strong commitment to preservation of natural capital through ecological decision making. | Naturalized landscaping along open space corridors should work to restore ecological connections within the area. Currently there are none. |
| Principle 4 – Creative Urban Design: City and partner actions demonstrate a strong commitment to a higher quality of life and urban sustainability through placemaking, creative urban design and the provision of diverse landscape opportunities and experiences. | The design of the NASP promotes opportunities to enhance the community's quality of life through placemaking, creative urban design, and provision of diverse landscape opportunities. The NASP ensures land uses adjacent to public parks are complementary. Examples of desirable adjacent land uses include multifamily residential, stormwater ponds, trail corridors, and reverse single detached housing. |
| Principle 5 – Safe Parks: City and partner actions demonstrate a strong commitment to user safety through the creation and management of safe park environments. | The NASP ensures visual and physical access to parks, and public safety through application of CPTED principles. |
| Principle 7 – Integrated Parks: City and partner actions demonstrate a strong commitment to the integration of City, school and community facilities into the park system to meet community need. | The Paisley NASP provides a central park site to meet community needs. |

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



3.9 CITY OF EDMONTON SUBURBAN HOUSING MIX GUIDELINES

Council approved (1991) guidelines recommend the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% LDR units and 15% to 35% MDR units. These guidelines encourage a mix of housing types, a range of choice in housing, and a measure of intensification.

The Paisley NASP exceeds this ratio and proposes a mix of 60% LDR (Single/Semi-Detached, Reverse Single Detached, and Street-Oriented Rowhousing Residential) and 40% MDR (Low-rise/Medium density residential). In keeping with more recent policy, this plan seeks to achieve a degree of intensification, to provide a choice of housing forms within the neighbourhood, and to generally make more efficient use of new suburban land. This density should support public transit, use infrastructure more effectively, provide a user base for community facilities, and encourage greater social mix.



Appendix 2: Technical Studies

The following technical and supporting studies have been completed in support of the Paisley NASP:

- Neighbourhood Design Report (NDR)
- Water Network Analysis (WNA)
- Transportation Impact Assessment (TIA)
- Parkland Impact Assessment (PIA)
- Environmental Site Assessment (ESA) Phase I (Updated)
- Reduced Scope Environmental Network Report (ENR)
- Statement of Justification for *Historical Resources Act* Requirements
- Geotechnical Report