

The Hamptons Neighbourhood Structure Plan

Office Consolidation December 2012

*Prepared by:
Planning and Policy Services Branch
Planning and Development Department
City of Edmonton*

Bylaw 11751, was adopted by Council in June 1998. In December 2012, this document was consolidated by virtue of the incorporation of the following bylaws:

- Bylaw 11751* Approved June 2, 1998 (to adopt the Hamptons Neighbourhood Structure Plan)
- Bylaw 12871* Approved September 5, 2001 (to define the associated land use changes surrounding the re-alignment of 199 Street)
- Bylaw 13062* Approved May 22, 2002 (to reconfigure and relocate medium density residential land uses; to reduce the size of the neighbourhood convenience commercial site; to make minor adjustments to the location and alignment of pedestrian linkages adjacent to the east stormwater management facility and in the east sector of the neighbourhood.)
- Bylaw 13188* Approved October 17, 2002 (to expand a commercial site and eliminate a small portion of low density residential)
- Bylaw 13299* Approved March 28, 2003 (to replace low density residential land use with a specialized medium density residential designation for the lands located east of 199 Street in the east sector of The Hamptons Neighbourhood)
- Bylaw 13459* Approved September 15, 2003 (to relocate a medium density residential site located on 215 Street to 199 Street, and to reconfigure a storm water management facility)
- Bylaw 13595* Approved March 1, 2004 (to facilitate two major changes to the land use pattern in the area; to re-align 199 Street and 45 Avenue; to implement several minor changes related to the aforementioned major changes)
- Bylaw 14166* Approved January 11, 2006 (to replace Medium Density Residential land uses in the west central area of the plan with Low Density Residential and to update the revised storm water management facility configuration and sizes.
- Bylaw 14302* Approved June 12, 2006 (to redesignate 4.76 ha of land from Low Density Residential to Urban Services, and .47 ha of land from Low Density Residential to Stormwater management facility, to accommodate the development of a church and storm water facility east of 199 street and north of 45 Avenue.)
- Bylaw 14540* Approved April 2, 2007 (to revise the configuration of a Medium Density Residential site and replace a portion of the site with Low Density Residential housing.)
- Bylaw 14734* Approved December 12, 2007 (to expand the southern boundary of the Hamptons neighbourhood and facilitate the development of a stormwater management lake, park space and residential land uses.)
- Bylaw 15381* Approved April 14, 2010 (to revise the Low Density Residential area by adding two Medium Density Residential sites and a Urban Service site)
- Bylaw 15615* Approved January 31, 2011 (to redesignate a 1.24 ha site from commercial use to high density residential use)
- Bylaw 15703* Approved April 4, 2011 (to redesignate a 0.27 ha site from Low Density Residential land use to Urban Services use)
- Bylaw 16154* Approved July 3, 2012 (to redesignate a 1.91 ha site from Low Density Residential land use to Commercial use)
- Bylaw 16284* Approved December 3, 2012 (to realigning the southern boundary of the plan area and updating the land use statistics and figures accordingly)

Editor's Note:

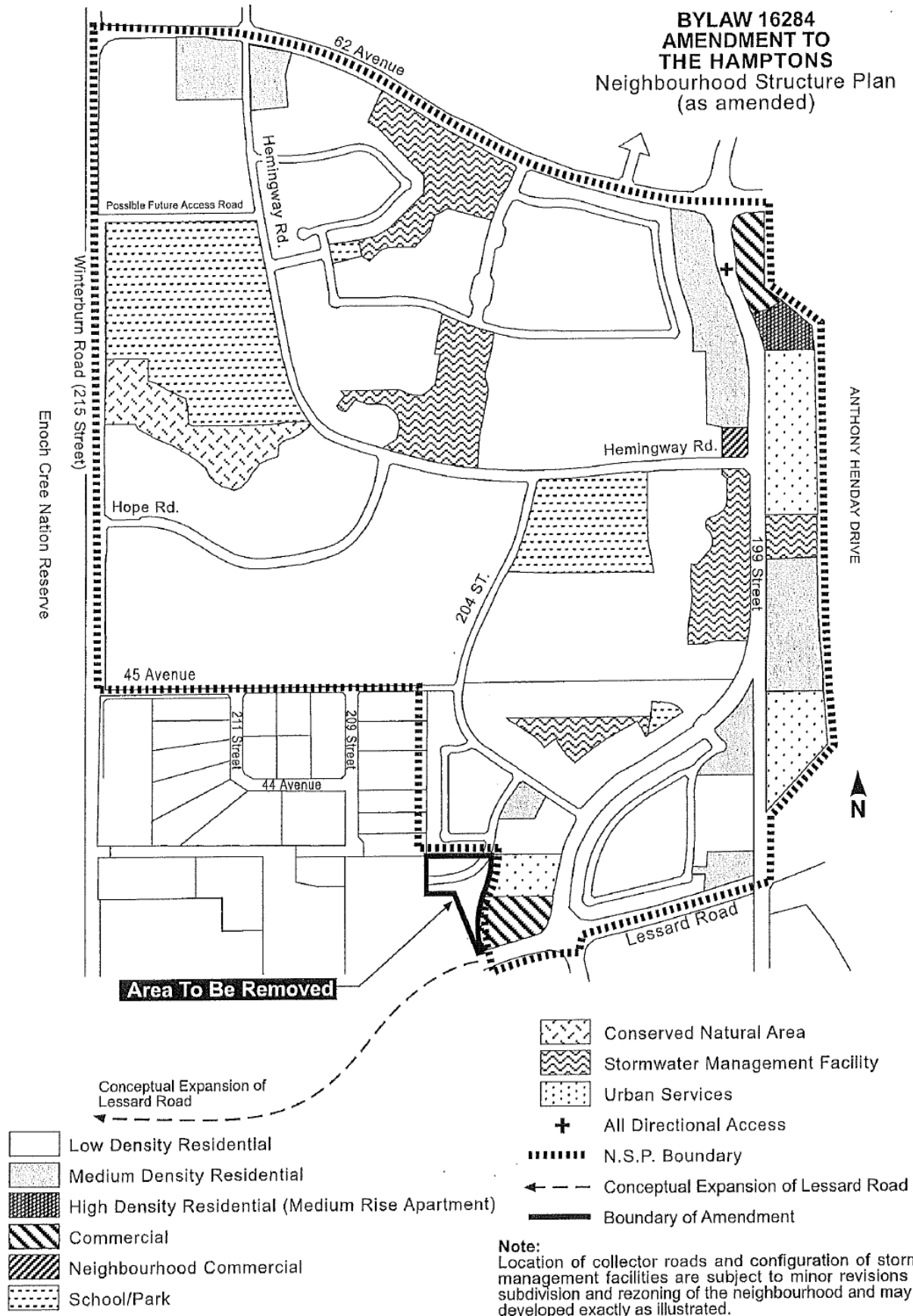
This is an office consolidation edition of the Hamptons Neighbourhood Structure Plan, Bylaw, as approved by City Council on June 2, 1998. This Plan is an amendment to The Grange Area Structure Plan, Bylaw 11749 as approved by City Council on May 25, 1998. This edition contains all amendments and additions to Bylaw 11751.

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

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

City of Edmonton
Planning and Development Department

**BYLAW 16284
AMENDMENT TO
THE HAMPTONS**
Neighbourhood Structure Plan
(as amended)



(Approved December 3, 2012)

THE HAMPTONS NEIGHBOURHOOD STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 16284

	<u>AREA (ha)</u>	<u>% of GA</u>
GROSS AREA	284.56	100%
Arterial Roadways	12.51	4.36%
GROSS DEVELOPABLE AREA	272.05	100.0%
Commercial		
Major Commercial	3.62	1.26%
Neighbourhood Commercial	0.40	0.14%
Parkland, Recreation, School (Municipal Reserve)		
CKC / School / Park	26.30	9.16%
Natural Area (Municipal Reserve)	7.53	2.62%
Transportation		
Circulation	45.35	16.67%
Infrastructure / Servicing		
Stormwater Management Facilities	20.44	7.12%
PUL/Water Quality Sediment Ponds	9.20	3.2%
TOTAL Non-Residential Area	112.84	39.65%
NET RESIDENTIAL AREA	159.21	56.00%

RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT

Land Use	Area (ha)	Units/ha	Units	Pop/Unit	Population	% OF NRA
Low Density Residential (LDR)						
Single/Semi-Detached	138.38	25	3,460	2.8	9,688	86.92%
Medium Density Residential (MDR)						
Row Housing	1.54	45	69	2.8	194	0.97%
Low-rise/Medium Density Housing	18.05	90	1,625	1.8	2,925	11.34%
Medium to High Rise	1.24	225	279	1.5	419	0.78%
Total Residential	159.21		5,433		13,226	100.0%
Units Per Net Residential Hectare	34					

SUSTAINABILITY MEASURES

Population Per Net Hectare (ppnha)	83.1
Units Per Net Residential Hectare (upnrha)	34.1
[Single/Semi-Detached] / [Low-rise/Multi-/Medium Units] Unit Ratio	64% / 36%
Persons per Gross Developable Hectare	48.6

For purposes of the Capital Region Board Net Density is 34.1 upnrha (based on 5,433 units divided by 159.21 hectares of Net Residential Area).

STUDENT GENERATION COUNT

Public School Board		1,088
Grades K-8	544	
Grades 9-12	544	
Separate School Board		218
Grades K-8	109	
Grades 9-12	109	
Total Student Population		1,306

SCHEDULE "C"

The Hamptons Neighbourhood Structure Plan

Prepared for:
Two Private Corporations
(Amended by Editor)

Prepared by: Stanley
Urban Land

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Amended by: Bylaw 12871, September 5, 2005

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1.0 Introduction

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1.0 Introduction

1.1 PURPOSE

The purpose of this Neighbourhood Structure Plan (NSP) is to describe the land use pattern and development objectives for The Hamptons, a 271.9 hectare parcel of land and one of three neighbourhood units within The Grange Area Structure Plan (see Figure 1.0 - Location Plan). The Grange is a 585.66 hectare area of land immediately south of 79 Avenue (Whitemud Drive) and west of the Transportation and Utilities Corridor within The City of Edmonton.

Bylaw 13595
March 1, 2004

The NSP will implement the land use framework and development objectives set out in The Grange ASP by identifying the type, size and location of various land uses, density of development, location of arterial and collector roadways, conceptual servicing designs and the sequence of development.

The Hamptons NSP has been prepared on behalf of *two private corporations*, owners of the vast majority of lands within the neighbourhood.

Amended by Editor

1.2 BACKGROUND

The original Area Structure Plan for The Grange was approved by City Council on 8 May 1990 under Bylaw No. 9294. No residential development has occurred in The Grange since the preparation of the original ASP.

However a number of planning and development factors have changed including market conditions, planning philosophies, legislation and policies. The net effect of these changes is the need for a complete revision to The Grange ASP along with the preparation of The Hamptons NSP.

1.3 DEFINITION OF PLAN AREA

The Hamptons NSP includes all of the SW 1/4 and SE 1/4, most of the NW 1/4 and approximately half of the NE 1/4 of



Section 18-52-25-W4 plus approximately 32 hectares of land in the NE 1/4 of Section 7-52-25-W4 and 15 hectares on the east side of 199 Street. The total area of the NSP is 271.9 hectares.

Bylaw 13595
March 1, 2004

As shown on Figure 2.0 - Context Plan, The Hamptons NSP is defined by the following general boundaries:

- **Northern Boundary** - The centre line of 62 Avenue, the east-west arterial extension of Callingwood Road through The Grange ASP to 215 Street
- **Eastern Boundary** - Western edge of the Transportation and Utilities Corridor generally following the existing 199 Street.
- **Western Boundary** - 215 Street (Winterburn Road), the current western boundary of the City of Edmonton and eastern boundary of the Enoch Cree Nation Reserve.
- **Southern Boundary** - 45 Avenue (realigned to the southeast) will intersect with the future 199 Street right-of-way. *199 Street extends south to intersect with Lessard Road which will provide access across the TUC. 45 Avenue/199 Street and Lessard Road together form a boundary between The Hamptons and the estate residential and agricultural areas to the south.*

Bylaw 13595
March 1, 2004

The Hamptons NSP constitutes a logical planning unit with respect to identifiable plan boundaries, land ownership and servicing considerations.

1.4 LAND OWNERSHIP

The vast majority of land within The Hamptons NSP is owned by *two private corporations*. There are a few other minority landowners within the NSP.

Amended by Editor

Current land ownership is shown on Figure 3.0 - Land Ownership and a more detailed listing is shown on Table 1 - Land Ownership.

Figure 2.0 Context Plan (Bylaw 16284, Dec 3, 2012)

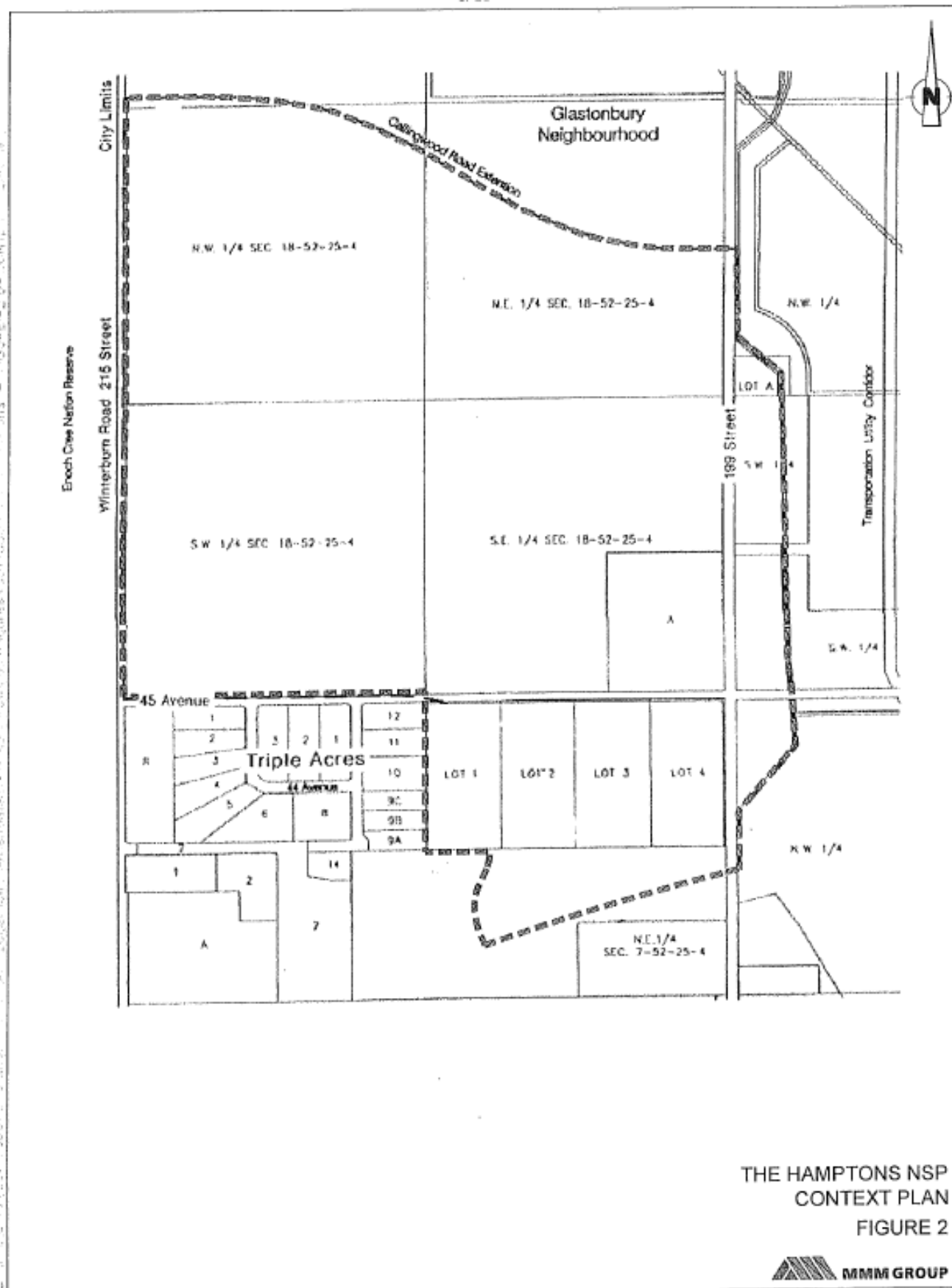


Figure 3.0 Land Ownership (Bylaw 16284, December 3, 2012)

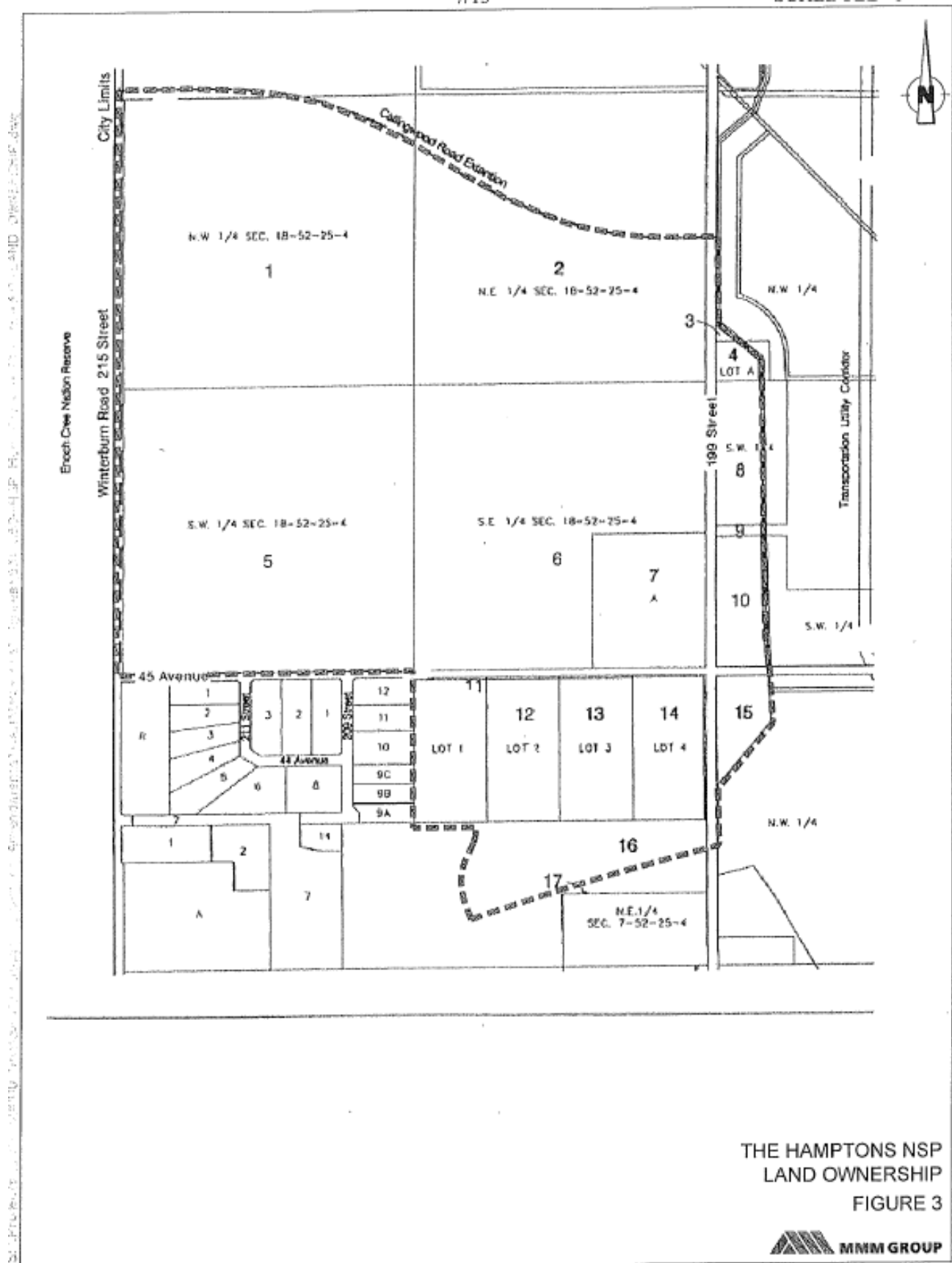


TABLE 1- LAND OWNERSHIP
THE HAMPTONS NEIGHBOURHOOD STRUCTURE PLAN
(Amended by Editor)

	Titled Owner	Legal Description	Area (ha)
1.	<i>Private Corporation</i>	NW ¼ 18-52-25-4	64.38
2.	<i>Private Corporation</i>	NE ¼ 18-52-25-4	portion
3.	<i>Private Owner</i>	Part of NW ¼ 17-52-25-4	0.13
4.	<i>Private Owner</i>	Part of NW ¼ 17-52-25-4	1.12
5.	<i>Private Corporation</i>	SW ¼ 18-52-25-4	64.38
6.	<i>Private Corporation</i>	Part of SE ¼ 18-52 -25-4	52.59
7.	<i>Private Corporation</i>	Part of SE ¼ 18-52-25-4	11.90
8.	<i>Private Owner</i>	W ½ of LSD 5/Sec 17 Pln 882 2480	4.85
9.	<i>Private Owner</i>	Part of Lot 8 Plan 5438 RS	0.38
10.	<i>Private Corporation</i>	Part of SW ¼ 17-25-25-4	4.87
11.	<i>Private Corporation</i>	Lot 1 Plan 962 1346	portion
12.	<i>Private Corporation</i>	Lot 2 Plan 962 1346	portion
13.	<i>Private Corporation</i>	Lot 3 Plan 962 1346	8.14
14.	<i>Private Corporation</i>	Lot 4 Plan 962 1346	8.13
15.	<i>Private Institution (Religious Assembly)</i>	NW ¼ 8-52-25-4	3.22
16.	<i>Private Corporation (87.5%)</i> <i>Private Corporation (12.5%)</i>	Lot 3 Plan 762 0329	portion
17.	<i>Private Owner</i>	NE ¼ 7-52-25-4	portion

2.0 Statutory Plan & Policy Context

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2.0 Statutory Plan & Policy Context

2.1 EDMONTON MUNICIPAL DEVELOPMENT PLAN

As a neighbourhood unit of The Grange ASP, land within The Hamptons NSP is designated in the City of Edmonton Municipal Development Plan (MDP) as a Suburban Development area. The NSP is consistent with the relevant Suburban Areas policies and objectives of the MDP specifically:

Managing Suburban Growth - To accommodate growth, serviced in an orderly and economic fashion, in all suburban areas of the city.

***Policy 2.A.1** Encourage new development to be contiguous with existing development.*

The Hamptons NSP lies to the west of the almost fully developed West Jasper Place area and south of the approved Glastonbury Neighbourhood. It can be logically and efficiently serviced to accommodate residential development.

***Policy 2.A.2** Allow the location of new suburban residential development to be guided by the demands of the housing market for choices in housing types and location and the availability of services.*

***Policy 2.A.4** Allow market forces to determine the timing, location and extent of servicing in newly developing areas, but require a developer to pay for all on-site services, and where appropriate, specific off-site services.*

Given that the West Jasper Place ASP is approaching full development, neighbourhoods within The Grange such as The Hamptons represent the growth areas for a full range of future residential development opportunities in west Edmonton. Permanent services can be extended across the TUC in a cost effective manner (see Section 6.0).

***Policy 2.A.6** Ensure the use and protection of natural topography and unique elements of the natural environment in the design and servicing of new suburban development.*

The Hamptons NSP contains a few low lying wetland areas which will be enhanced as a result of their incorporation into the stormwater management system. Portions of a major woodland area in the southwest corner of the

NSP will be incorporated, where economical and practicable, into the development concept.

Ensuring Adequate Neighbourhood Services –

Encourage flexibility in creating attractive and functional neighbourhoods.

Policy 2.B.4 *Promote linkages between communities through the design and location of open spaces, community facilities and activity centres.*

The Hamptons NSP incorporates linkages throughout the plan via the stormwater management system of lakes and dry ponds, planned walkways and dispersed and passive park sites.

Maintaining a Balanced Mix and Density of Dwellings

Policy 2.C.1 *Encourage heterogeneous communities by planning for a variety of housing types, including multi family, in each residential neighbourhood*

The Hamptons NSP provides for a broad mix of low and medium density residential housing forms consistent with City policies.

2.2 SUBURBAN INVESTMENT STRATEGY

The City of Edmonton's Suburban Investment Strategy (SIS) evaluates the principles and actions associated with facilitating suburban growth. The SIS deals with approvals and states that new neighbourhood approvals should be considered if:

- new neighbourhoods are contiguous with adjacent, completed development;
- new neighbourhoods are necessary in order to meet servicing forecasts within the appropriate sector;
- funding is in place to provide required infrastructure or that the developers are responsible for all costs associated with the required infrastructure.

These principles are similar in nature to those found in the MDP and development within The Hamptons NSP is consistent these principles.

Contiguous Development - The Hamptons NSP lies to the west of the almost completed neighbourhood of Jamieson Place and the fully developed

neighbourhood of Wedgewood Heights.

Meet Servicing Forecasts - As indicated in the City of Edmonton's Suburban Residential Land Servicing Forecasts (1997-2002), the currently undeveloped portions of the West Jasper Place ASP including the Donsdale, Jamieson Place, Wedgewood Heights, Dechene and Ormsby Place neighbourhoods should be virtually complete in the next few years. The Grange and Lewis Farms ASPs are the only significant remaining areas for development in west Edmonton and The Hamptons is identified in the ASP as the being one of the first locations of development.

Between 1992 and 1996, West Edmonton accounted for an average of approximately 200 lots per year or 12-13% of the total number lots serviced in the City annually. The City of Edmonton forecast estimates that figure rising to nearly 20% (or approximately 350 lots annually) by 2002 in conjunction with an overall increase in lot servicing. After that time, the West Jasper Place ASP will most certainly be fully developed and The Grange, particularly the initial stages of The Hamptons and Glastonbury to the north will play a critical role in meeting the residential demands of the west Edmonton housing market.

Funded Infrastructure - Cost sharing arrangements for the extension of storm sewer and sanitary sewer services and the upgrading and extension of various roadways will be described in more detail in the engineering services reports accompanying the NSP.

Cost sharing arrangements such as the Arterial Roadway Assessment may be employed within The Hamptons NSP to finance the construction of arterial roadways. A more detailed description of the Assessment is provided in Section 7.4.

2.3 THE GRANGE AREA STRUCTURE PLAN

The Grange Area Structure Plan provides general guidelines to facilitate the orderly development of the plan area in terms of proposed land uses, density of development, location of major roads and facilities and sequence of development. The Hamptons NSP is a more detailed extension of the land use framework described in the ASP and is consistent with development objectives described in that document, namely:

- to provide a framework to deliver a high quality, comprehensively planned residential area by defining the basic roadway network, pattern and composition of land uses, location of school/park sites and servicing designs.

The Hamptons NSP provides a more detailed description of the proposed land uses and how they tie into the collector and arterial roadway system as well as describing the servicing methods to be employed.

- to integrate natural features of the area into the plan where feasible and economically viable.

Natural low areas and wetlands within The Hamptons have been incorporated into the stormwater management systems and portions of the Winterburn Woodland area are planned to be retained where possible.

- to allow implementation of the plan on an orderly, staged basis with flexibility to adapt to changing market conditions.

A detailed staging plan for development within The Hamptons is provided in Section 8.0 - Implementation. Development in The Hamptons and Glastonbury to the north is expected to begin concurrently and will proceed primarily based on market conditions.

2.4 SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES

The Suburban Neighbourhood Design Principles report describes 16 design principles intended to guide development in future Edmonton suburbs.

While the NSP generally reflects most of the design principles to some degree, the following principles, in particular, are embodied within the design concept for The Hamptons:

Design Principle 3 - *Design the arterial and central 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 Hamptons NSP is essentially bound on all sides by arterial roadways. A looping collector roadway provides access off of the arterial roadways and brings access to the local roadway network.

Design Principle 5 – *Provide convenient pedestrian and bicycle access*

Bylaw 13062
May 22, 2002

throughout the neighbourhood and especially between destination points with and outside the neighbourhood.

The re-alignment of the bicycle/pedestrian circulation system maximizes access between destination points with The Hamptons Neighbourhood.

Design Principle 7 - At the area and neighbourhood planning stage, plan the location of the school/park facilities relative to neighbourhood staging such that they can be consolidated, serviced and available early in the development of a neighbourhood or catchment area. The school/park sites within The Hamptons NSP have been planned in consultation with the School Boards and the Community Services Department. Furthermore, given the limited number of landowners, the pre-dedication of the school/park sites becomes a more achievable objective.

Design 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.*

A number of dispersed park sites have been created from municipal reserves throughout The Hamptons NSP:

Design Principle 10 - *Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and storm water management.*

Site areas for school/park sites/community league building envelopes have been identified within the 10% municipal reserves available for the entire Grange ASP.

Design Principle 11 - *Create a linked open space system through open spaces created by storm water management facilities, utility rights-of-way, preservation of appropriate natural areas and drainage courses, and school and park open spaces.*

An extensive open space system is available within and adjacent to The Hamptons through the connection of the stormwater management facilities, the school/park passive and dispersed park sites and various walkways through public utility lots.

Design Principle 12 – *Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal point.*

Bylaw 13062
May 22, 2002

The location and configuration of the medium density residential site is consistent with this principle

Design 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.*

It is intended that a range of low and medium density residential housing forms will be developed within The Hamptons. Opportunities for innovative site design and building siting can be pursued through the redistricting and subdivision processes.

Design Principle 16 - *Use current population and student generation formulas when planning facilities for a neighbourhood.*

The population and student generation ratios provided in the Suburban Neighbourhood Design Principles report were used to develop demographic projections in The Hamptons NSP.

3.0 Site Context & Development Considerations

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3.0 Site Context & Development Considerations

3.1 TOPOGRAPHY & VEGETATION

Topography in The Hamptons NSP is generally flat with a gentle roll from southwest to northeast. As shown on Figure 4.0 - Site Contours, elevations within the NSP range from approximately 702 m in the west to 695 m towards the eastern edge. Elevations as high as 712 m are found in the far southwest corner.

Surface drainage follows the natural contours of the land and generally flows northeast towards 199 Street.

As shown on Figure 5.0 - Site Features, most of the land within The Hamptons has been cleared for agricultural purposes. A few low lying, seasonal wetland natural areas are located throughout Section 19. The Winterburn Woodland is located in the southwest corner of the NSP and is described in more detail in Section 3.7.1.

3.2 SOILS

A number of geotechnical evaluations have been completed on lands in The Grange over the past ten years. The studies have identified that the soil stratigraphy typically consists of a layer of clay over a silt/till layer.

This silt/till layer resulted in the previous ASP and NSP approvals for The Grange requiring the application of Infrastructure Performance Criteria (IPC) instead of the usual City of Edmonton Servicing Standards.

3.3 EXISTING LAND USES

As noted, the majority of land within The Hamptons has been used for agricultural purposes and is free of related structures. Although it is one private property, portions of the Winterburn Woodland have been used for a variety of recreational activities such as hiking and snowmobiling over the years.

All of Section 18-25-W4M and that portion of NE 1/4 Section 7-52-25-W4M and the property east of 199 Street within The Hamptons NSP is currently districted as Agricultural (AG) District.

Figure 4.0 Site Contours (Bylaw 16284, December 3, 2012)

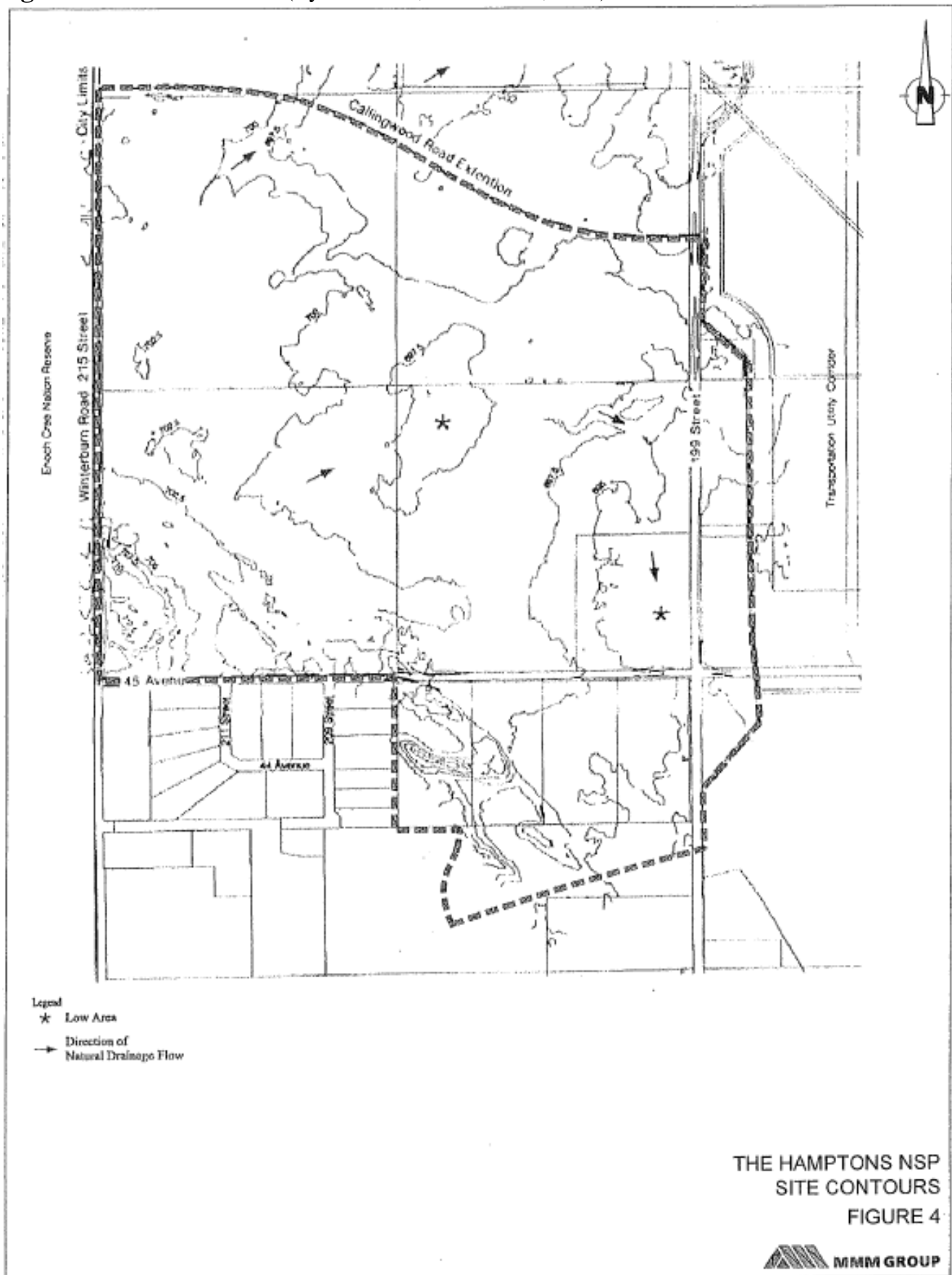


Figure 5.0 Site Features – 2011 Air Photo (Bylaw 16284, December 3, 2012)



THE HAMPTONS NSP
SITE FEATURES - 2011 AIR PHOTO
FIGURE 5



3.4 SURROUNDING LAND USES

In addition to the TUC (described below in Section 3.5), The Hamptons NSP is surrounded by a variety of land uses including:

North - The Glastonbury NSP and Neighbourhood Three NSP on the north side of 62 Avenue.

West - The Hamptons is bordered to the west by the Enoch Cree Nation Reserve encompassing 20 Sections of land in the County of Parkland and straddling Highway 60. There is no development in the lands adjacent to The Grange and the terrain is similar to that within the plan area. Most development within the Reserve has occurred adjacent to Highway 60 including a golf course, residential development and an assortment of urban services and commercial uses.

South - The Hamptons is bordered south of SW 1/4 Section 18-52-25-W4M by Triple Acres, a country residential development with approximately 20 residential dwelling. Adjacent to and straddling the southeast border are a number of larger parcels used for farming and excavation business operations.

3.5 TRANSPORTATION AND UTILITIES CORRIDOR

The Transportation and Utilities Corridor (TUC) forms the eastern boundary of The Hamptons NSP and was established to provide a corridor for the proposed Ring Road, power lines, energy pipelines, and other utilities. A number of parcels of land along the eastern edge of 199 Street were declared surplus to the TUC and subsequently incorporated into The Hamptons and rest of The Grange ASP. Access across the TUC into The Hamptons is planned at the extensions of 62 Avenue and Lessard Road.

3.6 PHASE I ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment (ESA) was undertaken by AGRA Earth & Environmental Limited in July 1997 on lands within Section 18-52-25-4 and the East 1/2 Section 19-52-25-4.

The Phase I ESA identified no concerns that would warrant a Phase II ESA. However, the following items on lands within The Hamptons NSP were flagged for future reference:

a) Waste debris was noted throughout the site. This included materials that have specific disposal requirements as per Alberta environmental legislation. It is recommended that waste materials be identified to determine the appropriate disposal methods, specifically:

- i. potential asbestos-containing insulation wrap around the hot water heaters;
- ii. the composition of the material in the garbage bags; and

The Phase I ESA also noted that a number of government departments and resource agencies including Alberta Transportation & Utilities (Dangerous Goods Control), Environmental Law Centre, Petroleum Tank Management Association of Alberta, City of Edmonton Emergency Response Department and *a private corporation* were contacted regarding environmental incidents, underground storage tanks and dangerous goods incidents on the property. No concerns were raised.

Amended by Editor

3.6.1 Non-Participating Land Owners

To the best of our knowledge, no other Phase I Environmental Site Assessments have been undertaken on the remaining lands within The Hamptons NSP.

In light of this, the Environmental Planning Group of the Planning & Development Department has recommended that ESAs or disclosure statements be provided by the minority land owners at the redistricting stage.

3.7 ENVIRONMENTAL RESOURCES

The City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas identified one site within The Hamptons NSP. The location of the site is shown on Figure 5.0.

3.7.1 Winterburn Woodland

The Inventory identifies the 46.51 ha Winterburn Woodland site (NW302) as a regionally significant environmentally sensitive area. The report cites the presence of a number of vegetation

communities, a high plant species diversity and sensitive wildlife species. Portions of the site were previously cleared for sand and gravel extraction.

A Stage One Preliminary Natural Area Site Assessment (Step 1 & Step 2 Reports) was completed by Reid-Crowther & Partners Ltd. in early 1998. The Step 1 Report provided an inventory of the Winterburn Woodland's environmental characteristics and a vegetation/botanical and wildlife assessment. The report gave a high importance rating to a number of the Woodland's environmental elements including flora, fauna, site size, biological diversity, wildlife population, vegetation, bird habitat and the site's sustainability.

The Step 2 Report evaluated the effects of the proposed development on the various environmental elements and identifies a number of negative and unknown impacts including a reduction in site size; loss of linking habitat to the south; potential loss of wildlife species through habitat loss and; loss of bird habitat. Furthermore, the Step 2 Report assesses the sustainability of the Winterburn Woodland in consideration of the proposed development and generally notes the following:

- a) The Winterburn Woodland area includes 25.5 hectares of native vegetation. It is recommended that 4.5 - 5.0 hectares of the natural area in the northwest portion of the Woodland be considered for continued protection. As well, consider the remaining area, to the extent possible, where economically viable and sustainable for integration opportunities with urban development. The areas with greater value should be considered first.
- b) The natural area to be retained should also be protected from adverse human impacts. This should include protection of the trees and shrubs from cutting, elimination of the bush party site, and associated activities. Domestic stock grazing should also not be allowed in this area since it would have a severe impact on the understory. Motorized vehicle access to the natural area to be retained should be eliminated.
- c) During development, it will be important to protect both the

understory and the trees when clearing vegetation adjacent to protected areas.

The Step 2 Report also provides a number of habitat management considerations for the natural area that has been recommended for retention. These recommendations include:

- a) Develop this area in the later stages of the project. Retain native vegetation in the designated natural area. This will enable a larger treed habitat 'island' to be retained to support the local population of songbirds, deer and other species.
- b) Where possible, buffer the edge of the natural area to be retained from zones of high disturbance by:
 - i. orienting houses so that backyards are closest to the natural area to be retained;
 - ii. separating main roads from the natural area;
 - iii. incorporating other native vegetation on-site in appropriate ways where sustainable *and* economically viable;
 - iv. retain proposed northwest woods stands in a natural state with little or no maintenance (e.g. leave standing dead trees, unless they pose a significant safety concern).

3.8 HISTORICAL RESOURCES

An archival search for The Grange was undertaken by the Archeological Surveys Branch of Alberta Culture both during the preparation of the original Grange ASP in 1988. Due to the absence of historical data and distance from the North Saskatchewan River, the Archeological Surveys Branch arrived at the conclusion that lands within The Grange are of little or no historical or cultural value and no further study is required.

3.9 OIL & GAS FACILITIES

The entire Grange lands are located upon the Acheson East Field Blairmore Pool with estimated remaining oil reserves of $300.0 \times 10^3 \text{m}^3$ (78% drained) and remaining gas reserves of $152.0 \times 10^6 \text{m}^3$ (55% drained) based on 1991 statistics.

There are a number of pipeline facilities and operating, suspended and abandoned well sites throughout The Grange, however there are only abandoned facilities within The Hamptons.

3.9.1 Abandoned Extraction Facilities

As shown on Figure 6.0, there are six abandoned surface well sites in The Hamptons owned by *four private corporations*. All of these oil and gas wells have been plugged off with cement. Surface well casings have been sheared off one metre below the surface and steel plates have been welded onto the top of the casings.

Amended by Editor

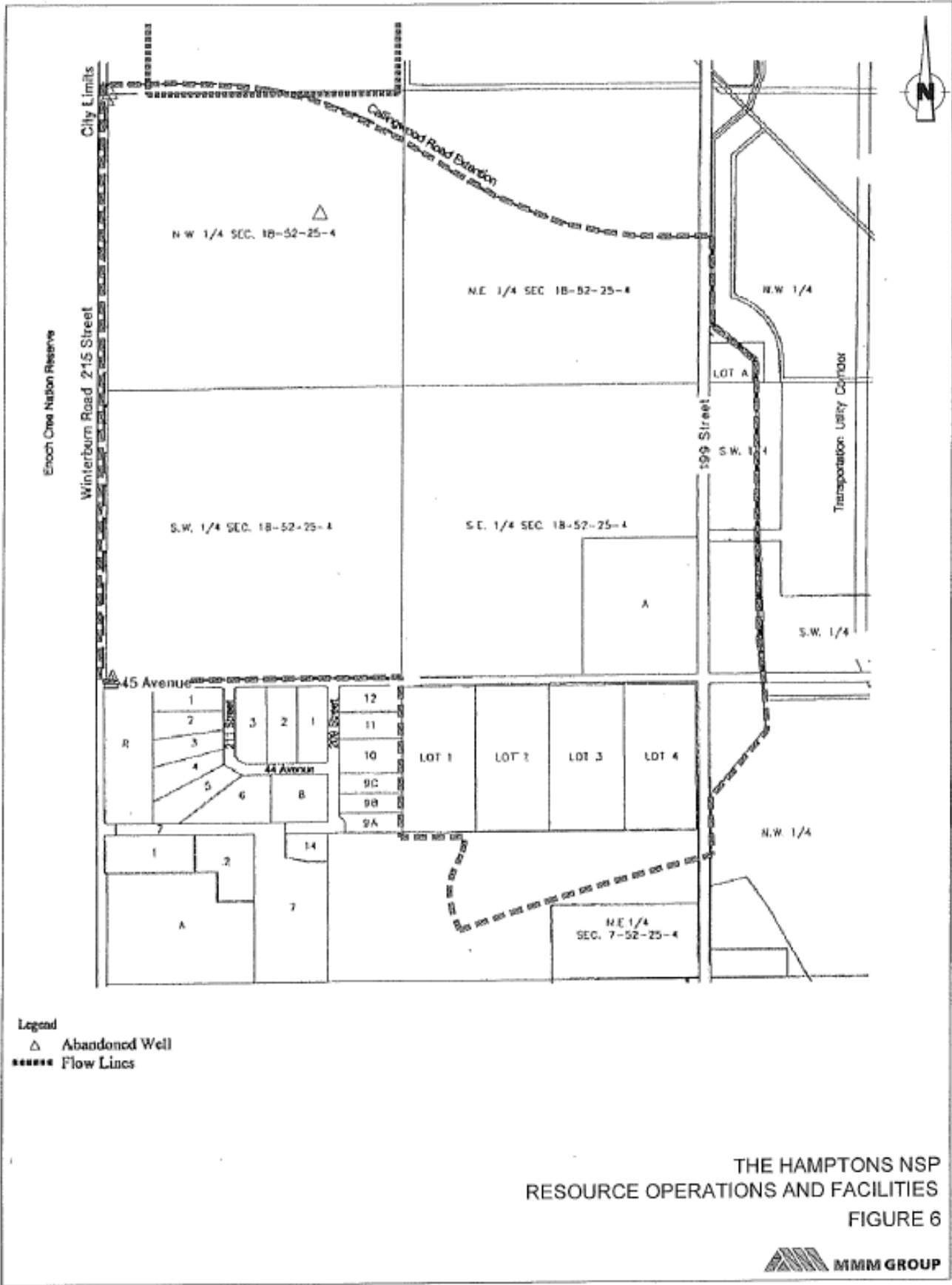
At the time of urban development in the vicinity of an abandoned well, it may be necessary to re-abandon the well site to cut the well casings further below the surface in order to minimize conflicts during construction.

It should be noted that these abandoned wells are not potential sources of hydrogen sulphide gas but may become physical constraints to servicing activity which will be dealt with at the time of detailed subdivision planning.

During the Energy Resources Conservation Board (ERCB) Inquiry of 1983, the following statement was made by the ERCB with respect to abandoned wells:

"The Board would expect that the licensee of a well, even of an already abandoned one, would retain responsibility for re-abandonment when such is required for urban development purposes. If the licensee of the well is defunct, the Board would take responsibility to ensure that the surface abandonment was re-completed."

Figure 6.0 Resource Operations and Facilities (Bylaw 16284, December 3, 2012)



4.0 Development Objectives & Principles

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4.0 Development Objectives & Principles

4.1 DEVELOPMENT OBJECTIVES

The Hamptons NSP has been prepared as a comprehensively planned residential neighbourhood taking advantage of both the natural features and the locational attributes of the area.

The main objectives of The Hamptons NSP are:

- to develop a plan consistent with the general intent and purpose of The Grange Area Structure Plan.
- to provide a framework to deliver a high quality, comprehensively planned residential area by defining the collector and arterial roadway network, the type, size and location of land uses, linkages, location of school/park sites, servicing designs and development staging.
- to integrate natural features of the area into the plan where feasible and economically viable.
- to allow implementation of the plan on an orderly, staged basis

4.2 DEVELOPMENT PRINCIPLES

Development of the various land uses within The Hamptons NSP is defined through the following general principles:

4.2.1 Residential

- Provide for a broad variety of low and medium *and high* density housing forms in The Hamptons consistent with consumer preferences and in conformance with municipal standards and policies.
- Establish sufficient overall residential densities within The Hamptons to support the efficient provision of educational facilities, recreational facilities and municipal services such as public transit both within the neighbourhood and as part of The Grange ASP.
- Employ applicable design principles from the Suburban Neighbourhood Design Principles report within the residential

Bylaw 15616
Jan 31, 2011

areas.

- Establish the single family to multi-family dwelling unit ratio to conform with City Council's housing mix guidelines.
- Locate residential development so as to take advantage of natural and man-made features such as stormwater management facilities, walkways and park space.
- *Orient medium and high density residential land uses toward the collector and/or Ring Road system to provide easy access and, where appropriate, to provide a transitional land use between adjacent single family development, major roads and commercial uses.*

Bylaw 15616
Jan 31, 2011

4.2.2 Commercial

- Provide for neighbourhood commercial development opportunities within The Hamptons to serve area residents.
- Ensure that the impact of commercial development on adjacent land uses is minimized through the use of transitional land uses, orientation of land uses and the application of setbacks/buffering available through the Land Use Bylaw.
- Locate neighbourhood commercial sites along collector or arterial roadways to ensure high visibility and to provide easy access.

4.2.3 Transportation

- Provide a logical, safe and efficient hierarchy of transportation systems within the plan area to address the pedestrian, bicycle, public transit and automobile transportation needs of residents and businesses moving to, from and within The Hamptons.
- Employ applicable design principles from the Suburban Neighbourhood Design Principles report to the design of the transportation and circulation network.

4.2.4 Educational Facilities

- Provide sites for educational facilities through the dedication of municipal reserves.

- Identify a potential "flip" site adjacent to the District Campus parcel to allow expansion of the Campus if necessary.
- Locate and size these sites to address the student populations generated within designated catchment areas through consultation with the Public and Separate School Boards and the City.

4.2.5 Parks & Open Space

- Provide sites for open space and parks for active and passive recreation through the dedication of municipal reserves.
- Preserve a segment of the treed area in the northwest portion of the Winterburn Woodland.
- Introduce a number of smaller, dispersed "pocket parks" within the plan to provide residents with an alternative open space to the larger neighbourhood park sites.
- Locate parks and open space to provide both easy access for residents and to facilitate timely assembly and development of sites.

4.2.6 Environmental

- Preserve and integrate natural areas into the plan area where sustainable and economically viable through the use of municipal reserves and incorporation into stormwater management facilities.

5.0 Development Concept

Amended by: Bylaw 12871, September 5, 2001

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5.0 Development Concept

The development concept for The Hamptons has been prepared in response to current and anticipated residential market trends in the Edmonton Region.

The following sections outline the development concept for The Hamptons NSP in response to the development objectives and principles outlined in the previous section and contained within The Grange ASP.

5.1 NEIGHBOURHOOD UNIT

The Hamptons NSP is comprised of 271.90 hectares and is bound on all sides by either a utility corridor or arterial roadway to create a logical planning unit as shown on Figure 7.0 - Development Concept.

Bylaw 13595
March 1, 2004

5.2 RESIDENTIAL

The majority of land within The Hamptons is intended for residential development as shown on Figure 7.0. A broad range of low, medium and high density residential dwelling units is described and will be implemented based on market conditions and consumer preferences at the time of development.

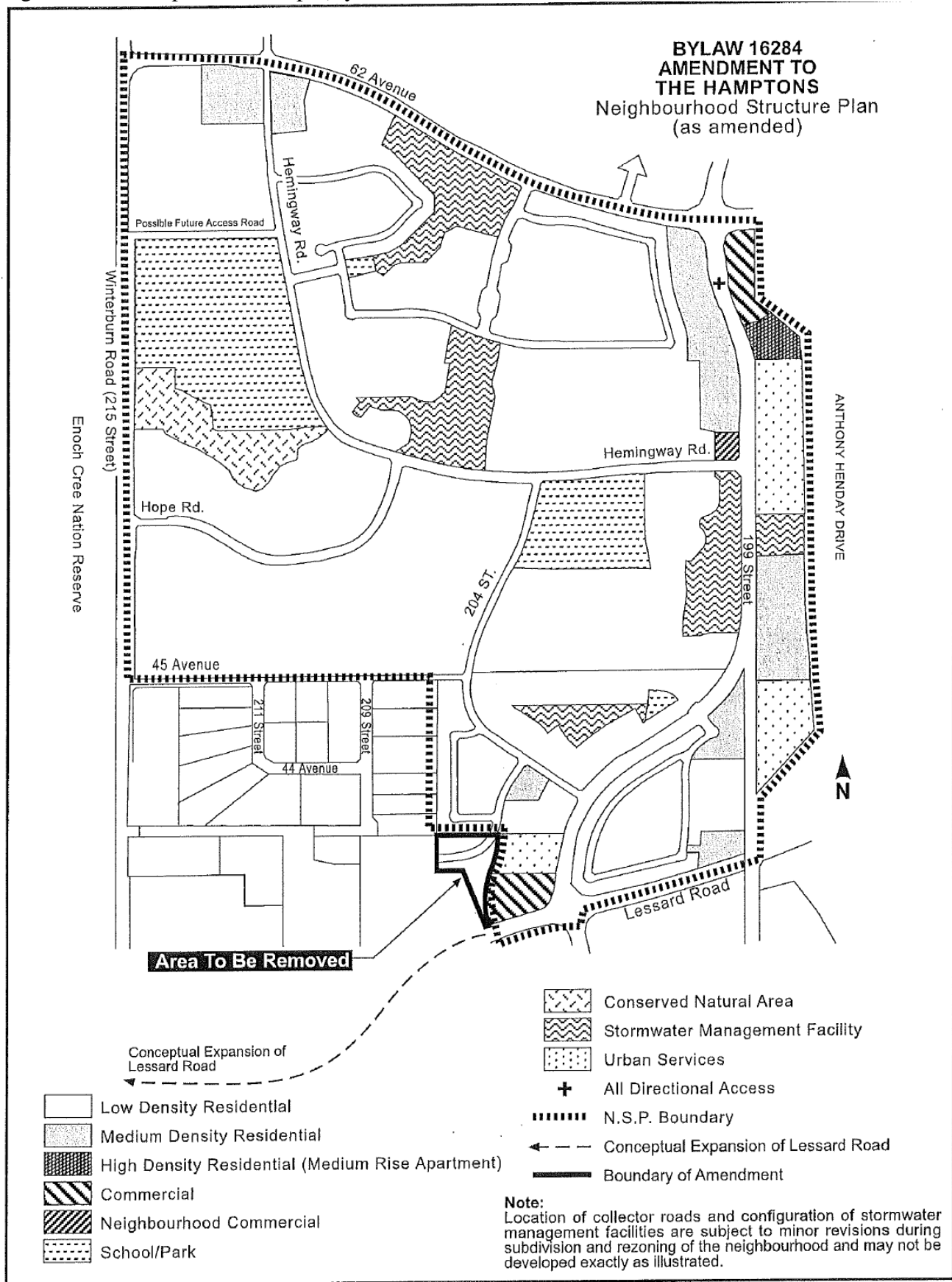
Bylaw 15615
Jan 31, 2011

5.2.1 Low Density Residential

As shown on Figure 7.0, low density residential development has been located to take advantage of the amenity offered by the stormwater management facilities, walkways and the passive, dispersed and neighbourhood park sites. Within the low density residential area identified in the plan, a range of housing forms will be possible within the RPL, RSL, RFI and RF4 land use districts.

Low density residential development will be planned in clusters/cells to provide a greater sense of identity to the various residential sub-areas and to create a safe pedestrian environment. Architectural guidelines will be employed within the residential areas to ensure esthetically pleasing residential streetscapes.

Figure 7.0 Development Concept (Bylaw 16284, December 3, 2012)



The area, number of dwelling units and population attributed to low density residential development is shown in the Appendix.

5.2.2 Medium Density Residential

Opportunities exist within The Hamptons for a variety of medium density housing forms and densities from townhouses (RF5 and RF6) to low rise apartment buildings (RA7). Future market demands will determine the type of medium density residential development pursued.

As shown on Figure 7.0, medium density residential sites have been chosen for their proximity to the collector and arterial roadways and in most cases will not result in substantial through traffic past low density residential areas. Locations adjacent to the natural and man-made amenities help ensure exposure to these features to as many residents as possible.

Medium density development also serves as a transitional land use in select portions of the plan between commercial and low density residential development.

The far south-eastern portion of the plan area will include two areas of Medium Density residential development. It is anticipated these sites will develop as apartment uses due to their close proximity to the 199th Street and Lessard Road arterials as well as the US parcel. Approximately 138.38 ha of the plan area is designated as Low Density Residential (LDR) which will allow for the development of single detached and semi-detached housing at a density of approximately 25 units per ha.

Bylaw 15381
April 14, 2010

Bylaw 16154
July 3, 2012
Bylaw 16284
December 3, 2012

The southeastern portion of the plan area will include an area of medium density residential development and it is anticipated that this site will develop as apartment uses due to the close proximity to the 199th Street Arterial providing efficient traffic dispersal.

Bylaw 13595
March 1, 2004

The northwest portion of the plan area includes medium density residential uses along 62 Avenue on either side of the westerly collector road entrance. It is anticipated that these sites will be developed mainly as ground oriented multiple residential housing with some apartment housing, depending on future market demands and trends. These sites have been located along the arterial and

Bylaw 13595
March 1, 2004

collector roadway to ensure convenient vehicle and transit access for the medium density uses and reduce their impact on the interior of the neighbourhood.

The northeastern portion of the plan area, along 199th street includes two MDR sites. The site located at the intersection of 199th and 62nd Avenue is anticipated to be developed as ground oriented multiple residential uses with the site located to the south developing as apartment housing. The location of MDR uses in this area places medium density housing along collector roadways within walking distance to commercial services on both the south and north sides of 62nd Avenue.

Bylaw 13595
March 1, 2004

The last area of medium density residential uses is located in the west-central area of the plan on either side of the large municipal reserve site and Winterburn wood lot. The site on the western edge of the Winterburn Woodlot is anticipated to develop as apartment and ground oriented multiple units to take advantage of the amenity offered by the Woodlot. The north west portion of the site will be developed for apartments to take advantage of access to the arterial. The southeast portion of this site will be developed as ground oriented multiple housing to provide a transition between to the low density development to the south and east and the apartment development to the north. The site located east of the Woodlot, across the collector roadway is also anticipated to develop as apartment housing and ground oriented multiple housing as it benefits from proximity to the Woodlot amenity and is well served by collector access. The portion next to the collector will be developed as apartment housing and the area to the east will develop as ground oriented multiple housing to ensure that an appropriate transition is in place between LDR uses to the east and apartment uses to the west.

Bylaw 13595
March 1, 2004

Overall the area of medium density development is being reduced but the unit density for medium density sites is being calculated at a rate of 70 units/ha rather than 50 units/ha. This change recognizes that more of the medium density sites are being developed for apartments than row housing and the figure of 70/ha more accurately reflects the anticipated densities. Despite this change in the method of calculation, the ratio of medium to low density

Bylaw 13595
March 1, 2004

Bylaw 16154
July 3, 2012

remains basically the same as the actual areas of medium and low density housing is reduced.

The area, number of dwelling units and population attributed to medium density residential development is shown in the Appendix.

5.2.3 High Density Residential

An opportunity exists within The Hamptons for a high density housing form. As shown on Figure 7.0, a high density residential site has been chosen for the close proximity to the 199 Street and Anthony Henday Drive and will not result in substantial through traffic past low density area.

Bylaw 15615
Jan 31, 2011

The north-eastern portion of this plan adjacent to 199 Street will include an area (1.24ha) of high density residential development. It is anticipated that this site will develop as a medium rise apartment due to the adjacent proximity to 199 Street and the Anthony Henday Drive. The mid rise apartment development will be built to a maximum density of 224 units per hectare with a maximum height of 23.0 m or 6 storeys.

Bylaw 15615
Jan 31, 2011

5.3 COMMERCIAL

5.3.1 Neighbourhood Commercial

One neighbourhood commercial site is proposed within The Hamptons at the intersection of 199 Street and the looping collector to augment the services provided by the larger commercial sites in Glastonbury with convenience commercial related services such as dry cleaning, convenience stores, retail, etc.

This neighbourhood commercial site has been located this collector/arterial roadway intersection to provide quick access and visibility.

The area attributed to the neighbourhood commercial site is shown in the Appendix.

5.3.2 Community Commercial

A community commercial site (2.94 ha) will be located entirely to the east of the future re-aligned 199 Street right-of-way. There will be another commercial site (1.92 ha) located north of Lessard Road, west of 199 Street. These commercial areas will provide for low

Bylaw 12871
September 5, 2001
Bylaw 13188
October 17, 2002
Bylaw 16154
July 3, 2012

intensity commercial, office and service uses. The parcel locations relative to 62 Avenue, Anthony Henday Drive, Lessard Road and residential development provide excellent opportunities to serve commuting and through traffic on adjacent areas, development will be sensitive and in scale with surrounding residential neighbourhoods.

5.4 EDUCATIONAL FACILITIES

Two sites for public and separate school facilities have been identified in The Hamptons in consultation with the two School Boards and the City of Edmonton. These sites are planned in conjunction with neighbourhood park sites and permit the development of community league facilities.

Bylaw 13595
March 1, 2004

Edmonton Public Schools has planned for their facilities using a two-tier school system (i.e. Grades K-8 & 9-12 rather than the more traditional K-6, 7-9 & 10-12 system) in order to economize on school facilities and field space. Edmonton Catholic Schools has planned to accommodate elementary/junior high school facilities on each of its sites.

Where the two School Boards share one site, certain efficiencies have been achieved due to the sharing of playing field space.

As shown on Figure 7.0, one Public K-8 School site has been designated in the southeast portion of the plan. *This site has been configured to accommodate a K-8 public school, associated playing fields and future community league. The reconfigured site has also gained collector frontage on both the north and west sides.*

Bylaw 13595
March 1, 2004

A District Campus site has been identified in The Hamptons along 215 Street is intended to accommodate a Public High School, Separate High School and district playing fields along with a Public K-8 facility and Separate K-9 facility. The Public High School is anticipated to draw students from within The Grange and Lewis Farms.

Bylaw 13595
March 1, 2004

In light of the fact that the School Boards and Community Services Department have committed to working within the 10% municipal reserve dedication for The Grange, the areas of all of the school/park sites (particularly the Campus site) have been reduced to conserve on land while maintaining the functionality of the parcels. *Additionally, the District Campus site has been consolidated with the Winterburn*

Bylaw 13595
March 1, 2004

Wood Lot to the south, providing interpretative opportunities for the students of the adjacent schools.

Based on a requirement from both School Boards for high schools in The Grange, the District Campus site is particularly constrained. *Community Services and the School Boards have advised that, at full build-out, or prior to new school construction, an east – west roadway on the north side of the site is required to be constructed at the developers expense. This roadway is intended to provide access from 215th Street to a shared parking lot located between the Public and Catholic High Schools as the 215th Street arterial presents limitations to school site access. Completion of this roadway would be required prior to school building construction to provide access from 215th Street.*

Bylaw 13595
March 1, 2004

However, given the recent changes in the approach to student generation projections by Edmonton Public Schools, a re-evaluation of the school site and school building requirements for the Grange is planned. With the recent pace of development in the Grange ASP, populations are at a level where an evaluation can be conducted.

Bylaw 13595
March 1, 2004

The subsequent, possible, reduction of schools in the Hamptons area resulting from this reevaluation may translate into fewer school buildings being required on the Hamptons Campus site. Should this be the case, the need for the east – west roadway on the north side of the site may be eliminated with site re-designs.

Bylaw 13595
March 1, 2004

Should it be determined at some point in the future that the number of schools currently allocated for The Hamptons Neighbourhood is no longer required, the location of this MR adjacent to the natural area can easily convert to a complimentary open space addition to the woodlot as well as corresponding reductions in the amount of municipal reserve lands designated for school purposes.

Bylaw 13595
March 1, 2004

The proposed District Campus and School/Park sites in The Hamptons are located along the looping collector roadway that runs through the neighbourhood providing convenient access to the sites for pedestrian, bicycle, automobile or public transit traffic. Student drop-off bays will be provided to ensure student safety and to relieve traffic congestion around the site during busy periods.

The area of each of the school/neighbourhood park sites in The Hamptons is shown in the Appendix.

5.5 PARKS & OPEN SPACE

In addition to the District Campus and school/neighbourhood park site, two small dispersed park sites are proposed for The Hamptons as shown on Figure 7.0. The purpose of these dispersed parks is to distribute small pockets of open space within the neighbourhood to enhance the esthetic quality of the residential subdivisions and to provide accessible green space to the residents.

A walkway system and/or sidewalks will serve to link these dispersed park nodes with adjacent residential areas and other amenities such as the stormwater management facilities, school/park facilities and commercial sites. The dispersed parks have been provided for within the 10% municipal reserve dedication and the area designated for these sites is shown in the Appendix.

Further open space will be provided around the stormwater management facilities as part of the public utility lot (PUL). The extent of public open space (and private land) around the facilities will depend on City policies at the time of development.

5.6 URBAN SERVICES

One parcel on the east side of 199 Street south of 45 Avenue has been identified in the NSP for Urban Services. The site is owned by a *private institution (religious assembly)* but is currently undeveloped.

Amended by Editor

This site is well suited for Urban Services given its relative isolation from the rest of the plan area and ease of access/egress for the traffic volumes the site will generate at particular times of the day and week. The development of this site across a major arterial roadway will add little visual or noise impact on the low density residential development to the west of 199 Street.

The area east of 199 Street and north of 45 Avenue was designated for urban services, through Bylaw 14302 because the area is physically isolated from the majority of the Hamptons neighbourhood by 199 Street an arterial on the west and the

Bylaw 14302
June 12, 2006

Anthony Henday Drive on the east. The site is separated from such amenity spaces as the school and neighbourhood park site by 199 Street. This isolation makes the development of a church on this site more appropriate because of safety concerns for future residents, particularly students. Moreover the development of a church along 199 Street (an arterial roadway) will reduce traffic impacts to minimum because any traffic from the development will be channeled away from the neighbourhood by 199 Street.

The far south-eastern portion of the plan area will include an Urban Services area and it is anticipated the site will develop as a religious assembly. This site is well suited for Urban Services given its close proximity to Lessard Road and frontage onto 199th Street. The inherent ease of the ingress/egress will minimize the traffic impacts upon the residential development to the north. The development of a religious assembly at this location will reduce traffic impacts to a minimum as a result of the traffic being channeled south via Lessard Road and 199th Street, away from the neighbourhood and at typically non-peak hours.

Bylaw 15381
April 14, 2010

5.7 CIRCULATION SYSTEM

5.7.1 Roadway Network

The Hamptons is well served by a number of proposed and existing arterial and collector roadways. With access into the Neighbourhood from 199 Street, 62 Avenue and Lessard Road there are several options available for movement to and from the plan area.

Access to individual residences will generally be from local roads although opportunities exist for residential development with direct access off of the collector roadway system.

The looping collector road within The Hamptons provides an opportunity for transit service to access within a reasonable walking distance of all residential areas in the Neighbourhood.

A more detailed description of the existing and proposed transportation and circulation system is provided in Section 7.0.

5.7.2 Walkway Network

An extensive walkway system is proposed for The Hampton. The walkways provide a pleasant amenity and convenient link between the residential areas and the school/park sites, the passive and dispersed park sites, stormwater management facilities and commercial areas.

Bylaw 13595
March 1, 2004

6.0 Engineering Services

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6.0 Engineering Services

The following section describes the engineering service design concepts proposed for The Hamptons NSP. A more detailed discussion can be found in The Hamptons Neighbourhood Servicing Review submitted under separate cover.

6.1 STORMWATER DRAINAGE

The stormwater drainage concept for The Hamptons is outlined on Figure 8.0 Storm Drainage. As shown, The Hamptons will generally drain in a northeasterly direction using a major and minor storm sewer system to convey flows to a series of interconnected stormwater management facilities located throughout the basin.

These facilities will in turn drain to a outlet lake located adjacent to 199 Street south of 69 Avenue and will utilize a storm siphon sewer flowing east across the TUC and ultimately connecting to an existing receiving sewer located on 57 Avenue.

Storm Discharge

The storm system proposed for The Hamptons will use a design based on post-event discharge to ensure availability of existing capacity in the downstream system.

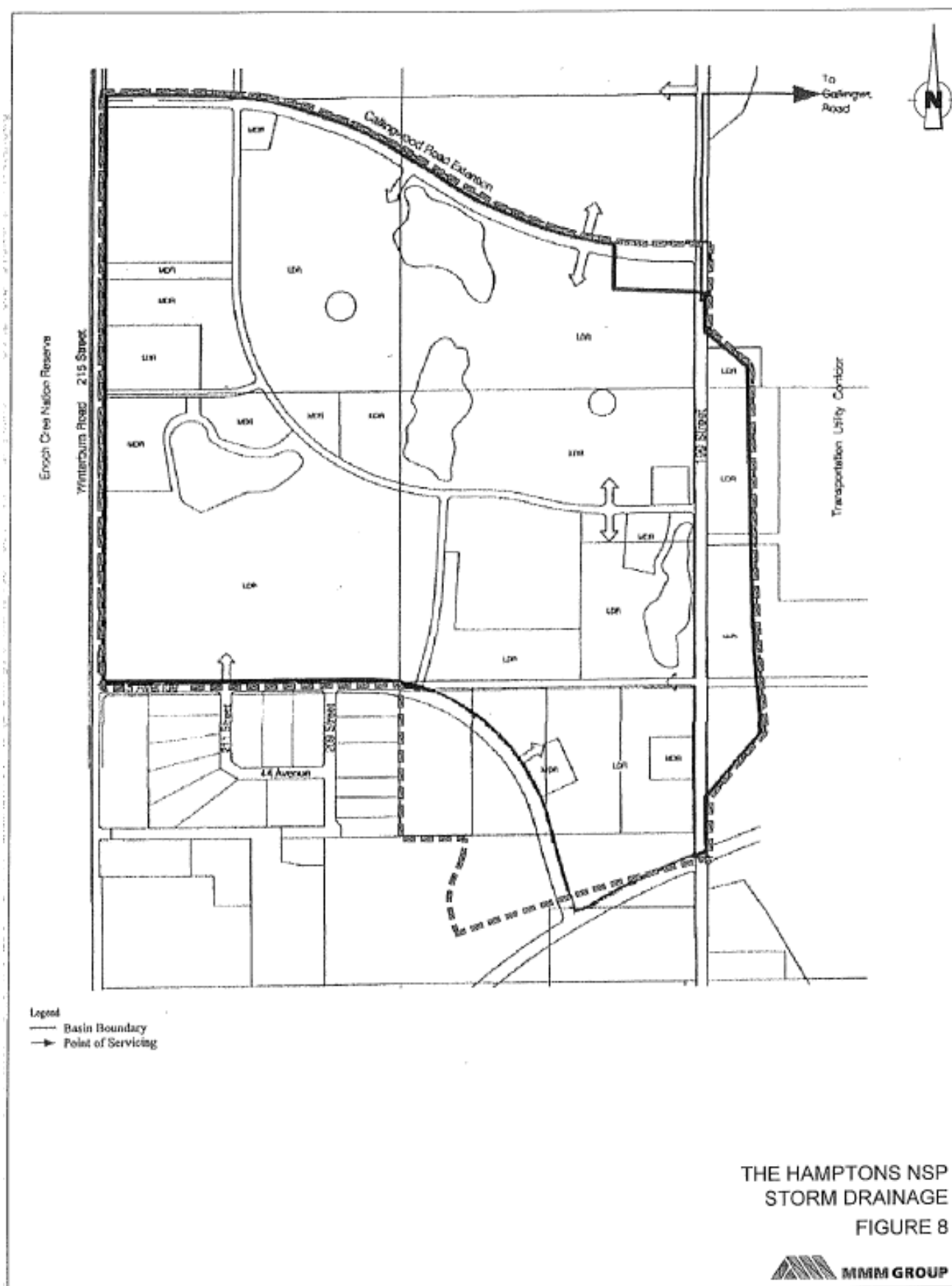
Using this method, the stormwater management facilities within The Hamptons NSP will have no discharge during storm events. However, using real time control technology, the stormwater management facilities will be drained into the downstream receiving system after the storm event has passed and the downstream system has capacity to accept the flows.

Detailed information regarding the proposed storm drainage system may be obtained from The Hamptons Neighbourhood Servicing Review submitted for approval under separate cover.

6.2 SANITARY DRAINAGE

The proposed sanitary system for The Hamptons is detailed on Figure 9.0 - Sanitary Sewerage and will follow approximately the same design rationale as the storm drainage system. The land within

Figure 8.0 Storm Drainage (Bylaw 16284, December 3, 2012)



The map illustrates the sanitary sewerage network for The Hamptons NSP. It features several labeled roads: Winterburn Road, 215 Street, 216 Street, 217 Street, 218 Street, 219 Street, 220 Street, 221 Street, 222 Street, 223 Street, 224 Street, 225 Street, 226 Street, 227 Street, 228 Street, 229 Street, 230 Street, 231 Street, 232 Street, 233 Street, 234 Street, 235 Street, 236 Street, 237 Street, 238 Street, 239 Street, 240 Street, 241 Street, 242 Street, 243 Street, 244 Street, 245 Street, 246 Street, 247 Street, 248 Street, 249 Street, 250 Street, 251 Street, 252 Street, 253 Street, 254 Street, 255 Street, 256 Street, 257 Street, 258 Street, 259 Street, 260 Street, 261 Street, 262 Street, 263 Street, 264 Street, 265 Street, 266 Street, 267 Street, 268 Street, 269 Street, 270 Street, 271 Street, 272 Street, 273 Street, 274 Street, 275 Street, 276 Street, 277 Street, 278 Street, 279 Street, 280 Street, 281 Street, 282 Street, 283 Street, 284 Street, 285 Street, 286 Street, 287 Street, 288 Street, 289 Street, 290 Street, 291 Street, 292 Street, 293 Street, 294 Street, 295 Street, 296 Street, 297 Street, 298 Street, 299 Street, 300 Street. The map also shows the Enoch Cree Nation Reserve, the Transportation Utility Corridor, and the Gairingwot Road. A legend indicates that solid lines represent Basin Boundaries and arrows represent Points of Servicing. A north arrow is located in the top right corner.

Legend

- Basin Boundary
- Point of Servicing

THE HAMPTONS NSP
SANITARY SEWERAGE
FIGURE 9

MMM GROUP

The Hamptons NSP will drain across the TUC to existing receiving systems at the same general location as for the storm system.

A major factor in the sanitary servicing of The Hamptons and The Grange as a whole is the proposal to implement the West Edmonton Sanitary Servicing (WESS) System in the area. The result of this is that all neighbourhoods in The Grange will require on-site sanitary storage to capture flows and a pumping station to release these flows during off-peak hours. This translates into approximately 5,500 m³ of required sanitary storage for the neighbourhood. The requirements for this storage will be detailed in the Area Master Plan for The Grange.

Detailed information regarding both the sanitary drainage system and the required storage and pumping capacities is provided in The Hamptons Neighbourhood Servicing Review.

6.3 WATER DISTRIBUTION

Water servicing will be designed to provide peak hour flows and fire flows for single family, multi-family, schools, churches and commercial uses. Water looping will be provided in accordance with the requirements of *Epcor*. Prior to detailed design, a Water Network Analysis will be submitted to *Epcor* for approval.

Amended by Editor

6.4 SHALLOW UTILITIES

Gas and telephone utility services will be extended west across the TUC from the existing development by the respective utility companies. This work will be done concurrently with the construction of the first stages of Neighbourhood Two. Power services will be extended into The Hamptons from the Glastonbury Neighbourhood.

7.0 Transportation

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7.0 Transportation

The transportation network for The Hamptons consists of a full range of facilities to accommodate the movement of automobiles, pedestrians, bicycles and public transit. The following sections describe the proposed systems.

7.1 ROAD NETWORK

The proposed roadway network is shown in Figure 10.0 - Circulation System. The transportation system adjacent to The Hamptons consists of a number of arterial roadways and proposed freeways which include:

- 62 Avenue
- 45 Avenue
- Lessard Road
- Winterburn Road (215 Street)
- 199 Street
- Anthony Henday Drive

These roadways will accommodate the majority of the traffic in and around The Hamptons. In addition to the freeways and arterials, the internal roadway network will be made up of collectors, which distribute traffic in the neighbourhoods, and local roads, which provide access to individual residences.

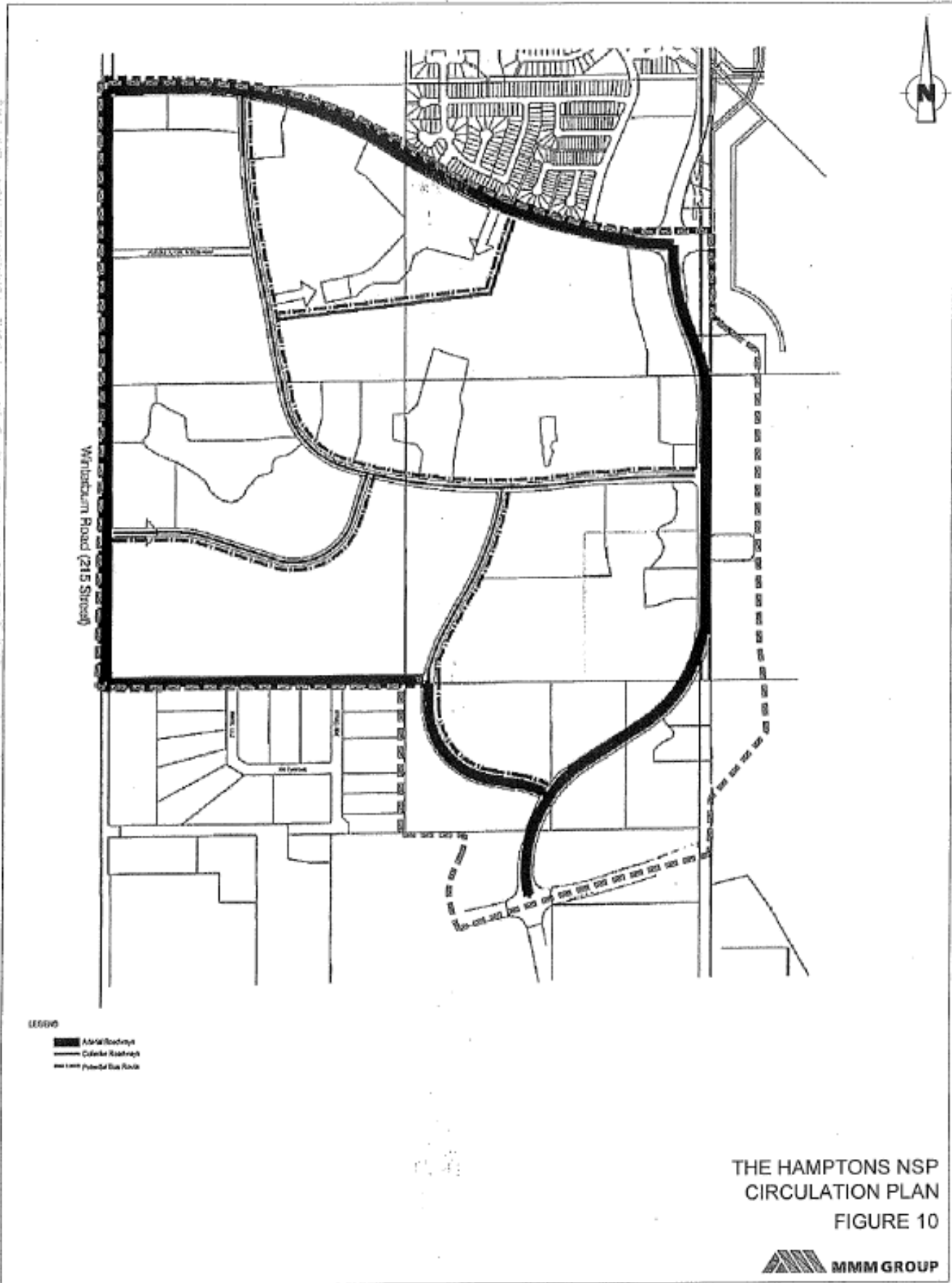
7.2 ROADWAY CLASSIFICATION

Figure 10.0 illustrates the proposed roadway classification for roads within and adjacent to The Hamptons. The freeways and arterials in the area have the following existing and proposed cross-sections:

62 Avenue

62 Avenue will ultimately connect with Callingwood Road east of Anthony Henday Drive. In the future, 62 Avenue will be a four lane divided arterial. East of 199 Street it will need to be widened to six lanes to accommodate projected traffic volumes. Ultimately, there will be an interchange at 62 Avenue and Anthony Henday Drive.

Figure 10.0 Circulation System (Bylaw 16284, December 3, 2012)



199 Street

Arterial roadway access from 199 Street is redirected west, curving southward, to connect with 45 Avenue meeting at a T-intersection. The re-alignment of 199 Street will move the intersection of 199 Street and Lessard Road further to the west in order to meet the required offset distance to the future Anthony Henday-Lessard Road interchange. The existing 199 Street government road allowance between 45 Avenue and Lessard Road will be closed once the re-alignment has occurred.

Bylaw 13595
March 1, 2004

45 Avenue

45 Avenue currently exists as a two lane rural roadway. As a result of intersection requirements 199 Street and 45 Avenue are re-aligned. The future alignment of 45 Avenue forms the majority of the southern border of The Grange. The portion of 45 Avenue located between 199 Street and the intersection with the collector running north is proposed to be closed when alternative access linkages and the reconfigured 45 Avenue is constructed. The closed portions of the road allowance will be developed as LDR land uses.

Bylaw 13595
March 1, 2004

The proposed configuration of the 45 Avenue arterial is subject to further review to be undertaken under a separate planning exercise that will aim to extend the southern boundary of the Hamptons plan to be coincidental with the northern boundary of a westerly extended Lessard Road arterial. Approval of a plan to extend Lessard Road to 215 Street could mean that designation of 45 Avenue as an Arterial may be unnecessary. Subject to approval of a further plan amendment to extend Lessard Road, and subject to review by the Transportation and Streets Department, the west portion of 45 Avenue could be downgraded to a local road and the south portion to a collector road. If however, there is no further amendment to the plan and 45 Avenue retains its arterial status, then the alignment of 45 Avenue must be altered so that it has a continuous curvilinear alignment.

To ensure that flexibility is present in subdivision and access design, to accommodate possible changes to the alignment of 45 Avenue, no zoning or subdivisions will be allowed that may affect potential reconfiguration of the 45 Avenue alignment until further study and approval of a plan to extend Lessard Road to 215 Street.

Lessard Road

Lessard Road will be a four lane arterial roadway west of 199 Street and a six lane arterial east of 199 Street. An interchange is planned for Lessard Road and Anthony Henday Drive.

Winterburn Road (215 Street)

Winterburn Road (215 Street) forms the western boundary of The Grange. Currently it is a two lane rural roadway. Ultimately, the intersection of Winterburn Road and Whitemud Drive will be a fully grade separated interchange. Winterburn Road will be a six lane divided arterial from approximately midway between 45 Avenue and 62 Avenue north to Whitemud Drive. South of this point Winterburn Road will be a four lane divided arterial. In this plan the entire-Winterburn Road right-of-way is proposed to be located on the east side of the quarter section line recognizing that it may not be possible to acquire additional right-of-way from the Enoch Cree Nation Reserve.

Collector Connection to 215 Street

The reduction of density proposed through Bylaw 14166 will allow for the development of single family housing south of the natural area and directly east of 215 Street without a collector roadway connection to 215 Street in the near term. A collector connection will ultimately be protected for and provided with the upgrading of 215 Street.

Bylaw 14166
January 11, 2006

Prior to the upgrading of 215 Street and completion of a collector connection to 215 Street, an emergency vehicle access to 215 Street will be provided from the internal subdivision (at the location of the ultimate collector connection) but will not permit private vehicular access and short cutting. In addition to the emergency access, the full width of the future collector connection right of way will be protected and confirmed during the subdivision process.

199 Street/207 Street

199 Street is currently a 2 lane rural roadway. Ultimately the north end of 199 Street will be closed and realigned to the west to intersect Whitemud Drive at 207 Street. The majority of 199 Street will be a four lane divided arterial. The realigned portion of 199 Street will be widened to six lanes.

Anthony Henday Drive

Although Anthony Henday Drive does not currently exist south of Whitemud Drive, right of way has been reserved for its future development. Ultimately Anthony Henday Drive will be an eight lane freeway with interchange access at Lessard Road, 62 Avenue, and Whitemud ve. 69 Avenue will fly over Anthony Henday Drive arm thus have no access to the freeway.

The remainder of the internal roadway network is made up of major and minor collectors, and local roads.

7.3 STAGING OF ROADWAY IMPROVEMENTS

It has been determined that at a certain development threshold (subdivision approval of 150 lots) in The Grange, the intersection of 199 Street and Whitemud Drive will no longer be able operate at an acceptable level of service during peak hours. At a minimum, installation of signals and some minor intersection improvements at the intersection of 199 Street and Whitemud Drive will be required to accommodate further increases in traffic from The Grange. A number of other options other than improving 199 Street exist as follows:

1. Construct the 207 Street extension of 199 Street. The property required for the roadway right-of-way may not be available in the short-time
2. Close the 199 Street south of Whitemud Drive and reroute traffic to other sections of the existing roadway network. This would improve traffic operations on Whitemud Drive west of Anthony Henday Drive. However, the traffic that previously used 199 Street would be rerouted to Winterburn Road, Lessard Road, 62 Avenue, or 69 Avenue. This would cause increased capacity problems on 170 and 178 Streets near Whitemud Drive. In fact, the existing traffic on 199 Street, if diverted to 170 and 178 Streets, is likely to cause the intersections on the Whitemud Drive ramps to experience congestion problems.
3. Construct the initial two lanes of Anthony Henday Drive from Whitemud Drive to a temporary at grade intersection at 69 Avenue. Since ultimately 69 Avenue will not have access to Anthony Henday Drive it will be necessary to notify the public,

through informational signing at the intersection, of the temporary nature of this connection.

Given the unknown status of construction of Anthony Henday Drive and property required to accommodate 207 Street, it is recommended that these four options (or other options meeting the satisfaction of the Transportation & Streets and Planning & Development Departments) be reviewed in more detail as the 150 lot subdivision approval limit is being reached.

7.4 ARTERIAL ROAD CONSTRUCTION & COST SHARING

An Arterial Roadway Assessment for The Grange will be established prior to the approval of the first subdivision in The Hamptons or Glastonbury. These moneys may be used towards the construction of permanent arterial roadways in and adjacent to The Grange, and other permanent major roadways to access The Grange, as may be mutually agreed. These moneys may not be used for any interim access roadways that may be provided.

The Arterial Roadway Assessment will ensure that all assessable lands within The Grange are contributing equitably to the cost of the arterial roadway system. With respect to The Hamptons, the assessment will pay for the following improvements:

- Upgrading of the existing two lanes of 199 Street from the realignment point where it becomes 207 Street south to the southern boundary of the ASP.
- Construction of two lanes of 62 Avenue from its existing termination point east of the TUC to 215 Street.
- Construction of one lane of Lessard Road and south arterial from 199 Street to 215 Street. The second of the two lanes will be paid for by the Grange south area.
- Construction of one lane of 215 Street from 45 Avenue to Whitemud Drive.

The cost will include land acquisition, grading, drainage and all required curb, gutter, walk (if necessary) and lighting. This total cost divided by the assessable area of The Hamptons will create the

7.5 TRANSIT SERVICE

Public transit will be provided on the collector and arterial roadways in The Hamptons. Approximately 99% of the residential areas will be within an acceptable walking distance of potential transit routes. An extensive walkway system proposed for The Hamptons will aid in achieving an acceptable walking distance for individuals using the transit system.

The proposed district campus site in The Hamptons is adjacent to an arterial and a collector. By locating the schools along the collector roadways, the sites will be well served by the transit system and easily accessed by automobile. This provides excellent potential for transit service to the site. During the initial development stages of the area, it may be necessary to provide school bus service until construction of the schools occurs.

Similar to the public transit system, the collector road system would be used by the school buses to access the majority of the area.

7.6 BICYCLE ROUTES & WALKWAYS

All arterial roadways in and adjacent to The Hamptons will have 2.5 metre wide sidewalks on one side, designated for bicycle use. Collector and local roadways will only be signed as bicycle routes where they form a logical component of a functional bicycle route.

The following principles will be used for pedestrian linkages within plan area:

Bylaw 13595
March 1, 2004

- 1. All amenity and servicing areas such as school park sites, neighbourhood park sites natural areas, and stormwater facilities will be interconnected with pedestrian access which may take the form of local streets or separate pedestrian walkways.*
- 2. Commercial development will be linked to adjacent residential development with convenient pedestrian access. Where direct linkage is not possible along designated roadways, separate pedestrian linkages may be required.*

3. *Residential cells adjacent to amenities such as parks and stormwater management facilities will be connected via walkways to facilitate access to the recreational use and provide convenient alternative routes through the neighbourhood.*
4. *Approximately 50% of the perimeter of storm ponds will be provided with walkway access.*
5. *Residential cells within the neighbourhood that are not directly linked by roadways, will be connected via walkways providing inter-cell as well as inter-neighbourhood connectivity. The location of these walkways will be determined during the subdivision stage in conjunction with the local street layout.*
6. *Cul-de-sacs, exceeding 120m in length will accommodate pedestrian access at the end of the cul-de-sac.*
7. *For all subdivisions that back onto the Winterburn Natural Area, each street and/or cul-de-sac will have a walkway and emergency access that connects directly to the natural area.*

8.0 Implementation

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8.0 Implementation

Based on the proposed staging plan in The Grange ASP, development is expected to begin concurrently in The Hamptons and in the Glastonbury NSP to the north.

8.1 DEVELOPMENT STAGING

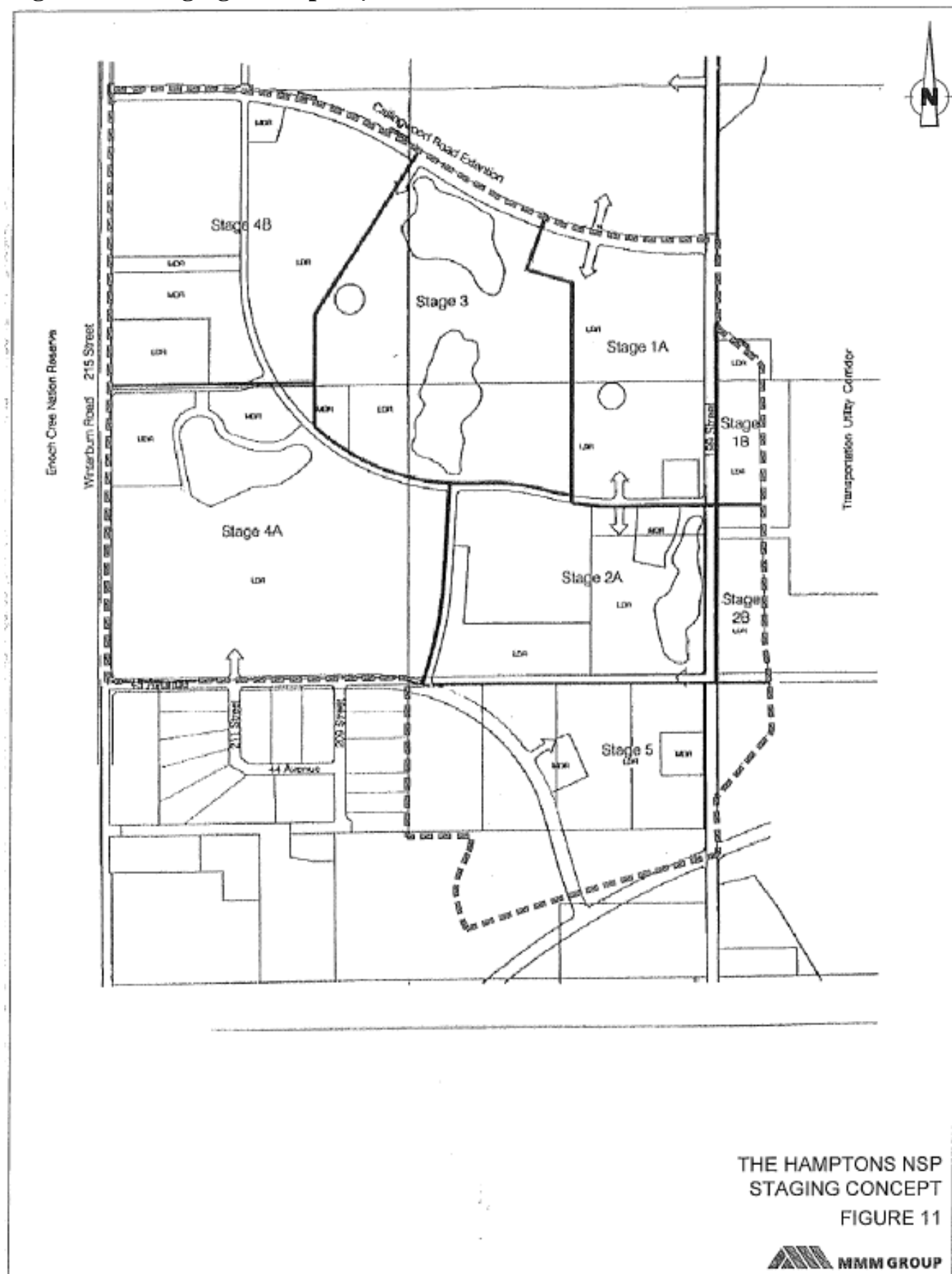
As shown on Figure 11.0 - Staging Concept, development within The Hampton will begin in the northeast corner of the plan area and progress south and then west towards 215 Street. The portion of land south of 45 Avenue is anticipated to be the last stage of development in the neighbourhood.

The pace of development will depend on many factors including market conditions and availability of infrastructure.

8.2 REDISTRICTING AND SUBDIVISION

Concurrent with the approval process of The Grange ASP and The Hamptons NSP, applications for redistricting and tentative plans of subdivision for the initial stages of development will be submitted. Servicing is expected to commence in The Hamptons in the fall of 1998.

Figure 11.0 Staging Concept (Bylaw 16284, December 3, 2012)



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**THE GRANGE AREA STRUCTURE PLAN - NEIGHBOURHOOD
TWO THE HAMPTONS NEIGHBOURHOOD STRUCTURE
PLAN LAND USE AND DEMOGRAPHIC PROFILE**

Amended December 3, 2012

**THE HAMPTONS NEIGHBOURHOOD STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 16284**

	AREA (ha)	% of GA
GROSS AREA	284.56	100%
Arterial Roadways	12.51	4.36%
GROSS DEVELOPABLE AREA	272.05	100.0%
Commercial		
Major Commercial	3.62	1.26%
Neighbourhood Commercial	0.40	0.14%
Parkland, Recreation, School (Municipal Reserve)		
CKC / School / Park	26.30	9.16%
Natural Area (Municipal Reserve)	7.53	2.62%
Transportation		
Circulation	45.35	16.67%
Infrastructure / Servicing		
Stormwater Management Facilities	20.44	7.12%
PUL/Water Quality Sediment Ponds	9.20	3.2%
TOTAL Non-Residential Area	112.84	39.65%
NET RESIDENTIAL AREA	159.21	56.00%

RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT

Land Use	Area (ha)	Units/ha	Units	Pop/Unit	Population	% OF NRA
Low Density Residential (LDR)						
Single/Semi-Detached	138.38	25	3,460	2.8	9,688	86.92%
Medium Density Residential (MDR)						
Row Housing	1.54	45	69	2.8	194	0.97%
Low-rise/Medium Density Housing	18.05	90	1,625	1.8	2,925	11.34%
Medium to High Rise	1.24	225	279	1.5	419	0.78%
Total Residential	159.21		5,433		13,226	100.0%
Units Per Net Residential Hectare	34					

SUSTAINABILITY MEASURES

Population Per Net Hectare (ppnha)	83.1
Units Per Net Residential Hectare (upnrha)	34.1
[Single/Semi-Detached] / [Low-rise/Multi-/Medium Units] Unit Ratio	64% / 36%
Persons per Gross Developable Hectare	48.6

For purposes of the Capital Region Board Net Density is 34.1 upnrha (based on 5,433 units divided by 159.21 hectares of Net Residential Area).

STUDENT GENERATION COUNT

Public School Board	1,088
Grades K-8	544
Grades 9-12	544
Separate School Board	218
Grades K-8	109
Grades 9-12	109
Total Student Population	1,306