

# **ROSENTHAL NEIGHBOURHOOD STRUCTURE PLAN**

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**Bylaw 15096  
March 2009**

**Prepared by:**



# ***Rosenthal Neighbourhood Structure Plan***

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Office Consolidation February 2013

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***Prepared by:***

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

**Bylaw 15096, as amended, was adopted by Council in March 2009. In February 2013, this document was consolidated by virtue of the incorporation of the following bylaws:**

- |             |   |
|-------------|---|
| Bylaw 15096 | Approved March 11, 2009 (to adopt the Rosenthal Neighbourhood Structure Plan)   |
| Bylaw 15762 | Approved May 30, 2011 (to reconfigure land uses in the eastern portion of the neighbourhood to allow for the development of a SWMF, residential and park uses and include an area of 215 Street widening)             |
| Bylaw 16133 | Approved June 18, 2012 (to reconfigure Low and Medium Density Residential, Stormwater Management Facility, Park/School and roadway uses as a result of the realignments of Rosenthal Boulevard and Whitemud Drive NW) |
| Bylaw 16335 | Approved February 19, 2013 (to redesignate an area in the eastern portion of the plan from low density to medium density residential uses to allow for the development of row housing uses.)                          |

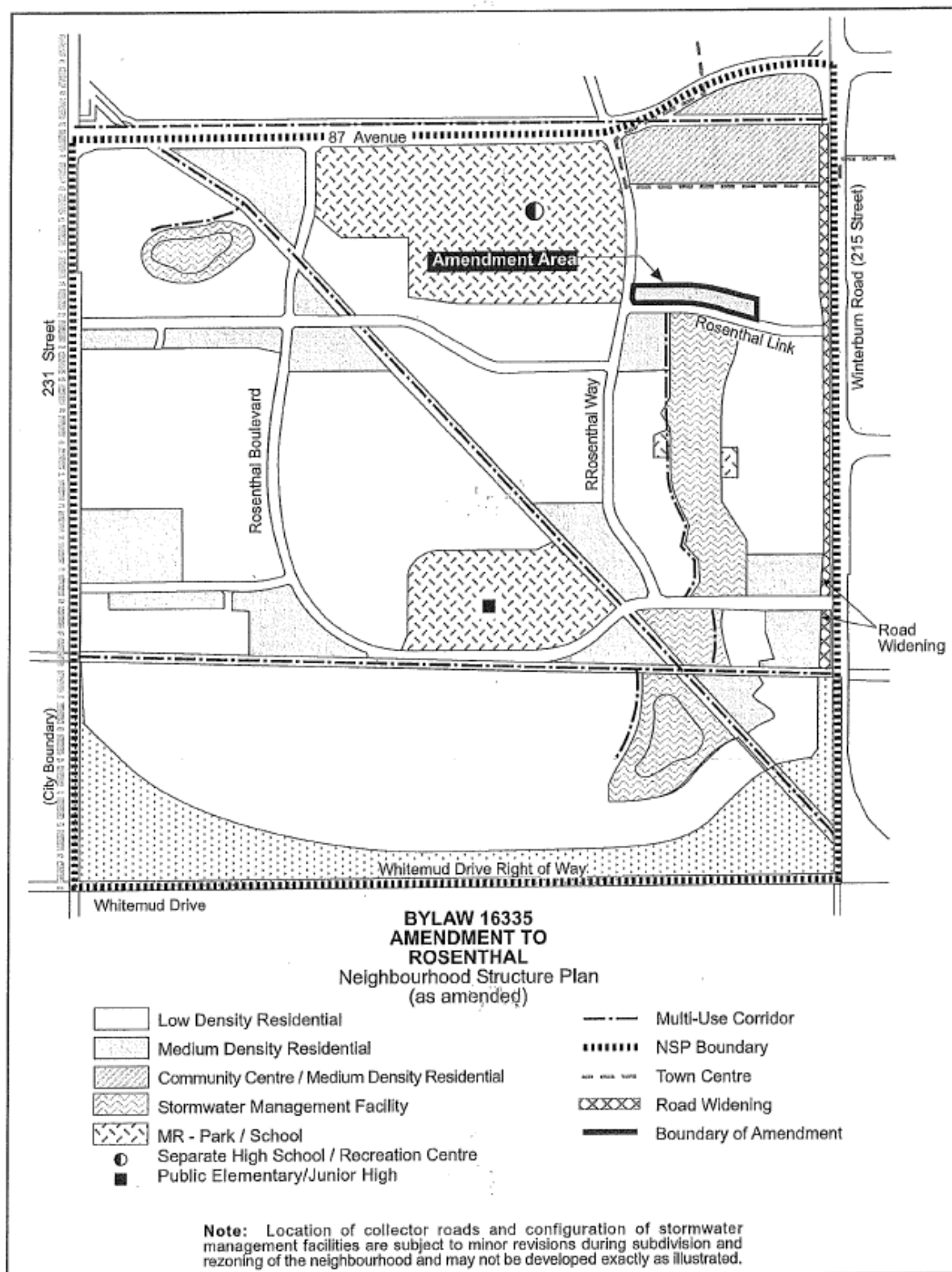
**Editor's Note:**

This is an office consolidation edition of the Rosenthal Neighbourhood Structure Plan, Bylaw 15096, as approved by City Council on March 11, 2009.

For the sake of clarity, new maps and a standardized format were utilized in the 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  
Sustainable Development



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## 1.0 ADMINISTRATION

### 1.1 Purpose

The purpose of the Rosenthal Neighbourhood Structure Plan (NSP) is to describe in detail a land use framework for the development and servicing of lands identified within the *Lewis Farms Area Structure Plan (ASP)* as Neighbourhood 5. Rosenthal is located in west Edmonton (see **Exhibit 1 - Location Map**) and encompasses an area of approximately 242 ha of land.

The NSP will implement the general land use framework set out in the ASP by establishing the policies, objectives, principles and guidelines relating to the:

- type, density, location and distribution of various land uses, including residential, parks and open space, public utilities and amenities;
- transportation network within Rosenthal as it relates to the overall transportation objectives for Lewis Farms;
- conceptual servicing scheme and provision of utility services and infrastructure;
- environmental features; and
- implementation and staging of development.

The plan will be used as a tool to guide and evaluate future zoning, subdivision, and development of the lands in an orderly and effective manner. Over time, it is intended that the implementation of these objectives and principles will result in a healthy, sustainable neighbourhood. General development guidelines and developer imposed architectural controls will help to realize the vision of a well-planned and designed neighbourhood where people wish to reside.

### 1.2 Authority

The Rosenthal NSP was adopted by Edmonton City Council on March 11, 2009 as Bylaw 15096 in accordance with section 633 of the Municipal Government Act.

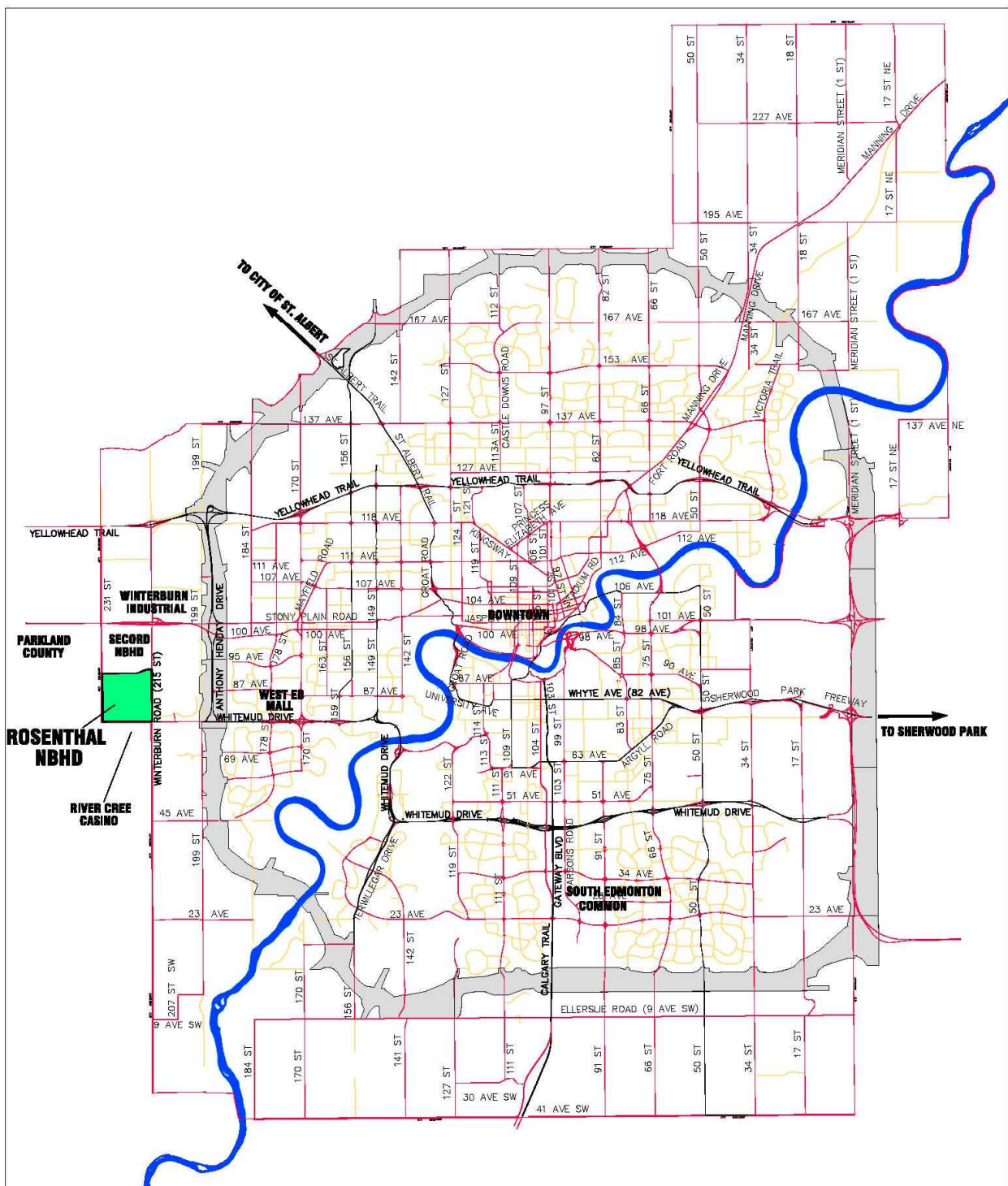
### 1.3 Timeframe

Development in Rosenthal is expected to commence in 2009.

### 1.4 Interpretation

All symbols, locations, and boundaries shown in the NSP 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.

A policy statement(s) containing “shall” or “will” is mandatory and must be implemented. An applicant may apply to amend the plan but should consult with the City of Edmonton Sustainable Development prior. 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.



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# **ROSENTHAL NEIGHBOURHOOD STRUCTURE PLAN LOCATION PLAN**

Exhibit 1



SCALE: NTS

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## 1.5 Monitoring

Policies, text, and mapping information contained within the Rosenthal NSP may be amended from time to time in order to remain current and up-to-date in response to broader or more specific issue(s) affecting the plan area.

## 1.6 Amendments

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

Amendments to the Rosenthal NSP document involving policies, text or mapping shall be completed in accordance with the Municipal Government Act, the Lewis Farms Area Structure Plan (ASP), and all other applicable bylaws, policies and procedures.

## 1.7 Orientation

This document contains three sections and three appendices.

- Section 1 provides administrative information and an orientation to the Plan.
- Section 2 describes the location and context of the Rosenthal NSP.
- Section 3 describes the land use, transportation, and servicing concepts for the Rosenthal NSP.
- Appendix I contains information on the broader policy context to which informs this NSP.
- Appendix II contains a listing of technical studies prepared to support and guide the preparation of the development and servicing concept.

## 2.0 PLAN CONTEXT

### 2.1 Location

The Rosenthal Neighbourhood is located in west Edmonton (see **Exhibit 2 - Context Map**). The NSP boundaries are defined by the following:

- **Northern boundary:** 87 Avenue
- **Western boundary:** 231 Street (Hillview Road)
- **Eastern boundary:** 215 Street (Winterburn Road)
- **Southern boundary:** Whitemud Drive

231 Street (Hillview Road) is the western boundary of Rosenthal and represents the western limit of the City. Rosenthal is west of the existing Lewis Farms developments in Breckenridge, Potter Greens and Suder Greens.

At the present time, the neighbourhood and existing farmsteads are accessible from 215 and 231 Street.

### 2.2 Background

Preparation of the Rosenthal NSP has been guided by the Municipal Development Plan (MDP), Lewis Farms Area Structure Plan (ASP), the Suburban Neighbourhood Design Principles, and other relevant statutory documents. Conformance to these plans is detailed in **Appendix I**.

### 2.3 Landownership

The Plan area is generally square in shape and is comprised of 8 different properties ranging in size from 2.02 to 64.7 ha.

The distribution of land ownership is shown in **Exhibit 3 - Land Ownership**.

### 2.4 Site Context

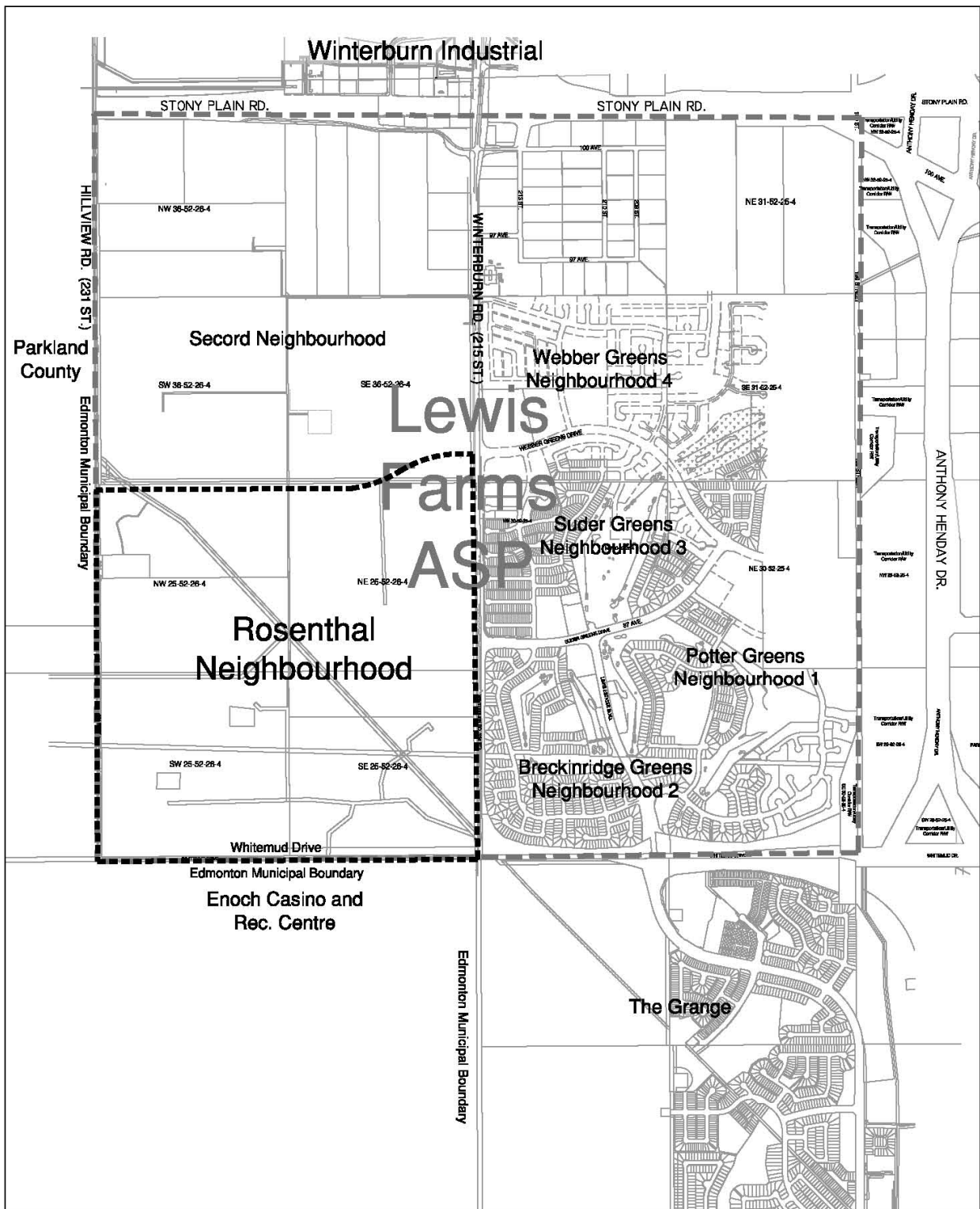
#### **SURROUNDING DEVELOPMENT**

Lewis Farms development has reached the east side of 215 Street and is north in Secord Neighbourhood. Road, sewers, water and other utilities will be extended to serve Rosenthal from existing residential in the east.

Development to the east is residential and includes a golf course. The Winterburn Industrial area is north across Stony Plain road and includes a small residential component. Parkland County is located to the west of the site and contains the Acheson Industrial Park. South of Whitemud Drive is the River Cree Resort and Casino with sports facilities.

#### **TOPOGRAPHY AND DRAINAGE**

The plan area is generally flat with approximately 1% slope although at a local level it can be described as rolling terrain. These local variations in topography are shown on the contours in **Exhibit 4 - Existing Topography**. Topography and natural drainage will have some implications for design of engineering services.



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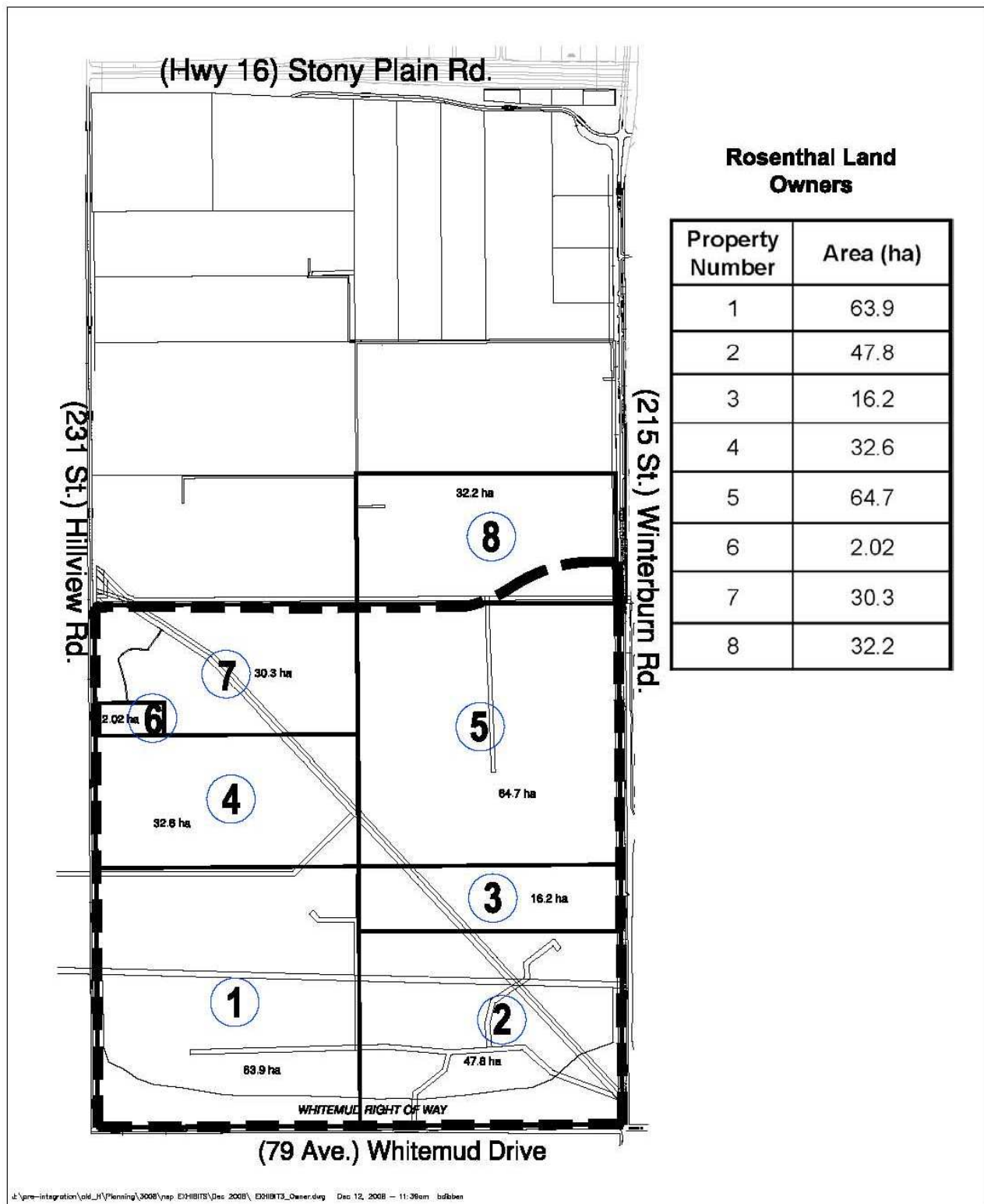
# **ROSENTHAL NEIGHBOURHOOD STRUCTURE PLAN CONTEXT MAP**

Exhibit 2



SCALE: NTS

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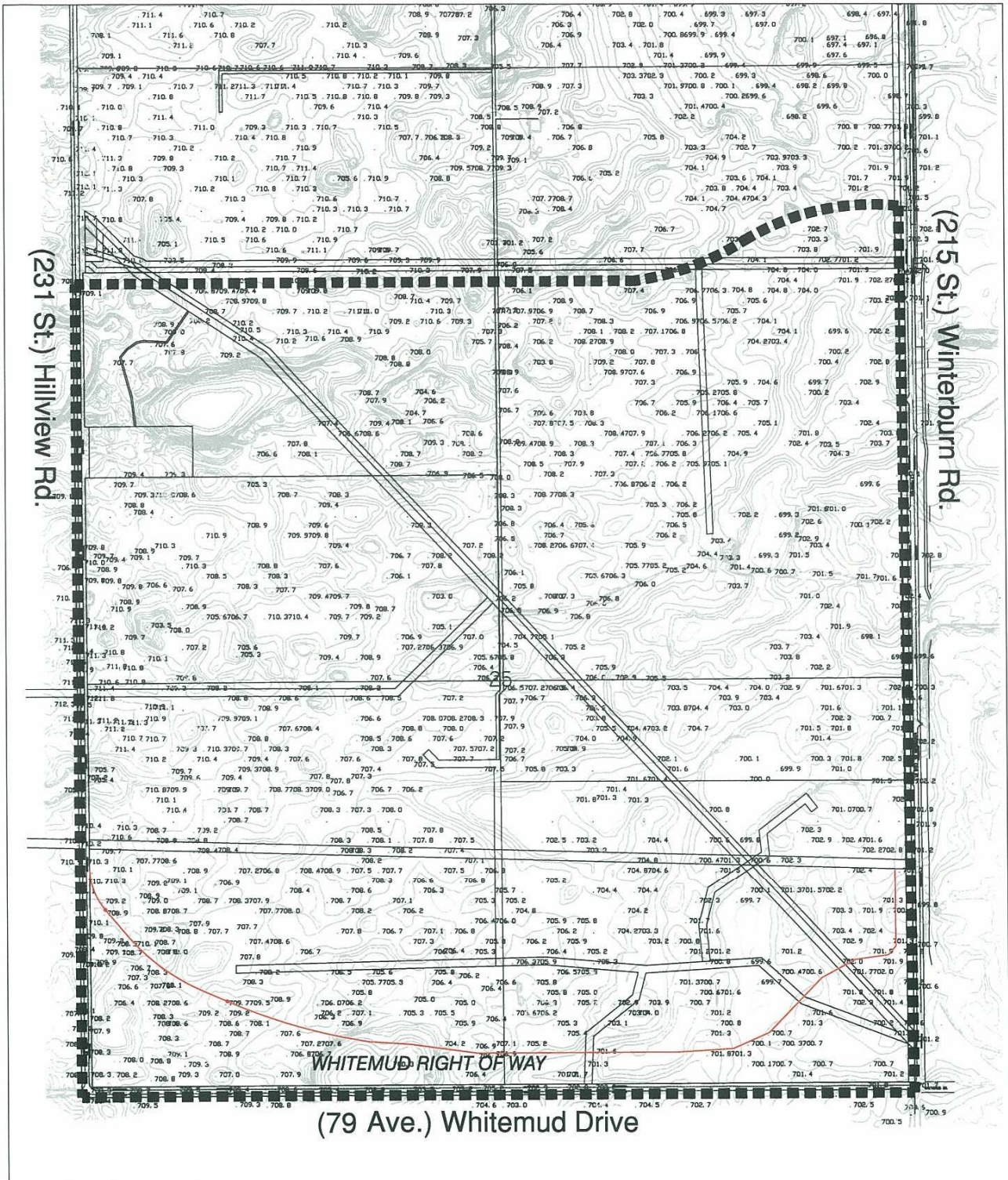


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# **ROSENTHAL NEIGHBOURHOOD STRUCTURE PLAN OWNERSHIP MAP**

Exhibit 3





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**ROSENTHAL  
NEIGHBOURHOOD STRUCTURE  
PLAN  
EXISTING TOPOGRAPHY**

Exhibit 4



## GEOTECHNICAL ASSESSMENT

Geotechnical investigations have been conducted for the NSP lands and were submitted under separate cover. The reports state that soils, silts, sand and clay found in test holes are considered from fair to satisfactory for residential development. The report concluded that “no major problems are anticipated with construction of residential units on the organic native soils encountered throughout this site.”

For lower elevations in the south part of the Neighbourhood, there are poor to satisfactory conditions for residential subdivision construction. These areas can be used for storm ponds or altered through fill and grading to accommodate residential construction.

## SOILS

The existing soils within the plan area are predominantly silt, sand, and clay with topsoil on the surface. Soil conditions are feasible for urban development using appropriate design and construction methods.

## RESOURCE WELL SITES AND PIPELINES

**Exhibit 5 – Oil Wells and Pipelines** presents the location of resource well sites and pipelines in the NSP area. In discussions with the operators of these facilities, it has been determined that the majority of the minor pipelines and resource well sites will be abandoned over time, allowing unimpeded urban development. In the interim, the existing resource well sites are proposed to be integrated with future urban development. The wells in operation are oil wells.

The major pipelines that are anticipated to remain in operation are planned to be incorporated into the open space system of the Plan area.

## ARCHAEOLOGICAL AND HERITAGE RESOURCES

The area has received clearance from the appropriate Provincial governing body. A Historical Resources Impact Assessment was completed by The Archaeology Group in April 2006 and was submitted under separate cover during the ASP stage.

The report concluded that “the proposed development lands do not contain any archaeological, palaeontological or historic period sites that are of historical importance. In this regard, this report recommends that further historical resource investigations are not warranted and development should proceed as planned.”

## ENVIRONMENTAL SITE ASSESSMENT

Three individual Phase I Environmental Site Assessments (ESA) have been undertaken by *private owners* of the east half of the NSP. **Exhibit 6 – Environmental Site Assessments and Natural Areas** indicates the locations within the NSP area that have had a Phase I ESA completed. These reports have been submitted under separate cover. Any outstanding items identified by the ESAs shall be addressed prior to the rezoning of the subject areas. Remedial activities around oil wells will be required.

Environmental Site Assessments for the remaining western portion of the NSP area will be required at the subdivision/rezoning stage. ESA updates may be warranted depending on the timing and staging of development. Any remediation measures and clean up to ensure the lands are clear of environmental contamination will be completed at that time.





**Table 1 – Phase I Environmental Site Assessments**

<b>Report</b>	<b>Landowner</b>	<b>Location</b>	<b>Comments</b>
Phase I ESA  <i>Initial Report:</i> March 2005  <i>Update:</i> November 2007	Private	NE 25-52-26-4	Further investigation required at rezoning/subdivision stage.  - ground to be tested after septic tanks removed
Phase I  <i>Initial Report:</i> September 2004  <i>Update: May 2007</i>	Private	SE 25-52-26-4	Remediation of abandoned oil wells underway.
Phase I  Initial Report March 2003	Private	SE 36-52-26-4	Further investigation required at subdivision/rezoning stage.

## 2.5 Public Involvement

The Rosenthal NSP was prepared in response to current and anticipated market demands in the Edmonton area, as well as on behalf of private landowners and/or beneficial land owners/developers controlling more than 80% of land within the Plan area.

## 3.0 LAND USE, TRANSPORTATION, AND SERVICING

### 3.1 Land Use Concept and Population Statistics

**Exhibit 7** shows the Land Use Concept. This concept was guided by and responds to the goals and policies set forth in Sections 3.3 and 3.4. Neighbourhood statistics are displayed in **Table 2**. The Land Use Concept was prepared according to the following Vision, Goals and Objectives:

### 3.2 Vision

*As a predominantly residential neighbourhood, Rosenthal shall provide a high level of urban design and walkability through built form, the placement of residential land uses and strong pedestrian connections between residential areas and neighbourhood destinations. Urban design will be further bolstered through the creation of a Community Centre which offers a unique streetscape lined with medium density housing, mixed use commercial opportunities and active frontages.*

### 3.3 Goals & Objectives

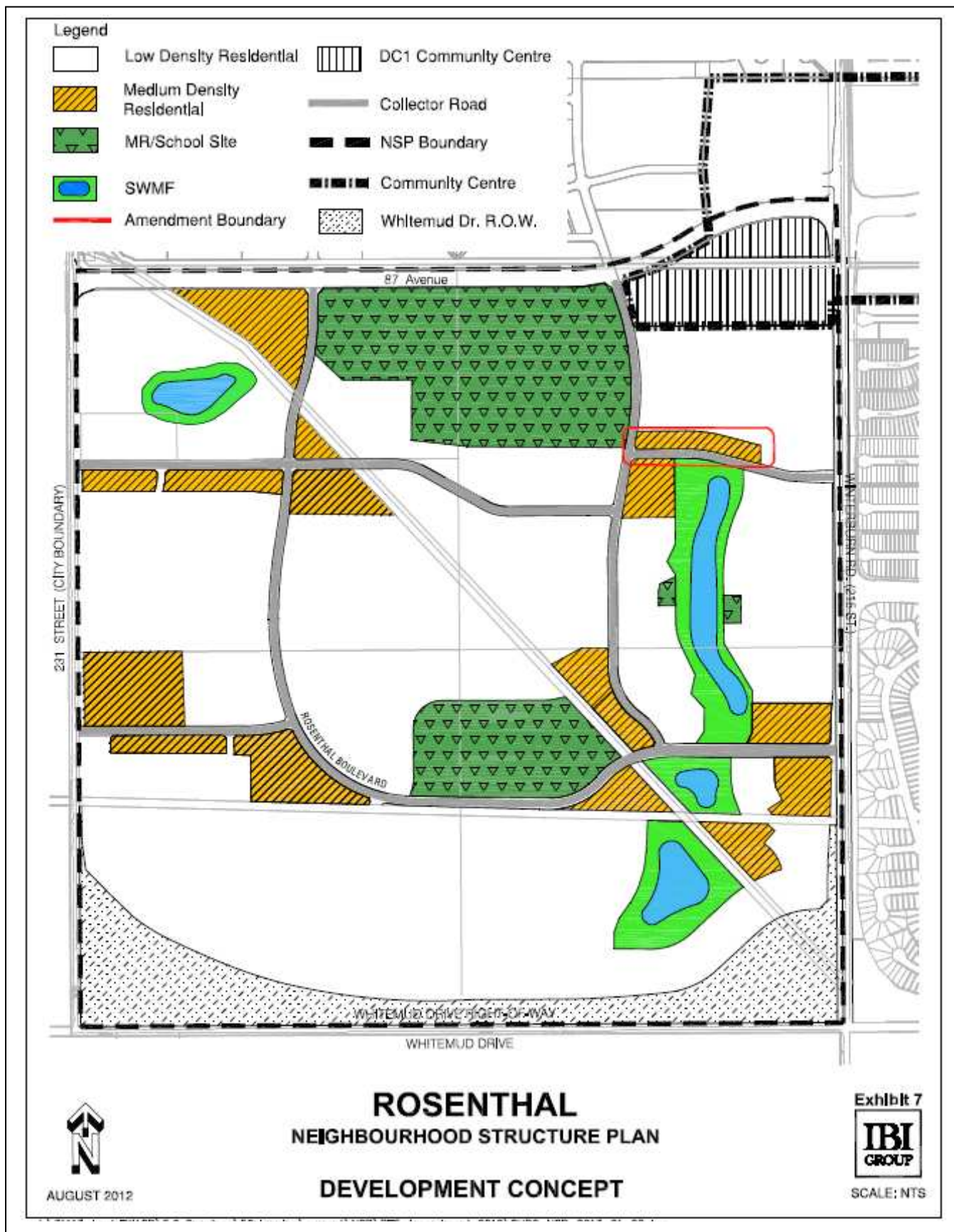
The NSP has been prepared with a series of goals and objectives to satisfy the Plan's vision and to ensure implementation of the Development Concept in an orderly and staged manner. As well, the land use concept, its goals, and objectives are in conformance with applicable statutory requirements, city-level strategic policies, guidelines, and procedures, all of which are outlined in **Appendix I: Planning Policy Context**.

A Planning Principles map, included as **Exhibit 8 – Planning Principles**, was instrumental in identifying the best locations for key land uses on the development concept (**Exhibit 7**).

The goals and objectives are as follows:

#### 3.3.1 TO ENCOURAGE GOOD RESIDENTIAL AND NEIGHBOURHOOD DESIGN BY APPLYING THE FOLLOWING OBJECTIVES:

- o Encourage a mixture of housing types which are available to a wide spectrum of incomes, facilitate a variety of lifestyles, and create comfortable transitions of mass and scale.
- o Design an attractive neighbourhood with a high level of pedestrian connectivity that creates a sense of community, public occupancy, and safety through the design and interface of public and private space.
- o Provide recreation opportunities and school sites, which accommodate a full range of life-long learning and recreational needs within the community. Increased safety on these sites can be accomplished through the application of CPTED principles, such as providing high visibility from adjacent roadways and neighbours.



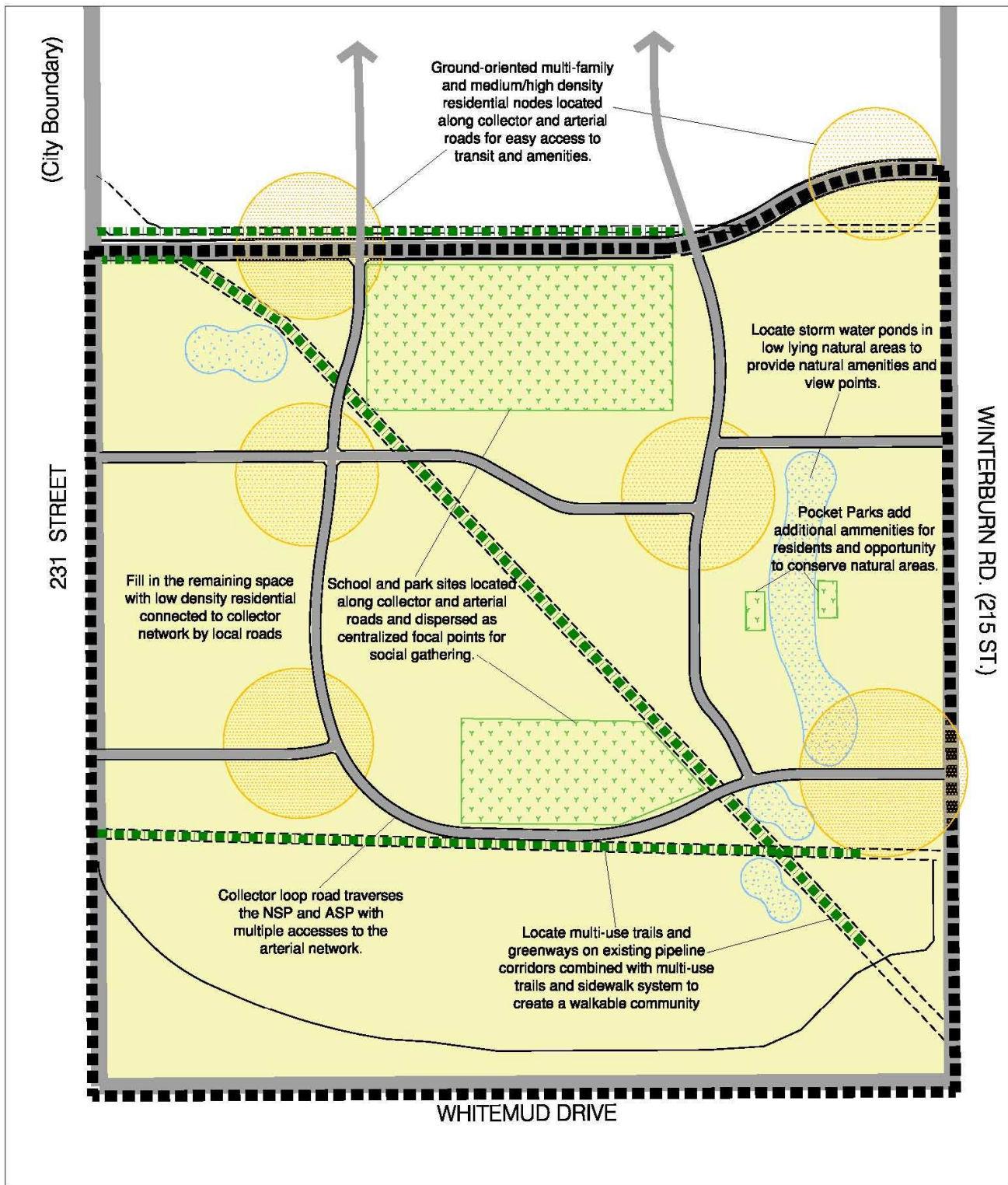
**ROSENTHAL NEIGHBOURHOOD STRUCTURE PLAN**  
**LAND USE AND POPULATION STATISTICS**  
**BYLAW 16335**

*Approved February 19, 2013*

	<b>AREA (ha)</b>	<b>% of GDA</b>
<b>GROSS AREA</b>	<b>261.9</b>	
Whitemud Drive ROW	19.08	
Arterial and Collector Roadways	6.2	
Pipeline Rights-of -Way	8.4	
Road Widening	4.4	
<b>GROSS DEVELOPABLE AREA</b>	<b>223.82</b>	<b>100</b>
Circulation	33.6	15
Public Elementary/Junior High	7.9	3.5
District Park	19.0	8.5
Pocket Park	0.4	0.1
Stormwater Management Facility	14.6	6.5
<b>TOTAL</b>	<b>75.5</b>	<b>33.7</b>
<b>NET DEVELOPABLE AREA (Residential)</b>	<b>148.3</b>	<b>66.28</b>

**RESIDENTIAL LAND USE ANALYSIS**

<b>Land Use</b>	<b>Area (ha)</b>	<b>Units/ha</b>	<b>Units</b>	<b>Pop/Units</b>	<b>Population</b>	<b>LDR/MDR RATIO</b>
Single/Semi- Detached Low Density	119.6	25	2990	2.8	8,371	69% / 31%
Row Housing /Medium Density Residential	20.2	45	909	2.8	2,544	
Low Rise Apts /Medium Density	8.5	90	766	1.8	1,379	
<b>TOTAL</b>	<b>148.3</b>		<b>4,664</b>		<b>12,294</b>	
<b>Persons per Gross Developable Hectare</b>	<b>46.9</b>					
<b>Units per Net Residential Hectare</b>	<b>31.4</b>					



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**ROSENTHAL  
NEIGHBOURHOOD STRUCTURE  
PLAN  
PLANNING PRINCIPLES**

**Exhibit 8**



SCALE: NTS

**3.3.2 TO ENCOURAGE ENVIRONMENTAL STEWARDSHIP BY PURSUING THE FOLLOWING OBJECTIVES:**

- o Where possible, use innovative approaches, such as residential density bonuses or City land purchase to encourage preservation and connection of the Natural Areas<sup>1</sup> identified in the Stage 1 and Stage 2 Natural Site Assessments.
- o Minimize potential environmental hazards and disruption of future residential areas by Oil and Gas well sites through neighbourhood design, such as locating abandoned well heads in road right-of ways and developing around operating wells in later stages, while adhering to ERCB setbacks.

**3.3.3 TO CREATE A COMMUNITY CENTRE WITH STRONG URBAN DESIGN GUIDELINES BY APPLYING THE FOLLOWING OBJECTIVES:**

- o Encourage the development of buildings that are high quality and attractive, stimulate visual interest, and create interactive frontage along public streets and interior walkways to enhance the pedestrian experience of the site.
- o Provide amenity areas on-site that are designed to accommodate passive and social activity for residents and commercial clients.
- o Create an appropriately structured internal circulation system that provides a suitable balance between pedestrian and vehicular circulation.
- o Provide a mixture of landscaping elements including native plantings to enhance the overall appearance of the site, particularly along interior walkways and adjacent to amenity areas.
- o Encourage the development of small-scale, at-grade commercial uses that enhance the community centre's streetscape and are integrated with residential buildings.

**3.3.4 TO CREATE EFFICIENT TRANSPORTATION, DRAINAGE AND WATER SERVICING NETWORKS THAT ENHANCE THE NEIGHBOURHOOD'S LIVEABILITY BY APPLYING THE FOLLOWING OBJECTIVES:**

- o Provide an attractive pedestrian environment that offers direct links to neighbourhood amenities, as well as leisure walking routes.
- o Design a neighbourhood that encourages alternate forms of transportation through convenient connections to personal services, recreational areas, abutting communities and key focal points.
- o Design a system of internal roads that connect major neighbourhood focal points, maximize access to transit for the greatest number of residents, and can be easily accessed from all parts of the neighbourhood.
- o Provide accessible and well-defined walkways with increased safety using CPTED principles.
- o Provide a pedestrian-friendly interface and high level of public transit service at key activity nodes and in areas of greater density.
- o Design a roadway system to provide safe, efficient access into, out of and through the neighbourhood, while discouraging high speeds along local roads.

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<sup>1</sup> REF NSA 1 and 2

- o Promote safety, efficiency, and convenience when aligning site entrances and internal circulation.
- o Incorporate parking areas into site design so as to limit visible frontage along public and private roadways
- o Provide berming, landscaping and other appropriate noise mitigation measures where residential development is located adjacent to a major arterial road.
- o Noise attenuation needs assessments for residential development adjacent to 87 Avenue, 231 Street, 215 Street and Whitemud Drive are required at the subdivision stage in accordance with the City of Edmonton's Urban Traffic Noise Policy.
- o Provide SWMFs that conform with the natural contours while offering neighbourhood residents accessible leisure activities and multiple public connections.
- o Drainage and water servicing will employ a safe, cost effective, and efficient pattern.
- o Allow for the provision of transit service to be within 400 m walking distance of most residential units. There are a number of units backing onto Whitemud Drive that could be up to 500m walking distance from the nearest transit route. Walkway have been planned to shorten these distances as much as possible.

## 3.4 Policy

### 3.4.1 NEIGHBOURHOOD DESIGN

The goal set forth in 3.3.1, to encourage good neighbourhood design, and its associated objectives will be realized through the policy framework outlined below:

Objective	Policy	Implementation Stage
o Employ a mixture of housing types which are available to a wide spectrum of incomes, facilitate a variety of lifestyles, and create comfortable transitions of mass and scale.	RESIDENTIAL USE AND DESIGN	
	Provide a diversity of dwellings including low density (single-detached and semi-detached), street-oriented multiples (semi-detached and row housing) and medium density (stacked row housing and apartments).	<ul style="list-style-type: none"> <li>o Rezoning</li> <li>o Development permit</li> </ul>
	Street-oriented multiple family housing should be encouraged to create a transition between medium density and low-density housing.	<ul style="list-style-type: none"> <li>o Rezoning</li> </ul>
	Consider City of Edmonton policies and programs pertaining to affordable housing at the zoning and development permit stage.	<ul style="list-style-type: none"> <li>o Rezoning</li> <li>o Development Permit</li> </ul>
	Integrate smaller parcels of street-oriented multiple family developments adjacent to low density residential development to provide alternative housing options within the community.	<ul style="list-style-type: none"> <li>o Rezoning</li> <li>o Subdivision</li> </ul>
	Residential development shall be oriented to take advantage of natural and man-made features, including stormwater management	<ul style="list-style-type: none"> <li>o Rezoning</li> <li>o Subdivision</li> </ul>

Objective	Policy	Implementation Stage
	facilities, while providing multiple public access points to these features.	
<ul style="list-style-type: none"> <li>Design an attractive neighbourhood with a high level of pedestrian connectivity that creates a sense of community, public occupancy, and safety through the design and interface of public and private spaces</li> </ul>	Compatible housing and zoning designation should be provided on either side of a street.	<ul style="list-style-type: none"> <li>Rezoning</li> <li>Subdivision</li> </ul>
	Multiple family housing shall be designed to have a strong street presence, with parking areas located away from the street or integrated with the building. Where buildings front onto the street or other public areas such as a park, the building frontage shall include features (doors, windows, landscaped yards) that create surveillance and sense of occupancy.	<ul style="list-style-type: none"> <li>Development Permit</li> </ul>
	Apartment developments greater than 1.4 hectares should be located where collector roads intersect with arterials or other collector roads to provide easy access to important public transit facilities.	<ul style="list-style-type: none"> <li>Rezoning</li> <li>Subdivision</li> </ul>
	Medium density housing should be close to commercial areas, recreation sites and public transit nodes.	<ul style="list-style-type: none"> <li>NSP Development Concept (<b>Exhibit 7</b>)</li> <li>Rezoning</li> </ul>
<ul style="list-style-type: none"> <li>Identify locations for and encourage commercial opportunities within the neighbourhood</li> </ul>	COMMERCIAL USES	
	Neighbourhood Commercial or Mixed Use Medium Density sites should be considered at Transit Nodes and within the Community Centre	<ul style="list-style-type: none"> <li>NSP Development Concept (<b>Exhibit 7</b>)</li> <li>Rezoning</li> </ul>
	PARKS AND SCHOOL SITES	
<ul style="list-style-type: none"> <li>Provide safe recreation and school sites, which accommodate a full range of life-long learning and recreational needs within the community.</li> </ul>	Locate school park sites in portions of the neighbourhood where there are no storm ponds or Natural Areas to aid in distributing amenity spaces equitably through the neighbourhood.	<ul style="list-style-type: none"> <li>NSP Development Concept (<b>Exhibit 7</b>)</li> </ul>
	Provide a District Park site that can accommodate a high school, recreation center and associated play fields.	<ul style="list-style-type: none"> <li>NSP Development Concept (<b>Exhibit 7</b>)</li> </ul>

## Rationale

The proposed placement of residential development within the Rosenthal Neighbourhood will help provide a safe, attractive, accessible, walkable environment that places higher densities close to public transit.

Placing commercial opportunities near transit stops, medium density sites and neighbourhood entrances improves economic viability by increasing the number of people that could be conveniently served by the proposed commercial use.

The separation of school sites from storm ponds and natural areas enhances school-site safety while minimizing human impact on existing natural areas. The District Park site will function as a community destination for a variety of uses that can be enjoyed by all ages. Providing street frontage onto activity areas creates a good interface between residential and public lands while adding to the neighbourhood's sense of safety.

### 3.4.2 ENVIRONMENTAL STEWARDSHIP

Section 3.3.2's goal, to encourage environmental stewardship and its related objectives shall be implemented via the following policies:

Objective	Policy	Implementation
o Where possible, use innovative approaches to preserve and connect the Natural Areas <sup>2</sup> identified in the Stage 1 and Stage 2 Natural Site Assessments.	NATURAL AREA PROTECTION	
	Preserve key portions of Natural Areas through development of storm ponds or potential city land acquisition at market rates after all school park space has been accommodated.	o NSP Development Concept ( <b>Exhibit 7</b> ) o Subdivision.
	The northwest Natural Area site NW 275 will retain approximately 82% of its existing tree cover through integration with the Stormwater Management Facility	
	Naturalized landscaping shall be used around storm ponds and Natural Areas to increase environmental benefits and minimize maintenance costs	o Development Permit
	Key Natural Areas may be preserved through density bonusing agreements on and around the Natural Areas (see <b>Exhibit 7</b> ). These sites shall be developed via DC1 to ensure site planning and construction minimizes impacts on the adjacent Natural Area.	o DC1 rezoning
	Prepare management studies for the preservation of key Natural Areas that will be preserved through integration with stormwater management facilities, park sites, or other means prior to the subdivision and development of any land abutting the Natural Area, to ensure urban development does not disturb the natural drainage patterns.	o Subdivision o Development Permit

<sup>2</sup> REF NSA 1 and 2

Objective	Policy	Implementation
<ul style="list-style-type: none"> <li>Minimize oil and gas well sites' potential environmental hazards and disruption of future residential areas through careful neighbourhood design.</li> </ul>	<p style="text-align: center;"><b>OIL AND GAS</b></p> <p style="text-align: center;">Urban Development and Existing Facilities</p>	
	All urban development will maintain the minimum ERCB setback from active and suspended (also considered active) wells and battery sites. This setback will be applied from the property line of the proposed development to the well head, or battery equipment.	<ul style="list-style-type: none"> <li>Subdivision</li> </ul>
	Where development occurs in proximity to operating oil and gas facilities, subdivision design will accommodate the continued transport and maintenance needs of the oil and gas company while minimizing the impact on adjacent development. This will include the provision for temporary emergency access, while oil and gas wells are still operating within the neighbourhood.	<ul style="list-style-type: none"> <li>Subdivision</li> </ul>
	A more detailed risk assessment or an Environmental Impact Assessment (EIA) will be required where urban development activities are proposed within twice the setback distance from an existing facility. This assessment will be used by the City of Edmonton to determine whether or not the development should be subject to a greater setback distance, and if additional mitigation measures should be integrated into the development.	<ul style="list-style-type: none"> <li>Rezoning</li> <li>Subdivision</li> </ul>
	Notwithstanding the results of an EIA or risk assessment, berming and landscaping of the well site will be required as a condition of subdivision.	<ul style="list-style-type: none"> <li>Subdivision</li> </ul>
	<p style="text-align: center;"><b>OIL AND GAS</b></p> <p style="text-align: center;">Abandoned Well Sites</p>	
	Where urban development is proposed around an abandoned well site, a 10 m x 15 m work area will be provided around the well, and an 8 m access corridor will be provided for service vehicles. A minimum 5 m setback is required from the abandoned well head to the edge of the work area.	<ul style="list-style-type: none"> <li>Subdivision</li> </ul>
	Abandoned well areas should only assume land uses that will allow for immediate maintenance should a well ever require servicing. Parks or roadways (i.e. more open areas) are preferred designations that allow for the maximum movement of repair equipment on the abandoned well site.	<ul style="list-style-type: none"> <li>Rezoning</li> </ul>

Objective	Policy	Implementation
	A temporary identification marker should be placed as precisely as possible on the abandoned well site to prevent damage both to the well site and to construction or excavation equipment.	<ul style="list-style-type: none"> <li>Completed prior to ASP/NSP approval by Council</li> </ul>
	<p style="text-align: center;"><b>OIL AND GAS</b> Pipeline Rights-of-way</p>	
	Integrate existing and future transportation, utility and pipeline corridors into the NSP to make use of potential multi-use corridors and pedestrian linkages while having regard for the safe, ongoing operation of these facilities.	<ul style="list-style-type: none"> <li>NSP Development Concept (<b>Exhibit 7</b>)</li> <li>Rezoning</li> <li>Subdivision</li> </ul>

### Rationale

The Rosenthal Neighbourhood has several existing Natural Areas. The Natural Area Protection policies provide guidance for the preservation of Natural Areas through integration with stormwater management facilities, offering incentives to retain these sites and the creation of management studies to safely integrate Natural Areas with surrounding development.

Policies relating to existing and abandoned oil and gas uses will ensure conscientious residential development around oil and gas well sites and pipelines at all stages of the plan implementation and construction process while minimizing potential disturbances to the area's future residents. Urban development in the vicinity of all resource well sites will be planned in accordance with the City policy document entitled "Policy Guidelines for the Integration of Resource Operations and Urban Development" (1985) and Policy C515 "Oil and Gas Facilities" (2007) and other relevant City procedures. Development of lands involving abandoned wells will comply with ERCB guidelines for development around abandoned wells. An assessment of risk and nuisance will be conducted on operating or suspended oil and gas wells, as directed by existing or future City policy for the integration of oil prior to any rezoning of the parcel where the facility is located.

### 3.4.3 NORTHEAST COMMUNITY CENTRE

Section 3.3.3's goal, to create a community centre with strong urban design guidelines, and its associated objectives shall be implemented through a series of DC1 Provisions which apply all the policies set forth in section 3.4 and the following policies which will further define this special area.

Objective	Policy	Implementation
<ul style="list-style-type: none"> <li>Encourage the development of buildings that are high quality and attractive, stimulate visual interest, and create interactive frontage along public streets and interior walkways to enhance the pedestrian experience of the site.</li> </ul>	<b>SITE DESIGN</b>	
	The Community Centre shall consist of a variety of architectural features, building materials, streetscapes and landscape elements that will define key intersections and streets.	<ul style="list-style-type: none"> <li>DC1 Rezoning</li> </ul>

Objective	Policy	Implementation
<ul style="list-style-type: none"> <li>○ Create detailed guidelines and regulations which address specific design criteria including building placement, construction materials, site design, pedestrian circulation, parking locations, amenity area locations and design, use of landscaping, and creation of a town centre identity.</li> <li>○ Provide amenity areas on site that are designed to accommodate passive and social activity for residents and commercial clients.</li> </ul>	The Community Centre's entrance shall be clearly defined through the use of architectural features, enhanced paving, open space areas, enhanced landscaping and other appropriate urban design features.	<ul style="list-style-type: none"> <li>○ DC1 Rezoning</li> </ul>
	BUILDING PLACEMENT AND TRANSITION	
	At grade commercial development setbacks shall be reduced while upper residential levels shall be set further back to create a good pedestrian scale and a more interactive commercial environment at street level	<ul style="list-style-type: none"> <li>○ DC1 Rezoning</li> </ul>
	The rezoning shall be done through DC1 Provisions which establish building heights and massing that are appropriate with surrounding land uses, generally allowing for more height in the northeast corner of the site, and a proper transition between the Community Centre and the low density residential to the south.	<ul style="list-style-type: none"> <li>○ DC1 Rezoning</li> </ul>
	AMENITY AREAS	
	Amenity areas shall be placed along public roads, integrated with the pedestrian network and defined as key focal points.	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>
	Locate small seating areas at key intersections along pedestrian routes throughout the community centre.	<ul style="list-style-type: none"> <li>○ DC1 Rezoning</li> <li>○ Subdivision</li> </ul>
	Communal amenity areas for medium and high density DC1 developments shall be provided through the DC1 regulations.	<ul style="list-style-type: none"> <li>○ DC1 Rezoning</li> </ul>
<ul style="list-style-type: none"> <li>○ Create an appropriately structured internal circulation system that provides a suitable balance between pedestrian and vehicular circulation.</li> <li>○ Create an appropriately structured internal circulation system that provides a suitable</li> </ul>	PARKING AND CIRCULATION	
	The road network within the community centre shall align with the surrounding neighbourhood road pattern and create opportunities for shared access between two different properties.	<ul style="list-style-type: none"> <li>○ NSP Development Concept (<b>Exhibit 7</b>)</li> <li>○ Subdivision</li> </ul>
	Private internal roadways shall be constructed in such a way that they could be upgraded to meet City Standards without affecting designated pedestrian circulation routes.	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>
	Residential parking shall be provided below or above grade and integrated with the building	<ul style="list-style-type: none"> <li>○ DC1 Rezoning</li> </ul>

Objective	Policy	Implementation
balance between pedestrian and vehicular circulation	so as not to be recognizable from street level	
	Where Parking is provided above ground, it shall be placed internally to the site, to the rear of the development and screened from the pedestrian realm, by landscaping	○ DC1 Rezoning
	Surface parking shall be divided into a series of small parking areas.	○ DC1 Rezoning
	Individual or frequently used parking accesses shall not cross proposed pedestrian corridors	○ DC1 Rezoning ○ Subdivision
	PEDESTRIAN CIRCULATION	
	Pedestrian connections should link to residential areas, amenity spaces, commercial areas, and open space.	○ Subdivision
	Pedestrian walkways should be well lit and include landscape features.	○ Subdivision ○ Development permit
	Walkways shall be extended to provide a good connection to the crossings at the 87 Avenue and 215 Street intersection.	○ Subdivision
○ Provide a mixture of landscaping elements including native plantings to enhance the overall appearance of the site, particularly along interior walkways and adjacent to amenity areas.	LANDSCAPING	
	Landscaping elements should include decorative fencing, paving, and plantings to define small private amenity areas at grade level and visually differentiate areas of public and private space.	○ Subdivision
	Landscaping along pedestrian routes should incorporate site lines to create interesting and engaging walking environments.	○ Subdivision
	Landscaping should consist of plantings native to the area	○ Subdivision
○ Encourage the development of small scale at grade commercial uses that enhance the community centre's streetscape and are integrated with residential buildings.	COMMERCIAL USES	
	Opportunities for at-grade commercial should be implemented at the DC1 rezoning stage.	○ DC1 rezoning
	Commercial use should be limited to convenience commercial, personal service, minor eating and drinking, and smaller general retail and office developments that generally provide service to residents and attract a more pedestrian clientele.	○ DC1 rezoning
	Commercial uses should provide active and interesting street fronts and walkways, and create interesting pedestrian oriented	○ DC1 rezoning

Objective	Policy	Implementation
	shopping areas or live/work employment opportunities	
	The DC1 zones should include mixed-use development with residential and at-grade commercial.	o DC1 rezoning

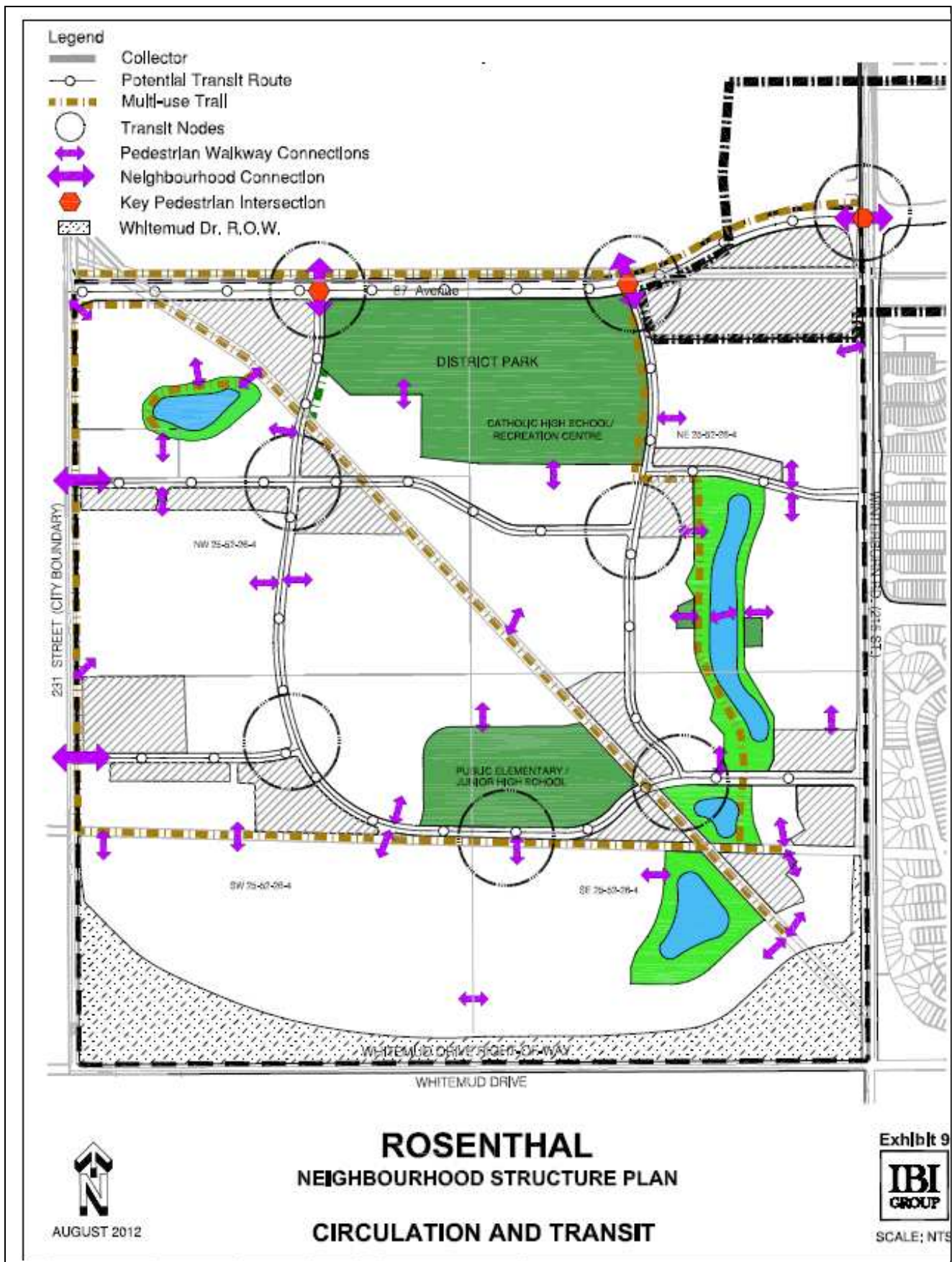
### Rationale

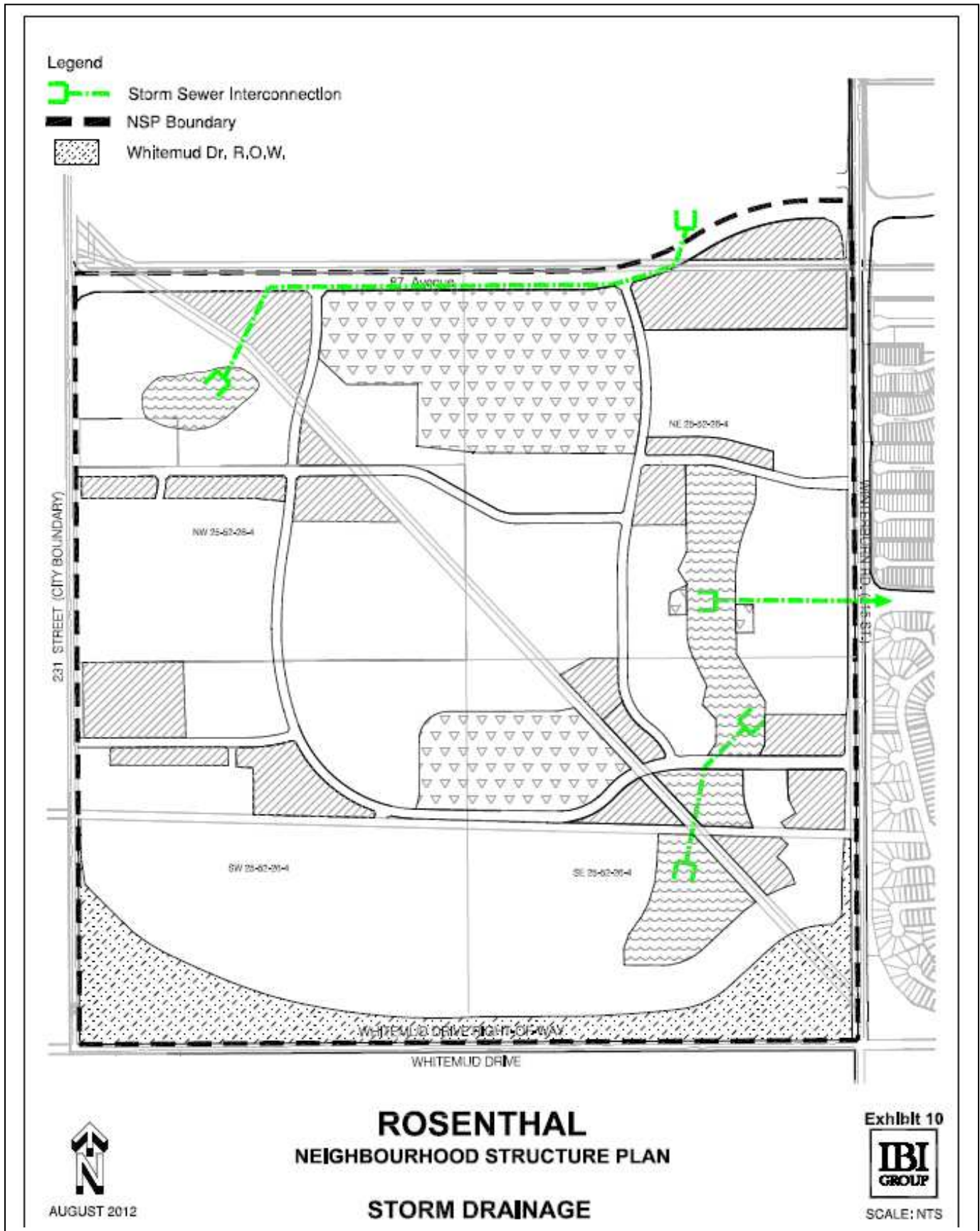
The Community Centre is defined in the Lewis Farms ASP as a place which “offers opportunities for employment, housing, shopping, services and social interaction.” The proposed policies create opportunities for mixed-use development, well connected streets and abundant amenity space for leisure activities.

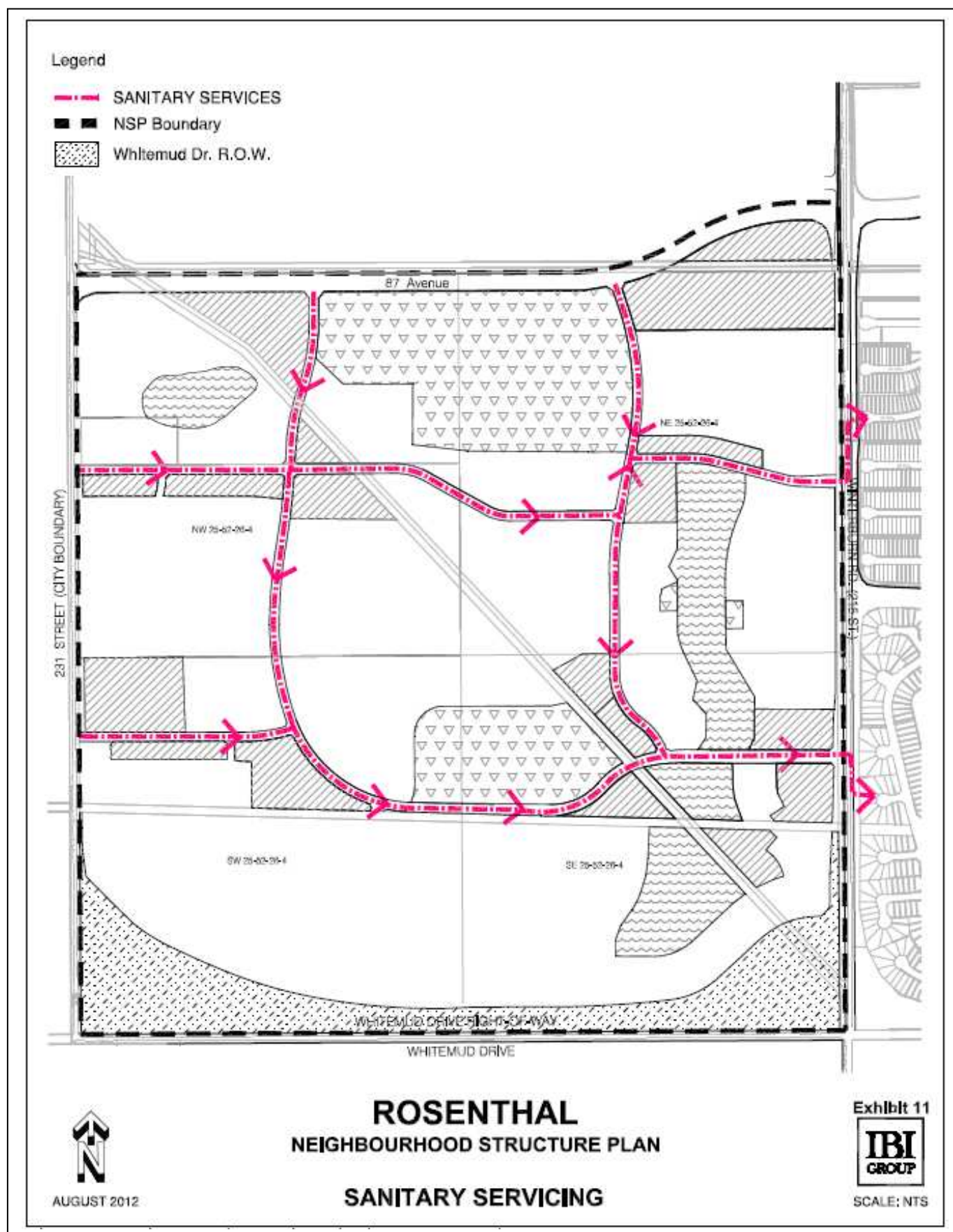
#### 3.4.4 TRANSPORTATION, DRAINAGE AND WATER SERVICING

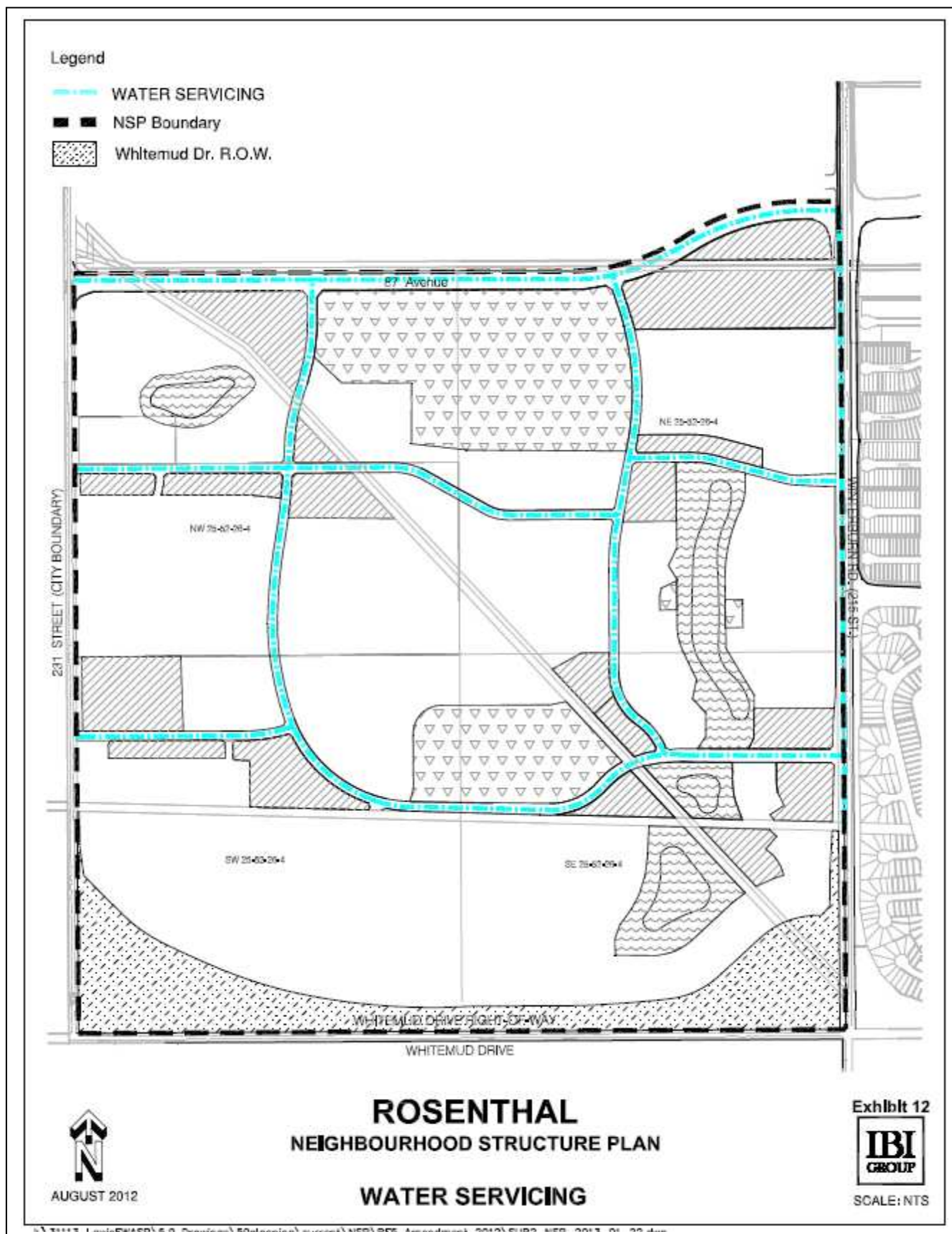
In addition to implementing Section 3.3.4, this NSP will strive to create efficient transportation, drainage and water servicing networks, and associated objectives through the policies outlined in the following table;

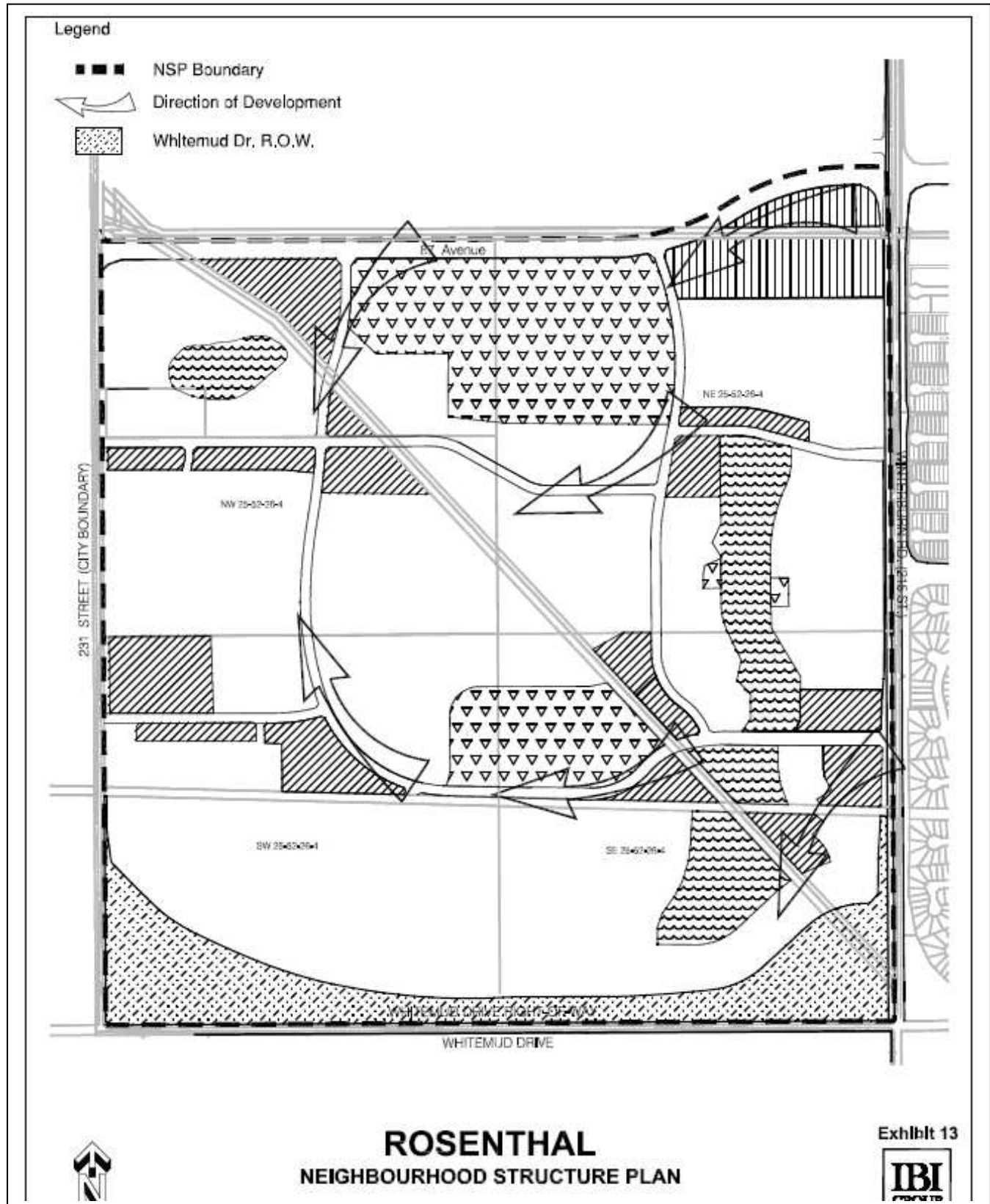
- o A Walkway and Transit Plan is included as **Exhibit 9 – Circulation and Transit Plan** showing multi-use trails, walkways, and walkway connections.
- o As shown in **Exhibit 10 – Storm Servicing**, two stormwater management facilities are proposed to be integrated with Natural Areas to help retain a portion of these sites. Details regarding the stormwater drainage schemes are provided in the associated Neighbourhood Drainage Report, submitted under separate cover.
- o Sanitary service connections are illustrated in **Exhibit 11 – Sanitary Servicing**. Details regarding the sanitary drainage schemes are provided in the Neighbourhood Drainage Report to be submitted under separate cover as part of the Neighbourhood Structure Plan process.
- o Watermains are proposed to be extended from the east (existing Lewis Estates) to service future development in this general area (see **Exhibit 12 – Water Servicing**).
- o Electric power, natural gas, and telecommunication infrastructure are all situated within close proximity to the plan area, and will be extended into the Neighbourhood as required to service the proposed development pattern.
- o The anticipated sequence of development for Rosenthal is shown in **Exhibit 13 – Staging Plan**.











Objective	Policy	Implementation
<ul style="list-style-type: none"> <li>○ Design a neighbourhood that encourages human powered transportation through convenient connections to personal services, recreational areas, abutting communities and key focal points.</li> <li>○ Design a system of internal roads that connect major neighbourhood focal points, maximize access to transit for the greatest number of residents, and can be easily accessed from all parts of the neighbourhood.</li> <li>○ Provide accessible, well-defined and safe pedestrian walkways.</li> <li>○ Provide an attractive, safe pedestrian environment that offers direct links to and between neighbourhood amenities as well as leisure walking routes</li> </ul>	<b>CONNECTIVITY AND PEDESTRIAN LINKAGES</b>	
	Subdivision design shall incorporate applicable policies and guidelines from such initiatives as Walkable Edmonton, the City's Sidewalk Strategy and the new suburban design guidelines (under development at the time of this plan). If a subdivision application precedes Council's consideration of these initiatives, the subdivision design should incorporate elements that further their objectives.	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>
	Walkways should be provided to shorten the distance between residential development and transit stops, where the roadway system does not provide direct access.	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>
	Clusters of medium density shall connect to commercial areas in the Community Centre with a clearly defined pedestrian linkage system.	<ul style="list-style-type: none"> <li>○ NSP Development Concept (<b>Exhibit 7</b>)</li> <li>○ Subdivision</li> </ul>
	Walkway system shall not create entrapment areas, and will be designed to provide surveillance and visibility along all routes	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>
	Walkways should be visible, well lit and offer frequent escape opportunities.	<ul style="list-style-type: none"> <li>○ Subdivision</li> <li>○ Development Permit</li> </ul>
	Encourage fencing along a multi-use trail to be unscreened and no greater than 1.2 meters in height.	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>
	Encourage residential development that backs onto a pedestrian trail to offer direct access to the pedestrian trail.	<ul style="list-style-type: none"> <li>○ Development Permit</li> </ul>
	Encourage walkways that are not flanking a public road to provide access to local roads every 75 meters.	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>
	Encourage cul-de-sacs to provide walkway access through the end of the cul-de-sac.	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>
	The walkway system provides pedestrian connections to the Secord neighbourhood in the north, Parkland County to the west, and the Suder Greens Neighbourhoods to the east.	<ul style="list-style-type: none"> <li>○ NSP Development Concept (<b>Exhibit 7</b>)</li> <li>○ Subdivision.</li> </ul>
	Walkways will provide linkages to school sites, parks, storm ponds, and natural areas where lots back on to these amenities.	<ul style="list-style-type: none"> <li>○ NSP Development Concept (<b>Exhibit 7</b>)</li> <li>○ Subdivision</li> </ul>
	Within this neighbourhood, all walkways shall	<ul style="list-style-type: none"> <li>○ NSP Development</li> </ul>

Objective	Policy	Implementation
	be integrated into a legible, interconnected network consisting of pipeline rights-of-way, multi-use trails and sidewalks that combine to provide numerous different walking routes while connecting all neighbourhood parks and storm ponds.	<ul style="list-style-type: none"> <li>○ Concept (<b>Exhibit 7</b>)</li> <li>○ Subdivision</li> </ul>
	Dedicated walkways shall be constructed on at least one side of the storm pond.	<ul style="list-style-type: none"> <li>○ NSP Development Concept (<b>Exhibit 7</b>)</li> <li>○ Subdivision</li> </ul>
	Activity areas such as parks, stormwater management facilities, and commercial developments shall include public street frontage and be designed so residential development provides surveillance of these activity areas.	<ul style="list-style-type: none"> <li>○ NSP Development Concept (<b>Exhibit 7</b>)</li> <li>○ Subdivision</li> </ul>
	Pedestrian walkways within a pipeline right-of-way and along designated routes should incorporate gentle curves and elevation changes to make the walking experience more dynamic while avoiding strictly linear alignments.	<ul style="list-style-type: none"> <li>○ Development Permit</li> </ul>
	Pedestrian walkways shall be designed to offer key sight lines towards architectural or landscaping features of interest.	<ul style="list-style-type: none"> <li>○ Development Permit</li> </ul>
	Pedestrian access will be incorporated into the street system. Streets that are to become part of the primary walkway system shall have treed boulevard landscaping, sidewalks that are not interrupted by front driveway access and employ an intersection design that provides a safe, attractive pedestrian environment on the public street.	<ul style="list-style-type: none"> <li>○ Subdivision</li> <li>○ Development Permit</li> </ul>
<ul style="list-style-type: none"> <li>○ Provide a pedestrian friendly interface and high level of public transit service at key activity nodes and in areas of greater density.</li> </ul>	PUBLIC TRANSIT	
	Place transit routes and key locations for transit facilities where arterials, collectors and multi use trail routes intersect and higher residential densities are located.	<ul style="list-style-type: none"> <li>○ NSP Development Concept (<b>Exhibit 7</b>)</li> </ul>
	Public transit facilities should be incorporated into major public buildings, commercial developments and medium/high density developments.	<ul style="list-style-type: none"> <li>○ Development Permit</li> </ul>
	Single family and semi-detached housing should be discouraged within a designated Transit Node	<ul style="list-style-type: none"> <li>○ Rezoning</li> </ul>
	Developers may enter into an agreement with the City to provide funding for the first two	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>

Objective	Policy	Implementation
	years of transit service. Edmonton Transit will provide transit service once the standard neighbourhood population threshold for transit service has been met.	
<ul style="list-style-type: none"> <li>Design a roadway system to provide safe, efficient access into, out of and through the neighbourhood while discouraging high speeds along local roads.</li> <li>Promote safety, efficiency, and convenience when aligning site entrances and internal circulation.</li> </ul>	ROADS AND AUTOMOBILE TRAFFIC	
	Residential units fronting onto a collector should be discouraged from having direct automobile access onto the collector.	<ul style="list-style-type: none"> <li>Rezoning</li> <li>Subdivision</li> </ul>
	Incorporate local road linkages and walkways at strategic locations between residential developments to improve neighbourhood connectivity.	<ul style="list-style-type: none"> <li>NSP Development Concept (<b>Exhibit 7</b>) Subdivision</li> </ul>
	Traffic calming measures may be employed at intersections, reducing automobile speeds, increasing pedestrian safety and improving the streetscape's general appearance.	<ul style="list-style-type: none"> <li>Subdivision</li> </ul>
	Collector roads shall employ gentle curves and jogs in the alignment to discourage speeding and create a safer pedestrian environment.	<ul style="list-style-type: none"> <li>NSP Development Concept (<b>Exhibit 7</b>)</li> <li>Subdivision.</li> </ul>
	No front drive access will be granted to low-density housing across from the school sites, and limited access will be granted to medium density housing.	<ul style="list-style-type: none"> <li>Rezoning</li> <li>Subdivision</li> </ul>
	The collector road system provides connections to Secord Neighbourhood in the north, Parkland County to the west, Suder Greens Neighbourhoods to the east.	<ul style="list-style-type: none"> <li>NSP Development Concept (<b>Exhibit 7</b>)</li> </ul>
	Where multi-storey apartments are adjacent to a major arterial road, noise attenuation materials should be included in the building's construction, in addition to required fencing along arterial roads.	<ul style="list-style-type: none"> <li>Development Concept (<b>Exhibit 7</b>)</li> <li>Subdivision</li> </ul>
<ul style="list-style-type: none"> <li>Provide berming, landscaping and other appropriate noise mitigation measures where residential development is located adjacent to a major arterial road.</li> </ul>		

Provide SWMF that conform to the natural contours while offering neighbourhood residents accessible leisure activities and multiple public connections.	STORM, SANITARY AND WATER SERVICING	
	Stormwater management facilities should be located to conform with the natural contours of the land and low-lying areas	<ul style="list-style-type: none"> <li>○ NSP Development Concept (<b>Exhibit 7</b>)</li> <li>○ Rezoning</li> </ul>
	Multi-use trails shall be provided along at least one side of each Stormwater Management Facility	<ul style="list-style-type: none"> <li>○ Development Concept (<b>Exhibit 7</b>)</li> <li>○ Subdivision</li> </ul>
Drainage and water servicing will employ a safe, cost effective, and efficient pattern.	The sanitary network will follow the internal road network and associated public utility lots	<ul style="list-style-type: none"> <li>○ Subdivision</li> </ul>

### Rationale

A well planned transportation network will encourage a variety of transportation modes while facilitating connections between residents, major destinations, and leisure activities. Furthermore, the transportation network's design will have a large effect on the streetscape appearance (e.g. front drive garages create a different streetscape than back lanes), use and overall liveability of the neighbourhood. In providing adequate noise attenuation from busier roads and ensuring safe walking routes the neighbourhood's overall aesthetics and liveability will improve.

The Rosenthal NSP plans for cost-effective municipal infrastructure and services as required by the goals of Plan Edmonton. Rosenthal is engineered to provide services that are safe and sustainable, with up to date technologies to ensure lower maintenance and servicing costs. Engineering is detailed in the Neighbourhood Design Report, Water Network Analysis, and Transportation Impact Analysis that have been submitted concurrently with this NSP.

## **APPENDIX I – PLANNING POLICY CONTEXT**

The Rosenthal NSP has been prepared with regard to physio-graphic considerations, as well as statutory plans, policies and design principles that govern land development in the City of Edmonton. These include the Edmonton Municipal Development Plan (MDP), the Lewis Farms ASP, the City of Edmonton's "Suburban Neighbourhood Design Principles" and other relevant municipal planning policies and initiatives.

### **Plan Edmonton**

Plan Edmonton Bylaw No. 11777 (as amended) sets out a strategy to accommodate the future growth and development of the City. This NSP follows policies to create liveable communities, manage resources wisely, accommodate resource industries, and manage suburban growth.

### **Lewis Farms Area Structure Plan (ASP)**

The Lewis Farms ASP provides general guidelines to facilitate development of neighbourhoods within the ASP plan area. A number of these objectives have been applied in the development of the Rosenthal neighbourhood, such as accommodating a variety of housing options for a range of income levels, and designing an efficient range of transportation options including local roadways, walkways, and multi-use corridor connections.

### **Suburban Neighbourhood Design Principles**

The City of Edmonton "Suburban Neighbourhood Design Principles" provide guidelines in assessing the design and servicing of new suburban neighbourhoods. This NSP uses these principles to develop the proposed plan.

### **Smart Choices**

In 2004, City Council approved a report entitled "Smart Choices For Developing Our Community". This report recommends an inclusive set of initiatives that encourage a more fiscally and environmentally sustainable future for the way Edmonton grows and redevelops.

The Smart Choices program is composed of 6 initiatives.

1. Neighbourhood Re-investment
2. Residential Infill
3. Transit Oriented Development
4. Walkability
5. Urban Design
6. Redevelopment of Older Commercial and Industrial Lands

The initiatives that have been applied to the Lewis Farm NSP are Walkability and Urban Design.

The Rosenthal NSP addresses Walkability by providing interconnected walkways sidewalks and multi-use trails that form a pedestrian network allowing connection to neighbourhood amenities such as, commercial, parks and transit routes.

Urban Design is addressed through the mix of residential densities and land uses dispersed at appropriate locations throughout the neighbourhood and through the high quality design features proposed in Section 3.4.3 Northeast Community Centre.

## Resource Well Sites and Pipelines

Development of lands within Rosenthal will be in accordance with policies from the City: “Policy Guidelines for the Integration of Resource Operations and Urban Developments” and “Policy C515: Oil and Gas Facilities, and the Energy Resources Conservation Board (ERCB). Development will comply with any future updates or revisions to City policy regarding integration of resource operation. These guidelines focus on:

- resource consolidation by the operators;
- development setbacks;
- urban design;
- surface improvements for resource leases and flow-line right-of-way;
- operating guidelines.

The ERCB is the agency with jurisdiction on matters related to oil and gas resource activities. It has rules, regulations and guidelines for these activities in their predevelopment, operating and post-operating (abandoned) stages.

The NSP will follow the ERCB guidelines governing development around operating facilities.

The ERCB has well-established procedures for well site abandonment and guidelines for development around abandoned facilities.

Abandoned wells will be planned in roadways, open space/park areas, walkways, public utility lots or other easily accessible public areas. These guidelines are followed throughout the Province and will be followed in Rosenthal.

## Inventory of Environmentally Sensitive and Significant Natural Areas

The City prepared an inventory of environmentally sensitive and significant areas in 1993. Rosenthal has several sites that may be acquired by the City through the Municipal Reserve (MR) process or purchased at market rates.

The Natural Areas are identified in **Exhibit 6**. These include:

- one significant Natural Area (NW 7021);
- one local environmentally sensitive area (NW 275);
- several natural areas.

NW 7021 (215 Street Natural Area) - This 12.08 ha site has been identified as a seasonal wildlife habitat with moderate sensitivity to development.

NW 275 (Hillview Natural Area) - This 4.68 ha site is classified as a local environmentally sensitive area characterized by a permanent water body surrounded by diverse vegetation species. The site is highly sensitive to activity, which alters the natural hydrology of the site.

## Stage 1 and 2 Natural Site Assessments

A Stage 1 Natural Area Assessment was completed by private corporation in May 2006, and submitted under separate cover. This assessment concluded that NW 7021 (215 Street Natural Area) and NW 275 (Hillview Natural Area) can be sustained as Natural Areas within normal residential development and would add to the functional and aesthetic features of a residential community. Portions of these features, such as the pond and tree stand, will be retained where feasible, once stormwater management facilities are accommodated. Transformation of NW 7021 will require significant grading and removal of trees.

A Stage 2 Natural Site Assessment has been completed to assess potential impacts and management strategies to mitigate impacts of development on natural processes once more detailed plans are formulated.

Where practical and viable the NSP proposes to integrate significant Natural Areas within development features such as stormwater management facilities, parks, school sites and other developments.

During detailed planning, the opportunity exists to more fully describe integration of natural and environmental areas into the development framework.

To date, portions of NW 7010 have been integrated into a SWMF as approved through SUB/05-0034 in the Secord Neighbourhood. The Neighbourhood 5 NSP endeavours to follow this approach with NW 275 and NW 7021 because most of the required 10% municipal reserve has been used to accommodate the school sites in the neighbourhood. Other options have been explored, and will continue to be explored at more detailed levels of planning.

Due to capacity requirements for stormwater within NW 7021, many of the existing natural trees will need to be removed. Where possible, trees will be kept to prevent total loss of the Natural Area. 0.5 ha of MR is proposed as two pocket parks within Natural Area NW 7021 and provide opportunities for tree retention.

The existing pond in Natural Area NW 275 (Hillview Natural Area) will be expanded to accommodate drainage from surrounding areas. The depth and pond surface area will be increased from 0.41 ha to 0.92 ha. Where possible, trees from this area will be retained in a private park for use by surrounding residents. About 20% of the trees (0.6 ha) in the Natural Area will be removed to accommodate the higher water level as it would cause instability of the tree roots. Locations where trees may be retained are shown on **Exhibit 6** and total approximately 2.5 ha.

Mitigation and monitoring measures are identified in the Stage 2 Natural Site Assessment to help with integration of the Natural Area into the surrounding neighbourhood.

This NSP encourages the use of naturalized landscaping around storm ponds and Natural Areas. A treed or landscaped buffer will be maintained around the ponds with a trail on one side in accordance with City of Edmonton Stormwater Management Design Guidelines. Specific details of the design will be dealt with at the subdivision and rezoning stages of development.

The remaining Natural Areas in the NSP are small and fragmented, making them less sustainable within normal residential development.

There are many opportunities for integrating more Natural Areas into the neighbourhood development at the zoning stage. This is possible through means such as City purchase or land exchange, developer donation, exchange of lands for “housing density bonus” or retention of some existing trees on private land. These options are available to help “balance ecological and environmental considerations with economic and social considerations” as outlined in City Policy C-531 Natural Area Systems.

## **Transportation Master Plan**

The NSP complies with the City’s Transportation Master Plan by conforming with the proposed arterial system, allowing future transit routing, ensuring safe and dispersed flow of traffic through the neighbourhood with multiple access points to the arterial road system and providing road widening for Whitemud Drive.

## **Urban Traffic Noise Policy**

The Urban Traffic Noise Policy C-506 will be adhered to where residential development abuts arterial roadways.

Through requirements for monitoring and assessment, this policy sets regulations for limiting residential exposure to harmful noise levels through noise attenuation and seeks to ensure that the negative impacts associated with the ongoing exposure to excessive traffic noise is mitigated in the City of Edmonton.

## **Stormwater Management Design Guidelines**

The Stormwater Management Facilities are located in the NSP to maximize the aesthetic and functional benefits of the amenity, while maintaining natural features to the extent practical. The location, design and construction of the Stormwater Management Facilities will conform to the City of Edmonton’s Stormwater Management Design Guidelines and will be designed at the subdivision and zoning stages of development.

This NSP encourages the use of naturalized landscaping around storm ponds and Natural Areas.

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

In the development of Rosenthal, decisions relating to transportation design, street pattern, access, noise barriers, public open spaces, parks, pipeline corridors, multi-use trails, walkways, and the built environment shall use CPTED principles to create a safe and secure neighbourhood.

## **Affordable Housing**

The NSP provides affordable housing in the form of medium density residential distributed throughout the neighbourhood. Some of this housing will be priced below the average home price in Edmonton, thereby addressing varying levels of income.

As the City of Edmonton develops policies for affordable housing, ongoing discussions will be required between City Administration and the developers/builders as to the costs, form and processes of providing affordable housing. Subsequently, at the development stage, approving agencies shall review applications and consider all City of Edmonton policies and programs pertaining to affordable housing.

## APPENDIX II

The following technical studies have been completed and submitted in support of the Rosenthal NSP.

- Geotechnical Report'
- Historical Resources Impact Assessment (HRIA);
- Neighbourhood Design Report (NDR);
- Water Network Analysis (WNA);
- Transportation Impact Assessment (TIA);
- Environmental Site Assessment (ESA) Phase 1;
- Natural Site Assessment (NSA) Phase 1 and 2.