

# *Edgemont Neighbourhood Area Structure Plan*

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Office Consolidation October 2020

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*Prepared by:  
Urban Form and Corporate Strategic Development  
Development Services  
City of Edmonton*

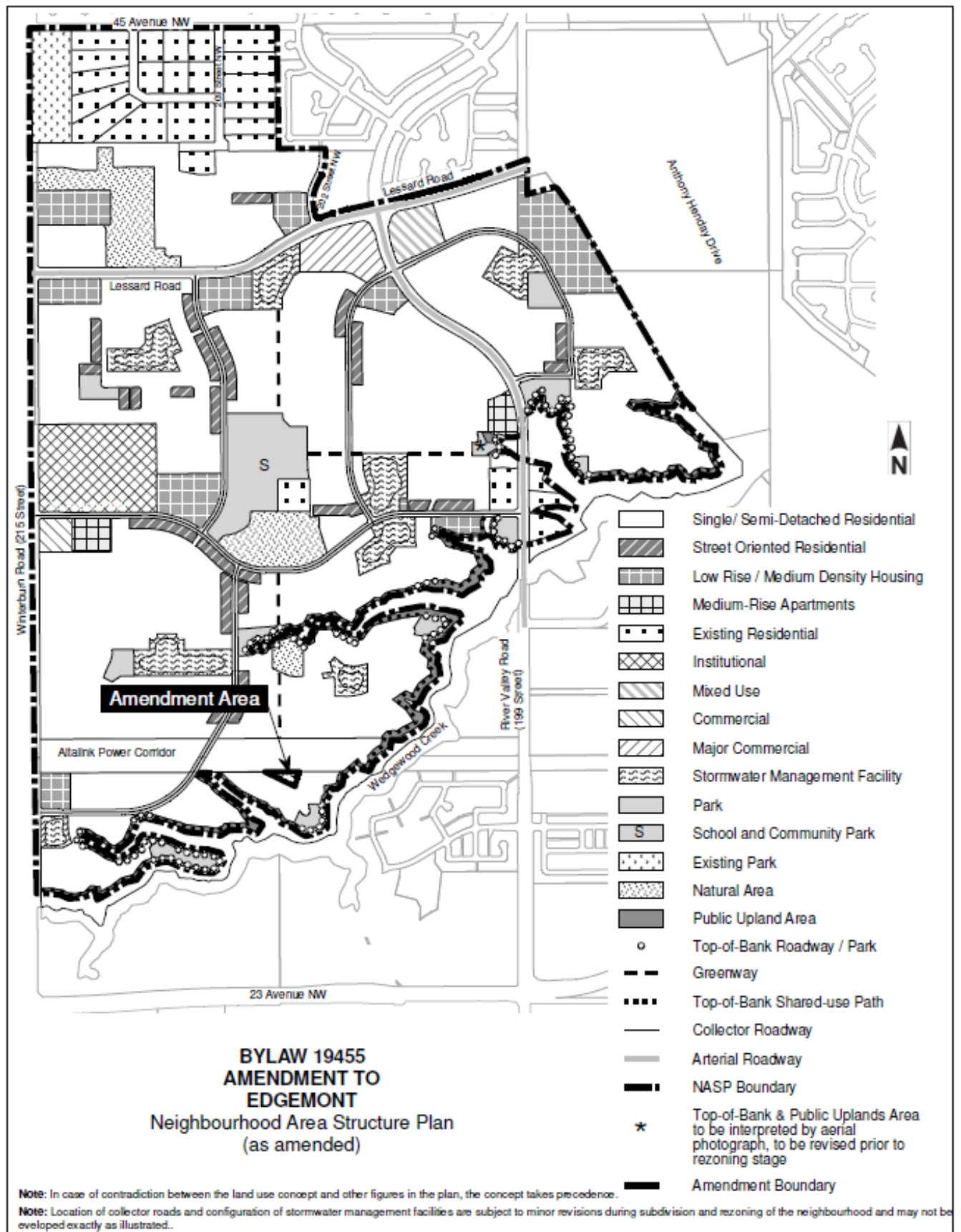
**Bylaw 15717 was adopted by Council in June 2011. In September 2019, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original Bylaw 15717.**

- |             |                                                                                                                                                                                                                                                                           |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bylaw 15717 | Approved June 22, 2011 (To adopt the Edgemont NASP)                                                                                                                                                                                                                       |
| Bylaw 16285 | Approved December 3, 2012 (To amend the boundary of the Edgemont NASP)                                                                                                                                                                                                    |
| Bylaw 16398 | Approved April 22, 2013 (To allow for the creation of a (DC1) Direct Control Provision)                                                                                                                                                                                   |
| Bylaw 16548 | Approved September 3, 2013 (To adjust the size and configuration of the stormwater management facility and natural area, to remove a local roadway spanning Wedgewood Creek Ravine, and to revise the population statistics and text to reflect the new land use concept) |
| Bylaw 17662 | Approved June 27, 2016 (To reconfigure a storm water management facility and park spaces in the southern portion of the plan area, replace “Row Housing” use with “Street Oriented Residential” use, and to revise land use and population statistics)                    |
| Bylaw 18125 | Approved November 15, 2017 (To realign Lessard Road NW, add, remove, relocated land use designations and revise land use and population statistics)                                                                                                                       |
| Bylaw 18402 | Approved May 28, 2018 (To redesignate land at the northeastern edge of the neighbourhood from low density residential to low rise/medium density housing and stormwater management facility)                                                                              |
| Bylaw 18542 | Approved September 17, 2018 (To redesignate land located at the eastern edge of the neighbourhood from Low Rise/Medium Density Housing to Medium-Rise Apartments)                                                                                                         |
| Bylaw 18568 | Approved November 5, 2018 (To align the Edgemont NASP with the North Saskatchewan River Valley Area Redevelopment Plan)                                                                                                                                                   |
| Bylaw 18914 | Approved July 15, 2019 (To add a new “Mixed Use” land use designation and redesignate a portion of Low Rise/Medium Density Housing and Neighbourhood Commercial land uses to Mixed Use, and update land use and population statistics)                                    |
| Bylaw 19009 | Approved September 23, 2019 (To allow for medium-rise apartment and commercial sites in the central portion of the neighbourhood, and update land use and population statistics)                                                                                          |
| Bylaw 19455 | Approved October 20, 2020 (To allow for a stormwater management facility and update land use and population statistics)                                                                                                                                                   |

**Editor’s Note:**

This is an office consolidation edition for the Edgemont Neighbourhood Area Structure Plan, as approved by City Council on June 22, 2011. For the sake of clarity a standardized format was utilized in this Plan. Private owners’ names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. All text changes are noted in the right margin and are italicized where applicable. Where it provides clarity, names of City departments have been standardized to reflect their present titles. Furthermore, all reasonable attempts were made to

accurately reflect the original Bylaw. 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.



*Bylaw 19455 (approved October 20, 2020)*





**Stantec**

## **EDGEMONT**

### **NEIGHBOURHOOD AREA STRUCTURE PLAN**

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## **1.0 ADMINISTRATION**

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### **1.1 PURPOSE**

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

- The location, configuration, and area of land uses including residential, commercial, parks and open spaces, and public utility land uses;
- The density of residential development;
- The manner in which the existing unique natural areas and natural features will be integrated with the land use concept;
- The transportation network for the plan area;
- A conceptual servicing scheme showing utility services and infrastructure; and
- The implementation and phasing of development.

### **1.2 AUTHORITY**

The Edgemont NASP was adopted by Edmonton City Council on May 30, 2011 as Bylaw 15717 in accordance with Section 633 of the *Municipal Government Act* (MGA).

### **1.3 TIMEFRAME**

Development within the Edgemont area is expected to commence in 2012 and is estimated to be fully complete within approximately 10 to 15 years based on current and anticipated absorption rates.

### **1.4 INTERPRETATION**

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

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

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

### **1.5 MONITORING**

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



## **1.6 AMENDMENT**

Amendments to the Edgemont NASP involving policies, text or mapping shall be completed in accordance with the Municipal Government Act, The Way We Grow: Edmonton's Municipal Development Plan (MDP), and all other applicable bylaws, policies, and procedures.

## **2.0 PLAN CONTEXT**

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### **2.1 LOCATION**

The Edgemont NASP is located in west Edmonton, immediately south of The Hamptons neighbourhood. The NASP is bounded on the north by 45 Avenue NW and Lessard Road, on the east by the Transportation and Utilities Corridor (TUC), on the south by Wedgewood Creek Ravine, and on the west by Winterburn Road (215 Street NW). As shown in Figure 1 – Location and Figure 2 – Context, the land uses surrounding Edgemont include the following:

- North – Residential (The Hamptons neighbourhood)
- East – Residential (Wedgewood Heights, Cameron Heights, etc.)
- South – Agriculture
- West – Stony Plain Indian Reserve 135 (Enoch Cree Nation)

The plan area is generally comprised of a number of parcels of land located within Sections 6, 7, and 8-52-25-4 (see Table 1 – Land Ownership). The total gross area of the NASP is approximately 418 hectares (ha).

### **2.2 BACKGROUND**

The Edgemont NASP was prepared in response to current and anticipated market demand in west Edmonton, as well as the aspirations of the landowners in the plan area.

The preparation of this NASP has been guided by existing City of Edmonton statutory plans and policies, including the Capital Region Growth Plan, The Way We Grow (Municipal Development Plan, Bylaw 15100), The Way We Move (Transportation Master Plan), the Suburban Neighbourhood Design Principles, and the Urban Parks Management Plan. Conformance to these plans and policies is referenced in Section 4 – Planning and Policy Context.

The plan area is an appropriate planning unit that is suitable for a Neighbourhood Area Structure Plan and represents a logical extension of infrastructure and services related to currently planned neighbourhoods. It is designated as “Developing, Planned and Future Neighbourhoods” by the Municipal Development Plan and is in proximity to developing neighbourhoods such as The Grange, The Hamptons, and Cameron Heights. Construction of the interchange at Anthony Henday Drive and Lessard Road, and proximity of other service infrastructure will provide the necessary means of meeting the required municipal servicing standards for development of the neighbourhood.

### **2.3 LAND OWNERSHIP**

The Edgemont NASP was prepared on behalf of several landowners, who own approximately 53.4 percent of the lands contained within the NASP area. The remaining land is owned by a number of other landowners. Current ownership is described below in Table 1 – Land Ownership and shown in Figure 3 – Land Ownership.

**Table 1 - Land Ownership**

<b>Titled Owner</b>	<b>Legal Description</b>	<b>Area (ha)*</b>
(Corporate)	Northern Portion of SE ¼ Sec. 6-52-25-4	1.78
(Corporate)	Southern Portion of SE ¼ Sec. 6-52-25-4	4.99
(Corporate)	Northern Portion of SW ¼ Sec. 6-52-25-4	4.01
(Corporate)	Southern Portion of SW ¼ Sec. 6-52-25-4	29.38
(Corporate)	Part of the NE ¼ Sec. 6-52-25-4	48.30
(Non-Corporate)	Lot 1 Plan 7823334 NW ¼ Sec. 6-52-25-4	40.9
(Corporate)	Lot 2 Plan 7823334 NW ¼ Sec. 6-52-25-4	22.8
(Non-Corporate)	Block 1 Plan 8421468 SW ¼ Sec. 7-52-25-4	1.01
(Non-Corporate)	Lot A Plan 3119MC SE ¼ Sec. 7-52-25-4	7.03
(Non-Corporate)	Lot B Plan 6704MC SE ¼ Sec. 7-52-25-4	7.99
(Non-Corporate)	Lot B Plan 752 1570 SE ¼ Sec. 7-52-25-4	0.40
(Non-Corporate)	East Part of the SE ¼ Sec. 7-52-25-4	16.23
(Non-Corporate)	West Half of SE ¼ Sec. 7-52-25-4	1.21
(Corporate)	East Half of SW ¼ Sec. 7-52-25-4	32.05
(Corporate)	West Part of the SW ¼ Sec. 7-52-25-4	10.53
(Corporate)	West Part of the SW ¼ Sec. 7-52-25-4	19.9
(Corporate)	Block 3 Plan 762 0329 N part of Sec. 7-52-25-4	18.95
(Corporate)	Part of the NE ¼ Sec. 7-52-25-4	7.97
(Non-Corporate)	Lot 2A Block 2 Plan 002 1920 NW ¼ Sec. 7-52-25-4	0.88
(Corporate)	Lot 2B Block 2 Plan 002 1920 NW ¼ Sec. 7-52-25-4	0.88
(Non-Corporate)	S Part of Lot 1 Block 2 Plan 5822RS NW ¼ Sec. 7-52-25-4	0.81
(Non-Corporate)	N Part of Lot 1 Block 2 Plan 5822RS NW ¼ Sec. 7-52-25-4	0.98
(Non-Corporate)	Lot 3A Block 2 Plan 002 2019 NW ¼ Sec. 7-52-25-4	0.88
(Non-Corporate)	Lot 3B Block 2 Plan 002 2019 NW ¼ Sec. 7-52-25-4	0.86
(Non-Corporate)	Lot 1 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	1.21
(Non-Corporate)	Lot 2 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	1.21
(Non-Corporate)	Lot 3 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	1.22
(Non-Corporate)	Lot 4 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	1.3
(Corporate)	Lot 5 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	1.7
(Corporate)	Lot 6 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	2.13
(Non-Corporate)	Lot 8 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	2.08
(Government)	Lot R Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	4.87
(Non-Corporate)	Lot 10 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	1.62
(Non-Corporate)	Lot 11 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	1.24
(Non-Corporate)	Lot 12 Block 1 Plan 5822RS NW ¼ Sec. 7-52-25-4	1.24
(Non-Corporate)	Lot 7 Plan 5283RS NW ¼ Sec. 7-52-25-4	8.64
(Non-Corporate)	Lot 9A Block 1 Plan 932 1731 NW ¼ Sec. 7-52-25-4	0.87
(Non-Corporate)	Lot 9B Block 1 Plan 932 1731 NW ¼ Sec. 7-52-25-4	0.92
(Non-Corporate)	Lot 9C Block 1 Plan 932 1731 NW ¼ Sec. 7-52-25-4	0.92
(Non-Corporate)	Lot A Plan 3301MC NW ¼ Sec. 7-52-25-4	11.2
(Non-Corporate)	Lot 1 Block 4 Plan 822 1702 NW ¼ Sec. 7-52-25-4	2.43
(Non-Corporate)	Lot 2 Block 4 Plan 822 1702 NW ¼ Sec. 7-52-25-4	2.43
(Non-Corporate)	Lot 14 Block 1 Plan 782 3263 NW ¼ Sec. 7-52-25-4	1.23
(Corporate)	Plan 1225KS Sec. 7-52-25-4	2.53
(Non-Corporate)	Lot A Plan 1113RS SW ¼ Sec. 8-52-25-4	0.63
(Government)	Lot R Plan 1113RS SW ¼ Sec. 8-52-25-4	3.0
(Non-Corporate)	Lot B Plan 1408RS SW ¼ Sec. 8-52-25-4	0.54
(Non-Corporate)	Block C Plan 5629RS NW ¼ Sec. 5-52-25-4	0.82
(Government)	Block R2 Plan 5629RS NW ¼ Sec. 5-52-25-4	1.14
(Corporate)	Part of SW ¼ Sec. 8-52-25-4	33.82

Titled Owner	Legal Description	Area (ha)*
(Non-Corporate)	Lot 1 Block 1 Plan 872 1273 NW ¼ Sec.8-52-25-4	1.62
(Non-Corporate)	SW Portion of NW ¼ Sec.8-52-25-4	3.37
(Government)	Plan 882 0604 NW ¼ Sec.8-52-25-4	0.6
(Corporate)	West Half of SE ¼ Sec. 7-52-25-4	32.54
	<b>TOTAL AREA</b>	<b>417.87</b>

## 2.4 SITE CONTEXT

### 2.4.1 TOPOGRAPHY

The land within the Edgemont NASP includes a sand dune formation in the northern portion; other areas are mostly comprised of gently sloping and cleared land (see Figure 4 – Site Contours). Elevations throughout the plan area range from approximately 715 m in the north to approximately 690 m in the south-southeast corner of the plan area (excluding the ravine).

Surface drainage throughout the plan area generally flows in a south-easterly direction towards Wedgewood Creek Ravine and ultimately to the North Saskatchewan River.

### 2.4.2 EXISTING LAND USES

Much of the land within the plan area is currently used for agricultural uses and includes many farm houses and associated buildings. The plan area also includes many country residential uses, most notably in the northwest corner of the plan area. Another existing land use is a private school/church (Parkland Immanuel Christian School), located in the western portion of the plan area, at the junction of Winterburn Road and 35 Avenue.

High-tension electrical wires run east-west between the northern and southern portions of Sec 6-52-25W4 (see Figure 5- Site Features for details and location).

These existing land uses do not pose any significant constraints for development.

### 2.4.3 NATURAL AREAS AND ECOLOGICAL RESOURCES

The City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas (1993) identifies two significant sites within the NASP boundary (see Figure 5 – Site Features):

- **NW 318 Environmentally Sensitive Area:** This area features a mixed wood forest area growing on a significant sand dune complex within Edmonton that is a critical wildlife link and sensitive to disturbance.
- **NW 339 Significant Natural Area:** This area is located between 35 Avenue NW and the Wedgewood Creek Ravine. This woodlot is linked to the Wedgewood Creek Ravine and the North Saskatchewan River Valley, and may also function as a wildlife corridor. The Wedgewood Creek Ravine forms part of the North Saskatchewan River Valley System and as such is subject to the North Saskatchewan River Valley ARP (Bylaw 7188).

A Stage 1 Natural Site Assessment (NSA-1) report pertaining to NW 318 and NW 339 was submitted and approved by the City of Edmonton. This report recommends the preservation of select portions of both natural areas, as well as preserving connectivity from the western edge of the NASP area to the Wedgewood Creek Ravine.

A follow-up Ecological Network Report has been submitted by the consultant and approved by the City of Edmonton.

A Natural Area Management Plan (NAMP) for these areas will be required prior to the rezoning stage.

#### 2.4.4 ENVIRONMENTAL SITE ASSESSMENTS

The plan proponents and/or their representatives have completed Phase I Environmental Site Assessments (ESA) for their respective lands (see Table 2 – Environmental Site Assessments). Other landowners will be required to complete Phase I ESAs prior to rezoning of land within Edgemont.

**Table 2 - Environmental Site Assessments**

	Owner	Location	ESA-I
1	A Private Land Owner	Southern Portion of SE ¼ Sec. 6-52-25-4	Completed
2	A Private Land Owner	Southern Portion of SW ¼ Sec. 6-52-25-4	Completed
3	A Private Land Owner	Part of NE ¼ Sec. 6-52-25-4	Completed
4	A Private Land Owner	Part of SW ¼ Sec. 8-52-25-4	Completed
5	A Private Land Owner	Lot A. Plan 3301MC NW ¼ Sec. 7-52-25-4	Completed
6	A Private Land Owner	Part of NE ¼ Sec. 7-52-25-4	Completed
7	A Private Land Owner	West Part of SW ¼ Sec. 7-52-25-4	Completed
8	A Private Land Owner	Block 3 Plan 762 0329 N Part of Sec. 7-52-25-4	Completed
9	A Private Land Owner	West ½ of SE ¼ Sec. 7-52-25-4	Completed

*Amended by Editor.*

#### 2.4.5 HISTORICAL RESOURCES

A Historical Resources Overview (HRO) was completed in support of the Edgemont NASP. Table 3 - Historical Resources Overview presents a summary of the parcels that were included in the study. At the direction of Alberta Culture and Community Spirit (ACCS), Historical Resources Impact Assessments (HRIA) will be required for three of the nine parcels prior to the rezoning stage of development.

The preservation, conservation and integration of cultural, historical and/or archaeological resources within Edgemont is important to retaining local history and character that may also be of regional or provincial significance.

Other landowners will be required to submit HROs of their respective parcels prior to rezoning.

**Table 3 - Historical Resources Overview**

	Owner	Location	HRO
1	A Private Land Owner	Southern Portion of SE ¼ Sec. 6-52-25-4	Completed
2	A Private Land Owner	Southern Portion of SW ¼ Sec. 6-52-25-4	Completed
3	A Private Land Owner	Part of NE ¼ Sec. 6-52-25-4	Completed
4	A Private Land Owner	Part of SW ¼ Sec. 8-52-25-4	Completed
5	A Private Land Owner	Lot A. Plan 3301MC NW ¼ Sec. 7-52-25-4	Completed
6	A Private Land Owner	Part of NE ¼ Sec. 7-52-25-4	Completed
7	A Private Land Owner	West Part of SW ¼ Sec. 7-52-25-4	Completed
8	A Private Land Owner	Block 3 Plan 762 0329 N Part of 7-52-25-4	Completed
9	A Private Land Owner	West ½ of SE ¼ Sec. 7-52-25-4	Completed
	* HRIA not required if areas below the Top-of-Bank are left undisturbed		

*Amended by Editor.*

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

#### 2.4.6 PIPELINES, WELLS & UTILITY CORRIDORS

##### *Pipelines and Well Sites*

A search of Energy Resources Conservation Board (ERCB) information identified abandoned well sites and one active high-pressure natural gas pipeline within the NASP boundary (see Table 4- Well Site

Summary and Table 5- Pipeline Summary). The locations of the abandoned well sites and high pressure natural gas pipeline are shown in Figure 5 – Site Features.

An Assessment of Risk, a Phase I ESA, and (potentially) a Phase II ESA will be required at the rezoning stage to confirm location, status and potential impact of abandoned oil wells on future development.

The plan area also includes a high pressure pipeline carrying natural gas. This pipeline is intended to be converted to an intermediate pressure pipeline by relocating the regulator station to the west of the TUC. This intermediate pressure line will be subsequently relocated to follow the alignment of the neighbourhood collector roadways. While the pipeline is relocated, it must be ensured that natural gas supply to the existing rural residential lots is maintained.

Future development surrounding the abandoned oil well sites and the pipeline will adhere to the policies and requirements established by the Energy Resources Conservation Board and the City of Edmonton.

#### *Electrical Transmission Utility Corridor*

An electrical transmission corridor passes through the southern portion of the site, running east—west. This corridor has been appropriately accommodated within the land use concept.

**Table 4 - Well Site Summary**

Well Name	Licence Number	Company	Status
IMP 79 CAMAO TH 16-6-52-25	J0002597C	<i>A Private Corporation</i>	Abandoned
IMP 77 CAMAO TH 4-7-52-25	J0002597A	<i>A Private Corporation</i>	Abandoned
IMP 20 ACHESON TH 4-18-52-25	0001700B	<i>A Private Corporation</i>	Abandoned
ROYALITE 13 STONY TH 4-18-52-25	0002865M	<i>A Private Corporation</i>	Abandoned

*Amended by Editor.***Table 5 - Pipeline Summary**

Line / License No.	Company	Substance
7317 - 3	<i>A Private Corporation</i>	Natural Gas (High Pressure)

## 2.5 PUBLIC INVOLVEMENT

Consistent with Policy C513 – City of Edmonton’s Public Involvement Policy, advance notification was sent to surrounding property owners on May 19, 2009 advising them of the application and encouraging them to contact either the Planning and Development Department or the applicant (Stantec Consulting Ltd.) to communicate any possible concerns.

As part of the planning process described under Section 636 of the *Municipal Government Act*, a public meeting was held by the City of Edmonton’s Planning and Development Department on January 25, 2010 at the West Edmonton Christian Assembly. Mailed notification letters were sent to landowners in proximity to the NASP area advising of this meeting. At the meeting, landowners had an opportunity to review and comment on the NASP. Landowners have also been notified of the Public Hearing and requested to provide either written or verbal comments to Council.

## **3.0 LAND USE, TRANSPORTATION, AND SERVICING CONCEPT**

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### **3.1 VISION**

*The Edgemont neighbourhood is a well-connected, walkable neighbourhood that provides a variety of housing options. Numerous parks, stormwater ponds and greenways serve as focal points within the neighbourhood and offer opportunities for recreation. The area's ecological resources are carefully conserved within an extensive ecological network, stretching from the countryside beyond the City boundary to the natural areas within the neighbourhood and the Wedgewood Creek Ravine and the North Saskatchewan River Valley.*

### **3.2 GOALS AND OBJECTIVES**

To fulfill the vision of Edgemont as a walkable neighbourhood comprising of an extensive ecological network, the NASP identifies and describes the following goals and objectives:

#### **Green Development**

- To consider sustainable development principles in the planning and design of the neighbourhood;
- To ensure a compact urban form that uses the land resources responsibly and efficiently; and
- To encourage naturalized landscaping on public and private lands.

#### **Urban Design**

- To design residential streets, which are pedestrian friendly, safe, and form an integral and attractive component of the public realm;
- To create identifiable focal points that are integrated with the open space system of the neighbourhood; and
- To ensure compatibility when transitioning across land uses that differ significantly in use and character.

#### **Ecology**

- To protect the Wedgewood Creek Ravine system;
- To strengthen Edmonton's ecological network; and
- To conserve the environmentally sensitive area (NW318) and significant natural area (NW339) within the plan area.

#### **Environment**

- To ensure that the environmental status of the lands within Edgemont is suitable for development;
- To minimize oil and gas well sites' potential environmental hazards and disruption of future residential areas through careful neighbourhood design and by adhering to all relevant requirements of the ERCB regulations and City of Edmonton Policies; and
- To ensure integration of the existing high pressure pipeline with future development.

#### **Historical Resources**

- To ensure that historical, archaeological and paleontological resources are identified and conserved, where applicable.



## **Residential**

- To provide a variety of housing types that serve a range of age groups, income levels and needs;
- To establish increased residential density that meets *(deleted)* the density target set out by the Capital Region Growth Plan;
- To locate higher density residential development with good access to, and in support of, public transit facilities; and
- To establish affordable housing opportunities in Edgemont.

Bylaw 18542  
September 17, 2018

## **Commercial**

- To provide major commercial and convenience commercial nodes to meet the commercial needs of the area and provide local employment opportunities within the neighbourhood;
- To ensure a high degree of access and visibility of commercial sites; and
- To minimize the impact of commercial development on adjacent land uses.

## **Institutional**

- To accommodate future development of the existing church and school site within the NASP.

## **Parkland, Recreation Facilities and Schools**

- To accommodate City of Edmonton requirements for school and parks sites within the neighbourhood;
- To design a connected and integrated open space system that encourages active transportation; and
- To promote public access to the Wedgewood Creek Ravine, school/park sites and natural areas.

## **Transportation**

- To locate arterial and collector roadways, which allow for efficient traffic movement and minimize traffic congestion;
- To maximize transit access for the greatest number of residents in accordance with City of Edmonton Transit System Guidelines and demands;
- To promote access to parks, open spaces, and transit facilities. Promote multiple modes of transportation—pedestrian, bicycle, rollerblade, wheelchair—within the neighbourhood;
- Ensure that cost of arterial roadways is shared throughout the Edgemont catchment area;
- Ensure that roadway ravine crossing within the NASP accommodate wildlife passage; and
- Provide noise attenuation where residential uses are located along major transportation corridors (i.e. Winterburn Road) designated as truck routes.

## **Infrastructure Servicing and Staging**

- To ensure that Edgemont is serviced to a full urban standard.

## **3.3 POLICY**

The land use concept for Edgemont, shown in Figure 6, designates land for residential, commercial, parks and open space, and public utility. More details pertaining to the land uses are provided in the following sub-sections and Table 6 – Land Use and Population Statistics.

### 3.3.1 GREEN DEVELOPMENT

Development of the Edgemont NASP incorporates principles of sustainability – economic, social and ecological. These principles should be taken into consideration when making decisions regarding land use and built form.

One of the goals of this plan is the preservation of natural features and their integration into the neighbourhood. In doing so, consideration will be given to green initiatives and innovations.

Objective	NASP Policy	Implementation
<b>3.3.1.1</b> To consider sustainable development principles in the planning and design of the neighbourhood.	Incorporate alternative development standards (e.g. energy efficient lighting), and where appropriate, alternative road construction standards, to the satisfaction of the City of Edmonton.	Allow flexibility in regulating the introduction and implementation of alternative designs, techniques and technologies that support ecological processes, cost effectiveness and environmental stewardship in the development of the neighbourhood.  All alternative development standards shall be reviewed and potentially approved by the City of Edmonton.

Table 6 – Land Use and Population Statistics

**APPROVED EDMONT NEIGHBOURHOOD AREA STRUCTURE PLAN**  
**LAND USE AND POPULATION STATISTICS**  
**Bylaw 19455, approved October 20, 2020**

TABLE 6 – LAND USE AND POPULATION STATISTICS						
	Area (ha.)		% of GDA			
GROSS AREA	420.29		100.0%			
Environmental Reserve						
<i>Environmental Reserve (Existing)</i>	4.13					
<i>Environmental Reserve</i>	26.83					
<i>Public Upland Area (ER)</i>	10.33					
Lands between Urban Development Lin and Top of Bank Roadway**	0.17					
Existing Rural Residential	31.83					
Altalink Power Corridor	11.44					
Existing Municipal Reserve	4.87					
Artrial Roads	13.09					
Total Non-Developable Area	102.69					
GROSS DEVELOPABLE AREA	317.60		100.0%			
Municipal Reserve (MR)**						
<i>School/Community Park</i>	8.46		2.7%			
<i>Pocket and Top-of-Bank Park</i>	7.67		2.4%			
<i>Greenway</i>	1.42		0.4%			
<i>Natural Area - NW 339 (North)</i>	4.84		1.5%			
<i>Natural Area - NW 339 (South)</i>	1.12		0.4%			
<i>Natural Area - NW 318***</i>	7.50		2.4%			
Total Parkland	31.01		9.8%			
Commercial						
<i>Major Commercial</i>	3.96		1.2%			
<i>Convenience Commercial (CNC)</i>	1.42		0.4%			
<i>Mixed use</i>	1.80		0.6%			
Institutional	11.35		3.6%			
Transportation						
<i>Circulation</i>	63.52		20.0%			
Infrastructure / Servicing						
<i>Stormwater Management Facility</i>	19.70		6.2%			
Total Non-Residential Area	132.76		41.8%			
Net Residential Area (NRA)	184.84		58.2%			
Residential Land Use, Dwelling Unit Count and Population						
	Area (ha)	Units/ha.	Units	People/ Units	Population	%of NRA
Single/Semi-Deattached	149.72	25	3,743	2.8	10,480	81.0%
Rowhousing	11.12	40	445	2.8	1,246	6.0%
Low-Rise/Multi-/Medium Units	20.64	90	1,858	1.8	3,344	11.2%
medium to High Rise Units	2.56	225	576	1.5	864	1.4%
Mixed use	0.8	225	180	1.5	270	0.4%
Total Residential	184.84		6,801		16,204	100%
Sustainability Measures						
Population Density (ppn/ha.)				87.7		
Unit Density (upn/ha.)				36.8		
Single/Semi-Detached/ Rowhousing, LowRise/Multi-/Medium Units and high Rise				62%	38%	
Population(%) within 500m of Parkland				100%		
Population(%) within 400m of Transit				97%		
Population(%) within 600m of Commercial Service				63%		
Student Generation						
Public School Board	1,270		* As per TOB Policy c542, the area between the TOB roadway and the Urban Development Line shall be deducted from the gross area to reduce the MR entitlement. Exact areas to be confirmed at time of subdivision and by legal survey. This area is subject to ARA and PAC.			
Elementary	635		**Areas deducted to Municipal Reserve to be confirmed by legal survey.			
Junior High/Senior High	635		*** NW 318 shall be acquired through combination of MR dedication, purchase, land/property exchange, or other mutually acceptable arrangement (see policy 3.3.9.4). **** Parcels designated for institutional uses will provide municipal reserve at the time of subdivision.			
Separate School Board	634		***** Assumes Mixed Use area will be developed as 70% commercial and 30% residential			
Elementary	317					
Junior High/ Senior High	317					
Total Student Population	1,904					

Objective	NASP Policy	Implementation
<b>3.3.1.2</b> To ensure a compact urban form that uses land responsibly and efficiently.	The NASP shall incorporate increased density to make more efficient use of land.	Figure 6 – Land Use Concept and Table 6 – Land Use and Population Statistics illustrate the planned overall density for the NASP that meets: <ul style="list-style-type: none"> <li>• <i>deleted</i></li> <li>• minimum density target for Priority Growth Area Cw of the Capital Region Growth Plan.</li> </ul>
<b>Rationale:</b> Compact development is a key component in land conservation. Compact communities contribute to infrastructure efficiency, walkability, and transportation efficiency.		
<b>3.3.1.3</b> To encourage naturalized landscaping on public and private lands.	Landscaping of parks and open spaces should incorporate native and adapted plant species.	Design open space areas to incorporate native and adapted plant species, where appropriate.  Specific species for landscaping will be determined through discussions between the Developer and City Administration at the time of review of landscaping plans and as part of engineering drawing review.
<b>Rationale:</b> The use of plant species which are native or adapted to the local climate generally require no irrigation and less tending than non-native species, which serves to minimize costs associated with development and maintenance. Naturalized landscaping within open spaces provides opportunities to create wildlife habitat, and strengthens the ecological network within the neighbourhood.		
<b>Technical Summary</b> No technical study requirements are identified.		

Bylaw 18542  
September 17, 2018

### 3.3.2 URBAN DESIGN

The Edgemont NASP incorporates pertinent principles of urban design to establish an attractive, pedestrian friendly and sustainable community.

Objective	NASP Policy	Implementation
<b>3.3.2.1</b> To design residential streets, which are pedestrian friendly, safe, and form an integral and attractive component of the public realm.	<b>3.3.2.1 a)</b> Promote street-oriented <i>residential</i> along collector roadways to create a pedestrian-friendly built form.	<b>3.3.2.1 a)</b> The specific type and location of street-oriented <i>residential</i> will be determined at the rezoning stage.
	<b>3.3.2.1 b)</b> Streets that are major pedestrian routes (i.e. collector and arterial roads) should feature treed boulevards, and separate sidewalks.	<b>3.3.2.1 b)</b> The design of roadways will be implemented at the detailed design stage, to the satisfaction of the Transportation Department.
<p><b>Rationale:</b> Designing attractive residential streetscapes by using compatible housing forms and zoning designations provides a comfortable environment. Orientation of buildings towards public areas (e.g. parks, streets, open spaces) also plays an important part in creating interesting and varied streetscapes, increases residents' awareness of space and encourages informal surveillance.</p> <p>At the detailed design stage, the function of the roadway will dictate the appropriate cross-sections to be used. To ensure comfortable pedestrian movement and safety, sidewalks should be separated from carriageways by treed boulevards and front drive access should be minimized to reduce pedestrian-vehicle conflict.</p>		
<b>3.3.2.2</b> To create identifiable focal points that are integrated with the open space system of the neighbourhood.	<b>3.3.2.2 a)</b> Natural areas, school/park site, commercial areas, stormwater management facilities, pocket/Top-of-Bank parks and Wedgewood Creek Ravine shall be established as focal points within the neighbourhood.	<b>3.3.2.2 a), b), c)</b> Figure 6 – L and Use Concept shows the general location of viewpoint parks, stormwater facilities, natural areas and school parks.
	<b>3.3.2.2 b)</b> Incorporate views of the natural areas and school/park site within the design of the neighbourhood.	

Objective	NASP Policy	Implementation
	<b>3.3.2.2 c)</b> Develop stormwater management facilities such that they are visually and physically accessible and aesthetically pleasing.	
	<b>3.3.2.2 d)</b> Where appropriate, focal points should be emphasized through features such as architectural and landscape elements (e.g. ornamental lighting, benches, lighting, benches, signage etc.) to produce a common theme and identity.	<b>3.3.2.2 d)</b> Developments or neighbourhood sub-units should work collaboratively to encourage the establishment of a consistent theme.
	<b>3.3.2.2 e)</b> Provide walkways, TOB roadway, TOB shared-use path and parks to promote access and views of focal points.	<b>3.3.2.2 e)</b> The Subdivision Authority should have regard for the placement of walkways and for lotting to maintain views where opportunities exist.
<p><b>Rationale:</b> Neighbourhood focal points create community destinations within the neighbourhood. Through careful design and site planning, the development of these focal points creates active spaces which are alive and utilized and promote community interaction. Neighbourhood focal points within the neighbourhood include the school/park site, several pocket parks, numerous stormwater management facilities and the neighbourhood commercial site. These provide key amenity spaces for local residents and add to the neighbourhood's attractiveness, character and image as a pedestrian-oriented community and promote social interaction between residents.</p> <p>The location of the stormwater management facilities has been determined based upon topography and with regards to ensuring adequate land area for stormwater and utility functions. Park spaces have been centrally located in order to be easily accessed and viewed by residents. The SWMFs and parks are generally connected to each other through shared-use paths (linear greenways), sidewalks or other pedestrian linkages.</p>		
<b>3.3.2.3</b> To ensure compatibility when transitioning across land uses that differ significantly in use and character.	<b>3.3.2.3</b> Appropriate development setbacks within single/semi-detached residential uses and low rise/medium density housing shall be provided to achieve appropriate	<b>3.3.2.3</b> Figure 6 – Land Use Concept illustrates the location of different types of residential uses.

Objective	NASP Policy	Implementation
	transitioning.	
<b>Rationale:</b> Land use transitioning based on height and density can reduce land use conflicts between high and low intensity uses. For example, row housing can provide a suitable transition between low rise apartments and single-detached housing.		
<b>Technical Summary</b> No technical studies were identified.		

### 3.3.3 ECOLOGY

This NASP ensures that several natural areas or portions thereof, including the Wedgewood Creek Ravine, are maintained and protected. Consideration is given to ecological linkages between natural areas, stormwater facilities, parks and the ravine. Public access to the ravine and natural areas will be provided via pedestrian connections, greenway network, pocket parks, and a Top-of-Bank shared-use paths/roadway.

The Edgemont NASP ensures the Wedgewood Creek Ravine—part of the North Saskatchewan River Valley and Ravine System—is preserved and protected to the greatest extent possible through the establishment of an Urban Development Line (UDL) demarcating the boundary between developable upland area (urban development) and non-developable area (Environmental Reserve). Public access to the River Valley and Ravine System shall be provided via a combination of Top-of-Bank (TOB) roadway and park, totalling a minimum of 30% of the length of the UDL, and a TOB walkway along the entire length of the Public Upland Area.

Objective	NASP Policy	Implementation
<b>3.3.3.1</b> To protect the Wedgewood Creek Ravine system.	<b>3.3.3.1 a)</b> The Urban Development Line (UDL) shall separate developable from non-developable areas to preserve and protect the Wedgewood Creek Ravine, ensuring that urban development is reasonably safe from environmental hazard risk and that public access, visual amenities and recreational opportunities are maximized.	<b>3.3.3.1 a)</b> Geotechnical reports and slope stability analysis have been submitted for the plan area demarcating the UDL.  Additional study may be required at the zoning and/or subdivision stage of development. The recommendations and requirements of these reports as well as current City of Edmonton policy shall be considered prior to rezoning and subdivision approval.
	<b>3.3.3.1 b)</b> The stormwater outfalls shall be further evaluated from a geotechnical perspective prior to the subdivision stage.	<b>3.3.3.1 b)</b> Additional geotechnical analysis will be completed concurrent with the Environmental Impact Assessment for the

Objective	NASP Policy	Implementation
		stormwater outfalls prior to any rezonings.
	<b>3.3.3.1 c)</b> Lands below the Urban Development Line shall be protected from urban development.	<b>3.3.3.1 c)</b> Lands that meet the criteria for Environmental Reserve (ER) under Section 664(1) of the MGA shall be dedicated to the City of Edmonton at the time of subdivision.
	<b>3.3.3.1 d)</b> A minimum setback of 10m, or the setback recommendations of the approved Geotechnical and Slope Stability Analysis - whichever is greater - shall be provided between the Top-of-bank and the Urban Development Line, in accordance with Policy C542. This area shall provide for public access circulation, and civic purposes including geotechnical monitoring and repair, fire fighting, emergency and public safety.	<b>3.3.3.1 d)</b> The Urban Development Line shall be demarcated at the time of rezoning and/or subdivision of lands adjacent to the ravine.
	<b>3.3.3.1 e)</b> A restrictive covenant to meet the requirements of the geotechnical review shall be registered on all properties abutting the Urban Development Line.	<b>3.3.3.1 e)</b> The Subdivision Authority shall ensure all subdivisions abutting the Urban Development Line provide restrictive covenants.
<p><b>Rationale:</b> The Wedgewood Creek Ravine is an important ecological system within the Edgemont NASP. This creek shall be protected and preserved as per the MGA, MDP, Development Setbacks From River Valley/Ravine Crests (Policy C542), other strategic policies and guidelines.</p> <p>The Top-of-Bank (TOB) and Urban Development Line (UDL) have been established through site visits with participating landowners and City staff, pursuant to geo-technical and slope-stability analysis, and the requirements of Policy C542. A determination of TOB and UDL for non-participating landowners will be required prior to rezoning and subdivision.</p> <p>A minimum 10m Public Upland Area has been provided in all instances along the entire length of the TOB, between the TOB and UDL, except where a greater setback is warranted due to geotechnical considerations. Lands deemed to be designated as Environmental Reserve shall be determined at the time of rezoning and/or subdivision.</p>		



Objective	NASP Policy	Implementation
<p>A TOB walkway along the entire length of the UDL, within the Public Upland Area, will maximize access for local residents and the general public to a continuous circulation system abutting the Wedgewood Creek Ravine. This access is provided for circulation and amenity purposes, connection to the park system within the North Saskatchewan River Valley and Ravine System, slope repair and geotechnical monitoring, fire fighting, emergency and public safety, drainage control and for dealing with encroachment issues.</p> <p>A restrictive covenant will be required as a condition of subdivision approval for all properties on or abutting the Urban Development Line. Legal, surveyed demarcation of the UDL will be undertaken prior to or concurrent with subdivision and development approval.</p>		
<b>3.3.3.2</b>  To strengthen Edmonton's ecological network.	<b>3.3.3.2 a)</b>  The Edgemont NASP is designed to integrate and link land use components (i.e. Wedgewood Creek Ravine, NW318, NW339, SWMF, parks and greenways) to provide habitat and encourage ecological connectivity.	<b>3.3.3.2 a)</b>  Figure 6 – Land Use Concept guides the development of the NASP.
	<b>3.3.3.2 b)</b>  Plantings of native species should be utilized to improve the habitat value of the green network within the neighbourhood.	<b>3.3.3.2 b)</b>  Relevant City of Edmonton conservation planning and policy shall be adhered to (e.g. Policy C531).
	<b>3.3.3.2 c)</b>  Where feasible, existing trees and/or windrows shall be retained on public open space.	<b>3.3.3.2 c)</b>  Figure 6 – Land Use Concept illustrates the north-south Greenways that retain the existing windrows.  Figure 6 – Land Use Concept illustrates pockets that retain existing trees along the Top-of bank.
	<b>3.3.3.2 d)</b>  A Wetland Assessment shall be completed for each titled area within the NASP.	<b>3.3.3.2 d)</b>  A Wetland Assessment will be required for each titled area prior to the rezoning approval. The Assessment will: identify any potential wetlands, determine required regulatory approvals, and determine potential sustainability of wetlands in the context of future development.

Objective	NASP Policy	Implementation
<b>3.3.3.3</b> To conserve the environmentally sensitive area (NW318) and significant natural area (NW339) within the plan area.	<b>3.3.3.3 a)</b> Ecologically significant portions of NW318 and NW 339 shall be retained within the NASP (See policy 3.3.9.4 for more information).	<b>3.3.3.3 a), b)</b> Figure 6 – Land Use Concept illustrates portions of NW318 and NW339 conserved within the NASP.
	<b>3.3.3.3 b)</b> Based on the recommendations of the ENR, buffer areas shall be provided around NW318 and NW330 to ensure proper integration with the surrounding development.	
	<b>3.3.3.3 c)</b> A Natural Area Management Plan (NAMP) shall be completed for natural areas NW318 and NW339.	<b>3.3.3.3 c)</b> A NAMP shall be completed and approved prior to rezoning of lands within 200 m of NW318 and NW339. The NAMP will provide direction for the maintenance of the natural areas.
	<b>3.3.3.3 d)</b> <i>Where Lessard Road abuts NW 318, construction disturbance to vegetation north of the arterial roadway shall be minimized as much as possible.</i>	<b>3.3.3.3 d)</b> <i>For construction of retaining walls along the north edge of the ultimate Lessard Road rights-of-way, a maximum 5 m construction disturbance area may be permitted. The limits of the disturbance area shall be approved at the engineering drawing submission stage.</i>  <i>New natural plantings species native to NW318 shall be provided in the future landscaping design of the disturbed areas.</i>
<b>Rationale:</b> The function and the integrity of the ecological network in the Edgemont NASP area are significant. The Ecological Network Report (ENR) for Edgemont identifies several natural features within the plan area, such as Environmentally Sensitive Area (NW318), Significant Natural Area (NW339), Previously Inventoried Natural Areas, Woodlots, Windrows and the Wedgewood Creek Ravine. Based on the recommendations of the ENR, the NASP conserves		

Bylaw 18125 –  
November 15, 2017

Objective	NASP Policy	Implementation
<p>and integrates areas of high ecological significance within the land use concept (i.e. NW318, NW339), previously inventoried natural areas, and specific windrows. The land use concept also provides natural and semi-natural linkages to facilitate movement of key species between these natural areas, the North Saskatchewan River Valley and Ravine System and the natural area on the Enoch Cree Nation Indian Reserve.</p> <p>From an ecological perspective, the NASP concept includes the following components: parkland to conserve NW319 and NW339, a north-south central greenway, several stormwater management facilities, parks, and potential wildlife crossings.</p>		
<p><b>Technical Summary</b></p> <p>A Phase 2 Ecological Network Report (ENR) was prepared for the NASP area, and was submitted under separate cover. The ENR notes that three areas of high importance are found in Edgemont –Area NW318, Area NW339 and the Wedgewood Creek Ravine. The ENR suggests specific mitigation measures that may be employed, including:</p> <ul style="list-style-type: none"> <li>• Including buffer areas around important ecological features;</li> <li>• Installing and maintaining wildlife passage structures where needed, such as box culverts under roadways;</li> <li>• Enhancement plantings within buffer areas to provide additional wildlife habitat and structural diversity adjacent to important ecological features;</li> <li>• Compensation required for any altered or lost wetlands should, as a priority, be located within the NASP area; and</li> <li>• The development of a basic public education program for future developers and landowners.</li> </ul>		

### 3.3.4 ENVIRONMENT

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

Objective	NASP Policy	Implementation
<p><b>3.3.4.1</b></p> <p>To ensure that the environmental status of the lands within Edgemont is suitable for development.</p>	<p><b>3.3.4.1 a)</b></p> <p>The likelihood, types, and location of any environmental concerns present on the lands shall be determined prior to rezoning.</p>	<p><b>3.3.4.1 a)</b></p> <p>Environmental Site Assessments will be submitted and any follow-up will receive sign-off by the City administration prior to the rezoning stage of development.</p> <p>Phase I ESA reports older than 1 year from the date of rezoning application shall be updated, and any Phase I ESA report older than 5 years from the</p>

Objective	NASP Policy	Implementation
		date of rezoning application shall be redone.
	<b>3.3.4.1 b)</b> Where necessary, contaminated material shall be removed and disposed off in an environmentally sensitive manner, in accordance with Federal, Provincial, and Municipal regulations.	<b>3.3.4.1 b)</b> Site remediation, where necessary, shall be conducted prior to rezoning. An environmental site assessment report verifying the remediation shall be submitted for approval by the City administration prior to the rezoning of the subject lands.
<b>Rationale:</b> Lands within the Edgemont NASP boundary will be suitable for development and their environmental status confirmed prior to rezoning. Those lands identified as contaminated must undergo remediation according to Federal, Provincial, and Municipal standards.		
<b>3.3.4.2</b> To minimize oil and gas well sites' potential environmental hazards and disruption of future residential areas through careful neighbourhood design and adhering to all relevant requirements of the ERCB regulations and City of Edmonton Policies.	<b>3.3.4.2 a)</b> Where development is proposed around an abandoned well site, a minimum 10m x 15m work area shall be provided around the well, and an 8m access corridor shall be provided for service vehicles. A minimum 5m setback is required from the abandoned well head to the edge of the work area.	<b>3.3.4.2 a)</b> Setback requirements will be confirmed at time of subdivision approval.
	<b>3.3.4.2 b)</b> Abandoned well areas should only assume land uses that will allow for immediate maintenance should the well ever require servicing. The well heads may be located within public utility lots or new roadway ROWs (but outside of the carriageway) that allow for the maximum movement of repair equipment on the abandoned well site.	<b>3.3.4.2 b)</b> Figure 5 – Site Features illustrates the location of abandoned well sites. Figure 6 – Land Use Concept illustrates land designations. Consideration for appropriate land uses will be determined at time of rezoning.

Objective	NASP Policy	Implementation
	<b>3.3.4.2 c)</b> 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 the construction or excavation equipment.	<b>3.3.4.2 c)</b> Appropriate temporary identification markers shall be placed on site prior to rezoning approval.
<b>3.3.4.3</b> To ensure integration of the existing high pressure pipeline with future development.	<b>3.3.4.3</b> The existing high pressure pipeline shall be converted to an intermediate pressure line and relocated to within the neighbourhood collector ROWs.	<b>3.3.4.2</b> Figure 5 - Site Features illustrates the location of the high pressure pipeline. The existing high pressure pipeline shall be converted to an intermediate pressure line by relocating the regulator station to west of the TUC, abutting the NASP boundary.
<p><b>Rationale:</b> 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 shall comply with ERCB guidelines for development around abandoned wells. An assessment of risk and nuisance will be conducted on operating , abandoned or suspended oil and gas wells, as directed by existing or future City policy for the integration of oil facilities prior to any rezoning of the parcel where the facility is located.</p>		
<p><b>Technical Summary</b></p> <p>A Phase I ESA and assessment of risk will be required by the City of Edmonton to confirm that the plan area will be suitable for development. Any follow-up items identified by ESAs shall be addressed and signed-off by City Administration prior to the rezoning of the subject areas.</p>		

### 3.3.5 HISTORICAL RESOURCES

Development within the Edgemont NASP should have regard for the preservation of historical, archaeological and paleontological resources.

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

Objective	NASP Policy	Implementation
<b>3.3.5.1</b>  To ensure that historical, archaeological and paleontological resources are identified and conserved, where applicable.	Participating landowners within the plan area shall submit a Statement of Justification for <i>Historical Resources Act</i> Requirements (formerly Historical Resources Overview) and, if necessary, a Historical Resources Impact Assessment (HRIA).	Table 3 – Historical Resources Overview confirms that Historical Resource Overview (HRO) study has been completed for nine parcels within the plan area and approved by Alberta Culture and Community Spirit (ACCS).  Where required, Historical Resources Impact Assessments (HRIA) will be submitted prior to rezoning approval.  Those lands which have not received clearance on HRO studies will be required to submit and receive sign off prior to rezoning.
<b>Rationale:</b> Pursuant to Section 31 of the <i>Historical Resources Act</i> , development proponents and/or their representatives are required to report the discovery of any archaeological, historic period or paleontological resources, which may be encountered during construction.		
<b>Technical Summary</b>  Proponents of participating lands completed a Historical Resources Overview (HRO) of the plan area for consideration by Alberta Culture and Community Spirit (ACCS). Based on the recommendations in the HRO, ACCS requires an HRIA for three of the nine parcels for archaeological resources. Depending on the results of the HRIA, additional salvage, protection or preservation measures may be required.		

### 3.3.6 RESIDENTIAL

*The amount of the plan area designated for residential land use is provided in Table 6 — Land Use and Population Statistics.*

- " **Single/Semi-Detached** housing will allow for single detached, semi-detached and duplex housing at a density of approximately 25 units per ha.
- **Street Oriented Residential** will allow for zero lot line single-detached, semi-detached, row housing, and stacked row housing with smaller front yard setbacks (street oriented) and rear lane garage access, at an approximate density of 40 units per ha.
- **Low-rise/Medium Density Housing** will allow for row housing, stacked row housing and low rise apartments (2½ storeys to 4 storeys) at a density of approximately 90 units per ha.

Bylaw 19009  
September 23, 2019

Bylaw 17662  
June 27, 2016

- **Medium-Rise Apartments** will allow apartment housing with a maximum height of approximately 6 storeys and a maximum density of approximately 225 dwellings per hectar

Bylaw 18542  
September 17, 2018

Please see Table 6 – Land Use and Population Statistics for up to date land use areas, density and population information.

Objective	NASP Policy	Implementation
<b>3.3.6.1</b>  To provide a variety of housing types that serve a range of age groups, income levels and needs.	A mixture of residential dwelling types shall be provided including: single/semi-detached, <i>street oriented residential</i> , and low-rise/medium density housing.	Figure 6 – Land Use Concept illustrates the general location of residential land use designations.  The City of Edmonton Zoning Bylaw provides for a range of densities and housing forms that will be applied at the rezoning stage.
<p><b>Rationale:</b> Providing a variety of housing types promotes the creation of well-balanced, diverse neighbourhoods comprised of people from a range of income and age groups, as well as various types and sizes of families.</p> <p><i>Single/Semi-Detached</i></p> <p>Opportunities to provide various forms of low density housing are provided within the neighbourhood and include single detached housing with and without rear lanes (e.g. use of zones such as (RSL) Residential Small Lot Zone, (RPL) Residential Planned Lot Zone, (RF1) Single Detached Residential Zone) and semi-detached housing (e.g. use of (RF4) Semi Detached Residential Zone) and (DC1) Direct Development Control Provision and (DC2) Site Specific Development Control Provision, where appropriate.</p> <p><i>Street Oriented Residential</i></p> <p><i>This designation allows for the development of zero lot line single-detached, semi-detached, row housing, and stacked row housing primarily along collector roadways. Lands developed under this designation will have reduced front yard setbacks (street oriented) and vehicular access to the rear of the property via laneways, adding to the safety and visual appeal of the streetscape.</i></p> <p><i>Low-rise/Medium Density Housing</i></p> <p>The Edgemont NASP presents opportunities for a variety of medium density housing forms and densities including row housing, stacked row housing and low-rise apartments. The type of low rise/medium density housing pursued in each case will depend on market demands. Special attention will be given to the development of high quality designs, massing and building treatments that encourage human scale, as well as architectural and community features that are harmonious and attractive. Land use zones such as (RF5) Row Housing Zone, (RF6) Medium Density Multiple Family Zone, or (RA7) Low Rise Apartment Zone may be applied to Low-rise/Medium Density Housing parcels within the plan area.</p> <p><i>Medium –Rise Apartments</i></p> <p><i>This designation adds residential diversity to the neighbourhood by allowing a range of apartment housing types and a more compact housing form. The land use is located at the edge of the neighbourhood with direct access to major roads, transit routes and public open</i></p>		

Bylaw 17662  
June 27, 2016

Bylaw 16398 –  
April 22, 2013  
Bylaw 18542  
September 17, 2018

Bylaw 17662 –  
June 27, 2016

Bylaw 18542  
September 17, 2018

*spaces. The Development Officer shall have regard for sensitive transitioning between the apartment housing and adjacent low density residential development. Pedestrian connectivity shall be provided through the site.*

*Standard zones within the Edmonton Zoning Bylaw will be applied to facilitate residential development consistent with contemporary trends and market innovations. Innovative or intensive housing styles, such as reverse-housing, shallow lot or zero lot line housing, etc., add variety to the streetscape and make neighbourhoods more interesting places to live. The use of site specific Direct Control Provisions (DC1 or DC2) or Special Area Zones may be utilized to achieve these alternative housing forms within this neighbourhood.*

Bylaw 18125  
November 15, 2017

Bylaw 18542  
September 17, 2018

Objective	NASP Policy	Implementation
<b>3.3.6.2</b>	<i>deleted</i>	<i>deleted</i>
To establish increased residential density that meets the density target set out by the Capital Region Growth Plan.	<b>3.3.6.2</b> The Edgemont NASP shall meet the density target as set out by the Capital Region Growth Plan.	<b>3.3.6.2</b> <i>The residential density of the Edgemont NASP is provided under Table 6 – Land Use and Population Statistics.</i>
<b>Rationale:</b> <i>This plan seeks to provide a choice of housing forms within the neighbourhood and to make more efficient use of new suburban land. The proposed densities will support public transit, use infrastructure more effectively, provide a user base for community facilities, and encourage greater social mix.</i>		
<b>3.3.6.3</b> To locate higher density residential development with good access to, and in support of, public transit facilities.	Low Rise/Medium Density Housing uses shall be located along arterial and/or collector roadways, and along transit routes.	Figure 6 – Land Use Concept will guide the development of Low-rise/Medium Density Housing.
<b>Rationale:</b> Locating higher density residential uses near transit facilities provides a potential ridership base, and can help support viable transit operations. Seniors and those with mobility issues may benefit from improved transit accessibility.		
<b>3.3.6.4</b> To establish affordable housing opportunities in Edgemont.	<b>3.3.6.4 a)</b> Developments shall comply with City of Edmonton's affordable housing policies and guidelines.	<b>3.3.6.4 a)</b> City of Edmonton's affordable housing policies and guidelines shall be applied prior to rezoning.
	<b>3.3.6.4 b)</b> Provide a wide variety of housing types with a range of price points.	<b>3.3.6.4 b)</b> Figure 6 – Land Use Concept indicates the location of various residential land uses.
	<b>3.3.6.4 c)</b> Construction of secondary suites, garage suites and	<b>3.3.6.4 c)</b> Secondary suites, garage suites or garden suites shall be

Bylaw 16548 -  
September 3, 2013

Bylaw 18542  
September 17, 2018

Bylaw 16548 -  
September 3, 2013  
Bylaw 18542  
September 17, 2018



	garden suites shall be encouraged.	implemented through Section 100 and 200 of the Edmonton Zoning Bylaw.
<b>Rationale:</b> Secondary suites can provide an important potential source of affordable housing for singles and other small households, and create mortgage helpers for the owner of the principal dwelling.		
<b>Technical Summary</b> No technical studies were identified.		

Bylaw 19009  
September 23, 2019

Bylaw 18125  
November 15, 2017

### 3.3.7 COMMERCIAL

*Edgemont includes multiple commercial sites at various scales to meet the commercial needs of the area and provide local employment opportunities. The location and type of commercial areas are illustrated by Figure 6 — Land Use Concept.*

Objective	NASP Policy	Implementation
<b>3.3.7.1</b> <i>To provide commercial nodes to meet the commercial needs of the area and provide local employment opportunities within the neighbourhood.</i>	<b>3.3.7.1</b> <i>Commercial development opportunities shall be provided to serve the needs of residents located within the Edgemont NASP area and beyond.</i>	<b>3.3.7.1</b> <i>Commercial uses provide local employment opportunities for residents to live and work in the same neighbourhood, reducing the dependency on commuting outside of the community and offering the appeal of being closer to home</i>
<p><b>Rationale:</b> The land use concept provides two major commercial sites and one neighbourhood convenience commercial site within the neighbourhood. Commercial uses provide local employment opportunities for residents to live and work in the same neighbourhood, reducing the dependency on commuting outside of the community and offering the appeal of being closer to home.</p> <p><b>Major Commercial</b> <i>Major commercial sites are sized and configured to accommodate a range of commercial uses under the (CSC) shopping Centre Zone of the Zoning Bylaw.</i></p> <p><b>Commercial</b> <i>Commercial sites are located to provide a destination point for adjacent low rise/medium density housing and the overall neighbourhood.</i></p> <p><b>Convenience Commercial</b> The convenience commercial site has been located at the intersection of 199 Street and collector roadway, providing a destination point for the adjacent low rise/medium density housing and the overall neighbourhood.</p>		

Bylaw 19009  
September 23, 2019

Bylaw 19009  
September 23, 2019

Bylaw 19009  
September 23, 2019

Bylaw 18125 –  
November 15, 2017

Objective	NASP Policy	Implementation
<b>3.3.7.1</b> To ensure a high degree of access and visibility of commercial sites.	<b>3.3.7.2</b> Commercial sites shall be located along arterial and/or collector roadways and be accessible by multiple modes of transport i.e. car, transit, walking, etc.	<b>3.3.7.2</b> Figure 6 – Land Use Concept illustrates the location of commercial sites.  Figure 9 – Transportation Network shows the various types of access to the commercial types.
<p><b>Rationale:</b> <i>Prominent frontage along Lessard Road and 199 Street are significant components influencing the location of the commercial sites.</i> The sites provide opportunities for access from arterial and/or collector roadways, minimizing traffic shortcutting through residential areas, and maintaining appropriate traffic patterns and volumes within the neighbourhood core.</p> <p>The locations of the commercial sites are within walking distance of residential areas and accessible by internal neighbourhood linkages. In addition, the commercial sites are connected via pedestrian linkages and situated amongst higher density land uses, supporting the use of the commercial site. Walkability to the commercial site reduces the number of vehicle trips required to meet the commercial needs of residents within Edgemont.</p>		
<b>3.3.7.2</b> To minimize the impact of commercial development on adjacent land uses.	<b>3.3.7.3 a)</b> Traffic and activity associated with commercial uses shall be oriented towards arterial or collector roadways, away from residential uses.	<b>3.3.7.3 a)</b> The Development Officer should have regard for building placement and activity areas in assessing development applications for commercial development under the applicable zone.
	<b>3.3.7.3 b)</b> Consideration should be given for the separation distance between residential development and abutting commercial development.	<b>3.3.7.3 a)</b> The Development Officer shall ensure that appropriate transitional elements (i.e. landscaping, setbacks, lot orientation etc) are implemented to ensure appropriate separation of residential uses from commercial development.
<b>3.3.7.4</b> Ensure that all commercial site design is sustainable, efficient and attractive.	<b>3.3.7.4</b> Site planning for the major commercial areas incorporated the following development guidelines: <ul style="list-style-type: none"> <li>provide a vibrant and desirable community destination that</li> </ul>	<b>3.3.7.4</b> Implementation of these development guidelines will be provided at the rezoning and/or subdivision and development stages.

Bylaw 18125 –  
November 15, 2017

Objective	NASP Policy	Implementation
	<p>promotes attractive and walkable streets;</p> <ul style="list-style-type: none"> <li>• provide focal points where possible to enhance areas of interest that are easily accessed;</li> <li>• construct Private roads for the commercial area to provide opportunities for orientation to the street;</li> <li>• provide pedestrian routes through the site providing linkages to the adjacent neighbourhoods and amenities;</li> <li>• provide for interesting streetscapes avoiding “dead” frontages along major circulation corridors through Site Layout and building façade treatment;</li> <li>• share consistent architectural theme having regard for guiding design, façade treatment, setbacks, signage, lighting and landscaping;</li> <li>• provide sidewalks and generous landscaping throughout the site; and</li> <li>• provide opportunities for mixed use (residential, commercial, office, retail).</li> </ul>	
<p><b>Rationale:</b> Impacts associated with commercial development should be minimized and carefully integrated with surrounding residential development through attention to site design (building placement, access locations, visual appeal), pedestrian connectivity, and appropriate transitioning.</p>		
<p><b>Technical Summary</b></p>		

Objective	NASP Policy	Implementation
No technical studies were identified.		

### 3.3.8 INSTITUTIONAL

The Edgemont NASP designates an existing church/school site as Institutional. The Institutional designation is intended for publicly and privately owned facilities of an institutional or community service nature. This existing parcel is approximately 11 ha and is located along the western boundary of the plan area, at the intersection of Winterburn Road (215 Street) and 35 Avenue.

The Institutional designation will guide development of institutional (i.e. religious assembly and private school) uses in addition to uses associated with these types of facilities.

Objective	NASP Policy	Implementation
<b>3.3.8.1</b> To accommodate future development of the existing church and school site within the NASP.	<b>3.3.8.1 a)</b> Development of urban service uses shall be permitted under the Institutional designation.	<b>3.3.8.1 a)</b> Figure 6 – Land Use Concept illustrates the location of the Institutional parcel in the western portion of the plan area.
	<b>3.3.8.1 b)</b> Single/semi-detached and/or low-rise/medium density housing shall be permitted where integrated with the institutional uses.	<b>3.3.8.1 b)</b> Multi-family housing will be developed according to the relevant section of the Zoning Bylaw. Potential land use classes include (US) Urban Service or Direct Control Provision.
<p><b>Rationale:</b> The Institutional designation is meant to accommodate the existing land use/ownership and future land use aspirations of a local community religious organization. The land's location adjacent to Winterburn Road (215 Street) and a collector roadway ensures that appropriate traffic dispersion and transitions are provided.</p> <p>The owner/operator of the institutional site may wish to establish multi-family residential in the future. The residential use would be developed as an integral part of the institutional operation. Uses may, for example, include seniors' residence, boarding or lodging house, or assisted living.</p>		
<p><b>Technical Summary</b></p> <p>No technical studies were identified.</p>		

### 3.3.9 PARKLAND, RECREATION FACILITIES AND SCHOOLS

The Edgemont NASP provides a variety of park spaces and natural areas within the neighbourhood. This includes: a school and community park, two natural areas (NW318 and NW339), several pocket and Top-of-Bank parks, and a greenway network. Ten stormwater management facilities (SWMF) and a utility corridor provide additional open space. Figure 8 shows the distribution and types of parkland within the neighbourhood.

Bylaw 19455 – October  
20, 2020

Objective	NASP Policy	Implementation
<b>3.3.9.1</b> To accommodate City of Edmonton's requirements for school and parks sites within the neighbourhood.	<b>3.3.9.1 a)</b> The NASP should follow the guidelines for the hierarchy of park spaces as prescribed within the UPMP, while considering the natural and geographic characteristics of the neighbourhood.	<b>3.3.9.1 a)</b> Figure 8 – Parkland, Recreation Facilities and Schools illustrates the location and configuration of the School and Community Park, Pocket and Top-of-bank Parks, Greenways, and Natural Areas within the neighbourhood.
	<b>3.3.9.1 b)</b> The NASP shall provide Municipal Reserves as land, cash-in-lieu, or a combination thereof, up to 10% of the gross developable area.	<b>3.3.9.1 b)</b> The Subdivision Authority will determine the Municipal Reserve owing for the NASP, which shall be dedicated in full as land, cash-in-lieu, or an acceptable combination thereof, at the time of subdivision.
	<b>3.3.9.1 c)</b> With the exception of park areas adjacent to Top-of-Bank where grade changes and topography pose design difficulties, all park space within the neighbourhood should be universally accessible.	<b>3.3.9.1 c), d)</b> Design and development of future parks and open spaces shall consider safety needs of all community and be implemented based on requirements of AMPW-Parks Branch.
	<b>3.3.9.1 d)</b> Park spaces shall have frontage along public roadways to ensure sightlines, natural	

Objective	NASP Policy	Implementation
	surveillance, and adequate lighting. Landscaping and design of park spaces shall take into consideration basic CPTED principles and design principles included in the Design Guide for a Safer City and UPMP.	
	<b>3.3.9.1 e)</b> Municipal Reserves owing for the area designated Institutional shall be determined and dedicated at the time of subdivision of the parcel.	<b>3.3.9.1 e)</b> The Subdivision Authority will determine the Municipal Reserve owing for the Institutional parcel, which shall be dedicated in full as land, cash-in-lieu, or an acceptable combination thereof.

**Rationale:** The Edgemont neighbourhood provides a variety of parks and open spaces for residents. Park spaces are located throughout the neighbourhood in order to meet the recreational needs of all residents. The plan seeks to link park space, open space, SWMF and natural areas as well as the Wedgewood Creek Ravine through a system of greenways, paths and walkways.

#### *Pocket Parks*

A number of Pocket Parks are located throughout the plan area, and are located within walking distance to the majority of neighbourhood residents. These will provide opportunities for social gatherings, relaxation or minor recreation and leisure activities. All parks are connected to the pedestrian network (including sidewalks and walkways) within the neighbourhood to ensure that they are accessible and intermixed with the residential uses.

#### *Top-of-Bank Parks*

Several smaller parks are located adjacent to the ravine in order to provide public access, and to enhance views and vistas associated with the North Saskatchewan River and tributaries ravine system.

#### *School and Community Park*

A School and Community Park is located towards the centre of the neighbourhood. It is intended to include a Public Elementary/Junior High (K-9) school and a community league. This site is integrated with a large natural area (NW 339) to that will provide opportunities for active and passive recreation and act as a focal point for the neighbourhood. In addition, it will be linked to the Wedgewood Creek Ravine and to nearby SWMFs via the greenway network.

#### *Stormwater Management Facilities (SWMF)*

Ten stormwater management facilities are integrated into the park system in the Edgemont area. These naturalized stormwater facilities are considered an amenity area and part of the open space system. Besides the function of these facilities as part of the storm servicing network, the SWMFs provide additional open space around these facilities. All SWMFs are

*Bylaw 19455 – October  
20, 2020*

Objective	NASP Policy	Implementation
<p>linked with the neighbourhood pedestrian trail network and complement the open space system by providing additional areas for passive recreation.</p> <p><i>Natural Areas</i></p> <p>Due to the unique and significant nature of these areas, support for their conservation has been strong, both from the City and from the proponents. The character and composition of open space and parkland in Edgemont has been shaped by principles of conservation and preservation of ecological resources.</p> <p><i>Connectivity and Walkways</i></p> <p>The Edgemont NASP provides an internal pedestrian network that is highly connected, direct and convenient via linkages along sidewalks, walkways, and greenways. All parks, open space, and natural areas are connected to the pedestrian network to ensure that they are accessible with the residential uses in the neighbourhood. In addition, a walkway system along the Wedgewood Creek Ravine is proposed within the neighbourhood. The walkway system spans the majority of the western boundary of the plan area and connects to the greenway network, which links all parks and open space areas in the neighbourhood.</p>		
<p><b>3.3.9.2</b></p> <p>To design a connected and integrated open space system that encourages active transportation.</p>	<p><b>3.3.9.2</b></p> <p>The Edgemont NASP shall incorporate an array of pedestrian linkages along greenways, sidewalks, and walkways that connect all park spaces and stormwater management facilities.</p>	<p><b>3.3.9.2</b></p> <p>Figure 6 – Land Use Concept and Figure 8 – Parkland, Recreation Facilities and Schools will guide future application of neighbourhood parks, open spaces, and pedestrian connections.</p>
<p><b>Rationale:</b> All parks are located adjacent to roadways, and are connected through a network of shared-use paths, walkways and sidewalks to ensure that they are accessible and dispersed with the residential uses in the plan area.</p>		
<p><b>3.3.9.3</b></p> <p>Promote public access to the Wedgewood Creek Ravine.</p>	<p><b>3.3.9.3</b></p> <p>Access to Wedgewood Creek Ravine shall be provided via Top-of-Bank shared-use paths, and a combination of Top-of-Bank parks and roadways.</p>	<p><b>3.3.9.3</b></p> <p>Figure 6 – Land Use Concept will guide the development of Top-of-Bank parks and roadways.</p>
<p><b>Rationale:</b> Figure 6 – Land Use Concept identifies a Top-of-Bank shared-used path along the majority of the western bank of the Wedgewood Creek Ravine. Access to the TOB walkway is proposed via a combination of roadways, parks, and pedestrian connections.</p>		
<p><b>Technical Studies</b></p> <p>A Slope Stability Assessment, authored by Hoggan Engineering and Testing Ltd. (June 2010), has been submitted under separate cover. This study looks at factors affecting bank stability and establishes an Urban Development Line (UDL) along the Wedgewood Creek Ravine.</p>		

Objective	NASP Policy	Implementation
A Phase 2 Ecological Network Report (ENR) was prepared for the NASP area, and was submitted under separate cover.		
<b>3.3.9.4</b> To conserve the environmentally sensitive area (NW318) and significant natural area (NW339) within the plan area.	<b>3.3.9.4 a)</b> Ecologically significant portions of NW318 shall be retained through the following measures: i. dedication of municipal reserves (10 percent of the gross developable area of affected titled area); AND ii. purchase of the remaining land by the City of Edmonton based on market value; OR iii. Land/property exchange; OR iv. Other mutually acceptable arrangement.	<b>3.3.9.4 a)</b> Figure 6 – Land Use Concept illustrates the location and configuration of NW318 being conserved. The City of Edmonton and the affected landowners will enter into discussions and negotiations in good faith, regarding timely purchase of portions of NW318, without impeding the timing of development. In the event that the City and the landowner are unable to reach an agreement, an amendment to the NASP Bylaw may be initiated by the landowner to re-designate the relevant portions of the natural area from parkland to residential (or other developable) land uses.
	<b>3.3.9.4 b)</b> Portions of NW339 shall be retained through dedication of municipal reserves.	<b>3.3.9.4 b)</b> Figure 6 – Land Use Concept illustrates the location and configuration of NW339 being conserved.
<b>Rationale:</b> Natural areas can intercept rainfall, filter pollutants out of water, and remove carbon dioxide and particulate matter from the air, providing services which are difficult and costly to reproduce. Natural areas also provide habitat patches and corridors for wildlife. These areas also provide aesthetic, recreational and educational benefits to residents. Due to an over-dedication of Municipal Reserve in portions of the Plan area, not all of the desired natural areas can be conserved by the City. Accordingly, the NASP attempts to conserve the high priority areas. Affected landowners and the City of Edmonton may enter into negotiations regarding the purchase of natural areas at fair market value. If purchase or compensation cannot be agreed upon by all parties, NASP amendment may be necessary.		



### **3.3.10 TRANSPORTATION**

The transportation goal of the Edgemont NASP is to establish a neighbourhood that provides a well connected transportation system within and outside the plan area, and maximizes opportunities for multiple modes of transport for the residents. This goal is conceptually illustrated in Figure 9 – Transportation Network, which identifies the roadway network and alternative system that accommodates the movement of automobiles, transit, bicycles and pedestrians within the neighbourhood and the connections to adjacent communities.

#### *Roadway Network*

The transportation network has been designed to meet both the internal and external traffic flow requirements generated by the neighbourhood in accordance with City of Edmonton's guidelines and standards. A hierarchy of collector and local roadways is intended to facilitate the efficient movement of vehicular traffic (see Figure 9 – Transportation Network). Vehicular access to the surrounding arterial roadways will be provided via ten neighbourhood entrance/exits.

Arterial roadways typically border the neighbourhood at appropriate intervals. These roadways, which accommodate the neighbourhood's major internal/external traffic flows, include Winterburn Road (215 Street), Lessard Road, and 199 Street.

The future completion of a planned interchange at Lessard Road and Anthony Henday Drive will provide excellent access opportunities from the neighbourhood to major external destinations. In addition, Winterburn Road (215 Street) is expected to be upgraded in the future, providing an enhanced major north-south corridor. Consequently, the Edgemont neighbourhood benefits from a high level of accessibility to the metropolitan Edmonton area as a result of its proximity to Anthony Henday Drive, Winterburn Road (215 Street), and Lessard Road.

Collector roadways, which provide internal/external accesses, are spaced at appropriate intervals to facilitate traffic progression (if traffic signals are required) and to ensure that sufficient distance is available to allow for right and left turn-bay development. The collector roadway network provides efficient and convenient access to residential areas, reinforces a local 'sense of place' among residential sub-areas, and establishes a pedestrian-oriented streetscape (i.e. walkable environment).

#### *Arterial Roadway Assessment*

Lands within the Edgemont NASP shall be subject to an Arterial Road Assessment (ARA) to cost-share the arterial roadway facilities needed to service the area.

In general terms, the ARA outlines the developer's responsibility for roadway construction within a catchment area and is based on the costs of constructing arterial roads required for access to a catchment area. The configuration (number of lanes) and other specific criteria (such as channelization) required for access to the Edgemont NASP are defined in detail by the associated Transportation Impact Assessment.

#### *Parking*

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

#### *Public Transit*

The developers of Edgemont will fund early transit service and the developers will work with Transportation Department to determine the timing, funding and logical staging of early transit service through the collector roadway network. Public transit services will be extended into the NASP area in accordance with City of Edmonton Transit System Guidelines and demands. The neighbourhood has been designed to a human scale whereby a majority of the residential areas will be within 400 m walking distance from transit service. This service will be accommodated within the neighbourhood as demand

warrants. Internal collector roadways will be developed to a suitable standard to accommodate transit service and provide readily accessible service to all areas of the neighbourhood.

#### *Pedestrian and Bicycle Network*

The Edgemont neighbourhood will benefit from an increased level of pedestrian connectivity. All local and collector roadways within the Edgemont NASP shall be developed with sidewalks, providing a general level of access throughout the neighbourhood. Bicycle traffic within the Edgemont neighbourhood is designed to follow collector and local roadways. Bicycle routes will be integrated with shared-use path corridors and walkways connecting internal and adjacent residential areas and amenities. Routes will be clearly marked using appropriate signage and markings in order to minimize potential conflicts between vehicles, cyclists, and pedestrians in the neighbourhood.

The provision of pedestrian access to the Transportation Utility Corridor (TUC) and a shared-use path within the TUC will be explored by the developer(s) with the Province and the City of Edmonton Transportation Department at the zoning or subdivision stage. If permission for a path and walkways is granted by the Province, a shared-use path and the associated walkways will be built by the developer at their expense with adjacent subdivisions.

#### *Greenways*

A number of greenways link key locations within the Edgemont NASP and will provide pedestrian and active transportation routes that are separate from vehicle routes (see Figure 9 – Transportation Network). One central greenway runs north-south from Lessard Road to the School and Community Park and natural area, and then connects with the ravine to the south. The School and Community Park is connected to the eastern portion of the neighbourhood via another greenway. Several other greenways link natural areas and stormwater facilities to surrounding areas. Greenways function as shared-use path (SUP) corridors and are intended to be approximately 10 m wide with a 3 m wide paved path, and will also feature grassed and/or naturalized planting, park furniture (e.g. benches, waste receptacles), trees and shrubs, as well as interpretive and directional signage.

In accordance with guidelines established under the Urban Parks Management Plan (UPMP), 0.5% of the gross developable area (GDA) shall be credited as Municipal Reserve (MR) in the form of greenways. Remaining greenways not given MR credit will be dedicated as road right-of-way.

#### *Top-of-Bank Walkway*

A Top-of-Bank (TOB) walkway shall provide a continuous linkage along the Top-of-Bank, where feasible. The TOB walkway is proposed to feature a 3m wide paved shared-use path, unless topographic limitations necessitate an alternative design. There will be multiple access points from residential areas by way of walkways and from several points along the roadway system. The TOB walkway will accommodate pedestrian and bicycle access along portions of the Wedgewood Creek Ravine.

A TOB roadway will be established along portions of the Wedgewood Creek Ravine to facilitate automobile access, environmental protection and to establish the ravine as public realm. Per City of Edmonton policy, at least 30% of the Top-of-Bank will feature roadway or park frontage. In consideration of geotechnical setbacks, engineering information and providing public access and vistas, TOB roadway shall be strategically located to make efficient use of developable land adjacent to the Wedgewood Creek Ravine.

#### *Truck Routes and Noise Attenuation*

215 Street and Anthony Henday Drive are designated as 24-hour truck routes.

Noise attenuation will be provided for all residential lots adjacent to Anthony Henday Drive and 215 Street.

Prior to subdivision, the developer is to provide a traffic noise study for all lots adjacent to Anthony Henday Drive to determine noise attenuation requirements. Prior to subdivision and if requested by the Transportation Department, the developer is to provide a traffic noise study for all lots adjacent to 215 Street to determine noise attenuation requirements. The studies are to be based on a 20 year traffic projection and sound levels must meet the requirements in the Urban Traffic Noise Policy C506. At a minimum, the developer must construct a 1.0 m berm and 1.8 m double board no gap fence (min. density 20 kg/m<sup>3</sup>) along all residential lots adjacent to Anthony Henday Drive and 215 Street.

#### *Road Closures*

As new roadway alignments are constructed and previous alignments become redundant, they will be closed. The developer responsible for constructing the last portion of the connecting roadway, which renders the existing alignment redundant, will submit a road closure application to the City of Edmonton for the redundant road and will be responsible for the removal of the physical roadway. Portions of 199 Street and 35 Avenue include sections that will be realigned.

Objective	NASP Policy	Implementation
<b>3.3.10.1</b> To locate arterial and collector roadways, which allow for efficient traffic movement and minimize traffic congestion.	<b>3.3.10.1</b> No front drive access will be permitted to single/semi-detached residential units along 199 Street, Lessard Road, Winterburn Road, or directly across from the school/park site.  Access points for low rise/medium density residential shall be reviewed on a site by site basis.  Lands designated as Street-oriented Residential shall have vehicular access provided at the rear of the property; front driveways shall be prohibited.	<b>3.3.10.1</b> Figure 6 – Land Use Concept illustrates the location of various land uses.  Access for residential uses will be determined at the zoning and subdivision stage.
<b>Rationale:</b> The Edgemont NASP provides a balanced transportation system within the plan area that mitigates associated land use traffic, minimizes potential use conflicts and internal roadway congestion. Higher intensity land uses have been located in order to provide access to arterial and collector roadways.  Residential driveways can be disruptive and potentially unsafe when located on collector roadways. Avoiding direct access to collector roads through the use of rear driveways or flanking lots should be strongly considered during subdivision.		
<b>3.3.10.2</b> To maximize transit access for the greatest number of residents in accordance with City of Edmonton	<b>3.3.10.2 a)</b> The design of the arterial and collector roadway system should provide sufficient infrastructure to support	<b>3.3.10.2 a)</b> Future transit routes will be established based on the proportion of trips to be generated from within the

Objective	NASP Policy	Implementation
Transit System Guidelines and demands.	effective transit service within the neighbourhood and to external destinations.	neighbourhood and adjacent areas. This service will be accommodated within the neighbourhood as demand warrants.
	<b>3.3.10.2 b)</b> Higher density residential uses shall be located within 400m of transit service.	<b>3.3.10.2 b)</b> Figure 6 – Land Use Concept identifies low rise/medium density housing along, or in proximity to, arterial or collector roadways.
	<b>3.3.10.2 c)</b> Provide transit at an early stage of the neighbourhood development.	<b>3.3.10.2 c)</b> Participating landowners may cooperatively fund transit service during for the first two years of service.
<p><b>Rationale:</b> Public transit service will be provided along the arterial and collector roadways, which will be designed to accommodate future public transit service and are located within the plan area to maximize residents' access to the system.</p> <p>Public Transit services may be extended into the NASP area in accordance with City of Edmonton Transit System Guidelines and demands and should provide convenient service between neighbourhoods, transit centres and regional commercial and employment areas. In an effort to provide transit service earlier in the development of the Edgemont neighbourhood, the participating landowners may cooperatively fund transit service for the first two years of service.</p>		
<b>3.3.10.3</b> To promote access to parks, open spaces, and transit facilities. Promote multiple modes of transportation—pedestrian, bicycle, rollerblade, wheelchair—within the neighbourhood.	<b>3.3.10.3 a)</b> Minimize walking distances by creating a pedestrian oriented interconnected street network and providing walkways where roadway connection is not feasible.	<b>3.3.10.3 a)</b> Figure 9 – Transportation Network will guide the future application of shared-use path network.  The Subdivision Officer will have regard for the dedication of walkways to promote walkability and appropriate access to neighbourhood destinations including transit facilities.

Objective	NASP Policy	Implementation
	<p><b>3.3.10.3 b)</b></p> <p>The stormwater management facilities shall accommodate paved pedestrian trails.</p>	
	<p><b>3.3.10.3 c)</b></p> <p>Public access to the Wedgewood Creek Ravine shall be provided through a combination of Top-of-Bank roadway and park along a minimum of 30% of the length of the Urban Development Line. A continuous Top-of-Bank shared-use path shall be provided along the length of the Urban Development Line, within the Public Upland Area.</p> <p>The design of the neighbourhood shall comply with City Policy C542 Development Setbacks from River Valley/Ravine Crests.</p>	<p><b>3.3.10.3 c)</b></p> <p>Figure 6 – Land Use Concept illustrates the location of Top-of-bank roadway and park. A combination of TOB roadway and park will be provided for a minimum of 30% of the entire length of the Urban Development Line and shall be implemented through the subdivision process.</p> <p>Geotechnical/slope stability assessment and City policy shall determine the final alignment of the TOB roadway, TOB walkway and parks. TOB roadway, TOB walkway and parks shall be dedicated to the City of Edmonton at the time of subdivision. Compensation for the development of TOB roadway shall adhere to City Policy C542.</p>
	<p><b>3.3.10.3 d)</b></p> <p>The provision of pedestrian access to the Transportation Utility Corridor (TUC) and a shared-use path within the TUC will be explored by the developer(s) with the Province and the City of Edmonton Transportation Department at the zoning or subdivision stage.</p>	<p><b>3.3.10.3 d)</b></p> <p>If permission for a path and walkways is granted by the Province, a shared-use path and the associated walkways will be built by the developer at their expense with adjacent subdivisions.</p>
<p><b>Rationale:</b> Neighbourhood connectivity contributes to the development of a compact, integrated community with a balanced transportation network. Neighbourhoods that have a high degree of connectivity encourage residents to walk to places, reduce the number of trips made by vehicles and promote health and neighbour interaction. Connectivity is characterized by a logical network of movement that links destinations, provides access and is integrated with its environment. The Edgemont NASP supports alternative transportation modes that</p>		

Objective	NASP Policy	Implementation
<p>support a range of users and user abilities to accessing focal points, amenities and services within the neighbourhood.</p> <p>While all local and collector roadways will include a sidewalk, there may be situations where the pattern of roadway will not facilitate a direct route to an amenity space or a transit facility. In this circumstance, the NASP dedicates minor walkways to ensure walkability and appropriate access to transit facilities. Greenways establish part of the larger pedestrian network in a neighbourhood, provide for a range of modes / users, and should be included in the Edgemont NASP in support of a more walkable community.</p>		
<b>3.3.10.4</b>  Ensure that cost of arterial roadways is shared throughout the Edgemont catchment area.	<b>3.3.10.4</b>  Lands within the Edgemont NASP shall be subject to an Arterial Road Assessment (ARA) to cost-share the roadway facilities needed to service the area.	<b>3.3.10.4</b>  City Administration will prepare an Arterial Road Assessment under Bylaw 14380 for the Edgemont NASP area.
<p><b>Rationale:</b> In general terms, the ARA outlines the developer's responsibility for roadway construction within a catchment area and is based on the estimated costs of constructing arterial roads required for access to a catchment area. The configuration (number of lanes) and other specific criteria (such as channelization) required for access to the Edgemont NASP are defined in detail by the associated Transportation Impact Assessment.</p>		
<b>3.3.10.5</b>  Ensure that roadway ravine crossings within the NASP accommodate wildlife passage.	<b>3.3.10.5 a)</b>  Roadways that span the Wedgewood Creek Ravine shall be designed in accordance with the Wildlife Passage Engineering Design Guidelines.	<b>3.3.10.5 a)</b>  The design of the Ravine crossing designs will be reviewed and approved by the Office of Natural Areas and the Transportation Department.
	<b>3.3.10.5 b)</b>  <i>Deleted</i>	<b>3.3.10.5 b)</b>  <i>Deleted</i>
<p><b>Rationale:</b> Future ravine crossings, including upgrades to 199 Street and 215 Street, will be designed to accommodate wildlife passage. Conventional roadway crossings, such as small culverts, create barriers to wildlife movement. Future crossings will consider wildlife movements and general ecological connectivity.</p>		
<p><b>Technical Summary</b></p> <p>The transportation network for the NASP will be provided in accordance with the requirements of the City of Edmonton's Transportation Department. A Transportation Impact Assessment (TIA) has been submitted under separate cover for review and approval by the Transportation Department.</p>		

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September 3, 2013

### 3.3.11 INFRASTRUCTURE SERVICING AND STAGING

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

#### *Sanitary Servicing*

Sanitary services for the Edgemont NASP will connect to existing sanitary trunk, which will be extended from the east side of the TUC (see Figure 10 – Sanitary Servicing). One pump station will be required in the eastern portion of the NASP area, to convey sewage to the offsite sanitary trunk. Details regarding the sanitary drainage schemes for the Edgemont NASP are provided in the associated Neighbourhood Design Report (NDR) submitted under separate cover.

#### *Stormwater Servicing*

Ten stormwater management facilities (SWMF) are designated within the Edgemont NASP (see Figure 11 – Stormwater Servicing). These facilities are generally located based on natural drainage patterns and pre-development sub-basin drainage boundaries. The stormwater outfalls, located at four different locations within the neighbourhood, discharge into the Wedgewood Creek Ravine.

*Bylaw 19455 –  
October 20, 2020*

Further details regarding the stormwater drainage system are provided in the associated Neighbourhood Design Report submitted under separate cover.

#### *Water Servicing*

Water servicing for the Edgemont NASP will be extended from the 600 mm transmission main located along 199 Street, north of the NASP boundary. Watermains along the major arterial and collector roadways within the neighbourhood will be required as illustrated in Figure 12 – Water Servicing.

Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for various forms of development. Water looping will be provided in accordance with EPCOR Water requirements, and are detailed in the Hydraulic Network Analysis (HNA) submitted under separate cover.

#### *Shallow Utilities*

Shallow utilities including power, gas and telecommunications services are all located nearby and will be extended as needed.

#### *Development Staging*

Figure 13 – Staging Concept illustrates the anticipated direction of development within Edgemont NASP. In general, development will proceed from Lessard Road in the northeast quadrant of the neighbourhood toward the west and south, in a manner that is logical, contiguous, and economical with respect to municipal servicing. Development of individual phases may vary from actual zoning and subdivision applications based on servicing considerations, market demands and the aspirations of respective developers. Should sufficient demand warrant or engineering design be made more efficient, portions of separate phases will be developed concurrently.

Objective	NASP Policy	Implementation
<b>3.3.11.1</b> To ensure that Edgemont is serviced to a full urban standard.	<b>3.3.11.1 a)</b> Sanitary and stormwater servicing will be provided in accordance with the approved Neighbourhood Design Report.	<b>3.3.11.1 a)</b> Approval of engineering drawings and servicing agreements will be required prior to installation of sanitary

Objective	NASP Policy	Implementation
		and stormwater servicing.
	<b>3.3.11.1 b)</b> Water servicing to the NASP area will be provided in accordance with the approved Hydraulic Network Analysis.	<b>3.3.11.1 b)</b> Approval of engineering drawings and servicing agreements will be required prior to installation of water servicing.
	<b>3.3.11.1 c)</b> Shallow utilities will be extended into the plan area as required.	<b>3.3.11.1 c)</b> Installation of shallow utilities will be executed through servicing agreements.
<b>Rationale:</b> The Edgemont NASP will be designed in accordance with City of Edmonton servicing standards. Development staging and extension of infrastructure will be contiguous, efficient, and economical while mitigating potential environmental and ecological impacts.		
<b>Technical Summary</b> Details regarding stormwater drainage and sanitary service schemes for the Edgemont NASP are provided in the associated Neighbourhoods Design Report (NDR) submitted under separate cover by Stantec Consulting Ltd. Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc. A Hydraulic Network Analysis (HNA) has been prepared for review and approval from EPCOR.		

### 3.3.12 MIXED USES

Bylaw 18914 – July 15  
3, 2019

Opportunities for mixed use developments are provided within the Edgemont NASP. A Mixed Use site is located in the northern portion of the neighbourhood, where there is transit access, accessibility and visibility (i.e. along arterial and collector roadways), and is adjacent to the neighbourhood's major commercial node.

This policy area allows the development of buildings with residential, commercial and service uses, in a vertically-integrated form (within the same building) or in a horizontally-integrated form (with the same site). Anticipated residential building forms include low and mid-rise apartment buildings, row or stacked row housing.

Objective	Policy	Implementation
3.3.12.1 To provide the opportunity to develop a variety of land uses in a manner that is	3.3.12.1 a) Mixed use sites shall be located in areas which are walkable, transit supportive and otherwise provide good accessibility and visibility.	3.3.12.1 a) Figure 6 – Development Concept illustrates the location of mixed use sites. 3.3.12.1 b) Mixed use areas shall be



integrated within the same site and/or building.	3.3.12.1 b) Mixed use developments shall include a variety of uses including residential and commercial uses.	developed under a Direct Development Control Provision.
<p><b>Rationale</b></p> <p>The Mixed Use area provides opportunities to develop a wide range of residential, commercial, and service uses. Opportunities to live, work, and shop will be provided. Retail and other services located in this area will help satisfy the day-to-day needs of neighbourhood residents. To encourage a walkable neighbourhood and to promote the Mixed Use area as a local destination, safe and attractive pedestrian routes will be provided.</p> <p>The Mixed Use area is located in the north-central portion of the neighbourhood, and is located along the main north-south and east-west transportation corridor. The location will allow a high degree of access, visibility, and will take advantage of public transportation.</p> <p>Use of a Direct Development Control Provision will ensure developments are transit supportive, uses are compatible, and a high level of urban design guidelines are followed to ensure a distinct and unique area.</p>		

## 4.0 PLANNING AND POLICY CONTEXT

This section outlines the various statutory plans, policies, and design principles that are applicable to the Edgemont NASP including The City of Edmonton's Municipal Development Plan (The Way We Grow), the Capital Region Growth Plan, the City's Suburban Neighbourhood Design Principles (SNDP) and other relevant policies. Applicants seeking amendments to the NASP or applying for rezoning, subdivisions or development permits are required to consult the actual documents for specific guidance on detailed requirements as they apply to particular properties.

### CAPITAL REGION GROWTH PLAN

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

The Edgemont NASP complies with the following Growth Plan strategies:

Capital Region Land Use Policy	NASP Compliance
<b>II. Minimize Regional Footprint:</b>	
<b>B. Concentrate New Growth Within Priority Growth Areas</b>	
<p><b>Policy (i)</b> Most new growth shall occur within priority growth areas.</p> <p><b>Policy (ii)</b> Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria:</p> <ul style="list-style-type: none"> <li>Existing and proposed multi-movement corridors, including transit nodes;</li> <li>Adjacent to existing and proposed major employment areas;</li> <li>Redevelopment and intensification opportunities within existing urban areas; and</li> <li>Locations that utilize existing infrastructure and servicing capacity or logical and efficiently extend that infrastructure.</li> </ul> <p><b>Policy (v)</b> Priority growth areas shall incorporate intensive forms of development that significantly exceed existing development patterns.</p>	<p>The Edgemont neighbourhood is located in Priority Growth Area "C<sub>W</sub>" which sets a minimum density target of 30 units per net residential hectare in order to facilitate development within existing development patterns.</p> <p>The NASP exceeds the density target by providing approximately 33.1 units per net residential hectare.</p> <p>Edgemont is situated next to Anthony Henday Drive, Lessard Road, 199 Street, and Winterburn Road and takes advantage of existing infrastructure and servicing capacity in Edmonton's south-west.</p> <p>The NASP continues the trend of residential intensification in suburban areas.</p>
<b>D. Support Expansion of Medium and Higher Density Residential Housing Forms</b>	

Bylaw 16285 -  
December 3, 2012

Capital Region Land Use Policy	NASP Compliance
<p><b>Policy (i)</b> New residential development shall provide a greater proportion of higher density residential units.</p> <p><b>Policy (iv)</b> Transit accessibility must be included in the design of all new developments.</p>	<p><i>The Edgemont NASP provides approximately 35.5% of the overall number of residential units as medium density housing, in highly accessible locations adjacent to transit service and in proximity to commercial land uses.</i></p> <p>The NASP is bounded on three sides by arterial roadways (Lessard Road, 199 Street, and Winterburn Road) which will all provide for transit service. In addition, the internal collector roadway network has been designed to accommodate transit routing through the neighbourhood. Accessibility to transit routes will be provided through the strategic placement of walkway connections and subdivision design to ensure accessibility to transit for the greatest number of residents.</p> <p>The proximity of these roadways along with careful attention to subdivision design will ensure the NASP meets the goals of the Capital Region Growth Plan in providing transit accessibility.</p>
<b>III. Strengthen Communities:</b>	
<b>B. Support Healthy Communities</b>	
<p><b>Policy (ii)</b> Improve accessibility to community services by providing sidewalks, bicycle trails to encourage walking and cycling and locate these services within proximity to transit, where possible.</p>	<p>Edgemont has a well connected and integrated open space system which allows residents the opportunity to choose alternative modes of transportation other than the private vehicle, with great access to transit.</p>
<b>C. Support Public Transit</b>	
<p><b>Policy (i)</b> Provide a mix of higher intensity land uses along transit corridors, at nodes, and employment centres.</p> <p><b>Policy (iii)</b> New developments shall be designed for connectivity and accessibility to transit facilities.</p>	<p>Higher residential densities have been located adjacent to arterial and/or collector roadways to promote walkability and transit usage.</p>
<b>D. Support Innovative and Affordable Housing Options</b>	
<p><b>Policy (ii)</b> All residential developments shall provide a greater variety of housing types.</p>	<p>The Edgemont NASP allows for the development of a range of residential housing types based on single/semi-detached, street oriented <i>residential</i>, and low-rise/medium density housing.</p>

Bylaw 16548 –  
September 3, 2013

Bylaw 17662 –  
June 27, 2016

Capital Region Land Use Policy	NASP Compliance
<b>IV. Increase Transportation Choice:</b>	
<b>A. Integrate Transportation Systems with Land Use</b>	
<b>Policy (iii)</b> Design transportation infrastructure to support multiple modes of transport.  <b>Policy (iv)</b> Support development of inclusive communities to reduce the need for travel.	A network of roadways, along with sidewalks, walkways and shared-use paths will provide residents with the ability to drive, walk, or cycle, through the neighbourhood or into the surrounding region.
<b>B. Support the Expansion of Transit Service in Various Forms</b>	
<b>Policy (i)</b> Expand and extend the level, quality and range of public transportation options available to serve the Region.  <b>Policy (iv)</b> Support multi-modal transportation options by providing multi-use streets sufficient to accommodate bicyclists, motorists and pedestrians.	A network of roadways, along with sidewalks, walkways and shared-use paths will provide residents with the ability to drive, walk, or cycle, through the neighbourhood or into the surrounding region.

### MUNICIPAL DEVELOPMENT PLAN, “THE WAY WE GROW”

The Municipal Development Plan (MDP), “The Way We Grow,” approved in May 2010, is the City’s strategic growth and development plan. Through its MDP, the City of Edmonton will shape the city’s urban form and direct the development and implementation of more detailed plans.

The plan is closely integrated with the Transportation Master Plan (TMP) to achieve more coordinated decision making. The plan also includes a regional component which addresses the coordination of future land use, growth patterns and transportation systems with Edmonton’s neighbouring municipalities.

The Edgemont NASP complies with the following policies:

MDP Policy	NASP Compliance
<b>3.2.1.1</b> - Ensure a combination of single family and multi-family housing development potential is available for the next 30 years.	The NSP will provide single family and multi-family housing for approximately 15 years at current absorption and development rates in south-west Edmonton.
<b>3.2.1.3</b> - Achieve a balance between residential, industrial, commercial, institutional, natural and recreational land uses in the city through land development policies and decisions.	The NSP establishes a variety of development opportunities through the provision of various land use components – residential, commercial, mixed-use, parks, natural areas and institutional.
<b>3.6.1.6</b> - Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion.	The NASP represents contiguous development in south-west Edmonton, and extends infrastructure in an orderly and economical fashion.
<b>4.3.1.1</b> - The City of Edmonton will take	Municipal reserve shall be provided as a

MDP Policy	NASP Compliance
municipal reserve, school reserve or municipal and school reserve, or cash-in-lieu in accordance with the Municipal Government Act and will use the land or money for purposes as defined by the Municipal Government Act.	combination of land and cash-in-lieu of land.
<b>4.4.1.1</b> - Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.	The Edgemont NASP allows for the development of a range of residential housing types, including single/semi-detached, row housing, low-rise/ medium density housing, and mixed-use residential.
<b>4.6.1.1</b> – Support Corporate initiatives to improve walkability and other active transportation modes.	The NASP has a well connected and integrated roadway network and open space system which allows residents the opportunity to choose modes of transportation other than the private vehicle.
<b>4.6.1.3</b> – Support the design of accessible and safe active transportation networks in accordance with best practices in universal design.	The network of roadways, sidewalks, walkways and shared-use paths will be designed according to best practices in universal design and will provide residents with the ability to walk, cycle, in-line skate, etc. within the neighbourhood.
<b>5.6.1.4</b> – Design density, land uses and buildings to benefit from local transit service by minimizing walking distances to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities.	Higher density residential areas have been located near arterial and/or collector roadways to promote walkability and transit use. All other uses have a high degree of access to arterial and collector roadways with transit service.
<b>5.7.1.1</b> – Design streets, sidewalks and boulevards to provide safe, accessible, attractive, interesting and comfortable spaces for pedestrians, cyclists, automobiles and transit and to accommodate utilities, landscaping and access requirements for emergency response services.	The NASP supports the use of enhanced pedestrian crossings and traffic calming measures as a means of providing pedestrian safety and attractive street designs. Boulevards and medians may be used to improve the appearance and function of the streetscape.
<b>7.4.1.1</b> – Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton’s ecological network, where feasible.	Parks, stormwater facilities, natural areas, and other open spaces are inter-connected in order to serve as neighbourhood destinations for pedestrians and cyclists and to provide passive recreation opportunities. These same trails and connections will also contribute to enhancing ecological connectivity.
<b>7.1.1.4</b> – Determine appropriate buffer areas around the periphery of natural areas identified for protection.	The Top-of-Bank (TOB) and Urban Development Line (UDL) have been established through site visits with participating

MDP Policy	NASP Compliance
<p><b>7.3.2.1</b> – Ensure that the North Saskatchewan River Valley and Ravine System remains primarily an area of unstructured, low intensity and passive recreation, while accommodating appropriate balance of recreation activity within park nodes as described in the Urban Parks Management Plan and the Ribbon of Green.</p> <p><b>7.3.2.3</b> – Ensure that the lands within the North Saskatchewan River Valley and Ravine System Area Redevelopment Plan boundary will be acquired for parks purposes and natural areas protection.</p> <p><b>7.3.2.4</b> – Make selected areas of the North Saskatchewan River Valley and Ravine System accessible to all citizens regardless of age or mobility, where feasible.</p> <p><b>7.3.2.5</b> – Provide pedestrian and bicycle connections to increase movement and accessibility.</p> <p><b>7.3.3.2.</b> – Maintain adequate separation between new urban development and the North Saskatchewan River Valley and Ravine System through the City’s Top-of-Bank Policy, with viewscales and public access to the River Valley preserved.</p>	<p>landowners and city staff, pursuant to geotechnical and slope-stability analysis, and the requirements of the Top-of-Bank Policy.</p> <p>A minimum 10m Public Upland Area has been provided in all instances along the entire length of the TOB, between the TOB and UDL, except where a greater setback is warranted based upon geotechnical considerations.</p> <p>Minimum roadway frontages, as required by City policy, are provided along the ravine. A TOB walkway along the majority of the UDL, within the Public Upland Area, will maximize access for local residents and the general public to a continuous circulation system abutting the River Valley and Ravine System. This access is provided for circulation and amenity purposes, connection to the park system within the River Valley and Ravine System, slope repair and geotechnical monitoring, fire fighting, emergency and public safety, drainage control and for dealing with encroachment issues.</p>
<p><b>8.1.3.1</b> – Plan for residential and economic development within the City which supports the Capital Region Growth Plan.</p> <p><b>8.1.7.3</b> – Upon provincial approval of the Capital Region Plan Addendum, Edmonton’s new Area Structure and Neighbourhood Structure Plans in the Capital Region Plan’s priority growth area B, F, C<sub>w</sub> or C<sub>e</sub> will be required to meet or exceed the Capital Region’s minimum density targets.</p>	<p>The Edgemont neighbourhood is located in the Capital Region Growth Plans Priority Growth Area “C<sub>w</sub>” which sets a minimum density target of 30 units per net residential hectare. The NASP exceeds this target.</p>
<p><b>9.3.1.4</b> - In consultation with the Energy and Resources Conservation Board (ERCB), ensure development setbacks from oil and gas pipelines are achieved through the subdivision approval process.</p>	<p>Urban development in the vicinity of oil and gas pipelines will be planned in accordance with relevant City policies and procedures.</p> <p>Government agencies and industry operators were consulted in the development of this Plan.</p>

## TRANSPORTATION MASTER PLAN, “THE WAY WE MOVE”

The Transportation Master Plan (TMP) “The Way We Move”, is the framework that responds to the City of Edmonton’s future transportation needs. It anticipates, describes and plans The Way We Move. The TMP directs policies and gives guidance for funding projects and programs that work towards an integrated transportation network. The TMP strives to: ensure transit sustainability and increase transit ridership; improve travel options to reduce barriers between different modes of transportation; increase traffic safety; and, manage traffic congestion to facilitate travel through and around the city.

The Edgemont NASP complies with the following TMP strategic goals:

TMP Strategic Goal	NASP Compliance
<b>Transportation and Land Use Integration</b>  The transportation system and land use/urban design complement and support each other so that the use of transit and transportation infrastructure is optimized and supports best practices for land use.	The NASP provides a network of roadways which are compatible and complementary to the primarily residential development within the neighbourhood, with access to transit which meets the City’s walkability requirement. Higher density residential areas are located close to high capacity roadways and public transit service.
<b>Access and Mobility</b>  The transportation system is interconnected and integrated to allow people and goods to move efficiently throughout the city and to provide reasonable access with a variety of modes for people across demographic, geographic, socio-economic and mobility spectrums.	The NASP has been designed to provide transit access to the greatest number of residents through an inter-connected system of roadways, sidewalks, walkways and shared-use paths.  Areas of higher density residential have been located adjacent to transit routes to promote shorter walking distances and higher usage.
<b>Transportation Mode Shift</b>  Public transportation and active transportation are the preferred choice for more people making it possible for the transportation system to move more people more efficiently in fewer vehicles.	Edgemont has been designed to support direct, safe, convenient and accessible routes for people of all ages and abilities and provides a well-integrated network between sidewalks, walkways and multi-use corridors connecting people to transit, schools/parks, shopping and future employment centres.
<b>Sustainability</b>  Transportation decisions reflect an integrated approach to environmental, financial and social impacts thereby creating sustainable, liveable communities that minimize the need for new infrastructure and increase residents’ quality of life.	The NASP supports a sustainable community by providing increased residential densities, public transit and active transportation. Services are located nearby and are readily accessible. Natural features, including NW318, NW339 and the Wedgewood Creek Ravine are conserved.
<b>Health and Safety</b>  The transportation system supports healthy, active lifestyles, and addresses user safety and	The network of sidewalks, walkways and shared-use paths provide residents with the ability to walk,

TMP Strategic Goal	NASP Compliance
security including access for emergency response services, contributing to Edmonton's liveability.	or cycle through the neighbourhood, improving health and wellness.

### EDMONTON SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES

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

SNDP Principle	NASP Compliance
<b>1</b> - Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods	Edgemont will provide opportunities for sharing infrastructure and neighbourhood facilities due to its proximity to existing and developing neighbourhoods.
<b>2</b> - Design and locate school and community facilities to provide inter-neighbourhood focal points	Existing school and church sites are easily accessible to residents of other neighbourhoods. Community parks, the Wedgewood Creek Ravine and SUPs will function as focal points throughout the area.
<b>3</b> - Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods	Arterial and collector roads form an irregular grid pattern.
<b>4</b> - Design neighbourhood streets (both neighbourhood design and cross section of roadway) with standards that cater to the main intended use of the road	City standards and regulations ensure that streets are designed to accommodate pedestrians, cyclists and vehicles. Streets, sidewalks and pathways have standardized widths and materials depending on their function.
<b>5</b> - Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood	Walkways, sidewalks and shared-use paths connect pedestrians and cyclists to community focal points and destinations such as the stormwater management facilities, neighbourhood parks, the Wedgewood Creek Ravine, as well as commercial and employment areas.
<b>6</b> - Provide Transit Services to the edges of new neighbourhoods using the arterial and collector roadways in conjunction with appropriately designed, strategically located and conveniently accessed transit waiting zones	Based on arterial and collector roadway configuration, transit service should be within 400m of the majority of residents.



SNDP Principle	NASP Compliance
<b>7</b> - At the area and neighbourhood planning stage, plan the location of the school/park facilities relative to neighbourhood staging such that they can be consolidated, serviced, and available early in the development of a neighbourhood or catchment area	The Staging Concept for Edgemont indicates that development will likely begin from the north. The park sites will develop in a timely fashion as a result of this staging concept.
<b>8</b> - Design park and institutional sites and buildings within the neighbourhood and community focal points to be adaptable to other uses or levels of education over time	Park sites and open spaces should be easily adaptable should the needs of the community change.
<b>9</b> - Explore opportunities to provide smaller, dispersed open space and parks in a neighbourhood to provide for localized needs while meeting the recreational needs of residents of the catchment area	There are 12 smaller Top-of-Bank and pocket parks located throughout the neighbourhood, as well as several greenways, Top-of-Bank trails, and ten SWMFs that will meet the needs of residents for smaller and dispersed park space.
<b>10</b> - Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and storm water management	SWMF and park sites have been integrated where possible to reduce land requirements.
<b>11</b> - Create a linked open space system through open spaces created by stormwater management facilities, some utility rights-of-way, preservation of appropriate natural areas and drainage courses, and school and park open spaces	The dispersed park sites, the stormwater management facilities, the community park site the ravine and the natural area are connected by pathways and shared-use paths.
<b>12</b> - Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points	MDR has been located toward the edges of the neighbourhood, next to commercial and mixed-use areas, as well as near park sites.

Bylaw 19455 – October 20, 2020

## URBAN PARKS MANAGEMENT PLAN

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

The following principles are relevant in the context of Edgemont NASP:

UPMP Principle	Edgemont NASP Compliance
<b>Principle 1 – Active Living:</b> City and partner actions demonstrate a strong commitment to active living through the acquisition of a network of connected parks and open spaces.	The NASP provides a network comprised of School and Community Park, pocket/Top-of-Bank parks, conserved natural areas, greenways, and stormwater management facilities intended to support active living, promote social capital and urban wellness.
<b>Principle 2 – Urban Wellness:</b> City and	

partner actions demonstrate a strong commitment to building social capital and urban wellness in the community through the development of urban parks.	
<b>Principle 3 – Natural Capital:</b> City and partner actions demonstrate a strong commitment to preservation of natural capital through ecological decision making.	<p>The Edgemont NASP promotes natural capital by conserving and integrating NW318 and NW339 with development.</p> <p>The NASP also protects the Wedgewood Creek Ravine by restricting urban development below the Urban Development Line.</p>
<b>Principle 4 – Creative Urban Design:</b> City and partner actions demonstrate a strong commitment to a higher quality of life and urban sustainability through placemaking, creative urban design and the provision of diverse landscape opportunities and experiences.	The Edgemont NASP incorporates urban design objectives and policies aimed at providing a higher quality of life and providing diverse landscape opportunities and experiences (i.e. conserved natural areas, stormwater management facilities, and the Wedgewood Creek Ravine).
<b>Principle 5 – Safe Parks:</b> City and partner actions demonstrate a strong commitment to user safety through the creation and management of safe park environments.	The Edgemont NASP ensures visual and physical access to parks, and public safety through application of CPTED principles.
<b>Principle 7 – Integrated Parks:</b> City and partner actions demonstrate a strong commitment to the integration of City, school and community facilities into the park system to meet community need.	The NASP integrates the Public K-9 School and the Community League buildings within the proposed school/park site.

## **NORTH SASKATCHEWAN RIVER VALLEY AREA REDEVELOPMENT PLAN**

The purpose of the North Saskatchewan River Valley ARP is to protect the North Saskatchewan River Valley and Ravine System. This ARP is applicable to the Edgemont NASP as the NASP is bordered by the Wedgewood Creek Ravine, which is part of the North Saskatchewan River Valley and Ravine System. The Edgemont NASP complies with the ARP's relevant policies pertaining to: Parkland Development, Environmental Protection, Transportation, Major Facility and Natural Resource Development, Residential Land Use, and Upland Area.

The geotechnical report detailing the required setbacks and other recommendations to ensure bank stability for development planned within the overlay has been submitted and approved by the City of Edmonton.

***Deleted***

*Bylaw 18542  
September 17, 2018*

## 5.0 TECHNICAL STUDIES

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The following technical studies have been completed in support of the Edgemont NASP:

- Neighbourhood Design Report
- Hydraulic Network Analysis
- Transportation Impact Assessment
- Stage I Natural Site Assessment
- Ecological Network Report
- Environmental Site Assessment
- Historical Resources Overview
- Geotechnical Studies

## 6.0 FIGURES

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FIGURE 1 - LOCATION

FIGURE 2 - CONTEXT

FIGURE 3 - LAND OWNERSHIP

FIGURE 4 - SITE CONTOURS

FIGURE 5 - SITE FEATURES

FIGURE 6 - LAND USE CONCEPT

FIGURE 7 - ECOLOGICAL CONNECTIVITY

FIGURE 8 - PARKLAND, RECREATION FACILITIES & SCHOOLS

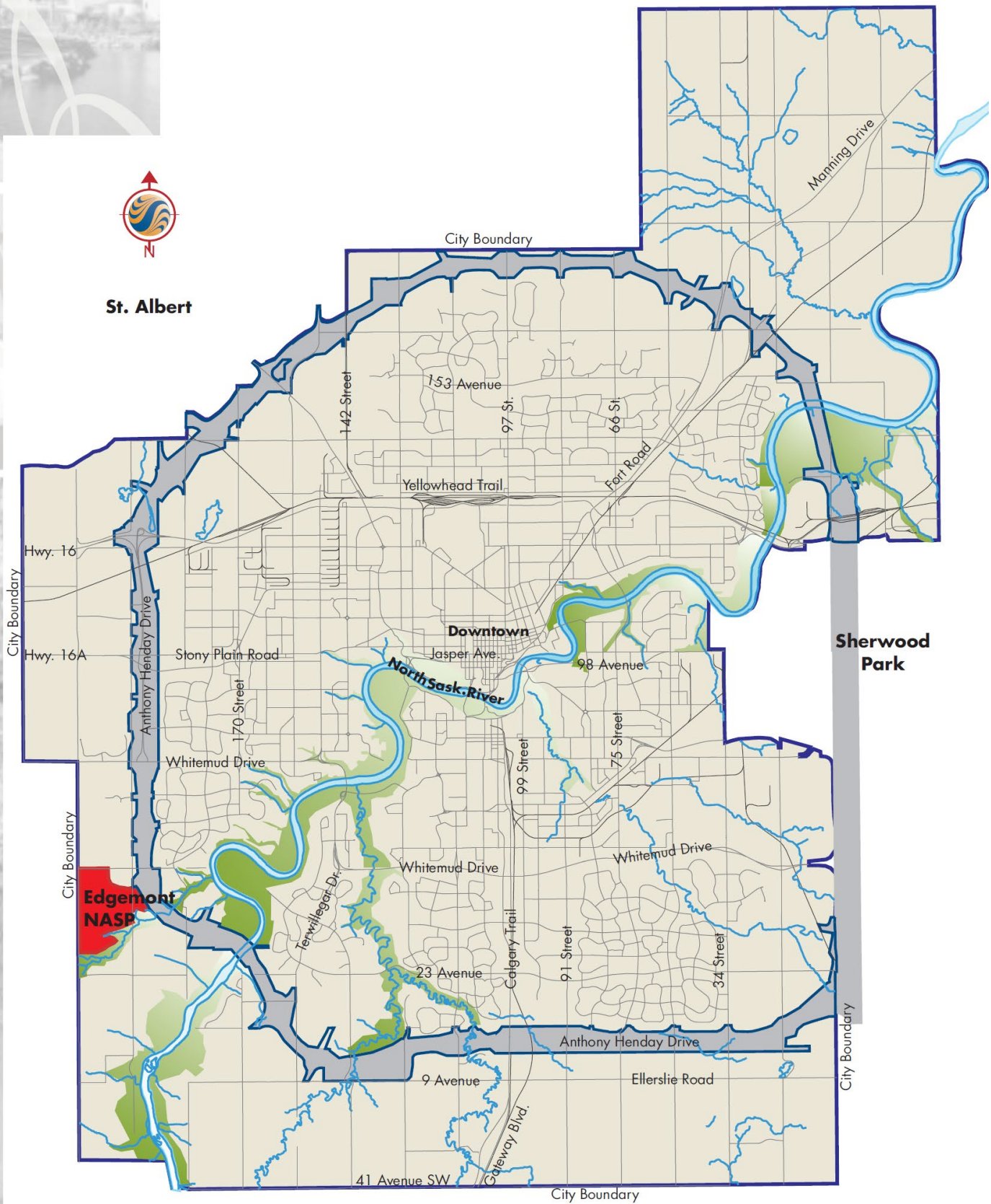
FIGURE 9 - TRANSPORTATION NETWORK

FIGURE 10 - SANITARY SERVICING

FIGURE 11 - STORMWATER SERVICING

FIGURE 12 - WATER SERVICING

FIGURE 13 - STAGING CONCEPT



**Figure 1- Location Plan**  
Edgemont Neighbourhood Area Structure Plan

March 2011 - 116165015 FE

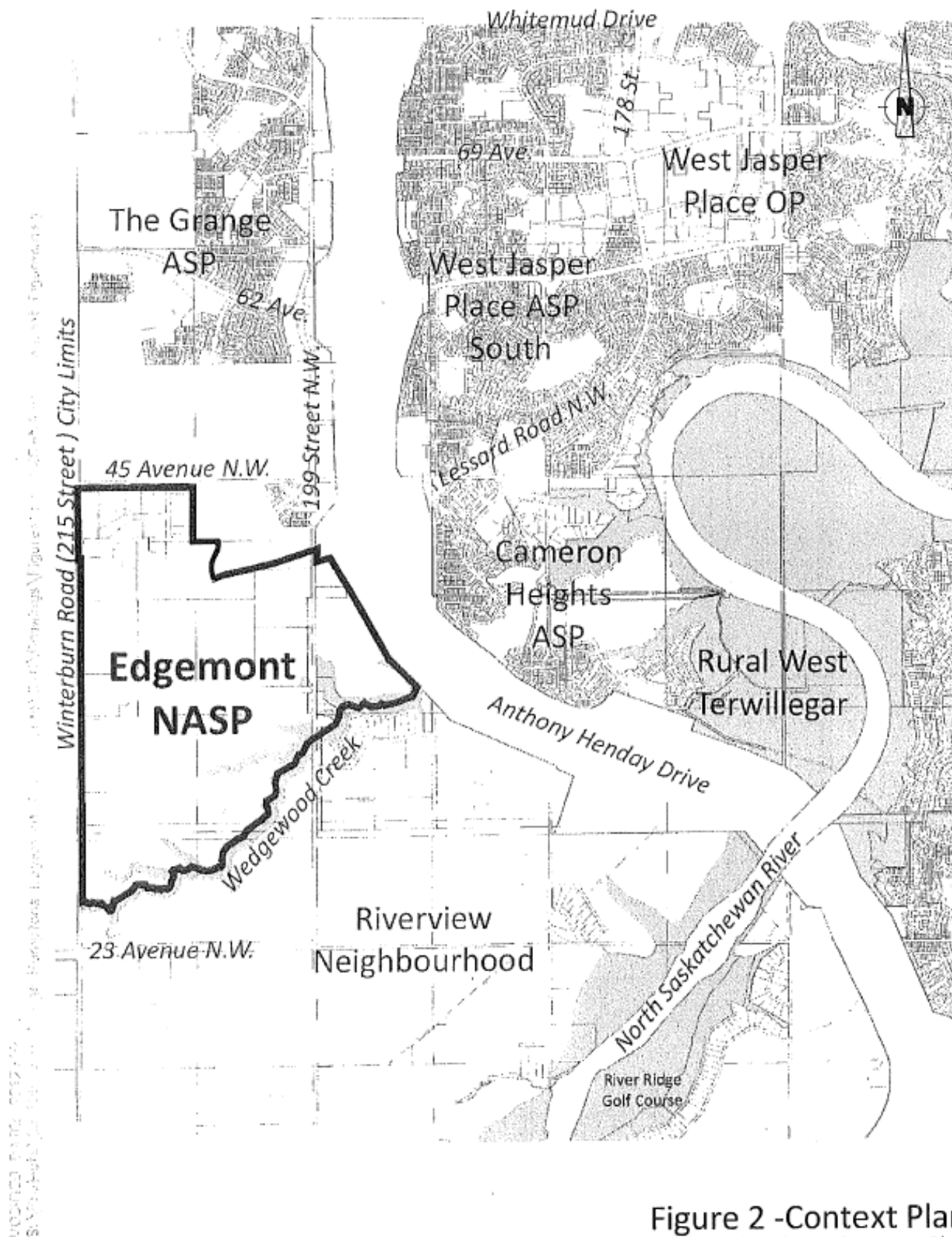


Figure 2 -Context Plan  
Edgemont Neighbourhood Area Structure Plan



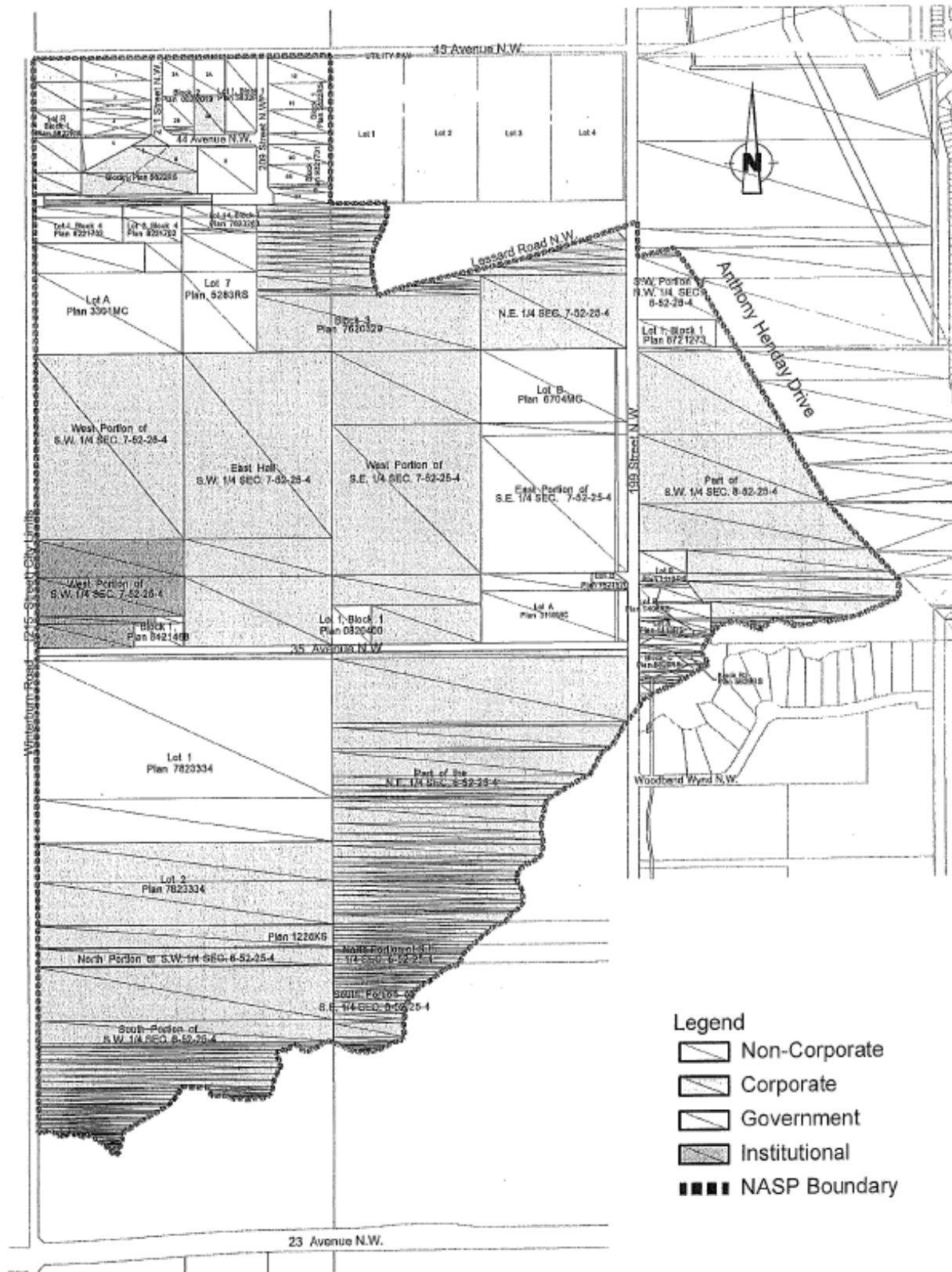


Figure 3 - Land Ownership  
Edgemont Neighbourhood Area Structure Plan



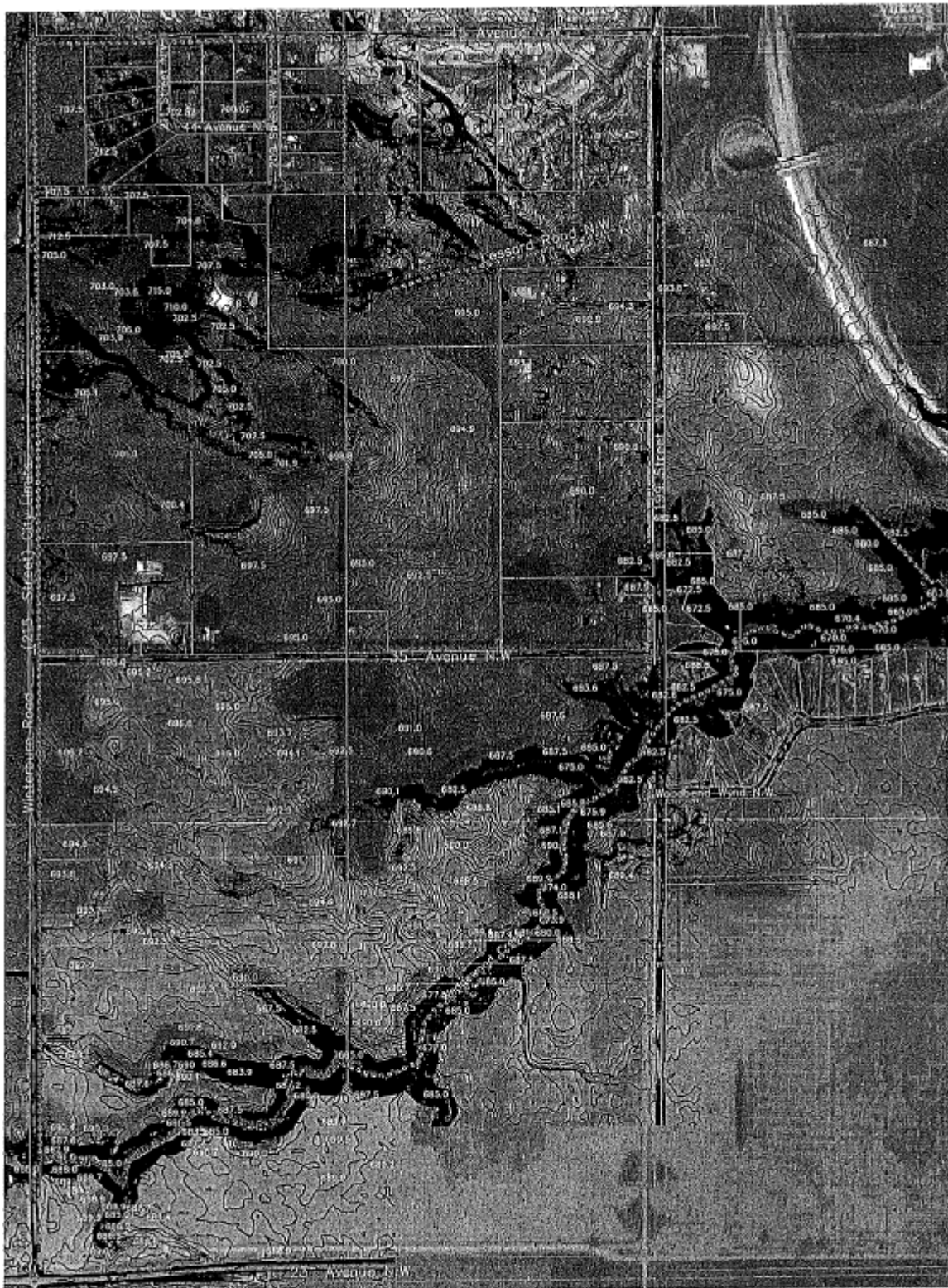


Figure 4 - Site Contours  
Edgemont Neighbourhood Area Structure Plan

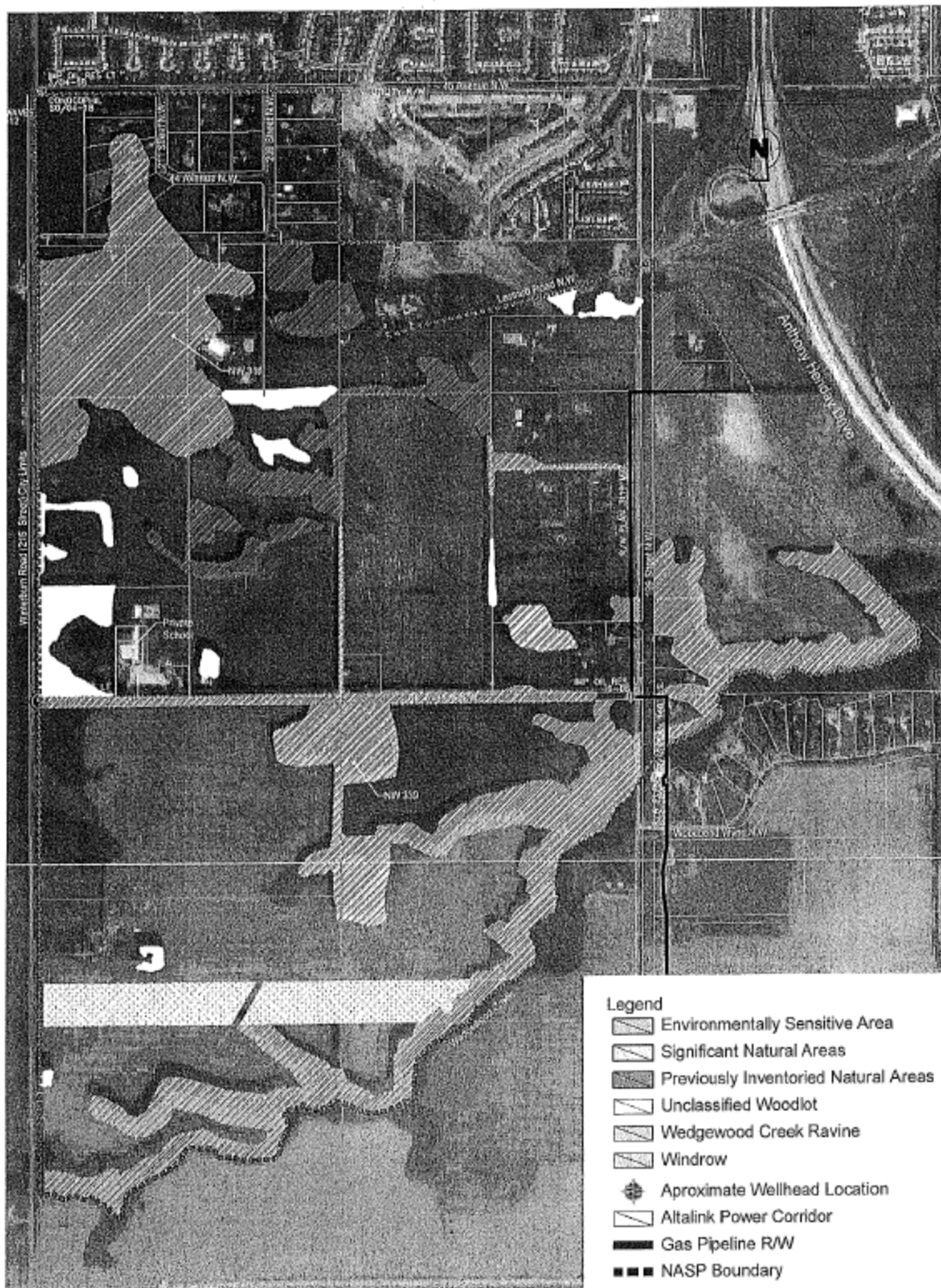
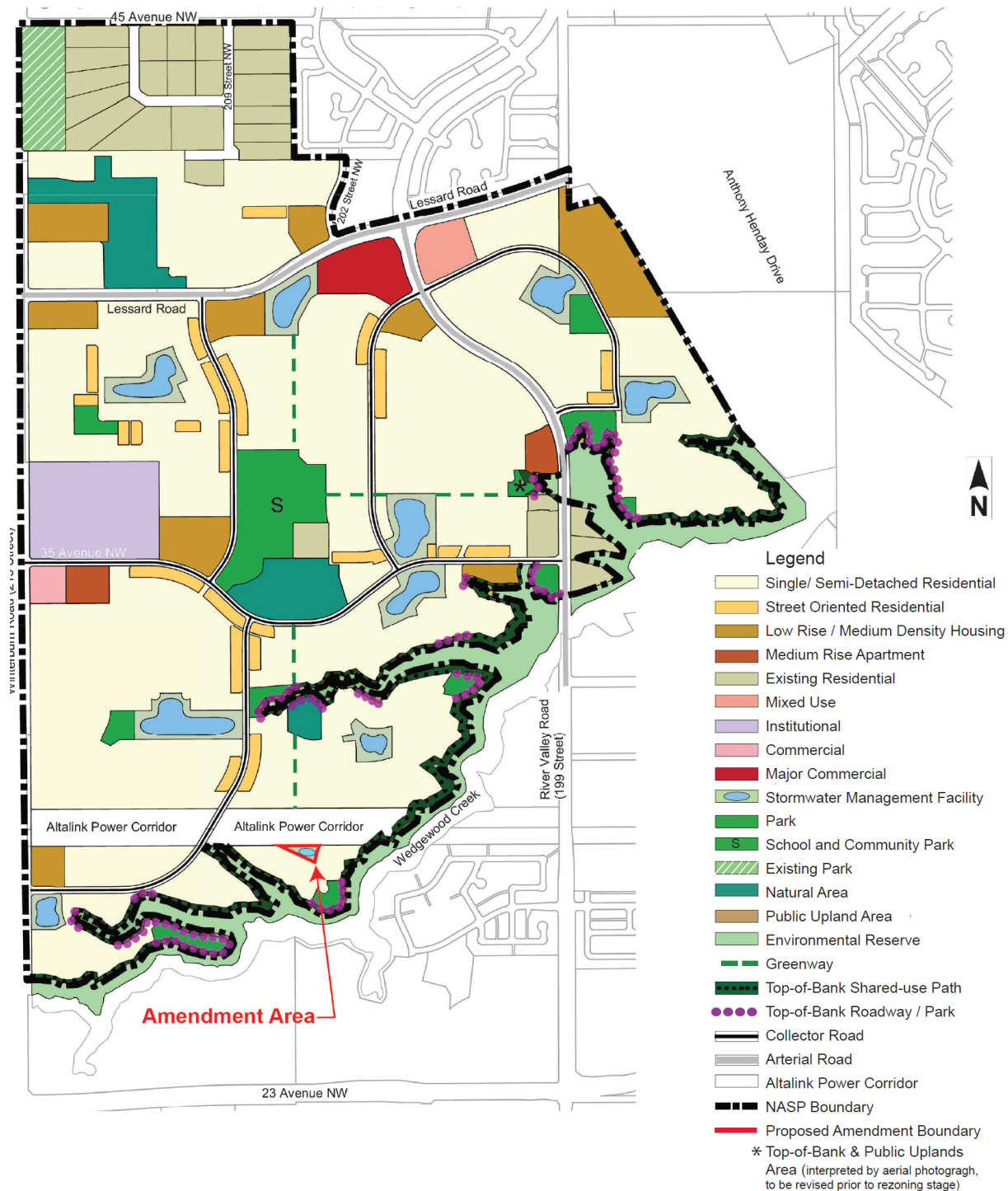


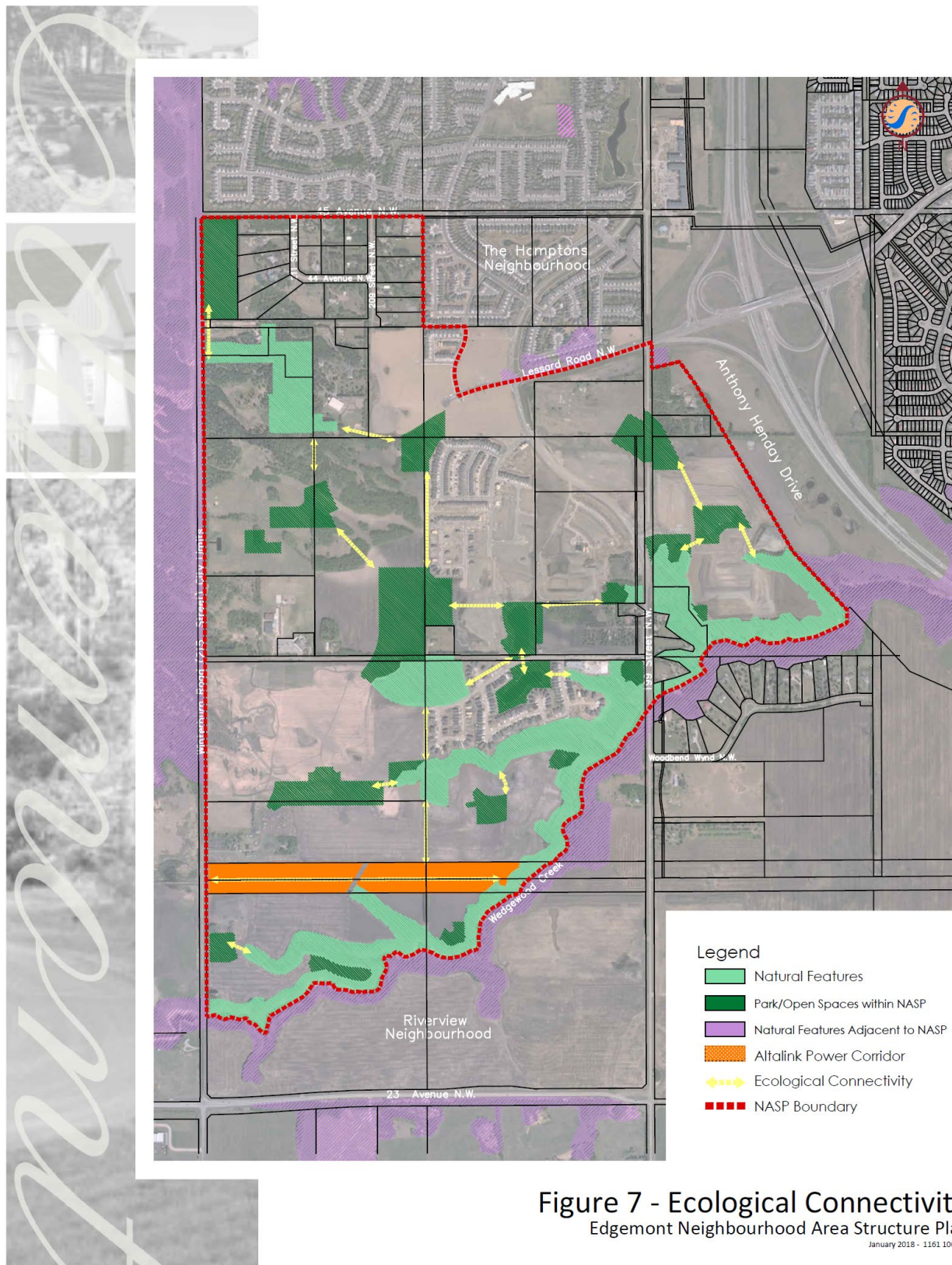
Figure 5 - Site Features  
Edgemont Neighbourhood Area Structure Plan

**Figure 6 – Land Use Concept**  
**Bylaw 19455, approved October 20, 2020**

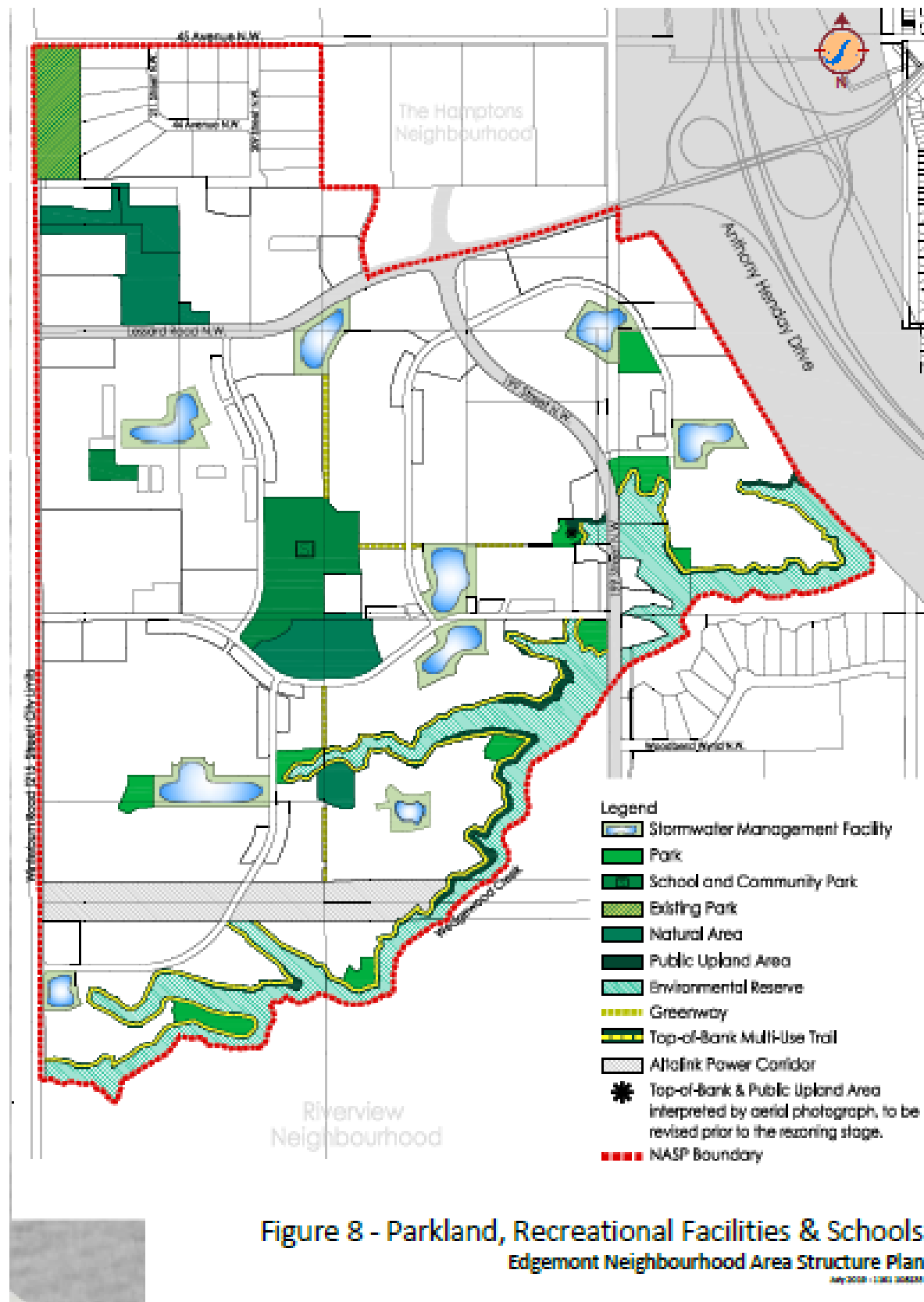


**Figure 6 - Land Use Concept**  
 Edgemont Neighbourhood Area Structure Plan

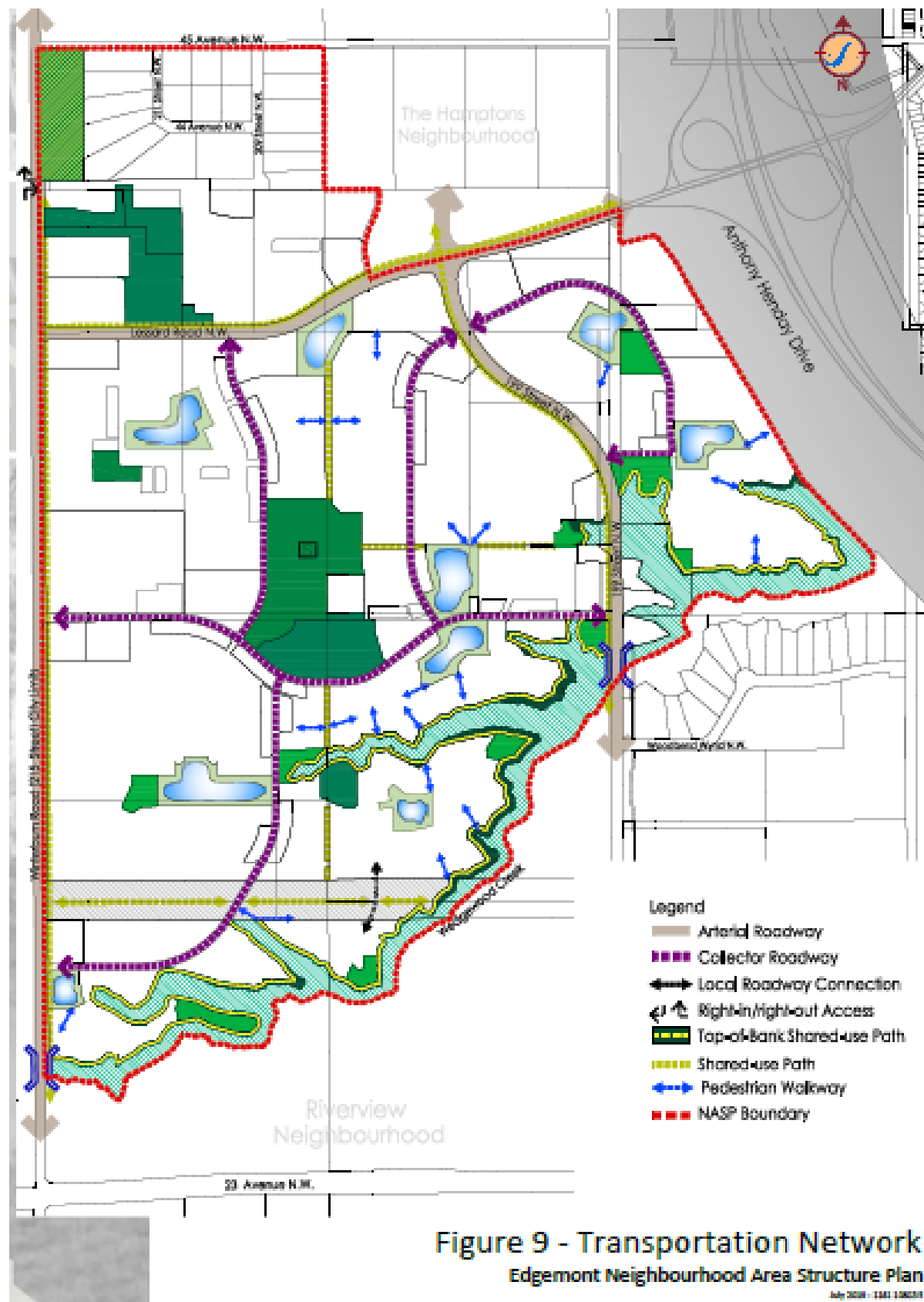




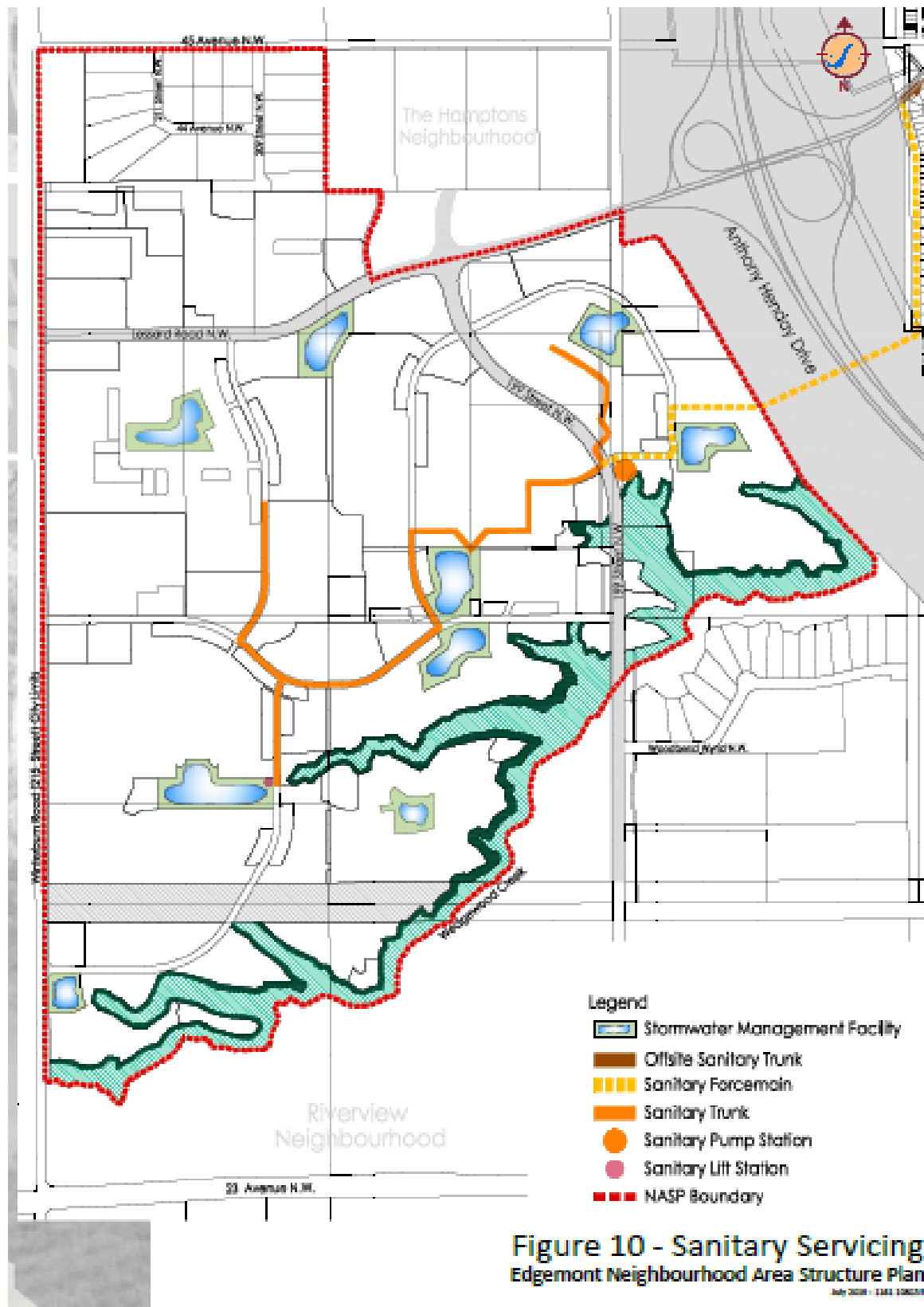
**Figure 8 – Parkland, Recreational Facilities & Schools**  
**Bylaw 19009, approved September 23, 2019**



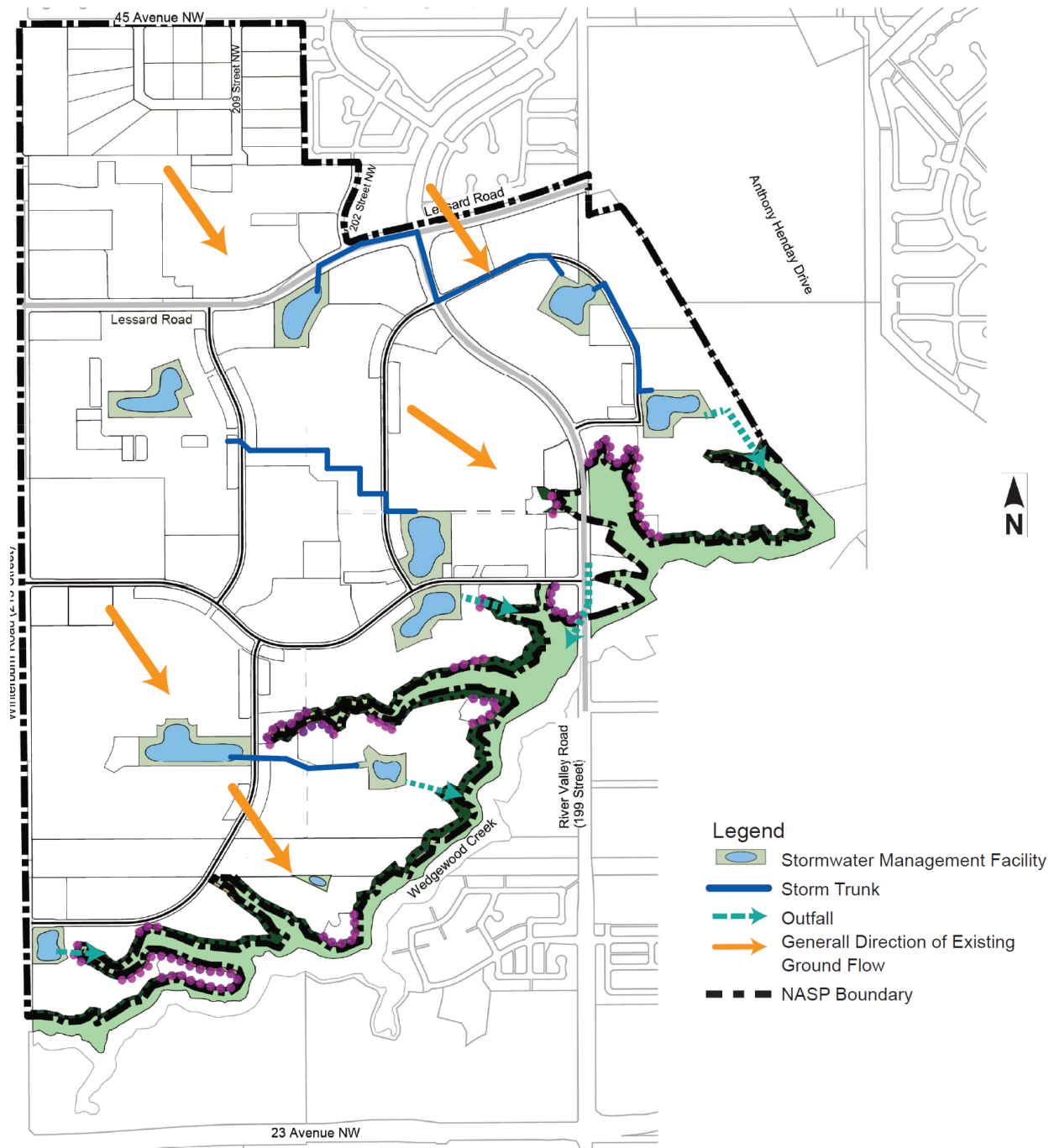
**Figure 9 – Transportation Network**  
 Bylaw 19009, approved September 23, 2019



**Figure 10 – Sanitary Servicing**  
**Bylaw 19009, approved September 23, 2019**



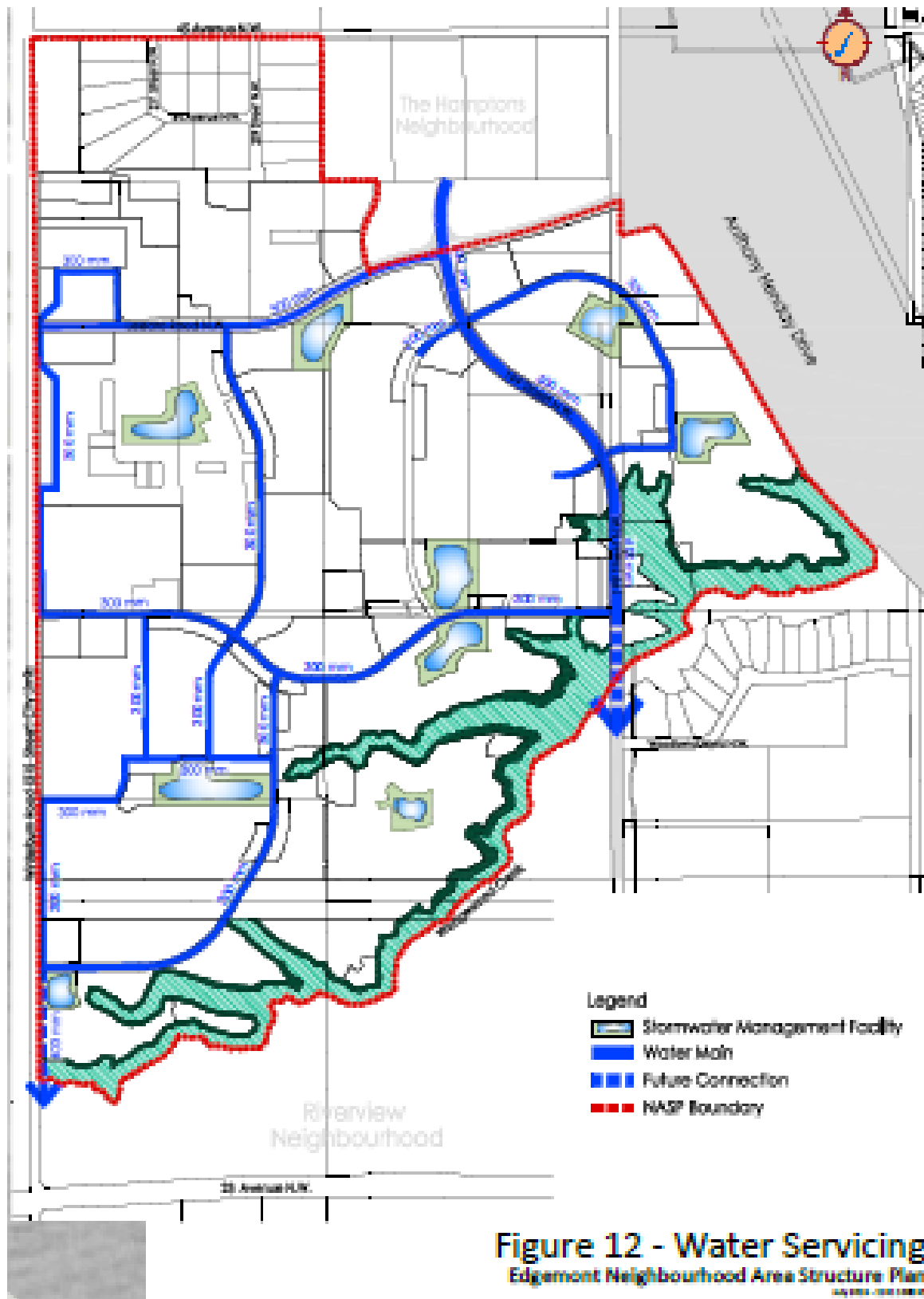
**Figure 11 – Stormwater Network**  
 Bylaw 19455, approved October 20, 2020



**Figure 11 - Stormwater Network**  
 Edgemont Neighbourhood Area Structure Plan  
 July 2020



**Figure 12 – Water Network**  
 Bylaw 19009, approved September 23, 2019



**Figure 13 – Staging Concept**  
 Bylaw 19009, approved September 23, 2019

