

# *Cy Becker Neighbourhood Structure Plan*

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Office Consolidation May 2013

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*Prepared by:*

*Current Planning Branch  
Sustainable Development  
City of Edmonton*

**Bylaw 15747, as amended, was adopted by Council in July 2012. In May 2013, this document was consolidated by virtue of the incorporation of the following bylaws:**

Bylaw 15747	Approved July 4, 2012 (to adopt the Cy Becker Neighbourhood Structure Plan)
Bylaw 16425	Approved May 6, 2013 (text amendment to allow for small lot single detached housing with zero lot lines under a DC1 zone)

**Editor's Note:**

This is an office consolidation edition of the Cy Becker Neighbourhood Structure Plan, Bylaw 15747, as approved by City Council on July 4, 2012.

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

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

City of Edmonton  
Sustainable Development

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## 1.0 ADMINISTRATION

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### 1.1 PURPOSE

The purpose of the Cy Becker Neighbourhood Structure Plan (NSP) is to depict the land use framework as well as the development and servicing goals for Cy Becker. The Cy Becker NSP specifies the following:

- ✓ The location, configuration and area of various land uses including residential, commercial, parks and open spaces, and public utility land uses;
- ✓ The anticipated density of residential development;
- ✓ The pattern and alignment of the arterial and collector roadways and pedestrian walkway systems;
- ✓ The required utility infrastructure concept; and
- ✓ The implementation and phasing of development.

### 1.2 AUTHORITY

The Cy Becker NSP was adopted by Edmonton City Council in 2012 as Bylaw 15747 in accordance with section 633 of the Municipal Government Act.

### 1.3 TIMEFRAME

Development in Cy Becker is expected to commence in 2012 and is estimated, at current absorption rates, to be completed within ten years.

### 1.4 INTERPRETATION

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

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-approved Bylaw, in order to respond to, and remain current with, planning and development issues and trends affecting suburban development.

## 1.6 AMENDMENTS

Amendments to the Cy Becker NSP document involving policies, text or mapping shall be completed in accordance with the Municipal Government Act, The Way We Grow, the Pilot Sound Area Structure Plan, and all other applicable bylaws, policies and procedures.

## 1.7 ORIENTATION

This document contains three sections and two appendices.

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

## 2.0 CONTEXT

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### 2.1 LOCATION


The Cy Becker NSP is comprised of a number of parcels listed in **Table 1 – Land Ownership**. Cy Becker denotes one of five neighbourhoods and a light industrial park in the Pilot Sound Area Structure Plan (ASP), and covers an area of approximately 99.54 hectares (ha) in the northeast portion of Edmonton.

**Figure 1.0 – Location Plan** illustrates the plan area relative to the City of Edmonton.

The NSP area is defined by the following boundaries (see **Figure 2.0 – Context Plan**):

- ✓ North: Anthony Henday Drive / Transportation Utility Corridor
- ✓ East: Manning Drive & Anthony Henday Drive / Transportation Utility Corridor
- ✓ South: 167 Avenue NW (Future alignment)
- ✓ West: 50 Street NW (Future alignment)

The Cy Becker NSP is identified as Neighbourhood 5 in the Pilot Sound ASP.



The Brintnell Neighbourhood (Pilot Sound Neighbourhood 1) is located immediately south of re-aligned 167<sup>th</sup> Avenue N.W. The Brintnell Neighbourhood was adopted by City Council in March 2001 and is currently being developed. The McConachie Neighbourhood (Pilot Sound Neighbourhood 4) is located west of 50<sup>th</sup> Street N.W. The McConachie Neighbourhood was adopted by City Council in January 2006 and is currently being developed. The Hollick Kenyon Neighbourhood (Pilot Sound Neighbourhood 2) is located west of 50<sup>th</sup> Street N.W. and south of 167 Avenue N.W. The Hollick Kenyon Neighbourhood was adopted by City Council in April 1991 and is largely developed. The Matt Berry Neighbourhood (Pilot Sound Neighbourhood 2) is located east of 66<sup>th</sup> Street N.W. and south of 167 Avenue N.W. The Matt Berry Neighbourhood (Pilot Sound Neighbourhood 3) was approved by Council in August 1998 and is largely developed. The Cy Becker NSP was adopted by City Council in 2012.

## 2.2 BACKGROUND

The Cy Becker NSP was prepared in response to current and anticipated market demands in the Edmonton region as well as the aspirations of the landowners in the Plan area. Further information regarding land ownership, implementation and site context can be found in **Section 2.0 – Plan Context** (See **Table 1 – Land Ownership** and **Figure 3.0 – Land Ownership**).

The preparation of this NSP has been guided by City of Edmonton statutory plans and policies including The Way We Grow, The Way We Move, the Pilot Sound Area ASP (Bylaw 6288, as amended), the Suburban Neighbourhood Design Principles (SNDP), the Urban Parks Management Plan (UPMP) and the City of Edmonton Housing Mix Guidelines as well as the Capital Region Growth Plan. Conformance to these plans and policies is referenced in **Appendix 1**.

The plan area is a sound planning unit that is suitable for a NSP 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 Way We Grow and is adjacent to the developing neighbourhoods of Brintnell and McConachie. Proximity of other service infrastructure will provide the necessary means of meeting the required municipal standards for development of the neighbourhood.

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

Figure 1.0 – Location Plan

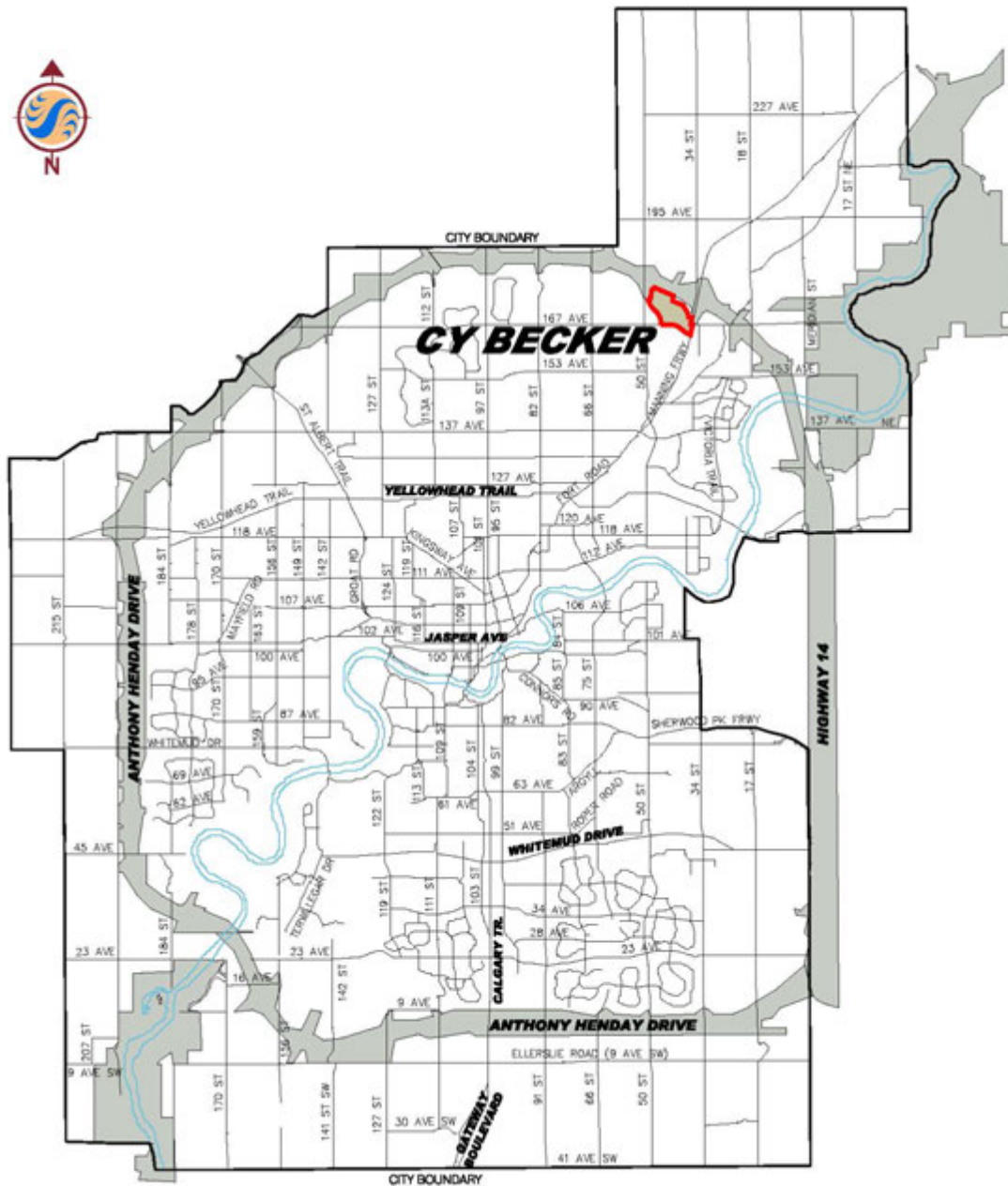



figure 1.0

Location

Legend

 Cy Becker Neighbourhood

**Cy Becker**

NEIGHBOURHOOD STRUCTURE PLAN

March 2012



Figure 2.0 – Context Plan

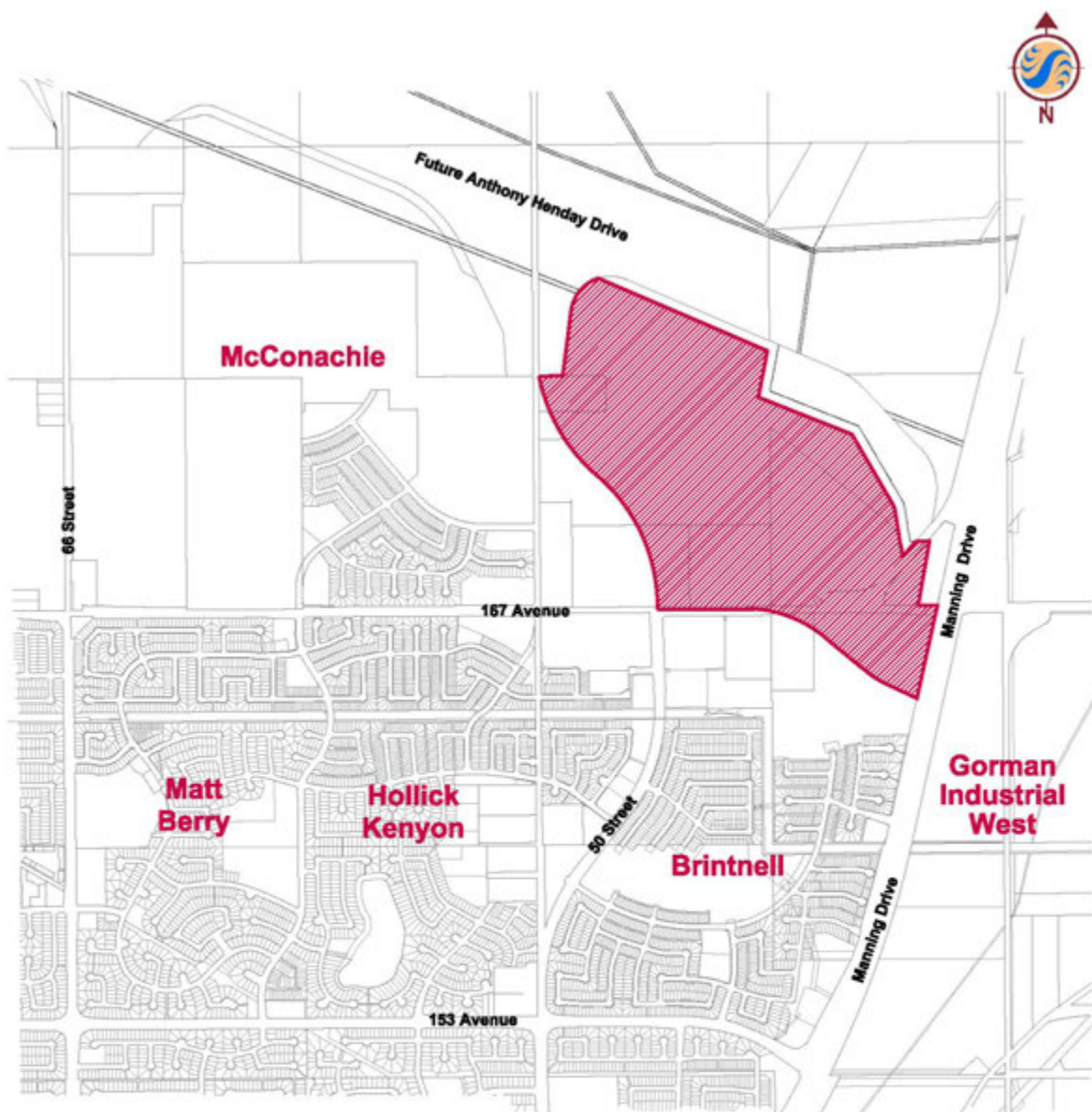


figure 2.0

Legend  
 Cy Becker Neighbourhood

Context

**Cy Becker**  
 NEIGHBOURHOOD STRUCTURE PLAN  
 March 2012



## 2.3 LAND OWNERSHIP

The Cy Becker NSP was prepared on behalf of a private developer (Private Corporation) who owns approximately 81.05 ha (81%) of land contained within the NSP area. The remaining lands are held by a number of non-participating landowners. Current (2012) ownership is described below in **Table 1 - Land Ownership** and illustrated in **Figure 3.0 – Land Ownership**.

**Table 1: Land Ownership**

	Titled Owner	Legal Description	Area (ha) **
1	Private Corporate	Lot 1, Block 1, Plan 0220944	57.23
2	Private Corporate <sup>NP</sup>	Lot B, Plan 7921427	2.89
3	Private Corporate <sup>NP</sup>	Lot A, Plan 2759MC	11.6
4	Private Corporate	SE ¼ 1-54-24-4	17.53
5	Private Non-Corporate <sup>NP</sup>	SW ¼ 1-54-24-4	8.09
6	Private Corporate	Lot 1, Plan 8222795	14.52
7	Private Corporate	Lot A, Plan 2452MC	3.96
8	Private Corporate <sup>NP</sup>	Area A, Plan 8922761	1.75
9	City of Edmonton <sup>NP</sup>	SW ¼ 1-54-24-4	2.43
<b>TOTAL AREA</b>			<b>120.0 ha</b>
Note: **Area is the total of all titled land, some of which may not be within the plan area. <sup>NP</sup> Indicates a Non Participating Landowners			

Figure 3.0 – Land Ownership

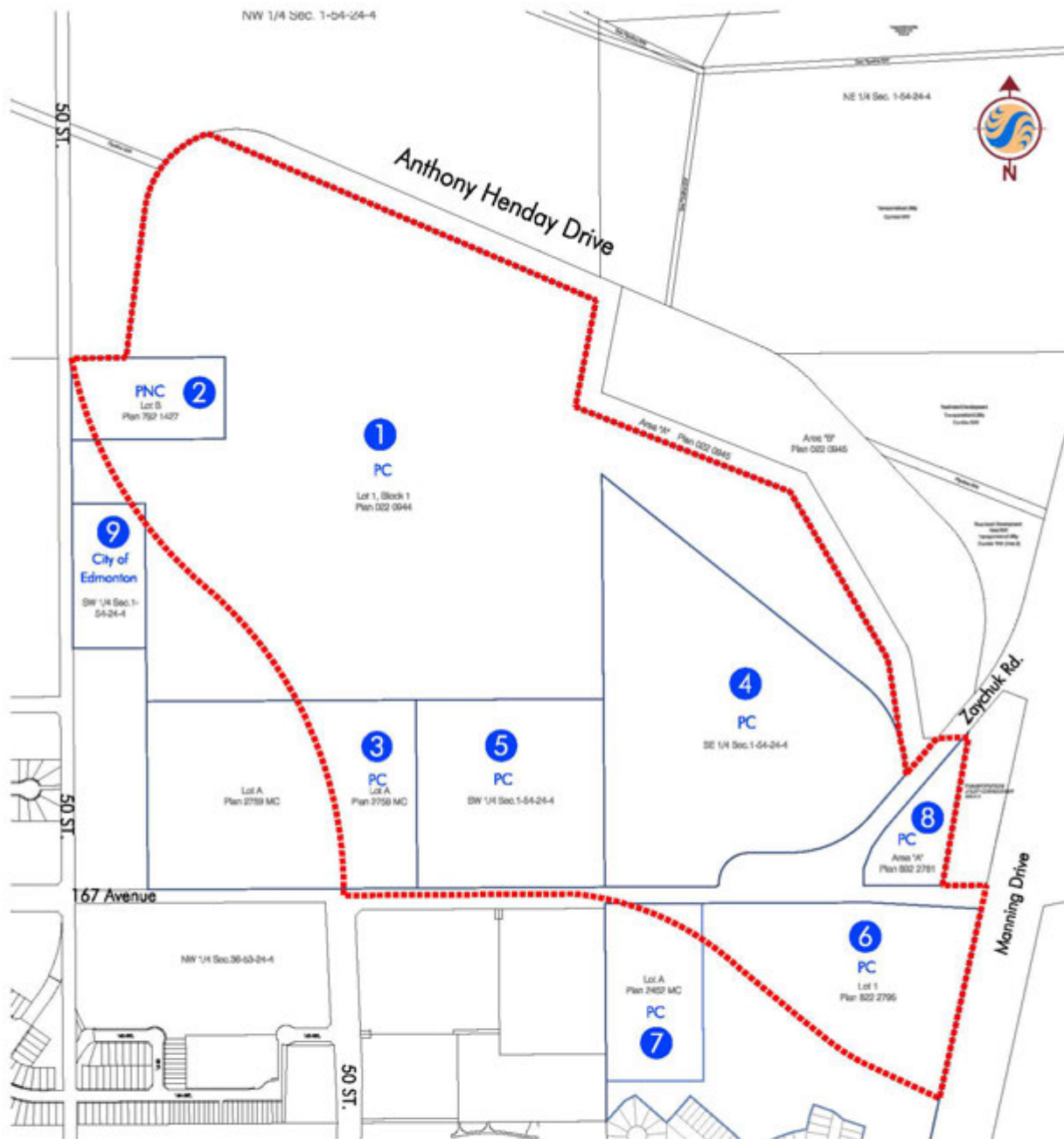


figure 3.0

- Legend**
- Ownership Boundary
  - P Private Corporate
  - N Private Non-Corporate
  - 7 Map Reference Number
  - - - Neighbourhood Boundary

Land Ownership  
**Cy Becker**  
 NEIGHBOURHOOD STRUCTURE PLAN  
 March 2012

## SITE CONTEXT

### 2.2.1 Topography

The topography of the lands within Cy Becker is relatively flat throughout, with some variation (see **Figure 4.0 – Site Contours**). Elevations through the plan area range from approximately 678 m in the west to approximately 660 m in the east. Surface drainage throughout the plan area generally flows eastward.

### 2.2.2 Natural Areas and Ecological Resources

As shown on **Figure 5.0 – Site Features**, little non-agricultural vegetation exists in this agriculturally dominant landscape, apart from several small treed areas.

The City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas (Geowest, 1993) does not identify any Natural, Sensitive and Environmentally Significant Areas within the Cy Becker boundaries; however, a 1.0 ha natural area, located in the north-western portion of the plan area will be retained to serve as a natural amenity. The tree stand will provide an ecological linkage and habitat for a variety of plant and wildlife species and will add aesthetic value to the neighbourhood. A buffer will be provided between the natural area and urban development. The buffer surrounds the perimeter of the natural area as shown on **Figure 7.0 – Land Use Concept** which will protect the natural area from impacts due to development and proximity to residential lots. The width of the buffer has been determined balancing the development opportunities of the land owners and the viability of the treed area. The buffer will be measured from the drip line outwards 10 metres.

An Ecological Network Report (ENR) prepared by Ecoventure Inc. has been submitted by the consultant to the City of Edmonton for approval.

A Natural Area Management Plan (NAMP) for this natural area will be required prior to the rezoning stage. In addition, a NAMP for Lake 5 has been submitted by the consultant to the City of Edmonton for approval.

### 2.2.3 Existing Land Uses

The majority of the plan area is currently (2011) used for agricultural purposes with a couple of existing farmsteads. A Privately Owned Garden Centre is located in the southeast portion of the neighbourhood and is identified as future Low-Rise/Medium Density Housing on **Figure 7.0 – Land Use Concept**. A telecommunication tower, operated by a Private Corporation, is located within the southern portion of SE-1-54-24-4 and is located within the commercial site (identified on **Figure 5.0 – Site Features**). This telecommunication tower site occupies an area of approximately 0.042 ha and includes a 6.0 m access right of way off of the old 167 Avenue right-of-way.

None of these uses pose any particular constraints to future development. However, future development of any and all properties within the neighbourhood is the option of the respective landowners.

Amended  
by Editor

Figure 4.0 – Site Contours

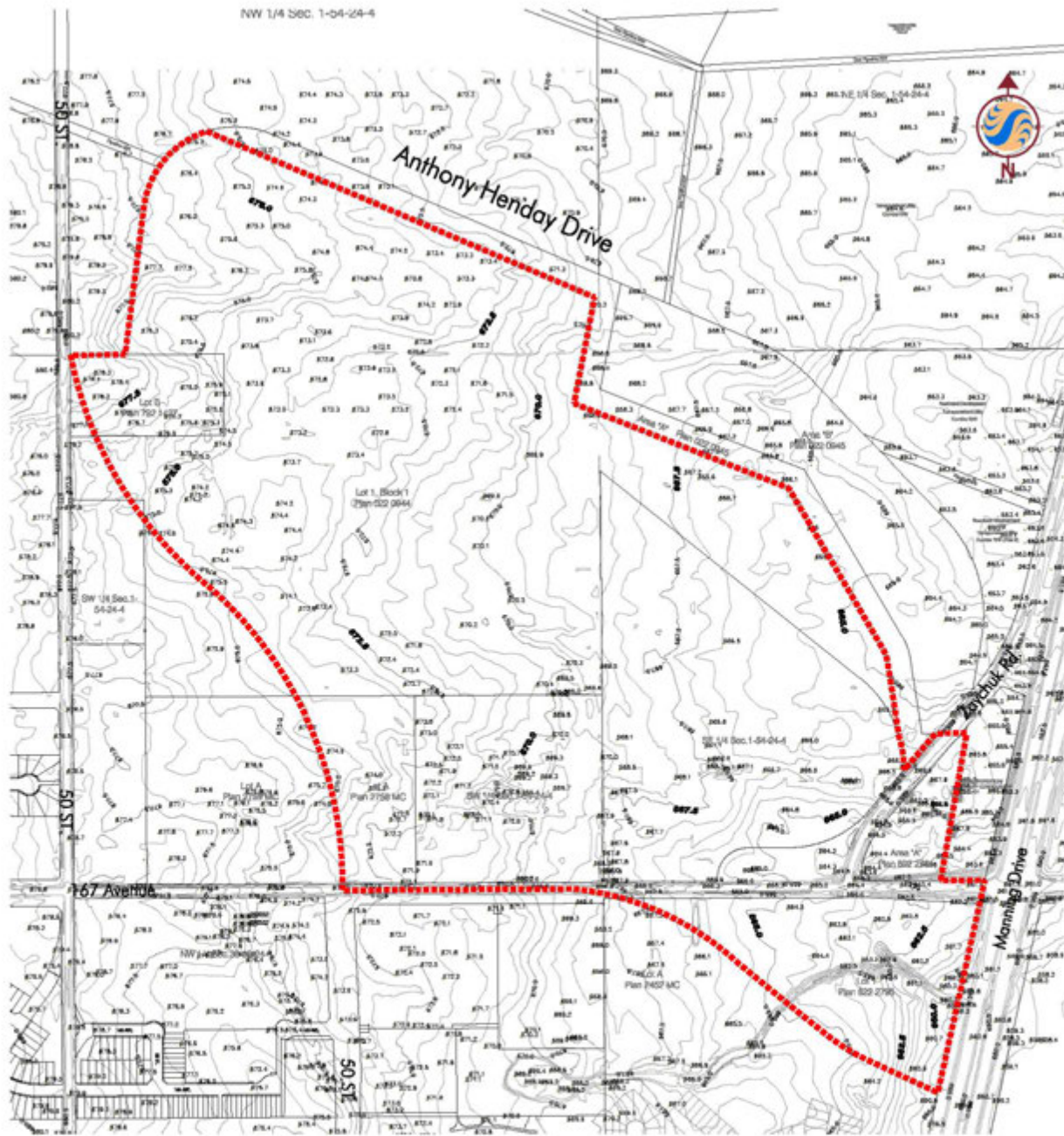


figure 4.0

Legend  
 --- Neighbourhood Boundary

Site Contours

**Cy Becker**  
 NEIGHBOURHOOD STRUCTURE PLAN  
 March 2012



Figure 5.0 – Site Features

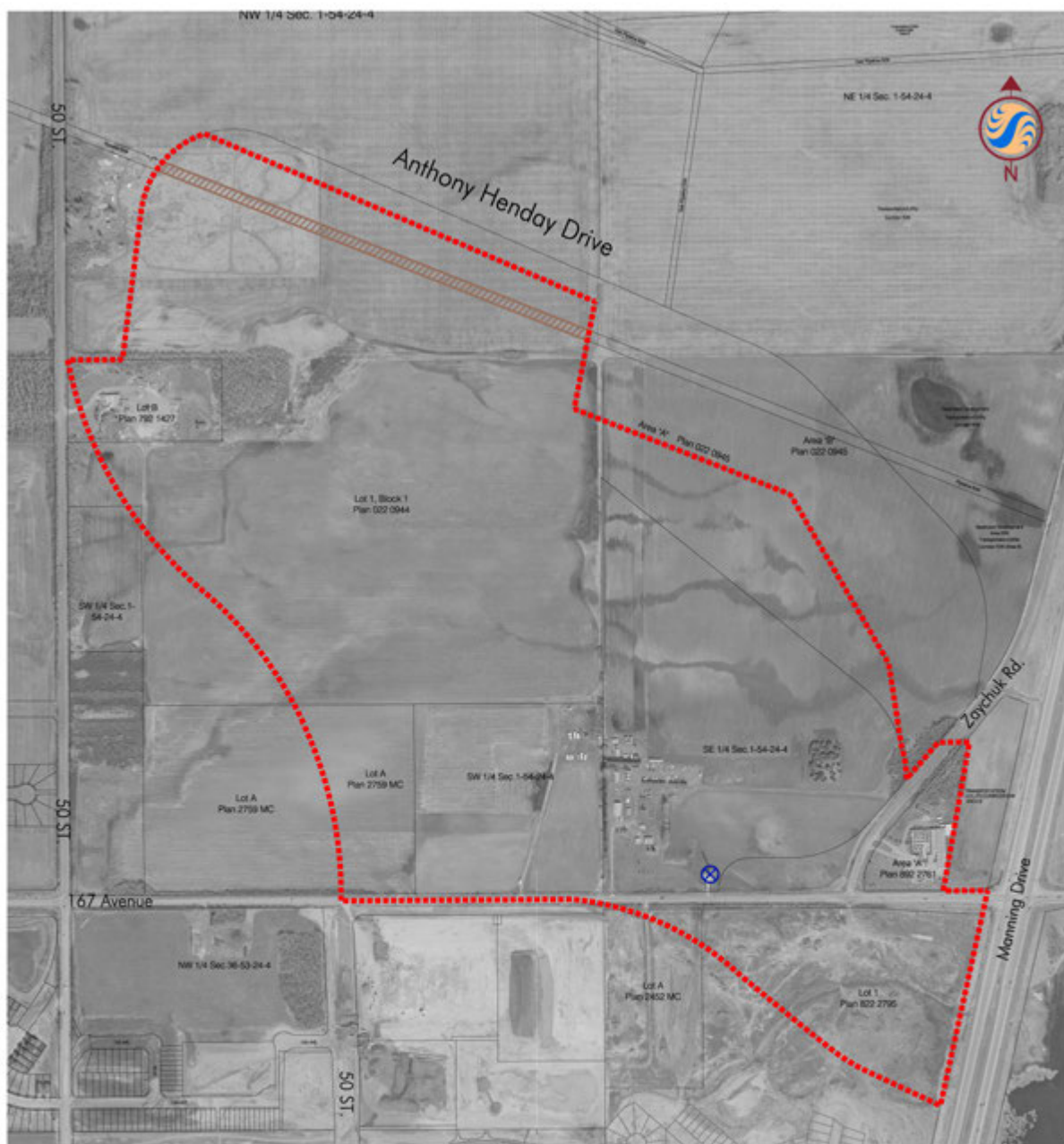


figure 5.0

- Legend
- Cellular Phone Tower Location
  - Pipeline Right-of-Way
  - Neighbourhood Boundary

Site Features

**Cy Becker**  
NEIGHBOURHOOD STRUCTURE PLAN  
March 2012

## 2.2.4 Environmental Assessment

The following information presented in **Table 2 – Environmental Site Assessments** and illustrated on **Figure 6 - Environmental Site Overview** is based on Phase I Environmental Site Assessments (ESAs) conducted for the landowners of the properties contained within the plan area. The City of Edmonton's Sustainable Development requires that individual landowners provide ESAs or disclosure statements prior to rezoning stage. The Phase I ESA is meant to evaluate the types and location of surface and/or subsurface impacts that may be present on the subject site and adjacent areas.

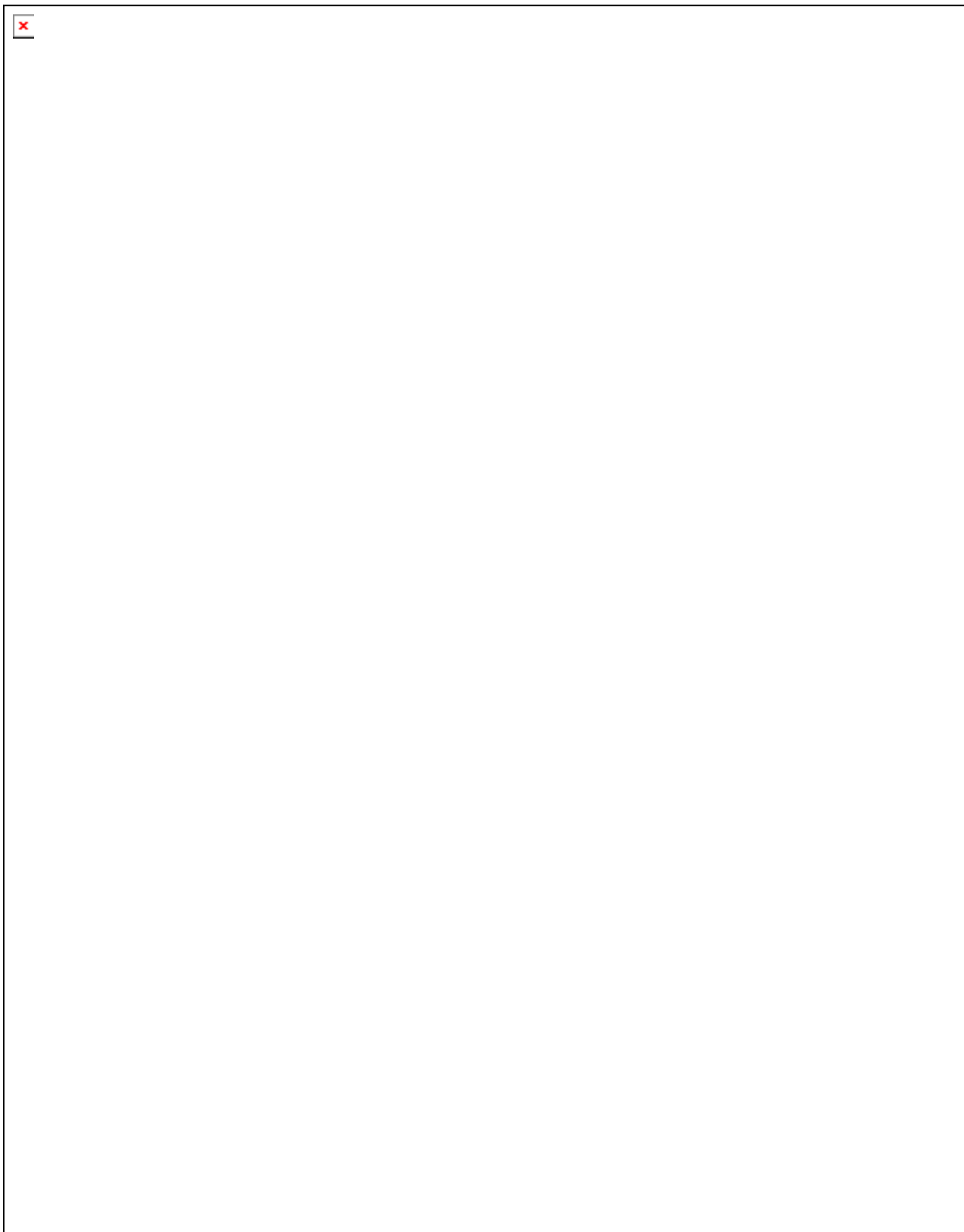
**Table 2** summarizes the status of completed Phase I ESA and Phase I ESA Update reports.

**Table 2 – Phase I - Environmental Site Assessments**

Titled Owner	Legal Description	ESA
Private Corporate	Lot 1, Block 1, Plan 0220944	Phase I ESA Signed-Off
Private Non-Corporate <sup>NP</sup>	Lot B, Plan 7921427	Required
Private Corporate <sup>NP</sup>	Lot A, Plan 2759MC	Required
Private Corporate	SE ¼ 1-54-24-4	Phase I ESA Signed-Off
Private Non-Corporate <sup>NP</sup>	SW ¼ 1-54-24-4	Required
Private Corporate	Lot 1, Plan 8222795	Phase I ESA Signed-Off
Private Corporate	Lot A, Plan 2452MC	Phase I ESA Signed-Off
Private Corporate <sup>NP</sup>	Area A, Plan 8922761	Required
City of Edmonton <sup>NP</sup>	SW ¼ 1-54-24-4	Required

<sup>NP</sup> Non Participating Landowners

Figure 6.0 Environmental Site Assessment





## 2.2.5 Historical Resources

A Historical Resources Overview (HRO) has been completed for the participating lands and submitted to Alberta Culture and Community Spirit (ACCS) in support of the Cy Becker NSP, as shown on **Table 3 - Historic Resources Overview**. Historical Resources Act clearance was granted for the entirety of SW, NW, SE 1-54-24-W4M and NE 36-53-24-W4M.

Pursuant to Section 31 of the Historical Resources Act (HRA), development proponents and/or their representative(s) are required to report the discovery of any archaeological, historic period or paleontological resources, which may be encountered during construction. Preservation, conservation and integration of cultural, historical, and/or archaeological resources with the Cy Becker NSP is important to retaining local history and character that may also be of regional and provincial significance.

**Table 3 – Historical Resources Overview**

Owner	Location	HRO	HRIA
Private Corporate	Lot 1, Block 1, Plan 0220944	Clearance	Not Required
Private Non-Corporate <sup>NP</sup>	Lot B, Plan 7921427	Clearance	Not Required
Private Corporate <sup>NP</sup>	Lot A, Plan 2759MC	Clearance	Not Required
Private Corporate	SE ¼ 1-54-24-4	Clearance	Not Required
Private Non-Corporate <sup>NP</sup>	SW ¼ 1-54-24-4	Clearance	Not Required
Private Corporate <sup>NP</sup>	Block 1, Plan 8222795	Clearance	Not Required
Private Corporate	Lot A, Plan 2452MC	Clearance	Not Required
Private Corporate <sup>NP</sup>	Area A, Plan 8922761	Clearance	Not Required
City of Edmonton <sup>NP</sup>	SW ¼ 1-54-24-4	Clearance	Not Required

<sup>NP</sup> Non Participating Landowners

## 2.2.6 Edmonton Garrison Heliport

The Cy Becker NSP is subject to the Edmonton Garrison Heliport Zoning Regulations (EGHZR). These regulations place restrictions on land uses within Approach Zones and Bird Hazard Zones in order to ensure the safe operation of an airport or aircraft. Land uses, particularly with respect to heights, size and type of stormwater management facilities, may be limited under these regulations and is subject to review by the Department of National Defence (DND).

Certain land uses (i.e. stormwater management facilities) may be controlled or limited under these regulations. The DND will review and provide recommendations to the City of Edmonton for the implementation of the appropriate bird hazard mitigation measures (as stipulated under 'Bird Hazards' Sections 6 & 7 of the EGHZR) for the stormwater management facility, and adjacent land uses. The DND will review this further at the detailed engineering stage.

## 2.2.7 Petroleum/Gas Wells & Pipelines

A review of the information obtained from the Alberta Energy Resources Conservation Board (ERCB) shows one registered pipeline within the NSP area (see **Figure 5.0 – Site Features**). The active (operating) pipeline travels parallel to Anthony Henday Drive within the northerly portion of the Plan area (see **Table 4 – Pipeline Information Summary**). This pipeline carries natural gas and is operated by a Private Corporation.

Amended  
by Editor

The pipeline right-of-way will either be relocated into the Transportation Utility Corridor (TUC) and/or will be accommodated into development concept. All costs incurred through the relocation of the pipelines shall be borne by the pipeline operator and/or the developer. Further details will be determined at the detailed engineering stage through discussion between the developer, pipeline operator, the Ministry of Infrastructure and other relevant stakeholders.

**Table 4 – Pipeline Information Summary**

License / Line No.	Company	Substance	Note
<b>NW ¼ Sec.1-54-24-4</b>			
2594-178; 2594-182; 2594-191; 30475-17.	Private Corporation	Natural Gas (No H <sub>2</sub> S)	Runs northeast – southwest.
<b>SE ¼ Sec.1-54-24</b>			
2594-12; 2594-178; 2594-179; 2594-180; 2594-182; 2594-183; 2594-187; 2594-189; 2594-193.	Private Corporation	Natural Gas (No H <sub>2</sub> S)	Runs northeast – southwest.

Amended  
by Editor

## 2.3 PUBLIC INVOLVEMENT

A multi-departmental pre-application meeting to discuss the proposed Cy Becker NSP was held on April 29, 2009. The meeting included senior decision-makers with representatives from the City of Edmonton's Sustainable Development, and other civic departments (e.g. Parks, Transportation, Transit, and Fire Rescue Services).

Consistent with Policy C513 (City of Edmonton Public Involvement Policy), a Public Meeting was hosted by Sustainable Development on September 23, 2010 at the North Edmonton Alliance Church. Mailed notification letters were sent to landowners in proximity to the NSP area advising of this meeting. At the meeting, landowners had an opportunity to review and comment on the proposed Cy Becker NSP. All feedback received at the Public Meeting was summarized in Sustainable Development's report to City Council.

Additionally, landowners are also able to contact either the applicant (i.e. Stantec Consulting Ltd.) or the Sustainable Development to communicate any possible concerns. Landowners will also be notified of the Public Hearing and be able to provide either written or verbal comments to Council at that time.

## 3.0 LAND USE, TRANSPORTATION & SERVICING

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### 3.1 VISION

Cy Becker is a vibrant and sustainable community in northeast Edmonton. The neighbourhood promotes principles of walkability through an integrated shared-use path and open space network and provides opportunities for a variety of housing choices, recreational activities and community commercial developments to serve the everyday needs of residents.

### 3.2 GOALS AND OBJECTIVES

The Cy Becker NSP Land Use Concept, its goals, and objectives were established on the basis of the opportunities and constraints present in the Plan area and in conformance with applicable statutory requirements, City-level strategic policies, guidelines, and procedures. These are further outlined in Appendix 1 and where necessary, additional objectives, policies and corresponding implementation strategies are identified in the following land use sections to address specific issues and or development matters where appropriate. The overall goals of the Cy Becker NSP are to establish a neighbourhood that:

- ✓ Fosters a sense of community and connectedness by creating a neighbourhood with an identifiable sense of place;
- ✓ Enables people from a wide range of economic levels and age groups to live within the community by establishing a variety of housing types and residential densities;
- ✓ Provides an environment where recreation and natural area amenities are easily accessed;
- ✓ Provides a balanced transportation system which promotes walkability, connects major inter- and intra- neighbourhood focal points and maximizes access to transit; and
- ✓ Provides efficient, contiguous and staged urban and infrastructure development.

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

#### Green Development

1. Consider sustainable development principles in the planning and design of the neighbourhood;
2. Ensure sustainable and cost effective landscape development of open space areas over the long term with the use of native plant species which has the added benefit of the re-establishment of natural habitat; and
3. Ensure a compact, integrated urban form that uses land resources responsibly and efficiently;



## Urban Design

4. Develop residential uses to a high urban design standard through the use of architectural controls;
5. Design residential streets that are functional, pedestrian friendly, safe and form an integral and attractive component of the public realm within the neighbourhood;
6. Create identifiable focal points that are directly linked and incorporated into the open space system;
7. Develop park spaces and stormwater management facilities which are visually and physically accessible and aesthetically pleasing; and
8. Site buildings to optimize views and provide access to the neighbourhood open space network.

## Ecology

9. Strengthen Edmonton's ecological network by re-introducing habitat corridors through landscape and open space design.

## Environment

10. Ensure the environmental status of the land in the Cy Becker neighbourhood is suitable for development and that Environmental Site Assessments (ESAs) are complete and up-to-date at the time of rezoning.

## Historical Resources

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

## Residential

12. Plan for a variety of single detached, semi-detached, row housing and low-rise/ medium density housing sites in different built forms, for a range of household types, income levels and ages;
13. Establish an overall residential density that meets or exceeds the Suburban Housing Mix Guidelines and the density target of 30 upnrha as set out by the Capital Region Growth Plan;
14. Locate row housing and low-rise/ medium density housing developments to facilitate access to arterial roadways, public transit service, and/or in proximity to park spaces;
15. Establish affordable housing opportunities in the Cy Becker NSP ; and
16. Provide a transition between residential uses of significantly different densities and height.



## Parks and Open Space

17. Accommodate City of Edmonton requirements for park sites within the neighbourhood;
18. Locate park spaces centrally within the neighbourhood to ensure accessibility via pedestrian linkages and automobiles; and
19. Design a connected and integrated open space system that encourages all modes of movement (e.g. pedestrians, bicycles, wheelchairs, in-line skates, etc.).

## Commercial

20. Minimize the impact of commercial development on adjacent land uses;
21. Provide the opportunity for some commercial needs to be met within the neighbourhood; and
22. Locate and orient commercial sites along arterial or collector roadways to ensure high visibility and convenient access opportunities.

## Transportation

23. Implement the City of Edmonton road hierarchy system of an integrated arterial, collector and local roadway network.
24. Minimize traffic congestion and enhance safety on internal collector roadways.
25. Provide strong pedestrian and vehicular connections with the surrounding communities;
26. Promote connectivity and pedestrian accessibility to neighbourhood recreational amenity areas such as parks, natural area, and open spaces which are clear, direct and convenient.
27. Mitigate the impact of vehicular traffic associated with Commercial and Low-Rise/Medium Density Housing development on Single and Semi-Detached areas.
28. Ensure the maximum length of cul-de-sacs in residential settings do not compromise City emergency response plans, operations and maintenance.
29. Create adequate locations for neighbourhood access.
30. Integrate land use and circulation patterns considering safety.
31. Provide public transit services within the plan area in accordance with City of Edmonton Transit System Guidelines and demands, and ensure access to future transit routes and facilities; and
32. Provide noise attenuation where residential uses back onto major transportation corridors which have been designated or will be designated as truck routes.

## Infrastructure, Servicing and Staging

33. Ensure that Cy Becker NSP is serviced to a full urban standard, in an efficient, contiguous and staged manner.

The Cy Becker NSP is intended for residential development, commercial development, parks, and open space as described in **Table 5.0 - Land Use and Population Statistics** and illustrated in **Figure 7.0 – Land Use Concept**.

Table 5 - Land Use &amp; Population Statistics

**Cy Becker  
Neighbourhood Structure Plan  
Land Use and Population Statistics**

LAND USE	Area (ha)	% of GA
<b>Gross Area</b>	<b>99.54</b>	
Arterial Road Right-of-Way	3.67	
	<b>Area (ha)</b>	<b>% of GDA</b>
<b>Gross Developable Area</b>	<b>95.87</b>	<b>100.0%</b>
Commercial		
<i>Community Commercial</i>	4.07	4.2%
Parkland, Recreation, School, Municipal Reserve**	7.62	7.9%
<i>Urban Village Park</i>	5.00	5.22%
<i>Pocket Park</i>	1.08	1.13%
<i>Natural Area (Tree Stand)</i>	1.32	1.38%
<i>Greenway</i>	0.22	0.23%
Transportation	19.17	20.0%
<i>Circulation</i>	19.17	
Infrastructure / Servicing		
<i>Stormwater Management Facilities</i>	6.83	7.1%
<b>Total Non-Residential Area</b>	<b>37.69</b>	<b>35.07%</b>
<b>Net Residential Area (NRA)</b>	<b>58.18</b>	<b>60.68%</b>

**RESIDENTIAL LAND USE, UNIT COUNT AND POPULATION**

Land Use	Area (ha)	Units/ha	Units	% of Total	People/Unit	Population
<i>Single/Semi-Detached</i>	48.19	25	1,205	60%	2.80	3,373
<i>Row Housing</i>	1.89	45	85	4%	2.80	238
<i>Low-Rise/Medium Density Housing</i>	8.10	90	729	36%	1.80	1,312
<b>Total</b>	<b>58.18</b>		<b>2,019</b>	<b>100%</b>		<b>4,924</b>

**SUSTAINABILITY MEASURES**

Population Density (ppnrha):	85
Unit Density (upnrha)	35
Single/Semi-Detached // Rowhousing, Low Rise/Medium Density Housing	60% 40%
Population (%) within 500 m of Parkland	100%
Population (%) within 400 m of Transit Service	100%
Population (%) within 600 m of Commercial Service	69%
Presence / Loss of Natural Area Features	Land Water
Protected as Environmental Reserve (ha)	n/a n/a
Conserved as Naturalized Municipal Reserve (ha)	1.32 n/a
Protected through other means (ha)	n/a n/a
Lost to Development (ha)	n/a n/a

**STUDENT GENERATION STATISTICS**

<b>Public School Board</b>	<b>383</b>
Elementary	192
Junior High	96
Senior High	96
<b>Separate School Board</b>	<b>192</b>
Elementary	96
Junior High	48
Senior High	48
<b>Total Student Population</b>	<b>575</b>

\* Portion of Zaychuk Road has been designated as Community Commercial, Low-Rise/Medium Density Housing and Park Land Use

Area of Existing Facility-Greenhouse (1.74 ha) has been designated Low-Rise/Medium Density Housing Land Use

\*\*Areas dedicated to Municipal Reserve to be confirmed by legal survey.





### 3.2.1 Green Development

To encourage the holistic development of the neighbourhood, consideration will be given to green initiatives and innovations. One of the goals of the plan is the promotion of green building techniques.

<b>Objective (1)</b> Consider sustainable development principles in the planning and design of the neighbourhood.	
<b>NSP Policy</b>	<b>Implementation</b>
<p>Incorporate alternative development standards (e.g. energy efficient lighting, alternative road design) and subdivision design.</p> <p>Encourage the use of green building standards for residential buildings and developments.</p>	<p>Allow for flexibility regarding the introduction and implementation of alternative designs, energy and materials efficiency, cost effectiveness and environmental stewardship in the development of the neighbourhood.</p> <p>All alternative development standards and designs shall be reviewed and approved by the City of Edmonton.</p> <p>The developer may pursue green neighbourhood design standards, and will consider requiring the use of or providing incentives for achieving green building standards.</p>
<p><b>Rationale:</b> The use of alternative development standards such as reduced roadway widths, zero lot line housing and reverse single detached housing, in conjunction with subdivision design, are innovative ways of encouraging sustainable development. This plan encourages consultations with the City and affected agencies to explore the use of alternative development standards (e.g. consideration of servicing techniques or infrastructure provision that differs from current City standards).</p>	

<b>Objective (2)</b> Ensure sustainable and cost effective landscape development of open space areas over the long term with the use of native plant species which has the added benefit of the re-establishment of natural habitat.	
<b>NSP Policy</b>	<b>Implementation</b>
<p>Landscaping within the plan area should incorporate the use of native plant species within all open spaces.</p>	<p>Design open space areas to incorporate native plant species, where appropriate.</p> <p>Specific species for landscaping will be determined between the Developer and City Administration at the time of review of landscaping plans and as part of engineering drawing review.</p>

**Rationale:** Using native plant materials promotes a healthier and more diverse ecosystem that over time will integrate with the surrounding landscape. Specific species used for landscaping will be determined by the Developer and City.

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

NSP Policy	Implementation
Development of the neighbourhood shall encourage an appropriate mix of densities to use land more efficiently.	<b>Figure 7.0 – Land Use Concept</b> and <b>Table 5 – Land Use and Population Statistics</b> illustrate that the neighbourhood is planned with increased densities. The NSP exceeds the Council-approved Suburban Housing Mix Guidelines.
<b>Rationale:</b> Increasing residential densities in a compact form utilizes land, municipal infrastructure and facilities more efficiently.	

#### Technical Summary:

No specific technical requirements were further identified.

### 3.2.2 Urban Design

The Cy Becker neighbourhood incorporates relevant principles of urban design to establish an attractive pedestrian friendly environment.

**Objective (4)** Develop residential uses to a high urban design standard through the use of architectural controls.

NSP Policy	Implementation
Low Density (single detached, semi-detached and duplex) and Medium Density (row housing and low-rise/medium density housing) residential uses shall be appropriately designed to ensure uniformity in built form, unit siting, use of architectural elements and transitioning.	The developer will implement specific architectural controls in the development of the neighbourhood.
<b>Rationale:</b> The character of the neighbourhood will be enhanced through regulation of the built form by means of architectural controls. A consistent theme will create a strong sense of community and help to maintain the look and feel of the neighbourhood for generations.	

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

NSP Policy	Implementation
<p>Streetscape design should consider symmetry, variety, massing, and opportunities for innovative building and site design.</p> <p>All streets will form part of the pedestrian linkage system and have sidewalks on at least one side.</p>	<p>Details regarding the specific type and location of residential uses will be determined at the rezoning and subdivision application stage.</p> <p>Symmetry can be achieved by creating a compatible housing form and zoning designation on either side of a street.</p> <p>The design of local roadways and the provision of sidewalks shall be implemented at the detailed design stage of development, to the satisfaction of the City of Edmonton Transportation Services.</p>
<p><b>Rationale:</b> Designing attractive residential streetscapes by using compatible housing forms and zoning designations provides a comfortable physical environment and creates a consistent mass and scale. Orientation of buildings towards public areas (i.e. streets, parks and constructed wetlands) also plays an important part of creating interesting and varied streetscapes and increases a sense of resident awareness of neighbourhood activities and safety.</p> <p>At the detailed design stage, the function of the roadway will dictate the appropriate cross-sections to be implemented (e.g. local or lane).</p>	

**Objective (6)** Create identifiable and memorable focal points that are directly linked and incorporated into the open space system.

NSP Policy	Implementation
<p>Focal points within the neighbourhood include parks, natural area, stormwater management facilities and community commercial site.</p> <p>Focal points shall function as amenity space for residents and should be comprised of one or more of the following elements: public art, seating area, plaza, street furniture, gazebo, fountain/water feature or other architectural elements.</p> <p>Convenient, safe and efficient pedestrian connections for the neighbourhood into and through focal points shall be provided.</p>	<p><b>Figure 8.0 – Pedestrian Network</b> illustrates the connectivity between neighbourhood focal points.</p> <p>Details regarding the provision and placement of architectural elements within focal points shall be determined at the detailed design stage of development.</p> <p>Details regarding the placement of pedestrian connections and/or crossings will be determined at the subdivision approval or development stage.</p>

**Rationale:** Neighbourhood focal points create community destinations within the neighbourhood. Through careful design and site planning, the development of these focal points creates active spaces which are alive and utilized and promote community interaction. Neighbourhood focal points within the neighbourhood include the Urban Village Park, two Pocket Parks, one Natural Area, two stormwater management facilities and the Community Commercial site. The perception and identity of community focal points differ, depending on the user. 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.

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, parks and natural area are generally connected to each other through shared-use paths (linear greenway), sidewalks or other pedestrian linkages.

**Objective (7)** Develop park spaces and stormwater management facilities which are visually and physically accessible and aesthetically pleasing.

NSP Policy	Implementation
<p>Parks and stormwater management facilities (SWMF) shall be designed using Crime Prevention Through Environmental Design (CPTED) principles, accessible through public lands.</p> <p>Street frontage for the SWMFs and parks along abutting roadways should consider opportunities for maximizing public access and providing clear sightlines and views.</p> <p>The SWMFs should include naturalized shoreline plantings intended to provide habitat opportunities for wildlife and improve water quality.</p>	<p>The location and configuration of the SWMFs and parks are conceptually illustrated in <b>Figure 7.0 – Land Use Concept</b> and may be refined prior to rezoning.</p> <p>The Subdivision Authority shall have regard for the provision of adequate street frontage abutting parks and the SWMFs to maintain and enhance view opportunities.</p> <p>SWMF landscaping will be determined by the Developer and City Administration at the time of review of landscaping plans and as part of engineering drawing review.</p>

**Rationale:** The location and configuration of the SWMFs and park spaces integrates these uses into the pedestrian network and provides visual connections from abutting roadways, thereby heightening resident awareness of these facilities. This promotes the SWMFs and park spaces as walking destinations, and enhances their surveillance to prevent crime and will serve as a destination for pedestrians and cyclists and to provide passive recreation opportunities.



**Objective (8)** Site buildings to optimize views and provide access to the neighbourhood open space network.

NSP Policy	Implementation
<p>Street frontage along roadways should consider opportunities for maximizing views of parks and SWMFs.</p> <p>Parks and stormwater management facilities shall be designed using CPTED principles, accessible through public lands and not land-locked by private development.</p>	<p>The Subdivision Authority shall have regard for the provision of adequate street frontage abutting parks and SWMFs to maintain and enhance view opportunities.</p> <p><b>Figure 7.0 – Land Use Concept</b> illustrates the location of parks and SWMFs.</p>
<p><b>Rationale:</b> The neighbourhood plan affords the community with significant visual connections and vista opportunities through the provision of appropriate development setbacks. In addition, the location and design of parks and SWMFs provides vistas into the site from the abutting roadways, and thereby heightens resident’s awareness. This promotes them as walking destinations, and enhances their surveillance to prevent crime. Park and SWMFs will be designed to serve as a destination for pedestrians and cyclists and to provide passive recreation opportunities.</p>	

#### Technical Summary:

No specific technical requirements were identified.

### 3.2.3 Ecology

The Cy Becker NSP supports the enhancement of Edmonton’s ecological network through the retention of a natural area and development of park spaces and stormwater management facilities.

**Objective (9).** Strengthen Edmonton’s ecological network by re-introducing habitat corridors through landscape and open space design.

NSP Policy	Implementation
<p>The Cy Becker NSP is designed to integrate and link land use components (e.g. parks, greenways, natural area and SWMFs) to provide habitat and encourage ecological connectivity.</p> <p>Plantings of native species should be utilized to add to the habitat value of the green network within the neighbourhood.</p> <p>A portion of the natural area located in the northwestern part of the neighbourhood shall be retained. In addition, a 10 metre buffer around the perimeter of the natural area shall be included.</p>	<p><b>Figure 7.0 – Land Use Concept</b> guides the development of the NSP.</p> <p>Relevant City of Edmonton conservation planning and policy shall be adhered to (i.e. Policy C531).</p> <p>The regulations of the City and Provincial environmental agencies shall be followed.</p> <p>A Natural Area Management Plan (NAMP) shall be completed and approved by the City of Edmonton prior to rezoning lands within 200 metres of the natural area in the northwestern portion of the neighbourhood. The NAMP will provide</p>

	<p>direction for the maintenance of the natural area.</p> <p>A Natural Area Management Plan (NAMP) for Lake 5 shall be completed and approved by the City of Edmonton concurrently with the NSP. This NAMP will provide direction for the maintenance of predevelopment stormwater flows to Lake 5 through site drainage.</p>
<p><b>Rationale:</b> The function and the integrity of the ecological network in the Cy Becker NSP area is very limited. The plan area is primarily agricultural land with one ecological network component retained and included in the plan. The north-west natural area is an important ecological resource for the neighbourhood. This natural area will add to the diversity and vitality of the neighbourhood and help create a sense of place. While recreation will be accommodated to a limited degree, the conservation of the natural area will take precedence.</p> <p>Developing a new network with plantings and native species is a preferable approach to create connectivity and habitat value within the NSP area and between the network component in the northwestern portion of the plan and outside of the plan boundaries. From an ecological perspective, the NSP concept includes the following components: a central linear shared-use path (greenway), two SWMFS, natural area, parks and open spaces.</p>	

#### Technical Summary:

An Ecological Network Report (ENR) was submitted to the City of Edmonton that identifies natural features and provides an assessment of the existing regional ecological network and to provide recommendations on how to conserve or protect any remaining integral natural areas.

A Natural Area Management Plan (NAMP) for the natural area is required to be completed and approved by the City of Edmonton prior to rezoning lands within 200 metres of the natural area in the northwestern portion of the neighbourhood. A NAMP for Lake 5 shall be completed and approved by the City of Edmonton concurrently with the NSP.

### 3.2.4 Environment

In order to ensure that the lands within the NSP area are suitable for development, the environmental status of the land must be evaluated. The City requires that Phase I Environmental Site Assessments (ESA) be submitted, reviewed, and endorsed prior to the rezoning stage of development.

<p><b>Objective (10).</b> Ensure the environmental status of the lands within the Cy Becker NSP is suitable for development and that Environmental Site Assessments (ESAs) are complete and up-to-date at the time of rezoning.</p>	
NSP Policy	Implementation
Determine the likelihood, types, and location of environmental concerns which may be present on the lands prior to rezoning.	ESAs will be submitted and any follow up will receive sign-off by the City administration prior to the rezoning stage



<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 date of rezoning application shall be redone.</p> <p>Where necessary, contaminated material shall be removed and disposed of in an environmentally sensitive manner, in accordance with federal, provincial, and municipal regulations.</p>	<p>of development.</p> <p>Site remediation, where necessary, shall be conducted prior to rezoning. An ESA report verifying the remediation shall be submitted for approval by the City administration prior to the rezoning of the subject lands.</p>
<p><b>Rationale:</b> Lands within the Cy Becker NSP boundary will be suitable for development and their environmental status confirmed prior to rezoning. Those lands identified as contaminated must undergo remediation according to Federal, Provincial, and Municipal standards.</p>	

#### Technical Summary:

A Phase I ESA has been approved by the City of Edmonton confirming that the participating landowner's land are free of contamination and therefore suitable for residential and other development (see **Table 2 – Phase I - Environmental Site Assessments** and **Figure 6.0 Environmental Site Assessment Overview**).

### 3.2.5 Historical Resources

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

<p><b>Objective (11).</b> Ensure that historical, archaeological and paleontological resources are identified and conserved, where applicable.</p>	
NSP Policy	Implementation
<p>Participating landowners shall submit a Statement of Justification for Historical Resources Act Requirements and, if necessary, a Historical Resources Impact Assessment (HRIA).</p> <p>All historical, archaeological and paleontological discoveries shall be reported.</p>	<p>A Statement of Justification for Historical Resources Act Requirements has been submitted to ACCS. Historical Resources Act clearance has been granted for Cy Becker.</p> <p>Any discoveries encountered during activities associated with the proposed development must be reported to Alberta Culture and Community Spirit (ACCS), Historic Resources Management Branch.</p>
<p><b>Rationale:</b> According to Statement of Justification for Historical Resources Act Requirements, there is a low potential for discovery of archaeological, paleontological, or historical resources or structures within the plan area. Historical Resources Act clearance was granted for SW, NW, SE 1-54-24-W4M and NE 36-53-24-W4M. Therefore, a Historical Resources Impact Assessment (HRIA) is not required.</p>	

## Technical Summary:

A Statement of Justification for Historical Resources Act Requirements was submitted to Alberta Culture and Community Spirit (ACCS) in support of the Cy Becker NSP. Historical Resources Act clearance was granted for SW, NW, SE 1-54-24-W4M and NE 36-53-24-W4M.

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

### 3.2.6 Residential

The Cy Becker NSP proposes a variety of residential types to accommodate a diverse population, with approximately 58 hectares (ha) of the plan area designated for residential land uses. The specific land uses will be determined on the basis of market conditions and consumer preferences at the time of zoning and subdivision (see **Figure 7.0 – Land Use Concept**).

Single and Semi-Detached housing will be developed on approximately 48.19 ha of land within the plan area and will facilitate the development of a variety of housing forms at an average density of 25 units per ha. Residential uses anticipated would be consistent with the RSL, RPL, RF1 and RF4 zoning designations under the Zoning Bylaw.

A (DC1) Direct Development Control Provision for Low Density Residential lots will allow for small lot single detached housing with zero lot lines. This housing type will be integrated with conventional single detached and semi-detached housing. Use opportunities are based on the (RSL) Residential Small Lot Zone and (RPL) Residential Planned Lot Zone.

Bylaw 16425  
May 6, 2013

Approximately 1.89 ha of the plan area is designated as Row Housing. Row Housing will be developed with alley access, at a maximum height of 3 storeys and density of 45 units/ha. Residential uses anticipated would be consistent with the RF5 and UCRH zoning designations under the Zoning Bylaw.

Approximately 8.10 ha of the plan area is designated as Low-Rise/Medium Density Housing. Low-Rise/Medium Density Housing sites will be developed at a maximum height of 4 storeys and an average density of 90 units per ha. Residential uses anticipated would be stacked row housing or low rise apartments consistent with the RF6 and RA7 zoning designation under the Zoning Bylaw.

The Cy Becker NSP proposes an overall residential density of approximately 85 persons per net residential hectare and 35 net residential units per hectare. The area, number of dwelling units, and population attributed to each form of residential development is shown in **Table 5 – Land Use and Population Statistics**.

<b>Objective (12).</b> Plan for a variety of single detached, semi-detached, row housing and low rise/medium density housing sites in different built forms, for a range of household types, income levels and ages.	
<b>NSP Policy</b>	<b>Implementation</b>
A mixture of dwelling types shall be provided, for example: single or semi-detached housing, row housing, and low-rise/medium density residential housing.	<b>Figure 7.0 – Land Use Concept</b> 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 through one of the applicable zones.
<p><b>Rationale:</b> Providing a variety of housing types promotes the creation of a well-balanced and complete community, one which can accommodate a range of income groups, household structures and market segments throughout their lifecycle.</p> <p><u>Single and Semi-Detached</u>          Opportunities to provide various forms of Single and Semi-Detached 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) Planned Lot Residential Zone, (RF1) Single Detached Residential Zone) and semi-detached housing (e.g. use of (RF4) Semi-Detached Residential Zone).</p> <p><u>Row Housing</u>          Row Housing areas will employ land use zones such as (RF5) Row Housing Zone and (UCRH) Urban Character Row Housing.</p> <p><u>Low-Rise/Medium Density Housing</u>          Low-Rise/Medium Density Housing areas will employ land use zones (RF6) Medium Density Multiple Family Zone, or (RA7) Low Rise Apartment Zone.</p>	

<p><b>Objective (13).</b> Establish an overall residential density that meets or exceeds the Suburban Housing Mix Guidelines and the density target of 30 upnrha as set out by the Capital Region Growth Plan.</p>	
NSP Policy	Implementation
<p>The Cy Becker NSP shall meet or exceed the approved Suburban Housing Mix Ratio for new neighbourhoods.</p> <p>The Cy Becker NSP shall meet or exceed the approved density target as set out by the Capital Region Growth Plan.</p>	<p><b>Figure 7.0 – Land Use Concept and Table 5 – Land Use and Population Statistics</b> will guide intensified suburban development.</p> <p>The Cy Becker NSP neighbourhood density is approximately 35 units per net residential hectare.</p>
<p><b>Rationale:</b> Council-approved (1991) guidelines recommend that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% Low Density Residential (Single and Semi-Detached ) and 15% to 35% Medium Density Residential (Row Housing and Low Rise/Medium Density Housing). This plan seeks to provide a choice of housing forms within the neighbourhood, and makes more efficient use of suburban land. These densities will support public transit, use infrastructure more effectively, and provide a user base for community facilities.</p> <p>The Cy Becker neighbourhood is located in the Capital Region Growth Plan's Priority Growth Area "B" which sets a minimum density target of 30 units per net residential hectare. The Cy Becker NSP exceeds this target.</p>	

**Objective (14).** Locate Row Housing and Low-Rise/Medium Density housing development to facilitate access to arterial roadways, public transit service, and/or in proximity to park spaces.

NSP Policy	Implementation
Row Housing and Low-Rise/Medium Density housing development should be located adjacent to arterial and/or collector roadways, along future transit routes, and in proximity to neighbourhood amenities.	<b>Figure 7.0 – Land Use Concept</b> conceptually illustrates the location of Row Housing and Low-Rise/ Medium Density housing development along arterial and collector roadways, future transit routes, near park sites and SWMFs.
<p><b>Rationale:</b> Row Housing and Low-rise/Medium Density housing is vital in creating sufficient population densities in a neighbourhood. Furthermore, the location of Low-Rise/Medium Density housing development abutting arterial and/or collector roadways and future transit routes, within walking distance of commercial sites, near community focal points and open spaces creates a more compact, walkable, attractive, and livable neighbourhood.</p>	

**Objective (15).** Establish affordable housing opportunities in the Cy Becker NSP.

NSP Policy	Implementation
<p>Developments shall comply with the City of Edmonton's affordable housing policies and guidelines.</p> <p>The NSP shall allow for a wide variety of housing types, with a wide range of price points, to create a more inclusive neighbourhood.</p> <p>Opportunities such as secondary suites, garage suites or garden suites should be encouraged among builders;</p>	<p>City of Edmonton's affordable housing policies and guidelines will be applied prior to rezoning.</p> <p><b>Figure 7.0 – Land Use Concept</b> indicates the location of the various residential land uses.</p> <p>Secondary suites, garage suites or garden suites shall be implemented through relevant sections of the Zoning Bylaw.</p>
<p><b>Rationale:</b> The Cy Becker NSP addresses housing affordability through the potential provision of a more intensive form of residential housing which may address many contemporary suburban issues such as:</p> <ul style="list-style-type: none"> <li>• urban sprawl (by maximizing land and servicing efficiencies);</li> <li>• diversity of housing (by providing a variety of lot sizes and housing forms); and</li> <li>• auto dependence (by improving walkability and pedestrian environments)</li> </ul> <p>The NSP encourages the exploration of innovation whether it is driven by the Developer or City. Secondary suites can further provide an important potential source of affordable housing for singles and other small households, and create mortgage helpers for the owner of the principle dwelling.</p>	

**Objective (16).** Provide a transition between residential uses of significantly different densities and height.

NSP Policy	Implementation
<p>Encourage appropriate transitions between Low-Rise/Medium Density Housing and Single and Semi-Detached Residential. Transitional elements shall include building setbacks, landscape buffers, and variations in architectural design techniques to minimize building massing and/or shadow impacts.</p> <p>Residential development shall be designed to ensure appropriate separation from the telecommunication tower.</p>	<p><b>Figure 7.0 – Land Use Concept</b> illustrates the general location of land uses. Proposed residential uses will be designed with attention to compatibility with adjacent planned uses.</p> <p>The Subdivision Officer and the Development Officer will have regard for lot and site design, ensuring that separation distance between the telecommunication tower and buildings is maximized.</p>

**Rationale:** A variety of techniques can be used to provide the appropriate transitioning between Single and Semi-Detached units and Low-Rise/Medium Density Housing units including increased building setbacks, increased landscaped buffers, the use of building step backs and other design elements. Such techniques can serve to moderate the use differences between single detached and higher density developments.

The NSP contains one telecommunication tower. While the Government of Canada is the final authority in the approval of telecommunication facilities, Industry Canada works with municipalities and telecommunication carriers in order to ensure that local concerns are addressed. Accordingly, the City of Edmonton will facilitate and coordinate the siting and appearance of telecommunication facilities. While the provision of cellular service is a benefit to nearby landowners and users, telecommunication facilities should be considerate of surrounding land uses and designed accordingly

#### Technical Summary:

No specific technical requirements were identified.

### 3.2.7 Parks and Open Space

The Cy Becker NSP provides for one Urban Village Park, two Pocket Parks and a Natural Area, which are linked to other open spaces (i.e. two stormwater management facilities) by a shared-use path. An integrated open space system is proposed for the Cy Becker neighbourhood, as shown in **Figure 8.0 – Pedestrian Network**. The area attributed to Park and Open Space is shown in **Table 5 – Land Use and Population Statistics**.

**Objective (17).** Accommodate City of Edmonton requirements for park sites within the neighbourhood.

NSP Policy	Implementation
The NSP shall follow the guidelines for the hierarchy and distribution of park spaces as prescribed in the Urban	The Urban Village Park, Pocket Parks, Natural Area, greenway and open spaces

<p>Parks Management Plan (UPMP).</p> <p>The developer shall provide Municipal Reserve as land, cash in lieu of land, or a combination thereof of up to 10% of the gross developable area.</p> <p>Servicing shall be provided within roadways fronting onto the Urban Village Park in order to accommodate any and all facilities which may be developed on site.</p>	<p>are conceptually illustrated in <b>Figure 7.0 – Land Use Concept</b>.</p> <p>The Subdivision Authority shall determine the MR owing for the Cy Becker NSP, and the areas dedicated as MR shall be confirmed by legal survey at the time of subdivision.</p> <p>The neighbourhood servicing scheme shall ensure that the type and amount of servicing provided within roadways adjacent to parkland adequately meets the need of parkland facilities into the future. Any proposal that seeks to provide less than full services along the entire roadway adjacent to parkland will need to be negotiated with the City of Edmonton.</p>
<p><b>Rationale:</b> The Urban Parks Management Plan (UPMP) provides strategic direction for the acquisition, design, development, and management of Edmonton's parkland until the year 2016. The NSP uses the hierarchy of park sites and land assembly guidelines set out in UPMP.</p> <p><u>Urban Village Park</u></p> <p>The Urban Village Park is approximately 5.0 ha in area. This park has been sized to accommodate the potential development of a Community League facility and sportsfields in accordance with the Urban Parks Management Plan (UPMP) requirements. The site is located in the central portion of the neighbourhood, at the intersection of two collector roadways which will provide sufficient frontage to ensure flexibility in facility design and ensures sufficient access to the site by a variety of users including pedestrians, cyclists, transit users and automobiles. The park site is intended to serve as a gathering place for the neighbourhood and may also provide the opportunity for both passive and active recreation.</p> <p><u>Pocket Park</u></p> <p>Pocket Parks will be used to serve residential sub-areas within the neighbourhood for passive and active recreation opportunities. Two park spaces are proposed within the neighbourhood to meet the needs of all users within this community. Their placement will ensure that all residents have convenient access to parkland for everyday activities. The NSP provides a 0.5 ha (approx.) park located within the southeast portion of the neighbourhood and a 0.58 ha (approx.) park located within the south-central portion of the neighbourhood. These parks are ideally located along collector roadways with ample frontage allowing for good access. The sites will be programmed to accommodate a variety of passive and active recreation uses.</p> <p><u>Natural Area</u></p> <p>The natural area located in the north-west portion of the Plan area is approximately 1.32 ha in area. Designation of the lands as a natural area will preserve and protect the existing tree stand in the neighbourhood. The natural area will also provide opportunities for passive recreation.</p> <p><u>Greenway</u></p> <p>A greenway corridor in the central area provides a linear, multi-modal connection from the south-</p>	



central pocket park to the Urban Village Park. The greenway is approximately 0.22 ha, or 0.22% of the gross developable area.

#### Stormwater Management Facility

Stormwater management facilities are considered as amenities and part of the open space network. These facilities add to the neighbourhood's attractiveness, character, and image as a pedestrian-friendly community. All SWMFs are linked with the neighbourhood trail network and complement the open space system by providing additional areas for passive recreation. The extent of public open space (and private land) around the facilities will depend on City policies at the time of development.

The location and configuration of the two SWMFs provides vistas from abutting roadways, thereby heightening resident awareness and use of this public facility. This in turn will promote the SWMFs as a walking destination, and enhance surveillance to prevent crime and will serve as a destination for pedestrians and cyclists and provide passive recreation opportunities.

#### Municipal Reserve

Overall, land provided for municipal reserve dedication for the Cy Becker NSP is approximately 7.9%. This is justifiable in light of the fact there was a substantial over-dedication of MR land in the McConachie neighbourhood, in order to contribute land for a District Park Campus, a School and Community Park, and a significant Natural Area.

The Pilot Sound Area Structure Plan indicates that no school sites are required within the Cy Becker Neighbourhood. The McConachie Neighbourhood, located directly west of Cy Becker, includes the District Park Site which will accommodate the development of two schools. A Community Knowledge Campus Needs Assessment (CKC NA) and Parkland Impact Assessment (PIA) has been prepared by a Private Corporation on behalf of the participating landowner, in support of the Cy Becker Neighbourhood Structure Plan and submitted under separate cover.

Amended  
by Editor

**Objective (18).** Locate park spaces centrally within the neighbourhood to ensure accessibility via pedestrian linkages and automobiles.

NSP Policy	Implementation
<p>Parks shall have frontage along public roadways to ensure sightlines, natural surveillance, and adequate lighting. Landscaping and design of park spaces shall take into consideration basic CPTED principles and design principles included in the Design Guide for a Safer City and Urban Parks Management Plan (UPMP).</p> <p>Park space shall be designed to accommodate active or passive recreation activities for different age groups.</p>	<p>The Subdivision Authority shall have regard for the subdivision design to ensure adequate public roadway frontage on all parks illustrated in <b>Figure 7.0 – Land Use Concept</b>.</p> <p>Design and development of future parks and open spaces will consider programming needs of the community and be implemented based on requirements of the Sustainable Development – Urban Planning Environment Branch – Parks Planning Section.</p>



**Rationale:** All parks are located adjacent to roadways, and are connected through a network of shared-use paths, walkways and sidewalks to ensure that they are accessible and dispersed with the residential uses in the plan area.

**Objective (19).** Design a connected and integrated open space system that encourages all modes of movement (e.g. pedestrians, bicycles, wheelchairs, in-line skates, etc.).

NSP Policy	Implementation
The Cy Becker NSP shall incorporate an array of pedestrian linkages along sidewalks, walkways and shared-use path corridors that connect all park spaces, stormwater management facilities and various other focal points.	<b>Figure 7.0 – Land Use Concept</b> and <b>Figure 8.0 – Pedestrian Network</b> conceptually guide the location of neighbourhood parks, open spaces, pedestrian connections and stormwater management facilities which should connect residents to the focal points.
<b>Rationale:</b> The plan provides a well-connected and integrated network which accommodates multiple modes of transportation, with a focus on pedestrians and bicycles. <b>Figure 8.0 - Pedestrian Network</b> highlights this network of shared-use paths and walkways, which will provide a high degree of connectivity within the plan.	

#### Technical Summary:

A Parkland Impact Assessment (PIA) was completed outlining Cy Becker's compliance with the UPMP vision and guidelines. In addition, a Community Knowledge Campus Needs Assessment (CKC NA) has been completed in support of the Cy Becker NSP.

Figure 8.0 Pedestrian Network



figure 8.0

Legend

- Shared-Use Path
- Minor Pedestrian Linkage
- Potential Minor Pedestrian Linkage
- Greenway
- Destination Areas
- Key Pedestrian Crossing
- Urban Village Park
- Park
- Natural Area
- Constructed Wetland Stormwater Management Facility
- Neighbourhood Boundary

Pedestrian Network

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### 3.2.8 Commercial

The Cy Becker NSP includes one Community Commercial site which is envisioned to be a destination point within the NSP. The area attributed to Commercial development is shown in **Table 5 – Land Use and Population Statistics**.

The Community Commercial site is located in the south-central part of the NSP, at the intersection of 167 Avenue and a collector roadway. The site is intended to serve the commercial needs of the neighbourhood and surrounding community. The site offers good visibility and accessibility due to its location at one of the neighbourhood's main points of entry.

<b>Objective (20).</b> Minimize the impact of commercial development on adjacent land uses.	
<b>NSP Policy</b>	<b>Implementation</b>
Site planning of neighbourhood commercial areas shall take into consideration the layout and location of all structures, parking and loading facilities to ensure that impacts on adjacent land uses is minimized.	The Development Officer shall have regard for the appropriate application of setbacks, landscaping, buffering and façade treatments available under the Zoning Bylaw at the Development Permit stage.
<b>Rationale:</b> Impacts associated with the commercial development have been minimized and carefully integrated with surrounding residential development. Attention to site design will separate incompatible use activities and minimize potential impacts. In particular, activity associated with commercial uses shall be oriented towards arterial or collector roadways, away from residential uses and low density residential lots adjacent to commercial uses shall either back or flank against commercial uses.	

<b>Objective (21).</b> Provide the opportunity for commercial needs to be met within the neighbourhood.	
<b>NSP Policy</b>	<b>Implementation</b>
Community Commercial development opportunities shall be provided to serve the needs of residents located within Cy Becker and adjacent communities.	<b>Figure 7.0 – Land Use Concept</b> illustrates the location of the neighbourhood commercial area.
<b>Rationale:</b> The Cy Becker NSP identifies one community commercial site within the neighbourhood. Commercial uses provide local employment opportunity 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. The commercial site is sized and configured to accommodate a range of commercial uses under the (CSC) Shopping Centre Zone of the Zoning Bylaw.	

**Objective (22).** Locate and orient commercial sites along arterial or collector roadways to ensure high visibility and convenient access opportunities.

NSP Policy	Implementation
The Community Commercial site shall be placed along arterial and/or collector roadways, transit routes and along major pedestrian corridors to ensure high visibility and accessibility.	<b>Figure 7.0 – Land Use Concept</b> illustrates the location and the conceptual configuration of the community commercial area, which will be confirmed prior to the rezoning approval.
<p><b>Rationale:</b> The community commercial site is located at the intersection of 167 Avenue and a collector roadway in the central portion of the neighbourhood allowing for convenient access to commercial activities.</p> <p>Prominent frontage along 167 Avenue and the collector roadway are significant components influencing the location of the commercial site. The site provides 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. The location of the commercial site is also within walking distance of residential areas and accessible by internal pedestrian linkages.</p>	

#### Technical Summary:

No specific technical requirements were further identified.

### 3.2.9 Transportation

The overall transportation network within the Cy Becker NSP is based on the provision of efficient vehicular, transit and pedestrian circulation. This is conceptually illustrated in **Figure 8.0 – Pedestrian Network** and **Figure 9.0 – Transportation Network** which identifies the roadway network and alternative circulation system that accommodates the movement of automobiles, transit, bicycles and pedestrians within the neighbourhood and the connections to adjacent communities.

**Objective (23).** Implement the City of Edmonton road hierarchy system of an integrated arterial, collector and local roadway network.

NSP Policy	Implementation
A well-integrated system of arterial, collector and local roadways shall be established for vehicular and pedestrian circulation within the NSP boundaries and the adjacent neighbourhoods.	Road right-of-way and arterial road widening shall be dedicated to the City of Edmonton in accordance with the NSP at the subdivision stage of development.
<p><b>Rationale:</b></p> <p>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 roads are intended to facilitate the efficient movement of vehicular traffic (see <b>Figure 9.0 – Transportation Network</b>). Vehicular access to the surrounding arterial</p>	

roadways will be provided via three neighbourhood entrances/exits.

#### Regional Roadway Network

The Cy Becker NSP will benefit from a high level of accessibility to the metropolitan Edmonton area as a result of its close proximity to the following existing and proposed arterial roadways.

Arterial roadways border the neighbourhood along the west (50 Street) and south (re-aligned 167 Avenue). To the north, the neighbourhood is bordered by Anthony Henday Drive and to the east by Anthony Henday Drive and Manning Drive. The northwest portion of Anthony Henday Drive from 184 Street to 34 Street/Manning Drive was completed in 2011. The completion of Anthony Henday Drive from 34 Street/Manning Drive to the Yellowhead Highway (Highway 16) is projected to be completed by 2015/2016. The development and continuation of this facility will provide this area with an added level of accessibility to the Capital Region.

#### Road Closures

As a result of the Anthony Henday Drive / Manning Drive interchange, Zaychuk Road is currently discontinuous and the south portion of the roadway terminates at the Transportation and Utility Corridor. The existing Zaychuk Road in the Cy Becker neighbourhood will be closed and consolidated with the adjacent parcels. The right-of-way is intended to be developed for residential and/or commercial uses. A portion of Zaychuk Road must remain in place to provide access to the existing greenhouse located on the northeast of the Zaychuk Road and old 167 Avenue intersection, for as long as it is required. As well, Zaychuk Road must remain in place to provide access to the TUC until alternate access is provided through an access corridor within the neighbourhood.

The developer of the adjacent land will be responsible to apply for the closure of Zaychuk Road as well as the removal of the existing road surface with redevelopment of the adjacent parcel(s).

The old 167 Avenue right-of-way through the Cy Becker neighbourhood will be closed in the future and consolidated with the adjacent parcels. The right-of-way will be developed as commercial and/or residential uses.

The developer of the adjacent land will be responsible to apply for the closure of the old 167 Avenue with development of the adjacent parcel(s) as well as the removal of the existing road surface.

#### Arterial Roadways

Arterial roadways facilitate the movement of intra-municipal traffic and generally maintain limited direct access to adjacent land uses. Within the plan area, 167 Avenue and 50 Street NW are designated as arterial roadways, which will provide the Cy Becker neighbourhood with major east-west and north-south access to the surrounding areas. Appropriate spacing of intersections and access-egress requirements are respected along this roadway. The TIA will dictate the appropriate road network required for the development of the neighbourhood.

Lands within the Cy Becker NSP 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 the catchment area and is based on the costs of constructing 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 Cy Becker NSP are defined in detail by the associated Transportation Impact Assessment.



### Collector Roadways

Collector roadways, which provide internal/external accesses, are spaced at appropriate intervals along the arterial roadways to facilitate traffic progression and to ensure that sufficient distance is available to allow for right and left turn-bay development along the arterials. The collector roadway network provides efficient and convenient access to residential areas and prevents cut-through traffic while enhancing the overall safety in the neighbourhood. This serves to further reinforce a local 'sense of place' among residential sub-areas, reduce traffic volume and speeds, and establish a pedestrian-oriented streetscape (i.e. walkable environment).

Two accesses are proposed to 167 Avenue and one to 50 Street NW. The proposed lane requirements for these roadway facilities as well as the arterial roadway network have been addressed in detail in the Cy Becker TIA, which was submitted under separate cover. Other access and roadway requirements will be determined at the rezoning and subdivision stages to the satisfaction of Transportation Services.

### Local Roadways

Local roadways provide access to adjacent land uses and maintain a limited role in the overall movement of traffic within the Cy BeckerNSP.

### Truck Routes

50 Street is currently identified as a 24 hour truck route. Manning Drive is identified as a dangerous goods truck route and truck route. Anthony Henday Drive is designated as a dangerous goods truck route and truck route.

### Parking

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

## **Objective (24). Minimize traffic congestion and enhance safety on internal collector roadways.**

<b>NSP Policy</b>	<b>Implementation</b>
<p>The number of residential lots fronting onto and having direct access to a collector road should be in accordance with the applicable City Policies and/or guidelines.</p> <p>Traffic calming should be employed to reduce automobile speeds, increase pedestrian safety and improve the streetscape.</p>	<p>The Subdivision Authority, in consultation with Transportation Services shall have regard for the number of lots having direct access onto a collector roadway.</p> <p>The number of lots having direct access onto a collector roadway shall be determined at the subdivision stage and shall not exceed 30%. Lots having direct access onto collector roadways should not interfere with transit stops.</p> <p>Traffic calming measures such as roundabouts, raised intersections or curb extensions may be incorporated along roadways. Details will be confirmed with Transportation Services prior to</p>



	development.
<p><b>Rationale:</b> Along collector roadways with high traffic volumes, front drive access will be restricted in order to promote a safe and pedestrian-friendly streetscape and to reduce vehicular conflicts. The provision of front drive access within the overall plan area will be consistent with applicable City of Edmonton policies and will be determined prior to rezoning and subdivision approval.</p> <p>Traffic calming such as roundabouts, pedestrian islands, raised intersections or curb extensions at significant roadway locations (i.e. collector to collector or local to collector intersections) may be beneficial as they reduce vehicular speeds and enhance pedestrian safety. Roundabouts, for instance, provide for the orderly and continuous movement of vehicles. Raised intersections reduce vehicle speeds, improve drivers' awareness of crossings and visually turn intersections into pedestrian-oriented zones. Curb extensions enhance pedestrian safety by reducing crossing distances, relieve sidewalk crowding and provide space for functional elements such as seating, plantings, and furniture.</p>	

Objective (25). Provide strong pedestrian and vehicular connections with surrounding communities.	
NSP Policy	Implementation
<p>The NSP shall establish strong connections with adjacent neighbourhoods through the use of local roadways, sidewalks and pedestrian connections.</p> <p>Shared-use paths shall be provided through the SWMFs, Urban Village Park, along abutting arterial roadways and select collector roadways.</p>	<p><b>Figure 7.0 - Land Use Concept</b> and <b>Figure 9.0 – Transportation Network</b> conceptually illustrates the surrounding arterial street pattern and connections with surrounding neighbourhoods.</p> <p>The location and design of shared-use paths along roadways, through the SWMF and parks shall be reviewed by the City of Edmonton at the roadway design stage. Additional road right-of-way will be required to accommodate Shared-use paths along select collector roads.</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 for movement that links destinations within and outside of the neighbourhood, provides accesses and is integrated with the environment.</p>	

**Objective (26).** Promote connectivity and pedestrian accessibility to neighbourhood recreational amenity areas such as parks, natural area, and open spaces which are clear, direct and convenient.

NSP Policy	Implementation
<p>A network of hard-surfaced sidewalks, walkways, greenway, and shared-use paths shall be provided to promote walkability and access to parks, natural area, open spaces, stormwater management facilities, and amenities.</p>	<p><b>Figure 8.0 – Pedestrian Network</b> shall guide the future application of walkways, sidewalks, greenways and shared-use paths.</p> <p>The Subdivision Authority should have regard for the dedication of walkways to promote walkability and appropriate access to neighbourhood amenities. All local and collector roadways in Cy Becker should be developed with sidewalks and/or shared-use paths.</p>
<p><b>Rationale:</b> Neighbourhoods designed with connectivity in mind support the residents' ability to walk to destinations, reducing the number of vehicle trips, promoting health, supporting social interaction, and reducing energy consumption and greenhouse gas emissions. Active transportation, such as walking and bicycling are promoted through the use of roadway sidewalks, walkways, and shared-use paths providing an internal alternative pedestrian circulation system that is highly connected, direct and convenient. These linkages facilitate easy access for pedestrians and cyclists as outlined in <b>Figure 8.0 – Pedestrian Network</b>.</p> <p><u>Pedestrian Network</u></p> <p>An efficient and continuous pedestrian network connecting key nodes within the NSP will provide pedestrian circulation throughout the neighbourhood. All local and collector roadways in Cy Becker will be developed with sidewalks and/or shared-use paths providing a sufficient level of pedestrian access within the NSP. Pedestrian traffic is emphasized and numerous access and egress points are also provided at neighbourhood boundaries.</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 Services at the zoning and 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.</p> <p><u>Pedestrian Circulation</u></p> <p>The Cy Becker NSP shall support a walkable community. This includes provision of alternative transportation modes that support a range of users (and abilities) to access focal points, amenities and services within the neighbourhood.</p> <p><u>Walkways</u></p> <p>A number of walkways are proposed in the plan area, which serve as minor pedestrian connections. These walkways enhance pedestrian connectivity in the NSP by establishing pedestrian linkages to open spaces. Pedestrian connections to such community facilities as parks,</p>	

natural area, SWMFs and commercial areas have been planned to create a continuous and convenient walkway system and to reduce walking distances to transit.

#### Dedication of Minor Walkways

While all local and collector roadways will include a sidewalk, there may be situations where the pattern of roadways will not facilitate a direct route to an amenity space or a transit facility. In this circumstance, the NSP dedicates minor walkways and/or shared-use path to ensure walkability and appropriate access to neighbourhood destinations and transit facilities.

#### Greenways

Cy Becker proposes one greenway, as identified on **Figure 8.0 – Pedestrian Network**. This greenway, located between the urban village park and south-central pocket park will be dedicated as municipal reserve. The greenway will function as a multi-use (e.g., pedestrian, bicycle, other) trail corridor and is intended to be approximately 10 metres wide with a 3 metre wide paved trail. In addition to the paved trail the Greenway will include grassed or naturalized planting, park furniture (e.g. benches, garbage receptacles), trees and shrub beds, and directional and interpretive signage. The overall Greenway network will connect the residential sub-areas of the neighbourhood with parks, natural area, and public spaces.

#### Bicycle Circulation

Bicycle circulation within the Cy Becker NSP 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.

**Objective (27).** Mitigate the impact of vehicular traffic associated with Commercial and Low-Rise/Medium Density Housing development on Single and Semi-Detached areas.

NSP Policy	Implementation
Commercial and Low-Rise/Medium Density Housing parcels should be located to facilitate access from arterial and collector roadways to the greatest extent possible.	The subdivision process shall involve the review of tentative plans to ensure Commercial and Low-Rise/Medium Density Housing development is accessed via collector and arterial roadways fronted by Single and Semi-Detached Residential development is minimized.
<b>Rationale:</b> Commercial developments and higher density residential developments are located adjacent to collector or arterial roadways. Locating nodes of higher intensity and increased vehicular traffic adjacent to roadways with higher vehicular capacity reduces potential conflicts between local residential traffic and traffic generated by these higher intensity uses.	

**Objective (28).** Ensure the maximum length of cul-de-sacs in residential settings do not compromise City emergency response plans, operations and maintenance.

NSP Policy	Implementation
Development of long cul-de-sacs should be avoided.	Cul-de-sac lengths in residential settings shall be determined prior to subdivision approval. The Subdivision Authority should ensure cul-de-sacs are in accordance with the applicable City Policies and Directives.
<b>Rationale:</b> Subdivision design should ensure that cul-de-sac length does not exceed 120 m to reduce impacts to City operations (e.g., fire and medical access, garbage collection and snow clearing). Where the length of cul-de-sac must exceed 120 m due to land characteristics, the provision of an emergency access to an adjacent cell of development will be required.	

**Objective (29).** Create adequate locations for neighbourhood access.

NSP Policy	Implementation
Collector roadways shall have adequate access to arterial roadways in order to maintain appropriate traffic flow in and out of the neighbourhood.	<b>Figure 9.0 – Transportation Concept</b> illustrates collector roadway accesses to arterial roadways. Subdivision design in residential settings shall be determined prior to subdivision approval.
<b>Rationale:</b> The location of access points are illustrated in <b>Figure 9.0 – Transportation Network</b> , and have been developed to ensure that adequate access by a variety of transportation modes is provided through the plan area with the support of the Transportation Impact Assessment (TIA).	

**Objective (30).** Integrate land use and circulation patterns considering safety.

NSP Policy	Implementation
Pedestrian crossings shall be safe, convenient and developed at visible locations.	The location of pedestrian crossings shall be identified and detailed at the subdivision approval and/or development permit stages, while the design shall be confirmed by Transportation Services at the roadway design stage.
<b>Rationale:</b> In order to provide safe pedestrian crossings, attention should be paid to signage and road markings. Proper lighting and sightlines should also be maintained to ensure a high level of visibility. Major pedestrian crossings which are not necessarily located at signalized intersections (see <b>Figure 8.0 – Pedestrian Network</b> ) should be reviewed from a safety perspective. Further details regarding pedestrian crossings to enhance pedestrian safety across the roadway will be	


determined at the subdivision approval stage and roadway design stage.

**Objective (31).** Provide public transit services within the plan area in accordance with City of Edmonton Transit System Guidelines and demands, and ensure access to future transit routes and facilities.

NSP Policy	Implementation
The location of all residential land uses should be within 400 metres of a transit route. Transit service shall be initiated in the initial stages of development of the neighbourhood.	Edmonton Transit System will determine the routing for public transit along the arterial and collector roadways which have been identified as future transit routes.  In an effort to provide transit service earlier in the development of the neighbourhood, participating landowners shall cooperatively fund transit for the first two years of service. Following this two year period, Edmonton Transit shall consider providing transit service, subject to City Council budget approvals and other factors, including sufficient ridership levels.
<p><b>Rationale:</b> Future public transit service will be extended into the Cy Becker NSP area in accordance with the City of Edmonton Transit System Guidelines and demands. The neighbourhood has been designed to ensure that all residents are within 400 metres (approximately 5 minute walk) of transit service.</p> <p>Future transit routes will be established on the basis of the proportion of trips, which are expected to be generated from within the neighbourhood and adjacent areas. Future transit service will be accommodated within the neighbourhood and internal collector roadways will be developed to a suitable standard to accommodate transit service and provide readily accessible service to all areas of the neighbourhood.</p>	

**Objective (32).** Provide noise attenuation where residential uses back onto major transportation corridors which have been designated or will be designated as truck routes

NSP Policy	Implementation
Appropriate noise attenuation shall be provided for residential uses adjacent to arterial roadways (i.e. 167 Avenue, 50 Street NW, Anthony Henday Drive and Manning Drive).	Transportation Services shall determine if a noise attenuation assessment is required for residential development at the subdivision approval stage, in accordance with the City of Edmonton Urban Traffic Noise Policy C506.



**Rationale:** Where residential development will be constructed adjacent to 167 Avenue, 50 Street , Anthony Henday Drive and Manning Drive, the City of Edmonton requires the developers to address noise concerns. Therefore, a noise attenuation needs assessment will be carried out in accordance with City of Edmonton's Urban Traffic Noise Policy. If required by Transportation Services, noise level evaluations will be carried out by the developer prior to subdivision application at the design phase of the project. Based on the results of the study, noise attenuation devices may be required (i.e. berm and fence) to be incorporated in the design of subdivisions bordering 50 Street, 167 Avenue, Manning Drive and Anthony Henday Drive.

**Technical Summary:**

The transportation network for the NSP will be provided in accordance with the requirements of the City of Edmonton's Transportation Services. A Transportation Impact Assessment (TIA) has been submitted under separate cover for review and approval by Transportation Services.



Figure 9.0 Transportation

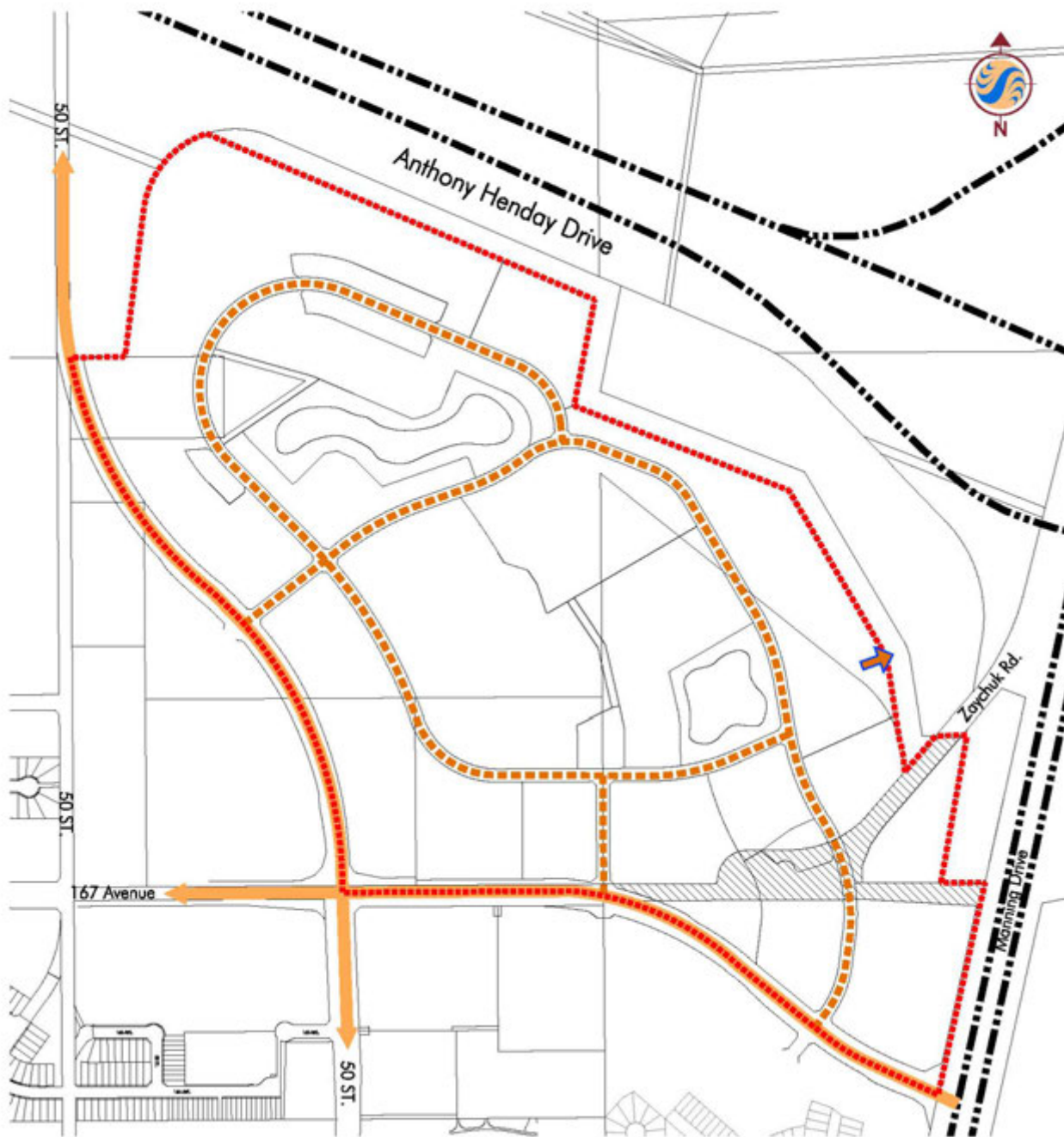


figure 9.0

Legend

- Arterial Roadway
- - - Collector Roadway
- ➔ 6m Access Corridor to the TUC
- Road Right of Way to be Closed
- - - - - Anthony Henday Drive and Manning Drive
- . . . . . Neighbourhood Boundary

Transportation Network


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### 3.2.9.1 Infrastructure

The Cy Becker NSP will be a fully serviced neighbourhood designed and constructed in accordance with City servicing standards.

Objective (33). Ensure that Cy Becker NSP is serviced to a full urban standard, in an efficient, contiguous and staged manner.	
NSP Policy	Implementation
<p>Sanitary and stormwater servicing will be provided in accordance with the associated Neighbourhood Design Report (NDR) for the Cy Becker NSP.</p> <p>Water servicing to the NSP area shall be provided in accordance with the associated Hydraulic Network Analysis (HNA).</p> <p>Shallow utilities shall be extended into the plan area as required.</p>	<p>Approval of engineering drawings and servicing agreements shall be required for installation of water, sanitary, and stormwater servicing.</p> <p>Installation of shallow utilities shall be executed through servicing agreements</p>
<p><b>Rationale:</b></p> <p><u>Sanitary Servicing</u></p> <p>Sanitary services for the Cy Becker NSP will ultimately connect into the Clareview Sanitary Trunk (CST) system. The sanitary system is illustrated in <b>Figure 10.0 – Sanitary Servicing</b>. Sanitary servicing will be developed utilizing conventional gravity systems as per detailed engineering.</p> <p><u>Stormwater Servicing</u></p> <p>The major storm drainage system includes two constructed wetland stormwater management facilities to provide adequate storage volumes under the critical rainfall event as conceptually shown in <b>Figure 11.0 – Stormwater Servicing</b>. The facilities have been located on the basis of natural drainage patterns and pre-development sub-basin drainage boundaries in the Plan area. .</p> <p><u>Water Servicing</u></p> <p>The conceptual design for the water distribution network for Cy Becker is shown in <b>Figure 12.0 – Water Servicing</b>. Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for all residential uses. Water looping will be provided in accordance with the requirements of a Private Utility Corporation along with submission of a Water Network Analysis.</p> <p>A Private Utility Corporation has advised that a pressure reducing valve (PRV) will be located in the northeast portion of the plan, adjacent to the Urban Village Park. In addition, one check valve will be required which is located in the central portion of the plan, adjacent to the Pocket Park. The locations of the PRV and Check Valve are conceptually illustrated in <b>Figure 12.0 – Water Servicing</b>. The actual locations of the PRV and Check Valve will be determined at the time of subdivision.</p> <p><u>Shallow Utilities</u></p> <p>Power, gas, and telecommunication services are all located in proximity to the NSP and will be extended into the plan area as required.</p> <p><u>Development Staging</u></p> <p><b>Figure 13.0 – Staging Concept</b> shows the anticipated direction of development for Cy Becker.</p>	

Amended  
by Editor



The anticipated sequence of development for the Cy Becker NSP is expected to proceed from the south and the west portions of the plan area with the general direction of the development to north and east.

In general, development will proceed in a manner that is contiguous, logical and economical with respect to municipal servicing. Development of individual phases may vary from the actual zoning and subdivision applications depending on contemporary market demands and aspirations of the respective landowners. Should sufficient demand warrant or engineering design be made more efficient, portions of separate phases may be developed concurrently.

### **Technical Summary:**

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

Details regarding stormwater drainage and sanitary service schemes for the Cy Becker NSP are provided in the associated Neighbourhood Design Report (NDR) submitted under separate cover by a private consultant. Water looping will be provided in accordance with the requirements of a Private Utility Corporation.. A Water Network Analysis (WNA) was prepared, reviewed and approved by a Private Utility Corporation.

Amended  
by Editor

Figure 10.0 Sanitary Servicing

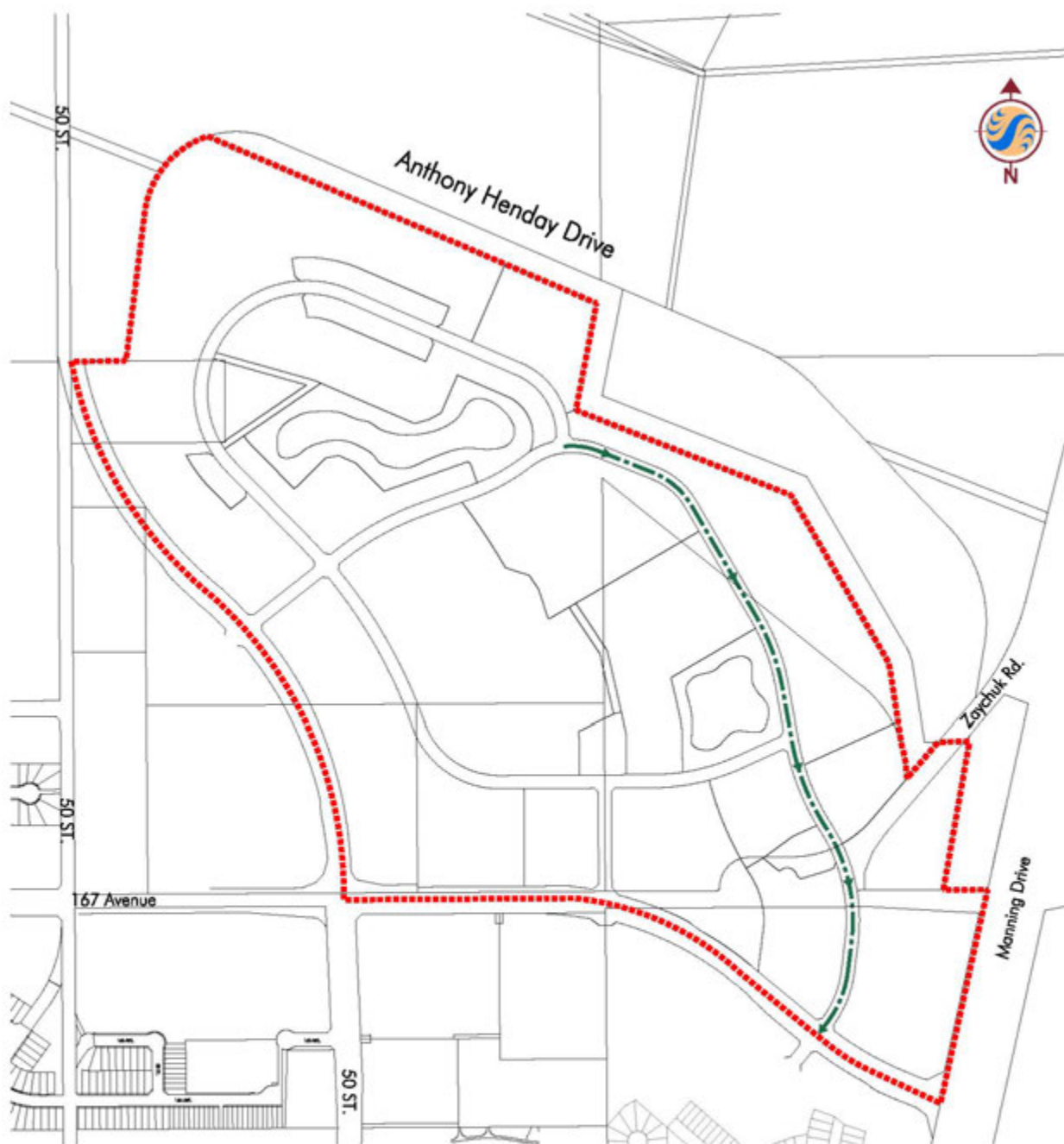


figure 10.0

- Legend
- Sanitary Trunk
  - Neighbourhood Boundary

Sanitary Servicing  
**Cy Becker**  
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Figure 11.0 SWMF

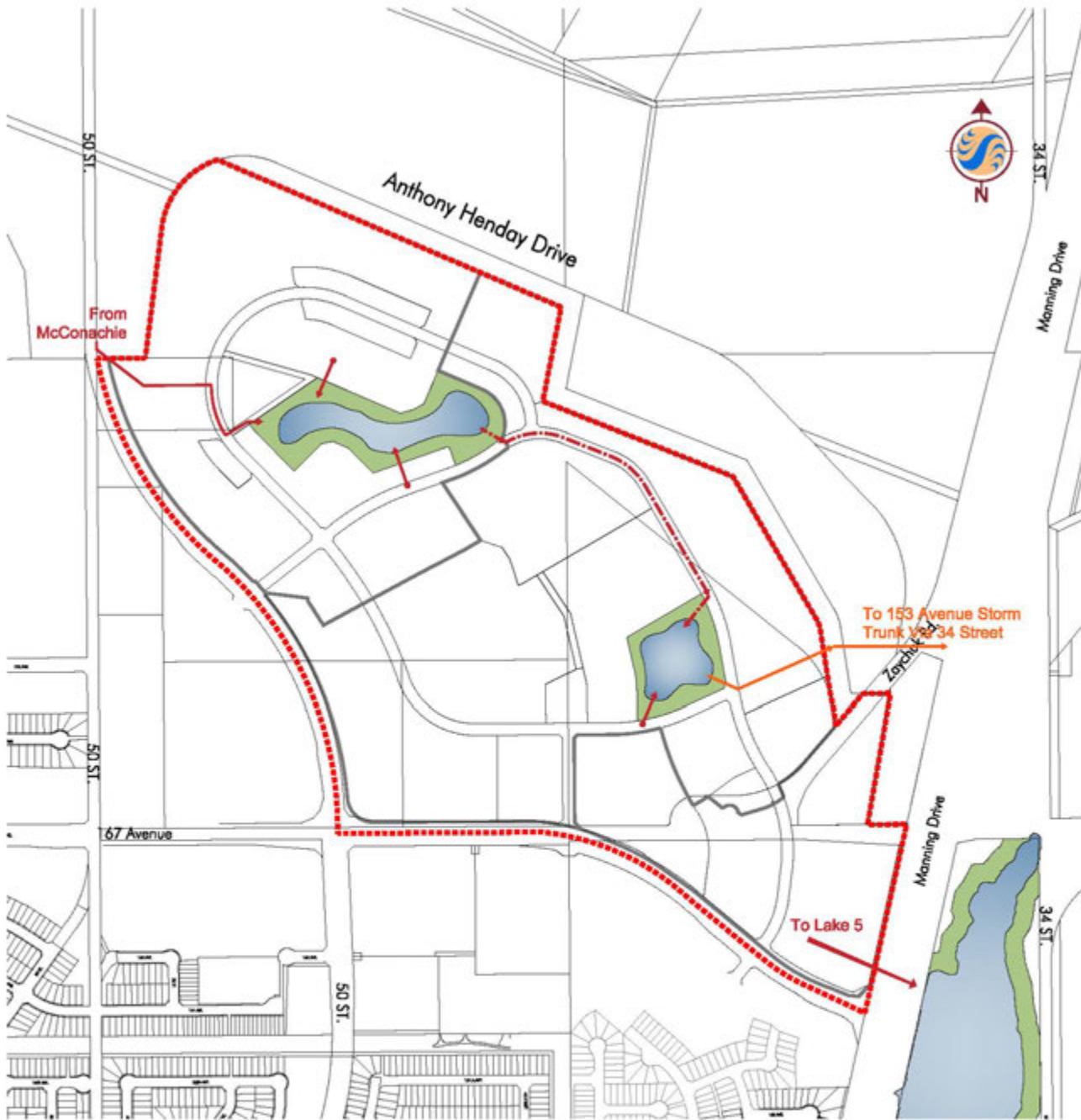


figure 11.0

#### Legend

- Storm Basin Boundary
- Storm Trunk
- - - Interconnecting Pipe
- Storm Outfall Pipe
- Constructed Wetland
- Stormwater Management Facility
- ..... Neighbourhood Boundary

Stormwater Servicing

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Figure 12 WATER

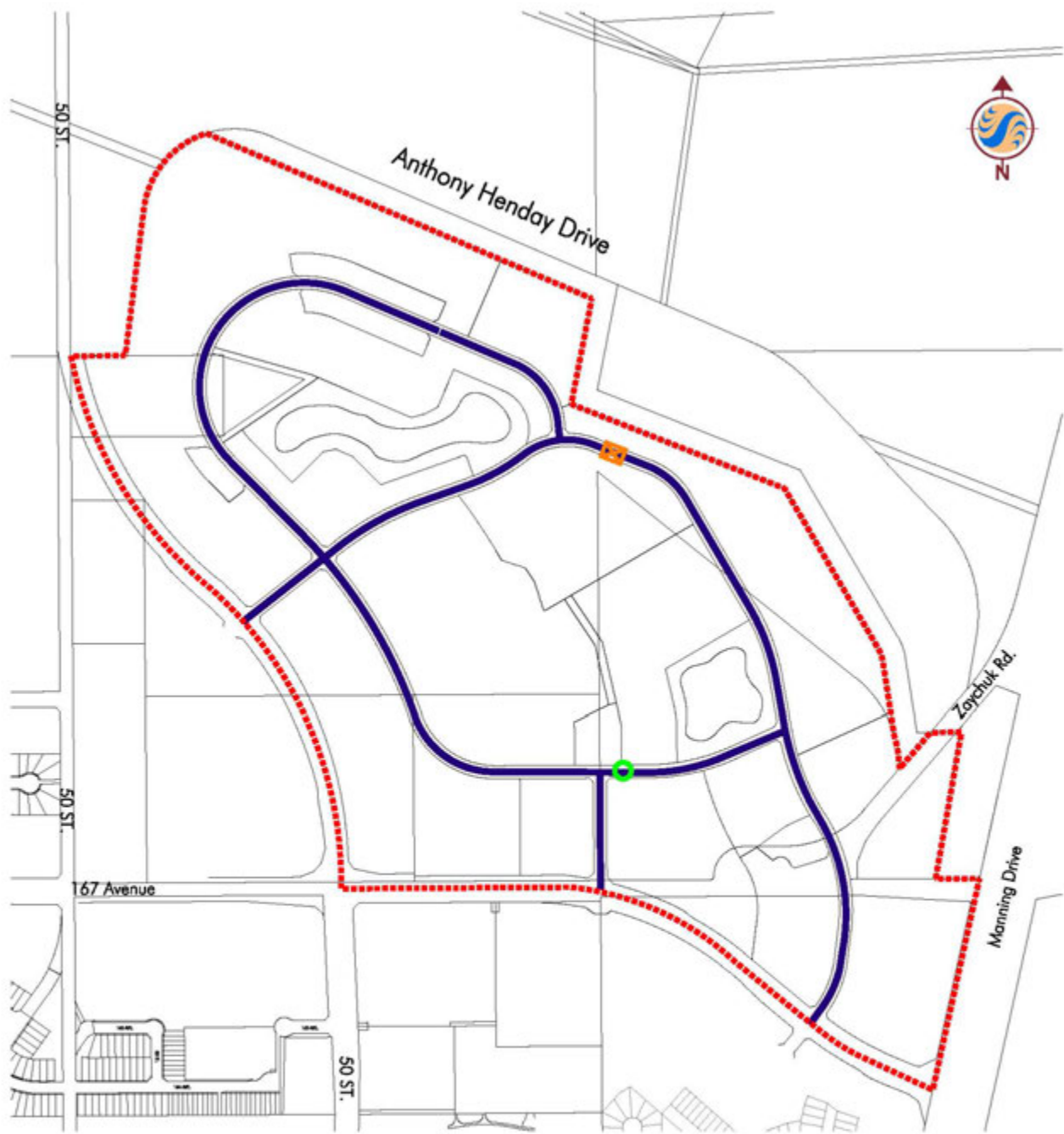


figure 12.0

- Legend
- Future Watermain
  - PRV Pressure Reducing Valve
  - Check Valve
  - Neighbourhood Boundary

Water Servicing

**Cy Becker**

NEIGHBOURHOOD STRUCTURE PLAN



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Figure 13 STAGING



figure 13.0

- Legend
-  Potential Path of Development
  -  Neighbourhood Boundary

Staging Concept  
**Cy Becker**  
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## 4.0 APPENDIX 1: PLANNING POLICY CONTEXT

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This section outlines the various statutory plans, policies, and design principles which are applicable to the Cy Becker NSP including The Way We Grow (MDP), The Way We Move (TMP), the City of Edmonton's Suburban Neighbourhood Design Principles (SNDP), Pilot Sound Area Structure Plan (ASP) and other relevant policies. Applicants seeking amendments to the NSP 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 (CRGP) "Growing Forward"** – The CRGP was approved by the Government of Alberta on March 11, 2010. The Growth Plan provides a vision for the Capital Region in the future.
- **Municipal Development Plan (MDP) "The Way We Grow"** - The MDP is a document that provides the policies and strategies to help guide growth and development in Edmonton over the long-term.
- **Transportation Master Plan (TMP) "The Way We Move"** – The TMP is the overarching strategic document that provides the framework for how the City of Edmonton will address its future transportation needs.
- **Pilot Sound Area Structure Plan (ASP)** – The ASP is a statutory document governing the development of this portion of northeast Edmonton.
- **Suburban Neighbourhood Design Principles (SNDP)** - The City of Edmonton's Suburban Neighbourhood Design Principles describes a variety of design principles intended to encourage flexibility and innovation in the design and servicing of new neighbourhoods.
- **Smart Choices for Developing Our Community – Council Recommendations** - The Smart Choices Recommendations were approved by City Council on March 23, 2004, to promote urban sustainability.
- **Crime Prevention Through Environmental Design (CPTED)** – These guidelines are based upon the theory that the proper design and effective use of the built environment can reduce crime, the fear of crime, and improve the quality of life.
- **Urban Parks Management Plan (UPMP)** – These guidelines provide strategic direction for the acquisition, design, construction, maintenance, preservation and animation (or use) of parks.

The following tables summarize key objectives from the above-noted policy documents applicable to the design of the Cy Becker NSP, and demonstrates how each has been incorporated in to the NSP.

## 4.1 CAPITAL REGION LAND USE 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 Cy Becker NSP aims to accomplish these objectives through an integrated and strategic approach to planning which coordinates planning and development decisions in the Region and identifies a regional development pattern to complement existing infrastructure, services and land uses.

Capital Region Land Use Policy	NSP Compliance with Capital Region Land Use Policy
<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 Cy Becker neighbourhood is located in Priority Growth Area "B" 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 NSP exceeds the density target by providing approximately 35 units per net residential hectare.</p> <p>Cy Becker is located:</p> <ul style="list-style-type: none"> <li>along the 50 Street and 167 Avenue transit corridor and adjacent to Manning Drive and Anthony Henday Drive</li> <li>takes advantage of existing infrastructure and servicing capacity in the Pilot Sound ASP area.</li> </ul> <p>The NSP will provide development which is more intensive than existing patterns in northeast Edmonton.</p>
<b>D. Support Expansion of Medium and Higher Density Residential Housing Forms</b>	
<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>The Cy Becker NSP provides approximately 40% of the overall number of residential units as medium density housing, in highly accessible locations adjacent to transit service and in proximity to commercial land uses.</p>

Capital Region Land Use Policy	NSP Compliance with Capital Region Land Use Policy
	<p>The NSP is bounded on two sides by arterial roadways (50 Street N.W. and 167 Avenue) which will all provide for transit service.</p> <p>The internal roadway network has been designed with transit routing through the neighbourhood. Accessibility to transit routes along abutting arterial roadways will be provided through the strategic placement of walkway connections and subdivision design to ensure accessibility to transit for the greatest number of residents.</p> <p>The proximity of these arterial roadways along with careful attention to subdivision design will ensure the NSP 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>	
<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.	Cy Becker has a well-connected and integrated open space system which allows residents the opportunity to choose alternative modes of transportation other than the vehicle, with great access to transit.
<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>	Higher residential densities have been located adjacent to arterial and/or collector roadways to promote walkability and transit usage.
<b>D. Support Innovative and Affordable Housing Options</b>	
<b>Policy (ii)</b> All residential developments shall provide a greater variety of housing types.	The Cy Becker NSP allows for the development of a range of residential housing types based on single and semi-detached, street oriented row housing, and low-rise/medium density housing.

Capital Region Land Use Policy	NSP Compliance with Capital Region Land Use Policy
<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.

## 4.2 MUNICIPAL DEVELOPMENT PLAN – THE WAY WE GROW

The Way We Grow – the City of Edmonton’s Municipal Development Plan (MDP), is a comprehensive plan which provides direction for development and implementation of more specific and detailed plans by the industry / private landowners and the City. The Way We Grow’s Land Development Concept map designates this community as “Developing, Planned and Future Neighbourhoods” suitable for urban development. The growth coordination strategy emphasizes completion of developing neighbourhoods and a focus of land development activity and infrastructure provision and expansion to approved neighbourhood plans to fulfill the City’s commitment to residents and make efficient use of infrastructure investments.

The Cy Becker NSP complies with the following MDP policies:

MDP Policy	NSP Compliance with MDP Policy
<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 10 to 15 years at current absorption and development rates in northeast 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 (single and semi-detached residential, row housing, low-rise/medium density



MDP Policy	NSP Compliance with MDP Policy
	housing, commercial, parks, and open spaces.
<b>3.6.1.6</b> - Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion.	The Cy Becker NSP represents contiguous growths in northeast Edmonton, as the surrounding neighbourhoods develop concurrently, allowing for economic use of major infrastructure.
<b>4.3.1.1</b> - The City of Edmonton will take municipal reserve, school reserve or municipal and school reserve, or cash-in-lieu in accordance with the Municipal Government Act and will use the land or money for purposes as defined by the Municipal Government Act.	The NSP provides municipal reserve as a combination of land and cash in lieu.
<b>4.1.1</b> – Design new neighbourhoods to support the health and livability of our citizens.	The NSP provides a high degree of connectivity which promotes liveability, health and neighbour interaction.
<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 Cy Becker NSP allows for the development of a range of residential housing types based on single and semi-detached, row housing, and low-rise/ medium density housing.
<b>4.6.1.1</b> – Support Corporate initiatives to improve walkability and other active transportation modes.	The NSP has a well-connected and integrated open space system which allows residents the opportunity to choose alternative modes of transportation other than the 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 sidewalks, walkways and shared-use paths will be designed according to best practices in universal design and will provide residents with the ability to walk, cycle, in-line skate, etc. through the neighbourhood.
<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 usage. All other uses have superior access to collector and/or arterial roadways with transit service.
<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 and SWMFs have been located and interconnected to promote them as walking destinations. These have been designed to serve as destination for pedestrians and cyclists and to provide passive recreation opportunities. These



MDP Policy	NSP Compliance with MDP Policy
	<p>same trails will also contribute to enhancing wildlife connectivity.</p> <p>Where feasible, facilities will be constructed as naturalized ponds to provide possible wildlife habitat and improve water quality via their natural filtration systems.</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 Cy Becker neighbourhood is located in the Capital Region Growth Plans Priority Growth Area "B" which sets a minimum density target of 30 units per net residential hectare. The NSP 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 procedures.</p> <p>Government agencies and industry operators were consulted in the development of this Plan.</p>

### 4.3 PILOT SOUND AREA STRUCTURE PLAN

The Pilot Sounds ASP establishes a general framework for land use planning, and infrastructure and service provision within the Pilot Sound area. It provides policy and design directions for urban development with an emphasis on servicing. The Pilot Sound ASP is a statutory plan; adopted by City Council to make it an active planning instrument. This has enabled the ASP to serve as a policy context for subsequent NSPs in the Pilot Sound area. The relevant Pilot Sound Development Objectives applicable to the Cy Becker NSP are listed below:

ASP Development Objectives	NSP Compliance with Principles
<p><b>3.1 (4)</b> – Create within Pilot Sound an attractive and functional, integrated community which will reinforce the existing infrastructure and social viability of the City of Edmonton.</p>	<p>The Cy Becker neighbourhood will continue the logical pattern of residential growth in northeast Edmonton. Complementary of existing and planned infrastructure, the neighbourhood will grow in a planned, responsive manner to the City's residential demands. The Urban Village Park and other passive recreation areas will act as nodes of social interaction.</p>
<p><b>3.1 (4)</b> – Ensure development takes place in the</p>	<p>Development will take place in Cy Becker in an</p>

ASP Development Objectives	NSP Compliance with Principles
most orderly and economic manner.	orderly and staged manner. This represents the steady market conditions, and historical residential growth patterns in northeast Edmonton.
<b>3.2 (1)</b> – Create a residential district within which will be provided a broad range of housing types and forms through the utilization of innovative techniques.	The Cy Becker NSP proposes a variety of housing development opportunities through various types of medium and low density land uses.
<b>3.4 (1)</b> – Provide a systemic and orderly pattern of commercial development that will adequately serve the projected residential and industrial population.	An community commercial site is located in the south-central location of the neighbourhood, adjacent to 167 Ave NW.
<b>3.5 (1)</b> – Ensure adequate provision and development of land for active and passive recreation.	The neighbourhood is designed around a central Urban Village Park that will provide opportunities for active and passive recreation. Additionally, pocket parks, natural area, greenways, naturalized storm water management facilities and shared-use paths are provided.
<b>3.7 (1)</b> – Develop a system of transportation facilities to meet the requirements of all sectors of the community related to the movement of people, goods and services.	The looping collector roadway system corresponds to the unique shape and constraints of Cy Becker and ensures that all parts of the Neighbourhood are accessible via transit within a 400 m walking distance. Easy access from adjacent arterial roads and ease of pedestrian permeability aid in making this neighbourhood accessible from multiple modes of transport.

#### 4.4 TRANSPORTATION MASTER PLAN – THE WAY WE MOVE

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

The Cy Becker NSP complies with the following Transportation Master Plan strategic goals:

TMP Strategic Goal	Cy Becker NSP Compliance
<b>Transportation and Land Use Integration</b> – The transportation system and land use/urban design	The NSP provides a network of roadways which are compatible and complementary to the

TMP Strategic Goal	Cy Becker NSP Compliance
complement and support each other so that the use of transit and transportation infrastructure is optimized and supports best practises for land use.	primarily residential development within the neighbourhood, with access to transit which meets the City's walkability requirement.
<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.	<p>The NSP has been designed to provide transit access to the greatest number of residents through an inter-connected system of sidewalks, walkways and shared-use paths.</p> <p>Areas of higher density residential have been located adjacent to transit routes to promote shorter walking distances and higher usage.</p>
<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.	Cy Becker 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 NSP creates a sustainable community by providing increased residential densities in support of neighbourhood intensification, public transit and alternative methods of transportation. Services are located nearby and are readily accessible.
<b>Health and Safety</b> – The transportation system supports healthy, active lifestyles, and addresses user safety and security including access for emergency response services, contributing to Edmonton's liveability.	The network of sidewalks, walkways and shared-use paths provide residents with the ability to walk, or cycle through the neighbourhood, improving health and wellness.

## 4.5 EDMONTON SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES (SNDP)

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 Strategy	NSP Compliance with Principle
<b>Principle 1:</b> Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods.	Cy Becker is designed to be permeable to pedestrian traffic. Any park or trail facility in the plan area will be available to nearby residents. The NSP also takes advantage of the adjacent district park and school site

SNDP Strategy	NSP Compliance with Principle
	located to the west.
<b>Principle 3:</b> Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods.	Arterial roadways are located at the periphery of the neighbourhood, with neighbourhood entrances/egresses spaced appropriately.
<b>Principle 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.	Streets types are organized in a hierarchical fashion, depending on their use.
<b>Principle 5:</b> Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood.	A pedestrian and bicycle network that links points within and outside the neighbourhood is provided. Access points ensure that streets and loops are accessible to pedestrians and offer a variety of routes.
<b>Principle 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.	Roadways have been designed with transit service in mind, using both arterial and internal collector roads. Transit service will be easily accessible to all neighbourhood residents as each residential unit is located within 400 m of a transit stop.
<b>Principle 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.	Park facilities follow the pattern of development and will be made available early in the development stage.
<b>Principle 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	The urban village park site is located in such a way that it will be adaptable to other uses should the need arise.
<b>Principle 10:</b> Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and storm water management.	Parkland and stormwater facilities are linked or are located in close proximity to each other in order to maximize compatible use opportunities.
<b>Principle 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, drainage courses, and school and park open spaces.	Stormwater management facilities, the Urban Village Park and utility rights-of-way are linked by a greenway, walkways and shared-use paths.
<b>Principle 12:</b> Locate multi-family uses toward	The MDR sites are located toward the edge of

SNDP Strategy	NSP Compliance with Principle
the edge of new neighbourhoods and close to the community and neighbourhood focal points.	the development, along collector and arterial roadways, and/or near neighbourhood focal points.
<b>Principle 13:</b> Use stormwater management techniques which provide an alternative(s) to the manmade lakes and dry ponds typical to Edmonton.	Alternative stormwater management techniques may be considered, such as constructed wetlands, where appropriate, and will be pursued at the subdivision stage to the satisfaction of the Drainage Branch.

## 4.6 URBAN PARKS MANAGEMENT PLAN (UPMP)

The 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 Cy Becker:

UPMP Principle	Compliance with UPMP Principle
<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 NSP identifies a network of parks, natural area, open spaces, stormwater management facilities and a greenway which together create a connected and public open space system.
<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.	The Cy Becker NSP ensures visual and physical access to parks, and public safety through applications of CPTED principles
<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.	<p>The design of the Cy Becker NSP promotes opportunities to enhance the community's quality of life through placemaking, creative urban design, and provision of diverse landscape opportunities.</p> <p>The NSP ensures land uses adjacent to public parks are complementary. Examples of desirable adjacent land use include Row Housing, Low-Rise/Medium Density Residential Housing, and Stormwater Management Facilities.</p>
<b>Principle 5 – Safe Parks:</b> City and partner actions demonstrate a strong commitment to user safety through the creation and management of safe parks environments.	The Cy Becker NSP ensures visual and physical access to parks, and public safety through application of CPTED principles.
<b>Principle 7 – Integrated Parks:</b> City and partner	The Cy Becker NSP provides a central Urban

UPMP Principle	Compliance with UPMP Principle
actions demonstrate a strong commitment to the integration of the City, school and community facilities into the park system to meet community need.	Village Park to facilitate community needs.

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

## 4.7 CITY OF EDMONTON HOUSING MIX GUIDELINES

Council approved (1991) guidelines recommend that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% low density residential (LDR) units and 15% to 35% medium density residential (MDR) units. These guidelines encourage a mix of housing types, a range of choice in housing and a measure of intensification. The resulting housing mix ratio for the Cy Becker NSP exceeds this ratio. The housing mix ratio for the NSP is in compliance with more recent Council direction on urban sustainability to create a more efficient, compact, and connected (i.e. walkable) city form which also supports early transit service.



## 5.0 APPENDIX 2: TECHNICAL STUDIES

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The following technical and supporting studies have been completed in support of the Cy Becker NSP:

- ✓ Neighbourhood Design Report (NDR)
- ✓ Water Network Analysis (WNA)
- ✓ Transportation Impact Assessment (TIA)
- ✓ Parkland Impact Assessment (PIA)
- ✓ Community Knowledge Campus Needs Assessment (CKC NA)
- ✓ Environmental Site Assessment (ESA) Phase I
- ✓ Ecological Network Report (ENR)
- ✓ Historical Resources Overview (HRO)
- ✓ Geotechnical Report