

# Secord Neighbourhood Structure Plan

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Office Consolidation January 2019

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*Prepared by:*

**City Planning Branch  
Urban Form and Corporate Strategic Development  
City of Edmonton**

Bylaw 14677 was adopted by Council on September 10, 2007. In January 2019, this document was consolidated by virtue of the incorporation of the following bylaws:

*Bylaw 14677 Approved September 10, 2007 (To adopt the Secord Neighbourhood Structure Plan)*

*Bylaw 16159 Approved July 3, 2012 (To redesignate two medium density residential uses to low density residential uses and to redesignate a portion of a stormwater management facility to park uses.)*

*Bylaw 17474 Approved December 14, 2015 (To realign a collector roadway, redesignate low density residential and medium density residential uses, and reconfigure commercial and school/park uses in the northwest portion of the Secord Neighbourhood.)*

*Bylaw 17622 Approved May 2, 2016 (To support the development of single detached homes on narrow lots and with one side yard setback reduced to zero metres.)*

*Bylaw 17648 Approved May 25, 2016 (To realign a roadway and redistribute low density residential and medium density residential uses.)*

*Bylaw 17886 Approved February 22, 2017 (To allow for a range of housing types and densities including single detached, semi-detached and row housing).*

*Bylaw 18665 Approved January 21, 2019 (To redesignate approximately 1.14 ha of land from low and medium density residential to commercial south of 97 Avenue NW and east of 231 Street NW).*

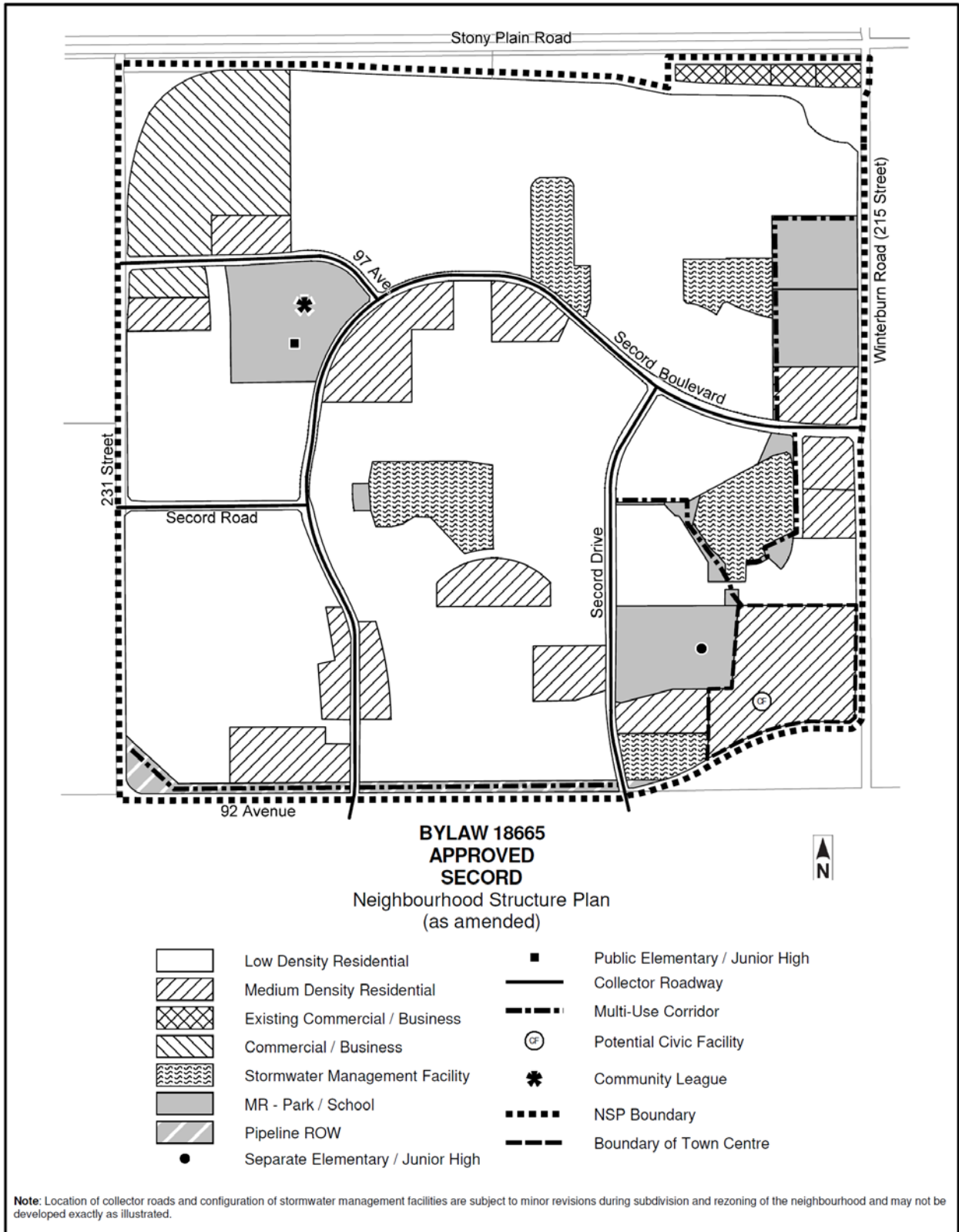
## **Editor's Note:**

This is an office consolidation edition for the Secord Neighbourhood Structure Plan as approved by Council on September 10, 2007.

Where it provides clarity names of City departments have been standardized to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original document. All text changes are noted in the right margin and are italicized where applicable.

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

**City of Edmonton  
Urban Form and Corporate Strategic Development**



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# 1.0 INTRODUCTION

## 1.1 Purpose

The purpose of this Neighbourhood Structure Plan (“NSP”) is to establish a general land use framework for the development and servicing of the lands identified within the boundaries of the Lewis Farms Neighbourhood Eight NSP. This neighbourhood is one of eight neighbourhoods as described in the Lewis Farms Area Structure Plan (“ASP”) located in west Edmonton (see **Figure 1 – Location Plan**). Neighbourhood Area Structure Plans have been approved for Potter Greens, Breckenridge Greens, Suder Greens and Webber Greens, which represent the first four neighbourhoods in the Lewis Farms ASP.

Secord Neighbourhood is located south of Stony Plain Road, west of 215 Street (Winterburn Road), north of the future 87 Avenue alignment, and east of 231 Street (Hillview Road). The plan represents a framework for decision-making that is intended to foster future development in west Edmonton that is contiguous, orderly and harmonious with existing residential development.

The NSP will implement the general land use pattern by identifying the following:

- Type, density and location of residential, commercial and open space land uses, including the intensity and pattern of development;
- The transportation network as it relates to the study area and overall transportation objectives;
- Conceptual servicing schemes and provision of utility services and infrastructure;
- Unique environmental areas and natural features; and
- Implementation and phasing of development.

The Secord NSP has been prepared in conformance with the City of Edmonton Municipal Development Plan (“MDP”), and generally supports the land use patterns as established in the Lewis Farms Area Structure Plan (As Amended) and other relevant municipal policy documents as discussed in Section 3.0 of this Plan. Through the submission and approval of plans of subdivision, the detailed design of each phase of development will implement the concepts presented in the NSP.

Figure 1 – Location Plan





## 1.2 Definition of Plan Area

The Secord NSP is comprised of a number of parcels of land located within Section 36-52-26-W4M and portions of the NE and NW 25-52-26-W4M. The total gross area for the NSP is approximately 247.62 hectares and is defined by the following boundaries (see **Figure 2 – Context Plan**):

- **Northern Boundary** – Stony Plain Road (Parkland Highway)
- **Western Boundary** – 231 Street (Hillview Road)
- **Eastern Boundary** – 215 Street (Winterburn Road)
- **Southern Boundary** – 87 Avenue

## 1.3 Land Ownership

Approximately 189 hectares (79%) of the land within the NSP plan area is owned, managed or under an agreement for sale by Private Corporate Owners.

A current land ownership map and a listing of the legal parcels are provided in **Appendix B** and on **Figure 11 – Ownership Plan**.

## 1.4 Non-participating Land Owners

The remaining land is held by a number of non-participating landowners who are generally supportive of this application. It is important to advise that the non-participating landowners were offered to participate in the preparation of this NSP but declined.

As part of the approval process described under Section 636 of the Municipal Government Act, adjacent landowners will receive mailed notification letters for future public consultations held by the City of Edmonton's Planning and Development Department. As a result, the non-participating landowners will have an opportunity to review and comment on this NSP as well as be able to provide either written or verbal comments to Council at the time of a Public Hearing.

Figure 2 – Context Plan:



## 2.0 SITE CONTEXT AND DEVELOPMENT CONSIDERATIONS

Figure 12, located in Appendix D, summarizes the Site Context and Development Considerations within the Secord neighbourhood.

### 2.1 Topography & Vegetation

The lands within the Secord NSP generally slope from the west towards the east / northeast. Elevations through the plan area vary from approximately 698 m to 712 m. Surface drainage generally flows towards the northeast and east towards 215 Street (see **Figure 3 – Site Contours**).

The plan area is predominantly composed of agricultural land with a number of existing tree stands situated throughout (see **Figure 4 – Site Features**). There are a number of natural low areas within the plan area that are suited for the possible development of stormwater management facilities.

### 2.2 Existing Land Uses

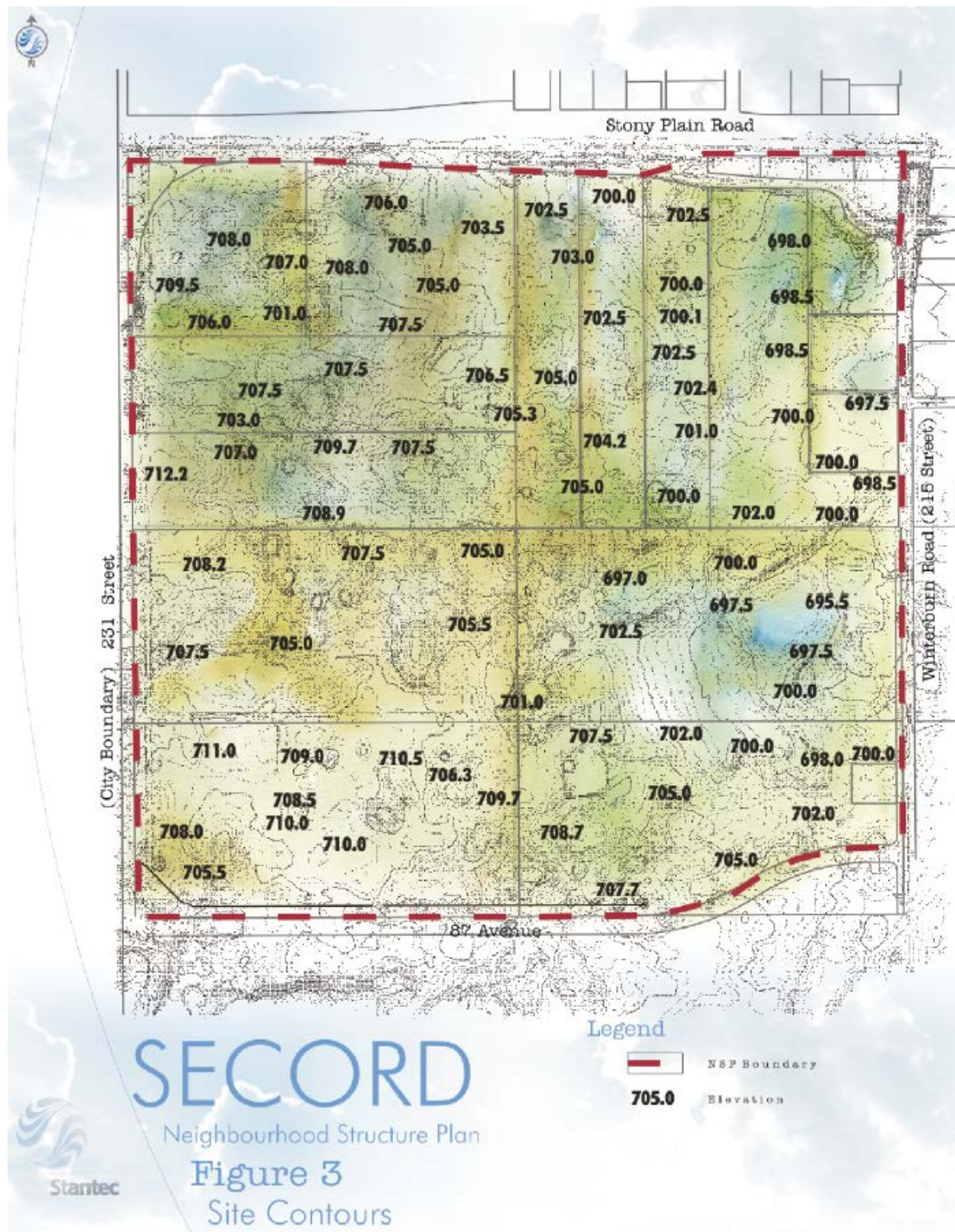
As shown on Figure 4, the majority of land within Secord NSP is used for agricultural purposes. A small number of farmsteads are scattered throughout the plan area. None of these uses pose any particular constraints to future urban development.

Attention to surrounding land uses, site planning and design will ensure a positive urban interface and transition between existing and future development. Existing uses may be selectively removed or retained in their current state through careful site and subdivision planning. Future development of any and all properties within the neighbourhood is the option of the respective landowners.

### 2.3 Surrounding Land Uses

The Secord plan area is bound on the north by Stony Plain Road, 215 Street to the east, 231 Street to the west, and the future 87 Avenue to the south. Existing commercial development is situated immediately to the northeast adjacent to Stony Plain Road and 215 Street (Winterburn Road). Immediately east, across 215 Street, are existing rural residential parcels and the Winterburn School. The lands to the south of the plan areas, across the future 87 Avenue roadway, are primarily composed of cultivated agricultural land and farm residences within the boundary of the Lewis Farms ASP. Along the western border of the Plan Area, across 231 Street is Parkland County.

Figure 3 – Site Contours



**Figure 4 – Site Features**



The Weber Greens and Suder Greens neighbourhoods are situated to the east and are in various stages of development.

## 2.4 Environmental Resources

The City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas (1993) identifies one Significant Natural Area (NW 7010 – Winterburn School Natural Area) and numerous small Natural Areas within the Secord NSP.

### 2.4.1 NW 7010 – Environmentally Sensitive Area

The Inventory identifies approximately 38.04 hectares of mature forest located within the eastern NSP (see **Figure 4 – Site Features**) as a Local Environmentally Sensitive Area. This site is located in the eastern portion of the NSP (adjacent to 215 Street) within the SE¼ 36-52-26-W4M. The treed area is primarily a deciduous forest stand, which is dominated by aspen and balsam poplar trees. Preservation of the wetland area has been completed as indicated in the Secord Neighbourhood Wetland Management Plan (2005), which was approved in 2006.

Portions of this Natural Area have already been retained and are under City of Edmonton ownership. A 4.05 ha portion of the Natural area has been retained and incorporated into a Stormwater Management Facility. This area has been retained and is sustainable as a functioning ecosystem. A 10-metre buffer has been retained around the SWMF to ensure viability of the wetland. In addition, there is a 2.95 ha portion of the Natural Area that has been previously dedicated as Municipal reserve and is now under City of Edmonton ownership. This parcel is directly adjacent to 215 Street. Directly south of this parcel is another 3.11 ha parcel of Municipal Reserve that also retains a small portion of the treed area and has been developed as baseball diamonds. These parcels were created with previous subdivisions of the adjacent lands.

#### 2.4.1.A *Secord Neighbourhood Wetland Management Plan (2005) - approved 2006*

The basic purpose of the Management Plan is to present appropriate information for the sustainable management of the natural stormwater / groundwater influenced wetland within an urban development. The report makes recommendations for the management of the Natural Wetland for conservation, and surface water management objectives. The objectives of the management plan are to:

- Update the previous management Plan, prepared by E5 Environmental Inc. and entitled Management Plan for a portion of the Winterburn School Natural Area (NW7010).
- Provide management guidelines to sustain and preserve the existing resources;
- Provide for appropriate enhancement activities for the wetland and the adjacent buffer zone;
- Address long term management of water quality and quantity; and
- Define the roles and responsibilities of all stakeholders in the sustainable management of the wetland.

The form and function of the wetland will remain unchanged in the post-development phase.

The Management plan requires that a buffer zone be established around the wetland. The wetland and upland area will be connected to other parts of the neighbourhood through a series of pedestrian linkages, providing connectivity for future residents.

#### *2.4.1.B Natural Area Assessment – Stage 1 and Stage 2 - Winterburn School Natural Area (NW 7010)*

A Natural Area Assessment – Stage 1 was completed in May 2006 by Bruce Thompson & Associates Inc. as part of the Lewis Farms ASP amendment. The report identified that certain portions of the NW 7010 are sustainable in the context of surrounding normal residential development. **Figure 5 – Environmental Site Assessments and Natural Area** identifies areas within Natural Area 7010 that are sustainable, under certain conditions. The remaining portions of the Natural Area are heavily fragmented, and either too old or too narrow to sustain the long term effects of construction / development.

A Stage Two (Detailed) Natural Area assessment was completed in January 2007 and submitted to the City of Edmonton. The Stage 2 assessment assessed the potential impacts and management strategies of the proposed development. The Stage Two assessment supports and validated the proposed development concept for Secord. Where practical and viable, the NSP proposes to integrate the retainable significant portions of the Natural area with such features as stormwater management facilities and parks. The retention of the treed areas must be balanced between the requirement to provide 10% Municipal Reserve dedication and the needs of the Asset Management and Public Works Department 's mandate to provide open space and programmable space for the Secord neighbourhood. The proposed development concept does retain significant portions of NW 7010 that were identified in the Stage 1 NSA as being sustainable and viable with development. Portions of Area L and Area E (see **Figure 5 – Environmental Site Assessments and Natural Area**) have been retained as Municipal Reserve and as part of the wetland that functions as a stormwater management facility.

At the time of approval of the NSP, all available Municipal Reserve in the neighbourhood has been designated to assemble the required school/ park and district sites in Secord and the proposed Neighbourhood Five to the south, which has resulted in the situation where there is no additional municipal reserve remaining to acquire any of the remaining portions of NW 7010. Therefore, the development concept for the Secord neighbourhood does not retain these portions of the Natural area.

Figure 5 – Environmental Site Assessments and Natural Area





However, in the future there may be opportunities to further retain these remaining portions of NW 7010. Where possible, the developers will endeavour to avoid disruption to the remaining portions of NW 7010 during construction of the adjacent land. The City of Edmonton may attempt to acquire these areas prior to their redevelopment. Acquisition mechanisms may include, but are not limited to:

- Purchase of these lands from City funds allocated for this purpose;
- Exchange of these lands for “density bonusing” within the Secord neighbourhood;
- Land exchange with other City owned parcels;
- Purchase of these lands by a future “Land Trust” organization;
- Other mutually acceptable mechanisms.

The opportunity for and method of acquisition will be discussed between the developers and the affected City Departments prior to or at the zoning application stage. These discussions will be held in a timely manner so as not to impede the development process.

#### 2.4.2 Phase 1 Environmental Site Assessments (ESA)

A number of Phase I Environmental Site Assessment (ESA) reports have been undertaken for a portion of the properties within the plan area. The reports cover the land located within the north half of SE ¼ 36-52-26-W4M, NE 25-52-26-W4M, and Lot 5, Plan 4717RS and Lot 7, Plan 782 3226.

The following table identifies the Phase 1 ESA’s that have been completed and submitted for the Secord neighbourhood (see **Figure 5 – Environmental Site Assessments and Natural Area and Table 1**).

**TABLE 1: Environmental Site Assessments**

Report	Land Owner	Location	Comments
Phase 1 (Feb 2005)	Private Corporate Owner	North half of SE 36-52-26-W4M	Further investigation required.
Phase 1 (June 2005)	Private Corporate Owner	North half of SW 36-52-26 W4M	Under review.
Phase 1 (Aug 2005)	Private Corporate Owner	Lot 5, Plan 4717RS and Lot 7, Plan 782 3226	Under review.

Further investigation of these sites and all other sites in the neighbourhood will be required at the rezoning stage of the development process. Any required clean up and remediation measures to ensure the lands are clear of any environmental contamination will be completed at that time.

The City of Edmonton Planning & Development Department recommends that individual landowners provide ESA’s or disclosure statements at the rezoning stage. All costs associated with any required remediation shall be the sole responsibility of the developer and completed to the satisfaction of the City prior to rezoning.

### 2.4.3 Existing Landfills

*As of 2016, there are two existing, active landfill operations located in Parkland County, directly west and northwest of the Secord NSP. It was previously anticipated that both landfills would be closed by 2009; however, both have continued to operate. The Provincial government requires that restrictions be placed on the development of lands adjacent to an operating landfill (approximate boundaries are shown on **Figure 4 – Site Features**). The north-western portions of the Secord neighbourhood are affected by these restrictions. Future development on land within 450 metres of a working area of an operating landfill or 300 metres of a disposal area or non-operating landfill must exclude any eating and drinking establishments, educational facilities or residential uses, unless a specific variance has been obtained from the appropriate government agencies.*

Bylaw 17648  
May 25, 2016

## 2.5 Historical Resources

A Historical Resources Impact Assessment (HRIA) was conducted in 2006 for portions of 25-52-26-W4M and 36-52-26-W4M, within the Lewis Farms West area. The assessment was completed by The Archaeology Group under Archaeological Research permit No. 2005-05. The report concluded that for these areas there were no historical resources located in the project area and that further historical resources investigations would not be warranted.

It is important to note that pursuant to Section 31 of the Historical Resources Act, development proponents and their representative are required to report the discovery of any archaeological, historical period or palaeontological resources which may be encountered during construction.

## 2.6 Energy & Natural Resources

### 2.6.1 Pipeline and Oil & Gas Well Sites

The Abadata online site that includes up-to-date *Energy Resources Conservation Board (ERCB)* pipeline and oil well information was searched for the land within the Secord neighbourhood. The results indicate that there are a number of active and abandoned well sites and pipelines situated within the Secord NSP plan area (see **Figure 4 – Site Features and Table 2**). In discussion with the operators of these facilities, it has been determined that the majority of the minor pipelines and resource well sites will be abandoned over time, allowing for unimpeded urban development. In the interim, the existing resource well sites are proposed to be integrated with future urban development.

Amended  
by Editor

All development of the resource sites will be in accordance with The City of Edmonton's Policy Guidelines for the Integration of Transmission Pipelines and Urban Development (1985) and Planning for the Interface of Pipeline Right-of-ways and the Subdivision of Land (2003), *Energy Resources Conservation Board (ERCB)* policies and any other relevant Provincial legislation will be employed when considering rezoning and subdivision applications near or adjacent to utility corridors.

Amended  
by Editor

Any subdivision or rezoning adjacent to an operating or suspended well site or pipeline, may be required to provide an assessment of risk, nuisance or liveability issues as prescribed by the

future revisions to the City's Policy Guidelines for the Integration of Resource Operations and Urban Development.

Subdivisions adjacent to an operating or suspended oil and gas well will accommodate suitable access to the well site from a collector or arterial for operation and maintenance of the well site, such that there is minimal impact on residents. Subdivisions adjacent to oil and gas wells will provide landscaping and berming as per the City's Policy Guidelines for the Integration of Resource Operations and Urban Development.

Secondary access may be required for subdivisions located adjacent to oil and gas wells. Such access arrangements may be temporary until such time as the wellhead has been abandoned or reclaimed.

At a minimum, the existing oil and gas facilities will be separated from residential development by the required setbacks and buffered from future residential uses by landscaping and/or open space uses. In each case no subdivision to create residential or public facilities will be allowed within 100 metres of any wellhead. At such time that the wells are no longer required, the well will be capped, any required environmental restoration will be undertaken, and the reclaimed site will be utilised for residential or commercial development in accordance with the Development Concept.

Future development surrounding abandoned well sites will adhere to the policies and requirements established by the Alberta Energy and Utilities Board. For an abandoned well site, a Phase II ESA, proof of abandonment, provision for access, and demonstration of how the abandoned well site can be accommodated within a subdivision plan must be provided prior to approval to adhere to the policies and requirements by the AEUB. Abandoned oil and gas wells will not be located within a single detached or semi detached lot.

Developers and the oil and gas facility operators will work together to ensure a plan is in place to accommodate the flow lines to the operating oil and gas wells for as long as they remain in the area and prior to any subdivision being approved.

**Table 2 – Oil & Gas Well Sites and Pipelines**

<b>Area</b>	<b>Company/License</b>	<b>Well/Pipeline</b>	<b>Substance</b>	<b>Current Status</b>
<b>1</b>	<i>Private Corporation (19386/4)</i>	Pipeline	Oil Well Effluent	Operating
	<i>Private Corporation (128890)</i>	Development Well	Crude Oil	Suspended
	<i>Private Corporation (210542)</i>	Development Well	Crude Oil	Pumping
	<i>Private Corporation (85822)</i>	Development Well	Crude Oil	Abandoned
	<i>Private Corporation (85822)</i>	Re-entry Well	Crude Oil	Pumping
	<i>Private Corporation (210543)</i>	Development Well	Crude Oil	Pumping
<b>2</b>	<i>Private Corporation (17626/7)</i>	Pipeline	Oil Well Effluent	Operating
	<i>Private Corporation (17626/8)</i>	Pipeline	Oil Well Effluent	Operating
	<i>Private Corporation (24825/1)</i>	Pipeline	Salt Water	Discontinued
<b>3</b>	<i>Private Corporation (87935)</i>	Development well	Crude Oil	Abandoned
	<i>Private Corporation (113318)</i>	Development Well	Crude Oil	Abandoned
<b>4</b>	<i>Private Corporation (89825)</i>	Development Well	Crude Oil	Suspended
	<i>Private Corporation(136243)</i>	Development Well	Crude Oil	Pumping
	<i>Private Corporation (140127)</i>	Development Well	Crude Oil	Pumping
	<i>Private Corporation (140126)</i>	Development Well	Crude Oil	Suspended
<b>5</b>	<i>Private Corporation (17626/9)</i>	Pipeline	Oil Well Effluent	Operating
	<i>Private Corporation (21133/1)</i>	Pipeline	Crude Oil	Operating
	<i>Private Corporation (42966/1)</i>	Pipeline	Natural Gas	Discontinued
<b>6</b>	<i>Private Corporation (19366/1)</i>	Pipeline	Oil Well Effluent	Operating
	<i>Private Corporation (87175)</i>	Development Well	Crude Oil	Pumping
<b>7</b>	<i>Private Corporation (17626/6)</i>	Pipeline	Oil Well Effluent	Operating
	<i>Private Corporation (89826)</i>	Development Well	Crude Oil	Pumping
	<i>Private Corporation (AB-8001494)</i>	Pump Station		Operating
<b>8</b>	<i>Private Corporation (21671/1)</i>	Pipeline	Natural Gas	Operating
	<i>Private Corporation (5607/1)</i>	Pipeline	Crude Oil	Operating
<b>9</b>	<i>Private Corporation (19386/3)</i>	Pipeline	Oil Well Effluent	Operating
	<i>Private Corporation (84539)</i>	Development Well	Crude Oil	Abandoned
<b>10</b>	<i>Private Corporation (AB-110010)</i>	Battery		Operating
	<i>Private Corporation (AB-1407564)</i>	Injections		Operating
	<i>Private Corporation (AB-8176265)</i>	Satellite		Operating
	<i>Private Corporation (89827)</i>	Development Well	Crude Oil	Suspended
	<i>Private Corporation (89827)</i>	Development Well	Water	Suspended
	<i>Private Corporation (134251)</i>	Development Well	Crude Oil	Pumping
<b>11</b>	<i>Private Corporation (40749-1)</i>	Pipeline	Natural Gas	Operating
	<i>Private Corporation (40749-2)</i>	Pipeline	Natural Gas	Operating
	<i>Private Corporation (140267)</i>	Development Well	Crude Oil	Abandoned
	<i>Private Corporation (140267)</i>	Development Well	Water	N/A
<b>12</b>	<i>Private Corporation (84078)</i>	Development Well		Abandoned
<b>13</b>	<i>Private Corporation (24471-1)</i>	Pipeline	Natural Gas	Abandoned

*Amended  
by Editor*

## 3.0 STATUTORY PLAN AND POLICY CONTEXT

### 3.1 Statutory Plan and Policy Context

The Secord NSP supports a number of policies and principles identified in the City of Edmonton Municipal Development Plan, the Lewis Farms ASP, the Suburban Neighbourhood Design Principles and other relevant municipal policy and statutory documents.

The following sub-sections summarize the salient policies and design principles that influence the development of Secord. Applicants seeking future amendments to the neighbourhood plan or applying for rezoning, subdivision or development permits are required to consult the actual documents for specific guidance on detailed requirements as they apply to particular properties.

#### 3.1.1 City of Edmonton Municipal Development Plan (MDP)

Plan Edmonton – the City of Edmonton’s Municipal Development Plan (MDP) provides a policy framework to guide the City’s growth and economic development to sustain Edmonton’s quality of life and resources for the benefit of its citizens. The MDP designates this portion of the City as suitable for urban development.

The MDP also emphasizes that new growth in suburban areas will be accommodated in a fiscally responsible manner and be cost effective in the use of land, infrastructure and services promoting compact and contiguous development, among other strategies.

The Secord NSP supports Plan Edmonton’s strategies for providing for a variety and range of housing forms, types and densities, developing an effective and efficient transportation system and by providing public open spaces and natural areas to create liveable communities in the suburbs.

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

The Lewis Farms ASP supports Plan Edmonton’s strategies for managing suburban growth by accommodating development in an orderly and cost effective manner; by providing a range of housing types and densities, and providing adequate recreational facilities, public open spaces and natural areas to create liveable communities in the suburbs. The Lewis Farms ASP provides general guidelines to facilitate development of neighbourhoods within the ASP plan area. The following summary highlights the objectives that have been applied in the development of the Secord neighbourhood:

- A variety of housing options to accommodate a range of income levels.
- Design and develop commercial sites to be vibrant and desirable destinations inclusive of active and attractive streets to encourage walking.
- Economical, contiguous and staged urban infrastructure.
- An efficient, hierarchal range of transportation options including local roadways, walkways, and multi-use corridor connections.

- Park Space that is sized and located so as to create opportunities for passive and programmable recreational use for all Secord residents.
- Preservation and enhancement of natural areas and open space.

### 3.1.3 Smart Choices

On March 23, 2004, City Council approved recommendations based on the Smart Choices for Developing Our Community report prepared by the City of Edmonton Planning and Development Department. These recommendations include a number of smart growth ideas from the Smart Choice Catalogue of Ideas. “Smart Choices” encourages transit-oriented developments, neighbourhood reinvestment, residential infill, urban design, commercial redevelopment, and a walkable community. Of the eight recommendations, two apply and have a strong influence in the design of the Secord NSP. These include:

**Recommendation 2: Design a Walkable Community** – Establish a coordinated approach to making walkability a prime consideration in infrastructure decision-making and review of development. This includes: capital planning; planning for pedestrian routes; streetscaping and architectural design requirements; pedway development at major transit stations, LRT and downtown; multi-use trail pedestrian linkages and development; and, walkability public education and programming. The intent is to encourage local access (i.e. walkability) for everyday destinations through the integration of abandoned rail corridors and utility right-of-ways by pedestrians and cyclists, appropriate mix of land uses and their inter-connection, high quality transit service and design urban environments that are safe, convenient and attractive.

The Secord NSP establishes a comprehensive pedestrian linkage system that includes a multi-use trail corridor that encourages pedestrian connectivity to neighbourhood services and amenities. Residents will enjoy safe interconnected pedestrian movement within the neighbourhood and to surrounding neighbourhoods, which will provide access to everyday destinations such as workspaces, shops, schools and community facilities.

**Recommendation 8: Provide Urban Design Guidelines** – Employ urban design principles and guidelines to create aesthetically pleasing and functional urban spaces at the neighbourhood level. The intent is to create, maintain and enhance meaningful public and private places through effective place-making (i.e. consultation, communication, and implementation) that will generate a neighbourhood upon which residents will possess a ‘sense of place’.

The Secord NSP establishes a series of design principles in support of a safe, convenient and attractive neighbourhood. Attention to urban design at the time of development will ensure appropriate consideration of existing / surrounding land uses, community resources / facilities, future development, pedestrian connectivity, a range of users (e.g. children, seniors), attractive streetscaping, architecture and open spaces, sufficient lighting, sidewalks, and pedestrian amenities.

These principles encourage neighbourhood identity, community connectivity, health, and vibrancy through the location and integration of compatible land uses. Analysis of these principles and an assessment of their implications helped shape the NSP with respect to the type, size, and location of various land uses.

### 3.1.4 Suburban Neighbourhood Design Principles

The City of Edmonton's Suburban Neighbourhood Design Principles describe a variety of design principles intended to encourage flexibility and innovation in the design and servicing of new neighbourhoods. A number of these principles have been used to plan and design Secord and are listed in Appendix C.

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

Appropriate design, organization of the physical environment and involvement of the community can help to reduce crime and improve the quality of the environment. In the development of Secord, decisions relating to transportation design, street pattern, access, noise barriers, public open spaces, parks, the pipeline corridors, multi-use trails and walkways, and the built environment shall use CPTED principles to create a safe and secure neighbourhood. Subdivision design within the Secord NSP will use natural surveillance strategies to increase visibility and awareness of public and private space; natural access control techniques to guide / direct persons within natural and built environments; and, promote territorial reinforcement by increasing definition of space and local stewardship within the neighbourhood.

### 3.1.6 Affordable Housing

The Secord NSP addresses housing affordability through the designation of MDR sites within the plan area. In accordance with the Lewis Farms ASP, areas of higher density are provided in the plan near transportation / transit routes. These sites present opportunities for the construction of multiple family or aging-in-place developments. In addition to providing housing that is at or above the average home price in Edmonton, the Secord neighbourhood will also ensure that housing is provided that is below the average home price, ensuring a wide range of housing choice options in this area.

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

### 3.1.7 Deleted

*Bylaw 18665  
January 21,  
2019*

## 3.2 Stormwater Management Guidelines



The location, design and construction of the stormwater management facilities shall adhere to the policies outlined in the City of Edmonton's Stormwater Management Facilities Guidelines.

# 3.3 Energy Resources Conservation Board Policy and Guidelines

The Secord neighbourhood will implement the City of Edmonton’s Policy Guidelines for the Integration of Transmission Pipelines and Urban Development (1985), Planning for the Interface of Pipeline Right-of-ways and the Subdivision of Land (2003), *ERCB* policies and any other relevant policies to be employed in consideration of urban development within and or adjacent to well sites, pipeline or facility right-of-ways.

Amended  
by Editor

# 3.4 Future Environmental/Sustainability Initiatives

At the time of the approval of the Secord NSP, there are several initiatives that are being advanced with regards to sustainability and environmentally sensitive community development. These initiatives are still in the developmental stages and will continue to evolve over the build out period of this neighbourhood. For example, LEED-ND (Leadership in Energy and Environmental Design for Neighbourhood Developments), which combines the principles of smart-growth, new urbanism and green building systems, is being developed in the United States. A draft version of LEED-ND has been prepared, however the final version is not anticipated until 2008. The main intent of LEED-ND is to reward environmentally superior development practices on a neighbourhood scale. The four categories within LEED-ND include: Smart Location & Linkage, Neighbourhood Pattern & Design, Green Construction & Technology, and Innovation & Design Process

Land use and neighbourhood design decisions made at the NSP stage relate to the first two categories. Several of these general principles are already incorporated into the design of the Secord neighbourhood: wetland conservation, smart location, bicycle network, school proximity, diversity of housing type, access to public and active spaces. The third LEED-ND category relates to the construction phase of the neighbourhood, and components of this category could be incorporated into the neighbourhood. Examples of these categories are: construction of energy efficient buildings, construction activity pollution prevention programs, and comprehensive waste management strategies.

Where possible and feasible the developers will work with the City to explore future environmental design techniques and alternate technologies that could be applicable at the zoning and building stages of development. This could include not only some of the principles incorporated in LEED-ND, but also other environmental/sustainability initiatives that emerge during the construction of this neighbourhood. These may include, but are not limited to: geo-thermal heating for portions of the neighbourhood, solar powered buildings, energy efficient green buildings, and biologically diverse natural landscaping.



## 4.0 DEVELOPMENT GOALS, OBJECTIVES & PRINCIPLES

### 4.1 Goals

The Secord Plan was prepared in accordance with the policies and principles identified in Plan Edmonton, the Lewis Farms ASP and other relevant municipal policy and statutory documents. The overall goal of the Secord Plan is to establish a neighbourhood that:

- Provides a unique neighbourhood identity with focal points centered on recreation, commercial activity and transit.
- Provides a range of affordable housing choices and a pattern of land use that creates an environment where recreation and amenities (commercial) services are easily accessed.
- Provides a walkable, attractive, safe and comfortable environment for residents;
- Preserves natural features and integrates them into the neighbourhood
- Recognises existing resource extraction facilities and makes provisions for their future integration into the neighbourhood.
- Creates an appropriate interface between the neighbourhood and the major arterials on its boundary that have regional and city wide significance.

### 4.2 Development Objectives and Principles

The primary development principals and objectives of the NSP are as follows:

#### 4.2.1 Focal Points:

Development Principles:

- Design a neighbourhood with key focal points and activity areas that act as centers for community activity and socialization.
- Provide nodes of activity, which include recreation, shopping, transit and population intensification in 3 or 4 locations that can provide focal points for the neighbourhood.
- Objectives:
  - Develop the Town Centre area using Direct Control zoning and subdivision conditions to ensure that the Town Centre has a unique identity, is attractive to pedestrians, is highly visible as the center of the community and that all four quadrants of the town center are interconnected and easily accessed by pedestrians and transit.
  - Develop the commercial center in the north west quadrant of the neighbourhood as a shopping area that is primarily oriented to vehicular traffic, but is also convenient and attractive to pedestrian traffic from the community and provides services to the community as well as to commuter traffic.

- Locate clusters of medium density housing close to amenity areas and transit routes and connect them to commercial centers using the pedestrian linkage system.
- Locate schools close to other community activity areas and areas of concentrated population.

#### 4.2.2 Residential Use

##### Development Principles:

- Plan for a mixture of housing types to provide opportunity for a variety of incomes and lifestyles, designed to create animated streetscapes and comfortable transitions of mass and scale.
- Develop a compact and pedestrian oriented neighbourhood that establishes sufficient overall residential densities to help support the efficient provision of neighbouring educational facilities, recreational facilities and municipal services such as public transit in a timely fashion.

##### Objectives:

- Provide a mixture of dwellings including low density (single detached and semi detached) ground oriented multiple (semi detached and row housing) and medium / high density (stacked row housing and apartment).
- Provide apartment housing with roadway frontage on the collector and / or arterial road system to provide easy access and, where appropriate, to provide a transitional land use between low density residential development and commercial areas or major transportation facilities.
- Where feasible, locate ground oriented multiple family housing to create a transition between apartment and single detached housing.
- Integrate smaller parcels of ground oriented multiple development within the neighbourhood adjacent to low density residential development to provide alternative housing options within the community.
- Arrange medium/high density development around commercial and transit service areas to promote efficient use of facilities and contribute to a neighbourhood activity area.
- Consider City of Edmonton policies and programs pertaining to affordable housing at the zoning or development permit stage.

#### 4.2.3 Residential Street Design

##### Development Principles:

- Design residential streets that are pedestrian friendly, safe, easy to maintain and form an integral and attractive component of the public realm within the neighbourhood.

##### Objectives:

- Where possible, create a consistent form of housing and zoning designation on either side of a street so that there is a consistent streetscape design on both sides of the street, and the massing and scale of buildings on either side of the street creates a symmetrical and harmonious definition of the street environment.

- Design medium density residential housing to have a strong street presence, with parking areas located underground or away from the street. Where buildings front onto a street or public areas such as a park, the building frontage will include features (doors, windows, landscaped yards) that create surveillance and sense of occupancy wherever there is an interface with the street or a public space.
- Where practical, streets that are part of the pedestrian linkage system, should have treed boulevards and sidewalks that are not interrupted by front drive access.

#### 4.2.4 Transit Supported Development

##### Development Principles:

- Provide a high level of public transit service at key activity nodes and in areas of concentrated population.

##### Objectives:

- Provide transit routes and transit facilities at key focal points within the neighbourhood.
- Where possible, incorporate transit facilities into major public buildings or commercial developments to provide a more sheltered environment that is comfortable for transit patrons.

#### 4.2.5 Commercial Services

##### Development Principles:

- Provide a shopping / service area to meet the large and small scale needs of residents, and provide some local employment opportunities within the neighbourhood.
- Where practical, provide convenient pedestrian access to all commercial development so that residents in the neighbourhood have opportunity to walk to commercial services.

##### Objectives:

- Create a key commercial center in the north west quarter of the neighbourhood, accessible from 231 Street, the collector roadway network and from the interior of the neighbourhood, designed to serve both vehicle and pedestrian traffic, with a range of services that could be required both by commuters and by residents in the neighbourhood.
- Recognize the existing highway commercial development on Stony Plain Road west of 215 Street and where possible, create pedestrian access to this area from the neighbourhood so that it may evolve to serve the convenience shopping needs in the northeast portion of the community.
- Generally design all commercial development to avoid exposed 'dead' frontages along major circulation corridors.
- Minimize the impact of commercial development on adjacent residential land uses through landscaping, site layout and building design.

- Where practical, encourage opportunities for commercial use to occur at grade level within the town centre area.
- Establish convenient pedestrian linkages to commercial areas and transit nodes through the use of multi-use trails, and local streets and walkways.

#### 4.2.6 Recreation Amenities, School / Park Sites

##### Development Principles:

- Accommodate the requirements of the City and School boards for school / park sites within the neighbourhood using Municipal Reserve (MR) dedication.
- The location, size and designated catchment areas of the school sites reflects the contemporary needs and standards established by the Community Services Branch of the Asset Management Department and the *Smart Choices for Developing Our Community Initiative - Future School Site Study*.

##### Objectives:

- Ensure all parks and open space areas are accessible via walkway linkages, automobiles and transit.
- Provide flexible site and facility design to accommodate a full range of life-long learning and recreational needs within the community.
- Ensure school sites will be accessible by future transit routes.
- Accommodate a community league facility in the neighbourhood.
- Locate school park sites in early stages of development where the school board has indicated a need for early acquisition of a building site.

#### 4.2.7 Natural Areas

##### Development Principles:

- Preserve and integrate environmentally sensitive and other natural areas into the development concept plan, where they are sustainable and economically viable and fit with the priorities for the retention of Natural Areas as directed by the Office of Natural Areas and the Parkland Services Branch of the Asset Management Department.
- Where possible, the developers will endeavour to retain additional portions of any natural areas not acquired as part of this plan. The City of Edmonton will work with the developers and may attempt to acquire these areas prior to their redevelopment. These discussions will be held in a timely manner so as not to impede the development process. Acquisition mechanisms may include, but are not limited to: purchase of these lands from City funds allocated for this purpose, exchange of these lands for “density bonusing” within the Secord neighbourhood; land exchange with other City owned parcels, purchase of these lands by a future “Land Trust” organization, or other mutually acceptable mechanisms.

- Endeavour to connect natural areas where possible.

Objectives:

- Preserve key portions of natural areas through development of storm ponds, or where feasible and practical, through city land acquisition.
- Prepare management studies for the preservation of key natural areas that are identified as sustainable and have been acquired for preservation by the City, prior to subdivision of properties abutting the natural area to ensure that urban development does not disturb the natural drainage patterns.
- Encourage naturalized landscaping on public and private lands to maximize environmental benefits and minimize costs associated with maintenance.

#### 4.2.8 CPTED

Development Principles:

- Adhere to CPTED principals through subdivision and building design, avoiding entrapment areas and creating a sense of occupancy and surveillance wherever there is an interface of public and private space.

Objectives:

- Locate activity areas such as parks, stormwater management facilities, and commercial development where there is optimal street frontage and where residential development can provide surveillance of these activity areas.
- Walkways should be visible and well lit.

#### 4.2.9 Walkability

Development Principles:

- Design a neighbourhood that provides residents with the opportunity to walk to meet local shopping, personal service and recreational needs, and to connect with major focal points outside the neighbourhood, through the construction of local roadways, walkways and multi-use trail corridors.

Objectives:

- Incorporate local road linkages and walkways at strategic locations between residential developments to enhance neighbourhood connectivity.
- Design subdivisions that facilitate easy pedestrian access to key amenity areas.
- Locate medium density housing close to commercial and other neighbourhood focal points.
- Provide a system of walkways and streets that connect all major activity nodes and provide convenient access to transit routes.

- Use existing utility and pipeline corridors for multi-use corridors and pedestrian linkages, while having regard for the safe, ongoing operation of these facilities.
- Identify major intersections that are part of the pedestrian linkage system and are required to provide connection between major activity areas, as priority pedestrian crossings, designed to provide highly visible and convenient pedestrian crossing.

#### 4.2.10 Connectivity and Mobility

##### Development Principles:

- Design a system of local streets that provides simple, direct and obvious connections throughout the neighbourhood.
- Design a system of arterial / collector roads that connect major neighbourhood focal points, maximize access to transit for the greatest number of residents, and can be easily accessed from all parts of the neighbourhood.

##### Objectives:

- Subdivision design will promote shorter cul de sacs, and local streets that interconnect.
- Where the street system does not offer residents direct access to a public amenity, the subdivision design will include walkways to provide this connection where possible.

#### 4.2.11 Development located in proximity to Oil and Gas Wells, Pipelines and Landfills

##### Development Principles:

- Assess and minimize nuisance and risk of operating or suspended oil and gas wells to adjacent urban development, as directed by existing and future City Policy.
- Adhere to Provincial requirements for development set backs adjacent to landfill sites.

##### Objectives:

- Adhere to the requirements and guidelines of the *ERCB* and City of Edmonton Policy regarding the interface of urban development and oil and gas operations.
- Adhere to the minimum setback requirements for operating oil and gas well head sites.
- Conduct an assessment of risk and nuisance operating oil and gas wells, as directed by existing or future city policy for the integration of oil prior to any rezoning of the parcel where the facility is located.
- Plan subdivisions to facilitate temporary emergency access and to provide two access points while oil and gas wells are still operating within the neighbourhood.
- Where development occurs in proximity to an operating oil and gas facilities, subdivision design will accommodate the transport needs of the oil and gas company while minimizing the impact on adjacent development.

Amended  
by Editor

- Where development occurs adjacent to an operating oil and gas well, berming and landscaping of the well site will be required as a condition of subdivision as per the city's Policy Guidelines for the Integration of Resource Operations and Urban Development.
- Comply with Provincial legislation to exclude any eating and drinking establishments, educational facilities or residential uses, within 450 metres of an operating landfill or 300 metres of a closed landfill, until specific dispensation has been obtained from the appropriate government agencies.

#### 4.2.12 Interface with Major Arterials

##### Development Principles:

- Provide berming, landscaping and noise attenuation, to the satisfaction of the *Transportation Planning and Engineering or its successor*, where residential development will back onto a major arterial. Amended by Editor
- Recognize Stony Plain Road as a major City entranceway, and accommodate landscaping and roadway design in keeping with City policy and regulation.

##### Objectives:

- Berming, landscaping and noise attenuation along Stony Plain Road, 87 Avenue, 215 Street and 231 Street will be based on recommendations from the required noise studies submitted to the *Transportation Planning and Engineering or its successor* at the time of subdivision. Amended by Editor
- Development of the City owned lands and highway commercial lands at the corner of Stony Plain Road and 215 Street could include a gateway park, and should include a high standard of landscaping and design elements.
- Commercial Development on Stony Plain Road will incorporate landscaped yards and set backs as per the Major Commercial Corridor Overlay in the Zoning Bylaw.

## 5.0 DEVELOPMENT CONCEPT

### 5.1 Neighbourhood Units

The Second NSP is to be developed primarily for residential purposes (see **Figure 6 - Development Concept**). The NSP encompasses approximately 244.7 gross hectares (594.83 acres) and is bound by Stony Plain Road to the north, 87 Avenue to the south, 231 Street (Hillview Road) to the west and 215 Street (Winterburn Road) to the east.

### 5.2 Residential

The majority of land within the NSP is intended for residential development encouraging a range of housing densities, types, and choices (see **Figure 6 – Development Concept**). A variety of low and medium density residential dwelling units will be implemented based on market conditions and consumer preferences at the time of development.



*The Second NSP is anticipated to accommodate the following residential densities:*

- 25 - 40 units per net residential hectare for Low Density Residential;
- 45 units per net residential hectare for Medium Density Row Housing; and
- 90 units per net residential hectare for Medium Density – Low Rise and Town Centre Lands.

Bylaw 16159

Bylaw 17474

*The area, number of dwelling units and population attributed to residential land uses is found in Appendix A.*

Bylaw 17886

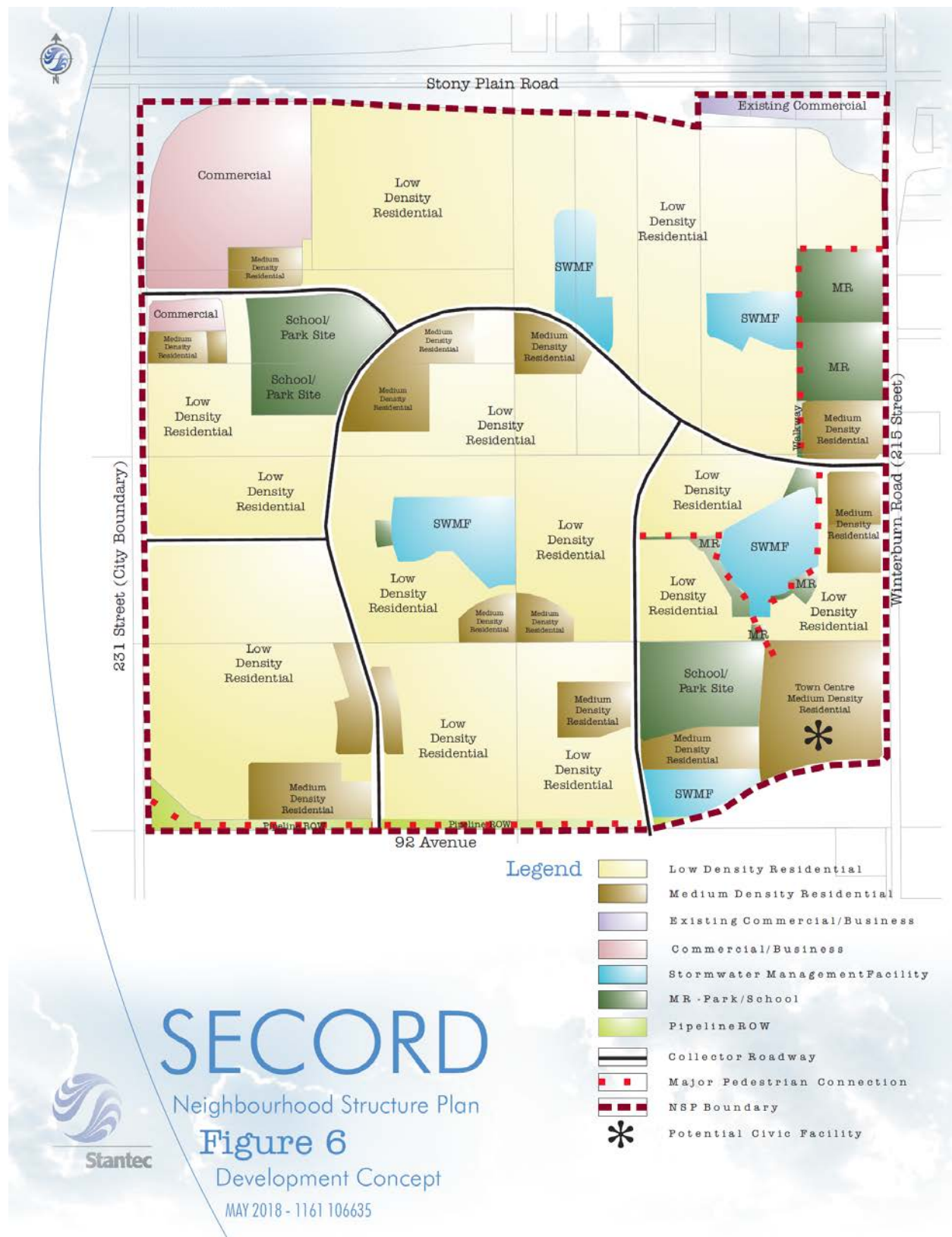
#### 5.2.1 Low Density Residential (LDR)



As shown on Figure 6, Low Density Residential (“LDR”) development is the predominant form of housing within the plan and has been located to take advantage of the natural amenities offered by stormwater management facilities, integrated open space system, neighbourhood parks, and school / park site. Opportunities to incorporate a range of low density housing types are provided within the plan—they may include single detached, semi-detached, or street-oriented row housing. Because of its built form, street-oriented housing along a well-designed streetscape—i.e. consideration of human scale, high connectivity, good landscape and streetscape design, pedestrian signage—serves as a good transition land use between single-detached houses and medium density housing.



Figure 6 – Development Concept (Bylaw 18665, January 21, 2019)



Low Density Residential development will be planned in clusters/cells to provide residential sub-areas a greater sense of local identity, safety, and pedestrian comfort. Subdivision patterns will generally adhere to a conventional suburban style consisting of loops and cul-de-sacs. This approach will ensure that the Secord Neighbourhood achieves the following:

- Maximizes the use of land by minimizing municipal road and infrastructure;
- Provides a safe living environment by reducing, as much as possible, traffic impacts such as short-cutting and speeding; and
- Provides an overall living environment that is marketable to both future residents and home building industry.

Special attention to urban design through site planning and building pattern will ensure attractive streetscaping and appropriate land use transition within the neighbourhood. The area, number of dwelling units and population attributed to LDR development is shown in Appendix A.

*The opportunity for zero lot line housing has been identified for the area north of Secord Road and east of 231 Street NW, and will be implemented through the use of a (DC1) Direct Control Provision. The intent of DC1 is to efficiently utilize land and infrastructure through the intensive development of single detached housing with front attached garages, where one side yard is reduced to zero metres. The result is an alternative building form that provides a higher density, while complying with the intent of this Plan.*

Bylaw 17622  
May 2, 2016

### 5.2.2 Town Centre Medium Density Residential (TCMDR)

Unique opportunities exist within the Secord NSP to provide a variety of medium density housing forms and densities. The Lewis Farms ASP identifies the area at the intersection of 87 Avenue and Winterburn Road as part of the Lewis Farms Town Centre, which is to function as a focal point for the entire Lewis Farms development. The mixed use Town Centre is to be comprised of a concentration of high and medium density housing, a full range of retailing and entertainment facilities and potentially some institutional and community uses.



The portion of the Town Centre west of 215 Street within the Secord neighbourhood will be primarily focused on medium and higher density housing, with potential for some civic uses. Ground floor commercial uses may also be incorporated into this portion of the Town Centre, if market conditions warrant. Commercial uses should be limited to convenience commercial personal service, minor eating and drinking, and smaller general retail and office developments that generally provide service to residents and a more pedestrian clientele.

The Town Centre location establishes a positive urban interface and creates a strong focal point within the neighbourhood that integrates adjacent or nearby land uses (e.g. SWMFs, institutional uses, parks / open space internal pedestrian linkages, and future commercial and employment opportunities to the east).

### 5.2.2.1 Streetscape and Pedestrian Intersections adjacent to the Town Center

The Town Centre within Lewis Farms is shared by four neighbourhoods. A major vehicular intersection, located in the middle of the town centre, is the mid point of the Lewis Farms area and divides the town centre into four parts. This intersection will allow pedestrian access between the four town center quadrants and may include a gateway feature and landscaping or paving features. The streets abutting the town center should also have landscape elements that help to create a unique identity for the town centre area.

Requirements for streetscape treatment adjacent to the town centre and design of the intersection of 215 Street and 87 Avenue to create a community focal point and major pedestrian crossing, will be implemented through servicing agreement conditions to be implemented at the time of subdivision.

### 5.2.2.2 Town Centre Urban Design Guidelines

The Town Centre will be developed using detailed design guidelines, which will be implemented using (DC1) Direct Control Provisions at the zoning stage of the development process. The (DC1) Direct Control Provision will address the specific design criteria of the Town Centre, which will include building placement, site design, pedestrian circulation, parking locations, amenity area locations and design, use of landscaping, and creation of a town center identity.

#### Building Placement and Transition:

- Establish building heights and mass that are appropriate with surrounding land uses, generally allowing for more height in the interior of the site, and reduced height adjacent to public streets.
- If there is commercial development at grade, building set backs can be reduced for this development, with upper residential levels set further back to create good pedestrian scale and a more interactive commercial environment at street level

#### Site Design:

- Develop buildings that are high quality, stimulate visual interest, and create interactive frontage along public streets and interior walkways, to enhance the pedestrian experience of the site.
- Promote consistent use of architectural features, building materials, streetscape and landscape elements that will define the unique identity of the town center.
- Define entrances to the Town Centre. This could include, but is not limited to, the use of architectural features, enhanced paving, open space areas and ornamental landscaping.

#### Parking and Circulation:

- Provide a suitable balance between pedestrian and vehicular circulation.
- Create an appropriately structured internal vehicular circulation system by way of private internal roadways.
- Promote safety, efficiency and convenience when aligning site entrances and internal circulation.
- Where feasible, provide parking for residents below grade and divide surface parking areas into a series of smaller connected parking areas.

#### Pedestrian Circulation:

- Pedestrian walkways should be accessible, well defined and safe.
- Where practical and feasible pedestrian connections should link to residential areas, amenity space, commercial areas and open space.
- Pedestrian walkways should be well lit and include landscape features.

#### Amenity Areas:

- Amenity areas will be provided on site, designed to accommodate passive and social activity for residents and commercial clients.
- Where possible, amenity areas should be in a central location, away from streets and other noises, but very visible to residents or commercial users, and connected with pedestrian circulation routes.
- Small seating areas should be located at key intersections along internal pedestrian routes through the town centre.

#### Landscaping:

- Provide a mixture of landscaping elements to enhance the overall appearance of the site, particularly along interior walkways and adjacent to amenity areas.
- Use landscaping elements (which could include decorative fencing, paving, planting) to define small private amenity areas at grade level and to visually differentiate areas of public and private space.

#### Commercial Uses:

- Development of at grade commercial use on the site is encouraged, but should be limited to convenience commercial personal service, minor eating and drinking, and smaller general retail and office developments that generally provide service to residents and a more pedestrian cliental
- Where feasible, commercial use will be developed to provide more active and interesting street fronts and walkways, and will be designed to create interesting pedestrian oriented shopping areas or live/work employment opportunities.

### Civic Facilities:

- Lands on the Town Centre site may be purchased by the city to provide civic facilities such as a fire or ambulance station, local police station or library.
- If a portion of the Town centre is used for a civic facility, the facility will be designed using the same criteria for building placement, site design, circulation, and landscaping, as apply elsewhere on the Town centre site.

This medium/high density focal point has been strategically located based on principles of a walkable community and transit-supported development. These principles emphasize higher residential densities, a balanced mix of land uses, quality public spaces, and transportation system. Accordingly, the Town Centre MDR site has been located in close proximity to transit service, arterial roadways, and multi-use trail corridor making it well connected within the context of the plan. The land required for any potential civic uses such as a fire department or a library will be purchased by the City. Development of these lands will not be delayed if the City chooses not to acquire the necessary land. In this case, the land will be developed as medium density residential housing.

### 5.2.3 Medium Density Residential (MDR)

Within the Secord NSP area a variety of additional medium density housing forms and densities, including townhouses, row housing, stacked townhouses and low rise apartment buildings, can be accommodated. Future market demands will determine the type of Medium Density Residential (MDR) pursued in each particular circumstance.

Medium Density Residential has been strategically located to create a series of community focal points within the neighbourhood that serve to integrate adjacent or nearby land uses. These include integrated stormwater management facilities, district park / school sites, parks and open spaces, natural areas, pedestrian linkages and multi-use trails, and commercial opportunities. MDR sites will be provided with continuous pedestrian connections to amenity areas. Within the neighbourhood 215 Street, 231 Street, 87 Avenue and collector roadways will provide vehicle and transit access to MDR sites where applicable.



While parcels of MDR are likely to be developed on a self-contained basis, opportunity exists to develop street-oriented townhousing designs alongside LDR housing through sensitive urban streetscape design, attention to transitioning and landscaping. Ground oriented multiple housing can be provided as a transition between MDR and LDR housing. Medium density apartment housing will be located on transit routes, in close proximity to commercial development and amenity areas. Incorporation of MDR within the plan area will provide alternative housing options and choices for residents throughout the lifecycle of the neighbourhood and are located in proximity to community services, focal points, transit service, and open space. The type of medium density pursued through each stage of development is subject to consumer and market trends and the specifics will be determined at the zoning stage.

The medium density area in the southwest portion of the plan area along 87 Avenue will be developed using standard land use zones. Within this area, an appropriate transition will be provided between the various medium density built forms and single detached housing. Row housing and duplex product will be oriented to the local roadway, with low rise apartments located along the southern portion of the area adjacent to the multi-use trail and accessed off the arterial roadway or collector roadway. This portion of Secord will be developed to ensure a seamless integration of low density residential uses (single and semi-detached housing) and the medium density housing (row housing and apartment housing).

The Medium Density parcel, located directly north of 95 Avenue, will be developed as row housing. Access to this site will be through the adjacent local roadway and not directly to either 95 Avenue or 215 Street.

The area, number of dwelling units and population attributed to Medium Density Residential development is illustrated in **Appendix A**.

## 5.3 Commercial/Business

There are several small, existing commercial uses in the northeast corner of the plan area, adjacent to Stony Plain Road. These lots will be retained as commercial uses in the Secord neighbourhood and will have pedestrian connection to the residential portion of the plan area. Pedestrian access will be provided through walkways, in anticipation that this area could evolve to serve the convenience needs of residents in the northeast part of the plan. Specific details of vehicular access will be determined at a later date and is subject to the outcome of the agreement of the *Transportation Planning and Engineering* and the Stony Plain Road Functional Study. The residential area will be separated from these commercial developments using fencing, berming and landscaping.



*Amended  
by Editor*

*A 1.14 ha neighbourhood commercial site is situated south of 97 Avenue and east of 231 Street in the northwest portion of the NSP. This location provides strong visibility and access and is intended to serve the day-to-day commercial needs of Secord residents.*

*Bylaw 18665  
January 21,  
2019*

A 10.99 ha Commercial / Business site is situated adjacent to 231 Street and Stony Plain Road in the northwest portion of the NSP. This location provides superior visibility and access and is intended to serve the day-to-day needs of the neighbourhood, commuters and surrounding community. This location, at the edge of the neighbourhood and adjacent to arterial roadways, results in the site being developed primarily for vehicular oriented uses. However, pedestrian connectivity and walkability to the neighbourhood and throughout the site will be promoted and maintained. The site will developed to be sensitive and in scale with the surrounding residential uses. The site will contain an appropriate mix of uses and an attractive interface with the adjacent residential areas. The developer will ensure that the required separation distance is maintained between the landfill site in Parkland County for certain restricted uses until the variance is applied for and granted. This location will also minimize traffic cutting through the

neighbourhood. Specific details regarding access / egress and site design will be determined at the rezoning and subdivision stage.

As a first priority, this commercial area could be developed under conventional zoning using the provisions of the (CSC) Shopping Centre Zone or the (CB1) Low Intensity Business Zone. Stony Plain Road is a major entrance to the city, and any landscaping and design requirements will be in keeping with current City policies and regulations and where appropriate, the Major Commercial Corridors Overlay. Given the proximity of the site to residential uses and the desire to create a commercial development that is convenient for both vehicles and pedestrians, it may be preferable to use Direct Control Zoning on this site instead of conventional zoning.

#### 5.3.1 Commercial Urban Design Guidelines – 231 Street/Stony Plain Road

- Develop buildings that are high quality, aesthetically pleasing and have architectural and visual interest.
- Where possible, avoid “dead” frontages along major circulations routes.
- Provide appropriate landscaping to enhance the overall appearance of, and experience within, the site.
- Well-lit and conveniently placed pedestrian connections should be incorporated into the site design to ensure connectivity with the adjacent residential areas and throughout the site.
- Where feasible, parking areas on the site should be developed in clusters to accommodate individual businesses, using landscaping to break up large hard surface areas and provide shade to parked vehicles.
- Where possible, parking and loading areas will not interface with residential development to the south and east and screened from abutting public roadways.
- The interface between the business and residential areas could include a variety of options, such as a berm combined with landscaping, to visually screen the backside of commercial buildings.

This commercial site will provide a range of services and amenities within easy walking distance of medium and low-density residential areas and transit service. Compact development around this focal point supports contiguous growth, efficient infrastructure and effective provision of facilities and services over the course of development of the neighbourhood.

The areas attributed to the Commercial / Business sites are shown in **Appendix A**.

## 5.4 Schools, Parks and Open Spaces

An integrated open space and park system is proposed for Secord, as shown on **Figure 7 - Pedestrian Linkages**. A number of community facilities are located within the Secord NSP. These include schools, parks and open space areas, which help provide significant place-making opportunities and strengthen community identity. In addition there are two existing Municipal Reserve parcels that provide amenity space for the neighbourhood. These facilities

support civic spirit of the community and provide areas where residents can congregate for educational, social, and cultural activities.

*The sites have been located according to prudent land use planning principles and with consideration to current land ownership.*

Bylaw 17474  
December 14,  
2015

*The school/park site in the western portion of the NSP is planned to accommodate a Public K-9 school (6.26 ha), associated playing fields and community league space. The school park site in the eastern part of the NSP is planned to accommodate a Catholic K-9 school (5.0 ha) and has been located so as to allow development of the site with the early stages of Secord. Both of these sites have appropriate frontage along internal collector roadways, which provide suitable access opportunities for residents and users of the site.*

Bylaw 17474  
December 14,  
2015

*Municipal Reserve dedication for the Secord neighbourhood is proposed at 7.8%, which is below the required 10% dedication. The remaining 2.2% of the Municipal Reserve allotted for the Secord neighbourhood will be used to assemble the district campus/park site in the Rosenthal Neighbourhood to south. The combination of Municipal Reserve used in the two neighbourhoods equals 10% of the Gross Developable Area for this portion of Lewis Farms.*

Bylaw 17474  
December 14,  
2015

#### 5.4.1 Parks and Open Space



Park and open space sites within the plan area have been strategically located to provide an amenity area for users and residents, act as neighbourhood focal points, and preserve natural areas and mature tree stands (where feasible and viable). Parks and open space areas have been located adjacent to roadway and multi-use corridors to provide adequate accessibility via pedestrian, vehicular and transit. Collectively, these

park sites promote positive health and community interaction and establish a community focal / amenity area.



Figure 7 - Pedestrian Linkages (Bylaw 18665, January 21, 2019)



#### 5.4.2 Walkways and Pedestrian Corridors



A multi-use corridor system connects residents with community amenities and focal points in the Secord neighbourhood (see **Figure 7 – Pedestrian Linkages**). The pedestrian linkage system combines the use of multi-use trails, public utility right-of-ways and collector streets to provide, convenient connection between residential sub-areas and daily amenities and services. A system of internal walkways will supplement the system, providing connections to the School / Park sites, natural areas, stormwater management facilities, commercial areas, and various other focal points.

#### 5.4.3 Natural Area (NW 7010)

A significant portion of Natural Area NW 7010 is incorporated within the Secord NSP and will function both as a utility and an open space amenity for the neighbourhood. The stormwater management facility located in the east central part of the neighbourhood will be developed in conjunction with the existing body of water on site. This will maintain and preserve a substantial portion of the natural area. Several parcels of land around the wetland have also been previously dedicated as Municipal Reserve in order to preserve the natural area. *The landowner/developer of these lands has agreed to donate a 0.29 ha parcel of land which will complete the assembly of the area and preserve the wetland as a complete amenity.* This land will be designated as a park area, and form the northern boundary of the wetland facility. It will be owned and maintained by the City as part of wetland.

Bylaw 17474  
December 14,  
2015

As a result, this natural area will continue to provide a diverse vegetation and habitat for wildlife, as well as an amenity for future residents. In addition, the portion of the natural area located along the eastern boundary of the neighbourhood (215 Street) is protected through the existing dedication of MR lands. A detailed wetland management plan has been prepared to ensure mitigation of potential hazards and overall sustainability of these portions of the integrated natural area.

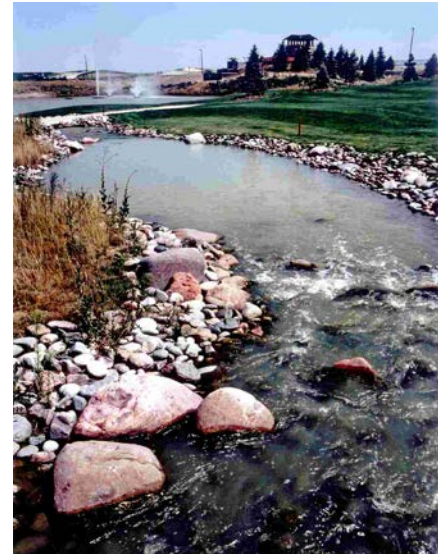
#### 5.4.4 Stormwater Management Facilities

Although the primary purpose of Stormwater Management Facilities is to function as a utility for the storage of stormwater runoff, these facilities also provide a series of amenities for the neighbourhood. The SWMF's are developed to be visually appealing and physically accessible to residents. The SWMF's are designed to be accessible through public lands and are not to be land locked by private development. The SWMF's in Secord will include a walk around a portion of the facility and where possible they have been integrated into the pedestrian/open space concept for Secord. Specific details of the design will be dealt with at the subdivision and rezoning stages of development.

## 6.0 Engineering Services

### 6.1 Stormwater Drainage

As illustrated on **Figure 8 – Servicing**, five Stormwater Management Facilities are designed within the Secord neighbourhood. These facilities have been located based on natural drainage patterns within the neighbourhood boundary. Additional details regarding the stormwater drainage schemes are provided in the associated Neighbourhood Design Report, to be submitted under separate cover.



### 6.2 Sanitary Drainage

The Secord NSP can be serviced with the extension of existing sanitary sewer trunk systems to the west (see **Figure 8 – Servicing**). Sanitary capacity has been provided in the adjoining systems. The onsite sanitary network will follow the internal roadway network and associated public utility lots.

Further details regarding the sanitary drainage schemes for the NSP are provided in the aforementioned Neighbourhood Design Review.

### 6.3 Water Distribution

The water distribution network for Secord NSP is illustrated on **Figure 8 - Servicing**. Extensions will be constructed as required by the pace of development.

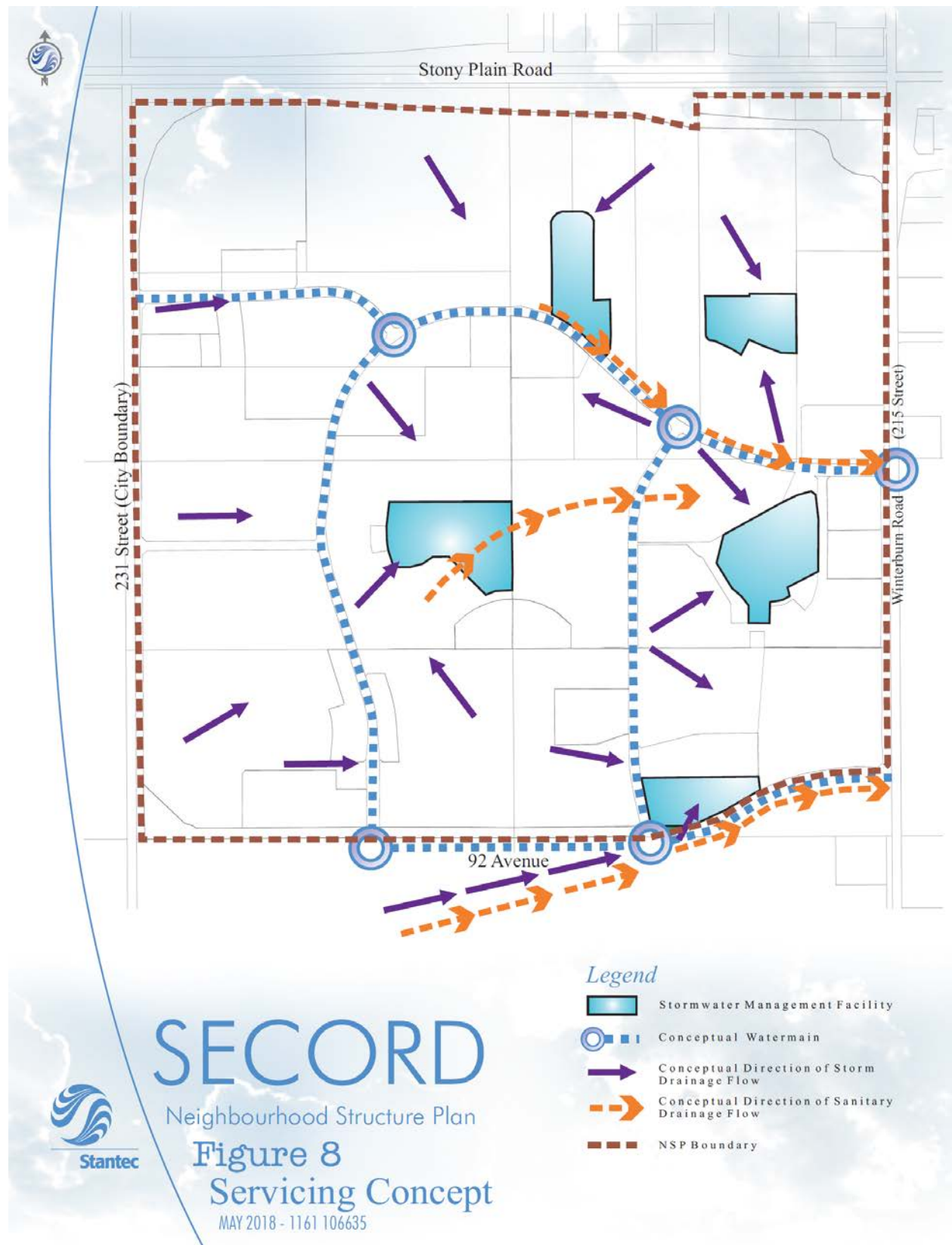
Water servicing will be designed and constructed using conventional methods for providing peak hour flows and fire flows for low and medium density residential, schools, urban services and commercial uses. Water looping will be provided in accordance with the requirements of EPCOR.

A Water Network Analysis submitted under separate cover will provide more detailed information regarding water servicing for the NSP.

### 6.4 Shallow Utilities

Gas, power and telephone utility services will be extended from the existing neighbourhood developments by the respective utility companies. The existing infrastructure for gas and power within the plan area will form part of the overall permanent servicing system for these respective utilities.

**Figure 8 – Servicing (Bylaw 18665, January 21, 2019)**



## 7.0 Transportation

The Municipal Development Plan (MDP) establishes the integrated movement of people and goods effectively, efficiently and safely throughout Edmonton and beyond as a key priority. The Secord NSP supports this initiative through the creation of an interconnected hierarchical transportation system as illustrated in **Figure 9 – Transportation**.



The transportation network adjacent to and within the Secord NSP consists of a system of arterial, collector, and local roadways as well as pedestrian connections, walkways, and corridors to accommodate the safe and efficient movement of vehicles, goods, and people.

This hierarchy of roads will provide the appropriate interconnections to efficiently and effectively accommodate vehicle traffic flows at the arterial, collector, and local roadway levels. 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.

### 7.1 Pedestrian Circulation

An efficient and continuous walkway network connecting key nodes within the NSP provides pedestrian-oriented circulation throughout the neighbourhood. Convenient linkages between school/parks, open space, commercial and medium density residential areas are provided. These linkages provide direct access for pedestrians and cyclists.

Five major pedestrian intersections have been identified to facilitate convenient movement of people between major activity areas within the neighborhood and to adjacent neighbourhoods. The intersections are shown on the Pedestrian Linkage map at the following locations:

- 87 Avenue and 215 Street, the intersection that connects the four quadrants of the town center
- 215 Street and the collector that leads to Winterburn School east of 215 Street.
- 231 Street and the collector south of the commercial site
- 87 Avenue and eastern internal Collector roadway
- 87 Avenue and western internal Collector roadway

Major pedestrian intersections will be designed to be visible and attractive, providing a high degree of comfort for pedestrians using the intersection. These intersections will be designed to the satisfaction of the *Transportation Planning and Engineering or its successor* and will include traffic signals which will accommodate pedestrian crossing movements through the timing of traffic lights and crosswalk signals. Depending on the specific characteristics and function of the roadway, design of the intersection could also include elements such as a gateway feature, special landscaping or paving

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features, and treed medians to shorten the crossing distance. Specific details of the design will be determined at a later date in consultation with the developer and the *Transportation Planning and Engineering* or its successor.

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Figure 9 – Transportation (Bylaw 18665, January 21, 2019)



## 7.2 Roadway Network Accessibility

The Secord NSP is served by a number of transportation facilities. These will provide access to the City and the greater metropolitan area by virtue of its close proximity to a number of existing and proposed major transportation corridors. According to the City of Edmonton Transportation Master Plan (2000), these corridors include:

- Stony Plain Road
- 215 Street (Winterburn Road)
- 231 Street (Hillview Road)
- 87 Avenue

### 7.2.1 Highways and Regional Roadways

Stony Plain Road is a major east-west corridor, designated as a regional transportation facility and designed as a Highway connector roadway to accommodate intra-municipal traffic. It is designed to accommodate longer distance regional and provincial traffic, in addition to providing transportation benefits to the development area in the future.

Secord occupies a strategic, highly visible location at the western entrance to Edmonton. The visual location from Stony Plain Road will be vital to the first impressions of travellers to and from the Capital Region. This impression should reflect and reinforce a positive and dynamic image of the City. It is necessary that this view includes not only strong urban elements but also defines the northern edge of the neighbourhood. To strengthen this vision, it is essential that it is designed and developed in an attractive and functional manner for the benefit of workers, visitor and residents alike.

Presently, the West End Corridor Design Guidelines provide regulations to improve the image of this major entranceway. The Major Commercial Corridors Overlay of the Zoning Bylaw provides additional requirements for landscaping and setbacks for commercial development along the eastern portion of Stony Plain Road. At the time of subdivision a unified and consistent landscaping treatment, in terms of entrance features, berming, landscaping and fencing, should be provided in accordance with subdivision and design guidelines provided by the City of Edmonton. The costs for these improvements on road right-of-way will be the responsibility of the City and adjacent landowners.

### 7.2.2 Arterial Roadways

Arterial roadways accommodate the movement of inter-municipal traffic and generally maintain limited direct access to adjacent land uses. 215 and 231 Streets and 87 Avenue are designated as arterial roadways within the NSP (see **Figure 9 – Transportation**). These arterials facilitate traffic in a north-south and east-west direction and provide access to the major transportation routes (Stony Plain Road, Anthony Henday Drive). Appropriate intersection spacing and access / egress requirements are respected along these arterial roadways.



### 7.2.3 Arterial Road Assessment Program and Roadway staging

Lands within the NSP will be subject to an Arterial Road Assessment (ARA) to cost-share the construction of 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 estimated and actual costs of constructing arterial roads required for access to a catchment area.

A roadway staging plan will be prepared as part of the review and approval process to service lands in this area of northwest Edmonton.

### 7.2.4 Collector Roadways

Access to the arterial grid system will be provided by a series of collector roadways connecting into and throughout the neighbourhood. Collector roadways which provide internal / external access are spaced at approximately 400 metre intervals to facilitate traffic progression (if traffic signals are required) and to ensure that sufficient distance is available to allow for right and left turn-bay development.

A total of four collector roadway access facilities are planned for the Secord Neighbourhood. These include a major central collector connecting the residential sub-areas and the future Neighbourhood 5 to the south. In addition, there is one portion of the roadway system designed as a non-transit collector roadway. The overall alignment and design of the collector roadways will enable residential areas convenient access / egress within the neighbourhood as well as to 87 Avenue, 231 Street and 215 Street. Access / egress to 231 Street shall be aligned with planned and future roadways in Parkland County.



The collector roadways provide efficient and convenient access to residential areas, while preventing cut-through traffic in the neighbourhood, and enhance overall safety. 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). Detailed designs for these roadways and surrounding neighbourhood intersections will be required upon submission of a subdivision plan covering this area.

Pertinent technical and design requirements for these roadway facilities and the arterial roadway network have been fully addressed in the Traffic Impact Assessment (TIA) submitted under separate cover. The TIA also discusses the location and extent of the collector roadway network as it relates to the school / park sites. Other access and roadway requirements will be determined at the rezoning and subdivision stages to the satisfaction of the *Transportation Planning and Engineering or its successor*.

Amended  
by Editor

### 7.2.5 Local Roadways

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

## 7.2.6 Noise Attenuation

In areas where a residential subdivision is constructed adjacent to a designated highway Alberta Transportation requires that the development proponent address future noise concerns. Noise attenuation needs assessments for residential development adjacent to Stony Plain Road, 231 Street, and 215 Street are required in accordance with the City of Edmonton's Urban Traffic Noise Policy. Depending on the anticipated volumes along 87 Avenue, a noise attenuation needs assessment may also be required for this location. This policy requires that the developer either proves that projected noise levels in the outdoor amenity area will not exceed 60 dBA, or construct any noise attenuation measures necessary to achieve this threshold.

Noise level evaluations will be carried out prior to subdivision application at the design phase of the project to verify that future noise levels meet the 60 dBA objective. If the evaluation confirms that the 60 dBA objective will be exceeded, noise attenuation will be provided at these locations by the developer. At a minimum, the City's *Transportation Planning and Engineering or its successor* will require that a 1.0 m berm and a 1.8m double-board, no-gap solid uniform fence (minimum density of 20 kg/m<sup>3</sup>) be incorporated in the design of Stony Plain Road and 231 Street, which are truck routes. At a minimum, the City's *Transportation Planning and Engineering or its successor* will require that a 1.8m double-board no-gap solid uniform screen fence be provided along 215 Street and 87 Avenue.

Amended  
by Editor

## 7.3 Public Transit Service

The Secord NSP has been designed to accommodate future public transit service along the collector and arterial roadway network. Transit service shall provide convenient service between neighbourhoods, commercial areas, and employment precincts. Transit service should be routed to ensure that walking distances are within 400m of all residents.

The transit system shall be extended into the development area in accordance with the City of Edmonton Transit System Guidelines as demand warrants. The developers of the Secord neighbourhood may choose to enter into an agreement with the City of Edmonton to provide funding to establish transit use in the initial stages of the neighbourhood for two years of transit service prior to the area meeting the required threshold. Future discussions on this funding may be held between the developers and Edmonton Transit. The Secord neighbourhood will integrate transit service at key transportation nodes and focal points within the community in support of walkability. The Town Centre lands, which will contain medium and high density residential uses and amenity space, are located along transit routes. The park space is also connected to the internal walkway system and the Natural Area, thus bringing transit, the higher intensity land uses and walkability options together. Transit facilities may be enhanced at transit focal points to provide sheltered, comfortable bus waiting areas. Where feasible and practical, transit shelters may be incorporated into adjacent buildings.

## 7.4 Multi-Use Corridors and Bicycle Routes

A multi-use trail is planned to connect the neighbourhood focal points (Town Centre lands, school / park site, natural areas), to other destination areas within Secord. In addition, walkway and local roadway connections will also be provided to minimize walking distances where trail

interconnections are not feasible.

Landscaping and ornamental street furniture may be provided within the corridors to enhance their aesthetics and to provide a higher quality pedestrian environment. Sidewalks shall be provided along all collector and arterial roadways in accordance with City policies and practices

Bicycle circulation within the Second Neighbourhood is designed to follow collector and local roadways within the neighbourhood area. Where appropriate, bicycle routes will be integrated with pedestrian linkages / paths as multi-use trail corridors connecting internal and adjacent residential areas and amenities. Bicycle routes will be clearly marked by appropriate signage and markings in order to minimize conflicts between cyclists and pedestrians in the neighbourhood.



## 7.5 Parking

Parking for vehicles will generally be provided off-street in conjunction with residential and commercial development. Edmonton's Zoning Bylaw parking requirements should be used as the basis for the development of appropriate off-street parking facilities.

## 7.6 Truck Routes

The following truck routes exist along these roadways adjacent to the plan area:

- Stony Plain Road
- 231 Street

Stony Plain Road is also designated as a Dangerous Goods route.

Consideration of land-uses adjacent to these 24-hour truck routes will be reviewed in greater detail by the *Transportation Planning and Engineering or its successor*. At a minimum, the City's Transportation Department will require a 1.0 m berm and a double-board no-gap fence will be incorporated in the development of the lots backing onto Stony Plain Road and 231 Street, in accordance with the City's Urban Traffic Noise Policy.

Amended  
by Editor

## 8.0 IMPLEMENTATION

The Secord NSP shall be developed in stages in accordance with market demands, over an approximate 5 to 10 year horizon. The following section outlines the recommended implementation sequence and rationale for neighbourhood unit development. The development sequence is illustrated on **Figure 10 – Staging Plan**.

### 8.1 Development Staging

Development of the Secord NSP represents a logical and contiguous extension of the residential land use patterns already established in the existing and developing neighbourhoods within the ASP (Breckenridge, Potter Greens and Suder Greens).

Development of the Secord neighbourhood is anticipated to initiate within the next year in consideration of the increased housing demand in west Edmonton.

Infrastructure to service these neighbourhoods will be extended as per detailed engineering. Particular consideration will be given to community facilities and services planned for the neighbourhood.

### 8.2 Rezoning and Subdivision

Portions of the land within the Secord NSP are presently zoned a variety of residential designations. The majority of the plan area is zoned as Agricultural (AG). Rezoning and subdivision of the land will conform to the land uses as designated in the NSP.

Figure 10 – Staging Plan (Bylaw 18665, January 21, 2019)



# Appendix A – Land Use & Demographic Profile

## SECOND NEIGHBOURHOOD STRUCTURE PLAN LAND USE & POPULATION STATISTICS BYLAW 18665

	Area (ha)	% of GDA
<b>GROSS AREA</b>	<b>244.7</b>	
Major Arterials / Road ROW	5.7	
Pipeline Right-of-Way	2.9	
<b>GROSS DEVELOPABLE AREA</b>	<b>236.1</b>	<b>100.0%</b>
Municipal Reserve	18.4	7.8%
School / Park	11.3	4.8%
Parks/Natural Areas/Walkways	1.0	0.4%
Lot 10, MSR, Plan 7823225	3.0	1.2%
Lot R, Plan 4714 R.S.	3.1	1.3%
Public Park - donated	0.3	0.1%
Park (Non-MR Credit)	0.2	0.1%
Commercial / Business	12.6	5.4%
Existing Commercial	1.9	0.8%
Stormwater Management Facilities	14.5	6.1%
Circulation at 15%	35.4	15.0%
<b>TOTAL Non-Residential Area</b>	<b>83.3</b>	<b>35.3%</b>
<b>NET RESIDENTIAL AREA (NRA)</b>	<b>152.8</b>	<b>64.7%</b>

### RESIDENTIAL LAND USE AREA, UNIT AND POPULATION COUNT

Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
<b>Low Density Residential (LDR)</b>						
Single/Semi-Detached	121.1	25	3,028	2.8	8,478	53.6%
<b>Medium Density Residential</b>						
Rowhousing	5.0	45	225	2.8	630	4.0%
Town Centre Medium Density Residential	7.0	90	630	1.8	1,134	11.2%
Low Rise/Medium Density Residential	19.6	90	1,764	1.8	3,175	31.2%
<b>TOTAL</b>	<b>152.8</b>		<b>5,647</b>		<b>13,417</b>	<b>100.0%</b>

### SUSTAINABILITY MEASURES

Population Per net Hectare (ppnha)	88
Units Per net Residential Hectare (upnrha)	37
LDR/MDR Ratio	54% / 46%
Population (%) within 500 m of Parkland	98%
Population (%) within 400 m of Transit Service	100%
Population (%) within 600 m of Commercial Service	64%

### STUDENT GENERATION

	Elementary	Junior High School	Senior High	Total
Public	489	489		978
Separate	245	245		490

\*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with Sustainable Development-Parks Planning.

\*\*25% of the RMD density is accounted for as MDR

## Appendix B – Land Ownership

<b>LAND OWNERSHIP</b>			
<b>Secord Neighbourhood Structure Plan</b>			
	<b>Titled Owner</b>	<b>Legal Description</b>	<b>Area (ha)</b>
1	Private Corporate	N ½ of SW 36-52-26-W4	32.14
2	Private Corporate	N ½ of SE 36-52-26-W4	32.13
3	Private Non-Corporate Owner	S ½ of SW 36-52-26-W4	30.32
4	Private Corporate	S ½ of SE 36-52-26-W4	27.60
5	Private Corporate	Lot 5, Plan 4717RS	16.74
6	Private Corporate	S. 660 ft. of NW 36-52-26-W4	16.06
7	Private Corporate	S ½ of NW-36-52-26-W4	15.98
8	Private Corporate	Lot B, 5396NY	15.23
9	Private Non-Corporate Owner	Lot A, Plan 5396 NY	13.40
10	Private Corporate	Lot 9, Plan 782 3226	9.86
11	Private Corporate	Lot 8, Plan 7823226	9.82
12	Private Corporate	Lot 7, Plan 7823226	9.70
15	Private Corporate	Lot 6, Plan 4717RS	3.74
16	<i>City of Edmonton</i>	Lot R, Plan 4717RS	3.11
17	<i>City of Edmonton</i>	Lot 10 MSR, Plan 782 3225	2.95
<b>TOTAL</b>			<b>238.78</b>

*Amended*

*by Editor*

*\*Denotes area of land within NSP boundary only and does not represent amount as indicated on title*

## Appendix C – Suburban Neighbourhood Design Principles

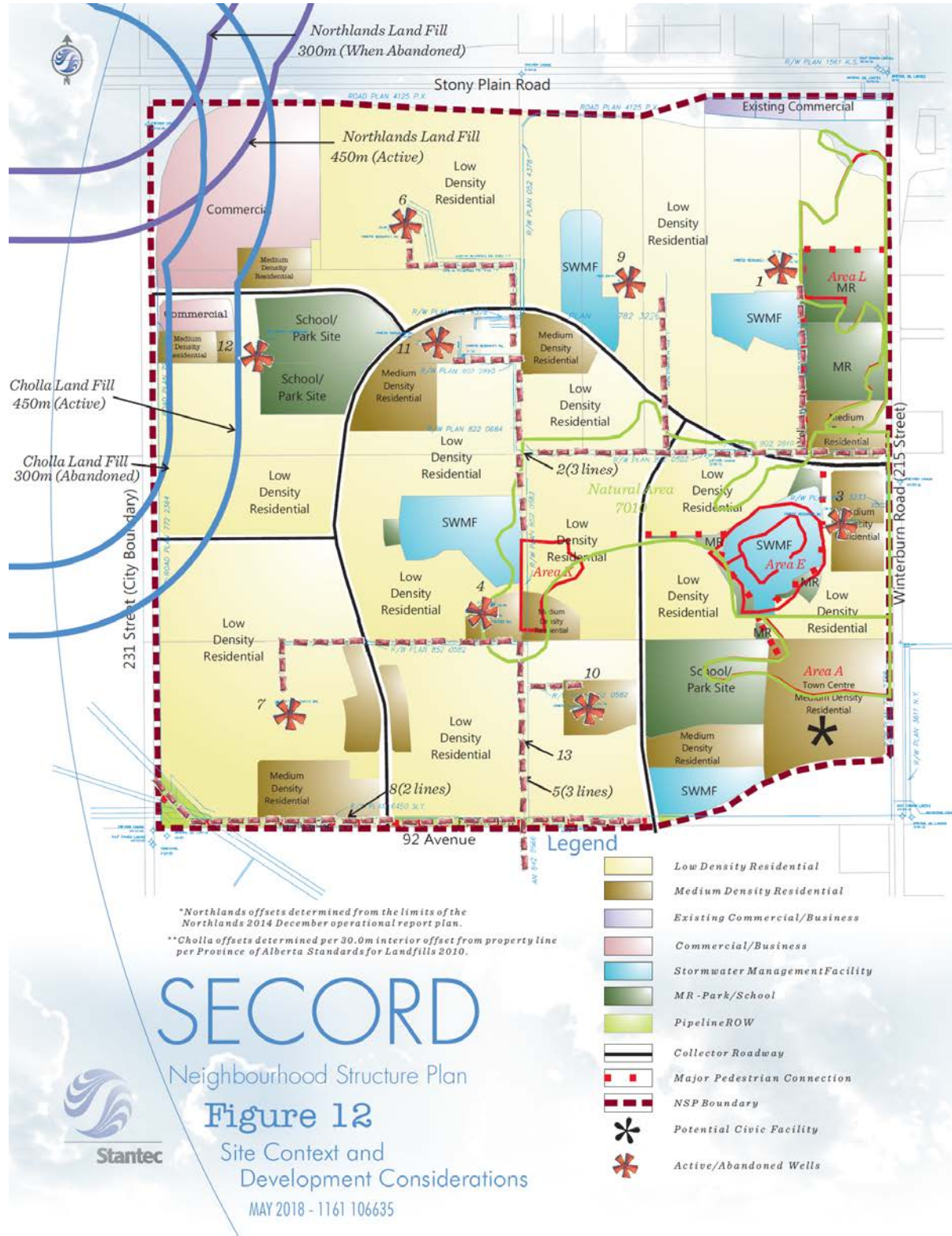
The following Suburban Neighbourhood Design principles provide the basis for the future development of Secord. These reflect and refine the policies identified in various statutory planning documents for the City of Edmonton such as Plan Edmonton, the Suburban Neighbourhood Design Principles, the Urban Parks Management Plan and Smart Choices for Developing Our Community.

1. Design a neighbourhood with the intent of sharing common infrastructure and neighbourhood facilities among neighbourhoods.
2. Design and locate school and community facilities to provide inter-neighbourhood focal points.
3. Design the arterial and central collector roads along a grid pattern, peripheral to the neighbourhoods. Use local roadways to distribute neighbourhood traffic from / to these arterial and collector roadways.
4. Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood.
5. Provide transit services to the edges of new neighbourhoods using arterial and collector roadways in conjunction with appropriately designed, strategically located and conveniently accessed transit waiting zones.
6. Plan the location of 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.
7. Explore opportunities to provide smaller, dispersed open space and parks in a neighbourhood to provide for localized needs while meeting the recreational needs of residents of the catchment area.
8. Create a linked open space system through open spaces created by storm water management facilities, some utility rights-of-way, preservation of appropriate natural areas and drainage courses, and school and park open spaces.
9. Locate multi family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points.



# Appendix D – Site Context and Development Considerations

(Bylaw 18665, January 21, 2019)



## References

The following land use documents have been identified and their policies and guidelines used in preparation of this Neighbourhood Structure Plan.

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