

Bylaw 18670

A Bylaw to amend Bylaw 13717, as amended, being the Windermere Area Structure Plan through an amendment to the Glenridding Heights Neighbourhood Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act on May 25, 2004, the Municipal Council of the City of Edmonton passed Bylaw 13717, being the Windermere Area Structure Plan; and

WHEREAS City Council found it desirable to from time to time to amend Bylaw 13717, as amended, being Windermere Area Structure Plan by adding new neighbourhoods; and

WHEREAS on December 13, 2016 Council adopted, as Appendix "D" to Bylaw 13717, as amended, the Glenridding Heights Neighbourhood Structure Plan by the passage of Bylaw 17798; and

WHEREAS Council found it desirable to amend Bylaw 17798, the Glenridding Heights Neighbourhood Structure Plan through the passage of Bylaw 18266; and

WHEREAS an application was received by City Planning to amend the Glenridding Heights Neighbourhood Structure Plan; and

WHEREAS Council considers it desirable to amend Bylaw 13717, as amended, the Windermere Area Structure Plan through an amendment to the Glenridding Heights Neighbourhood Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Glenridding Heights Neighbourhood Structure Plan, being Appendix “D” to Bylaw 13717, as amended, being the Windermere Area Structure Plan, is amended as follows:

- a. replace item 6 under “3.2 Goals and Objectives - Urban Design” with “Develop Low-Rise/Medium Density Housing and Mid-Rise/High Density Housing sites to a high urban design standard.”
- b. replace item 18 under “3.2 Goals and Objectives - Residential” with “Locate Row Housing, Low-Rise/Medium Density Housing development, and Mid-Rise/High Density Housing to facilitate access to arterial and/or collector roadways, commercial uses and public transit service.”
- c. replace item 31 under “3.2 Goals and Objectives - Transportation” with “Mitigate the impact of vehicular traffic associated with Commercial, Low-Rise/Medium Density Housing, and Mid-Rise/High Density Housing development on Single/Semi-Detached areas.”
- d. Delete and replace “3.2.2 - Urban Design Objective(6)” text with “Develop Low-Rise/Medium Density Housing and Mid-Rise/High Density Housing sites to a high urban design standard.”
- e. Delete and replace “3.2.2 - Urban Design Objective(6)” NSP Policy with “Low-Rise/Medium Density Housing and Mid-Rise/High Density Housing developments should be designed to have a strong street presence, with parking areas located underground or away from the street.”
- f. Delete and replace “3.2.2 - Urban Design Objective(6)” Rationale with “While parcels of Low-Rise/Medium Density Housing and Mid-Rise/High Density Housing are likely to be developed on a self-contained basis, opportunity exists to develop a sensitive urban streetscape design, with attention to transitioning and landscaping.”
- g. add the following after paragraph 4 in “3.2.6 - Residential”: “Mid-Rise/High Density Housing sites will be developed at a maximum density of 225 units per

- ha. Residential uses anticipated would be apartment housing or other medium rise dwelling types.”
- h. replace paragraph 5 of “3.2.6 - Residential” with “The Glenridding Heights NSP proposes an overall residential density of approximately 91.9 persons per net residential hectare and 38.4 units per net residential hectare. The area, number of dwelling units, and population attributed to each form of residential development is shown in Table 5— Land Use and Population Statistics.”
- i. replace the text of “3.2.6 - Residential, Objective (15)” NSP Policy with “A mixture of residential dwelling types including single/semi-detached, row housing, low-rise/medium density housing and mid-rise/high density housing shall be provided, allowing consumer choice; and a range of affordability options.”
- j. replace the text in “3.2.6 - Residential, Objective (18)” NSP Policy with “Row Housing, Low Rise/Medium Density Housing, and Mid-Rise/High Density Housing development should be located near collector and/or arterial roadways, near commercial use and near transit routes.”
- k. replace the text in “3.2.6 - Residential, Objective (18)” Implementation with “Figure 7 – Land Use Concept conceptually illustrates the location of Row Housing, Low-Rise/Medium Density Housing and Mid-Rise/High Density Housing development near collector and arterial roadways, and commercial sites.”
- l. replace the text in “3.2.6 - Residential, Objective (18)” Rationale with “Location of Low-Rise/Medium Density Housing and Mid-Rise/High Density Housing near transit routes and within walking distance of commercial uses, creates a more compact, walkable and liveable neighbourhood.”
- m. replace “3.2.6 - Residential, Objective (19)” NSP Policy with “Encourage appropriate transitions between low, medium and high densities.”

- n. replace “3.2.6 - Residential, Objective (19)” Rational with “Provision of Semi-Detached housing or Row-Housing as a transitional land use will serve to moderate the differences between Single Detached and higher density developments such as Low - Rise/Medium Density Housing or Mid-Rise/High Density Housing and commercial development.”
- o. replace “3.2.6 - Transportation, Objective (31)” text with “Mitigate the impact of vehicular traffic associated with Commercial, Low-Rise/Medium Density Housing and Mid-Rise/High Density development on Single/Semi-detached areas.”
- p. replace “3.2.6 - Transportation, Objective (31)” NSP Policy with “Commercial, Mid-Rise/High Density Housing and Low-Rise/Medium Density Housing parcels should be located to facilitate access from arterial or collector roadways to the greatest extent possible”
- q. replace “3.2.6 - Transportation, Objective (31)” Implementation with “The subdivision process shall involve the review of tentative plans to ensure Commercial, Mid-Rise/High Density and Low-Rise/Medium Density Housing development is accessed via collector and arterial roadways, and access via local roadways fronted by Single/Semi-Detached Residential development is minimized.”
- r. replace “3.2.9 - Transportation, Objective (31)” NSP Policy with “Commercial, Low Rise/Medium Density Housing and Mid-Rise/High Density Housing parcels should be located to facilitate access to nearby arterial or collector roadways to the greatest extent possible.”
- s. replace “3.2.9 - Transportation, Objective (31)” Implementation with “The subdivision process shall involve the review of tentative plans to ensure Commercial, Low-Rise/Medium Density Housing, and Mid-Rise/High Density Housing development has convenient access to collector and arterial roadways,

and access via local roadways fronted by Single/Semi-Detached Residential development is minimized, where possible.”

- t. replace the first sentence in “3.2.9 Transportation, Objective (31)” Rationale with “Commercial developments and higher density residential developments are located with convenient access to collector or arterial roadways.”
- u. replace Appendix 1: Planning Policy Context D - Support Innovative and Affordable Housing Options, NSP Compliance with Policy text with “The Glenridding Heights NSP allows for the development of a range of residential housing types based on Single/Semi-Detached, Row Housing, Low-Rise/Medium Density Housing and Mid-Rise/High Density Housing.”
- v. delete the table entitled “GLENRIDDING HEIGHTS NEIGHBOURHOOD STRUCTURE PLAN LAND USE AND POPULATIONS STATISTICS BYLAW 17797” and substitute the following:

**GLENRIDDING HEIGHTS
NEIGHBOURHOOD STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 18670**

LAND USE	Area (ha)	% of GDA
Gross Area	160.5	100%
Arterial Road Right-of-Way	19.6	12.2%
Utility Right-of-Way (ATCO Gas)	0.6	0.4%
Gross Developable Area	139.8	100.0%
<u>Commercial</u>		
Neighbourhood Commercial	1.3	1.0%
<u>Parkland, Recreation, School, Municipal Reserve*</u>		
<i>District Park</i>	37.4	26.7%
<i>School / Park</i>	5.3	3.8%
<i>Greenways</i>	0.2	0.1%
Transportation		
<i>Circulation</i>	28.0	20.0%
<i>Greenways</i>	0.6	0.5%

Infrastructure / Servicing

<i>Stormwater Management Facilities</i>	7.1	5.1%
---	-----	------

Institutional

<i>Religious Assembly</i>	2.6	1.8%
---------------------------	-----	------

Total Non-Residential	82.5	59.0%
------------------------------	-------------	--------------

Total Residential	57.4	41.0%
--------------------------	-------------	--------------

RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
<u>Low Density Residential (LDR)</u>						
Single/Semi-Detached	42.7	25	1,067	2.8	2,988	48.4%
<u>Medium Density Residential (MDR)</u>						
Row Housing	6.5	45	294	2.8	824	14.0%
Low-Rise/Medium Density Housing						
<u>Mid-Rise/High Density Housing</u>	7.4	90	662	1.8	1,192	30.1%
Mid-Rise Units	0.8	225	180	1.50	270	8.2%
Total	57.4		2,204		5,275	100.0%

SUSTAINABILITY MEASURES

Population Density (ppnrha)	92
Unit Density (upnrha)	38
Single/Semi-Detached:Row Housing/Low Rise:Mid-Rise Apartment Ratio	48:51:1
Population within 500 m of Parkland	92%
Population within 400 m of Transit Service	100%
Population within 600 m of Commercial Service	88%

Presence / Loss of Natural Area Features	Land	Water
Protected as Environmental Reserve (ha)	n/a	n/a
Conserved as Naturalized Municipal Reserve (ha)	n/a	n/a
Protected through other means (ha)	n/a	n/a
Lost to Development (ha)	n/a	n/a

STUDENT GENERATION STATISTICS

Public School Board **559**

Elementary	280
Junior High	140
Senior High	140

Separate School Board **280**

Elementary	140
Junior High	70
Senior High	70

Total Student Population **839**

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

- w. delete the map entitled "Figure 7.0 - Land Use Concept" and substitute the map entitled "Figure 7.0 - Land Use Concept" attached hereto as Schedule A.

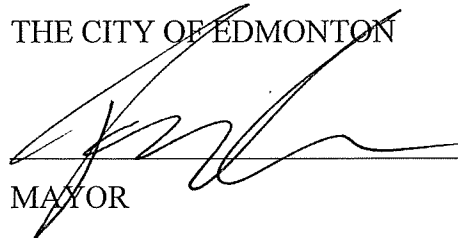
READ a first time this 4th day of February, A. D. 2019;

READ a second time this 4th day of February, A. D. 2019;


READ a third time this 4th day of February, A. D. 2019;

SIGNED and PASSED this 4th day of February, A. D. 2019.

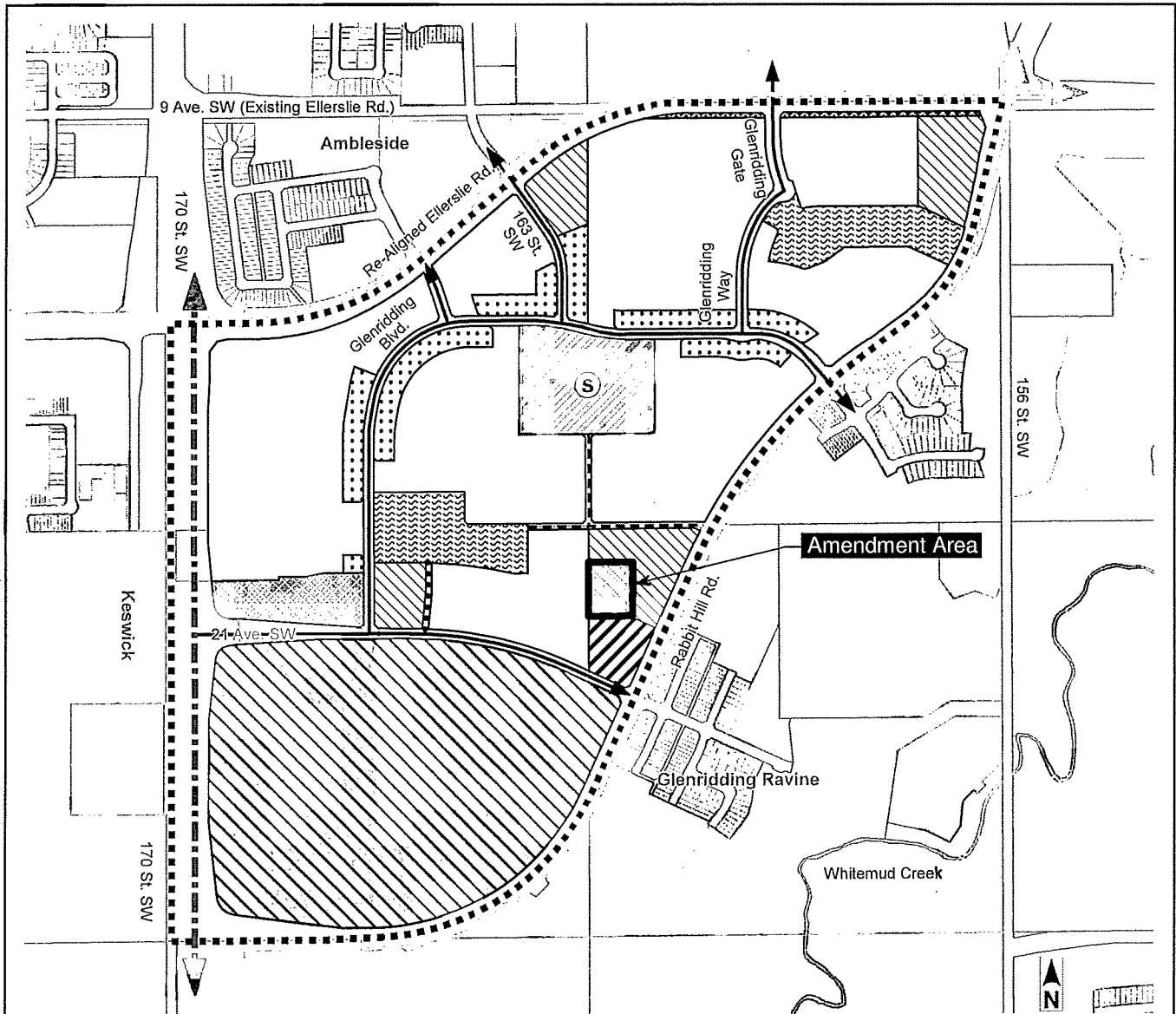
THE CITY OF EDMONTON




















 MAYOR



 CITY CLERK



- | | | | |
|---|------------------------------------|---|------------------------------|
|  | Single / Semi-Detached Residential |  | Greenway |
|  | Row Housing |  | Greenway (Municipal Reserve) |
|  | Low-Rise / Medium Density Housing |  | Utility Right-of-Way |
|  | Mid-Rise / High Density Housing |  | Collector Roadway |
|  | Neighbourhood Commercial |  | Arterial Roadway |
|  | Stormwater Management Facility |  | Urban Roadway |
|  | School / Park |  | NSP Boundary |
|  | Institutional |  | Proposed Amendment Area |
|  | District Park | | |

**BYLAW 18670
AMENDMENT TO
GLENRIDDING HEIGHTS
Neighbourhood Structure Plan
(as amended)**

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.