

Alces Neighbourhood Structure Plan

Office Consolidation August 2022

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Development Services
Urban Planning and Economy
City of Edmonton

Bylaw 18540 (as amended) was adopted by Council in September 2018. In August 2022, this document was consolidated by virtue of the incorporation of the following Bylaws:

Bylaw 18540 Approved September 17, 2018 (to adopt the Decoteau North Neighbourhood Structure Plan)

Bylaw 20221 Approved August 30, 2022 (to amend the Decoteau North Neighbourhood Structure Plan by realigning the transportation network and reconfiguring the boundaries and locations of land uses in the west portion of the neighbourhood; and renaming and adopting the Plan as the “Alces Neighbourhood Structure Plan.”)

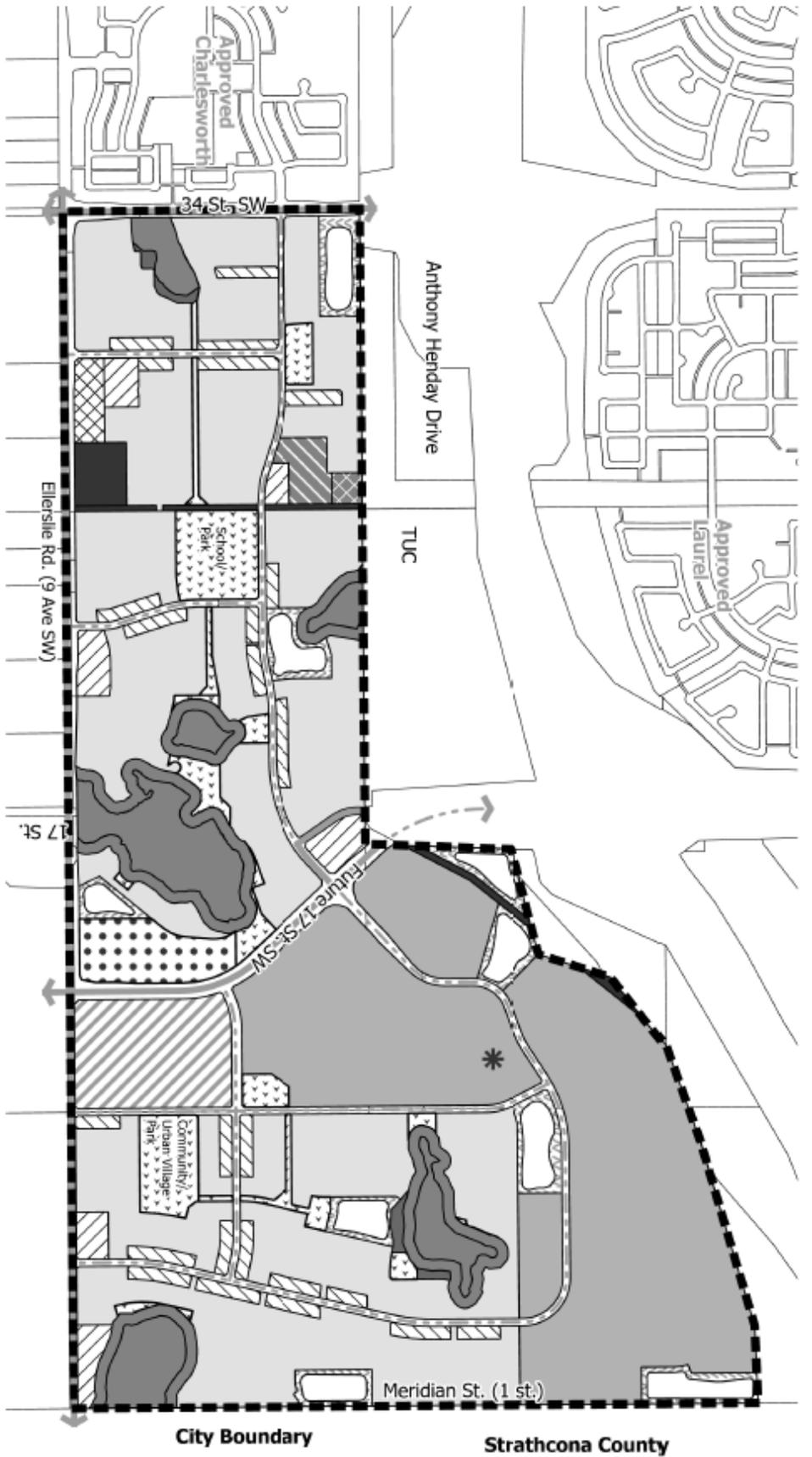
Editor’s Note:

This is an office consolidation edition of the *Alces* Neighbourhood Structure Plan, Bylaw 18540 as approved by City Council on September 17, 2018. This edition contains all amendments and additions to Bylaw 18540.

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

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

City of Edmonton
Urban Planning and Economy



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ALCES
 Neighbourhood Structure Plan

- | | | | |
|--|---|--|------------------------------|
| | Low Density Residential | | Public Utility |
| | Low Density Residential (Street-Oriented) | | Arterial Roadway |
| | Medium Density Residential | | Collector Roadway |
| | Medium Density Residential (Townhome) | | Enhanced Local Road |
| | Commercial/Residential Mixed Use | | NSP Boundary |
| | Community Commercial | | Potential Future High School |
| | Neighbourhood Commercial | | |
| | Business Employment | | |
| | Institutional | | |
| | Stormwater Management Facility | | |
| | Natural Area (ER) | | |
| | Natural Area (MR) | | |
| | Park / Linear Park | | |

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.

**Alces Neighbourhood
Structure Plan**

Contents

1. Introduction	1
1.1 Purpose	1
1.2 Planning Framework	1
1.3 <i>Plan History</i>	1
1.4 Authorization	2
1.5 Stakeholder Consultation Summary	2
1.6 Interpretation	3
1.7 Amendment Process	3
2. Context	5
2.1 Plan Area	5
2.2 Land Ownership	5
2.3 Site Context	5
3. Development Concept	9
3.1 Vision	9
3.2 Concept	9
4. Public Realm	10
4.1 Urban Design and Placemaking	10
4.2 All Season Design	11
4.3 Landscape Design	13
5. Land Use	15
5.1 Residential	15
5.2 Mixed Use	18
5.3 Commercial	19
5.4 Institutional and Community Services	21
5.5 Business Employment	21
6. Ecology and Parks	24
6.1 Ecological Features	24
6.2 Parks and Open Space	30

6.3	Urban Agriculture	35
6.4	Historical Resources.....	37
7.	Infrastructure and Servicing	38
7.1	Sanitary and Storm Servicing	38
7.2	Water Distribution	40
7.3	Staging	41
7.4	Energy Infrastructure.....	41
8.	Transportation.....	43
8.1	Roadway Network	43
8.2	Transit Integration.....	45
8.3	Active Transportation	46
Appendix 1 – Land Use and Population Statistics		48
Appendix 2 – Figures		49

1 Introduction

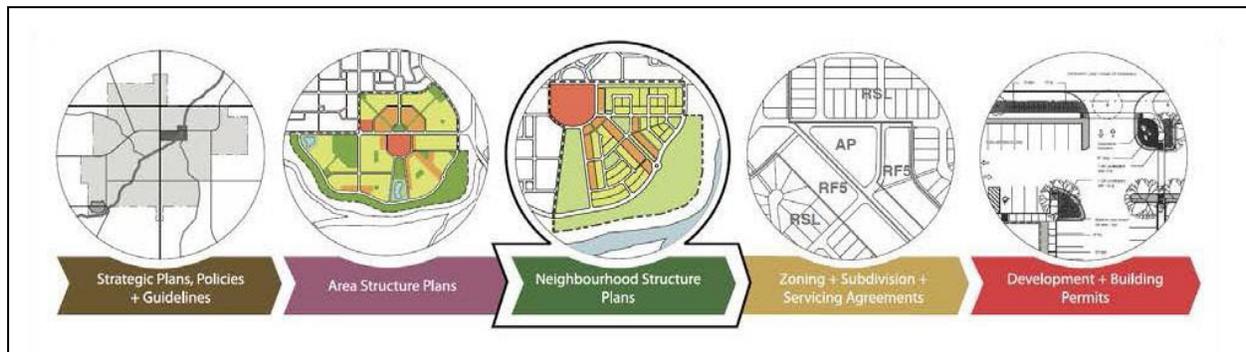
1.1 Purpose

The purpose of the Alces Neighbourhood Structure Plan (NSP) is to further focus and refine the planning policies, objectives, and requirements of applicable statutory plans on a more detailed, local level. Applicable statutory plans include the Edmonton Metropolitan Region Growth Plan, *The Way We Grow*—the City of Edmonton’s Municipal Development Plan (MDP)—and the Decoteau Area Structure Plan (ASP). To realize this purpose, this NSP establishes a land use planning framework to guide the future neighbourhood development and provision of services and amenities in Alces.

The Alces NSP has been prepared in response to current and anticipated market demands in the Edmonton area as well as the aspirations of the landowners in the plan area. The preparation of this NSP has been guided by existing City of Edmonton statutory plans and policy documents shown on the adjoining graphic: City of Edmonton Planning Framework.

1.2 Planning Framework

Planning in Alberta is governed by The Municipal Government Act (MGA). This legislation allows municipalities to establish an MDP and to plan a framework for neighbourhoods through an ASP and NSP. *The Way We Grow*—the City of Edmonton’s MDP — designates Decoteau as an Urban Growth Area, which is planned to accommodate much of the City’s residential growth.



Planning Framework (Source: City of Edmonton)

1.3 Plan History

The Edmonton region is located within Treaty 6 territory, a traditional gathering place for diverse Indigenous peoples including the Cree, Blackfoot, Métis, Nakota Sioux, Iroquois, Dene, Sauteaux, and Inuit. The Decoteau ASP area in particular is partially located on former Papaschase Cree lands. The area is named for Alexander Decoteau, who was the first Indigenous RCMP officer in Canada. In 2018, when the Alces NSP was being written, the neighbourhood was temporarily referred to as Decoteau North.

In 2020, the Edmonton Naming Committee undertook a comprehensive review of the naming strategy for the five neighbourhoods within the Decoteau ASP. The Naming Committee identified significant local geographic and environmental features which informed the approved neighbourhood names. The name Alces (Latin for moose) acknowledges the biodiversity of

Bylaw 20221
August 30, 2022

animals including moose and elk which inhabit the area. As part of a 2022 amendment, references to North Decoteau were changed to Alces throughout the NSP.

1.4 Authorization

The Decoteau ASP was approved by Edmonton's City Council on July 7, 2015, through the adoption of Bylaw 17011. Alces is identified in the Decoteau ASP as North Neighbourhood.

As per policy 3.2.1.11 of *The Way We Grow*, all NSPs within Edmonton's Urban Growth Areas require Council authorization and compliance with the Growth Coordination Strategy, the Integrated Management Plan, and the City-Wide Food and Agriculture Strategy. A report was prepared for Council consideration, and on September 1, 2015 Edmonton City Council provided authorization for work to commence on the Decoteau North NSP.

The Decoteau North NSP was adopted by Edmonton City Council on September 17, 2018 as Bylaw 18540 in accordance with Section 633 of the MGA. The Alces NSP complies with all higher documents including the Decoteau ASP.

Bylaw 20221
August 30, 2022

1.5 Stakeholder Consultation Summary

Consultation for the Alces process proceeded in accordance with Edmonton's public involvement process and guidelines (Policy C513). All affected landowners and community leagues in the area were notified in accordance with the City of Edmonton's policies and application requirements for new neighbourhood plans. The following is a summary of consultation activities that took place.

Pre-Application Meeting – January 2015

As part of the NSP Terms of Reference, a pre-application meeting was held with Planning Coordination on January 6, 2015. The purpose of the meeting was to discuss the scope and requirements of the Council authorization package and preliminary technical study requirements for the NSP.

NSP Kick-Off Meeting – February 2015

As part of the NSP Terms of Reference, a Technical Advisory Group meeting was held with relevant review agencies, civic departments, and the plan proponent on February 5, 2015. The purpose of this session was to review existing site features, identify technical constraints, discuss application process, and receive general comments from the review agencies on study requirements.

Pre-Application Notification Letter – September 2015

A pre-application notification letter was sent to all landowners within the Alces NSP area. The notification letter explained the purpose and requirements of the NSP, summarized the technical study requirements, and provided an opportunity for landowners to participate in the process.

Visioning Session – December 2015

A visioning session was held with key civic departments and the participating land owners. The purpose of this session was to present the preliminary design framework and discuss the desired outcomes of Designing New Neighbourhoods: Guidelines for Edmonton's Future Residential Communities.

Advanced Notification

Consistent with Policy C513, the City of Edmonton's Public Involvement Policy, advance notification was sent to Strathcona County and all neighbourhood landowners and residents on April 19, 2017, advising them of the application and encouraging them to contact either Planning Coordination or the applicant (Stantec Consulting Ltd.) for further questions or to communicate any possible concerns.

Public Meeting

A public meeting hosted by Planning Coordination was held to review the draft plan on June 20, 2017. Mailed notification letters were sent to landowners in and surrounding the NSP area advising them of this meeting. The purpose of the meeting was to provide an update on the proposed plan and the planning process followed to date, and to hear from attendees regarding their questions, comments and concerns. All feedback received at the public meeting was summarized in Planning Coordination's report to City Council.

Public Hearing

In accordance with the MGA, landowners have been notified of the Public Hearing and were given the opportunity to provide written comments or register to speak in front of City Council. A public hearing was held on September 17, 2018 in order to hear representations made by parties affected by the proposed bylaw and to receive approval by Council.

Bylaw 20221
August 30, 2022

1.6 Interpretation

All map symbols, locations, and boundaries contained in the NSP shall be interpreted as approximate unless otherwise specified in the plan, or coincide with clearly recognizable physical features or fixed (i.e. legal) boundaries.

A policy statement containing "shall" is mandatory and must be implemented. Where a policy proves impractical or impossible, an applicant may apply to amend the NSP. A policy statement containing "should" is an advisory statement and indicates the preferred objective, policy, and/or implementation strategy. If the "should" statement is not followed because it is impractical or impossible, the intent of the policy may be met through other agreed-upon means, without formal plan amendment.

1.7 Amendment Process

Policies, text, and mapping information contained within the Alces NSP may be amended from time to time in order to remain current and up-to-date in response to broader or more specific issues affecting the neighbourhood.

Any change to policy, text, or mapping information contained within the Alces NSP shall be in accordance with the Municipal Government Act, the Decoteau ASP (Bylaw 17011), and the terms of reference for the preparation and amendment of residential NSPs.

2 Context

2.1 Plan Area

Alces is one of five neighbourhoods described in the Decoteau ASP and encompasses approximately 385 hectares (ha) of land (Figure 1). The neighbourhood is defined by the following general boundaries:

- North – Anthony Henday Drive Transportation Utility Corridor (TUC)
- East – City of Edmonton / Strathcona County Boundary (Meridian Street)
- South – Ellerslie Road
- West – 34th Street

In relation to planned and developing neighbourhoods, Alces represents a logical extension of infrastructure and services. Development in Alces is expected to commence in 2020 and develop over the next 20 to 25 years.

2.2 Land Ownership

The NSP was prepared on behalf of three private corporations. The remaining parcels are held by non-participating public and private landowners. Although not directly participating in the NSP process, they have been consulted through the plan preparation process. Figure 2 – Land Ownership illustrates the parcels held by participating and non-participating landowners, and those in public ownership.

2.3 Site Context

Existing Land Uses

Existing land uses include agricultural, residential, and utility uses. A number of farmsteads remain within the neighbourhood consisting of various accessory buildings and storage facilities, as well as a number of private residences throughout the neighbourhood separate from farmsteads.

Technical Studies

In support of the Alces NSP, technical reports have been submitted to the City of Edmonton for lands owned by the plan proponents. During the preparation of this plan, the applicant did not have access to non-participating lands for survey or study. Should the non-participating lands become available for development in the future, a technical review will be needed to determine the development capability of the lands and must be prepared at the rezoning stage.

Technical studies, including but not limited to, Environmental Site Assessment, Risk Assessment, Geotechnical Investigation, Historic Resource Clearance, as well as associated updates and revisions to the Transportation Impact Assessment, Hydraulic Network Analysis, and Neighbourhood Design Report, may be required prior to rezoning of non-participating lands.

Topography and Soils

The local topography is described as undulating topography with the high point located in the eastern portion of the neighbourhood and dropping off significantly to the north (Figure 3).

Soils within the Alces neighborhood generally consisted of 50 to 470 mm of topsoil and organically rich soils (thicker deposits may be expected in the wetlands and areas covered with trees), underlain by lacustrine clay deposit, underlain by clay (glacial) till, followed by interbedded sandstone, siltstone, and mudstone bedrock. Where encountered at borehole locations, the depth of bedrock varied from 21 m to 33 m. A deposit of clay fill up to 3.5 m thick was encountered at one borehole location underlying the topsoil (till may be present at locations outside of the investigation borehole location). The groundwater table within the neighborhood is variable with generally very shallow groundwater levels. The soil and groundwater conditions at this site are acceptable for residential development given the recommendations provided in the geotechnical report.

Geotechnical and Hydrogeology

A Geotechnical and Hydrogeological Site Investigation Report was prepared by Stantec Consulting Ltd. to determine the suitability of Alces for urban development. The report reflects an evaluation of the geotechnical (subsurface soil conditions and geotechnical concerns) and hydrogeological (groundwater and interactions between the groundwater systems) investigation of the site. The geotechnical investigation concluded that the soil conditions within the proposed development are feasible for residential development. However, the groundwater table was considered high near wetland areas, with some instances of upward groundwater discharge noted. High groundwater levels in some areas need to be considered during design of subsurface infrastructure, including foundations and potential storm water management facilities.

Natural Areas and Ecological Resources

Alces features an array of natural features across the neighbourhood. A Phase II Ecological Network Report has been prepared in support of the NSP and submitted under separate cover. The report identifies all natural areas within Alces, assesses the importance of each feature, and provides recommendations for which features to retain in the land use concept. Figure 4 - Site Features identifies the natural area identified in the desktop survey and site visit.

The Inventory of Environmentally Sensitive and Significant Natural Areas describes the following natural areas in Alces:

SE5009 Henschel Wetlands (located in the northwest portion of the plan area) is a small permanent water body surrounded by cattails and willow/sedge complex and well protected by hummocky topography, creating an important waterfowl habitat in this local environmentally sensitive area.

SE5010 Southeast Corner Slough Natural Area (located in the southcentral portion of the plan area) boasts the largest body of water in south Edmonton, surrounded by extensive cattails and pondweed, with small balsam poplar and aspen groves and fairly consistent water levels. Located in SW¼ 29-51-23-4, its high habitat diversity, as well as critical waterfowl habitat and staging, means the site is considered of extreme importance by Ducks Unlimited.

SE5012 Meridian St. - TWP Rd. 515 Natural Area (located in the north east portion of the plan area) is a spring-fed pothole lake with a well-developed fringe of cattails, willows, balsam poplar and aspen. Its relative isolation makes this local environmentally sensitive area attractive for white tailed deer and red tailed hawks.

Environmental Overview

The Environmental Overview provided a high-level assessment based on a desktop review and a focus on areas that may impact development such as areas of potential soil contamination. The City of Edmonton requires that individual landowners provide Environmental Site Assessments (ESA) or disclosure statements prior to the rezoning stage. The overview identified several areas of potential environmental concern, which are described in the full report.

Pipelines, Wells, and Utility Corridors

A review of the Alberta Energy Regulator (AER) pipeline and oil well information available through the Abadata website indicates that there are two pipelines and no well sites in the neighbourhood. Although no oil well sites are located within the neighbourhood, the Environmental Overview identified several in the vicinity of the neighbourhood. These features are identified in *Figure 4 - Site Features* and information is listed in Table 1 and Table 2.

Table 1: Pipeline Corridors

Licensee	License #	Contents	Pressure (kPa)	Status
Alberta Ethane Development Co. Ltd.	13023 - 8	HVP Products	9930	Operational
ATCO Gas and Pipelines Ltd.	30417 - 1	Natural Gas	4960	Operational

Table 2: Oil Well Sites

Licensee	Well Identification	License Date	Abandon Date	Distance from Site
Imperial Oil Resources Ltd.	W0/13-19-051-23 W4/0	April 2, 1952	April 3, 1952	35 m south
Imperial Oil Resources Ltd.	W0/13-20-051-23 W4/0	April 2, 1952	April 3, 1952	130 m south
Vipond Oil & Gas Intl. Ltd.	W0/14-19-051-223 W4/0	Nov. 15, 1952	Dec. 10, 1952	215 m south

Historical Resources

The preservation, conservation and integration of cultural, historical and/or archaeological resources within the Decoteau area is important to retaining local history and character that may also be of regional or provincial significance. A Statement of Justification for Historical Resources Act requirements of lands under the ownership of the plan proponents was completed as part of the Decoteau ASP process. No sites of historical significance or areas of concern were identified as part of the Statement of Justification. However, the City of Edmonton noted the presence of a historical barn in the east portion of the neighbourhood. Policy has been included to support the protection of this resource.

Non-participating landowners will be required to apply for Historical Resources Act clearance for their respective parcels prior to rezoning. Additional features may be identified at that time. At the direction of Alberta Culture and Tourism (ACT), additional review, such as through a Historical Resources Impact Assessment (HRIA), may also be required prior to development.

Strathcona County Interface

The Alces NSP shares its east boundary (Range Road 234 / 1st Street SW) with Strathcona County. Range Road 234 is an unimproved gravel roadway of less than 7 m wide. Any access to Range Road 234 will require agreement between the City of Edmonton and Strathcona County, which will include sharing costs for any required upgrades to the roadway and intersections, and will be included within the Decoteau ARA bylaw.

The lands immediately east of the neighbourhood in Strathcona County are designated under the Agriculture - Small Holdings policy area. This policy area is intended to provide a transition to larger agriculture uses further to the east and provide for conservation of priority environmental areas, rural small holdings and intensive agricultural operations and residential uses.

Range Road 234 / 1st Street SW is intended to provide a clear boundary between the plan area and Strathcona County. Meridian Street / 1st Street is located entirely within Strathcona County's jurisdiction. As development within Decoteau progresses, Strathcona County will be involved in discussions regarding upgrades and improvements. The only access between the neighbourhood and Strathcona County is expected at Ellerslie Road.

3 Development Concept

3.1 Vision

Alces is a resilient and complete community that integrates a mix of urban uses with the existing significant natural systems to establish a distinct sense of place in all seasons.

Alces is a dynamic neighbourhood that responds to emerging trends in sustainable neighbourhood development to remain relevant through its buildout and future redevelopment.

3.2 Concept

The design process for *Alces* was collaborative and iterative. The visioning session with City administration, landowners, and the design team established the foundation for the neighbourhood vision. The design team built upon the vision, site features, technical recommendations, and best practices in neighbourhood design to develop a planning framework for the neighbourhood.

Alces is shaped by a unique topography and natural landscape. The Phase II Ecological Network Report established the design framework for the concept. Building off the findings and recommendations of the Phase I ENR prepared for the Decoteau ASP, the Phase II ENR identified all natural areas within and surrounding *Alces*, assessed the importance of each feature, and provided recommendations for which features to retain in the land use concept. This process established the broad ecological network across the neighbourhood and refined the vision of the Emerald Crescent established with the Decoteau ASP.

This broad network was then enhanced with the layering of connecting land uses (such as parks and stormwater facilities) across the neighbourhood to narrow the gap between the retained natural areas and provide ecological 'stepping stones.' Pocket parks and linear parks were located to provide additional greenspace adjacent to and between retained natural features to enhance the ecological value. Stormwater facilities were located to use the natural contours as much as possible, provide additional animal habitat, and support the pre-development hydrology of retained natural features. Understanding the synergies between land use planning, transportation, engineering, and ecology, the design team worked collaboratively to ensure each layer of the concept did not compromise the vision.

Finally, residential, commercial, institutional, and business employment uses were layered over this network to establish a complete community woven together by interconnected wetlands, parks, and open spaces and further vision of the Emerald Crescent in southeast Edmonton.

4 Public Realm

4.1 Urban Design and Placemaking

The Streetscape and Built Form objectives and policies establish the framework necessary to create both a functional and positive neighbourhood experience. Considering the design of open spaces and the pedestrian realm, and creating focal points will promote resident use of gathering spaces and alternative forms of travel. The design of streetscapes and open spaces contribute to a safe and livable neighbourhood.

Providing connections between neighbourhood focal points ensures there are trip origins and destinations, with amenities and landmarks in between, thereby enabling residents to complete tasks without vehicular use while providing social gathering places. These measures will aid in improving public health, contribute to the overall sense of place, and foster social cohesion among Alces residents. Neighbourhood focal points include Community/Urban Village Park, School/Park, natural areas, and the stormwater management facilities.

Edmonton is within Treaty 6 Territory and has a rich Indigenous history. This neighbourhood is partially located on former Papaschase lands and was originally named after Alexander Decoteau, the first Indigenous RCMP officer in Canada. Edmonton's Indigenous culture along with the stories of Decoteau's homesteaders will contribute to local placemaking in the neighbourhood.

Bylaw 20221
August 30, 2022

Objective 1: Design streetscapes and open spaces which are functional, pedestrian friendly, and safe.

Policy 1.1 All streets and sidewalks shall contribute to the transportation network and provide connections to transit facilities, neighbourhood amenities, open spaces, natural areas, and adjacent neighbourhoods.

Policy 1.2 Appropriate transitioning elements (such as landscaped buffers and setbacks) shall be provided between commercial, high-density residential, and medium-density residential uses and low-density residential uses.

Policy 1.3 Collector roadways shall incorporate boulevard street trees or naturalized landscaping in the boulevard.

Policy 1.4 Front drive access on collector roads shall be minimized and shall not conflict with future bus stop locations.

Policy 1.5 Front drive access shall not be permitted to residential units along arterial roads or directly across from the school/park site.



Residential Streetscape (Source: Stantec)

Policy 1.6 The carriageway shall be narrowed on collector roadways at Key Pedestrian Crossing points to improve pedestrian safety by minimizing the crossing distance and calming traffic.

Implementation: The specific type and location of land uses as well as building design will be reviewed at the rezoning, subdivision and development permit application stages, in accordance with the Zoning Bylaw. Design of alternate roadway cross sections will be prepared at the rezoning or subdivision stage, to the satisfaction of Planning Coordination. The design of the public realm shall be reviewed and developed in conjunction with the responsible civic departments to ensure the incorporation of appropriate design elements using City of Edmonton's Transit Oriented Design Guidelines, Complete Streets Guidelines, and the Winter City Strategy.

Objective 2: Encourage public architectural features that provide local placemaking opportunities.

Policy 2.1 Architectural features, or enhanced landscaping should be incorporated on public lands at neighbourhood focal points in order to provide points of interest, serve as landmarks for local residents, business patrons, and visitors and elevate the park design above base level service.

Policy 2.2 Neighbourhood focal points shall function as amenity space for residents and include public art, fountain/water feature, or other architectural features to create a sense of place.

Policy 2.3 Neighbourhood focal points should incorporate placemaking elements that reflect the region's *Indigenous* history.

Bylaw 20221
August 30, 2022

Implementation: Site planning and building design shall be reviewed at the development and building permit stages, in accordance with the Zoning Bylaw. The design and location of buildings shall be reviewed and developed in conjunction with the responsible civic departments to ensure the incorporation of appropriate design elements using the City of Edmonton's Transit Oriented Design Guidelines, Complete Streets Guidelines, Main Streets Guideline, and the Winter City Strategy in consultation with Planning Coordination.



Public Art (Source: Stantec)



Objective 3: Create an Open Space system and community focal points which form an integral part of the public realm and are accessible, aesthetically pleasing, and safe.

- Policy 3.1 Neighbourhood focal points shall be designed to support community interaction and socialization with seating areas, shelters, or other features to support community interaction.
- Policy 3.2 Encourage the strategic use of lighting to enliven neighbourhood focal points while minimizing light pollution.
- Policy 3.3 Provide for a combination of facilities that may include public roadways, share use paths, boardwalks, and other public transportation facilities to ensure that SWMF, wetlands, and parks have open and clear vistas for surveillance and integration with the community; to provide active and passive recreation opportunities; and be accessible, adaptable and functionally designed.
- Policy 3.4 Design Community/ Urban Village Park with an identifiable 'gateway' to provide a sense of arrival for park users.

Implementation: *Figure 5 - Land Use Concept* illustrates the location of parks and stormwater facilities. At the rezoning stage and in concert with subdivisions, design will allow for contextual design and planning for stormwater management facilities, wetlands and public parks ensuring accessibility, safety and integration. The Subdivision Authority, in consultation with the reviewing civic departments, shall have regard for the provision of adequate street frontage abutting open spaces and consider the location and types of adjacent buildings to maintain passive and active surveillance and enhance view opportunities and the sense of arrival for park users.



Park 'Gateway' (Source: Stantec)

4.2 All Season Design

Edmonton is a winter city and the design of all communities needs to take winter issues into consideration. Creating a public realm and supportive infrastructure that is functional in all seasons will enable residents to positively experience their city, aid in building the identity of Edmonton, and facilitate users to enjoy the winter, thereby creating an urbanism that celebrates the winter climate. Effective landscaping and wind control measures in parks, such as natural and constructed wind barriers and park orientation, can enliven public spaces even on the coldest days.



Winter Activities (Source: Stantec)

Objective 4: Consider all seasons in the design of streetscapes, neighbourhood circulation, and open spaces.

- Policy 4.1 Neighbourhood focal points shall be designed to accommodate year-round activity, such as skating, cross country skiing, and tobogganing.
- Policy 4.2 Park programming shall minimize exposure to wind and maximize exposure to sunlight.
- Policy 4.3 Appropriate plant species or architecture features should be included in the detailed landscape design of parks and open spaces such that they provide wind shelter, enable solar penetration, and encourage year-round appeal.
- Policy 4.4 The design of parks, open spaces, and entrance features should incorporate design elements that respond to all seasons with the creative use of light and colour.
- Policy 4.5 The Shared Use Path network should be designed to function as a 'White-of-Way' or ice ribbon to accommodate cross country skiing, sleds, skating, and other winter activities, while ensuring paths are safe for pedestrians year-round.
- Policy 4.6 The design of the Community/Urban Village Park should incorporate public firepits in central gathering areas or near spaces intended for winter activity programming.

Implementation: Winter design elements in public buildings, parks and public spaces are encouraged by the City of Edmonton. Design of public land will be reviewed and developed in conjunction with the responsible civic departments to ensure the incorporation of appropriate design elements using the City of Edmonton's Winter City Strategy.

A 'White-of-Way' is a pedestrian corridor where snow cover has been maintained to accommodate snow-assisted mobility and is a proposed City of Edmonton Winter City Strategy. An ice ribbon is a skating trail—as opposed to a skating rink—enabling users to skate through a park or natural area and eliminating conflict between skating activities on a rink.



Winter Activities (Source: City of Edmonton)

Objective 5: Ensure neighbourhood infrastructure and design elements address year-round weather conditions.

- Policy 5.1 Design of roadway infrastructure should accommodate programming requirements in the public realm including snow clearing and landscaping maintenance.
- Policy 5.2 Salt tolerant tree species should be included in the detailed landscape design of boulevards and street areas.
- Policy 5.3 Alternative development standards shall meet infrastructure programming needs for all seasons.

Implementation: The design of the public realm shall be reviewed and developed in conjunction with the responsible civic departments and will ensure the incorporation of appropriate design elements using the Complete Streets Guidelines and Winter City Strategy. Where required, alternate roadway development cross-sections or standards shall be prepared and submitted to Planning Coordination for review and approval prior to subdivision.



Community Gathering Place (Source: Stantec)

4.3 Landscape Design

Landscape design enhances the character of a neighbourhood and reinforces connections to nature. Utilizing native plant species generally requires less maintenance and irrigation than many non-native, ornamental species, which minimizes costs associated with development and maintenance. Native landscaping is a more ecologically-sensitive approach to landscaping because native plants are accustomed to the local climate, soil, and hydrology of a certain area. Using native plant materials promotes a healthier natural ecosystem that over time will integrate with the surrounding landscape.

Alces encourages the use of native species to enhance the streetscapes and open spaces to create a sense of place and provide additional habitat for native birds, small animals and insects.

Objective 6: Promote the use of natural landscaping using native tree and plant species.

Policy 6.1 Landscaping of parks, open spaces, and stormwater management facilities shall incorporate native plant species that are low maintenance and considered non-invasive.

Policy 6.2 Open spaces shall include indigenous or native trees and plantings, where practical to provide additional habitat for birds and wildlife, and minimize irrigation demands.

Implementation: Specific species for landscaping on public properties shall be determined between the developer and relevant City departments at the time of review of landscaping plans as part of the engineering drawing review.



Constructed Wetland (Source: Beaverbrook Communities)

5 Land Use

5.1 Residential

Alces will provide a variety of residential dwelling types to cater to a diverse consumer market of different economic levels and age groups, and to contribute to a sustainable residential urban form. The land use concept identifies several residential land use designations (Figure 5).

Low Density Residential allows for a variety of forms of low density residential, including single detached, semi-detached, greenway housing, zero lot line developments, and street-oriented row housing residential units. Uses may be developed with or without a lane at a density of approximately 25 dwelling units per net residential hectares (du/nrha).



Row Housing (Source: Stantec)

Low Density Residential (Street-Oriented) will typically be developed as row housing, with the potential for the development of single detached, semi-detached, zero lot line developments, and stacked row housing at an average density of 45 dwelling units per net residential ha. Residences should feature doorways, porches, and windows at ground level to engage the pedestrian realm and support natural surveillance of the street. Front driveways and front garages are prohibited under this designation.



Low Density Residential (Street-Oriented) (Source: Stantec)

Medium Density Residential will be developed as low-rise/medium density residential units such as, project-oriented row housing and low-rise apartments at an average density of 90 units per net residential ha. Areas designated as Medium Density Residential may accommodate the development of seniors housing.



Low-Rise Apartment (Source: Stantec)

High Density Residential refers to medium rise apartment buildings or a mix of forms as part of a comprehensive development, and will be developed at an average density of 225 units per net residential ha.

The area, number of dwelling units, and population attributed to each residential designation is outlined in **Appendix 1 – Land Use and Population Statistics**. Although not specifically identified on the land use concept, the area for High Density Residential will be accommodated within the Commercial/Residential Mixed Use Site.

Providing a variety of housing types promotes the creation of a well-balanced and complete community, one which can accommodate a range of income groups and household structures throughout the neighbourhood's lifecycle. Compact development increases residential densities, and contributes to increased efficiency in the provision of municipal services, public transit, schools, and nearby commercial developments and neighbourhood amenities.

Alces is expected to be built out over the next twenty to twenty-five years. During this timeframe, significant advancements in technology, building methods, and servicing strategies are expected, which will introduce a range of new approaches and opportunities for neighbourhood development. Alces encourages the exploration of innovation in affordable housing whether it is driven by the developer or the City and strives to promote flexibility in the implementation to allow for innovation, efficiency, and changes in market demands.

In order to facilitate a variety of housing choices for a variety of income groups and households structures, as well as to enable innovative forms of housing, Direct Control (DC1 and DC2) zoning may be utilized. Direct Control Provisions will enable development where the regulations within standard zones preclude the proposed form of development. A Direct Control Provision (DC1 or DC2) will permit this alternative form of development, providing for the more efficient utilization of land, while ensuring that the development is compatible with the surrounding area.

Bylaw 20221
August 30, 2022

Objective 7: Accommodate a variety of residential dwelling types and sizes to establish a higher residential density that uses municipal infrastructure efficiently and promotes affordability.

- Policy 7.1 A variety of housing types shall be provided, including single detached, semi-detached, row housing, stacked row housing, and apartment housing.
- Policy 7.2 Alces shall incorporate and support higher residential densities.
- Policy 7.3 Innovative and alternative forms of residential land uses should be explored to achieve higher residential densities and promote housing affordability.
- Policy 7.4 Opportunities such as secondary suites, live-work, or garden suites should be encouraged among builders.
- Policy 7.5 Opportunities to reduce the front yard setback for Street-Oriented Residential uses should be explored.
- Policy 7.6 Mixed residential streetscapes should be encouraged to provide diversity of built form throughout the neighbourhood.
- Policy 7.7 Development shall comply with the City of Edmonton's affordable housing policies.

Implementation: The *Land Use and Population Statistics* illustrate the planned overall density for Alces, which exceeds the density target for Priority Growth Area B of the Edmonton Metropolitan Region Growth Plan.

Standard zones in the City of Edmonton Zoning Bylaw provide opportunities for a variety of residential forms and densities. Where standard zones do not provide for a regulatory environment that facilitates the development of innovative forms of housing, Direct Control Provisions (DC1 and DC2) may be utilized to enable innovative housing outcomes. These forms will be defined at the rezoning stage in accordance with the land use designation identified in Figure 5 - Land Use Concept.

Bylaw 20221
August 30, 2022

Secondary suites can further provide an important potential source of affordable housing for single detached uses and other small households as well as create an additional source of income for the owners of the principal dwelling. Secondary suites or garden suites may be implemented through the applicable sections of the Edmonton Zoning Bylaw.

Objective 8: Develop Medium and High Density Residential sites to a higher urban design standard.

- Policy 8.1 Portions of Medium Density Residential sites located along collector roadways should be encouraged to incorporate street-oriented units in the design of the building to animate the street and provide additional housing options.

Policy 8.2 Medium and High Density Residential sites should locate parking facilities underground away from the street.

Implementation: *Figure 5 - Land Use Concept* identifies the location of lands designated as Medium Density Residential. The Development Officer should have regard for site design, landscaping, parking areas, building articulation, and transitioning with other land uses.

5.2 Mixed Use

Alces provides a Commercial/Residential Mixed Use site in the east portion of the neighbourhood. This designation is intended to accommodate the development of commercial retail and high- and medium-density residential land uses vertically or horizontally integrated on the site. Adjacent arterial and collector roadways provide excellent access and egress for the site to accommodate a more intensive form of commercial and residential development.

Objective 9: To develop a pedestrian-friendly mixed-use node for the neighbourhood

Policy 9.1 Land uses may be vertically integrated within a single building or horizontally integrated within multiple buildings on a site, to provide a compatible mix of uses and intensity.

Policy 9.2 High quality architectural guidelines and design elements shall be established for the site.

Policy 9.3 Mixed use development shall be pedestrian-friendly, universally accessible, comfortable, and aesthetically pleasing.

Policy 9.4 Landscaping shall be used to enhance entrances to the site, building entrances, surface parking, and the overall character of these sites.

Policy 9.5 Street furnishings, pedestrian corridors, and site landscaping shall be utilized to support pedestrian circulation through the site and between features/uses on the site, promote activity and interaction, and contribute to the identity of the site.

Policy 9.6 Larger buildings shall use design techniques and materials to reduce the massing perception.

Implementation: *Figure 5 - Land Use Concept* identifies the location of the land designated as Commercial/Residential Mixed Use. The City of Edmonton Zoning Bylaw provides for a range of densities and housing forms that will be applied at the rezoning stage through one of the applicable zones. The Development Officer should have regard for site design, landscaping, parking areas, building articulation and transitioning with other land uses. The design and location of buildings shall be reviewed and developed in conjunction with the responsible civic departments to ensure the incorporation of appropriate design elements using the City of Edmonton's Transit Oriented Design Guidelines, Complete Streets Guidelines, Main Streets Guideline, and the Winter City Strategy in consultation with Planning Coordination.

Objective 10: Accommodate employment opportunities within the Commercial Residential Mixed Use area.

Policy 10.1 Opportunities for office and professional services should be provided in the Commercial/Residential Mixed Use area.

Implementation: Employment uses may be accommodated within the Commercial/Residential area based on the appropriate standard zone applied. If a Site Specific Development Control Provision is prepared for the area designated as Commercial/Residential Mixed Use, office and other employment uses may be included within the list of Permitted Uses.

5.3 Commercial

Alces accommodates two types of commercial uses: Neighbourhood Commercial and Community Commercial.

The Community Commercial site is located at the northwest corner of Ellerslie Road and 17th Street and is intended to accommodate the commercial retail needs of Alces residents as well as other neighbourhoods in Decoteau. The location of this commercial site provides for high visibility and convenient access for local residents of the neighbourhood and neighbouring communities.



Neighbourhood Commercial (Source: Stantec)

The Neighbourhood Commercial site is located in the west portion of the neighbourhood along Ellerslie Road. The site is intended to serve the daily commercial retail needs of Alces residents and will be integrated with surrounding land uses to create a positive land use interface. Viability of this site will be supported by convenient vehicle access to the site at a neighbourhood entrance point and connections to the shared use path network for pedestrians.

Objective 11: To accommodate the daily commercial retail of Alces residents and provide local employment opportunities within the neighbourhood.

Policy 11.1 Lands designated as Community Commercial and Neighbourhood Commercial should provide commercial uses that cater to the daily retail needs Alces residents.

Implementation: *Figure 5 - Land Use Concept* illustrates the location of lands designated as Community Commercial and Neighbourhood Commercial areas. The exact size and orientation of the sites will be confirmed prior at the rezoning and subdivision stage. These sites will be developed under a standard zone of the Edmonton Zoning Bylaw. The

Development Officer should have regard for site design, landscaping, parking areas, building articulation, and transitioning with other land uses.

Objective 12: Provide residents with convenient pedestrian access to commercial services.

- Policy 12.1 Neighbourhood Commercial sites shall support pedestrian, bicycle, and transit accessibility.
- Policy 12.2 Pedestrian routes should be direct and shall minimize potential conflicts with vehicles.

Implementation: The Development Officer should have regard for building placement, pedestrian accessibility and activity areas when evaluating development applications for commercial sites under the applicable zone.

Objective 13: To develop a pedestrian-friendly community commercial node for the neighbourhood.

- Policy 13.1 Commercial development shall be pedestrian-friendly, universally accessible, comfortable, and aesthetically pleasing.
- Policy 13.2 Landscaping shall be used to enhance entrances to the site, building entrances, surface parking, and the overall character of these sites while preserving view corridors for vehicular traffic across the site so as to aid site wayfinding.
- Policy 13.3 Street furnishings, pedestrian corridors, and site landscaping shall be utilized to support pedestrian circulation through the site and between features/uses on the site, promote activity and interaction, and contribute to the identity of the site.

Implementation: Figure 5 - Land Use Concept identifies the location of the land designated as Community Commercial. The Development Officer should have regard for site design, landscaping, parking areas, building articulation and transitioning with other land uses. The design and location of buildings shall be reviewed and developed in conjunction with the responsible civic departments to ensure the incorporation of appropriate design elements using the City of Edmonton's Transit Oriented Design Guidelines, Complete Streets Guidelines, Main Streets Guideline, and the Winter City Strategy in consultation with Planning Coordination.

Objective 14: Provide opportunities for additional commercial land uses if demand exists.

- Policy 14.1 Sites designated as Medium Density Residential may accommodate small-scale commercial uses vertically or horizontally integrated with residential uses.
- Policy 14.2 Small-scale commercial uses shall be secondary to the residential uses of the site with the intent to serve the immediate population and shall not reduce the residential density for the parcel.

Implementation: *Figure 5 - Land Use Concept* illustrates the location of Medium Density Residential uses. Incorporation of commercial uses into a site designated as Medium Density Residential will be determined at the rezoning and subdivision stages and may be implemented without an amendment to the plan. The Development Officer should have regard for site design, landscaping, parking areas, building articulation, and transitioning with other land uses.

5.4 Institutional and Community Services

Whether provided by publicly or privately owned organizations, urban and institutional service uses aid in the development of a complete community. One site has been identified for institutional land uses. The site is located in the northwest portion of the neighbourhood and is intended to be developed as a private education facility and cultural learning centre.

Objective 15: To accommodate future development of institutional land uses.

Policy 15.1 Institutional uses may be developed based on assessed requirements.

Implementation: *Figure 5 - Land Use Concept* illustrates the land use concept for the neighbourhood. If institutional uses are proposed, additional transportation analysis in consultation with Planning Coordination may be required to demonstrate the site can accommodate the transportation demands for the specific use. The additional analysis should consider pedestrian, transit, and parking demand strategies.

5.5 Business Employment

The northeast portion of the neighbourhood is designated as Business Employment. This designation is intended to accommodate the development of light and medium industrial uses, high quality industrial business uses, and ancillary office uses to provide local employment opportunities for Alces residents and broaden Edmonton's industrial economic base. This area is not intended to accommodate the development of large format commercial or heavy industrial uses.

Local employment opportunities enable residents to live and work in the same neighbourhood, which reduces the amount of commuting outside the community and, in turn, traffic congestion. Jobs within a community also contribute to its sustainability and residents' quality of life, while reducing traffic levels and environmental costs associated with commuting long distances.

Objective 16: To ensure a high degree of accessibility and visibility of business employment sites.

Policy 16.1 Higher intensity Business Employment uses and services shall be located along collector roadways to maintain high visibility and convenient access.

Policy 16.2 Lower intensity Business Employment uses shall be located on local roads.

Policy 16.3 The Business Employment area shall be accessible by walking, cycling, transit, and vehicles.

Policy 16.4 The Business Employment shall support the efficient movement of goods into and out of the neighbourhood.

Implementation: *Figure 5 – Land Use Concept* identifies the location of Business Employment Uses. Specific uses will be based on the applicable zone and determined at the rezoning stage. Additional transportation and parking analysis may be required at zoning or development permit stage.

Figure 6 – Ecological Network and Parks illustrates the location of shared use paths through the Business Employment area.

Objective 17: To encourage innovative and sustainable business employment.

Policy 17.1 Industrial development should consider strategies to reduce waste and share resources with the intent of increasing economic gains and improving environmental quality.

Policy 17.2 Industrial development should consider the application of low impact development strategies and green building practices.

Implementation: The development of a shared resource stream for businesses located in the Business Employment designation should be explored at a district level by business employment landowners. Green building practices and site-specific low impact development strategies will be addressed at the site-specific building level. The plan encourages consultation with the City and affected agencies to explore the use of alternative development standards early in the process as a way of achieving sustainability.

Objective 18: Support the development of diverse business employment uses while providing flexibility for the long term development of the area.

Policy 18.1 The Business Employment designation shall accommodate light and medium industrial uses, high quality industrial business uses, and ancillary office uses.

Policy 18.2 Heavy industrial and large format commercial uses shall not be permitted.

Implementation: *Figure 5 - Land Use Concept* identifies the location of Business Employment Uses. Specific uses will be based on the applicable zone and determined at the rezoning stage.

Objective 19: Ensure a high quality visual appeal and minimize land use conflicts.

Policy 19.1 Business Employment Uses shall minimize the impacts (noise, dust, traffic, etc.) on surrounding Residential Uses.

Implementation: *Figure 5 - Land Use Concept* identifies the location of Business Employment Uses. Specific uses will be based on the applicable zone and determined at

the rezoning stage. The Development Officer should have regard for site design, landscaping, parking areas, building articulation, and transitioning with other land uses.

6 Ecology and Parks

6.1 Ecological Features

Alces has been designed to work with the existing significant features of the landscape and provide connections between conserved features to maintain existing ecological function, and to conserve biodiversity.

Based on the recommendations provided in the Phase II Ecological Network Report, several wetlands have been retained in Alces. These retained wetlands formed the design framework for the neighbourhood and contribute to the natural sense of place for the neighbourhood.

The retained wetlands are identified on the land use concept as Natural Area (ER) and include the estimated bed and shore of the recommended wetlands as well as a 30 m illustrative buffer as per City Policy C531. Additional land adjacent to the retained wetlands is designated as Natural Area (MR) and will be dedicated as Municipal Reserve in accordance with the Municipal Government Act. The areas designated as Natural Area (MR) will support public access to the natural areas.

Parks and Stormwater Facilities have been co-located with retained wetlands to enhance the post-development ecological network. Linear parks and buffers around natural areas have been included to ensure connectivity between ecological features is maintained. Ecological features include wetlands and tree stands.

Objective 20: Conserve ecologically-significant natural areas and support ecological connectivity across the neighbourhood by linking natural areas to allow for wildlife movement, where possible, minimizing interruptions (such as roads) to the ecological network and using existing natural areas as the backbone of the neighbourhood's open space system

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| Policy 20.1 | Natural Areas (ER) shall be retained through the dedication of Environmental Reserve. |
| Policy 20.2 | Connections between ecological features and neighbourhood focal points shall be provided. |
| Policy 20.3 | Plantings of native species shall be utilized to add to the habitat value of the ecological network within the neighbourhood. |
| Policy 20.4 | Ecologically significant natural areas shall be retained within the neighbourhood. |
| Policy 20.5 | Provide buffer areas around retained Natural Areas (ER) to ensure ecological function and proper integration with the surrounding development. |
| Policy 20.6 | Ecological features to be dedicated as Environmental Reserve shall meet the definition of Environmental Reserve as per the Municipal Government Act. |

Policy 20.7 The 30 m illustrative buffer may be modified with supporting technical studies as part of the Site Specific Natural Area Management Plan (SSNAMP).

Implementation: *Figure 5 - Land Use Concept* illustrates the natural areas that will be retained within the neighbourhood. These areas have been identified as Natural Area (ER) and Natural Area (MR) according to their intended future dedication as either Environmental Reserve or Municipal Reserve. At the subdivision stage, the bed and shore of the Crown claimed wetlands under Section 3 of the *Public Lands Act* will be confirmed through legal survey. The exact area and boundaries of the natural areas may be adjusted based on the survey. Any revisions to the land use concept that impact Natural Areas will require an amendment to the NSP and update the Phase II ENR. In the absence of supporting technical studies as part of the SSNAMP, a 30 m buffer will be applied to the bed and shore and dedicated as Environmental Reserve as per City Policy C531.

Any revisions to the land use concept that impact areas identified as Natural Area (ER) or Natural Area (MR) will require an amendment to the NSP and update to the Phase II ENR.

Rezoning applications adjacent to a natural area identified for conservation will not be accepted without an SSNAMP accompanying the application. Exceptions to this requirement must be approved by the Urban Ecology Unit. The SSNAMP will be used to determine and confirm the necessary buffer if it is proposed to be different than the buffer recommended by City Policy C531. The recommended buffer may be a variable distance from the bed and shore and utilize a combination of Environmental Reserve, Municipal Reserve, Public Utility Lot or lot reconfiguration. Adjustments to the 30 m buffer area will be accommodated through a combination of Environmental Reserve, Municipal Reserve and/or configuration of the development pattern. The SSNAMPs and proposed adjustments to development setbacks must be approved by Planning Coordination. Lands to be dedicated as Environmental Reserve must meet the definition of Environmental Reserve as per the Municipal Government Act.

Efforts will be made to minimize ground disturbance outside of the critical root zone and within 10 m of retained natural tree stands. Such efforts may include matching pre-development grading, restrictive covenants, and/or other low impact development techniques, as determined during the development of SSNAMPs.

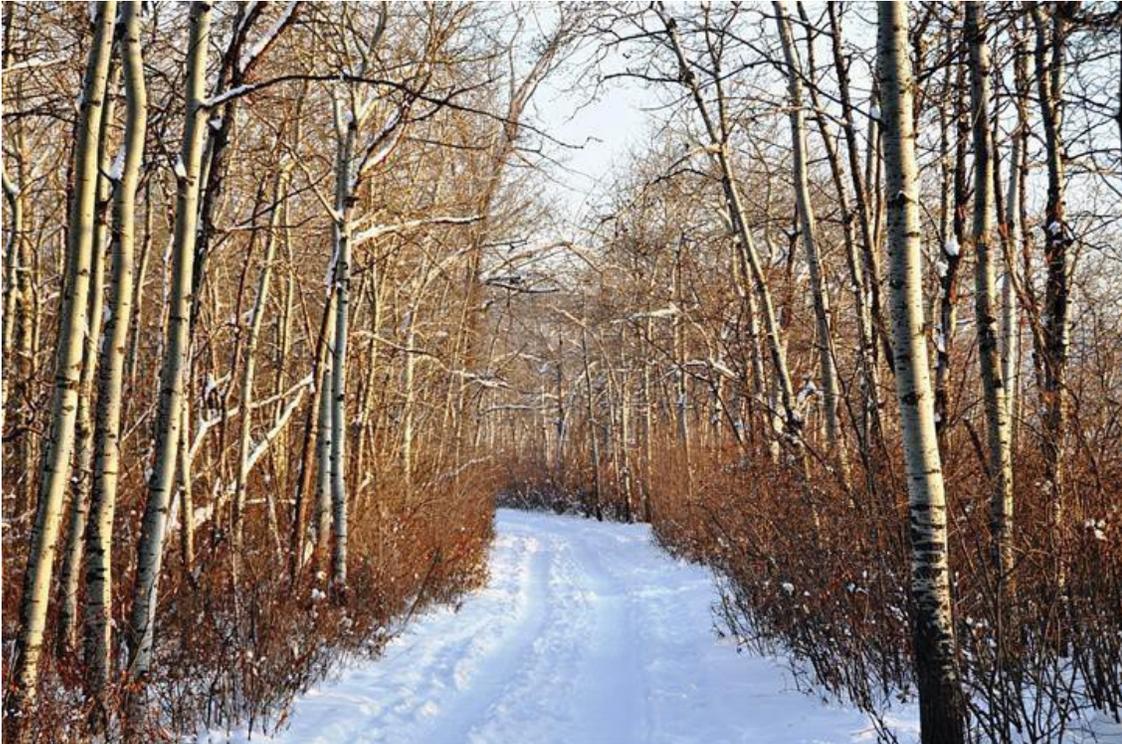
Objective 21: To conserve and incorporate wetlands into the fabric of the development.

Policy 21.1 Access to retained natural features shall be accommodated to provide interpretive and experiential value.

Policy 21.2 Buffer areas for retained wetlands should provide connections to the shared use path network through Alces.

Implementation: Details of interpretive elements with conserved wetlands will be determined in consultation with Planning Coordination. Interpretive elements may include signage or placards providing information about the natural processes and

value of wetlands and wildlife habitat. Details of the shared use paths will be outlined in SSNAMPs at the NSP stage. Opportunities for alternate surface treatments, such as permeable pavements or gravel trails, may be explored.



Winter Walking Trails (Source: Stantec)

Objective 22: Maintain pre-development hydrology to conserved natural areas.

- Policy 22.1 Forebays shall be incorporated into the stormwater network and may be located adjacent to retained natural areas to ensure pre-development hydrology is maintained.
- Policy 22.2 Forebays shall not be dedicated as Environmental Reserve.
- Policy 22.3 Access to forebays shall be provided for maintenance.
- Policy 22.4 Drainage from land uses adjacent to wetlands should be directed to wetlands to maintain hydrology.

Implementation: A Phase II Ecological Network Report and Neighbourhood Design Report were prepared and submitted under separate cover in support of the NSP. The ENR identifies natural areas and provides an assessment of the existing ecological network as well as provides recommendations on how to conserve and protect natural areas. The NDR reviews and identifies the natural area pre-development and post-development basin hydrology.

Rezoning and Subdivision applications within the same post-development drainage basin (as delineated within the Phase II Ecological Network Report) as a natural area identified for conservation will not be accepted without an accompanying SSNAMP to guide the retention and maintenance of conserved natural areas. Exceptions to this requirement must be approved by the Urban Ecology Unit. The SSNAMP will be used to determine and confirm the necessary buffer if it is proposed to be different than the buffer recommended by City Policy C531. The buffer recommended by the SSNAMP may be a variable distance from the bed and shore and utilize a combination of Environmental Reserve, Municipal Reserve, and Public Utility Lot to support the long-term sustainability of the natural areas. Forebays may be accommodated within Public Utility Lots as part of the recommended buffer to pre-treat stormwater discharge for pollution prevention purposes. The SSNAMPs and proposed adjustments to development setbacks must be approved by Planning Coordination. Lands to be dedicated as Environmental Reserve must meet the definition of Environmental Reserve as per the Municipal Government Act.

Green Development

Alces encourages the development of a sustainable community through the research and implementation of innovative building practices, alternative servicing standards, and low impact development strategies. The objectives and policies in this section consider current approaches to sustainable neighbourhood development while setting the stage for future research and innovation in these areas. Over the build-out of the neighbourhood, significant advancements in technology, building methods, and servicing strategies are expected, which will introduce a range of new approaches and opportunities for sustainable neighbourhood development. Policies in this section are intended to ensure that *Alces* adapts with the literature and emergent trends in sustainable neighbourhood development.



Roadway Bioswale (Source: Stantec)

Objective 23: Promote low impact development strategies in the design and development of the neighbourhood.

- Policy 23.1 Bioswales may be used to convey stormwater in appropriate areas and shall not be supported by a redundant conventional underground pipe system.
- Policy 23.2 Stormwater Facilities should be designed as constructed wetlands with naturalized shoreline plantings to provide additional natural animal habitat and promote natural infiltration of groundwater.
- Policy 23.3 Landscaping of parks and open spaces should incorporate native and / or edible plant species where appropriate.
- Policy 23.4 Rain gardens may be incorporated into the design of Key Pedestrian Crossings.
- Policy 23.5 Permeable surfaces shall be considered for portions of the shared use path network through natural areas that are not part of key network connections to minimize the amount of impervious surfaces.
- Policy 23.6 Lighting along shared use paths through natural areas should consider solar or off-grid lighting to minimize below-grade disturbance.

Implementation: The intention is that low impact development strategies are not duplicated with conventional underground pipe systems. Detailed design of parks, stormwater facilities, bioswales, and rain gardens will be reviewed by Planning Coordination. Plant, shrub, and tree species for landscaping on public properties will be determined between the developers and City Administration at the time of review of landscaping plans and as part of the engineering drawing review. Sufficient technical detail will be provided on any proposed LID at rezoning and subdivision to the satisfaction of Planning Coordination. Details of alternative design standards proposed will be reviewed as part of the subdivision and engineering drawing stages and will require approval from Planning Coordination.

Figure 6 – Ecological Network and Parks illustrates the conceptual alignment of the shared use path network. Alternative surface treatments, such as permeable pavements or gravel, may be considered as part of the overall low impact development strategy for the neighbourhood in areas where the shared use path is located within a natural area buffer. Details of the shared use paths will be further discussed at rezoning or subdivision and will require approval from Planning Coordination.

Alces encourages developers and City administration to work together to design and implement alternative servicing strategies and collaboratively shift the neighbourhood development paradigm towards a sustainable future.



Permeable Trail (Source: Stantec)

Objective 24: Support the development and implementation of alternative development strategies.

- Policy 24.1 Innovative and alternative development standards such as energy efficient lighting, low impact development, building techniques/technologies, and alternative road construction standards should be explored in the detailed design of the neighbourhood.
- Policy 24.2 Flexibility in regulating the introduction and implementation of alternative designs, techniques, and technologies that support ecological processes, cost effectiveness and environmental stewardship in the development of the neighbourhood shall be provided.

Implementation: The use of alternative development standards will be addressed within the design of the neighbourhood and at the site-specific building level. The plan encourages consultation with the City and affected agencies to explore the use of alternative development standards (i.e. consideration of alternative design and servicing techniques, roadway cross sections or infrastructure provisions that differs from the City of Edmonton standards) early in the process as a way of achieving sustainability.

Objective 25: Promote renewable energy and energy efficient uses in Decoteau.

- Policy 25.1 Residential, commercial, and institutional uses should incorporate alternative energy and energy efficiency standards to reduce energy consumption of buildings and neighbourhood development as a whole.
- Policy 25.2 Explore opportunities to incorporate solar and wind power applications into a prominent location in the neighbourhood.

Implementation: The use of alternative development standards or opportunities for innovative pilot projects will be addressed within the design of the neighbourhood and at the site-specific building level. The plan encourages consultation with the City and affected agencies to explore the use of alternative development standards early in the process as a way of achieving sustainability.

The application and introduction of alternative and renewable energy to address cost effectiveness and environmental stewardship may be addressed through architectural controls or a green development rating system prepared by the developer.



Windspires (Source: Beaverbrook Communities)

6.2 Parks and Open Space

Alces provides a hierarchy of parks and open spaces across the neighbourhood and into adjacent neighbourhoods. As directed in the Decoteau ASP, the requirements of the Urban Parks Management Plan and Breathe Strategy have been modified to accommodate the dedication of additional natural areas as Municipal Reserve, reflecting the prevalence and

importance of natural features in *Alces*. The implementation of open space planning, acquisition and development will meet the intentions of both the Breathe Strategy and the Urban Parks Management Plan.

School / Park

There is one school / park site in *Alces*, located in the western portion of the neighbourhood. This site is intended to accommodate a K-6 school as well as associated playfields, parking, and drop off / pick up areas. The site is located at the corner of two collector roadways to provide adequate collector roadway frontage to accommodate parking and traffic to/from the sites. The school site will remain as open space until such time that the student population warrants the construction of each school, as determined by Edmonton Public School Board (EPSB).

Due to uncertainty over the timing of assembly of the District Park site south of Ellerslie Road as identified in the Decoteau ASP, the Edmonton Public School Board expressed a desire to explore the possibility of locating a future High School on the Provincially owned land east of 17th Street south of Anthony Henday Drive. Currently, EPSB has not determined whether a school is required. However, a potential location has been identified within the Business Employment district east of 17th Street. Should the high school be required, the NSP will need to be amended to identify the location within the neighbourhood, and the ASP will need to be amended to remove the high school from the District Park site.

Community Parks

There is one Community Park located in *Alces*, located in the east portion of the neighbourhood. This park will accommodate active and passive recreational opportunities for the *Alces* residents and will incorporate a historic barn currently on the site. The Community Park site has been sized to be smaller than the typical requirement for an Urban Village Park, as defined by the Urban Parks Management Plan, to ensure the appropriate Municipal Reserve area is allocated to natural area buffers and linear parks throughout the neighbourhood.

Pocket Parks

Pocket Parks are used to serve residential sub-areas within the neighbourhood to provide local level opportunities for active and/or passive recreation. Pocket parks are generally placed to meet the needs of the surrounding residents and are connected to the pedestrian network (including sidewalks) to ensure that they are accessible and intermixed with the surrounding residential uses in *Alces*. Most Pocket Parks have been collocated with retained Natural Areas throughout the neighbourhood to provide additional greenspace around natural features, fill the gaps in the ecological network, and provide an open space staging ground for access to natural areas.

Linear Parks & Pedestrian Realm

Linear Parks have been incorporated in the neighbourhood design to provide pedestrian connections through the neighbourhood between focal points, support ecological connectivity, and provide additional programmable park space within the community. Where neighbourhood focal points are not connected to the shared use path network, boulevard walkways along local or collector roadways will provide connections. Key Pedestrian Crossings are located in areas where the Shared Use Path network crosses a collector or arterial roadway,

or at collector-collector intersections in residential areas. *Traffic calming and safety measures such as roundabouts, control measures, raised intersections or curb extensions will be included at Key Pedestrian Crossings to provide a safe pedestrian realm and promote active transportation across the neighbourhood.*

Stormwater Facilities

Stormwater facilities provide an important utility function as well as are considered neighbourhood focal points and part of the open space network. Technically placed and designed well, these facilities provide open space and ecological connections throughout the Plan's network of open spaces and circulation facilities. These facilities add to the neighbourhood's attractiveness, character and image as a pedestrian-friendly community. All stormwater facilities are linked within the neighbourhood shared use path network and complement the open space system by providing additional areas for passive recreation.

Water Reservoir

EPCOR's water reservoir is located along Ellerslie Road east of 34th Street at the intersection of two shared use paths. The primary function of the reservoir is to provide water service to the neighbourhood but it will also provide a recreational function for Decoteau residents. The water storage is located partially below grade with sloped, landscaped sides, resembling a large hill with a flat surface on top. The greenspace on top may accommodate active and passive recreational uses.

District Park

The District Park for the Decoteau ASP is located in the Central neighbourhood to the south. The District Park is intended to incorporate a wide range of recreation programming, offering both active and passive outdoor recreation uses, including: sports fields and a network of open spaces in Decoteau. In addition to outdoor recreation, the park is intended to accommodate both Public and Separate high schools. Although not located in Alces, the land use concept considers connections between the parks and ecological network.

Objective 26: Enhance walkability within the neighbourhood and between adjacent neighbourhoods.

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| Policy 26.1 | A safe and convenient shared use path network shall be developed. |
| Policy 26.2 | The shared use path network along with boulevard walkways shall provide connections between all neighbourhood focal points in Alces. |
| Policy 26.3 | The utility corridor located in the west portion of the neighbourhood shall accommodate a shared use path to provide pedestrian connections through the neighbourhood while providing utility function. |
| Policy 26.4 | Pocket parks and linear parks shall reinforce the ecological network throughout the neighbourhood as deemed appropriate by Planning Coordination. |
| Policy 26.5 | Linear Parks shall be a minimum of 15 m in width to provide an enhanced programmable space across the neighbourhood. |

Policy 26.6 Pedestrian connections between Alces and the Decoteau District Park shall be provided.

Implementation: *Figure 7 – Transportation* identifies the location of the conceptual shared use path network, Key Pedestrian Crossings, and parks. The alignment and design of the shared use path network and Key Pedestrian Crossings will be determined at the rezoning and subdivision stage in consultation with Planning Coordination. Connections between shared use path sections may take the form of a sidewalk or on-street markings to aid in wayfinding.



Shared Use Path in Utility Corridor (Source: Stantec)

Objective 27: To promote sustainable practices and low impact development strategies for parks and open spaces.

Policy 27.1 Topsoil may be used within park sites for creative landscaping as deemed appropriate by Planning Coordination and shall be used to increase topsoil depths to minimize irrigation requirements.

Policy 27.2 Landscaping of parks and open spaces should incorporate native and/or edible plant species where appropriate.

Policy 27.3 Bioswales may be used to convey surface drainage in park sites without a redundant underground system provided there are no adverse impacts to the park site.

Policy 27.4 Stormwater management facilities should be designed as constructed wetlands to provide additional natural animal habitat and promote natural infiltration of groundwater.

Implementation: *Figure 5 – Land Use Concept* identifies the location of parks and open spaces in Alces. Details of park site design, on-site drainage, and landscaping will be determined at the detail design stage in consultation with Planning Coordination.



Creative Topsoil Reuse (Source: Stantec)

Objective 28: Ensure the location and design of parks, natural areas, and school sites contribute to a safe pedestrian environment.

- Policy 28.1 Parks and open spaces shall incorporate Crime Prevention Through Environmental Design (CPTED) principles.
- Policy 28.2 Appropriate lighting in parks and linear parks shall be provided.
- Policy 28.3 Community uses and social spaces should be incorporated in the design of park sites to promote a sense of community ownership of the space.
- Policy 28.4 Parks and open spaces shall have appropriate roadway frontage. Community Parks should have approximately 50% roadway frontage.
- Policy 28.5 Areas identified as Natural Area (ER) and Natural Area (MR) shall have appropriate roadway frontage to permit visual and physical access to the natural features and support CPTED principles.

Implementation: *Figure 5 – Land Use Concept* identifies the location of parks and open spaces in Alces. Details of park site design and landscaping will be determined at the detail design stage in consultation with Planning Coordination.

Lighting, frontage, and design of parks and open spaces shall take into consideration basic CPTED principles and design principles included in the Design Guide for a Safer City and Urban Parks Management Plan and Breathe Strategy.

Objective 29: Accommodate City of Edmonton requirements for parks and school sites within the neighbourhood.

- Policy 29.1 A variety of park sites shall be developed in Alces.
- Policy 29.2 As part of the subdivision approval process, Municipal Reserve shall be dedicated as land, cash in lieu of land, or a combination thereof, in accordance with the Municipal Government Act.

- Policy 29.3 Servicing shall be provided to parks and school sites, where required, to accommodate any and all facilities which may be developed onsite.
- Policy 29.4 Road frontage for Community/Urban Village Park site shall be provided to accommodate an appropriate amount of on-street parking.
- Policy 29.5 The school site should have approximately 50% of its frontage along the collector road to accommodate flexible building design, parking access, drop-off/pick-up areas as well as to ensure sightlines, natural surveillance, adequate lighting and connectivity to pedestrian routes.

Implementation: *Figure 5 - Land Use Concept* conceptually illustrates the location of parks, open spaces, and Natural Areas (MR) in Alces. At the time of subdivision, the Subdivision Authority in consultation with Planning Coordination shall determine the Municipal Reserve owing for Alces, and the areas dedicated as MR shall be confirmed by legal survey. The neighbourhood servicing scheme shall ensure that the type and amount of servicing required is provided within roadways to service park facilities and will adhere to the guidelines outlined in the Urban Parks Management Plan and Breathe Strategy. Utilities that serve the MR site exclusively may be located on MR sites as deemed appropriate by Planning Coordination. Utilities that serve uses other than MR sites exclusively will be approved by Planning Coordination.



Neighbourhood Park Site (Source: Stantec)

6.3 Urban Agriculture

As the City-Wide Food and Agriculture Strategy evolves, communities and wildlife may benefit from edible landscaping techniques used in open spaces. Landscaping of parks and open spaces are encouraged to provide opportunities for edible landscaping elements in areas such as pocket parks.

Access to healthy food choices is important to any community. Locally produced fruits and vegetables means shorter transportation distances and, in turn, fewer greenhouse gas emissions. Incorporating appropriate local food production in the form of community gardening can be a showpiece for local sustainability.

Objective 30: Encourage opportunities for community gardens in underutilized publicly accessible spaces.

Policy 30.1 Utility corridors may accommodate community gardens.

Policy 30.2 Ensure the safe operation of utilities.

Implementation: Development of community gardens in utility corridors will be explored by the developer, Planning Coordination, and the utility companies, at the rezoning and subdivision stage.

Objective 31: Incorporate community gardening and edible landscaping in the design of park sites in Alces.

Policy 31.1 The landscape design of parks and open spaces shall provide opportunities for edible landscaping elements where appropriate.

Policy 31.2 Community gardening should be incorporated into the program development for park sites in balance with other park programming needs.

Policy 31.3 Rainwater harvesting may be accommodated on park sites to provide irrigation for community gardens.

Policy 31.4 Small-scale composting may be accommodated with community gardens to provide access to rich soil.

Implementation: Specific species used on landscape plans shall be determined between the developer and relevant civic departments as part of the engineering drawing review and will consider appropriate edible plants. The developer, in conjunction with responsible civic departments, will ensure the incorporation of Fresh: Edmonton's Food and Urban Agricultural Strategy.

Implementation of community gardens may be explored at the detailed landscape design stage in consultation with Planning Coordination and Community Services.



Community Garden (Source: Stantec)

6.4 Historical Resources

A neighbourhood's historical characteristics must be conserved to maintain its unique relationship to its past and to generate a sense of place. A Statement of Justification was prepared for the Alces NSP area as part of the Decoteau ASP. Considering the majority of the neighbourhood has been cleared for agricultural purposes, it is unlikely to contain any structures or settlements of historical significance. As a result, the likelihood that the planned development will impact any significant historical resources is low.

Identification and protection of historical resources is important for preserving and understanding Alberta's history of the land and culture of the people who have called it home. Where applicable, development within the Alces neighbourhood will have regard for the preservation of historical, archaeological and paleontological resources identified by the City of Edmonton or Government of Alberta.

Objective 32: Ensure that historical, archaeological, and paleontological resources are identified, conserved, and incorporated where applicable.

- Policy 32.1 Statement of Justification and/or Historical Resource Impact Assessments shall be submitted and approved by Alberta Culture and Tourism prior to development.
- Policy 32.2 All historical, archaeological, and paleontological discoveries made during construction shall be reported.
- Policy 32.3 The historic barn located on the Community/Urban Village Park east of 17th Street should be retained and incorporated into the overall park concept.

Implementation: Pursuant to Section 31 of the *Historical Resources Act*, development proponents, builders and/or their representatives are required to report the discovery of any archaeological, historic period or paleontological resources, which may be encountered during construction. Lands which have not received *Historical Resources Act* clearance will be required to submit and receive sign-off from Alberta Culture and Tourism prior to rezoning.

7 Infrastructure and Servicing

7.1 Sanitary and Storm Servicing

Storm and sanitary systems will be extended into Alces to manage stormwater runoff and disposal of sanitary waste. A Neighbourhood Design Report prepared by Stantec Consulting has been submitted under separate cover as part of the NSP preparation.

Alces will be serviced using a conventional sanitary gravity sewer in accordance with the approved overall sanitary concept proposed in the Neighbourhood Design Report. Servicing will connect to the existing sanitary trunk in Charlesworth to the west. A lift station is required for servicing the east portion of the neighbourhood.

The proposed stormwater management concept has been developed to retain the natural ecology of the existing wetlands and to apply best management practices in the post development conditions. Existing natural wetlands will be able to store storm runoff and will be maintained within their natural hydrological variations during post development conditions.

The stormwater facilities may be designed as constructed wetlands to enhance water treatment prior to the release to the outfall or discharge to existing wetlands. Low Impact Development principles related to stormwater management will be implemented wherever feasible to increase infiltration of stormwater, improve cleansing, and help manage runoff rates.

One stormwater facility located in the central portion of the neighbourhood is smaller than what is typically permitted by City of Edmonton design standards. The City of Edmonton typically prefers a minimum footprint of 2 ha at normal water level for stormwater facilities to maintain acceptable water quality and moderate future maintenance costs. Water quality challenges are present in a number of existing Edmonton stormwater facilities and there is a desire to improve overall pond performance by constructing ponds which meet this minimum lake size. A stormwater assessment was prepared by Native Plan Solutions to demonstrate water quality performance standards could be achieved with alternative design standards.

To meet water quality performance standards, and to ensure that the stormwater facility smaller than 2 ha is able to mitigate issues such as algae growth, the construction of a constructed wetland is proposed at this location. The design of the constructed wetland will be based on the conceptual design developed as part of the stormwater assessment and included below. The Naturalized stormwater management facility shall incorporate native wetland and upland vegetation into the design, as recommended in the report prepared by Native Plant Solutions titled "Decoteau Naturalized Stormwater Management Facility Stormwater Assessment, June 2017". The Naturalized stormwater management facility shall meet all other constructed wetland design requirements as set out in the City of Edmonton Drainage Design and Construction Standards.

Objective 33: Ensure the sanitary and stormwater drainage systems are provided to an urban standard.

Policy 33.1 Sanitary and stormwater servicing shall be provided in general accordance with the associated Neighbourhood Design Report.

Policy 33.2 Low Impact Development principles related to stormwater management facilities shall be implemented wherever feasible.

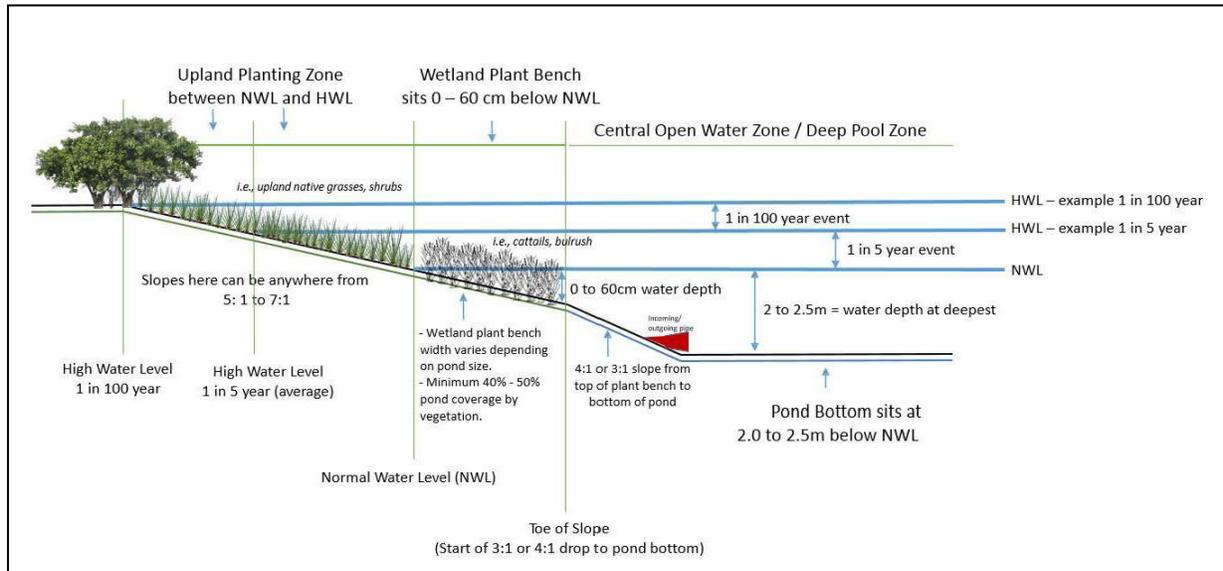
Policy 33.3 A constructed wetland smaller than City of Edmonton design standards may be developed west of the Community Commercial site.

Implementation: Approval of engineering drawings and servicing agreements shall be required for installation of sanitary and stormwater servicing. LID techniques such as bioswales and stormwater management facilities shall be integrated, where feasible, through consultation with relevant civic departments. Sufficient technical detail will be provided on any proposed Low Impact Development strategy at rezoning and subdivision to the satisfaction of Planning Coordination.

Design of the constructed wetland will be reviewed by Development Coordination through the review of the detailed design drawings.



Constructed Wetland Stormwater Facility (Source: Stantec)



Proposed constructed wetland cross-section (Source: Native Plan Solutions)

7.2 Water Distribution

Alces is entirely located within a quaternary pressure zone and will be serviced by a reservoir east of 34 Street north of Ellerslie Road. The reservoir will be fed from the tertiary pressure zone. A water transmission main will be extended from the Walker Booster Station to the future reservoir location east of 34 Street. This main will temporarily service the neighbourhood until the future reservoir is constructed.

Servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for low and medium density residential uses as well as commercial uses. Water looping will be provided in accordance with the requirements of EPCOR Water and in accordance with a Hydraulic Network Analysis.

Objective 34: Ensure that the water distribution system within the neighbourhood is provided at a full urban standard and in an efficient, contiguous, and staged manner.

- Policy 34.1 Water servicing to the neighbourhood shall be provided in accordance with the approved Water Network Analysis.
- Policy 34.2 Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc.

Implementation: A Hydraulic Network Analysis has been submitted under separate cover to EPCOR Water. Approval of engineering drawings and servicing agreements shall be required for installation of water servicing. The conceptual water system is shown in Figure 10 - Water Servicing.

7.3 Staging

Development is expected to begin at 34th Street and proceed eastward through the plan area. Development of individual phases may vary from the actual rezoning and subdivision applications, depending on contemporary market demands and the aspirations of the respective landowners.

From time to time, an existing road right-of-way is closed and physically incorporated into the development of a neighbourhood. Typically, at the time of rezoning, a road closure application is submitted to the City in accordance with the City's land development application process and the interested landowner enters into a purchase agreement with the City of Edmonton.

Objective 35: Ensure that Alces is developed in an efficient, contiguous, and staged manner.

- Policy 35.1 Provide infrastructure on a phased basis to accommodate the logical extension of services.
- Policy 35.2 Shallow utilities shall be extended into the plan area as required.
- Policy 35.3 Opportunities to utilize the existing Ellerslie Road on an interim basis should be explored to support an efficient and cost effective staging of the neighbourhood.

Implementation: Approval of engineering drawings and servicing agreements shall be required for the installation of water, sanitary and stormwater servicing. Installation of shallow utilities shall be executed through servicing agreements. The anticipated sequence of development is conceptually shown in *Figure 11 - Staging*. Timing of arterial roadway construction will be discussed with Planning Coordination early in the development of the neighbourhood to identify a strategy that strikes a balance between level of service and the financial viability of the development of the neighbourhood.

Objective 36: Ensure the closure of existing road rights-of-way are planned in a logical and economical process and integrated into development.

- Policy 36.1 Submission of a Road Closure application shall be prepared and submitted by the developer/applicant when a suitable alternative roadway connection can be provided to ensure public access to all parcels of land.
- Policy 36.2 Prior to the submission of a road closure application, a preliminary meeting with City administration including Planning Coordination and Corporate Properties will be required.
- Policy 36.3 Costs associated with the submission of the Road Closure application and physical removal of any existing roadway shall be the responsibility of the developer/applicant.

Policy 36.4 Where existing road rights-of-way are applied for road closure within a future park, the developer adjacent to the road closure area shall be responsible for preparing the road closure application.

Policy 36.5 The City shall maintain ownership of the road closure area within a future park site.

Implementation: Application for permanent road closure will be in compliance with the City of Edmonton's land development application process. Prior to development application submission, a preliminary meeting will address any variances to the application process required and the division of any costs associated of the application and physical removal of roadway.

7.4 Energy Infrastructure

No oil and gas facilities are located within the neighbourhood. However, the required setback area for some abandoned or operating oil and gas facilities located outside the neighbourhood may extend into the neighbourhood.

Policies relating to existing and abandoned oil and gas facilities will ensure conscientious development around oil and gas well sites at all stages of plan implementation and the construction process while minimizing potential disturbances to future residents. Urban development in the vicinity of all oil and gas well sites will be planned in accordance with the City's Policy Guidelines for the Integration of Resource Operations and Urban Development (1985), Policy C515 Oil and Gas Facilities (2007), and other relevant City policies. Development of lands involving abandoned wells shall comply with City of Edmonton and AER guidelines for development around oil and gas facilities.

To ensure lands within the neighbourhood are suitable for development, the City requires a Phase I Environmental Site Assessment to be submitted, reviewed, and endorsed prior to the rezoning stage of development.

Objective 37: Ensure that the environmental status of lands is suitable for development.

Policy 37.1 Environmental conditions of the site shall be confirmed through submission of Environmental Site Assessment reports and/or updates prior to rezoning or subdivision.

Policy 37.2 Environmental Site Assessments shall meet the standards of the Environmental Site Assessment Guidebook.

Policy 37.3 Where necessary, a Phase II or Phase III Environmental Site Assessment may be required where contaminated material is found and needs to be removed and disposed in an environmentally sensitive manner and in accordance with Federal, Provincial and Municipal regulations. A Phase III Environmental Site Assessment shall dictate the reclamation plan for the site remediation.

Implementation: The City of Edmonton requires that individual landowners provide Environmental Site Assessments or disclosure statements prior to the rezoning stage. All Phase I, II, & III Environmental Site Assessment reports and updates will be submitted to administration for review and receive sign-off prior to rezoning or subdivision approval.

Objective 38: Minimize oil and gas facilities' potential hazards and disruption of residential areas through careful neighbourhood design and adhering to all relevant requirements of the Alberta Energy Regulator and the City of Edmonton.

- Policy 38.1 Land within a 100 m radius from a non-abandoned oil/gas well head shall not be zoned, subdivided or developed for residential or residential-related uses until the well is officially abandoned.
- Policy 38.2 Where development occurs in proximity to operating oil and gas facilities, subdivision design will accommodate the continued transport and maintenance needs of the oil and gas company while minimizing the impact on adjacent development. This will include the provision for temporary emergency access while oil and gas wells are still operating within the neighbourhood.
- Policy 38.3 Ensure public safety around oil and gas facilities (including high-pressure pipelines, operating oil/gas wells, etc.), through the use of appropriate risk mitigation measures.
- Policy 38.4 Parcels abutting or containing a well site(s) shall be designed to comply with the relevant requirements of the Alberta Energy Regulator regulations and the City of Edmonton policies.
- Policy 38.5 Development adjacent to pipeline rights-of-way shall provide adequate setbacks to residential development and will be determined at the subdivision and development permitting stages, in accordance with all applicable municipal, provincial, and federal policies and guidelines.

Implementation: *Figure 4 - Site Features* identifies the approximate locations of existing facilities. Exact locations shall be confirmed and surveyed prior to rezoning and subdivision approval of the titled parcel. Subdivision planning must adhere to all relevant Alberta Energy Regulator regulations and City of Edmonton Policy C515.

Objective 39: Ensure the ongoing operation and integrity of oil and gas pipeline utility corridors.

Development abutting the pipeline utility corridors shall be implemented according to the Edmonton Zoning Bylaw with respect to setbacks from development to ensure the safe and ongoing operations of these facilities. Construction of a shared use path along corridors will require approval from the pipeline operators.

- Policy 39.1 Integrate the existing oil and gas pipelines corridors into the neighbourhood to make use of potential pedestrian corridors while having regard for the safe, ongoing operation of these facilities.

Implementation: *Figure 4 - Site Features* illustrates the location of the oil and gas pipeline corridors. The exact location of pedestrian linkages will be determined at the subdivision stage in consultation with the utility operators. The provision of shared use paths within utility corridors will be explored by the developer, Planning Coordination and the utility companies, at the rezoning and subdivision stage. If permission for a shared use path and walkway is granted by the utility companies, a 3.0 m shared use path will be built by the developer at their expense with adjacent subdivisions.

8 Transportation

8.1 Roadway Network

Alces' roadway network consists of a hierarchy of arterial, collector, and local roads to accommodate a wide range of traffic volumes and modes in a manner that is safe, efficient, and in accordance with the City of Edmonton's guidelines and standards. Opportunities to implement alternative roadway cross sections will be explored according to different needs based on location, context, and anticipated uses to accommodate a diverse group of users. The streets will accommodate a range of vehicular traffic volumes, provide for a number of transport modes, integrate a wide range of land uses, and provide a comfortable, lively and safe pedestrian environment. Alternative cross-sections reflecting Complete Streets Guidelines will provide flexible transportation alternatives and offer a safe, "green", pedestrian environment.

Ministerial Consent is required for any encroachment into the Transportation Utility Corridor (TUC). The developer(s) will be required to secure this consent and all rights for entry from the Province for any encroachment, including that proposed by the 17th Street jughandle in the northeast plan area. Should consent not be granted, a plan amendment will be required to consider an alternative roadway network.

Objective 40: Implement the City of Edmonton's road hierarchy system of an integrated arterial, collector and local roadway network.

- | | |
|-------------|---|
| Policy 40.1 | Lands within the neighbourhood, with the exception of parkland, shall be subject to an Arterial Road Assessment (ARA) to cost share the roadway facilities needed to service the area. |
| Policy 40.2 | A well-integrated system of arterial, collector and local roadways shall be established for vehicular, transit, cyclist and pedestrian circulation within the neighbourhood boundaries and the adjacent neighbourhoods. |
| Policy 40.3 | Opportunities for roadways to be developed with innovative and/or alternative standards that follow Complete Streets Guidelines shall be explored. |
| Policy 40.4 | A wildlife crossing shall be provided around Ellerslie Road and 17 th Street to support wildlife connectivity between the crown-claimed wetland (SE 5010) and the ecological features directly south. |
| Policy 40.5 | Any access to Range Road 234 shall require agreement between the City of Edmonton and Strathcona County, which will include sharing costs for any required upgrades to the roadway and intersections, and will be included within the Decoteau ARA catchment. |

Implementation: *Figure 7 - Transportation* illustrates the transportation network and *Figure 6 – Ecological Network and Parks* identifies the conceptual location of the wildlife mitigation passage.

The wildlife mitigation passage will be designed based on the recommendations in the Phase II Ecological Network Report. Planning Coordination will review the design of wildlife mitigation passage and roadway cross sections at the concept plan stage for arterials, and at subdivision for other roadways.

Road right-of-way shall be dedicated to the City of Edmonton in accordance with the MGA at the subdivision stage of development. Roadway design shall be in accordance with City of Edmonton design regulations. *Roadway designs that do not comply with City of Edmonton design regulations shall be submitted for review.* 1 Avenue SW provides a continuous connection through Alces between 34th Street and 17th Street and the inclusion of traffic calming elements should be considered as part of the roadway design. Details of the roadway design will be discussed with Planning Coordination at the rezoning and subdivision stages.

Bylaw 20221
August 30, 2022

Timing of arterial roadway construction will be discussed with Planning Coordination early in the development of the neighbourhood to identify a strategy that strikes a balance between level of service and the financial viability of the development of the neighbourhood.

Prior to development of the Alces NSP, the Arterial Roads for Development Bylaw 14380 shall be amended to include the Decoteau catchment basin.

Objective 41: Design collector roadways to enhance safety and minimize shortcutting.

Policy 41.1 Traffic calming should be employed to reduce automobile speeds, minimize shortcutting, increase pedestrian safety, and improve the streetscape.

Implementation: The Subdivision Authority, in consultation with Planning Coordination, shall have regard for the number of lots having direct access onto a collector roadway. The provision of front drive access within the overall plan area will be consistent with applicable City of Edmonton policies and will be determined prior to rezoning and subdivision approval.

Figure 6 – Ecological Network and Parks identifies the location of key pedestrian crossings. Traffic calming measures such as roundabouts, raised intersections or curb extensions will be included at these locations and may be included elsewhere at appropriate locations along the collector roadways. Details will be confirmed with Planning Coordination prior to development.



Traffic Calming Bump Out (Source: Stantec)

Objective 42: Provide noise attenuation for residential uses abutting major transportation corridors.

Policy 42.1 Where required, appropriate noise attenuation shall be provided for residential uses adjacent to 34th Street, 17th Street, Ellerslie Road, and Anthony Henday Drive.

Implementation: Planning Coordination shall determine if a noise attenuation assessment is required for residential development at the subdivision approval stage, in accordance with the City of Edmonton Urban Traffic Noise Policy C506.

8.2 Transit Integration

Alces provides a collector network loop through the neighbourhood to provide efficient connections to major transportation corridors while ensuring residents are located within walking distance of roads where transit service could be provided. Transit service is expected to be extended into the neighbourhood in a staged manner as development progresses. The shared use path network along Ellerslie Road provides active transportation connections to the future transit centre located in Walker at Ellerslie and 50th Street SW. 50th Street SW will serve as a priority corridor between the future transit centre and Mill Woods Town Centre. 17th Street may serve as a priority corridor between Alces and the Meadows Transit Centre.

The City of Edmonton recently approved a new Transit Strategy to ensure the long term success of transit in Edmonton. The strategy sets a guiding vision that will influence the delivery of transit service and investments in the transit system over the next decade, and will inform the implementation of a new bus network by 2020.

Objective 43: Support transit accessibility across the neighbourhood.

Policy 43.1 Residential land uses should be located within walking distance of a transit route.

Policy 43.2 Explore opportunities to initiate transit services, including innovative alternatives to traditional bus service, such as on-demand services, at the early stages of neighbourhood development.

Policy 43.3 Consider transit looping in the development of staging for the neighbourhood.

Policy 43.4 Walkway connections between blocks to collector and arterial roadways shall be provided at approximately 125 m spacing to ensure pedestrian accessibility to transit routes.

Policy 43.5 Bus shelters should be considered on major transit corridors in Alces.

Policy 43.6 Transit priority measures such as queue jumps should be investigated as part of the concept planning for arterial roads, and as guided by the transit priority measures feasibility work to be completed as part of implementation of the new Transit Strategy.

Policy 43.7 Design features that balance the needs of a frequent transit network with the desire to minimize shortcutting through the neighbourhood shall be incorporated into the road design.

Policy 43.8 Transit infrastructure should be considered in the staging of the ultimate design of arterial roadways in and adjacent to the neighbourhood.

Implementation: Edmonton Transit System will determine the routing for public transit along the arterial and collector roadways which have been identified as future transit routes. In an effort to provide transit services earlier in the development of the neighbourhood, participating landowners may cooperatively fund transit for the first five years of service, or until sufficient ridership levels are met for continued service, as defined in the City's Transit Service Standards Policy. Following this period, Edmonton Transit shall consider providing transit service, subject to City Council budget approvals and other factors, including sufficient ridership levels.

Shared use paths along utility corridors in addition to sidewalk and walkway connections along collector and local roadways will provide access to the transit facilities.

8.3 Active Transportation

Alces provides an integrated network of linear parks, walkways, shared use paths, and sidewalks to facilitate active transportation through the neighbourhood and between neighbourhoods. The shared use path network is primarily located within lands designated as Municipal Reserve, but these areas are supplemented by connections through stormwater facilities and along portions of collector roadways. Where shared use paths are located within Natural Area (ER) buffers, low impact development strategies are considered to minimize the impact on the natural feature. Together, these features contribute to the development of a safe and sustainable public realm in *Alces*.

Objective 44: Provide strong, direct and convenient active modes connections for pedestrians and cyclists to neighbourhood amenities and surrounding communities..

Policy 44.1 Develop convenient pedestrian access between neighbourhood amenities and focal points.

Policy 44.2 A network of hard-surfaced sidewalks, walkways, and shared-use paths shall be provided to promote walkability and cycling, and access to park space, schools, open space/pipeline corridors, natural areas, and stormwater management facilities.

Policy 44.3 Shared-use paths shall be provided around a minimum of 50% of stormwater facilities, parks, utility corridors, and adjacent to arterial roadways.

Policy 44.4 Mid-block crossings shall be designed to facilitate pedestrian movements between neighbourhood amenities.

Policy 44.5 *All collector roadways shall be developed with sidewalks and/or shared use paths on both sides of the street, providing a sufficient level of pedestrian access. Bikeway facilities are also required along all collector roadways and shall be incorporated with the City bike network.*

Bylaw 20221
August 30, 2022

Policy 44.6 *All local roadways shall be developed with sidewalks on both sides of the street.*

Bylaw 20221
August 30, 2022

Policy 44.7 Walkways connections to the Linear Parks shall be provided at approximately 125 m spacing to promote walkability and access to neighbourhood amenities.

Policy 44.8 Pedestrian connections between Alces and the Decoteau District Park located in the Central Neighbourhood to the south shall be provided

Implementation: *Figure 7 - Transportation* conceptually illustrates the arterial and collector street network and connections with surrounding neighbourhoods. Local roadway configuration and pedestrian crossing facilities will be reviewed at the subdivision stage. The Subdivision Authority should have regard for the dedication of walkways to promote walkability and appropriate access to neighbourhood amenities and transit facilities.

Key roadways within the plan area shall be identified for the extension of the City of Edmonton's Conceptual Bike Network into the plan area. Primary Bike Routes include arterial roadways with shared use paths. Secondary Bike Routes include the incorporation of bike lanes, buffered bike lanes, and/or shared use paths along collector and local roadways.

The provision of shared use paths within utility corridors will be explored by the developer, Planning Coordination, and the utility companies at the rezoning and subdivision stage. If permission for a shared use path and walkway is granted by the utility companies, a 3 m shared use path will be built by the developer at their expense with adjacent subdivisions.



Active Transportation Connections (Source: Stantec)

Appendix 1 – Land Use and Population Statistics

Alces NSP Land Use Concept and Population Statistics - Bylaw 20221

	Area (ha)	% of GA
GROSS AREA	386.0	100%
Wetland	33.9	8.8%
Arterial Roadway	13.3	3.4%
Public Utility Lot	4.8	1.2%
	Area (ha)	% of GDA
GROSS DEVELOPABLE AREA	334.03	100%
Commercial / Residential Mixed Use	8.3	2%
Commercial	8.1	2%
Business Employment	94.7	28%
Institutional	2.3	1%
Parkland, Recreation, School (Municipal Reserve)	20.0	6%
School / Park	5.4	2%
Community Park	4.2	1%
Park / Linear Park	9.2	3%
Natural Area (MR)	1.2	0%
Transportation - Circulation (20% GDA)	66.8	20%
Stormwater Management Facility	21.4	6%
Total Non-Residential Area	221.6	66%
Net Residential Area	112.4	34%

RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT

Land Use	Area (ha)	Units / ha	Units	People / Unit	Population	% of NRA
Low Density Residential	86.5	25	2162	2.8	6052	76.9%
Low Density Residential (Street-Oriented)	14.0	45	630	2.8	1763	12.4%
Medium Density Residential	10.5	90	941	1.8	1695	9.3%
High Density Residential	1.5	225	338	1.5	506	1.3%
Total Residential	112.4		4070		10016	

SUSTAINABILITY MEASURES

Population Per Net Hectare p/nha)	89
Dwelling Units Per Net Residential Hectare (du/nrha)	36
Population (%) within 500m of Parkland	100%
Population (%) within 500m of Transit Service	100%
Population (%) within 600m of Commercial Service	
Presence / Loss of Natural Area	
Protected as Environmental Reserve (ha)	34
Conserved as Naturalized Municipal Reserve (ha)	1.3
Protected through other means (ha)	4.7
Loss to Development (ha)	19.2

STUDENT GENERATION COUNT

Public School Board	
Elementary School	668
Junior High	334
Senior High	334
Separate School Board	
Elementary School	334
Junior High	167
Senior High	167
Total Student Population	2,004

Appendix 2 – Figures

Figure 1 - Location

Figure 2 - Ownership

Figure 3 - Contours

Figure 4 - Site Features

Figure 5 - Land Use Concept

Figure 6 - Ecological Network and Parks

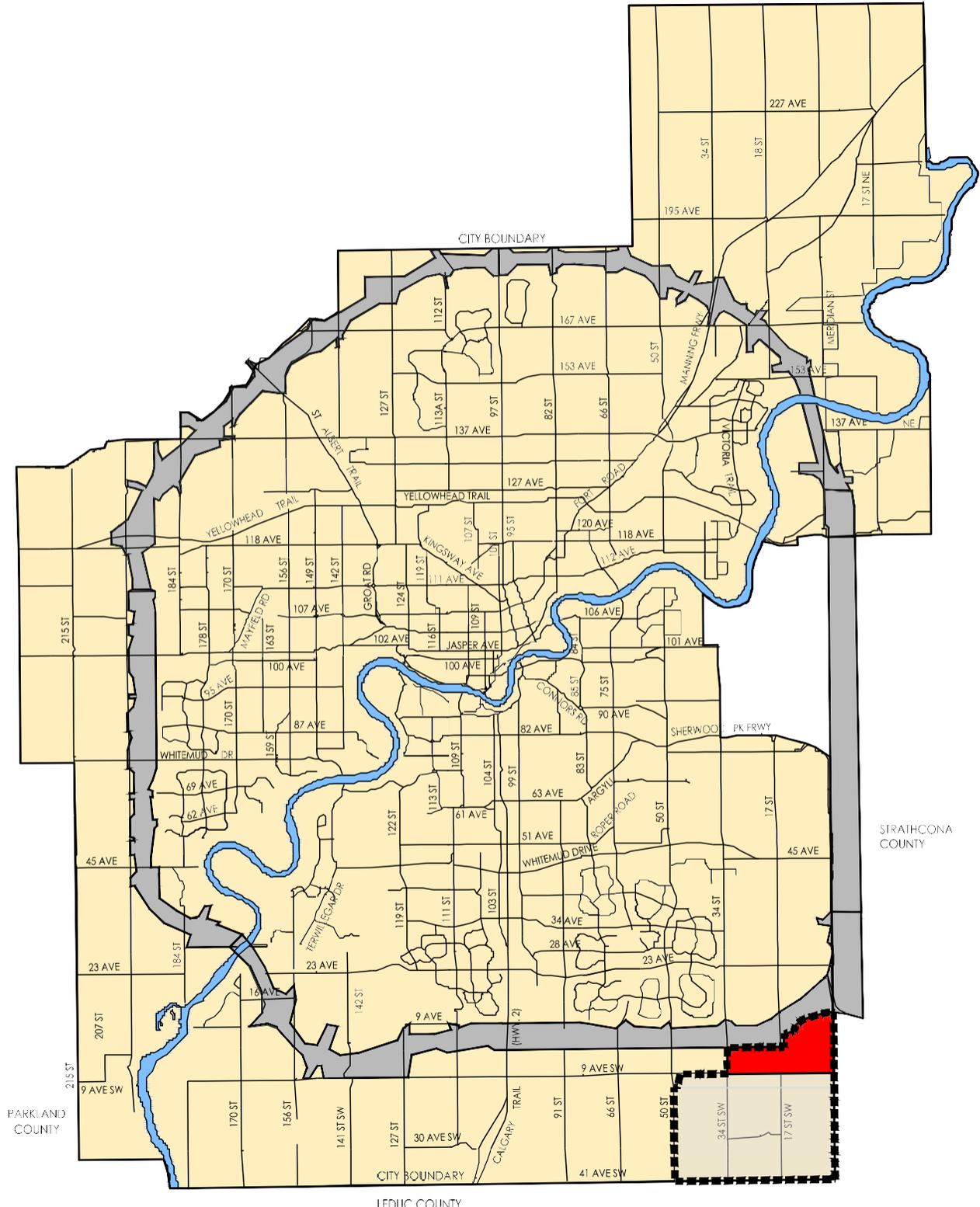
Figure 7 - Transportation

Figure 8 - Sanitary Servicing

Figure 9 - Storm Servicing

Figure 10 - Water Servicing

Figure 11 – Staging



Legend
■ Alces NSP
▬ Decoteau ASP



June 2016
1161 104380

Figure 1
Location

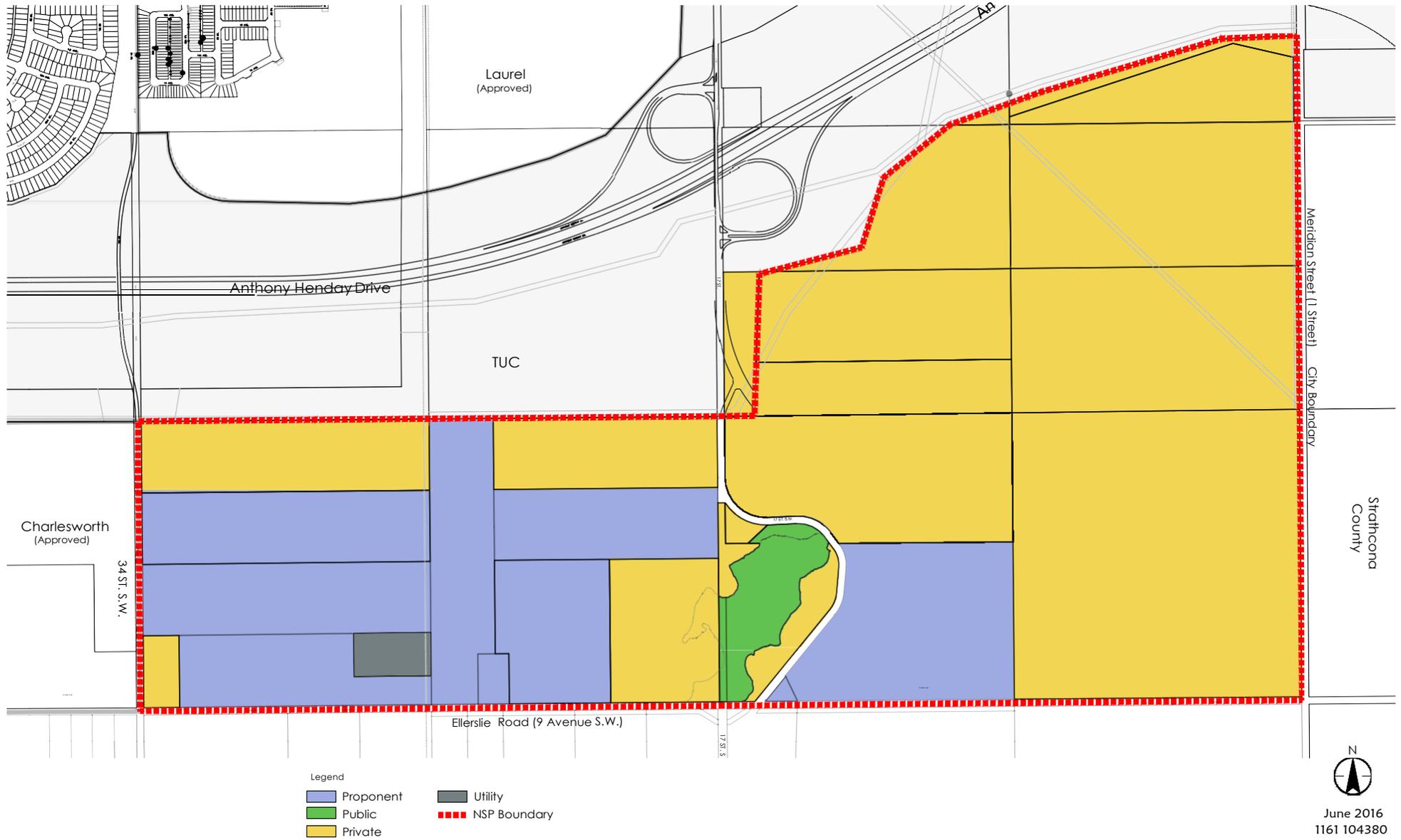
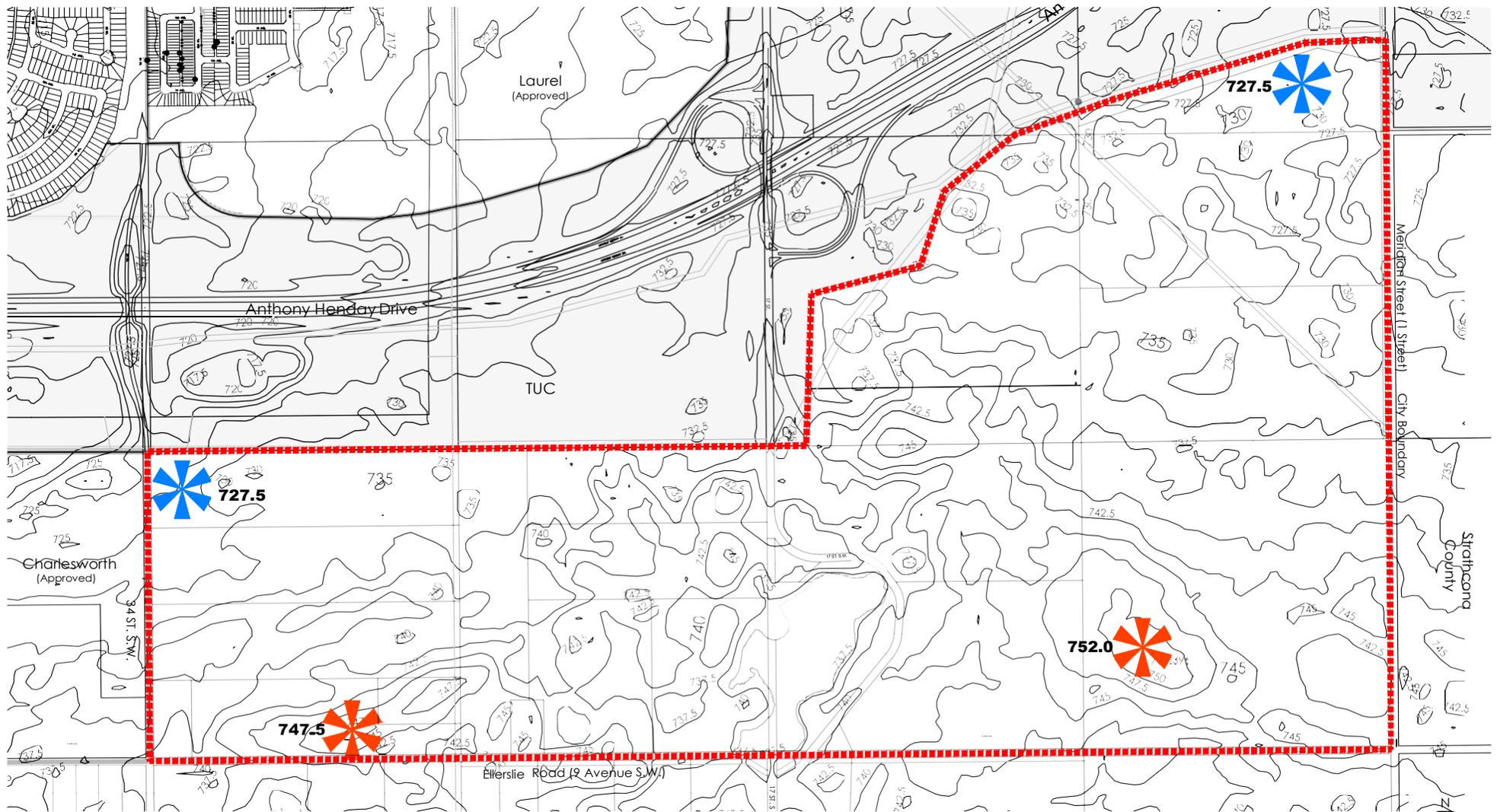


Figure 2

Ownership



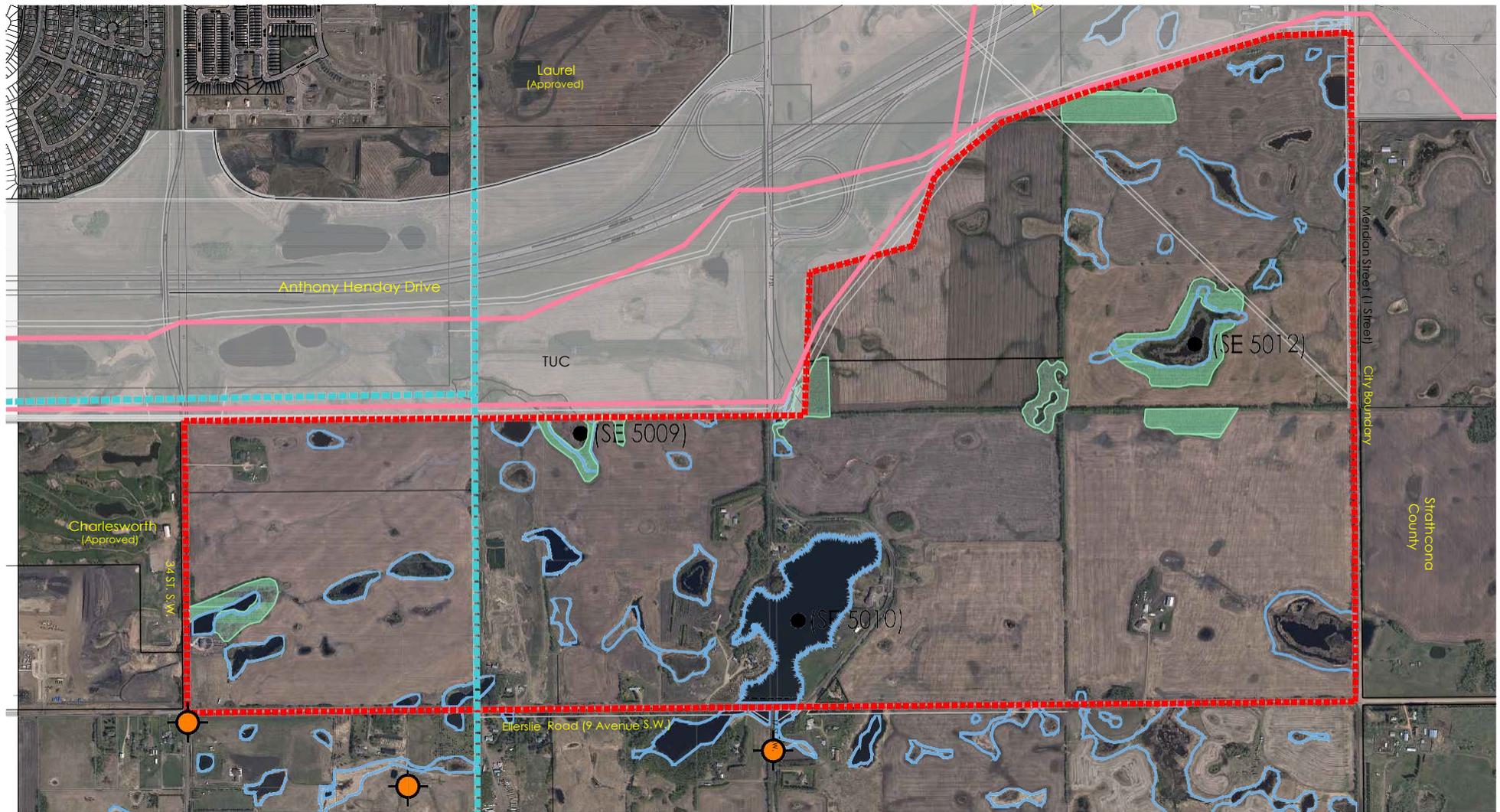
- Legend
- High Point
 - Low Point
 - Contour Interval 2.5 m
 - NSP Boundary



June 2016
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Figure 3

Contours



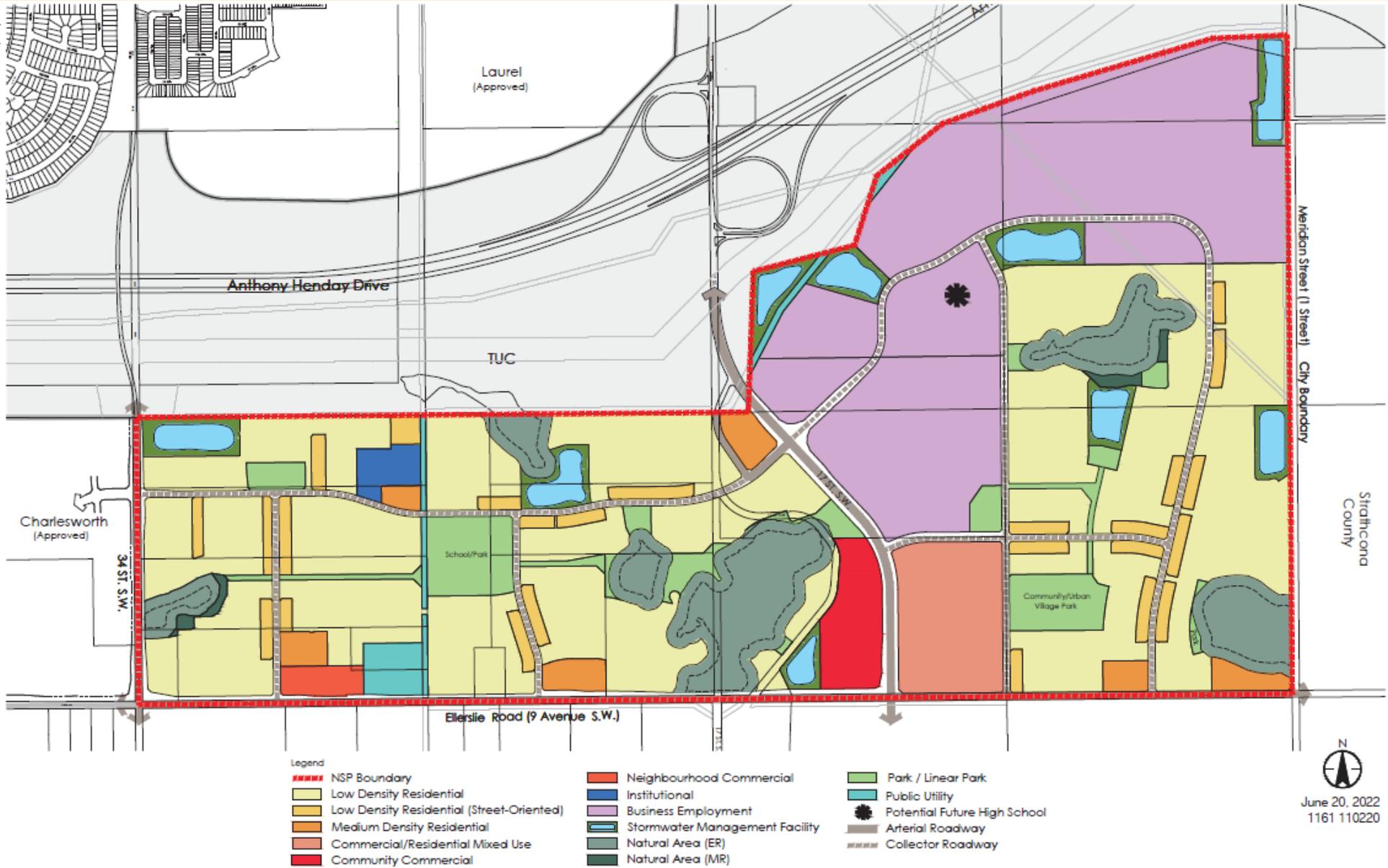
- | | | |
|--------------------------------|----------------------------|---------------------|
| Legend | | |
| Wetlands | Anthony Henday Drive (TUC) | Abandoned Wellhead* |
| Treestand | Powerline Corridor | NSP Boundary |
| Environmental Significant Area | Pipeline Corridor* | |
- Aerial photography from 2015
 * Pipeline and wellhead information sourced from AER



June 2016
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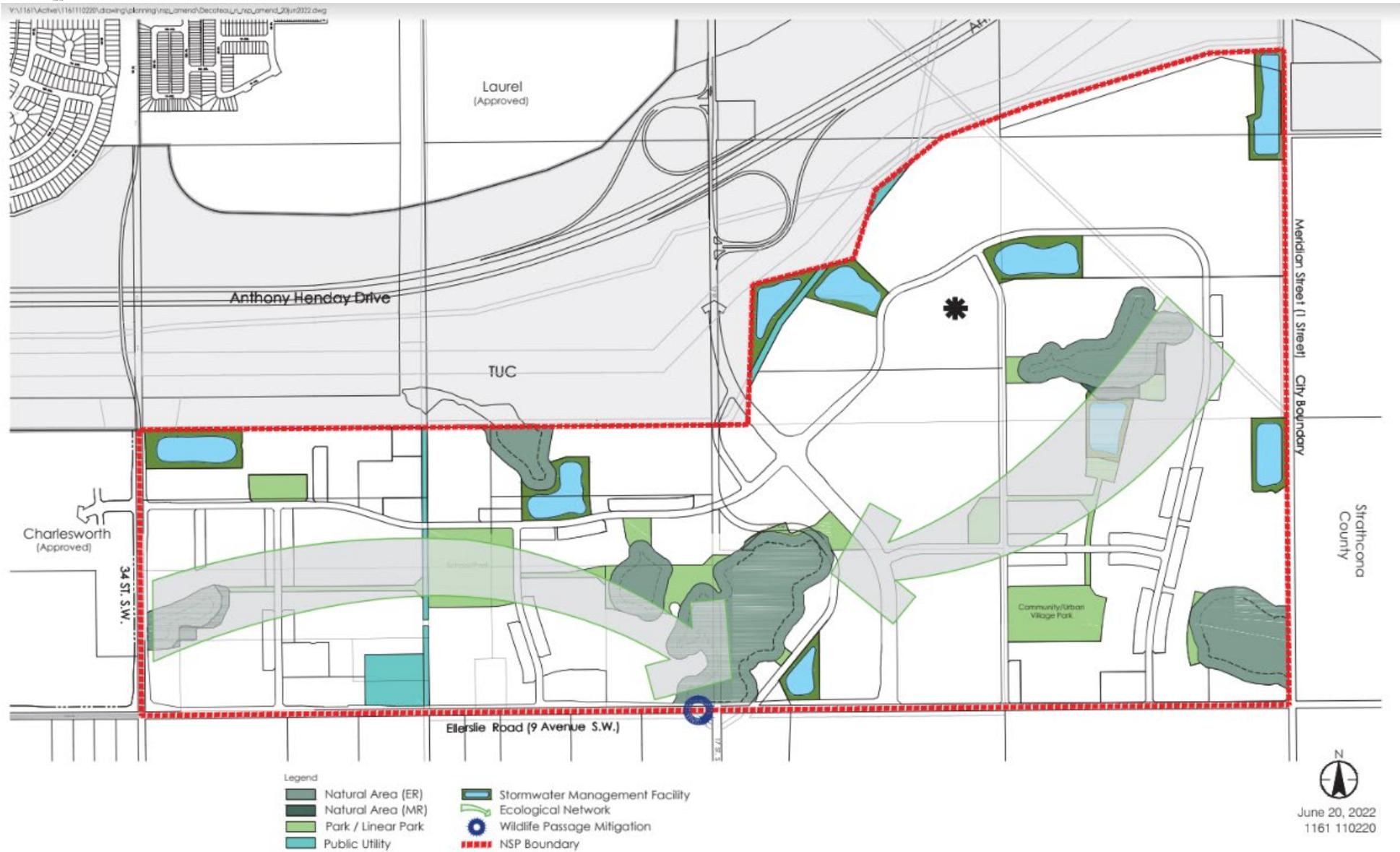
Figure 4

Site Features



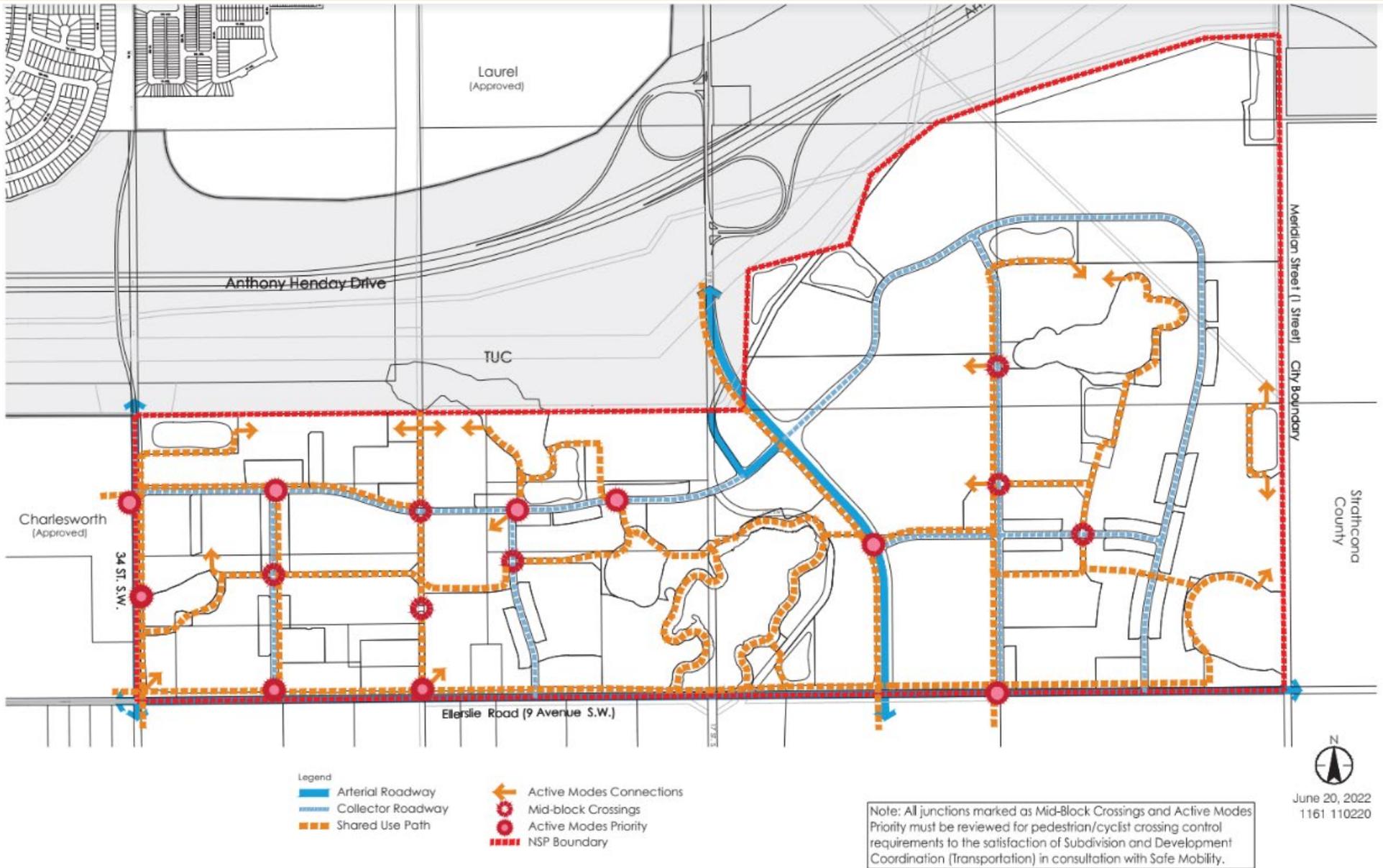
(Bylaw 2021, August 30, 2022) Figure 5

Land Use Concept



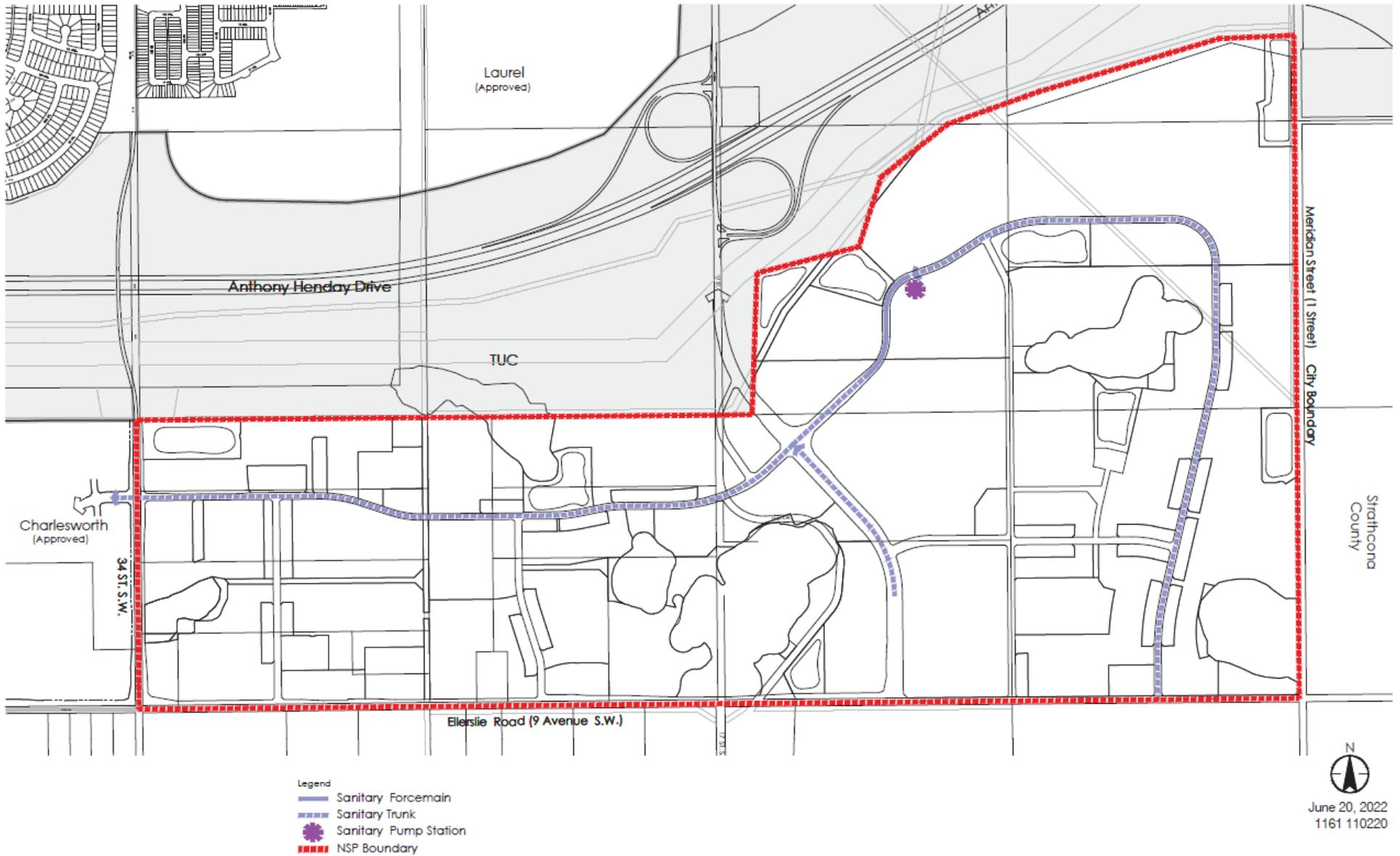
(Bylaw 2021, August 30, 2022) Figure 6

Ecological Network and Parks



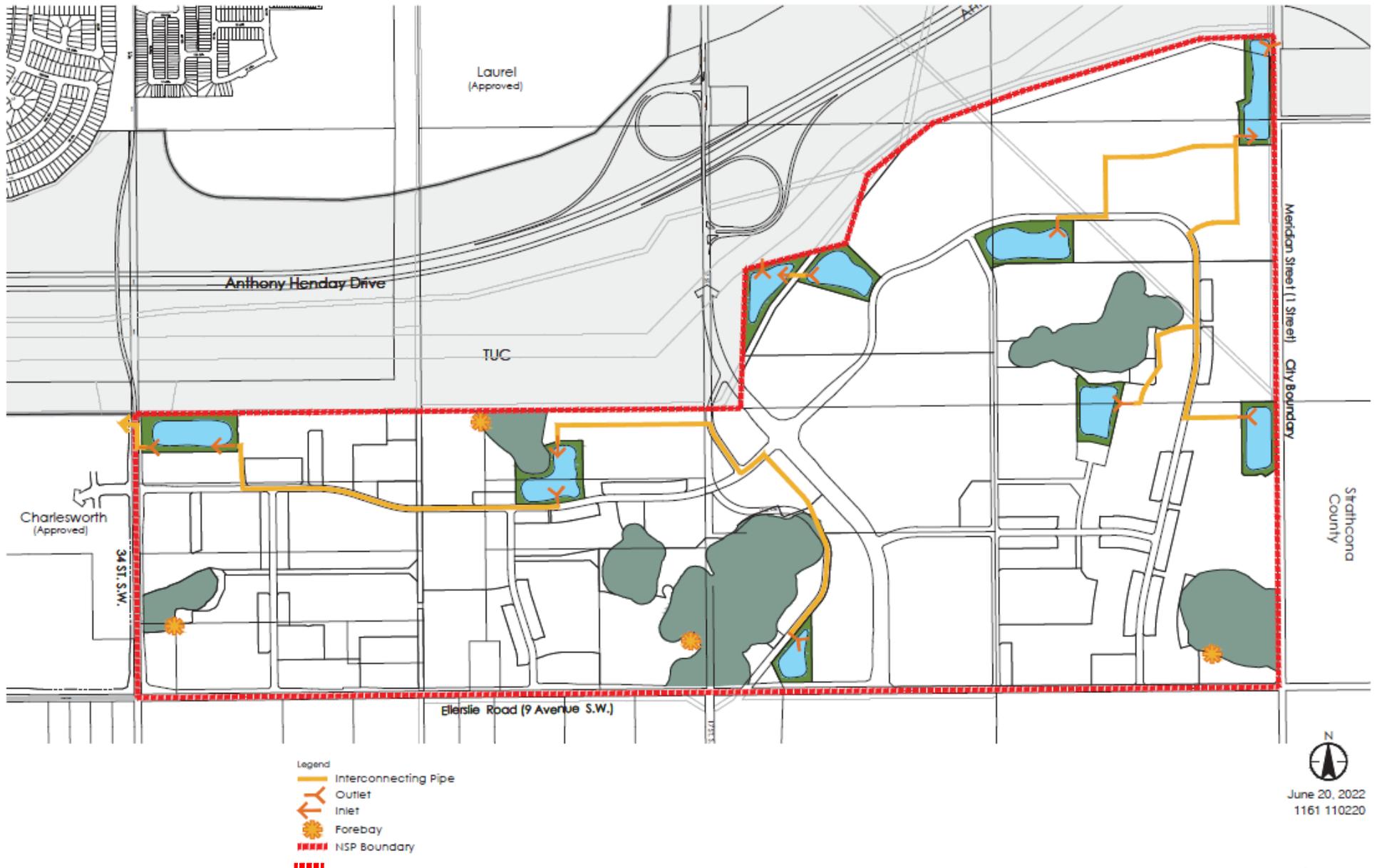
(Bylaw 20221, August 30, 2022) Figure 7

Transportation



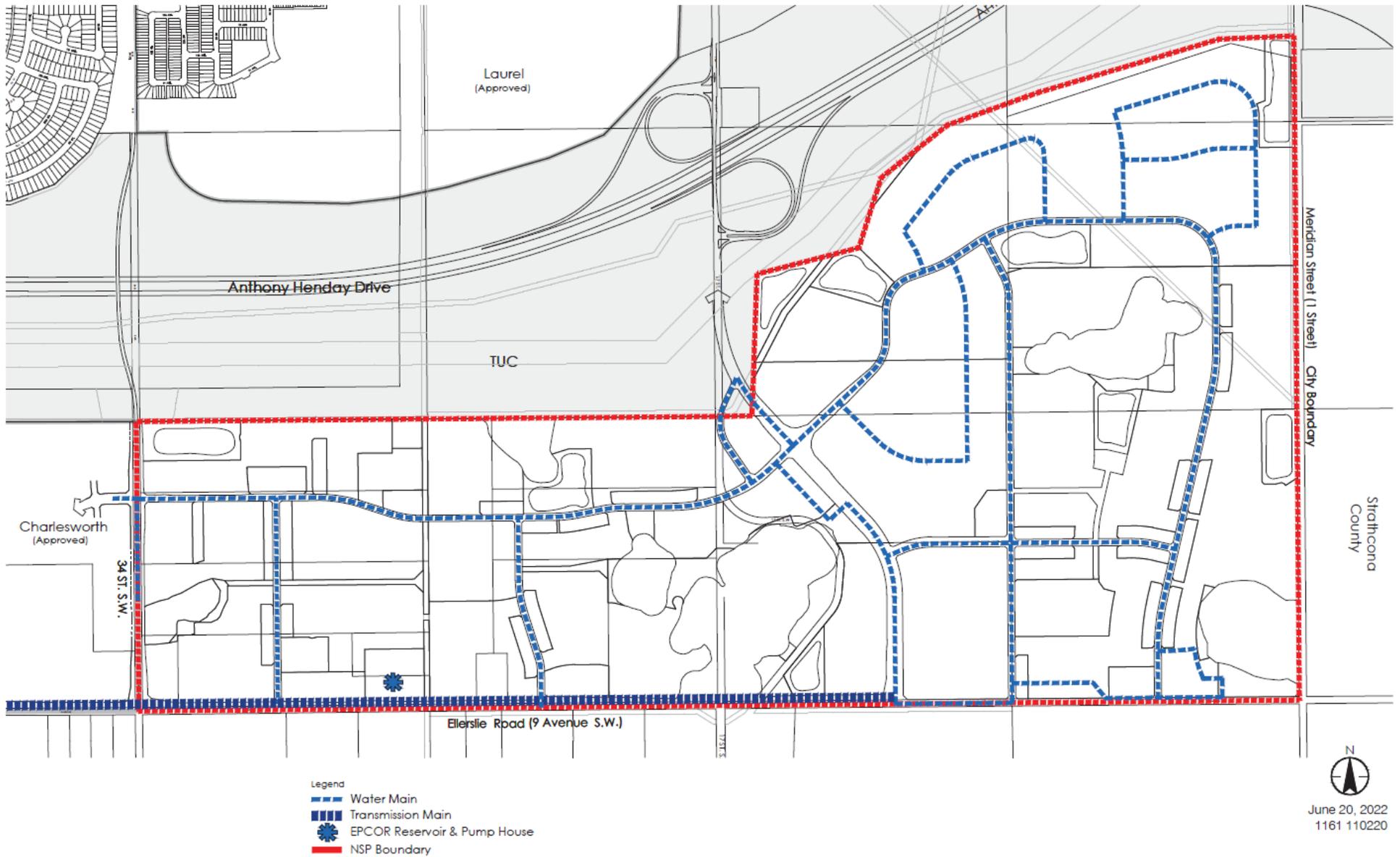
(Bylaw 2021, August 30, 2022) Figure 8

Sanitary Servicing



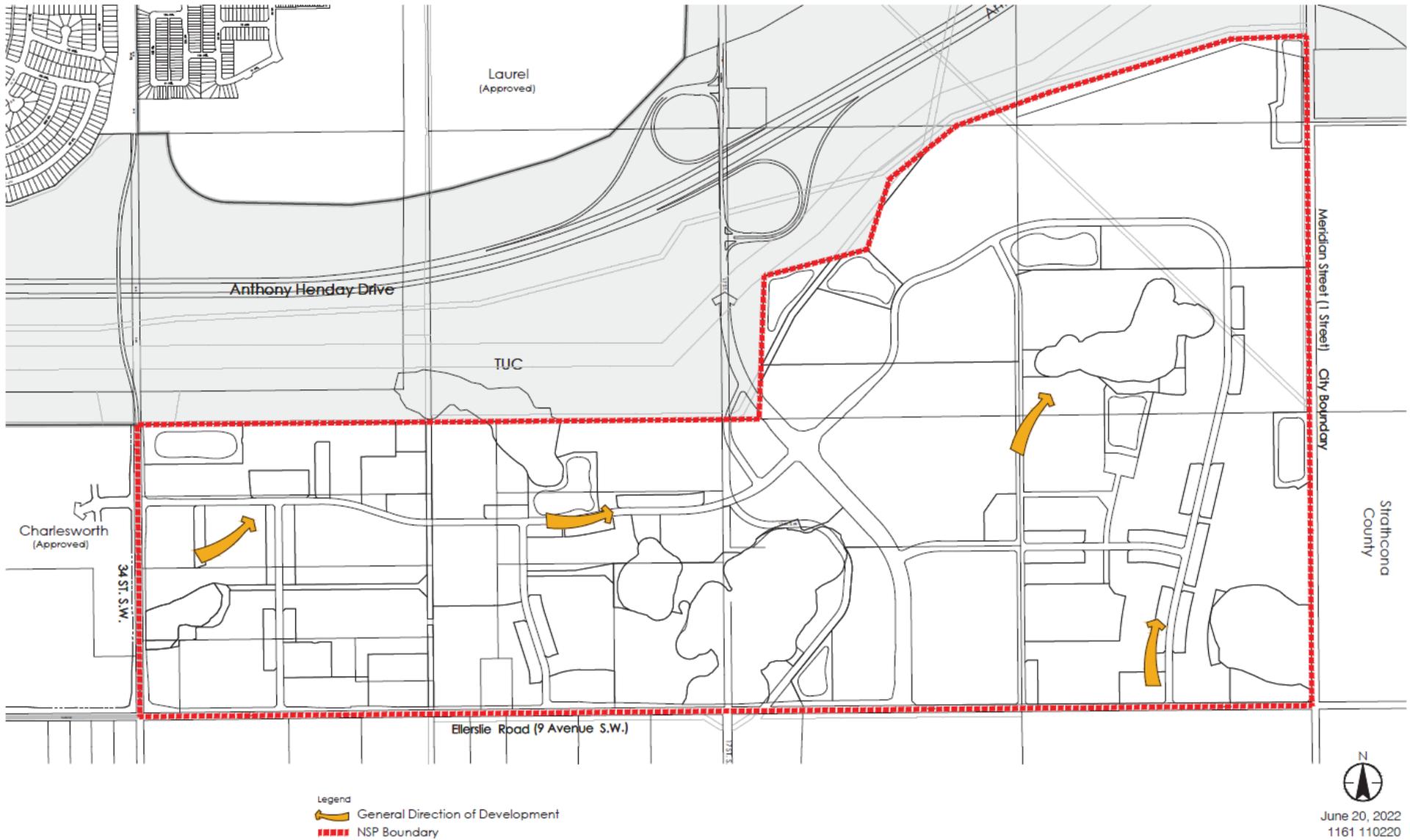
(Bylaw 2021, August 30, 2022) Figure 9

Storm Servicing



(Bylaw 20221, August 30, 2022) Figure 10

Water Servicing



(Bylaw 20221, August 30, 2022) Figure 11

Staging