

# Goodridge Corners Neighbourhood Area Structure Plan

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Office Consolidation February 2014

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***Prepared by:***

***Development Services  
Urban Planning and Economy  
City of Edmonton***

**Bylaw 16714 was adopted by Council in February 24, 2014. In February 2014, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original Bylaw 16714**

Bylaw 16714                      Approved February 24, 2014 (To adopt the Goodridge Corners NASP)

**Editor's Note:**

This is an office consolidation edition for the Goodridge Corners NASP, as approved by City Council on February 24, 2014. For the sake of clarity a standardized format was utilized in this Plan. Private owner's names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. All text changes are noted in the right margin and are italicized where applicable. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaw.

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

**City of Edmonton  
Urban Planning and Economy**



**Goodridge Corners  
Neighbourhood Area Structure Plan**

Prepared for:  
City of Edmonton, Sustainable  
Development, Corporate Properties

Prepared by:  
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File:  
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## 1 ADMINISTRATION

### 1.1 PURPOSE

The purpose of the Goodridge Corners Neighbourhood Area Structure Plan (NASP) is to establish a development and servicing framework for the Goodridge Corners Neighbourhood in northwest Edmonton. The NASP specifies the following:

- The location, configuration and area of residential, commercial, parks and open spaces, public utility and other land uses;
- The density and character of residential development;
- The manner in which the unique natural area will be incorporated into the development concept;
- The pattern and alignment of the arterial, collector roadway and pedestrian pathway systems;
- A conceptual servicing scheme showing utility services and infrastructure; and
- The implementation and phasing of development.

### 1.2 AUTHORITY

The Goodridge Corners Neighbourhood Area Structure Plan was adopted by Edmonton City Council February 24, 2014 under Bylaw 16714 in accordance with section 633 of the *Municipal Government Act*.

### 1.3 TIMEFRAME

Development in the Goodridge Corners Neighbourhood is expected to commence in 2014 and is estimated to be fully complete within approximately fifteen years based on current absorption rates.

### 1.4 INTERPRETATION

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

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

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

## 1.5 MONITORING

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

## 1.6 AMENDMENT

Amendments to the Goodridge Corners NASP document involving policies, text or mapping shall be undertaken in accordance with the Municipal Government Act, the Terms of Reference for the Preparation and Amendment of Neighbourhood Structure Plans, and all other applicable bylaws, policies and procedures.

## 1.7 ORIENTATION

This document contains three sections and two appendices.

- Section 1 provides administrative information and an orientation to the plan.
- Section 2 describes the NASP location and context, background information on the site such as land ownership, topography, and existing land uses.
- Section 3 describes the land use, transportation, and servicing concepts for the NASP.
- Appendix 1 contains site information including pipelines and well sites, historical resources, and environmental assessments.

## 2 PLAN CONTEXT

### 2.1 LOCATION

The Goodridge Corners NASP is located in northwest Edmonton, near the shared municipal boundaries of Edmonton, St. Albert and Sturgeon County (see Figure 1: Location and Figure 2: Context Plan). The plan is bounded on the north by the City of Edmonton / Sturgeon County boundary, on the west by the Canadian National Railway Westlock line, and on the south and the east by Anthony Henday Drive.

The plan area is comprised of a number of parcels located within Sections 1-54-25-W4, 12-54-25-W4 and 7-54-24-W4. The total gross area for the NASP is approximately 259.1 hectares (ha).

Development in the area has generally advanced in two directions – northward from the City of Edmonton and eastward from the City of St. Albert. The area immediately south of the Plan area is the Anthony Henday Drive / Transportation Utility Corridor. Beyond that are the approved neighbourhoods of Elsinore, Chambery, Canossa, Albany and Rapperswill. Lands in the adjacent Campbell Industrial Area in St. Albert are designated for light industrial and business park uses and are presently under development.

### 2.2 BACKGROUND

The Goodridge Corners NASP has been prepared on behalf of the City of Edmonton in response to direction from Council and to anticipated market demands in the Capital Region. The City envisions this development as an opportunity to promote creative planning design and incorporate progressive ideas and objectives that will support the development of a unique, affordable and sustainable neighbourhood.

The Plan area is a logical planning unit, and is suitable for a NASP. The preparation of this Plan has been guided by existing City of Edmonton and Capital Region Board plans and policies, as well as relevant Provincial and Federal statutes and regulations.

#### 2.2.1 Naming

Members of the Goodridge family were some of the earliest landowners in the area. The Goodridge family was a prominent and influential family in early Edmonton, especially in business and civic circles.

The earliest title in SW ¼ Sec. 1-54-25-W4 was held by Susan Goodridge (nee Scott). Susan was the mother of Leonard Angus Goodridge, who acquired the NW ¼ Sec. 1-54-25-W4 in 1912.

Leonard Goodridge built the Goodridge Block (9696 Jasper Avenue) starting in 1911, which housed several retailers, while the upper floors held offices. Goodridge is also known for building the Gem Theatre, one of Edmonton's first movie houses.

Leonard's father was James Goodridge (1852-1900), a prominent Edmonton businessman, hotel keeper, and Alderman. James Goodridge served on the first Town Council, and helped establish the first school district as well as the police and fire departments. Goodridge built Edmonton's second hotel – the Jasper House Hotel, which later became the Empress Hotel and then the Hub Hotel – which was thought to be the first brick building in town.

## 2.3 LAND OWNERSHIP

This plan has been prepared on behalf of the City of Edmonton, which owns approximately 188 ha of land within the NASP area. The Province of Alberta is also an important landowner, with approximately 67 ha of land. The remaining land is held by a private landowner(s). Current land ownership is shown on Figure 3: Land Ownership and Table 1: Land Ownership.

**Table 1: Land Ownership**

Titled Owner	Legal Description	Area (ha)
City of Edmonton	SW 12-54-25-4	24.96
City of Edmonton	Plan 5780NY	69.04
City of Edmonton	Lot 1 Block 1 Plan 0223240	66.49
City of Edmonton	SE 12-54-25-4	27.60
City of Edmonton	Plan 6534ET	0.45
Private Owner(s)*	Lot A Plan 4564	0.81
Province of Alberta*	Lot 1 Plan 0023376	26.03
Province of Alberta*	Lot 2 Plan 0023376	27.93
Province of Alberta*	SE 7-54-24-4	13.75
Gov't Road Allowance		2.08
	<b>Total</b>	<b>259.14</b>

\*Indicates non-participating landowner

## 2.4 SITE CONTEXT

### 2.4.1 Topography & Vegetation

The topography in the region is described as gently undulating. Native deposits of high plastic clays of various thicknesses are found below the topsoils, with medium plastic clays below. Sand layers and clay tills are also found below the near surface lacustrine clay. Soil conditions are generally suitable for suburban development. See Figure 4: Topography and Figure 5: Site Features.

No permanent creeks or rivers are located within the Plan area, although one poorly defined drainage channel exists. Several ephemeral water bodies are found, including two small wetlands and one more substantial wetland. While the site has been disturbed by agriculture and a commercial tree growing operation, a moderate level of floral diversity remains. There are two significant tree stands located in the south-west, which are relatively undisturbed. Several other remnant tree stands exist, but have been subject to varying degrees of disturbance. These natural areas can provide habitat for local wildlife, and may function as a regional corridor facilitating the movement of flora and fauna in the area.

The wetland located east of the Edmonton Young Offenders Centre and new Edmonton Remand Centre was catalogued in the City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas

(GEOWEST Environmental Consultants Ltd., 1993). The wetland, identified as NW 7018, is considered as a permanent wetland that provides a critical function in maintaining and balancing the local hydrological regime.

#### **2.4.2 Pipelines and Well Sites**

A search of Energy Resources Conservation Board (ERCB) information identified one abandoned oil well, one abandoned gas well, and one abandoned test well within the Plan area. In addition, there were several pipelines running through the north-west portion of the Plan area. Table 3: Pipeline Information and Table 4: Oil and Gas Well Information, found in the Appendix, provide details regarding the well sites and pipelines.

All relevant City of Edmonton policies and procedures, as well as provincial legislation and regulations concerning well sites and pipelines will be respected.

#### **2.4.3 Existing Land Uses**

Present land uses within the Plan area consist of agricultural uses, a tree farm, a residential yard, and Provincial institutional uses. The residential yard is located west of 127 Street, near the southern boundary of the Plan area. The tree farm and associated structures are located to the west of 127 Street. East of 127 Street are lands owned by the Province of Alberta (SW ¼ Sec. 7-54-24-4). The Edmonton Young Offender Centre (EYOC) and the Edmonton Remand Centre (ERC) are located here, as is a wetland (NW 7018) and land used for agriculture. The remainder of the lands are either used for agriculture or are in a natural or semi-natural state.

#### **2.4.4 Surrounding Land Uses**

The Plan area is located north of Anthony Henday Drive and the neighbourhoods of Albany, Rapperswill, Canossa, Chambery and Elsinore. These are primarily residential neighbourhoods, with other ancillary uses such as commercial sites, schools, and park space.

To the west of the Plan area, in the city of St. Albert, is the Campbell Industrial area which is comprised of primarily light industrial and business uses. Sturgeon County is located to the north, with lands currently designated for agricultural uses. Sturgeon County is currently preparing a new Area Structure Plan for the area, which may change future land uses.

#### **2.4.5 Edmonton Garrison Heliport**

The Plan area is situated approximately 5 kilometres from the Edmonton Garrison (Canadian Forces Base Edmonton). As such, the Edmonton Garrison Heliport Zoning Regulation (EGHZR) introduces limitations on development within the Approach Zones and Bird Hazard Zones. Land uses, particularly with respect to heights, size and type of stormwater management facilities and retention of wetlands, may be limited under these regulations and are subject to review by the Department of National Defence (DND).

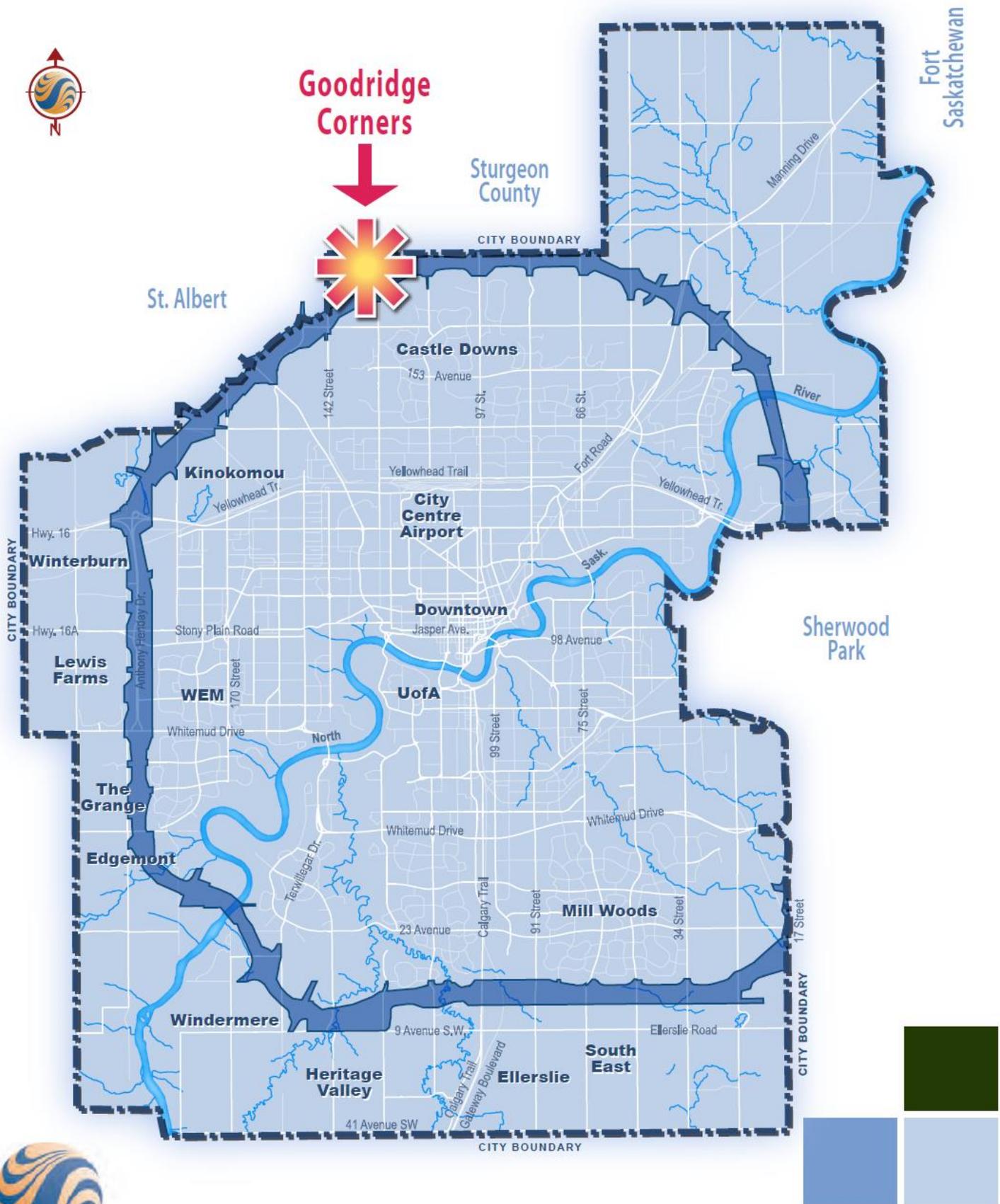
#### **2.4.6 Canadian National Railway Right-of-Way**

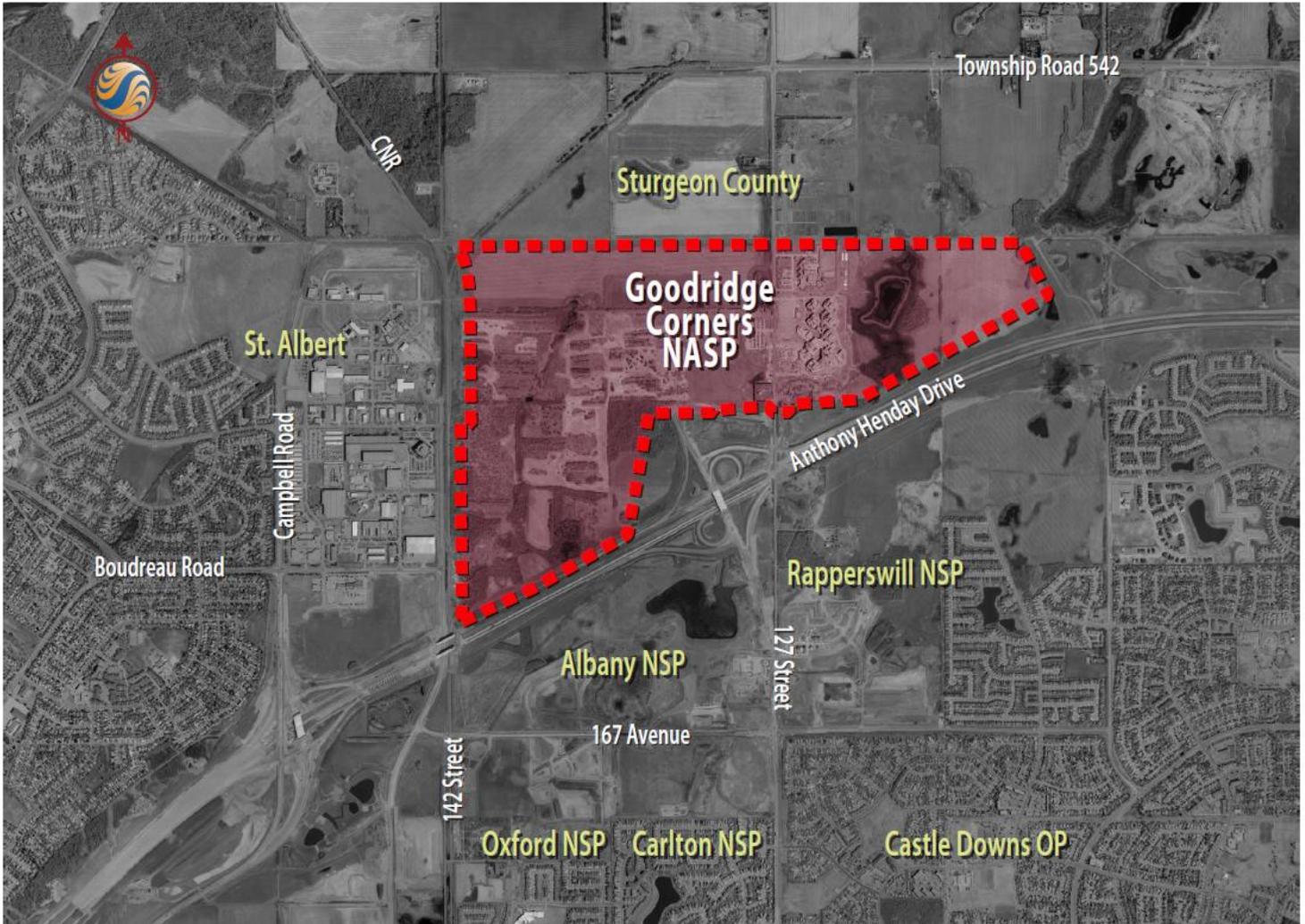
The Canadian National Railway operates a Secondary Main Line along the western edge of the Plan area. A thirty (30) metre safety separation between the existing railway right-of-way and any dwelling must be maintained. A safety berm and noise attenuation fence will be constructed by the developer parallel to the right-of-way.

## 2.5 PUBLIC INVOLVEMENT

In accordance with the City of Edmonton's Public Involvement Policy and the Municipal Government Act, a number of steps were taken to ensure that stakeholders and citizens were engaged throughout the development of the Plan.

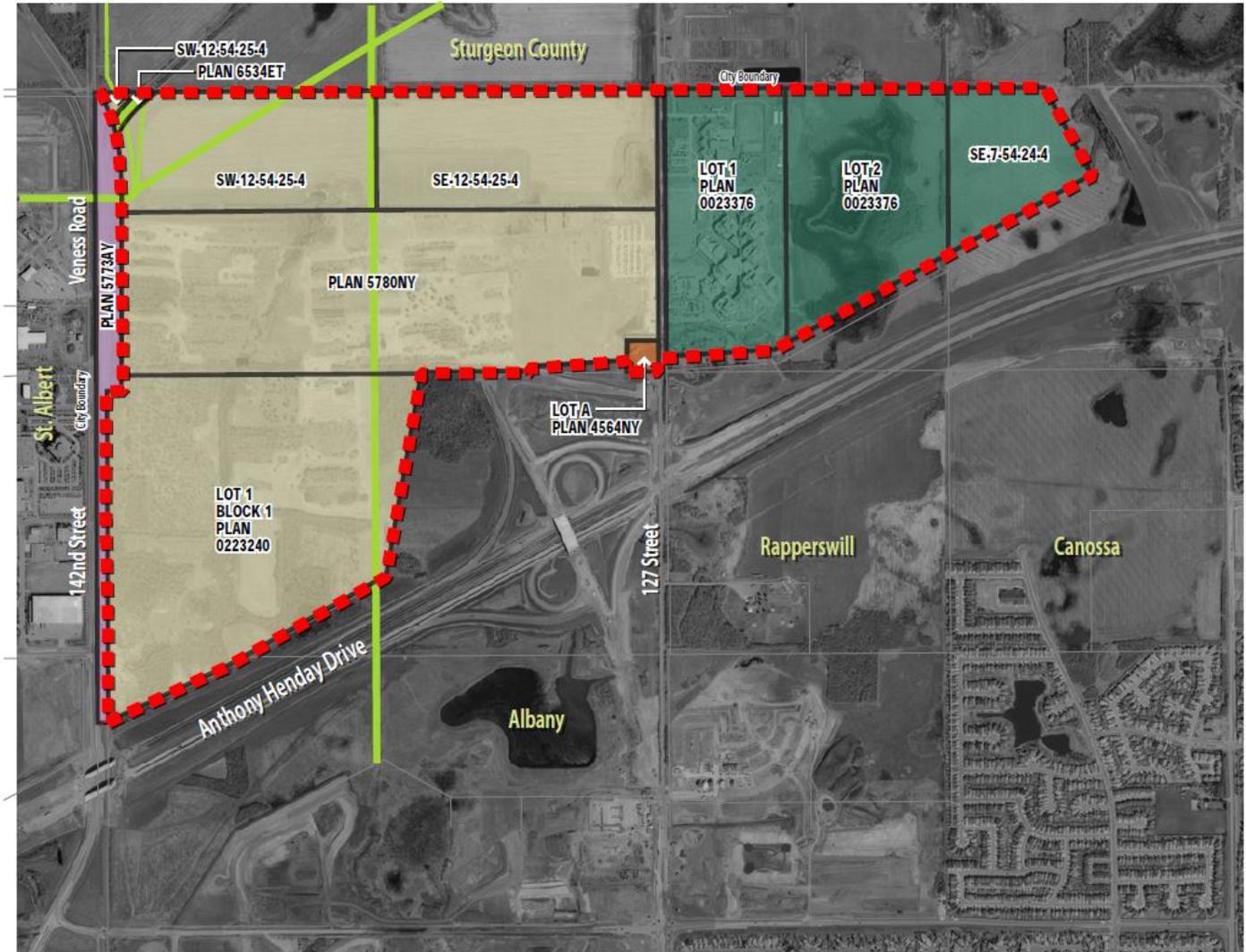
- Phase I Stakeholder Interviews – The first step in stakeholder consultation and participation involved identifying stakeholders – including landowners, developers, adjacent municipalities, interest groups, school boards, municipal departments, provincial departments, and private companies, among others – and seeking their input on specific matters. Individual interviews with stakeholders were used to collect information and gain insight into needs, intentions and interests.
- Visioning Session – The first collaborative session that was held with stakeholders involved a 'Community Café'-style visioning session. Following brief presentations, participants formed groups and discussed their visions for the Plan area.
- Design Charrette – Stakeholders were invited to attend a design charrette event. The first portion of the charrette involved the presentation of site characteristics and opportunities, the vision for the project, and discussion of development principles. The second portion of the charrette involved groups of participants creating design concepts – both in terms of land use concepts and design and development principles. Designs, policies, concepts and ideas that emerged from this session informed the core elements of the Plan.
- Phase II Stakeholder Interviews – Upon the determination of a draft development concept, stakeholders such as adjacent municipalities, school boards, municipal departments and provincial departments were consulted on the proposed layout and design of the neighbourhood. Comments on the draft development concept were incorporated.
- Public Meeting – Following completion of the draft Plan a public meeting was held. Stakeholders and the general public were invited to attend the meeting, which was advertised by personal communication, mailings, print and electronic notices. This meeting was held to present the Plan, to listen to comments and suggestions, and to answer questions. Following the public meeting, necessary additions and/or changes were made to the draft Plan.
- Public Hearing – In accordance with the MGA, a public hearing was held in order to hear representations made by parties affected by the proposed bylaw and to receive approval by Council.





Legend

 NASP Boundary



**Legend**

-  NASP Boundary
-  Her Majesty the Queen In Right of Alberta
-  City of Edmonton
-  Private Non-Corporate
-  Utility Right of Way
-  Private Corporate ( Railway Right of Way)



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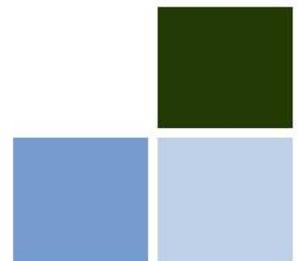
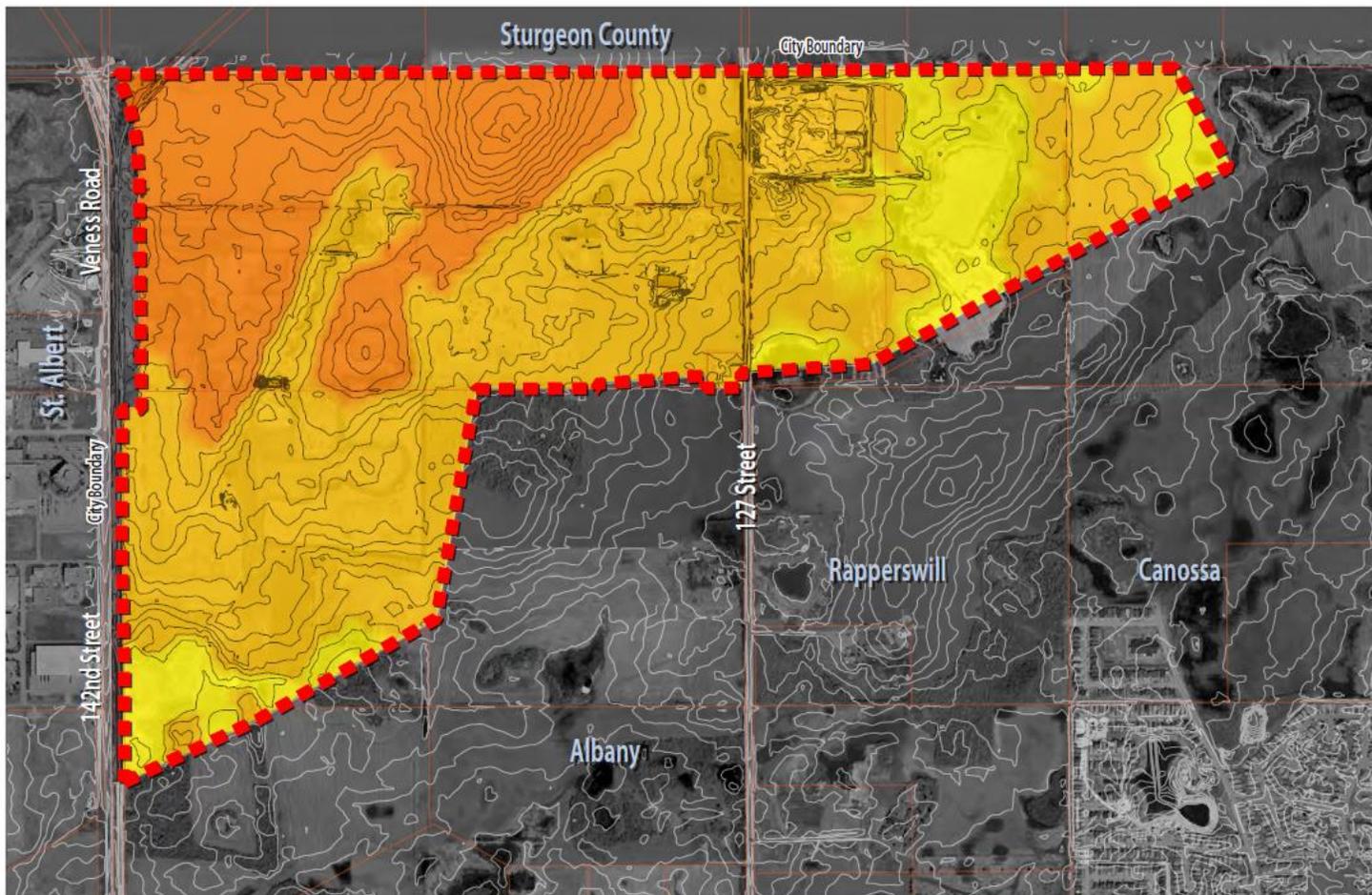


figure three  
land ownership

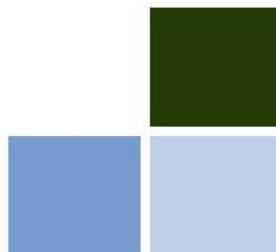


Legend

 NASP Boundary

Elevation:

 680m - 685m  
 685m - 690m  
 690m - 695m



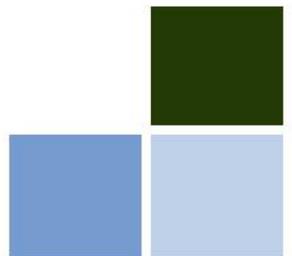
**Stantec**

figure four  
topography



**Legend**

- |  |  |  |
|--|--|--|
|  Reclaimed Gas Well |  Residential Yard |  Sewer Pipeline         |
|  Reclaimed Oil Well |  Dumpsite         |  Gas Pipeline           |
|  Test Well          |  Storage 1        |  Abandoned Gas Pipeline |
|  |  |  Abandoned Right of Way |
|  |  |  Public Utility Lot     |
|  |  |  NASP Boundary          |



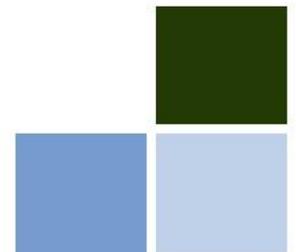


Legend

-  NASP Boundary
-  Phase I ESA Completed
-  Phase I ESA Update Completed



**Stantec**



## 3 LAND USE, TRANSPORTATION & SERVICING CONCEPT

### 3.1 VISION

*Goodridge Corners is a neighbourhood that is green, liveable and affordable and sets a new benchmark for urban development in Edmonton.*

*A green community is created through thoughtful urban design, careful stewardship and protection of natural ecological systems, and a reduction of both inputs and wastes. A low impact design philosophy and innovative approaches to more sustainable infrastructure and servicing concepts help propel this goal.*

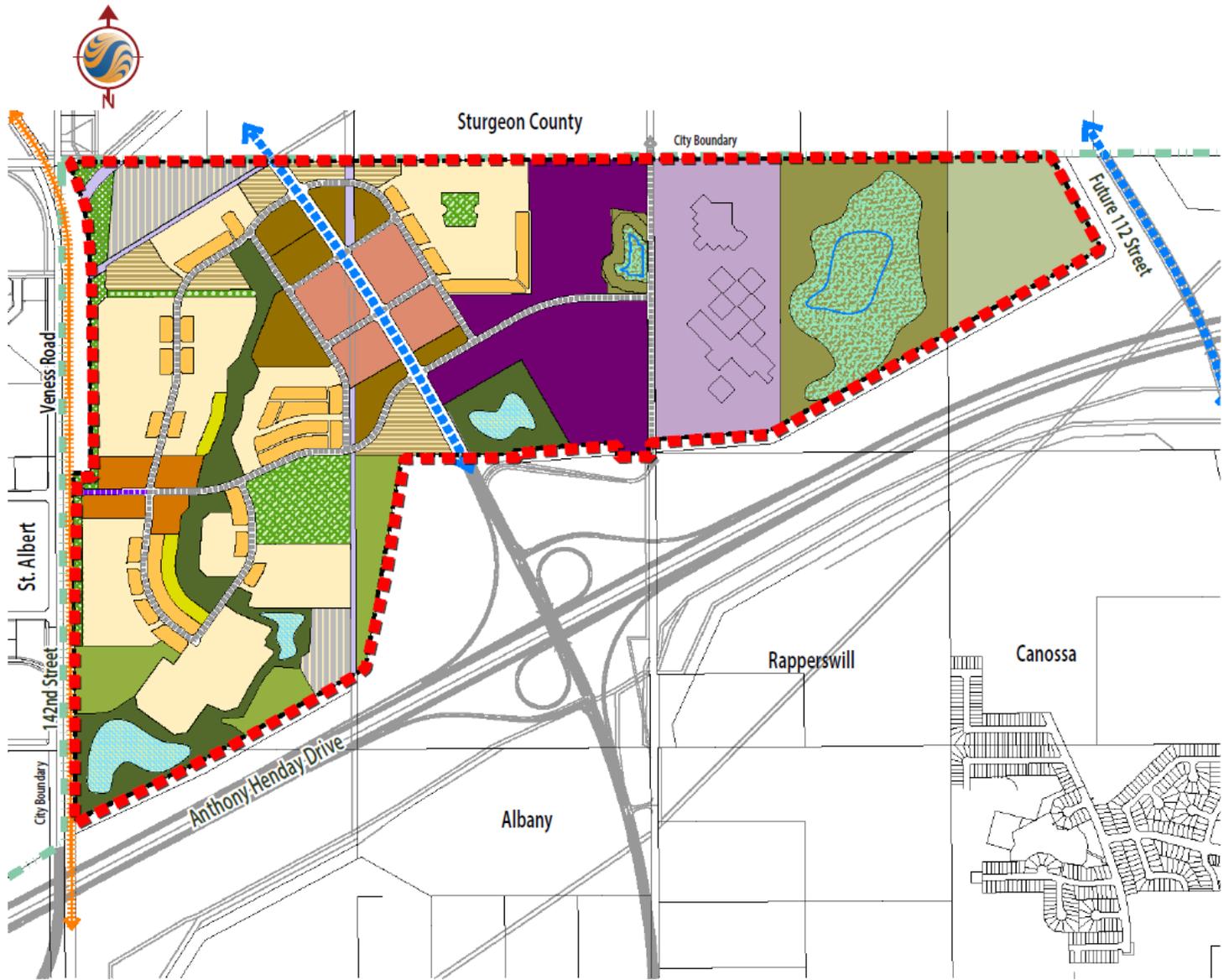
*Liveability is enhanced by providing a careful and thoughtful mix of land uses, careful urban design, complete streets, community spaces that are alive and active, and development that complements existing and planned adjacent areas.*

*Affordability is created by providing of choices in housing types, a commitment to seek affordable housing solutions, transit and transportation alternatives, and employment and local economic development opportunities.*

### 3.2 LAND USE CONCEPT & POPULATION STATISTICS

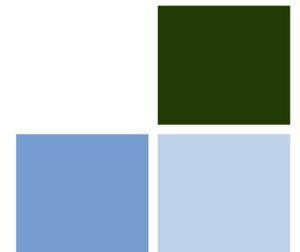
To work towards achieving the Vision for the neighbourhood, the Goodridge Corners Plan embraces a philosophy of design that responds to the natural features of the land in combination with certain specific, sustainable design goals. Best practices in liveable, green and affordable development are integrated in order to achieve a balance between an environmentally responsible design and a financially viable project.

The following pages present the overall neighbourhood design (see Figure 7: Development Concept) for Goodridge Corners and the resulting land use and population statistics (see Table 2: Land Use & Population Statistics).



Legend

- |   |   |  |
|---|---|--|
|  Low Density Residential    |  Urban Village Park              |  Road R/W - May be required for future connection to St. Albert |
|  Street Oriented            |  Natural Area                    |  Collector Roadway  |
|  Town House                 |  Greenway                        |  Arterial Roadway   |
|  Reverse Housing            |  Buffer                          |  CN Rail  |
|  Medium Density Residential |  PUL / Utility Right-of-Way      |  Municipal Boundary   |
|  Manufactured Housing       |  Stormwater Management Facility  |  NASP Boundary  |
|  Live / Work                |  Protected Wetland Area (NW7018) |  |
|  Mixed Use                  |  Institutional                   |  |
|  Business Employment        |  Crown Land                      |  |



**NEIGHBOURHOOD AREA STRUCTURE PLAN**
**Table 2: Land Use & Population Statistics**

	Area (ha)	% of GA	% of GDA	% of Adj. GDA
<b>GROSS AREA (GA)</b>	<b>259.14</b>	<b>100.0%</b>		
Pipeline & Utility R/W	2.82	1.1%		
Wetland (Environmental Reserve)	2.45	0.9%		
Arterial Road R/W	3.91	1.5%		
<b>GROSS DEVELOPABLE AREA (GDA)</b>	<b>249.96</b>		<b>100.0%</b>	
Crown Land (Province of Alberta)*	67.67		27.1%	
<b>ADJUSTED GROSS DEVELOPABLE AREA (AGDA)</b>	<b>182.29</b>		<b>100%</b>	<b>100.0%</b>
Mixed-Use (non-residential area)**	4.18		1.7%	2.3%
Parkland, Recreation, School (Municipal Reserve) ***				
Urban Village Park	5.00		2.0%	2.7%
Pocket Park - East	0.85		0.3%	0.5%
Pocket Park - Centre	0.50		0.2%	0.3%
Greenway	0.76		0.3%	0.4%
Natural Area (Municipal Reserve) ***	10.16		4.1%	5.6%
Transportation				
Circulation	27.59		11.0%	15.1%
Infrastructure / Servicing				
Stormwater Management Facilities	23.03		9.2%	12.6%
Buffer	4.28		1.7%	2.3%
Business Employment	24.93		10.0%	13.7%
<b>TOTAL Non-Residential Area</b>	<b>101.28</b>		<b>40.5%</b>	<b>55.6%</b>
<b>Net Residential Area (NRA)</b>	<b>81.01</b>		<b>32.4%</b>	<b>44.4%</b>

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

	Area (ha)	Units/ha	Units	% of Total	Persons/Unit	Population	% of NRA
<b>LDR</b>							
Single/Semi-Detached	34.41	25	860	25.4%	2.8	2,408	42.5%
Reverse Housing	1.57	25	39	1.2%	2.8	110	1.9%
Manufactured Housing	8.12	25	203	6.0%	2.8	568	10.0%
<b>MDR</b>							
Street-Oriented	10.77	45	485	14.3%	2.8	1,357	13.3%
Live/Work	4.22	45	190	5.6%	2.8	532	5.2%
Townhouse	8.12	45	365	10.8%	2.8	1,023	10.0%
Medium Density Housing	9.63	90	867	25.6%	1.8	1,560	11.9%
Mixed Use (Residential area)**	4.18	90	376	11.1%	1.8	677	5.2%
<b>Total Residential</b>	<b>81.01</b>		<b>3,385</b>	<b>100.0%</b>		<b>8,235</b>	<b>100.0%</b>

**SUSTAINABILITY MEASURES**

Population Density	101.7	persons per net residential hectare
Unit Density	41.8	units per net residential hectare
Low Density / Medium Density Units	32.6% / 67.4%	
Population (%) within 500 m of Parkland	100%	
Population (%) within 400 m of Transit Service	100%	
Population (%) within 600 m of Commercial Service	80%	
Presence/Loss of Natural Area Features	Land	Water
Protected as Environmental Reserve (ha)	0.0	2.5
Conserved as Naturalized Municipal Reserve (ha)	10.3	0.0
Protected through other means (ha)	0.0	0.0

**STUDENT GENERATION**

	Public	Separate	Student Generation Formulae:	
			Public	Separate
Elementary	365	182	2 students/AGDA	1 students/AGDA
Junior High	182	91	1 students/AGDA	0.5 students/AGDA
Senior High	182	91	1 students/AGDA	0.5 students/AGDA
<b>Subtotal</b>	<b>729</b>	<b>365</b>		
<b>Total Student Population</b>		<b>1,094</b>		

\* Provincial land includes Edmonton Young Offenders Centre, Edmonton Remand Centre, Wetland (NW 7018) and adjacent open space (SE 7-54-24-4)

\*\* Mixed-Use areas assumed to be (50%) Residential Uses and (50%) Non-residential Uses

\*\*\* Municipal Reserve dedication to be determined at the time of subdivision

## GOALS & OBJECTIVES

### 3.3.1 Planning Principles

**The overall goals of the Goodridge Corners Neighbourhood Area Structure Plan are to:**

- › Design a Compact, Walkable Neighbourhood.
- › Preserve Ecological Integrity.
- › Create an Integrated Open Space Network.
- › Provide a Spectrum of Housing Types and Options.
- › Plan a Vibrant, Diverse, Complete Community.
- › Provide a Range of Transportation Options.
- › Pursue a More Sustainable Development Model.

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

- › Urban Design
  - Encourage Urban Design that supports the creation of a neighbourhood that is livable and sustainable.
- › Ecology
  - Provide a variety of habituate communities and opportunities.
  - Mitigate long-term ecological disturbance during the construction phase.
  - Ensure the long term sustainability of preserved Natural Area.
  - Maintain ecological linkages to support the presence of wildlife in the neighbourhood.
- › Environment
  - Ensure that the environmental status of lands in the Goodridge Corners NASP is suitable for residential development.
  - Ensure that Environmental Site Assessments are complete and up-to-date.
  - Ensure that oil and gas facilities are appropriately integrated with urban development
- › Historical Resources
  - Ensure that historical archaeological, and paleontological resources are identified and conserved, where applicable.
- › Residential
  - Provide a range of housing choices to meet the needs of a diverse population.
  - Locate higher density residential uses with good access to and in support of public transportation facilities.
  - Provide innovative market-rate housing that is attainable by design.
  - Provide affordable housing in the Goodridge Corners Neighbourhood.
  - Contribute to Edmonton’s market and non-market affordable housing stock.
- › Parkland and Recreation Facilities
  - Provide a simple and understandable pattern of open space nodes, greenways, school/park sites and walkway connections.
  - Ensure visibility and sufficient access is provided to parks, natural areas and open space for public enjoyment and maintenance/operations
  - Provide a variety of opportunities for passive and active recreation experiences to encourage

## **NEIGHBOURHOOD AREA STRUCTURE PLAN**

- community interaction.
- Design a variety of park spaces to meet the needs of all users within the community.
- Design safe park space, in accordance with the Design Guide for a Safer City and UPMP.
  
- Design a connected and integrated open space system that encourages active modes of movement.
- Plan greenways and walkway connections to complement on-street sidewalk routes and connections.
- Ensure that private amenity space for multi-family housing and commercial development integrates well with the public open space landscape.
- Allow the use of collected stormwater for irrigation.
- Provide community gardens for neighbourhood residents.
  
- **Mixed Use Town Centre**
  - Develop a comprehensively planned mixed use Town Centre with residential uses complemented by commercial and other uses.
  - Develop the Mixed Use area in a manner that is pedestrian friendly and that promotes compact development, higher densities and transit use.
  
- **Business Employment**
  - Permit the development of a range of business industrial, light industrial and other uses.
  - Ensure compatibility between Business Employment and residential areas.
  - Ensure compatibility between Business Employment and corrections facilities.
  - Reduce the environmental impact of Business Employment development in the area.
  
- **Transportation**
  - Provide a simple and understandable roadway network.
  - To accommodate cyclists and pedestrians on all roadways.
  - To address roadway design speeds to create a more pedestrian/bicycle-friendly street environment and to reduce roadway infrastructure.
  - Ensure compatibility between the Town Centre and the arterial roadway.
  - Initiate transit service at an early stage.
  - Support car sharing within the neighbourhood.
  - Explore potential pedestrian, bicycle and/or vehicular connection to St. Albert.
  - Mitigate the impact of railway operations on residential areas.
  - The cost of arterial roadways is shared throughout the catchment area.
  - Provide attenuation measures for traffic noise.
  
- **Infrastructure**
  - Ensure that Goodridge Corners is serviced to a full urban standard.

### 3.4 POLICY CONTEXT

This section outlines the various plans and policies which are applicable to the Goodridge Corners NASP including The City of Edmonton’s Municipal Development Plan (The Way We Grow), the Capital Region Growth Plan, and the Transportation Master Plan (The Way We Move). Applicants seeking amendments to the NASP or applying for rezoning, subdivisions or development permits are required to consult the actual documents for specific guidance on detailed requirements as they apply to particular properties.

#### 3.4.1 Municipal Development Plan – The Way We Grow

The Municipal Development Plan (MDP), “The Way We Grow,” approved in May 2010, is the City’s strategic growth and development plan. Through its MDP, the City of Edmonton will shape the city’s urban form and direct the development and implementation of more detailed plans. The plan is closely integrated with the Transportation Master Plan (TMP) to achieve more coordinated decision making. The plan also includes a regional component which addresses the coordination of future land use, growth patterns and transportation systems with Edmonton’s neighbouring municipalities.

MDP Policy	NASP Compliance with Policy
3.2.1.1 - Ensure a combination of single family and multi-family housing development potential is available for the next 30 years.	The NASP will provide single family and multi-family housing for approximately 15 years at current absorption and development rates.
3.2.1.3 – Achieve a balance between residential, industrial, commercial, institutional, natural and recreational land uses in the city through land development policies and decisions.	The Plan establishes a variety of development opportunities through the provision of various land use components – residential, commercial, mixed-use, business-employment, parks and natural areas.
3.6.1.6 – Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion.	The NASP represents contiguous development in north-west Edmonton, and extends infrastructure in an orderly and economical fashion.
4.3.1.1 – The City of Edmonton will take municipal reserve, school reserve or municipal and school reserve, or cash-in-lieu in accordance with the Municipal Government Act and will use the land or money for purposes as defined by the Municipal Government Act.	Municipal reserve shall be provided as a combination of land and cash-in-lieu of land.
4.3.1.5 – Time the development of parks as closely as possible with the development they are intended to serve.	The location of park sites in the NASP ensures that park space will be provided to serve all stages of development.
4.4.1.1 – Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.	The NASP allows for the development of a range of residential housing types, including single/semi-detached, row housing, manufactured housing, low-rise/ medium density housing, and mixed-use residential.
4.5.1.1 – Work proactively and in partnership with others to meet a wide range of affordable housing needs in all areas of the city with a focus on LRT	The NASP is supportive of the development of affordable housing, particularly near neighbourhood amenities and transportation corridors.

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MDP Policy	NASP Compliance with Policy
stations and transit centres.	
4.5.1.2 – Encourage new development and infill redevelopment to incorporate affordable housing that is visually indistinguishable from market housing.	The Plan encourages the development of affordable housing that is indistinguishable from market housing. This includes, but is not limited to, the development of secondary suites.
4.6.1.3 – Ensure active transportation opportunities are included in plans and redevelopment proposals.	The network of roadways, sidewalks, walkways and shared-use paths will be designed according to best practices in universal design and will provide residents with the ability to move within the neighbourhood.
5.5.1.2 – Incorporate sustainable neighbourhood design principles, low impact development and ecological design approaches when planning and building new neighbourhoods.	Natural area preservation, low impact design, sustainable transportation and local employment, among other sustainable design strategies, have been incorporated into the NASP.
5.6.1.4 – Design density, land uses and buildings to benefit from local transit service by minimizing walking distances to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities.	Higher density residential areas have been located near arterial and/or collector roadways and near transit service. All other uses have a high degree of access to arterial and collector roadways with transit service.
5.7.1.1 – Design streets, sidewalks and boulevards to provide safe, accessible, attractive, interesting and comfortable spaces for pedestrians, cyclists, automobiles and transit and to accommodate utilities, landscaping and access requirements for emergency response services.	The NASP supports roadway design that accommodates a wide range of users, and provides designated cycling routes, walkways, and shared-use facilities.
6.1.1.3 – Include retail space as a key component of planned mixed-use centres that focus on LRT stations and transit centres.	Retail space is a key component of the Mixed Use district.
6.2.1.11 – Accommodate home-based businesses and services.	In addition to regular home-based businesses permitted under the Zoning Bylaw, the NASP also designates Live-Work areas where residences and workplaces are permitted within the same structure.
7.1.1.7 – Public projects, new neighbourhoods and developments will protect and integrate ecological networks, as identified in the Natural Connections Strategic Plan, by adopting an ecological network approach to land use planning and design.	The NASP protects and integrates natural areas, and acknowledges the need for linkages throughout the region. Native species will be used in public utilities to provide additional habitat.
7.2.1 – Protect, manage and integrate natural wetlands into new and existing developments as key assets in Edmonton’s ecological network	The NASP retains a wetland in the north central area.
7.4.1.1 – Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton’s	Parks, stormwater facilities, natural areas, and other open spaces are inter-connected in order to serve as neighbourhood destinations for pedestrians and

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MDP Policy	NASP Compliance with Policy
ecological network, where feasible.	cyclists and to provide passive recreation opportunities. These same paths and connections will also contribute to enhancing ecological connectivity.
8.1.7.3 – Upon provincial approval of the Capital Region Plan Addendum, Edmonton’s new Area Structure and Neighbourhood Structure Plans in the Capital Region Plan’s priority growth area B, F, Cw or Ce will be required to meet or exceed the Capital Region’s minimum density targets.	The Goodridge Corners neighbourhood is located in the Priority Growth Area “B” which sets a density target of 30-45+ units per net residential hectare. The NASP meets this target.
9.3.1.4 – In consultation with the Energy and Resources Conservation Board (ERCB), ensure development setbacks from oil and gas pipelines are achieved through the subdivision approval process.	Urban development in the vicinity of oil and gas pipelines will be planned in accordance with relevant City policies and procedures.  Government agencies and industry operators were consulted in the development of this Plan.

**3.4.2 Transportation Master Plan – The Way We Move**

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

TMP Strategic Goal	NASP Compliance with Strategic Goal
<p><b>Transportation and Land Use Integration</b></p> <p>The transportation system and land use/urban design complement and support each other so that the use of transit and transportation infrastructure is optimized and supports best practices for land use.</p>	The land use concept and transportation network were developed concurrently, and are mutually compatible and supportive.
<p><b>Access and Mobility</b></p> <p>The transportation system is interconnected and integrated to allow people and goods to move efficiently throughout the city and to provide reasonable access with a variety of modes for people across demographic, geographic, socio-economic and mobility spectrums.</p>	<p>The transportation system is well integrated with the city-wide system, and accommodates multiple modes of transport for both people and goods.</p> <p>Areas of higher density residential have been located adjacent to transit routes to promote shorter walking distances and to support a higher level of services.</p>
<p><b>Transportation Mode Shift</b></p> <p>Public transportation and active transportation are the preferred choice for more people making it possible for the transportation system to move more people more efficiently in fewer vehicles.</p>	The NASP has been designed to support direct, safe, convenient and accessible routes for people of all ages and abilities and provides a well-integrated network between sidewalks, walkways and shared-use corridors connecting people to transit, schools/parks, shopping and future employment

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TMP Strategic Goal	NASP Compliance with Strategic Goal
	centres.
<b>Sustainability</b> Transportation decisions reflect an integrated approach to environmental, financial and social impacts thereby creating sustainable, liveable communities that minimize the need for new infrastructure and increase residents' quality of life.	The NASP supports a sustainable community by providing increased residential densities, local employment and commercial areas, affordable housing, public transit and active transportation. Services are located nearby and are readily accessible. Natural features in the Plan area are conserved.
<b>Health and Safety</b> The transportation system supports healthy, active lifestyles, and addresses user safety and security including access for emergency response services, contributing to Edmonton's liveability.	The network of sidewalks, walkways and shared-use paths provides residents with the ability to walk, or cycle through the neighbourhood, improving health and wellness.

### 3.4.3 Capital Region Growth Plan

The Capital Region Growth Plan, "Growing Forward", was approved by the Government of Alberta on March 11, 2010. The Growth Plan provides a vision for the Capital Region in the future. The Land Use Plan is meant to: manage growth while minimizing the development footprint; strengthen communities; focus on transit-oriented development; and ensure a strong economy in the future.

Capital Region Land Use Policy	NASP Compliance with Policy
<b>I. Protect the Environment and Resources</b>	
<b>A. Preserve and Protect the Environment</b>	
<b>Policy (i)</b> Manage land use distribution patterns to reduce reliance on automobiles.	The NASP provides numerous alternatives to the private automobile, including active transportation routes and public transit access.
<b>II. Minimize Regional Footprint:</b>	
<b>B. Concentrate New Growth Within Priority Growth Areas</b>	
<b>Policy (i)</b> Most new growth shall occur within priority growth areas.  <b>Policy (ii)</b> Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria: <ul style="list-style-type: none"> <li>• Existing and proposed multi-movement corridors, including transit nodes;</li> <li>• Adjacent to existing and proposed major employment areas;</li> <li>• Redevelopment and intensification opportunities within existing urban areas; and</li> </ul>	The NASP is located within Priority Growth Area 'B', and provides for intensive residential and employment development.

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Capital Region Land Use Policy	NASP Compliance with Policy
<ul style="list-style-type: none"> <li>Locations that utilize existing infrastructure and servicing capacity or logical and efficiently extend that infrastructure.</li> </ul> <p><b>Policy (v)</b> Priority growth areas shall incorporate intensive forms of development that significantly exceed existing development patterns.</p>	
<b>D. Support Expansion of Medium and Higher Density Residential Housing Forms</b>	
<p><b>Policy (i)</b> New residential development shall provide a greater proportion of higher density residential units.</p> <p><b>Policy (iv)</b> Transit accessibility must be included in the design of all new developments.</p>	<p>The NASP provides approximately twice the number of medium density units compared to low density units.</p> <p>Land use and roadway schemes provide for a high level of transit access in all areas of the neighbourhood.</p>
<b>III. Strengthen Communities:</b>	
<b>B. Support Healthy Communities</b>	
<p><b>Policy (ii)</b> Improve accessibility to community services by providing sidewalks, bicycle paths to encourage walking and cycling and locate these services within proximity to transit, where possible.</p>	<p>The NASP provides for sidewalks, shared-use paths, and walkways to provide superior pedestrian and bicycle movement.</p>
<b>C. Support Public Transit</b>	
<p><b>Policy (i)</b> Provide a mix of higher intensity land uses along transit corridors, at nodes, and employment centres.</p> <p><b>Policy (iii)</b> New developments shall be designed for connectivity and accessibility to transit facilities.</p>	<p>Higher intensity land uses are located at the centre of the neighbourhood, and along major roadways. Transit facilities are also integrated into the pedestrian network.</p>
<b>D. Support Innovative and Affordable Housing Options</b>	
<p><b>Policy (ii)</b> All residential developments shall provide a greater variety of housing types.</p>	<p>The NASP provides for a variety of housing options, including single detached, semi-detached, row housing, low-rise apartments, manufactured housing, and mixed-use developments.</p>
<b>IV. Increase Transportation Choice:</b>	
<b>A. Integrate Transportation Systems with Land Use</b>	
<p><b>Policy (iii)</b> Design transportation infrastructure to support multiple modes of transport.</p> <p><b>Policy (iv)</b> Support development of inclusive communities to reduce the need for travel.</p>	<p>The transportation system has been designed to accommodate active transportation, public transit, and automobile travel.</p> <p>Services, employment areas, and amenities are located within the Plan area to reduce the need to travel.</p>

<b>B. Support the Expansion of Transit Service in Various Forms</b>	
<b>Policy (i)</b> Expand and extend the level, quality and range of public transportation options available to serve the Region.	The NASP supports the development of complete streets which are appropriate for pedestrians, bicyclists, automobiles and public transit.
<b>Policy (iv)</b> Support multi-modal transportation options by providing multi-use streets sufficient to accommodate bicyclists, motorists and pedestrians.	

## 3.5 POLICY

### 3.5.1 Urban Design

The Plan promotes high quality urban design and recognizes the cultural and ecological characteristics of the site.

Objective	Policy	Implementation
<p>3.5.1.1</p> <p>Encourage urban design that supports the creation of a neighbourhood that is liveable and sustainable.</p>	<p>Urban design policies and guidelines in this chapter apply throughout the NASP, and shall be considered in conjunction with the policies and guidelines contained in other parts of the plan.</p>	<p>These policies and guidelines will guide subdivision and development permitting decisions as well as architectural controls at later stages of development.</p>

#### Rationale

Good urban design helps establish a sense of place, a continuity of character and a public environment that is safe, friendly, and adaptable.

#### General Design Guidelines

##### General

- › Establish the Goodridge Corners neighbourhood as an attractive, inviting and accessible community in north Edmonton.
- › Encourage high quality and visually appealing development along the future arterial roadway, which is a primary gateway into the neighbourhood and into the City.
- › Guide the development of residential and non-residential districts in a manner that contributes to the creation of a complete community.

##### Landscaping

- › Promote high quality landscaping along major transportation corridors including Anthony Henday Drive and the future arterial roadway to provide visual and acoustic relief, and to create an inviting pedestrian environment.
- › Provide fencing, screening, and other landscaping features to mitigate the disruptive effects of Anthony Henday Drive, and to provide a transition between the transportation corridor and the neighbourhood's residential, commercial, and civic spaces.
- › Provide ample landscaping – hard and soft – within all open spaces, pedestrian linkages and commercial streets.
- › Consider using native and drought tolerant plant species in order to reduce maintenance requirements and to increase habitat.
- › Encourage the preservation of natural features and their incorporation in landscaping and site design.

***Architecture***

- › Promote high quality architectural design that supports an attractive and coherent community image.
- › Encourage architectural design that contributes to greener urban development.
- › Encourage the development of pedestrian oriented buildings that are aesthetically pleasing and accessible.
- › Encourage innovative architectural design and site planning that responds to local opportunities and challenges.

***Streetscaping***

- › Promote the use of street furniture, decorative lighting, public art and other amenities to create comfortable, walkable and attractive public spaces.
- › Provide appropriate median and boulevard treatments to contribute to a safe and attractive pedestrian environment – especially in the Town Centre.
- › Employ common design elements throughout the neighbourhood to create a familiar streetscape pattern.

### 3.5.2 Ecology

The Plan promotes the conservation and restoration of the local ecological network.

In order to help enhance biodiversity within the neighbourhood, this plan has attempted to retain many of the natural areas within the Goodridge Corners neighbourhood. Accordingly, the design philosophy concerning open space and connectivity directs development to areas where negative impacts to the ecosystem, important landscape features and small wildlife movement will be minimized. Using the information derived from the Stage I and Stage II Natural Site Assessments and interpretation of aerial photos, valuable habitat and corridors were mapped. This area extended beyond the boundaries of the neighbourhood into the adjacent areas along the Anthony Henday Drive right-of-way, the Albany Neighbourhood and Sturgeon County. Potential connections along utility corridors or along windrows were also recognized as serving a valuable ecological function, thereby maximizing land utility by providing dual uses for these corridors.

Objective	NASP Policy	Implementation
<p>3.5.2.1</p> <p>Provide a variety of habitat communities and opportunities</p>	<p>A range of habitat will be provided in the plan area through the retention of Natural Areas, an interconnected park system, and the utilization of naturalized landscaping, including naturalized wetland areas.</p>	<p>Provide Natural Areas through the dedication of land, utilizing MR and ER where appropriate.</p> <p>Put in place proper zoning to protect habitat areas.</p> <p>Encourage the use of native plant materials through landscaping design review.</p> <p>Design stormwater management facilities to function as naturalized wetlands.</p>
<p>3.5.2.2</p> <p>Mitigate long-term ecological disturbance during the construction phase</p>	<p>Develop habitat-sensitive construction procedures and phasing plans in order to minimize disturbance and accelerate the re-establishment of habitat functionality following construction.</p>	<p>Implement habitat-sensitive construction procedures to reduce the potential for invasive species, windthrow (the uprooting of trees due to wind), and soil compaction (all related to long-term sustainability).</p> <p>Maximize the use of extant wetland soils in constructed SWMFs in order to accelerate the revegetation of native species.</p> <p>Phase SWMF development to allow for the migration of native flora and fauna from existing habitat areas.</p>

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<p>3-5-2.3</p> <p>Ensure the long term sustainability of preserved Natural Areas</p>	<p>Provide adequate buffer zones between Natural Areas and urban development.</p> <p>Maintain the pre-development hydrological conditions to the greatest extent possible.</p> <p>Enhance biodiversity through additional native plantings.</p> <p>Develop Natural Area Management Plans for preserved Natural Areas.</p>	<p>An approved Natural Area Management Plan (NAMP) is required prior to the acceptance of all rezoning or subdivision applications within 200 m of any retained natural area.</p> <p>Establish appropriate widths for buffer zones through the NAMP process.</p> <p>Design the stormwater management system to maintain pre-development flow rates to natural areas.</p> <p>Provide additional enhancement and/or transfer plantings where possible within buffer areas and all areas to be naturalized, using native plant species appropriate for the site.</p> <p>Establish a weed control program for Natural Areas.</p>
<p>3-5-2.4</p> <p>Maintain ecological linkages to support the presence of wildlife in the neighbourhood</p>	<p>Design open space areas with consideration for the movement needs of wildlife.</p>	<p>Provide wildlife crossing structures as required.</p> <p>Wildlife crossing requirements will be reviewed at the subdivision stage.</p>

**Rationale**

Integral to the sustainable design philosophy of Goodridge Corners is the maintenance and enhancement of the ecological network in the neighbourhood. The benefits of a healthy ecology within the neighbourhood are self-evident with respect to plant and wildlife populations and overall environmental goals, but also accrue substantial social benefits for residents, providing opportunities to interact with nature, to investigate natural processes, and to enjoy the aesthetic benefits of a more naturalized neighbourhood setting.

**Technical Summary**

A Stage 2 Natural Site Assessment (NSA) for the neighbourhood has been undertaken by Stantec Consulting Ltd. and submitted to the City of Edmonton for review. Goodridge Corners has been recognized by the City as an area that is important with regards to the regional and local ecological connectivity and as an area to promote new technology and development.

The Stage 2 NSA was conducted pursuant to the results of the Stage 1 NSA (Stantec 2008).

### 3.5.3 Environment

In accordance with City of Edmonton policy, Phase I Environmental Site Assessments (ESA) shall be submitted, reviewed, and endorsed prior to the rezoning stage of development to ensure that lands are suitable for their intended uses. Risk Assessments shall also be provided for oil and gas facilities and appropriate measures taken to incorporate these facilities with urban development.

Objective	NASP Policy	Implementation
<p>3-5-3.1</p> <p>Ensure that the environmental status of lands in the Goodridge Corners NASP is suitable for residential development</p>	<p>Determine the likelihood, types, and location of environmental concerns that may be present on the lands prior to rezoning.</p> <p>Where necessary, contaminated material shall be removed and disposed of in an environmentally sensitive manner, in accordance with Federal, Provincial, and Municipal regulations.</p>	<p>ESAs shall be signed off by City Administration prior to the rezoning stage of development.</p> <p>Site remediation, where necessary, shall be conducted prior to rezoning.</p>
<p>3-5-3.2</p> <p>Ensure that Environmental Site Assessments are complete and up-to-date.</p>	<p>Environmental Site Assessments shall be submitted prior to rezoning.</p>	<p>Environmental Site Assessments shall be submitted prior to rezoning.</p>
<p>3-5-3.3</p> <p>Ensure that oil and gas facilities are appropriately integrated with urban development</p>	<p>The integration of oil and gas facilities with urban development will be addressed according to current City of Edmonton and Provincial policies. Risk Assessments shall be required.</p>	<p>Risk Assessments shall be submitted prior to rezoning and appropriate setbacks provided between urban development and oil and gas facilities.</p>

#### Rationale

Lands within the neighbourhood boundary are suitable for development and their environmental status confirmed prior to rezoning. Any lands identified as contaminated must undergo appropriate remediation according to Federal, Provincial, and Municipal standards.

#### Technical Summary

Environmental Site Assessments (ESAs) were submitted to the City of Edmonton in 2009 to confirm the Plan area will be suitable for residential and other intended development (see Table 6: Environmental Site Assessments in the Appendix, and Figure 6: Environmental Site Assessment). Phase II or III ESAs, if required, shall be completed prior to rezoning or subdivision, whichever comes first.

### 3.5.4 Historical Resources

Preservation, conservation and integration of cultural, historical, and or archaeological resources within the Goodridge Corners NASP is important to retaining local history and character that may also be of regional or provincial significance.

Objective	NASP Policy	Implementation
<p>3.5.4.1</p> <p>Ensure that historical, archaeological, and palaeontological resources are identified and conserved, where applicable.</p>	<p>Participating landowners shall submit a HRO and, if necessary, a HRIA.</p> <p>All historical, archaeological, and palaeontological discoveries shall be reported.</p>	<p>Participating landowners will submit HROs to Alberta Culture for consideration.</p> <p>Section 31 of the Historical Resources Act requires all historical, archaeological, and palaeontological discoveries made during the course of an excavation to be reported to Alberta Culture.</p>

#### Rationale

In order to properly identify and assess historical, cultural, palaeontological and archaeological resources within the Plan area, each participating landowner will submit a HRO report, and if necessary, a HRIA report.

#### Technical Summary

Participating development proponents have submitted a Historical Resources Overview (HRO) and a Historical Resources Impact Assessment (HRIA) for consideration by Alberta Culture (AC) for lands within the Plan area (see Table 5: Historical Resources Studies in the Appendix). All non-participating landowners will be required to submit a Historic Resources Overview prior to development.

The HRO study carried out by Stantec Consulting Ltd. for lands owned by the City of Edmonton included a background search of previously held archaeological research permits and previously recorded archaeological sites, historic structures, and palaeontological sites. Aerial photographs and land use titles for the study area were consulted and field observations were conducted. Based on the results of this study, a HRIA was recommended.

A Historic Resources Impact Assessment was undertaken in support of the neighbourhood proposal and submitted to Alberta Culture. The report recorded four archaeological sites and several historic structures, none of which were deemed to be of further interest to the Historic Resources Management Branch. The report was accepted and approved, conditional upon reporting any chance discoveries of historical resources during the conduct of development activities.

### 3.5.5 Residential

The Plan proposes a wide range of housing types to accommodate a diverse population. The greatest residential densities are located at the centre of the neighbourhood, near the future arterial roadway. Density gradually decreases as the distance from this area increases. The Goodridge Corners NASP proposes an overall residential density of approximately 102 persons per net residential hectare or 42 units per net residential hectare.

Objective	NASP Policy	Implementation
<p>3.5.5.1</p> <p>Provide a range of housing choices to meet the needs of a diverse population.</p>	<p>LDR, SO, RH, TH, MH, MDR and Mixed Use shall be provided to offer a variety of housing types and densities.</p>	<p>Figure 7: Development Concept illustrates the various land use designations. Specific housing types will be determined at the rezoning, subdivision and/or development permit stages.</p>
<p>3.5.5.2</p> <p>Locate higher density residential uses with good access to and in support of public transportation facilities.</p>	<p>MDR and Mixed Use sites should be located along collector and arterial roadways, and near transit nodes.</p>	<p>Figure 7: Development Concept will guide the MDR and Mixed Use development near the centre of the neighbourhood, and along arterial and collector roadways.</p>
<p>3.5.5.3</p> <p>Provide innovative market-rate housing that is attainable by design.</p> <p>Housing is considered attainable if shelter costs account for less than 30 per cent of pre-tax household income.</p>	<p>The Plan encourages the development of attainable market-rate housing through:</p> <ul style="list-style-type: none"> <li>- innovative housing design and construction techniques</li> <li>- innovative lot design and configuration, including reduced lot sizes, reducing or eliminating setbacks, increasing maximum lot/site coverage, and reduced and/or shared amenity space.</li> <li>- the development of secondary suites, garden suites or garage suites.</li> <li>- Consideration of the relaxation of parking requirements for attainable housing units when located on a Medium Density Residential (apartment housing, row housing or</li> </ul>	<p>Opportunities for innovative housing designs, alternative development standards and/or demonstration sites / pilot projects may be provided through Direct Control Provision (DC).</p> <p>The development of secondary suites, garden suites and garage suites shall be guided by the Zoning Bylaw.</p> <p>Administration should consider accelerating applications which promote attainable housing.</p> <p>Sustainable Development and Transportation Services will review parking requirements for attainable market demand housing on a case by case basis and allow reductions where appropriate.</p>

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Objective	NASP Policy	Implementation
	<p>stacked row housing) site located within 400 m of a transit stop on the future arterial roadway.</p>	
<p>3-5-5.4            Provide affordable housing in the Goodridge Corners Neighbourhood.             Affordable housing refers to housing that requires no ongoing subsidy, can be owned or rented, and is targeted at households earning less than the median income.</p>	<p>A minimum of 10 per cent of all housing units shall be provided as affordable housing.             Affordable units should not be outwardly distinguishable from other residential units.             Affordable units shall be dispersed and not concentrated in a single building, housing type or area. Prime locations for affordable housing are near transit nodes, community services, community gardens and employment areas.             Encourage the development of secondary suites as an appropriate vehicle for the provision of affordable housing.</p>	<p>The incorporation of affordable housing will be discussed prior to the rezoning, subdivision and development permit stages. The Housing Branch will be consulted in this process.             Secondary suites can be encouraged as a way to provide affordable housing.             The City will take appropriate measures to ensure that such units remain affordable for a reasonable period of time. Restrictions on rental rates or resale price restrictions should be considered.</p>
<p>3-5-5.5            Contribute to Edmonton’s market and non-market affordable housing stock.             Non-market affordable housing generally refers to housing that is subsidized and is targeted at households earning less than the median income.</p>	<p>City departments and agencies should work to create and protect affordable housing units through initiatives for the purchase or lease of housing units within new developments.             Consider partnerships between the City and external agencies to create new affordable or non-market housing units where there is an opportunity for mutual benefit.             Consider leasing or transferring land to public or non-profit affordable housing providers.</p>	<p>The City will consult with relevant Departments, partners, and stakeholders to advance the development of market and non-market affordable housing,             The neighbourhood may accommodate demonstration sites / pilot projects.</p>

**Rationale**

**Variety of Housing Types**

Providing a variety of housing types and tenures can contribute to the creation of a more complete and diverse

community. By providing greater housing choice, the neighbourhood will support a range of demographic and income groups, and can better accommodate lifecycle changes. A varied built form also adds to the visual interest and sense of vitality of a neighbourhood.

### ***Affordable Housing***

Approximately 13 per cent of Canadians are unable to attain adequate, suitable and affordable housing (CMHC, 2009). Housing is considered affordable if shelter costs account for less than 30 per cent of before-tax household income. Shelter costs include rent, mortgage payments, insurance, property taxes and utility costs. In the broadest sense of the phrase, affordable housing can refer to housing provided by private, public and non-profit agencies, and in any form of tenure.

The City is committed to providing affordable housing in Goodridge Corners. It is well understood that appropriate and affordable housing is a key component of a sustainable, diverse and just community. Access to services, particularly public transit, is an important component of affordable housing. The location of affordable housing should, wherever possible, afford a high level of access to community services including child care, schools, libraries and job training. On the other hand, care should be taken not to concentrate all of this housing stock in one location, structure or housing form.

At least ten percent of housing units are to be provided as affordable housing.

### ***Low Density Residential***

Opportunities are provided for low density residential development that is well served by pedestrian linkages to neighbourhood parks, natural areas and community services. Various forms of low density housing could be developed within the neighbourhood, including single-detached, semi-detached and duplex, developed with or without rear lanes, at a density of approximately 25 units/ha.

These areas will typically use the RPL or RSL zones of the Edmonton Zoning Bylaw.

### ***Reverse Housing***

Reverse Housing allows for housing units to front onto pedestrian-only open spaces rather than roadways. This allows for a reduction in paved roadway surfaces, helping to reduce the quantity of and improve the quality of runoff water, promote active lifestyles, and to provide interesting vistas. Vehicular access is provided through a rear laneway.

Reverse housing is anticipated to be developed using Direct Control zoning and will be reviewed to ensure that emergency access concerns and transportation requirements are addressed. Reverse housing will require 8 m paved alley at a minimum, 6 m driveway length (from garage door to alley), 2 parking spaces (side-by-side), a greenway walkway, a hard surface pedestrian connection to every house from the greenway walkway, alley lighting, walkway lighting, and walkway connections to the alley from the greenway walkway generally every 120 m.

Should a reverse housing zone be developed and approved for use within the City of Edmonton, it can be used in the Goodridge Corners neighbourhood and as such those uses and regulations will supersede the requirements listed above.

### ***Street-Oriented Residential***

Street-Oriented Residential will typically be developed as row housing, with the potential for the development of single detached, semi-detached, duplex, and stacked row housing. Parking and automobile access will generally be accommodated at the rear, to avoid mid-block curb cuts, front driveways and expanses of garage doors facing the street. Residences should feature doorways, porches and windows at ground level to engage the pedestrian and support natural surveillance of the street. Front driveways and garages are prohibited under this designation.

These areas will typically be zoned RF5, RF4, UCRH, or RPL.

### ***Townhouse Residential***

Townhouse residential will typically be developed as row housing or stacked row housing with or without rear lanes at an average density of 45 units per ha. TH is also used as a transitional building form between low density and medium density uses.

These areas will typically be zoned RF5, RF6, or UCRH.

### ***Manufactured Housing***

Manufactured Housing will typically be developed as single detached housing which is manufactured off-site and transported in completed or modular form and which is, upon its arrival at the Site where it is to be located, requires minimal assembly or is entirely ready for occupancy except for incidental building operations such as placement on foundation supports and connection to utilities.

Manufactured Housing supports affordability through construction efficiencies gained through industrial manufacturing processes. Dwellings can also be clustered together around some common open space, such as a courtyard, garden or walkway. Shared spaces, distinguished from private amenity space, are often owned and maintained by a homeowners' association. Efficiencies in construction costs and other possible savings through innovative site layouts to reduce servicing costs should result in more affordable housing units.

The RMH zone may be used for these areas.

### ***Medium Density Residential***

A number of opportunities exist for MDR, which may include low-rise apartments, stacked row housing or row housing. These MDR sites will be located to maximize access to open spaces, pedestrian linkages and community amenities and to ensure access to higher capacity roadways. The majority of MDR will be located near the centre of the neighbourhood, helping to create a 'critical mass' of residents that will support nearby retail and services, as well as public transportation.

It is anticipated that apartment housing will be developed at an approximate density of 125 units/ha; stacked row housing will be developed at an approximate density of 80 units/ha; and row housing will be developed at an approximate density of 42 units/ha.

These areas will typically be zoned RF5, RF6, or RA7.

### **Mixed Use**

Mixed Use is identified in the Town Centre area on both sides of the future arterial roadway. This designation allows the development of multi-storey buildings with residential, commercial and institutional uses, in a vertically-integrated form (within the same building) or in a horizontally-integrated form (in close proximity to one another). Acceptable residential building forms will include low- and mid-rise apartment buildings, stacked row housing, all of which may incorporate various commercial or institutional uses either in the same building or on the same site.

As the central commercial district for Goodridge Corners, the Mixed Use area is easily accessible on foot, by transit or by car from all areas of the neighbourhood, and will also serve as the central connecting point for transit service. Combined with the adjacent MDR, the higher density residential component of the Mixed Use area will support retail and services and public transportation. The Mixed Use area will provide a high quality environment for residents to shop, access services and interact with neighbours.

The MU area has a targeted mix of approximately 50% residential and 50% non-residential uses. These areas will typically be zoned CB3, or will use a Direct Control Provision. A combination of conventional zones may also be used.

### **Live Work**

This designation allows the development of attached or semi-detached buildings with the opportunity for Live Work units. Live Work units refer to a business operated from a dwelling by the principal resident. Typical commercial uses include personal service shops, professional, financial and office support services, custom manufacturing establishments, health services, as well as private education services. Live Work (LW) occupies approximately 4 ha.

A Direct Control Provision may be required to regulate land uses in this area.

### **Technical Summary**

No specific technical requirements were identified.

### 3.5.6 Parkland & Recreation Facilities

Approximately 17 ha of the plan area are designated for parks and natural areas. The Plan proposes one Urban Village Park site, two Pocket Parks, one Greenway and several Natural Areas.

The Urban Village Park site is approximately 5 ha in size. This site is intended to accommodate park and sportsfield facilities, as well as a possible Community League facility

One Pocket Park is located in the north central portion of the plan area and is approximately 0.85 ha in size. This park is intended to serve as a gathering place for neighbourhood residents. The pocket park is well suited for the development of a public square or tot lot and has local roadway frontage and connection to a Greenway.

The second Pocket Park is located within the mixed use Town Centre area and is identified as a 0.5 ha space. The specific location of this park has not been determined, allowing for flexibility in its design and integration with surrounding development. This park space is envisioned as an urban plaza or formal square and to serve as a gathering space and to accommodate organized or spontaneous events. This park could be used to host a weekend farmer’s market, a festival, or a concert, for example. The design of this park should ensure that the space is useable throughout the year. Special attention should be paid to weather protection as well as maximizing sunlight in the winter and providing shade in the summer. A possible design approach for this pocket park would be to integrate it with transit facilities that may be ultimately located along the future arterial roadway.

One greenway is planned within the neighbourhood. Greenways are linear, public, open space features that form pathways for active transportation, recreation purposes, and for overland drainage features.

Community gardens will be provided at certain locations throughout the neighbourhood, located within park spaces or utility corridors. Possible locations are indicated on, but precise locations will be determined in consultation with Sustainable Development, Parks Planning and relevant outside agencies as detailed site planning proceeds.

The south-western portion of the Plan area features remnant tree stands that are conserved as a Natural Area. These tree stands are an integral part of the parks and open space system of the neighbourhood. As such they must be visible and accessible to ensure they are effectively managed, protected, and secured for the community. Their use will be managed and monitored to ensure long term sustainability. The roadway frontage will be determined and future design and subdivision stage.

Objective	NASP Policy	Implementation
3.5.6.1 Provide a simple and understandable pattern of open space nodes, greenways, school/park sites and walkway connections.	The NASP shall follow the guidelines for the hierarchy and distribution of park spaces as prescribed within UPMP. All park spaces shall be connected to the path network system within the neighbourhood.	The parks and open spaces identified in <b>Error! Reference source not found.</b> will be dedicated to the City of Edmonton as Municipal Reserve (MR) at the time of subdivision.
3.5.6.2 Ensure visibility and sufficient	Ensure a balanced spatial	Figure 8: Parkland & Recreation

**NEIGHBOURHOOD AREA STRUCTURE PLAN**

Objective	NASP Policy	Implementation
<p>access is provided to parks, natural areas and open space for public enjoyment and maintenance/operations.</p>	<p>distribution of neighbourhood parks and open spaces.</p> <p>All park spaces shall be accessible by pedestrian connections, public roadways or an acceptable combination thereof.</p>	<p>Facilities and Figure 9: Pedestrian Network will guide future application of neighbourhood parks, open spaces, and pedestrian connections. UPMP will guide the roadway access and frontage requirements.</p>
<p>3.5.6.3            Provide a variety of opportunities for passive and active recreation experiences to encourage community interaction.</p>	<p>A balanced combination of park spaces with areas developed for both active and passive recreation shall be provided within the neighbourhood.</p> <p>The design of recreational areas should consider placement of landscaping and site furniture to encourage social interaction and localized recreational opportunities.</p> <p>The design of recreational areas should consider all-season design, allowing for a variety of activities at various temperatures and times of year.</p>	<p>Design and development of future parks and open spaces shall consider programming needs of the community and be implemented based on requirements of Parks Planning</p>
<p>3.5.6.4            Design a variety of park spaces to meet the needs of all users within the community.</p>	<p>Park space should be designed to accommodate activities for different age groups and interests.</p> <p>With the exception of park areas where grade changes and topography pose design difficulties, all park space within the neighbourhood should be universally accessible.</p>	<p>Design and development of future parks and open spaces shall consider programming needs of the community and be implemented based on requirements of Parks Planning.</p>
<p>3.5.6.5            Design safe park space, in accordance with the Design Guide for a Safer City and UPMP.</p>	<p>Park spaces shall have adequate and properly located frontage along public roadways to ensure sightlines, natural surveillance, adequate lighting and access. Landscaping and design of park spaces shall take into consideration basic CPTED and design principles included in the</p>	<p>Design and development of future parks and open spaces shall consider safety needs of the community and be designed and developed to Parks Planning standards and requirements.</p>

**NEIGHBOURHOOD AREA STRUCTURE PLAN**

Objective	NASP Policy	Implementation
	Design Guide for a Safer City and UPMP.	
<p>3.5.6.6</p> <p>Design a connected and integrated open space system that encourages active modes of movement (e.g. pedestrians, cross country skiing and bicycles).</p>	<p>The Plan shall incorporate an array of pedestrian linkages along sidewalks, walkways, greenways and shared-use path corridors that connect all park spaces, stormwater management facilities and places of neighbourhood interest.</p>	<p><b>Error! Reference source not found.</b> and Figure 9: Pedestrian Network will guide future application of neighbourhood parks, open spaces, and pedestrian connections.</p> <p>The locations of paths, pedestrian connections and shared-use paths are conceptual in nature and subject to review and approval at further design stage.</p>
<p>3.5.6.7</p> <p>Plan greenways and walkway connections to complement on-street sidewalk routes and connections.</p>	<p>The design of the path network within the neighbourhood should avoid duplication between sidewalk connections, yet maintain off-street connections for major linkages through the neighbourhood.</p>	<p><b>Error! Reference source not found.</b> and Figure 10: Pedestrian Network will guide future application of neighbourhood parks, open spaces, and pedestrian connections.</p> <p>The locations of paths, pedestrian connections and shared-use paths are conceptual in nature and subject to review and approval at further design stage.</p>
<p>3.5.6.8</p> <p>Ensure that private amenity space for multi-family housing and commercial development integrates well with the public open space landscape.</p>	<p>Site planning for private amenity areas should consider context and linkages within the overall neighbourhood open space network.</p>	<p>The Development Officer shall review integration of private amenity spaces within the context of the overall open space network and implement connections and linkages.</p>
<p>3.5.6.9</p> <p>Allow the use of collected stormwater for irrigation.</p>	<p>Stormwater management facilities may be used for the purpose of parkland irrigation. The ecological health of the naturalized storm ponds should not be compromised by this use.</p>	<p>Sustainable Development and Drainage Services will pursue agreements on the appropriate use of water from SWMFs for irrigation where such use is practical and supportive of Parks needs for irrigation.</p>

Objective	NASP Policy	Implementation
<p>3.5.6.10                      Provide community gardens for neighbourhood residents.</p>	<p>Community gardens shall be developed as part of the parks system. Additional locations on surplus provincial lands should be pursued.</p>	<p>Parks Branch will determine appropriate locations for community gardens.                       Suggested locations are shown on <b>Error! Reference source not found..</b></p>

**Rationale**

A combination of park spaces, including two Pocket Parks and an Urban Village Park, are planned for the Goodridge Corners NASP area. These parks are located to serve various residential sub-areas to provide daily opportunities for active and passive recreation. A variety of park space configurations and uses are proposed within the neighbourhood to meet the needs of all users in this community. All parks are connected to the path network (and sidewalks) to ensure that they are highly accessible and intermixed with residential uses.

The Goodridge Corners NASP proposes one Urban Village Park site, located in the west-central portion of the neighbourhood. This park, with frontage along two collector roadways, will act as a focal point for the neighbourhood. The park is well connected to the remainder of the neighbourhood via utility corridor connections, greenways and roadways. The Town Centre area, which is also a key transit hub, is within a short walking distance of the park.

To ensure that all residents have convenient and adequate access to open space, one Pocket Park will serve residents east of the future arterial roadway, and another will serve residents of the Town Centre area. Pocket parks are generally smaller and are intended to accommodate passive recreation opportunities.

The open space concept for the neighbourhood features comprehensive, linked and integrated open space. Connections are important for ecological reasons and to provide routes for active transportation and recreation in all seasons and weather. A buffer space adjacent to the rail line along the Plan area’s western boundary connects with pedestrian pathways, open space areas, stormwater management facilities, the Town Centre, schools and the shared-use path corridor system.

Stormwater management facilities (SWMF) are also considered an important amenity and component of the open space system. Besides the function of these facilities as part of the storm servicing network, additional open spaces are planned around the facilities. These facilities provide visual amenity for local residents adding to the neighbourhood’s attractiveness, character, and image as a pedestrian-friendly community. The extent of public open space (and private land) around the facilities will depend on City policies at the time of development.

The open space system is illustrated in **Error! Reference source not found.** and Figure 10: Pedestrian Network, showing ecological corridors and areas and pedestrian routes which, with the exception of Provincial lands, interconnect between all areas of the Goodridge Corners NASP.

**Technical Summary**

The Parkland Impact Assessment (PIA) and Community Knowledge Campus Needs Assessment (CKCNA) for Goodridge Corners provide additional information on parkland and open space within the plan area.

### 3.5.7 Mixed Use Town Centre

Approximately 8.5 ha of the Plan area are designated as Mixed Use (MU). This designation will allow for the development of medium density residential, commercial retail and office, and/or institutional uses, integrated horizontally or vertically. The MU designation is intended to be flexible in order to respond to market conditions at the time of development.

The Mixed Use Town Centre is envisioned as the primary destination point of the neighbourhood. It will provide the opportunity for the development of commercial and retail services for the neighbourhood, as well as for civic or institutional uses. Businesses such as grocery stores, specialty retail, restaurants and professional services or offices would be well suited for this area. The highest densities in the neighbourhood will be located in this area.

Located along the future arterial roadway, the Mixed Use area should benefit from a high degree of permeability, accessibility and visibility. Mixed Use sites should also promote pedestrian movement within and through the area. Linkages to roadways, shared-use paths and open spaces should be emphasized in site design.

Permitted residential forms will include low- and mid-rise apartment buildings, row houses and stacked row houses. The MU area has a targeted mix of approximately 50% residential and 50% non-residential uses. Implementation of the MU area may utilize conventional land use zones, or may require the use of the Direct Control Provision (DC) of the Edmonton Zoning Bylaw.

Objective	NASP Policy	Implementation
<p>3.5.7.1</p> <p>Develop a comprehensively-planned mixed use Town Centre with residential uses complemented by commercial and other uses.</p>	<p>The mixed use site shall generally provide the opportunity for residential, retail (e.g. restaurants and cafes, food stores, financial services, dry cleaners), and office uses within walking distance of each other.</p> <p>Civic, entertainment and/or institutional uses (e.g. senior's residence) are encouraged as part of the mixed use area.</p> <p>The mixed use area shall contain some buildings that are vertically and/or horizontally mixed in uses.</p>	<p>Implementation of the Mixed Use policies may be achieved through conventional land use zones or through the use of a Direct Control Provision.</p>
<p>3.5.7.2</p> <p>Develop the Mixed Use area in a manner that is pedestrian friendly, and that promotes compact development, higher densities and transit use.</p>	<p>The mixed use area shall encompass a complete network of pedestrian linkages that interconnect building entrances, parking areas, transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street</p>	<p>Implementation of the Mixed Use policies may be achieved through conventional land use zones or through the use of a Direct Control Provision.</p>

**NEIGHBOURHOOD AREA STRUCTURE PLAN**

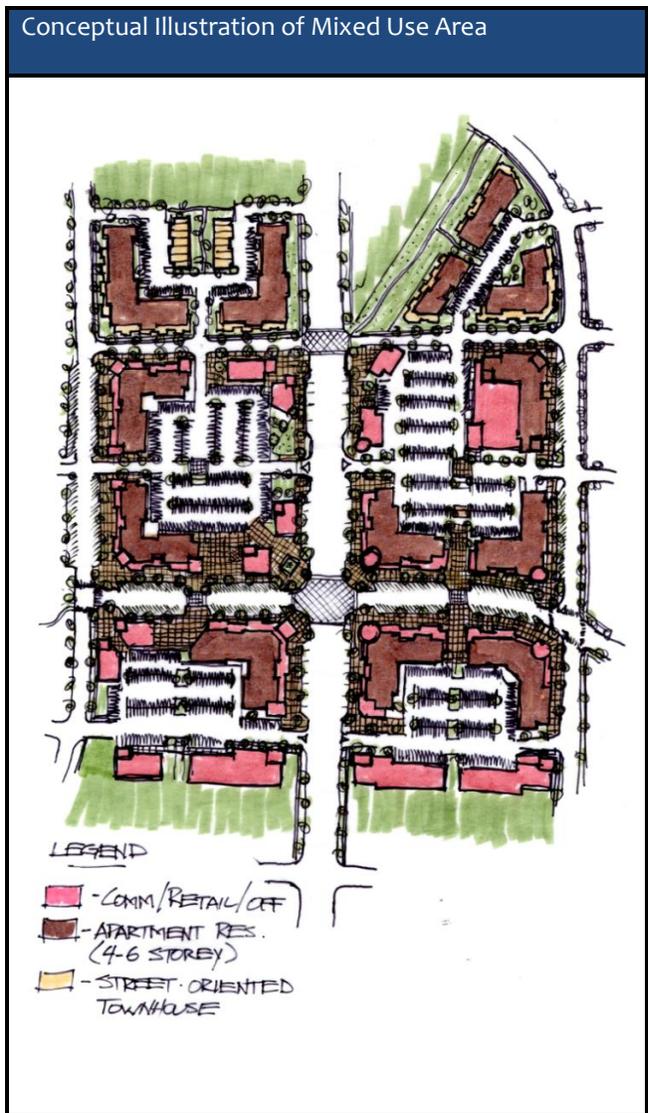
Objective	NASP Policy	Implementation
	<p>walkways and other key destinations on or adjacent to the site.</p> <p>The mixed use area shall be designed around urban open spaces (e.g. common greens, plazas, squares, courtyards, terraces) that can serve as a focal point for community activities.</p>	

**Rationale**

The Mixed Use area provides opportunities to develop a wide range of residential, commercial, civic and institutional uses. This area may develop as mixed-use buildings with residential and office uses (uses with more exclusive access) in the upper storeys and commercial/civic/institutional uses at ground level, or as buildings with diverse uses located next to one another. The overall density of this area is expected to be relatively high, with single-storey structures being the exception rather than the norm.

Opportunities to live, work, shop and play will be provided. Retail and other services located in this area will help satisfy the day-to-day needs of neighbourhood residents. Having basic services within a short walking distance can help reduce the number of automobile trips made, which can save energy, cut harmful emissions and promote healthful activity. To encourage a walkable neighbourhood and to promote the Mixed Use area as a local destination, safe and attractive pedestrian routes will be provided. Open spaces such as plazas, squares and courtyards will be promoted to create a more pleasing and functional social space. Private open spaces should coordinate with public park space to maximize the use of space (see Figure 8: Parkland, Recreation Facilities and Schools for suggested Town Centre park location).

The Mixed Use area occupies the geographic centre of the neighbourhood, and is located along the main north-south and east-west transportation corridors. The location will allow a high degree of access, visibility, and will take advantage of public transportation.



### **Design Guidelines**

The use of the Direct Control Provision of the Edmonton Zoning Bylaw 12800 may be necessary for the development of all or portions of this site. These zoning mechanisms will ensure that the development is transit-supportive, provides guidance on a compatible mix of uses and site planning, and creates a distinct character and built form on the basis of good urban design and high quality architecture. The ultimate zoning should incorporate, but not be limited to, the following design guidelines:

#### ***Site Planning and Design***

- › Mixed use development shall be pedestrian-oriented and universally accessible.
- › Retail or commercial uses should be located at street level, while residential or office uses should be located in the upper storeys.
- › Street faces should be lively, providing active streetscaping, active storefronts and multiple doorways and windows.
- › Private entrances to residences should be physically separate and be easily distinguished from commercial uses or public areas.
- › Plazas, squares and parks should be designed with year-round programming and provide protection from the elements.
- › Waste collection areas shall be appropriately screened or concealed within buildings.

#### ***Built Form***

- › Innovative architectural design and site planning are encouraged which address local place-making opportunities and constraints.
- › Building design and placement should allow sunlight to reach public roadways. Appropriate setbacks and facade treatments should be considered.
- › Each building should be designed to form part of the larger composition of the area, but should avoid wholesale repetition and uniform design.
- › Adjacent buildings should relate in similarity of scale, height, and configuration.
- › Larger buildings should be broken down in scale through appropriate articulation.
- › Perceived height and massing should be minimized through building setback variations at the upper levels, building orientation, roof treatment and by adding interest through the choice of exterior materials and colours.
- › Liner buildings are encouraged in developments with large building footprints (e.g. supermarkets, parkades, cinemas) to avoid large expanses of blank walls.

#### ***Pedestrian Circulation***

- › Safe and attractive pedestrian linkages shall be provided between various land uses within the site, the surrounding neighbourhood and to transit facilities.
- › The internal street system and pedestrian linkages should foster connectivity from various parts of the site and surrounding area.
- › Pedestrian routes should be direct and should minimize potential conflicts with vehicles.

## **NEIGHBOURHOOD AREA STRUCTURE PLAN**

- To aid pedestrian navigation and comfort, provide the following elements along pedestrian walkways:
  - Landscaping, such as rows of trees and shrubs, flower beds, and planters
  - Pedestrian scaled lighting, such as lighted bollards
  - Way-finding or directory signs
  - Vertical architectural elements, such as markers or arches
  - Seating and resting spots
  - Special paving

### ***Roadways, Parking and Transit***

- Surface parking should be located behind buildings or within the interior of a block whenever possible.
- Shared parking is encouraged between adjacent or vertically mixed uses whose peak demand is offset from each other (e.g. Offices and Housing).
- Large surface parking areas should be visually and functionally segmented to reduce the impression of size.
- Consider the feasibility of providing underground or structured parking rather than surface parking to conserve land and minimize impacts on the environment.
- Transit stops shall be provided in the vicinity of the mixed use area, located to ensure proximity to pedestrian linkages and the surrounding streets.

### ***Landscaping***

- Hard and soft landscaping shall tie developments together within the mixed use area.
- Decorative lighting should be provided as a means of providing a safe and visible pedestrian realm as well as establishing a theme or character for the mixed use area.
- A lighting program should consider street lighting, pedestrian lighting at intersections and key nodes, and internal illumination from the storefronts.
- The corners of major intersections, particularly gateways and site entries (entries from both street and sidewalk) should be distinguished by special landscape treatments: trees and shrubs, low walls, signage, decorative lighting, sculpture, architectural elements, and/or special paving.
- Fences design, materials and construction should be complementary to the architectural theme of the development.
- Property owners are encouraged to provide outdoor public art to enrich the pedestrian experience and create a stronger sense of place.

### 3.5.8 Business Employment

The Goodridge Corners NASP designates approximately 27 ha of land as Business Employment (BE). This designation will allow for the development of industrial business uses, light industrial, as well as detention and protective services.

Objective	NASP Policy	Implementation
<p>3.5.8.1</p> <p>Permit the development of a range of business industrial, light industrial and other uses.</p>	<p>A range of business industrial, light industrial and detention and protective services may be developed in areas designated Business Employment.</p>	<p>Business Employment land uses will be regulated according to conventional zones or, if necessary, through the development of a Direct Control Zone of the City of Edmonton Zoning Bylaw 12800.</p>
<p>3.5.8.2</p> <p>Ensure compatibility between Business Employment and residential areas.</p>	<p>a) Business Employment uses immediately adjacent to residential areas shall be limited to uses which create no nuisance factor.</p> <p>b) Separation space, fencing and building orientation and design shall of Business Employment adjacent to residential areas</p>	<p>Sustainable Development shall review zoning applications to ensure compatibility of uses.</p>
<p>3.5.8.3</p> <p>Ensure compatibility between Business Employment and corrections facilities.</p>	<p>Business Employment areas adjacent to the Young Offenders Centre and the Remand Centre shall be restricted to uses that are generally not open to the general public.</p> <p>Examples of incompatible uses include retail stores, restaurants, hotels, and religious assemblies.</p>	<p>Sustainable Development shall review zoning applications to ensure compatibility of uses adjacent to the Young Offenders Centre and the Remand Centre, and will specify the area affected.</p>
<p>3.5.8.4</p> <p>Reduce the environmental impact of Business Employment development in the area.</p>	<p>Encourage site planning and building construction techniques which utilize low impact design, energy and material efficient design and waste reduction.</p>	<p>Developments within this area should conform to the BE Development Guidelines wherever possible.</p>

#### Rationale

The Business Employment area provides employment opportunities within the neighbourhood and beyond. The potential expansion of detention and protective services is also considered to be a compatible use in the

Business Employment area.

### **Design Guidelines**

Design guidelines for the Business Employment areas include:

- Promoting high performance building design through the use of third party certification (i.e. LEED) to reduce net energy and water use, to reduce greenhouse gas emissions, and encourage the use of environmentally friendly construction materials.
- Encouraging an integrated stormwater management plan for the BE area. Provisions for water reuse in industrial processes or irrigation could be included. The use of green roofs should also be encouraged.
- Providing pedestrian connections between buildings, parking areas, transit routes and amenity spaces that are separate from vehicle traffic. Planting trees along pedestrian routes is encouraged.
- Encouraging the use of alternative road cross-sections. Emphasis should be placed on cost-effectiveness and reducing the amount of impermeable surfaces. Cross-sections should consider potential truck traffic.
- Encouraging the implementation of Transportation Demand Management (TDM) programs with development approval in order to reduce single-occupancy vehicle travel.
- Encouraging building placement close or fronting onto public roadways. Loading facilities and parking should be accommodated towards the rear of buildings or where shared use between properties is more likely.
- Encouraging alternative power generation and district heating and cooling. Shared energy or residual energy use may require easements or rights-of-way between lots or across the area.
- Encouraging the protection of natural habitat. Site planning should consider retaining trees and native vegetation wherever possible and feasible.
- Encouraging appropriate built form and functional transitioning adjacent to residential areas. Where the business employment area abuts residential areas, care should be given to ensure privacy is maintained and that buildings are of a compatible scale. Guidelines should also ensure that the employment uses adjacent to residential areas are compatible with respect to noise and other possible conflicts between uses.

### 3.5.9 Transportation

A sustainable neighbourhood requires a comprehensive, well-connected street pattern and pedestrian network, providing efficient movement for vehicles, pedestrians and cyclists. In the design of the Goodridge Corners Neighbourhood, there is a goal to provide a street pattern that disperses traffic from the main arterial, and provides a number of options for movement throughout the neighbourhood, incorporating a more grid-like design for the central area. The goal is to create a more pedestrian friendly, human-scale environment, given that this portion of the neighbourhood is the central focus of activity, density and mixed uses. An ample path and walkway system promotes active transportation within the neighbourhood while reducing the area occupied by larger roadways.

In addition to providing a connected street pattern this neighbourhood also incorporates the concept of Complete Streets. The Complete Streets Coalition provides the following definition of complete streets: “Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street”. Common features include sidewalks, bicycle lanes, sidewalk bulb-outs, street trees and medians, frequent, well-designed crossings, on-street parking, and other traffic calming techniques.

The City of Edmonton’s Complete Streets Policy was approved by City Council on May 22, 2013. The policy and accompanying guidelines encourage a holistic approach to roadway design in order to develop a network of roadways that are safe, attractive, comfortable and welcoming to all users.

Complete Streets is a new approach to planning and designing Edmonton’s transportation system that moves away from the traditional, mobility-based approach. It’s based on the idea that how a street is designed should reflect the surrounding areas context, its land use, and its users.

The roads in the Goodridge Corners Neighbourhood are proposed to be designed as complete streets. The cross-sections and details of the roads will be developed at the rezoning and/or subdivision stages with the goal of ensuring that they are positively integrated with the various development areas, that they accommodate various modes and that they meet City and regional travel requirements.

As an example, future arterial roadway through Goodridge Corners, will be a complete street which may be designed to have multiple access points through the neighbourhood’s ‘Town Centre’, to include on-street parking, to encourage a more pedestrian-friendly environment, and to accommodate cycling and transit modes.

The Goodridge Corners Neighbourhood proposes a number of alternative roadway types, which will be described in greater detail at the rezoning and subdivision stages to ensure they are positively integrated with the various development areas and that they also meet City and regional travel requirements.

## **Roadway Network**

### **Regional Roadway Network**

The Goodridge Corners Neighbourhood benefits from a high level of roadway connectivity to the rest of the City of Edmonton and to surrounding communities. The specific roadways include:

- › The future arterial roadway
- › 167 Avenue NW
- › Anthony Henday Drive

### **Internal Roadway Network**

Within the Goodridge Corners Neighbourhood, the roadway network has been designed to accommodate a wide range of traffic volumes and modes in a manner that is safe and efficient. Roadways are expected to respond to differing needs, according to location, context and anticipated uses while accommodating 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. Complete streets will be designed to provide flexible transportation alternatives, and offer a safe, green, pedestrian environment.

### **Parking**

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

The developer will consider exploring alternates for parking standards, such as reduced or limited parking, enhanced bicycle parking, and end of trip facilities, to promote the multi-modal focus of the NASP policies.

### **Truck Routes**

142 Street NW, the future arterial roadway, 195 Avenue NW, Anthony Henday Drive and all roads within the Campbell Business Park (St. Albert) are identified as truck routes.

### **Public Transport**

The Goodridge Corners NASP provides routes for transit throughout the neighbourhood, using the collector and arterial roadways. Collector roadways will be developed to a suitable standard to accommodate transit service and to provide readily accessible service to all areas of the neighbourhood. The roadway network was designed with the objective of locating transit routes within 400 metres walking distance of all residents.

Bus stops, as well as amenities such as shelters and benches, will be provided within the Town Centre. Any additional bus stop enhancements would be provided by the developer, and located on private property.

Early introduction of transit service will be explored to promote the use of transit from the beginning phases of the development.

### **Car Sharing**

The developer will be encouraged to consider supporting, financing or otherwise a car sharing program. The car sharing program may operate as a co-operative, whereby participants finance the capital and operating costs.

### **Pedestrian Network**

An efficient and continuous pedestrian network connects all areas of the NASP. The pedestrian network is based on an interconnected system of sidewalks, walkways and shared-use paths.

### **Dedication of Minor Roadways**

While all local and collector roadways will include a sidewalk, there may be situations where the roadway pattern does not facilitate direct connections to an amenity space or a transit facility, for example. In this circumstance, the NASP dedicates minor walkways to ensure a high level of walkability and appropriate access to transit facilities.

### **Greenway**

The Goodridge Corners NASP identifies a greenway in Figure 9.0 - Pedestrian Network. The purpose of this greenway is to create linear park spaces that serve both as useable open space and to link other public open spaces together. Greenways are intended to be at least 10 metres wide and feature a 3 metre wide shared-use path. As such, they will play an important role in the overall pedestrian network.

### **Shared-use Paths**

Utility corridors and portions of arterial roadways will feature shared-use paths. These paths link key locations within the neighbourhood and beyond.

### **Bicycle Network**

Bicycles are accommodated on- and off-street and the overall network is designed to follow local, collector and arterial roadways. Bicycle routes will also be integrated with shared-use paths and walkways to expand the bicycle network and to provide increased connectivity. Bicycle routes and lanes will be clearly marked using appropriate signage, markings, or physical separation from automobile traffic, where appropriate, in order to minimize potential conflicts between vehicle, pedestrians and cyclists.

### **Railway Noise and Vibration Mitigation**

In order to reduce potential nuisance effects and safety concerns caused by the Canadian National Railway line located on the western boundary of the neighbourhood, mitigation measure will be used, including building setbacks, earthen berms, fencing and acoustic barriers.

Objective	NASP Policy	Implementation
<p>3-5-9.1 Provide a simple and understandable roadway network.</p>	<p>The transportation concept shall incorporate a modified grid network of streets which provides multiple access points by a variety of modes, and multiple routes between two points.</p>	<p>Figure 10: Transportation Network illustrates the roadway network.</p>
<p>3-5-9.2 To accommodate cyclists and pedestrians on all roadways.</p>	<p>Roadways should accommodate pedestrians, cyclists and automobiles. Paths and walkways should supplement, not replace, roadway facilities.</p>	<p>The transportation network, illustrated in Figure 9: Pedestrian Network and Figure 10: Transportation Network show pedestrian and bicycle connections.</p> <p>The location of minor shared use path and walkway connections will be determined at the subdivision stage.</p>
<p>3-5-9.3 To address roadway design speeds to create a more pedestrian/bicycle-friendly street environment and to reduce roadway infrastructure.</p>	<p>The roadway network may be designed on the basis of modified urban standards (i.e. narrower drive lanes, bicycle lanes, wide sidewalks, street trees and furniture, etc.).</p> <p>Consider traffic calming measures on the existing 127 Street to deter short cutting through the eastern portion of the neighbourhood.</p>	<p>Descriptions in this section explain intended roadway features.</p> <p>Roadway cross-sections will be determined at the subdivision or detailed design stage.</p> <p>The developer will work with Transportation Services in the design of roadway cross sections and traffic calming measures.</p>
<p>3-5-9.4 Ensure compatibility between the Town Centre and the arterial roadway.</p>	<p>On-street parking should be considered along the future arterial roadway.</p>	<p>The Transportation Impact Assessment will further address the specific roadway requirements. Roadway designs will be approved by Transportation Services.</p>
<p>3-5-9.5 Initiate transit service at an early stage.</p>	<p>The developer shall consider funding transit at the initial stages of development.</p> <p>Collector roadways with full looping or a temporary turnaround shall be provided in conjunction</p>	<p>Initiate discussions regarding early developer funded transit with Transportation Services.</p> <p>Transit service in the Business Employment / Remand Centre area will require roadway looping or</p>

**NEIGHBOURHOOD AREA STRUCTURE PLAN**

Objective	NASP Policy	Implementation
	with the introduction of transit service.	bus turnarounds. Specific requirements will be identified at the time of subdivision.
<p>3-5-9.6 Support car sharing within the neighbourhood.</p>	The developer shall consider supporting – financially or otherwise – a car sharing program.	Initiate discussions with relevant City Departments, stakeholders, and organizations to assess needs and feasibility.
<p>3-5-9.7 Explore potential pedestrian, bicycle and/or vehicular connection to St. Albert.</p>	If possible and feasible, connection to St. Albert will be established. This connection will require a railway crossing (either at grade or below/above grade).	City departments, including Sustainable Development and Transportation Services, will continue discussions with CN and the City of St. Albert regarding a possible road connection. Suggested crossing location is illustrated on Figure 11: Roadway Network.
<p>3-5-9.8 Mitigate the impact of railway operations on residential areas.</p>	Where residential land uses are located adjacent to the railway, mitigation measures shall be provided to address safety, noise and vibration impacts.	<p>An open space buffer will be provided as Public Utility, non-credit Municipal Reserve or Road Right of Way.</p> <p>Typical mitigation measures include building setback (generally 30 metres), berm and sound barrier, building design and building materials.</p>
<p>3-5-9.9 The cost of arterial roadways is shared throughout the catchment area.</p>	Lands within the Goodridge Corners NASP shall be subject to an Arterial Road Assessment (ARA) to cost-share the roadway facilities needed to service the area.	City Administration will prepare an Arterial Road Assessment under Bylaw 14380 for the Goodridge Corners NASP area.
<p>3-5-9.10 Provide attenuation measures for traffic noise.</p>	Noise attenuation will be provided for residential lots adjacent to Anthony Henday Drive and the future arterial roadway where required.	Prior to subdivision, the developer is to provide a traffic noise study for areas adjacent to Anthony Henday Drive and the future arterial roadway to determine noise attenuation requirements as outlined in the Urban Traffic Noise Policy C506.

## **Rationale**

### ***Connectivity***

The Goodridge Corners NASP provides a balanced transportation system that mitigates land use traffic, minimizes potential use conflicts and internal roadway congestion. The roadway network has been designed to provide multiple route choices, a high level of accessibility, and balanced transportation options. Thoughtful, high quality transportation connections can encourage residents to walk or use other alternative transportation modes, promoting better health, local activity, neighbourhood vitality and the reduction of personal vehicle use.

### ***Pedestrian & Bicycle Circulation***

The Goodridge Corners NASP supports the development of a walkable and cycle-friendly community. A range of routes, roadway options, as well as sidewalks, paths and walkways provide direct and convenient connections to neighbourhood destinations.

### ***Transit***

Good quality, reliable and dependable public transport is an important ingredient in neighbourhood sustainability. Transit provides mobility for segments of the population who want or need an alternative to the private automobile.

### ***Complete Streets***

The Goodridge Corners NASP fully supports a roadway network that balances the needs of private automobiles, public transportation, and active transportation. While ‘complete streets’ are encouraged, the context in which the roadway exists is important in determining what form it takes. For example, a heavily travelled collector roadway may feature on-street parking, marked or dedicated bicycle lanes, boulevards and sidewalks. A local roadway with light traffic may require only a single travel lane. Roadway design should take into consideration the needs of anticipated users, durable and cost effective construction, the importance of safety, and context-sensitive design.

### **Technical Summary**

The transportation network for the Goodridge Corners NASP will be provided in accordance with the requirements of the Transportation Services. A Transportation Impact Assessment (TIA) will be submitted under separate cover for review and approval by Transportation Services.

### 3.6 INFRASTRUCTURE, SERVICING & STAGING

Goodridge Corners will be a fully serviced neighbourhood, designed and constructed in accordance with City servicing standards.

The site analysis in regards to topography, natural drainage patterns and ultimately, the design of the stormwater management system for the neighbourhood is derived from Low Impact Design (LID) principles. The goal of LID design is to reduce the hydrologic impact of development and incorporate techniques that maintain and restore the natural hydrologic patterns of the site. LID design minimizes runoff volume and maintains existing drainage courses – reducing the requirement for site grading and underground storm pipe infrastructure, and alterations to the naturally occurring path of water.

With LID, vegetated swales or bioswales are strategically incorporated within the neighbourhood to convey stormwater runoff and reduce the need for underground pipes. As stormwater passes through these areas, special types of vegetation filter pollutants and improve water quality, slow the velocity of water to collection areas and facilitate infiltration and groundwater recharge. Each drainage path is directed to a constructed wetland, where additional water retention and filtering of pollutants takes place before discharging. Constructed wetlands are strategically located at the lowest points within the neighbourhood to take advantage of drainage through gravity, again minimizing the requirement for site grading and infrastructure. As compared to a conventional stormwater management facility, a constructed wetland addresses water quality to a much greater degree due to the special vegetation and design of the facility. Another added benefit of constructed wetlands is that they provide habitat for local wildlife such as amphibians, waterfowl and song birds.

The design of the sanitary sewer collection system follows a more conventional method in the Goodridge Corners Neighbourhood. This is due to the fact a sanitary line extension to accommodate the new Remand Centre has been installed. While alternative options for a more innovative sanitary collection system were considered for implementation in this area, tying into the existing service on 127 Street is the most viable option. This decision still maintains the Vision and design principles for the neighbourhood. From a “green” and “affordable” perspective, it is more efficient to utilize existing infrastructure than to create new infrastructure at an additional cost.

#### **Sanitary Servicing**

Sanitary services for Goodridge Corners will connect into the North Edmonton Sanitary Trunk (NEST). Sanitary servicing will be developed utilizing conventional gravity systems per detailed engineering.

Further details regarding the sanitary drainage schemes for the Goodridge Corners NASP are provided in the associated Neighbourhood Design Report to be submitted under separate cover.

#### **Stormwater Servicing**

The NASP provides two stormwater management facilities in the Plan area. These facilities have been located based on natural drainage patterns and pre-development sub-basin drainage boundaries in the area.

The location and configuration of these SWMFs may be revised at the subdivision and/or rezoning stage of development. Further details regarding the stormwater drainage schemes for the Goodridge Corners NASP are provided in the associated Neighbourhood Design Report to be submitted under separate cover.

### **Water Servicing**

Water servicing for the Goodridge Corners neighbourhood will be provided through the extension of two existing mains. The primary water feed for the neighbourhood will be a transmission main on the existing 127 St ROW, with a second feed extended across Anthony Henday Drive from the Albany neighbourhood. The water distribution network through the neighbourhood will be based on the ultimate HNA and is illustrated on **Error! Reference source not found..**

Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for high and medium density residential uses, commercial, and light-industrial uses. Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc.

### **Shallow Utilities**

Shallow utilities including power, gas, and telecommunication services are all located within close proximity to the NASP and will be extended into the plan area as required.

### **Development Staging**

Figure 14: Staging shows the anticipated direction of development for the Goodridge Corners NASP.

Infrastructure to service the initial stages of the NASP will be extended into the plan area from the vicinity of the Edmonton Remand Centre. In general, development will proceed from the future arterial roadway in a manner that is contiguous, logical and economical with respect to municipal servicing. Development of individual phases may vary from the actual zoning and subdivision applications depending on contemporary market demands and aspirations of the respective landowners. Should sufficient demand warrant or engineering design be made more efficient, portions of separate phases may be developed concurrently.

**Stage 1** - This stage involves the construction of the southern stormwater management facilities and the interconnecting pipes to the north-east stormwater facilities and the Palisades stormwater facilities. Stage 1 includes the extension of the sanitary trunk from 127 Street (existing alignment). Some low density residential land, some business employment land and the school/park site are included.

**Stage 2** – This stage involves the addition of more residential land on the western edge of the neighbourhood.

**Stage 3** - This stage involves construction of some residential areas (low and medium density), and the central stormwater bioswale.

**Stage 4** - This stage features the construction of the mixed use area. This area includes the neighbourhood's retail area, as well as higher density residential development.

**Stage 5** - The final stage includes the completion of the business employment area, the north residential and the mixed-use area.

Staging is conceptual, and is subject to change. No amendments to this Plan are needed in the event of a change in development staging.

Objective	NASP Policy	Implementation
<p>3.6.1.1                      Ensure that Goodridge Corners is serviced to a full urban standard.</p>	<p>Sanitary and stormwater servicing will be provided in accordance with the approved Neighbourhood Design Report (NDR) for the Goodridge Corners NASP.</p> <p>Water servicing to the NASP area will be provided in accordance with the approved Hydraulic Network Analysis (HNA).</p> <p>Shallow utilities will be extended into the plan area as required.</p>	<p>Approval of engineering drawings and servicing agreements will be required for installation of sanitary and stormwater servicing.</p> <p>Approval of engineering drawings and servicing agreements will be required for installation of water servicing.</p> <p>Installation of shallow utilities will be executed through servicing agreements.</p>

**Rationale**

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

**Technical Summary**

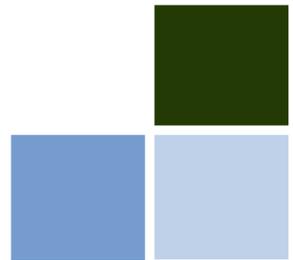
Details regarding stormwater drainage and sanitary service schemes for the Goodridge Corners NASP are provided in the associated Neighbourhood Designs Report (NDR) submitted under separate cover by Stantec Consulting Ltd.

Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc. A Hydraulic Network Analysis (HNA) has been prepared for review and approval by EPCOR.



Legend

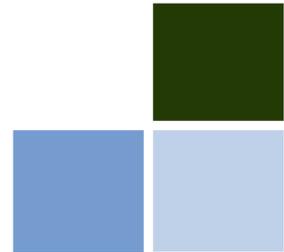
-  Urban Village Park
-  Natural Area
-  Greenway
-  Buffer
-  PUL / Utility Right-of-Way
-  Stormwater Management Facility
-  Protected Wetland Area (NW7018)
-  Park Space (MR) Suggested Location
-  Potential Community Garden Locations
-  NASP Boundary

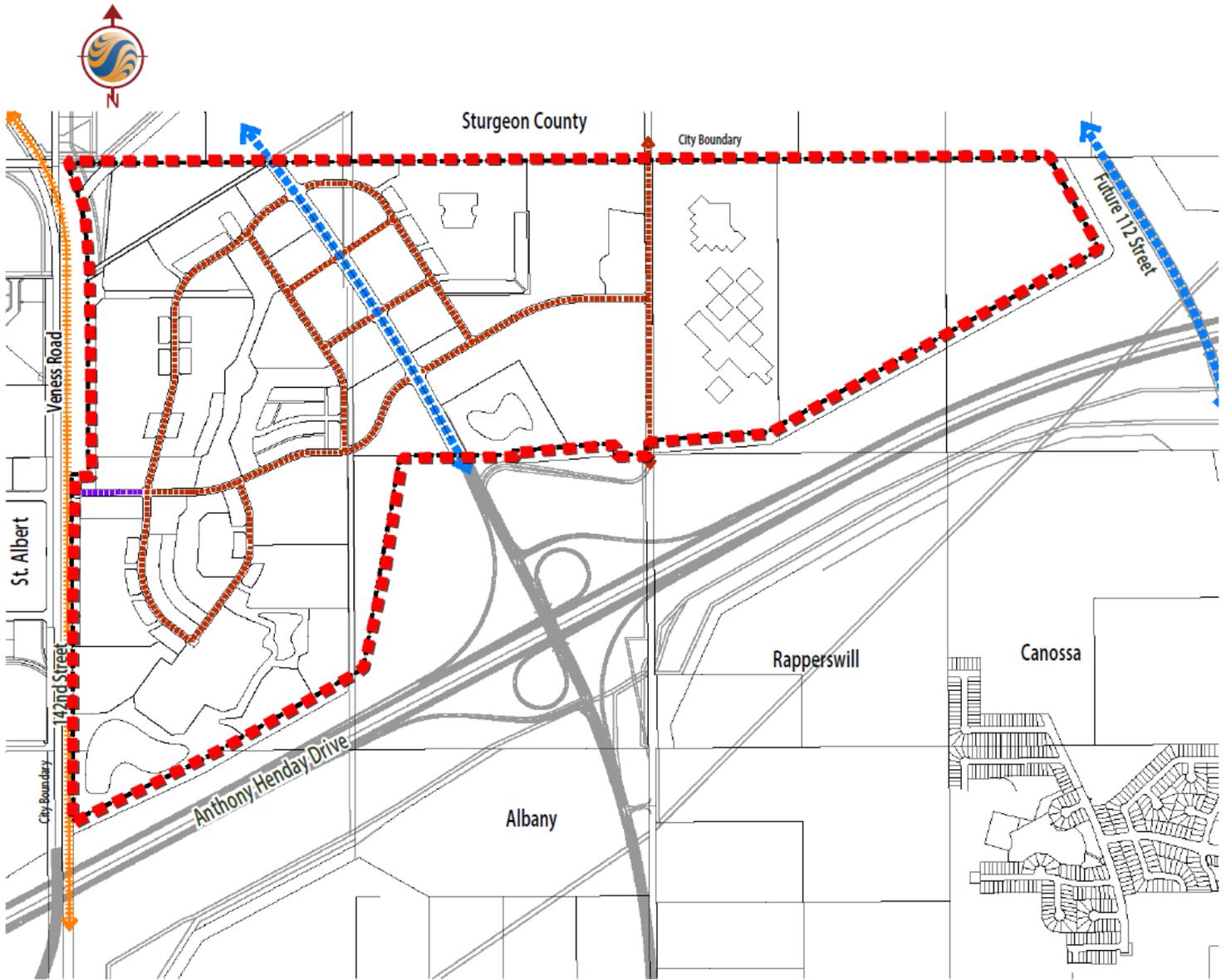




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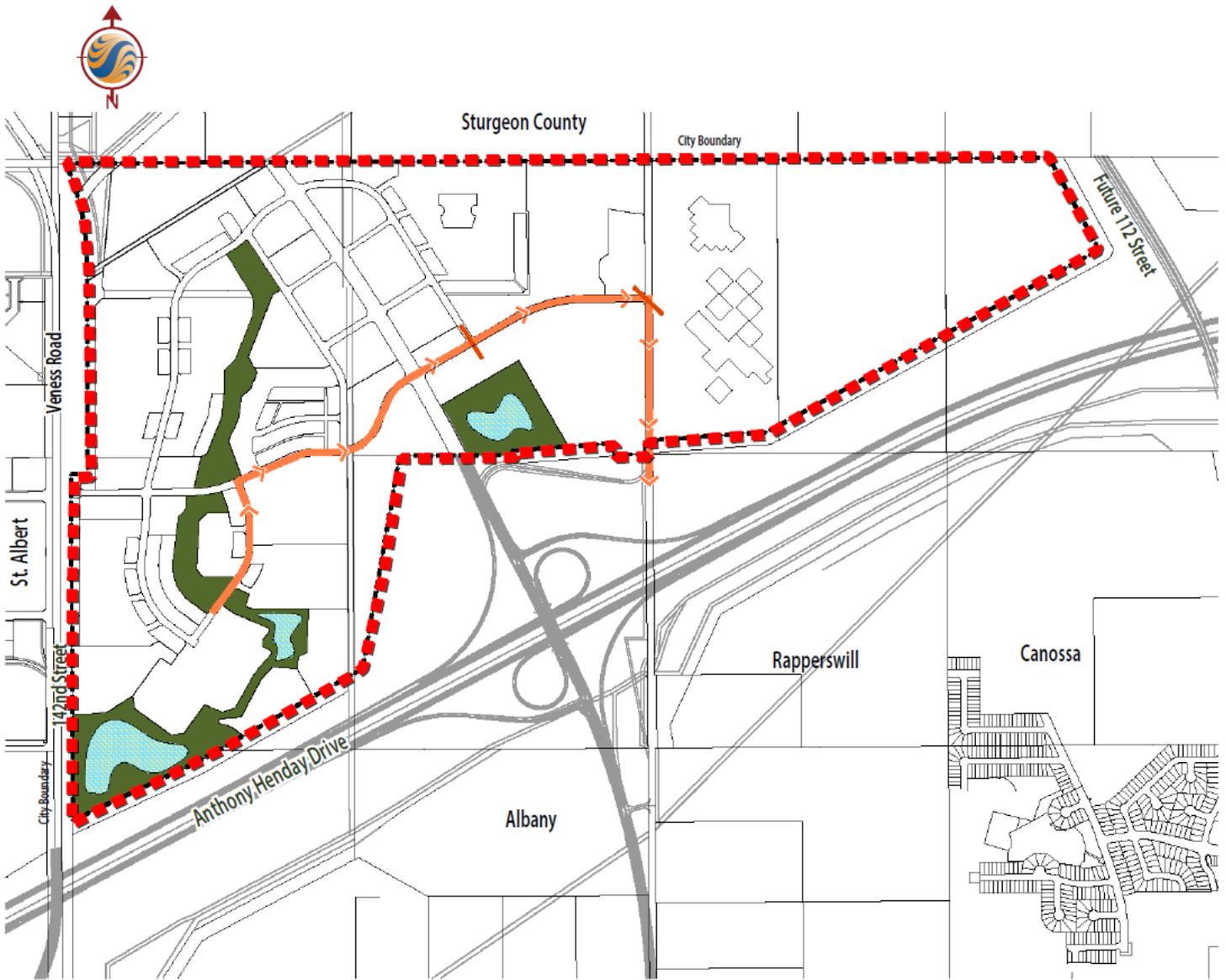
- |   |                                 |   |                               |
|---|---------------------------------|---|-------------------------------|
|  | Urban Village Park              |  | Major Path (3m S.U.P)         |
|  | Natural Area                    |  | Potential Pedestrian Crossing |
|  | Greenway                        |  | Walkways                      |
|  | Buffer                          |  | Potential Pathway Connections |
|  | PUL / Utility Right-of-Way      |  | Town Centre                   |
|  | Stormwater Management Facility  |  | Destinations                  |
|  | Protected Wetland Area (NW7018) |  | NASP Boundary                 |





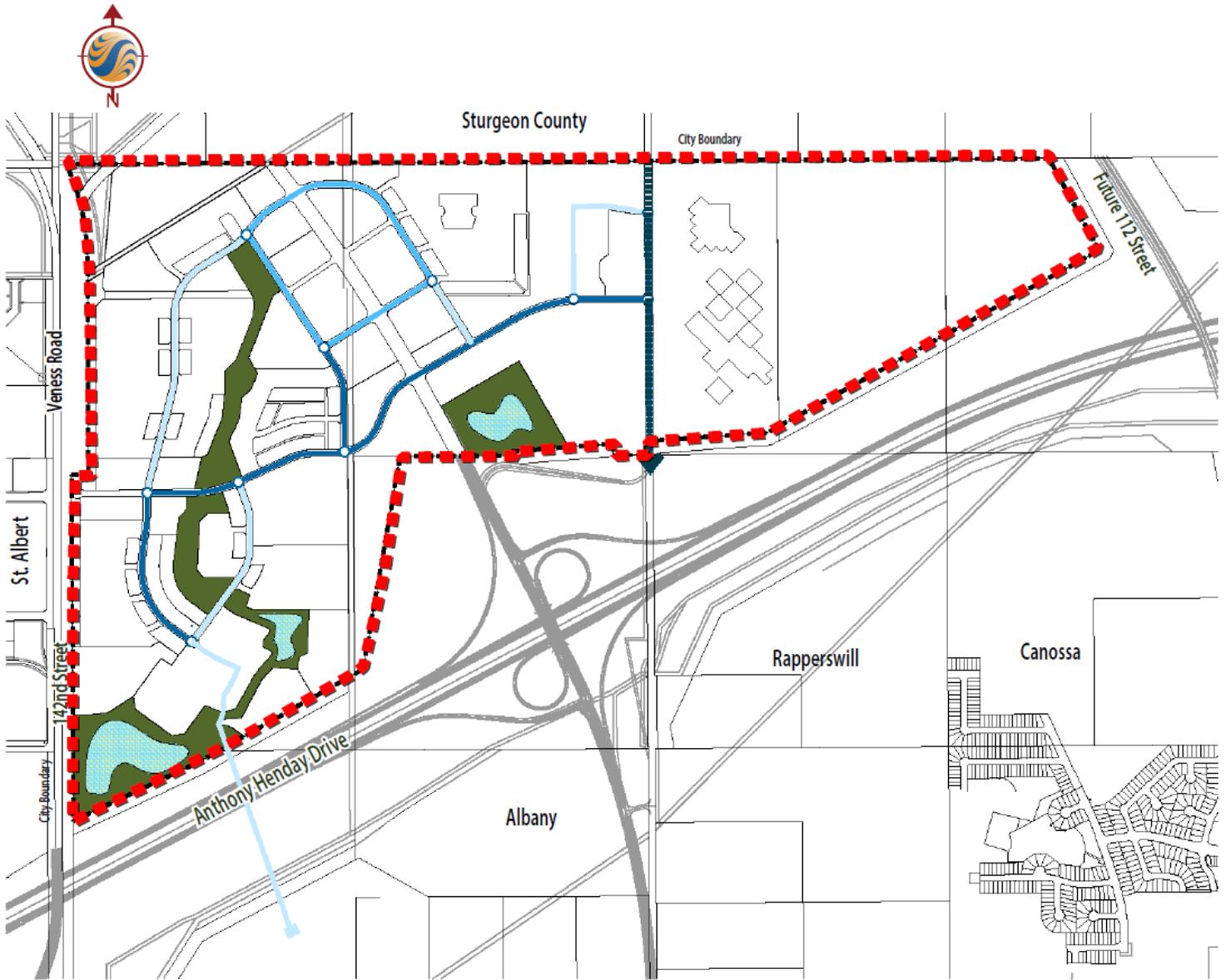
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- ⋯ Road R/W - May be required for future connection to St. Albert
- ⋯ Collector Roadway
- ▬ Arterial Roadway
- ▬ NASP Boundary



Legend

-  Stormwater Management Facility
-  Sanitary Trunk
-  NASP Boundary

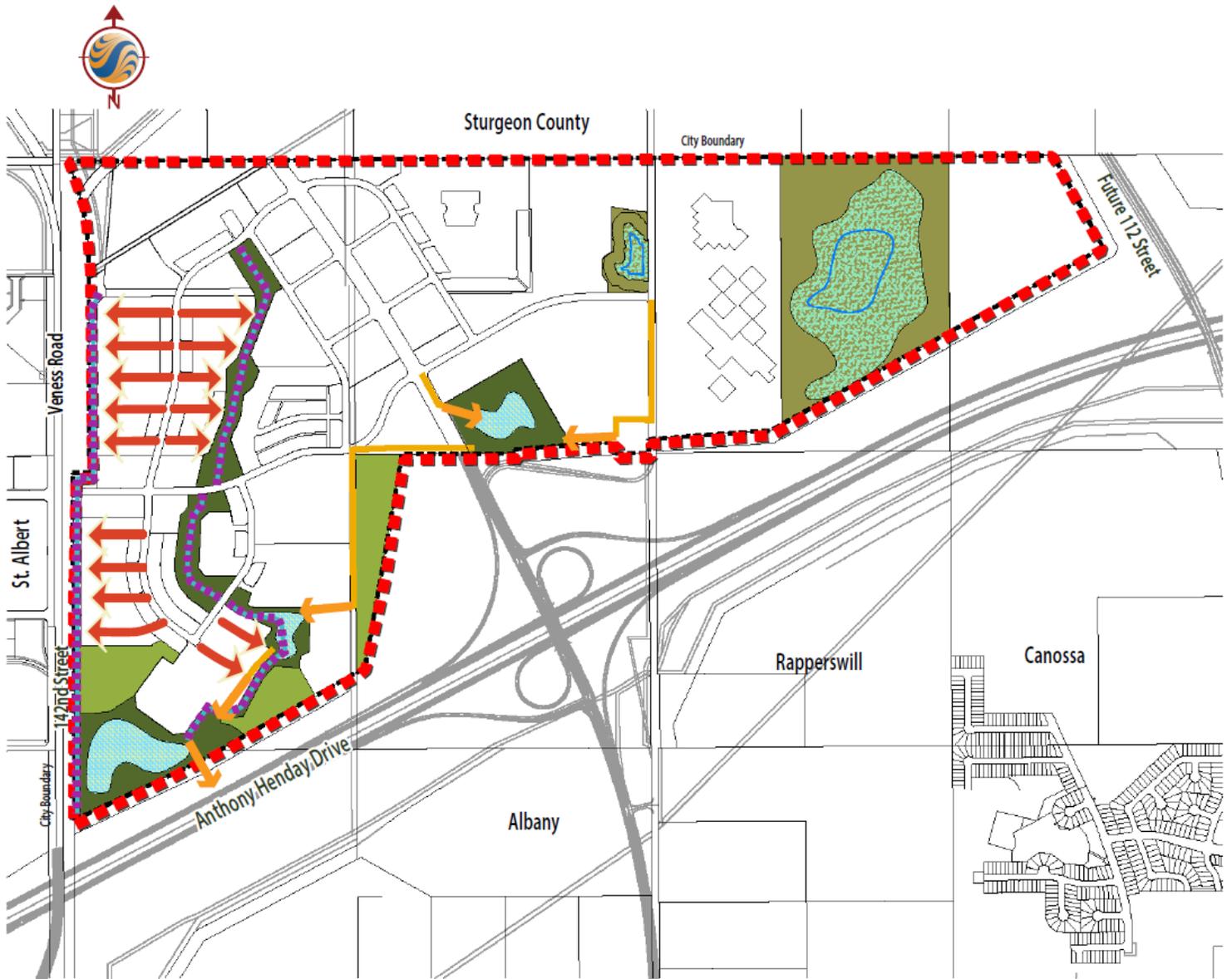


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-  Stormwater Management Facility
-  300 diameter Water Main
-  350 diameter Water Main
-  450 diameter Water Main
-  600 diameter Water Main
-  NASP Boundary

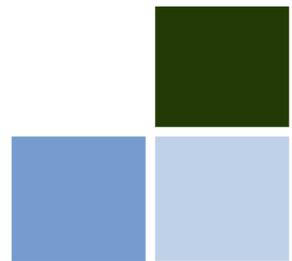


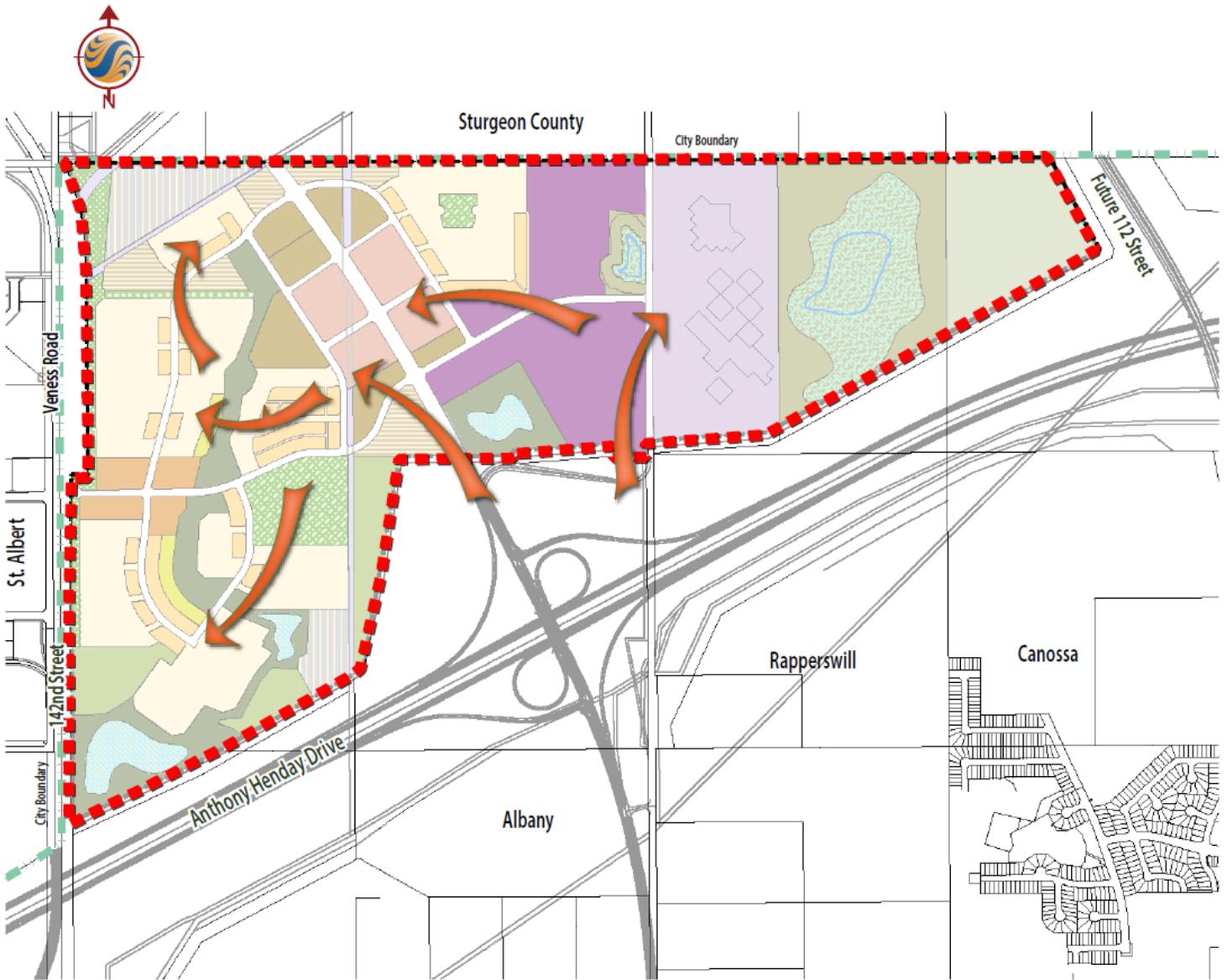
figure twelve  
 water servicing



Legend

-  Stormwater Management Facility
-  Protected Wetland Area (NW7018)
-  Storm Flow Direction
-  Vegetated Channel (bioswale)
-  Storm Trunk
-  NASP Boundary





Legend

-  Staging Direction
-  NASP Boundary

## 4 APPENDIX

### 4.1 PIPELINES & WELL SITES

A review of information provided by the Alberta Energy Resources Conservation Board (ERCB) found five pipeline licenses within the Plan Area.

**Table 3: Pipeline Information**

License/Line #	Company	Substance	Status	H <sub>2</sub> S Content (mol/kmol) <sup>1</sup>	Max. Operating Pressure <sup>2</sup>
2594-26	ATCO Gas and Pipelines Ltd. (South)	Natural Gas	Operational	0.0	3,450
7333-1	ATCO Gas and Pipelines Ltd. (South)	Natural Gas	Operational	0.0	3,450
7333-2	ATCO Gas and Pipelines Ltd. (South)	Natural Gas	Operational	0.0	3,450
13923-10	Regco Petroleums Ltd.	Natural Gas	Abandoned	0.0	0
13923-20	Regco Petroleums Ltd.	Natural Gas	Abandoned	0.0	0

<sup>1</sup> Sour natural gas occurs when H<sub>2</sub>S content is greater than 10.0 mol/kmol  
<sup>2</sup> A high pressure line has a maximum operating pressure greater than or equal to 3,475 kPa

**Table 4: Oil and Gas Well Information**

Well ID	License No.	Company	License Date	Status	Abandoned Date
00 / 13-01-054-25 W4 / 0	66263	Canada Northwest Energy Ltd.	1977	Abandoned (Reclaimed)	1977
00 / 01-12-054-25 W4 / 0	J00021681	Imperial Oil Resources Ltd.	1950	Abandoned (Test Well)	1950
00 / 05-12-054-25 W4 / 0	69302	Regco Petroleums Ltd.	1978	Abandoned (Reclaimed)	1999

## 4.2 HISTORICAL RESOURCE STUDIES

**Table 5: Historical Resources Studies**

Landowner	Legal Description	HRO	HRIA
City of Edmonton	SW 12-54-25-4	Completed	Completed
City of Edmonton	Plan 5780NY	Completed	Completed
City of Edmonton	Lot 1 Block 1 Plan 0223240	Completed	Completed
City of Edmonton	SE 12-54-25-4	Completed	Completed
Private Owner(s)*	Lot A Plan 4564NY		
Province of Alberta*	Lot 1 Plan 0023376		
Province of Alberta*	Lot 2 Plan 0023376		
Province of Alberta*	SE 7-54-24-4		

\*Indicates a non-participating landowner

## 4.3 ENVIRONMENTAL SITE ASSESSMENTS

**Table 6: Environmental Site Assessments**

Landowner	Location	Comments
City of Edmonton	SW 12-54-25-4	Debris pile in NW corner must be disposed of in a responsible manner. Underlying soil should be investigated for impacts. An abandoned oil well is located in the NW portion of the property, for which a reclamation certificate was issued in 2001.
City of Edmonton	Plan 5780NY	Investigation of internal road construction materials may be needed. Farm Yard buildings, waste, and vehicle parts must be disposed of. Further investigation of soil is recommended. Septic system and possible water well require decommissioning.
City of Edmonton	Lot 1 Block 1 Plan 0223240	An abandoned oil well is located along the western edge of the property, for which a reclamation certificate was issued in 1979. Further investigation may be required.
Private Owner(s)	Lot A Plan 4564	1950s era test well has no reclamation certificate and may require further investigation. Further investigation may be required. Electrical transformer and construction detritus require further investigation. Buildings, cisterns, and possible septic system should be decommissioned and disposed of properly.

## 4.4 THE “GREEN LIST”

A series of green design goals were created to guide more detailed elements of the design of the neighbourhood in achieving best practices in energy efficiency, sustainable transportation, stormwater management, waste management and preservation and integration of natural habitats and wildlife. These goals were considered during the development of the plan, and have been appended to the document to provide guidance to developers and builders (and is therefore not prescriptive nor binding).

### **Waste Management**

- › Follow Edmonton's high-standard waste disposal strategy for disposal of household waste;
- › Require all developers/builders to follow a construction Waste Management Program established by the City;
- › Store and reuse as much topsoil on site as possible in the design of berms, community garden areas, wetlands, or other applicable areas;
- › Provide composting facilities in conjunction with community garden facilities; and
- › Encourage grasscycling for all households within the neighbourhood.

### **Energy Efficiency**

- › Develop all buildings within the neighbourhood according to the equivalent of green standards under certification programs such as LEED NC, LEED for Homes, Built Green, R-2000, or other applicable program(s) and/or technologies available at the time of construction;
- › Develop a district-energy system that serves as the energy supply to the medium density core area and eco-business land uses;
- › Encourage all new public and private developments to be constructed as “solar-ready” (i.e. equipped to readily accept photovoltaic panels or like technologies);
- › Encourage and review opportunities to incorporate solar powered systems for public infrastructure (e.g. street lighting, schools, power for park site facilities) as technology or funding becomes more readily available; and

- › Maximize opportunities for passive solar design through the layout of the neighbourhood.

### **Sustainable Transportation**

- › Provide at least three (3) alternatives to private automobile transport;
- › Ensure every residence is served by transit within a 400m walking distance and by sidewalks or paths;
- › Increase the number of residents using public or active transport.
- › Provide a high level of walkability through a combination of shared-use and walking paths and sidewalks integrated in a comprehensive neighbourhood paths plan, linking key areas of the neighbourhood;
- › Provide daily services and amenities within the neighbourhood;
- › Provide transit incentives to residents and businesses within the neighbourhood; and
- › Develop alternative street cross sections for the neighbourhood that achieve “complete streets” objectives and accommodate surface stormwater conveyance.

### **Local and Sustainable Food**

- › Provide community gardens within the neighbourhood and resources towards the operation and maintenance of the community gardens.

***Sustainable Water and Stormwater Management***

- › Maximize opportunities for surface stormwater conveyance through neighbourhood design;
- › Improve water quality by removing pollutants through the application of constructed wetlands and bioswales within the stormwater management system;
- › Mandate on-site stormwater management and treatment for all eco-employment areas and medium density residential sites;
- › Design the stormwater management system to mimic natural drainage patterns as closely as possible;
- › Allow reuse of stormwater for irrigation purposes;
- › Encourage xeriscaping of open spaces; and
- › Encourage the development of green roofs and rainwater harvesting.

***Natural Habitats and Wildlife***

- › Use native plant materials and allow naturalization of open spaces;
- › Protect significant natural areas;
- › Create additional habitat through the incorporation of constructed wetlands;
- › Create habitat corridors through the development of a comprehensive, connected open space network;
- › Re-vegetate areas to achieve better site tree coverage;
- › Save existing seed bank through careful topsoil management;
- › Provide a comprehensive management plan to ensure the sustainability of natural features over time;
- › Prohibit pesticide use for lawn and garden care within the neighbourhood; and
- › Minimize the application of road salt within the neighbourhood during snow clearing.

***Local Employment***

- › Develop a community where the number of jobs available within the neighbourhood approaches the number of employable residents; and
- › Ensure that the neighbourhood is developed as a "wired community" and/or equipped with wireless connections.