

# Lewis Farms Business Employment Neighbourhood Structure Plan

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*Office Consolidation August 2020*

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*Prepared by: Development  
Services Urban Planning and  
Economy  
City of Edmonton*

Charter Bylaw 19040 (as amended) was adopted by Council on August 18, 2020. In August 2020 this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original Bylaw 19040.

Charter Bylaw 19040 Approved August 18, 2020 (to adopt the Lewis Farms Business Employment Neighbourhood Structure Plan)

## **Editor's Note:**

This is an office consolidation edition of the Lewis Farms Business Employment Neighbourhood Structure Plan, Charter Bylaw 19040, as approved by City Council on August 18, 2020. This edition contains all amendments and additions to Charter Bylaw 19040.

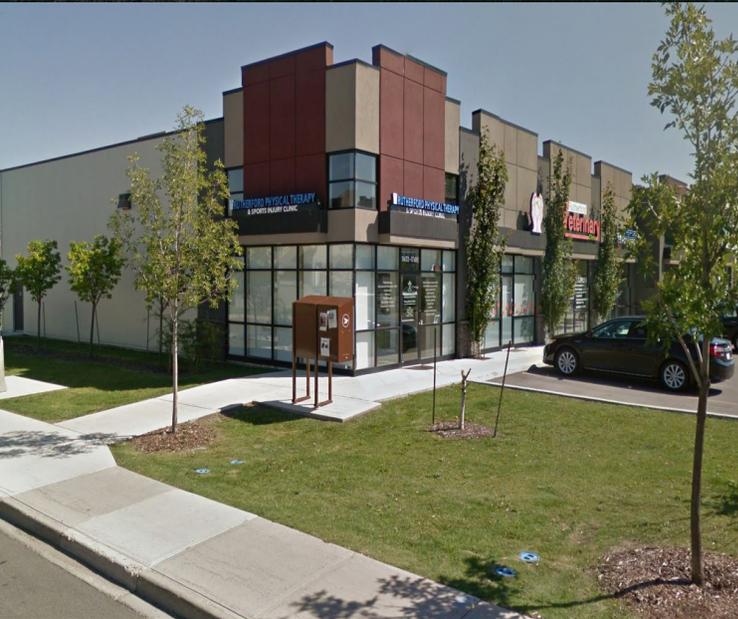
For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore,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

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

City of Edmonton  
Urban Planning and Economy



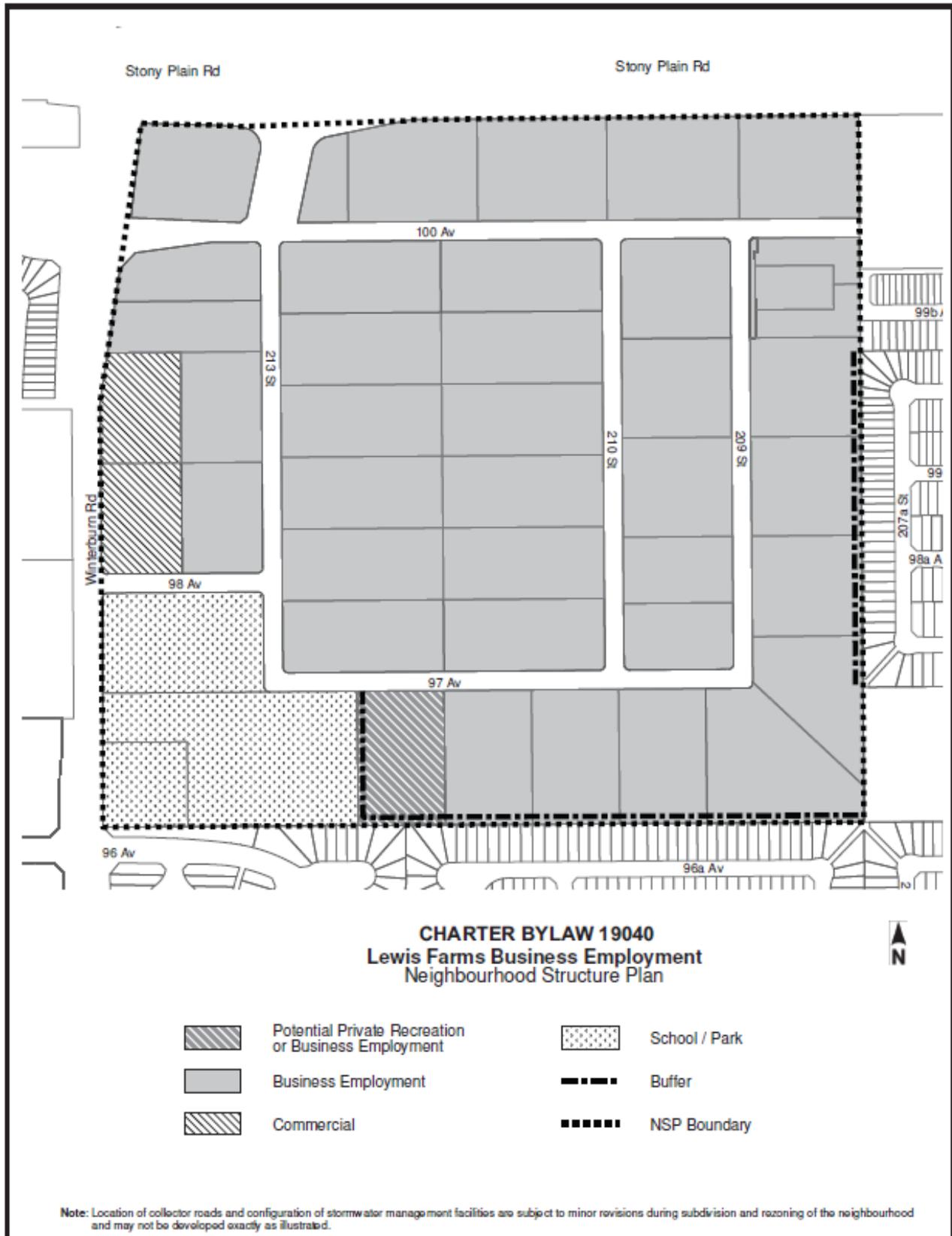
# Lewis Farms Business Employment Neighbourhood Structure Plan



Prepared for:  
Landowners within Lewis Farms  
Business Employment

# Charter Bylaw 19040

(Approved, August 18, 2020)



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# 1 ADMINISTRATION

## 1.1 PURPOSE

The purpose of this Neighbourhood Structure Plan (NSP) is to establish a framework for future land use planning, and for the provision of infrastructure, services, and amenities. This Plan is guided by established policies, objectives and requirements of the City of Edmonton, and is based on the characteristics and opportunities of the area.

This NSP describes:

- Background and context of the area relevant to future development;
- The location, configuration, and area of various land uses, including business employment, commercial, school/park, and recreation;
- The pattern and alignment of the roadway and active modes networks; and
- Servicing schemes.

The NSP will guide zoning, subdivision, and development in a logical and compatible manner.

## 1.2 AUTHORITY

The Lewis Farms Business Employment NSP was adopted by Edmonton City Council on August 18, 2020 as Charter Bylaw 19040 in accordance with the *Municipal Government Act*.

## 1.3 TIMEFRAME

Lewis Farms Business Employment NSP is expected to develop incrementally based on the current fragmented ownership within a projected time frame of approximately 21 years.

## 1.4 INTERPRETATION

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

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

## 1.5 AMENDMENT

Policies, text, and mapping information contained in the NSP may be amended, in accordance with the *Municipal Government Act* and the Lewis Farms Area Structure Plan (Bylaw 8733, as amended), to remain current in response to broad or specific issues affecting the Plan area.

## 2 PLAN CONTEXT

### 2.1 LOCATION

The Lewis Farms Business Employment NSP encompasses approximately 59.53 hectares (ha) of land located in west Edmonton. Winterburn Industrial Area is located immediately north across Stony Plain Road, and the neighbourhoods of Secord, Webber Greens, and Stewart Greens are located to the west, south, and east, respectively. Access to Anthony Henday Drive access is located to the west via Stony Plain Road.

The Plan area (see Figure 1: Location and Figure 2: Context) is defined by the following general boundaries:

- Northern boundary: Stony Plain Road
- Eastern boundary: West boundary of the Stewart Greens Neighbourhood
- Southern boundary: North Boundary of the Webber Greens Neighbourhood
- Western boundary: 215 Street NW (Winterburn Road)

### 2.2 BACKGROUND

The subject lands were originally included within Parkland County's municipal boundaries. These lands were registered as the Normandeau Gardens subdivision in 1953, and were regulated under a general Agricultural Mixed Use District "agricultural" zoning that allowed for a range of uses such as residential, light industrial, and commercial-related uses.

In 1982, the lands were annexed by the City of Edmonton, but continued to be regulated under the existing zoning. With the approval of the Lewis Farms Area Structure Plan (ASP) in 1988, the subject properties were identified as 'Lewis Farms Industrial' for business industrial use given their proximity to Stony Plain Road, ability to contribute to a more balanced tax base, and opportunities for employment lands near the identified residential neighbourhoods to the west, east, and south. Public consultation during the ASP preparation process did not reveal any major concerns with the proposed business industrial designation.

In 2001, with the adoption of the Edmonton Zoning Bylaw (12800), updated land use zones were applied to these lands. The existing concentration of businesses along Stony Plain Road were identified under the Industrial Business Zone (IB), while the areas to the south were identified under the Industrial Reserve Zone (AGI) in accordance with the Lewis Farms ASP. Winterburn School was included under the Urban Services Zone (US). The school has been located on the subject lands since 1913, with the current building initially constructed in 1957. The school has a capacity of approximately 500 students.

Following the application of AGI zoning to Lewis Farms Industrial, several residential uses became non-conforming. This created concern for residents, given that they could not obtain mortgages or permits for residential development, and restrictions within the *Municipal Government Act* limited alterations and upgrades that could be made on their non-conforming properties. In 2001, property owners attempted to rezone the lands from AGI to Rural Residential (RR) without a coordinating plan amendment to change the Business Industrial designation of the area.

Following this unsuccessful attempt, the community met with area Councillors and Planners to ask for assistance in resolving this issue, which would require costly amendments. As a result, Council made a motion in 2003 that Administration prepare ASP amendments for Lewis Farms Industrial. This would also require rezoning from AGI to RR to resolve the outstanding issues. In 2004, Lewis Farms Industrial was rezoned to RR, with properties on either side of 100 Avenue zoned as IB. However, the Lewis Farms ASP maintained the Lewis Farms Industrial label for all of these lands, and the area continued to be included in the City's industrial land inventory.

Since that time, this area remained as an existing rural style subdivision, without a detailed plan for incorporation into the City of Edmonton's urban fabric. While surrounding neighbourhoods had NSPs prepared and developed accordingly, the subject lands were left without a neighbourhood level plan to provide further development direction.

In 2017, several landowners within Lewis Farms Industrial came together with the intent to rezone their lands to support future business employment uses, and to resolve issues with non-conforming business uses that remain on several parcels. Prior to any rezoning activities, the City required that a NSP be prepared to outline the vision and policies for the area and guide future development in a comprehensive fashion. The Lewis Farms Business Employment NSP has been prepared in response.

The NSP also serves to support Edmonton's Industrial Land Strategy by facilitating the development of existing identified industrial areas. The subject lands are currently identified within the City's Vacant Industrial Land Supply (2016) report as an Industrial Area (Lewis Farms Industrial) within the Northwest Industrial District. This NSP will provide additional business employment lands that will offer choice and variety in this area of the city, and will support compatible development, investment and business retention for the community

### 2.3 LAND OWNERSHIP

Land ownership is shown in Figure 3: Land Ownership and in Table 1: Land Ownership.

**TABLE 1: LAND OWNERSHIP**

	Land Owner	Legal Description	Titled Area (ha)
1	Private	Lot 1, Block 1, Plan 0422267	1.27
2	Private	Lot 3, Plan 5496HW	0.40
3	Private	Lot 4, Plan 5496HW	1.44
4	Private	Lot 5, Plan 5496HW	1.48
5	Private	Lot 6, Plan 64KS	1.44
6	Private	Lot 7, Plan 64KS	1.39
7	Private	Block 21, Plan 1321828	0.38
8	Private	Block 40, Plan 1324887	0.40
9	Private	Block 63, Plan 1420423	0.39
10	Private	Block 5, 7, 9, 11, 12, 13, 14, 15, 17, 20, Plan 1321828	0.07
11	Private	Lot 31, Plan 64KS	1.22
12	Private	Lot 30, Plan 5496HW	1.30
13	Private	Lot 19, Plan 5496HW	1.42

14	Private	Lot 18A, Plan 4799TR	0.86
15	Private	Lot 18B, Plan 4799TR	0.86
16	Private	Lot 20, Plan 5496HW	1.30
17	Private	Lot 29, Plan 5496HW	1.30
18	* Private	Lot 32, Plan 64KS	1.22
19	* Private	Lot 8A, Plan 1772MC	1.23
20	Private	Lot 28, Plan 5496HW	1.30
21	Private	Lot 21, Plan 5496HW	1.30
22	* Private	W1/2 Lot 17, Plan 5496HW	0.99
23	Private	E1/2 Lot 17, Plan 5496HW	1.00
24	*Private	W1/2 Lot 16, Plan 5496HW	1.00
25	* Private	E1/2 Lot 16, Plan 5496HW	1.00
26	* Private	Lot 22, Plan 5496HW	1.27
27	Private	Lot 27, Plan 5496HW	1.30
28	Private	Lot 33, Plan 64KS	1.22
29	Private	Lot 9, Plan 64KS	1.23
30	Private	Lot 10, Plan 64KS	1.25
31	Private	Lot 34B, Plan 9622725	0.82
32	Private	Lot 26, Plan 5496HW	1.30
33	* Private	Lot 23, Plan 5496HW	1.30
34	Public	Lot R, Plan 5496HW	1.71
35	* Private	Lot 24, Plan 5496HW	1.30
36	* Private	Lot 25, Plan 5496HW	1.30
37	Private	Lot 34A, Plan 9622725	0.82
38	*Private	Lot 11A, Plan 786MC	1.21
39	Private	Lot 11, Plan 786MC	1.81
40	* Private	Lot 12, Plan 64KS	1.32
41	* Private	Lot 13, Plan 5496HW	1.32
42	* Private	Lot 14, Plan 5496HW	1.32
43	* Private	Lot 15, Plan 5496HW	1.30
44	Public	Lot R, Plan 5496HW	3.05
45	Public	NW 31-52-25-4	0.81
<b>Total Combined Parcel Area</b>			<b>52.92</b>

\* Indicates a participating landowner.

## 2.4 SITE CONTEXT

### 2.4.1 EXISTING LAND USES

Much of the Plan area consists of rural residential properties which are approximately 1 ha on average. These lands are currently used for rural residences, storage, and some business-type uses. Existing business industrial uses, such as automotive, equipment sales and rentals, and self-storage, are located on both sides of 100 Avenue. A large public open space is located in the southwest corner of the Plan, upon which Winterburn School and the Winterburn Golden Age Club Hall are situated (see Figure 4: Site Features).

Land uses adjacent to the Plan area include the Stewart Greens, Webber Greens, and Secord residential neighbourhoods to the east, south, and west, respectively. The Winterburn Industrial Area to the north across Stony Plain Road includes business industrial uses.



Winterburn School  
Source: Google



Winterburn Golden Age Club Hall / Park  
Source: Google

### 2.4.2 ECOLOGICAL RESOURCES

Due to the Plan area's subdivision and divided ownership, the landscape has been significantly altered and is largely not in its natural state. Any vegetation that remains on site has been fragmented and its retention remains at the discretion of the individual property owners. Mature trees that exist within the Plan area should be retained where feasible to support buffering functions and to enhance the aesthetics of the development. The southeast portion of the Plan also abuts a retained natural area (NW 254) in the Stewart Greens neighbourhood.

### 2.4.3 ENVIRONMENTAL ASSESSMENTS

An Environmental Overview (EO) has been completed by Stantec Consulting Ltd. in 2017 for the Plan area to identify areas of potential concern that may require further studies at the time of rezoning or subdivision. This investigation identified historical oil and water wells onsite, equipment, fuel, and chemical storage, a pipeline onsite with a reported historical release, an above ground tank onsite, debris and potentially hazardous materials, and creosote electrical line poles. Additional details can be found in Appendix A: Supplementary Environmental Information. The City of Edmonton requires that individual landowners provide ESAs prior to rezoning and/or development permit. The Phase I ESA is meant to evaluate the types and location of surface and/or subsurface impacts that may be present on the subject site and adjacent areas. Where

deemed to be necessary, a Phase II or Phase III ESA will be required at the development permit stage to further evaluate areas where contamination may be present and remediation is required. If identified contamination is buried beyond removal, then a Risk Assessment Approach may be required.

#### **2.4.4 EXISTING TRANSPORTATION NETWORK**

Winterburn Road borders the west boundary of the Lewis Farms Business Employment NSP and joins with Stony Plain Road to the northwest of the Plan area. 96 Avenue NW intersects Winterburn Road at the southwest boundary of the Plan. Existing access to the Plan area is from Winterburn Road at 100 Avenue NW and 98 Avenue NW, from a service road off Stony Plain Road at 213 Street NW, and to the school site from Winterburn Road and 96 Avenue NW. The existing Winterburn Road arterial is currently a public two-lane roadway adjacent to the Plan area. Winterburn Road is planned to be widened to a four-lane and then a six-lane facility in the future. Timelines for road widening by the City are unknown at this time. A loop of existing rural standard internal local roadways with approximately 5-8 m wide carriageways includes 100 Avenue NW, 98 Avenue NW, 97 Avenue NW, 213 Street NW, 210 Street NW, and 209 Street NW. These public roads were originally constructed in 1953 and have not been upgraded, with the exception of a portion of 100 Avenue, since that time. Geotechnical investigations note that these roads are at the end of their design life and require upgrades.

#### **2.4.5 TOPOGRAPHY, GEOLOGY, HYDROLOGY, AND SOILS**

Contours for the area are shown in Figure 5: Topography. The topography of the area consists of generally flat to rolling sand, silt, and clay deposits, with the land sloping from approximately 700 m in the northwest to approximately 692 m in the southeast. The overall drainage pattern is generally towards the southeast. Soils in the area would be classified as disturbed due to residential, commercial, and industrial development.

A geotechnical investigation was completed by J.R. Paine & Associates Ltd. for the existing Rural Residential (RR) zoned area within the Plan. Details are provided under separate cover.

#### **2.4.6 ENERGY AND NATURAL RESOURCES**

An abandoned oil pipeline runs north-south along the east boundary of the Plan and extends into the northeast parcel within the NSP. Four abandoned oil and gas wells are located within the Plan area, two of which have been reclaimed. Wellheads will be required to be surveyed prior to development to confirm their exact location. There are several potential water wells within the site, which, if found and not in use, are recommended to be decommissioned in accordance with the Alberta Water Act prior to development. See Figure 4: Site Features for the locations of energy and natural resource items.

#### **2.4.7 HISTORICAL RESOURCES**

A Statement of Justification for Historical Resources Act Requirements in support of the Lewis Farms Business Employment NSP was completed for the rural residential parcels within the Plan area. Historical Resources Act approval was granted by Alberta Culture and Tourism on November 3, 2016.

## **2.5 PUBLIC INVOLVEMENT**

Engagement of various forms involving landowners in the area has been ongoing for many years prior to NSP preparation. This has included proposed area vision plans, landowner meetings, meeting with City of Edmonton Planners and Councillors, and petitions signed by residents. In 2017, the Lewis Farms Business Employment NSP was initiated on behalf of several land owners within the Plan area. The following public engagement has been completed to create this Plan.

### **2.5.1 PRE-APPLICATION CONSULTATION**

On August 29, 2017, a pre-application notification letter was sent to landowners/residents within and surrounding the Plan area and to the area Councillor to provided details on the proposed application, allow for feedback, and provide an invitation to the Community Meeting.

On September 14, 2017, a pre-application Community Meeting was hosted by Stantec at the Winterburn Hall (Golden Age Club). This drop-in meeting provided information on the proposal and allowed for questions and feedback. A City of Edmonton Planner was available for questions regarding the planning process. Communication with a Community League liaison also continued throughout the process.

Following preliminary discussions with City Administration, an official NSP application was made to Sustainable Development in December 2017, based on the pre-application consultation. All affected landowners and the Community Leagues in the area have been notified in accordance with the City of Edmonton's policies and application requirements for new neighbourhood plans.

### **2.5.2 ADVANCE NOTIFICATION**

Consistent with Policy C513, the City of Edmonton's Public Involvement Policy, advance notification was sent to property owners, residents, and the Community League advising them of the application and encouraging them to contact either the Sustainable Development Department or the applicant (Stantec Consulting Ltd.) for questions or concerns.

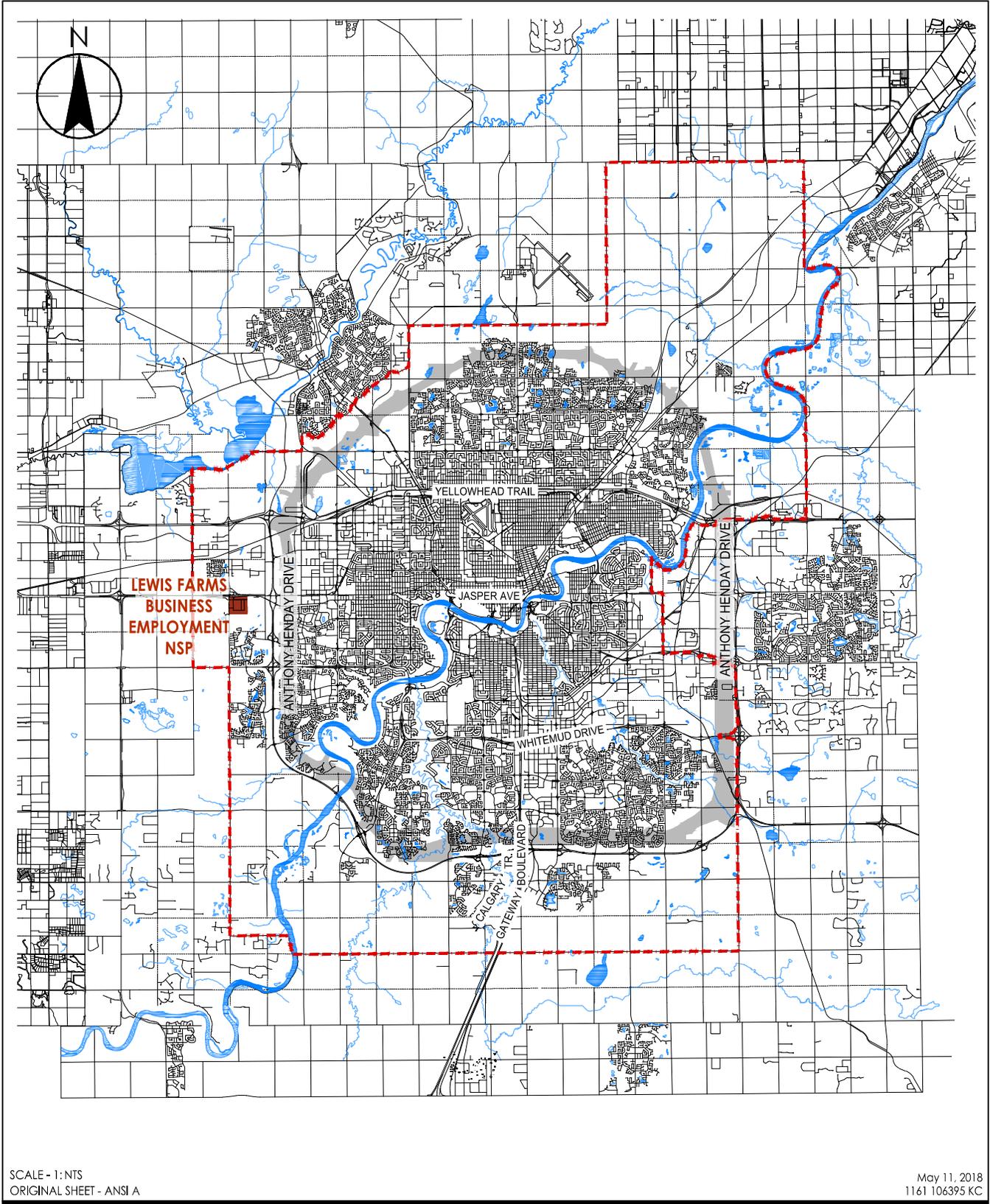
### **2.5.3 CITY OF EDMONTON PUBLIC MEETINGS**

A public meeting hosted by the Sustainable Development Department was held to provide an update on the proposed Plan and the planning process to date, and to hear from attendees regarding their questions, comments and concerns on February 20, 2018. Mailed notification letters were sent to landowners in and surrounding the NSP area advising of this meeting. Another public meeting hosted by the Sustainable Development Department was held to review the draft Plan on September 13, 2018. Mailed notification letters were sent to landowners in and surrounding the NSP area advising of this meeting. All feedback received at the public meetings is summarized in Sustainable Development's report to City Council.)

### **2.5.4 PUBLIC HEARING**

Landowners were notified of the Public Hearing and given the opportunity to provide written comments or register to speak at Council. In accordance with the MGA, a Public Hearing was held to hear representations made by parties affected by the proposed bylaw and to receive approval by Council.

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10160-112 Street  
Edmonton, AB T5K 2L6  
www.stantec.com

Client/Project

Landowners within  
Lewis Farms Business Employment NSP  
LEWIS FARMS BUSINESS EMPLOYMENT NSP

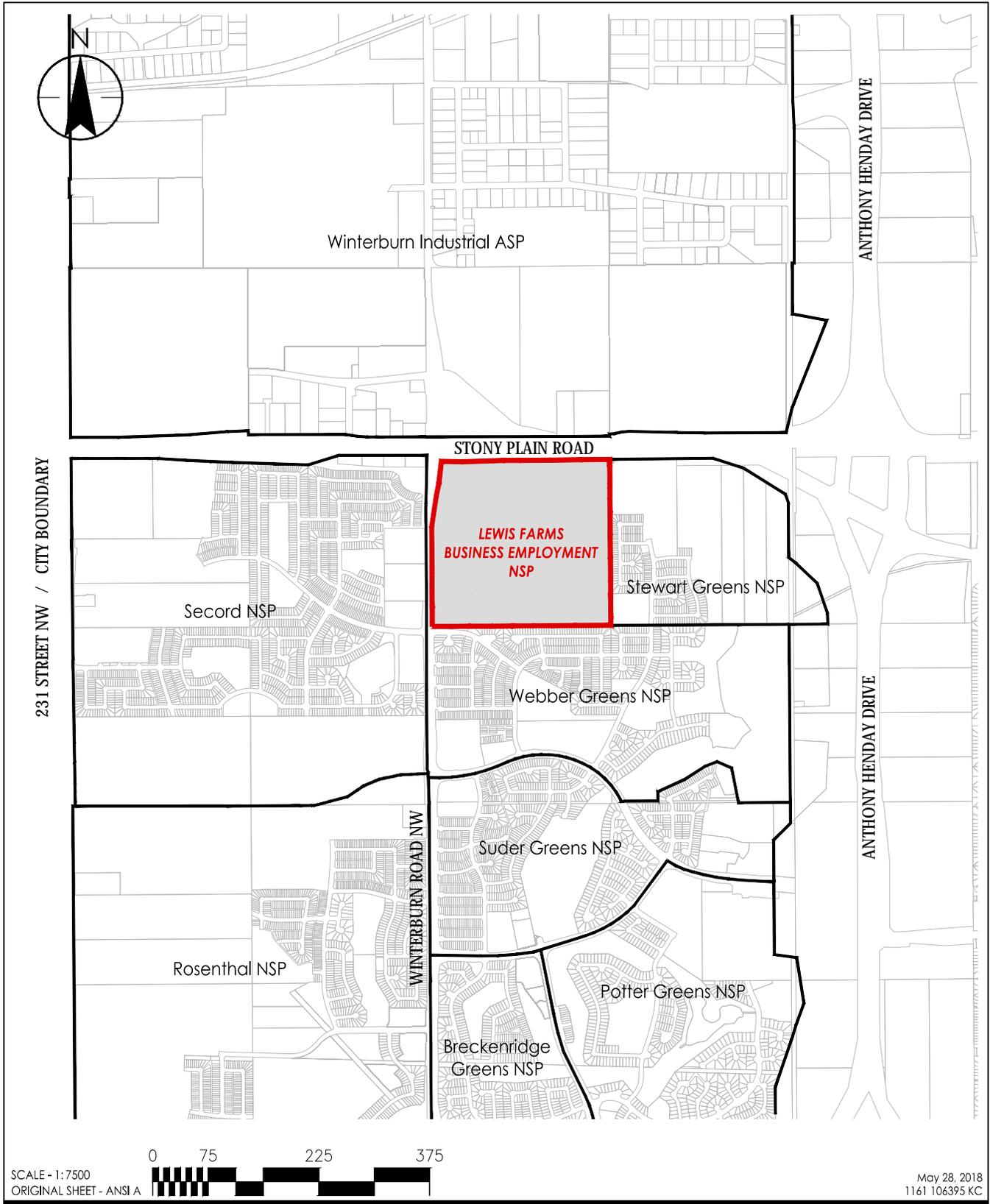
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1.0

Title

Location Plan

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ORIGINAL SHEET - ANSI A



May 28, 2018  
1161 106395 KC



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Landowners within  
Lewis Farms Business Employment NSP  
LEWIS FARMS BUSINESS EMPLOYMENT NSP

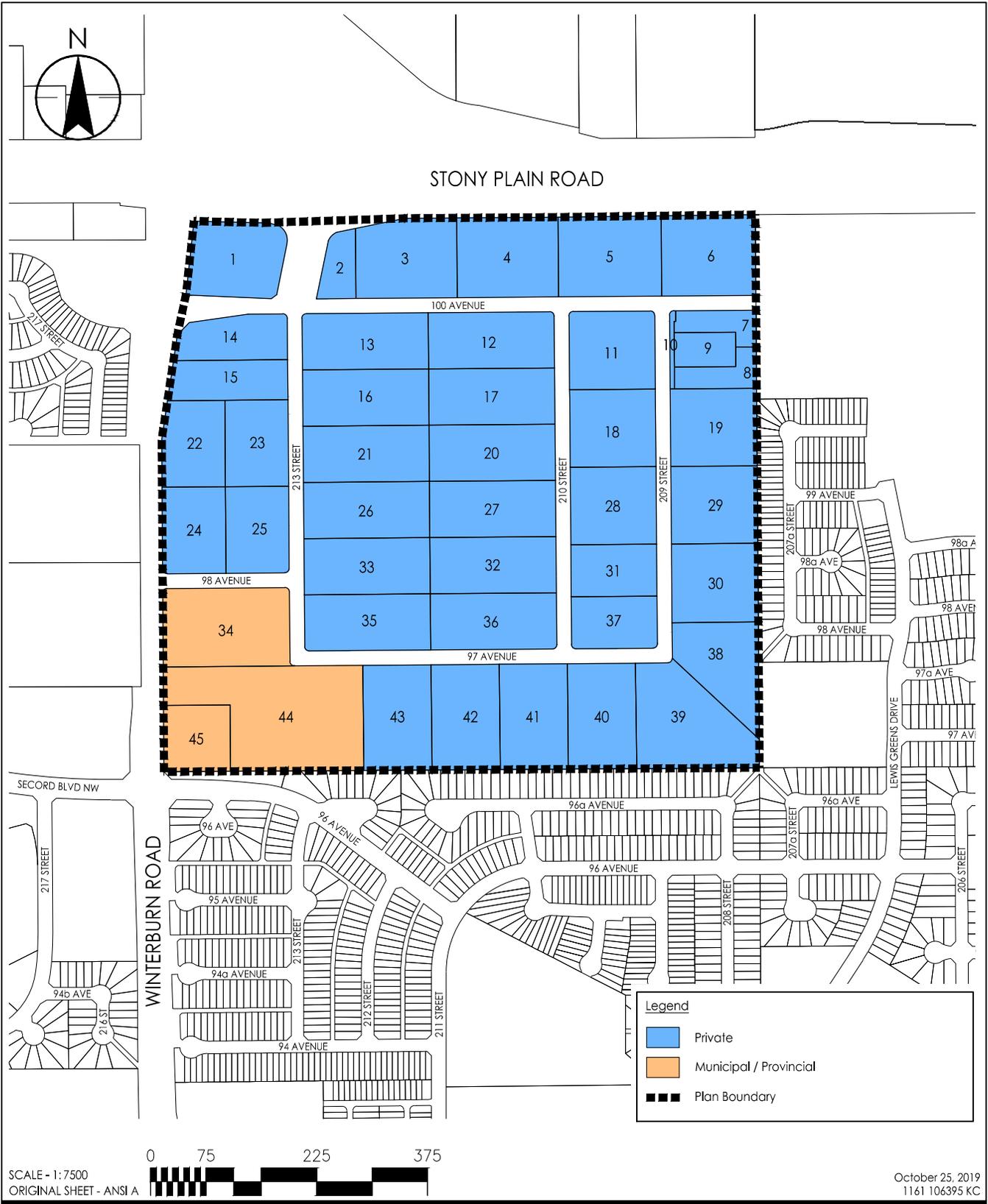
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Context Plan

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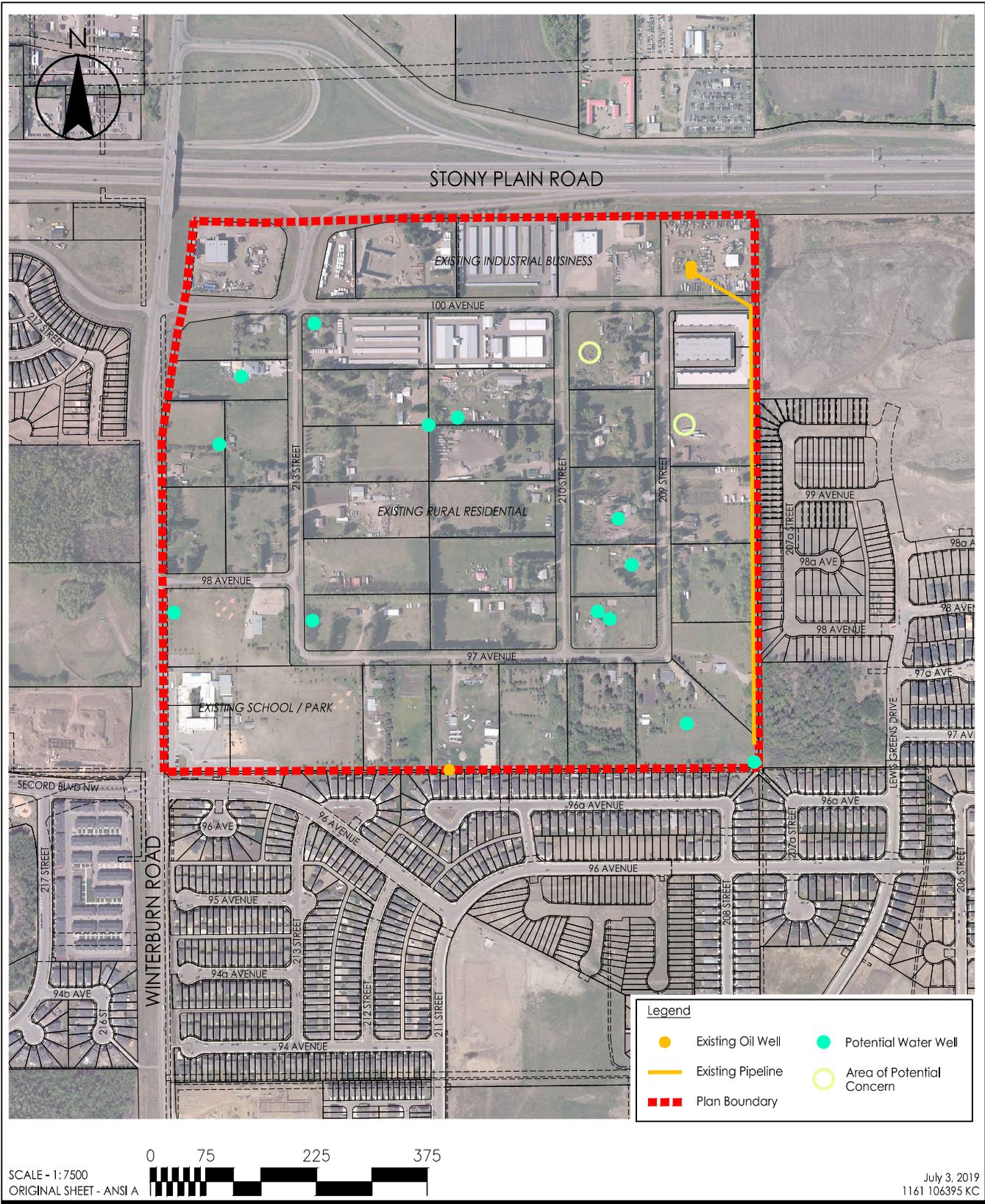
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Client/Project  
Landowners within  
Lewis Farms Business Employment NSP  
LEWIS FARMS BUSINESS EMPLOYMENT NSP

Figure No.  
3.0

Title  
Land Ownership

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Landowners within  
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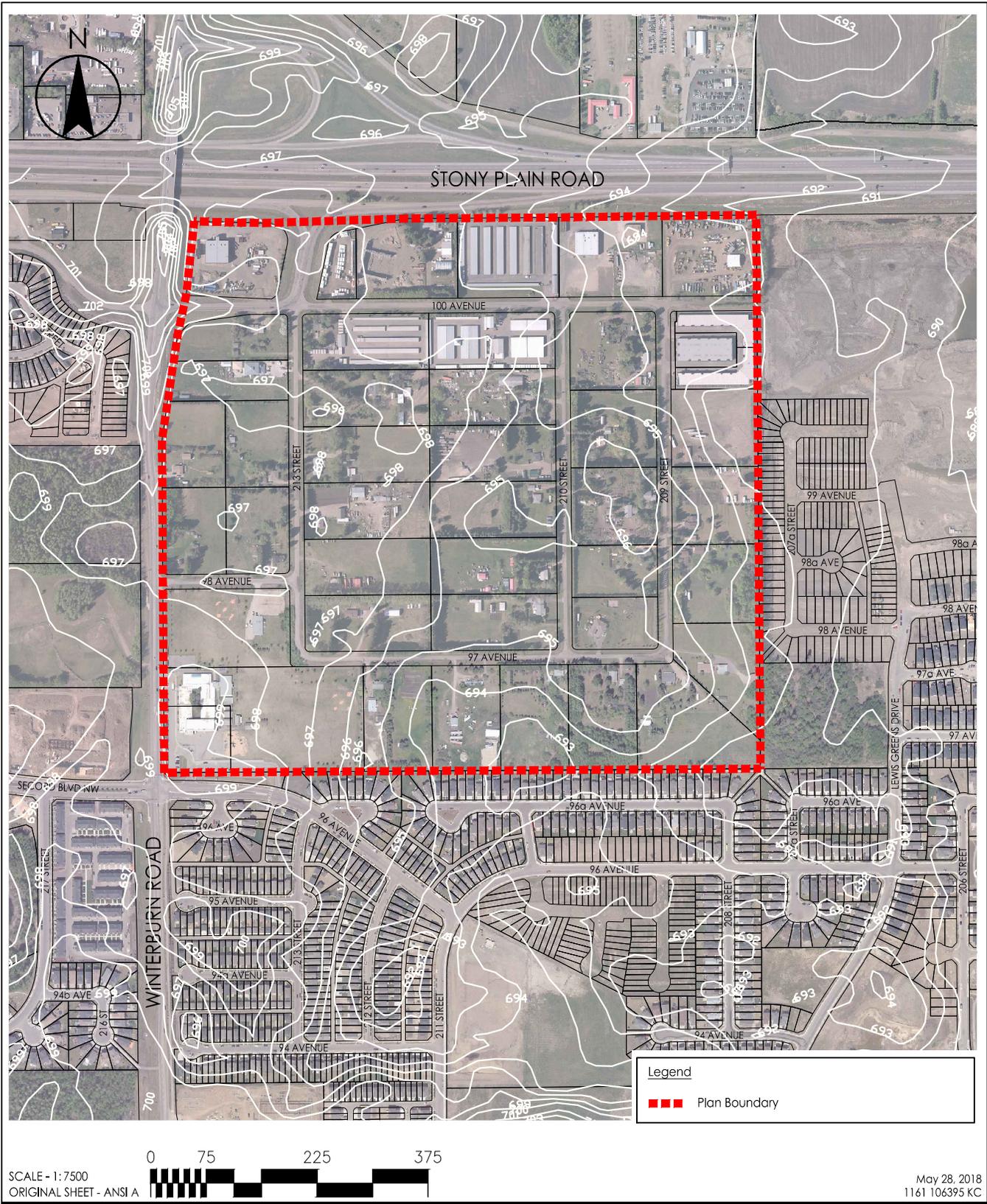
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Title

Site Features

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 Landowners within  
 Lewis Farms Business Employment NSP  
 LEWIS FARMS BUSINESS EMPLOYMENT NSP

Figure No.  
 5.0

Title  
 Topography

May 28, 2018  
 1161 106395 KC

### 3 LAND USE, TRANSPORTATION, AND SERVICING

#### 3.1 LAND USE CONCEPT

The land use concept for the Lewis Farms Business Employment NSP, Figure 6: Land Use Concept, illustrates the future distribution of land use areas in accordance with the Objectives and Policies of the Plan, and in alignment with the associated technical studies. This area is planned for business employment and commercial uses with the opportunity for additional compatible recreation lands. The land use concept includes existing business lands and integrates an existing school/park site. A summary of the proposed land uses is included in Table 2: Land Use Statistics.

#### 3.2 LAND USE CONCEPT STATISTICS

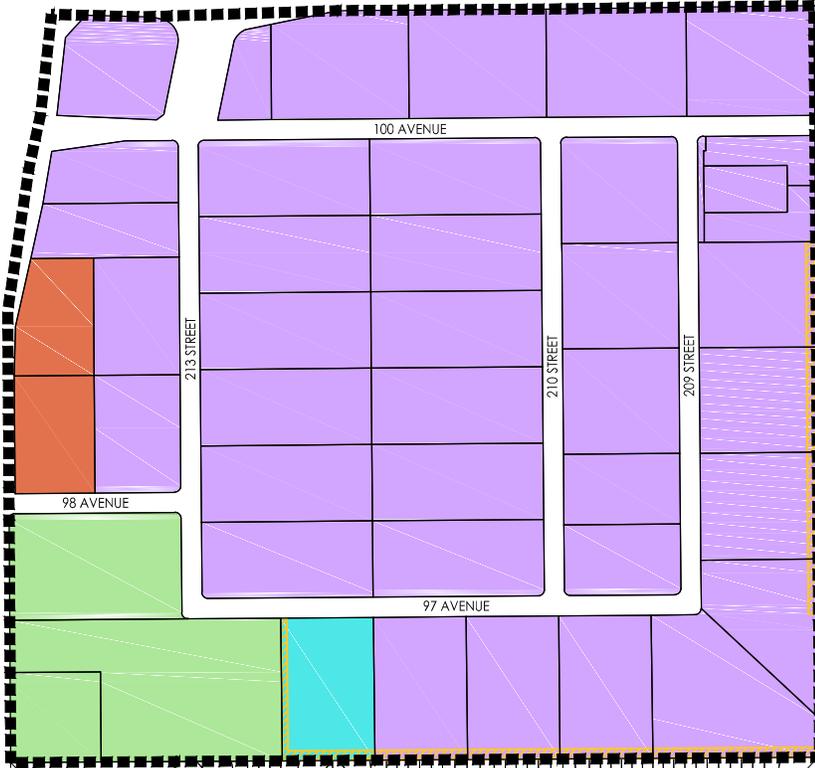
TABLE 2: LAND USE STATISTICS (Bylaw 19040, August 18, 2020)

LAND USE	Area (ha)	% of GA
<b>Gross Area</b>	<b>59.53</b>	<b>100.0%</b>
Arterial Road Widening	0.55	0.9
	<b>Area (ha)</b>	<b>% of GDA</b>
<b>Gross Developable Area</b>	<b>58.98</b>	<b>100.0%</b>
School / Park*	5.57	9.4%
Commercial	1.80	3.1%
Business Employment	43.24	73.3%
Potential Private Recreation or Business Employment	1.32	2.2%
Circulation	7.05	12.0%

\*Reserves have already been provided for the NSP area in the form of the existing school/park site.



STONY PLAIN ROAD



**Legend**

-  Potential Private Recreation or Business Employment
-  Business Employment
-  School / Park
-  Commercial
-  Buffer
-  Plan Boundary



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December 6, 2018  
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Landowners within  
Lewis Farms Business Employment NSP  
LEWIS FARMS BUSINESS EMPLOYMENT NSP

Figure No.

6.0

Title

Land Use Concept

### **3.3 VISION**

The Lewis Farms Business Employment Neighbourhood Structure Plan (NSP) is envisioned as a comprehensively planned area supporting a mix of compatible business uses that provide employment and are sensitive to the surrounding development. Winterburn Road provides good access and visibility to allow the opportunity for commercial uses, and the existing school/park site is complemented by potential private recreation lands to the east. This area contains a well-connected roadway and active modes transportation network, and provides tailored solutions to meet servicing needs.

### **3.4 GOALS AND OBJECTIVES**

The Lewis Farms Business Employment NSP has been prepared in accordance with the policies and principles expressed in the Edmonton Metropolitan Region Growth Plan, The Way We Grow, The Way We Move, the Lewis Farms ASP, Edmonton's Industrial Land Strategy, and other relevant municipal policy and statutory documents (see Section 4 – Statutory Plan and Policy Context).

#### **3.4.1 GOALS**

The overall goals of the Lewis Farms Business Employment NSP are to establish an area that:

1. Aligns with strategies and plans for a business employment area;
2. Integrates with existing business industrial lands and larger industrial areas in northwest Edmonton;
3. Allows for commercial uses to serve area residents, employees, and surrounding businesses;
4. Provides economic benefits, tax revenue, and employment opportunities;
5. Encourages a mix of uses that supports compatibility with surrounding neighbourhoods;
6. Respects existing uses such as the school/park, existing rural residential, and adjacent residential;
7. Capitalizes on access to major transportation routes nearby;
8. Provides connections and access throughout the neighbourhood;
9. Considers environmental aspects, including integration of existing vegetation and managing existing constraints; and
10. Provides efficient, contiguous infrastructure development that recognizes area constraints.

### **3.4.2 OBJECTIVES**

The following Plan objectives were developed to assist in achieving the above noted goals.

#### **Environment**

1. Ensure that the environmental status of lands in the Lewis Farms Business Employment area is suitable for development.
2. Minimize potential environmental hazards and disruption of future users from past oil and gas activities.
3. Ensure neighbourhood design elements address year-round weather conditions.
4. Preserve existing vegetation where feasible.

#### **Business Employment**

5. Develop compatible business employment uses to support a successful business employment area within Lewis Farms.
6. Limit impacts from business employment development on other uses.

#### **Commercial**

7. Provide commercial development to meet the needs of area residents and provide local employment opportunities within the neighbourhood.
8. Locate and orient commercial sites along arterial roadways to ensure high visibility and convenient access opportunities.
9. Minimize the impact of commercial development on adjacent land uses.

#### **Parks, Recreational Facilities, Schools, and Open Space**

10. Minimize the impact of development on the existing school/park site.
11. Provide potential additional recreation space opportunities within the neighbourhood.

#### **Transportation**

12. Ensure access to the transportation network for all properties within the Plan.
13. Design the local roads for safe, direct, and obvious connections throughout the NSP.
14. Provide connectivity and active transportation mode accessibility throughout the NSP.
15. Maximize access to transit for area employees and visitors.
16. Mitigate the impact of automobile traffic associated with commercial and business employment on adjacent roadways and residential areas.

#### **Infrastructure, Servicing, and Staging**

17. Ensure that the Lewis Farms Business Employment NSP is serviced in a cohesive, logical, cost-effective, and efficient manner through solutions that support development for each property owner.

#### **Risk Management**

18. Manage risk within and surrounding the Plan area through land use controls and at the source, if required.

**Existing Rural Residential**

19. Transition the area as per the land use concept by allowing existing rural residential uses to be retained while encouraging business development.

## 3.5 POLICY

### 3.5.1 ENVIRONMENT

Environmental aspects of the Plan area must be considered and addressed for their potential impacts on future development. This includes hazards and contaminants from past and existing operations, year-round weather conditions, and existing vegetation which may be retained and integrated into development. The following policies are aimed at ensuring these lands are suitable for development, and that development is sensitive to environmental conditions and features.

<b>OBJECTIVE 1: ENSURE THAT THE ENVIRONMENTAL STATUS OF LANDS IN THE LEWIS FARMS BUSINESS EMPLOYMENT AREA IS SUITABLE FOR DEVELOPMENT.</b>	
<b>NSP Policy 1.1</b>	<b>Implementation</b>
<p>Environmental conditions of the site shall be confirmed through submission of Environmental Site Assessment (ESA) reports and/or updates.</p> <p>Phase I ESA reports older than 1 year from the date of the report shall be updated, and any Phase I ESA report older than 5 years from the date of the report shall be redone.</p> <p>Where necessary, contaminated material shall be removed and disposed of in an environmentally sensitive manner, in accordance with Federal, Provincial, and Municipal regulations.</p>	<p>Phase 1 ESA reports and updates shall receive sign-off by City administration prior to rezoning or development permit. Where a Phase II, and/or III is required, site testing and remediation shall be conducted as a condition of the development permit. The environmental site assessment report verifying the remediation shall receive signoff by City administration prior to development of the subject lands.</p>
<p><b>Rationale:</b> Lands within the Lewis Farms Business Employment NSP boundary will be suitable for development and their environmental status confirmed through the rezoning and development permit process. Lands identified as contaminated must undergo remediation according to Federal, Provincial, and Municipal standards.</p>	

<b>OBJECTIVE 2: MINIMIZE POTENTIAL ENVIRONMENTAL HAZARDS AND DISRUPTION OF FUTURE USERS FROM PAST OIL AND GAS ACTIVITIES.</b>	
<b>NSP Policy 2.1</b>	<b>Implementation</b>
<p>Development shall maintain sufficient areas around oil and gas facilities, and shall adhere to the requirements of the ERCB and City Policy C515.</p>	<p>Figure 4: Site features illustrates historical well and pipeline locations. Abandoned oil and gas facilities will be integrated into the neighbourhood through appropriate setbacks to adjacent development to minimize any negative impact associated with facilities. This will be done in consultation with City Administration.</p>

**Rationale:** The neighbourhood contains four abandoned well sites (on existing developed parcels) and an abandoned pipeline. Nearby development is subject to the requirements of the Alberta Energy Regulator (AER) and City of Edmonton Policy C515 – Oil and Gas Facilities.

**OBJECTIVE 3: ENSURE NEIGHBOURHOOD DESIGN ELEMENTS ADDRESS YEAR-ROUND WEATHER CONDITIONS.**

**NSP Policy 3.1**

Lewis Farms Business Employment shall be designed to accommodate infrastructure programming requirements in the public realm including snow clearing and landscaping maintenance.

The design of sites, streetscapes, and walkways will consider opportunities to enhance the outdoor experience within the Plan area year-round.

**Implementation**

Where provided, boulevards or ditches shall be used on roadways to accommodate snow removal and year-round service vehicles.

Sites will be designed considering building orientation and variations in façade treatment that reduce the amount of sun shadowing and prevent wind tunnelling. Design shall consider the creative use of light and colour, ways to provide breaks from wind and extreme temperatures, and providing direct pedestrian routes.

**Rationale:** A Plan area designed to accommodate year-round weather conditions will allow for the safe and efficient functioning of the area, and will support active modes, both for the benefit of employees and visitors.

**OBJECTIVE 4: PRESERVE EXISTING VEGETATION WHERE FEASIBLE.**

**NSP Policy 4.1**

Development should retain existing mature trees on site, where feasible, relevant, and sustainable. Mature trees should be retained within the required buffer area adjacent to residential properties and the school/park to contribute to the continuous landscape screening.

**Implementation**

Developers should consider the incorporation of existing mature trees into individual site layouts, particularly in locations where such features would serve to buffer business uses from other land uses. A (DC1) Direct Development Control Provision shall be applied to properties that abut residential development and the school/park, which will support the retention of mature trees or require landscaping as part of the landscaped buffer.

**Rationale:** Existing mature trees enhance the attractiveness of development, while providing noise attenuation and visual screening. Retention of these features also serves ecological functions to support a healthy environment.

**Technical Summary**

An Environmental Overview (EO) has been submitted in support of this Plan, which identifies areas of potential concern that may require further studies at the time of rezoning or development permit. Phase I ESAs will be required for all lands prior to rezoning or development permit.

### 3.5.2 BUSINESS EMPLOYMENT

The business employment designation identifies existing business employment lands adjacent to 100 Avenue and additional lands for future development to the south. This area is intended to support uses that are compatible with the other uses within the Plan and will function so that no nuisance factor is created or apparent outside enclosed buildings. This, along with buffering such as landscaping, fences, and/or setbacks will maintain privacy, separation, and additional sensitivity to existing residential development in adjacent neighbourhoods, and the existing school / park site within the Plan area. Examples of business employment uses include creation and production establishments, specialty food services, professional, financial, and office support services, business support services, and indoor equipment rentals, among others.



Business Employment Use  
Source: Stantec



Business Employment Use  
Source: Stantec

#### **OBJECTIVE 5: DEVELOP COMPATIBLE BUSINESS EMPLOYMENT USES TO SUPPORT A SUCCESSFUL BUSINESS EMPLOYMENT AREA WITHIN LEWIS FARMS.**

<b>NSP Policy 5.1</b>	<b>Implementation</b>
The majority of the Plan area shall be designated for business employment related development.	Figure 6: Land Use Concept illustrates the location of Business Employment lands. This will guide the application of business employment type zoning.
<p><b>Rationale:</b> The NSP designates most of the developable land as Business Employment to support the integrated development of this identified employment area, in accordance with Edmonton's Industrial Land Strategy. This will provide local employment opportunities, economic benefits, and will complement nearby industrial areas in northwest Edmonton, while capitalizing on existing goods and service routes, including Stony Plain Road, Anthony Henday Drive, Whitemud Drive, and Yellowhead Highway.</p>	

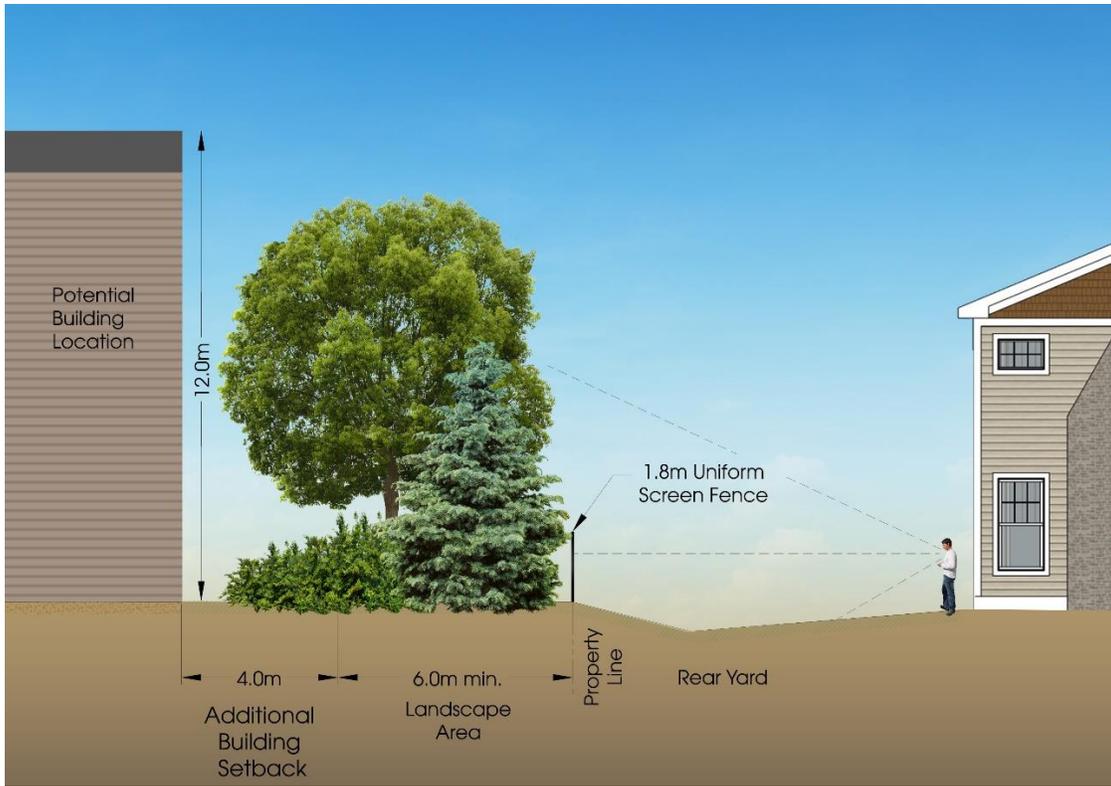
**OBJECTIVE 6: LIMIT IMPACTS FROM BUSINESS EMPLOYMENT DEVELOPMENT ON OTHER USES.**

<b>NSP Policy 6.1</b>	<b>Implementation</b>
<p>Zoning, subdivision, and site planning of business employment areas shall take into consideration uses, site location and configuration, and the layout and location of all relevant structures, parking, access, and loading facilities to ensure that impacts on adjacent land uses are minimized.</p>	<p>The Development Officer shall have regard for the appropriate application of uses, setbacks, landscaping, buffering and façade treatments available under the Zoning Bylaw at the Development Permit stage.</p> <p>A (DC1) Direct Development Control Provision shall be applied to the Business Employment lands directly adjacent to residential zoned lands to provide specific regulations that minimize land use conflicts, and address unique site characteristics and ongoing operational requirements beyond the general regulations found in conventional business/employment zones. Future Business Employment Areas are identified on Figure 12: Future Business Employment Areas. These are separated into two areas, with Area A being those immediately abutting residential zoned lands in Stewart Green and Webber Greens, and Area B being all other future Business Employment lands.</p>
<b>NSP Policy 6.2</b>	<b>Implementation</b>
<p>Buffers / setbacks shall be established between business employment uses, the existing school / park site, the natural area, and residential zoned lands in adjacent neighbourhoods to mitigate land use conflicts.</p>	<p>A minimum 6 m landscaped buffer will be provided between the school park site and the adjacent Potential Private Recreation or Business Employment lot to the east on private property, through the (DC1) Direct Development Control Provision. The buffer shall be planted with a row of trees, spaced as appropriate to the species. This buffer shall be reduced to 4.5 m if Recreation uses are developed. In addition, a 1.8 m uniform fence shall be provided.</p> <p>Buffers between business employment and residential within Stewart Greens and Webber Greens shall be implemented through the use of a (DC1) Direct Development Control Provision applied to properties that abut residential zoned lands (identified as Area A within Figure 12: Future Business Employment Areas). The (DC1) Direct Development Control Provision shall specify a 10 m setback to be provided as a buffer abutting parcels zoned for residential use in adjacent neighbourhoods. Within this buffer area, existing mature trees should be retained. Additional planting shall be required to maintain a continuous privacy screen of vegetation</p>

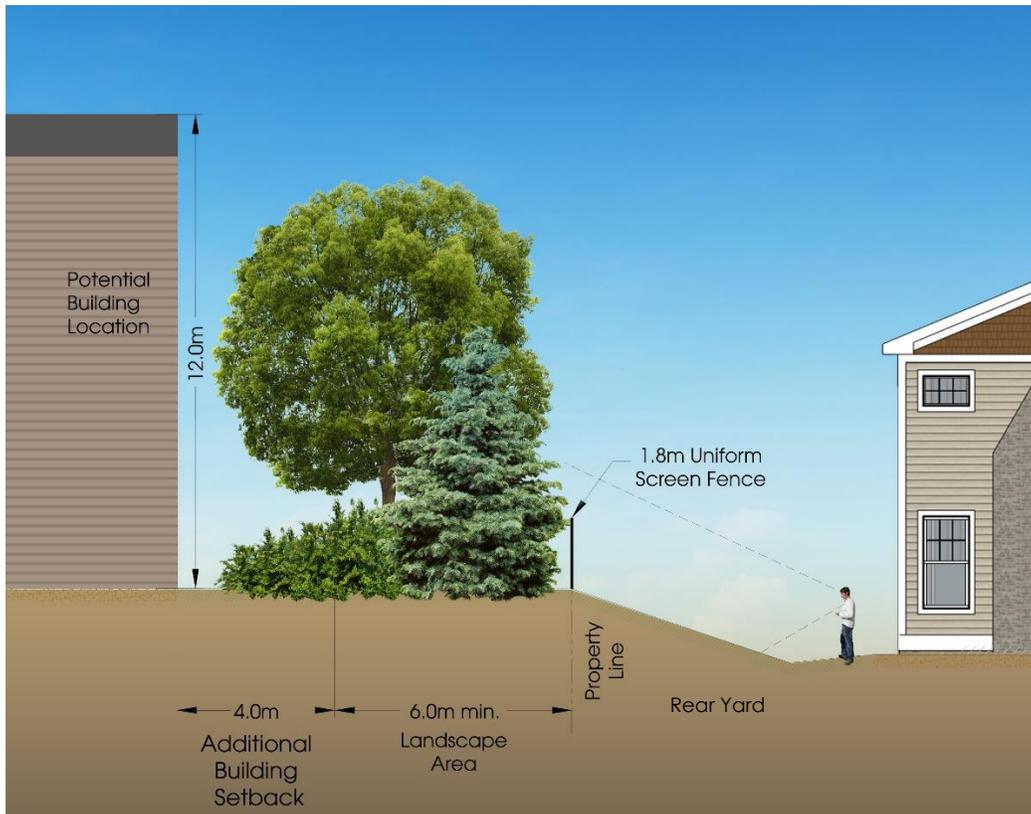
	<p>sufficient to block the view of business employment uses from yards of adjacent residential properties. This, in combination with a 1.8 m uniform screen fence at the rear of the residential properties, will provide for noise attenuation, visual/light screening, and limit wafting of potential dust or odours. Except within 6 m of the rear property line abutting the adjacent residential, this area will be permitted to accommodate onsite stormwater retention for each lot, but shall not include loading, storage, parking and/or circulation, trash collection, outdoor service, or display area. Drainage ditches in accordance with the stormwater servicing scheme or approved interim servicing are permitted within the buffer area.</p> <p>A minimum 6 m setback and 1.8 m uniform screen fence shall be provided within private property abutting the natural area in Stewart Greens.</p>
<p><b>NSP Policy 6.3</b></p>	<p><b>Implementation</b></p>
<p>Buffers shall be established between business employment uses, and existing rural residential to mitigate land use conflicts.</p>	<p>Landscaped buffers will be provided, on private property, throughout the Lewis Farms Business Employment plan area between residential and business employment uses. The landscaped buffers may be implemented through a (DC1) Direct Development Control Provision.</p> <p>The Development Officer will apply all appearance standards, yard and landscaping requirements, including buffering and screening, for properties adjacent to residential as required in the Zoning Bylaw. For example, trees and shrubs should be located near residential development along adjoining property lines while loading and storage facilities should be located away from the adjoining residential property line.</p>
<p><b>Rationale:</b> Business employment uses are to be carefully integrated with existing and surrounding development to minimize any potential impacts. Attention to site design and the application of buffers will assist in separating potentially incompatible use activities and minimize any impacts.</p>	

**Technical Summary**

No technical requirements were identified.



Buffer Illustration – Business Employment and Webber Greens Residential



Buffer Illustration – Business Employment and Stewart Greens Residential

### 3.5.3 COMMERCIAL

Commercial lands are identified along Winterburn Road to serve area residents, employees, and surrounding businesses. This location is intended to support neighbourhood convenience commercial, office, and service uses that support day-to-day needs, provide employment, and are compatible with surrounding development. This site offers good visibility and accessibility due to its location along an arterial and near neighbourhood entry points. These commercial lands, along with the school/park and community hall, will act to create a neighbourhood hub that provides a node for social interaction, supporting participation in the community.



Convenience Commercial Development  
Source: Stantec



Local Office/Service Development  
Source: Google

**OBJECTIVE 7: PROVIDE COMMERCIAL DEVELOPMENT TO MEET THE NEEDS OF AREA RESIDENTS AND PROVIDE LOCAL EMPLOYMENT OPPORTUNITIES WITHIN THE NEIGHBOURHOOD.**

**NSP Policy 7.1**

A commercial node shall be provided to serve area residents, employees, and visitors.

**Implementation**

Figure 6: Land Use Concept illustrates the location of the commercial node.

**Rationale:** Commercial uses provide local employment opportunities for nearby residents to live and work in the same area. The commercial uses support the everyday needs of residents and can serve employees, visitors, surrounding businesses. Commercial development can also provide services to support the business employment operations within the Plan.

**OBJECTIVE 8: LOCATE AND ORIENT COMMERCIAL SITES ALONG ARTERIAL ROADWAYS TO ENSURE HIGH VISIBILITY AND CONVENIENT ACCESS OPPORTUNITIES.**

NSP Policy 8.1	Implementation
<p>Commercial sites shall be located along Winterburn Road to ensure high visibility and accessibility.</p>	<p>Figure 6: Land Use Concept illustrates the location of the commercial sites. This will guide the application of commercial and low intensity business use zoning.</p> <p>A (DC1) Direct Development Control Provision may be applied to the Commercial lands to provide specific regulations that minimize land use conflicts, and address unique site characteristics and ongoing operational requirements beyond the general regulations found in conventional commercial zones.</p>
<p><b>Rationale:</b> The commercial sites are located fronting Winterburn Road near Plan area entrances. This location provides prominent frontage and visibility to support the success of businesses, and allows for convenient access to commercial activities, while limiting traffic conflicts within the Plan area. The location of the commercial area is also within walking distance of the nearby residential areas, accessible via internal and external active modes linkages as well as bus stops located on Winterburn Road. All-directional access is planned along 98 Avenue, and right-in / right-out access may be available along Winterburn Road.</p>	

**OBJECTIVE 9: MINIMIZE THE IMPACT OF COMMERCIAL DEVELOPMENT ON ADJACENT LAND USES.**

NSP Policy 9.1	Implementation
<p>Zoning, subdivision, and site planning of commercial areas shall take into consideration uses, site location and configuration, and the layout and location of all relevant structures, parking, access, and loading facilities to ensure that impacts on adjacent land uses are minimized.</p>	<p>The Development Officer shall have regard for the appropriate application of uses, setbacks, landscaping, buffering and façade treatments available under the Zoning Bylaw at the Development Permit stage.</p>
<p><b>Rationale:</b> Commercial uses are to be carefully integrated with existing and surrounding development to minimize any potential impacts. Attention to site design will assist in separating potentially incompatible use activities and minimize any impacts. Activity associated with commercial uses shall be oriented towards arterial roadways, and will provide uses compatible with the nearby school site.</p>	

**Technical Summary**

No technical requirements were identified.

### 3.5.4 PARKS, RECREATION FACILITIES, AND SCHOOLS

The NSP includes an existing open space. Both Winterburn School and the Winterburn Golden Age Club Hall are located on this site. The Plan also supports opportunities for future recreation lands, such as soccer and hockey facilities, located east of the existing school/park site. This would be a private facility, unless the City were to acquire the land. Full municipal reserve dedication has been provided for this area in the form of the school/park site.



Indoor Recreation Facility  
Source: Google



Outdoor Recreation Lands  
Source: Stantec

## OBJECTIVE 10: MINIMIZE THE IMPACT OF DEVELOPMENT ON THE EXISTING SCHOOL/PARK SITE.

NSP Policy 10.1	Implementation
<p>Development within the NSP shall be compatible with the school/park site to ensure its use, safety, and enjoyment.</p>	<p>The Development Officer shall have regard for the appropriate application of uses, setbacks, landscaping, buffering, and façade treatments available under the Zoning Bylaw at the Development Permit stage.</p> <p>A minimum 6 m landscaped buffer will be provided between the school park site and the adjacent Potential Private Recreation or Business Employment lot to the east on private property, through the (DC1) Direct Development Control Provision. The buffer shall be planted with a row of trees, spaced as appropriate to the species. This buffer shall be reduced to 4.5 m if Recreation uses are developed. In addition, a 1.8 m uniform fence shall be provided.</p> <p>With the exception of a drainage ditch in the existing location at the east edge of the school/park site, no utilities serving private development shall be constructed on parkland, and must be accommodated within private property, a public utility lot, or road right-of-way.</p>

**Rationale:** Business employment and commercial uses are to be carefully integrated where in proximity to the existing school/park site to minimize any potential negative impacts. Attention to use types, site design, and the application of buffers will assist in minimizing incompatibility.

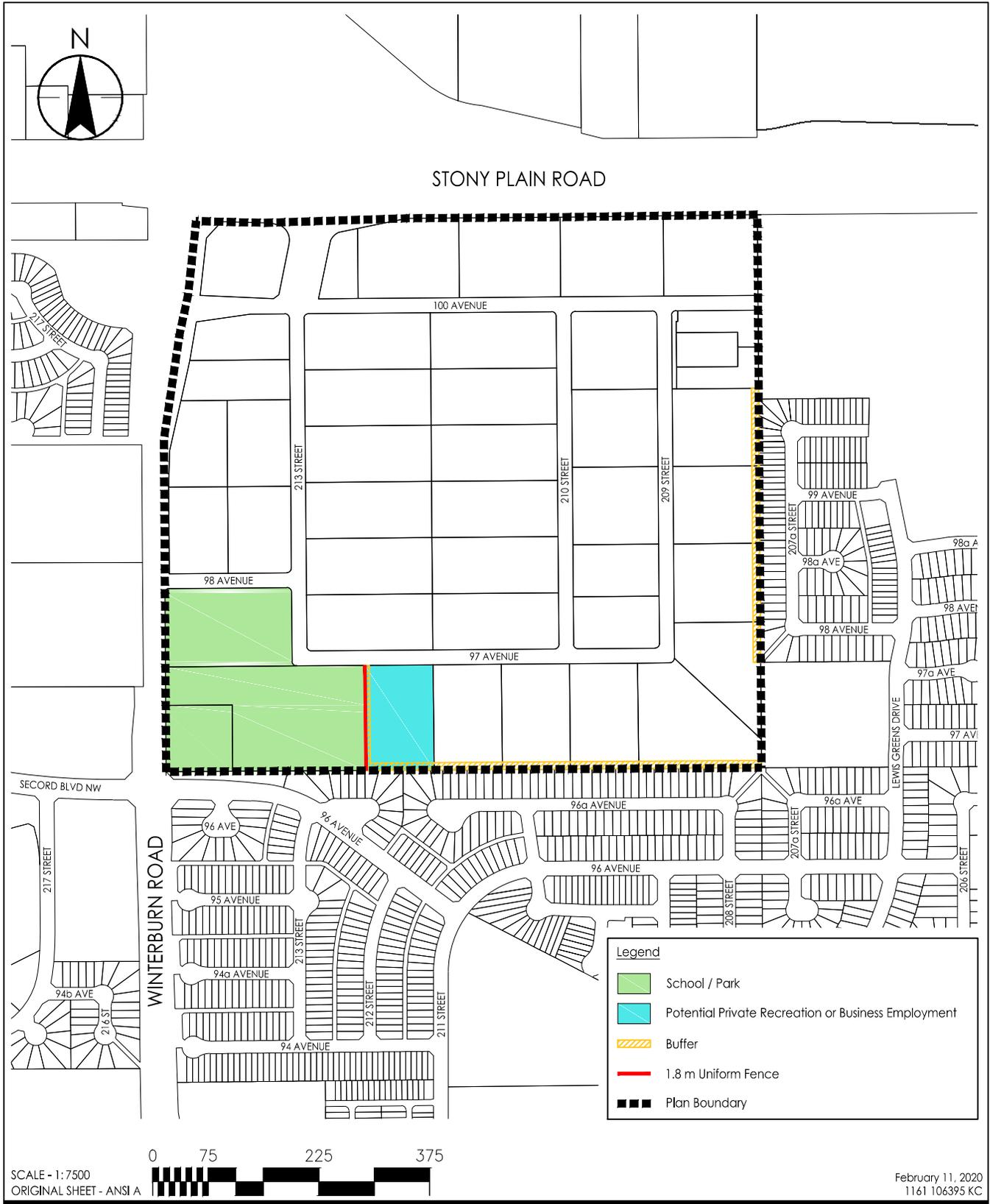
**OBJECTIVE 11: PROVIDE POTENTIAL ADDITIONAL RECREATION SPACE OPPORTUNITIES WITHIN THE NEIGHBOURHOOD.**

NSP Policy 11.1	Implementation
<p>The Potential Private Recreation or Business Employment designated lands may be developed for recreation uses, rather than business employment, should demand be present. Uses shall be compatible with adjacent school/park space and business employment development.</p>	<p>Figure 6: Land Use Concept shall direct the application of the Potential Private Recreation land use through the use of an Urban Service zone or other suitable land use zone.</p> <p>The pursuit of recreation uses rather than business employment will be at the discretion of the landowner.</p>
<p><b>Rationale:</b> The provision of recreational space opportunities within the Plan serves not only workers in the area, but also residents of surrounding neighbourhoods. These lands can meet the need for recreation facilities that are not as easily accommodated in residential neighbourhoods, and can help to resolve capacity issues at peak demand periods at other facilities. This would be a private facility, unless the City were to acquire the land.</p>	

**Technical Summary**

No technical requirements were identified.

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February 11, 2020  
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Client/Project

Landowners within  
Lewis Farms Business Employment NSP  
LEWIS FARMS BUSINESS EMPLOYMENT NSP

Figure No.

7.0

Title

Parks, Recreation Facilities,  
Schools and Open Space

### 3.5.5 TRANSPORTATION

The transportation network has been designed in a manner compatible with the surrounding roadways, expected upgrades, and the existing and future development within the Plan area (see Figure 8: Transportation Network). This network will meet both the internal and external traffic flow requirements generated by the neighbourhood and will provide multi-modal connectivity throughout the area, in accordance with City of Edmonton guidelines and standards.

Vehicular access to the Plan area is to be provided at Winterburn Road and 100 Avenue NW, Winterburn Road and 98 Avenue NW, from a service road off Stony Plain Road at 213 Street NW, and to the school site from Winterburn Road and 96 Avenue NW as illustrated on Figure 8: Transportation Network.

There are several implementation approaches that owners may need to explore, such as:

- A Local Improvement Levy
- Owner's Agreements
- Developer funded
- Boundary Assessment

#### **Roadway Network**

##### Regional Roadways

The NSP benefits from proximity and access to Stony Plain Road, Whitemud Drive, and Anthony Henday Drive.

##### Arterial Roadways

Key access to the Plan area is provided by the Winterburn Road arterial. This roadway is currently two-lanes and will be upgraded in the future to four lanes and then six lanes with growing traffic volumes. Timing for arterial upgrades by the City are unknown at this time. Appropriate spacing of intersections and access-egress requirements will be respected along this roadway.

Future arterial road widening will be required along the west side of the Plan, as identified in Figure 8: Transportation Network. Arterial roadway landscaping will be required as per the City of Edmonton Design and Construction Standards.

##### Local Roadways

Local roadways provide access within the neighbourhood. These roads will be constructed to industrial standards using an approved modified cross-section within the existing right-of-way, and will include a sidewalk on at least one side.

Boulevard trees should be planted adjacent to the sidewalk or shared use path. In addition, where the grading and width of the ditch allows, boulevard trees may be planted on both sides of the road.

#### **Active Modes Network**

The active modes network provides efficient and continuous connections through the area to adjacent neighbourhoods and to destinations within the NSP.

##### Sidewalks/Walkways

Sidewalks/walkways will be provided on at least one side of the internal local roadways.

Shared-use Paths

Shared-use paths will be extended along Winterburn Road past the school/park site and commercial node, which will also serve to link existing transit stops.

<b>OBJECTIVE 12: ENSURE ACCESS TO THE TRANSPORTATION NETWORK FOR ALL PROPERTIES WITHIN THE PLAN.</b>	
<b>NSP Policy 12.1</b>	<b>Implementation</b>
Each property shall be provided legal and/or physical access to the roadway network at locations permitted by the City.	At the Development Permit Stage, the City shall ensure that parcels include access to the adjacent roadways, or shall require access easements where necessary.
<b>Rationale:</b> Each parcel will be permitted to access the roadway network. This may be accomplished through cross lot access easements, where spacing requirements limit access locations for parcels along Winterburn Road.	

<b>OBJECTIVE 13: DESIGN THE LOCAL ROADS FOR SAFE, DIRECT, AND OBVIOUS CONNECTIONS THROUGHOUT THE NSP.</b>	
<b>NSP Policy 13.1</b>	<b>Implementation</b>
The local roadways shall be upgraded in accordance with an approved modified cross section to support any new development within the NSP area.	<p>At the time of new development, relevant portions of the roadway network shall be upgraded in accordance with an approved modified roadway cross section, and to the satisfaction of the City. Boulevard landscaping, including trees, should be provided as sidewalks are constructed, to the satisfaction of the City. In addition, where the grading and width of the ditch allows, boulevard trees may be planted on both sides of the road.</p> <p>The local roadway upgrade design shall be in accordance with an approved modified cross-section, based on the City of Edmonton Complete Streets Design and Construction Standards. Prior to rezoning to a conventional zone, a servicing scheme/funding mechanism for the upgrade of the local roadways shall be in place to the satisfaction of City Administration. This servicing scheme/funding mechanism may include, but is not limited to the following:</p> <ul style="list-style-type: none"> <li>- Owner's Agreement,</li> <li>- Developer funded,</li> <li>- A Local Improvement Levy, or</li> <li>- Boundary Assessment.</li> </ul>

	For (DC1) Direct Development Control Provisions (non-conventional zoning), regulations shall be provided within the zone to outline servicing upgrade requirements associated with development permit applications.
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**Rationale:** Existing public roadways in the Plan area are at the end of their design life and are due for replacement.

The transportation network has been designed to meet both the internal and external traffic flow requirements generated by the neighbourhood in accordance with City of Edmonton guidelines and standards. Roadways shall be developed in accordance with an approved modified roadway cross section to facilitate safe and efficient movement of vehicles, pedestrians, and cyclists. This will include a sidewalk on one side and a drainage ditch on the other side of a carriageway, all within the existing road right-of-way. Required sidewalks along at least one side of the internal roadways will support walkability to open spaces, businesses, and transit, reducing the overall number of vehicle trips and promoting health and social interaction. Boulevard trees will enhance the appearance of the neighbourhood, and provide a comfortable scale, shelter and shade for pedestrians.

**OBJECTIVE 14: PROVIDE CONNECTIVITY AND ACTIVE TRANSPORTATION MODE ACCESSIBILITY THROUGHOUT THE NSP.**

NSP Policy 14.1	Implementation
<p>A network of hard-surfaced sidewalks, walkways, and shared-use paths shall be provided to promote walkability and access to parks, adjacent natural areas, transit stops, amenities, commercial uses, business employment uses, recreation lands, and adjacent neighbourhoods.</p> <p>A walkway connection from 209 Street to the walkway on the west side of Stewart Greens shall be provided through an access easement or right-of-way dedication within Lot 11A, Plan 786MC.</p> <p>Sidewalks/walkways or shared-use paths shall be developed along at least one side of all local and arterial roadways.</p> <p>Commercial sites should be designed with pedestrian-friendly pathways connecting parking, transit stops, individual commercial units, and other public sidewalks and walkways. Buildings should be oriented to align with the abutting street, to create a pedestrian friendly streetscape.</p>	<p>Figure 8: Transportation Network shall guide the future application of walkways, sidewalks, and shared-use path connections.</p> <p>The provision of sidewalks/walkways and shared-use paths will be required as a condition of subdivision approval or development permit and executed through the associated servicing agreement, to the satisfaction of the Transportation Department.</p> <p>Walkways/sidewalks will be provided along the roadway network, with placement prioritized adjacent to exiting open space where appropriate. Way-finding information will enhance the experience for actives modes.</p> <p>The Development Officer shall have regard for building placement, pedestrian accessibility and activity areas in assessing development applications for commercial development under the applicable zone.</p>

**Rationale:** Connectivity is characterized by a logical network for movement that links destinations within and outside of the neighbourhood, provides clear, direct, convenient, and safe access, and is integrated with the site components. The connectivity in Lewis Farms Business Employment contributes to a balanced transportation network that supports the ability to utilize active transportation, including walking and cycling to destinations, reducing the number of vehicle trips, promoting health, supporting social interaction, and reducing energy consumption and emissions.

**OBJECTIVE 15: MAXIMIZE ACCESS TO TRANSIT FOR AREA EMPLOYEES AND VISITORS.**

NSP Policy 15.1	Implementation
<p>Access to transit shall be provided for all uses in the Plan area.</p> <p>Active modes linkages shall be provided to the transit stops on Winterburn Road, 96 Avenue NW and 100 Avenue.</p>	<p>Figure 8: Transportation Network identifies existing transit stops to serve the Plan area. Transit service currently exists to the identified transit stop locations. The area is proposed to function via these existing routes. Edmonton Transit Services will determine any routing modifications as required.</p> <p>Shared-use paths, trails, and sidewalk connections will be used to provide access to transit stops.</p>
<p><b>Rationale:</b> The area is currently serviced by transit along Winterburn Road, 100 Avenue between Winterburn Road and 213 Street NW, and 96 Avenue south of the Plan area. A combination of walkway, sidewalk, and shared-use path connections through the neighbourhood will allow access to the transit stops within and adjacent the Plan area. Routing and schedules will be subject to Edmonton Transit System Guidelines and demands.</p>	

**OBJECTIVE 16: MITIGATE THE IMPACT OF AUTOMOBILE TRAFFIC ASSOCIATED WITH COMMERCIAL AND BUSINESS EMPLOYMENT ON ADJACENT ROADWAYS AND RESIDENTIAL AREAS.**

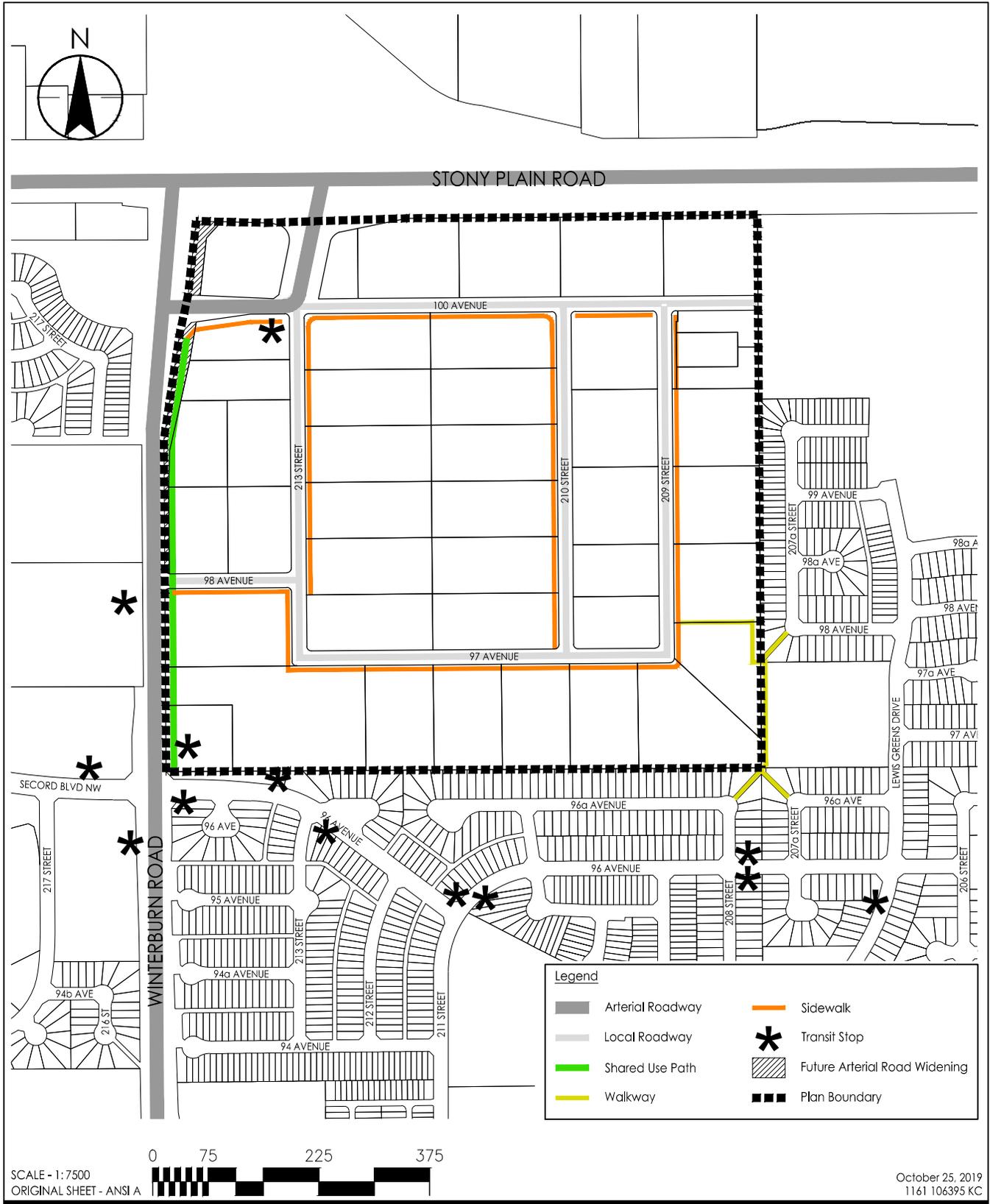
NSP Policy 16.1	Implementation
<p>Locate commercial uses adjacent to arterial roadways.</p> <p>Locate commercial and business employment uses in proximity to transit stops.</p>	<p>Access type and locations shall meet the requirements set out in the City's Access Management Guidelines.</p> <p>Access and transit stop locations are identified on Figure 8: Transportation Network.</p>
<p><b>Rationale:</b> Commercial uses located on arterial roadways will reduce traffic within the neighbourhood and limit impacts on adjacent residential uses. Parking for vehicles will be provided off-street to further limit the impact of business uses on the surrounding area. Development in the area has been designed to be supported by the proposed internal public roadway system, and traffic volumes will be supported on the upgraded public Winterburn</p>	

Road. Appropriate access spacing along arterials will allow the roads to function appropriately and limit the impact of traffic into and out of neighbourhoods.

**Technical Summary**

A Transportation Impact Assessment (TIA) has been submitted under separate cover.

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October 25, 2019  
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Client/Project

Landowners within  
Lewis Farms Business Employment NSP  
LEWIS FARMS BUSINESS EMPLOYMENT NSP

Figure No.

8.0

Title

Transportation

### 3.5.6 INFRASTRUCTURE, SERVICING, AND STAGING

The Lewis Farms Business Employment NSP will support development for all landowners through servicing solutions that are cohesive and efficient, in accordance with City of Edmonton requirements.

<b>OBJECTIVE 17: ENSURE THAT THE LEWIS FARMS BUSINESS EMPLOYMENT NSP IS SERVICED IN A COHESIVE, LOGICAL, COST-EFFECTIVE, AND EFFICIENT MANNER THROUGH SOLUTIONS THAT SUPPORT DEVELOPMENT FOR EACH PROPERTY OWNER.</b>	
NSP Policy 17.1	Implementation
<p>Sanitary and stormwater servicing will be provided in accordance with the associated Storm and Sanitary Servicing Study.</p> <p>Water servicing to the NSP area shall be provided in accordance with the associated Hydraulic Network Analysis (HNA).</p> <p>Shallow utilities shall be extended into the Plan area as required.</p>	<p>Water, sanitary and stormwater servicing shall adhere to approved engineering drawings and servicing agreements.</p> <p>Shallow utilities shall be installed in accordance with servicing agreements.</p> <p>The water, sanitary, and storm upgrade designs shall be in accordance with the accepted servicing scheme, as outlined in the Lewis Farms Commercial Storm &amp; Sanitary Servicing Study. Prior to rezoning to a conventional zone, a servicing scheme/funding mechanism for the upgrade of the water, sanitary, and storm shall be in place to the satisfaction of City Administration. This servicing scheme/funding mechanism may include, but is not limited to the following:</p> <ul style="list-style-type: none"> <li>- Owner's Agreement,</li> <li>- Developer funded,</li> <li>- A Local Improvement Levy, or</li> <li>- Boundary Assessment.</li> </ul> <p>With the exception of a drainage ditch in the existing location at the east edge of the school/park site, no utilities serving private development shall be constructed on parkland, and must be accommodated within private property, a public utility lot, or road right-of-way.</p>
<p><b>Rationale:</b> Multiple servicing options are assessed within the servicing reports submitted under separate cover. The following describes the preferred ultimate approach.</p> <p><u>Stormwater Servicing</u> The preferred stormwater servicing approach (Figure 10: Stormwater Servicing) includes drainage ditches along one side of the local roadways/along property lines, which will direct stormwater flows from the lots and the road to an area of underground storage within the roadway. Stormwater from this underground storage area will be released via pipes to tie-in points that exist at the south and east sides of the NSP. An easement will be required to allow</p>	

for connection through an existing lot to the tie-in point at the edge of Stewart Greens. Stormwater within the lots along the east boundary of the NSP is to flow overland to Stewart Greens.

The existing school/park site will continue to be serviced to the south through Webber Greens. The existing lots zoned (IB) Industrial Business along 100 Avenue will continue to drain north into the Stony Plain Road ditch.

Sanitary Servicing

Figure 9: Sanitary Servicing identifies the proposed ultimate network of sanitary lines to be provided within the road right-of-way. These will connect to the existing tie-in point to the east within Stewart Greens. An easement or right-of-way dedication will be required to allow for connection through an existing lot to this tie-in point.

The existing school/park site will continue to be serviced to the south through Webber Greens.

Water Servicing

The Hydraulic Network Analysis completed in support of the NSP identifies water servicing to support each property. Figure 11: Water Servicing identifies the proposed ultimate network of water lines to be provided within the road right-of-way.

The school site has existing water service from Winterburn Road.

Shallow Utilities

Power, gas, and telecommunication services are all located in proximity to the NSP and will be extended into the Plan area as required.

Development Staging

In general, development will proceed in a manner that is contiguous, logical, and economical with respect to municipal servicing, while recognizing the fragmented ownership. Development staging may vary from the actual zoning and subdivision applications depending on contemporary market demands and aspirations of the respective landowners.

<b>NSP Policy 17.2</b>	<b>Implementation</b>
<p>Notwithstanding Policy 17.1, interim servicing may be provided if it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>1. Sufficient capacity exists within the available adjacent infrastructure;</li> <li>2. Connection and contributions to the permanent system will be made once it becomes available; and</li> <li>3. All costs associated with the interim servicing shall be borne by the owner of the lots that receive the servicing.</li> </ol>	<p>Any interim servicing shall be designed to allow for connection and use by adjacent landowners when and where possible.</p>
<p><b>Rationale:</b>            Opportunities for interim servicing are intended to allow for development (such as the commercial sites along Winterburn Road and/or other sites with opportunities to connect to tie-in points) to occur in the near term, where possible, prior to the overall permanent system being</p>	

made available. Connection and contributions to the permanent servicing system will be required once it becomes available.

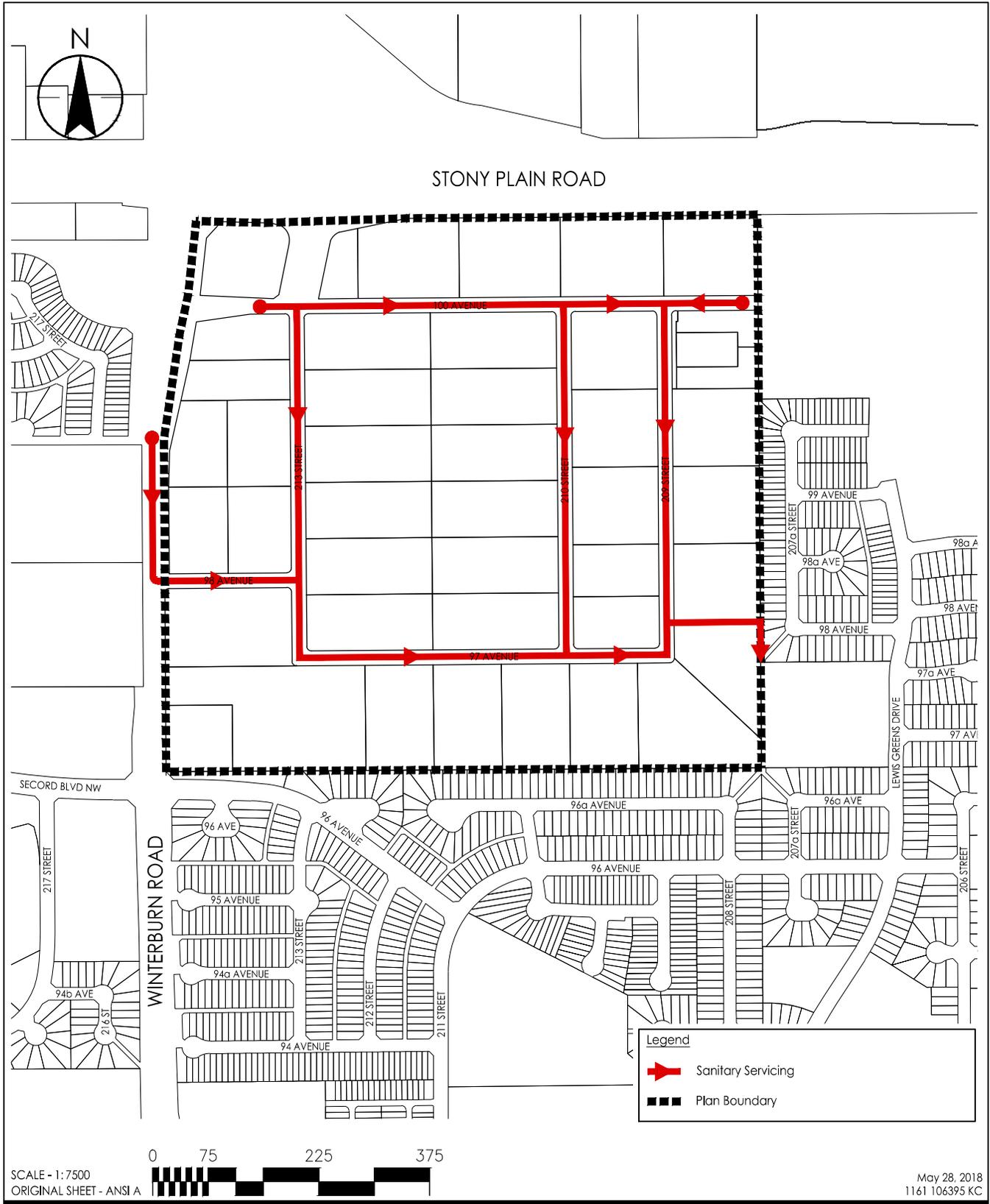
**Technical Summary**

Details regarding stormwater drainage and sanitary servicing are provided in the associated Storm and Sanitary Servicing Study submitted under separate cover.

Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc. A Hydraulic Network Analysis (HNA) was submitted under separate cover.



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ORIGINAL SHEET - ANSI A

May 28, 2018  
1161 106395 KC



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Client/Project

Landowners within  
Lewis Farms Business Employment NSP  
LEWIS FARMS BUSINESS EMPLOYMENT NSP

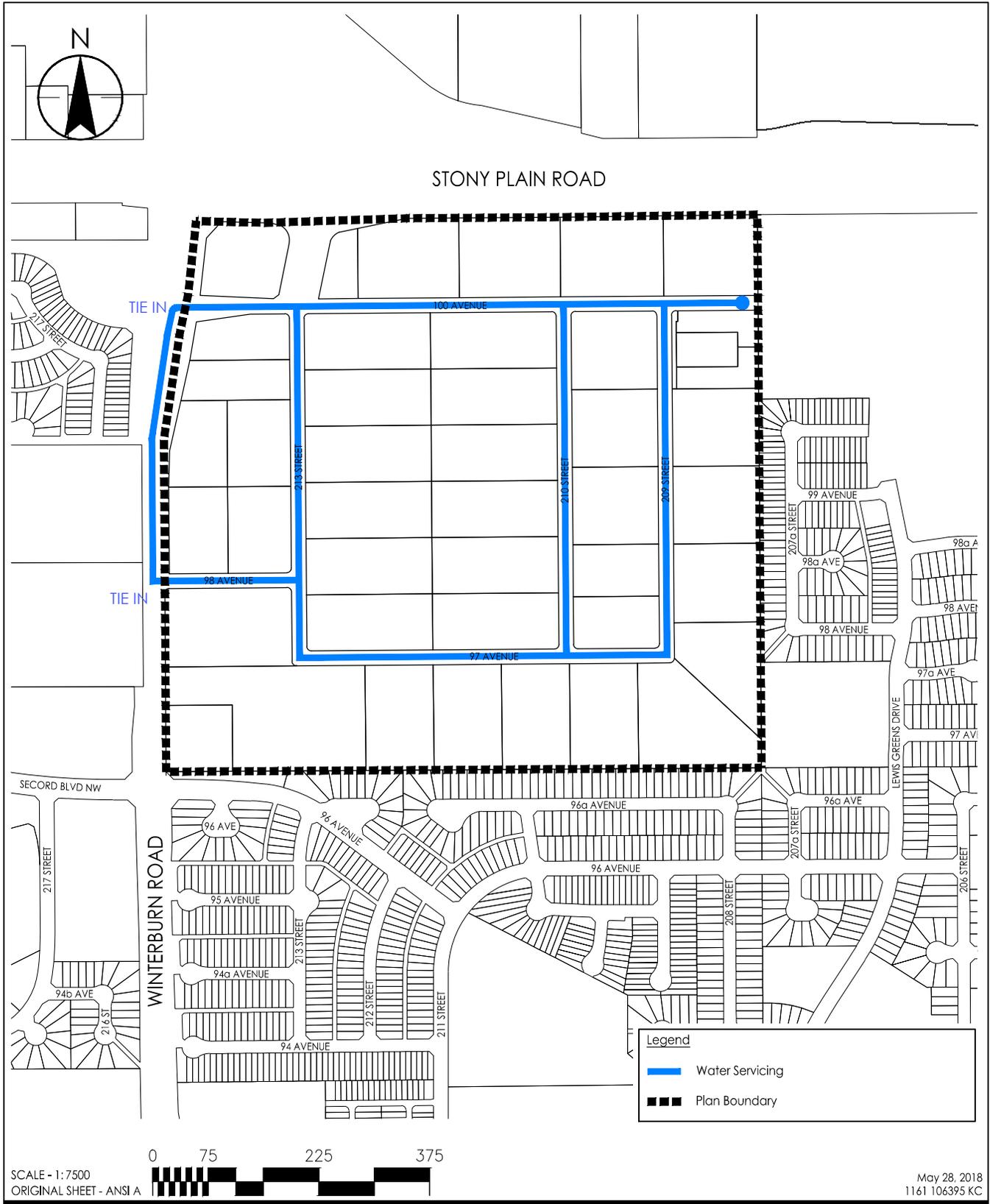
Figure No.

10.0

Title

Sanitary Servicing

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Client/Project

Landowners within  
Lewis Farms Business Employment NSP  
LEWIS FARMS BUSINESS EMPLOYMENT NSP

Figure No.

11.0

Title

Water Servicing

### 3.5.7 RISK MANAGEMENT

This Plan provides direction to ensure that potential risk from development is mitigated.

<b>OBJECTIVE 18: MANAGE RISK WITHIN AND SURROUNDING THE PLAN AREA THROUGH LAND USE CONTROLS AND AT THE SOURCE, IF REQUIRED.</b>	
NSP Policy 18.1	Implementation
<p>Uses and activities associated with hazardous materials and/or processes presenting risk shall not be permitted within the Lewis Farms Business Employment NSP.</p> <p>New residential land uses shall not be permitted within the Lewis Farms Business Employment NSP, except within the Commercial area along 215 Street NW for uses as allowable under commercial zoning.</p>	<p>City Administration shall not accept applications for rezoning to (IH) Heavy Industrial, nor will development permits for uses that satisfy criteria described in the purpose of the IH Zone be approved.</p> <p>At the development permit stage, proposals shall be reviewed by City Administration to ensure that the nature of the site, activities, and/or materials (including substances that are stored, processed, produced, or used, and the quantity relative to threshold levels), poses an acceptable level of risk in accordance with MIACC guidelines and City of Edmonton requirements.</p> <p>Applications for new urban residential development, except within the Commercial area along 215 Street NW for uses as allowable under commercial zoning, shall be refused by the City within the Plan area.</p>
<p><b>Rationale:</b> The NSP provides risk mitigation through risk reduction at the source and risk reduction through land use controls, as described in the City of Edmonton's Municipal Development Plan. Risk is reduced through prohibiting potentially hazardous uses and activities, including those under the IH Zone, which pose risk to other surrounding neighbourhood-type uses. Risk, and conflict related to nuisance, are reduced through limiting further urban residential development in the area.</p>	

#### Technical Summary

No technical requirements were identified.

### 3.5.8 EXISTING RURAL RESIDENTIAL

The vision for this area is to have the existing rural residential transition over time to commercial, business employment, and potential private recreation uses. However, with fragmented ownership, these lands will most likely transition incrementally over several years. This plan recognizes this challenge and provides direction to guide this transition in a compatible manner.

<b>OBJECTIVE 19: TRANSITION THE AREA AS PER THE LAND USE CONCEPT BY ALLOWING EXISTING RURAL RESIDENTIAL USES TO BE RETAINED WHILE ENCOURAGING BUSINESS DEVELOPMENT.</b>	
<b>NSP Policy 19.1</b>	<b>Implementation</b>
Existing rural residential uses shall be allowed to remain, however subdivision for residential purposes shall not be permitted. Business uses proposed shall be compatible with adjacent existing residential.	The plan supports the rezoning of individual parcels, at such time as the individual landowner wishes to do so. A direct control district will be applied to the business employment designated lands to ensure land use compatibility. Landowners may rezone by applying this direct control district to their area of application, in accordance with Figure 12: Future Business Employment Areas.
<b>Rationale:</b> The Plan is intended to support the incremental transition of rural residential uses to business-type uses, with the understanding that several parcels throughout the NSP may not transition for several years, and as such, rezoning shall support land use compatibility and sensitivity.	

#### Technical Summary

No technical requirements were identified.



## 4 STATUTORY PLAN AND POLICY CONTEXT

This section outlines plans and policies that are applicable to the Lewis Farms Business Employment NSP. Applicants seeking amendments to the NSP or applying for rezoning, subdivisions or development permits are required to consult the actual documents for specific guidance on detailed requirements as they apply to particular properties.

### 4.1 EDMONTON METROPOLITAN REGION GROWTH PLAN

The Edmonton Metropolitan Region Growth Plan: Re-imagine. Plan. Build. (EMRGP) outlines an approach to managing growth across the Region in a responsible manner that sustains and advances regional prosperity and well being. The EMRGP aims to minimize the expansion of the urban footprint, integrate land use and infrastructure decisions, build resilient, adaptable, and complete communities, ensure the Region's transportation systems are interconnected and enable economic prosperity, protect the environment, and encourage the growth of the agriculture sector. It provides a vision, principles, and six interrelated regional policy areas to guide growth and development over the next 30 years. The EMRGP was approved by the Government of Alberta in October 2017.

The Lewis Farms Business Employment NSP complies with the EMRGP policies:

EMRGP Policy	Lewis Farms Business Employment NSP Compliance
<b>ECONOMIC COMPETITIVENESS AND EMPLOYMENT</b>	
<b>1.2 Promote job growth and the competitiveness of the Region's employment base</b>	
<p><b>1.2.2</b> - Employment growth will be accommodated in:</p> <ul style="list-style-type: none"> <li>b. planned employment areas and smaller-scale local employment areas indicated on Schedule 3B</li> <li>c. within urban communities and within centres in a compact form</li> </ul>	<p>Lewis Farms Business Employment provides employment opportunities within planned and local employment areas, integrated into the Lewis Farms urban context.</p>
<b>COMMUNITIES AND HOUSING</b>	
<b>3.1 Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages</b>	
<p><b>3.1.4</b> - In the metropolitan area, greenfield areas will be planned and developed as complete communities that:</p> <ul style="list-style-type: none"> <li>a. are compact contiguous and incorporate a mix of uses.</li> <li>f. incorporate an interconnected street network and urban form to support active transportation</li> <li>g. integrate local services, amenities, institutional and commercial uses</li> </ul>	<p>The NSP provides contiguous development that contributes to the mix of uses in the Lewis Farms community, including the addition of business employment, commercial, and recreation opportunities.</p> <p>Roadway and active modes connections to surrounding plan areas are incorporated, which provide convenient access to</p>

<b>EMRGP Policy</b>	<b>Lewis Farms Business Employment NSP Compliance</b>
<p>within residential development, within buildings and or/within a five minute walk (400 metres)</p> <p>h. provide high quality parks, trails, and open spaces</p>	<p>commercial uses and park space for surrounding residents.</p> <p>The plan area includes an existing park space connected by shared-use paths and walkways.</p>
<b>INTEGRATION OF LAND USE AND INFRASTRUCTURE</b>	
<b>4.1 Establish a compact and contiguous development pattern to accommodate employment and population growth</b>	
<p><b>4.1.2</b> - Employment and population growth will be accommodated in a compact form and a continuous pattern within existing urban community.</p>	<p>The NSP provides contiguous employment lands development within the existing urban area.</p>
<p><b>4.1.4</b> - Non-residential uses including commercial, retail, and institutional uses in built-up urban areas and greenfield areas will be planned and developed in a compact form to reduce auto dependency, enhance connectivity and create vibrant mixed use areas with on-site or adjacent residential uses to meet the needs of the local community.</p>	<p>The NSP provides compact commercial lands, connected by the active modes network, which are in proximity to the surrounding residential development.</p>
<b>4.2 Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint</b>	
<p><b>4.2.3</b> - Job Growth and intensification of major and local employment areas will be planned for and promoted along existing and planned transit corridors.</p>	<p>The NSP provides employment lands immediately adjacent to major transit routes (Winterburn Road and Stony Plain Road). Convenient multimodal access to existing transit stops and surrounding residential lands is provided through the strategic placement of walkway and shared-use path connections.</p>
<p><b>4.2.4</b> - Intensification will optimize existing and planned infrastructure. Infrastructure investments to support intensification will be identified and planned appropriately.</p>	<p>The NSP provides for intensification on the subject lands to utilize existing infrastructure connections, where feasible. Required servicing and infrastructure upgrades are identified as they relate to the development of the Plan area.</p>
<b>TRANSPORTATION SYSTEMS</b>	
<b>5.2 Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community</b>	

EMRGP Policy	Lewis Farms Business Employment NSP Compliance
<p><b>5.2.3</b> - Active transportation networks and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within greenfield areas and built-up urban areas, and provide non-motorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.</p>	<p>The NSP incorporates an active transportation network of sidewalks, walkways, and shared-use paths to provide non-motorized linkages between commercial, recreation, school/park, business employment, surrounding residential neighbourhoods, and transit stops.</p>
<p><b>5.3 Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods, and services in both urban and rural areas</b></p>	
<p><b>5.3.1</b> - The locations, types, scale and built form of residential, commercial, institutional and industrial uses will be planned and developed to optimize the use of transportation infrastructure to ensure efficient, convenient, and safe movement of people and goods.</p>	<p>Land uses within the NSP are located in proximity to regional roadways such as Stony Plain Road and Anthony Henday Drive. Uses are proposed to be developed so that they can utilize the network of roadways, sidewalks, walkways and shared-use paths for efficient, convenient, and safe access throughout the neighbourhood and into the surrounding region.</p>

**4.2 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 MDP is closely integrated with the Transportation Master Plan (TMP) to achieve more coordinated decision making. The MDP also includes a regional component which addresses the coordination of future land use, growth patterns and transportation systems with Edmonton’s neighbouring municipalities.

The Lewis Farms Employment NSP complies with the MDP policies:

Municipal Development Plan Policy	Lewis Farms Business Employment NSP Compliance
<p><b>3.2.1.3</b> – Achieve a balance between residential, industrial, commercial, institutional, natural and recreational land uses in the city through land development policies and decisions.</p>	<p>The NSP establishes a variety of development opportunities through the provision Business Employment, Commercial and Recreation lands.</p>

Municipal Development Plan Policy	Lewis Farms Business Employment NSP Compliance
<p><b>4.6.1.1</b> – Support Corporate initiatives to improve walkability and other active transportation modes.</p>	<p>The NSP identifies a well-connected and integrated network of active modes routes.</p>
<p><b>5.6.1.2</b> – Encourage new development to locate and organize vehicle parking, vehicle access, service areas and utilities to minimize their impact on the property and surrounding properties and to improve the safety and attractiveness of adjacent streets and other public spaces.</p>	<p>The Plan encourages zoning, subdivision, and site planning to consider uses, site location and configuration, and the layout and location of all relevant structures, parking, and loading facilities to ensure that impacts on adjacent land uses are minimized.</p>
<p><b>5.6.1.4</b> – Design density, land uses and buildings to benefit from local transit service by minimizing walking distances to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities.</p>	<p>Uses within the Plan are located with connections to arterial roadways to promote walkability and transit usage. All uses have multimodal access to transit service.</p>
<p><b>5.6.1.9</b> – Integrate park use into the everyday experience of residents by designing parks and adjacent development to complement one another and by seeking opportunities to locate City facilities adjacent to parkland.</p>	<p>The NSP provides the opportunity for additional recreation facilities adjacent the existing park space to complement these lands and serve nearby residents.</p>
<p><b>5.7.1.1</b> – 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.</p>	<p>The NSP provides for multimodal transportation routes to support safety, ease, and enjoyment for pedestrians, cyclists, and automobiles. A modified roadway cross-section provides for multimodal travel while accommodating required servicing and landscaping.</p>
<p><b>5.7.1.2</b> – Support the design of street systems to be easily navigated by pedestrians, cyclists and vehicles and to provide clear and direct connections between major activity areas in the community.</p>	<p>The NSP transportation network provides clear and direct access for all modes through connections to all uses within the Plan area, as well as connections to adjacent areas and transit.</p>
<p><b>6.1.1.1</b> – Incorporate limited development of offices in light industrial areas, as required, to meet the needs of industrial businesses and as provided for in industrial Area Structure Plans.</p>	<p>The NSP allows for offices and other uses to support business employment activities.</p>
<p><b>6.2.1.4</b> – Plan for retail centres that meet the daily needs of residents in Area and Neighbourhood Structure Plans.</p>	<p>The Plan provides a commercial node along a major arterial roadway, which allows for</p>

Municipal Development Plan Policy	Lewis Farms Business Employment NSP Compliance
	services to meet the daily needs of the nearby residents.
<p><b>6.3.1.4</b> – Undertake and facilitate development plans for new industrial areas to ensure development opportunities are continually available.</p>	<p>This Plan provides a comprehensive framework for business employment lands to support future development opportunities.</p>
<p><b>6.3.1.7</b> – Build infrastructure and provide services to support land development, goods movement and ongoing business operations.</p>	<p>The NSP outlines infrastructure and servicing schemes to support future business employment operations.</p>
<p><b>6.3.1.12</b> - Plan new and older industrial areas to be pedestrian friendly, include active transportation linkages, recreational opportunities, ecological connections and other facilities and services that serve industrial workers and contribute to environmental and social sustainability.</p>	<p>Lewis Farms Business Employment includes integrated active transportation linkages throughout with connections to adjacent areas. Recreation opportunities and commercial lands are also provided to serve employees and nearby residents.</p> <p>The addition of boulevard trees and vegetated buffers will enhance ecological connection within and to adjacent neighbourhoods.</p>
<p><b>8.1.2.2</b> – The City will attract population growth by developing complete communities with a wide choice of housing and good access to a broad range of health, education, recreation and cultural services.</p>	<p>The NSP provides employment, services, and recreation space which, in combination with the surrounding residential development, contributes to a complete community.</p>
<p><b>8.1.5.1</b> – Maintain Edmonton's key role in the Capital Region as a centre for innovation, wealth creation and business and employment opportunities by ensuring a sufficient supply of land for new business and industrial growth.</p>	<p>The NSP contributes to Edmonton's supply of business employment land.</p>

### 4.3 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.

The Lewis Farms Employment NSP complies with the following TMP strategic goals:

TMP Strategic Goal	Lewis Farms Business Employment NSP Compliance
<p><b>Transportation and Land Use Integration</b> – 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 practises for land use.</p>	<p>The NSP provides a network of roadways which are compatible and complementary to the primarily business nature of the area, with access to existing transit stops.</p>
<p><b>Access and Mobility</b> – The transportation system is interconnected and integrated to allow people and goods to move efficiently throughout the city and to provide reasonable access with a variety of modes for people across demographic, geographic, socio-economic and mobility spectrums.</p>	<p>The NSP provides vehicular and transit access through an inter-connected system of roadways, sidewalks, walkways, and shared-use paths.</p> <p>Commercial and school/park lands are located close to transit stops.</p>
<p><b>Transportation Mode Shift</b> – Public transportation and active transportation are the preferred choice for more people making it possible for the transportation system to move more people more efficiently in fewer vehicles.</p>	<p>The NSP supports direct, safe, convenient, and accessible routes and provides a well-integrated network of sidewalks, walkways and shared-use paths connecting people to transit, schools/parks, commercial lands, and employment lands.</p>
<p><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.</p>	<p>The NSP creates a sustainable community by providing accessible employment lands, schools/parks, and services in proximity to residents and public transit, allowing alternative methods of transportation.</p>
<p><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.</p>	<p>The ability to walk or cycle through the area is provided by the network of sidewalks, walkways and shared-use paths, which supports health and wellness.</p>
<p><b>Economic Vitality</b> – Efficient movement of goods, convenient mobility of the labour force, and access to a vibrant city centre are features of the transportation system that enhance the economic vitality and competitive advantage of Edmonton and the Region.</p>	<p>The NSP provides business employment lands in close proximity and with convenient access to major regional transportation corridors.</p>

## 4.4 EDMONTON'S INDUSTRIAL LAND STRATEGY

Edmonton's Industrial Land Strategy, adopted by Council on August 27, 2002, provides a framework for programs and policies to facilitate the development of new employment areas and redevelopment in existing employment areas. The strategy encourages public and private investment and development to support implementation.

The Lewis Farms Business Employment NSP is intended to support the initiatives in this strategy through contributing to the supply of industrial/business employment land and encouraging development of identified industrial/business employment lands in an orderly and efficient manner.

## 4.5 BREATHE

Breathe: Edmonton's Green Network Strategy provides direction for the sustainable care and expansion of Edmonton's open space network. This plan was adopted by City Council in August 2017. The Lewis Farms Business Employment NSP supports the following policy actions:

Breathe Policy Actions	Lewis Farms Business Employment NSP Compliance
<b>4.5.3 IMPROVING SUPPLY + DISTRIBUTION</b>	
c) Ensure a balanced and comprehensive distribution of open space experiences and functions across Edmonton.	The existing school/park space serves open space functions for the surrounding community and contributes to a balanced distribution across Edmonton.
<b>4.6.1 TRAILS + PATHWAYS</b>	
<p>a) Improve and expand the trail and pathway network to improve pedestrian and cyclist friendly environments within open spaces and promote connectivity citywide. Expand active transportation circuits and loops within open spaces and throughout neighbourhoods.</p> <p>b) Require easements for pathways to connect future schools and park sites with the surrounding neighbourhood whenever feasible during the community planning process</p>	The NSP provides a multimodal network of trails and walkways to uses throughout the Plan area and to adjacent areas. Required easements are identified to support walkway connections. The walkway to Stewart Greens improves connectivity, as this facilitates non-vehicular circulation, and improves park and natural area accessibility between neighbourhoods.
<b>4.6.3 CONNECTION + MOBILITY</b>	
b) Develop a minimum grid of year-round active transportation routes (pedestrian, cyclist and other) to connect open spaces and other destinations throughout the city. Encourage complete streets that incorporate	The NSP includes a safe and convenient roadway and active modes network with connections to the school/park, transit stops, destinations within the Plan area, and

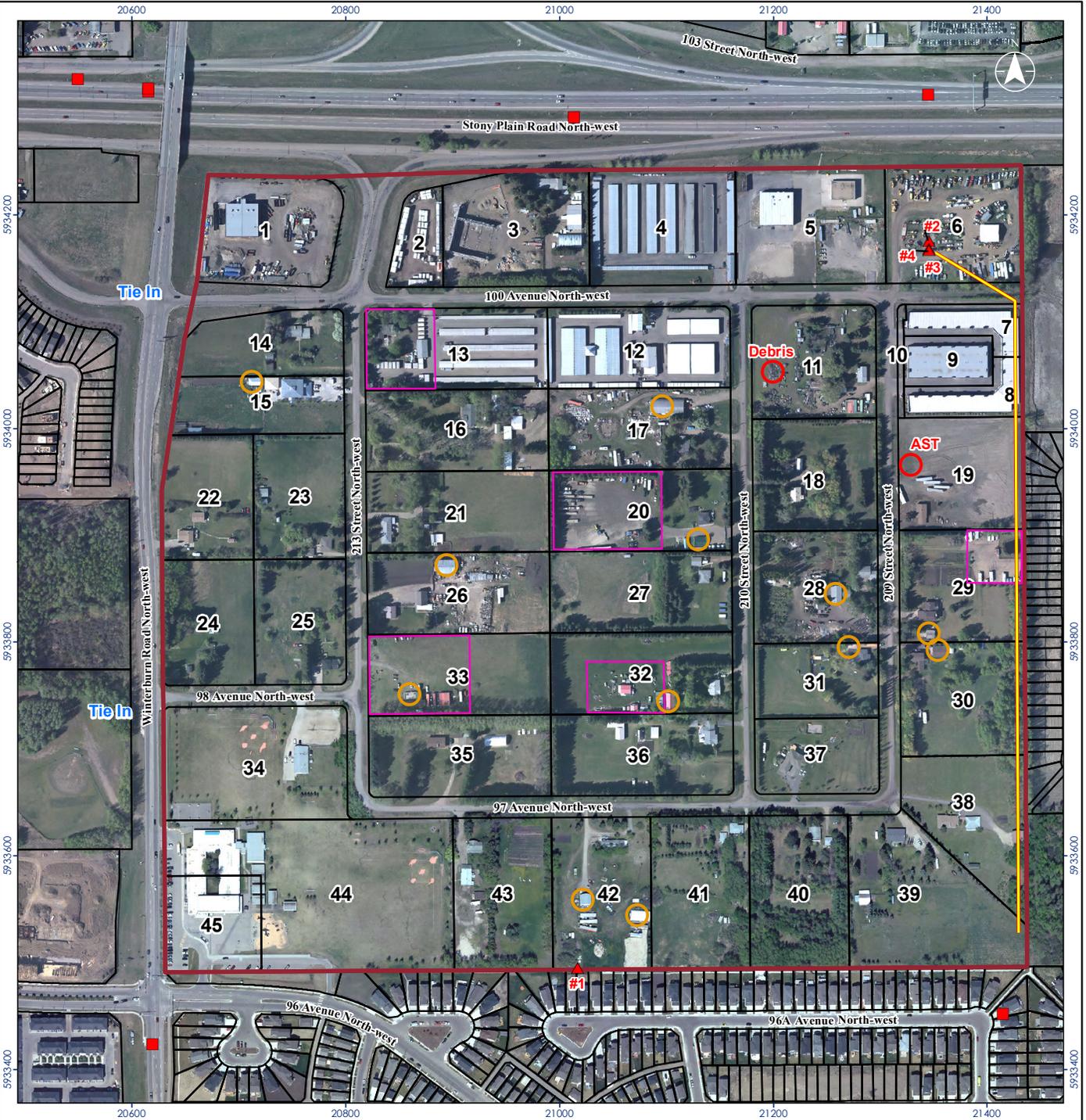
<b>Breathe Policy Actions</b>	<b>Lewis Farms Business Employment NSP Compliance</b>
<p>high quality pedestrian and cyclist infrastructure to promote safety and visual interest along identified active transportation routes, incorporating natural landscaping elements, green infrastructure treatments and/or associated plazas or parkettes.</p> <p>h) Provide well integrated transitions among sidewalks, cycling infrastructure, the shared-use pathway network, other pedestrian networks, transit facilities and open spaces (particularly those in the River Valley and Ravine System). Open spaces should be connected to surrounding areas by sidewalks and pathways to increase pedestrian and cyclist mobility and access.</p>	<p>adjacent neighbourhood circulation networks.</p> <p>The walkway to Stewart Greens improves connectivity, as this facilitates non-vehicular circulation, and improves park and natural area accessibility between neighbourhoods.</p>
<b>4.7.1 HABITAT + CONNECTIVITY</b>	
<p>b) Maintain and enhance wildlife connectivity by preserving existing areas of natural land cover; minimizing disturbance and removing barriers in the River Valley and Ravine system and other connectivity corridors; and encouraging development on public and private land that maintains the connections between open spaces.</p>	<p>The Plan encourages maintenance of existing mature trees, particularly near the adjacent natural area within Stewart Greens. The addition of boulevard trees and vegetated buffers will enhance ecological connections within and to adjacent neighbourhoods.</p>

# APPENDIX A - SUPPLEMENTARY ENVIRONMENTAL INFORMATION

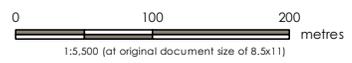
## Environmental Overview – Lewis Farms Business Employment NSP, Areas of Potential Environmental Concern

Municipal Address	Legal Address	Property Number	Type of Property	Potential Concern**
21410 100 Avenue NW	Lot 1,Block 1,Plan 0422267	1	Industrial Business	Storage throughout property (Industrial Equipment)
21250 100 Avenue NW	Lot 3,Plan 5496HW	2	Industrial Business	Storage throughout property (Industrial Equipment)
21204 100 Avenue NW	Lot 4,Plan 5496HW	3	Industrial Business	Storage throughout property (Industrial Equipment)
21010 100 Avenue NW	Lot 5,Plan 5496HW	5	Industrial Business	Storage throughout property (Industrial Equipment)
20804 100 Avenue NW	Lot 7,Plan 64KS	6	Industrial Business	Historical Wells #2 - 4
20804 100 Avenue NW	Lot 7,Plan 64KS	6, 7, 8, 19	Industrial Business	Pipeline Spill (Note: exact location within these 4 properties is unknown)
20804 100 Avenue NW	Lot 7,Plan 64KS	6	Industrial Business	Storage throughout property (Industrial Equipment)
9904 209 Street NW	Lot 31,Plan 64KS	11	Industrial Business	Debris
9904 209 Street NW	Lot 31,Plan 64KS	11	Industrial Business	Storage (Agricultural and Commercial Equipment)
21221 100 Avenue NW	Lot 19,Plan 5496HW	13	Industrial Business	Storage (Totes and Vehicles)
9910 213 Street NW	Lot 18B,Plan 4799TR	15	Rural Residential	Storage (Quonset and Commercial Equipment)
9904 210 Street NW	Lot 29,Plan 5496HW	17	Rural Residential	Storage throughout property (Quonset, Vehicles, and Trailers)
9811 209 Street NW	Lot 8A,Plan 1772MC	19	Rural Residential	Fuel AST
9811 209 Street NW	Lot8A,Plan 1772MC	19	Rural Residential	Storage (Trailers and Commercial Equipment)
9814 210 Street NW	Lot 28,Plan 5496HW	20	Rural Residential	Storage (Quonset, Vehicles, and Trailers)
21310 98 Avenue NW	Lot 16,Plan 5496HW	25	Rural Residential	Storage (Commercial Equipment)
9821 213 Street NW	Lot 22,Plan 5496HW	26	Rural Residential	Storage throughout property (Quonset, Vehicles, and Trailers)
9812 209 Street NW	Lot 33,Plan 64KS	28	Rural Residential	Storage throughout property (Quonset and Commercial Equipment)
9803 209 Street NW	Lot 9,Plan 64KS	29	Rural Residential	Storage (Vehicles)
9711 209 Street	Lot 10,Plan 64KS	30	Rural Residential	Storage (Quonset)
9712 209 Street NW	Lot 34B,Plan 9622725	31	Rural Residential	Storage (Quonset)
9720 210 Street NW	Lot 26,Plan 5496HW	32	Rural Residential	Storage (Quonset)
9803 213 Street NW	Lot 23,Plan 5496HW	33	Rural Residential	Storage (Quonset, Vehicles, and Trailers)
21007 97 Avenue NW	Lot 14,Plan 5496HW	42	Rural Residential	Historical Well #1
21007 97 Avenue NW	Lot 14,Plan 5496HW	42	Rural Residential	Storage throughout property (Quonset, Vehicles, and Trailers)

\*\* Note: Concerns were identified from aerial photograph review or roadside assessment. Access to individual properties to assess storage was not available.



- Study Area
- Storage Area
- Area of Potential Environmental Concern (APEC)
- Storage (Quonset)
- ▲ Historical Well Location
- Off-site Well Location
- Pipeline (Line #21693-1)



Project Location: NW¼ 31-052-25 W4M, Edmonton, Alberta  
 Prepared by MK on 2018-05-14  
 Quality Review by LF on 2018-05-14  
 Approved by VS on 2018-05-14

Client/Project: Robert D. Gillespie Barrister & Solicitor (Trust)  
 Environmental Overview for Lewis Farms  
 ASP Amendment - Normandeau Gardens

Figure No.: 1  
 Title: Areas of Potential Concern

- Notes**
1. Coordinate System: NAD 1983 3TM 114
  2. Base features: Geogratis, ©Department of Natural Resources Canada, All rights reserved.
  3. Imagery: City of Edmonton, 2015.

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**Areas of Potential Concern**