

# *Kinglet Gardens Neighbourhood Structure Plan*

---

**Office Consolidation May 2021**

---

*Prepared by:*

*Development Services  
Urban Planning and Economy  
City of Edmonton*

**Bylaw 17752 was adopted by Council in December 2016. In May 2021, this document was consolidated by virtue of the incorporation of the following bylaw:**

*Bylaw 17752* December 13, 2016 - to adopt the Kinglet Gardens Neighbourhood Structure Plan

*Bylaw 19129* Approved September 1, 2020 - to redistribute areas for medium density residential uses, reconfigure the shape and size of a stormwater management facility (SWMF), and allow for the development of low density residential uses in the northern portion of the neighbourhood

*Bylaw 19528* Approved January 26, 2021 – to reconfigure lands for a stormwater management facility (SWMF) and low-density residential areas in the central portion of the neighbourhood.

*Bylaw 19288* Approved March 16, 2021 – to designate portions of the Plan to public utility corridor and residential land uses.

*Bylaw 19688* Approved May 4, 2021 – to specify the use of Direct Control Provisions to achieve more innovative and compact housing types, such as row housing.

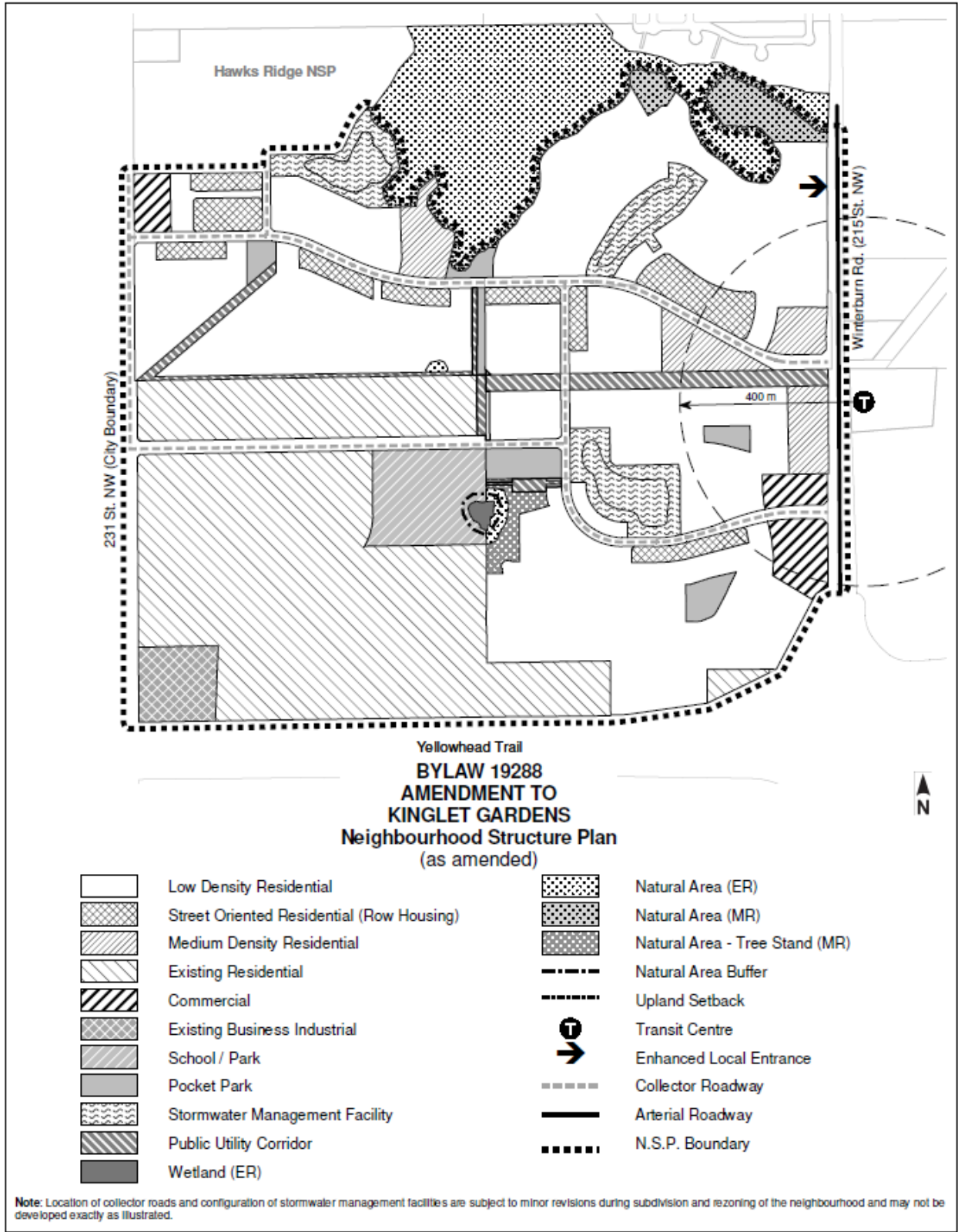
## **Editor's Note:**

This is an office consolidation edition of the Kinglet Gardens neighbourhood Structure Plan, Bylaw 17752, as approved by City Council on December 13, 2016.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. Where it provides clarity, names of City departments have been standardized to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original 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



**Bylaw 19288**  
**Approved March 16, 2021**

# KINGLET GARDENS

---

## NEIGHBOURHOOD STRUCTURE PLAN

Prepared for:

***Private Owners\****

*\*Amended by Editor*

Prepared by:



*Original NSP Document on: September 2016*

*Office Consolidation*

# CONTENTS

1	Administration .....	1
1.1	Purpose .....	1
1.2	Authority .....	1
1.3	Timeframe .....	1
1.4	Interpretation .....	1
1.5	Amendment .....	1
2	Plan Context .....	2
2.1	Location .....	2
2.2	Background .....	2
2.3	Land Ownership .....	2
2.3.1	Non-Participating Lands Requiring Further Study .....	4
2.4	Site Context .....	4
2.4.1	Existing Land Uses .....	4
2.4.2	Natural areas and Ecological Resources .....	4
2.4.3	Existing Transportation Network .....	5
2.4.4	Topography .....	5
2.4.5	Energy and Natural Resources .....	6
2.4.6	Historical Resources .....	6
2.4.7	Environmental Assessments .....	6
2.5	Public Involvement .....	6
2.5.1	Advanced Notification .....	6
2.5.2	Public Meeting .....	6
2.5.3	Public Hearing .....	7
3	Land Use, Transportation, and Servicing .....	13
3.1	Land Use Concept and Population Statistics .....	13
3.2	Vision .....	16
3.3	Goals and Objectives .....	16
3.4	Policy .....	19
3.4.1	Green Development .....	19
3.4.2	Urban Design .....	22
3.4.3	Ecology .....	24
3.4.4	Environment .....	27
3.4.5	Historical Resources .....	29
3.4.6	Residential .....	30
3.4.7	Commercial .....	35
3.4.8	Parks, Open Space and Schools .....	37
3.4.9	Transportation .....	40
3.4.10	Infrastructure, Servicing and Staging .....	46
3.4.11	Agriculture and Food .....	48
3.5	Statutory Plan and Policy Context .....	49
3.5.1	Capital Region Growth Plan: Growing Forward .....	49

3.5.2	Municipal Development Plan: The Way We Grow .....	52
3.5.3	Transportation Master Plan: The Way We Move .....	54
3.5.4	The Way We Green .....	55
3.5.6	Edmonton Suburban Neighbourhood Design Principles (SNDP) .....	56
3.5.7	Urban Parks Management Plan (UPMP) .....	58
3.5.8	City of Edmonton Housing Mix Guidelines .....	58
3.5.9	Transit Oriented Development Guidelines .....	58
3.5.10	North Saskatchewan River Valley Area Redevelopment Plan .....	58
3.5.11	Natural Area Systems (Policy C531) .....	59

## FIGURES

Figure 1: Location .....	8
Figure 2: Context .....	9
Figure 3: Land Ownership .....	10
Figure 4: Site Features .....	11
Figure 5: Site Contours .....	12
Figure 6: Land Use Concept .....	14
Figure 7: Parks & Open Space .....	59
Figure 8: Transportation Network .....	63
Figure 9: Active Modes Network .....	64
Figure 10: Stormwater Servicing .....	65
Figure 11: Sanitary servicing .....	66
Figure 12: Water Servicing .....	63
Figure 13: Staging .....	68
Figure 14: Low Impact Development Opportunities .....	69

## TABLES

Table 1: Land Ownership .....	2-3
Table 2: Land Use and Population Statistics .....	13-14

# 1 ADMINISTRATION

## 1.1 PURPOSE

The purpose of this Neighbourhood Structure Plan (NSP) is to establish a framework for future land use planning, and the provision of municipal infrastructure, services and amenities in conformance with established planning policies, objectives and requirements of the City of Edmonton and based on the characteristics and opportunities contained within the site.

This Neighbourhood Structure Plan describes:

- The general pattern of development and subdivision;
- The location, configuration and size of various land uses, including residential, commercial, parks and open spaces, and public utility land uses;
- The anticipated density of residential development;
- The pattern and alignment of the arterial and collector roadway and pedestrian walkway systems; and
- Detailed servicing schemes.

## 1.2 AUTHORITY

The Kinglet Gardens NSP was adopted by Edmonton City Council on September 19, 2016 as Bylaw 17752 in accordance with Section 633 of the *Municipal Government Act*.

## 1.3 TIMEFRAME

Development in Kinglet Gardens is expected to commence in 2017 and is estimated, at current absorption rates, to be complete within 15 years.

## 1.4 INTERPRETATION

All map symbols, locations, and boundaries contained within the Kinglet Gardens 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.

## 1.5 AMENDMENT

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

Any change to policy, text or mapping information contained within the Kinglet Gardens NSP shall be in accordance with the *Municipal Government Act*, the Big Lake Area Structure Plan (Bylaw 9878, as amended), and the terms of reference for the preparation and amendment of residential Neighbourhood Structure Plans.

## 2 PLAN CONTEXT

### 2.1 LOCATION

The Kinglet Gardens NSP encompasses approximately 206 hectares (ha) of land located in northwest Edmonton. The Plan area (see Figure 1: Location) is defined by the following general boundaries:

- Northern boundary: The northern edge of NW-13-53-26-W4
- Eastern boundary: 215 Street NW
- Southern boundary: Yellowhead Trail
- Western boundary: 231 Street NW (City Boundary)

### 2.2 BACKGROUND

The Big Lake Area Structure Plan (ASP) was approved in August 1991 through the adoption of Bylaw 9878. The ASP was amended in January 2008 to incorporate a new concept for Neighbourhood One (Trumpeter), in August 2010 to incorporate a new concept for Neighbourhood Two (Starling), and in September 2010 to incorporate a new concept for Neighbourhood Three (Hawks Ridge). The Kinglet Gardens neighbourhood is identified in the Big Lake ASP as Neighbourhood 5.

### 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
1	Private Corporate	NW-13-53-26-4	63.70 ha
2	Private Corporate	NE-13-53-26-4	48.12 ha
3	Private Corporate*	Lot 2, Block A, Plan 4636MC	8.08 ha
4	Private Non-Corporate*	Lot 5, Block A, Plan 0729717	4.27 ha
5	Private Non-Corporate*	Lot 4, Block A, Plan 0729717	0.61 ha
6	Private Non-Corporate*	Lot 1A, Block A, Plan 9021876	2.13 ha
7	<i>Private Powerline Corporation**</i>	SE-13-53-26-4	0.61 ha
8	<i>Private Powerline Corporation**</i>	Powerline Right of Way Plan 2362MC	2.45 ha
9	Private Non-Corporate*	Lot E, Plan 314RS	16.20 ha
10	Private Corporate	SE-13-53-26-4	34.87 ha
11	Private Non-Corporate*	Lot D, Plan 5638M	1.16 ha
12	Private Non-Corporate*	Lot B, Plan 953MC	1.18 ha
13	Private Non-Corporate*	Lot A, Plan 6472KS	1.19 ha
14	Private Non-Corporate*	Lot F, Plan 9825063	0.61 ha
15	Private Non-Corporate*	Lot 3, Block 1, Plan 9622748	0.977 ha
16	Private Non-Corporate*	Lot 2, Block 1, Plan 9622748	0.651 ha
17	Private Non-Corporate*	Lot 1, Block 1, Plan 9622748	0.581 ha
18	Private Non-Corporate*	Lot 2a, Block 1, Plan 9322479	0.705 ha
19	Private Non-Corporate*	Lot 2c, Block 1, Plan 9622670	0.907 ha
20	Private Non-Corporate*	Lot 2d, Block 1, Plan 9622670	0.6 ha
21	Private Non-Corporate*	Lot 3, Block 1, Plan 6157RS	2.21 ha
22	Private Non-Corporate*	Lot 5, Block 1, Plan 8121056	1.42 ha

23	Private Non-Corporate*	Lot 6, Block 1, Plan 8121056	1.42 ha
24	Private Non-Corporate*	Lot 7, Block 1, Plan 8121056	1.6 ha
25	Public Corporation**	Lot R15, Block 3, Plan 6175RS	5.76 ha
26	Private Non-Corporate*	Lot 12, Block 2, Plan 9221634	0.642 ha
27	Private Non-Corporate*	Lot 11, Block 2, Plan 9221634	0.669 ha
28	Private Non-Corporate*	Lot 3b, Block 2, Plan 8722835	0.713 ha
29	Private Non-Corporate*	Lot 3a, Block 2, Plan 8722835	0.708 ha
30	Private Non-Corporate*	Lot 2, Block 2, Plan 6157RS	0.713 ha
31	Private Non-Corporate*	Lot 2, Block 2, Plan 6157RS	0.707 ha
32	Private Non-Corporate*	Lot 1, Block 2, Plan 6157RS	1.4 ha
33	Private Non-Corporate*	Lot 8a, Block 2, Plan 9121151	0.712 ha
34	Private Non-Corporate*	Lot 8b, Block 2, Plan 9121151	0.709 ha
35	Private Non-Corporate*	Lot 7, Block 2, Plan 6175RS	1.46 ha
36	Private Non-Corporate*	Lot 6a, Block 2, Plan 9320455	0.934 ha
37	Private Non-Corporate*	Lot 6b, Block 2, Plan 9320455	0.808 ha
38	Private Non-Corporate*	Lot 5a, Block 2, Plan 0126365	0.758 ha
39	Private Non-Corporate*	Lot 5b, Block 2, Plan 0126365	0.759 ha
40	Private Non-Corporate*	Lot 2, Block 2, Plan 7521598	0.605 ha
41	Private Non-Corporate*	Lot 2, Block 2, Plan 7521598	0.665 ha
42	Private Non-Corporate*	Lot 3b, Block 3, Plan 9223002	0.606 ha
43	Private Non-Corporate*	Lot 3b, Block 3, Plan 9223002	0.607 ha
44	Private Non-Corporate*	Lot 4, Block 3, Plan 7521598	1.21 ha
45	Private Non-Corporate*	Lot 5, Block 3, Plan 7521598	1.23 ha
46	Private Non-Corporate*	Lot 6, Block 5, Plan 9222836	0.584 ha
47	Private Non-Corporate*	Lot 8, Block 5, Plan 9222836	0.587 ha
48	Private Non-Corporate*	Lot 7, Block 5, Plan 9222836	0.584 ha
49	Private Non-Corporate*	Lot 9, Block 5, Plan 9222836	0.598 ha
50	Private Non-Corporate*	Lot 5, Block 5, Plan 9222836	0.613 ha
51	Private Non-Corporate*	Lot 4, Block 5, Plan 9222836	0.608 ha
52	Private Non-Corporate*	Lot 3, Block 5, Plan 9222836	0.605 ha
53	Private Non-Corporate*	Lot 2, Block 5, Plan 9222836	0.608 ha
54	Private Corporate*	Lot 1, Block 5, Plan 9222836	0.606 ha
55	Private Non-Corporate*	Lot 11, Block 4, Plan 9222836	0.606 ha
56	Private Non-Corporate*	Lot 10, Block 4, Plan 9222836	0.6 ha
57	Private Non-Corporate*	Lot 7a, Block 4, Plan 8520645	0.74 ha
58	Private Non-Corporate*	Lot 7, Block 4, Plan 7521598	0.74 ha
59	Private Non-Corporate*	Lot 6, Block 4, Plan 7521598	1.21 ha
60	Private Non-Corporate*	Lot 5, Block 4, Plan 7521598	1.21 ha
61	Private Non-Corporate*	Lot 4, Block 4, Plan 7521598	1.21 ha
62	Private Non-Corporate*	Lot 3, Block 4, Plan 7521598	1.21 ha
63	Private Non-Corporate*	Lot 2b, Block 4, Plan 9220401	0.607 ha
64	Private Non-Corporate*	Lot 2a, Block 4, Plan 9220401	0.607 ha
65	Private Non-Corporate*	Lot 1d, Block 4, Plan 9924361	0.42 ha
66	Private Non-Corporate*	Lot 1b, Block 4, Plan 9621380	0.48 ha
67	Private Non-Corporate*	Lot 1c, Block 4, Plan 9621380	0.41 ha
68	Public Corporation**	Lot E, Plan 5365MC	7.60 ha
69	Private Non-Corporate*	Lot D, 5945KS	9.27 ha
Total Area (may be greater than Plan area)			244.25 ha

\* Indicates a non-participating landowner.

\*\*Amended by Editor



### **2.3.1 NON-PARTICIPATING LANDS REQUIRING FURTHER STUDY**

All required technical studies including, but not limited to, environmental site assessments, risk assessments and updates to the transportation impact assessment, hydraulic network analysis and neighbourhood design report may be required prior to rezoning, for all non-participating landowners. An amendment to the Kinglet Gardens NSP and Big Lake ASP may also be required.

## **2.4 SITE CONTEXT**

### **2.4.1 EXISTING LAND USES**

At present the majority of the plan area is used for agricultural purposes. Several rural residential properties exist throughout the plan area. In the southwest corner of the plan area is an existing country residential subdivision with a park site. The lands to the north of the NSP remain predominantly undeveloped forming a large natural area as part of the North Saskatchewan River Valley Area Redevelopment Plan (see **Error! Reference source not found.**

A power line right of way runs through the central portion of the plan area.

Existing land uses adjacent to the Plan area include the Hawks Ridge neighbourhood to the north, the future Pintail Landing neighbourhood to the east, 231 Street (City Boundary) and Parkland County to the west, and Yellowhead Trail to the south. West of 231 Street is Parkland County which has been developed with several country residential subdivisions.

### **2.4.2 NATURAL AREAS AND ECOLOGICAL RESOURCES**

The Kinglet Gardens NSP abuts a portion of the North Saskatchewan River Valley Area Redevelopment Plan, which is located directly north (See Figure 4: Site Features). The City of Edmonton's State of Natural Areas Report (Spencer, 2006) does not identify any other environmentally sensitive or significant natural areas within the boundaries of Kinglet Gardens. The City of Edmonton Natural Areas mapping shows one natural area in the south central portion of the plan.

Outfalling from SWMFs into the North Saskatchewan River Valley Area Redevelopment Plan area must adhere to the recommendations provided within the Natural Area Water Sustainability Assessment, Neighbourhoods 4 & 5, Big Lake (Golder, July 8, 2016) and the terms of reference for the development of Environmental Impact Assessments as per Bylaw 7188. However, alternative engineering or environmental solutions may be explored where technical studies are provided at detailed design stage.

There are no Crown claimed wetlands within the neighbourhood.

#### **N13 – Natural Area**

N13 is located within the south central portion of the plan area and is identified as an Aspen Woodland Alliance. The following species are found consistently throughout: trembling aspen and balsam poplar as the dominant overstory; a variety of shrub species such as the prickly rose and snowberry; and a variety of herb species such as bluejoint, reedgrass, and smooth brome. The area is important to the ecological network as it provides support to small populations of plants and animals. N13 is associated with Wetland W43 and together create a larger natural feature complex.

### **W43 – Wetland**

W43 is a wetland, nestled within Natural Area N13 and an existing municipal reserve parcel owned by the City of Edmonton. This wetland is classified as a Class IV – Semi-permanent pond. W43 is bordered by a woody fringe of trembling aspen, balsam poplar and shrubs red-osier dogwood and prickly rose. This wetland is in good health due to its high ratio of native species and is highly suitable habitat for wildlife.

### **W11 – Wetland**

W11 is classified as a broadleaf swamp and appears to be a small kettle depression, with little wetland vegetation. Most of the interior is occupied by mosses and willow root stems. Further work will be required to determine the viability of wetland W11.

### **The North Saskatchewan River Valley and Ravine System**

The North Saskatchewan River Valley and Ravine System borders areas along the northern portion of Kinglet Gardens. The North Saskatchewan River Valley and Ravine System falls under the North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188) which provides the tools to protect the river valley and ravine system and any natural areas which fall within its boundaries. Although outside of the boundaries of the Kinglet Gardens NSP, the large natural area is an integral part of the greater ecological network of the area.

### **Natural Area Management Plans**

Natural Area Management Plans will be submitted at the rezoning/subdivision stage to address the sustainability of retained upland natural areas. Any impact to the North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188) will undergo the appropriate level of environmental review.

### **2.4.3 EXISTING TRANSPORTATION NETWORK**

Yellowhead Trail (Highway 16) borders the area to the south, with Winterburn Road (215 Street NW) extending north from the Yellowhead along the east side of Kinglet Gardens. 231 Street is located on the western boundary of the neighbourhood.

Access to Kinglet Gardens will primarily be provided via multiple collector roadway accesses from Winterburn Road. The existing Winterburn Road right of way will be maintained and the roadway will be upgraded to an urban arterial standard. Access to the existing country residential subdivision is currently provided via 231 Street.

Currently, a service road north of the Yellowhead Trail provides access to several parcels along the southern boundary. With future development of the neighbourhood, ingress/egress will be restricted from the service road, with alternate access provided internal to the neighbourhood through the local and collector roadway network.

### **2.4.4 TOPOGRAPHY**

The topography in the area consists of rolling hills with an overall slope to the north towards the natural area and Big Lake.

Surficial geology of the area consists generally of hummocky moraine glaciolacustrine deposits of Pleistocene epoch, consisting of mixed clay, silt, and sand with small pebbles and boulders. Bedrock geology in the area is part of the Edmonton Group and consists of sandstone, mudstone and shale of the Cretaceous Period.

#### **2.4.5 ENERGY AND NATURAL RESOURCES**

A natural gas pipeline runs through NW-13-53-26-4 and overhead power lines and abandoned power line corridors run through the neighbourhood. Six abandoned wellheads are located within the neighbourhood. The abandoned wellheads are shown on Figure 4: Site Features. Where possible, abandoned wells will be located within SWMFs, walkways, or road rights-of-way. All wellheads will require to be surveyed prior to rezoning to ensure the exact location. A reclaimed borrow pit is located in SE-13-53-26-4. A former oil battery site is located in the southwest corner of NW-13-53-26-4 as shown on Figure 4: Site Features.

#### **2.4.6 HISTORICAL RESOURCES**

A Statement of Justification for Historical Resources Act Requirements in support of the Kinglet Gardens NSP for parcels under the ownership of the plan proponents was completed. Non-participating landowners will be required to submit a Statement of Justification for their respective parcels prior to rezoning. The preservation, conservation and integration of cultural, historical and/or archaeological resources within Kinglet Gardens is important to retaining local history and character that may also be of Municipal, regional or provincial significance.

#### **2.4.7 ENVIRONMENTAL ASSESSMENTS**

Phase I Environmental Site Assessments (ESA) have been conducted for each of the participating landowners (see **Error! Reference source not found.** The City of Edmonton requires that individual landowners provide ESAs or disclosure statements prior to rezoning stage. 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 required, a Phase II or Phase III ESA will further evaluate areas where contamination may be present.

### **2.5 PUBLIC INVOLVEMENT**

In 2012, a private corporation initiated the Kinglet Gardens NSP on behalf of the land owners within the plan area. All landowners in the plan area were notified prior to plan initiation and invited to participate in the process. Following preliminary discussions with City administration, an official NSP application was made to Sustainable Development in February 2012. All affected landowners and Community leagues in the area have been notified in accordance with the City of Edmonton's policies and application requirements for new neighbourhood plans. The municipal neighbour to the west, Parkland County, was also notified and involved in plan circulation. In 2014 a second private corporation participated in the NSP process.

#### **2.5.1 ADVANCED NOTIFICATION**

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

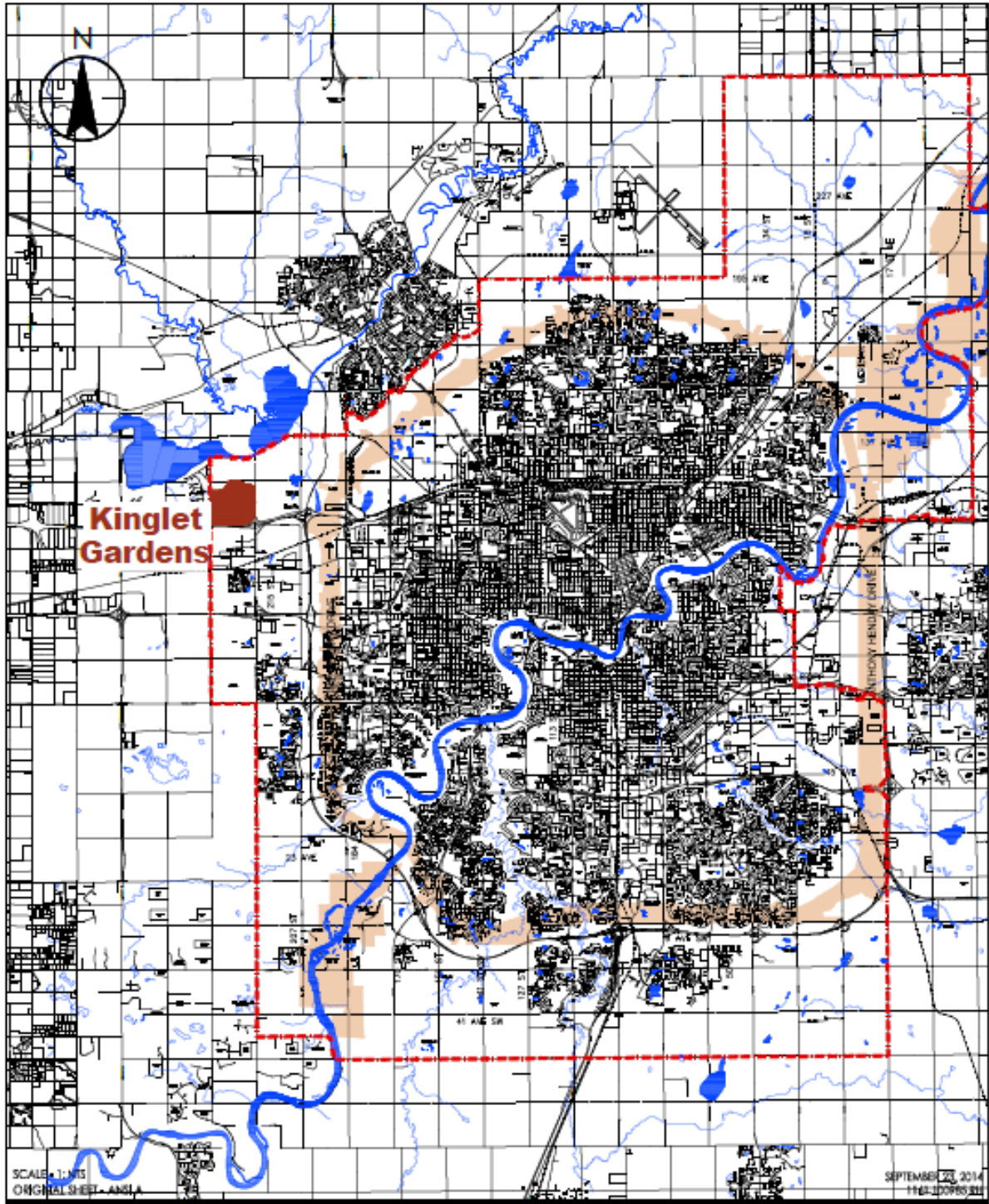
#### **2.5.2 PUBLIC MEETING**

A public meeting hosted by the Sustainable Development Department was held to review the draft Plan on October 14, 2014. Mailed notification letters were sent to landowners in and surrounding the NSP area advising of this meeting. The purpose of the meeting was to provide an update on the proposed Plan and the planning process followed to date, and to hear from attendees regarding their questions, comments and concerns. All feedback received at the public meeting is summarized in Sustainable Development's report to City Council, accompanying Bylaw 17752, which adopted this NSP.

### **2.5.3 PUBLIC HEARING**

Landowners have been notified of the Public Hearing and have been given the opportunity to provide written comments or register to speak at Council.

In accordance with the MGA, a public hearing was held in order to hear representations made by parties affected by the proposed bylaw and to receive approval by Council.



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

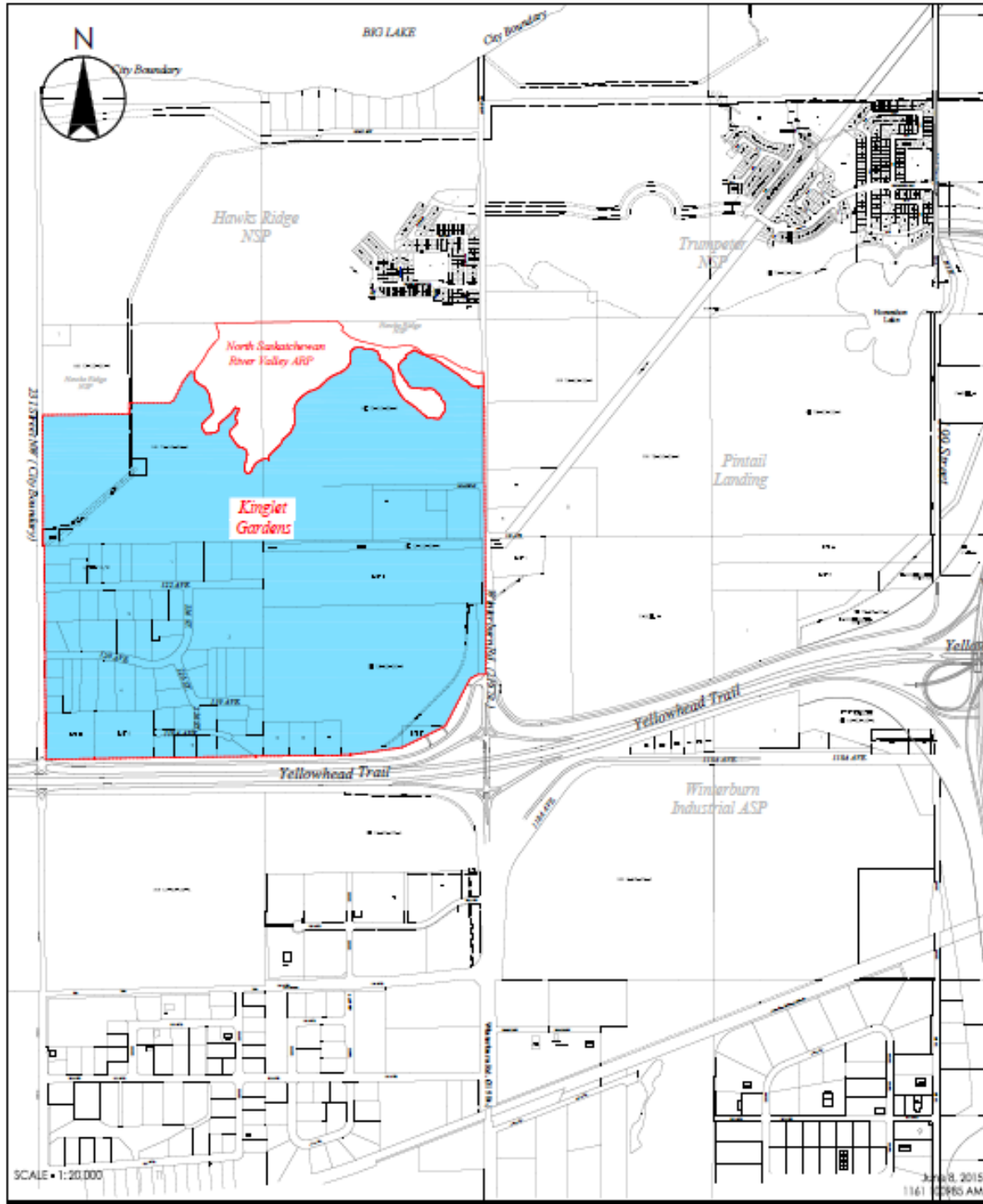
Client/Project  
 ROHIT GROUP OF COMPANIES /  
 UNITED COMMUNITIES INC.  
 KINGLET GARDENS  
 NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

1.0

Title

Location  
 Plan



Legend  
NSP Area

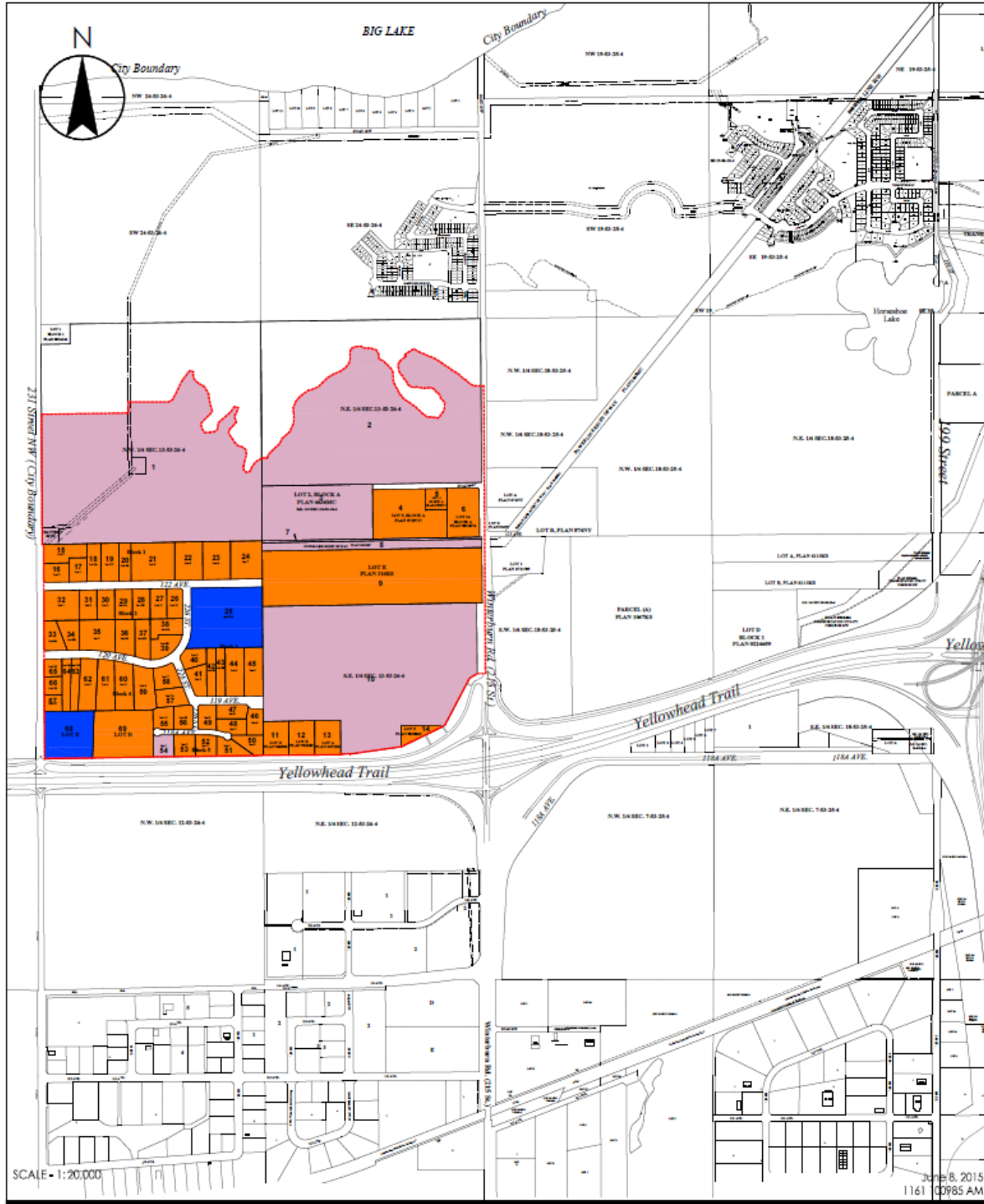
- NSP Area
- NSP Boundary

Client/Project  
ROHIT GROUP OF COMPANIES /  
UNITED COMMUNITIES INC.  
KINGLET GARDENS  
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.  
2.0

Title  
Context  
Plan

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



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

Legend

- Private Corporate
- Private Non-corporate
- Municipal / Provincial
- NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES /  
 UNITED COMMUNITIES INC.  
 KINGLET GARDENS  
 NEIGHBOURHOOD STRUCTURE PLAN

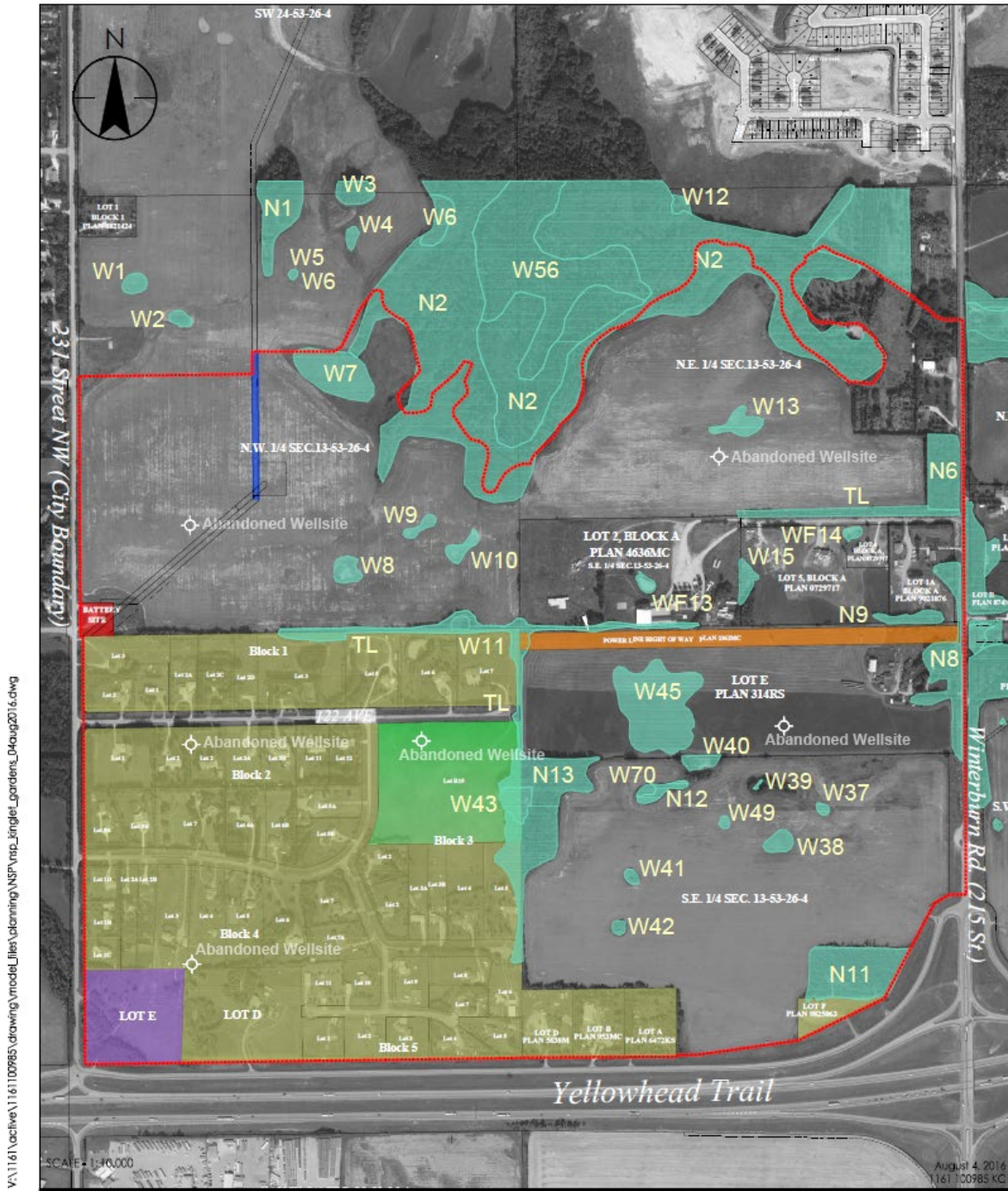
Figure No.

3.0

Title

Land  
 Ownership

Figure 4.0 | Site Features



V:\1161\active\1161100985\drawing\model\files\subdrawing\NSP\map\_single\_kinglet\_gardens\_04aug2016.dwg



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

**Legend**

- Existing Natural Feature
  - Existing Park
  - Existing Residential
  - Abandoned Wellsite (Approximate location)
  - NSP Boundary
  - Pipeline to be Discharged
  - Existing Business Industrial
  - Existing Powerline
  - Existing Battery Site
- \*all natural features based on ENR\*

**Client/Project**

ROHIT GROUP OF COMPANIES /  
UNITED COMMUNITIES INC.  
KINGLET GARDENS  
NEIGHBOURHOOD STRUCTURE PLAN

**Figure No.**

4.0

**Title**

Site Features





Legend

■■■■ NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES /  
UNITED COMMUNITIES INC.  
KINGLET GARDENS  
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

5.0

Title

Site  
Contours

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

### 3 LAND USE, TRANSPORTATION, AND SERVICING

#### 3.1 LAND USE CONCEPT AND POPULATION STATISTICS

(Bylaw 19288, March 16, 2021)

#### KINGLET GARDENS NEIGHBOURHOOD STRUCTURE PLAN LAND USE CONCEPT AND POPULATION STATISTICS BYLAW 19288

	Area (ha)	% of GA	% of a GDA
<b>Gross Area (GA)</b>	<b>205.8</b>		
Environmental Reserve			
Natural Area	0.6	0.3%	
Upland Setback	2.5	1.2%	
Pipeline & Utility Right-of-Way	3.7	1.8%	
Arterial Road Right-of-Way	3.1	1.5%	
<b>Gross Developable Area</b>	<b>195.9</b>		
Existing Land Uses			
Existing Residential	57.6	28.0%	
Existing Business Industrial	3.1	1.6%	
Existing School/Park	5.8	2.8%	
<b>Adjusted Gross Developable Area (GDA)</b>	<b>129.4</b>		
Commercial	4.3		3.3%
Parkland, Recreation, (Municipal Reserve)			
Community League	1.2		1.0%
Pocket Parks & Greenways	2.7		2.1%
Natural Area (MR)	4.0		3.1%
Transportation			
Circulation	25.9		20.0%
Infrastructure & Servicing			
Drainage (Public Utility Lot)	1.3		1.0%
Stormwater Management	9.8		7.6%
<b>Total Non-Residential Area</b>	<b>49.2</b>		<b>38.0%</b>
<b>Net Residential Area (NRA)</b>	<b>80.2</b>		<b>62.0%</b>

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

Land Use	Area (ha)	Units/ha	Units	People/Unit	% of Total Units	Population
Single/Semi-Detached	64.8	25	1,620	2.8	62%	4,536
Street Oriented Residential (Row Housing)	8.6	45	387	2.8	15%	1,084
Low-rise / Multi / Medium Units	6.8	90	612	1.8	23%	1,102
<b>Total</b>	<b>80.2</b>		<b>2,619</b>		<b>100%</b>	<b>6,722</b>

---

**SUSTAINABILITY MEASURES**

Population per Net Residential Hectare (p/nrha)	84
Dwelling Units per Net Residential Hectare (du/nrha)	33
Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	62% / 38%
Population (%) within 500m of Parkland	100%
Population (%) within 400m of Transit Service	100%
Population (%) within 600m of Commercial Service	81%

**Presence/Loss of Natural Areas**

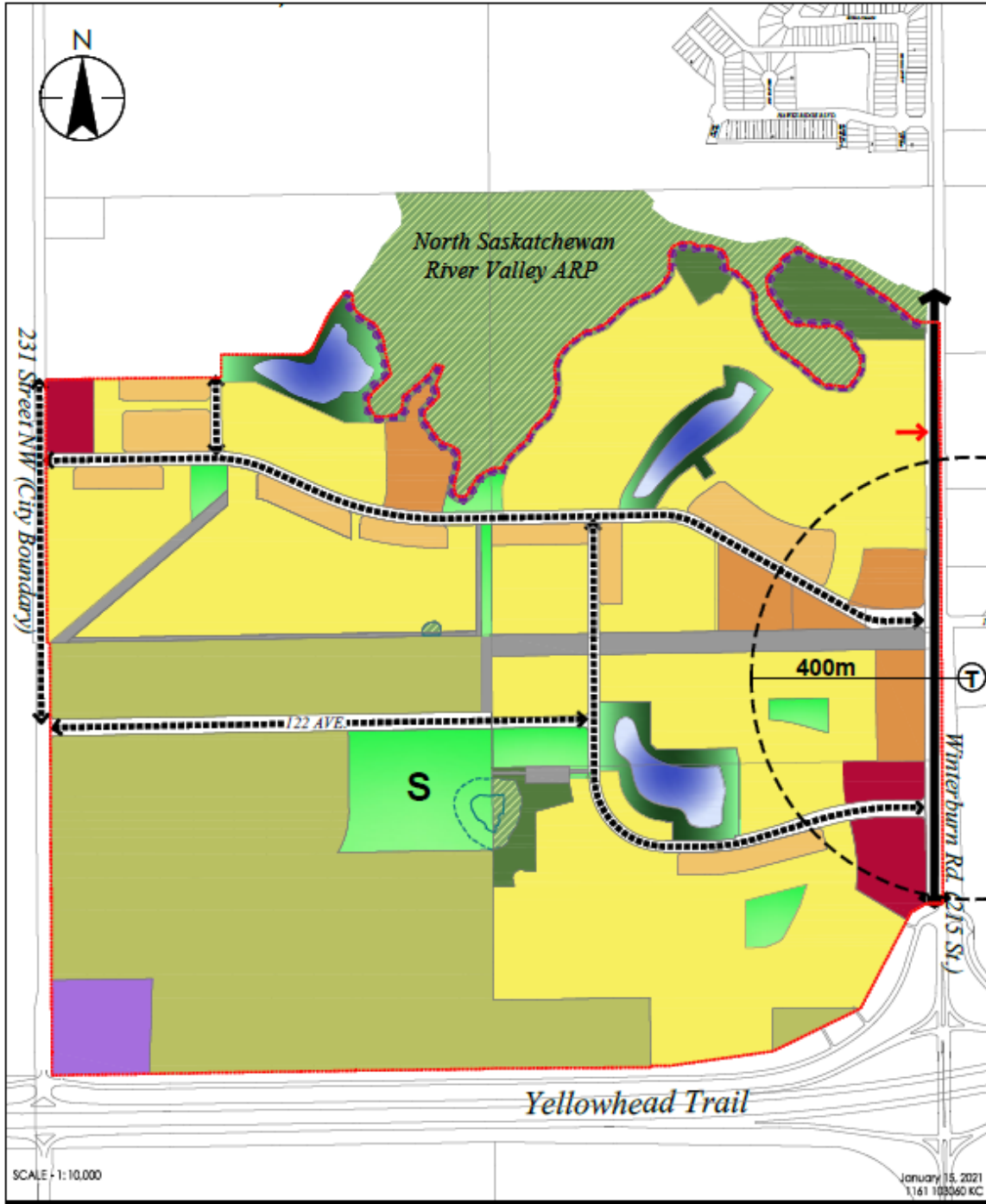
---

Protected as Environmental Reserve (ha)	<b>3.1</b>
Conserved as Naturalized Municipal Reserve (ha)	<b>4.3</b>
Lost to Development (ha)	<b>8.2</b>

---

**STUDENT GENERATION STATISTICS**

<b>Level</b>	<b>Public</b>	<b>Separate</b>
Elementary	259	129
Junior High School	129	65
Senior High School	129	65
<b>Total</b>	<b>517</b>	<b>259</b>



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

**Legend**

- |   |                         |
|---|-------------------------|
| Low Density Residential                   | Natural Area (MR)       |
| Street Oriented Residential (Row Housing) | Natural Area (ER)       |
| Medium Density Residential                | Wetland (ER)            |
| Existing Residential                      | Natural Area Buffer     |
| Commercial                                | Transit Centre          |
| Existing Business Industrial              | Enhanced Local Entrance |
| Public Utility Corridor                   | Upland Setback          |
| Stormwater Management Facility            | Arterial Roadway        |
| School / Park                             | Collector Roadway       |
| Pocket Park                               | NSP Boundary            |

**Client/Project**

ROHIT GROUP OF COMPANIES  
KINGLET GARDENS  
NEIGHBOURHOOD STRUCTURE PLAN

**Figure No.**

6.0

**Title**

Land-use  
Concept

Bylaw 19288; approved May 16, 2021

## 3.2 VISION

*The neighbourhood promotes connectivity and walkability by offering a pedestrian friendly environment that integrates natural areas, utility corridors, parks, and stormwater management facilities to provide open spaces and recreational opportunities. Direct linkages also provide access to commercial areas within the neighbourhood and a compact, street-oriented, transit centre and larger commercial area directly east, providing employment and everyday needs. Kinglet Gardens is designed to foster principles of a healthy and vibrant community that embraces its natural features and integrates them into the neighbourhood.*

## 3.3 GOALS AND OBJECTIVES

The Kinglet Gardens NSP has been prepared in accordance with the policies and principles expressed in the Capital Region Growth Plan, The Way We Grow, The Way We Move, the Big Lake ASP and other relevant municipal policy and statutory documents (see Section 3.5 – Statutory Plan and Policy Context). The overall goals of the Kinglet Gardens NSP are to establish a neighbourhood that:

1. Creates a sense of place through good urban design principles;
2. Emphasizes access to public open space and community places which are safe and encourages community interaction;
3. Establishes a variety of housing types and residential densities to meet consumer needs, encourage diversity and support public transit ridership;
4. Provides a walkable, attractive, safe and comfortable environment for residents;
5. Achieves a transit-oriented, walkable community around the transit centre to be located in Pintail Landing.
6. Achieves a balanced transportation system that connects major inter- and intra-neighbourhood focal points and integrates an efficient transit system;
7. Encourages active transportation and opportunities for active and passive recreational activities;
8. Promotes environmental stewardship and conservation through the integration of natural features into the neighbourhood;
9. Supports a balance of retail and employment uses for the neighbourhood and surrounding communities; and
10. Provides efficient, contiguous and staged urban and infrastructure development.

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

### Green Development

1. Consider sustainable, alternative or low impact development standards in the planning and design of the neighbourhood.
2. Encourage naturalized landscaping on public and private lands to maximize environmental benefits and minimize costs associated with maintenance.
3. Ensure a compact urban form that uses the land resources responsible and efficiently.

## **Urban Design**

4. Design residential streets which are functional, pedestrian friendly, safe and form an integral and attractive component of the public realm within the neighbourhood.
5. Develop public spaces and stormwater management facilities which are visually and physically accessible and aesthetically pleasing.
6. Site buildings to optimize views and provide access to the neighbourhood open space network.
7. Design streets and built form within 400 m of the transit centre to create a transit-oriented, walkable community, improving access to transit and to the surrounding area.

## **Ecology**

8. Protect the North Saskatchewan River Valley and Ravine System.
9. Strengthen Edmonton's ecological network.

## **Environment**

10. Ensure that the environmental status of lands in the Kinglet Gardens neighbourhood are suitable for development.
11. Minimize Oil and Gas well sites' potential environmental hazards and disruption of future residential areas through careful neighbourhood design and adhering to all relevant requirements of the ERCB and the City of Edmonton.
12. Ensure the ongoing operation and integrity of existing pipeline connections.
13. Ensure neighbourhood infrastructure and design elements address year round weather conditions.

## **Historic Resources**

14. Ensure that historical, archaeological, and palaeontological resources are identified, conserved, and incorporated where applicable.

## **Residential**

15. Plan for a variety of residential housing types in different built forms for a range of household types, income levels and ages.
16. Establish an overall residential density that meets or exceeds the Suburban Housing Mix Guidelines and the density targets set out by the Capital Region Growth Plan.
17. Establish affordable housing in the Kinglet Gardens NSP.
18. Provide a transition between residential uses of significantly different densities and heights.
19. Locate low rise/multi-/medium unit residential developments to facilitate access to arterial and/or collector roadways, commercial uses and public transit service.
20. Ensure residential development within 400 m of the transit centre located in Pintail Landing, be developed as part of a transit-oriented, walkable community.
21. Existing residential areas should be planned comprehensively if and when redevelopment occurs.

## **Commercial**

22. Provide community commercial and neighbourhood convenience commercial shopping nodes to meet the large and small scale needs of residents and provide local employment opportunities within the neighbourhood.

23. Locate and orient commercial sites along arterial or collector roadways to ensure high visibility and convenient access opportunities.
24. Provide convenient pedestrian access to commercial development so that residents have opportunity to walk to commercial services.
25. Minimize the impact of commercial development on adjacent land uses.
26. Ensure commercial development within 400 m of the transit centre located in Pintail Landing, be developed as part of a transit-oriented, walkable community.

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

27. Accommodate City of Edmonton requirements for park sites within the neighbourhood.
28. Provide a school / park site which is accessible via walkway linkages, automobiles and transit.
29. Maintain the edge of the natural area line according to the requirements of the *Municipal Government Act (MGA)*, Development Setbacks from River Valley/Ravines Policy C542, Natural Area Systems, C531 and the North Saskatchewan River Valley Area Redevelopment Plan (ARP).

#### **Transportation**

30. Implement the City of Edmonton road hierarchy system of an integrated arterial, collector and local roadway network.
31. Locate collector roadways to move vehicular traffic efficiently through the neighbourhood, minimize internal roadway congestion and enhance safety.
32. Design a system of local streets which provides numerous safe, simple, direct and obvious connections throughout the neighbourhood.
33. Promote connectivity and pedestrian accessibility to neighbourhood amenity areas such as parks, natural areas, open spaces and transit centres which are clear, direct and convenient.
34. Provide strong connections with surrounding communities and promote accessibility within the neighbourhood to natural and recreational amenity areas, parks, open spaces, commercial uses and transit.
35. Maximize access to transit for the greatest number of residents, and in accordance with City of Edmonton Transit Service Guidelines and demands.
36. Mitigate the impact of automobile traffic associated with commercial and low-rise/multi-medium rise residential areas on adjacent single/semi-detached residential areas.
37. Provide noise attenuation where residential uses back onto major transportation corridors (i.e. Yellowhead Trail and Winterburn Road).
38. Apply complete streets principles in roadway design.

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

39. Ensure that the Kinglet Gardens NSP is serviced to a full urban standard, in an efficient, contiguous and staged manner.

#### **Agriculture and Food**

40. Promote urban agriculture.
41. Support the use of edible plant species in landscaping of open spaces.
42. Support the development of local food infrastructure.

### 3.4 POLICY

#### 3.4.1 GREEN DEVELOPMENT

To encourage the holistic development of the neighbourhood, with consideration for green initiatives and innovations.

OBJECTIVE (1) CONSIDER SUSTAINABLE, ALTERNATIVE OR LOW IMPACT DEVELOPMENT STANDARDS IN THE PLANNING AND DESIGN OF THE NEIGHBOURHOOD.	
NSP Policy	Implementation
<p>Kinglet Gardens NSP shall consider incorporating alternative development standards such as energy efficient lighting, building techniques/technologies, on-site energy generation and alternative road construction standards.</p> <p>Encourage the use of green building standards for residential buildings and development.</p>	<p>Allow for flexibility between developers, homebuilders and the City in regulating the introduction and implementation of alternative designs, techniques and technologies that support ecological processes, cost effectiveness and environmental stewardship in the development of the neighbourhood. See Figure 14: Low Impact Development Opportunities where there are potential opportunities for Low Impact Development.</p> <p>All alternative development standards shall be reviewed and considered for approval by the City of Edmonton.</p> <p>Where additional geotechnical reports are required to support Low Impact Development features, they will be submitted prior to a subdivision application advancing to the Subdivision Authority for approval.</p>
<p><b>Rationale:</b> Many aspects of sustainability can be addressed through the design of the neighbourhood and specific buildings. This plan encourages the exploration of alternative development standards (i.e. reduced roadway widths, zero lot line housing and servicing techniques that differ from City standards) as one way of achieving sustainability.</p> <p>Innovative techniques that may be explored include but are not limited to the following:</p> <p><i>Low Impact Development</i>            Low Impact Development (LID) is an approach that uses simple ecological principles to reflect natural ecosystem processes with respect to managing stormwater in a developed area.</p> <p>Planning for alternative stormwater management systems in the initial stages of land development can yield significant cost and environmental benefits for developers, municipalities and residents. Stormwater management systems can simultaneously satisfy regulatory requirements, act as site design elements, protect the environment by reducing runoff and improving water quality, and reduce infrastructure costs – all of which minimize the impact of development.</p> <p><i>Absorbent Landscape</i>            Maximizing the area of absorbent landscape will help to temporarily store stormwater and allow more water to soak in over time. This can be accomplished by increasing the depth of topsoil to 200 mm - 300 mm which will help to retain a significant amount of water.</p> <p><i>Permeable Paving</i>            Permeable paving allows the movement of stormwater through the surface while reducing runoff by effectively trapping suspended solids and filters pollutants from the water. Examples of permeable paving include porous asphalt or concrete in low traffic areas such as parking lots as well as permeable paving stone for patios and</p>	



parking lots.

#### *Reduce Impervious Surfaces*

Impervious surfaces eliminate rainwater infiltration and natural groundwater recharge. The amount of impervious surfaces can be reduced in a neighbourhood by reducing road widths or providing sidewalks on one side of the road only.

#### *Bioretention Area*

Bioretention areas are landscaping features adapted to remove contaminants and sedimentation from stormwater runoff. Bioretention areas can be provided in a variety of locations including – parking lot islands; street medians; cul-de-sac islands, traffic circles, bump outs or rain gardens.

#### *Constructed Wetlands*

Constructed wetlands use soils, vegetation and hydrology to remove pollutants from storm water through increase contact time with soils and plant materials. The systems are effective in attenuating flood flows, reducing pollutant loadings, and providing wildlife habitat. As compared with conventional stormwater management systems, constructed wetlands more closely mimic the natural hydrologic cycle, allowing plants to filter pollutants from stormwater and permitting the processes of infiltration, evaporation and transpiration to occur. The systems create wildlife habitat, minimize erosion, and recharge local groundwater supplies.

#### *Stormwater Re-use*

There are many benefits to stormwater re-use to a community. Stormwater re-use not only reduces costs for a municipality but it also conserves groundwater and decreases the amount of pollutants entering our groundwater system. Stormwater re-use can be accomplished on a lot by lot basis through the collection of rainwater (i.e. rain barrels, rain gardens, etc.) or used in the irrigation of landscaping in public areas.

#### *Bioswales*

Bioswales are vegetated open channels designed to attenuate and treat stormwater runoff. They act as alternatives for conveying water away from streets, downspouts, and structures. These alternatives reduce stormwater velocities, allow sediment and pollutants contained within stormwater to be filtered, as well as allow water infiltration.

#### *Low Impact Lighting*

Light-emitting diode (LED) lighting is designed to provide directional lighting. LED lighting is designed to direct light downwards and not emit in all directions. This will both reduce light pollution as well as provide wildlife friendly lighting in areas which are in close proximity to natural areas and environmental reserve.

#### *Landscaping*

This plan encourages the use of native landscaping to enhance the streetscapes and amenity areas consistent with the adjacent landscapes to create a sense of place, as well as support for native species. Appropriate native vegetation in bioretention areas as well as floating islands also contribute to both the natural ecosystem and the aesthetics of the neighbourhood.

#### *Residential Energy Efficiency*

Builders are encouraged to employ energy efficient technologies, materials and construction techniques. Examples of 'green' building programs include Built Green™, ENERGY STAR, R-2000, and LEED Canada For Homes.

#### *On-site Energy Generation*

On-site renewable energy generation, including solar and geothermal systems, can help Edmonton shift its reliance away from fossil fuels for electricity and heating.

**OBJECTIVE (2) ENCOURAGE NATURALIZED LANDSCAPING ON PUBLIC AND PRIVATE LANDS TO MAXIMIZE ENVIRONMENTAL BENEFITS AND MINIMIZE COSTS ASSOCIATED WITH MAINTENANCE.**

NSP Policy	Implementation
The use of native plant species shall be encouraged within all open spaces and stormwater management facilities.	Specific species for landscaping shall be determined between the developer and City Administration at the time of review of landscaping plans as part of Engineering Drawing or Development Permit review.
<b>Rationale:</b> Using native plant materials promotes a healthier natural ecosystem that over time will integrate with the surrounding landscape. Specific species for landscaping will be determined through discussions between the developer and the city.	

**OBJECTIVE (3) ENSURE A COMPACT URBAN FORM THAT USES THE LAND RESOURCES RESPONSIBLY AND EFFICIENTLY.**

NSP Policy	Implementation
Development shall support increased densities to make more efficient use of land.  The development should be walkable, conducive to bicycles and integrated with transit facilities to encourage alternatives to the automobile.	Figure 6 Land Use Concept and Table 2: Land Use and Population Statistics illustrate that the neighbourhood is planned with increased densities and designed to encourage a walkable, pedestrian-oriented environment and accessibility to transit.
<b>Rationale:</b> Increasing residential densities in a compact urban form utilizes land, municipal infrastructure and facilities more efficiently.	

**Technical Summary**

No specific technical requirements were identified.

### 3.4.2 URBAN DESIGN

The Kinglet Gardens neighbourhood incorporates relevant principles of urban design to establish an attractive pedestrian friendly environment.

OBJECTIVE (4) DESIGN RESIDENTIAL STREETS WHICH ARE FUNCTIONAL, PEDESTRIAN FRIENDLY, SAFE AND FORM AN INTEGRAL AND ATTRACTIVE COMPONENT OF THE PUBLIC REALM WITHIN THE NEIGHBOURHOOD.	
NSP Policy	Implementation
<p>Streetscape design should consider variety, massing and opportunities for innovative building and site design.</p> <p>To ensure connectivity and walkability on a neighbourhood level, sidewalks should be provided on each side of streets with residential development.</p> <p>Walkways and parks should be visible, well-lit, and located where residential development can provide passive surveillance.</p> <p>Buildings that front onto the street or other public areas should include features (e.g. windows, yards) that create opportunities for surveillance.</p> <p>Focal points such as commercial sites, park spaces, natural areas and the adjacent transit centre in Pintail Landing shall be created to bring the community together. As well, urban design elements such as entry features shall be used to create a sense of arrival.</p>	<p>Details regarding the specific type and location of residential uses will be determined at the rezoning and subdivision application stage.</p> <p>The design of local roadways and the provision of sidewalks shall be implemented at the detailed design stage of development, to the satisfaction of the City of Edmonton Transportation Services. Roadway design at the rezoning, subdivision and development application stages shall consider the City of Edmonton’s Complete Streets Guidelines.</p> <p>Building design shall be considered at the development permit stage, in accordance with the Zoning Bylaw.</p> <p>Focal points are located throughout the neighbourhood, providing opportunities for gathering places within close proximity to residents.</p>
<p><b>Rationale:</b> Designing attractive residential streetscapes by using compatible housing forms and zoning designations provides a comfortable physical environment and creates a consistent mass and scale. Orientation of buildings towards public areas (i.e. streets, parks and constructed wetlands) also plays an important part of creating interesting and varied streetscapes and increases a sense of resident awareness of neighbourhood activities and safety.</p> <p>At the detailed design stage, the function of roadway will dictate the appropriate cross sections to be implemented (e.g. local or lane).</p>	

OBJECTIVE (5) DEVELOP PUBLIC SPACES AND STORMWATER MANAGEMENT FACILITIES WHICH ARE VISUALLY AND PHYSICALLY ACCESSIBLE AND AESTHETICALLY PLEASING.	
NSP Policy	Implementation
<p>Public spaces such as parks and SWMFs shall be designed to encourage passive and active recreational opportunities.</p> <p>The neighbourhood shall provide road frontage and multiple points of pedestrian access to public open space.</p>	<p>The location and configuration of the SWMFs and parks are conceptually illustrated in Figure 6: Land Use Concept and may be refined at the rezoning and subdivision application stage.</p> <p>Parks, greenways and SWMFs with frontage onto public streets and in close proximity to residential uses shall be designed at the subdivision application stage.</p>

SWMFs should include naturalized shoreline plantings intended to provide habitat opportunities for wildlife and improve water quality.	SWMF landscaping will be determined by the Developer and City Administration at the time of review of landscaping plans as part of the engineering drawing review.
<b>Rationale:</b> The location and configuration of parks and SWMFs provide visual connections from abutting roadways, heightening resident awareness of these facilities. Connectivity of these facilities through the pedestrian network also promote parks and SWMFs as walking destinations, enhancing their surveillance to prevent crime and serve as both a destination for pedestrians and cyclists as well as passive recreation opportunities.	

<b>OBJECTIVE (6) SITE BUILDINGS TO OPTIMIZE VIEWS AND PROVIDE ACCESS TO THE NEIGHBOURHOOD OPEN SPACE NETWORK.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
<p>Street frontage along roadways should consider opportunities for maximizing views of the natural area, parks and SWMFs.</p> <p>Parks and SWMFs shall be designed using Crime Prevention Through Environmental Design (CPTED) principles and be accessible through public lands, not land-locked by private development.</p>	<p>Sustainable Development shall have regard for the provision of adequate street frontage abutting the natural area, parks and SWMFs to maintain and enhance view opportunities.</p> <p>Figure 6: Land Use Concept illustrates the location of parks and SWMFs.</p>
<b>Rationale:</b> The neighbourhood plan provides the community with significant visual connections and vista opportunities through the provision of appropriate development setbacks and roadway frontage. In addition, the location and design of parks and SWMFs provides vistas into the site from the abutting roadway, and thereby heightens resident’s awareness. This promotes them as walking destinations and enhances their surveillance to prevent crime. Park and SWMFs will be designed to serve as a destination for pedestrians and cyclists and to provide passive recreation opportunities.	

<b>OBJECTIVE (7) DESIGN STREETS AND BUILT FORM WITHIN 400 M OF THE TRANSIT CENTRE TO CREATE A TRANSIT-ORIENTED, WALKABLE COMMUNITY, IMPROVING ACCESS TO TRANSIT AND TO THE SURROUNDING AREA.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
<p>Streets and land uses within 400 m of the transit centre shall be designed to provide a safe, convenient and attractive connection to the transit centre through a combination of shared use paths, walkways and sidewalks.</p> <p>Consideration shall be given to land uses which are within 400 m of the transit centre to ensure where possible street oriented products are provided.</p>	<p>Streets and land uses will conform to the City of Edmonton’s Transit Oriented Guidelines for areas within 400 m of the transit centre.</p> <p>Figure 9: Active Modes Network illustrates the connections between Pintail Landing and Kinglet Gardens.</p> <p>At rezoning and subdivision parcels which front onto roadways providing connections to the transit centre, shall be street oriented, where possible.</p>
<b>Rationale:</b> A transit centre is located within Pintail Landing which is located east of Kinglet Gardens. Safe, convenient connections are provided for pedestrians and cyclists through walkways, shared use paths and sidewalks, with the built form encouraged to be street oriented. The built form and convenient connections to the transit centre will make the route more appealing and safe and increase transit usage.	

### Technical Summary

No specific technical requirements were identified.

### 3.4.3 ECOLOGY

The majority of the lands within the Kinglet Gardens neighbourhood are farmland with the exception of existing residential uses, an existing business industrial site, and a commercial business. A significant natural corridor running along the northern boundary of the plan area is identified as part of the North Saskatchewan River Valley Area Redevelopment Plan (ARP). The following objectives support the plan goals of preserving natural areas within Kinglet Gardens and providing integration with the North Saskatchewan River Valley ARP to the north. The preservation and integration of this area will help facilitate the movement of wildlife as well as provide a focal point and unique identity for the Big Lake area. Potential wildlife passages have been identified in Figure 8: Transportation Network, and are further detailed in the ENR.

OBJECTIVE (8) PROTECT THE NORTH SASKATCHEWAN RIVER VALLEY AND RAVINE SYSTEM.	
NSP Policy	Implementation
<p>The lands within the North Saskatchewan River Valley and Ravine system shall be protected from urban development through implementation of the requirements specified by the <i>Municipal Government Act</i> (MGA) and the North Saskatchewan River Valley Area Redevelopment Plan (ARP).</p> <p>The Kinglet Gardens NSP shall comply with the policies and directives established under the North Saskatchewan River Valley and Ravine System Protection Overlay.</p> <p>The lands along and below the Top-of-Bank (within the boundaries of the North Saskatchewan River Valley ARP) will be dedicated as Environmental Reserve, where possible.</p> <p>The Kinglet Gardens NSP shall provide a minimum of 30% Top of Bank roadway as per Top of Bank Policy C542. This requirement may be reduced in order to lessen impacts to natural areas or wildlife movement.</p>	<p>The North Saskatchewan River Valley and Ravine will be dedicated as Environmental Reserve to the City of Edmonton at the time of subdivision, as permitted by the MGA and according to Policy C542.</p> <p>Required environmental reviews and geotechnical reports detailing the required setbacks and mitigation measures to ensure bank stability and ecological sustainability for infrastructure (e.g. outfalls) planned within the overlay will be submitted prior to a subdivision application advancing to the Subdivision Authority for approval.</p> <p>Stormwater outfalls draining towards/through the North Saskatchewan River Valley Area Redevelopment Plan area must adhere to the recommendations provided within the Natural Area Water Sustainability Assessment, Neighbourhoods 4 &amp; 5, Big Lake (Golder, July 8, 2016) and the terms of reference for the development of Environmental Impact Assessments as per Bylaw 7188. However, alternative engineering or environmental solutions may be explored where technical studies are provided at detailed design stage. Consultation with the City of Edmonton is required prior to detail design to discuss proposed SWMF design and approve outfalling options.</p> <p>A minimum of 30% top of bank roadway shall be provided at the subdivision stage, unless otherwise agreed to with City administration.</p> <p>Municipal Reserve parcels, identified as Natural Area (MR) on Figure 6: Land Use Concept, are intended to be left in their current state, in order to return to a natural state over time. These areas support the core habitat area in the NSRV</p>

	ARP. These lands should be zoned NA or AP.
<p><b>Rationale:</b> The North Saskatchewan Ravine is an important and diverse ecological system adjacent to the NSP and the entire Capital Region. The ravine area is protected and preserved as per the MGA, North Saskatchewan River Valley ARP, and the policies and guidelines of The Way We Grow and The Way We Green.</p> <p>A top of bank (TOB) and Urban Development Line (UDL) for the southern boundary of the Big Lake Natural Area (a portion of the North Saskatchewan River Valley Ravine System) was established through site visits with participating landowners and city administration, as well as geotechnical and slope-stability analysis, as required by Policy C542, and according to the Guidelines for Determination of Environmental Reserve Buffers (C531).</p> <p>A minimum 10 m Public Upland Area is to be provided in all instances along the entire length of the TOB, between the TOB and Urban Development Line (UDL), except where a greater setback is warranted based upon geotechnical recommendation. A TOB walkway along the entire length of the UDL (with the exception of areas where a TOB walkway is not required in order to lessen impacts to natural areas or wildlife movement), within the Public Upland Area, will maximize access for local residents and the general public to a continuous circulation system abutting the River Valley and Ravine System. This access is provided for circulation and amenity purposes, connection to the park system within the River Valley and Ravine System, slope repair and geotechnical monitoring, firefighting, emergency and public safety, and drainage control. TOB roadway is to be provided along a minimum of 30% of the TOB. Where TOB roadway is provided, a walkway is not required. In some instances, the minimum 30% TOB roadway may be reduced in order to lessen the impact of conflicts between wildlife and vehicles.</p>	

<b>OBJECTIVE (9) STRENGTHEN EDMONTON'S ECOLOGICAL NETWORK.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
<p>The Kinglet Gardens NSP is designed to integrate and link land use components (e.g. parks, greenways, natural areas and SWMFs) to provide habitat and encourage ecological connectivity.</p> <p>Plantings of native species should be utilized to add to the habitat value of the ecological network within the neighbourhood.</p> <p>Natural Area Management Plans will guide the retention and maintenance of retained upland natural areas.</p>	<p>Figure 6: Land Use Concept illustrates the location of parks, Natural Areas and SWMFs.</p> <p>Figure 7: Parks &amp; Open Space illustrates the ecological connectivity elements (as recommended in the ENR), which form the post-development ecological network.</p> <p>Wildlife crossings will be considered in accordance with the Wildlife Passage Engineering Design Guidelines and suggestions presented in Section 10.2.2 of the ENR. Figure 8: Transportation Network shows potential wildlife passage locations.</p> <p>The Subdivision Authority shall have regard for the provision of adequate street frontage abutting the natural area, parks and SWMFs to maintain and enhance view opportunities.</p> <p>Relevant City of Edmonton conservation planning and policy shall be adhered to (i.e. Policy C531).</p> <p>The regulations of the City and Provincial environmental agencies shall be followed.</p> <p>A Natural Area Management Plan for the retained upland natural area shown as Natural Area – Tree Stand (MR) is</p>

	<p>required to be completed by the applicant and approved by the Ecology Unit prior to rezoning and/or subdivision. Exceptions to this requirement must be approved by the Urban Ecology Unit.</p> <p>One wetland has been identified in Figure 6: Land Use Concept for potential retention. This feature requires additional investigation and assessment. If retained, wetlands located above the top-of-bank (i.e. W11) will require a Natural Area Management Plan as outlined above. Should this feature be retained, the required buffer will be established as per the MGA through future studies.</p>
<p><b>Rationale:</b></p> <p>One of the design objectives for Kinglet Gardens was to restore natural connections where possible, to maintain existing ecological function, and to conserve biodiversity. Corridors, buffers, and large patches of natural vegetation were incorporated into the design to ensure linkages within the NSP and to adjacent areas. In addition, SWMFs, parks and utility corridors are used to enhance the post development ecological network. Shared use paths and bioswales were also added to further enhance the connectivity of the various retained and created features.</p> <p>Wildlife crossings when building or upgrading major roadways provide increased movement potential and reduce negative wildlife-vehicle interactions.</p>	

**Technical Summary**

An Ecological Network Report (ENR) has been submitted to the City of Edmonton that identifies natural features within the plan area, and provides recommendations for the creation of a post-development ecological network. Non-participating lands have been assessed through a desktop review. These lands must be ground-truthed and appropriate technical studies completed prior to rezoning. This will be required for non-participating landowners to assess the existing regional ecological network and to provide recommendations on how to conserve or protect natural areas.

A Natural Area Management Plan (NAMP) for all retained upland natural areas is required to be completed by the applicant and approved by the City of Edmonton prior to any subdivision and/or rezoning of lands, in accordance with Natural Area Systems Policy C531 and consistent with the NDR.

A geotechnical assessment has been completed for all participating landowners. Additional geotechnical work may be required at the subdivision stage.

For all other landowners, appropriate setbacks will be established at the rezoning stage of development.

### 3.4.4 ENVIRONMENT

To ensure lands within the Kinglet Gardens NSP are suitable for development, the environmental status of the land must be evaluated. The City requires that Phase I Environmental Site Assessments (ESA) be submitted, reviewed and endorsed prior to the rezoning stage of development.

<b>OBJECTIVE (10)</b> ENSURE THAT THE ENVIRONMENTAL STATUS OF LANDS IN THE KINGLET GARDENS NEIGHBOURHOOD ARE SUITABLE FOR DEVELOPMENT.	
<b>NSP Policy</b>	<b>Implementation</b>
<p>Environmental conditions of the site shall be confirmed through submission of Environmental Site Assessments (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>ESA reports and updates shall receive sign-off by City administration prior to the rezoning stage of development.</p> <p>Where required, site remediation shall be conducted prior to rezoning. An environmental site assessment report verifying the remediation shall receive signoff by City administration prior to rezoning of the subject lands.</p>
<p><b>Rationale:</b> Lands within the Kinglet Gardens NSP boundary will be suitable for development and their environmental status confirmed prior to rezoning. Those lands identified as contaminated must undergo remediation according to Federal, Provincial, and Municipal standards.</p>	

<b>OBJECTIVE (11)</b> MINIMIZE OIL AND GAS WELL SITES' POTENTIAL ENVIRONMENTAL HAZARDS AND DISRUPTION OF FUTURE RESIDENTIAL AREAS THROUGH CAREFUL NEIGHBOURHOOD DESIGN AND ADHERING TO ALL RELEVANT REQUIREMENTS OF THE ERCB AND THE CITY OF EDMONTON.	
<b>NSP Policy</b>	<b>Implementation</b>
<p>Development shall maintain sufficient areas around abandoned wells to accommodate future well-servicing operation, and shall adhere to the requirements of the ERCB and City Policy C515.</p>	<p>Through consultation with City administration, abandoned wells will be integrated into the neighbourhood to minimize any negative impact associated with potential future well-servicing operations.</p>
<p><b>Rationale:</b> Developments surrounding the abandoned well site is subject to the policies and requirements by the Alberta Energy Regulator (AER) and must be in accordance with City of Edmonton Policy C515 – Oil and Gas Facilities, Abandoned Well Sites.</p>	

<b>OBJECTIVE (12)</b> ENSURE THE ONGOING OPERATION AND INTEGRITY OF EXISTING PIPELINE CORRIDORS.	
<b>NSP Policy</b>	<b>Implementation</b>
<p>Integrate the existing pipeline corridors into the NSP to make use of potential multi-use corridors and pedestrian linkages while having regard for the safe, ongoing operation of these facilities.</p>	<p>Figure 4: Site Features illustrates the location of the pipeline corridors. Exact location of pedestrian linkages will be determined at the subdivision stage in consultation with the pipeline companies.</p>
<p><b>Rationale:</b> Development abutting the pipeline corridors shall be implemented according to the Edmonton Zoning Bylaw with respect to setbacks from development to ensure the safe and ongoing operations of these facilities. Construction of a shared use path along pipeline corridors will require approval from the pipeline companies.</p>	



**OBJECTIVE (13) ENSURE NEIGHBOURHOOD INFRASTRUCTURE AND DESIGN ELEMENTS ADDRESS YEAR ROUND WEATHER CONDITIONS.**

NSP Policy	Implementation
<p>The neighbourhood shall be designed to accommodate infrastructure programming requirements in the public realm including snow clearing and landscaping maintenance.</p> <p>Neighbourhood entrances and outdoor gathering spaces/focal points shall be designed to accommodate year round activity.</p> <p>The design of streetscapes will take into account opportunities to capture sunlight and reduce potential high winds.</p>	<p>Boulevards shall be used on collector roadways to accommodate snow removal and year round service vehicles.</p> <p>Alternate development standards shall meet infrastructure programming needs for all seasons.</p> <p>The location and design of outdoor spaces for neighbourhood activities shall consider the incorporation of design elements that respond to all seasons, through such measures as the creative use of light, colour, and ways to provide breaks from wind and extreme temperatures.</p> <p>Higher density residential and commercial sites will be designed considering building orientation and variations in façade treatment that reduce the amount of sun shadowing and prevent wind tunnelling.</p>
<p><b>Rationale:</b> Neighbourhoods designed to accommodate year round weather conditions will provide opportunities for residents to enjoy and experience their neighbourhood in all seasons.</p>	

**Technical Summary**

A Phase I ESA has been approved by the City of Edmonton confirming that the participating landowner’s lands are free of contamination and therefore suitable for residential and other development. Environmental Site Assessments will be required for all non-participating lands at the rezoning stage.

### 3.4.5 HISTORICAL RESOURCES

Pursuant to Section 31 of the *Historical Resources Act*, development proponents and/or their representatives are required to report the discovery of any archaeological, historic period or paleontological resources, which may be encountered during construction.

OBJECTIVE (14) ENSURE THAT HISTORICAL, ARCHAEOLOGICAL, AND PALAEOLOGICAL RESOURCES ARE IDENTIFIED, CONSERVED, AND INCORPORATED WHERE APPLICABLE.	
NSP Policy	Implementation
<p>Participating landowners shall submit a Statement of Justification for Historical Resources Act Requirements and, if necessary, a Historical Resources Impact Assessment (HRIA).</p> <p>All historical, archaeological, and palaeontological discoveries made during construction shall be reported.</p>	<p>Participating landowners will submit statements of justification to Alberta Culture and Tourism for consideration.</p> <p>Those lands which have not received <i>Historical Resources Act</i> clearance will be required to submit and receive sign-off prior to rezoning.</p> <p>Section 31 of the <i>Historical Resources Act</i> requires all historical, archaeological, and palaeontological discoveries made during the course of an excavation to be reported to Alberta Culture and Tourism.</p>
<p><b>Rationale:</b> According to the Statement of Justification for <i>Historical Resources Act</i> requirements, there is a low potential for discovery of archaeological, paleontological, historical resources or structures for SE-13-53-26-4. All other titled areas within the plan will require a Statement of Justification prior to rezoning.</p>	

#### Technical Summary

A Statement of Justification for *Historical Resources Act* for participating lands has been submitted under separate cover to Alberta Culture and Tourism. *Historical Resources Act* clearance has been granted for SE-13-53-26-4, NE-13-53-26-4 and NW-13-53-26-4.

### 3.4.6 RESIDENTIAL

The Kinglet Gardens NSP will provide for a range of residential densities, innovative housing types, alternative site designs and unique building sites that will contribute to a sustainable residential land use pattern and form. Innovative housing may include but is not limited to new or modified zoning requirements, changes to the configuration of lots, and the mixing of housing types within a block. The variety in housing types will contribute to the health of the community by providing housing for different income levels, family composition and life stages.

Residential developments should be located in close proximity to commercial areas, school / parks and open space, public transit, and other public services to ensure access to amenities in and around the neighbourhood.

The plan area contains land designated as existing residential, which is currently developed with country residential parcels. Should landowners wish to redevelop these lands and subdivide, an amendment to the Kinglet Gardens NSP will be required.

The plan designates a portion of land as Low Density Residential (LDR) which will allow for the development of single detached, semi-detached and duplex housing at a density of approximately 25 units per ha.

The plan designates land as Street-Oriented Residential (Row Housing) (SO), which will typically be developed as semi-detached and row housing with smaller front yard setbacks (street oriented) and rear lanes. Street-Oriented Residential (Row Housing) will typically be developed at an average density of 45 units per ha.

The plan area will provide Medium Density Residential (MDR) designated land. MDR will allow for the development of row housing, stacked row housing, or low rise apartment housing at a blended density of approximately 90 units/ha. The maximum allowable height of the buildings is dependent on the type of housing developed, with the overall maximum of 4 storeys for low-rise apartment housing. *Site-specific zoning (DC1 or DC2) or Special Area Zones may be used to develop street-oriented row housing and medium density residential development that will accommodate alternative housing forms that cannot be achieved through standard zoning.*

Bylaw 19688  
May 4, 2021

Kinglet Gardens proposes an overall net residential density that surpasses the Capital Region Board’s 30 units per net residential hectare target. The mix of densities is essential in creating a compact and walkable community.

<b>OBJECTIVE (15) PLAN FOR A VARIETY OF RESIDENTIAL HOUSING TYPES IN DIFFERENT BUILT FORMS FOR A RANGE OF HOUSEHOLD TYPES, INCOME LEVELS AND AGES.</b>		
<b>NSP Policy</b>	<b>Implementation</b>	
A mixture of housing types shall be provided including: single / semi-detached, rowhousing, stacked row housing and low rise apartments.	<b>SUSTAINABILITY MEASURES</b>	
	Population per Net Residential Hectare (p/nrha)	84
	Dwelling Units per Net Residential Hectare (du/nrha)	33
	Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	62% / 38%
	Population (%) within 500m of Parkland	100%
	Population (%) within 400m of Transit Service	100%
	Population (%) within 600m of Commercial Service	81%
	Presence/Loss of Natural Areas	
	Protected as Environmental Reserve (ha)	<b>3.1</b>
	Conserved as Naturalized Municipal Reserve (ha)	<b>4.3</b>
Lost to Development (ha)	<b>8.2</b>	
<b>STUDENT GENERATION STATISTICS</b>		
<b>Level</b>	Public	Separate
Elementary	259	129
Junior High School	129	65
Senior High School	129	65
<b>Total</b>	<b>517</b>	<b>259</b>

illustrates the general location of all residential uses.

The City of Edmonton Zoning Bylaw provides for a range of densities and housing forms that will be applied at the rezoning stage through one of the applicable zones.

**Rationale:** Providing a variety of housing types promotes the creation of a well-balanced and complete community, one which can accommodate a range of income groups, household structures and market segments throughout their lifecycle.

Single and Semi-Detached

Opportunities to provide various forms of Single and Semi-Detached housing are provided within the neighbourhood and could include single detached housing with and without rear lanes (e.g. use of zones such as (RSL) Residential Small Lot Zone, (RPL) Planned Lot Residential Zone, and (RF1) Single Detached Residential Zone) and semi-detached housing with and without rear lanes (e.g. use of zones such as (RF4) Semi-Detached Residential Zone).

Medium Density Residential

Medium Density Residential may be developed with or without lanes (street oriented) and can be provided as Semi-Detached or Row Housing and will employ land use zones such as (RF4) Semi-Detached Residential Zone, (RF5) Row Housing Zone and (UCRH) Urban Character Row Housing Zone.

Medium Density Residential may also be developed as Low Rise / Medium Density Housing areas which employ land use zones (RF6) Medium Density Multiple Family Zone, or (RA7) Low Rise Apartment Zone.

The Residential Mixed Dwelling (RMD) may also be used to provide a range of dwelling types and densities including Single Detached, Semi-detached and Row Housing. *The use of site specific Direct Control Provisions (DC1 or DC2) or Special Area Zones may be utilized to develop innovative housing forms such as reverse-housing, shallow lot and narrow width row housing, shallow width, and zero lot line housing.*

Bylaw 19688  
May 4, 2021

**OBJECTIVE (16) ESTABLISH AN OVERALL RESIDENTIAL DENSITY THAT MEETS OR EXCEEDS THE SUBURBAN HOUSING MIX GUIDELINES AND THE DENSITY TARGETS SET OUT BY THE CAPITAL REGION GROWTH PLAN;**

NSP Policy	Implementation																																																			
<p>The Kinglet Gardens NSP shall meet or exceed the approved Suburban Housing Mix ratio for new neighbourhoods.</p> <p>The Kinglet Gardens NSP shall meet or exceed the approved density target of 30 upnrha as set out by the Capital Region Board.</p>	<table border="1"> <thead> <tr> <th colspan="3" data-bbox="467 1283 1416 1304">SUSTAINABILITY MEASURES</th> </tr> </thead> <tbody> <tr> <td data-bbox="467 1310 941 1331">Population per Net Residential Hectare (p/nrha)</td> <td data-bbox="941 1310 1331 1331"></td> <td data-bbox="1331 1310 1416 1331">84</td> </tr> <tr> <td data-bbox="467 1337 941 1358">Dwelling Units per Net Residential Hectare (du/nrha)</td> <td data-bbox="941 1337 1331 1358"></td> <td data-bbox="1331 1337 1416 1358">33</td> </tr> <tr> <td data-bbox="467 1365 941 1386">Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise]</td> <td data-bbox="941 1365 1331 1386">Unit Ratio</td> <td data-bbox="1331 1365 1416 1386">62% / 38%</td> </tr> <tr> <td data-bbox="467 1392 941 1413">Population (%) within 500m of Parkland</td> <td data-bbox="941 1392 1331 1413"></td> <td data-bbox="1331 1392 1416 1413">100%</td> </tr> <tr> <td data-bbox="467 1419 941 1440">Population (%) within 400m of Transit Service</td> <td data-bbox="941 1419 1331 1440"></td> <td data-bbox="1331 1419 1416 1440">100%</td> </tr> <tr> <td data-bbox="467 1446 941 1467">Population (%) within 600m of Commercial Service</td> <td data-bbox="941 1446 1331 1467"></td> <td data-bbox="1331 1446 1416 1467">81%</td> </tr> <tr> <th colspan="3" data-bbox="467 1486 1416 1507">Presence/Loss of Natural Areas</th> </tr> <tr> <td data-bbox="467 1526 941 1547">Protected as Environmental Reserve (ha)</td> <td data-bbox="941 1526 1331 1547">3.1</td> <td data-bbox="1331 1526 1416 1547"></td> </tr> <tr> <td data-bbox="467 1554 941 1575">Conserved as Naturalized Municipal Reserve (ha)</td> <td data-bbox="941 1554 1331 1575">4.3</td> <td data-bbox="1331 1554 1416 1575"></td> </tr> <tr> <td data-bbox="467 1581 941 1602">Lost to Development (ha)</td> <td data-bbox="941 1581 1331 1602">8.2</td> <td data-bbox="1331 1581 1416 1602"></td> </tr> <tr> <th colspan="3" data-bbox="467 1640 1416 1661">STUDENT GENERATION STATISTICS</th> </tr> <tr> <td data-bbox="467 1667 812 1688">Level</td> <td data-bbox="812 1667 941 1688">Public</td> <td data-bbox="941 1667 1416 1688">Separate</td> </tr> <tr> <td data-bbox="467 1694 812 1715">Elementary</td> <td data-bbox="812 1694 941 1715">259</td> <td data-bbox="941 1694 1416 1715">129</td> </tr> <tr> <td data-bbox="467 1722 812 1743">Junior High School</td> <td data-bbox="812 1722 941 1743">129</td> <td data-bbox="941 1722 1416 1743">65</td> </tr> <tr> <td data-bbox="467 1749 812 1770">Senior High School</td> <td data-bbox="812 1749 941 1770">129</td> <td data-bbox="941 1749 1416 1770">65</td> </tr> <tr> <td data-bbox="467 1776 812 1797"><b>Total</b></td> <td data-bbox="812 1776 941 1797"><b>517</b></td> <td data-bbox="941 1776 1416 1797"><b>259</b></td> </tr> </tbody> </table> <p>will guide intensified suburban development.</p> <p>The Kinglet Gardens NSP residential density exceeds the Capital Region Board's density target.</p>	SUSTAINABILITY MEASURES			Population per Net Residential Hectare (p/nrha)		84	Dwelling Units per Net Residential Hectare (du/nrha)		33	Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise]	Unit Ratio	62% / 38%	Population (%) within 500m of Parkland		100%	Population (%) within 400m of Transit Service		100%	Population (%) within 600m of Commercial Service		81%	Presence/Loss of Natural Areas			Protected as Environmental Reserve (ha)	3.1		Conserved as Naturalized Municipal Reserve (ha)	4.3		Lost to Development (ha)	8.2		STUDENT GENERATION STATISTICS			Level	Public	Separate	Elementary	259	129	Junior High School	129	65	Senior High School	129	65	<b>Total</b>	<b>517</b>	<b>259</b>
SUSTAINABILITY MEASURES																																																				
Population per Net Residential Hectare (p/nrha)		84																																																		
Dwelling Units per Net Residential Hectare (du/nrha)		33																																																		
Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise]	Unit Ratio	62% / 38%																																																		
Population (%) within 500m of Parkland		100%																																																		
Population (%) within 400m of Transit Service		100%																																																		
Population (%) within 600m of Commercial Service		81%																																																		
Presence/Loss of Natural Areas																																																				
Protected as Environmental Reserve (ha)	3.1																																																			
Conserved as Naturalized Municipal Reserve (ha)	4.3																																																			
Lost to Development (ha)	8.2																																																			
STUDENT GENERATION STATISTICS																																																				
Level	Public	Separate																																																		
Elementary	259	129																																																		
Junior High School	129	65																																																		
Senior High School	129	65																																																		
<b>Total</b>	<b>517</b>	<b>259</b>																																																		

**Rationale:** Council approved (1991) guidelines recommend that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% Low Density Residential (single and semi-detached) and 15% to 35% Medium Density Residential (Row Housing and Low Rise/Medium Density Housing). This plan seeks to provide a choice of housing forms within the neighbourhood, and makes more efficient use of land. These densities will support public transit, use infrastructure more effectively and provide a user base for community facilities.

The Kinglet Gardens NSP is located in the Capital Region Growth Plan’s Priority Growth Area “B” which sets a minimum density target of 30 units per net residential hectare. The Kinglet Gardens NSP exceeds this target.

OBJECTIVE (17) ESTABLISH AFFORDABLE HOUSING IN THE KINGLET GARDENS NSP.																																		
NSP Policy	Implementation																																	
<p>Developments shall comply with the City of Edmonton’s affordable housing policies and guidelines.</p> <p>The NSP shall allow for a wide variety of housing types, with a wide range of price points, to create a more inclusive neighbourhood</p> <p>Opportunities such as secondary suites, garage suites or garden suites should be encouraged among builders.</p>	<p>The City of Edmonton’s affordable housing policies and guidelines will be applied prior to rezoning.</p> <hr/> <p><b>SUSTAINABILITY MEASURES</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Population per Net Residential Hectare (p/nrha)</td> <td style="text-align: right;">84</td> </tr> <tr> <td>Dwelling Units per Net Residential Hectare (du/nrha)</td> <td style="text-align: right;">33</td> </tr> <tr> <td>Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio</td> <td style="text-align: right;">62% / 38%</td> </tr> <tr> <td>Population (%) within 500m of Parkland</td> <td style="text-align: right;">100%</td> </tr> <tr> <td>Population (%) within 400m of Transit Service</td> <td style="text-align: right;">100%</td> </tr> <tr> <td>Population (%) within 600m of Commercial Service</td> <td style="text-align: right;">81%</td> </tr> </table> <p>Presence/Loss of Natural Areas</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Protected as Environmental Reserve (ha)</td> <td style="text-align: right;"><b>3.1</b></td> </tr> <tr> <td>Conserved as Naturalized Municipal Reserve (ha)</td> <td style="text-align: right;"><b>4.3</b></td> </tr> <tr> <td>Lost to Development (ha)</td> <td style="text-align: right;"><b>8.2</b></td> </tr> </table> <hr/> <p><b>STUDENT GENERATION STATISTICS</b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Level</th> <th style="text-align: center;">Public</th> <th style="text-align: center;">Separate</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td style="text-align: center;">259</td> <td style="text-align: center;">129</td> </tr> <tr> <td>Junior High School</td> <td style="text-align: center;">129</td> <td style="text-align: center;">65</td> </tr> <tr> <td>Senior High School</td> <td style="text-align: center;">129</td> <td style="text-align: center;">65</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>517</b></td> <td style="text-align: center;"><b>259</b></td> </tr> </tbody> </table> <p>indicates the location of various residential land uses.</p> <p>Secondary suites, garage suites or garden suites shall be implemented through the Edmonton Zoning Bylaw.</p>	Population per Net Residential Hectare (p/nrha)	84	Dwelling Units per Net Residential Hectare (du/nrha)	33	Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	62% / 38%	Population (%) within 500m of Parkland	100%	Population (%) within 400m of Transit Service	100%	Population (%) within 600m of Commercial Service	81%	Protected as Environmental Reserve (ha)	<b>3.1</b>	Conserved as Naturalized Municipal Reserve (ha)	<b>4.3</b>	Lost to Development (ha)	<b>8.2</b>	Level	Public	Separate	Elementary	259	129	Junior High School	129	65	Senior High School	129	65	<b>Total</b>	<b>517</b>	<b>259</b>
Population per Net Residential Hectare (p/nrha)	84																																	
Dwelling Units per Net Residential Hectare (du/nrha)	33																																	
Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	62% / 38%																																	
Population (%) within 500m of Parkland	100%																																	
Population (%) within 400m of Transit Service	100%																																	
Population (%) within 600m of Commercial Service	81%																																	
Protected as Environmental Reserve (ha)	<b>3.1</b>																																	
Conserved as Naturalized Municipal Reserve (ha)	<b>4.3</b>																																	
Lost to Development (ha)	<b>8.2</b>																																	
Level	Public	Separate																																
Elementary	259	129																																
Junior High School	129	65																																
Senior High School	129	65																																
<b>Total</b>	<b>517</b>	<b>259</b>																																
<p><b>Rationale:</b> The Kinglet Gardens NSP addresses housing affordability through the potential provision of a more intensive form of residential housing which may address many contemporary suburban issues such as:</p> <ul style="list-style-type: none"> <li>• Urban sprawl by maximizing land and servicing efficiencies;</li> <li>• Diversity of housing by providing a variety of lot sizes and housing forms; and</li> <li>• Auto dependency by improving walkability and providing pedestrian connections to the transit centre in Pintail Landing.</li> </ul> <p>The NSP encourages the exploration of innovation in affordable housing whether it is driven by the Developer or the City. Secondary suites can further provide an important potential source of affordable housing for singles and other small households as well as creates a mortgage helper for the owners of the principle dwelling.</p>																																		

**OBJECTIVE (18) PROVIDE A TRANSITION BETWEEN RESIDENTIAL USES OF SIGNIFICANTLY DIFFERENT DENSITIES AND HEIGHTS.**

NSP Policy	Implementation
<p>Encourage appropriate transitions between Low-Rise / Medium Density Housing and Single and Semi-detached housing as well as between the existing country residential and new development. Transitional elements shall include building setbacks, landscaped buffers, and variations in architectural design techniques to minimize building massing and/or shadow impacts.</p>	<p>Figure 6: Land Use Concept illustrates the general location of land uses.</p> <p>Proposed residential uses will be designed with attention to compatibility with adjacent planned uses.</p> <p>The Subdivision Officer and the Development Officer will have regard for lot and site design ensuring proper separation distances and landscape buffers as set out in the Zoning Bylaw.</p>
<p><b>Rationale:</b> A variety of techniques can be used to provide the appropriate transitioning between different housing types including building scale, building height, increased building setbacks, increased landscaped buffers, the use of building step backs and other design elements. Such techniques can serve to moderate the use differences between single detached and higher density developments.</p> <p>A public utility corridor and open space have been provided as transitions between the existing country residential and new development.</p>	

**OBJECTIVE (19) LOCATE LOW RISE/MULTI-/MEDIUM UNIT RESIDENTIAL DEVELOPMENTS TO FACILITATE ACCESS TO ARTERIAL AND/OR COLLECTOR ROADWAYS, COMMERCIAL USES AND PUBLIC TRANSIT SERVICE.**

NSP Policy	Implementation
<p>Row Housing and Low Rise / Medium Density Housing development should be located adjacent to arterial and / or collector roadways, along future transit routes and in close proximity to neighbourhood amenities.</p>	<p>Figure 6: Land Use Concept illustrates the general location of all residential uses. The low rise / multi- / medium unit residential developments have been located near arterials and collectors, commercial uses, park sites and transit facilities.</p>
<p><b>Rationale:</b> Row Housing and Low Rise / Medium Density Housing is vital in creating sufficient population densities in a neighbourhood. Furthermore, the location of Low Rise / Medium Density housing development abutting arterial and / or collector roadways and future transit routes, within walking distance of commercial sites, near community focal points and open spaces creates a more compact, walkable, attractive and livable neighbourhood.</p>	

**OBJECTIVE (20) ENSURE RESIDENTIAL DEVELOPMENT WITHIN 400 M OF THE TRANSIT CENTRE LOCATED IN PINTAIL LANDING BE DEVELOPED AS PART OF A TRANSIT-ORIENTED, WALKABLE COMMUNITY.**

NSP Policy	Implementation
<p>The NSP shall incorporate land uses such as Low Rise / Medium Density Residential and Street Oriented Residential (Row Housing) designations to provide increased residential densities within walking distance of the transit centre.</p>	<p>Figure 6: Land Use Concept illustrates the general location of all residential uses. Low Rise / Medium Density Residential and Street Oriented Residential (Row Housing) have been located within the 400 m as well as near arterials and collectors, commercial uses, park sites and transit routes.</p>

**Rationale:** Row Housing and Low Rise / Medium Density Housing development abutting arterial and / or collector roadways and future transit routes, within walking distance of the transit centre and commercial sites, creates a more compact, walkable, attractive and livable neighbourhood. As well, this encourages increased transit ridership.

**OBJECTIVE (21) EXISTING RESIDENTIAL AREAS SHOULD BE PLANNED COMPREHENSIVELY IF AND WHEN REDEVELOPMENT OCCURS.**

<b>NSP Policy</b>	<b>Implementation</b>
The City may require an NSP amendment when considering land development applications for lands designated as existing residential if the application would result in rezoning that would increase density or a change in use class.	Any proposed rezoning application within existing residential areas will be evaluated by Sustainable Development. At the discretion of Sustainable Development, an amendment to the NSP may be required prior to the approval of any rezoning approvals.

**Rationale:** Redevelopment of existing residential areas should only proceed in a manner that is comprehensively planned. To facilitate this, an amendment to the NSP may be required. Technical and supporting studies will be required according to the City’s terms of reference for NSP amendments.

**Technical Summary**

No specific technical requirements were identified.

### 3.4.7 COMMERCIAL

Commercial sites are identified in the Kinglet Gardens NSP. The larger commercial site is located in the southeast portion of the plan, at the intersection of 215 Street and a collector roadway. A smaller site is located in the northwest, along 231 Street. The sites are intended to serve the commercial needs of the neighbourhood, surrounding neighbourhoods and the travelling public. The primary site offers good visibility and accessibility due to its location at one of the neighbourhood's main entry points, along 215 Street and Yellowhead Trail. The area serves as a focal point for the ASP area with the commercial sites located across 215 Street from a larger commercial area in Pintail Landing, providing synergies, employment opportunities and amenities to the larger area.

<b>OBJECTIVE (22) PROVIDE COMMUNITY COMMERCIAL AND NEIGHBOURHOOD CONVENIENCE COMMERCIAL SHOPPING NODES TO MEET THE LARGE AND SMALL SCALE NEEDS OF RESIDENTS AND PROVIDE LOCAL EMPLOYMENT OPPORTUNITIES WITHIN THE NEIGHBOURHOOD.</b>																			
<b>NSP Policy</b>	<b>Implementation</b>																		
Community commercial and neighbourhood convenience commercial shopping nodes shall be provided to serve the needs of residents within Kinglet Gardens as well as surrounding neighbourhoods.	<p><b>SUSTAINABILITY MEASURES</b></p> <table border="0"> <tr> <td>Population per Net Residential Hectare (p/nrha)</td> <td>84</td> </tr> <tr> <td>Dwelling Units per Net Residential Hectare (du/nrha)</td> <td>33</td> </tr> <tr> <td>Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio</td> <td>62% / 38%</td> </tr> <tr> <td>Population (%) within 500m of Parkland</td> <td>100%</td> </tr> <tr> <td>Population (%) within 400m of Transit Service</td> <td>100%</td> </tr> <tr> <td>Population (%) within 600m of Commercial Service</td> <td>81%</td> </tr> </table> <p><b>Presence/Loss of Natural Areas</b></p> <table border="0"> <tr> <td>Protected as Environmental Reserve (ha)</td> <td><b>3.1</b></td> </tr> <tr> <td>Conserved as Naturalized Municipal Reserve (ha)</td> <td><b>4.3</b></td> </tr> <tr> <td>Lost to Development (ha)</td> <td><b>8.2</b></td> </tr> </table>	Population per Net Residential Hectare (p/nrha)	84	Dwelling Units per Net Residential Hectare (du/nrha)	33	Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	62% / 38%	Population (%) within 500m of Parkland	100%	Population (%) within 400m of Transit Service	100%	Population (%) within 600m of Commercial Service	81%	Protected as Environmental Reserve (ha)	<b>3.1</b>	Conserved as Naturalized Municipal Reserve (ha)	<b>4.3</b>	Lost to Development (ha)	<b>8.2</b>
	Population per Net Residential Hectare (p/nrha)	84																	
Dwelling Units per Net Residential Hectare (du/nrha)	33																		
Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	62% / 38%																		
Population (%) within 500m of Parkland	100%																		
Population (%) within 400m of Transit Service	100%																		
Population (%) within 600m of Commercial Service	81%																		
Protected as Environmental Reserve (ha)	<b>3.1</b>																		
Conserved as Naturalized Municipal Reserve (ha)	<b>4.3</b>																		
Lost to Development (ha)	<b>8.2</b>																		
	<p><b>STUDENT GENERATION STATISTICS</b></p> <table border="0"> <thead> <tr> <th>Level</th> <th>Public</th> <th>Separate</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td>259</td> <td>129</td> </tr> <tr> <td>Junior High School</td> <td>129</td> <td>65</td> </tr> <tr> <td>Senior High School</td> <td>129</td> <td>65</td> </tr> <tr> <td><b>Total</b></td> <td><b>517</b></td> <td><b>259</b></td> </tr> </tbody> </table> <p>illustrates the location of the neighbourhood commercial areas.</p>	Level	Public	Separate	Elementary	259	129	Junior High School	129	65	Senior High School	129	65	<b>Total</b>	<b>517</b>	<b>259</b>			
Level	Public	Separate																	
Elementary	259	129																	
Junior High School	129	65																	
Senior High School	129	65																	
<b>Total</b>	<b>517</b>	<b>259</b>																	
<p><b>Rationale:</b> Community commercial sites are located within Kinglet Gardens. Commercial uses provide local employment opportunities for residents to live and work in the same neighbourhood, reducing the dependency on commuting outside of the community and offering the appeal of being closer to home. The commercial uses also provide for the everyday needs of residents.</p>																			

<b>OBJECTIVE (23) LOCATE AND ORIENT COMMERCIAL SITES ALONG ARTERIAL OR COLLECTOR ROADWAYS TO ENSURE HIGH VISIBILITY AND CONVENIENT ACCESS OPPORTUNITIES.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Community commercial sites shall be placed along arterial and / or collector roadways, transit routes and along major pedestrian corridors to ensure high visibility and accessibility.	Figure 6: Land Use Concept illustrates the location of the community commercial sites.
<p><b>Rationale:</b> The community commercial sites are located at the intersection of 215 Street and a collector roadway which also serve as one of the main entrances into the neighbourhood. This location allows for convenient access to commercial activities. Commercial opportunities are also located along 231 Street providing residents the opportunity to walk to every day needs.</p>	



Prominent frontage along 215 Street, a collector roadway and Yellowhead Trail are significant components influencing the location of the commercial sites. The sites provide opportunities for access from arterial and / or collector roadways, minimizing shortcutting through residential areas, and maintaining appropriate traffic patterns and volumes within the neighbourhood. The location of the commercial site is also within walking distance of residential areas accessible by internal pedestrian linkages as well as the transit centre located in Pintail Landing. The commercial sites are also located at a prominent entrance to the Big Lake ASP area providing services to the neighbouring communities and the larger Big Lake area.

<b>OBJECTIVE (24) PROVIDE CONVENIENT PEDESTRIAN ACCESS TO COMMERCIAL DEVELOPMENT SO THAT RESIDENTS HAVE OPPORTUNITY TO WALK TO COMMERCIAL SERVICES.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Development of commercial sites should be designed with pedestrian-friendly pathways connecting parking, transit stops, individual commercial units, and other public sidewalks and walkways.	When exercising discretion, the Development Officer should have regard for building placement, pedestrian accessibility and activity areas in assessing development applications for commercial development under the applicable zone.
<b>Rationale:</b> Allowing the commercial sites to be conveniently accessible through the pedestrian network encourages walkability and reduces the need for automobile usage.	

<b>OBJECTIVE (25) MINIMIZE THE IMPACT OF COMMERCIAL DEVELOPMENT ON ADJACENT LAND USES.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Site planning of neighbourhood commercial areas shall take into consideration the layout and location of all structures, parking and loading facilities to ensure that impacts on adjacent land uses is minimized.	When exercising discretion, the Development Officer shall have regard for the appropriate application of setbacks, landscaping, buffering and façade treatments available under the Zoning Bylaw at the Development Permit stage.
<b>Rationale:</b> Impacts associated with the commercial development have been minimized and carefully integrated with surrounding residential development. Attention to site design will separate incompatible use activities and minimize potential impacts. In particular, activity associated with commercial uses shall be oriented towards arterial or collector roadways, away from residential uses and low density residential lots adjacent to commercial uses shall either back or flank against commercial uses.	

<b>OBJECTIVE (26) ENSURE COMMERCIAL DEVELOPMENT WITHIN 400 M OF THE TRANSIT CENTRE LOCATED IN PINTAIL LANDING, BE DEVELOPED AS PART OF A TRANSIT-ORIENTED, WALKABLE COMMUNITY.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Building(s) should be oriented to align with the abutting street wherever possible, to create a pedestrian friendly streetscape.	When exercising discretion, 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.
<b>Rationale:</b> The Kinglet Gardens NSP identifies two commercial sites in the southeast corner of the neighbourhood, adjacent to Winterburn Road (215 Street) and just north of Yellowhead Trail. Locating commercial uses in close proximity to transit centres, encourages a compact neighbourhood which is walkable and pedestrian friendly as well as creates an activity node within the area. Residents benefit from the convenience of being able to stop before or after their commute.	

**Technical Summary**

A commercial needs assessment was completed and submitted under separate cover.

### 3.4.8 PARKS, OPEN SPACE AND SCHOOLS

The Kinglet Gardens NSP provides for one school site (separate school) with opportunities for a community league, several pocket parks, viewpoint parks and natural areas linked to other open spaces (i.e. SWMFs). An integrated open space network is proposed for the Kinglet Gardens NSP, as shown in Figure 9: Active Modes Network.

The area attributed to Park and Open Space is shown in Table 4 - Land Use and Population Statistics.

OBJECTIVE (27) ACCOMMODATE CITY OF EDMONTON REQUIREMENTS FOR PARK SITES WITHIN THE NEIGHBOURHOOD.	
NSP Policy	Implementation
<p>The NSP shall follow the guidelines for the hierarchy and distribution of park spaces as prescribed in the Urban Parks Management Plan (UPMP).</p> <p>The developer shall provide Municipal Reserve (MR) per the MGA.</p> <p>The proposed school park site shall be located within the existing park site in the country residential development. An extension to the park shall be provided to accommodate a community league and incorporate a natural area. Roadway improvements surrounding the school park site and servicing to facilitate the development of the future Catholic Elementary/Junior high School shall be provided.</p>	<p>The school park site, pocket parks, natural areas and open spaces are conceptually illustrated in Figure 7: Parks &amp; Open Space.</p> <p>The Subdivision Authority shall determine the MR owing for the Kinglet Gardens NSP, and the areas dedicated as MR shall be confirmed by legal survey at time of subdivision.</p> <p>The neighbourhood servicing scheme shall ensure that the type and amount of servicing provided within roadways to service the school park site meets the needs of parkland facilities into the future.</p> <p><i>Areas required to accommodate permanent sanitary, stormwater and/or water services shall be dedicated as separately titled parcels which will not receive Municipal Reserve credit, at the time of subdivision. This excludes any portion of the existing School/Park site where any utility installation will be accommodated by an easement.</i></p>
<p><b>Rationale:</b> The Urban Parks Management Plan (UPMP) provides strategic direction for the acquisition, design, development and management of Edmonton’s parkland. The NSP uses the hierarchy of park sites and land assembly guidelines set out in the UPMP.</p> <p><u>School Site and Community Park Space</u></p> <p>The Kinglet Gardens NSP proposes one school /community league site located in the central portion of the neighbourhood. This site is intended to accommodate a future Catholic Elementary / Junior High School with associated park space facilities and community league facilities. The school is located centrally in the neighbourhood, to serve as a gathering place for the neighbourhood, provide opportunities for passive and active recreation opportunities and ensure adequate automobile and transit accessibility. In addition, this site includes a natural area which will provide for educational opportunities. The school park site utilizes existing MR land which is currently grassed with no programming. The incorporation of the existing MR land optimizes the overall MR allocation in the neighbourhood and provides for more park space within walkable distances as well as creates a better open space network.</p> <p><u>Pocket Parks</u></p> <p>Pocket parks will be used to serve residential sub-areas within the neighbourhood for passive and active recreation opportunities. Several pocket parks are proposed within the neighbourhood to meet the needs of all users within the community. The pocket parks have been placed to ensure that all residents have convenient access to parkland for everyday activities. As per the UPMP, the pocket parks are generally a minimum of 0.5 ha in size. The parks are ideally located with street frontage allowing for good access and visibility into the site. The sites are intended to be programmed for a variety of passive and active recreation uses.</p>	

Bylaw 19288  
March 16, 2021

A number of promontory parks are located through the plan area. These parks take advantage of the views into the natural area in the northern portion of the plan.

Natural Areas

A large natural area, which is part of the North Saskatchewan River Valley and Ravine system, is located to the north of the plan area. This natural area serves as a significant feature for the neighbourhood. The lands are within the North Saskatchewan River Valley ARP, which will preserve and protect the existing tree stand.

Two natural area parks are located adjacent to the North Saskatchewan River Valley and Ravine system, providing additional protection for the significant environmental feature and to enhance the wildlife passage. Municipal Reserve may be used to secure natural areas where it does not fit the definition of Environmental Reserve.

One additional natural area complex located within the south central portion of the neighbourhood is located adjacent to a school park site, providing opportunities for passive recreation as well as educational opportunities.

Stormwater Management Facility

Stormwater management facilities are considered as amenities and part of the open space network. These facilities add to the neighbourhood’s attractiveness, character and image as a pedestrian-friendly community. All SWMF’s are linked with the neighbourhood trail network and complement the open space system by providing additional areas for passive recreation. The extent of public open space (and private land) around the facilities will be subject to applicable legislation.

Linkages

A significant feature of the Kinglet Gardens NSP is the extension of the North Saskatchewan River Valley Ravine into the neighbourhood. A shared-use path or roadway is provided along the edge of the natural area, with walkways, sidewalks and parks providing linkages to the neighbourhood. All parks and open spaces are connected to the pedestrian network to ensure that they are accessible with the residential uses and surrounding neighbourhoods.

Utilizing existing pipelines and utility rights-of-way, the shared-use path network connects residents within the neighbourhood as well as to surrounding neighbourhoods and the adjacent transit centre located in Pintail Landing.

**OBJECTIVE (28)** PROVIDE A SCHOOL / PARK SITE WHICH IS ACCESSIBLE VIA WALKWAY LINKAGES, AUTOMOBILES AND TRANSIT.

NSP Policy	Implementation
<p>The school / park site shall have frontage along public roadways to accommodate flexible building design, parking access, drop-off/pick-up areas and school bus zones as well as to ensure sightlines, natural surveillance, adequate lighting and connectivity to pedestrian routes.</p>	<p>Figure 6: Land Use Concept illustrates the location of the school / park site adjacent to collector roadways, pedestrian linkages and shared use paths.</p> <p>The design layout of the school shall comply with all applicable city policies.</p> <p>Development of the school site shall require upgrades to the existing adjacent rural roadways (122 Avenue and 226 Street), including urbanization and construction of sidewalks.</p>

**Rationale:** The school / park site is adjacent to a collector roadway and is well connected through a network of shared use paths, walkways and sidewalks.

**OBJECTIVE (29)** MAINTAIN THE EDGE OF THE NATURAL AREA LINE ACCORDING TO THE REQUIREMENTS OF THE MUNICIPAL GOVERNMENT ACT (MGA), DEVELOPMENT SETBACKS FROM RIVER VALLEY/RAVINES POLICY C542, NATURAL AREA SYSTEMS, C531 AND THE NORTH SASKATCHEWAN RIVER VALLEY AREA REDEVELOPMENT PLAN (ARP).

NSP Policy	Implementation
<p>The edge of the natural area in the northern portion of the plan area shall be surveyed in cooperation with, and endorsed by City of Edmonton Departments. The agreed upon line shall be subsequently registered at land titles by the landowner.</p>	<p>The edge of the natural area line shall be walked, surveyed and endorsed by applicable City of Edmonton Departments, prior to the rezoning stage.</p>
<p><b>Rationale:</b> The design of Kinglet Gardens NSP proposes a combination of shared use paths and roadway along the edge of the natural area. Providing a combination of trails and roadway is supported by both neighbourhood planning principles and environmental rationale while still fulfilling the goal of the Policy to provide open space between ravines and urban development, and to provide public access.</p>	

**Technical Summary**

A Parkland Impact Assessment (PIA) and Community Knowledge Campus Needs Assessment (CKCNA) were completed and submitted under separate cover.

### 3.4.9 TRANSPORTATION

The transportation network has been designed to meet both the internal and external traffic flow requirements generated by the neighbourhood in accordance with City of Edmonton’s guidelines and standards. A hierarchy of arterial, collector and local roadways are intended to facilitate the efficient movement of vehicular traffic (see Figure 8: Transportation Network).

OBJECTIVE (30) IMPLEMENT THE CITY OF EDMONTON ROAD HIERARCHY SYSTEM OF AN INTEGRATED ARTERIAL, COLLECTOR AND LOCAL ROADWAY NETWORK.	
NSP Policy	Implementation
<p>A well-integrated system of arterial, collector and local roadways shall be established for vehicular and pedestrian circulation within the NSP boundaries and the adjacent neighbourhoods.</p>	<p>Road right-of-way and arterial road widening shall be dedicated to the City of Edmonton in accordance with the MGA at the subdivision stage of development.</p>
<p><b>Rationale:</b> 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. A hierarchy of roads are intended to facilitate the efficient movement of vehicular traffic, see Figure 8: Transportation Network). Vehicular access to the surrounding arterial roadways will be provided via three neighbourhood entrances / exits to 215 Street and three neighbourhood entrances / exits to 231 Street.</p> <p><u>Regional Roadway Network</u>            Kinglet Gardens will benefit from a high level of accessibility to the region as a result of its close proximity to the following existing and proposed roadways. These roadways include:</p> <ul style="list-style-type: none"> <li>• 215 Street (Winterburn Road)</li> <li>• Yellowhead Trail (Highway 16)</li> <li>• Anthony Henday Drive</li> </ul> <p><u>Arterial Roadways</u>            Arterial roadways facilitate the movement of intra-municipal traffic and generally maintain limited direct access to adjacent land uses. Within the plan area, 215 Street (Winterburn Road) is designated as an arterial roadway, which will provide the neighbourhood with major north-south access to the surrounding areas and to Yellowhead Trail. Appropriate spacing of intersections and access-egress requirements are respected along this roadway. The Transportation Impact Assessment (TIA) will outline the appropriate road network required for the development of the neighbourhood.</p> <p><u>Collector Roadways</u>            Collector roadways provide both internal and external access to the neighbourhood. They are spaced at appropriate intervals along arterial roadways to facilitate traffic progression (if traffic signals are required) and to ensure that sufficient distance is available to allow for right and left turn-bay development. The collector roadway network provides efficient and convenient access to residential sub-areas and discourages shortcutting. This serves to further reinforce a local ‘sense of place’ among residential sub-areas, reduce traffic volumes and speeds, and establish a pedestrian-oriented streetscape. There are two east-west collector connections between 215 Street and 231 Street. The primary connection to the north also provides connectivity to the Hawks Ridge neighbourhood. The secondary connection is less direct to reduce the amount of shortcutting through the existing country residential subdivision while still providing access for residents to the regional network and commercial amenities.</p> <p><u>Local Roadways</u>            Local roadways provide access to adjacent land uses and maintain a limited role in the overall movement of traffic within the neighbourhood.</p>	

**OBJECTIVE (31)** LOCATE COLLECTOR ROADWAYS TO MOVE VEHICULAR TRAFFIC EFFICIENTLY THROUGH THE NEIGHBOURHOOD, MINIMIZE INTERNAL ROADWAY CONGESTION AND ENHANCE SAFETY.

NSP Policy	Implementation
<p>Minimize direct vehicular access to residential lots fronting on collector roads but otherwise encourage residential frontage oriented toward public roads.</p> <p>Traffic calming should be employed to reduce automobile speeds, increase pedestrian safety and improve the streetscape.</p> <p>Where appropriate, use the Complete Streets Guidelines in the design of streets.</p>	<p>The maximum number of lots having direct access onto a collector roadway will conform to the recommendations contained within the Transportation Impact Assessment where applicable. Unless otherwise stated in the Transportation Impact Assessment, the number of lots having direct access onto a collector roadway shall be minimized and will be determined at the subdivision stage and shall not exceed 30%. Lots having direct access onto collector roadways shall not interfere with transit stops.</p> <p>Traffic calming measures such as roundabouts, raised intersections or curb extensions may be incorporated along roadways. Transportation Services will review details of traffic calming at the subdivision stage to determine whether the transportation requirements are being met.</p> <p>Certain roadways may require designs that differ from current design standards. The Complete Streets Guidelines should be consulted to provide design guidance and to ensure that complete streets principles are followed.</p>

**Rationale:** Along collector roadways, front drive access will be restricted in order to promote a safe and pedestrian friendly streetscape and to reduce vehicular conflicts.

Traffic calming such as roundabouts, pedestrian islands, raised intersections, or curb extensions at significant roadway locations (i.e. collector to collector or local to collector intersections) may be beneficial as they reduce vehicular speeds and enhance pedestrian safety. Roundabouts, for instance, provide for the orderly and continuous movement of vehicles. Raised intersections reduce vehicle speeds, improve drivers’ awareness of crossings and visually turn intersections into pedestrian-oriented zones. Curb extensions enhance pedestrian safety by reducing crossing distances, relieve sidewalk crowding and provide space for functional elements such as seating, plantings and furniture.

In May 2013, City Council approved the Edmonton Complete Streets Policy and accompanying guidelines. The intent of the guidelines is to provide a network of streets that are safe, welcoming, attractive, comfortable and functional for all users. The guidelines provide flexibility of design, allowing certain modes of transport to be prioritized over others, depending on location and context.

**OBJECTIVE (32)** DESIGN A SYSTEM OF LOCAL STREETS WHICH PROVIDES NUMEROUS SAFE, SIMPLE, DIRECT AND OBVIOUS CONNECTIONS THROUGHOUT THE NEIGHBOURHOOD.

NSP Policy	Implementation
<p>Local road linkages and walkways shall be incorporated at appropriate locations between residential uses to improve neighbourhood connectivity.</p> <p>Ensure the maximum length and number of cul-de-</p>	<p>The Subdivision Authority shall have regard for subdivision design in residential settings to maximize vehicular and pedestrian connections and ensure the provision of adequate emergency services access.</p>

sacs in residential settings do not compromise City emergency response plans or operation of maintenance equipment.	
<p><b>Rationale:</b> All roadways shall be developed with sidewalks in order to facilitate safe and efficient movement of pedestrians. Sidewalks will encourage residents to walk to open spaces, commercial developments and transit, reducing the overall number of vehicle trips and promoting health and social interaction. Where the pattern of roadways does not facilitate a direct route to an amenity or transit, minor walkways will be provided to ensure walkability and accessibility to neighbourhood destinations and transit.</p> <p>Subdivision design should ensure, where practical, that cul-de-sac length does not exceed 120 metres. Where this cannot be achieved, the provision of an emergency access to an adjacent cell of development will be required.</p>	

<p><b>OBJECTIVE (33) PROMOTE CONNECTIVITY AND PEDESTRIAN ACCESSIBILITY TO NEIGHBOURHOOD RECREATIONAL AMENITY AREAS AND DESTINATIONS SUCH AS PARKS, NATURAL AREAS, SWMF, OPEN SPACES, COMMERCIAL TOWN CENTRE, NEIGHBOURHOOD RETAIL, TRANSPORTATION CENTRE, BUSINESS EMPLOYMENT AREAS, SCHOOLS, RECREATION AND COMMUNITY CENTRES AND LIBRARIES, WHICH ARE CLEAR, DIRECT AND CONVENIENT.</b></p>	
<p><b>NSP Policy</b></p> <p>A network of hard-surfaced sidewalks, walkways, and shared-use paths shall be provided to promote walkability and access to parks, natural areas, open spaces, stormwater management facilities, transit centres and amenities.</p> <p>Connect and ensure direct and universal access to neighbourhood amenity and community destinations, such as Parks, Natural Areas, SWMF, Commercial Town Centre, Neighbourhood Retail, Business Employment Areas, Transportation Centre, Schools, Recreation and Community Centres and Libraries.</p> <p>Pedestrian linkages in the form of walkways shall be provided to the Ravine system every 120 m. Some exceptions may be permitted with the approval of Transportation Services.</p>	<p><b>Implementation</b></p> <p>shall guide the future application of walkways, sidewalks, greenways and shared-use paths.</p> <p>The Subdivision Authority should have regard for the dedication of walkways to promote walkability and appropriate access to neighbourhood amenities. All local and collector roadways should be developed with sidewalks and/or shared use paths.</p> <p>The Subdivision Design Guidelines, the Complete Streets Guidelines and the Transit Oriented Development Guidelines provide direction on connectivity and neighbourhood design.</p> <p>Active modes connections will be constructed along arterial roadways, top-of-bank, utility rights-of-way, and storm water management facilities with a 3 m hard surface shared use path. Active modes connections identified within local or collector roadways may include dedicated or shared bike lanes and/or SUPs. The type of facility selected for these roadways should consider the adjacent land use, roadway traffic volumes, proposed right of way width and the type of facility developed along the remainder of the link. It is also noted that a key element along links within local or collector roadways is way-finding information.</p>
<p><b>Rationale:</b> Neighbourhoods designed with connectivity support the residents' 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 greenhouse gas emissions. Active walkways, and shared-use paths provide an internal alternative pedestrian circulation system that is highly connected, direct and convenient. These linkages facilitate easy access for pedestrians and cyclists as outlined in</p>	

. Additional linkages along sidewalks and a shared use path in the power line right of way also provide connections to the Transit Centre and larger commercial area in Pintail Landing.

Active Modes Network

An efficient and continuous active modes network connecting key nodes within the NSP will provide active modes circulation through the neighbourhood. All local and collector roadways will be developed with sidewalks and/or shared-use paths providing a sufficient level of access within the neighbourhood. Active modes traffic is emphasized numerous access and egress points are provided at neighbourhood boundaries.

The provision of active modes access along the utility corridors, pipeline and power line right-of-way as well as a shared-use path within the utility corridors will be explored by the developer and the City of Edmonton Transportation Services with the utility companies, at the rezoning and subdivision stage. If permission for a shared-use path is granted by the utility companies, a shared-use path and the associated walkways will be built by the developer at their expense with adjacent subdivisions.

Shared-Use Path

In addition to the opportunities for a shared-use path to be located within the pipeline corridors, a shared-use path is to be provided along the northern natural area. A combination of both a shared-use path or roadway will be provided, allowing for additional pedestrian linkages throughout the neighbourhood and to the natural area.

Shared use paths will also be required along the perimeter of SWMFs and within parks and open spaces, as shown on , or to the satisfaction of Transportation Services. Additional on-street shared use path connections will be required to connect key destinations and complete the active modes network.

Walkways

A number of walkways will be added at the subdivision stage to serve as minor pedestrian connections. These walkways enhance pedestrian connectivity in the Kinglet Gardens neighbourhood by establishing pedestrian linkages to open space and amenities. Pedestrian connections to community facilities such as parks or to commercial areas will be determined at the subdivision stage.

<b>OBJECTIVE (34) PROVIDE STRONG CONNECTIONS WITH SURROUNDING COMMUNITIES AND PROMOTE ACCESSIBILITY WITHIN THE NEIGHBOURHOOD TO NATURAL AND RECREATIONAL AMENITY AREAS, PARKS, OPEN SPACES, COMMERCIAL USES AND TRANSIT.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
<p>Strong connections shall be provided with adjacent neighbourhoods through the use of local and collector roadways, sidewalks, shared-use paths and pedestrian connections.</p> <p>Shared-use paths shall be provided through the SWMF's, parks, open spaces, along abutting arterial roadways, adjacent to the natural area in the northern portion of the plan area and within the pipeline corridors.</p>	<p>Figure 6: Land Use Concept and Figure 8: Transportation Network conceptually illustrate the surrounding arterial street pattern and connections with surrounding neighbourhoods.</p> <p>The location and design of shared-use paths along roadways, through SWMFs, parks and along the natural area shall be reviewed by the City of Edmonton at the roadway design stage. Any proposed shared use path within the pipeline corridors will require approval from the pipeline companies.</p>
<p><b>Rationale:</b> Neighbourhood connectivity contributes to the development of a compact, integrated community with a balanced transportation network. Neighbourhoods that have a high degree of connectivity encourage residents to walk to places, reduce the number of trips made by vehicles and promote health and neighbour interaction. Connectivity is characterized by a logical network for movement that links destinations within and outside of the neighbourhood, provides accesses and is integrated with the environment.</p>	



**OBJECTIVE (35) MAXIMIZE ACCESS TO TRANSIT FOR THE GREATEST NUMBER OF RESIDENTS, AND IN ACCORDANCE WITH CITY OF EDMONTON TRANSIT SYSTEM GUIDELINES AND DEMANDS.**

NSP Policy	Implementation
<p>The location of all residential land uses should be within 400 metres walking distance of a transit stop. Transit services shall be initiated in the initial stages of development of the neighbourhood.</p> <p>Pedestrian linkages shall be provided to the Transit Centre located within Pintail Landing.</p>	<p>Edmonton Transit Services will determine the routing for public transit along the arterial and collector roadways which have been identified as future transit routes.</p> <p>In an effort to provide transit services earlier in the development of the neighbourhood, participating landowners will, if required, cooperatively enter into negotiations with the City of Edmonton to provide early transit service to the neighbourhood.</p> <p>Shared-use paths along the utility corridors (pipeline and power line) as well as sidewalk connection along collector roadways will provide access to the Transit Centre located in Pintail Landing.</p>
<p><b>Rationale:</b> Future public transit service will be extended into the Kinglet Gardens NSP area in accordance with Edmonton Transit System Guidelines and demands. The neighbourhood has been designed to ensure that all residents are within a 400 metre walking distance (approximately a 5 minute walk) of transit stops.</p> <p>Future transit routes will be established on the basis of the proportion of trips which are expected to be generated from within the neighbourhood and adjacent areas. Future transit service will be accommodated within the neighbourhood and internal collector roadways will be developed to a suitable standard to accommodate transit service and provide readily accessible service to all areas of the neighbourhood.</p>	

**OBJECTIVE (36) MITIGATE THE IMPACT OF AUTOMOBILE TRAFFIC ASSOCIATED WITH COMMERCIAL AND MEDIUM OR HIGH DENSITY RESIDENTIAL AREAS ON ADJACENT SINGLE/SEMI-DETACHED RESIDENTIAL AREAS.**

NSP Policy	Implementation
<p>Locate commercial and medium or high density residential uses adjacent to arterial or collector roadways, around commercial areas, and in proximity to the transit centre located in Pintail Landing, to the greatest extent possible.</p>	<p>The Subdivision Authority and Transportation Services may review tentative plans of subdivision to ensure commercial and medium or high density residential development is primarily accessed from abutting collector and arterial roadways and avoid access via local roadway fronted by ground oriented / low density (i.e. single and semi-detached housing) residential development, to the greatest extent possible. Access type and location shall meet the requirements set out in the City's Access Management Guidelines.</p>
<p><b>Rationale:</b> Commercial and medium or high density residential uses are to be located adjacent to arterial or collector roadways, where possible, to reduce the impact of increased traffic on lower density areas. Parking for vehicles will be provided off-street in conjunction with residential development applications.</p>	

<b>OBJECTIVE (37) PROVIDE NOISE ATTENUATION WHERE RESIDENTIAL USES BACK ONTO MAJOR TRANSPORTATION CORRIDORS (I.E. YELLOWHEAD TRAIL AND 215 STREET).</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Appropriate noise attenuation shall be provided for residential uses adjacent to arterial roadways (215 Street) and Yellowhead Trail (Highway 16).	A noise attenuation assessment is required for residential development backing or flanking 215 Street and Yellowhead Trail at the subdivision approval stage, in accordance with the City of Edmonton Urban Traffic Noise Policy C506A.
<b>Rationale:</b> Where residential development will be constructed adjacent to 215 Street or Yellowhead Trail, the City of Edmonton requires the developers to address noise concerns. Therefore, a noise attenuation assessment will be carried out in accordance with the City of Edmonton’s Urban Traffic Noise Policy. If required by Transportation Services, noise level evaluations will be carried out by the developer prior to subdivision application at the design phase of the project. Based on the results of the study, noise attenuation devices may be required (i.e. berm and fence) to be incorporated in the design of subdivisions bordering 215 Street and Yellowhead Trail.	

<b>OBJECTIVE (38) UTILIZE ALTERNATIVE (STREET ORIENTED) ROADWAY DESIGN STANDARDS FOR ARTERIAL AND COLLECTOR ROADWAYS WITHIN 400 M OF THE TRANSIT CENTRE TO CONTRIBUTE TO A TRANSIT-ORIENTED, WALKABLE COMMUNITY.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Where appropriate, buildings should be oriented to align with the abutting street to create a pedestrian friendly streetscape.	When exercising discretion, 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. Complete Streets guidelines should be utilized in the design of alternative roadway cross sections in this area. Alternate cross sections shall be submitted to Transportation Services for review and consideration prior to subdivision
<b>Rationale:</b> Locating commercial uses in close proximity to the transit centre, encourages a more walkable and pedestrian friendly neighbourhood as well as creates an activity node within the neighbourhood. Residents benefit from the convenience of being able to stop before or after their commute. By providing different built forms such as street oriented housing, a safer and more pedestrian friendly environment is created.	

**Technical Summary**

The transportation network for the NSP will be provided in accordance with the requirements of the City of Edmonton’s Transportation Services. A Transportation Impact Assessment (TIA) has been submitted under separate cover for review and approval by Transportation Services.

### 3.4.10 INFRASTRUCTURE, SERVICING AND STAGING

The Kinglet Gardens NSP will be a fully serviced neighbourhood designed and constructed in accordance with City servicing standards.

OBJECTIVE (40) ENSURE THAT THE KINGLET GARDENS NSP IS SERVICED TO A FULL URBAN STANDARD, IN AN EFFICIENT, CONTIGUOUS AND STAGED MANNER.	
NSP Policy	Implementation
<p>Sanitary and stormwater servicing will be provided in accordance with the associated Neighbourhood Design Report (NDR) for the Kinglet Gardens NSP.</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>Approval of engineering drawings and servicing agreements shall be required for the installation of water, sanitary and stormwater servicing.</p> <p>Installation of shallow utilities shall be executed through servicing agreements.</p> <p>The SWMF located in the southeast portion of the plan area shall be developed as a higher standard constructed wetland. Design elements that must be incorporated into the constructed wetland SWMF include, but are not limited to; distinct wetland habitat zones (i.e. deep marsh, shallow marsh, low prairie zone, upland vegetation, etc.), use of native vegetation species, transition zone from wetland to upland, and a non-linear shape. Additional information will be provided within a report identifying mitigation measures, design components and proposed landscaping shall be submitted at the rezoning stage to ensure connection of the upland areas and the constructed wetland to preserve the western toad habitat.</p>
<p><b>Rationale:</b></p> <p><u>Sanitary Servicing</u> The flow for the sanitary system designed for the neighbourhood ultimately moves from southeast to northwest. However an interim pump station may be necessary to service an initial stage. Sewage will be conveyed south to the West Edmonton Sanitary Sewer (WESS) via an existing pump station in Trumpeter. The sanitary servicing system is conceptually shown in Figure 11: Sanitary servicing.</p> <p><u>Stormwater Servicing</u> The major storm drainage system includes three constructed wetland stormwater management facilities to provide adequate storage volumes under the critical rainfall event as conceptually shown in Figure 10: Stormwater Servicing. The facilities have been located on the basis of natural drainage patterns and pre-development sub-basin drainage boundaries in the Plan area.</p> <p><u>Water Servicing</u> Water services for the neighbourhood will be extended from Hawks Ridge via a water main in Winterburn Road (215 Street). A future Booster Station for the neighbourhood will be located in the Trumpeter neighbourhood. Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for low and medium density residential uses as well as commercial uses. Water looping will be provided in accordance with the requirements of EPCOR Water along with submission of a Hydraulic Network Analysis for review and approval. The water servicing system is conceptually shown in</p> <p>.</p> <p><u>Shallow Utilities</u> Power, gas and telecommunication services are all located in proximity to the NSP and will be extended into the plan area as required.</p>	

### Development Staging

The anticipated sequence of development is conceptually shown in Figure 13: Staging. Initial development is expected to advance from southeast to northwest.

In general, development will proceed in a manner that is contiguous, logical and economical with respect to municipal servicing. Development of individual phases may vary from the actual zoning and subdivision applications depending on contemporary market demands and aspirations of the respective landowners. Should sufficient demand warrant or engineering design be made more efficient, portions of separate phases may be developed concurrently.

### **Technical Summary**

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

Details regarding stormwater drainage and sanitary service schemes for the Kinglet Gardens NSP are provided in the associated Neighbourhood Design Report (NDR) to be submitted under separate cover.

The Neighbourhood Design Report shall be updated by the applicant at the rezoning and subdivision stages to incorporate recommendations provided within the Natural Area Water Sustainability Assessment, Neighbourhoods 4 & 5, Big Lake (Golder, July 8, 2016). However, alternative engineering or environmental solutions may be explored where technical studies are provided at detailed design stage.

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 and approved by EPCOR Water Services.

### 3.4.11 AGRICULTURE AND FOOD

<b>OBJECTIVE (41) PROMOTE URBAN AGRICULTURE.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Encourage opportunities for community gardens in public spaces, including parks and utility corridors as well as in private spaces.	Community gardens should be considered and included in programming for community parks, in consultation with community leagues and other voluntary groups at the site development stage. Front and back yard areas provide opportunities for private home gardens.
<p><b>Rationale:</b> Community gardens are features that are found in many neighbourhoods throughout the city. Community gardens are generally divided into individual plots which are made available to the public or members of the community, often for a nominal fee or for no cost. These spaces serve multiple purposes – from social gathering spaces, to vegetable gardens, to ornamental flower gardens – and are often popular in locations with higher density housing where private open space is limited. As the Parks Branch recognizes gardening as a legitimate recreational pursuit, some Municipal Reserve land may be dedicated to community gardens throughout the Kinglet Gardens neighbourhood. Organizations such as Community Leagues, non-profit societies, residents associations or faith groups are often willing to administer community gardens, likely with minimal support from Community Services.</p>	

<b>OBJECTIVE (42) SUPPORT THE USE OF EDIBLE PLANT SPECIES IN LANDSCAPING OF OPEN SPACES.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Landscaping of public parks and open spaces should consider planting of edible fruit and vegetable plants where appropriate.	Selection and location of plant species will take place at the detailed design stage and incorporated where feasible.
<p><b>Rationale:</b> In addition to private gardens, public spaces can provide attractive and productive land. Public lands such as parks and open spaces, or even road and utility rights of way, can be planted with a broad variety of edible species. These might include fruit trees, berries like saskatoons, high-bush cranberries, raspberries, nuts, or other plants like rhubarb. Expanding the variety of plants in public spaces beyond ornamental species is a fairly easy way to increase the range of potential uses, and to provide a source of local food.</p>	

<b>OBJECTIVE (43) Support the development of local food infrastructure.</b>	
<b>NSP Policy</b>	<b>Implementation</b>
Support the development of pocket markets, mobile markets, and mobile food vendors.	Public spaces and quasi-public spaces should be encouraged and accommodating for local food establishments.
<p><b>Rationale:</b> Open areas such as parking lots in commercial developments provide opportunities for temporary markets such as farmer's markets or mobile food vendors, providing residents with local food options.</p>	

#### Technical Studies

No technical requirements were identified.

### 3.5 STATUTORY PLAN AND POLICY CONTEXT

This section outlines the various plans and policies which are applicable to the Kinglet Gardens NSP including the City of Edmonton’s Municipal Development Plan (The Way We Grow), the Transportation Master Plan (The Way We Move), and the Capital Region Growth Plan. 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.

#### 3.5.1 CAPITAL REGION GROWTH PLAN: GROWING FORWARD

The primary purpose of the Capital Region Land Use Plan is to manage sustainable growth in a manner that protects the region’s environment and resources, minimizes the regional development footprint, strengthens communities, increases transportation choice and supports economic development. The Plan aims to accomplish these objectives through an integrated and strategic approach to planning which coordinates planning and development decisions in the Region and identifies a regional development pattern to complement existing infrastructure, services and land uses. The Capital Region Growth Plan: Growing Forward was approved by the Government of Alberta on March 11, 2010.

Capital Region Land Use Policy	NSP Compliance with Capital Region Land Use Policy
<b>I. Protect the Environment and Resources:</b>	
<b>A. Preserve and Protect the Environment</b>	
Policy (i) Any development which may cause detrimental effects such as erosion or pollution to lakes, rivers, water bodies and shorelines shall be prohibited unless appropriate mitigating measures are implemented.	Development of lands in proximity to the North Saskatchewan River Valley and Ravine System shall conform to applicable legislation. This will involve the retention of natural areas and the incorporation of the ecological network approach.
<b>II. Minimize Regional Footprint</b>	
<b>A. Identify, Protect and Prioritize Lands for Regional Infrastructure</b>	
Policy (i) Ensure that lands identified for regional infrastructure such as energy transmission, highways, municipal infrastructure, transit and related facilities are protected from incompatible development.  Policy (ii) The Province and the municipalities shall continue to identify lands that will be used for regional infrastructure. Once identified, these lands shall be protected for the designated use in applicable plans	A regional sanitary sewer corridor located within the neighbourhood will be integrated with urban development.
<b>B. Concentrate New Growth Within Priority Growth Areas</b>	
Policy (i) Most new growth shall occur within Priority Growth Areas.  Policy (ii) Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria: <ul style="list-style-type: none"> <li>• Existing and proposed multi-movement corridors, including transit nodes;</li> <li>• Adjacent to existing and proposed major employment areas;</li> <li>• Redevelopment and intensification opportunities within existing urban areas; and</li> <li>• Locations that utilize existing infrastructure</li> </ul>	Kinglet Gardens is located in Priority Growth Area ‘B’ which sets a minimum density target of 30 units per net residential hectare in order to facilitate development within existing development patterns.  The NSP exceeds the density target. Kinglet Gardens is located: <ul style="list-style-type: none"> <li>• along the 215 Street transit corridor and adjacent to a future transit centre.</li> <li>• adjacent to Yellowhead Trail and in close proximity to Anthony Henday Drive.</li> <li>• takes advantage of existing infrastructure and servicing capacity in the Big Lake ASP area.</li> </ul>

Capital Region Land Use Policy	NSP Compliance with Capital Region Land Use Policy
<p>and servicing capacity or logical and efficiently extend that infrastructure.</p> <p>Policy (v) Priority growth areas shall incorporate intensive forms of development that significantly exceed existing development patterns.</p>	<p>The NSP will provide development which is more intensive than existing patterns in northwest Edmonton.</p>
<b>D. Support Expansion of Medium and Higher Density Residential Housing Forms</b>	
<p>Policy (i) New residential development shall provide a greater proportion of higher density residential units.</p> <p>Policy (iv) Transit accessibility must be included in the design of all new developments.</p>	<p>The Kinglet Gardens NSP provides medium density housing in highly accessible locations adjacent to transit service and in proximity to commercial land uses.</p> <p>The NSP is bounded on one side by an arterial roadway (215 Street) which will all provide for transit service. The internal roadway network has been designed with transit routing through the neighbourhood.</p> <p>Accessibility to transit routes along abutting arterial roadways will be provided through the strategic placement of walkway connections and subdivision design to ensure accessibility to transit for the greatest number of residents.</p> <p>The proximity of these arterial roadways along with careful attention to subdivision design will ensure the NSP meets the goals of the Capital Region Growth Plan in providing transit accessibility.</p>
<b>III. Strengthen Communities:</b>	
<b>B. Support Healthy Communities</b>	
<p>Policy (ii) Improve accessibility to community services by providing sidewalks, bicycle trails to encourage walking and cycling and locate these services within proximity to transit, where possible.</p>	<p>Kinglet Gardens has a well-connected and integrated open space system which allows residents the opportunity to choose alternative modes of transportation other than the vehicle, with great access to transit.</p>
<b>C. Support Public Transit</b>	
<p>Policy (i) Provide a mix of higher intensity land uses along transit corridors, at nodes, and employment centres.</p> <p>Policy (iii) New developments shall be designed for connectivity and accessibility to transit facilities.</p>	<p>Higher residential densities have been located adjacent to arterial and/or collector roadways as well as the transit centre in the adjacent neighbourhood to promote walkability and transit usage.</p>
<b>D. Support Innovative and Affordable Housing Options</b>	
<p>Policy (ii) All residential developments shall provide a greater variety of housing types.</p>	<p>The Kinglet Gardens NSP allows for the development of a range of residential housing types based on single/semi-detached, street oriented (row housing), and low-rise/medium density housing.</p>
<b>IV. Increase Transportation Choice:</b>	
<b>A. Integrate Transportation Systems with Land Use</b>	
<p>Policy (iii) Design transportation infrastructure to support multiple modes of transport.</p> <p>Policy (iv) Support development of inclusive</p>	<p>A network of roadways, along with sidewalks, walkways and shared-use paths will provide residents with the ability to take transit, walk, drive or cycle, through the</p>

<b>Capital Region Land Use Policy</b>	<b>NSP Compliance with Capital Region Land Use Policy</b>
communities to reduce the need for travel.	neighbourhood or into the surrounding region.
<b>B. Support the Expansion of Transit Service in Various Forms</b>	
<p>Policy (i) Expand and extend the level, quality and range of public transportation options available to serve the Region.</p> <p>Policy (iv) Support multi-modal transportation options by providing multi-use streets sufficient to accommodate bicyclists, motorists and pedestrians.</p>	<p>A network of roadways, along with sidewalks, walkways and shared-use paths will provide residents with the ability to take transit, drive, walk, or cycle, through the neighbourhood or into the surrounding region.</p>



### 3.5.2 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 plan is closely integrated with the Transportation Master Plan (TMP) to achieve more coordinated decision making. The plan also includes a regional component which addresses the coordination of future land use, growth patterns and transportation systems with Edmonton’s neighbouring municipalities. The Kinglet Gardens NSP has been developed in accordance to the goals, objectives and policies of The Way We Grow.

The Kinglet Gardens NSP complies with the MDP policies:

Municipal Development Plan: The Way We Grow	NSP Compliance with MDP Policy
<p><b>3.2.1.1</b> - Ensure a combination of single family and multi-family housing development potential is available for the next 30 years.</p>	<p>The NSP will provide single family and multi-family housing for approximately 10 to 15 years at current absorption and development rates in northwest Edmonton.</p>
<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 of various land use components single/semi-detached residential, street oriented (row housing), medium density units, commercial, parks, open spaces.</p>
<p><b>3.6.1.6</b> - Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion.</p>	<p>The Kinglet Gardens NSP represents contiguous growths in northwest Edmonton, as the surrounding neighbourhoods develop concurrently, allowing for economic use of major infrastructure.</p>
<p><b>4.3.1.1</b> - The City of Edmonton will take municipal reserve, school reserve or municipal and school reserve, or cash-in-lieu in accordance with the Municipal Government Act and will use the land or money for purposes as defined by the Municipal Government Act.</p>	<p>The NSP provides municipal reserve as a combination of land and cash in lieu.</p>
<p><b>4.4.1.1</b> - Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.</p>	<p>The Kinglet Gardens NSP allows for the development of a range of residential housing types based on single/semi-detached, row housing, and low-rise/ medium density housing.</p>
<p><b>4.6.1.1</b> – Support Corporate initiatives to improve walkability and other active transportation modes.</p>	<p>The NSP has a well-connected and integrated open space system which allows residents the opportunity to choose alternative modes of transportation other than the private vehicle.</p>
<p><b>4.6.1.3</b> – Support the design of accessible and safe active transportation networks in accordance with best practices in universal design.</p>	<p>The network of sidewalks, walkways and shared-use paths will be designed according to best practices in universal design and will provide residents with the ability to walk, cycle, in-line skate, etc. through the neighbourhood.</p>
<p><b>5.6.1.4</b> – Design density, land uses and buildings to benefit from local transit service by minimizing walking distances</p>	<p>Higher density residential areas have been located near arterial and/or collector roadways to promote walkability</p>

Municipal Development Plan: The Way We Grow	NSP Compliance with MDP Policy
to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities.	and transit usage. All other uses have superior access to arterial roadways with transit service.
<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 supports the use of enhanced pedestrian crossings and traffic calming measures as a means of providing pedestrian safety and attractive street designs.</p>
<p><b>7.2.1.1</b> – Cooperate with the Government of Alberta to actively support and complement its Wetland Policy through the following actions: In partnership with the Province, the Capital Region Board and adjacent municipalities, develop a comprehensive plan for wetland conservation and the integration of wetlands into the urban environment; Where appropriate, acquire wetlands, riparian areas and buffers according to the <i>Municipal Government Act</i> definition of environmental reserve; Where privately held wetlands cannot be protected through other means, encourage their dedication through conservation easements; Work with land owners to see that compensation required by the Province, as a result of the alteration or destruction of wetlands, is carried out within city boundaries.</p>	<p>The plan identifies wetlands that meet the definition of the MGA, and are considered viable candidates for retention and integration into the urban environment. Stormwater retention will generally be designed as constructed wetlands to provide local compensation for disturbance or removal.</p>
<p><b>7.4.1.1</b> – Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton’s ecological network, where feasible.</p>	<p>Parks, SWMFs and natural areas have been located and inter-connected to promote them as walking destinations. These have been designed to serve as a destination for pedestrians and cyclists and to provide passive recreation opportunities. These same trails will also contribute to enhancing wildlife connectivity.</p> <p>Facilities will be constructed as constructed wetlands to provide possible wildlife habitat and improve water quality via their natural filtration systems.</p>
<p><b>8.1.3.1</b> – Plan for residential and economic development within the City which supports the Capital Region Growth Plan.</p> <p><b>8.1.7.3</b> – Upon provincial approval of the Capital Region Plan Addendum, Edmonton’s new Area Structure and Neighbourhood Structure Plans in the Capital Region Plan’s priority growth area B, F, C<sub>w</sub> or C<sub>e</sub> will be required to meet or exceed the Capital Region’s minimum density targets.</p>	<p>Kinglet Gardens is located in the Capital Region Growth Plan’s Priority Growth Area “B” which sets a minimum density target of 30 units per net residential hectare. The NSP exceeds this target.</p>
<p><b>9.3.1.4</b> - In consultation with the Energy and Resources Conservation Board (ERCB), ensure development setbacks from oil and gas pipelines are achieved through the subdivision approval process.</p>	<p>Urban development in the vicinity of oil and gas pipelines will be planned in accordance with relevant City procedures.</p> <p>Government agencies and industry operators were</p>

Municipal Development Plan: The Way We Grow	NSP Compliance with MDP Policy
	consulted in the development of this Plan.

### 3.5.3 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 Kinglet Gardens NSP complies with the following Transportation Master Plan strategic goals:

TMP Strategic Goal	Kinglet Gardens NSP Compliance
<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.	The NSP provides a network of roadways which are compatible and complementary to the primarily residential development within the neighbourhood, with access to transit which meets the City’s walkability requirement.
<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.	The NSP has been designed to provide transit access to the greatest number of residents through an interconnected system of sidewalks, walkways and shared-use paths.  Areas of higher density residential have been located adjacent to transit routes to promote shorter walking distances and higher usage.
<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.	Kinglet Gardens has been designed to support direct, safe, convenient and accessible routes for people of all ages and abilities and provides a well-integrated network between sidewalks, walkways and multi-use corridors connecting people to transit, schools/parks, shopping and future employment centres.
<b>Sustainability</b> – Transportation decisions reflect an integrated approach to environmental, financial and social impacts thereby creating sustainable, liveable communities that minimize the need for new infrastructure and increase residents’ quality of life.	The NSP creates a sustainable community by providing increased residential densities in support of neighbourhood intensification, public transit and alternative methods of transportation. Services are located nearby and are readily accessible.
<b>Health and Safety</b> – The transportation system supports healthy, active lifestyles, and addresses user safety and security including access for emergency response services, contributing to Edmonton’s liveability.	The network of sidewalks, walkways and shared-use paths provide residents with the ability to walk, or cycle through the neighbourhood, improving health and wellness.

### 3.5.4 THE WAY WE GREEN

The Way We Green is the City of Edmonton’s environmental strategic plan. It sets out principles, goals, objectives and strategic actions and approaches for Edmonton to live in balance with nature.

The Kinglet Gardens NSP complies with the following strategic goals:

TWWG Strategic Objectives/Actions	Kinglet Gardens NSP Compliance
<p><b>3.3.15</b> - The City of Edmonton enhances and maintains functional ecological linkages for the North Saskatchewan River and Ravine System, as well as the associated tablelands through watershed planning including consideration of natural hydrology and maintenance of riparian health and function in land use planning.</p>	<p>The NSP and technical studies, including the NDR and ENR, support the retention of the North Saskatchewan River and Ravine System.</p>
<p><b>3.4.3</b> - The City of Edmonton finds synergies to reconnect Edmonton’s natural systems to increase functional ecological connectivity in the North Saskatchewan River Valley and Ravine System as well as associated tablelands with capital construction projects.</p>	<p>Kinglet Gardens identifies the North Saskatchewan River Valley and Ravine System as major natural area, and includes additional reserves to protect tablelands. Wildlife passage locations have been identified for further consideration at the detailed design stage.</p>
<p><b>3.5</b> - The City protects, manages and integrates natural wetlands into new and existing developments as key assets in Edmonton’s ecological network</p>	<p>The plan identifies and integrates wetlands within the neighbourhood design where feasible.</p>

### 3.5.6 EDMONTON SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES (SNDP)

The purpose of these design principles is to encourage flexibility and innovation in the design and servicing of new neighbourhoods. The applicable principles are listed below:

SNDP Strategy	NSP Compliance with Principle
<p><b>Principle 1:</b> Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods.</p>	<p>Kinglet Gardens is designed to be permeable to pedestrian traffic. Any park or trail facility in the plan area will be available to nearby residents. The NSP also takes advantage of the locating school sites adjacent to lands designated for community league facilities.</p>
<p><b>Principle 3:</b> Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods.</p>	<p>Arterial roadways are located at the periphery of the neighbourhood, with neighbourhood entrances/egresses spaced appropriately.</p>
<p><b>Principle 4:</b> Design neighbourhood streets (both neighbourhood design and cross section of roadway) with standards that cater to the main intended use of the road.</p>	<p>Streets types are organized in a hierarchical fashion, depending on their use.</p>
<p><b>Principle 5:</b> Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood.</p>	<p>A pedestrian and bicycle network that links points within and outside the neighbourhood is provided. Access points ensure that streets and loops are accessible to pedestrians and offer a variety of routes.</p>
<p><b>Principle 6:</b> Provide Transit Services to the edges of new neighbourhoods using the arterial and collector roadways in conjunction with appropriately designed, strategically located and conveniently accessed transit waiting zones.</p>	<p>Roadways have been designed with transit service in mind, using both arterial and internal collector roads. Transit service will be easily accessible to the majority of neighbourhood residents with each residential unit located within 400 m of a transit stop.</p>
<p><b>Principle 7:</b> At the area and neighbourhood planning stage, plan the location of the school/park facilities relative to neighbourhood staging such that they can be consolidated, serviced, and available early in the development of a neighbourhood or catchment area.</p>	<p>Park facilities follow the pattern of development and will be made available early in the development stage.</p>
<p><b>Principle 8:</b> Design park and institutional sites and buildings within the neighbourhood and community focal points to be adaptable to other uses or levels of education over time</p>	<p>The school park site is located in such a way that it will be adaptable to other uses should the need arise.</p>
<p><b>Principle 10:</b> Optimize the use of land and capital requirements for facilities such as churches, schools,</p>	<p>Parkland and stormwater facilities are linked or are located in close proximity to each other in order to</p>

SNDP Strategy	NSP Compliance with Principle
community leagues and storm water management.	maximize compatible use opportunities.
<b>Principle 11:</b> Create a linked open space system through open spaces created by stormwater management facilities, some utility rights-of-way, preservation of appropriate natural areas, drainage courses, and school and park open spaces.	Stormwater management facilities, the Urban Village Park and utility rights-of-way are linked by Greenways, walkways and shared-use paths.
<b>Principle 12:</b> Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points.	The MDR sites are located toward the edge of the development, along collector and arterial roadways, and/or near neighbourhood focal points.
<b>Principle 13:</b> Use stormwater management techniques which provide an alternative(s) to the manmade lakes and dry ponds typical to Edmonton.	Alternative stormwater management techniques may be considered, such as constructed wetlands, where appropriate, and will be pursued at the subdivision stage to the satisfaction of the Drainage Branch.

### **3.5.7 URBAN PARKS MANAGEMENT PLAN (UPMP)**

The UPMP provides strategic direction for the acquisition, design, development, and management of Edmonton's parkland until the year 2016. This plan was adopted by City Council in August 2006. The following principles are relevant in the context of Kinglet Gardens:

- Parklands will be made accessible to all members of the general public, both visually and physically;
- Promote urban wellness in the community through the provision and development of parks;
- Ensure visual and physical access to parks, and public safety through application of Crime Prevention Through Environmental Design (CPTED) principles;
- Naturalize boulevards in new plan areas where appropriate;
- Utilize opportunities to enhance the community's quality of life through place making, creative urban design, and provision of diverse landscape opportunities;
- Ensure that land uses adjacent to public parks are complementary. Some examples of desirable adjacent land uses include multifamily and low density residential, stormwater lakes, trail corridors, and so on; and
- Provide opportunities for active and passive recreation experiences by the community.

As a requirement of the UPMP, a Parks Impact Assessment (PIA) for the neighbourhood, which outlines various parkland parameters, has been submitted separately. The more specific aspects related to parkland design and development will be addressed during the subdivision and rezoning stages.

### **3.5.8 CITY OF EDMONTON HOUSING MIX GUIDELINES**

Council approved (1991) guidelines recommend that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% low density residential (LDR) units and 15% to 35% medium density residential (MDR) units. These guidelines encourage a mix of housing types, a range of choice in housing and a measure of intensification. The Kinglet Gardens NSP exceeds this ratio. In keeping with more recent policy, this plan seeks to achieve a degree of intensification, to provide a choice of housing forms within the neighbourhood, and to generally make more efficient use of new suburban land. This density should support public transit, use infrastructure more effectively, provide a user base for community facilities, and encourage greater social mix.

### **3.5.9 TRANSIT ORIENTED DEVELOPMENT GUIDELINES**

In February 2012, Council approved the Transit Oriented Development (TOD) Guidelines to encourage transit oriented development. The guidelines apply to development proposals and infrastructure upgrades within 400 metres of a transit centre. A transit centre is proposed in the adjacent neighbourhood of Pintail Landing. Development within 400 m of the transit centre is proposed to be of increased densities and consideration is to be given to the built form to ensure an active streetscape and a pedestrian friendly environment. Sidewalks, shared use paths, etc. provide access and excellent connectivity to the transit centre.

### **3.5.10 NORTH SASKATCHEWAN RIVER VALLEY AREA REDEVELOPMENT PLAN**

In 1985, the North Saskatchewan River Valley Area Redevelopment Plan was adopted by Council. The purpose of this Plan is to protect the North Saskatchewan River Valley and Ravine System as part of Edmonton's valuable open space heritage and to establish the principles for future implementation plans and programs for parks development and the retention of the designated residential areas of Rossdale and Cloverdale. The major goals of the North Saskatchewan River Valley Area Redevelopment Plan are:

- to ensure preservation of the natural character and environment of the North Saskatchewan River Valley and its Ravine System.

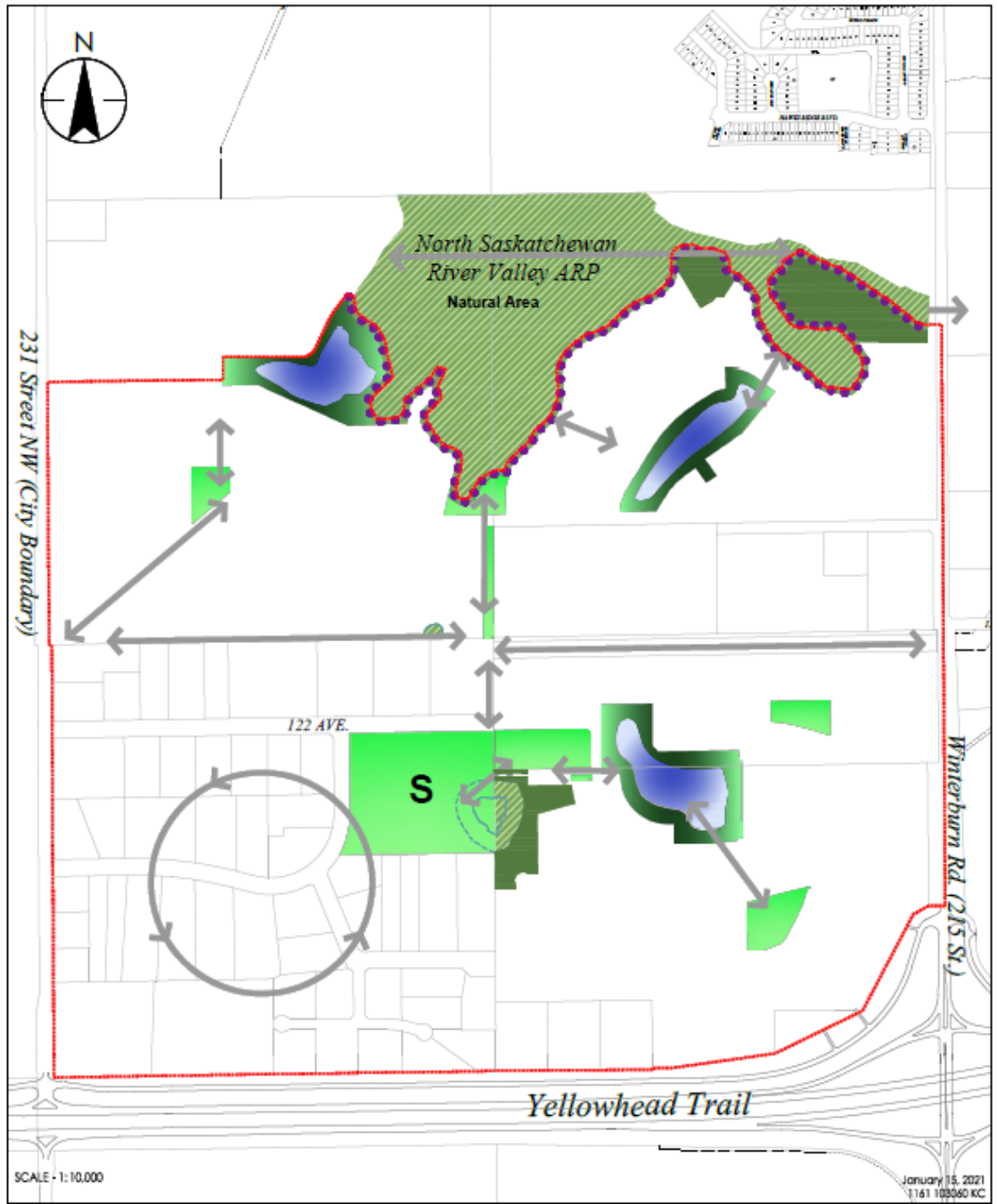
- to establish a public metropolitan recreation area
- to provide the opportunity for recreational, aesthetic and cultural activities in the Plan area for the benefit of Edmontonians and visitors of Edmonton.
- to ensure the retention and enhancement of the Rossdale and Cloverdale communities in the River Valley.

### **3.5.11 NATURAL AREA SYSTEMS (POLICY C531)**

Natural area systems provide essential habitat for plants and animals, support biodiversity, and maintain a high quality of life for current and future citizens by supplying critical ecological services, as well as opportunities for education, research, appreciative forms of recreation, and aesthetic and spiritual inspiration. The City of Edmonton will balance ecological and environmental considerations with economic and social considerations in its decision making and demonstrate that it has done so. The conservation of Big Lake and the central natural area conforms to the following policy principles:

- Enhances and sustains the quality of life for Edmontonians.
- Provides ecological information to support planning and development applications;
- Conserves and protects natural area systems through the physical planning and development process; according to the provisions of municipal, provincial and federal policy and legislation;
- Promotes the awareness and participation of landowners, the general public and non-government organizations in conserving, preserving, and restoring natural sites.





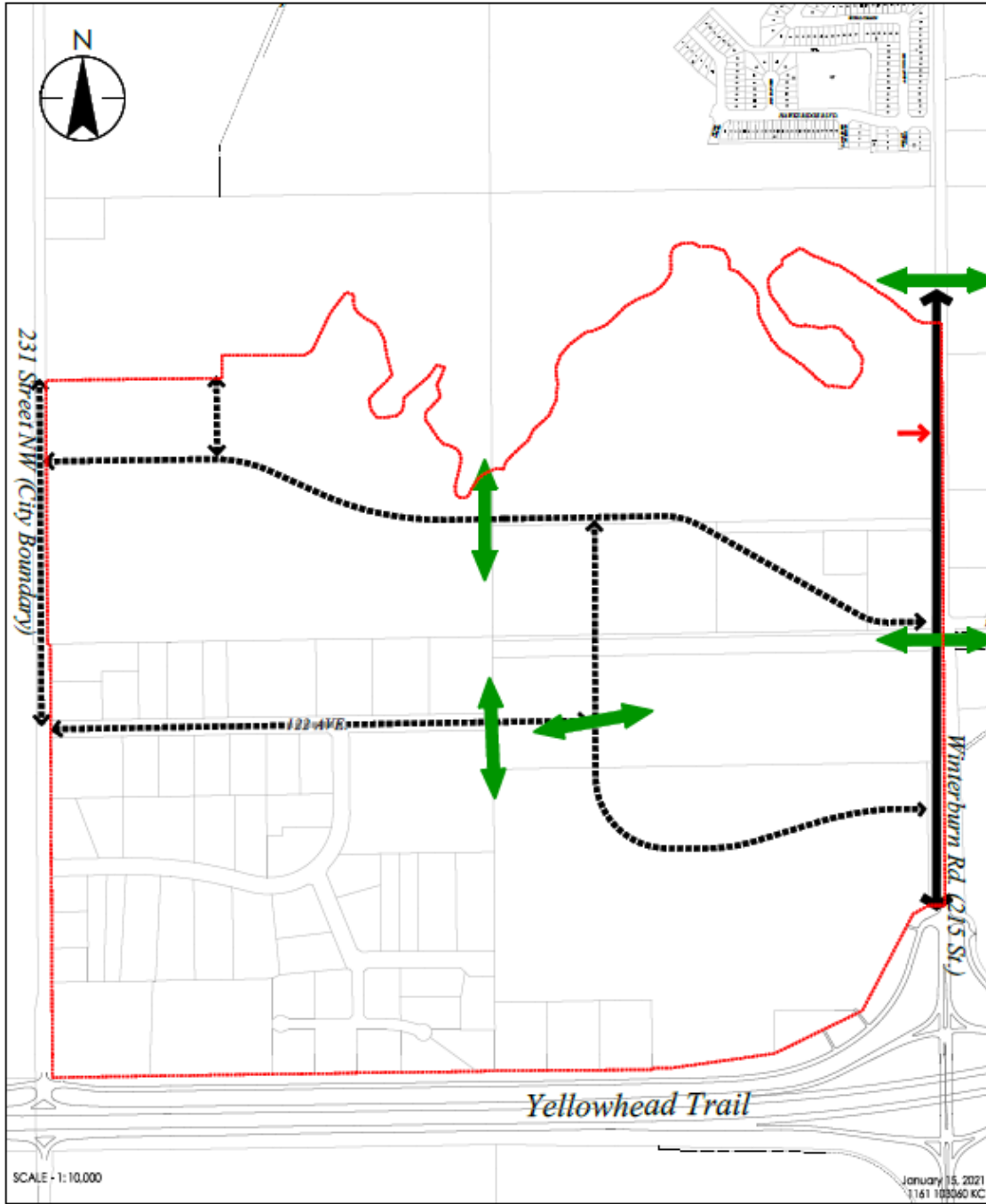
**Stantec**  
 10160-112 Street  
 Edmonton, AB T5K 2L6  
 www.stantec.com

**Legend**

SWMF	School / Park
Natural Area (ER)	Park
Natural Area (MR)	Ecological Connectivity
Wetland (ER)	Upland Setback
	NSP Boundary

Client/Project  
 ROHIT GROUP OF COMPANIES  
 KINGLET GARDENS  
 NEIGHBOURHOOD STRUCTURE PLAN  
 Figure No. 7.0  
 Title **Parks & Open Space**

Bylaw 19288; approved March 16, 2021

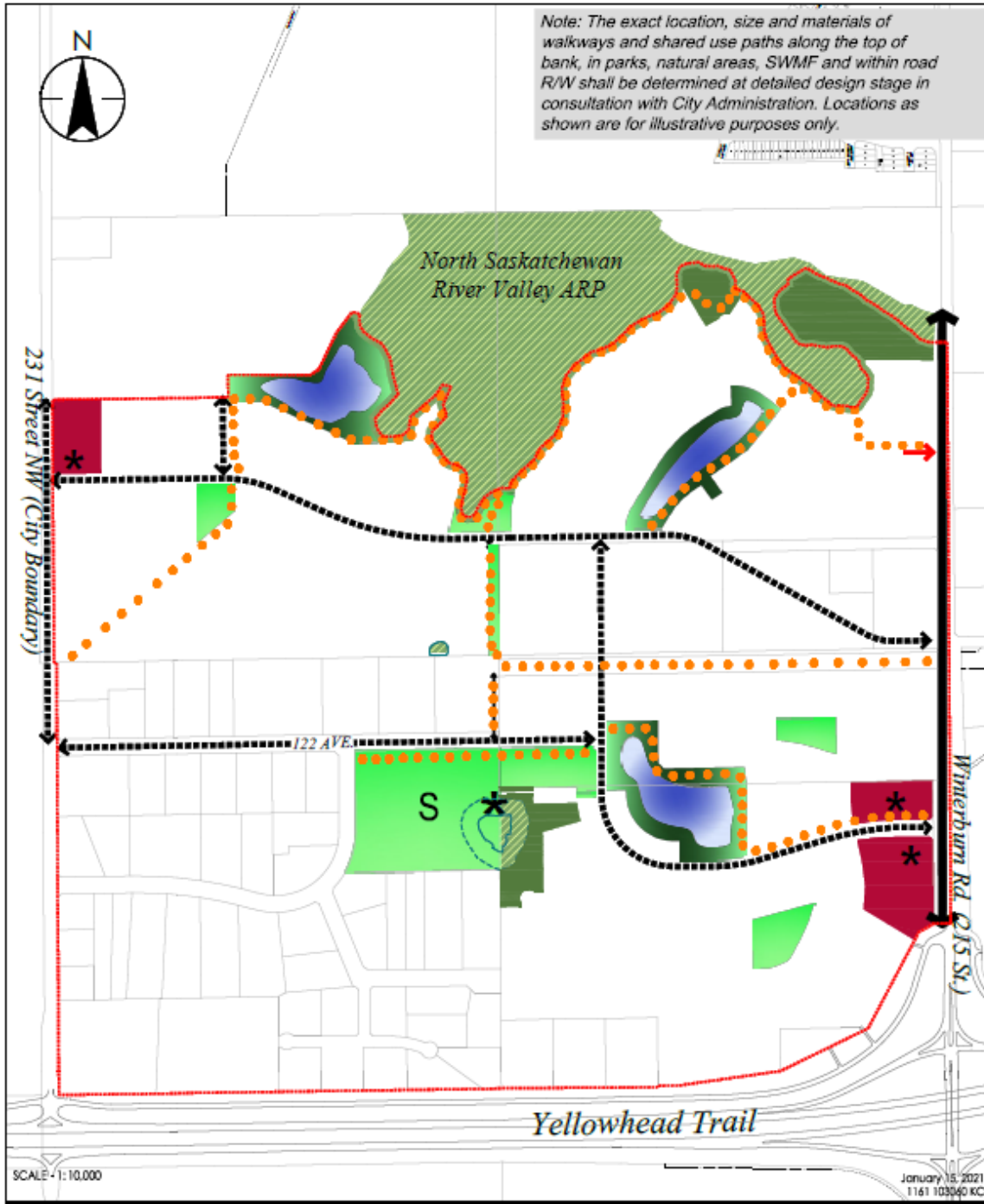


10160-112 Street  
Edmonton, AB T5K 2L6  
www.stantec.com

Bylaw 19288; approved March 16, 2021

- Legend**
- Arterial Roadway
  - Collector Roadway
  - Enhanced Local Entrance
  - Potential Wildlife Passage
  - NSP Boundary

Client/Project  
ROHIT GROUP OF COMPANIES  
KINGLET GARDENS  
NEIGHBOURHOOD STRUCTURE PLAN  
Figure No.  
8.0  
Title  
Transportation  
Network



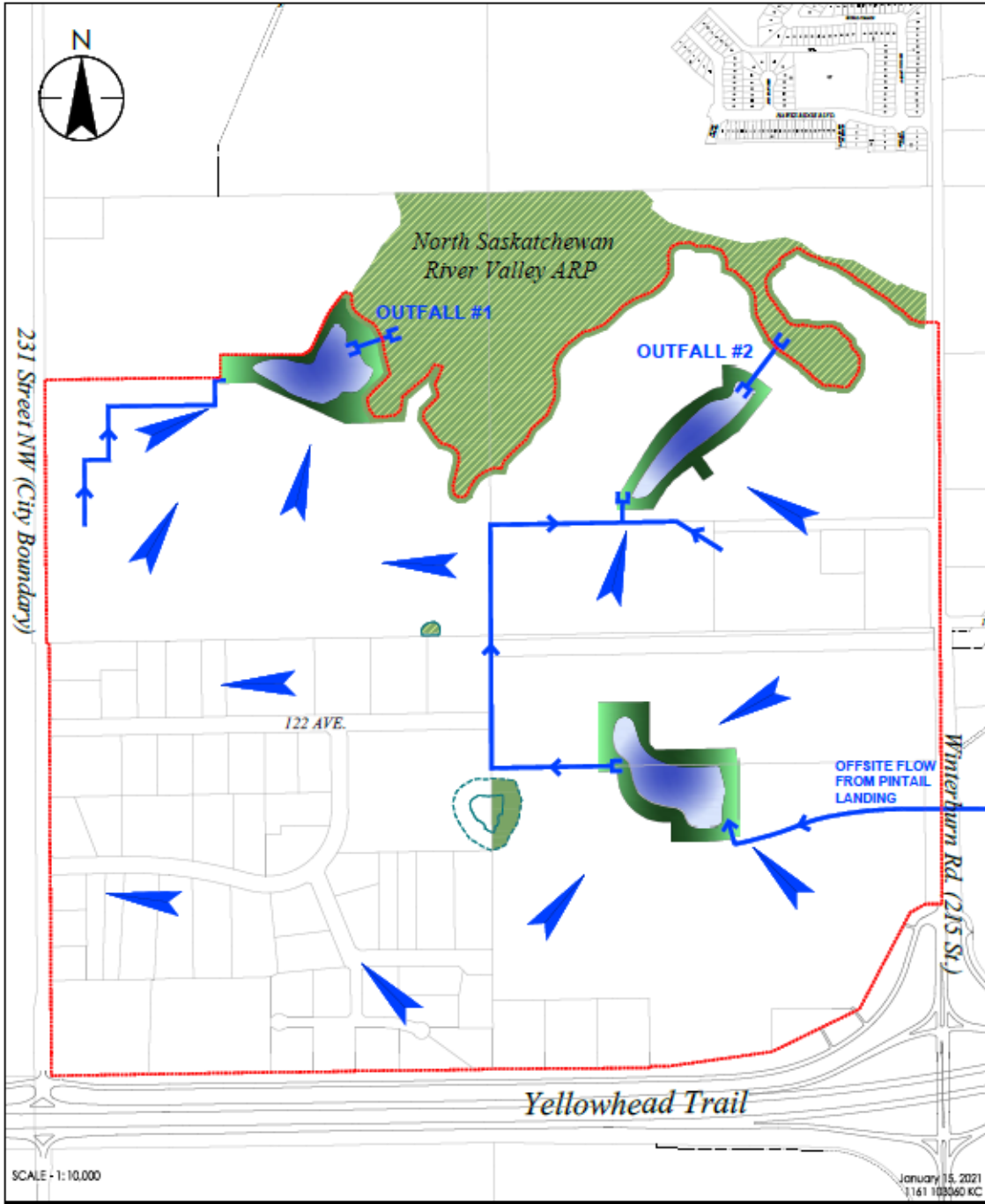
10160-112 Street  
Edmonton, AB T5K 2L6  
www.stantec.com

**Legend**

- |                                |                         |
|--------------------------------|-------------------------|
| Commercial                     | Wetland (ER)            |
| School / Park                  | Active Modes Connection |
| Pocket Park                    | Pedestrian Access       |
| Natural Area (MR)              | Destination Point       |
| Natural Area (ER)              | Enhanced Local Entrance |
| Stormwater Management Facility | NSP Boundary            |

Client/Project  
ROHIT GROUP OF COMPANIES  
KINGLET GARDENS  
NEIGHBOURHOOD STRUCTURE PLAN  
Figure No.  
9.0  
Title  
Active Modes  
Network

Bylaw 19288; approved March 16, 2021

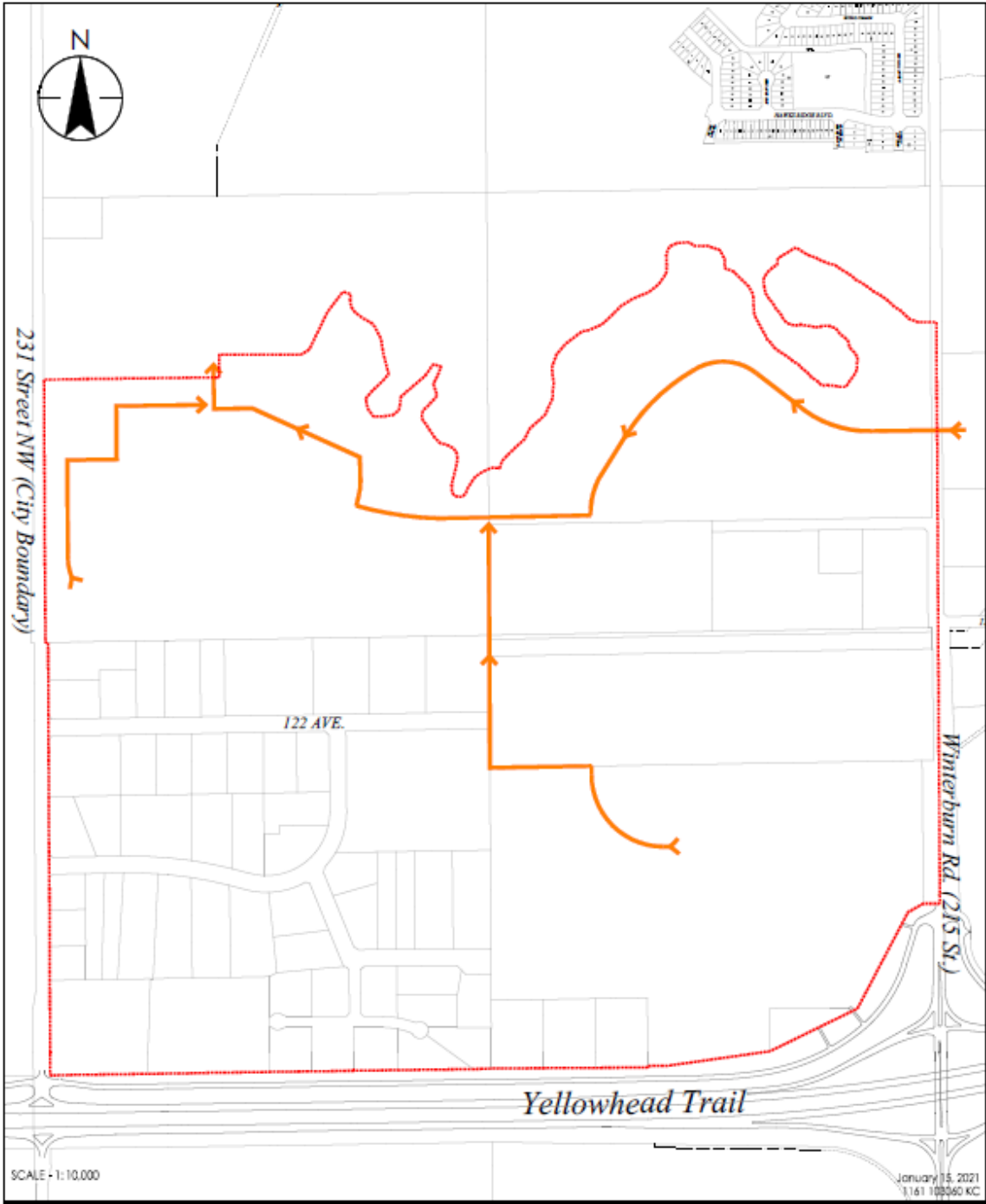


10160-112 Street  
Edmonton, AB T5K 2L6  
www.stantec.com

- Legend**
- Stormwater Management Facility
  - Natural Area (ER)
  - Wetland (ER)
  - Direction of Drainage
  - Stormwater Trunk
  - NSP Boundary

Client/Project  
ROHIT GROUP OF COMPANIES  
KINGLET GARDENS  
NEIGHBOURHOOD STRUCTURE PLAN  
Figure No.  
**10.0**  
Title  
**Stormwater  
Servicing**

Bylaw 19288; approved March 16, 2021



**Legend**

- Major Sanitary Trunk
- - - NSP Boundary

**Client/Project**

ROHIT GROUP OF COMPANIES  
 KINGLET GARDENS  
 NEIGHBOURHOOD STRUCTURE PLAN

**Figure No.**

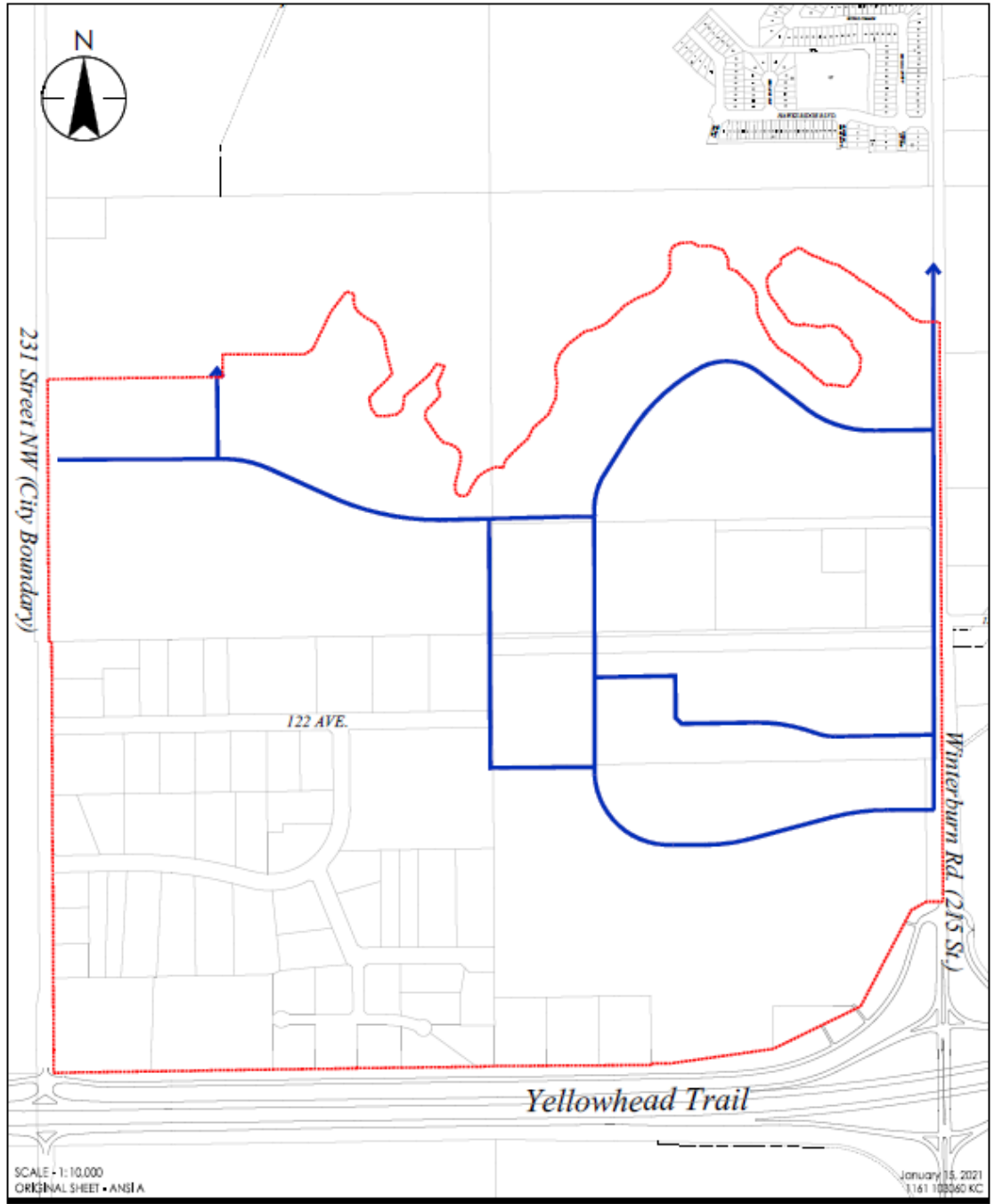
11.0

**Title**

Sanitary  
 Servicing

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

Bylaw 19288; approved March 16, 2021

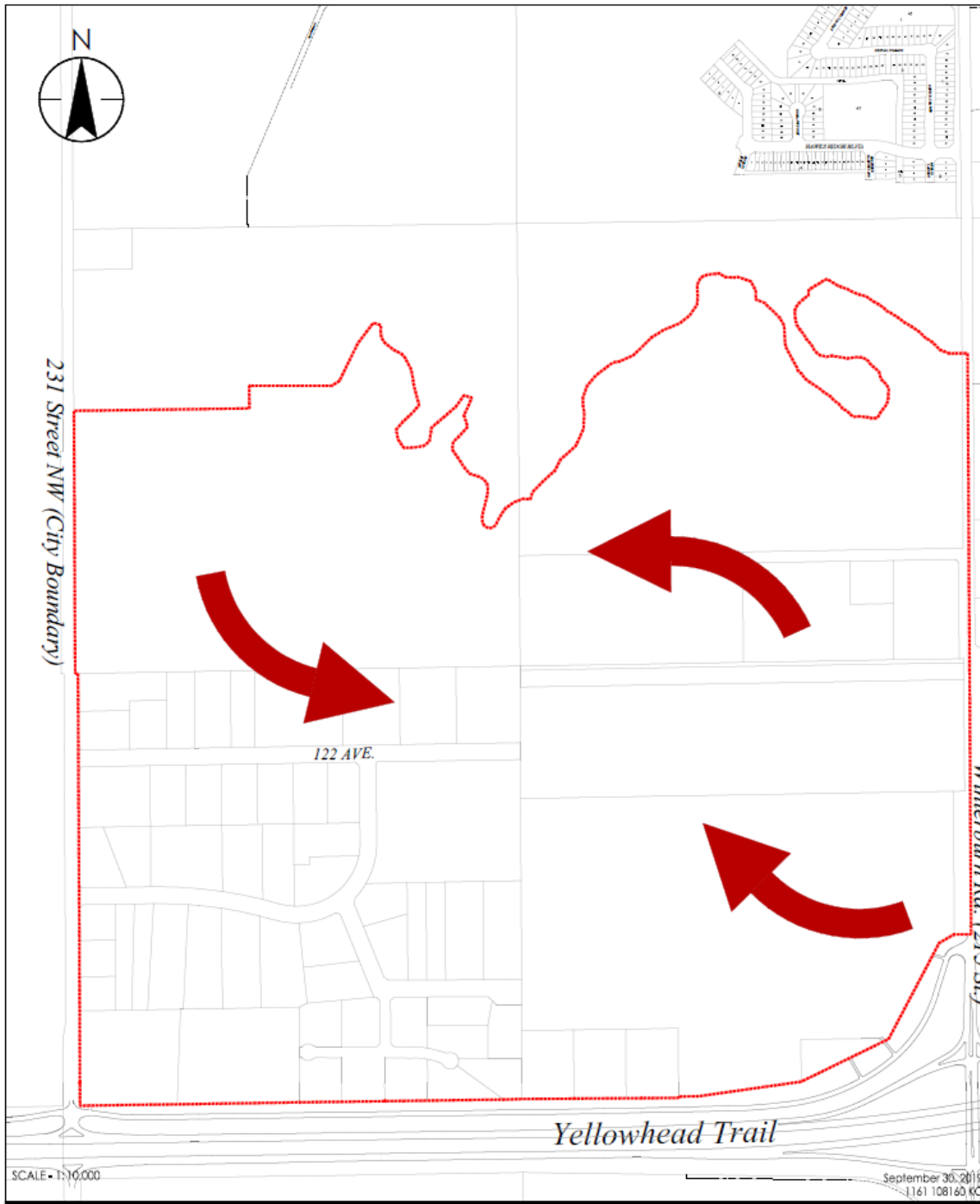


Legend  
 — Major Water Trunk  
 - - - NSP Boundary

Client/Project  
 ROHIT GROUP OF COMPANIES  
 KINGLET GARDENS  
 NEIGHBOURHOOD STRUCTURE PLAN  
 Figure No.  
 12.0  
 Title  
 Water Servicing

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

Bylaw 19288; approved March 16, 2021

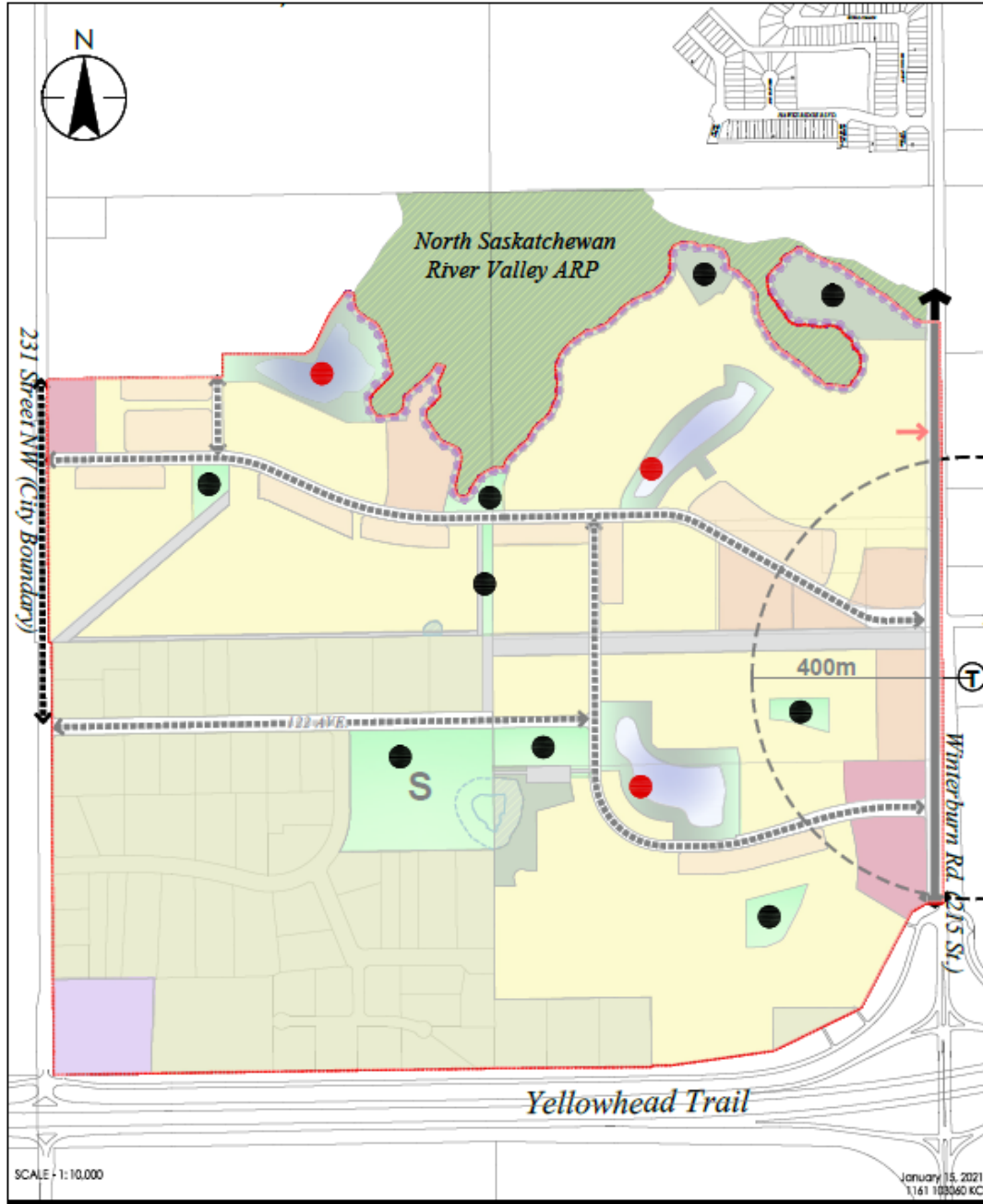


Legend  
 Direction of Development  
 NSP Boundary

Client/Project  
 ROHIT GROUP OF COMPANIES  
 KINGLET GARDENS  
 NEIGHBOURHOOD STRUCTURE PLAN  
 Figure No.  
 13.0  
 Title  
 Staging

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

Bylaw 19129; approved September 1, 2020



- Legend**
- Naturalized Stormwater Management Facility
  - Absorbent Landscaping

*Note: This Figure shows potential locations for Low Impact Development (LID). Opportunities are available for LID to be explored in these locations as well as throughout the plan area.*

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

Client/Project  
ROHIT GROUP OF COMPANIES  
KINGLET GARDENS  
NEIGHBOURHOOD STRUCTURE PLAN  
Figure No.  
14.0  
Title  
Low Impact  
Development Opportunities

Bylaw 19288; approved March 16, 2021