

Bylaw 20493

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

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

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

WHEREAS on July 19, 2010 Council adopted, as Appendix "C" to Bylaw 13717, as amended, the Keswick Neighbourhood Structure Plan by the passage of Bylaw 15514; and

WHEREAS City Council considers it desirable to amend the Keswick Neighbourhood Structure Plan through the passage of Bylaw 15514, 16076, 17195, 17405, 18281, 18568, 18709, 18972, 20095, and 20178; and

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

1. The Keswick Neighbourhood Structure Plan, being Appendix "C" to Bylaw 13717, as amended, being the Windermere Area Structure Plan, is amended as follows:
 - a. deleting the fifth paragraph under 3.2 Goals and Objectives - Transportation, and replacing it with the following:

"33. Maximize access to transit for the greatest number of residents, and in accordance with City of Edmonton Transit Service Guidelines and demands;"
 - b. deleting the first sentence of the second paragraph of 3.2.6 Residential and replacing it with the following:

"Approximately 168 ha of the plan area is designated as single detached or semi-detached housing at densities of up to 25 units per hectare."
 - c. adding the following sentences to the table under 3.2.9 Parks and Open Spaces - Objective (25).

NSP Policy	Implementation
(d) A greenway shall be provided within the west half of the 184 Street SW right of way, south of Keswick Drive SW.	(d) The greenway within the 184 Street SW right of way, south of Keswick Drive SW, shall be dedicated as circulation at the time of subdivision (no MR credit).

- d. deleting 3.2.9 Parks and Open Spaces - Objective (25) - Rationale - Greenway, and replacing it with the following:

“Greenways

The greenway corridor system provides a linear, multi-modal connection from the (east) Urban Village Park to the (west) top-of-bank. A greenway is also provided within the 184 Street SW right of way between Keswick Drive SW and 28 Avenue SW. Further discussion on the greenway is provided in Section 3.2.11 Transportation.”

- e. deleting 3.2.10 Transportation - Objective (31) - NSP Policy (b), and replacing it with the following:

“(b) Shared-use paths shall be provided along the arterial roadways. A shared-use path will also be provided along 182 Street SW. A shared-use path will also be provided along the enhanced local roadway west of 182 Street SW and extending south from Keswick Drive SW along the west half of the existing 184 Street SW Corridor (to be redesignated greenway).”

- f. deleting the table containing 3.2.10 Transportation - Objective (33) and replacing it with the table as follows:

Objective (33) Maximize access to transit for the greatest number of residents in accordance with City of Edmonton Transit Service Guidelines and demands.	
NSP Policy	Implementation
(a) The design of the arterial and collector roadway system should maximize access to transit for the greatest number of residents.	(a) Figure 8.0 – Transportation Network outlines the road network. Edmonton Transit Service will determine the routing for public

<p>(b) Subdivision design shall maximize access to transit for the greatest number of residents.</p>	<p>transit along the arterial and collector roadways which have been identified as future transit routes.</p> <p>(b) The Subdivision Authority shall have regard for sidewalk, shared-use path, and walkway placement to minimize walking distances to transit (within 600 m) for the greatest number of residents. Figure 8.0 – Transportation Network illustrates portions of the plan area which are located greater than 600 m away from the nearest transit route. Although these areas may be greater depending on subdivision design, local roadways and walkways will be designed to minimize the walking distance to transit as much as possible. Neighbourhood design west of 182 Street SW, which includes areas outside of 600 m walking distance to transit, shall be designed to include numerous direct pedestrian connections to bus stops on Keswick Way SW and 182 Street SW, including walkways, shorter block lengths, and other measures required to provide a direct connection.</p>
<p>(c) Higher density residential uses should be located within 600 m of transit service.</p>	<p>(c) Figure 7.0 – Land Use Concept identifies higher density residential uses along, or in proximity to, arterial or collector roadways.</p>
<p>(d) Provide transit at an early stage of the neighbourhood development.</p>	<p>(d) Participating landowners and Edmonton Transit Service may explore innovative approaches to funding and operating transit</p>

	service as the neighbourhood develops.
<p>Rationale: Public transit service will be provided along the arterial and collector roadways, which will be designed to accommodate future public transit service and are located within the plan area to maximize resident access to the system.</p> <p>Public Transit services will be extended into the NSP area in accordance with City of Edmonton Transit Service Guidelines and demands and should provide convenient service between neighbourhoods, transit centres and regional commercial and employment areas. Identified in Windermere Neighbourhood Four to the east is a Bus Oriented Transit Centre which will serve both Keswick and Neighbourhood Four as well as the balance of the Windermere ASP.</p> <p>Participating landowners and Edmonton Transit Service may explore innovative approaches to funding and operating transit service as the neighbourhood develops.</p>	

- g. adding the following sentence to the end of 3.2.10 Transportation - Objective (36) - Rationale - Greenways:

“The greenway extending south from Keswick Drive SW along the west half of the 184 Street SW corridor will contain stormwater infrastructure and shall be dedicated as circulation at time of subdivision.”

- h. adding the following sentence to the end of 3.2.11 Infrastructure Servicing and Staging - Objective (39) - Rationale - Stormwater Servicing:

“The greenway extending south from Keswick Drive SW along the west half of the 184 Street SW corridor will provide a stormwater connection to the Kendal neighbourhood to the south.”

- i. deleting the map entitled “Bylaw 20178 – Keswick Neighbourhood Structure Plan (as amended)” and replacing it with the map “Bylaw 20493 - Amendment to Keswick Neighbourhood Structure Plan”, attached hereto as Schedule “A” and forming part of this Bylaw;
- j. deleting the land use and population statistics entitled “Keswick Neighbourhood Structure Plan - Land Use and Population Statistics – Bylaw 20178” and replacing it with “Keswick

Neighbourhood Structure Plan - Land Use and Population Statistics – Bylaw 20493”, attached hereto as Schedule “B” and forming part of this Bylaw;

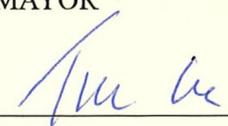
- k. deleting “Figure 7 – Land Use Concept” and replacing it with “Figure 7 – Land Use Concept” attached hereto as Schedule “C” and forming part of this Bylaw;
- l. deleting “Figure 8 – Transportation Network” and replacing it with “Figure 8 – Transportation Network” attached hereto as Schedule “D” and forming part of this Bylaw;
- m. deleting “Figure 9 – Pedestrian and Shared Use Path Network” and replacing it with “Figure 9 – Pedestrian and Shared Use Path Network” attached hereto as Schedule “E” and forming part of this Bylaw;
- n. deleting “Figure 10 – Sanitary Servicing Plan” and replacing it with “Figure 10 – Sanitary Servicing Plan” attached hereto as Schedule “F” and forming part of this Bylaw;
- o. deleting “Figure 11 – Storm Drainage Plan” and replacing it with “Figure 11 – Storm Drainage Plan” attached hereto as Schedule “G” and forming part of this Bylaw;
- p. deleting “Figure 12 – Water Servicing Plan” and replacing it with “Figure 12 – Water Servicing Plan” attached hereto as Schedule “H” and forming part of this Bylaw; and
- q. deleting “Figure 13 – Staging Plan” and replacing it with “Figure 13 – Staging Plan” attached hereto as Schedule “I” and forming part of this Bylaw.

READ a first time this	12th day of June	, A. D. 2023;
READ a second time this	12th day of June	, A. D. 2023;
READ a third time this	12th day of June	, A. D. 2023;
SIGNED and PASSED this	12th day of June	, A. D. 2023.

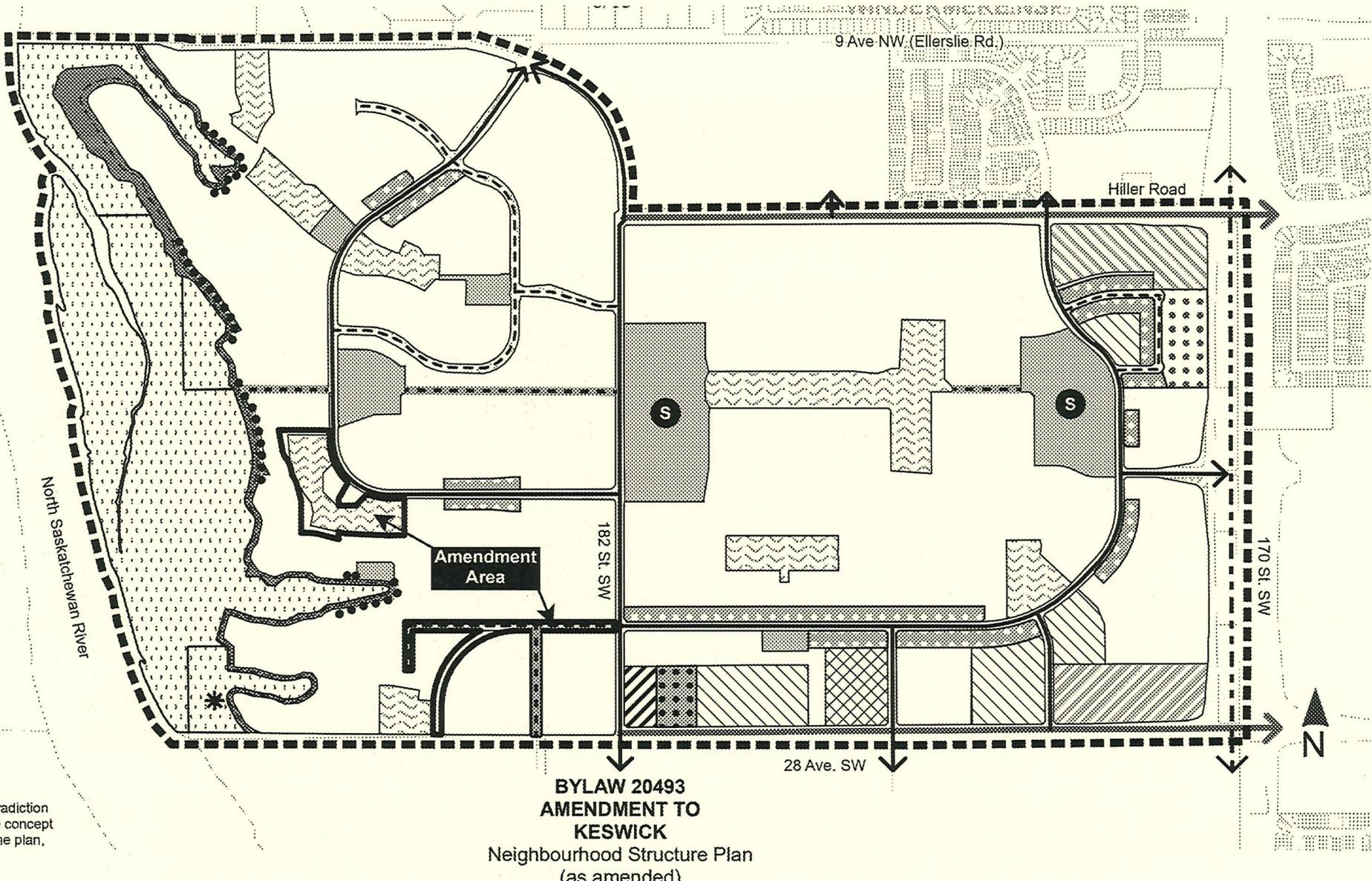
THE CITY OF EDMONTON



 MAYOR



 CITY CLERK



Note: In case of contradiction between the land use concept and other figures in the plan, the concept takes precedence.

**BYLAW 20493
AMENDMENT TO
KESWICK
Neighbourhood Structure Plan
(as amended)**

- | | | |
|--|--|---|
| Single/Semi-Detached Residential | Community Commercial | 11.5m Enhanced Local Roadway Connection |
| Low Rise/ Multi-/ Medium Units | Stormwater Management Facility | Collector Roadway |
| Rowhouse | Park | Arterial Roadway |
| Medium Rise Units | School and Community Park | Urban Freeway |
| High Rise Units | Public Upland Area | NSP Boundary |
| Mixed Use - Institutional/ Residential | North Saskatchewan River Valley and Ravine | Top of Bank & Upland Area Interpreted by Aerial Photography |
| Mixed Use - Residential/Commercial | Major Pedestrian Linkage | Amendment Area |
| Neighbourhood Commercial | Top of Bank Walkway | |
| | Top of Bank Roadway | |

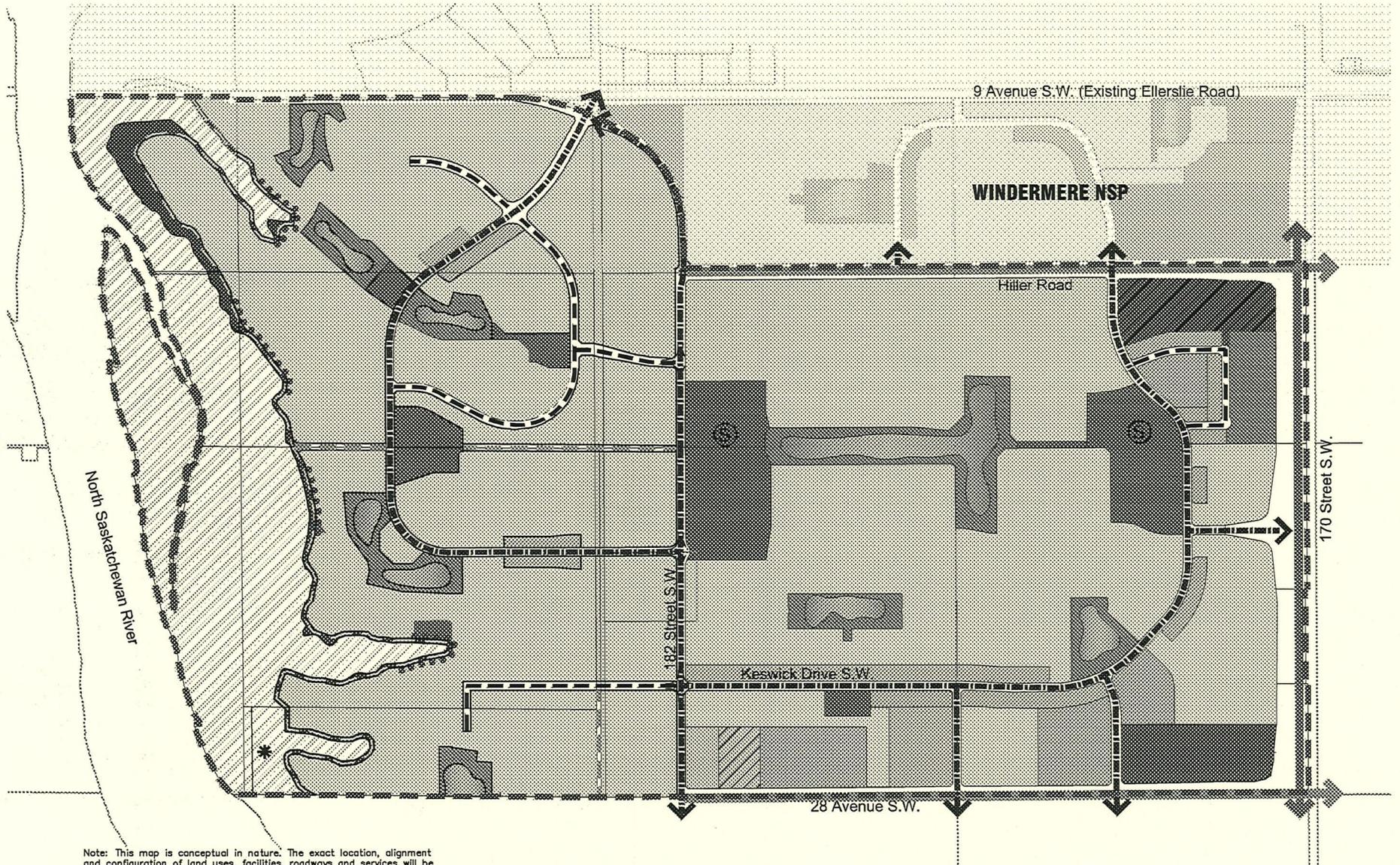
**Keswick Neighbourhood Structure Plan
Land Use and Population Statistics
Bylaw 20493**

Keswick Neighbourhood Structure Plan Land Use Statistics and Population		
	Area (ha)	% of GDA
GROSS AREA	372.72	100.0%
North Saskatchewan River Valley and Ravine (Lands below Top of Bank)	43.70	
Lands Between Top of Bank and Urban Development	5.60	
Lands Between Urban Development Line and Top of Bank Roadway*	0.35	
Pipeline & Utility R/W	0.69	
Arterial Road Right-of-Way	16.08	
Total Non-Developable Area	66.42	
GROSS DEVELOPABLE AREA	306.30	100%
Parkland, Recreation, School (Municipal Reserve)**		
<i>School</i>	14.02	4.6%
<i>Park</i>	4.61	1.5%
<i>Greenway</i>	0.06	0.0%
Transportation		
<i>Circulation</i>	60.59	19.8%
<i>Greenway</i>	1.58	0.5%
Infrastructure/Serviceing		
<i>Stormwater Management Facilities</i>	20.24	6.6%
Institutional		
Mixed Use - Institution/Low-Rise/Multi-/Medium Units	2.63	0.9%
Commercial		
<i>Community Commercial</i>	5.11	1.7%
<i>Neighbourhood Commercial</i>	1.00	0.3%
<i>Mixed Use (Non-residential)</i>	3.48	1.1%
Total Non-Residential Area	113.32	37.0%
Net Residential Area (NRA)	192.98	63.0%

Keswick Neighbourhood Structure Plan Land Use Statistics and Population

	Area (ha)	Units/ha	Units	% of Total	People/ Units	Pop	% of NRA	
Single/Semi-Detached	168.04	25	4,201	65%	2.8	11,763	87.1%	
Rowhousing	10.53	45	474	7%	2.8	1,327	5.5%	
Mixed Use-Residential/Commercial	1.40	125	175	3%	1.5	263	0.7%	
Low-Rise/Multi-/Medium Units	9.40	90	846	13%	1.8	1,523	4.9%	
Medium Rise Units	1.23	224	276	4%	1.5	413	0.6%	
High Rise Units	2.39	225	538	8%	1.5	807	1.2%	
Total Residential	192.98		6,510	100%		16,095	100%	
Sustainability Measures								
Population Density (ppnrha)					83			
Unit Density (upnrha)					34			
Single/Semi-Detached//Row housing, Low Rise/Multi-/Medium Units and high Rise					65%	35%		
Population (%) within 500 m of Parkland					97%			
Population (%) within 600 m of Transit					98%			
Population (%) within 600 m of Commercial Service					89%			
Presence/Loss of Natural Area Features								
			Land	Water				
Protected as Environmental Reserve (ha)			49.30	n/a				
Conserved as Naturalized Municipal Reserve (ha)			n/a	n/a				
Protected through other means (ha)			n/a	n/a				
Lost to Development (ha)			n/a	n/a				
Student Generation								
Public School Board		1224						
Elementary	612							
Junior/Senior High	612							
Separate School Board		612						
Elementary	306							
Junior High	153							
Senior High	153							
Total Student Population	1836							
			Notes					
			*As per TOB Policy c542, the area between the TOB roadway and the residual land between the roadway and the Urban Development Line shall be deducted from the gross area to reduce the MR entitlement. Exact areas to be confirmed at time of subdivision and by legal survey. This area is subject to ARA and PAC.					
			** Areas deducted to Municipal Reserve to be confirmed by legal survey.					
			1 Circulation area calculations assume 20% of the single/semi-detached land area will be circulation area.					

For Public School student generation is based on GDA x2 for Elementary and Junior/Senior High School. For Separate School student generation is based on 1x for Elementary and 0.5 for Junior/Senior High.



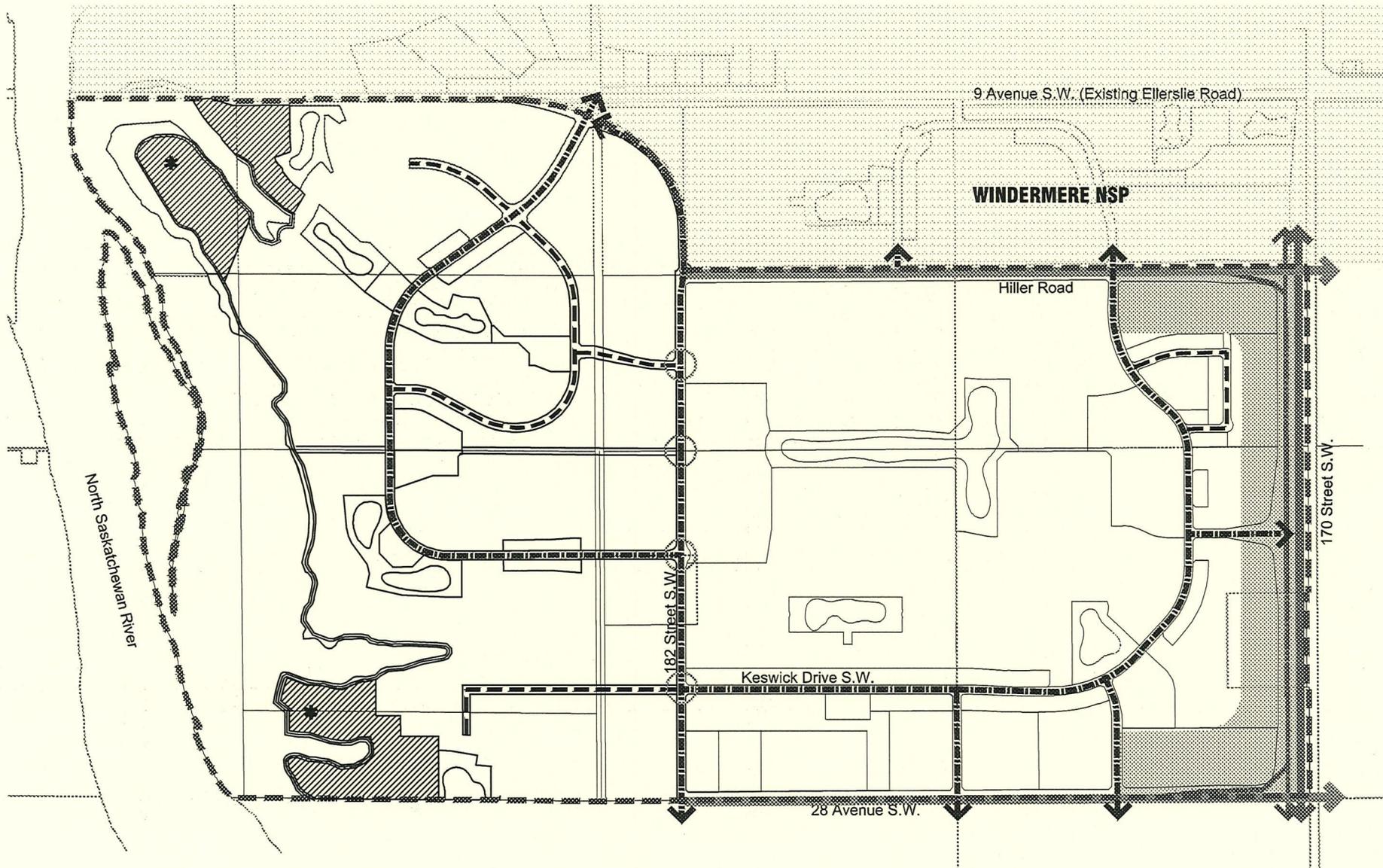
Note: This map is conceptual in nature. The exact location, alignment and configuration of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

- | | | | | | | | |
|--|---|--|---|--|---|--|---------------------------|
| | Single/ Semi-Detached Residential | | Community Commercial | | Top Of Bank Roadway | | Amendment Boundary |
| | Rowhousing | | Stormwater Management Facility | | Enhanced Local Roadway Connection | | |
| | Low Rise/ Multi-/ Medium Units | | Park | | Collector Roadway | | |
| | Medium Rise Units | | School and Community Park | | Arterial Roadway | | |
| | High Rise Units | | Public Upland Area | | Urban Freeway | | |
| | Mixed Use - Institutional/ Residential | | North Saskatchewan River Valley and Ravine | | NSP Boundary | | |
| | Mixed Use - Residential/ Commercial | | Major Pedestrian Linkage (Greenway) | | Top of Bank & Public Upland Area Interpreted By Aerial Photography | | |
| | Neighbourhood Commercial | | Top Of Bank Walkway | | | | |



NTS
April 2015

Keswick
Neighbourhood Structure Plan
Figure 7
Land Use Concept

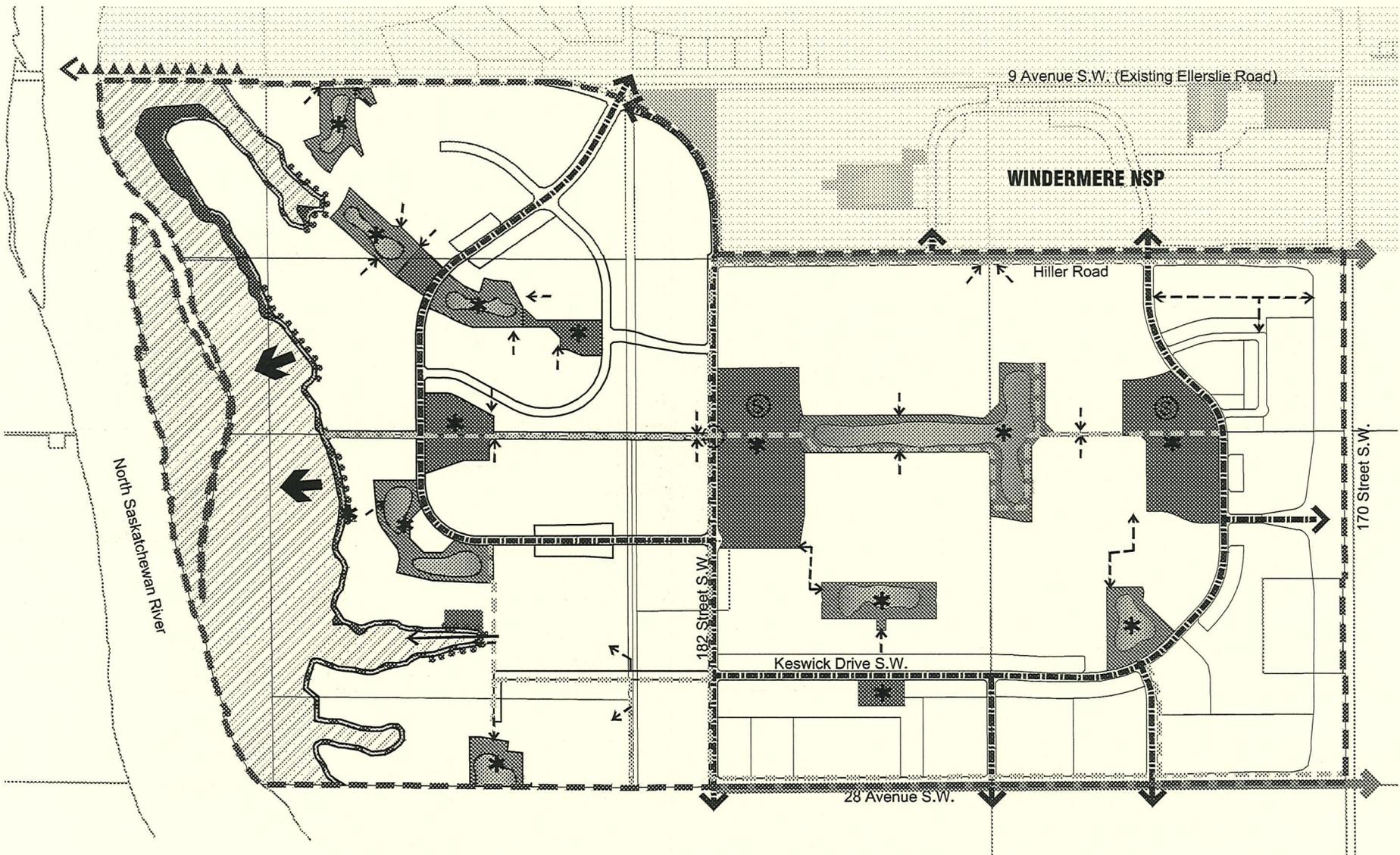


- Enhanced Local Roadway Connection
- Collector Roadway
- Arterial Roadway
- 170 Street S.W. Urban Freeway
- 170 Street S.W. Frontage Road
- NSP Boundary

- Area Of Plan Located Greater Than 600m From Future Transit Routing
- Area Of Influence - Road Right Of Way To Be Determined By 170 Street Concept Planning Study
- Promontory Lands Which May Require Emergency Access
- Roundabout

- Traffic Calming (Key Pedestrian Crossing)

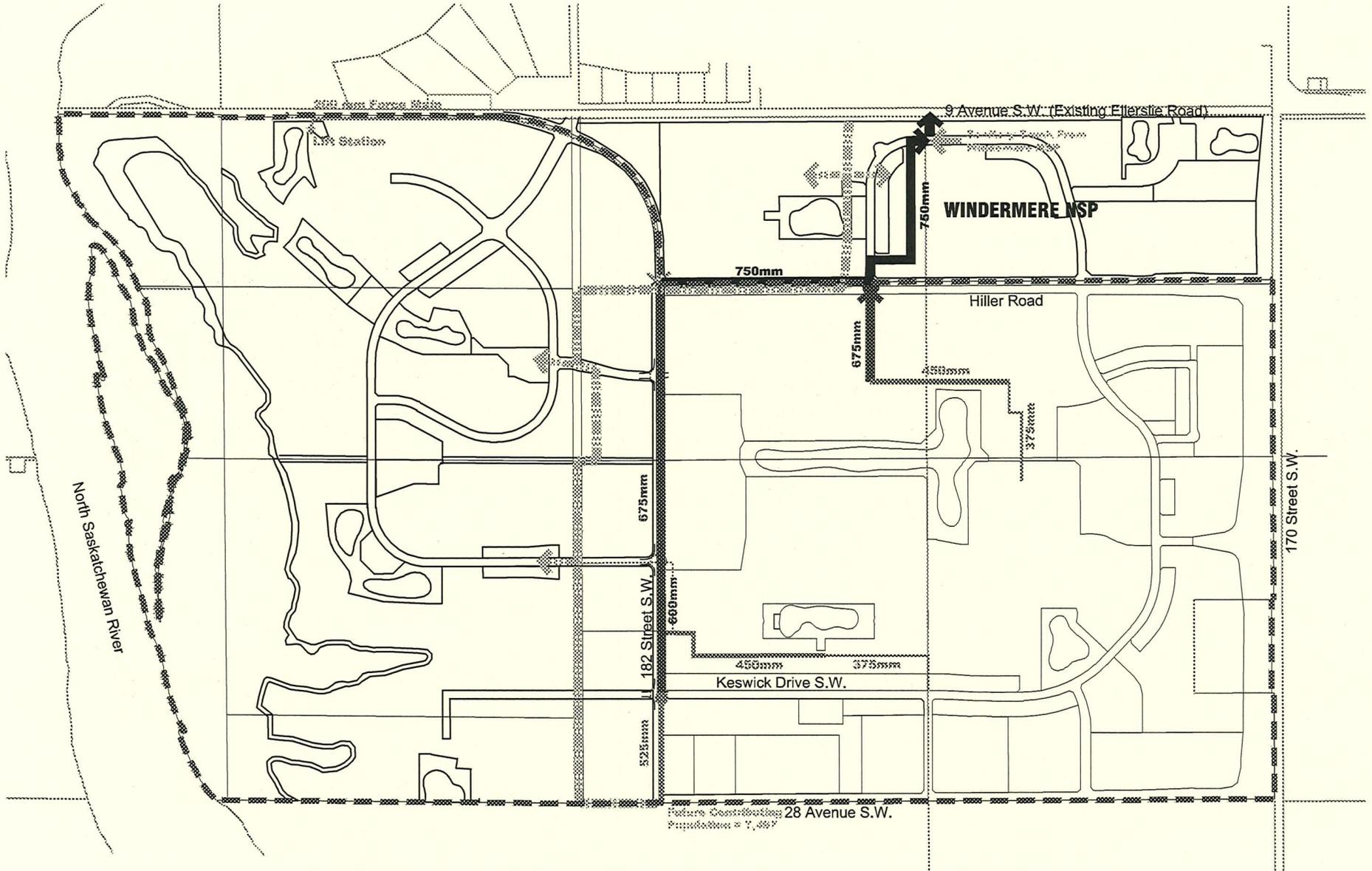
Keswick
Neighbourhood Structure Plan
Figure 8
Transportation Network



- | | | | | | |
|--|---|--|--|--|---|
| | Stormwater Management Facility | | Top Of Bank Walkway | | Trailhead Connection to River Valley |
| | Park | | Top Of Bank Roadway Shared Use Path Corridor (No MR Credit) | | Collector Roadway |
| | School and Community Park | | Possible Pedestrian Linkage to North Saskatchewan River | | Arterial Roadway |
| | North Saskatchewan River Valley and Ravine | | Key Pedestrian Crossing | | Linkage to Adjacent Community |
| | Public Upland Area | | Major Visual Connection to River Valley | | Focal Point |
| | NSP Boundary | | Minor Pedestrian Linkages | | |
| | Major Pedestrian Linkage (Greenway) | | | | |



Keswick
Neighbourhood Structure Plan
Figure 9
Pedestrian and Shared Use Path Network



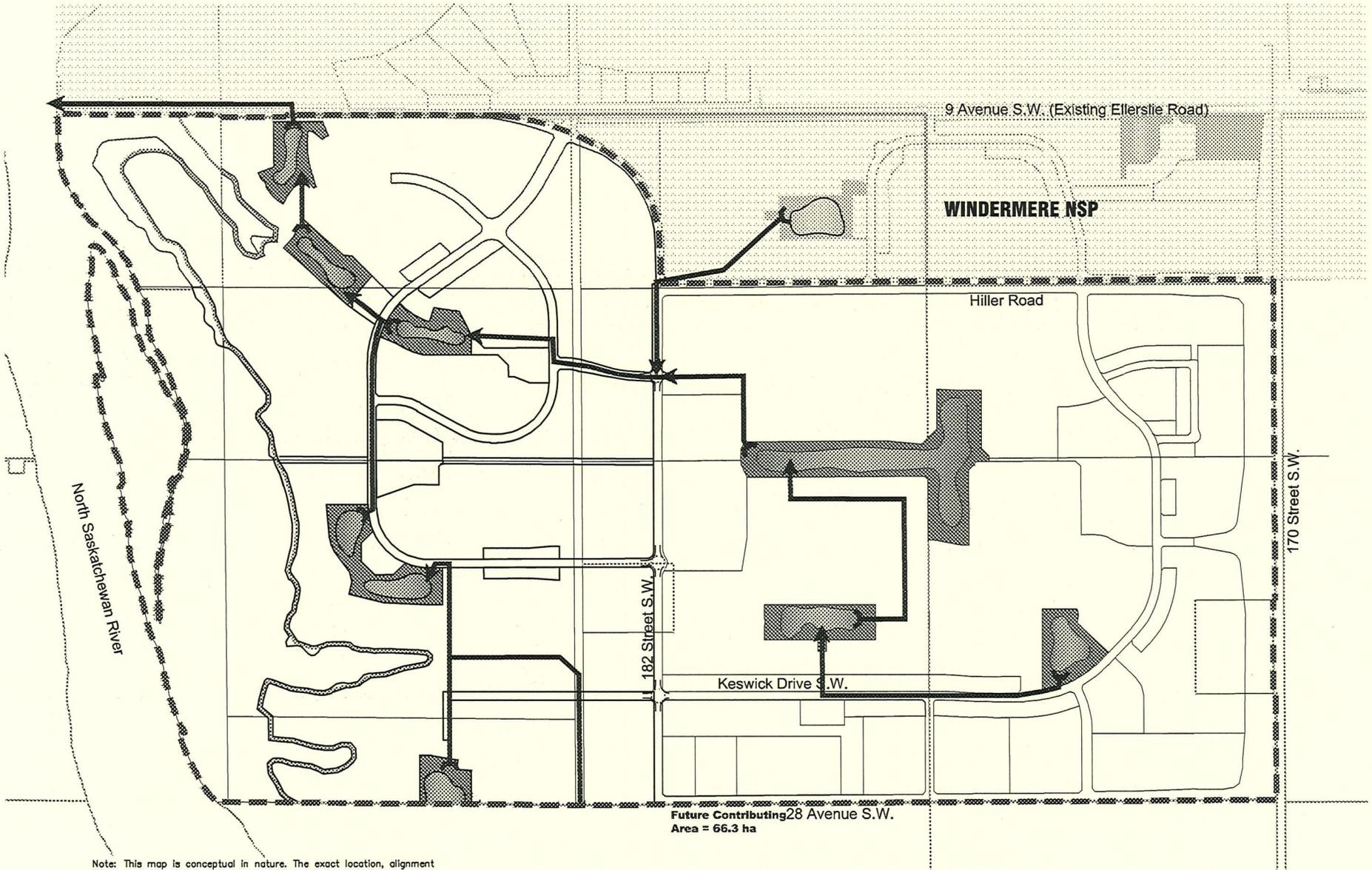
Future Contributing
Population = 7,467

- Sanitary Basin Boundary
- NSP Boundary
- Sanitary Trunk 750mm
- Sanitary Trunk 675mm
- Sanitary Trunk 525mm
- Sanitary Trunk 450mm
- Sanitary Trunk 375mm
- Sanitary Trunk 200mm



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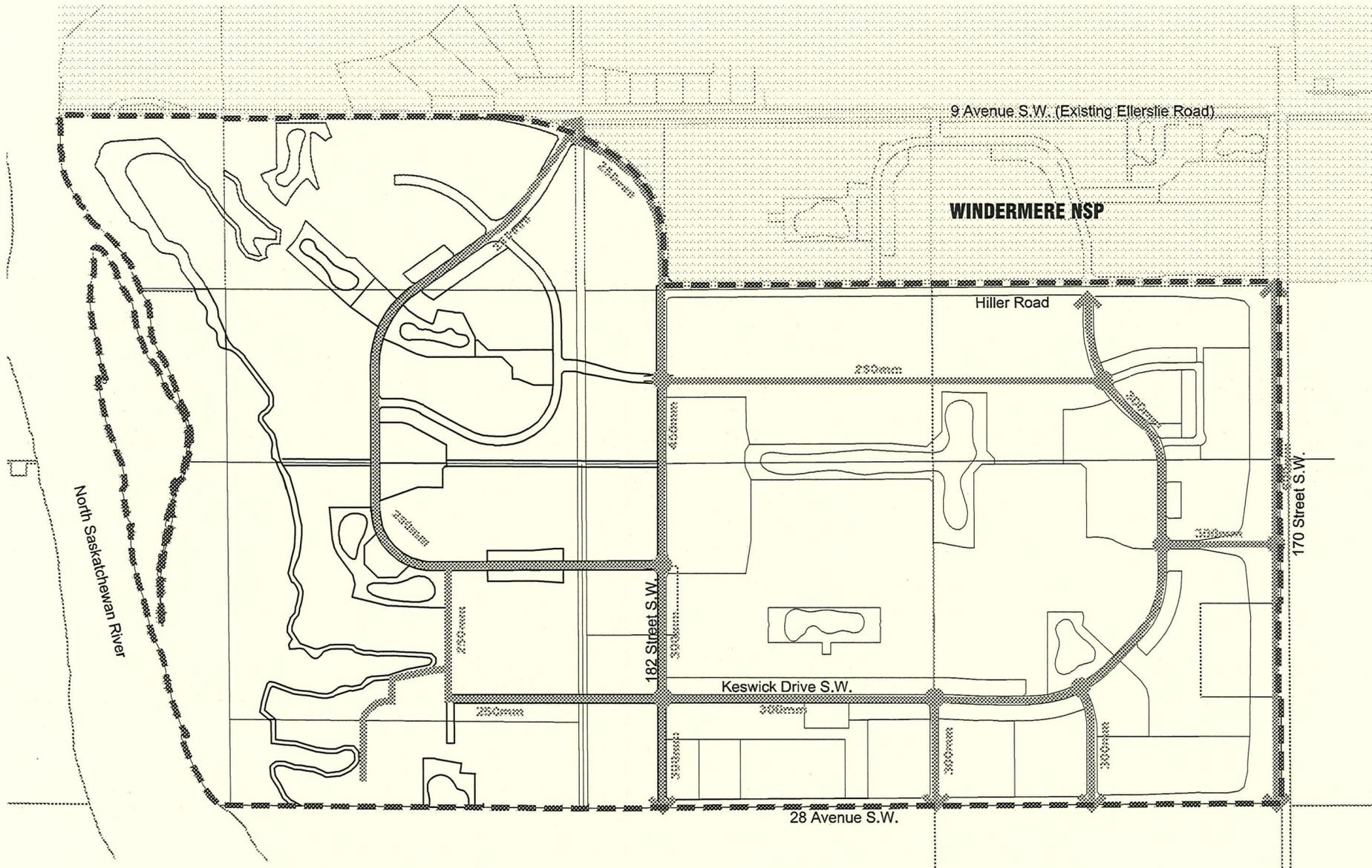
Keswick
Neighbourhood Structure Plan
Figure 10
Sanitary Servicing Plan



Note: This map is conceptual in nature. The exact location, alignment and configuration of stormwater management facilities will be determined at the zoning and subdivision stage.

- NSP Boundary
- Stormwater Management Facility
- Storm Basin Boundary
- Direction of Flow

Keswick
Neighbourhood Structure Plan
Figure 11
Storm Drainage Plan

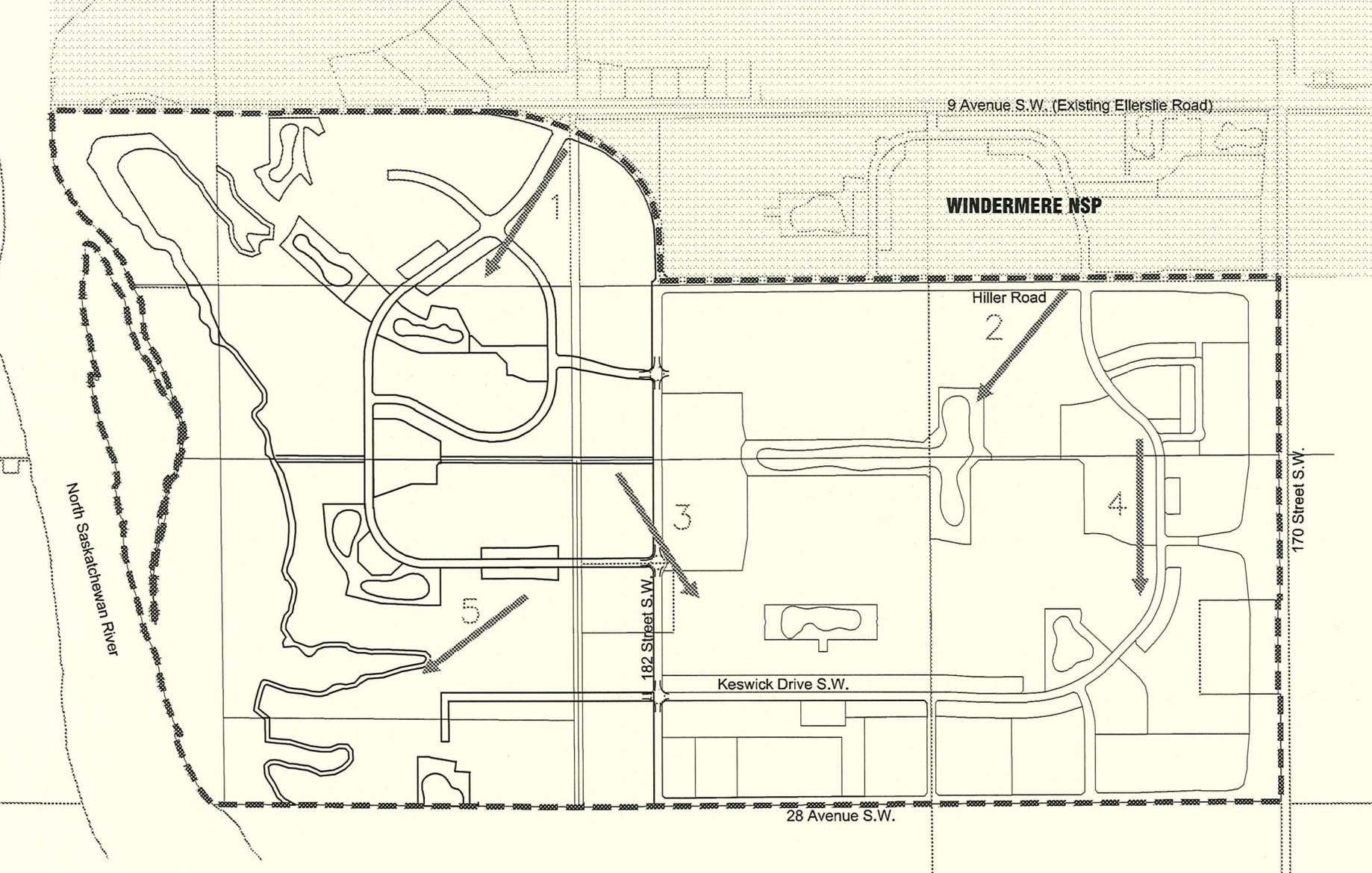


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April 2015

-  NSP Boundary
-  Water Main

Note:
Preliminary only
Sizing to be finalized with EPCOR

Keswick
Neighbourhood Structure Plan
Figure 12
Water Servicing Plan



-  NSP Boundary
-  General Direction & Sequence of Development

Keswick
Neighbourhood Structure Plan
Figure 13
Staging Plan