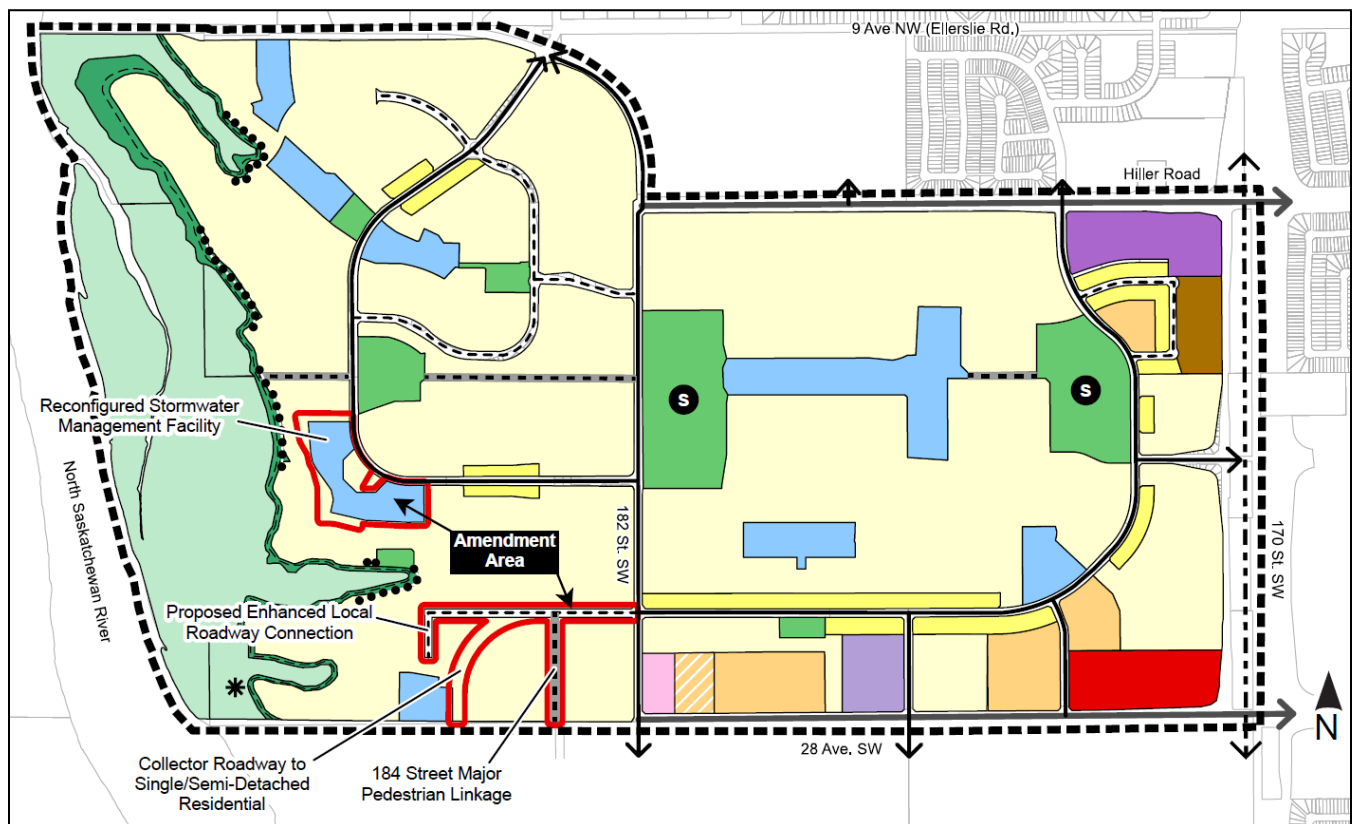


## North of 28 Avenue SW and West of 182 Street SW

To amend the Windermere Area Structure Plan and Keswick Neighbourhood Structure Plan.



**Recommendation:** That **Bylaw 20492** to amend the Windermere Area Structure Plan and **Bylaw 20493** to amend the Keswick Neighborhood Structure Plan be **APPROVED**.

Administration **SUPPORTS** this application because it:

- Allows for the efficient use of infrastructure and contiguous growth in a developing area.
- Provides for additional active mode connections between residential areas and local amenities.
- Aligns with objectives of The City Plan to manage growth strategically and enhance active transportation connections.

## Application Summary

**BYLAW 20492** will amend the Windermere Area Structure Plan by updating figures, policy, and land use statistics to align with the proposed changes to the Keswick Neighbourhood Structure Plan.

**BYLAW 20493** will amend the Keswick Neighbourhood Structure Plan by reconfiguring a stormwater management facility, adjacent low density residential uses, and the transportation / active mode network within the southwest portion of the neighbourhood.

The proposed changes are intended to facilitate the contiguous and efficient future development of southwest Keswick and the future Kendal neighbourhood to the south, by providing a stormwater infrastructure connection between both neighbourhoods, replacing a collector roadway at the southern portion of the neighbourhood west of 182 Street SW as an enhanced local roadway, and providing additional active mode connections. The Keswick Neighbourhood Structure Plan figures, text, and land use statistics will be updated to reflect the proposed land use changes.

This application was accepted on September 9, 2022, from IBI Group on behalf of Cantiro Communities.

This proposal aligns with the goals and policies of The City Plan by providing for the next stages of logical growth in an area of anticipated development, sequencing development to efficiently use infrastructure, and contributing to enhanced active mode connections.

## Community Insights

Based on the characteristics of this application the file was brought forward to the public using a basic approach. This approach was selected because the proposed land use changes generally align with the objectives of the Windermere Area Structure Plan and Keswick Neighbourhood Structure Plan, and only two responses were received to the initial notice of proposed land use changes. The basic approach included the following techniques:

### **Notice of proposed land use changes, Dec 9, 2022**

- Number of recipients: 140 including the Greater Windermere Community League
- Number of responses with clarifying questions: 2

The two responses were from residents seeking further information on the proposed plan amendments. No concerns were expressed.

### **Webpage**

- [edmonton.ca/KeswickPlanningApplications](http://edmonton.ca/KeswickPlanningApplications)

## Site and Surrounding Area

The amendment area is located in the southwest portion of the Keswick neighbourhood, north of 28 Avenue SW and west of 182 Street SW. Currently the area consists of undeveloped agricultural land, with

low density residential development to the north and east. The North Saskatchewan River Valley forms the west edge of the Keswick neighbourhood, and south of 28 Avenue SW is agricultural land which will be part of the future Kendal neighbourhood (also referred to as Windermere 5 in the Windermere Area Structure Plan). Transit access in Keswick is currently provided through on-demand service. 182 Street SW is the primary north-south collector roadway in this portion of the neighbourhood. The rural 184 Street SW right of way is planned to be closed in stages, as adjacent development progresses.



Aerial view of amendment area

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	(RSL) Residential Small Lot Zone (PU) Public Utility Zone (AG) Agricultural Zone	Agricultural land
<b>CONTEXT</b>		
North	(RSL) Residential Small Lot Zone (RLD) Residential Low Density Zone	Agricultural land, farmstead
East	(RLD) Residential Low Density Zone	Low density residential development in progress
South	(AG) Agricultural Zone	Agricultural land, farmstead
West	(RF4) Semi-detached Residential Zone (AP) Public Parks Zone (A) Metropolitan Recreation Zone	Agricultural land, single detached home North Saskatchewan River Valley

# Planning Analysis

## Proposed Land Use Changes

This application proposes to make the following land use changes in southwest Keswick, as shown on the *Land Use Concept* and *Pedestrian and Share Use Path Network* comparison maps below:

- Reconfigure Keswick Drive SW, west of 182 Street SW, and redesignate it from a collector roadway to an enhanced local roadway.
- Designate the west half of the 184 Street SW right of way, between Keswick Drive SW and 28 Avenue SW, as a major pedestrian linkage (greenway) and stormwater service connection.
- Reconfigure and increase the size of a stormwater management facility.
- Provide for additional shared use paths and pedestrian connections in this area.

The proposed changes align with the objectives of the Windermere Area Structure Plan (ASP) and Keswick Neighbourhood Structure Plan (NSP), and will facilitate the orderly and efficient development of the future Kendal neighbourhood to the south.

### ***Stormwater Servicing***

The majority of the Keswick neighbourhood has been built or is in progress, and the southwest portion is the next logical area to be contiguously developed. As a result of a non-participating landowner along 28 Avenue SW (west of 184 Street SW), the stormwater servicing plan requires a change in order to facilitate the next stages of planned development on adjacent lands.

A stormwater management facility along Keswick Way SW is proposed to be reconfigured and increased in size to ensure that it has the capacity to support future residential development in the area. Additionally, a major stormwater connection to Kendal, currently running along the Keswick Drive SW collector roadway, is proposed to be relocated below a proposed major pedestrian connection greenway along the 184 Street SW right of way (south of Keswick Drive SW). These changes to the stormwater servicing plan enable the next stages of development given the constraints of a non-participating landowner while providing added pedestrian connectivity into Kendal to the south.

### ***Transportation and Active Modes Network***

The Keswick Drive SW collector roadway (west of 182 Street SW) is proposed to be reconfigured and redesigned as an enhanced local road, as shown with the black dashed line on the proposed *Land Use Concept* image below. The enhanced local road cross section requires a shared use path to be integrated into the design. As transit service is not supported along an enhanced local roadway, additional shared use paths and pedestrian connections have been added to the NSP in order to provide more direct connections to the nearest future transit routing along 182 Street SW, as shown on the proposed *Pedestrian and Shared Use Path Network* image below.

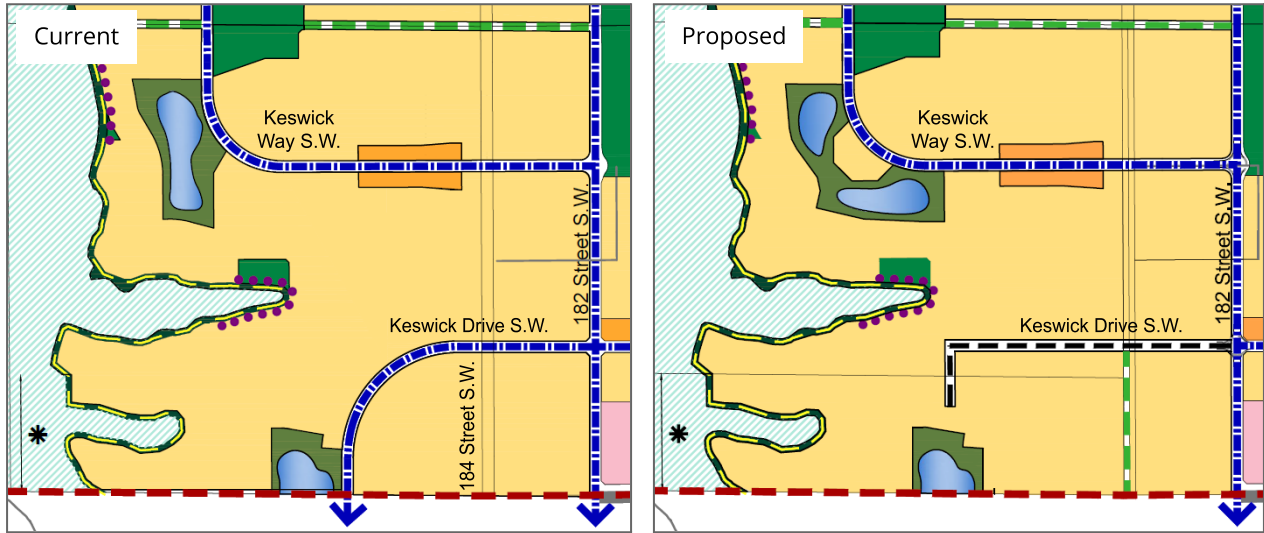
The 184 Street SW right of way currently serves as a rural roadway, but is planned for future staged closures under a separate application. Under this application's proposed land use concept, a major



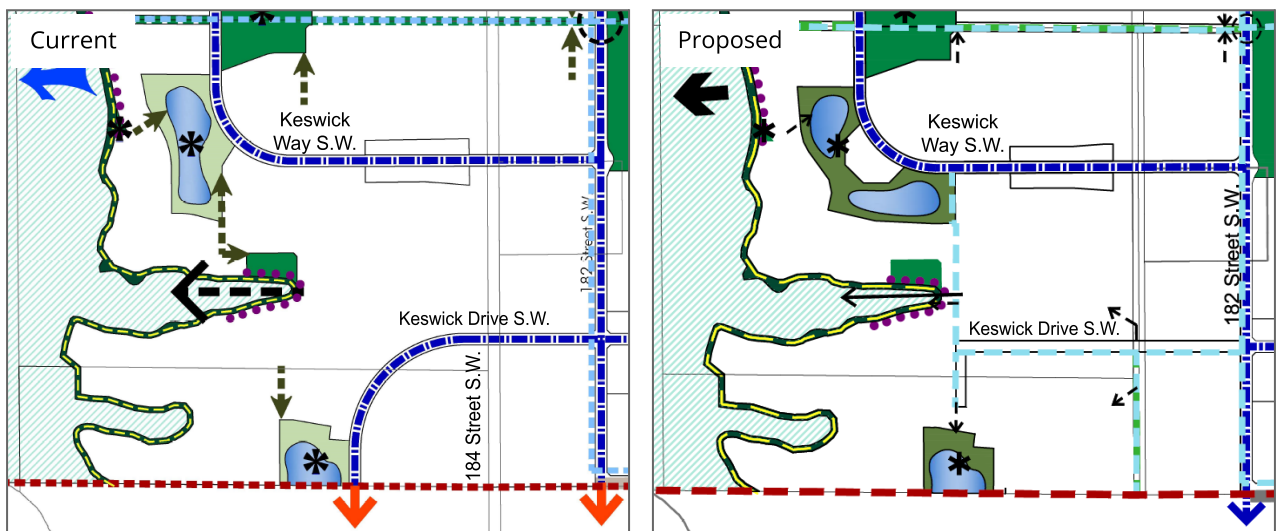
pedestrian linkage (greenway) is proposed along the west half of the 184 Street SW right of way, between Keswick Drive SW and 28 Avenue SW. This greenway will provide a shared use path connection to the future Kendal neighbourhood to the south, as mentioned above.

**Low Density Residential**

As a result of the additional land designated for the stormwater management facility and greenway, the area of low density residential is slightly reduced. However, there is no impact to the overall neighbourhood density and the proposed changes will facilitate the more orderly and efficient development of these residential areas.



*Land Use Concept: Images comparing the land use concepts in the southwest portion of the Keswick NSP. See Appendices 8 and 9 for full maps and legends.*



*Pedestrian and Shared Use Path Network: Images comparing the pedestrian and shared use path network in the southwest portion of the Keswick NSP. Light blue dashed lines are shared use paths, dark blue dashed lines are collector roads, black arrows are pedestrian connections, and green dashed lines are greenways.*

## Keswick Neighbourhood Structure Plan

The proposed land use changes necessitate amendments to the text, figures, and land use statistics of the Keswick Neighbourhood Structure Plan (NSP). Changes to the size of uses within the neighbourhood are summarised in the table below. Overall, these changes are minor and there is no impact on the overall neighbourhood unit density. Full comparisons of the approved and proposed statistics can be found in Appendices 4 and 5.

<b>Keswick NSP Land Use Statistics</b>	<b>Approved</b>	<b>Proposed</b>	<b>Difference</b>
Stormwater Management Facility (SWMF)	19.85 ha	20.24 ha	+ 0.39 ha
Transportation - Greenway	1.33 ha	1.58 ha	+ 0.25 ha
Single/Semi-Detached	168.68 ha	168.04 ha	- 0.64 ha
Unit Density (units per net residential hectare)	34	34	None

Text changes to the NSP provide additional policy guidance for the implementation of additional active mode connections in southwest Keswick, the reconfigured stormwater connections, and current standards for transit provision. A summary of text changes can be found in Appendix 1. These proposed changes align with the goals and objectives of the NSP, such as designing a connected and integrated open space system that encourages all modes of transportation; ensuring efficient, contiguous, and staged development; promoting accessibility to natural areas; and providing strong connections with surrounding communities.

The proposed land use changes are reflected in updated figures, including the land use concept, transportation network, pedestrian network, and servicing and staging figures.

## Windermere Area Structure Plan

Amendments to the text, statistics, and figures of the Windermere Area Structure Plan (ASP) are proposed in order to reflect the changes proposed within the Keswick NSP. The proposed changes generally align with the policies of the Windermere ASP, such as the coordinated extension of services and integration of utility corridors with pedestrian linkages. The Keswick NSP amendment will also facilitate the future development of the Kendal (Windermere 5) neighbourhood as outlined in the ASP.

## The City Plan

Keswick is identified to be within the developing area as per The City Plan, and is an area of anticipated growth between the 1 and 1.25 million population markers. The Kendal neighbourhood to the south is subsequently an area of anticipated growth between the 1.25 and 1.5 million population markers. By planning for the next logical stages of development in southwest Edmonton, this proposal will contribute to The City Plan's goal of accommodating an additional 1 million people in the city's existing boundaries. It also aligns with policies directing strategic growth management in the developing area and the efficient

sequencing of infrastructure expansion. Additionally, by providing for improved active mode connections, the application aligns with active transportation and 15-minute community goals of The City Plan.

## **Technical Review**

### **Transportation**

The Transportation Impact Assessment (TIA) submitted with the application supports the proposed change to the collector roadway network in the southwest portion of the Keswick NSP area. The TIA reviewed impacts to transit routing and recommended enhancements to active modes accommodation for the neighbourhood.

The proposed amendment reclassifies the southwest portion of Keswick Drive SW from a collector roadway to an enhanced local roadway with a shared use path that improves active mode connections from 182 Street SW to the river valley and neighbourhood amenities, such as a storm pond to the south, and provides an excellent active mode extension of the Bike Plan's district connector from 28 Avenue SW to these amenities. This shared pathway will also connect to a proposed greenway south of Keswick Drive SW, which will provide convenient access between Keswick and the future Kendal neighbourhood to the south.

### **Transit**

There is currently no conventional bus service operating in Keswick. On-demand transit is currently provided to built-out portions of Keswick, with pick-up/drop-off stops nearby at the intersection of Keswick Way SW and 182 Street SW. Residents using on-demand transit in Keswick can be taken to Leger Transit Centre or Century Park Transit Centre/LRT Station.

The amended road network will reclassify Keswick Drive SW (west of 182 Street SW) from a collector road to an enhanced local roadway. With this change, some residential units in southwestern Keswick will fall outside of 600 m walking distance to future conventional transit service. Analysis conducted by the applicant confirms that 98% of residential units in Keswick will be within the 600 m walking distance standard.

Neighbourhood design west of 182 Street SW (which includes areas outside of 600 m walking distance to transit) will include numerous direct pedestrian connections to Keswick Way SW and 182 Street SW, including walkways, shorter block lengths, and other measures to mitigate longer walk distances.

### **Drainage**

Keswick Neighbourhood Design Report Amendment, dated April 18, 2023, submitted to support this proposed land use change, provides the permanent sanitary and storm servicing scheme for the Keswick NSP Amendment area. Proposed change in the size and shape of the stormwater management facility and realigned active mode network will facilitate logical development of the Keswick neighbourhood, as well as the Kendal neighbourhood, removing the constraints of a non-participating landowner.

## **EPCOR Water**

A Hydraulic Network Analysis will be reviewed with future rezoning and/or subdivision applications. The relevant applicants/owners will be responsible for all costs associated with providing City standards for water supply required for future development in this area.

All other comments from affected City Departments and utility agencies have been addressed.

## **Appendices**

- 1 Markup of Proposed Text Amendments to the Windermere ASP and Keswick NSP
- 2 Approved Windermere ASP Land Use and Population Statistics - Bylaw 20177
- 3 Proposed Windermere ASP Land Use and Population Statistics - Bylaw 20492
- 4 Approved Keswick NSP Land Use and Population Statistics - Bylaw 20178
- 5 Proposed Keswick NSP Land Use and Population Statistics - Bylaw 20493
- 6 Approved Windermere ASP Concept Plan Map - Bylaw 20010
- 7 Proposed Windermere ASP Concept Plan Map - Bylaw 20492
- 8 Approved Keswick NSP Concept Plan Map - Bylaw 20178
- 9 Proposed Keswick NSP Concept Plan Map - Bylaw 20493
- 10 Application Summary



## Markup of Proposed Text Amendments to the Windermere ASP and Keswick NSP

~~Strikethrough~~ Text proposed to be removed  
Underline Text proposed to be added

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### Windermere Area Structure Plan (ASP)

Updates made to align with current Transit Planning standards.

#### Section 4 - Development Goals, Objectives & Principles

##### 4.3.3 Mixed Use, Transit Oriented Development

(page 36 of current ASP)

- Strategic placement, design and development of transit facilities having regard for the surrounding area. The ASP encourages placement of transit facilities within ~~400~~ 600 m walking distance of residential areas that includes a range of housing types and income levels.

##### 4.3.4 Balanced Transportation Network

(page 36 of current ASP)

- Plan for the provision of transit service within ~~400~~ 600 m of residential areas that include a range of housing densities, types and choices.

#### Section 5 - Development Concept

##### 5.9.1 Circulation - Intent

(page 68 of current NSP)

- Design collector roadways so as to enhance neighbourhood continuity and connectivity and provide neighbourhood transit service within ~~400~~ 600 m of residences.
-

## Keswick Neighbourhood Structure Plan (NSP)

Updates made to reflect the proposed changes to the development concept and active modes network, and to align with current Transit Planning Standards.

### Section 3 - Land Use, Transportation, and Servicing Concept

#### 3.2 Goals and Objectives

(page 20 of current NSP)

##### Transportation

33. Maximize access to transit for the greatest number of residents, and in accordance with City of Edmonton Transit [System Service](#) Guidelines and demands;

#### 3.2.6 Residential

(page 33 of current NSP)

Approximately 168.77 ha of the plan area is designated as single detached or semi-detached housing at densities of up to 25 units per hectare.

#### 3.2.9 Parks and Open Spaces

(pages 40-43 of current NSP)

<b>Objective (25)</b> Accommodate the requirements of the City for school / park sites within the neighbourhood.	
NSP Policy	Implementation
<u>(d) A greenway shall be provided within the west half of the 184 Street SW right of way, south of Keswick Drive SW.</u>	<u>(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).</u>
<p><b>Rationale:</b> [...]  <i>Greenways</i>                      The greenway corridor system provides a linear, multi-modal connection from the (east) Urban Village Park to the (west) top-of-bank. <u>A greenway is also provided within the 184 Street SW right of way between Keswick Drive SW and 28 Avenue SW.</u> Further discussion on the greenway is provided in Section 3.2.11 Transportation.</p>	

#### 3.2.10 Transportation

(pages 44-52 of current NSP)

**Objective (31)** Provide strong connections with surrounding communities.

**NSP Policy (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).

**Objective (33)**

<b>Objective (33)</b> Maximize access to transit for the greatest number of residents in accordance with City of Edmonton Transit <u>System Service</u> Guidelines and demands.	
<b>NSP Policy</b>	<b>Implementation</b>
(a) The design of the arterial and collector roadway system should maximize access to transit for the greatest number of residents.	(a) <b>Figure 8.0 – Transportation Network</b> outlines the road network. Edmonton Transit <u>System Service</u> will determine the routing for public transit along the arterial and collector roadways which have been identified as future transit routes.
(b) Subdivision design shall maximize access to transit for the greatest number of residents.	(b) The Subdivision Authority shall have regard for sidewalk, shared-use path, and walkway placement to minimize walking distances to transit (within <u>400 600</u> m) for the greatest number of residents. <b>Figure 8.0 – Transportation Network</b> illustrates portions of the plan area which are located greater than <u>400 600</u> 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. <u>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.</u>
(c) Higher density residential uses should be located within <u>400 600</u> m of transit service.	(c) <b>Figure 7.0 – Land Use Concept</b> identifies higher density residential uses along, or in proximity to, arterial or collector roadways.
(d) Provide transit at an early stage of	(d) <u>Participating landowners will cooperatively fund</u>

<p>the neighbourhood development.</p>	<p><del>transit service for the first two years of service. Participating landowners and Edmonton Transit Service may explore innovative approaches to funding and operating transit service as the neighbourhood develops.</del></p>
<p><b>Rationale:</b> 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 <del>System Service</del> 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><del>In an effort to provide transit service earlier in the development of the Keswick neighbourhood, the participating landowners will cooperatively fund transit service for the first two years of service. Following this two year period, Edmonton Transit shall undertake the full responsibility of transit service. Participating landowners and Edmonton Transit Service may explore innovative approaches to funding and operating transit service as the neighbourhood develops.</del></p>	

**Objective (36)** Promote accessibility to natural and recreational amenity areas such as the North Saskatchewan River Valley and Ravine System, parks, open spaces, commercial uses and transit services by providing a circulation system for a variety of modes such as walking, cycling, rollerblading and wheelchair accessibility.

**Rationale:** [...]

*Greenways*

[...]

The east-west linear greenway shall be dedicated as circulation at time of subdivision. The northwest greenway connecting the pocket park and stormwater management facility shall not accommodate utility functions and shall be credited as Municipal Reserve, up to a maximum of 0.5% of the gross developable area of the Keswick NSP, at the time of subdivision.

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.

### **3.2.11 Infrastructure Servicing and Staging**

(pages 55-56 of current NSP)

**Objective (39)** Ensure the Keswick NSP is serviced to a full urban standard, in an efficient, contiguous and staged manner.

**Rationale:** [...]

*Stormwater Servicing*

Overall, nine (9) stormwater management facilities are located in the plan area as conceptually shown in **Figure 11.0 – Stormwater Servicing**. These facilities have been located on the basis of natural drainage patterns and pre-development sub-basin drainage boundaries in the Windermere ASP.

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.



## Approved Windermere ASP Land Use and Population Statistics - Bylaw 20177

### WINDERMERE AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW 20177

#### Windermere Area Structure Plan - Land Use and Population Statistics

NEIGHBOURHOOD	Ambleside NBHD 1	Windermere - NHBD 2	Kewsick NHBD 3	Glenridding Heights - NHBD 4A	Glenridding Ravine - NHBD 4B	NHBD 5*	TOTAL (ha)
<b>GROSS STUDY AREA (ha)</b>	<b>314.7</b>	<b>469.1</b>	<b>372.7</b>	<b>160.5</b>	<b>197.9</b>	<b>306.0</b>	<b>1,821</b>
Pipeline / Power Line Corridors ROW	2.7	1.7	0.7	1.0	1.8		8
Creeks / Ravine Lands (ER)		11.2	43.7		0.7		56
Public Upland Area (land between UDL and Top-of-Bank)			6.0		5.5		11
Major Arterials / Road ROW	11.8	11.0	16.1	19.6	22.2	14.0	95
Existing Uses					12.4		12
<b>GROSS DEVELOPABLE AREA</b>	<b>300.2</b>	<b>445.2</b>	<b>306.3</b>	<b>139.8</b>	<b>155.3</b>	<b>292.0</b>	<b>1,639</b>
Public Utility	0.6	2.4					3
Municipal Reserve School/Park	19.8	29.0	18.7	42.9	9.1	14.0	134
Business Employment	69.2						69
Major Commercial Centre	47.9	1.5				54.0	103
Commercial	4.9	14.2	6.1	1.3	6.0		33
Mixed Uses	5.5	1.0	3.5				10
Circulation * @ 25%	25.5	90.0	61.9	28.6	31.0	19.0	256
Transit Center	2.2				0.8		3
Public Open Space	2.6	0.7					3
Stormwater Management Facility	15.5	26.6	19.9	7.1	8.9	12.0	90
Institutional	2.1		2.6	0.0	4.0		9
<b>TOTAL NON-RESIDENTIAL LAND USES</b>	<b>195.8</b>	<b>165.3</b>	<b>112.7</b>	<b>79.9</b>	<b>59.9</b>	<b>99.0</b>	<b>713</b>
Percentage of GDA	65%	37%	37%	57%	39%	34%	43%
<b>NET RESIDENTIAL AREA</b>	<b>104.4</b>	<b>280.4</b>	<b>193.6</b>	<b>60.0</b>	<b>95.4</b>	<b>193</b>	<b>927</b>
Percentage of GDA	35%	63%	63%	43%	61%	66%	57%

\*Detailed calculations will be prepared during NSP approval stage

**Windermere Area Structure Plan - Housing Units and Population Statistics**

NEIGHBOURHOOD	Ambleside - NBHD 1		Windermere - NHBD 2		Keswick - NHBD 3		Glenridding Heights - NHBD 4A		Glenridding Ravine - NHBD 4B		NHBD 5*		TOTAL	
NET RESIDENTIAL AREA (ha)	104.6		279.8		193.6		60.0		95.4		175		908.4	
	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units
<b>Housing Units</b>														
Low Density Residential	84.7	2,117	161.1	4,028	168.7	4,219	44.8	1,120	78.5	1,962	135.0	2,450	672.9	15,896
Row Housing Residential	6.4	288	7.9	356	10.5	474	7.0	315	4.3	194			34.8	1,568
Medium Density Residential	10.9	981	18.8	1,693	9.4	956	7.4	662	9.4	1,045	38.0	1,914	95.1	7,251
Mixed Use					1.4	175							1.4	175
High Density Residential	2.6	585	0.9	198	3.6	814	0.8	180	3.2	720	2.0	380	13.1	2,877
*Large Lot Residential			21.1	148									21.1	148
Existing Country Residential			70.0	350									70.0	350
<b>Neighbourhood Total</b>	<b>104.6</b>	<b>3,971</b>	<b>279.8</b>	<b>6,772</b>	<b>193.6</b>	<b>6,637</b>	<b>60.0</b>	<b>2,277</b>	<b>95.4</b>	<b>3,921</b>	<b>175.0</b>	<b>4,744</b>	<b>906.7</b>	<b>28,264</b>
<b>Unit Density (du/nrha)</b>	<b>38</b>		<b>24</b>		<b>34.3</b>		<b>38</b>		<b>41</b>		<b>27</b>		<b>31</b>	
<b>Population</b>														
Low Density Population		5,928		11,277		11,813		3,136		5,494		8,084		45,732
Row Housing Population		806		997		1,327		882		543				4,390
Medium Density Population		1,766		3,047		1,721		1,192		1,880		5,493		15,099
Mixed Use						263								263
High Density Population		877		297		1,220		270		1,080		543		4,287
*Large Lot Residential				414										414
Existing Country Residential				980										980
<b>Neighbourhood Total</b>		<b>9,377</b>		<b>17,012</b>		<b>16,343</b>		<b>5,480</b>		<b>8,997</b>		<b>14,120</b>		<b>71,165</b>
<b>Population Density (ppl/nrha)</b>	<b>90</b>		<b>61</b>		<b>84</b>		<b>91</b>		<b>94</b>		<b>81</b>		<b>83</b>	

\*Nbhd 5 Medium Density includes row housing and low rise

**Windermere Area Structure Plan - Student Generation**

NEIGHBOURHOOD	Gross Developable Area (ha)	Public School Board		Separate School board			Neighbourhood Sub-Total
		Elementary	Junior/Senior High	Elementary	Junior High	Senior High	
Ambleside - NHBD 1	300	600	600	300	150	150	1,800
Windermere - NHBD 2	445	888	888	444	222	222	2,664
Keswick - NBHD 3	305	612	612	306	153	153	1,836
Glenridding Heights - NHBD 4A	140	280	280	140	70	70	840
Glenridding Ravine - NBHD 4B	155	311	311	155	78	78	932
NHBD 5	292	584	584	234	117	117	1,636
<b>TOTAL STUDENT POPULATION*</b>	<b>1,637</b>	<b>3,275</b>	<b>3,275</b>	<b>1,579</b>	<b>790</b>	<b>790</b>	<b>9,708</b>

\* School age populations are calculated based upon Neighbourhood GDA. These calculations do not take into account neighbourhood life cycles and changing provisions. The necessity of school sites should be determined during NSP preparation.

## Proposed Windermere ASP Land Use and Population Statistics - Bylaw 20492

### Windermere Area Structure Plan - Land Use and Population Statistics

NEIGHBOURHOOD	Ambleside - NBHD 1	Windermere - NHBD 2	Keswick - NHBD 3	Glenridding Heights - NHBD 4A	Glenridding Ravine - NHBD 4B	NHBD 5*	TOTAL (ha)
<b>GROSS STUDY AREA (ha)</b>	<b>314.7</b>	<b>469.1</b>	<b>372.7</b>	<b>160.5</b>	<b>197.9</b>	<b>306.0</b>	<b>1821</b>
Pipeline / Power Line Corridors ROW	2.7	1.7	0.7	1.0	1.8		8
Creeks / Ravine Lands (ER)		11.2	43.7		0.7		56
Public Upland Area (land between UDL and Top-of-Bank)			6.0		5.5		12
Major Arterials / Road ROW	11.8	11.0	16.1	19.6	21.7	14.0	94
Existing Uses					12.4		12
<b>GROSS DEVELOPABLE AREA</b>	<b>300.2</b>	<b>445.2</b>	<b>306.3</b>	<b>139.8</b>	<b>155.8</b>	<b>292.0</b>	<b>1639</b>
Public Utility	0.6	2.4			0.1		3
Municipal Reserve School/Park	19.8	29.0	18.7	42.9	9.1	14.0	134
Business Employment	69.2						69
Major Commercial Centre	47.9	1.5				54.0	103
Commercial	4.9	14.2	6.1	1.3	3.2		30
Mixed Uses	5.5	1.0	3.5		2.2		12
Circulation * @ 25%	25.5	90.0	62.2	28.6	31.0	19.0	256
Transit Center	2.2				0.8		3
Public Open Space	2.6	0.7					3
Stormwater Management Facility	15.5	26.6	20.3	7.1	8.9	12.0	90
Institutional	2.1		2.6	0.0	4.0		9
<b>TOTAL NON-RESIDENTIAL LAND USES</b>	<b>195.8</b>	<b>165.3</b>	<b>113.3</b>	<b>79.9</b>	<b>59.3</b>	<b>99.0</b>	<b>713</b>
Percentage of GDA	65%	37%	37%	57%	38%	34%	44%
<b>NET RESIDENTIAL AREA</b>	<b>104.4</b>	<b>279.8</b>	<b>193.0</b>	<b>60.0</b>	<b>96.5</b>	<b>193.0</b>	<b>927</b>
Percentage of GDA	35%	63%	63%	43%	62%	66%	56%

\*Detailed calculations will be prepared during NSP approval stage

### Windermere Area Structure Plan - Housing Units and Population

NEIGHBOURHOOD	Ambleside - NBHD 1		Windermere - NHBD 2		Keswick - NHBD 3		Glenridding Heights - NHBD 4A		Glenridding Ravine - NHBD 4B		NHBD 5*		TOTAL	
NET RESIDENTIAL AREA (ha)	104.6		279.8		193.0		60.0		96.5		175.0		908.9	
	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units
<b>Housing Units</b>														
Low Density Residential	84.7	2117	161.1	4,028	168.0	4,201	44.8	1,120	78.5	1,963	135.0	2,450	672.1	15,879
Row Housing Residential	6.4	288	7.9	356	10.5	474	7.0	315	4.3	194			36.1	1,627
Medium Density Residential	10.9	981	18.8	1,693	9.4	846	7.4	662	9.4	1,043	38.0	1,914	93.9	7,139
Mixed Use					1.4	175			1.1	138			2.5	313
High Density Residential	2.6	585	0.9	198	3.6	814	0.8	180	3.2	720	2.0	380	13.1	2,877
*Large Lot Residential			21.1	148									21.1	148
Existing Country Residential			70.0	350									70.0	350
<b>Neighbourhood Total</b>	<b>104.6</b>	<b>3,971</b>	<b>279.8</b>	<b>6,772</b>	<b>193.0</b>	<b>6,510</b>	<b>60.0</b>	<b>2,277</b>	<b>96.5</b>	<b>4,057</b>	<b>175.0</b>	<b>4,744</b>	<b>908.9</b>	<b>28,331</b>
<b>Unit Density (du/nrha)</b>	<b>38</b>		<b>24</b>		<b>34</b>		<b>38</b>		<b>42</b>		<b>27</b>		<b>31</b>	
<b>Population</b>														
Low Density Population		5,928		11,277		11,763		3,136		5,495		8,084		45,683
Row Housing Population		806		997		1,327		882		542				4,554
Medium Density Population		1,766		3,047		1,523		1,192		1,878		5,493		14,899
Mixed Use						263				206				469
High Density Population		877		297		1,220		270		1,080		543		4,287
*Large Lot Residential				414										414
Existing Country Residential				980										980
<b>Neighbourhood Total</b>		<b>9,377</b>		<b>17,012</b>		<b>16,095</b>		<b>5,480</b>		<b>9,201</b>		<b>14,120</b>		<b>71,285</b>
<b>Population Density (ppl/nrha)</b>		<b>90</b>		<b>61</b>		<b>83</b>		<b>91</b>		<b>95</b>		<b>81</b>		<b>78</b>

\*Nbfd 5 Medium Density includes row housing and low rise

### Windermere Area Structure Plan – Student Generation

NEIGHBOURHOOD	Gross Developable Area (ha)	Public School Board		Separate School Board			Neighbourhood Sub-total
		Elementary	Junior/Senior High	Elementary	Junior High	Senior High	
Ambleside - NHBD 1	300	600	600	300	150	150	1,800
Windermere - NHBD 2	445	888	888	444	222	222	2,664
Keswick - NHBD 3	305	612	612	306	153	153	1,836
Glenridding Heights - NHBD 4A	140	280	280	140	70	70	840
Glenridding Ravine - NHBD 4B	155	311	311	155	78	78	932
NHBD 5	292	584	584	234	117	117	1,636
<b>TOTAL STUDENT POPULATION*</b>	<b>1,637</b>	<b>3,275</b>	<b>3,275</b>	<b>1,579</b>	<b>790</b>	<b>790</b>	<b>9,708</b>

\*School age populations are calculated based upon Neighbourhood GDA. These calculations do not take into account neighbourhood life cycles and changing provisions. The necessity of school sites should be determined during NSP preparation.

## Approved Keswick NSP Land Use and Population Statistics - Bylaw 20178

### KESWICK NEIGHBOURHOOD STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW 20178

	Area (ha)	% of GDA					
<b>GROSS AREA</b>	<b>372.72</b>	<b>100%</b>					
North Saskatchewan River Valley and Ravine (Lands below Top of Bank)	43.7						
Lands Between Top of Bank and Urban Development	5.60						
Lands Between Urban Development Line and Top of Bank Roadway*	0.35						
Pipeline & Utility Right-of-Way	0.69						
Arterial Road Right-of-Way	16.08						
<b>Total Non-Developable Area</b>	<b>66.42</b>						
<b>GROSS DEVELOPABLE AREA</b>	<b>306.3</b>	<b>100%</b>					
<b>Parkland, Recreation, School (Municipal Reserve)**</b>							
School	14.02	4.6%					
Park	4.61	1.5%					
Greenway	0.06	0.0%					
<b>Transportation</b>							
Circulation	60.59	19.8%					
Greenway	1.33	0.4%					
<b>Infrastructure/Serviceing</b>							
Stormwater Management Facilities	19.85	6.5%					
<b>Institutional</b>							
Mixed Use - Institution / Low-Rise / Multi- / Medium Units	2.63	0.9%					
<b>Commercial</b>							
Community Commercial	5.11	1.7%					
Neighbourhood Commercial	1.00	0.3%					
Mixed Use (Non-residential)	3.48	1.1%					
<b>Total Non-Residential Area</b>	<b>112.68</b>						
<b>Net Residential Area</b>	<b>193.62</b>						
	Area (ha)	Units/ha	Units	% of Total	People/Units	Population	% of NRA
Single / Semi-Detached	168.68	25	4,219	64%	2.8	11,813	87%
Rowhousing	10.53	45	474	6%	2.8	1,327	5%
Mixed Use-Residential / Commercial	1.40	125	175	3%	1.5	263	1%
Low-Rise / Multi- / Medium Units	9.40	90	956	15%	1.8	1,721	5%
Medium Rise Units	1.23	224	276	4%	1.5	413	1%
High Rise Units	2.39	225	538	8%	1.5	807	1%
<b>Total Residential</b>	<b>193.63</b>		<b>6,637</b>	<b>100%</b>		<b>16,343</b>	<b>100%</b>
<b>Sustainability Measures</b>							
Population Density (ppnrha)	84						
Unit Density (upnrha)	34.0						
Population (%) within 500m of Parkland	97%						
Population (%) within 400m of Transit	95%						
Population (%) within 600m of Commercial Service	89%						
<b>Presence / Loss of Natural Area Features</b>	<b>Land</b>		<b>Water</b>				
Protected as Environmental Reserve (ha)	49.3		n/a				
Conserved as Naturalize Municipal Reserve (ha)	n/a		n/a				
Protected through other means (ha)	n/a		n/a				
Lost to Development (ha)	n/a		n/a				
<b>Student Generation</b>							
Public School Board		1224					
Elementary	612						
Junior/Senior High	612						
Separate School Board		612					
Elementary	306						
Junior High	153						
Senior High	153						
<b>Total Student Population</b>	<b>1836</b>						



## Proposed Keswick NSP Land Use and Population Statistics - Bylaw 20493

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

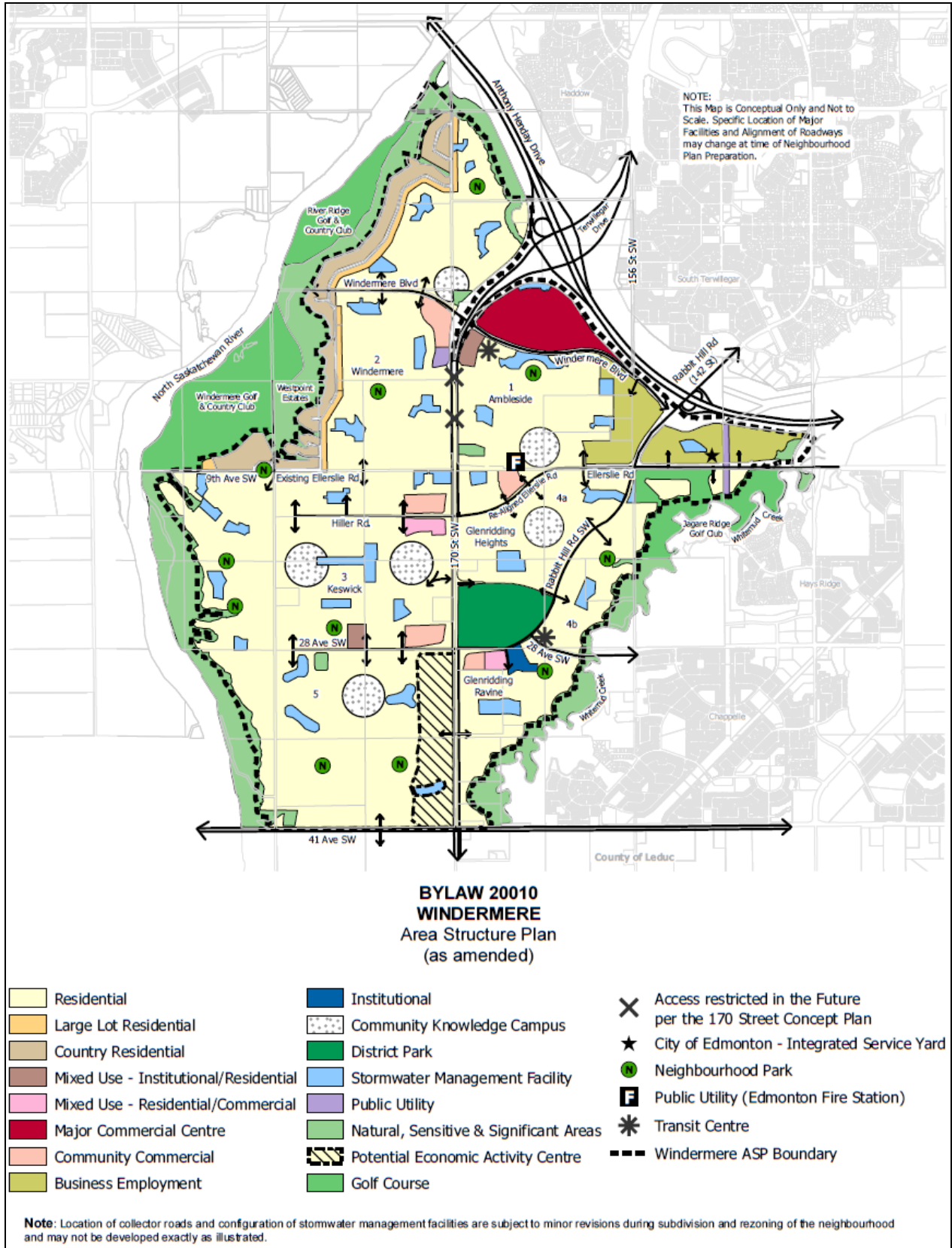
Keswick Neighbourhood Structure Plan Land Use Statistics and Population		
	Area (ha)	% of GDA
<b>GROSS AREA</b>	372.72	100.0%
North Saskatchewan River Valley and Ravine (Lands below Top of Bank)	43.70	
Lands Between Top of Bank and Urban Development	5.60	
Lands Between Urban Development Line and Top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

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

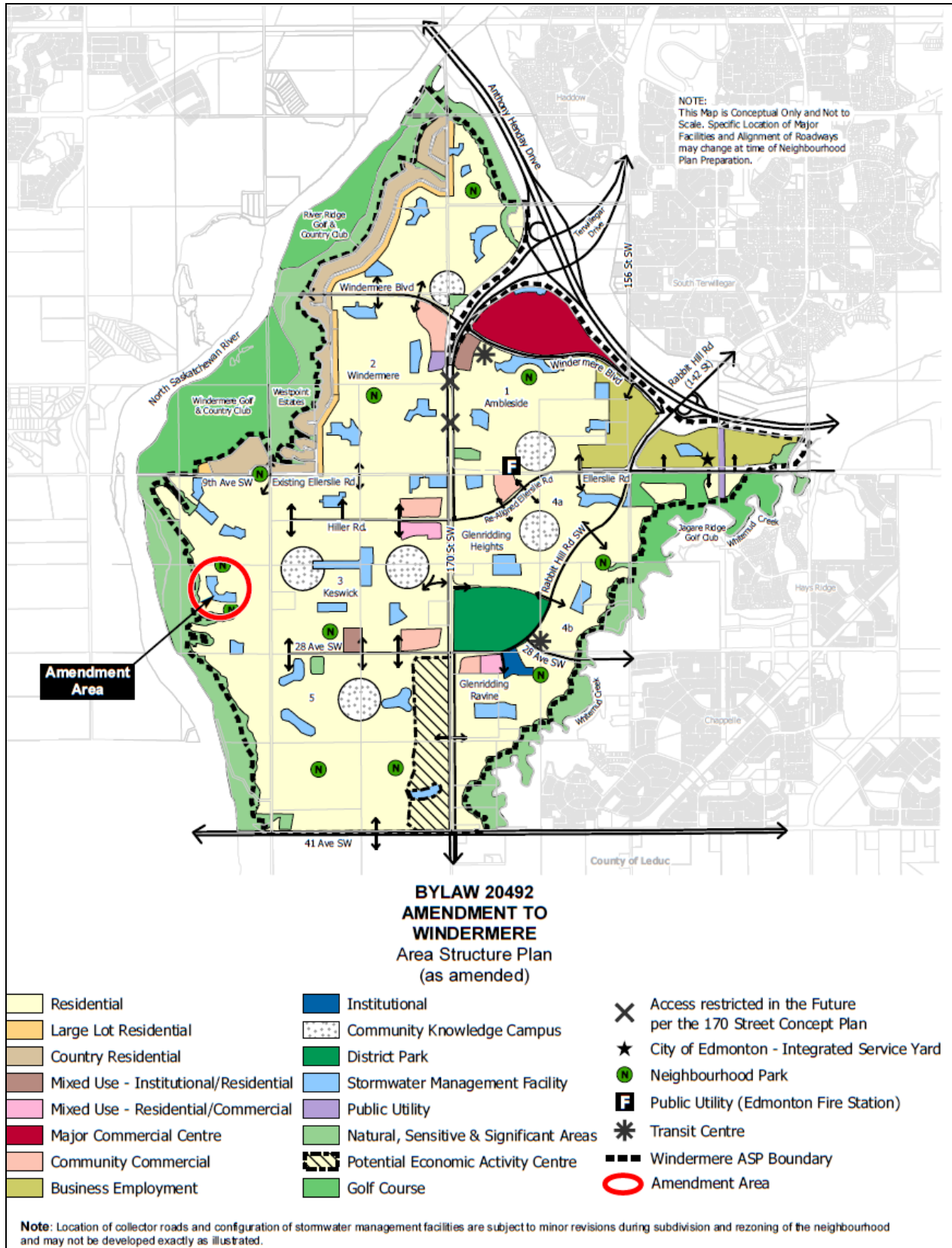
	Area (ha)	Units/ha	Units	% of Total	People/		
					Units	Pop	% of NRA
Single/Semi-Detached	168.04	25	4,201	65%	2.8	11,763	87.1%
Rowhousing	10.53	45	474	7%	2.8	1,327	5.5%
Mixed Use-Residential/Commercial	1.40	125	175	3%	1.5	263	0.7%
Low-Rise/Multi-/Medium Units	9.40	90	846	13%	1.8	1,523	4.9%
Medium Rise Units	1.23	224	276	4%	1.5	413	0.6%
High Rise Units	2.39	225	538	8%	1.5	807	1.2%
<b>Total Residential</b>	<b>192.98</b>		<b>6,510</b>	<b>100%</b>		<b>16,095</b>	<b>100%</b>
<b>Sustainability Measures</b>							
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%	
<b>Presence/Loss of Natural Area Features</b>							
			<b>Land</b>	<b>Water</b>			
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			
<b>Student Generation</b>							
Public School Board		1224	Notes				
Elementary	612		*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.				
Junior/Senior High	612		This area is subject to ARA and PAC.				
Separate School Board		612	** Areas deducted to Municipal Reserve to be confirmed by legal survey.				
Elementary	306		-1 Circulation area calculations assume 20% of the single/semi-detached land area will be circulation area.				
Junior High	153						
Senior High	153						
<b>Total Student Population</b>	<b>1836</b>						

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.

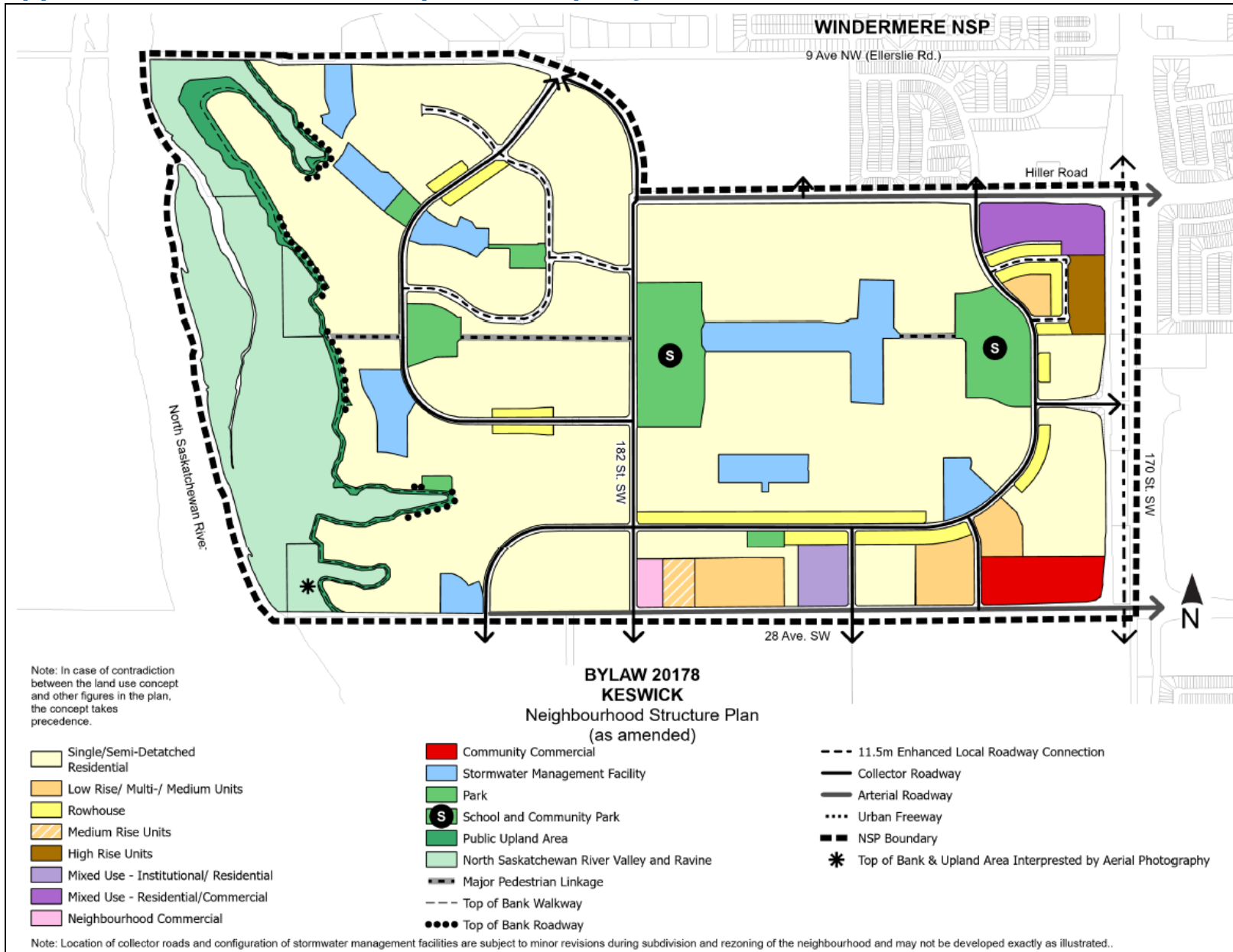
## Approved Windermere ASP Concept Plan Map - Bylaw 2010



## Proposed Windermere ASP Concept Plan Map - Bylaw 20492

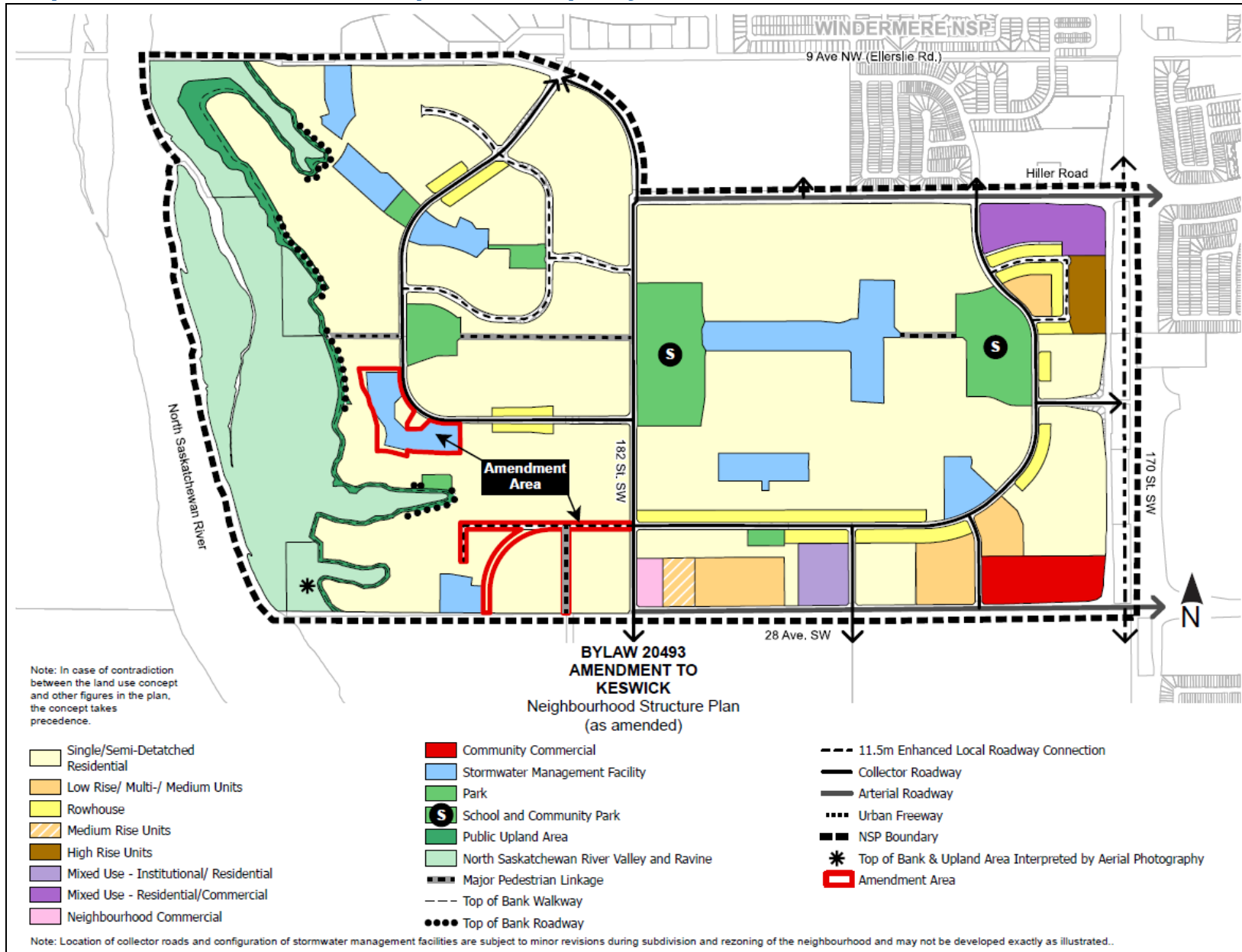


## Approved Keswick NSP Concept Plan Map - Bylaw 20178





## Proposed Keswick NSP Concept Plan Map - Bylaw 20493



## Application Summary

### Information

<b>Application Type:</b>	ASP Amendment, NSP Amendment
<b>Bylaws:</b>	20492, 20493
<b>Location:</b>	North of 28 Avenue SW and west of 184 Street SW
<b>Addresses:</b>	Portions of 1703 - 184 Street SW Portions of 1804 - 184 Street SW Portions of 2510 - 184 Street SW
<b>Legal Descriptions:</b>	Portions of SW-21-51-25-4 Portions of SE-20-51-25-4
<b>Site Area:</b>	Approximately 1 hectare
<b>Neighbourhood:</b>	Keswick
<b>Ward:</b>	pihêsiwin
<b>Notified Community Organizations:</b>	Greater Windermere Community League
<b>Applicant:</b>	Jenna Hutton, IBI Group

### Planning Framework

<b>Current Zones and Overlays:</b>	N/A (Plan Amendments Only)
<b>Proposed Zones and Overlays:</b>	N/A (Plan Amendments Only)
<b>Plans in Effect:</b>	Windermere Area Structure Plan Keswick Neighbourhood Structure Plan
<b>Historic Status:</b>	None

Written By:	Kaelin Koufogiannakis
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination