

Bylaw 17405

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

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. delete the second paragraph of Section 3.2.2 Urban Design - Objective (5) - Rationale and replace with:

“High rise residential uses are located in a prominent and accessible location at the north-eastern edge of the neighbourhood, within proximity to arterial and collector road access and commercial activities. The NSP proposes that the multi-unit residential use site will

not exceed approximately 1.4 ha and will be designed with careful attention to land use transitioning, landscaping, and building setbacks from adjacent uses. The use of a standard residential zoning (i.e. RA8 or RA9) of the Edmonton Zoning Bylaw will be applied for the development of these higher density uses.”

- b. delete the first sentence of the fourth paragraph of Section “3.2.6 Residential” and replace with:

“Approximately 13.9 ha of the plan area is designed for low-rise/multi-/medium rise residential sites, which will typically be developed between 2 ½ storeys to 4 storeys in height and densities ranging from 45 units per ha to 125 units per ha.”

- c. delete the first sentence of the fifth paragraph of Section “3.2.6 Residential” and replace with:

“Approximately 1.4 ha of the plan area is designed for High Rise Unit Residential, which is intended to allow for the development of higher density uses to a maximum of 15 storeys, at densities typically ranging from 224 units per ha to 325 units per ha.”

- d. delete the first sentence of the second paragraph of Section “3.2.6 Residential - Objective (15) - Rationale” and replace with:

“The Keswick NSP exceeds this ratio in support of suburban intensification strategies by proposing a mix of 67% low density residential and 33% medium/high density residential.”

- e. delete the first sentence of Section “3.2.6 Residential - Objective (18)” and replace with:

“Locate high rise unit residential development to facilitate access to arterial and/or collector roadways, commercial uses and public transit service.”

- f. delete the second paragraph of Section “3.2.6 Residential - Objective (18) - NSP Policy” and replace with:

“(b) High rise residential development shall be located in proximity to the community commercial site, shall not exceed a total area of 1.4 ha and shall be designed with careful attention to land use transitioning, landscaping, and building setbacks.”

- g. delete the first four paragraphs of Section “3.2.6 Residential - Objective (18) - Implementation” and replace with:

“(a) *Figure 7.0 - Land Use Concept* conceptually illustrates the location of residential low rise/multi-/medium unit and high rise unit uses abutting arterial or collector roadways (to maximize access to transit), near commercial uses and school/park sites.

(b) The Subdivision Authority shall ensure that residential high rise unit uses do not exceed a total site area of 1.4 ha and are located generally within the area illustrated on *Figure 7.0 - Land Use Concept*.

The Development Officer should have regard for the placement of residential high rise unit uses relative to community commercial uses, building setbacks to boundary streets and adjacent low and medium density residential land uses, land use transitioning, massing and landscaping.

Innovative solutions to the provision of parking, such as shared parking areas, shall be explored at the time of subdivision of the high rise units site and/or community commercial site, in the north east corner of the neighbourhood.”

- h. delete in its entirety Section “3.2.6 Residential - Objective (18) - Rationale” and replace with:

“Location of residential high rise unit development along transit routes and within walking distance of commercial uses, near community focal points and open spaces, creates a more compact, walkable, attractive and liveable neighbourhood.”

- i. delete the first sentence of Section “3.2.7 Commercial” and replace with:

“The Keswick NSP includes two community commercial sites and one neighbourhood convenience commercial site which are envisioned to be destination points within the NSP, with an approximate total area of 10.44 ha.”

- j. delete in its entirety Section “3.2.7 Commercial - Objective (19) - Rationale” and replace with:

“The Keswick NSP identifies two community commercial sites and one neighbourhood convenience commercial site within the neighbourhood. 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.

#### *Community Commercial*

The first community commercial site, approximately 6.32 ha in area, is adjacent to 25 Avenue S.W. and 170 Street S.W., within the south-eastern portion of the neighbourhood. The parcel size and configuration can accommodate a range of commercial uses under the (CSC) Shopping Centre Zone of the Zoning Bylaw.

The second community commercial site, approximately 3.13 ha in area, is adjacent to Hiller Road S.W. and west of 170 Street S.W., providing a destination point for the adjacent low rise multi-unit and high rise multi-unit residential uses and the overall neighbourhood. The site location provides all-directional access opportunity from the collector road on the western frontage and limited access (right-in/right-out) opportunity from Hiller Road, subject to the design of 170 Street S.W. and the review and approval of Transportation Services. The parcel size and configuration can accommodate a range of commercial uses under the (CSC) Shopping Centre Zone of the Zoning Bylaw.

*Neighbourhood Commercial*

The neighbourhood convenience commercial site is adjacent to 25 Avenue S.W. and 182 Street S.W., providing a destination point for the adjacent low rise multi-unit residential uses and southern and western areas of the neighbourhood.”

- k. delete the third paragraph of Section 3.2.11 “Transportation - Objective (30) - Implementation” and replace with:

“(c) Final location and design for the shared right-in/right-out site access for the Community Commercial and High Rise Units along Hiller Road S.W. will be determined prior to subdivision approval and development. Cross-lot access easements for a second access for the high rise unit site, through the Community Commercial site will be required to provide access to collector road to the west.”

1. delete the “Keswick Neighbourhood Structure Plan - Land Use and Population Statistics Bylaw 17195” and replace with:

**KESWICK NEIGHBOURHOOD STRUCTURE PLAN  
LAND USE AND POPULATION STATISTICS  
BYLAW 17405**

	Area (ha)	% of GA	% of GDA				
<b>GROSS AREA</b>	<b>372.72</b>	<b>100.0%</b>					
North Saskatchewan River Valley and Ravine (Lands below Top of Bank)	43.7	11.7%					
Lands between Top of Bank and Urban Development Line	5.6	1.5%					
Lands between Urban Development Line and Top of Bank Roadway <sup>1</sup>	0.35	0.1%					
Pipeline & Utility R/W	0.69	0.2%					
Arterial Road R/W	16.5	4.4%					
<b>Total Non-Developable Area</b>	<b>66.84</b>	<b>17.9%</b>					
<b>GROSS DEVELOPABLE AREA</b>	<b>305.88</b>		<b>100.0%</b>				
Parkland, Recreation, School (Municipal Reserve) <sup>2</sup>							
School	14.02	4.6%	} 6.3%				
Park	4.61	1.5%					
Greenway	0.06	0.02%					
Transportation							
Circulation	60.59 <sup>3</sup>	19.8%					
Greenway	1.33	0.4%					
Infrastructure / Servicing							
Stormwater Management Facilities	19.85	6.5%					
Institutional							
Mixed Use - Institutional/Low-Rise/Multi-/Medium Units	2.63	0.9%					
Commercial							
Community Commercial	9.44	3.1%					
Neighbourhood Commercial	1.00	0.3%					
<b>TOTAL Non-Residential Area</b>	<b>113.53</b>		<b>37.1%</b>				
<b>Net Residential Area (NRA)</b>	<b>192.35</b>		<b>62.9%</b>				
<b>RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION</b>							
	Area (ha)	Units/ha	Units	% of Total	People/Unit	Population	% of NRA
Single/Semi-Detached	165.71	25	4,143	66.6%	2.8	11,600	86.2%
Rowhousing	11.34	45	510	8.2%	2.2	1,122	5.9%
Low-Rise/Multi-/Medium Units	13.90	90	1,251	20.1%	1.8	2,252	7.2%
High Rise Unit	1.40	225	315	5.1%	1.5	473	0.7%
<b>Total Residential</b>	<b>192.35</b>		<b>6,219</b>	<b>100.0%</b>		<b>15,446</b>	<b>100.0%</b>
<b>SUSTAINABILITY MEASURES</b>							
Population Density (ppnrha)				80			
Unit Density (upnrha)				32			
Single/Semi-Detached // Rowhousing, Low-Rise/Multi-/Medium Units and High Rise				67% // 33%			
Population (%) within 500 m of Parkland				97%			
Population (%) within 400 m of Transit Service				95%			
Population (%) within 600 m of Commercial Service				89%			
Presence/Loss of Natural Area Features			Land	Water			
Protected as Environmental Reserve (ha)			49.3	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		<b>1,228</b>					
Elementary	614						
Junior / Senior High	614						
Separate School Board		<b>409</b>					
Elementary	205						
Junior High	102						
Senior High	102						
<b>Total Student Population</b>		<b>1,637</b>					

**Notes:**

<sup>1</sup> 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.

<sup>2</sup> Areas dedicated to Municipal Reserves to be confirmed by legal survey.

<sup>3</sup> Circulation area calculations assume 20% of the single/semi-detached land area will be circulation area.

- m. delete the map entitled “Bylaw 17195 - Keswick Neighbourhood Structure Plan” and replace with the map entitled “Bylaw 17405 - Amendment to the Keswick Neighbourhood Structure Plan” attached as Schedule “A” and forming part of this Bylaw;
- n. delete “Figure 7 - Land Use Concept” and replace with “Figure 7 - Land Use Concept” attached as Schedule “B” and forming part of this bylaw;
- o. delete “Figure 8 - Transportation Network” and replace with “Figure 8 - Transportation Network” attached as Schedule “C” and forming part of this bylaw;
- p. delete “Figure 9 - Pedestrian and Shared Use Path Network” and replace with “Figure 9 - Pedestrian and Shared Use Path Network” attached as Schedule “D” and forming part of this bylaw;
- q. delete “Figure 10 - Sanitary Servicing Plan” and replace with “Figure 10 - Sanitary Servicing Plan” attached as Schedule “E” and forming part of this bylaw;
- r. delete “Figure 11 - Storm Drainage Plan” and replace with “Figure 11 - Storm Drainage Plan” attached as Schedule “F” and forming part of this bylaw;
- s. delete “Figure 12 - Water Servicing Plan” and replace with “Figure 12 - Water Servicing Plan” attached as Schedule “G” and forming part of this bylaw; and
- t. delete “Figure 13 - Staging Plan” and replace with “Figure 13 - Staging Plan” attached as Schedule “H” and forming part of this bylaw.

READ a first time this	day of	, A. D. 2015;
READ a second time this	day of	, A. D. 2015;
READ a third time this	day of	, A. D. 2015;
SIGNED and PASSED this	day of	, A. D. 2015.

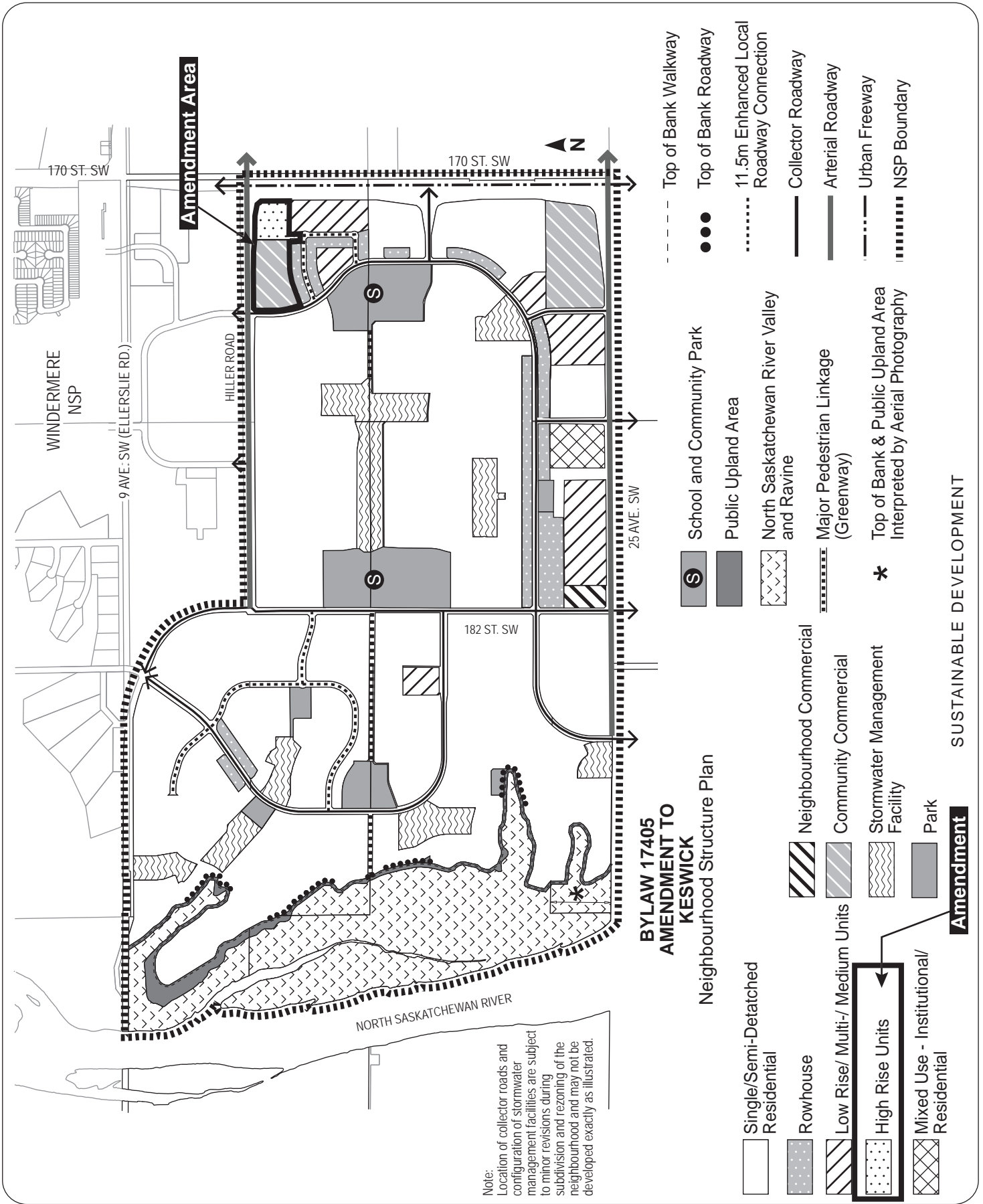
THE CITY OF EDMONTON

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MAYOR

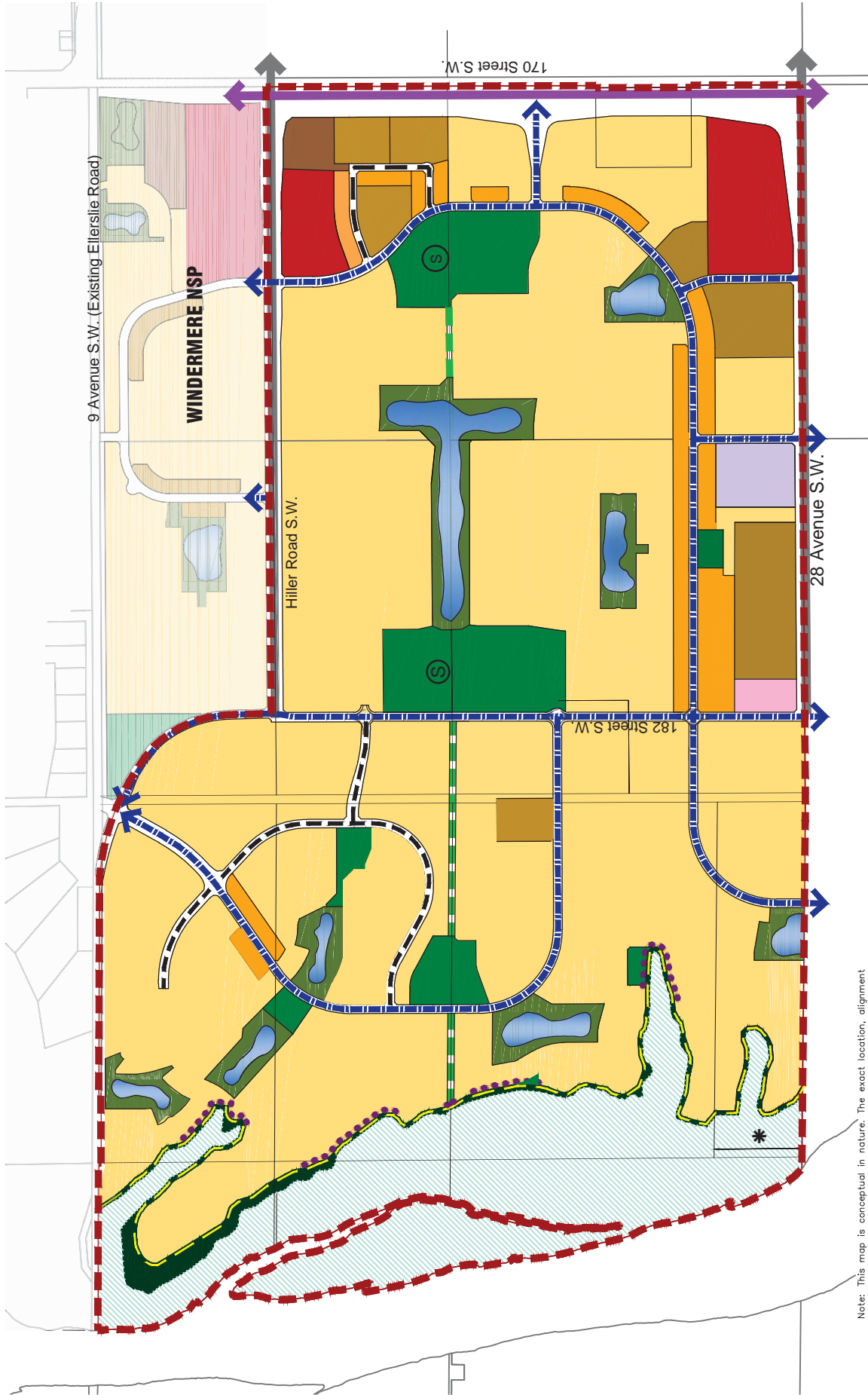
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CITY CLERK





**Keswick**  
**Neighbourhood Structure Plan**  
**Figure 7**  
**Land Use Concept**



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.

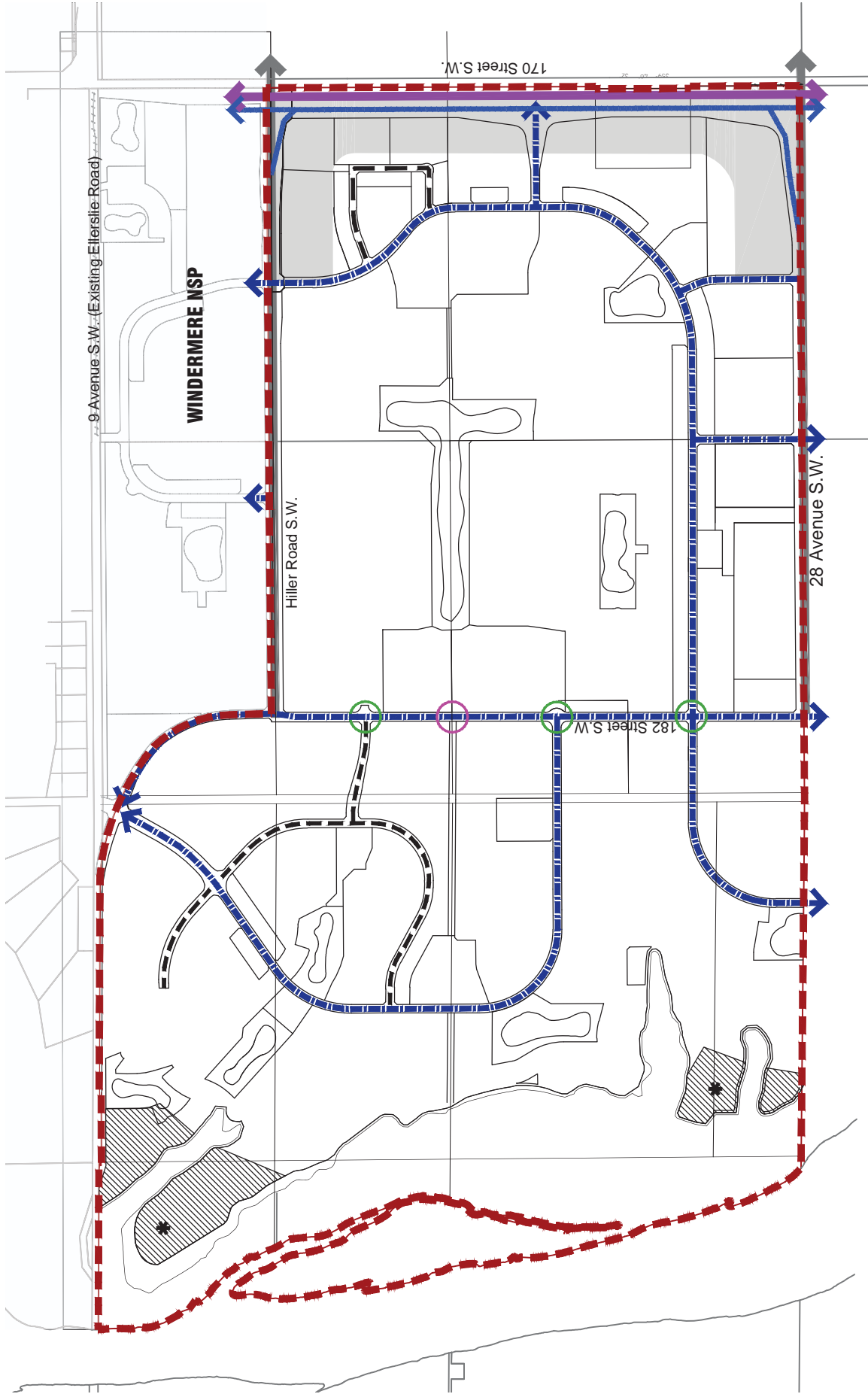
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|--|--|--|--|--|--|
|  | Single/ Semi-Detached Residential      |  | Stormwater Management Facility             |  | Top Of Bank Roadway  |
|  | Rowhousing                             |  | Park                                       |  | Enhanced Local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

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**Keswick  
Neighbourhood Structure Plan  
Figure 8  
Transportation Network**



- Area Of Plan Located Greater Than 400m 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)

- 11.5m Enhanced Local Roadway Connection
- Collector Roadway
- Arterial Roadway
- 170 Street S.W. Urban Freeway
- 170 Street S.W. Frontage Road
- NSP Boundary

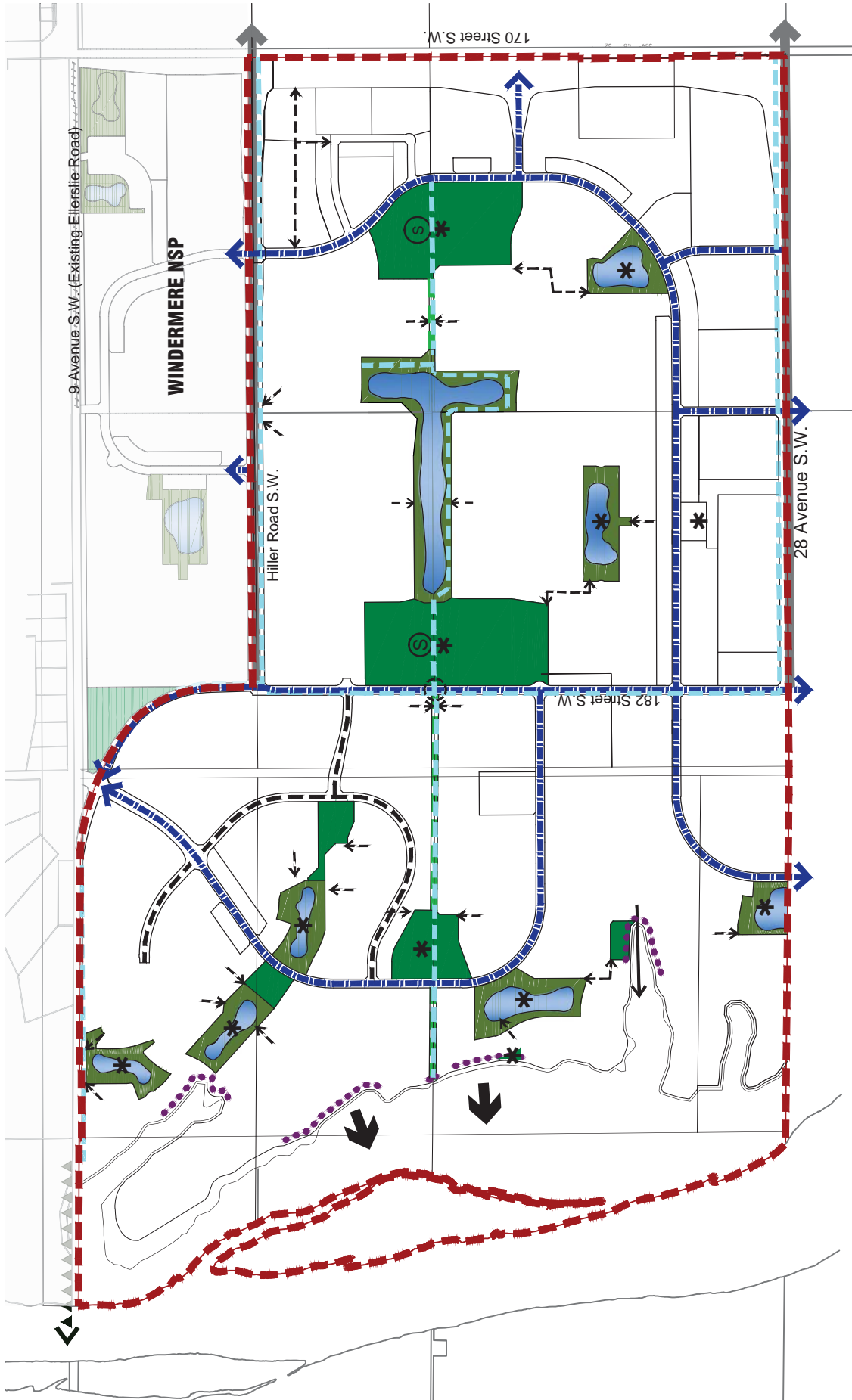


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April 2015

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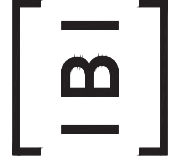


**Keswick  
Neighbourhood Structure Plan  
Figure 9  
Pedestrian and Shared Use Path Network**

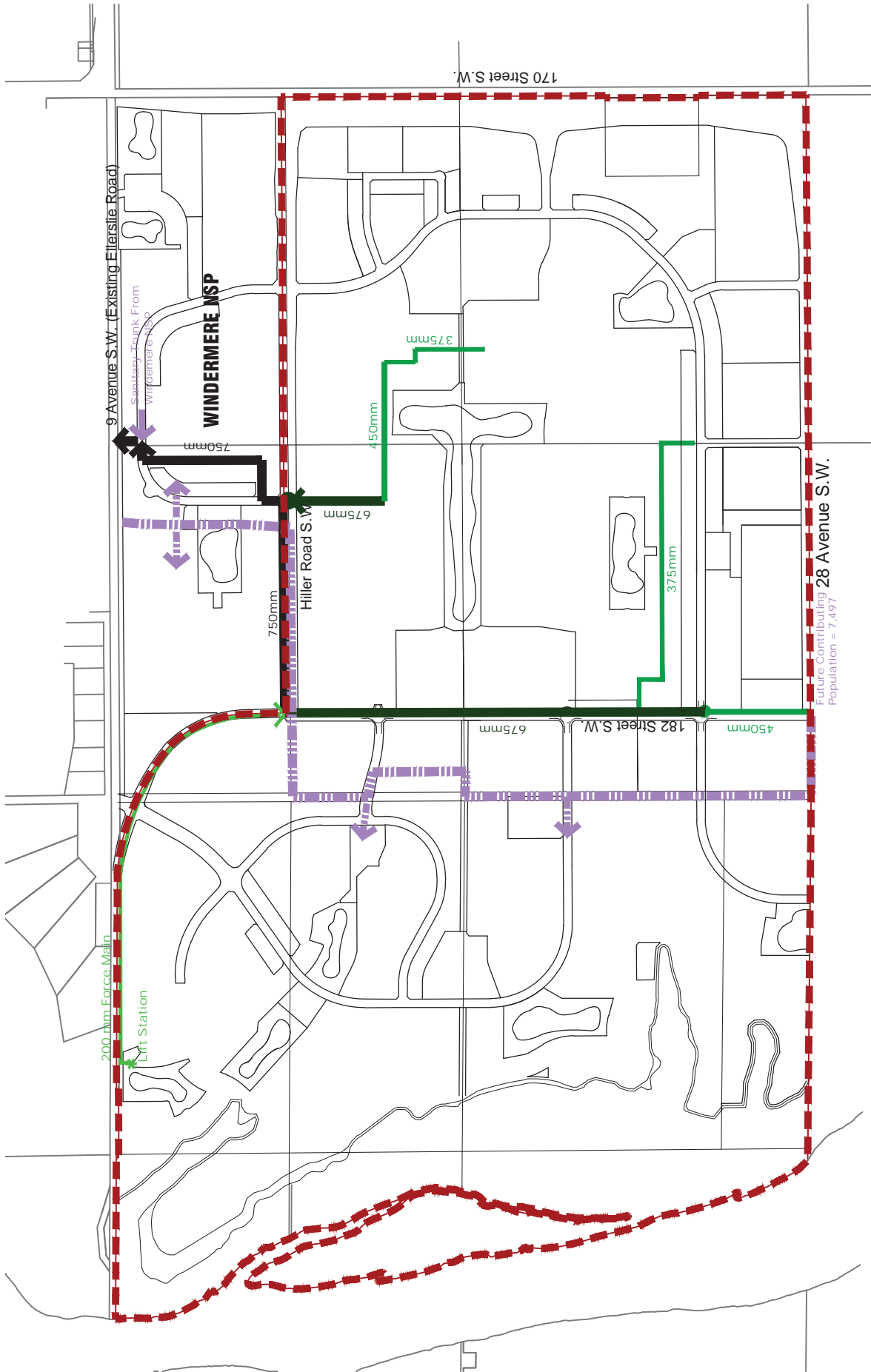


- Stormwater Management Facility
- Park
- School and Community Park
- North Saskatchewan River Valley
- Public Upland Area
- NSP Boundary
- Major Pedestrian Linkage (Greenway)
- Top Of Bank Walkway
- Shared Use Path Corridor (No MR Credit)
- Possible Pedestrian Linkage to North Saskatchewan River
- Key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

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**Keswick  
Neighbourhood Structure Plan  
Figure 10  
Sanitary Servicing Plan**

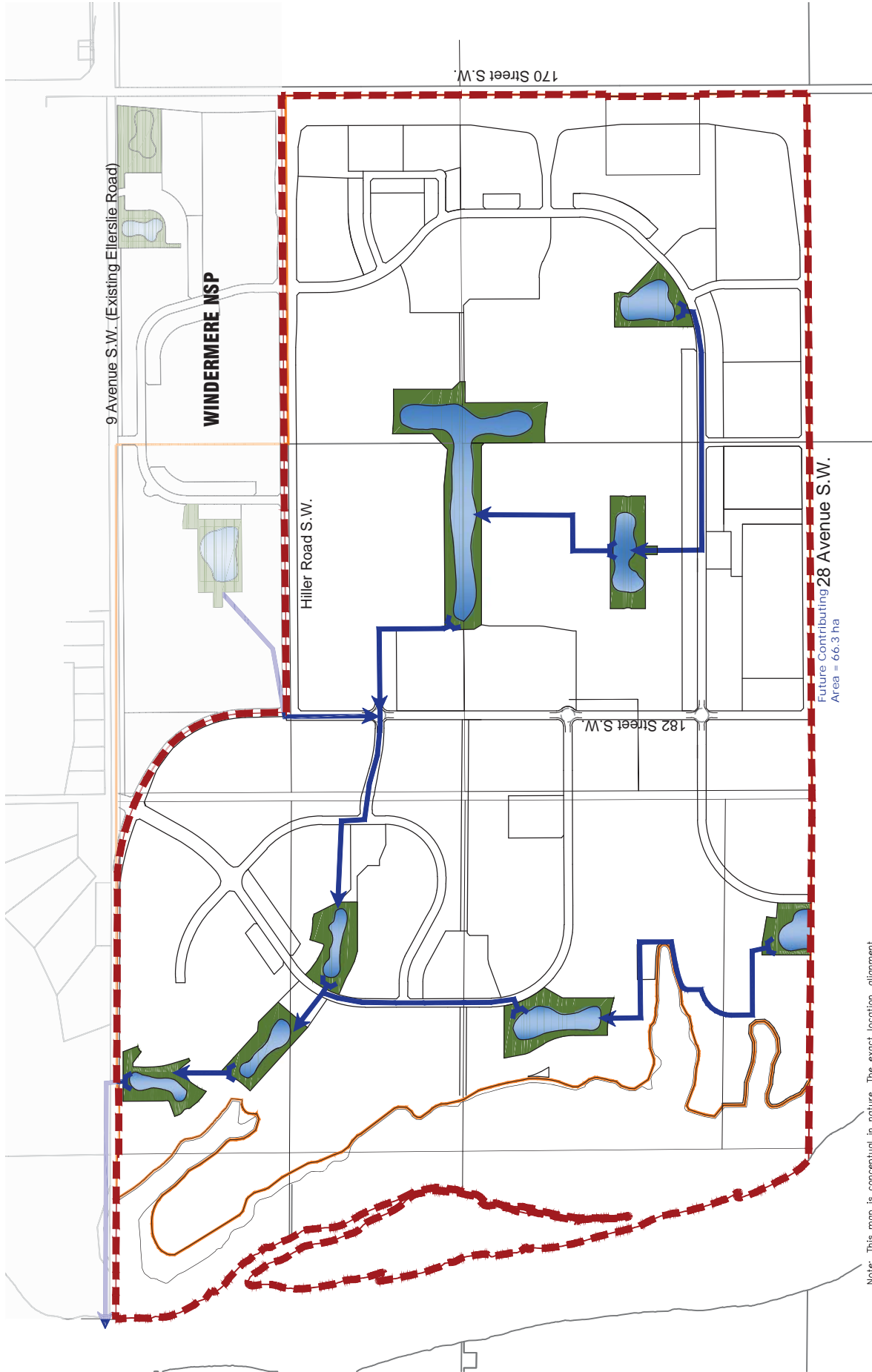


- NSP Boundary
- Sanitary Basin Boundary
- Sanitary Trunk 750mm
- Sanitary Trunk 675mm
- Sanitary Trunk 525mm
- Sanitary Trunk 450mm
- Sanitary Trunk 375mm
- Sanitary Trunk 200mm

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**Keswick**  
**Neighbourhood Structure Plan**  
**Figure 11**  
**Storm Drainage 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.

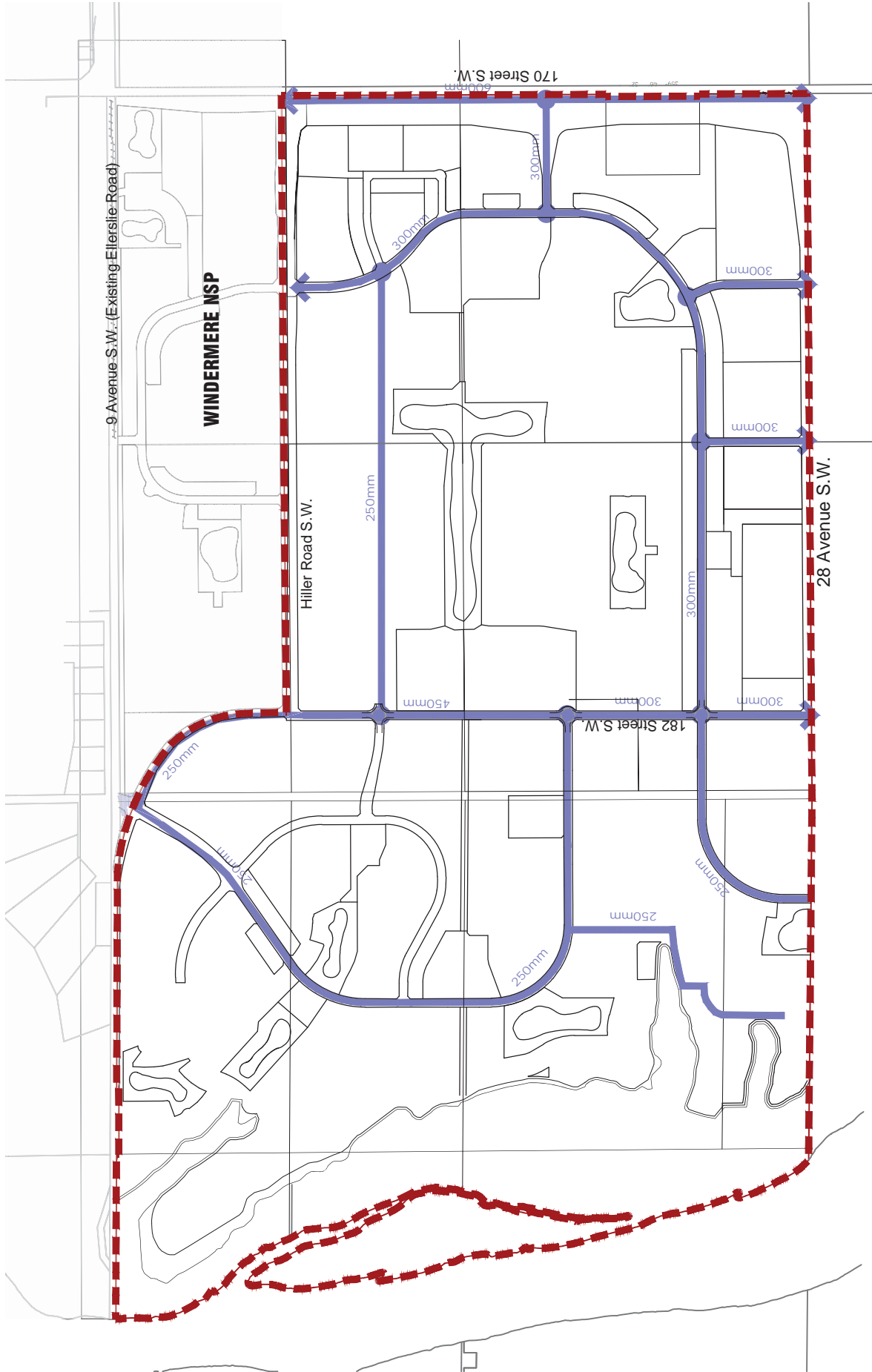
- NSP Boundary
- Stormwater Management Facility
- Storm Basin Boundary
- Direction of Flow



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**Keswick**  
Neighbourhood Structure Plan  
Figure 12  
Water Servicing Plan

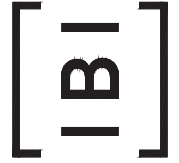


-  NSP Boundary
-  Water Main

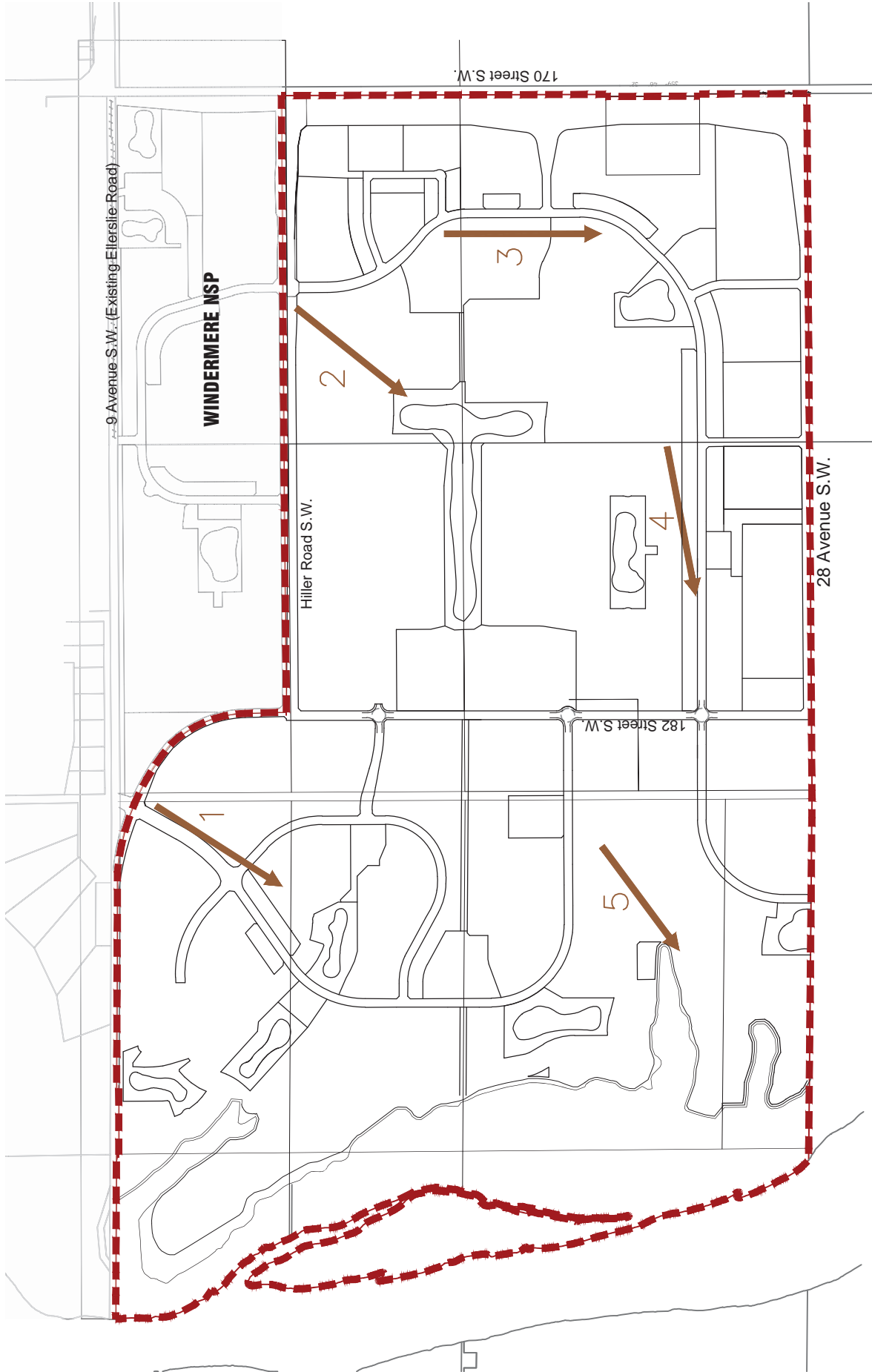
Note:  
Preliminary only  
Sizing to be finalized with EPCOR



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**Keswick  
Neighbourhood Structure Plan  
Figure 13  
Staging Plan**



-  NSP Boundary
-  1A General Direction & Sequence of Development



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