

Planning Report Richford Ipiihkoohkanipiahtsi Ward

Edmonton

10950 - Ellerslie Road SW

Position of Administration: Support



Summary

Bylaw 21135 proposes a rezoning from the Agriculture Zone (AG) to a Direct Control Zone (DC), the Small-Medium Scale Transition Residential Zone (RSM h12.0), Medium Scale Residential Zone (RM h16.0), and the Public Utility Zone (PU), to allow for medium scale mixed use development, a range of small to medium scale housing, and to accommodate a stormwater management facility. Bylaw 21134 proposes amendments to the Richford Neighbourhood Area Structure Plan (NASP) to facilitate the proposed rezoning.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage, an in-person open house, and an Engaged Edmonton webpage. Administration heard from 84 people with most concerns related to traffic.

Administration supports this application because it:

- Introduces a mix of uses and housing diversity to the Richford neighbourhood.
- Integrates residential and mixed-use development on a large 10 hectare site.
- Aligns with The City Plan's intention to ensure that walkable and attractive mixed use development occurs at nodes and along corridors in a manner that is integrated with accessible mass transit.

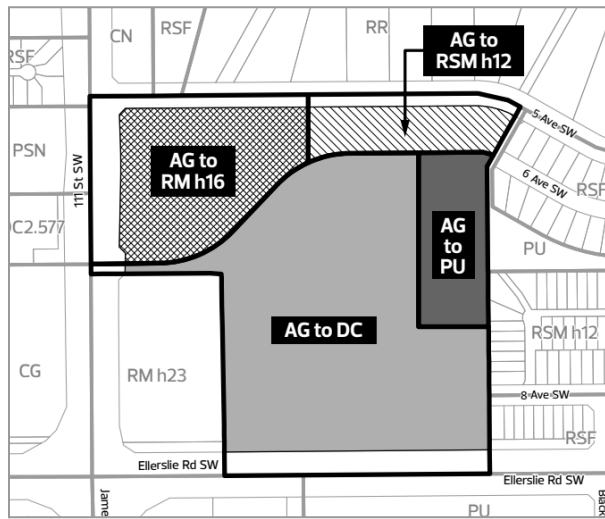
Application Details

This application was submitted by Invistec Consulting Ltd. on behalf of the landowner.

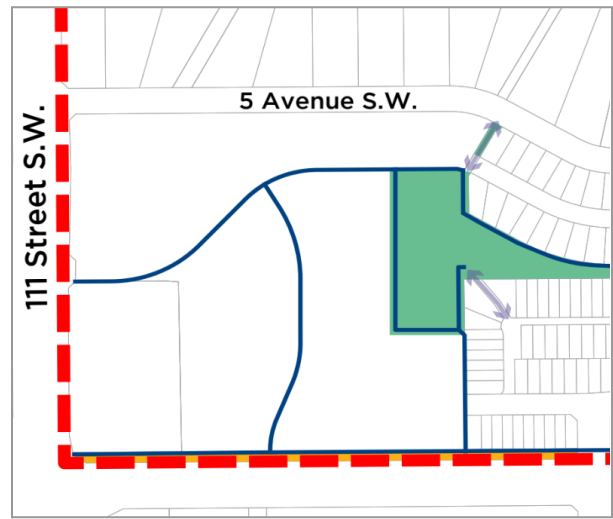
Rezoning

The proposed rezoning will facilitate the development of a connected, integrated development of a large site with land uses that include row housing, 4 storey apartments, 8 storey apartments, mixed use development up to 8 storeys in height, a stormwater management facility, and a shared use path network that connects each of these land uses and the surrounding neighbourhood. The proposed zones would allow the following key characteristics:

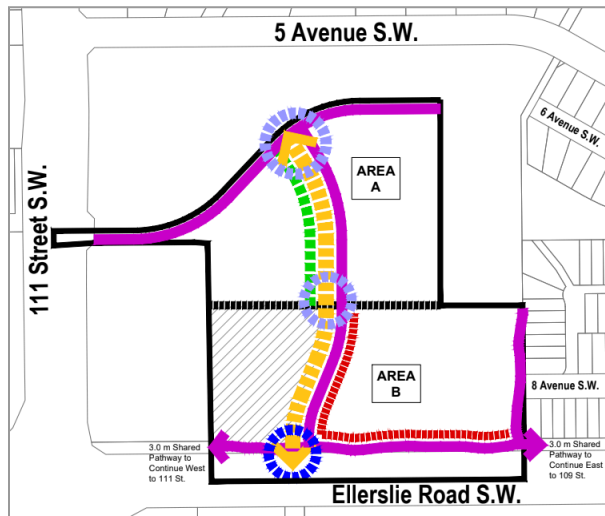
- Direct Control Zone (DC):
 - In the north portion of the DC (Area A), Multi-unit Housing up to 8 storeys. This portion of the DC is a modified version of the RM h28 Zone.
 - In the south portion of the DC (Area B), which is partially within the Ellerslie Road Secondary Corridor, mixed use development with buildings up to 8 storeys. Development facing Ellerslie Road SW must abut pedestrian walkways. This portion of the DC is a modified version of the MU h28 Zone.
 - A north-south private road through Area A and Area B that connects the two areas, and requires building frontage along its length to create an active pedestrian environment throughout the site.
- Small-Medium Scale Transition Residential Zone (RSM h12.0):
 - A range of small to medium scale residential development up to 3 storeys in height, in the form of row housing and Multi-unit Housing.
- Medium Scale Residential Zone (RM h16.0):
 - Multi-unit Housing up to 4 storeys.
- Public Utility Zone (PU)
 - Development and protection of infrastructure, systems and facilities, specifically the neighbourhood's stormwater management facility.



Proposed rezoning map



Site-wide shared use path network (Richford NASP)



- | | |
|--------------------|---|
| LEGEND | |
| DC2 BOUNDARY | PEDESTRIAN CROSSING |
| VILLAGE CONNECTION | VEHICLE ACCESS: RIGHT-IN, RIGHT-OUT, LEFT-IN ONLY |
| PATHWAY | VEHICLE SUPPORT SERVICES |
| SHARED PATHWAY | |
| FRONTAGE BORDER | |

Area A & Area B in the Direct Control Zone (DC). The Village Connection is a private road that connects Elferslie Road SW to the future 6 Avenue SW with an active pedestrian environment.

Richford Neighbourhood Area Structure Plan Amendment (NASP)

To facilitate the rezoning, a reconfiguration of land uses are proposed in the Richford NASP. This includes the Low Density Residential, Medium Density Residential, High Density Residential, Commercial/Mixed Use and Stormwater land uses as well as the addition of a Row Housing land use. These amendments are reflected in the text, maps, and statistics of the NASP. The proposed amendment will result in an increase in density from 21 units per net residential hectare (upnha) to 86 upnha, with a corresponding build out population increase from 1,893 to 2,890.

Land Use	Current Area (ha)	Proposed Area (ha)	Difference
Low Density Residential	16.37 ha	9.17 ha	-7.20 ha
Row Housing	0 ha	0.68 ha	+0.68 ha
Medium Density Residential	3.88 ha	4.95 ha	+1.07 ha
High Density Residential	1.49 ha	4.03 ha	+2.54 ha
Commercial/Mixed use	1.22 ha	3.15 ha	+1.93 ha
Stormwater Management Facility	1.67 ha	2.01 ha	+0.34 ha

Site and Surrounding Area

The site is bounded by Ellerslie Road SW to the south, 111 Street SW and an existing condo development to the west, rural residential development to the north, and low density residential to the east.

	Existing Zoning	Current Development
Subject Site	Agriculture Zone (AG)	Former location of Ellerslie Rugby Club Undeveloped
North	Rural Residential Zone (RR) Neighbourhood Commercial Zone (CN) Small Scale Flex Residential Zone (RSF)	Rural residential housing
East	Small Scale Flex Residential Zone (RSF) Small-Medium Scale Transition Residential Zone (RSM h12) Public Utility Zone (PU)	Single Detached Housing Semi-detached Housing Dry Pond
South	General Commercial Zone (CG) Public Utility Zone (PU)	Commercial Shared Use Path & Dry Pond
West	Medium Scale Residential Zone (RM h23) Direct Control (DC2) Neighbourhood Parks and Services Zone (PSN)	6 storey apartments 4 storey apartments Tree stand



View of site's south entrance facing north from Ellerslie Road SW.



View of the undeveloped site (left) and existing 6 storey apartments (right) facing east from the future intersection of 111 Street SW and 6 Avenue SW.

Community Insights

This application was brought forward to the public using a broadened approach. This approach was selected because previous applications prompted extensive public response centred around transportation issues, the application is a Direct Control Zone which has additional opportunities for site specific regulations, it proposes to amend a statutory plan, and a number of questions and concerns were raised by the advance notice postcard.

The broadened approach included:

Mailed Notices, February 23, 2024 & May 23, 2024

- Notification radius: 500 metres
- Recipients: 1,137
- Responses: 71

- In support: 11
- In opposition: 52
- Mixed/Questions only: 8

Site Signage, March 1, 2024 & July 15, 2025

- Four rezoning information signs were placed on the property so as to be visible from 111 Street SW, Ellerslie Road SW, and 5 Avenue SW.

Engaged Edmonton Webpage, June 3, 2024 to June 23, 2024

- Visited the page: 530
- Submitted a question or forum response: 11
 - In support: 1
 - In opposition: 4
 - Mixed/Questions only: 2

In-Person Open House, June 6, 2024

- Roberta MacAdams School, located at 2099 Blackmud Creek Dr SW

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Blackmud Creek Community League
- Heritage Point Community League

Common comments heard (number of similar comments in brackets beside comments below):

- Traffic concerns (70): Respondents reported experiencing significant traffic congestion, particularly during rush hours and expressed concerns that increased density would intensify this problem, affecting residents' safety and convenience. They also noted that drivers would use the surface parking lot of the E'Scapes Condominiums to travel between the new residential and commercial developments.
- Limited neighbourhood access points (44)
- Loss of green space (38)

A full "What We Heard" Public Engagement Report is found in Appendix 1.

Application Analysis & Land Use Compatibility

The proposal responded to community concerns about traffic and neighbourhood access points by establishing a north-south publicly-accessible private road through the site. The rezoning will also allow for the planned development of 6 Avenue SW which will provide an additional east-west connection into the Richford community off of 111 Street SW.

The proposed DC Zone achieves several land use planning outcomes. Firstly, it establishes a missing north-south connection between Ellerslie Road SW and 6 Avenue SW, and residential development in Area A of the DC and mixed-use development in Area B will be required to face onto this street creating a pedestrian-oriented corridor. This integrates the anticipated commercial development in the mixed-use portion of the DC with Multi-unit Housing up to a maximum of 8 storeys in the centre of the site.

Secondly, the DC balances the current vehicle-oriented context of Ellerslie Road SW with the intended pedestrian-oriented environment that is required along the Ellerslie Road Secondary Corridor. Development along Ellerslie Road SW will be required to have buildings located adjacent to the sidewalk, but face inwards to the parking area. A limited portion of the mixed-use area in the DC (Area B) will allow vehicle support services, which are not otherwise allowed in the MU Zone on which the DC was modeled.



Site analysis context

The City Plan

The proposed integration of the residential and mixed-use areas of the DC aligns with The City Plan's direction to invigorate districts where daily life, work, and play intersect. The connecting pathways across the residential DC Zone and throughout the site also implement The City Plan's

direction to develop a coordinated network of pathways throughout the city that supports active transportation.

District Plans

The site is designated as Urban Mix in the Southwest District Plan. Urban Mix allows for housing, shops, services and offices in one land use category. The District Plan refers to the Richford NASP for further planning direction. The south portion of the site is within the Ellerslie Road Secondary Corridor, which does not support the proliferation of the vehicle-oriented commercial development that is already common in the area. Area B of the DC, which is located within the Secondary Corridor, is modeled on the MU Zone to meet the intent of District Policy for Secondary Corridors.

Neighbourhood Area Structure Plan

The Richford NASP provides direction to allow for a variety of housing forms in the neighbourhood. The proposed amendment, which introduces the first Row Housing land use to the NASP, aligns with this direction. The proposed amendment also increases the proportion of Medium Density and High Density Residential within the plan, allowing for a wider range of housing forms in the community.

Mobility

Administration reviewed and accepted a Transportation Impact Assessment (TIA) that was submitted in support of this application. The TIA reviewed the development-related mobility impacts of the proposed rezoning on the surrounding mobility network. Based on the analysis, the following infrastructure requirements have been included in the proposed DC and plan amendment where applicable:

- Extension of 6 Avenue from the existing terminus to 111 Street including a shared pathway and a sidewalk along this segment.
- Installation of signal and construction of turning lanes at the intersection of 111 Street and 6 Avenue.
- Construction of a publicly accessible private road (Village Connection) through the proposed DC from Ellerslie Road to 6 Avenue including a shared pathway and a sidewalk.
- Construction of shared pathways along the north side of Ellerslie Road (109 St to 111 Street), and west/south sides of the stormwater pond.
- Inclusion of traffic calming elements as part of the roadway design such as curb extensions, raised cross-walks, pavement markings, signage, and more.

Ellerslie Road is a high volume corridor planned to be widened to six lanes in the future. Since any increase in the number of closely spaced signalized intersections will affect the overall capacity and efficiency of this roadway, the TIA recommended maintaining a stop control intersection at the Ellerslie Road site access and modifying the intersection from all-directional to a right-in, right-out, left-in configuration to minimize disruptions to the through traffic.

The TIA also concluded that the development-related traffic impacts on neighbourhood roads will be minimal with no upgrades required to the existing roadways. Once 6 Avenue is extended, current Richford residents will also be able to access 111 Street directly, and will no longer be solely reliant on the Ellerslie Road and 109 Street intersection for access.

ETS operates rapid and local transit service along Ellerslie Road. Along 111 Street, several other local bus routes are available providing good transit access to the proposed development connecting to either Century Park Transit Centre and LRT Station or other locations such as Heritage Valley Transit Centre or Mill Woods Transit Centre and LRT Station.

Utilities

As part of the application, an amendment to the Richford Neighbourhood Design Report (NDR) was reviewed and accepted by Administration. The NDR amendment examined the impacts that the proposed rezoning would have on existing and planned sewer systems in the neighbourhood. Through this review, it was identified that sufficient capacity is available in these systems to accommodate the development under the proposed rezoning.

Sanitary sewers were examined to ensure sufficient capacity for future developments along 5 Avenue SW and 107 Street SW. A sanitary sewer stub is also provided as part of this application to provide a sanitary sewer connection for future development.

The applicant/owner will be responsible for all costs associated with infrastructure changes required by this application.

Appendices

1. "What We Heard" Public Engagement Report
2. Current Richford NASP Land Use and Population Statistics
3. Proposed Richford NASP Land Use and Population Statistics
4. Richford NASP Land Use Concept Map Comparison
5. Proposed Richford NASP Text Amendments

Written By: Tom Lippiatt

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination



Public Engagement Feedback Summary

Project Address: 10950 - Ellerslie Road SW

Project Description: The City has received a rezoning application from Invistec Consulting Ltd. The current zone on the site is the Agriculture Zone (AG) and the proposed zones are a Direct Control Zone (DC), Small-Medium Scale Transition Residential Zone (RSM h12.0), Medium Scale Residential Zone (RM h16.0), and the Public Utility Zone (PU). These zones would allow:

- DC Zone - Mixed-use development up to 8 storeys (28 m) in height
- RSM h12.0 Zone - Row Housing & Multi-unit Housing up to 3 storeys (12 m) in height
- RM h16.0 Zone - Multi-unit Housing up to 4 storeys (16 m) in height
- PU Zone - A stormwater management facility and walking paths

This application includes proposed amendments to the Richford Neighbourhood Area Structure Plan to facilitate the proposed rezoning.

Engagement Format: Online Engagement Webpage - Engaged Edmonton:
<https://engaged.edmonton.ca/RichfordUrbanVillageRezoning>

In-person Open House:
Roberta MacAdams School, located at 2099 Blackmud Creek Dr SW

Phone and Email Engagement:
Postcard notices sent to 488 residents

Engagement Dates: June 3, 2024 - June 23, 2024 (online)
June 6, 2024 (in-person)

TYPE OF ENGAGEMENT	DATE	RESPONSES/ RECIPIENTS
Advance Notice from the City	February 23, 2024	Recipients: 1,137
Online Engaged Edmonton Webpage	June 3, 2024 - June 23, 2024	Webpage visits: 530 Responses opposed: 4 Responses in support: 1 Responses in neutral or mixed position: 2
In-person open house	June 6, 2024	Attendees: 46 Responses opposed: 6 Responses in support: 0 Responses in neutral or mixed position: 0
Public Engagement, Phone Calls and Emails with Planner	February 23, 2024 - June 27, 2025	Calls and emails: 71 Responses opposed: 52 Responses in support: 11 Responses in neutral or mixed position: 8

About This Report

The information in this report includes summarized feedback received between June 3, 2024 - June 27, 2025 through the types of engagement shown above.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with all web page and open house visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and the Ward Councillor, and will be an Appendix to the Council Report should the application proceed to a Public Hearing.

The planning analysis, and how feedback informed that analysis, will be summarized in the City's report to City Council if the proposed rezoning goes to a future City Council Public Hearing for a decision. The City's report and finalized version of the applicant's proposal will be posted for public viewing on the City's public hearing agenda approximately three (3) weeks prior to a scheduled public hearing for the file.

Feedback Summary

The most common **concerns** heard with the number of times a comment was recorded in brackets:

Traffic (70): Respondents reported experiencing significant traffic congestion, particularly during rush hours and expressed concerns that increased density would intensify this problem, affecting residents' safety and convenience. They also noted that drivers would use the surface parking lot of the E'Scapes Condominiums to travel between the new residential and commercial developments.

Access Points (44): Respondents have expressed concerns about the limited number of access points, which they believe will be worsened by the growing number of residents. They highlighted that the design could pose significant risks, particularly for first responders navigating the neighbourhood.

Loss of Green Space (38): Residents have noted that the green space greatly contributes to their health and well-being, and removing it would affect their quality of life.

Community Facilities (32): Concerns and questions have been raised about how the development will affect community facilities and services, such as schools, parks, and healthcare centers, and whether these facilities can meet the growing population's demands.

Noise and Air Pollution (32): Concerns about health risks, noise, and air pollution anticipated from the construction of the new development and have asked for measures to be put in place to minimize the impact on the community.

Building Size (19): Residents oppose the height or location of the proposed condominiums.

Property Value (37): A repeated concern was that constructing new condominiums might negatively impact property values.

The most recurring comments of **support** heard were:

Location (8): The site's proximity to public transit and the use of land to address housing needs.

Next Steps

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- Notice of Public Hearing date will be sent to surrounding residents and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at edmonton.ca/meetings or calling the Office of the City Clerk at 780-496-8178.
- Members of the public may listen to the public hearing on-line via edmonton.ca/meetings.
- Members of the public can submit written comments to the City Clerk (city.clerk@edmonton.ca).

If you have questions about this application please contact:

Tom Lippiatt, Planner II
780-442-5393
thomas.lippiatt@edmonton.ca

Current NASP Land Use and Population Statistics – Bylaw 19649

RICHFORD NEIGHBOURHOOD AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW NO. 19649

	Area (ha)	% of GDA
Gross Area	54.67	
Environmental Reserve 10.29 Pipeline ROW	10.29	
Pipeline ROW		
Pipeline Rights-of-Way	1.35	
Transportation ROW	0.22	
Gross Developable Area	42.81	100.0
Stormwater Management Facilities & Public Utility Lots		
Stormwater Management Facilities / PUL's	1.67	3.8
Non-Residential Land Uses		
Dispersed Park Site	0.27	0.6
Circulation		
Richford Road (5 Avenue SW and 107 Street)	2.56	5.9
Local & Collector Roadways	4.18	9.7
Net Developable Area	34.13	79.7
Low Density Residential (Existing CR)	11.17	26.1
Low Density Residential	16.37	38.2
Medium Density Residential	3.88	9.1
High Density Residential	1.49	3.5
Commercial	1.22	2.8

	Area (ha)	Units/ha	Units	% of Total	Persons/ Unit	Population
Low Density Residential (Existing CR)	11.17	n/a	23	3.3%		79
Low Density Residential	16.37	20	327	47.2%	3.46	1,131
Medium Density Residential	3.88	25	97	14.0%	3.46	289
High Density Residential	1.49	165	246	35.5%	2.98	394
Total Residential	32.91		693	100.0%	1.60	1,893

Density: 34.6 persons per gross hectare; 57.5 persons per net residential hectare

Housing Mix Ratio: 50.5% LDR/ 14.0% MDR/ 35.5% HDR

Proposed NASP Land Use and Population Statistics – Bylaw 21134

Richford Neighbourhood Area Structure Plan Land Use and Population Statistics Bylaw 21134

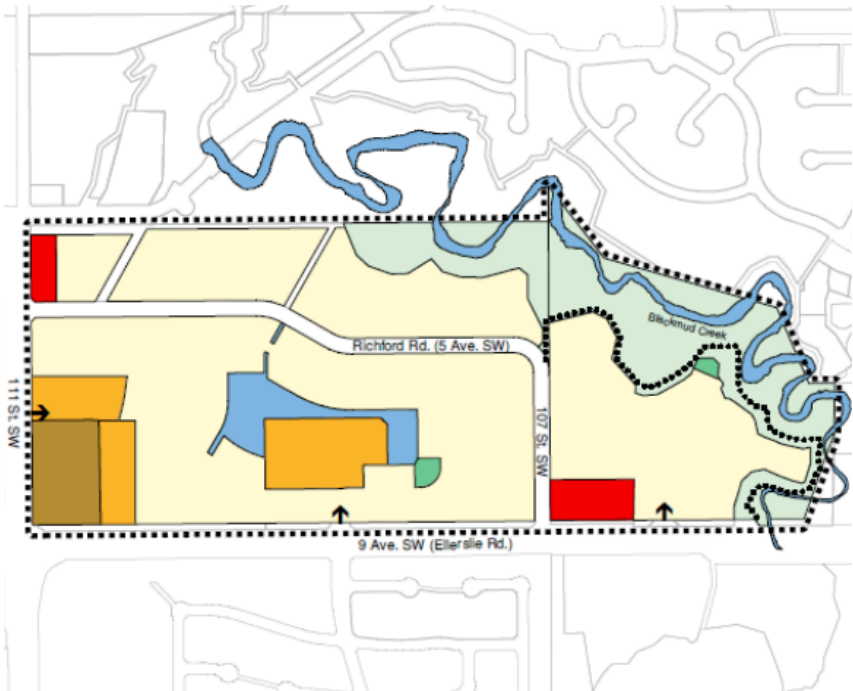
	Area (ha)	% of GA				
GROSS AREA	54.67	100.00%				
Environmental Reserve	11.13					
Pipeline R/W	1.09					
Arterial Roadway	0.28					
GROSS DEVELOPABLE AREA	42.2	100.00%				
Stormwater Management Facilities	2.01	4.8%				
Park/MR	0.27	0.6%				
Circulation	6.74	16.0%				
Commercial/Mixed-Use*	3.15	7.5%				
Existing RR (Country Residential)	11.17	26.5%				
Total Area	23.3	55.3%				
Net Residential Area (NRA)	18.8	44.7%				
RESIDENTIAL LAND USE AREA, UNIT, AND POPULATION COUNT						
Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
Low Density Residential	9.17	25	229	2.8	642	48.7%
Row Housing	0.68	45	31	2.8	86	3.6%
Medium Density Residential	4.95	90	446	1.8	802	26.3%
High Density Residential	4.03	225	907	1.5	1360	21.4%
Total Residential	18.8		1612		2890	100%

Units per net Residential Hectare: **85.6**

*The total are of this designation is 4.20 ha. The assumed split between residential and commercial land uses is assumed at 25:75, respectively. Residential is expected to have a density of 90 units per hectare.

STUDENT GENERATION STATISTICS				
Level	Public	Separate	Francophone	Total
Elementary School	119	60	65	245
Junior High School	60	30	33	122
Senior High School	60	30	33	122
Total	239	120	131	490

NASP Land Use Concept Map Comparison



BYLAW 19649
AMENDMENT TO
RICHFORD
Neighbourhood Area Structure Plan
(as amended)

- | | |
|--------------------------------|-------------------------------|
| Low Density Residential | Blackmud Creek |
| Medium Density Residential | Park (Municipal Reserve) |
| High Density Residential | Top of Bank Walk (R.O.W.) |
| Stormwater Management Facility | Boundary of Richford N.A.S.P. |
| Commercial | |

Current Land Use Concept Map

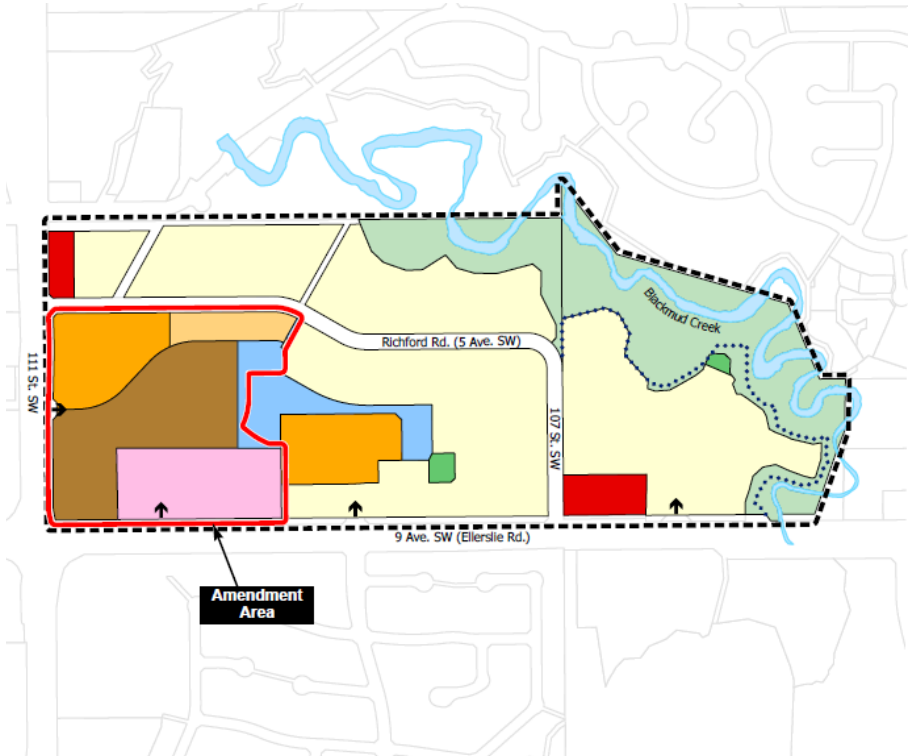


FIGURE 5.0
DEVELOPMENT CONCEPT
RICHFORD
Neighbourhood Area Structure Plan
(as amended)

- | | |
|----------------------------|--------------------------------|
| Low Density Residential | Stormwater Management Facility |
| Row Housing | Park (Municipal Reserve) |
| Medium Density Residential | Blackmud Creek |
| High Density Residential | Top of Bank Walk (R.O.W.) |
| Mixed Use | Boundary of Richford N.A.S.P. |
| Commercial | |

Proposed Land Use Concept Map

Proposed NASP Text Amendment – Bylaw 21134

Red text represents Text proposed to be removed.

Red text represents Text proposed to be added.

Current	Proposed
Table of Contents	Table of Contents
5.0 DEVELOPMENT CONCEPT 5.1 NEIGHBOURHOOD UNIT 5.2 RESIDENTIAL <u>5.3 OPEN SPACE & PEDESTRIAN LINKAGES</u> <u>5.4 CIRCULATION</u>	5.0 DEVELOPMENT CONCEPT 5.1 NEIGHBOURHOOD UNIT 5.2 RESIDENTIAL 5.3 COMMERCIAL/MIXED USE 5.4 OPEN SPACE & PEDESTRIAN LINKAGES 5.5 CIRCULATION
1.4 Land Ownership	1.4 Land Ownership
<u>Approximately one quarter (11.68 hectares) of the land within the Richford NASP is owned by a private developer. The remaining land is held by private corporations and individual country residential estate landowners. Current land ownership is shown on Figure 3.0 - Land Ownership. A listing of the legal parcels is provided on Table 1 - Land Ownership.</u> <u>The owner of Lot 22, Block 2, Plan 2146TR has indicated that they do not have any intention of developing the remainder of their lands in the short term. Similar comments have been received from the owners of the country residential estate lots in that they do not intend to develop their holdings at this time.</u>	
2.2 Airport Protection Overlay	2.2 Airport Protection Overlay
<u>2.2 AIRPORT PROTECTION OVERLAY</u> <u>The Edmonton International Airport Vicinity Protection Area Regulation regulates land use that may affect the use of the Edmonton International Airport and establishes Noise Exposure Factor (NEF) contours within which residential development may be controlled or</u>	

<u>precluded. The Richford NASP lies entirely outside the designated area. Therefore, there is no restriction on residential development within the plan area arising from this regulation.</u>	
2.3 Suburban Neighbourhood Design Principles	2.3 Suburban Neighbourhood Design Principles
2.3 SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES	2.2 SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES
4.2.3 Existing Uses	4.2.3 Existing Uses
Accommodate the continuing use of <u>Lot 22, Block 2, Plan 2146TR and</u> the existing country residential development and allow for future development of these lands if the owners choose to pursue that opportunity.	Accommodate the continuing use of the existing country residential development and allow for future development of these lands if the owners choose to pursue that opportunity.
5.2.1 Low Density Residential	5.2.1 Low Density Residential
As shown on Figure 5.0, low density residential development has been located to take advantage of such amenities as the stormwater management facilities. It has also been oriented to back onto the existing <u>Richford Road (5 Avenue S.W.)</u> in order to provide low density uses adjacent to the existing residents to the north. Development <u>in the form of single family residential lots</u> will back onto <u>Richford Road and will have a minimum lot width of 15.24 metres (50 feet).</u>	As shown on Figure 5.0, low density residential development has been located to take advantage of such amenities as the stormwater management facilities <u>to offer an open space amenity area.</u> It has also been oriented to back onto the existing <u>5 Avenue SW (Richford Road)</u> in order to provide low density uses adjacent to the existing residents to the north. Development will back onto <u>5 Avenue SW (Richford Road)</u> to minimize impacts while providing a sensitive transition and buffer to the existing residents to the north.
5.2.2 Medium Density Residential	5.2.2 Medium Density Residential
Opportunities exist within the Richford Neighbourhood for medium density housing in the form of townhouses <u>developed under the Row Housing (RF5) District. Stacked townhouses and/or low rise apartment buildings are not proposed to the areas of this NASP designated as Medium Density Residential.</u> As shown on Figure 5.0, medium density	Opportunities exist within the Richford Neighbourhood for medium density housing in the form of townhouses, <u>multi unit, and low-rise apartment housing.</u> As shown on Figure 5.0, <u>two</u> medium density residential sites <u>are identified</u> in the Richford NASP. <u>One is located towards the interior of the neighbourhood, with internal access to local roadways located in proximity to the</u>

residential sites in the Richford lands have been chosen for their proximity to the linear stormwater management facility and near the entrance off Ellerslie Road. The medium density site in the western portion of the plan has been identified adjacent to 111 Street and north of the high density residential site for convenient access and to minimize the volume of through traffic in the neighbourhood. The medium density site directly east of the high density residential site will provide for transition to the adjacent low density residential.

An area of medium density residential has also been designated in the most easterly portion of the NASP adjacent to Blackmud Creek. This location was selected for its proximity to the natural area and to distribute the amount of medium density residential throughout the Neighbourhood.

The medium density residential will be developed to a density of approximately 25 units/hectare, substantially less than the maximum allowed under the standard land use district for townhouse development. Both the locational and density attributes will result in less through traffic past the low density residential areas.

Should the country residential estate land owners choose to redevelop their properties in the future to include medium density residential uses, an NASP Amendment will be required and should include the entire country residential area. The area being amended would receive its proportionate allocation of medium density development within the neighbourhood in conformance with City Council's housing mix guidelines:

The area, number of dwelling units and population attributed to medium density residential development is shown in the Appendix.

linear stormwater management facility and to commercial/mixed use sites. The medium density site in the western portion of the plan has been identified adjacent to 111 Street and north of the high density residential site for convenient access at a neighbourhood entrance.

5.2.3 High Density Residential	5.2.3 High Density Residential
<p><u>The high density residential area will be developed to a density of approximately 165 units/hectare. Both the locational and density attributes will result in less through traffic past the medium and low density residential.</u></p>	<p>High density residential is intended to provide greater housing options that include medium rise residential housing. High density residential will be developed near the intersection of Ellerslie Road SW and 111 Street SW. Opportunities to locate high density residential within the NASP will be supported in locations that progress from the southwest corner towards the internal neighbourhood as part of a comprehensive site design that includes internal local roadways to minimize potential traffic and massing impacts, while also complementing surrounding uses.</p>
5.3 Commercial/Mixed Uses	5.3 Commercial/Mixed Uses
	<p>5.3 COMMERCIAL/MIXED USES</p> <p>Commercial within the Richford NASP is intended to be low intensity in nature and located at the edges of the Richford Neighbourhood, along major arterial roadways for high visibility, convenient access and to provide neighbourhood services to the area. Locating commercial sites along these roadways will provide logical access to commercial amenities and visual prominence, while serving as a buffer between the arterial roadways and the internal residential uses. Mixed Use is located along Ellerslie Road in order to provide opportunities for residential uses in the long term as the development evolves over time.</p>
5.3 Open Space & Pedestrian Linkages	5.3 Open Space & Pedestrian Linkages
<p>5.3 OPEN SPACE & PEDESTRIAN LINKAGES</p> <p>A small, dispersed park site has been designated within the central portion of the Neighbourhood to bring open space opportunities to area residents. No school/park sites are contemplated within the NASP given its small area. Additional open</p>	<p>5.4 OPEN SPACE & PEDESTRIAN LINKAGES</p> <p>A small, dispersed park site has been designated within the central portion of the Neighbourhood to bring open space opportunities to area residents. No school/park sites are contemplated within the NASP given its small area. Additional open</p>

<p>space will be provided around the stormwater management facilities as part of the public utility lot (PUL). The extent of public open space (and private land) around the facilities will conform with City policies at the time of development.</p> <p><u>Opportunities exist for the owners of Lots 20 and 21, Block 2, Plan 2146TR to work with the Community Services Department to accelerate the timing and level of development of the park site.</u></p> <p><u>Existing and future environmental reserve is designated along the Blackmud Creek Ravine. Linkages through and within the environmental reserve will likely be developed as part of the Community Services Department's future trail network.</u></p>	<p>space will be provided around the stormwater management facilities as part of the public utility lot (PUL). The extent of public open space (and private land) around the facilities will conform with City policies at the time of development.</p> <p>Opportunities to create pedestrian linkages are encouraged to enhance connectivity throughout the neighbourhood, including a shared-use path extending from the SWMF towards Ellerslie Road to promote active transportation and accessibility. A shared-use path (PUL) connects the SWMF in the central portion of the neighbourhood to 5 Avenue SW to the north, and Ellerslie Road SW to the south.</p> <p>Where possible, the portion of the shared use path south of the SWMF will retain existing mature trees and incorporate a row of trees on each side of the path. The existing berm may be removed to accommodate this shared-use path.</p>
5.4 Circulation	5.4 Circulation
<p>5.4 CIRCULATION</p> <p>The Richford NASP is well served by arterial roadways as shown on Figure 5.0. There are five access points into the neighbourhood - three off Ellerslie Road and two off 111 Street. <u>As shown,</u> the existing 20 metre wide 107 Street / 5 Avenue SW will continue to serve as the access route for the country residential properties.</p> <p>The intersections into the new development areas along Ellerslie Road have been designed to coincide with the access points on the south side of the road into the Blackmud Creek Neighbourhood and Ellerslie Road Baptist Church.</p> <p><u>A small portion of collector road will be provided from the entrance into Lots 20 and</u></p>	<p>5.5 CIRCULATION</p> <p>The Richford NASP is well served by arterial roadways as shown on Figure 7.0. There are five access points into the neighbourhood - three off Ellerslie Road SW and two off 111 Street SW. The existing 20 metre wide 107 Street SW / 5 Avenue SW will continue to serve as the access route for the country residential properties.</p> <p>The intersections into the new development areas along Ellerslie Road have been designed to coincide with the access points on the south side of the road into the Blackmud Creek Neighbourhood and Ellerslie Road Baptist Church and the commercial/mixed use area.</p> <p>Local roadways will provide direct access to</p>

<p><u>21, Block 2, Plan 2146TR off Ellerslie Road over to the edge of Lot 22, Block 2, Plan 2146TR, to accommodate possible future transit service within the Neighbourhood should the owners of Lot 22, Block 2, Plan 2146TR choose to develop their lands and if transit service is justified.</u> Local roadways will provide direct access to all other properties. No road access to <u>Richford Road (5 Avenue S.W.)</u> will be available from Lots 20, 21 and 22, Block 2, Plan 2146TR in the central portion of the Neighbourhood.</p> <p>Walkways will be provided throughout the plan area to connect points within and outside the neighbourhood. Any physical improvements to the utility corridors will be done in consultation with the City of Edmonton and the respective utility companies.</p> <p><u>As shown on Figure 5.0, two commercial sites have been located to take advantage of access and visibility along 111th Street SW and Ellerslie Road SW. The sites are intended to provide daily services for surrounding residents as well as the general public travelling by the site. The sites will provide both vehicular and non vehicle access, as well as adequate parking for all modes of transportation. Fencing and landscaping will be used along the eastern edge of the site to buffer from adjacent residential properties.</u></p>	<p>all other properties. No road access to <u>5 Avenue SW (Richford Road)</u> will be available from Lots 20, 21 and 22, Block 2, Plan 2146TR in the central portion of the Neighbourhood.</p> <p>Walkways will be provided throughout the plan area to connect points within and outside the neighbourhood. Any physical improvements to the utility corridors will be done in consultation with the City of Edmonton and the respective utility companies.</p>
6.1 Stormwater Drainage	6.1 Stormwater Drainage
<p>Major and minor stormwater flows from new development within Lots 20, 21 and 22, Block 2, Plan 2146TR south and west of 5 Avenue SW / 107 Street SW within the Neighbourhood will be contained within a dry pond to be developed in stages in the low area (central) portion of the NASP and discharged within a piped system at a controlled rate into Blackmud Creek through the existing reserve lot along the north side of <u>Richford Road (5</u></p>	<p>Major and minor stormwater flows from new development within Lots 20, 21 and 22, Block 2, Plan 2146TR south and west of 5 Avenue SW / 107 Street SW within the Neighbourhood will be contained within a dry pond to be developed in stages in the low area (central) portion of the NASP and discharged within <u>the existing</u> piped system at a controlled rate into Blackmud Creek through the existing reserve lot along the north side of <u>5 Avenue</u></p>

<p><u>Avenue S.W.).</u></p> <p>As shown on Figure <u>6.0 - Storm, Sanitary & Water Servicing</u>, the necessary area for the stormwater management facilities have been sized to accommodate staged development on Lots 20 and 21, Block 2, Plan 2146TR.</p> <p>Further details regarding the stormwater drainage <u>schemes for Lots 20 and 21, Block 2, Plan 2146TR</u> are provided in the associated Neighbourhood Design Report. Other reports such as an Environmental Impact Assessment on the proposed outfall have also been undertaken.</p> <p>Storm drainage designs and supporting reports for the other parcels of land within the NASP will be done in conjunction with their respective development.</p> <p>The drainage ditches along the south side of Richford Road <u>will be</u> graded to eliminate any permanent stormwater <u>ponding</u>.</p>	<p>SW (Richford Road).</p> <p>As shown on Figure 8.0b - Storm Servicing, the necessary area for the stormwater management facilities have been sized to accommodate staged development on Lots 20 and 21, Block 2, Plan 2146TR <u>and needs to be expanded to contain additional flows from the proposed development within Lot 22, Block 2, Plan 2146TR.</u></p> <p>Further details regarding the stormwater drainage schemes are provided in the associated Neighbourhood Design Report <u>and applicable amendments</u>. Other reports such as an Environmental Impact Assessment on the proposed outfall have also been undertaken.</p> <p>Storm drainage designs and supporting reports for the other parcels of land within the NASP will be done in conjunction with their respective development.</p> <p>The <u>existing</u> drainage ditches along the south side of <u>5 Avenue SW (Richford Road)</u> <u>are</u> graded to eliminate any permanent stormwater <u>ponding</u>.</p>
<p>6.2 Sanitary Drainage</p>	<p>6.2 Sanitary Drainage</p>
<p>The Richford NASP lies within the drainage basin of the South Edmonton Sanitary Sewer (SESS) System. <u>It is proposed that the internal collection system identified on Figure 6.0 - Storm, Sanitary & Water Servicing for new development will be connected to a future drop structure located at approximately 107 Street S.W. and Ellerslie Road.</u></p> <p>Future sanitary sewer connections will be provided by sewer stubs located at <u>Richford Road (107 Street SW) and Ellerslie Road, and Richford Road (5 Avenue SW) and 111 Street.</u> Both connections will be engineered to an appropriate standard to facilitate the servicing of the existing Country Residential</p>	<p>The Richford NASP lies within the drainage basin of the South Edmonton Sanitary Sewer (SESS) System. <u>The existing Royal Gardens development currently connects to an internal collection system identified on Figure 8.0a - Sanitary Servicing west of 109 Street SW that ties into a lateral system that flows into the SESS line on Ellerslie Road SW. The former Rugby Park lands will be serviced via a service into the existing 375mm sanitary on Ellerslie Road SW and the existing 450mm sanitary on 111 Street SW.</u></p> <p>Future sanitary sewer connections <u>for the Country Residential lots</u> will be provided by a sewer stub located at <u>5 Avenue SW (Richford</u></p>

<p>properties.</p> <p><u>Given that the owners of Lots 21 and 22, Block 2, Plan 2146TR wish to commence development prior to the completion of the SESS System in the vicinity of the NASP, an interim sanitary drainage system is proposed.</u></p> <p><u>This system would consist of a pump-out tank that will provide storage over an above the storage volumes available within the collection system. Flows from development in the eastern portion of the plan would be relatively modest. The holding tank would be pumped out on a regular basis and would be owned and operated by a private developer.</u></p> <p><u>Sanitary drainage designs and supporting reports for the other parcels of land within the NASP will be done in conjunction with their respective development.</u></p>	<p>Road) or tying into an existing sewer within the walkway adjacent to 8 Avenue. Both connections will be engineered to an appropriate standard to facilitate the servicing of the existing Country Residential properties.</p>
6.3 Water Distribution	6.3 Water Distribution
<p><u>A 450 mm watermain is proposed to be constructed along Ellerslie Road from Highway 2 to 111 Street to service future development in this general area. This watermain is expected to be in place prior to initiation of new development in the Richford NASP. As shown on Figure 6.0 - Storm, Sanitary & Water Servicing, connections to the neighbourhood will be provided along Ellerslie Road and 111 Street.</u></p> <p>Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for <u>low density and medium density uses</u>. Water <u>looping</u> will be provided in accordance with the requirements of <u>Aqualta</u>. <u>Prior to detailed design, a Water Network Analysis will be submitted to Aqualta for review and approval.</u></p> <p>Water network designs and supporting</p>	<p><u>As shown on Figure 8.0c - Water Servicing, connections to the neighbourhood will be provided along Ellerslie Road SW and 111 Street SW.</u></p> <p>Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for <u>low, medium, and high density uses</u>. Water <u>servicing</u> will be provided in accordance with the requirements of <u>EPCOR</u>.</p> <p>Water network designs and supporting reports for the other parcels of land within the NASP will be done in conjunction with their respective development.</p>

reports for the other parcels of land within the NASP will be done in conjunction with their respective development.	
7.2 Roadway Network	7.2 Roadway Network
<p>Access into Lots 21 <u>and 22</u>, Block 2, Plan 2146TR <u>is envisioned to</u> come off of Ellerslie Road <u>into</u> the east-central portion of the plan. The access has been designed to line up with the collector road access on the south side of Ellerslie Road into the approved Blackmud Creek Neighbourhood.</p> <p>Given the relatively small plan area, all access within Lots 20 and 21, Block 2, Plan 2146TR <u>is</u> proposed to be taken primarily off of local roadways. Additional width at the entrance along Ellerslie Road may be necessary to accommodate access and egress and to allow for entrance features. <u>A portion of collector width road right-of-way will be provided from the main entrance west to Lot 22, Block 2, Plan 2146TR to accommodate possible future transit service.</u> As noted earlier, no roadway connections are proposed between the new development and <u>Richford Road (5 Avenue S.W. / 107 Street S.W.)</u> to the north.</p> <p><u>An access point off 111 Street into Lot 22, Block 2, Plan 2146TR has been identified to service the future redevelopment plan. Access into this property is currently taken from Ellerslie Road and will be maintained in that location under the existing uses.</u></p> <p>Access to <u>the</u> commercial site and roadway requirements will be determined at the <u>redistricting and</u> subdivision stages to the satisfaction of the <u>Transportation & Streets Department</u>.</p>	<p>Access into Lot 21, Block 2, Plan 2146TR comes off of Ellerslie Road <u>SW connecting to a local road, 8 Avenue SW</u>, in the east-central portion of the plan. The access has been designed to line up with the collector road access on the south side of Ellerslie Road SW into the approved Blackmud Creek Neighbourhood.</p> <p>Given the relatively small plan area, all access within Lots 20 and 22, Block 2, Plan 2146TR <u>are</u> proposed to be taken primarily off of local roadways. Additional width at the entrance along Ellerslie Road may be necessary to accommodate access and egress and to allow for entrance features. As noted earlier, no roadway connections are proposed between the new development and <u>5 Avenue SW / 107 Street SW (Richford Road)</u> to the north <u>and east</u>.</p> <p>Access points off Ellerslie Road SW and 111 Street <u>SW</u> into Lot 22, Block 2, Plan 2146TR have been identified to service the site.</p> <p>Access to commercial/<u>mixed use</u> sites and roadway requirements will be determined at the subdivision stage to the satisfaction of the <u>department responsible for Transportation</u>.</p>
7.4 Transit Service	7.4 Transit Service
Existing and future transit routes will follow Ellerslie Road and 111 Street and have been /	Existing and future transit routes will follow Ellerslie Road <u>SW</u> and 111 Street <u>SW</u> and have

<p>will be established on the basis of the proportion of trips which are expected to be generated from within the neighbourhood and adjacent areas. The majority of land within the Richford NASP is within 400 m of either Ellerslie Road and 111 Street and could readily access transit zones along these arterial roadways.</p> <p><u>However, future transit service may be accommodated within the Neighbourhood if Lot 22, Block 2, Plan 2146TR develops. For that reason, a collector width road right-of-way will be required from the main entrance into Lots 20 and 21, Block 2, Plan 2146TR west to Lot 22, Block 2, Plan 2146TR.</u></p> <p><u>As well, should demand warrant, transit service could potentially be routed along Richford Road.</u></p>	<p>been / will be established on the basis of the proportion of trips which are expected to be generated from within the neighbourhood and adjacent areas. The majority of land within the Richford NASP is within 600 m of either Ellerslie Road SW and 111 Street SW and could readily access transit zones along these arterial roadways.</p>
7.5 Pedestrian & Bicycle Circulation	7.5 Pedestrian & Bicycle Circulation
<p>Sidewalks will be provided along all adjacent arterial roadways, collector and internal local roadways in accordance with City policies and practices. Walkways will be provided to <u>connect sidewalks along the internal roadway network</u> with the stormwater management areas.</p> <p><u>The bicycle circulation system</u> for Richford and adjacent neighbourhoods will be developed with wide curb lanes on Ellerslie Road and 111 Street and wide sidewalks on one side within the residential area.</p>	<p>Sidewalks will be provided along all adjacent arterial roadways, collector and internal local roadways in accordance with City policies and practices. Walkways and shared-use paths will be provided to enhance internal and external neighbourhood connections with the stormwater management areas.</p> <p>An active transportation network for Richford and adjacent neighbourhoods will be developed with wide curb lanes on Ellerslie Road SW and 111 Street SW and wide sidewalks on one side within the residential area.</p>
7.6 Parking	7.6 Parking
<p><u>7.6 PARKING</u></p> <p><u>Parking for vehicles will generally be provided off-street in conjunction with residential development.</u></p>	
8.1 Development Staging	8.1 Development Staging

<p><u>As noted earlier, the owner of Lot 22, Block 2, has no intention at this time of redeveloping their lands and</u> the existing country residential development is <u>also</u> anticipated to remain. Infrastructure to service the initial stages of the Blackmud Creek Neighbourhood and the east-central and eastern portion of the Richford NASP will be extended along Ellerslie Road and 111 Street.</p> <p>As shown on Figure <u>7.0</u> - Staging Concept, the initial stages of residential development is intended to begin within Lots 20 and 21, Block 2, Plan 2146TR in the east-central portion of the NASP.</p>	<p>The majority of the existing country residential development <u>in the Richford NASP</u> is anticipated to remain. Infrastructure to service the initial stages of the Blackmud Creek Neighbourhood and the east-central and eastern portion of the Richford NASP will be extended along Ellerslie Road <u>SW</u> and 111 Street <u>SW</u>.</p> <p>As shown on Figure <u>9.0</u> - Staging Concept, the initial stages of residential development is intended to begin within Lots 20 and 21, Block 2, Plan 2146TR in the east-central portion of the NASP.</p>
---	--