

Bylaw 21314

A Bylaw to amend Bylaw 14057, as amended,
being the Ambleside Neighbourhood Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on July 28, 2005 the Municipal Council of the City of Edmonton passed Bylaw 14057, Windermere Neighbourhood One Neighbourhood Structure Plan; and

WHEREAS on May 3, 2006 Council amended the Windermere Neighbourhood One Neighbourhood Structure Plan by passage of Bylaw 14278 renaming and adopting the plan as the Ambleside Neighbourhood Area Structure Plan and adding it as Appendix “A” to Bylaw 13717 - Windermere Area Structure Plan; and

WHEREAS on March 12, 2007 Council has amended the Ambleside Neighbourhood Area Structure Plan by passage of Bylaw 14511 by renaming and adopting the plan as the Ambleside Neighbourhood Structure Plan; and

WHEREAS Council found it desirable from time to time to amend the Ambleside Neighbourhood Structure Plan through the passage of Bylaws 14278, 14511, 14771, 14869, 14964, 15826, 15806, 15809, 15991, 16073, 16276, 16612, 17627, 18568, and 20584; and

WHEREAS an application was received by Administration to amend the Ambleside Neighbourhood Structure Plan; and

WHEREAS Council considers it desirable to amend the Ambleside 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. That Bylaw 14057, as amended, being the Ambleside Neighbourhood Structure Plan is hereby amended by:
 - a) deleting the map entitled “Bylaw 20584 Ambleside Neighbourhood Structure Plan (as amended)” from the plan;
 - b) deleting the map entitled “Figure 6.0 - Pedestrian and Multi-Use Trail Network” and replacing it with the map entitled “Figure 6.0 - Pedestrian and Multi-Use Trail Network” attached hereto as Schedule “A”;
 - c) deleting the last line in section 4.4 Mixed-use and Institutional and replacing it with: "The mixed-use parcel at 342 Ambleside Link SW (Lot 3, Block 9, Plan 0822489) will be developed under a conventional Zone and will accommodate the development of residential and non-residential uses."; and
 - d) adding the following at the end of section 4.4.1 Mixed Use / Institutional Urban Design Guidelines:

"Pedestrian Connectivity – Block-Level Framework



The mixed-use parcel at 342 Ambleside Link SW (Lot 3, Block 9, Plan 0822489) will provide easements registered along the full length of the pedestrian pathways through the site, as generally shown on Figure 6.0 - Pedestrian and Multi-Use Trail Network and as follows.

This mixed-use development will achieve pedestrian connectivity at the block level by incorporating publicly accessible sidewalks or shared-use paths that:

- **Link to Windermere Boulevard EB SW, Transit Centre and Ambleside Link SW.** Provide publicly accessible pedestrian access points along the mixed-use parcel’s east boundary, as generally shown on Figure 6.0 - Pedestrian and Multi-Use Trail Network.
- **Complete the Network.** Connect those access points to Windermere Boulevard EB SW, Ambleside Link SW and the internal amenity spine through on-site sidewalks or shared-use paths.

- **Respect Site Operations.**

Integrate pedestrian routes within private common areas; fencing and landscaping must frame, not obstruct, the publicly accessible paths.

The interface between private sites and the Ambleside Transit Centre should be designed through collaboration with the City of Edmonton and the owner(s) of the private sites. The City of Edmonton and the owner(s) of the abutting sites should consider transit-oriented design elements such as landscaping, active modes connectivity, building and access orientation to increase integration.

These shared pathways will serve as the primary public connections through the site and the neighbourhood’s multi-use trail system. The internal pathways must be for pedestrians and other active modes of transportation. Continuous on-title easements through the private lands will secure public access at the development permit stage. Subsequent subdivision or strata plans will be allowed to adjust the internal pedestrian pathways easement agreements to link each building to the internal and external mobility network, on-site amenities, and parking areas, or to accommodate more efficient building pockets to optimize the development concept and unit yields."

READ a first time this	day of	, A. D. 2025;
READ a second time this	day of	, A. D. 2025;
READ a third time this	day of	, A. D. 2025;
SIGNED and PASSED this	day of	, A. D. 2025.

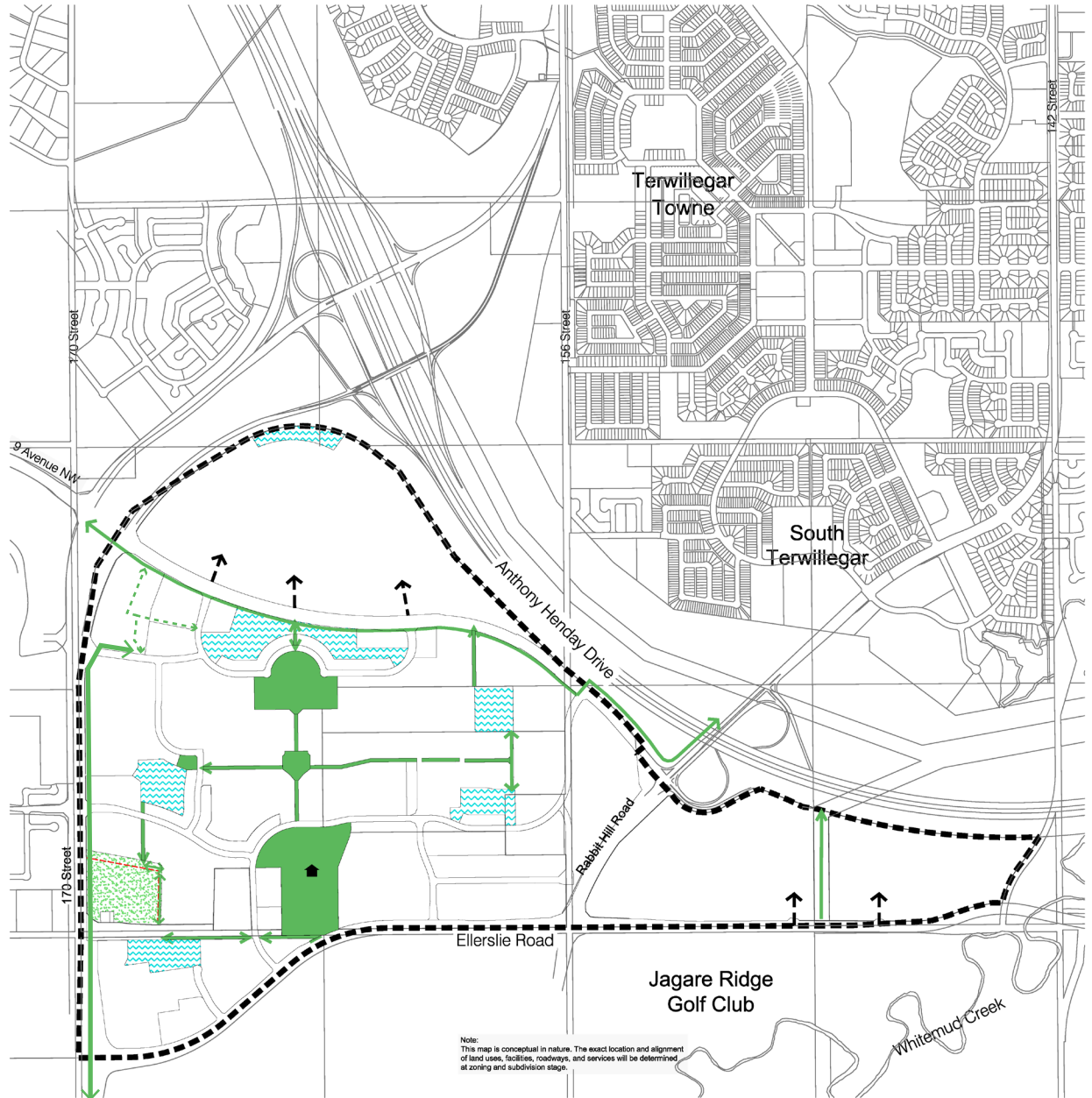
THE CITY OF EDMONTON

MAYOR

CITY CLERK

Pedestrian and Multi-Use Trail Network

Figure 6.0



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

- | | | | |
|---|--------------------------------|---|---|
|  | Shared Pathway |  | Natural Area With 10m Buffer |
|  | Stormwater Management Facility |  | NSP Boundary |
|  | School |  | Collector Access Point |
|  | Park |  | Shared Pathway (Exact alignment to be determined at later stages) |