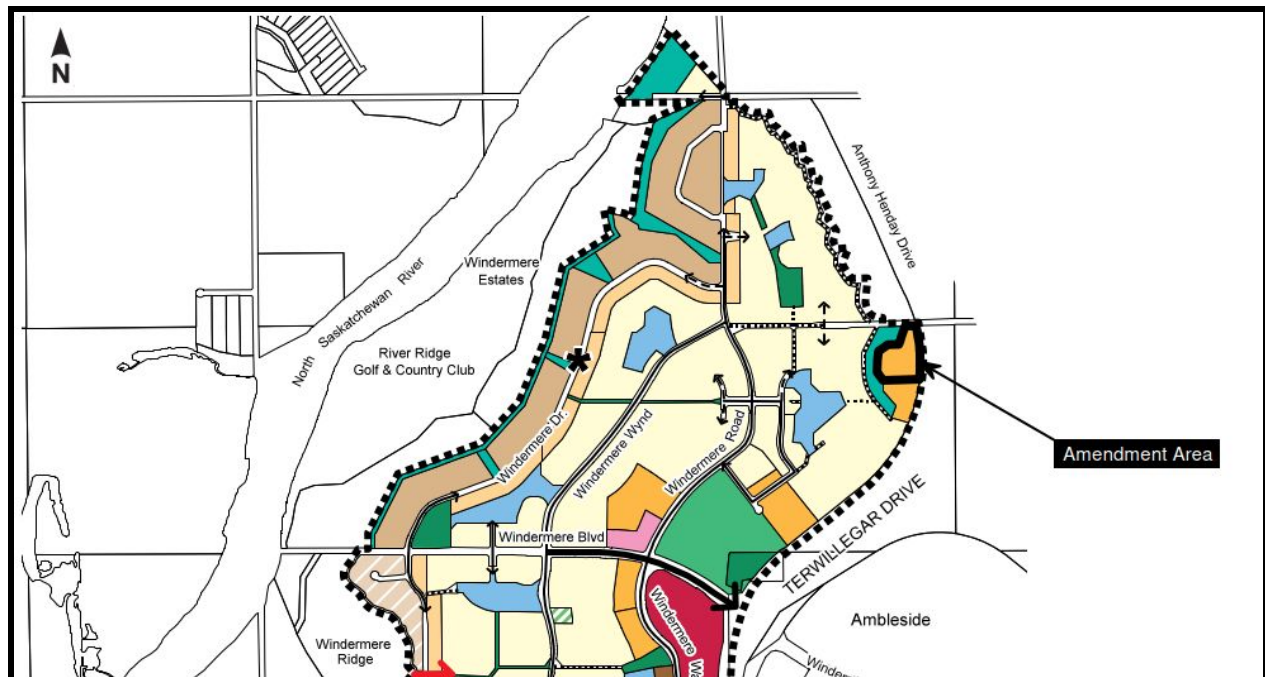




## ADMINISTRATION REPORT **REZONING, PLAN AMENDMENTS** WINDERMERE

### 16449 16 Avenue NW

To allow for medium density residential uses.



## RECOMMENDATION AND JUSTIFICATION

Administration is in **SUPPORT** of this application because it:

- will expand the variety of housing choices in the Windermere neighbourhood;
- will be compatible with surrounding planned land uses; and
- will facilitate the orderly development of the Windermere neighbourhood.

## THE APPLICATION

1. **BYLAW 19264** is a proposed amendment to the Windermere Area Structure Plan (ASP) to redesignate a 2.18 hectare parcel of land from Mixed Use - Institutional/Residential to Residential to allow for the development of medium density housing. Associated ASP figures, text, and land use and population statistics are revised to reflect the proposed land use change.
2. **BYLAW 19265** is a proposed amendment to the Windermere Neighbourhood Structure Plan (NSP) to redesignate a 2.18 hectare parcel of land from Institutional to Medium Density Residential. Associated NSP figures, text, and land use and population statistics are revised to reflect the proposed land use change as well as an administrative update to reflect the addition of 2.48 ha or Environmental Reserve (ER) approved with Bylaw 18568.
3. **CHARTER BYLAW 19266** proposes to rezone the site from (AG) Agricultural Zone to (DC1) Direct Development Control Provision to allow for the development of medium density residential uses including multi-unit housing.

## SITE AND SURROUNDING AREA

The subject site is 2.18 hectares in size and is undeveloped. It is located south of 16 Avenue NW and west of Anthony Henday Drive.



AERIAL VIEW OF APPLICATION AREA

	<b>EXISTING ZONING</b>	<b>CURRENT USE</b>
<b>SUBJECT SITE</b>	(AG) Agricultural Zone	Undeveloped land
<b>CONTEXT</b>		
North	(A) Metropolitan Recreation Zone	Natural Area (Ravine)
East	(AG) Agricultural Zone	Transportation Utility Corridor (Anthony Henday Drive)
South	(RA7) Low Rise Apartment Zone	Undeveloped land
West	(A) Metropolitan Recreation Zone	Natural Area (Ravine)

## PLANNING ANALYSIS

The subject parcel is one of three sites designated for Mixed Use - Institutional/Residential in the Windermere ASP. The proposed ASP amendment will redesignate this site to allow for medium density residential development.

The site was previously owned by the YMCA Foundation and was therefore designated as Institutional in the Windermere NSP. The proposed NSP amendment to re-designate the site for Medium Density Residential (MDR) meets the intent of Section 4.2 of the NSP which states that “in the future should this site be transferred out the YMCA’s ownership, a MDR use, compatible with the MDR site to the south is appropriate.” The addition of multi-unit housing will increase residential density and allow for greater housing choice within the Windermere neighbourhood.

Primary access to the site is proposed to be from 16 Avenue NW, east of Whispering River Drive with an emergency access through the neighbouring site to the south as shown on the image below. In order for this to occur, the 16 Avenue NW road right-of-way (where there is a shared-use path but no road currently) would be constructed as a local road to the City of Edmonton’s Complete Streets Design and Construction Standards from Whispering River Drive, east to the site access. A turnaround will be provided at the east end of the roadway. In addition, the existing shared use path within the 16 Avenue right-of-way would be reconstructed alongside the roadway. The City will review the access proposal in detail at the time of Development Permit Application.



The proposed DC1 Provision includes the following development direction to address density, access, and environmental considerations:

- A maximum density of 81 dwellings per hectare or 175 units;
- Medium density residential uses including multi-unit housing that may include Semi-detached, Row Housing, and Low Rise Apartment built forms;
- A maximum height of 16.5 meters (approximately 4 storeys);
- Requirements for off-site improvements including the construction of 16 Avenue and a shared use path; and
- Requirement for an Environmental Impact Screening Report at the Development Permit stage.

## TECHNICAL REVIEW

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

### *Drainage*

As part of this application, a drainage servicing assessment report was submitted by the applicant and reviewed by Administration. Administration has accepted the findings of the report that the proposed development can be accommodated.

Sanitary and stormwater services for the proposed development will connect to the existing systems in the Windermere neighbourhood. This will be achieved via a drainage and utility easement through the adjacent lot to the south. Through the Windermere NSP process, the receiving sewer systems in the neighbourhood were sufficiently designed to accommodate development at this location.

### *Transportation*

As the original Transportation Impact Assessment (TIA) was initiated in 2015, an update to the assessment was requested and reviewed by Administration. The following information is included in the updated assessment, which took into account feedback collected at the September 24, 2019 Public Engagement Session:

- Updated traffic analysis for the Windermere Boulevard/Windermere Road intersection, including:
  - Updated traffic volume information;
  - Revised background traffic estimates including potential traffic from future developments in the community;
  - Detailed queuing analysis for the intersection's north approach.
- Site visit observations regarding traffic safety and operations for Constable Daniel Woodall Public School and St. John XXIII Edmonton Catholic School; and
- Review of daily volumes on Whitelaw Drive.

The assessment considered the future full build-out of the neighbourhood. While vehicular traffic will increase on the local and collector neighbourhood roadways, the assessment concluded that the roadways will continue to operate at acceptable levels of service.

Based on data collected in 2019, southbound traffic at the intersection of Windermere Boulevard and Windermere Road is currently experiencing considerable delays in the peak hours, resulting in long queues extending north on Windermere Road. Notwithstanding, these occurrences were observed for only a short period of time in the peak hours (including the afternoon school peak), and most of the time the queues were observed to be cleared within one green cycle.

The City of Edmonton completed a traffic safety review for the two school sites and implemented a number of safety measures including pedestrian crosswalks with signage and flashing beacons to enhance traffic safety. The City is also planning to install traffic signals at the Windermere Boulevard/Windermere Wynd intersection by the end of 2020, which will provide an additional signalized access point to the neighbourhood.

Traffic operations at the Windermere Boulevard/Windermere Road intersection and on Windermere Road along the schools frontages will continue to be monitored and additional mitigation measures may be implemented as required depending on the availability of funding.



## *Transit*

Current bus service in the Windermere Neighborhood provides a direct connection to Leger Transit Centre. The rezoning site is approximately 750 metres walking distance away from the nearest bus stop on Windermere Road. No service changes are planned for the area as part of the Bus Network Redesign.

## *Top of Bank & Environmental Impact Screening Report*

As part of this application, a Slope Stability Report and subsequent memorandums were submitted by the applicant and reviewed by City Administration. These reports will inform the site and development-specific geotechnical recommendations for design, construction, top of bank development setbacks, and top of bank development restrictions.

A top of bank walk was also conducted with City Administration and the applicant to determine the top of bank development setbacks as confirmed in a top of bank survey plan that was incorporated into the DC1 appendix II top of bank setbacks plan.

The site is located within the boundaries of the North Saskatchewan River Valley Area Redevelopment Plan (NSRVRP). In accordance with Schedule D of the NSRVRP, prior to the issuance of a Development Permit an Environmental Impact Screening Report, shall be submitted and approved by City Council for the construction of 16 Avenue, from Whispering River Drive to the Transportation Utility Corridor (Anthony Henday Drive). The report shall be reviewed by Urban Growth and Open Space Strategy.

## **PUBLIC ENGAGEMENT**

<p><b>ADVANCE NOTICE</b> November 14, 2017</p>	<ul style="list-style-type: none"> <li>● Number of recipients: 3,722</li> <li>● Number of responses received: 35</li> <li>● Number of responses with concerns: 20</li> <li>● Common comments and concerns included: <ul style="list-style-type: none"> <li>○ Current road system is already congested. The neighbourhood cannot handle additional traffic from the proposed development;</li> <li>○ Too few access points in and out of the neighbourhood;</li> <li>○ The development will cause parking to spill into the surrounding neighbourhood;</li> <li>○ Concerns over Emergency Servicing accessing the site as a result of traffic;</li> <li>○ Concern about impacts on environment (ravine) &amp; wildlife;</li> <li>○ The proposal would reduce property values;</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>o Concern over added density from the development; and</li> <li>o Would rather see a trail leading to the site maintained and have it maintained as a park/open space.</li> </ul>
<b>PUBLIC MEETING</b> September 24, 2019	<ul style="list-style-type: none"> <li>• Number of attendees: 76</li> <li>• Number of feedback forms with comments or concerns: 51</li> <li>• Number of follow up comments: 12</li> </ul> <p>Refer to Appendix 1 (What We Heard Report) for details. Common questions/comments included:</p> <p><i>Traffic &amp; Transportation:</i></p> <ul style="list-style-type: none"> <li>o 16 Avenue site access is too narrow/unsafe;</li> <li>o Added traffic is a safety concern for children and pedestrians;</li> <li>o The proposal will cause parking to spill into the surrounding area;</li> <li>o The Traffic Impact Assessment (TIA) is inaccurate/out of date/ does not adequately factor in future development.</li> </ul> <p><i>Previous Development Proposal:</i></p> <ul style="list-style-type: none"> <li>o Previous development attempts were halted around the issue of parking and traffic. How is this development different?</li> </ul> <p><i>Environmental Concerns:</i></p> <ul style="list-style-type: none"> <li>o Concern over impacts on environment &amp; wildlife</li> </ul> <p><i>Economic Concerns:</i></p> <ul style="list-style-type: none"> <li>o The proposal/traffic reduces property values</li> </ul> <p><i>Density:</i></p> <ul style="list-style-type: none"> <li>o There are enough homes/condos in the area; and</li> <li>o Proposed density is not acceptable.</li> </ul>
<b>WEBPAGE</b>	<ul style="list-style-type: none"> <li>• <a href="http://edmonton.ca/windermere">edmonton.ca/windermere</a></li> </ul>

## CONCLUSION

Administration recommends that City Council **APPROVE** this application.

## APPENDICES

- 1 "What We Heard" Public Engagement Report
- 2 Approved Windermere ASP Land Use and Population Statistics – Bylaw 19023
- 3 Proposed Windermere ASP Land Use and Population Statistics – Bylaw 19264
- 4 Approved Windermere NSP Land Use and Population Statistics – Bylaw 17194
- 5 Proposed Windermere NSP Land Use and Population Statistics – Bylaw 19265
- 6 Approved Windermere ASP – Bylaw 19023
- 7 Proposed Windermere ASP – Bylaw 19264
- 8 Approved Windermere NSP – Bylaw 18568
- 9 Proposed Windermere NSP – Bylaw 19265
- 10 Application Summary



## WHAT WE HEARD REPORT

### Rezoning Public Engagement Session Feedback Summary LDA17-0024 - Windermere

**PROJECT ADDRESS:** 16449 - 16 Ave NW

**PROJECT DESCRIPTION:** A proposed rezoning from **Agricultural Zone (AG)** to **Direct Development Control Provision (DC1)**, intended to allow for multi-unit residential development, such as low rise apartments, row houses, or semi-detached houses. Associated amendments would also be required to the Windermere Neighbourhood Structure Plan and the Windermere Area Structure Plan to facilitate the proposed rezoning.

**PROJECT WEBSITE:** [edmonton.ca/windermere](http://edmonton.ca/windermere) > Planning Applications

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
Advance Notice from the City	November 14, 2017	Approx. 35 inquiries including through the Councillor's office
Public Engagement City-hosted Event (drop-in format)	September 24, 2019	No. of attendees: 76 including Ward 9 Councillor Cartmell No. of written comments: 51 No. of follow-up comments: 12

#### ABOUT THIS REPORT

Information in this report includes responses to the advanced notice and feedback gathered during and after the September 24, 2019 public engagement event. This report will be shared with those who emailed the file planner, and/or provided an email address at the event, as well as with the applicant and the Ward Councillor. If/when the proposed rezoning and plan amendments advance to Public Hearing, it will be included in the information provided to City Council.

## ENGAGEMENT SESSION FORMAT

The engagement session was a drop-in, station-based format where attendees were able to view display boards with project, planning process, and contact information. Participants were encouraged to ask questions of City Staff and the applicant.

Comments were submitted via feedback forms, of which 51 were received. Twelve additional letters were received by individuals unable to attend the public engagement session. The general points of in-person discussions during the engagement session were also captured and included. The comments & questions received by the public via engagement and the related responses by the City and Applicant are summarized in the following table\*:

Topic	Comments/Questions	Responses
Existing Road Infrastructure	<ul style="list-style-type: none"> <li>16 Ave site access is too narrow / unsafe</li> <li>Current road system is already too busy with traffic. Roads cannot handle traffic from further development underway or proposed</li> <li>Issues with Terwillegar Drive / Anthony Henday / Windermere Boulevard / Windermere Road / Whispering River Drive / Whitelaw Drive in handling current and proposed traffic volumes</li> <li>Too few existing access points in and out of the neighbourhood causing bottlenecks; It takes too long to leave/enter the neighbourhood</li> </ul>	<ul style="list-style-type: none"> <li>The site access will be addressed in the DC1 regulations.</li> <li>16 Avenue between the site and Whispering River Drive NW will be reconstructed to an upgraded standard in accordance with City Complete Streets Design and Construction Standards.</li> <li>The cross-section of 16 Avenue will be reviewed at the Development Permit stage and through a detailed Engineering Drawing review process, taking into account Environmental Impact Assessment findings.</li> <li>The broader network congestion issues will continue to be reviewed by the City and considered for roadway upgrades, based on City-wide priorities and funding availability. The broader network issues are beyond the impacts of a single proposed development.</li> <li>With the North Saskatchewan River, Terwillegar Drive and Anthony Henday surrounding 3 of 4 sides of the Windermere Neighbourhood north of Windermere Boulevard, access to the area</li> </ul>

		<p>is limited and all traffic funnels to one road - Windermere Boulevard. As a result, traffic queues and delays may be longer than a more typical neighbourhood where traffic dissipates in various directions to a number of roadways.</p> <ul style="list-style-type: none"> <li>• This area roadway configuration was approved in The Windermere Area and Neighbourhood Structure Plans in place.</li> <li>• In the long term, with the ultimate planned arterial roadway infrastructure in place, the roadway network is anticipated to be able to accommodate the anticipated traffic generated by southwest Edmonton. In the short and medium term, as the southwest area continues to develop and the broader downstream arterial roadway network is being upgraded, congestion will continue.</li> </ul>
<b>Previous Development Proposal</b>	<ul style="list-style-type: none"> <li>• Previous development attempts were halted around the issue of parking and traffic. How is this development different?</li> </ul>	<ul style="list-style-type: none"> <li>• The applicant chose to withdraw their previous application to allow a religious assembly use on the site, which was not specifically due to traffic/parking, as they considered other locations for that use.</li> </ul>
<b>Traffic and Transportation</b>	<ul style="list-style-type: none"> <li>• Speeding and enforcement is an issue</li> <li>• Having 30km/hr speed zones is an issue</li> <li>• Poor non-car alternatives for the area (bus service, bicycle routes, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• City Administration has requested additional photo radar enforcement in the vicinity of the school sites, has advised Edmonton Police Service (EPS) of speeding concerns raised by residents, and has asked EPS to consider the location for more enforcement.</li> <li>• Bus service is currently provided in this area through 2 bus routes: #25 (peak hour service) and #325 (basic service). Bus service is planned to continue in this area following the implementation of the Edmonton Transit Strategy Bus Network Redesign with service on the area's collector roadways (Windermere Road and</li> </ul>

		<p>Windermere Wynd). Changes to service are subject to budget approval by Council.</p> <ul style="list-style-type: none"> <li>• The active modes network in the area consists primarily of sidewalks and on-street bicycle travel with limited off-street bicycle facilities. The networks are in line with what is called for in the Windermere Neighbourhood Structure Plan.</li> </ul>
<b>Traffic Impact Assessment</b>	<ul style="list-style-type: none"> <li>• The Traffic Impact Assessment (TIA) is inaccurate / out of date / does not adequately factor in all times / seasons / future development / other</li> </ul>	<ul style="list-style-type: none"> <li>• The Traffic Impact Assessment (TIA) for the application will be updated to include: <ul style="list-style-type: none"> <li>○ 2019 traffic counts at the intersection of Windermere Boulevard and Windermere Road, which will capture trips generated by the two new school sites and any new neighbourhood developments;</li> <li>○ site observations at the two school sites, along with the intersection of Windermere Blvd and Windermere Road, during peak morning and afternoon hours; and</li> <li>○ The updated TIA will be used as part of the review of the proposal and to inform the City's recommendation of support/non-support on the application.</li> </ul> </li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Added traffic is a safety concern for children and pedestrians</li> <li>• Concern over traffic delays adding frustration and causing road rage</li> <li>• The proposal will cause parking to spill into surrounding area, creating safety concerns</li> </ul>	<ul style="list-style-type: none"> <li>• The City of Edmonton Traffic Safety section completed school safety reviews along Windermere Road in 2018 and have implemented a number of improvements in the vicinity of the schools including zebra markings and rapid flasher beacons.</li> <li>• A School Traffic Safety Committee, made up of individuals from the City's Traffic Safety unit, Development Services unit, Edmonton Police Service, the 3 Edmonton school boards (Public, Catholic and Francophone), and AMA, meet on a regular basis to discuss and address school</li> </ul>

		<p>safety concerns. School boards may bring up any concerns that they feel require attention at meetings and follow up is completed. If residents have additional concerns, they should speak to the school about their specific concerns so it may be brought to the school board's attention.</p> <ul style="list-style-type: none"> <li>• Parking for any development proposal is reviewed against the on-site parking requirements of the Zoning Bylaw at rezoning and Development Permit stages.</li> </ul>
<b>Emergency Management</b>	<ul style="list-style-type: none"> <li>• Concern over Emergency Services accessing the site / area as a result of traffic</li> <li>• Concern over area evacuation capacity in the event of a catastrophe</li> <li>• The site as being unsafe / a fire hazard</li> </ul>	<ul style="list-style-type: none"> <li>• EMS and Fire Rescue Services review all proposed DC1 site specific development control provisions to ensure access into / out of areas and sites meet City emergency requirements / standards. Emergency requirements are also reviewed again at the Development Permit application stage.</li> <li>• Emergency access to the site will be accommodated along 16 Avenue and will also be required as an emergency access easement through the property located to the south of the site. The emergency access easement area will be restricted to emergency vehicles only.</li> </ul>
<b>Environmental Concerns</b>	<ul style="list-style-type: none"> <li>• Concern about impacts on environment / wildlife / local beaver family</li> <li>• Concern over managing stormwater runoff</li> </ul>	<ul style="list-style-type: none"> <li>• As required by the DC1, prior to submission of a Development Permit, an environmental screening report will be prepared by the landowner to assess the impacts of the development including the upgrading of 16 Avenue on the surrounding wildlife and natural environment to the City's satisfaction.</li> <li>• If the development is approved, Stormwater runoff will be managed with the existing neighbourhood Stormwater Management Facility (SWMF), located just west of the site. This SWMF has been sized to accommodate stormwater runoff from</li> </ul>


		the site, in accordance with the Neighbourhood Drainage Design Report and the Neighbourhood Structure Plan..
<b>Economic Concerns</b>	<ul style="list-style-type: none"> <li>• The proposal/traffic reduces property value</li> <li>• I purchased my property on the understanding nothing / something else would be built there</li> <li>• The City wants the development tax revenue</li> </ul>	<ul style="list-style-type: none"> <li>• Under the Municipal Government Act (MGA) the City can only consider land use impacts (eg traffic, parking, drainage, etc.) when evaluating rezoning proposals and cannot take into consideration other factors such as the economic viability of the project and/or impact on surrounding land values.</li> <li>• The subject property for the rezoning is privately owned. Property owners have the legal right to change the land use designation that applies to their land. All rezoning applications must be reviewed and decided upon by City Council at a land use Public Hearing.</li> <li>• The City of Edmonton uses the property assessment process, as legislated by the provincial government, to ensure all Edmonton property owners pay their fair share of municipal and provincial education and property taxes. City assessors use similar criteria that property appraisers and real estate agents typically use when pricing a home for sale - type of housing (like single detached or apartment housing), size of lot, building condition, and comparisons in the neighbourhood.</li> </ul>
<b>Density</b>	<ul style="list-style-type: none"> <li>• Proposal exemplifies poor planning</li> <li>• There are enough homes/condos in the area</li> <li>• Proposed density leads to too many new trips on already busy roads; no to multi-family housing</li> </ul>	<ul style="list-style-type: none"> <li>• When Council approved the plan for the neighbourhood, a full evaluation was performed on the then proposed mix of uses for the entire plan area, including that this site would allow a mix of institutional and medium density residential uses; technical studies were reviewed / signed off prior to the Administration recommending Council approve the existing NSP. Administration re-evaluates</li> </ul>



		potential impacts when plan amendments are proposed.
<b>Negative Effects on Community</b>	<ul style="list-style-type: none"> <li>Changes to the bike/walking trails undesired</li> <li>Extra noise, nuisance; negative effect on community feel / desirability as a whole</li> </ul>	<ul style="list-style-type: none"> <li>A shared use path along the 16th Avenue roadway east of Whispering River Drive will be required with development of the site and is planned to link with the existing shared use path that continues west of Whispering River Drive. The DC1 regulations will include this requirement.</li> <li>The existing top-of-bank shared use path west of the ravine remains in place.</li> </ul>
<b>Suggested Alternate Uses</b>	<ul style="list-style-type: none"> <li>Open to lower density development</li> <li>Support housing for seniors</li> <li>Should remain as AG zoning; better as a park / green space; area lacks recreation options for sports or recreational facility (like the YMCA) or open space</li> <li>Use for solar generation or expansion of road infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>The applicant revised this proposal from initially planning for 125 units per net hectare to 81 (a reduction from potentially a total of 275 to 175 units based on the site area), a decrease of about 100 units;</li> <li>Tenure for housing is not established at the zoning stage. Only land use is regulated. In this case the developer has proposed multi-unit housing. Zoning will not dictate whether the housing will be limited to seniors.</li> <li>The land is privately owned and owners have a right to propose development for their site. The neighbourhood plan does not identify this site for park uses and indicates that if institutional uses are not proposed it is suitable for medium density housing which is being proposed. Other sites in the larger Windermere area are planned for open spaces, parks, and district recreational uses to serve the community. The site is also not designated / required for municipal investments including utility services, transportation infrastructure, or community services.</li> </ul>

*\* Administration will revise this report as necessary, based on technical report updates*

## FUTURE STEPS:

- Applicant will work to complete required updates to Technical Reports including the TIA
  - City Administration will complete its analysis of technical reports and revise the What We Heard Report as necessary, based on additional technical updates. This analysis informs the City's recommendation to Council of support or non-support for the application and a What  Heard Report will be included in the Administration's report to Council.
  - When the applicant is ready to take the application to Council:
    - Notice of Public Hearing date will be sent to surrounding property owners
    - You can register to speak at Council or listen to the Public Hearing on-line
    - You can submit written comments to the City Clerk ([city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)) or contact the Ward Councillor directly.
- 

## YOU CAN CONTACT THE CITY PLANNER MANAGING THE APPLICATION AT ANY TIME:

**Name:** Sean Conway

**Email:** [sean.conway@edmonton.ca](mailto:sean.conway@edmonton.ca)

**Phone:** 780-496-5809

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## APPROVED WINDERMERE AREA STRUCTURE PLAN

### LAND USE AND POPULATION STATISTICS

### BYLAW 19023

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

NEIGHBOURHOOD	Ambleside - NHBD 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</b>	<b>1,821</b>
Pipeline / Power Line Corridors ROW	2.7	1.6	0.7	1.0	1.8		8
Creeks / Ravine Lands (ER)		8.6	43.7		0.7		53
Public Upland Area (land between UDL and Top-of-Bank)			6.0		5.5		11
Major Arterial / Road ROW	11.8	11.0	16.5	19.6	22.2	14	95
Existing Uses					12.4		12
<b>GROSS DEVELOPABLE AREA</b>	<b>300.2</b>	<b>447.9</b>	<b>305.9</b>	<b>139.8</b>	<b>155.3</b>	<b>292</b>	<b>1,641</b>
Public Utility	0.6	2.4			0.0		3
Municipal Reserve School/Park	19.8	29.0	18.7	42.9	9.1	14	134
Business Employment	69.2						69
Major Commercial Centre	47.9	1.5				54	103
Commercial	4.9	14.2	7.3	1.3	6.0		34
Mixed Uses	5.5	1.0	3.5				10
Circulation * @ 25%	25.5	90.0	61.9	28.6	31.0	19	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	90
Institutional	2.1	2.2	2.6	0.0	4.0		11
<b>TOTAL NON-RESIDENTIAL LAND USES</b>	<b>195.8</b>	<b>167.5</b>	<b>113.9</b>	<b>79.9</b>	<b>59.9</b>	<b>99</b>	<b>716</b>
Percentage of GDA	65%	37%	37%	57%	39%	34%	44%
<b>NET RESIDENTIAL AREA</b>	<b>104.4</b>	<b>280.4</b>	<b>192.0</b>	<b>60.0</b>	<b>95.4</b>	<b>193</b>	<b>925</b>
Percentage of GDA	35%	63%	63%	43%	61%	66%	56%

\*Detailed calculations will be prepared during NSP approval stage

#### Windermere Area Structure Plan – Housing Units and Population Statistics

Neighbourhood	Ambleside - NHBD 1		Windermere - NHBD 2		Keswick - NHBD 3		Glenridding Heights - NHBD 4A		Glenridding Ravine - NHBD 4B		NHBD 5*		TOTAL	
<b>NET RESIDENTIAL AREA (ha)</b>	<b>104.4</b>		<b>280.4</b>		<b>192.0</b>		<b>60.0</b>		<b>95.4</b>		<b>193</b>		<b>922.6</b>	
<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>
Low Density Residential	84.7	2,117	162.6	4,066	167.8	4,196	44.8	1,120	78.5	1,962	135	2,450	673.5	15,911
Row Housing Residential	6.4	288	7.9	356	9.2	415	7.0	315	4.3	194			34.8	1,568
Medium Density Residential	10.9	981	17.9	1,607	9.9	893	7.4	662	9.4	1,045	38	1,914	93.5	7,102
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	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>280.4</b>	<b>6,725</b>	<b>192.0</b>	<b>6,493</b>	<b>60.0</b>	<b>2,277</b>	<b>95.4</b>	<b>3,921</b>	<b>175</b>	<b>4,744</b>	<b>907.4</b>	<b>28,131</b>
<b>Unit Density (du/nrha)</b>	<b>38</b>		<b>24</b>		<b>34</b>		<b>38</b>		<b>41</b>		<b>25</b>		<b>30</b>	
<b>Population</b>														
Low Density Population	5,928		11,384		11,748		3,136		5,494		8,084		45,774	
Row Housing Population	806		997		1,162		882		543				4,390	
Medium Density Population	1,766		2,892		1,607		1,192		1,880		5,493		14,830	
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>16,964</b>		<b>16,000</b>		<b>5,480</b>		<b>8,997</b>		<b>14,120</b>		<b>70,938</b>	
<b>Population Density (ppl/nrha)</b>	<b>90</b>		<b>61</b>		<b>83</b>		<b>91</b>		<b>94</b>		<b>73</b>		<b>77</b>	

\*Nbhd 5 Medium Density includes both 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	299	600	600	300	150	150	1,800
Windermere - NHBD 2	448	888	888	444	222	222	2,664
Keswick - NHBD 3	306	612	612	306	153	153	1,836
Glenridding Heights - NHBD 4A	140	280	280	140	70	70	840
Glenridding Ravine - NHBD 4B	155	311	310	155	78	78	932
NHBD 5	292	584	584	234	117	117	1,636
<b>TOTAL STUDENT POPULATION*</b>	<b>1,640</b>	<b>3,275</b>	<b>3,274</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 AREA STRUCTURE PLAN

### LAND USE AND POPULATION STATISTICS

### BYLAW 19264

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

NEIGHBOURHOOD	Ambleside - NHBD 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</b>	<b>1,821</b>
Pipeline / Power Line Corridors ROW	2.7	1.6	0.7	1.0	1.8		8
Creeks / Ravine Lands (ER)		11.2	43.7		0.7		53
Public Upland Area (land between UDL and Top-of-Bank)			6.0		5.5		11
Major Arterial / Road ROW	11.8	11.0	16.5	19.6	22.2	14	95
Existing Uses					12.4		12
<b>GROSS DEVELOPABLE AREA</b>	<b>300.2</b>	<b>445.2</b>	<b>305.9</b>	<b>139.8</b>	<b>155.3</b>	<b>292</b>	<b>1,641</b>
Public Utility	0.6	2.4			0.0		3
Municipal Reserve School/Park	19.8	29.0	18.7	42.9	9.1	14	134
Business Employment	69.2						69
Major Commercial Centre	47.9	1.5				54	103
Commercial	4.9	14.2	7.3	1.3	6.0		34
Mixed Uses	5.5	1.0	3.5				10
Circulation * @ 25%	25.5	90.0	61.9	28.6	31.0	19	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	90
Institutional	2.1		2.6	0.0	4.0		9
<b>TOTAL NON-RESIDENTIAL LAND USES</b>	<b>195.8</b>	<b>165.4</b>	<b>113.9</b>	<b>79.9</b>	<b>59.9</b>	<b>99</b>	<b>714</b>
Percentage of GDA	65%	37%	37%	57%	39%	34%	44%
<b>NET RESIDENTIAL AREA</b>	<b>104.4</b>	<b>279.9</b>	<b>192.0</b>	<b>60.0</b>	<b>95.4</b>	<b>193</b>	<b>925</b>
Percentage of GDA	35%	63%	63%	43%	61%	66%	56%

\*Detailed calculations will be prepared during NSP approval stage

#### Windermere Area Structure Plan – Housing Units and Population Statistics

Neighbourhood	Ambleside - NHBD 1		Windermere - NHBD 2		Keswick - NHBD 3		Glenridding Heights - NHBD 4A		Glenridding Ravine - NHBD 4B		NHBD 5*		TOTAL	
<b>NET RESIDENTIAL AREA (ha)</b>	<b>104.4</b>		<b>279.9</b>		<b>192.0</b>		<b>60.0</b>		<b>95.4</b>		<b>193</b>		<b>924.7</b>	
<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>	<b>Area</b>	<b>Units</b>
Low Density Residential	84.7	2,117	160	3,999	167.8	4,196	44.8	1,120	78.5	1,962	135	2,450	673.5	15,844
Row Housing Residential	6.4	288	7.9	356	9.2	415	7.0	315	4.3	194			34.8	1,568
Medium Density Residential	10.9	981	20	1,803	9.9	893	7.4	662	9.4	1,045	38	1,914	95.7	7,298
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	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>279.9</b>	<b>6,854</b>	<b>192.0</b>	<b>6,493</b>	<b>60.0</b>	<b>2,277</b>	<b>95.4</b>	<b>3,921</b>	<b>175</b>	<b>4,744</b>	<b>906.9</b>	<b>28,260</b>
<b>Unit Density (du/nrha)</b>	<b>38</b>		<b>24</b>		<b>34</b>		<b>38</b>		<b>41</b>		<b>25</b>		<b>31</b>	
<b>Population</b>														
Low Density Population	5,928		11,197		11,748		3,136		5,494		8,084		45,587	
Row Housing Population	806		997		1,162		882		543				4,390	
Medium Density Population	1,766		3,245		1,607		1,192		1,880		5,493		15,183	
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>17,130</b>		<b>16,000</b>		<b>5,480</b>		<b>8,997</b>		<b>14,120</b>		<b>71,104</b>	
<b>Population Density (ppl/nrha)</b>	<b>90</b>		<b>61</b>		<b>83</b>		<b>91</b>		<b>94</b>		<b>73</b>		<b>77</b>	

\*Nbhd 5 Medium Density includes both 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	
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Windermere - NHBD 2	448	888	888	444	222	222	2,664
Keswick - NHBD 3	306	612	612	306	153	153	1,836
Glenridding Heights - NHBD 4A	140	280	280	140	70	70	840
Glenridding Ravine - NHBD 4B	155	311	310	155	78	78	932
NHBD 5	292	584	584	234	117	117	1,636
<b>TOTAL STUDENT POPULATION*</b>	<b>1,640</b>	<b>3,275</b>	<b>3,274</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 WINDERMERE NEIGHBOURHOOD STRUCTURE PLAN**  
**LAND USE & POPULATION STATISTICS**  
**BYLAW 17194**

	Area (ha)	% of GDA
<b>GROSS AREA</b>	469.07	
Natural Area/Environmental Reserve	8.56	
Arterial Road Widening	11.02	
Public Utility (ATCO Gas)	1.58	
<b>Gross Developable Area</b>	<b>447.91</b>	<b>100.00%</b>
Parks/Community League*	11.56	2.6%
Private Park	0.39	0.1%
School/Park*	9.92	2.2%
Open Space (no MR credit)	0.29	0.1%
MR- Natural Areas (Trees)	3.03	0.7%
Linear MR	1.96	0.4%
Existing MR	2.56	0.6%
Stormwater Management	26.58	5.9%
Community Commercial	14.18	3.2%
Neighbourhood Commercial	1.47	0.3%
Institutional	2.18	0.5%
Mixed Use - Office (non retail)	0.98	0.2%
Circulation	89.99	20.1%
Public Utility (Edmonton Police Services Station)	2.43	0.5%
<b>Total Non-Residential Area</b>	<b>167.52</b>	<b>37.4%</b>
<b>Net Residential Area</b>	<b>280.39</b>	<b>62.6%</b>

**Residential Land Use, Dwelling Unit Count and Population**

Land Use	Area (ha)	Units/ha	Units	% of Total Units	People /Unit	Population
<b>Low Density Residential (LDR)</b>						
Existing Country Residential	69.99	5	350	5.2	2.80	980
Large Lot Residential	21.13	7	148	2.2	2.80	414
Single/Semi-Detached	162.63	25	4,066	60.5	2.80	11,384
<b>Medium Density Residential (MDR)</b>						
Row Housing	7.91	45	356	5.3	2.80	997
Low-Rise/Medium Density- Housing	17.85	90	1,607	24.0	1.80	2,892
<b>High Density Residential (HDR)</b>						
Medium to High Rise Units	0.88	225	198	2.94	1.50	297
<b>Total</b>	<b>280.39</b>		<b>6,725</b>	<b>100.00</b>		<b>16,964</b>

**Gross Population Density:** 37.27 persons per gross developable hectare

**Net Population Density:** 59.54 persons per net residential hectare

**Unit Density:** 23.98 units per net residential hectare

**LDR/MDR/HDR RATIO** 68% / 29% / 3%

Level	Public	Seperate	Total
Elementary	888	444	1,332
Junior High	444	222	666
Senior High	444	222	666
<b>Total</b>	<b>1,776</b>	<b>888</b>	<b>2,664</b>

\*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with AMPW - Parks Branch

**PROPOSED WINDERMERE NEIGHBOURHOOD STRUCTURE PLAN**  
**LAND USE & POPULATION STATISTICS**  
**BYLAW 19265**

	Area (ha)	% of GDA
<b>GROSS AREA</b>	469.07	
Natural Area/Environmental Reserve	11.24	
Arterial Road Widening	11.02	
Public Utility (ATCO Gas)	1.58	
<b>Gross Developable Area</b>	<b>445.23</b>	<b>100.00%</b>
Parks/Community League*	11.56	2.6%
Private Park	0.39	0.1%
School/Park*	9.92	2.2%
Open Space (no MR credit)	0.29	0.1%
MR- Natural Areas (Trees)	3.03	0.7%
Linear MR	1.96	0.4%
Existing MR	2.56	0.6%
Stormwater Management	26.58	6.0%
Community Commercial	14.18	3.2%
Neighbourhood Commercial	1.47	0.3%
Mixed Use - Office (non retail)	0.98	0.2%
Circulation	89.99	20.2%
Public Utility (Edmonton Police Services Station)	2.43	0.5%
<b>Total Non-Residential Area</b>	<b>165.34</b>	<b>37.1%</b>
<b>Net Residential Area</b>	<b>279.89</b>	<b>62.9%</b>

**Residential Land Use, Dwelling Unit Count and Population**

Land Use	Area (ha)	Units/ha	Units	% of Total Units	People /Unit	Population
<b>Low Density Residential (LDR)</b>						
Existing Country Residential	69.99	5	350	5.1%	2.8	980
Large Lot Residential	21.13	7	148	2.2%	2.8	414
Single/Semi-Detached	159.95	25	3,999	58.3%	2.8	11,197
<b>Medium Density Residential (MDR)</b>						
Row Housing	7.91	45	356	5.2%	2.8	997
Low-Rise/Medium Density- Housing	20.03	90	1,803	26.3%	1.8	3,245
<b>High Density Residential (HDR)</b>						
Medium to High Rise Units	0.88	225	198	2.9%	1.5	297
<b>Total</b>	<b>279.89</b>		<b>6,854</b>	<b>100.00%</b>		<b>17,130</b>

**Gross Population Density:** 38 persons per gross developable hectare

**Net Population Density:** 61 persons per net residential hectare

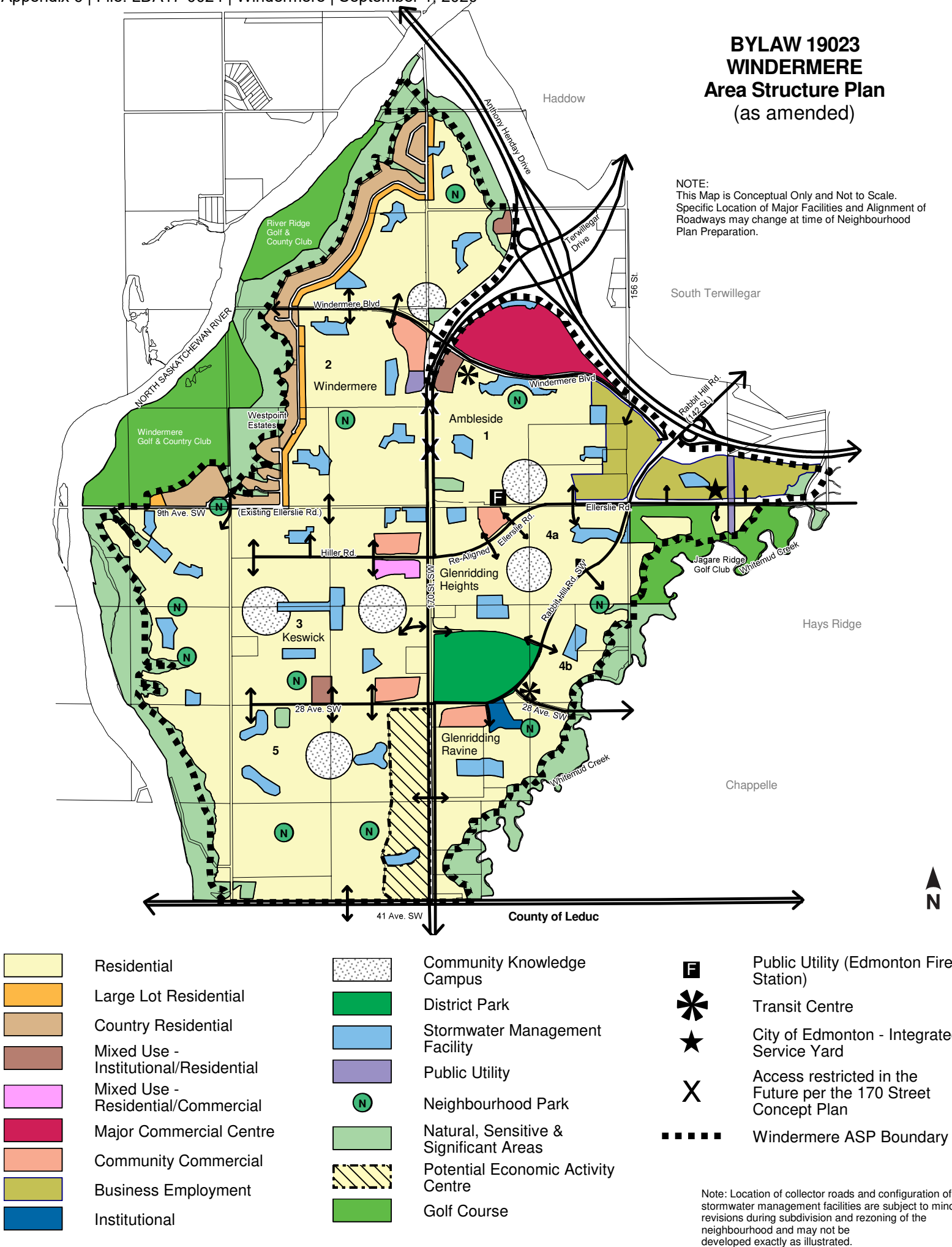
**Unit Density:** 24 units per net residential hectare

Level	Public	Separate	Total
<b>Elementary</b>	888	444	1,332
<b>Junior High</b>	444	222	666
<b>Senior High</b>	444	222	666
<b>Total</b>	<b>1,776</b>	<b>888</b>	<b>2,664</b>

\*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with AMPW - Parks Branch

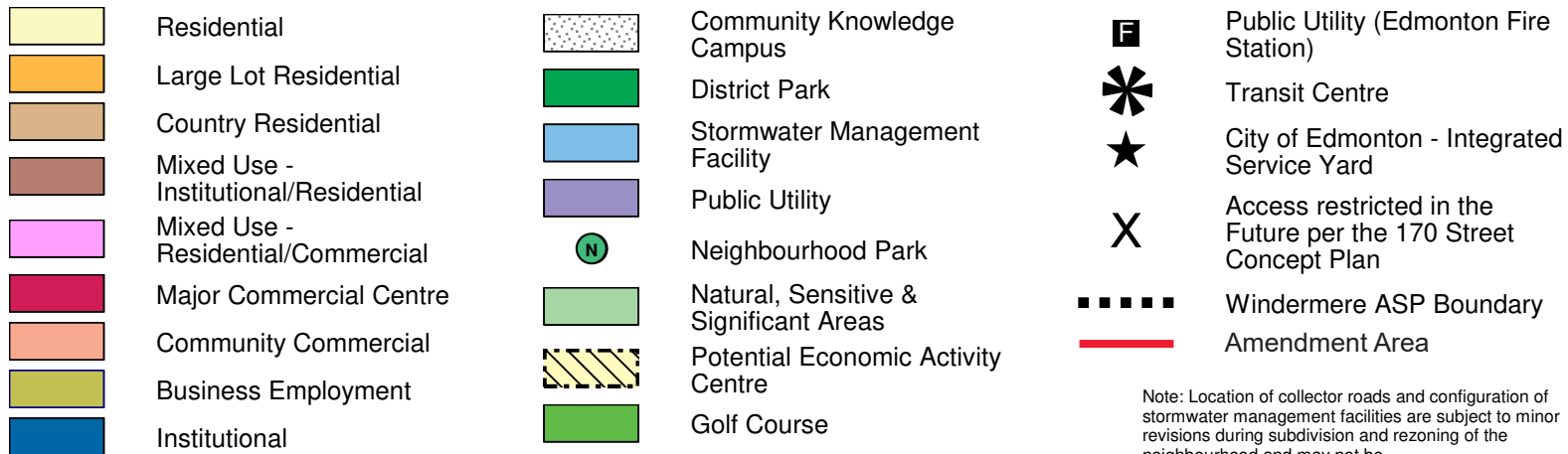
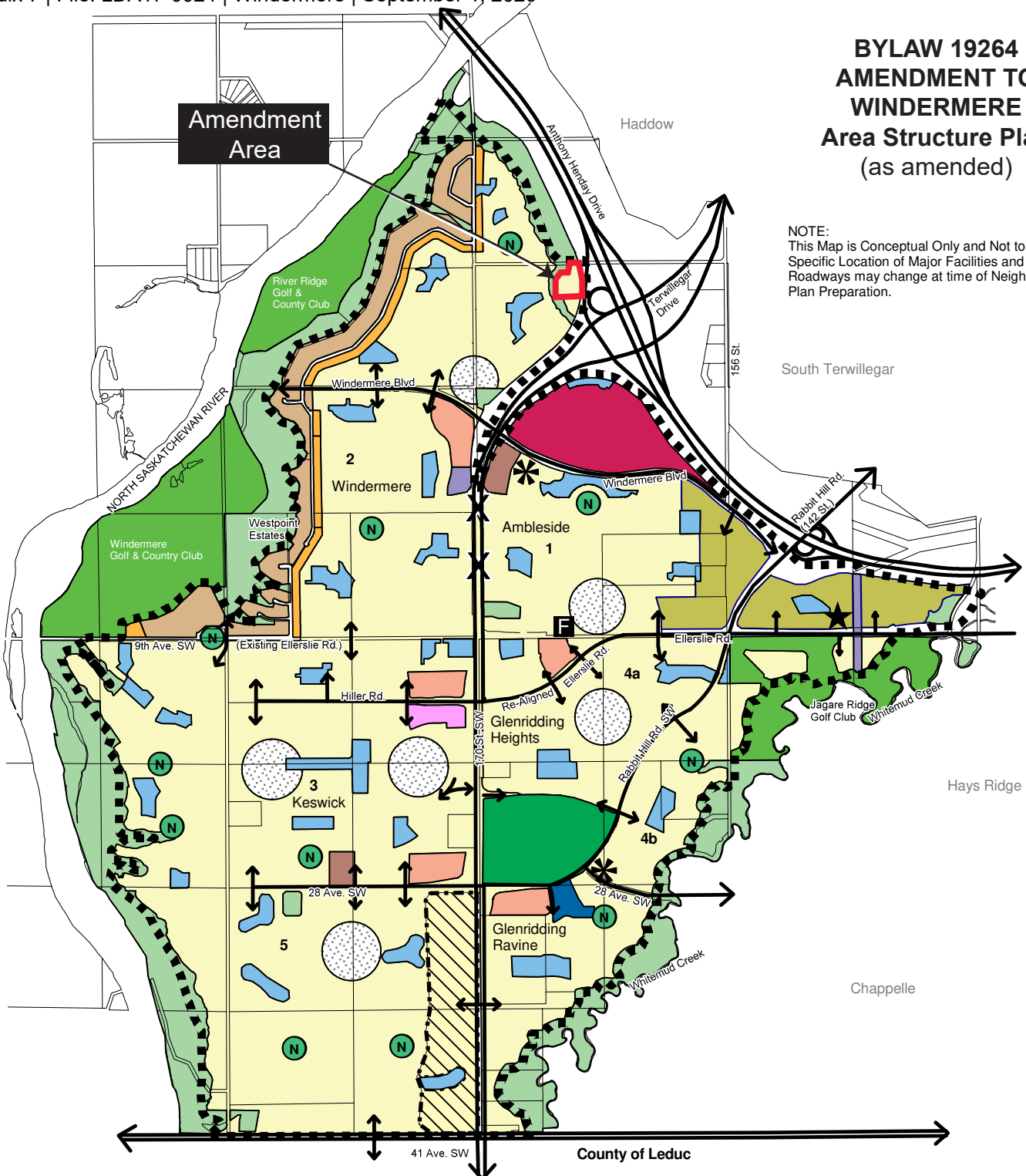
**BYLAW 19023  
WINDERMERE  
Area Structure Plan  
(as amended)**

NOTE:  
This Map is Conceptual Only and Not to Scale.  
Specific Location of Major Facilities and Alignment of  
Roadways may change at time of Neighbourhood  
Plan Preparation.



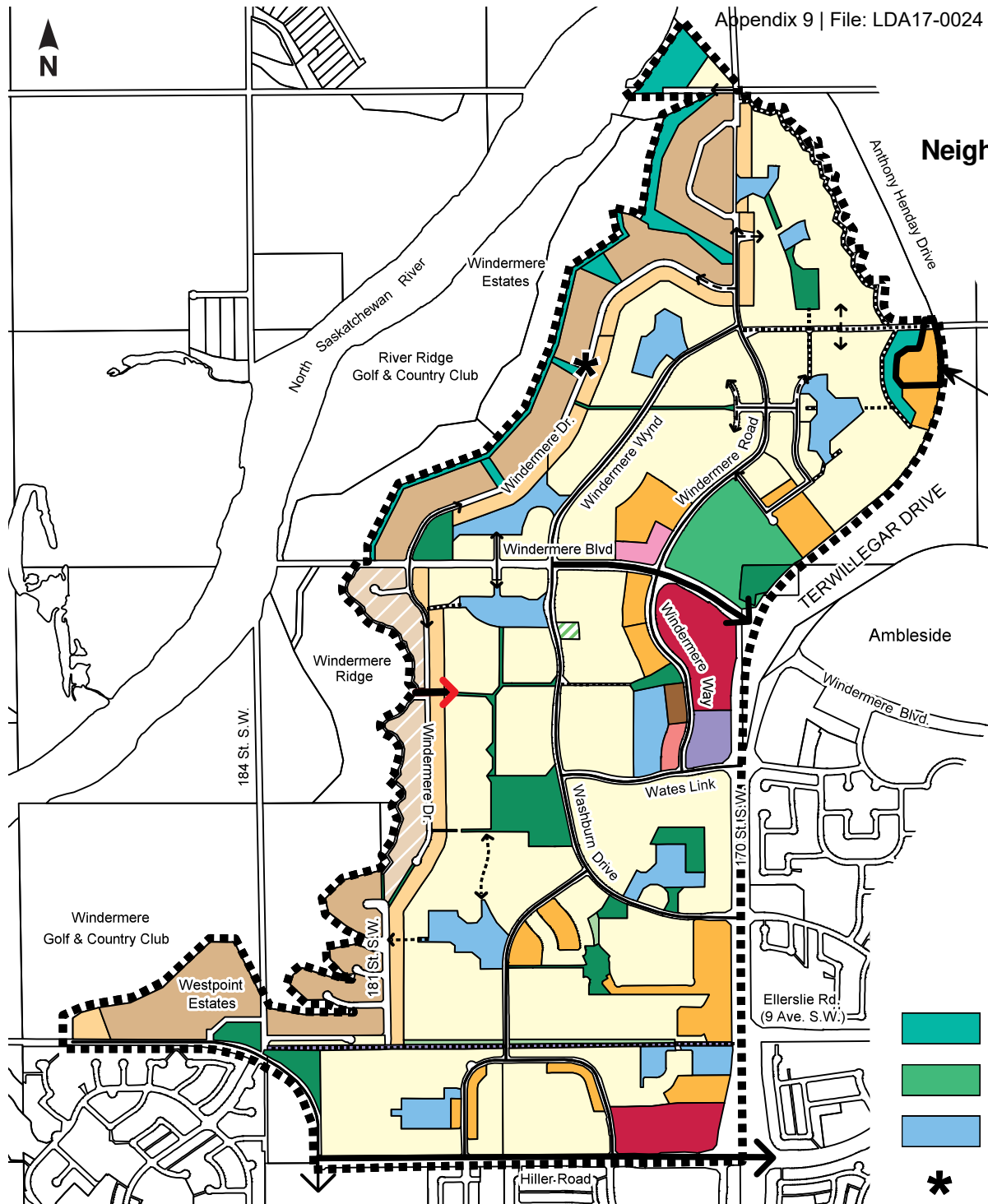
# **BYLAW 19264 AMENDMENT TO WINDERMERE Area Structure Plan (as amended)**

**NOTE:**  
This Map is Conceptual Only and Not to Scale.  
Specific Location of Major Facilities and Alignment of  
Roadways may change at time of Neighbourhood  
Plan Preparation.







# **BYLAW 19265 AMENDMENT TO WINDERMERE Neighbourhood Structure Plan (as amended)**
















**Amendment Area**

NOTE: Location of the collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

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

-  Environmental Reserve
-  School / Park
-  Stormwater Facility
-  Potential Traffic Calming
-  Emergency Access/ Walkway Connection
-  Pedestrian Connection
-  Multi Use Trail
-  Multi Use Trail Corridor (no MR Credit)
-  Local Roadway
-  Collector Roadway
-  Arterial Roadway
-  NSP Boundary
-  Amendment Area

- |  |   |
|--|---|
|  Low Density Residential               |  Public Utility Edmonton Police Services Station |
|  Medium Density Residential            |  Large Lot Residential                           |
|  High Density Residential              |  Office/Mixed Use (non-retail)                   |
|  Existing Country Residential          |  Community Commercial                            |
|  Existing Serviced Country Residential |  General Commercial                              |
|  Municipal Reserve                     |  Private Park                                    |
|  Open Space (no MR credit)             |   |



## APPLICATION SUMMARY

### INFORMATION

Application Type:	Plan Amendments and Rezoning
Bylaws:	19264 & 19265
Charter Bylaw:	19266
Location:	South of 16 Avenue NW and west of Anthony Henday Drive
Address:	16449 - 16 Avenue NW
Legal Description:	Lot 1, Plan 9220825
Site Area:	2.18 ha
Neighbourhood:	Windermere
Notified Community Organization:	Greater Windermere Community League
Applicant:	Sylvia Summers, Stantec

### PLANNING FRAMEWORK

Current Zone:	(AG) Agricultural Zone
Proposed Zone:	(DC1) Direct Development Control Provision
Plans in Effect:	Windermere ASP, Windermere NSP
Historic Status:	None

Written By:  
Approved By:  
Branch:  
Section:

Sean Conway  
Tim Ford  
Development Services  
Planning Coordination