

Walker Neighbourhood Structure Plan

Office Consolidation July 2017

Prepared by:
City Planning Branch
Sustainable Development
City of Edmonton

Bylaw 14543, as amended, was adopted by Council in April 2007. In June 2016, this document was consolidated by virtue of the incorporation of the following bylaws:

Bylaw 14543 Approved April 2, 2007 (to adopt the Walker Neighbourhood Structure Plan)

Bylaw 16199 Approved August 27, 2012 (redesignate 0.40 ha from medium density residential to low density residential and allow for increased site coverage on smaller LDR lots in a portion of northeast Walker)

Bylaw 16251 Approved October 15, 2012 (redistribute low and medium density residential, neighbourhood commercial, district park campus, school/park and stormwater management facility land uses; realign a minor collector road; remove designation of a historical barn; show that the public school within the district park is now a K-9 school; and identifying a potential wetland)

Bylaw 16931 Approved September 8, 2014 (to adjust the boundary of the zoning restriction area, reconfigure a stormwater management facility and realign a pedestrian connection to the Distric Park)

Bylaw 17677 Approved June 27, 2016 (to redesignate land for Medium Density Residential (MDR) and Low Density Residential (LDR), add a School/Park Site, remove the Potential Wetland designation from the Walker NSP, and reconfigure the Storm Water Management Facility (SWMF) and multi-use trails with the southeastern portion of the Walker Neighbourhood)

Bylaw 17961 Approved April 24, 2017, (to redesignate land for Low Density Residential (LDR))

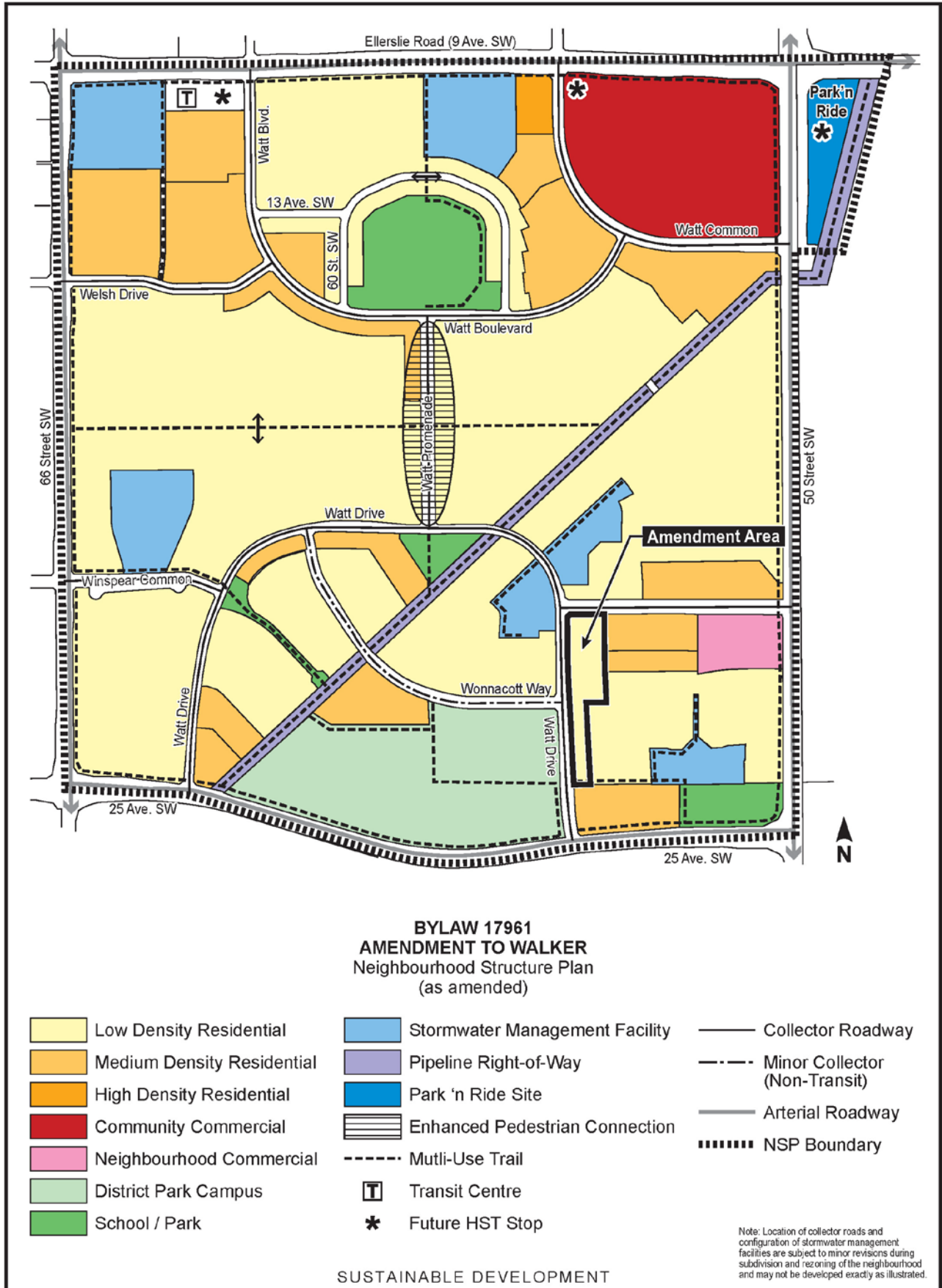
Editor's Note:

This is an office consolidation edition of the Southeast Neighbourhood One Neighbourhood Structure Plan, Bylaw 14543, as approved by City Council on April 2, 2007

For the sake of clarity, new maps and a standardized format were utilized in this Plan. Where it provides clarity names of City departments have been standardized to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

Walker Neighbourhood Structure Plan (Bylaw 17961, April 24, 2017)



Walker

Neighbourhood Structure Plan



Prepared for:

Five Private Corporation
(Amended by Editor)

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1.0 Introduction

1.1 Purpose

The Walker Neighbourhood Structure Plan (“NSP”) seeks to establish a vibrant and sustainable community in southeast Edmonton through the articulated integration of land uses and their connection with one another. The purpose of this NSP is to describe the land use framework and development objectives for Walker.

This area is designated Suburban Area under the City of Edmonton Municipal Development Plan (“MDP”) (1998) providing a statutory framework for future development in order to accommodate population, housing, and economic growth in southeast Edmonton. The plan area encompasses approximately 272 hectares (672 acres) and represents one of three neighbourhoods as identified under the Southeast Area Structure Plan Bylaw (see **Figure 1.0 – Location Plan**).

The Walker NSP has been prepared in conformance with the City of Edmonton Municipal Development Plan, Southeast Area Structure Plan (“ASP”) and other relevant municipal planning and policy documents as described in Section 2.0 of this Plan. Through the submission and approval of plans of subdivision, the detailed design of each of phase of development will implement the concepts presented in this Plan.

The NSP shall implement the general land use pattern as established in the Southeast ASP and the statutory policy used to guide neighbourhood development by identifying the following:

- Type, density and location of residential, commercial, schools, parks and open space land uses, including the intensity and pattern of development;
- Unique environmental areas and natural features;
- The transportation network as it relates to the NSP and overall transportation objectives;
- Conceptual servicing schemes and provision of utility services and infrastructure; and
- Implementation and phasing of development.

A number of supplementary documents have been prepared and submitted under separate cover in support of this NSP. These include: Traffic Impact Assessment (TIA), Phase I Environmental Site Assessment (ESA), Historical Resources Overview (HRO), Neighbourhood Designs Report (NDR) and a Water Network Analysis (WNA).

The Walker NSP has been prepared on behalf of a consortium of 5 *private* land owners. Collectively, these landowners represent approximately 261.41 hectares (645.94 acres) of land within the study area.

Amended by Editor

1.2 Definition Of Plan Area

The Walker NSP is comprised of a number of parcels located within Section 23-51-24-W4M, portions of NW 24-51-24-W4M, and NW/ NE 14-51-24-W4M. The total gross area for the NSP is approximately 272 hectares. As shown on **Figure 2.0 – Context Plan**, the NSP is defined by the following boundaries:

- **Northern Boundary** – Ellerslie Road (9th Avenue SW)
- **Western Boundary** – 66th Street
- **Eastern Boundary** – 50th Street (Highway Connector)
- **Southern Boundary** – 25th Avenue SW

The Walker NSP constitutes a logical planning unit with respect to identifiable plan boundaries and servicing considerations and is in conformance with the policies and objectives identified under the Southeast Area Structure Plan.

1.3 Land Ownership

Approximately 261.41 hectares (96%) of the land within the Walker NSP is owned, managed or under an agreement for sale by various proponents of the plan. Current land ownership is shown on **Figure 3.0 – Ownership Plan**. A listing of the legal parcels is provided below in **Table 1 – Land Ownership**.

TABLE 1 - LAND OWNERSHIP			
Walker NSP (Amended by Editor)			
	Titled Owner	Legal Description	Area (ha)
1	Private	SW 23-51-24-W4M	32.5
2	Private	Lot 1, Plan 802 0758	32.4
3	Private	NW 23-51-24-W4M	32.4
4	Private	Lot 1, Plan 812 0646	32.2
5	Private	SE 23-51-24-W4M	32.0
6	Private	SE 23-51-24-W4M	32.0
7	Private	NE 23-51-24-W4M	**31.9
8	Private	NE 23-51-24-W4M	**31.9
9	Private	Lot B, Plan 2311 RS	**5.19
10	Private	Ptn. NW 14-51-24-W4M	**4.11
11	Government (City of Edmonton)	Lot B, Plan 772 0611	**3.71
12	Private	Ptn. NW 24-51-24-W4M	1.82
TOTAL			272.13

* Names in parenthesis indicate the subject lands are under option to purchase or beneficial ownership

**Denotes land within plan area only and does not represent the area as indicated on Certificate of Title.

Figure 2.0 – Context Plan (Bylaw 14543, April 2, 2007)

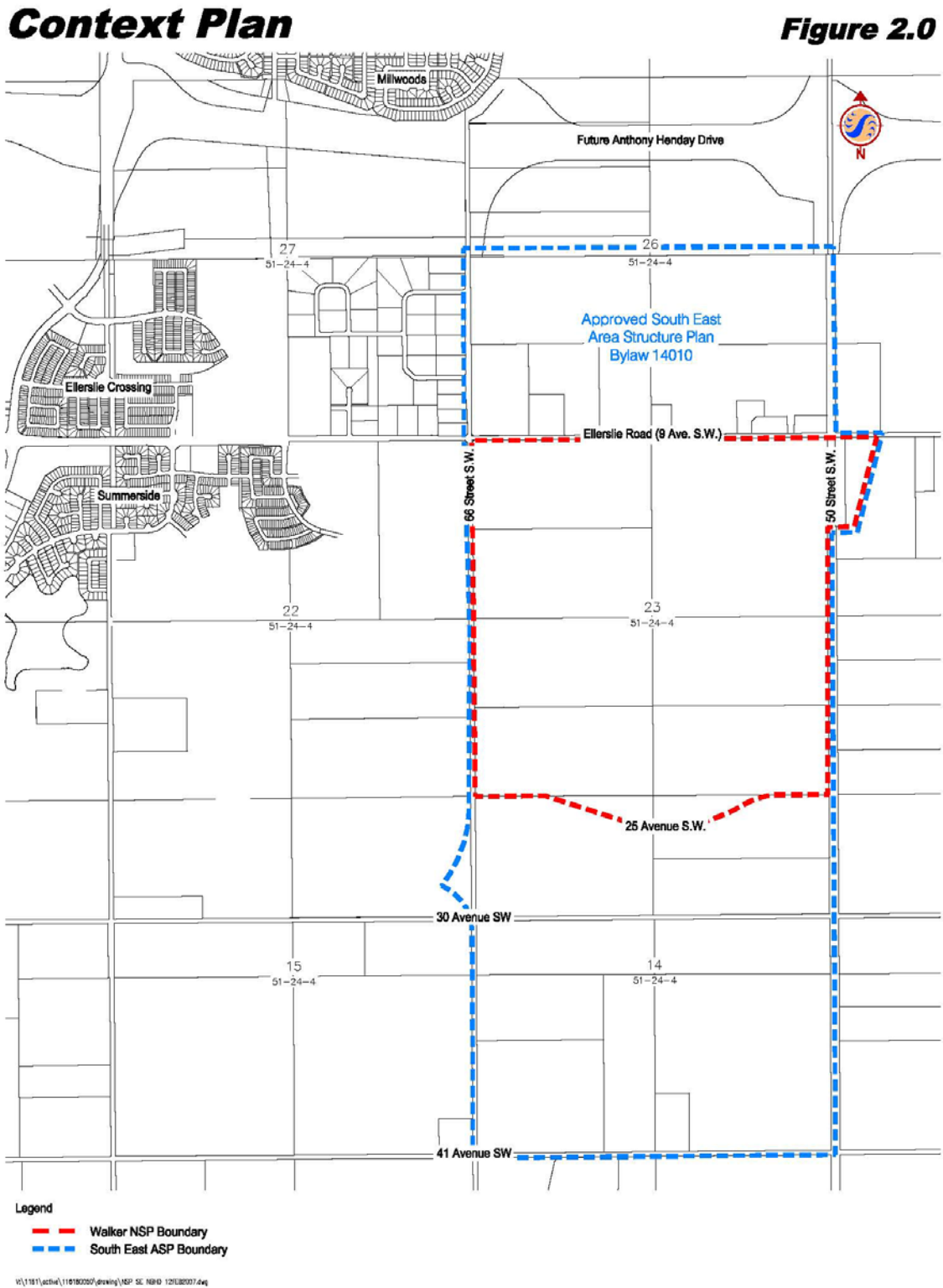
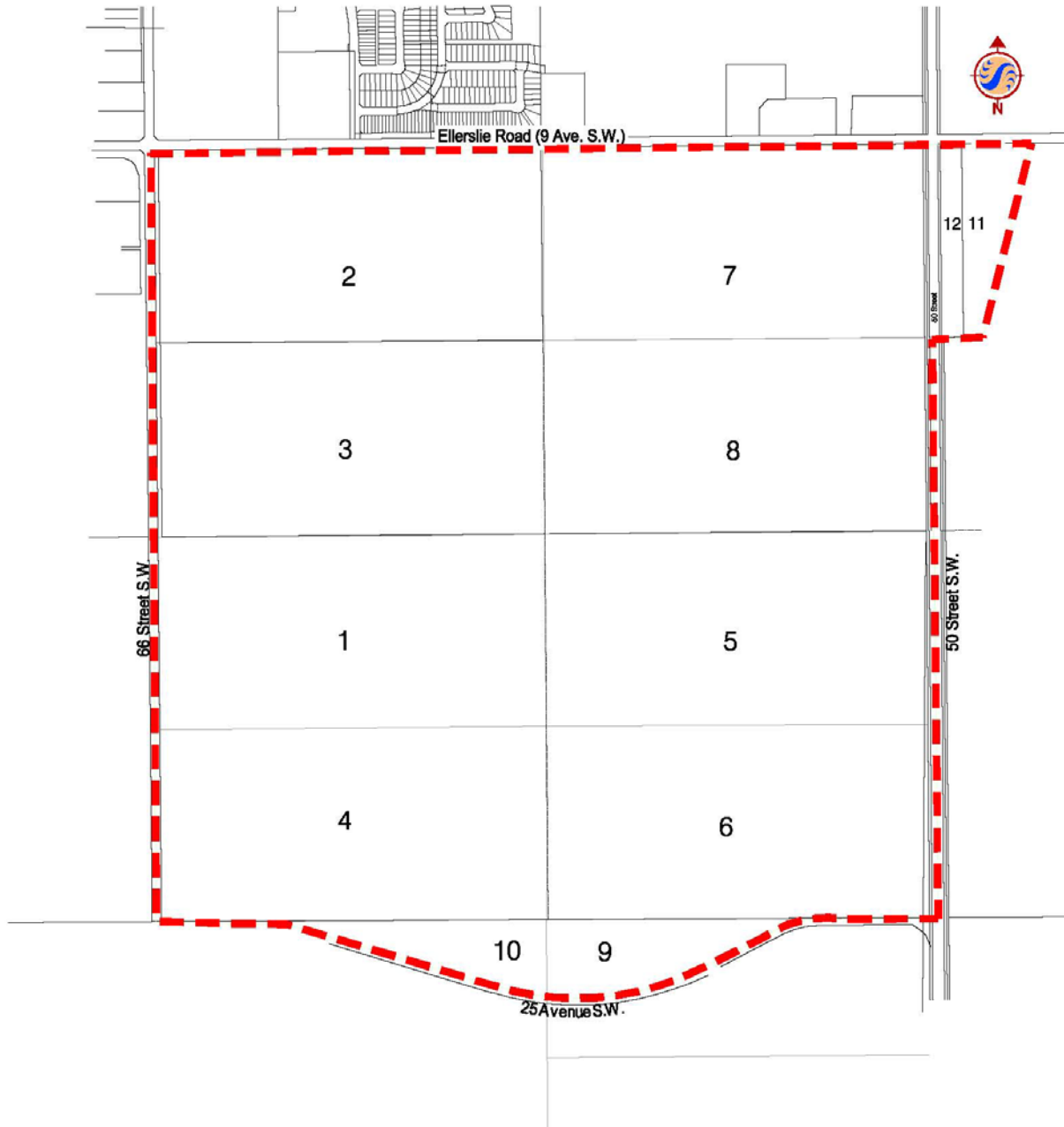


Figure 3.0 – Ownership Plan (Bylaw 14543, April 2, 2007)

Ownership Plan

Figure 3.0



Legend
- - - Walker NSP Boundary

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1.4 Topography and Vegetation

The topography of the lands within the Walker NSP is primarily flat gently increasing in elevation towards the south and east part of the NSP from approximately 700m to 725m (see **Figure 4.0 – Site Contours**). Surface drainage generally runs towards the northwest throughout the plan area.

The majority of the plan area is currently used for agricultural purposes with various farmsteads situated throughout. Two natural areas, SE 71 and SE 72, which are both identified in the *City of Edmonton Inventory of Environmentally Sensitive and Significant Natural Areas*, are located within NSP boundaries (see **Figure 5.0 – Site Features**). A third natural area, SE 16, is located on the southern boundary of Walker and is also identified in the inventory. The remainder of the plan area is clear of vegetation and other natural elements.

Bylaw 16251
October 15, 2012

1.5 Existing Land Uses

As referenced in Section 1.4, the majority of the land within the Walker plan area is currently used for agricultural purposes. A number of existing farmhouse / residential properties are situated along 50 and 66 Streets. Of particular note, in the northwestern portion of the NSP area is located a historical dairy barn from the Treichel homestead which has been identified as a potential heritage resource. Associated buildings and structures shall be integrated wherever possible through the development of the neighbourhood and / or removed as required.



1.6 Surrounding Land Uses

North of the plan area, across Ellerslie Road, is the Southeast Neighbourhood One NSP plan area. The lands to the east and south are used for agricultural purposes. To the west, across 66 Street, are the developing neighbourhoods of Summerside that form part of the Ellerslie Area Structure Plan.

1.7 Environmental and Historical Resources

1.7.1 Phase I Environmental Site Assessment

Phase I Environmental Site Assessments (ESA) have been undertaken in preparation of the Walker NSP for *five private corporations*.

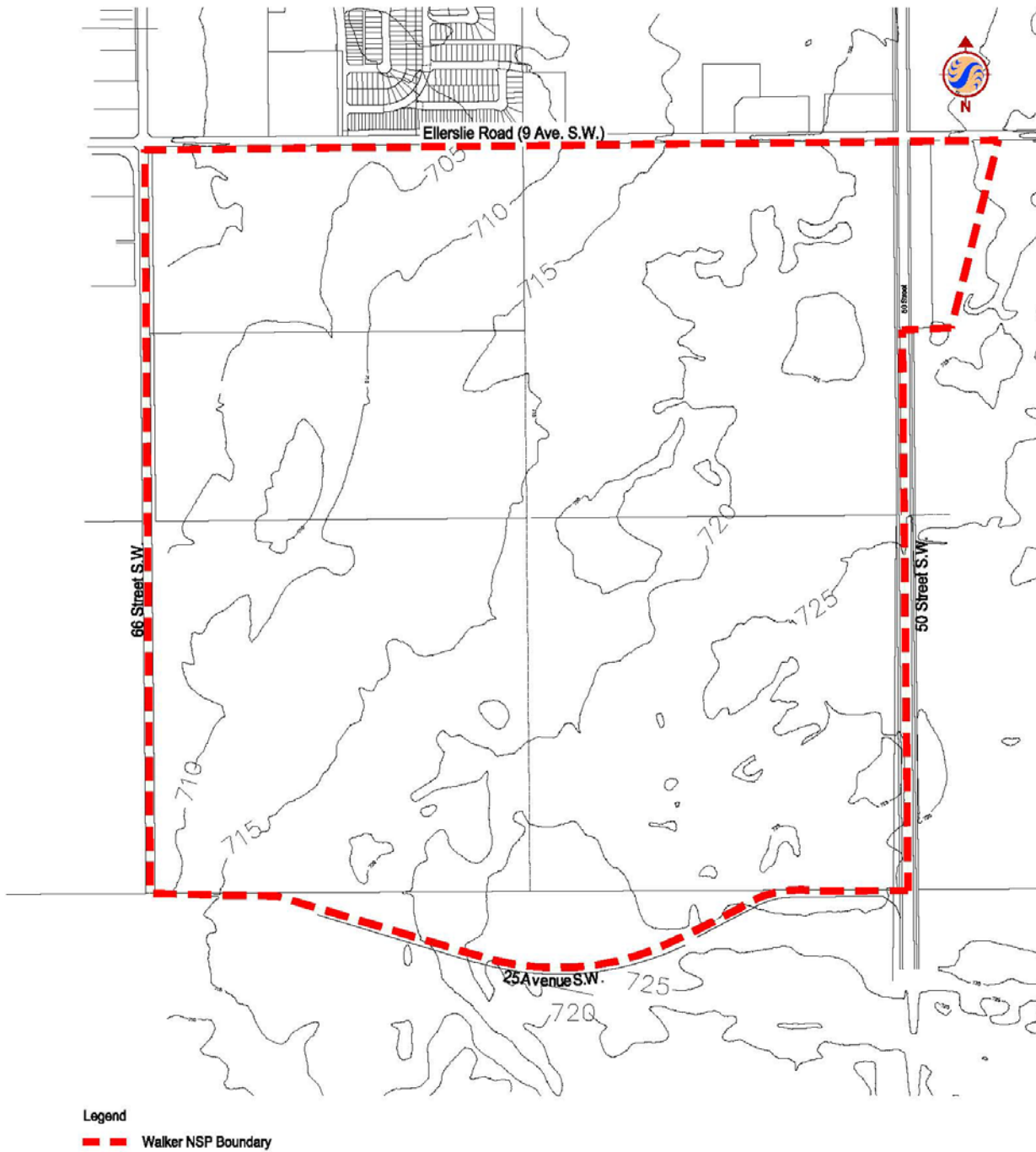
Amended by Editor

The following is a composite list of the completed ESA's within various parcels (see **Table 2 – Phase I Environmental Site Assessments**.)

Figure 4.0 – Site Contours (Bylaw 14543, April 2, 2007)

Site Contours

Figure 4.0

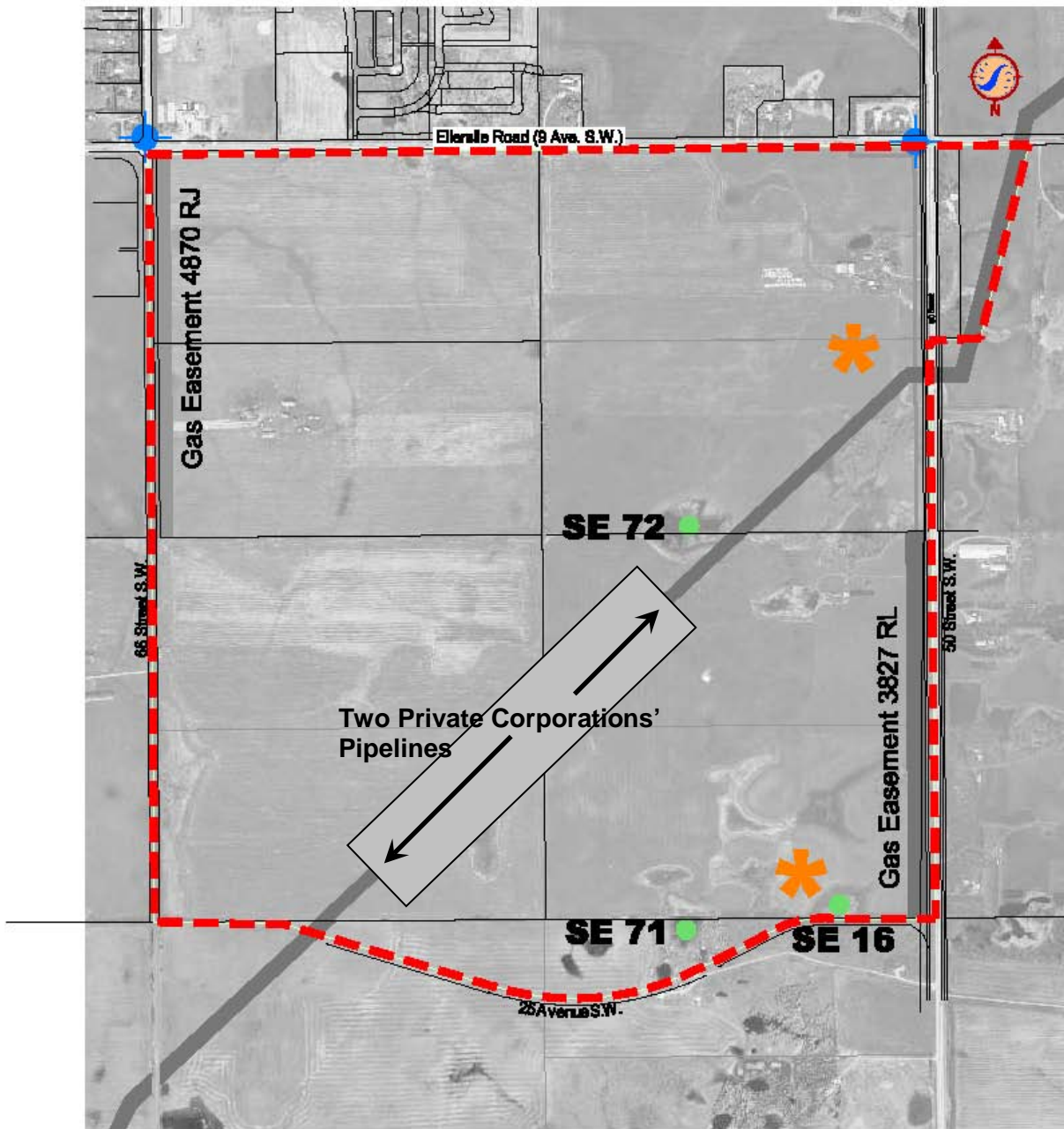


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Figure 5.0 – Site Features (Bylaw 14543, April 2, 2007)

Site Features

Figure 5.0



Amended by Editor (Private Corporations' names removed)

- Legend**
- Natural Area
 - Abandoned Test Bore Hole
 - █ Pipeline ROW
 - ✱ High Point
 - - - Walker NSP Boundary

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TABLE 2 Phase I - Environmental Site Assessments (Amended by Editor)		
Land Owner	Location	Comments
<i>Private Corporation</i>	NE 23-51-24-W4M	Phase II Required
<i>Private Corporation</i>	Lot 1, Plan 802 0758	No further study required
<i>Private Corporation</i>	S ½ of NW 23-51-24-W4M	Phase II Required
<i>Private Corporation</i>	SW 23-51-24-W4M	No further study required

1.7.2 Non-Participating Land Owners

Based on existing information, no other Phase I or II Environmental Site Assessments have been undertaken for the remaining lands within the Walker NSP. It should be noted that the City of Edmonton Planning & Development Department recommends that individual landowners provide ESA's or disclosure statements at the rezoning stage.

1.7.3 Historical Resources Overview

As illustrated in **Table 3 – Historical Resources Overview / Impact Assessments**, assessments have been completed on a number of parcels within the plan area.

TABLE 3
HISTORICAL RESOURCES OVERVIEW / IMPACT ASSESSMENTS
(Amended by Editor)

Owner	Location	HRO Completed	HRIA Required	Comments
Private Corporation (1)	NE¼ 23-51-24-W4	Yes	Yes	Inspect marsh area and farm site in the NE-23-51-24-W4. No further investigation required
Private Corporation (2)	SW¼ 23-51-24-W4M, Lot 1, Plan 812-0646	Yes	No	No further investigation required.
Private Corporation (3)	Lot 1 Plan 802-0758	Yes	No	No further investigation required.
Private Corporation (4)	S½ of NW¼ 23-51-24-W4M	Yes	Yes	Inspect farm buildings in NW-23-51-24-W4; No further investigation required
Private Corporation (5)	S½ of NE¼ 23-51-24-W4	Yes	Yes	Inspect farm site and marsh area in the NE-23-51-24-W4. No further investigation required

Historical Resources Overview (HRO) are required as part of the NSP process. Stantec Consulting Ltd. completed a number of HRO's for the lands within Walker NSP.

A HRO was completed by Stantec Consulting Ltd. in 2003 for the NW¼ 23-51-25-W4M. A dairy and horse barn is located within a portion of a *private corporation's* (2) land. The barn was constructed in 1930 on the site of the Treichel family homestead, located east of 66 Street and south of Eilerslie Road. Given its age, history and condition, the City of Edmonton Heritage Officer has identified the barn as a potential heritage resource. However, no Heritage Designation exists for the barn.

Amended by Editor

Pursuant to Section 31 of the *Historical Resources Act*, development proponents and their representatives are required to report the discovery of any archaeological, historic period or paleontological resources, which may be encountered during construction.

1.8 Energy & Natural Resources

1.8.1 Oil & Gas Well Sites

A review of information provided by the Alberta Energy & Utilities Board (AEUB) has indicated that there are no active or suspended oil or gas wells within the boundaries of the Walker NSP.

1.8.2 Pipeline Rights-of-Way and Facilities

The table below identifies two pipeline licenses situated within a major pipeline corridor in the central portion of the plan area. The major pipeline corridor provides an opportunity to incorporate a multi-use trail traversing through the Walker NSP area. Future development shall not be restricted by the location of these right-of-ways as they will be further integrated with the neighbourhood and servicing designs (where required).

TABLE 4 EXISTING PIPELINE TRANSMISSION FACILITIES (Amended by Editor)				
Company	Substance	H ₂ S Content (mol/kmol) ¹	Max. Operating Pressure (kPa) ²	Max. Outside Diameter (Mm) ³
<i>Private Corporation</i>	LVP Hydrocarbon	0.00	9,930	273.1
<i>Private Corporation</i>	HVP Hydrocarbon	0.00	9,100	219.1
¹ sour natural gas occurs when the H ₂ S content is greater than 10.0 mol/kmol ² a high pressure line has a maximum operating pressure greater than or equal to 3,475 kPa ³ a high pressure line has an outside diameter greater than or equal to 323.9 mm				

1.9 Southeast Commercial Market Study

A Commercial Market Study by Urbanics Consulting Limited has been completed in support of the Community Commercial site. The results of this study indicate that the proposed commercial site is strongly advantaged given its locational attributes relative to the future Anthony Henday Drive / 50 Street interchange (i.e. high visibility, access / egress), proximity to a growing high income trade area, and differentiation from other retail conglomerations nearby. This report has been accepted by Planning and Development as part of the ASP review.

1.10 Public Meeting

A public meeting was hosted by the Planning and Development Department on December 5th, 2006. The purpose of the meeting was to provide an update on the proposed Plan and the planning processes to date.

2.0 Policy and Design Principles

2.1 Policy Context

The Walker NSP has been prepared with a high regard for the principles and objectives obtained from a number of City of Edmonton municipal plans and policy documents. These land use documents have been identified along with their policies and guidelines used in preparation of this NSP. Considering these documents may be amended or revised over time, landowners and developers are advised to contact the respective civic agencies for the latest plans, policies, guidelines and / or requirements. The following is a list of policy documents, relevant objectives and principles applicable to the preparation of this NSP.

2.1.1 City of Edmonton Municipal Development Plan (MDP) – Plan Edmonton

Plan Edmonton establishes a number of policies and strategies to help guide municipal growth and development in Edmonton over a 10-year horizon. Adopted in 1998, the MDP provides an overall policy framework for future land use planning and development within the City and the NSP area.

The lands within the Walker NSP are designated in the City of Edmonton's Municipal Development Plan (MDP) as Suburban Area. This permits the development of residential housing, commercial, schools, parks and other suburban-type uses.

A number of strategies are identified in the MDP that encourage: orderly and cost-effective growth; efficient use of land and provision of services through contiguous development; provision of varied housing types and densities; functional and aesthetically pleasing residential and business land uses; accessible recreational and open space opportunities; and, protection of the natural environment. The Walker NSP was prepared with respect to the following strategies.

2.1.2 Planned Growth – Land Development Philosophy

“Develop and utilise a land development philosophy that meets the City’s long-term development needs and achieves the optimal balance between residential, industrial, commercial, institutional and recreational land use.”

Strategy 1.1.1 - Provide for choices regarding the types of developments in which people want to live and do business.

Walker NSP proposes a range of residential development (low, medium and high-density) along with commercial, educational, and open space land uses.

Strategy 1.1.2 – Address compatibility of land use in the development and review of land use plans and development proposals.

The Walker NSP has been planned to ensure the compatibility of existing and proposed land uses. Low-density residential areas have been situated within walking distances of neighbourhood focal points (e.g. district park, natural and open space areas) via the multi-use trail corridor network. Higher residential densities have been located at strategic access points (e.g. 66 Street, 50 Street, Ellerslie Road, 25 Avenue) to the neighbourhood, along collector roadways, and service areas (e.g. Community / Neighbourhood Commercial, District Park, School / Park sites).

Consideration has been given to further integration of nearby residential communities (Ellerslie neighbourhoods, the future Transit Centre, High Speed Transit facilities and utility / pipeline corridors).

Strategy 1.1.12 – *Place a high priority on the effective and efficient use of land.*

The Walker NSP plans for a balanced mix of residential, commercial, institutional and recreational land uses organized into an efficient land use pattern. The lands may be serviced and developed in a cost-effective and staged manner in accordance with market demands.

Strategy 1.1.13 – *Plan for urban development which is environmentally friendly and fiscally sustainable in the long term, based on the City's financing, infrastructure and environmental strategies.*

The Walker NSP will encourage development to respect and integrate with the environment as best as possible. Existing agricultural lands will remain in production until required for urban development. Transition of agricultural lands will follow the logical and efficient extension of infrastructure and servicing within the area preserving these lands until required.

The Walker NSP plans to develop in a fiscally sustainable manner. A compact urban development form is encouraged promoting higher residential densities adjacent / near commercial land uses, natural and open spaces, and transportation and transit corridors. Shared infrastructure will be encouraged increasing the value of capital investment, future service cost management, and overall land use efficiency.

The district park, school / park site and integrated stormwater management facilities will provide residents with adequate space for passive and active recreational opportunities. Multi-use trails connecting neighbourhood focal points (e.g. district park, schools/ parks, commercial area) have been designed to promote everyday usage and connection to areas outside the neighbourhood. This design enhances local mobility options (e.g. walking, cycling, transit) and access to local amenities and services (e.g. district park, open spaces, transit, commercial) reducing auto dependency and roadway infrastructure wear. Walker NSP will incorporate stormwater quality management principles outlined in the City of Edmonton's Drainage Master Plan 2004 – 2014.

In accordance with the City's urban development standards and requirements of the Land Development Industry, developers shall be required to provide for items such as four lanes of arterial roadway in addition to collector and local roads, construction of

hard infrastructure (e.g. storm, sanitary, water, shallow utilities) in agreement with the City. This fulfills the responsibilities of developers in developing new neighbourhoods and meeting their obligation to the fiscal sustainability of the municipality.

Strategy 1.1.14 – *Maintain the integrity of pipelines and utility corridors while planning for growth and development.*

Existing pipeline and utility corridors shall be incorporated as part of the open space and multi-use trail corridor network (where possible and appropriate) and will otherwise be protected from encroachment by urban development.

2.1.3 Planned Growth – Utilization of Existing Infrastructure

“Encourage maximum development around City infrastructure.”

Strategy 1.3.3 – *Support contiguous development that is adjacent to existing development in order to accommodate growth in an orderly and economical fashion.*

The Walker NSP is situated directly south of Southeast Neighbourhood One NSP (“Charlesworth”). The location and phasing of development will be completed concurrently with the logical extension of infrastructure and servicing. Future residents will have access to effective transit service along arterial and collector roadways, a High Speed Transit park n’ ride adjacent to 50 Street and Ellerslie Road and surrounding school / park facilities in neighbouring Summerside.

Strategy 1.3.4 – Promote intensification of development around transportation corridors and employment areas.

The Walker NSP shall promote the development of compact and higher density land uses in support of neighbourhood focal points and development intensification. Accordingly, medium and high-density housing have been combined with open spaces, stormwater management facilities (SWMF) and educational uses in the western and central portions of the neighbourhood to maximize local amenity opportunities.

Higher residential densities (i.e. Medium Density and High Density) within the NSP have been clustered adjacent to arterial and collector roadways for efficient and convenient access. These have been further aligned with Institutional, Neighbourhood and Community Commercial land uses in the eastern half of the NSP combining everyday destinations for residents within a short walkable distance. Supporting neighbourhood focal points with higher residential densities and transit service nodes (e.g. Transit Centre, High-Speed Transit) helps to establish a more intensive and cost-effective greenfield development.

2.1.4 Planned Growth – Preservation and Enhancement of the Natural Environment and Open Spaces

“Preserve and enhance the river valley, natural areas and open space within the urban landscape; recognise these areas as critical aspects of successful planned growth of the City; and, link them to the extent possible.”

2.1.5 Planned Growth – Managing Suburban Growth

“Manage suburban growth in a manner that ensures adequate infrastructure and services and maintains a balance of residential, commercial, industrial and recreational land uses.”

Strategy 1.7.1 – Accommodate growth in an orderly, serviced and cost-effective manner.

Development of the Walker NSP has been planned and designed to ensure development utilizes existing and planned infrastructure and services, promote more intensive land use patterns (e.g. higher residential densities, commercial / retail), transportation options (neighbourhood walkability, cycling, transit access), and conservation of environmental features.

Municipal services for the Walker neighbourhood shall be extended from connection points within the Summerside Neighbourhood and Ellerslie Road.

Strategy 1.7.2 – Provide for a range of housing types and densities in each residential neighbourhood.

Walker NSP provides a range of low, medium and high density residential development opportunities. Innovative housing types, site designs and building sites will be encouraged to develop a compact, affordable, and pedestrian friendly neighbourhood.

Strategy 1.7.4 – Ensure availability and access to recreational opportunities and open spaces.

A number of multi-use trails and linkages have been incorporated into the NSP to offer residents efficient accessibility to the neighbourhood focal points (district campus, school / park site, stormwater management facilities, commercial areas).

2.1.6 Smart Choices for Developing Our Community – Council Recommendations

City Council approved six Recommendations based on the *Smart Choices for Developing our Community* report produced by the City of Edmonton Planning and Development Department on March 23, 2004. These Recommendations encourage new developments to incorporate “Smart Growth” principles including: comprehensive planning, design and development of communities that promote a range of housing, transportation and employment options, preservation and conservation of natural and

cultural resources, and community sense of place. Of the six Recommendations, three apply to Walker NSP. These include:

- **Recommendation 1: Transit-Oriented Development** – *Development of a comprehensive Transit-Oriented Development implementation strategy based on experience gained from implementation of the Fort Road Old Town Master Plan. The intent is to promote residential / commercial intensification around LRT / Transit stations where compact development may occur and efficiencies gained through shared infrastructure, resources, community facilities and services. This would be achieved through comprehensive planning, design and development of pedestrian-friendly environments within easy walking distance.*

Walker NSP focuses on development intensification by locating medium and high density residential uses adjacent to commercial, open space and future transit facilities / corridors.

- **Recommendation 2: Walkability** – *Establish a coordinated approach to making walkability a prime consideration in infrastructure decision-making and review of development. This includes: capital planning; planning for pedestrian routes; streetscaping and architectural design requirements; pedway development at major transit stations, LRT and downtown; Multi-Use Trail pedestrian linkages and development; and, walkability public education and programming. The intent is to encourage local access (i.e. walkability) for everyday destinations through the integration of abandoned rail corridors and utility right-of-ways by pedestrians and cyclists, appropriate mix of land uses and their inter-connection, high quality transit service and design urban environments that are safe, convenient and attractive.*

The Walker NSP promotes pedestrian connectivity that encourages choice among places to work, live, and play, with an emphasis on promoting pathway / multi-trail usage. Residential, natural and open space, commercial and institutional land uses have been designed to function harmoniously and efficiently. Direct pedestrian linkages via multi-use trails will encourage walking and cycling as viable alternatives to local automobile use. Residents will enjoy enhanced access to neighbourhood services and amenities, pedestrian routes, and transit service contributing to higher quality of life, greater public transit use; cleaner environment, improved personal health and economic cost savings.

- **Recommendation 8: Urban Design** – *Develop urban design principles, guidelines and regulations through community consultation to apply to all public and private spaces and built form affected by land use planning, redevelopment, and new development. The intent is to create, maintain and enhance meaningful public and private places through effective place-making (i.e. consultation, communication, and implementation).*

Walker NSP establishes a series of design principles in support of a safe, convenient and attractive neighbourhood. Attention to urban design at the time of development will ensure appropriate consideration of existing / surrounding land uses, community resources / facilities, future development, pedestrian

connectivity, a range of users (e.g. children, seniors), attractive streetscaping, architecture and open spaces, sufficient lighting, sidewalks, and pedestrian amenities.

2.1.7 Edmonton Suburban Neighbourhood Design Principles (SNDP)

The City of Edmonton's Suburban Neighbourhood Design Principles report describes a variety of design principles intended to encourage flexibility and innovation in the design and servicing of new neighbourhoods. Relevant policies include:

Design Principle 1 – Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods.

Development of the Walker NSP will be undertaken in an efficient and contiguous manner in response to consumer and market demands. Compact development forms will be promoted to maximize the use of land and infrastructure services where servicing extensions will be undertaken in accordance with City plans and policies. Existing roadways such as Ellerslie Road, 66 Street, and 50 Street will be upgraded and widened as necessary with the overall advancement of development.

Design Principle 2 – Design and locate school and community facilities to provide inter-neighbourhood focal points.

A School / Park site and District Campus will serve as major community focal points. The School / Park site is situated in the north-central portion of the neighbourhood and enjoys high accessibility via the collector roadway network that is adjacent on one side of the site. This site will accommodate a future Separate School (K-9) and a community league building.

The District Campus site is located in the southern portion of the NSP. This site is highly accessible to 25 Avenue and an adjacent collector roadway. This site is sufficient size to accommodate both regional and neighbourhood recreational demands. The site will accommodate a future *Public K-9 School* and a recreational facility. This location will attract many users for either for employment, customer, or enjoyment. The school / park site and District Park enjoy significant visibility, access and prominence as inter-neighbourhood focal points.

Bylaw 16251
October 15, 2012

Design Principle 3 - Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods.

The Walker NSP Area is defined by four major arterial roadways; Ellerslie Road, 50 Street, 66 Street and 25 Avenue SW. These transportation corridors are aligned in a grid pattern peripheral to the plan area. This pattern is further defined within the neighbourhood through collector roadways that intersect the abutting arterial roadways at right angles and that are aligned in a predominately east-west and north-south manner.

Design Principle 5 - Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood.

A multi-use trail corridor network linking internal and peripheral areas within and adjacent to the NSP will be provided. These linkages have been designed in support of a walkable community concept. The comprehensive internal multi-use trail corridor network provides pedestrian and bicycle access at the local level, connects residents to neighbourhood amenities, focal points and destinations (school sites, parks/ open spaces, commercial areas), and public transit facilities (e.g., bus stops, parking lots), and reduces potential pedestrian and vehicular conflict.

Design Principle 7 - At the area and neighbourhood planning stage, plan the location of the school / park facilities relative to neighbourhood staging such that they can be consolidated, serviced and available early in the development of a neighbourhood or catchment area.

The location of the school / park site in the northern portion of the neighbourhood will be incorporated within the early stages of development.

Design Principle 8 – Design park and institutional sites and buildings within the neighbourhood and community focal points to be adaptable to other uses or levels of education over time.

The District Campus and School / Park site are of sufficient size to accommodate a school and community-related facilities. Should the requirements of the sites change over time, they are of sufficient size to accommodate other land uses on all, or portions, of the land.

Design Principle 9 – Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and storm water management.

The District Park and School / Park site within Walker NSP has been designed as focal points within the community and are of sufficient size to accommodate school buildings, playfields, and community facilities. Specific locations for schools, recreation facilities, community league and park sites are considered with respect to 10% municipal reserves allocation set out under the *Municipal Government Act*.

Design Principle 10 - Create a linked open space system through open spaces created by stormwater management facilities, some utility rights-of-way, preservation of appropriate natural areas and drainage courses, and school and park open spaces.

The Walker NSP establishes a comprehensively designed multi-use trail corridor network in support of a compact and walkable community. A series of multi-use trails and linkages connect to the stormwater management facilities, School / Park and District Park sites and Dispersed Park.

Design Principle 11 - Locate multi-family uses toward the edge of new neighbourhoods and close to the community and neighbourhood focal points.

Medium and High Density Residential areas are contemplated within the NSP and will be designated throughout the plan area having regard for transit / pedestrian access, urban interface and land use transitioning. Higher residential densities have been

located along arterial and collector roadways near neighbourhood focal points (e.g. District Park, School / Park sites) and commercial areas.

Design Principle 12 - *Use stormwater management techniques which provide an alternative(s) to the man made lakes and dry ponds typical to Edmonton.*

Stormwater management facilities in the Walker NSP may be constructed as wetlands or naturalized stormwater facilities developed to the satisfaction of the Drainage Branch.

Design Principle 14 - *Provide opportunity through the residential districts of the Land Use Bylaw for the intensification of housing forms and for alternative site design and building siting.*

The Walker NSP provides a variety of residential housing forms and densities within the plan area. It is intended that low, medium and high density housing will be developed in accordance with market demands. Innovative building and site designs may be pursued at the rezoning and subdivision stages. In support of a walkable community, Plan Edmonton's MDP intensification strategy (Strategy 1.3.4) and high priority on the effective and efficient use of land (Strategy 1.1.12), the Walker NSP exceeds the City of Edmonton Housing Mix Guidelines of 35% for higher density residential by 13% (including HDR units). This will result in higher densities that support municipal services and infrastructure.

Design Principle 15 - Use current population and student generation formulas when planning facilities for a neighbourhood. Take into account the life cycle of the neighbourhood.

In preparation of the Walker NSP and in consideration of the lifecycle of the neighbourhood, updated population and unit density factors were used taking into account the need for more accurate, up-to-date planning forecasts for southeast Edmonton. Residential densities for the neighbourhoods range from 25 dwelling units per net residential hectare ("dupnrha") under the Low Density Residential designation to 225 dupnrha under the High Density Residential designation, reflecting the latest in housing mix and development intensity. In planning for neighbourhood facility development, service and program delivery, existing school facilities and park sites were planned in consultation with Edmonton Public School Board and Community Services Department.

Design Principle 16 – Design and locate schools and community facilities to create inter neighbourhood focal points.

There are two school/park sites in the NSP. The northerly school/park site is located on a future collector roadway toward the northern portion of the neighbourhood, thus facilitating its early assembly, servicing and development. The southerly district park campus site is centrally located in the ASP area.

2.2 City of Edmonton Housing Mix Guidelines

In 1991, Council approved guidelines recommending that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% low density

residential (LDR) units and 15% to 35% medium density residential (MDR) units. These guidelines encourage a mix of housing types, a range of choice in housing, and a measure of intensification. Since the Council guidelines were approved in 1991, the need for multi family housing has significantly increased. Within the MDP, Council has stated “We will optimize the use of public infrastructure by... accommodating higher density land uses along transportation corridors.” and, “We will encourage the efficient and cost effective use of land, infrastructure and services by promoting compact and contiguous development.” Smart Choices and Suburban Neighbourhood Design Principles also encourage affordable housing choices as well as efficient use of infrastructure.

Population and density calculations are provided within the Land Use and Population Statistics. Although the housing mix ratio does not conform to these specific guidelines, it reflects the recent ideas endorsed by Council and Administration for encouraging higher densities in suburban communities as a means of establishing compact and transit-supportive neighbourhoods.

Bylaw 16199
August 27, 2012

2.3 Airport Protection Overlay

The Walker NSP area is situated entirely outside the Edmonton International Airport Vicinity Protection Area boundary. As a result, there are no restrictions on residential development within the plan area.

2.4 Alberta Energy Utilities Board Policy and Guidelines

The Walker NSP will respect the City of Edmonton’s Policy Guidelines for the Integration of Transmission Pipelines and Urban Development (1985), Planning for the Interface of Pipeline Right-of-ways and the Subdivision of Land (2003), Alberta Energy and Utilities Board policies and any other relevant policies to be employed in consideration of urban development within and or adjacent to well sites, pipeline or facility right-of-ways.

2.5 Stormwater Management Guidelines

The location, design and construction of stormwater management facilities will conform to the City of Edmonton’s Stormwater Management Facilities Guidelines.

2.6 Southeast Area Structure Plan (ASP)

The Southeast ASP provides the general policies and guidelines to facilitate the orderly development of the Walker NSP in regards to proposed land uses, density of development, transportation facilities, infrastructure and servicing and staging of development. This includes:

- A variety of housing options to accommodate a range of income levels.
- Design and develop commercial sites to be vibrant and desirable destinations inclusive of active and attractive streets to encourage walking.
- Pedestrian-friendly communities.

- A range of transportation options including walkways and corridor connections.
- Life long learning and employment opportunities.
- Efficient, contiguous and staged urban infrastructure.
- Preservation and enhancement of natural areas and open spaces where possible.

2.7 Affordable Housing Initiative

As the City of Edmonton develops policies for affordable and/or attainable housing, ongoing discussions will be required between City Administration and the developers / builders in this area as to the costs, form and processes of providing affordable and attainable housing. When the City has an approved policy for affordable housing, it will apply to this bylaw if the area has not been developed.

3.0 Conceptual Framework

3.1 Development Concept

The following section describes the development concept for the Walker NSP. The development concept has been prepared in response to current and anticipated residential and commercial market demands in southeast Edmonton based upon historical and contemporary growth trends and aspirations of the various landowners.

The Walker NSP strives to establish a vibrant and sustainable community in southeast Edmonton through the attentive integration of complimentary land uses and their association with one another resulting in a comprehensive community concept. Reinforced by the principles of Smart Growth and Smart Choices, the Walker NSP will provide housing, business, employment and transportation options in support of creating a sustained local activity, vitality and access opportunities for future residents.

The NSP will reflect the principles and practices in support of walkability, transit-friendly development and opportunities to integrate pedestrian linkages, trails, and local environmental learning. The resulting effect will be the development of a dense and compact neighbourhood, which offers a range of higher density land, uses in proximity to commercial and employment opportunities, transit service, educational and cultural facilities, natural areas and open spaces.

3.2 Development Objectives

The Walker NSP has been prepared as a comprehensively planned residential community taking advantage of the natural topography, existing and planned transportation facilities and locational attributes of the area. The primary development objectives of the Walker NSP are to:

- Develop the Plan area in a manner consistent with the direction of Plan Edmonton, the Southeast ASP and other applicable City of Edmonton policies and guidelines.
- Incorporate viable existing land uses within the Plan area over the short or long term as appropriate.
- Incorporate existing natural features and sites where possible.
- Establish residential dwelling and population densities through the development of a range of housing choices that support a more compact urban form.
- Establish transit supportive development to the extent possible with the planned development of a High Speed Transit location within the Plan area.

- Establish a Community Commercial node that serves as a shopping / retail destination and focal point for the community and for visitors alike.
- Establish an integrated and walkable suburban residential community.
- Ensure servicing and development in the Plan area proceeds in a logical and contiguous manner and on an orderly and staged basis.

3.3 Walker Design Principles

The Walker NSP incorporates a variety of important urban planning principles in the design and development of the plan area. These serve to provide a policy framework and guide for future neighbourhood development and include the following:

- Contiguous, orderly, and efficient neighbourhood growth.
- Urban design that is sensitive to the pedestrian and walkable.
- Commercial development that forms an attractive and vibrant destination.
- Provision of housing options that accommodate a range of income levels.
- Provision of life long learning and employment opportunities.
- Provision of alternative transportation options.
- Sustainable urban infrastructure that is orderly, efficient and cost-effective.
- Preservation and enhancement of natural areas and open spaces where possible.

4.0 Development Plan

The following sections describe the development concept for the Walker NSP. The plan area is bound by Ellerslie Road (9 Avenue SW) to the north, 50 Street (highway connector) to the east, 25 Avenue SW to the south and 66 Street to the west. These boundaries establish a logical planning unit as shown on **Figure 6.0 – Development Concept**.

The main components of the plan (e.g. Residential, Commercial, Institutional, District Park, School / Parks and Open Spaces) are described in the following sections along with their prospective objectives and principles. Information regarding engineering servicing and transportation are presented in separate sections, 5.0 and 6.0 respectively. The area, number of dwelling units and population attributed to the various land uses is shown in **Appendix – Land Use and Demographic Profile**.

4.1 Residential

The majority of the land uses within Walker NSP are designated for residential development. This includes low, medium and high density residential housing that caters to a broad range of income levels.

4.1.1 Objectives

- Ensure residential development within the Walker NSP allows for a variety of housing forms and options consistent with consumer preferences and in conformance with municipal standards and policies.
- Establish sufficient overall residential densities to help support the efficient provision of neighboring educational facilities, recreational facilities and municipal services such as public transit in a timely manner.
- Utilize innovative and applicable design principles from the Suburban Neighbourhood Design Principles report within the plan area.
- Locate residential development to take advantage of man-made features such as SWM facilities, park / open space and utility / pipeline corridors.
- Orient larger parcels of medium and high density residential towards the collector and / or arterial road system to provide easy access and, where appropriate, to serve as a transitional land use between adjacent low density residential development, commercial areas and major transportation facilities.
- Integrate smaller parcels of medium density residential development adjacent to low density residential development to provide alternative housing options within the community.



- Accommodate the continuing use of existing neighboring facilities and residential development while allowing for future re-development of these lands if and when the owners choose to pursue that opportunity.

4.1.2 Land Use Concept

The Walker NSP provides the opportunity to develop a variety of housing options that caters to a diverse consumer market. Future housing development will be in response to market conditions and consumer demands.

The resulting overall housing mix for the Walker NSP is provided within the Land Use and Population Statistics. The higher densities results in a more efficient use of developable land within Walker NSP and is necessary to establish a more compact, transit-friendly community in southeast Edmonton.

Bylaw 16199
August 27, 2012

Low Density Residential (LDR)

Low density residential development has been planned to provide a good balance of housing choices within the community and to take advantage of local amenities offered by stormwater management facilities, multi-use trails, open space and natural landscape features. Opportunities to incorporate a range of low density housing types are provided within the plan—they may include single detached and semi-detached. The variety of lot and housing sizes will provide housing choice and options.

Low density residential will be developed to establish a greater sense of community and improve pedestrian safety by local roadway connections provided throughout the neighbourhood.

Subdivision patterns will generally adhere to a conventional suburban style. This approach will ensure that Walker NSP achieves the following:

- Maximizes the use of land by minimizing municipal road and infrastructure;
- Provides a safe living environment by reducing, as much as possible, traffic impacts such as short-cutting and speeding; and
- Provides an overall living environment that is marketable to both future residents and home building industry.

Pedestrian linkages will provide inter-connectivity within the various sub-areas of the plan. The design and development of LDR will support a range of housing choices, site and building design options, and pedestrian circulation identified under Edmonton’s Suburban Neighbourhood Design Principles report.

Development of land designated for low density residential may be implemented through standard Zones or a Direct Development Control Provision to achieve unique housing forms, which achieve the Development Objectives.

Bylaw 17677
June 27, 2016

The low density residential area in the northeast portion of the NSP should be implemented through a Direct Development Control Provision (DC1) of the Edmonton

Bylaw 16199
August 27, 2012

Zoning Bylaw to allow for more intensive forms of single-detached housing. Such types of housing are intended to achieve relatively higher densities by making more efficient use of land. This will reduce the overall development and servicing costs, thereby promoting housing affordability.

The DC1 Zone is intended to be modeled on the Residential Small Lot Zone (RSL) and shall incorporate the following regulations:

- Minimum site area: 297 m²*
- Minimum site width: 9.9 m*
- Maximum site coverage: The maximum total Site Coverage shall not exceed 50%, inclusive of the attached Garage and any other Accessory Buildings on a site smaller than 360 m². Where a site exceeds 360 m² the maximum total Site Coverage shall not exceed 40%, inclusive of the attached Garage and nay other Accessory Building.*

The area, number of dwelling units and population attributed to LDR development is shown in the *Appendix – Land Use and Demographic Profile*.

Figure 6.0 – Development Concept (Bylaw 17961, April 24, 2017)



Legend

Low Density Residential	Community Commercial	Pipeline Right-of-way	Transit Centre
Medium Density Residential	Stormwater Management Facility	Park'n Ride Site	Future HST Stop
High Density Residential	School / Open Space (MR)	Collector Roadway	Local Roadway Connection
Neighbourhood Commercial	Enhanced Pedestrian Connection	Minor Collector (Non-Transit)	Walker NSP Boundary
District Park Campus	Multi Use Trail	Arterial Roadway	

NOTE:
THIS MAP IS CONCEPTUAL ONLY. SPECIFIC LOCATION OF MAJOR FACILITIES AND ALIGNMENT OF ROADWAYS MAY CHANGE AT TIME OF NEIGHBOURHOOD PLAN PREPARATION.

WALKER

Neighbourhood Structure Plan

FIGURE 6.0 | Development Concept



Medium Density Residential (MDR)



The Walker NSP designates a number of areas for Medium Density Residential (“MDR”) housing (see Figure 6.0).

MDR will allow for the development of low intensity medium row, semi-detached, duplex, stacked row, and apartment housing. The type of developments pursued in each particular circumstance will

dependant on contemporary market demands.

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sentence
Bylaw 16199
August 27, 2012

Medium density residential parcels have been located throughout the plan area with a high regard for the principles of Smart Growth (e.g. housing and transportation choices, efficient use of land and infrastructure) and Smart Choices (e.g. walkable community, Transit-Oriented Development) identified through the Southeast ASP. MDR has been primarily located in various locations of the plan to provide increased density around internal collectors, major transportation / transit nodes, commercial areas and open space amenities. This design will provide a strong foundation for a walkable community in terms of provision of critical people capacity and associated daily activities. Future residents will be within easy walking distance of commercial and retail services, natural open spaces, recreation and education facilities connected by pedestrian connections, High-Speed and regular Transit service.

A cluster of Medium Density Residential sites is situated in the northwestern portion of the NSP. These sites surround a stormwater management facility, which serves as a focal point and amenity feature. The MDR sites are ideally situated to take advantage of the future Transit Centre. The prominent location of these sites offers an opportunity to incorporate prominent built forms, thereby providing an opportunity to establish a sense of place and neighbourhood focal point.

A second cluster of MDR sites are situated in the northeastern portion of the NSP surrounding the commercial site. These sites are located to take advantage of the arterial and collector roadway network, stormwater management facility and multi-use trails. They also serve as a transitional land use between the commercial site and low density residential areas to the south and west. These sites are within a short walking distance to the future High Speed Transit park n’ ride located east of 50 Street and a proposed HST stop along Ellerslie Road.

There are two MDR sites located in the south-central portion of the NSP. These sites maintain good access via two collector roadways and a greenway (non-MR) / multi-use trail. The sites are also within proximity to the District Park.

There are two MDR sites situated in the southwestern portion of the NSP adjacent to an arterial roadway. These sites are located immediately west of the District Park and maintain adequate frontage and access from a collector roadway.

The southeastern portion of the NSP contains a number of MDR parcels. These sites are adjacent or within close proximity to community focal points / amenity areas ~ District Park, and commercial site.

All of the MDR sites are located adjacent to either arterial or major collector roadways. The majority of the MDR parcels will utilize the applicable uses and densities prescribed in the Zoning Bylaw ~ RF5, RF6 or RA7. The area, number of dwelling units and population attributed to MDR development is shown in the *Appendix – Land Use and Demographic Profile*.

Since the Council guidelines were approved in 1991, the need for multi family housing has significantly increased. Within the MDP, Council has stated “We will optimize the use of public infrastructure by... accommodating higher density land uses along transportation corridors.” and, “We will encourage the efficient and cost effective use of land, infrastructure and services by promoting compact and contiguous development.” Smart Choices and Suburban Neighbourhood Design Principles also encourage affordable housing options as well as efficient use of infrastructure. The housing mix ratio reflects the idea and intent supported by Council and Administration of establishing a more compact, transit-supportive and higher density neighbourhoods.

High Density Residential (HDR)

A High Density Residential parcel is proposed in the northeastern portion of the plan area immediately south of Ellerslie Road and west of a collector roadway and the Community Commercial area. The HDR site helps to increase residential densities thereby maximizing the use of developable land, available municipal infrastructure and support adjacent commercial services.

The HDR parcel is adjacent to a SWMF and community commercial site. Convenient vehicle and transit access will be provided to the HDR parcel. The HDR site is also in proximity to a future High Speed Transit Centre and major transportation corridors intended to accommodate local transit services.

HDR with proximity to the Community Commercial site has a number of benefits from a transportation and service perspective. This presents residents with greater transportation options in terms of meeting their daily (e.g. groceries, pharmacy, dentist) and or specialty (e.g. electronics, home ware) shopping needs at the local level.

Lands designated as MDR may be considered for HDR uses as the neighbourhood develops over time. Future redesignation of these land uses shall require the appropriate supplementary studies to ensure that an HDR designation is compatible

with the adjacent land uses and can be supported by the existing / planned transportation and infrastructure services.

The area, number of dwelling units and population attributed to HDR development is shown in the *Appendix*.

4.2 Commercial



Walker NSP establishes a Community Commercial site in the northeast portion of the plan area that will accommodate consumer market demands and serve as an important focal point for the community. The Southeast Area Structure Plan sets forth the policies and principles that will help form the development objectives for commercial areas.

4.2.1 Objectives

- Provide commercial development to serve the needs of residents located within Walker NSP and adjacent communities.
- Provide opportunity for mixed-use (office and residential) development through the zoning stages.
- Locate and orient commercial sites along arterial and/or collector roadways to ensure high visibility and to provide convenient access opportunities at key focal points within the community.
- Promote a vibrant, walkable commercial site through attractive streetscaping and pedestrian design. Site layout and building façade treatment will avoid exposed 'dead' frontages along major circulation corridors and where buildings abut a major corridor, appropriate architectural articulation will be employed.
- Ensure that the impact of commercial development on adjacent land uses is minimized through the site design, layout and building placement. This includes the appropriate application of buffering, setbacks, landscaping and façade treatments available under the City of Edmonton Land Use Bylaw.
- Provide convenient multi-use trails and routes either dedicated or along (private or public) roadways to commercial areas.

4.2.2 Land Use Concept

A large Community Commercial site has been strategically located adjacent to 50 Street and Ellerslie Road in northeast portion of the NSP. This site takes advantage of the superior site visibility, accessibility and proximity to local transit service.

In order to ensure that an adequate supply of retail space is provided to meet consumer demands in southeast Edmonton, Urbanics Consultants Limited completed a Commercial Needs Assessment at the Southeast Area Structure Plan. This

commercial area is considered integral to the development of the community given its proximity (i.e. walking distance) to medium and high density residential, standard and High Speed Transit service, integrated Transit Stops, and vehicle access to either arterial or collector roadways.

The Neighbourhood Commercial site is intended to serve the daily needs of the residents and can be implemented by rezoning the site to either (CNC) Neighbourhood Convenience Commercial Zone or (CSC) Shopping Centre Zone.

Community Commercial

Community Commercial is located in the northeastern portion of the neighbourhood, west of 50th Street and south of Ellerslie Road. This area is intended to accommodate a variety of retail and commercial opportunities that strive to deliver goods and services to the neighbourhood and surrounding area. The site is of adequate size to accommodate a range of commercial users from large format retailers (e.g. grocery stores, etc.) to free-standing retailers (e.g. restaurants, fashion outlets, etc.). Prominent frontage from Ellerslie Road, 50 Street and a collector roadway are important components influencing the location of this land use.

The Community Commercial site will maintain good accessibility and visibility from Ellerslie Road and 50 Street making it a major focal point within the neighbourhood. The site provides opportunities for either arterial or collector roadway access. A future High Speed Transit Park n' Ride facility situated east of 50 Street and south of Ellerslie Road in addition to a pedestrian connection to the west of the commercial site will provide residents convenient accessibility options. Arterial and collector roadway access points into the site will be designed to minimize traffic shortcutting and maintain appropriate traffic patterns and volumes within the neighbourhood core.

The Community Commercial site shall be integrated with surrounding land uses and facilities to create a positive land use interface. This includes the establishment of a unique neighbourhood identity and sense of place in support of a walkable community. In order to implement this initiative, the commercial site will require the adoption of a Direct Development Control Provision (DC1).

The Direct Control Provision will address the site development objectives noted below achieving a balance between a higher level of aesthetic and urban design in balance with the needs of successful commercial developments.

Community Commercial Site Development Objectives:

General:

- Establish the site and on-site development as an attractive, walkable, focal point for area residents and visitors alike.

- Integrate the site and on-site development with the surrounding facilities, functions, and activities.
- Establish use opportunities generally based on the Shopping Center Zone (CSC) of the Edmonton Zoning Bylaw.
- Establish building heights that integrate with the surrounding land uses.
- Establish a Floor Area Ratio (FAR) that does not exceed 0.4. FAR may be increased to 0.5 if mixed-uses (residential / community-based / commercial uses) are incorporated.
- Establish an appropriate transition/interface with abutting uses by means of integration/separation, landscaping, building orientation, and the control of compatible and incompatible activities.

Building Placement:

- Generally orient buildings parallel to external and internal roadways to define the street edge and to place parking areas interior to the site.
- Place development to create a positive functional relationship between buildings by clustering buildings to achieve a “village scale” and to create opportunities for plazas and pedestrian areas.
- Place buildings (in combination with aligning on-site private roads) to optimize off-site and on-site views.

Building Design:

- Develop a consistent and harmonious architectural building theme throughout the site inclusive of structures housing businesses with “franchise” or corporate building and signage standards. Consistency and harmony between buildings may be achieved through the use of compatible architectural design, treatments and details, colours, and materials.
- Develop buildings that are high quality, aesthetically pleasing and stimulate visual interest;
- Incorporate building façade treatments and wall articulations that create interesting and enlivened streetscapes, external and internal to the site.
- Avoid exposed “dead” frontages along major circulation corridors.
- Avoid square, box like structures; Develop buildings that have three components, a base, mid-section and roofline to avoid a “flat” box-like appearance.
- Emphasize and develop main building entry points to be clearly identifiable.
- Screen loading and service areas from abutting public roadways and abutting uses.

Parking and Circulation:

- Create an appropriate balance between pedestrian and vehicular circulation.
- Create pedestrian linkages that accommodate and encourage pedestrian movement between buildings within the site as well as between the site and the surrounding community.
- Create a structured internal vehicular circulation system by means of private internal roadways complete with appropriate streetscaping.
- Where possible, align the site entrances and the on-site private roads to appear as extensions of the surrounding road network.
- Where possible, position surface parking to the interior of the site and away from the abutting public roadways.
- Divide or “break up” large parking areas into smaller areas by means of on-site private roads and landscaped islands.

Landscaping and Site Amenities:

- Provide appropriate landscaping to enhance the overall appearance of, and experience within, the site.
- Ensure the site exterior is well landscaped.
- Create a central amenity area that serves as a focal point for the site.
- Create an appropriate interface and linkages between the activity areas and buildings on the site.

Community Commercial will provide a range of services and amenities within easy walking distance of medium and high-density residential areas and transit service. Compact development surrounding this major activity node supports contiguous growth, efficient infrastructure, and effective provision of facilities and services over the course of neighbourhood development and lifecycle. The area attributed to the Community Commercial site is shown in the Appendix.

Neighbourhood Commercial



Walker NSP

A Neighbourhood Commercial site is located in the southeastern part of the NSP. The site is intended to serve the daily commercial / retail needs of the local neighbourhood and surrounding community. The site maintains good visibility and convenient access from 50 Street and collector roadway.

The commercial site will provide residents with local retail and commercial services within short walking distances and transit access. This supports the creation of an active and walkable centre where residents have the option to choose an alternative means of transportation to suit their daily needs. This in turn encourages higher frequency of use, local activity, awareness and overall feeling of safety in the community. Specific details regarding access / egress and site design shall be determined at the rezoning and subdivision stage. The area attributed to the Neighbourhood Commercial site is shown in *Appendix*.

4.3 Schools, Parks and Open Space



An integrated open space system is proposed for the Walker NSP. These include a District Campus, School / Park site, multi-use trails and stormwater management facilities. These facilities provide areas where residents can congregate and engage in social, educational, and cultural activities, which can assist in strengthening community identity and civic spirit.

The school/ park sites have been sized to accommodate the space requirements of the School Boards and City within the 10% Municipal Reserves requirement. These sites have been located according to prudent land use planning principles and respect to current land ownership.

4.3.1 Objectives

- Provide a District Park and School / Park site within Walker NSP through the dedication of Municipal Reserves.
- Provide dispersed open park space within the plan area to provide localized recreational opportunities for residents.
- Encourage naturalized landscaping on public and private lands to minimize environmental and economic costs associated with their maintenance.
- Accommodate the safe and nuisance-free operation of existing utility rights-of-way and integrate pipeline corridors into the development concept as walkways and open space linkages where feasible.

4.3.2 Land Use Concept

As shown on **Figure 7.0 – Pedestrian Network System**, a series of pedestrian walkways, linkages and roadway facilities connect residential areas, education and community facilities, natural and open space areas, commercial services, and adjacent neighbourhoods. This design links residents within the Walker NSP to its

major focal points located in the south, central portion of the plan. In connecting key destinations within the NSP, the pedestrian network system will enhance the community's local image, identity and sense of place in southeast Edmonton.

School and Community Park

A School / Community park site is proposed in the northern part of the plan area. The site has been appropriately sized to accommodate a future Separate K-9 School and community league. The location of this school site helps to establish an important community focal point and provides additional public space that may be utilized for various passive and active recreational uses. The site maintains good vehicular and pedestrian access due to its proximity to two collector roadways, a future transit route and greenway (non-MR) / multi-use trail connections.

Pocket Parks

Two pocket parks are proposed within the south half of Walker. One located immediately south of the collector road with the enhanced pedestrian connection to the collector roadway, and the other located at the intersection of two collector roads and a proposed greenway within the southwest portion of the neighbourhood. These pocket parks will provide area residents access to small scale passive and active recreational activities.

New Subsection
Bylaw 16251
October 15, 2012

District Park

The Walker NSP proposes a District Park site in the southern portion of the plan area. The District Park will serve as an important focal point and amenity for the neighbourhood and adjacent communities. This site is well connected via a network of pedestrian linkages and multi-use trails that will provide residents a wide range of recreational, leisure, and public gathering opportunities.

The site will accommodate a future *Public K-9 School* and recreational facility. The sites proximity to 25 Avenue and collector roadways provides appropriate frontage and accessibility opportunities. A portion of the SE 71 Natural Area may be preserved and integrated within the District Campus site.

Bylaw 16251
October 15, 2012

Enhanced Pedestrian Connection

An enhanced pedestrian corridor has been located adjacent to a collector roadway within the central part of the NSP. This corridor establishes a direct multi-use linkage connecting the school / park site in the north and the district park campus and adjacent multi-use trails in the south. This connection will provide a safe and efficient linkage that will bridge the northern and southern portions of the neighbourhood. The physical separation from the collector roadway provides adequate distance that helps establish a comfortable and safe pedestrian environment. The collector roadway will be developed within a 28m right-of-way to allow for the development of a center

median and boulevard trees. Direct driveway access to the collector roadway within this corridor will be prohibited.

Another pedestrian corridor will be provided along the south side of Ellerslie Road to furnish access to the High Speed Transit Centre on the east side of 50th Street.

A greenway will be provided within the southwest portion of Walker providing a link between the intersection of two collector roads and the shared use path located within the pipeline corridor.

Bylaw 16251
October 15, 2012

Historical Barn Retention

The Treichel dairy barn situated in the western portion of the NSP has been retained and integrated with the development. This barn will lend itself as a unique amenity feature and focal point for the community.

The developer is committed to making reasonable efforts to incorporate this barn into the development concept for the neighbourhood. In this regard, the area where the barn is to be located will be designated as a Special Study Area within the plan area.

Amended by Editor

The special study area will allow the City of Edmonton to make reasonable efforts to ensure that a suitable interested party is found to sympathetically rehabilitate the barn and maintain the site, in an economically sustainable manner. In order to achieve this objective, the developer will gift the barn to the City; transfer an accompanying 1,950 m² site to the City for a period of up to 5 years, commencing on April 30, 2008 (i.e. the time when the current property lease agreement will expire) and incur the costs of studies and servicing of the property. The City will compensate the developer at a value equivalent to a municipal reserve entitlement for 1950 m² for residential small lot development. Further, the City will assume all responsibilities for interim maintenance and liability; finding a suitable property developer; working with this property developer to fund and rehabilitate the barn in a historically sensitive manner and compatible with surrounding land use; and finally, assisting the property developer with all necessary planning approvals. In the event that the City is not successful in finding a suitable property developer after the 5 year period, the City will remove or relocate the barn off-site; rezone the subject site for residential small lot development and provide the developer with a 1 year option to repurchase the subject site at the value equivalent to the original municipal reserve entitlement (money-in-lieu) indexed to the Consumer Price Index, from the date of the original appraisal to the date the option is exercised.

In 2008, after City Council adopted the Walker NSP, the above mentioned barn was destroyed by fire and subsequently demolished. Thus the Barn (Special Study Area) is being removed from Figure 6.0 Development Concept with Bylaw 16251. The site was rezoned to (RSL) Residential Small Lot Zone in 2010 and developed as single detached residential.

Bylaw 16251
October 15, 2012

Wetlands/Natural Areas

Natural Area SE 16 has been reviewed by Alberta Environment and Parks who has determined that the wetland is not subject to claim under the Public Lands Act. The wetland located at Natural Area 16 shall be designed as a constructed wetland.

New Subsection
Bylaw 16251
October 15, 2012

Bylaw 17677
June 27, 2016

Figure 7.0 – Pedestrian/Bicycle Network Plan (Bylaw 17961, April 24, 2017)



Legend

- | | | |
|--------------------------------|-----------------------|--------------------------|
| Community Commercial | Pipeline Right-of-way | Transit Centre |
| Stormwater Management Facility | Park'n Ride Site | Future HST Stop |
| School / Open Space (MR) | Pedestrian Linkage | Local Roadway Connection |
| Enhanced Pedestrian Connection | Multi Use Trail | Walker NSP Boundary |

NOTE:
THIS MAP IS CONCEPTUAL ONLY. SPECIFIC LOCATION OF MAJOR FACILITIES AND ALIGNMENT OF ROADWAYS MAY CHANGE AT TIME OF NEIGHBOURHOOD PLAN PREPARATION.



4.4 Stormwater Management Facilities (SWMF)

Four stormwater management facilities are located within the Walker NSP. Stormwater facilities serve two purposes; the primary purpose is to accommodate stormwater drainage within the neighbourhood and the secondary purpose is to provide a visual amenity feature for the neighbourhood. The SWMF's have been situated on a "best fit" basis relative to the natural drainage patterns and on the basis of being a desirable amenity feature relative to the surrounding uses.

A SWMF in the northeast portion of the NSP has been located in relation to Ellerslie Road, multi-use trial corridor and adjacent residential land uses. The configuration of this stormwater facility will provide an adequate separation between Ellerslie Road and the Low, Medium and High density residential land uses in addition to providing a local amenity for residents.

A second stormwater management facility is situated in the northwestern portion of the NSP, adjacent to 66 Street and Ellerslie Road. Medium Density Residential land uses and the Transit Centre surround this facility.

The third and fourth SWMFs are located in the southeast portion of the NSP, on either side of the looping collector. These two facilities will operate as one, and are surrounded by Low Density Residential lands uses.

Bylaw 16251
October 15, 2012

The fifth SWMF is located in the very southeast corner of the NSP in place of Natural Area SE 16. The SWMF shall be developed as a constructed wetland in accordance with the City standards at time of development. Design elements that shall be incorporated into the constructed wetland SWMF include, but are not limited to; distinct wetland habitat zones (i.e. deep marsh, shallow marsh, low prairie zone, upland vegetation), use of primarily native vegetation species, transition zone from wetland to upland, and a non-linear shape. Specific design elements will be determined through consultation with Drainage Services and Parks and Biodiversity at detailed engineering design.

Bylaw 17677
June 27, 2016

4.5 Transportation

The Walker NSP provides a range of transportation opportunities to accommodate the movement of vehicles, pedestrians and public transit.

4.5.1 Objectives

- Provide a safe and efficient transportation system within the plan area to accommodate the pedestrian, bicycle and vehicular transportation demands of residents moving to, from and within the Walker NSP.

- Integrate transportation and utility corridors into the neighbourhood making use of their walkway and linkage potential having regard for the safe, ongoing operation of these transmission facilities.
- Encourage neighbourhood walkability by minimizing walking distances, providing pedestrian en-route / destination amenities, and connection of users with local services through the creation of an interconnected street system and multi-use trail corridor network.

4.5.2 Land Use Concept

The arterial and collector transportation network has been developed to accommodate external / internal neighbourhood traffic patterns in both a north-south (50 and 66 Street) and east-west direction (Ellerslie Road, 25 Avenue SW) in accordance with City of Edmonton guidelines and standards. The collector roadway system shall provide direct access to Ellerslie Road, 50 Street (highway connector), 66 Street and 25 Avenue and will accommodate a substantial portion of the internal traffic volume being as the main thoroughfare within the neighbourhood.

Standard and High Speed Transit

Public transit services will be extended into the neighbourhood in accordance with City of Edmonton Transit System Guidelines and demands. Access to both standard and planned High Speed Transit service will be provided where required.

A combined transit Park and Ride Facility and future High Speed Transit (“HST”) Centre is planned for the area east of 50 Street and south of Ellerslie Road. This centre will be geared towards the users on the future HST. Another HST stop will be located along Ellerslie Road and a collector roadway adjacent to the Community Commercial site in the northeast portion of the plan.

A Transit Center is planned for the northwest part of the neighbourhood immediately adjacent to Ellerslie Road and a collector roadway. This center will serve as a local transfer station for buses and will include a stop for the future HST.

These facilities will provide residents of Walker with excellent transportation options. Higher density land uses have been placed adjacent to these facilities providing an efficient and effective user base for the transit service.

Pedestrian Linkages

A series of pedestrian corridors will connect residential sub-areas to neighbourhood amenities, focal points and destinations (see Figure 7.0). These corridors will provide access to future transit routes / transit centres, commercial areas, District Park and School / Park sites, stormwater management facilities and adjacent neighbourhoods.

Pedestrian linkages shall be developed within existing pipeline rights-of-way and along the local and collector roadways promoting neighbourhood walkability among residential, commercial, school / park and open space land uses.

5.0 Servicing

5.1 Servicing Design Concepts

The following sections provide a brief overview of the engineering service design concepts proposed for the Walker NSP. A more detailed analysis and discussion is provided in the Neighbourhood Design Report (NDR) submitted under separate cover.

5.2 Sanitary Drainage

As illustrated on **Figure 8.0 – Sanitary Service System**, the on-site sanitary network will follow the internal roadway alignments and associated public utility lots. Sanitary sewage will be piped to the 66 Street right-of-way, northwards to the Transportation and Utility Corridor and westward within the TUC past 91 Street where it will ultimately discharge into a future SESS trunk. For the interim, a temporary pump at this tie-in location will convey the sewage south to the intersection of Easton Road and Edwards Drive. The sewage will then be gravity-fed through the Ellerslie Crossing sanitary system where it will eventually discharge into an existing SESS at Ellerslie Road and Parsons Road.

5.3 Stormwater Drainage

There are four stormwater management facilities proposed for the NSP (see **Figure 9.0 – Stormwater Servicing System**). These facilities have been strategically positioned to take advantage of the plan areas natural site topography and drainage patterns as well as to address land ownership and staging considerations. Stormwater will be conveyed using a system of interconnecting pipes directed towards a trunk outfall situated within Ellerslie Road and ultimately discharged further west into the Blackmud Creek.

5.4 Water Distribution

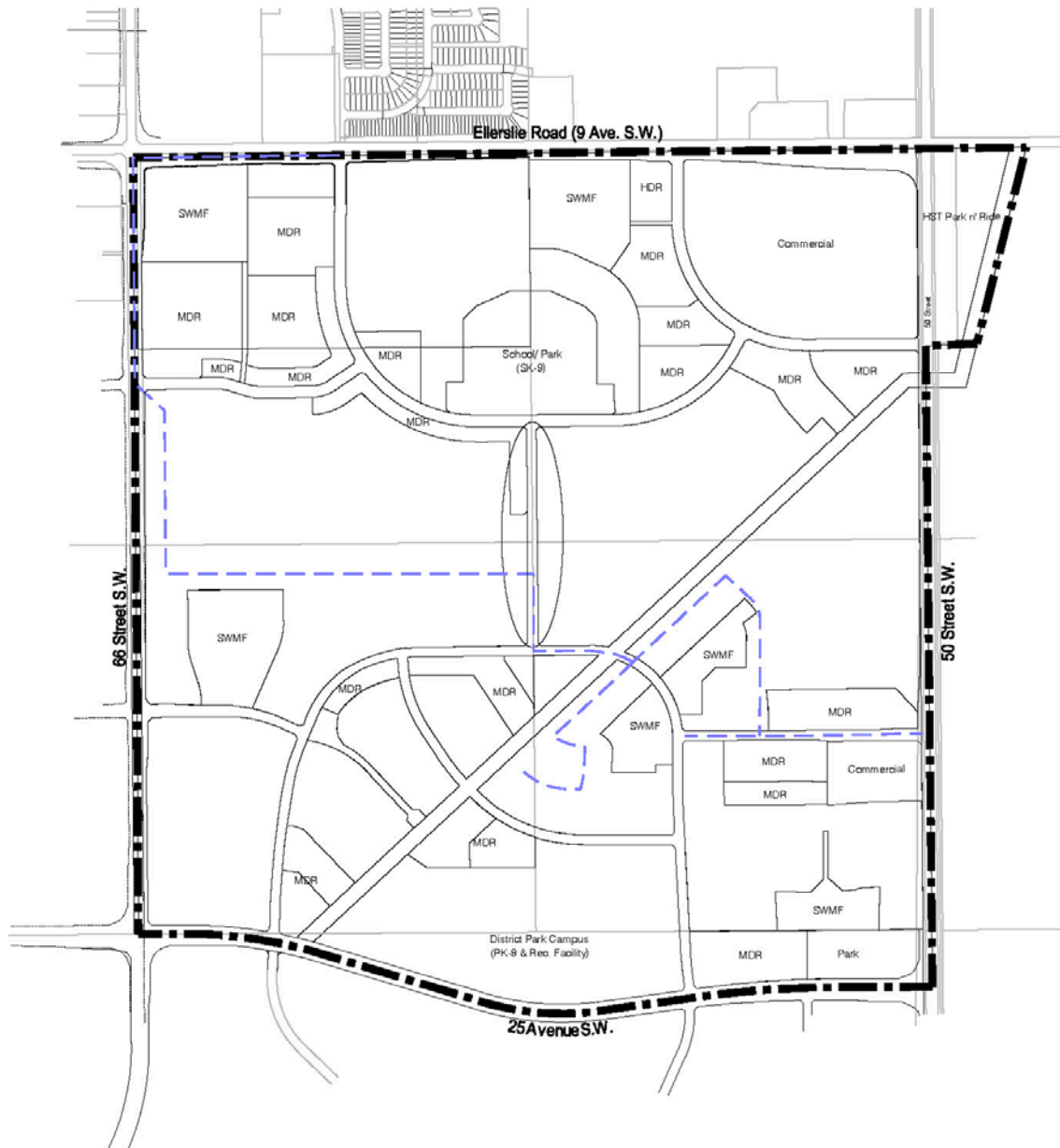
Water service will be provided by an existing 600mm water transmission main located on Ellerslie Road, as shown on **Figure 10.0 – Water Service System**. A temporary booster station will be constructed at approximately 70 Street (Sunset Boulevard) and Ellerslie Road. Water servicing will be designed to provide peak hour flows and fire flows for residential and commercial uses. Water looping will be provided in accordance with the requirements of EPCOR. A Water Network Analysis has been submitted under separate cover to EPCOR for review and approval.

It should be noted that the Walker NSP area has been identified as a potential location for a future water reservoir. EPCOR is currently in discussions with numerous municipal departments and stakeholders to finding a suitable location for the proposed facility.

5.5 Shallow Utilities

Power, gas and telecommunication services are located within proximity to the Walker NSP area, and will be extended by the respective utility operators concurrently with development.

Figure 8.0 – Sanitary Servicing Plan (Bylaw 17961, April 24, 2017)



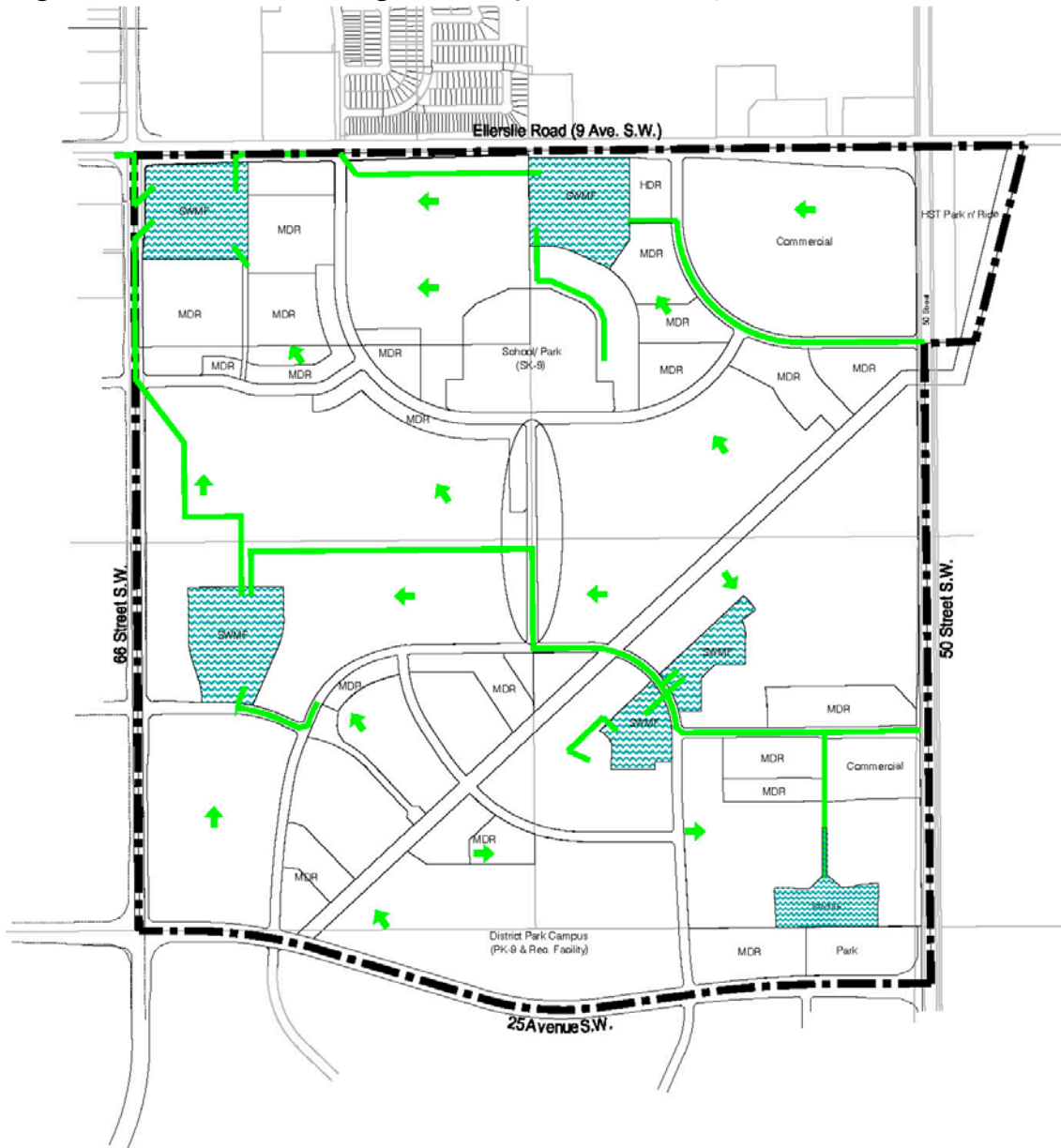
Legend

- Walker NSP Boundary
- - - Sanitary Trunk Sewer

NOTE:
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Figure 9.0 – Storm Drainage Plan (Bylaw 17961, April 24, 2017)



Legend

- Walker NSP Boundary
- Stormwater Management Facility
- Direction of Flow
- Storm Trunk

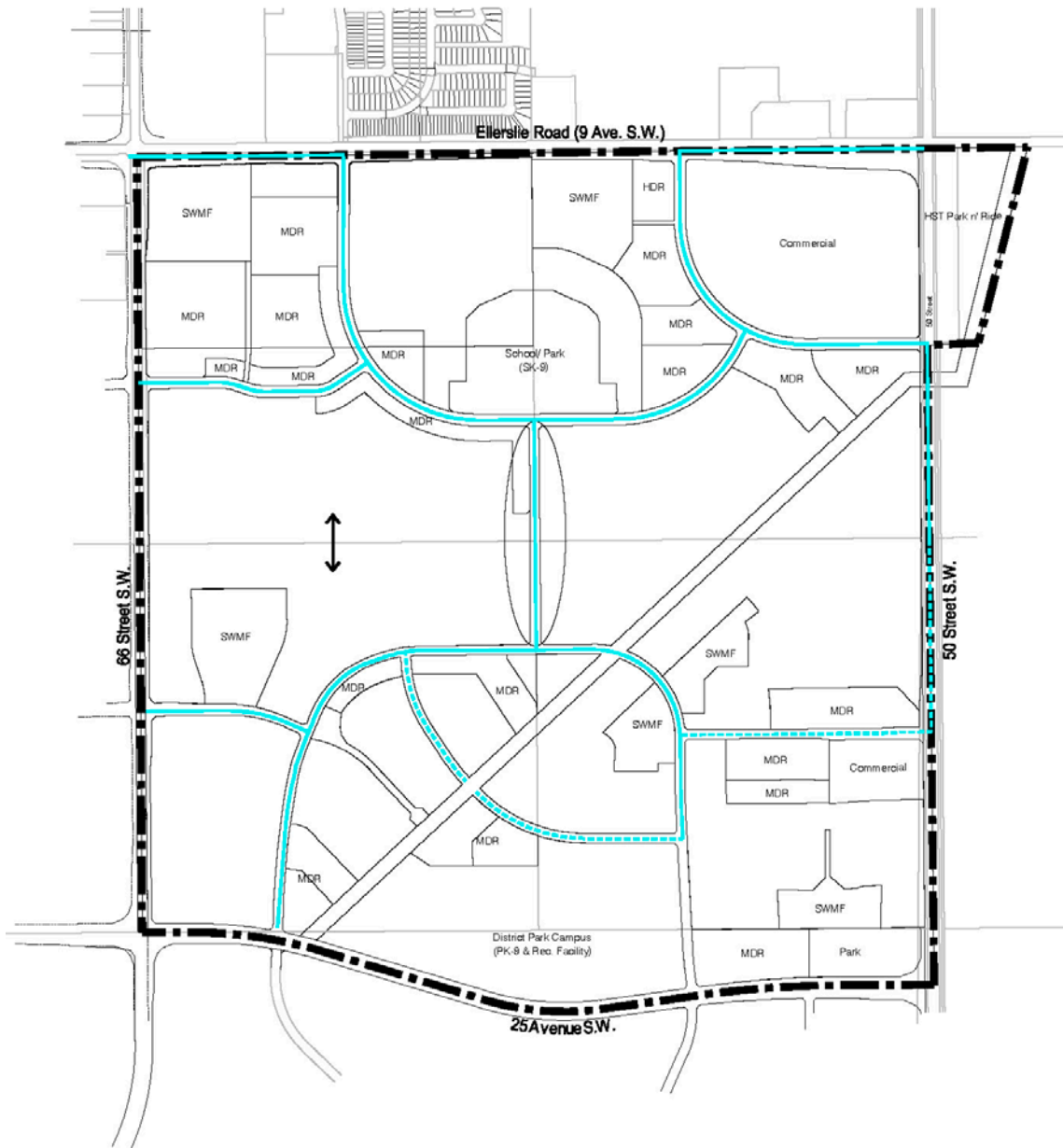
THIS MAP IS CONCEPTUAL ONLY. SPECIFIC LOCATION OF MAJOR FACILITIES AND ALIGNMENT OF ROADWAYS MAY CHANGE AT TIME OF NEIGHBOURHOOD PLAN PREPARATION.

WALKER
Neighbourhood Structure Plan

FIGURE 9.0 | Storm Drainage Plan



Figure 10.0 – Water Servicing Plan (Bylaw 17961, April 24, 2017)



Legend

- Walker NSP Boundary
- Existing Water Main
- - - Future Water Main

NOTE:
THIS MAP IS CONCEPTUAL ONLY. SPECIFIC LOCATION OF MAJOR FACILITIES AND ALIGNMENT OF ROADWAYS MAY CHANGE AT TIME OF NEIGHBOURHOOD PLAN PREPARATION.



6.0 Transportation

6.1 Transportation

A system of arterial, collector and local roadways and multi-use trail corridors accommodate the safe and efficient movement of automobiles, bicycles, pedestrians and transit serving the Walker NSP area (see **Figure 11.0 – Transportation Network**).

6.2 Roadway Network

The Walker NSP maintains a high level of accessibility by virtue of its proximity to a number of transportation facilities. Ellerslie Road, 50 Street, 66 Street and 25 Avenue SW are the major roadways that serve the NSP. These roadways will be constructed and / or upgraded in phases in accordance with the advancement of development and as demand warrants. Ultimately, these roadways will be developed to carry traffic to the major highways (Anthony Henday Drive, Queen Elizabeth 2 Highway) and adjacent communities (Leduc County, Beaumont, Millwoods).

6.2.1 Arterial Roadways

Arterial roadways accommodate the movement of traffic to and from the neighbourhood and region. Ellerslie Road, 66 Street, 50 Street and the future 25 Avenue SW are designated as arterial roadways. These roadways will accommodate traffic in a north-south (66 Street, 50 Street) and east-west (Ellerslie Road, 25 Avenue) direction providing the necessary access to adjacent transportation routes (Anthony Henday Drive, Queen Elizabeth II Highway). Appropriate intersection spacing and ingress / egress requirements are respected along these arterial roadways.

Ellerslie Road is planned to develop as a major east-west arterial providing a connection to the Queen Elizabeth II Highway to the west and the rural southeast and Strathcona County to the east. A portion of lands adjacent to Ellerslie Road will accommodate a High Speed Transit right-of-way. Direct access to this arterial will be limited to specific locations (where deemed appropriate).

50 Street is a major north-south arterial roadway providing a connection to Edmonton to the north and communities to the south (Beaumont, Leduc County).

66 Street is planned as major north-south arterial roadway. This roadway will develop as a 4-lane divided arterial and will serve as a major link for the southeast part of the City.

25 Avenue SW is another major east-west arterial roadway linking the plan area to the developing Gateway Business Park and Queen Elizabeth 2 Highway to the west.

6.2.2 Collector Roadways

Collector roadways serve to “collect” traffic from local roadways and disperse it to arterial roadways and provide access to adjacent properties. Collector roadways are designed to accommodate two-lane traffic and on-street parking. Appropriate turning lanes and channelization will be provided where required. A system of collector roadways are provided within the Walker neighbourhood to accommodate internal traffic demands.

The Walker NSP is served by a series of collector roadways, which are primarily divided between the north and south sections of the NSP.

In the northern section of the neighbourhood, four collector roadways connect the internal neighbourhood to 66 Street, 50 Street and Ellerslie Road. A central looping collector roadway serves the majority of the neighbourhood and connects to Ellerslie Road. This roadway intersects with another collector roadway on the eastern portion that encircles the perimeter of the Community Commercial site. These collector roadways have been designed within a 24m right-of-way in order to accommodate the future traffic volumes.

In the southern section of the neighbourhood, three collector roadways provide connections to 66 Street, 50 Street and 25 Avenue SW. A central looping collector serves the majority of the neighbourhood. Two collector roadways connect the looping collector to 50 Street and 66 Street. A minor collector roadway provides a connection to the District Park Campus. The purpose of this roadway is to provide additional roadway frontage and provide a more direct access to the District Park from the neighbourhood.

A collector in the central portion of the NSP connects the north and south sections of the neighbourhood. An enhanced pedestrian corridor parallels the eastern edge of this roadway. The purpose of this corridor is to assist in facilitating the safe and efficient movement of pedestrians and cyclists between the northern and southern parts of the NSP.

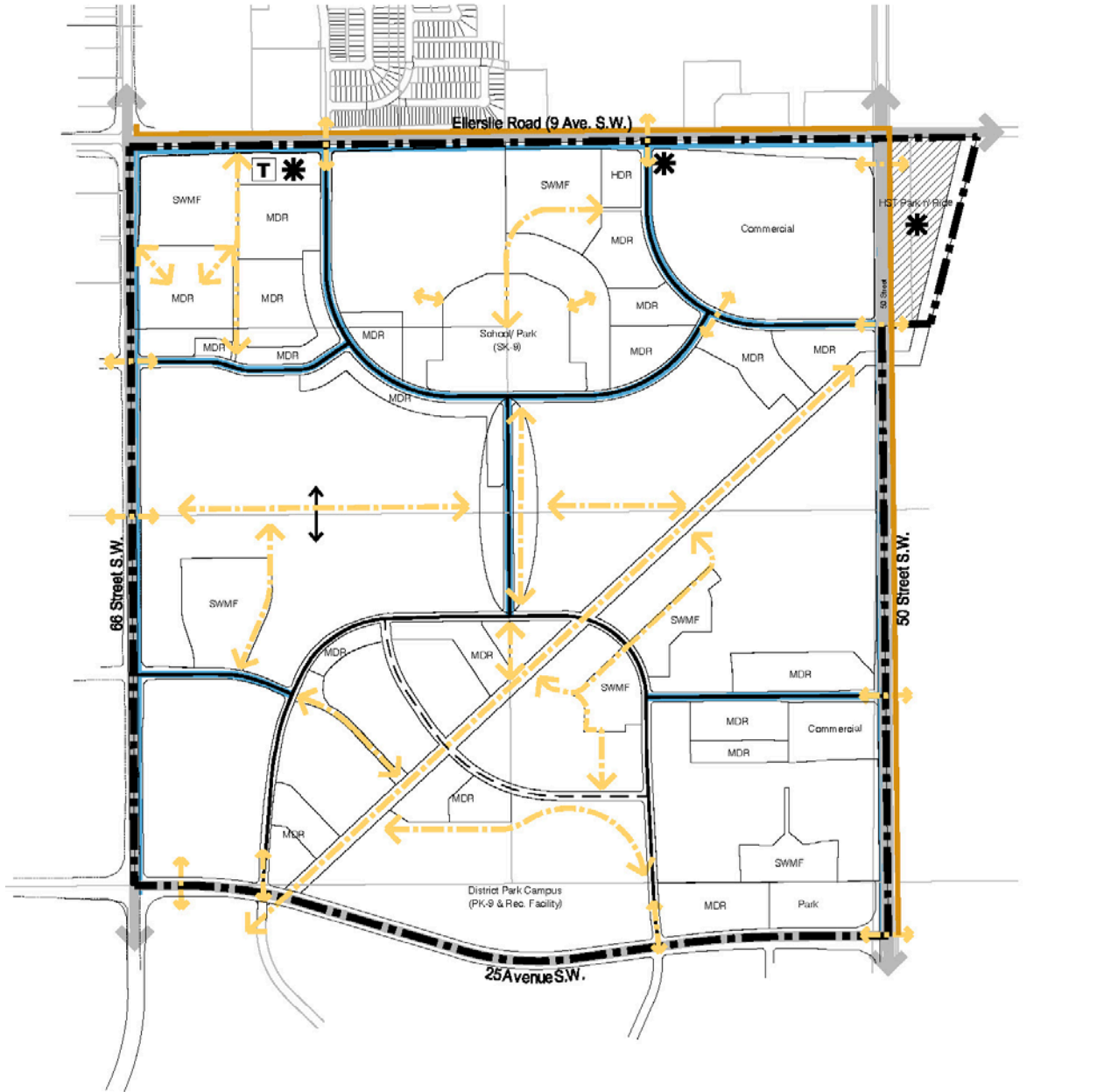
6.2.3 Local Roadways

Local roadways provide access to adjacent land uses and maintain a limited role in the overall movement of traffic within the Walker NSP.

6.3 Roadway Staging

A roadway staging plan will be prepared as part of the review and approval process to service lands within this portion of southeast Edmonton. Upgrades to 50 Street, 66 Street, and Ellerslie Road and any additional improvements shall be undertaken as development proceeds and traffic demands warrant.

Figure 11.0 – Transportation Network Plan (Bylaw 17962, April 24, 2017)



Legend

- Walker NSP Boundary
- Arterial Roadway
- Collector Roadway
- Minor Collector (Non-Transit)
- Future HST Route
- Park'n Ride Site
- Local Roadway Connection
- Pedestrian Linkage
- Potential Local Transit Route
- T Transit Centre
- * Future HST Stop

NOTE:
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6.4 Transit Service

Public transit services will be extended into Walker NSP in accordance with City of Edmonton Transit System Guidelines and as public demand warrants. Standard transit service will be provided along arterial and collector roadways connecting residents to key neighbourhood focal points (e.g. commercial areas, District Park, School / Park).

The design of the arterial / collector roadway system will provide the appropriate roadway infrastructure to accommodate transit service within the neighbourhood and to surrounding communities. Accordingly, the majority of land within the Walker NSP is within 400m walking distance of transit service or less. Future transit routes will follow the internal collector roadway system with initial service to be encouraged through the provision of attractive, comfortable and convenient transit shelter stops. Combined with multi-use trails, linkages and connections, the NSP provides convenient, accessible transit service.

A Transit Center will be located in the northwest portion of the plan area south of Ellerslie Road and west of a collector roadway. This transit facility will be developed immediately adjacent to higher density land use areas and is conveniently linked to the neighbourhood via walkways and multi-use trails. This facility will provide residents connection opportunities to local and regional destinations and form part of a larger transportation hub in Southeast Edmonton.

A future High Speed Transit facility and Park and Ride site east of 50 Street and south of Ellerslie Road are planned. The High Speed Transit route is intended to follow 66 Street, Ellerslie Road and 50 Street (See Figure 11.0). Future right-of-way requirements shall be determined through discussions with the Transportation Department and Edmonton Transit. Attention to the future design of these facilities may increase the probability of community usage and encourage alternative transportation options as part of the broader walkable community concept.

6.5 Multi-use Trail Corridor Network

A major component of a walkable and vibrant community is pedestrian and bicycle circulation. The Walker NSP supports this through incorporating pedestrian, bicycle and Multi-use Trail Corridor Network connections to major focal points within the community (e.g. District Park, School / Park site and Community Commercial site).



The overall design of the Walker neighbourhood promotes a walkable community concept through:

- **Neighbourhood Planning** – Provides a mix of land uses, access to transit options, interconnected pedestrian routes and access points, and opportunities for social interaction (i.e. neighbourhood commercial – restaurants, shops; district park)

- **Streetscapes** – The NSP provides an opportunity to develop high quality pedestrian designed environments through hard and soft landscaping that provides identifiable places. These may include clear signage, provision of universal access and where feasible, public art.
- **Site and Building Design** – The Walker NSP encourages innovative and attractive building siting and designs that strive maintain a high regard to street interface, screened storage areas and parking (where feasible), and extended uses throughout the day.
- **Pathway Network Planning and Design** – The NSP encourages high quality walking facilities and stops, pedestrian access between parking lots and buildings, well designed sidewalks, and lighting.
- **Associated Pedestrian Facilities** – Through community enhancements, the NSP may include additional pedestrian facilities having regard for weather protection, pedestrian stops / view points, bicycle facilities and interpretive / directional signage.

6.6 Parking

Parking for vehicles will generally be provided off-street in conjunction with residential development. The frontage of School / Park site allows for ample on-street parking opportunities. Access locations can also be accommodated for on-site pick up/ drop off activities and additional on-site parking as required.

6.7 Truck routes

Existing 24-hour truck routes will be maintained along Ellerslie Road and 50 Street. Currently there is an existing section of 50 Street that is a restricted truck route (north of Ellerslie Road) permitting truck traffic only between 07:00 - 22:00 Hours Monday to Saturday. Upon the completion of Anthony Henday Drive east, this restricted stretch of 50 Street will become a 24-hour truck route.

Appropriate berming and screen fencing treatments will be required as necessary for these routes.

6.8 Noise Attenuation

Noise attenuation needs assessment for residential development adjacent to 50 Street and Ellerslie Road is required in accordance with the City's of Edmonton's Urban Traffic Noise Policy. This policy requires that the developer either prove that projected noise levels in the outdoor amenity area will not exceed 60 dBA or construct appropriate noise attenuation measures necessary to achieve this threshold. If the evaluation confirms that the 60-dBA objective will be exceeded, noise attenuation will be provided at these locations by the developer.

At a minimum, the Transportation Department will require that a 1.0m berm and solid screen fencing be incorporated in the design of Ellerslie Road and 50 Street, which will be 24-hour truck routes.

7.0 Implementation

7.1 Development Staging

Development is anticipated to initiate in the northern portion of the plan area and progress in a south – southeast manner that is contiguous and efficient.

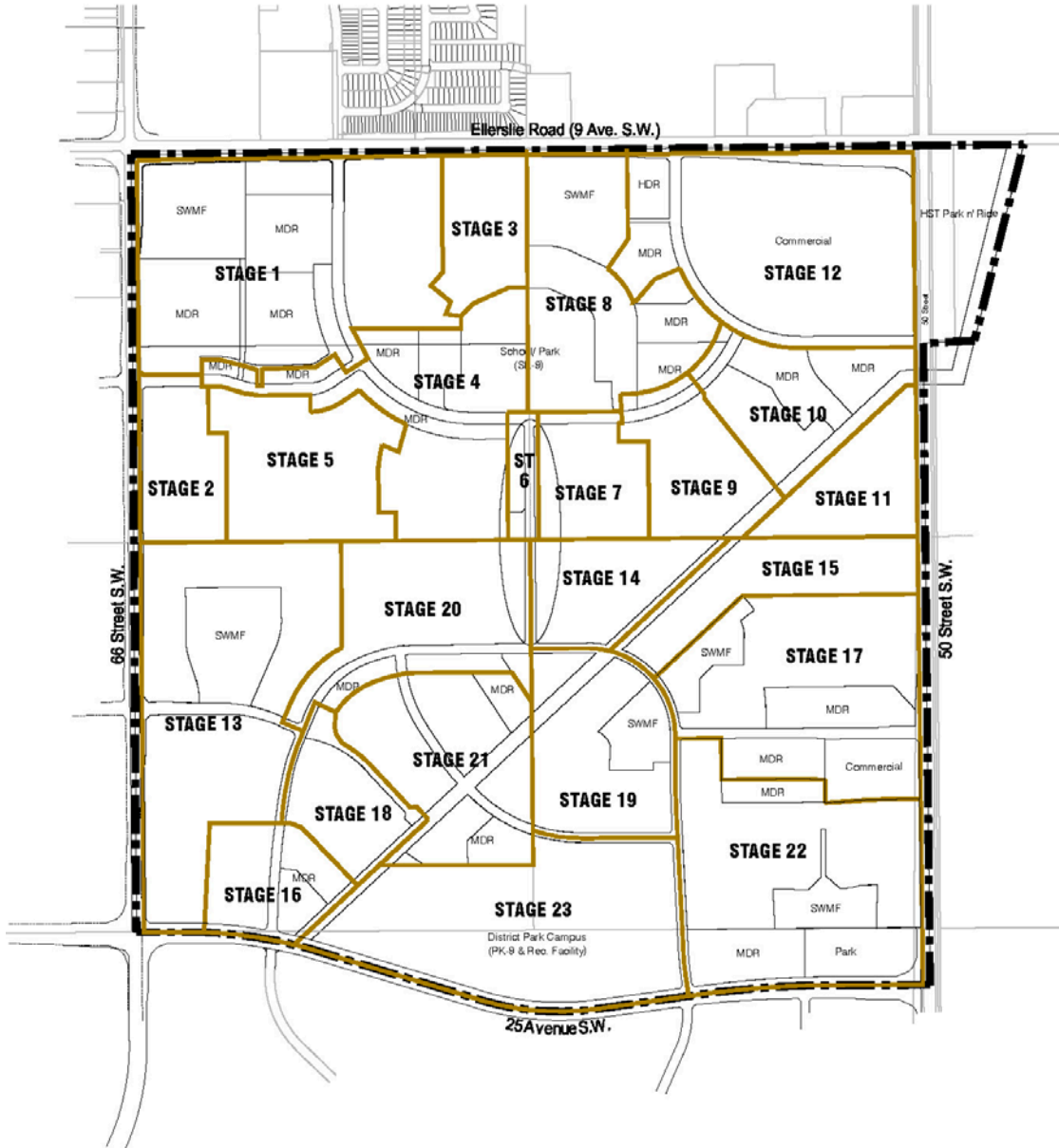
The timing and scale of each development stage will be directly influenced by market demands, future infrastructure and servicing extensions and aspirations of the respective landowners (see **Figure 12.0 – Staging Plan**). Transportation infrastructure to service the initial stages of the neighbourhood area will be extended into the neighbourhood from 66 Street and Ellerslie Road. Initial stormwater servicing will have an ultimate outfall to Blackmud Creek. Water infrastructure and servicing will be extended from Ellerslie Road and 66 Street along with sanitary infrastructure as part of SESS expansion along 66 Street.

7.2 Rezoning & Subdivision

Lands within the Walker NSP are currently zoned as Agricultural (AG). Rezoning and subdivision applications shall commence as necessary and conform to the land use designations prescribed in the NSP. Zoning and subdivision applications shall be guided by City policies and statutes (including this plan) and informational requirements necessary for each application.

(Paragraph deleted, Bylaw 17677 June 27, 2016)

Figure 12.0 – Staging Plan (Bylaw 17961, April 24, 2017)



Legend

- Walker NSP Boundary
- Stage Boundary

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8.0 APPENDIX – Land Use and Demographic Profile

WALKER NEIGHBOURHOOD STRUCTURE PLAN PROPOSED LAND USE AND POPULATION STATISTICS BYLAW 17961

	Area (ha)	% of GDA
Gross Area	283.05	
Arterial Roadways	10.01	
Pipeline	4.83	
Right-of-Ways		
Gross Developable Area	268.21	100.00
Community Commercial	15.85	5.9
Neighbourhood Commercial	2.24	0.8
Municipal Reserve Parks/School	29.53	11.0
District Park Campus	18.36	6.8
School/Park Site	7.00	2.6
Pocket Parks	4.17	1.6
Stormwater Management	17.85	6.7
Transit Centre	1.24	0.5
Park and Ride Facility	4.19	1.6
Circulation	40.85	15.2
Total Non-Residential Area	111.75	41.7
Net Residential Area	156.46	58.3

	Area (ha)	Units/ha	Units	% of Total Units	People / Population Unit
Low Density Residential	118.53	25	2964	53.8	2.8 8300
Medium Density Residential					
Row Housing	23.46	45	1056	19.2	2.8 2957
Low Rise	13.39	90	1205	21.9	1.8 2169
High Density Residential	1.08	225	243	4.4	1.5 365
Total Residential	156.46		5,468	100.0	13,791

Population per Net Hectare (ppnha):	88.1
Units Per Net Residential Density:	34.9
LDR/MDR/HDR Ratio	54.2 / 41.1 / 4.4

Student Generation Statistics

Level	Public	Separate	Total
Elementary	513	257	770
Junior	257	128	385
Senior	257	128	385
Total	1027	513	1540