



NEIGHBOURHOOD AREA STRUCTURE PLAN (NASP)

ON BEHALF OF:

University of Alberta Properties Trust

SUBMITTED BY:

B&A

10055 106 St #1270

Edmonton, AB | T5J 2Y2

December 2025



www.West240.site

TABLE OF CONTENTS

1.0	ADMINISTRATION.....	1
1.1	Purpose.....	1
1.2	Authority and Framework.....	1
1.2.1	Interpretation	1
1.2.2	Timeframe.....	2
1.3	Interest Holder Consultation.....	2
1.3.1	Pre-Application Consultation	2
1.3.2	Advanced Notification	3
1.3.3	Public Meeting(s)	3
1.3.4	Interest Holder Engagement.....	3
1.3.5	Public Hearing	4
1.3.6	Indigenous Engagement	4
1.4	Amendments.....	4
2.0	NEIGHBOURHOOD DEVELOPMENT CONCEPT	5
2.1	General Plan Context.....	5
2.2	Background.....	5
2.3	Land Ownership.....	8
2.4	Site Context.....	8
2.4.1	Existing Land Uses.....	8
2.4.2	Topography and Vegetation	8
2.4.3	Soils	8
2.4.4	Natural Areas and Ecological Connectivity	11
2.4.5	Wetlands.....	11
2.4.6	Environmental Assessments	12
2.4.7	Historic Resources	12
2.4.8	Surrounding Land Uses	12
2.4.9	Utilities and Right-of-Way.....	12
3.0	NEIGHBOURHOOD VISION AND DEVELOPMENT CONCEPT.....	15
3.1	Vision.....	15
3.2	Neighbourhood Concept.....	16
4.0	LAND USE	19
4.1	Residential.....	19

4.2	Flex Area: Mixed Use and Commercial.....	22
5.0	PUBLIC REALM AND URBAN DESIGN	25
6.0	ECOLOGY	30
6.1	Ecology.....	30
6.2	Sustainability.....	31
7.0	PARKLAND AND RECREATION	35
7.1	Parkland.....	35
8.0	TRANSPORTATION	40
8.1	Transportation Network.....	40
8.1.1	Public Transportation	40
9.0	INFRASTRUCTURE AND SERVICING.....	45
9.1	Sanitary.....	45
9.2	Water.....	45
9.3	Stormwater.....	45
9.4	Shallow Utilities.....	47
9.5	Development Phasing.....	51
	APPENDIX 1: POLICY CONTEXT	54
	APPENDIX 2: TECHNICAL STUDIES	70

FIGURES

FIGURE 1: LOCATION PLAN	6
FIGURE 2: CONTEXT PLAN	7
FIGURE 3: LAND OWNERSHIP	9
FIGURE 4: TOPOGRAPHY	10
FIGURE 5: SITE FEATURES	13
FIGURE 6: TOP OF BANK	14
FIGURE 7: DEVELOPMENT CONCEPT	17
FIGURE 8: ECOLOGICAL NETWORK AND PARKS	34
FIGURE 9: TRANSPORTATION NETWORK	43
FIGURE 10: SANITARY	48
FIGURE 11: WATER	49
FIGURE 12: STORM	50
FIGURE 13: PHASING	53



TABLES

TABLE 1: LAND OWNERSHIP	8
TABLE 2: LAND USE & POPULATION STATISTICS	18



LAND ACKNOWLEDGEMENT

We acknowledge this traditional land within Treaty 6 Territory. We honour the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries including Cree, Dene, Saulteaux, Nakota Sioux and Blackfoot peoples. We also acknowledge this as the Métis' homeland and the home of the largest concentration of Inuit south of the 60th parallel. It is a welcoming place for all peoples who come from around the world to share Edmonton as a home. Together we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.

Welcome to West 240

West 240 is Edmonton's next-generation urban infill neighbourhood. An ambitious, people-first community that transforms underutilized land into a connected, transit-oriented, and nature-integrated urban village. Rooted in City Plan principles, West 240 demonstrates how compact growth, sustainable mobility, and complete community living can be delivered meaningfully within the city's existing fabric. This project delivers a thoughtful and future-forward blueprint for how Edmonton can grow from within.

City's Vision by Design

West 240 represents one of Edmonton's most extraordinary infill opportunities: approximately 240 acres of land, centrally located, with unparalleled access to Edmonton's stunning ravine system. Rather than replicating traditional suburban forms, West 240 introduces a revolutionary model of urban living that is compact, high-density, transit-oriented, and seamlessly connected to nature through an integrated network of open spaces, greenways and ecological corridors. The development embodies an urban lifestyle by offering 15-minute living, an integrated mobility hub, a mixed-use site, climate resilient design, and strong community connectivity.

It is a community designed for people first demonstrating that the next chapter of Edmonton's growth can be both balanced and bold.

Transit-First, Future-Ready

A key component of the vision for West 240 is the creation of a mobility hub that anchors the community. UAPT's proposal for an ETS express connection linking the mobility hub to the South Campus/Fort Edmonton Park LRT Station would provide a seamless, high-frequency transit option that extends the reach of the city's LRT network. This approach directly supports Edmonton's mode-share target of 50–70 % sustainable transportation, advancing the city's goals of a healthy, urban, and climate-resilient city through reduced car dependency, cleaner air, and active lifestyles. Additionally, the mobility hub will serve surrounding communities, bringing approximately 70% of the Grandview Heights community within 600 metres of new transit access, strengthening regional connectivity and equity.

West 240 is an urban community where daily needs, recreation, and reliable transportation options are all within reach, and where the most convenient way to get around is also the most sustainable.

An Urban Village Interwoven with Nature

West 240 seeks to create an urban village. A lively, compact community where open spaces, streetscapes, and human scaled design are woven together through natural systems and green infrastructure, ultimately connecting people to nature and to each other. This neighbourhood uses open space to support ecology first and create multi-modal opportunities, becoming a defining feature of the community.

Through strategic use of its 10% municipal reserve, West 240 introduces:

- A connected system of parks and gathering spaces
- Recreational trails that invite walking and cycling
- Ecological corridors that strengthen habitat and biodiversity

- Enhanced connections to the Whitemud Creek ravine system

This nature-forward design offers residents everyday access to the outdoors while protecting and enhancing ecological health. It is a community that values natural landscapes as much as built ones.

A Unique Approach to Schools

Schools are essential to Edmonton's neighbourhoods, and in West 240, student accessibility is best achieved through transit, not concentrated on-site traffic. The neighbourhood is projected to generate approximately 860 students, a number well within the capacity of surrounding schools. Leveraging the ETS–LRT express connection ensures students can move efficiently and safely across the district, supporting:

- Alignment with the city's integrated mobility network
- Reduced vehicle congestion
- Improved travel times
- Early adoption of sustainable mode choices

This approach strengthens, not strains, the district's education system while preserving the transit goals that truly set West240 apart.

West 240 is a transformative infill community that connects people, inspires progress, elevates daily life while advancing Edmonton's vision for a thriving future. By linking people to opportunity through transit, celebrating nature through design, and prioritizing accessibility over congestion, West 240 demonstrates that thoughtful and intentional infill design can unlock new opportunities for both residents and the city.

Ready for Today, Designed for the Future.

1.0 ADMINISTRATION

1.1 Purpose

The purpose of this Neighbourhood Area Structure Plan (NASP) is to describe the land use concept, development policies, and objectives for the West 240 area, while refining the planning policies, objectives, and requirements from statutory plans on a neighbourhood level. Applicable statutory plans include Edmonton's City Plan (combined Municipal Development Plan and Transportation Master Plan), and the Scona District Plan. The NASP intends to guide the future development of a complete community that blends human and natural ecology, supports transit, and promotes connected and healthy lifestyles.

1.2 Authority and Framework

Authority to prepare this Neighbourhood Area Structure Plan was granted by City Council on June 11, 2024. The West 240 NASP (as amended) was adopted by Council [insert date] under Bylaw ##### in accordance with section 633 of the Municipal Government Act.

Under the City Plan, the West 240 NASP is identified as a redeveloping area for residential infill located within the Scona District. The neighbourhood is connected by Citywide roadways, transit access and district Urban and Habitat Greenways.



1.2.1 Interpretation

All map symbols, locations, and boundaries contained within the West 240 NASP shall be interpreted as approximate unless otherwise specified within the Plan or coincide with clearly recognizable physical features or fixed (i.e. legal) boundaries.

For each subsection under Policy, a description of applicable land use strategies (e.g. Urban Design) and types (e.g. Residential) is provided for the Plan followed by applicable objectives, policies, implementation, rationale, and technical summary.

A policy statement(s) containing “shall” is mandatory and must be implemented. Where a policy proves impractical or impossible, an applicant may apply to amend the Plan. A policy statement(s) containing “should” is an advisory statement and indicates the preferred objective, policy and/or implementation strategy. If the “should” statement

is not followed because it is impractical or impossible, the intent of the policy may be met through other agreed-upon means.

1.2.2 Timeframe

Development in the West 240 Neighbourhood is expected to commence in 2026 and is estimated to be fully complete within approximately ten years based on current absorption rates. Development timeframes are subject to changes as market dictates.

1.3 Interest Holder Consultation

In accordance with the City of Edmonton's Public Engagement Policy (C593) and the Municipal Government Act, several steps were taken to ensure that interest holders were engaged throughout the development of the Plan.

1.3.1 Pre-Application Consultation

Prior to the preparation of the NASP, a neighbourhood Master Planning project took place between December 2022 and November 2023. The project included a Communications and Engagement Strategy using the International Association of Public Participation (IAP2) spectrum to determine the appropriate levels of engagement for the project, which are informing and consulting, and aligns with the City of Edmonton's Public Engagement Policy (C593).

The Master Planning project included interest holder engagement in three phases: neighbourhood visioning, conceptual planning, and master plan refinement. Each phase included multiple touchpoints with the public and relevant groups. These touch-points included:

- Three meetings with representatives from the Grandview Heights and Lansdowne Community Leagues, and the South Campus Neighbourhood Coalition.
- Three meetings with key interest holders from the City of Edmonton, including a master planning workshop.
- Three rounds of public open houses, and
- Three online surveys.

A pre-application meeting was held with the City of Edmonton on August 9, 2023, and a follow-up workshop on November 29, 2023, to gather formal comments on the proposed Master Plan that would inform the creation of the NASP. City Planning emphasized the need for a NASP, amendments to the Scona District Plan, and infill-oriented design with higher densities and walkability. Transportation and Subdivision Planning focused on a comprehensive TIA, roadway upgrades, collector roads for transit, and strong active mode connections.

Biodiversity and Risk Assessment raised concerns about ecological reporting, Top of Bank setbacks, and a pipeline easement requiring buffers for sensitive uses. Transit Planning noted a new bus route will be needed and asked for road connections and walk-shed analysis. Open Space highlighted parkland, school needs, and community open space requirements.

EPCOR Water and Drainage required servicing studies and infrastructure upgrades at the developer's cost, while Waste Services stressed proper design for collection and storage. Catholic Schools supported an urban-format school given limited space.

Urban Design called for a central park, stronger connectivity, and thoughtful transitions in building height and density. Geotechnical Engineering required slope stability and setback studies to meet Top of Bank policies. Environmental Planning had no additional concerns at this stage.

1.3.2 Advanced Notification

Two public open houses were held on June 12 and June 13, 2024, the first at Grandview Heights Community Hall, the second at Lansdowne Community Hall to present the final Development Concept and draft NASP policy objectives to the surrounding communities. A project timeline was included in the presentation materials outlining the intention to submit the NASP and included access to an online feedback form. Community members have access to a project website to receive updates on the project as it progresses through the application process as well as the applicant's contact information.

1.3.3 Public Meeting(s)

As part of the planning process, a public meeting was held by the City of Edmonton Planning Coordination Department on [insert date] at the [insert location]. Mailed notification letters were sent to landowners and affected Community Leagues in proximity to the NASP area advising of this meeting. Notice of the meeting was also advertised in the [insert newspapers and dates of advertisement] and on the City of Edmonton Website on [insert date]. At the meeting residents had an opportunity to review and comment on the draft NASP. Landowners and affected Community Leagues in the area have also been notified of the Public Hearing and requested to provide either written or verbal comments to Council.

1.3.4 Interest Holder Engagement

Over the course of the interest holder engagement program, the following themes were most frequently mentioned and helped inform the NASP.

Sensitively integrate new development with the existing communities:

- Bring in thoughtful density to create vibrancy while respecting existing community character.
- Provide diverse housing choices for newcomers, students, families, and seniors.
- Consider green buffers or development that matches the adjacent communities.

Celebrate the site's legacy through the design:

- Incorporate existing, natural features into the new community.
- Respect the sense of open space that currently exists at the site.
- Create public spaces for legacy uses such as urban agriculture, cross-country skiing, and existing trails.

Enhance the community through new amenities:

- Add retail opportunities that serve the local neighbourhoods.
- Incorporate sustainable, public access to Whitemud Creek and the ravine.
- Include paved trails and natural trails for biking and walking.

Maintain the area's accessibility with soft-touch connections:

- Consider impacts of additional traffic on existing road networks.
- Ensure active transportation connections throughout the site.

1.3.5 Public Hearing

In accordance with the Municipal Government Act, a public hearing was held on [insert date] in order to hear representations made by parties affected by the proposed bylaw and to receive approval by Council.

1.3.6 Indigenous Engagement

West 240 is located within Treaty 6 Territory. To honour the land and its cultural and historical significance, UAPT engaged with Indigenous Elders at Kihcihkaw Aski, an urban ceremonial site near the project. Elders from Cree, Métis, and Papaschase communities shared perspectives on how the development could integrate Indigenous traditions and values. The feedback gathered included provision for cultural and spiritual gathering spaces; protecting ecological systems, wildlife corridors and historic features while applying traditional stewardship practices; and sharing Indigenous history and teachings as part of reconciliation and community-building.

1.4 Amendments

Policies, text, and mapping information contained within the West 240 NASP may be amended from time to time to remain current and up to date in response to broader or more specific issue(s) affecting the plan area. Any change to policy, text, or mapping information contained within the West 240 NASP shall be in accordance with the Municipal Government Act and the Terms of Reference for the Preparation and Amendment of Residential Neighbourhood Structure Plans.

2.0 NEIGHBOURHOOD DEVELOPMENT CONCEPT

2.1 General Plan Context

The West 240 NASP is located in south-central Edmonton (**Figure 1: Location Plan**) and consists of approximately 93.64 hectares of land. The plan area includes all the lands legally described as within 4-25-52-13-NE (Plan 4971AJ Block A, B, C and Plan 3347EO Parcel A). The West 240 NASP is defined by the following general boundaries (**Figure 2: Context Plan**):

- Northern Boundary: 62 Avenue NW along the southern boundary of Grandview Heights neighbourhood.
- Western Boundary: Whitemud Creek Ravine.
- Eastern Boundary: 122 Street and the Government of Canada Northern Forestry Centre (NoFC), directly west of the University of Alberta Agriculture, Life, and Environmental Studies Faculty (ALES).
- Southern Boundary: the laneway along the northern boundary of Lansdowne neighbourhood.

Under the District Policy framework, the lands are located part of the Scona District as identified in the City Plan. The communities surrounding the Scona District are predominantly low-density residential communities which began developing in the 1960s and 1970s in proximity to the North Saskatchewan River Valley.

2.2 Background

The West 240 NASP was prepared in response to the landowner's objective and anticipated market demand in south-central Edmonton.

The preparation of this NASP has been guided by City of Edmonton statutory plans and policies, including The City Plan (Municipal Development Plan, Bylaw 20,000), Breathe: Green Network Strategy, the District Policy (Charter Bylaw 24000), and the Scona District Plan (Charter Bylaw 24010). Conformance to these plans and policies is referenced in **Appendix 1: Policy Context**.

The site is part of the Treaty 6 territory, which has long been a place of cultural, spiritual, and ecological importance to Indigenous communities, particularly for the Cree, Dene, Saulteaux, Nakota Sioux, Blackfoot, and Métis Peoples. The City of Edmonton annexed the lands within the plan area in 1913, that were later purchased by the University of Alberta in 1930 to be incorporated into the Faculty of Agriculture's research lands. Analysis of the contemporary and historic aerial imagery confirms the area was used for farming to present day. Urban settlement around the plan area started in the 1960's and 1970's as neighbourhoods were established surrounding West 240.

The University of Alberta reviews all lands resources under their ownership for highest and best use and to accommodate growth of the University over time. Under the direction of the University of Alberta Board of Governors, in 2001 the plan area was identified as under-utilized and best suited for infill development.

Figure 1: Location Plan





1:250,000



West 240 Neighbourhood Area Structure Plan

Figure 1: Location Plan



Data Sources: ARA, Vector
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without prior written permission from the City of Edmonton.

2.3 Land Ownership

The West 240 NASP was prepared on behalf of the University of Alberta Properties Trust who hold a 120-year leasehold interest in the lands within the plan area. The lands are owned by the University of Alberta and developed areas will continue to be owned by the University of Alberta under sublease with the exception of Municipal Reserve and public roadways. Current ownership is described below in **Table 1: Land Ownership** and shown in **Figure 3: Land Ownership**.

Table 1: Land Ownership

Titled Owner	Legal Description	Area (ha)
The Governors of the University of Alberta	2522350; 1; A	93.58

2.4 Site Context

2.4.1 Existing Land Uses

Most of the lands within the plan area are used for agricultural and research purposes. These existing land uses pose no major constraints to residential development in the NASP area; however, the plan area abuts the Top of Bank of the Whitemud Creek Ravine along the west edge of the site, which does limit the developable area within the NASP boundaries.

2.4.2 Topography and Vegetation

The West 240 lands generally slope from the east to the west with about 10m grade change, culminating in the Whitemud Creek Ravine. A hill exists in the northeast corner of the site, with high points 8 to 12 meters higher than grade. Two depressions exist on site towards the northwest and southeast of the site. No drainage channels exist on the site while the general drainage patterns flow east to west into the ravine. Due to the topography of the site, the majority of the lands are not susceptible to the risks of flooding (**Figure 4: Topography**).

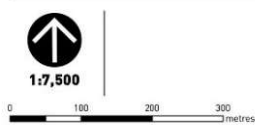
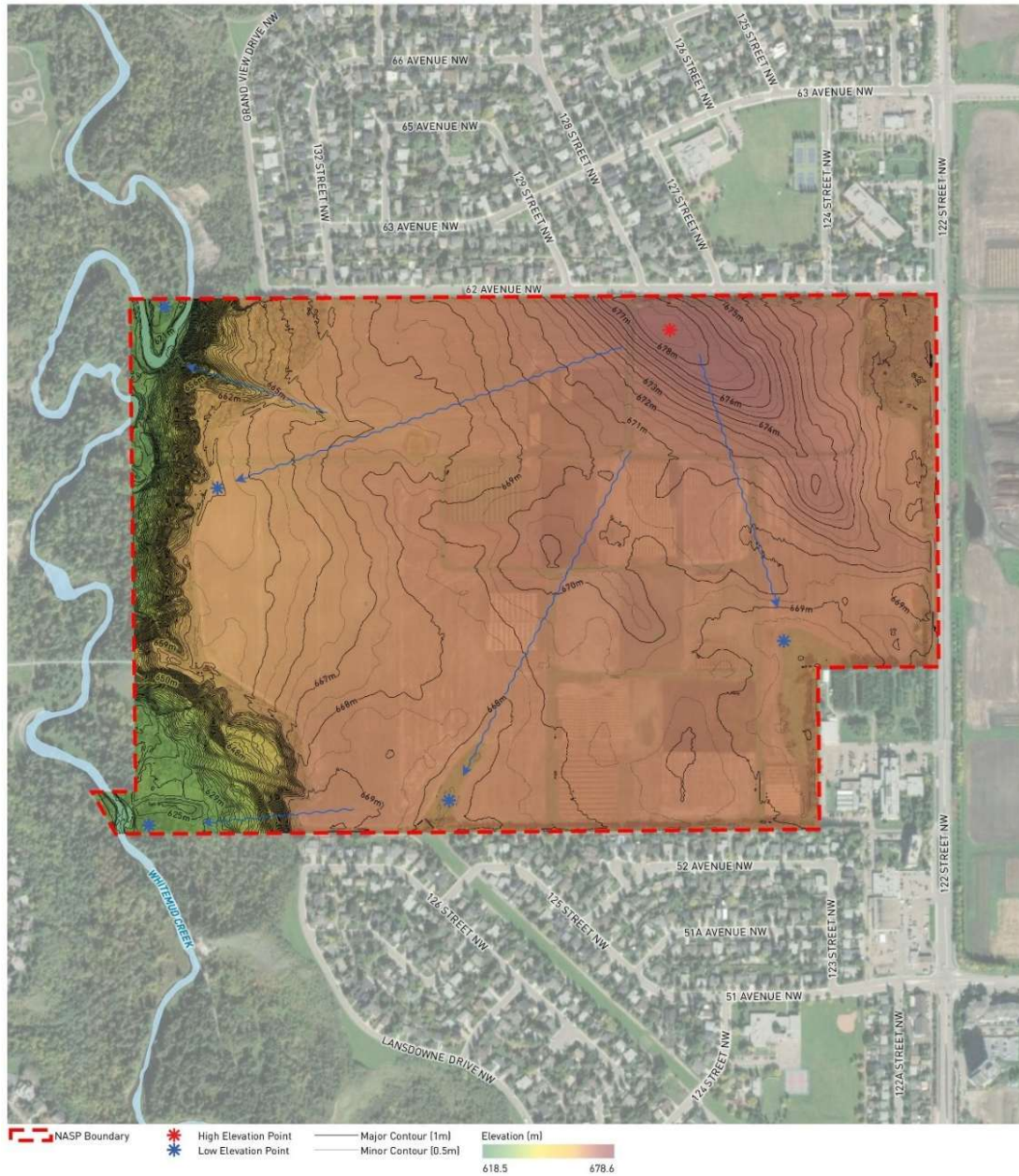
2.4.3 Soils

The topsoil layer, as measured through a series of boreholes, ranges between 10-45cm, and consists of organic, silt, and sand with some clay. The clay layer ranges in thickness between 3.0m and 8.6m followed by a sand and silt/sand layer of between 1.8m and 8.9m. Another layer of clay is immediately beneath and ranges from 0.7m to 5.2m overlaying bedrock. Groundwater levels along the top of the Whitemud Creek Ravine ranged between 12.1m and 18.3m below ground.

Figure 3: Land Ownership



Figure 4: Topography



West 240 Neighbourhood Area Structure Plan

Figure 4: Topography



September 2025

Data Sources: Aerial, GeoBase
 Sep 15, 2025 - 11:21 AM W:\2023-219_11 of A Prop Trail_West 240 NASP_JAP\5.0 Technical\5.1 Technical Production\5.1.2 GIS_Maps\2023-219_Mapping\2023-219_Mapping.aprx

2.4.4 Natural Areas and Ecological Connectivity

Figure 5: Site Features shows that the plan area lands currently contain agricultural land uses above the Top of Bank. There is a treed area in the northwest corner of the plan area, the Top of Bank and in the southwest corner of the plan area. A utility company's telephone right-of-way runs through the plan area along the Top of Bank. A crude oil pipeline right-of-way bisects the plan area diagonally across the southwest corner. A municipal sanitary trunk line bisects the plan area in an east-west orientation. The plan area also includes the east side of the Whitemud Creek Ravine with the ravine delineating the west neighbourhood boundary.

Natural Areas were determined by referencing the City of Edmonton Urban PLVI layer against a 2023 air photo. Each area was assessed in the field, and the general condition of each area was described. Condition ratings were assigned to the identified natural areas using four major indicators: nativity, forest structure, anthropogenic impacts; and weediness.

Several natural and semi-natural upland and wetland features are present within the neighbourhood boundary including hedgerows along the northern, eastern, and southern boundary as well as wetlands primarily located along the margins of the property. Two Natural Areas within the neighbourhood boundary include the forest stand and wetland within the northeast corner as well as the large natural area along the western boundary associated with the Whitemud Creek Ravine which includes existing trails connecting to the neighbourhoods of Grandview Heights and Lansdowne.

A Slope Stability Study and determination of setback was completed in January 2024 and is submitted under separate cover. This report assesses groundwater and soil conditions and makes recommendations for construction activities near the Top of Bank. Development setback distances from the Top of Bank are shown on **Figure 6: Top of Bank**. A Top of Bank Walk was completed with City administration in November 2023 and signed off in January 2024 confirming alignment of the Top of Bank Line. Most ecological connections are proposed to be retained and enhanced as part of the open space network to support wildlife habitat and movement through the plan area except for the tree stand in the northeast corner as shown on **Figure 8: Ecological Network & Parks**.

2.4.5 Wetlands

Eight wetlands were identified in the West 240 NASP and were delineated and evaluated using the provincial wetland assessment tool (ABWRET-A). Seven of the wetlands have the potential to be impacted by land development with the eighth wetland located in a city park and will not be impacted by development. The wetlands located on developable land cover a total of approximately 3.01 ha. All wetlands within West 240 have been impacted by human activities to varying degrees including changes to drainage activity by the construction of various drainage ditches, vegetated swales and culverts, partial berming and filling of wetlands, and consistent cultivation resulting in a reduction of wetland vegetation. All wetlands are proposed to be filled in as part of development. Compensation for the removal of these wetlands is proposed in accordance with provincial guidelines in the form of a constructed wetland within the stormwater pond area as part of stormwater management for the plan area.

2.4.6 Environmental Assessments

A Phase 1 Environmental Site Assessment is not required at the Neighbourhood Area Structure Plan stage. A review by Environmental Planning will be completed at the rezoning and/or subdivision stages.

2.4.7 Historic Resources

An Archaeological and Heritage Resource Analysis (HRA) was completed and is submitted under separate cover confirming that the area has no archaeological or heritage significance. However, the area is considered to have high potential to contain paleontological resources which may require further palaeontological studies. Additional Historical Resource applications will be submitted to the Province of Alberta in accordance with the conditions outlined in the HRA study clearance letter. The HRA study clearance letter from the Province of Alberta, is also submitted with this NASP.

2.4.8 Surrounding Land Uses

The plan area is located north of Whitemud Drive and the neighbourhood of Lansdowne, south of the North Saskatchewan River Valley and the Grandview Heights neighbourhood. These surrounding communities are predominantly residential and characterized by low density residential forms of development typical of 1960s and 1970s neighbourhood patterns.

To the west of the plan area, is Whitemud Creek Ravine and the neighbourhood of Brookside. To the east of the plan area, area lands known as the University of Alberta South Campus and Lendrum Place neighbourhood. South Campus currently contains experimental farms, maintenance and storage facilities, the Saville Centre a sports and recreation facility for University of Alberta sports teams and community members and is proposed to be the site of the future children's hospital. To the southeast, the established community of Malmo Plains across 122 Street.

The neighbourhoods of Lansdowne, Grandview Heights, Brookside, Lendrum Place and Malmo Plains are primarily residential neighbourhoods, with other ancillary uses such as commercial sites, schools, and park space.

2.4.9 Utilities and Right-of-Way

The deep utilities infrastructure (storm, sanitary, water) and shallow utilities infrastructure (power, telecommunication, gas) currently serve the neighbouring residential development. Sanitary, stormwater and water mains run along the periphery of the plan area; however, as it has only been used for agricultural purposes, there are currently no service connections into the plan area. New servicing infrastructure, following the current Edmonton City standards, would be constructed with the new development.

The site has a Trans Mountain Inc. crude oil pipeline crossing the southwest portion of the site and under the ravine. More visible is the municipal sanitary trunkline that runs east-west across the site and is terraced over Whitemud Creek ravine. Approximately 40ft deep, the Right-of-Way (ROW) for this pipe is approximately 10m wide and has to be maintained. The shallow utilities ROWs are owned by the City of Edmonton and maintained by utility companies.

Figure 5: Site Features



Figure 6: Top of Bank



West 240 - Neighbourhood Area Structure Plan (NASP)
Figure 6: Top of Bank



December 2025

Dec 11, 2025 - 1:12pm W:\2023-219_U of A Prop Trust\West 240 NASP_LAP\5.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2023-219 CP 2025 Dec11.dwg Fig 6 NASP Top of Bank

3.0 NEIGHBOURHOOD VISION AND DEVELOPMENT CONCEPT

3.1 Vision

The West 240 community represents a transformative vision for a 93.64 ha parcel of urban agricultural land, designed as a vibrant community with ample connections to nature and sustainable modes of travel. This NASP prioritizes integration with nature first. By leveraging its proximity to the Whitemud Creek Ravine and incorporating purposeful open space connections, users will have a seamless flow of access for active recreation and transportation. Shared pathways and accessible green spaces are woven into the urban fabric to enhance connectivity to natural elements throughout the neighborhood. In addition to supporting people, these green corridors and open spaces provide important habitat linkages for local wildlife, helping species move safely through the area and promoting biodiversity. This innovative design encourages a healthy, active lifestyle, and community interaction while fostering ecological resilience and a harmonious relationship between urban living and the surrounding environment.

Through a collaborative planning process, emphasizing listening to the concerns of neighbouring communities, this neighbourhood will not only meet the needs of future residents but integrate with existing communities and the rest of the University of Alberta South Campus, ensuring that West 240 becomes a complete, inclusive, people-centered urban community in the heart of Edmonton.

The vision is broken down into 5 Big Moves that inspire the guiding principles and policy objectives for the West 240 Neighbourhood:

- **Create enhanced open spaces and connect to nature:** the Development Concept prioritizes connections to open space, the Top of Bank shared pathway or park space as well as providing active transportation linkages through the neighbourhood and to the surrounding shared pathway and trail network.
- **Prioritize multi-modal connectivity:** integrate a Mobility Hub in proximity to the Urban Village to provide convenient connections within the plan area and beyond, ultimately promoting transit and the use of alternative modes of transportation over auto-oriented choices. The West 240 Mobility Hub is envisioned as a natural extension of the City's LRT system, linking residents directly to the South Campus/Fort Edmonton Park Station. This connection, combined with a network of active transportation paths, positions West 240 as a transit first community where daily mobility is efficient, sustainable and integrated with Edmonton's broader transit framework.
- **Create an urban village with integrated uses:** the land use configuration accommodates a range of housing typologies and supporting commercial, retail, and institutional uses to create a complete community.
- **Design for accessibility and inclusion:** apply innovative community-design solutions through Universal Design Principles in the public realm and open spaces that respond to the perspectives of underrepresented groups.
- **Create a welcoming public realm:** include unique spaces that generate community character and a sense of place year-round.

3.2 Neighbourhood Concept

West 240 is envisioned as a complete, contemporary urban infill community defined by its mix of natural amenities, vibrant public spaces, and seamless mobility. At its centre is one of Edmonton's most unique features—a purpose-built Mobility Hub that directly links the neighbourhood to the South Campus/Fort Edmonton Park LRT Station via direct bus, effectively extending the LRT system into the community. This Hub anchors daily life, offering fast, reliable access to the rest of the city while creating a lively focal point for residents and visitors. The planned expansion of transit service along 122 Street will further strengthen connections.

The Urban Village functions as the community's Local Node, bringing shops, services, amenities, and gathering places together in a walkable, people-focused setting. Surrounding residential and mixed-use areas integrate effortlessly with parks and open spaces that support year-round recreation, wellness, and social activity.

The neighbourhood's character is shaped by its relationship to the Whitemud Creek Ravine. Greenways and open-space corridors extend this natural landscape into the community, creating a rich network of passive and active spaces.

All of this is tied together by a connected system of shared pathways, sidewalks, and pedestrian-friendly streets that prioritize walking, cycling, and community interaction—making West 240 a uniquely accessible, nature-connected, and transit-oriented place to live.

The following pages present the overall neighbourhood design (see **Figure 7: Development Concept** for West 240 and the resulting land use and population statistics (see **Table 2: Land Use & Population Statistics**).

Figure 7: Development Concept



West 240 - Neighbourhood Area Structure Plan (NASP)

Figure 7: Development Concept



December 2025

Dec 11, 2025 - 1:15pm W:\2023-219_U of A Prop Trust_West 240 NASP_LAP\5.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2023-219 CP 2025 Dec 11.dwg Fig 7 NASP Dev Concept

Table 2: Land Use & Population Statistics

Table 2: Land Use & Population Statistics	Area (ha)	% of GA	% of GDA			
Gross Area (GA)	93.6	100%				
Natural Area (Environmental Reserve)	13.6	14%	17%			
Land Between UDL & TOB Trail	1.8	2%	2%			
Arterial Road Right-of-Way	0.5	1%	1%			
Pipeline & Utility ROW	0.8	1%	1%			
Gross Developable Area (GDA)	79.3		100%			
Commercial						
Mixed Use Commercial	4.1	4%	5%			
Parkland, Recreation, School (Municipal Reserve)	7.9	8%	10%			
Community Parks	2.7	3%	3%			
Pocket Parks	2.6	3%	3%			
Greenway (excluding Urban / Habitat Greenway PUL)	0.2	0%	0.2%			
Natural Area (Municipal Reserve)	2.4	3%	3.1%			
Transportation						
Circulation	13.0	14%	16%			
Infrastructure / Servicing						
Stormwater Management Facilities	5.8	6%	7%			
PUL/walkways	0.7	1%	1%			
TOTAL Non-Residential Area	31.4		27.6%			
Net Residential Area (NRA)	47.9		60.4%			
Residential Land Use Area, Unit & Population Count	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
Low Density Residential	17.8	25	444	2.8	1243	37%
Medium Density Residential	10.2	45	457	2.8	1279	21%
High Density Residential	13.7	90	1235	1.8	2223	29%
Mixed Use / Urban Village Flex Area (Multi-family / High Density Residential)	6.1	175	1066	1.8	1918	13%
Total Residential Area	47.7		3202		6663	100%
Sustainability Measures	Total					
Population Per Net Residential Hectare (ppnrha)	140					
Units Per Net Residential Hectare (du/nrha)	67					
[Single/Semi-Detached] / [Row Housing; Low-rise/Medium Density Housing; Medium to High-Rise Units] Unit Ratio	14/86					
Population (%) within 500m of Parkland	100					
Population (%) within 600m of Transit service	100					
Population (%) within 600m of Commercial service	95.4					
Presence/Loss of Natural Area Features	Land	Water				
Protected as Environmental Reserve (ha)	12.9	0.67				
Conserved as Naturalized Municipal Reserve (ha)	2.4	N/A				
Protected through other means (SWMF) (ha)	N/A	N/A				
Loss to Development (ha)	1.7	3.0				
Student Generation Count	Public	Separate				
Elementary School	286	143				
Junior High School	143	72				
Senior High School	143	72				
Total	572	287				

*Municipal Reserve dedication to be determined at time of subdivision

**Mixed Use areas assumed to be 60% Residential Uses and 40% Non-residential Uses

4.0 LAND USE

4.1 Residential

The plan proposes a wide range of housing types to accommodate a diverse population. The greatest residential densities are located at the east and centre of the neighbourhood. Density decreases towards the west, north, and south of the plan area. This keeps the greatest potential transit users close to the direct link to LRT, thereby reducing the need for vehicular traffic in and out of the neighbourhood. The West 240 NASP proposes an overall residential density of approximately 140 persons per net residential hectare or 67 units per net residential hectare.

Objective	NASP Policy	Implementation
4.1.1 Create a mixed-use neighbourhood that integrates nature with residential, commercial, and recreational spaces, fostering a diverse and inclusive community where people can live, learn, work, and play.	4.1.1(i) A mix of housing types shall be provided, which may include single detached, semi-detached, duplex, row, stacked town, and multi-unit housing.	4.1.1(i) Figure 7: Development Concept shows the corresponding densities to built form. Built form will be determined at subdivision and development permit stage in accordance with the Zoning Bylaw.
	4.1.1(ii) Integration of residential land uses adjacent to Natural areas.	4.1.1(ii) Residential streets should be designed to orient lots backing the Top of Bank, where required grading can be achieved. Multi-family residential should balance building views with opportunities for public access to the Top of Bank and viewpoints. Public access shall be provided through public access easements. Built form will be determined at development permit in accordance with the Zoning Bylaw. Residential uses abutting Natural Areas, such as the Top of Bank or Whitemud Creek Ravine, shall

		maintain physical separation through fencing and/or landscape treatments provided at subdivision or development permit stage.
	4.1.1(iii) Small-scale commercial uses shall be allowed in residential areas where they are secondary to the residential uses of the site. These uses are intended to serve the immediate population and shall not reduce the planned residential density of a parcel.	4.1.1(iii) Small-scale commercial uses will be considered in residential areas at development permit stage in accordance with the Zoning Bylaw. However, the intent for the neighbourhood is to concentrate commercial uses within the Urban Village.
	4.1.1(iv) High Density Residential parcels may include private and semi-private outdoor amenities to serve their residents that could include public access. The outdoor amenities may include: a. plazas, b. open space, c. gardens, or d. other gathering spaces.	4.1.1(iv) Public access will be considered at development permit stage in accordance with the Zoning Bylaw.
4.1.2 Support diverse housing typology to meet the needs of various households at different life stages.	4.1.2(i) A mix of housing types should be encouraged to diversify the built form. This may include intensifying low density residential uses through the application of a. secondary suites b. live-work units c. garden suites, or d. laneway housing.	4.1.2(i)-(ii) Figure 7: Development Concept illustrates the various land use designations. Specific housing types will be determined at the development permit stages in accordance with the Zoning Bylaw.

	4.1.2(ii) Low density residential, medium density residential, and mixed-use provides a variety of housing types and densities.	
4.1.3 Integrate the West 240 neighbourhood with the established communities of Grandview Heights and Lansdowne with complimentary land uses and built form.	4.1.3(i) Integrate existing housing form and scale in the neighbouring communities through development of housing that is of similar scale and height on the north and south boundaries of the plan area.	4.1.3(i) The Compatible Housing Area as illustrated on Figure 7: Development Concept includes the residential development adjacent to 62 Ave and the housing adjacent to the existing lane along the south boundary in the Lansdowne neighbourhood.

4.2 Flex Area: Mixed Use and Commercial

The plan proposes an Urban Village along the east edge of the neighbourhood, fronting 122 Street. Envisioned as a vibrant community hub, the Urban Village will accommodate a mix of commercial, retail, office, and medium to high density residential uses in both horizontal and vertical formats, responsive to market demand. A wide range of community amenities may be included, such as a grocery store, personal services, restaurants, community centre, and daycare. The Urban Village will also serve as an employment and education hub encouraging clustering of businesses, start-ups, and institutional partnerships. By creating an LRT extension via direct bus from the Mobility Hub, the Urban Village will be accessible, bringing residents and visitors to and from the community without reliance on personal vehicles. The combination of land uses and multi-modal accessibility creates a flexible, full-service Local Node that supports daily needs and anchors the neighbourhood.

Objective	NASP Policy	Implementation
4.2.1 Establish an Urban Village as a Local Node where residents can access neighbourhood services, amenities, and recreational facilities within a 15- minute walk or bike ride.	4.2.1(i) Locate higher density residential uses in proximity to the Mobility Hub.	4.2.1(i)-(ii) The land uses are shown on Figure 7: Development Concept and shall be applied at the subdivision and development permit stage in accordance with the Zoning Bylaw.
	4.2.1(ii) High density residential and mixed-use sites should be located along collector and arterial roadways.	
	4.2.1(iii) Ground floor commercial uses are encouraged in mixed-use buildings fronting onto the private internal roadway.	4.2.1(iii) Ground floor commercial uses may be provided along the private internal roadway of the Urban Village, without requiring ground floor commercial elsewhere in the Urban Village where the market does not support it. This allows flexibility of vertical or horizontal mix of uses. The Urban Village shall apply a Mixed-Use Zone, in accordance with the Zoning Bylaw. A Commercial Frontage Modifier

		(CF) in the Mixed-Use Zone is not required.
4.2.2 Explore the development of an employment hub that encourages clustering of businesses, startups, and institutional partnerships.	4.2.2(i) Commercial, retail, institutional, and community uses shall be located within the Urban Village to create an employment hub.	4.2.2(i) The Urban Village is shown on Figure 7: Development Concept. The mix of uses will be confirmed at the subdivision and development permit stage in accordance with the Zoning Bylaw.
	4.2.2(ii) At grade commercial, retail, neighbourhood convenience uses can be integrated into high density, multi-family residential buildings where a need is identified.	4.2.2(ii) The mix of uses will be determined at development permit stage in accordance with the Zoning Bylaw.
4.2.3 Create a mixed-use neighbourhood that integrates nature with residential, commercial, and recreational spaces, fostering a diverse and inclusive community where people can live, learn, work, and play.	4.2.3(i) Each mixed-use site may allow for a mix of commercial, institutional, community, and residential uses.	4.2.3(i) The combination of uses will be determined at development permit stage in accordance with the Zoning Bylaw. The development will encourage prioritization of commercial uses within the Urban Village and around the Mobility Hub.
	4.2.3(ii) Land uses may be vertically integrated within a single building, or horizontally integrated within multiple buildings on a site, to provide a compatible mix of uses and intensities.	4.2.3(ii) Use integration will be determined at subdivision and development permit stage in accordance with the Zoning Bylaw.

Land use Rationale

Residential

Residential densities in the neighbourhood are designed to support urban infill population targets. Higher-density housing is concentrated in the centre of the plan area; multi-family development is envisioned with private amenities such as plazas and open spaces. Medium and low-density housing is located along the north, south, and west edges of the plan (**Figure 7: Development Concept**). Medium-density areas may include row housing and multi-unit buildings, while low-density areas may provide a mix of detached, semi-detached, and small scale, ground-oriented multi-unit residences.



Image 1: Example of residential streetscape.

Compatible Housing Area

The Compatible Housing Area proposes a similar built form (comparable height and scale) to be constructed across the street or lane from established housing in the Grandview Heights and Lansdowne neighbourhoods. The Compatible Housing Area will create a buffer of similar height and scale housing along the north and south edge, with density increasing in the interior of the neighbourhood.

Mixed Use

The Urban Village will offer neighbourhood-scale services and amenities—including a grocery store, restaurants, shops, and recreational facilities, all within a short walk or bike ride from anywhere in the community. This aligns with City Plan’s goal of providing equitable access to employment, education, and everyday amenities.

The Mobility Hub enhances the Urban Village by providing an innovative multi-modal link to residents and visitors and the rest of the city via direct connection to the South Campus/Fort Edmonton LRT Station. The Mobility Hub encourages the use of other modes of transportation instead of personal vehicles. Pathway connections between the Mobility Hub and the Urban Village will further support seamless movement throughout the area.

5.0 PUBLIC REALM AND URBAN DESIGN

The plan prioritizes a high-quality public realm and urban design standard that recognizes the neighbourhood's ecological characteristics bolstered by strong active modes, supporting connectivity and mobility throughout the community. Creating a vibrant and urban experience is central to this vision, with a focus on resident safety, comfort, and accessibility throughout the plan area. While building design and streetscape treatments will be guided by developer standards, the policy places additional emphasis on honouring the area's legacy by activating public open spaces and integrating them into the overall urban fabric.

Objective	NASP Policy	Implementation
5.1.1 Establish pedestrian spaces that prioritize safety, accessibility, and a vibrant pedestrian environment.	5.1.1(i) All public streets and sidewalks shall contribute to the neighbourhood's transportation network, the Mobility Hub, Natural Areas, open spaces, neighbourhood amenities, and adjacent neighbourhoods.	5.1.1(i) The locations of key shared pathways and neighbourhood connections are shown on Figure 9: Transportation Network and will be confirmed at subdivision. Sidewalks and local roads will provide secondary access connections to amenities.
	5.1.1(ii) Ensure appropriate transitions are provided between higher density uses (residential, commercial, and mixed-use) and lower density residential uses.	5.1.1(ii) Figure 7: Development Concept identifies the density mix and location. Appropriate setbacks to buffer higher intensity uses with lower density residential shall be addressed at Development Permit stage in accordance with the Zoning Bylaw.
	5.1.1(iii) The carriageway should be narrowed on collector roadways at Key Pedestrian Crossing points to improve pedestrian safety by minimizing the crossing distance and providing traffic calming.	5.1.1(iii) Traffic calming measures that physically narrow the street, such as curb radius reductions, lateral shift, or lane narrowing may be applied in appropriate locations.

	5.1.1(iv) Neighbourhood destinations, including the Urban Village, parks and open spaces, and Natural Areas, should be designed to encourage community interactions and gathering places. Design elements to encourage community interactions and gathering places may include one or a combination of: a. seating areas like benches, picnic tables and accessible site furnishings. b. landscaping to provide shade or shelter from the weather, c. wide sidewalks that allow people to stop and talk, etc.	5.1.1(iv-vii) Application of these elements should be evaluated at the subdivision and development permit stage.
	5.1.1(vii) Parking will be encouraged to be placed behind buildings where practical	
	5.1.1(viii) Wayfinding signage should be located in the Urban Village, Top of Bank and along the Ecological Network to promote safety and easy navigation.	5.1.1(viii) Signage locations will be determined at the time of development application.
	5.1.1(ix) Streetscape design should consider variety in building forms and massing options to create a visually interesting pedestrian experience with elements that promote safety.	5.1.1(ix) Streetscape design will align with Complete Streets Design and Construction Standards. Building form will be considered at the subdivision and development permit stage in accordance with the Zoning Bylaw.

	5.1.1(x) Multi-family buildings adjacent to the ravine should be oriented to provide views of the ravine for residents. Viewpoint opportunities shall be provided along the Top of Bank roadways, the Top of Bank parks and the Top of Bank shared pathway.	5.1.1(x) Viewpoints and vista opportunities shall be provided through application of the Top of Bank policy C542.
	5.1.1(xi) 56 Avenue and 60 Avenue, between 122 Street and 127 Street shall serve as the main gateways to the neighbourhood. They may include various urban design elements (one or a combination of the following) to enhance the streetscape as part of the Urban Village: a. Gateway entry feature; b. Ornamental fencing, lighting, benches; tree grates or planters; and/or garbage receptacles; d. Alternative paving materials; and/or pavement patterns; e. Canopies, building signage; or f. Wayfinding signage.	5.1.1(xi) Enhanced streetscape design is encouraged along these roadways in accordance with the Zoning Bylaw.
5.1.2 Prioritize human well-being and comfort by ensuring that public spaces enhance the human experience.	5.1.2(i) Residential and small format retail entrances should be designed in consideration of human scale Within the Mixed-Use Urban Village, commercial/retail entrances will be designed to enhance streetscape and public realm.	5.1.2(i) - (v) Utilize Crime Prevention Through Environmental Design (CPTED) principles to ensure community members feel safe within the neighbourhood.
		5.1.2(i) - (v) Building design and orientation is encouraged to enhance the pedestrian experience in accordance with the Zoning Bylaw.

	5.1.2(ii) Buildings should display a high standard of architectural aesthetic and design and utilize high quality materials.	
	5.1.2(iii) Multi-unit developments with ground floor units may provide individual entryways to the public sidewalk, where appropriate.	
	5.1.2(iv) Large, blank building masses should be reduced through a selection of the following: a. Articulation of building form b. Architectural elements c. Changes in building finishes d. Materials and textures or e. Features that create an identifiable pattern and sense of human scale.	
	5.1.2(v) Building, parks and open space, and public realm design should include one or a combination of Winter City Design principles to improve pedestrian comfort in winter such as: a. Structural or landscape elements to break the wind; b. Design or orientation to maximize sun exposure; c. Colour to enliven the winter landscape; d. Create visual interest with lighting; and/or e. Infrastructure that supports winter life and comfort in cold weather.	

5.1.3 Honour agricultural and institutional heritage through the integration of themed design elements within the public realm.	5.1.3(i) Opportunities to capture the history of the neighbourhood may be implemented in the landscape design of the public open spaces and public art. They may also consider community features, for example: a. Way-finding and interpretive signage; b. Ornamentation of street furniture, planters; tree grates; garbage receptacles, and light poles; c. Public art within plaza squares in the Urban Village; or e. Signage identifying areas of interest.	5.1.3(i) Selected features will be considered in each phase, where appropriate.
5.1.4 Integrate wellness opportunities, initiatives and educational programs in partnership with local institutions.	5.1.4(i) Parks and open space may be programmed for recreation, wellness or urban agriculture activities.	5.1.4(i) Programming partnerships will be facilitated through the University of Alberta Properties Trust.

Public Realm Rationale

The policies collectively aim to shape a cohesive and high-quality public realm that supports everyday life, celebrates local identity, and enhances the neighbourhood's overall form and character. They guide the integration of buildings, streetscapes, public spaces, and amenities to create a connected, accessible, and comfortable urban environment. Together, the policies focus on fostering vibrant pedestrian areas, supporting recreation and wellness opportunities, a functional multi-modal network, and reinforcing the role of the Urban Village as a community hub. They also recognize and honour the area's heritage through thoughtful design elements woven into the broader urban fabric.

6.0 ECOLOGY

The proximity of the Whitemud Creek Ravine is central to the design of the neighbourhood. With an emphasis on integrating nature into the plan, pathway and open space connections are designed to connect residents to the Ravine and throughout the plan neighbourhood. A seamless flow between the ravine and the neighbourhood encourages a healthy lifestyle and protects the biodiversity of the area balancing urban living and the natural environment.

6.1 Ecology

The Development Concept for West 240 was thoughtfully designed to respect and enhance the ecological features that already define the area. This is why 75% of natural areas within the plan are retained and additional trees will be encouraged to exceed open space landscaping requirements in the Zoning Bylaw. At its core, the neighbourhood is envisioned as a green and connected community, with a network of trails, shared pathways, and sidewalks providing residents with a range of options on how to move through their surroundings. These active mobility routes link open spaces, the Whitemud Creek Ravine, and key community amenities, creating a seamless and accessible system. Reflecting input from both the community and the City of Edmonton, the existing tree stand in the northwest corner is proposed to be preserved as Municipal Reserve, strengthening the natural interface with the ravine while contributing to the neighbourhood's overall identity and livability.

Objective	NASP Policy	Implementation
6.1.1 Provide diverse recreational opportunities within parks, include a choice of amenities such as trails, and/or picnic areas, catering to the needs of the community while preserving ecological integrity.	6.1.1(i) Design parks and open spaces to provide passive and active recreation opportunities, that are accessible to people across the neighbourhood. Incorporate greenways, shared pathways, active modes networks and neighbourhood linkages that connect the open space network, while using sustainable landscape practices to support ecological health and biodiversity.	6.1.1(i) Figure 8: Ecological Network & Parks and Figure 9: Transportation Network show the locations for the parks, recreation facilities and linkages between the park and open space network. Naturalized plantings and natural paving materials are encouraged where possible. Pathway connections shall be reviewed at the subdivision stage.
6.1.2 Support and grow ecological diversity through enhanced landscaping.	6.1.2(i) Retain the south hedgerow along the Lansdowne lane.	6.1.2(i) Figure 8: Ecological Network & Parks identifies the extent of the south hedgerow to be retained.

	6.1.2(ii) Retain the NW tree stand as an Ecological Park (MR) and route the Top of Bank walkway along the east edge of the treeline.	6.1.2(ii) The Ecological Park is shown on Figure 8: Ecological Network & Parks . To prevent the removal of trees through the park on the west edge along the Top of Bank, the top of bank walkway is routed along the east edge of the treeline.
6.1.3 Where possible, retain existing trees along 62 Avenue to preserve their ecological and aesthetic significance in the area.	6.1.3(i) Identify, map and encourage retainment of high-value existing trees in the front yards of residential lots fronting 62 Avenue and the Hilltop Park.	6.1.3(i) Prepare tree retention, removal, or relocation plans when the lots are developed.

6.2 Sustainability

Sustainability as described in this NASP refers to principles, practices, and approaches to design and development that seek to reduce resource consumption and energy use. Sustainability refers to the implementation of solutions with a long-term focus, that can cumulatively impact the responsible use of resources, including but not limited to land, clean water, clean air, infrastructure, and energy.

Objective	NASP Policy	Implementation
6.2.1 Provide accessible pathways and trails for access to the ravine and river valley systems, ensuring the connection, education, conservation and protection of these ecologically sensitive areas.	6.2.1 Apply an ecological network approach in neighbourhood planning by protecting Natural Areas and habitat, maintaining and enhancing ecological connections through natural and semi-natural linkages such as Urban and Habitat Greenways, and designing open spaces to facilitate wildlife movement at key locations.	6.2.1 Natural areas to be retained, potential wildlife passage crossings, and greenways are identified on Figure 8: Ecological Network .
	6.2.1(i) Connection to the Whitemud Creek Ravine shall be provided via a TOB road (minimum of 30% of the length of the UDL), TOB parks and a	6.2.1(i) Top of Bank Park and roadway access points are shown in Figure 6: Top of Bank

	TOB shared pathway, which runs the entire length of the Public Upland Area (must follow Policy C542A).	
	6.2.1(ii) Emergency access to Top of Bank shall be maintained through regular walkways at approximately 120m spacing in accordance with the Edmonton Top-of Bank-Policy and to the satisfaction of Fire Rescue Services.	6.2.1(ii) Emergency access connections to the Top of Bank shall be determined at subdivision.
6.2.2 Integrate sustainable stormwater management facilities within parks, incorporating green infrastructure tools to support overall ecosystem health.	6.2.2 Use habitat-sensitive construction best practices in the construction of the wet pond to accelerate the revegetation of native species, where possible.	6.2.2 Where possible, use existing native flora and fauna from on site habitat areas to establish vegetation within the wet pond.

Ecological and Sustainability Rationale

To help preserve biodiversity within the neighbourhood, this plan provides connections to natural areas bordering the Whitemud Creek Ravine. The design philosophy concerning open space and connectivity directs development to areas where negative impacts to the ecosystem, important landscape features and small wildlife movement will be minimized. Using the information derived from the Ecological Network Report and interpretation of aerial photos, valuable habitat and corridors were considered. This area extends beyond the boundaries of the neighbourhood into the adjacent areas along the Trans Mountain Inc. pipeline right-of-way into the Lansdowne neighbourhood. Potential connections through the open space network were also recognized as serving a valuable ecological function.

Technical Summary

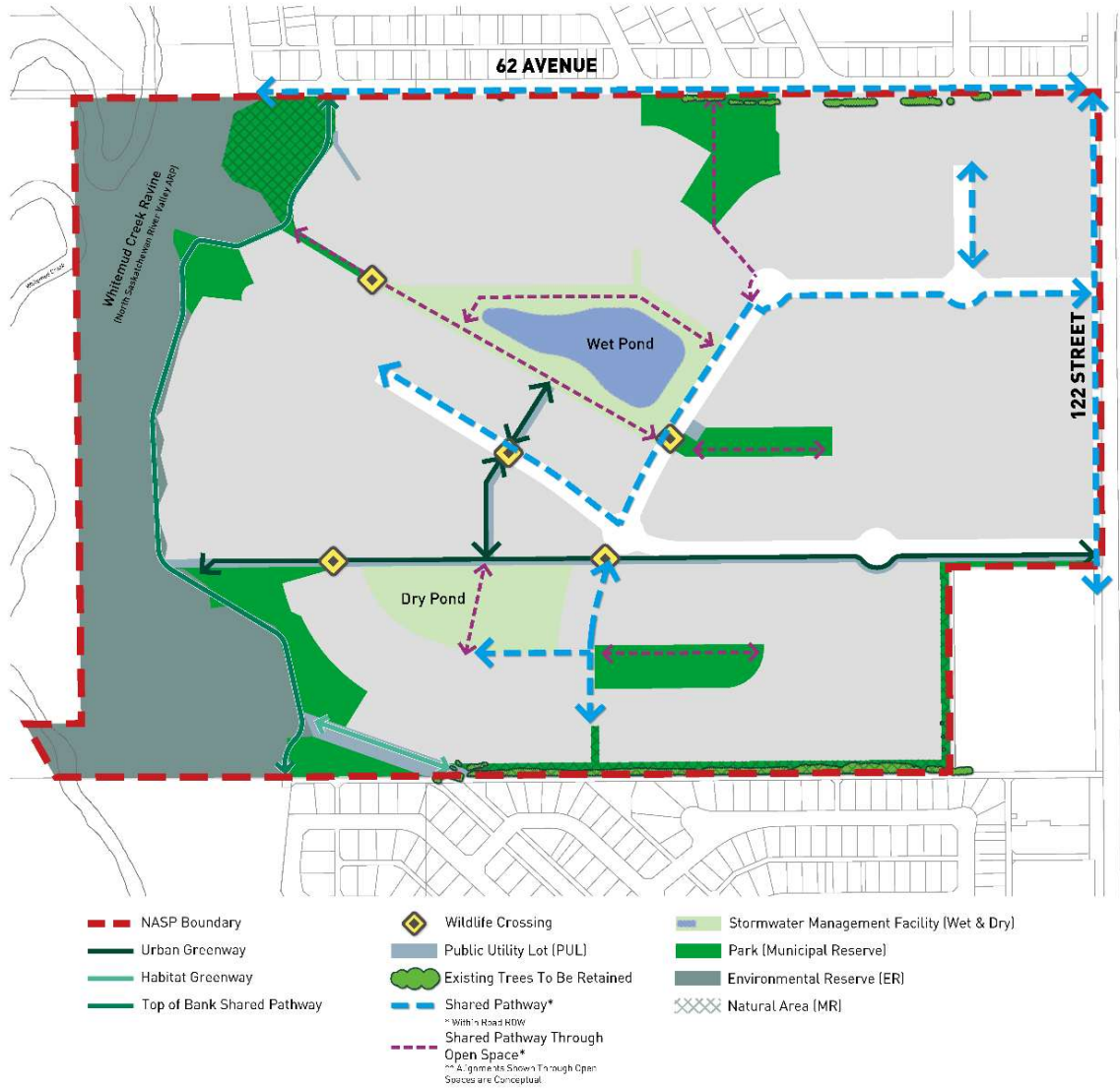
Of the 93.64 ha of land within the West 240 neighbourhood, 16.3 ha was identified as upland habitat, and 3.0 ha was identified as wetland habitat through the onsite and desktop analysis summarized in the Ecological Network Report. As per the neighbourhood concept design, approximately 75% of the existing habitat within the neighbourhood will be retained post-development. Most of this habitat is associated with a single natural area that is part of the Whitemud Creek Natural Area Park, also known as the Whitemud Creek Ravine. This Park is a biodiversity core area and major ecological linkage within the City of Edmonton. In addition, the neighbourhood



will include semi-natural habitat, such as a dry pond, a reconstructed wetland pond, multiple greenway linkages and various Municipal Reserve parcels located throughout the neighbourhood. The north and south hedgerows are being primarily protected due to high ecological value stated in the Arborists Report: Tree Assessment/Suitability for Preservation Study and Ecological Network Report. When landscaping the MR, PUL and SWMF native plant species will be used. Together, the natural and semi-natural habitats will create a connected ecological network within the West 240 neighbourhood. When the area of semi-natural and natural habitat is combined, the proposed post-development ecological network covers 30% (or 28ha) of the West 240 neighbourhood.

Note: The definitions for sidewalk/walkway (used interchangeably), shared pathway and trail align with Complete Streets Design and Construction Standards. The definition for Greenway aligns with Breathe, while Urban Greenway and Habitat Greenway align with the definitions in District Policy. Path network refers to all paths/shared pathways in the plan area and pedestrian connections refer to all ways of moving that centre walking, cycling and rolling.

Figure 8: Ecological Network and Parks



West 240 - Neighbourhood Area Structure Plan (NASP)

Figure 8: Ecological Network and Parks



December 2025

Dec 15, 2025 - 3:29pm W:\2023-219 - U of A Prep Trust - West 240 NASP - LAP\5.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2023-219 SP 300b Dec15.6dwg Fig 8 NASP Ecological Network Concept

7.0 PARKLAND AND RECREATION

7.1 Parkland

A variety of park space configurations and uses are proposed within the neighbourhood to meet the recreational needs of all users, with approximately 21.45ha of the plan area designated for parks and Natural Areas. Of this total, 7.9ha are dedicated to parks and open space, while 13.55 ha are designated as Environmental Reserve as part of the Whitemud Creek Ravine under the North Saskatchewan River Valley Protection Plan.

Hilltop Park in the northeast portion of the plan establishes the northern gateway of the neighbourhood from 62 Avenue, retaining the natural hill and topography to provide a key viewpoint, while also connecting Grandview Heights with West 240.

Centre Park, located near the main gateway at 122 Street, is envisioned as an urban-format community park with a blend of hard and soft landscaping and amenities, capable of accommodating future community facilities and tying into the Wet Pond. The central Wet Pond, together with the southern Dry Pond, is designed as an amenity that integrates into the broader recreation system, while smaller pocket parks throughout the neighbourhood provide additional public open spaces for playgrounds, picnic sites, and other amenities.

Along the ravine edge, a naturalized green space in the northwest will retain existing tree stands and form a sensitive connection to the Whitemud Creek Ravine, complemented by two ravine parks to the north and south that provide public access, viewpoints, appreciation of nature and gathering spaces for community events. The Top of Bank shared pathway and Trail Park will connect the Northwest Park to the South Ravine Park, incorporating both hard landscaping and green space, and reinforcing the network of trails and open spaces.

Objective	NASP Policy	Implementation
7.1.1 Provide a simple and understandable pattern of open space, greenways, school/park site, and pathway connections.	7.1.1(i) The neighbourhood contains a range of park and open spaces to facilitate passive and active recreation, to a maximum of 10% of the Gross Developable Area. All park spaces will be connected to the active transportation network within the neighbourhood, which includes trails, complete streets, shared pathways and Urban Greenways.	7.1.1(i)-(iii) The parks and open spaces identified in Figure 8: Ecological Network and Parks will be dedicated to the City of Edmonton as Municipal Reserve (MR) at the time of subdivision.
	7.1.1(ii) Designate Greenways based on their primary function. Municipal	Parkland Recreation Facilities will be dedicated as land, money-in-place of land, or a combination thereof, in accordance with the Municipal Government Act to the City of Edmonton as Municipal Reserve (MR) at the time of

	Reserve will not be used for land that is encumbered with utilities or other infrastructure.	subdivision.
	7.1.1(iii) The location of other public utilities on park sites shall not be permitted, except for utilities that uniquely serve a park space.	
7.1.2 Design safe park spaces, in accordance with the Design Guide for a Safer City, Urban Parks Management Plan and Winter City Strategy.	7.1.2(i) Park spaces will have adequate and properly located frontage along public roadways to ensure sightlines, natural surveillance, adequate lighting and access. Landscaping and design of park spaces shall take into consideration basic CPTED and design principles included in the Design Guide for a Safer City and UPMP.	7.1.2(i)-(v) Design and development of future parks and open spaces will consider safety needs of the community and be designed and developed to Parks Planning standards and requirements.
	7.1.2(ii) Play spaces for children will include barrier free design for children of all physical and cognitive abilities.	
	7.1.2(iii) Road crossings and safety amenities such as flashing lights, or curb extensions, may be considered near child-oriented open spaces to improve user safety.	
	7.1.2(iv) Open spaces may be designed to encourage people to stay, using a selection of one or more design elements such as structures, seating, public art, interpretive features or lighting.	

	7.1.2(v) Incorporation of winter design elements into architectural controls, with the design and location of buildings being reviewed and developed with Administration to ensure the Strategy is incorporated with appropriate design elements.	
7.1.3 Design and designate a connected and integrated open space system that encourages active modes of movement (e.g. pedestrians, cross country skiing, and cycling) and recreational activities to promote a healthy lifestyle.	7.1.3 The Plan incorporates an array of park spaces and pedestrian linkages along sidewalks, walkways, greenways and shared pathway corridors that connect all park spaces, stormwater management facilities and places of neighbourhood interest to allow for active and passive recreation that support a healthy lifestyle.	7.1.3 Figure 8: Ecological Network and Parks and Figure 9: Transportation Network will guide future application of community, pocket, greenway and ecological parks, open spaces, and pedestrian connections. The locations of paths, pedestrian connections and shared pathways are conceptual in nature and subject to review and approval at further design stage. Minor neighbourhood connections will be determined at subdivision stage.
7.1.4 Plan greenways and walkway connections to complement on-street sidewalk routes and connections.	7.1.4(i) The design of the path network within the neighbourhood should avoid duplication between sidewalk connections yet maintain off-street connections for major linkages through the neighbourhood. 7.1.4(ii) The neighbourhood shall provide adequate road frontage and multiple points of pedestrian access to public open spaces, including Natural Areas, parks and	7.1.4(i)-(ii) Figure 8: Ecological Network and Parks and Figure 9: Transportation Network will guide future application of neighbourhood parks, open spaces, and pedestrian connections. The locations of paths, pedestrian connections and shared pathways are conceptual in nature and subject to review and approval at further design stage.

	open spaces, and stormwater management facilities to increase natural surveillance, public visibility, accessibility, safety and allow for maintenance access.	
7.1.5 Plan open spaces so that they are safe, useable and friendly during all seasons.	7.1.5(i) Incorporate winter design elements into architectural controls through collaboration with Administration to ensure alignment with the Winter Design Strategy.	7.1.5(i)-(iv) This all-season strategy encourages the development of winter design elements into parks, open spaces, and public spaces. Incorporating winter design elements into architectural controls, such as design and location of buildings taking advantage of passive solar heating and light. Places to gather in public space or commercial areas may include unique design elements such as wind screens and heaters in a central gathering area to promote winter use or overhangs and shade structures to protect from the elements.
	7.1.5(ii) Civic sites, parks, open spaces, and buildings may be designed to respond to all seasons by incorporating design elements to a. minimizing wind exposure b. maximizing sunlight c. lighting d. colour or e. materials that enhance comfort and usability year-round	
	7.1.5(iii) Incorporate plantings, architectural features, and design elements that provide wind shelter, enable solar access, and encourage four-season use and gathering in public, residential, and mixed-use spaces.	
	7.1.5(iv) Neighbourhood and site layouts should promote connectivity, efficient snow clearing, and reduced shading on adjacent	

	spaces through thoughtful building orientation, façade variation, and modified grid design.	
--	---	--

Parkland and Recreation Rationale

The West 240 open space strategy builds upon the existing environmental and recreational connections of the Whitemud Creek Ravine and neighbouring communities, drawing nature into the neighbourhood while creating meaningful opportunities for residents to access both the ravine and local green spaces, as well as adjoining communities. The strategy is designed to provide a balanced system of recreation, ecological preservation, and community gathering opportunities through a variety of Ecological Reserve and Municipal Reserve public open spaces (Figure 8: Ecological Network & Parks) that range from natural to urban, passive to programmable.

All parks are connected to the path and sidewalk network to ensure accessibility and integration with surrounding neighbourhoods. These paths create non-vehicular connections to neighbouring communities, which further supports the extensive ecological network. Additionally, the inclusion of community parks, pocket parks, ecological parks, greenways, Wet and Dry Pond amenities ensure a diverse range of recreational opportunities. The Wet and Dry Pond are programmed not only for their utility but also as functional community amenities, extending the recreational value of infrastructure.

Naturalized green spaces and ravine-adjacent parks preserve ecological corridors, protect mature tree stands, and enhance connections to the Whitemud Creek Ravine, supporting both habitat retention and public appreciation of the natural environment. A comprehensive trail and pathway network, including the Top of Bank Trail and greenways, provides active mobility connections between open spaces, ecological areas, and community amenities, encouraging walking, cycling, and general recreation.

The integration of upland habitat features, hedgerows, and municipal reserve lands further supports ecological continuity, fosters social interaction, and creates vibrant gathering places aligned with the broader open space system.

A joint school site was requested for a Public K-6 school and Catholic K-9 school within the plan area. It has not been provided in this plan. The complete neighbourhood is expected to generate 429 elementary students, approximately 215 junior high students, and approximately 215 senior high students introduced gradually over the full buildout period. A survey of current and projected capacities was conducted of schools in surrounding areas and there is sufficient space to accommodate students from West 240 and to accommodate new and expanded school buildings if required for the entire district. The provision of schools in the neighbourhood would encourage non-resident traffic entering the community contradicts the overall vision of the community where most trips to, from, and within the neighbourhood are planned as non-personal vehicle.

Technical Statement

The Parkland Impact Assessment (PIA) and Community Knowledge Campus Needs Assessment (CKCNA) for West 240 provides additional information on parkland and open space within the plan area.

8.0 TRANSPORTATION

8.1 Transportation Network

The neighbourhood's roadway network is designed as an internal circulation system that seamlessly connects to existing networks in accordance with the City of Edmonton's design guidelines and standards. Arterial, collector, and local roads will function together to facilitate the efficient movement of vehicles while also supporting broader mobility goals. The West 240 Mobility Hub is envisioned as a natural extension of the City's LRT system, linking residents directly to the South Campus/Fort Edmonton LRT Station. This connection, combined with a network of active transportation paths, positions West 240 as a transit-first community where daily mobility is efficient, sustainable, and will integrate with Edmonton's broader transit framework. A sustainable neighbourhood relies on more than roadways alone - it requires a comprehensive, well-connected street and pedestrian network that accommodates active transportation options. This approach gives residents genuine choice in how they travel, whether by car, on foot, by bicycle, or using transit. At the heart of the community, the Urban Village prioritizes walking, cycling, and transit service, reducing reliance on private vehicles. To further strengthen connectivity, the central and eastern portions of the plan area will integrate with the rest of the community through a pathway network branching off from the primary collector road network.

8.1.1 Public Transportation

Public transit is central to the vision for West 240, and its Mobility Hub represents a first-of-its-kind opportunity in Edmonton. Seamlessly integrated with the ETS network and providing a direct link to the LRT, the Hub will anchor the neighbourhood as its primary transit gateway. Its central location—locating most homes within a 600-metre walk—makes transit the easiest, most intuitive travel choice for residents.

More than a stop, the Mobility Hub is designed as the neighbourhood's social and mobility centre, connecting walking and cycling routes directly to the Urban Village. As a result, it becomes a welcoming, people-focused destination that supports sustainable travel encourages transit use and brings the community together.

To elevate its role even further, the Hub will feature creative, developer-led enhancements not seen elsewhere in Edmonton: upgraded shelter design, opportunities for third party bike and scooter share, car share options, express service to South Campus and Fort Edmonton LRT Station. These additions make it a complete multi-modal hub that expands travel choices for everyone.

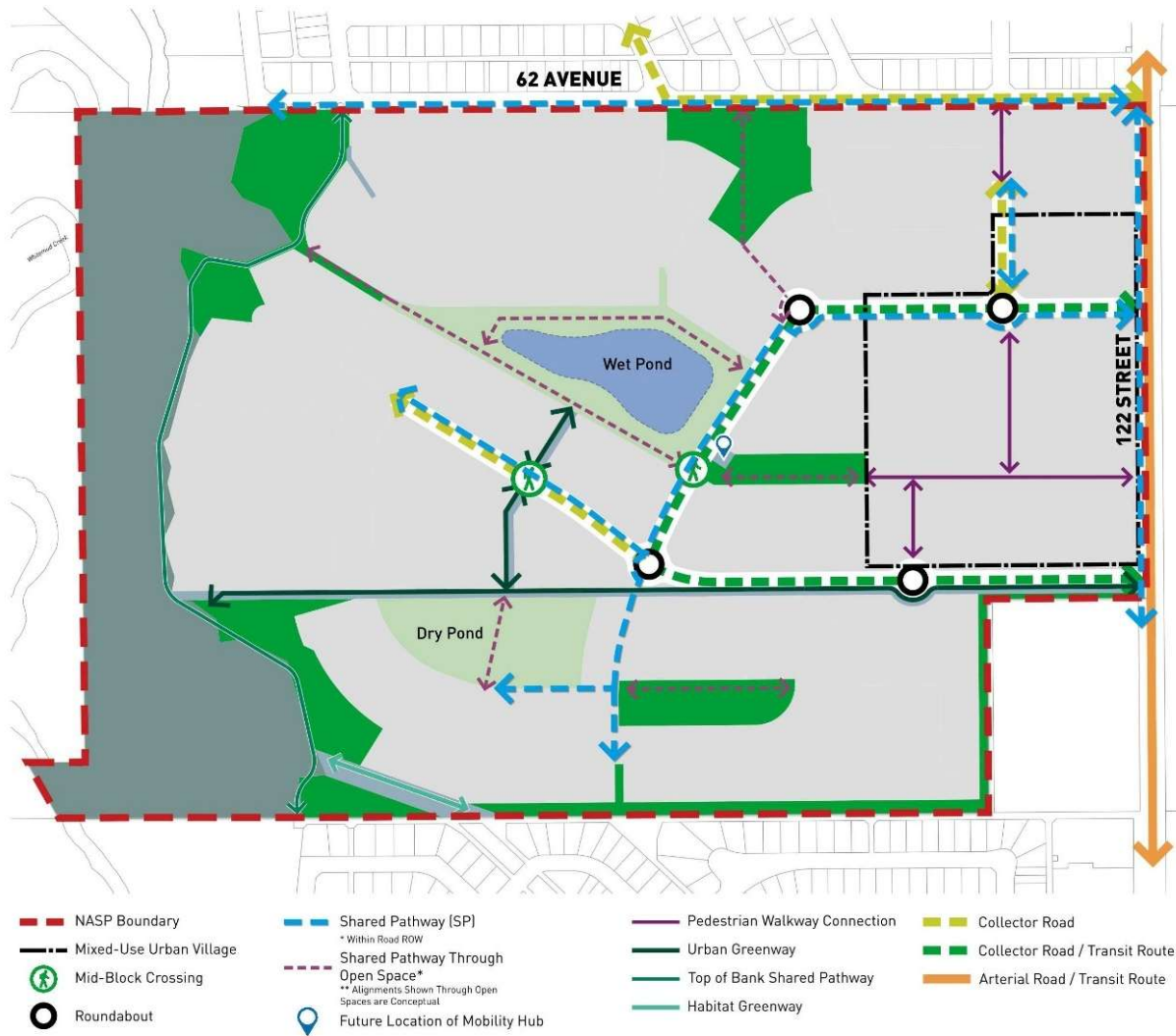
This transit-focused core is supported by a robust active transportation network of sidewalks, walkways, shared paths, and greenways—including a key shared pathway along 62 Avenue, 122 Street, and through the Mixed-Use Urban Village. These routes link major destinations within West 240 and strengthen connections to surrounding neighbourhoods.

West 240 also maintains strong regional access via Whitemud Drive/AB-2 and nearby truck routes along Fox Drive, Whitemud Drive/AB-2, and 111 Street, ensuring efficient goods movement while keeping heavy traffic out of the community.

Objectives	Policies	Implementation
8.1.1 Encourage and facilitate active modes of transportation such as walking and cycling through the development of shared-use pathways, greenways and crosswalks.	8.1.1 Roadways shall accommodate pedestrians, cyclists and motor vehicles. Shared pathways and walkways should supplement, not replace, roadway facilities.	8.1.1 The transportation network, shown in Figure 9: Transportation Network, identifies pedestrian and bicycle connections. The location of walkway connections shall be determined at the subdivision stage in accordance with Complete Streets Design and Construction Standards.
8.1.2 Integrate Complete Streets Design principles to ensure that roadways accommodate the needs of users.	8.1.2(i) Public Roadway design may integrate multi-modal transportation.	8.1.2(i) Roadway design shall meet Design and Construction standards and/or custom cross-sections that integrate multi-modal design principles, where needed, at the subdivision stage. Multi-modal roadways or pathways shall be reviewed for transportation connectivity from the neighbourhood context, not just each subdivision stage. Figure 9: Transportation Network identifies the mode share across the plan area.
	8.1.2(ii) Integrate West 240 with Grandview Heights and Lansdowne with active transportation connections where safe to do so.	8.1.2(ii) No further vehicle access will be provided except for lane access at the north and south boundaries of the plan area.
	8.1.2(iii) Limit vehicle connections on the north and south boundary to: Lane access on 62 Avenue.	8.1.2(iii) Vehicle connections shall follow Figure 9: Transportation Network.

	• Pedestrian and emergency services access to the lane abutting Lansdowne at the south boundary.	
8.1.3 Implement strategies to address traffic congestion to improve overall traffic flow and reduce environmental impacts.	8.1.3(i) The roadway network may be designed based on modified urban standards (i.e. narrower drive lanes, bicycle lanes, wide sidewalks, street trees and furniture, etc.) through custom cross-sections. Traffic calming measures are encouraged on the collector road near the joint school site, and at crosswalks, and between parks and open space to deter short cutting through the neighbourhood.	8.1.3(i) Roadway cross-sections will be determined at the subdivision or detailed design stage. The developer will work with Transportation Planning in the design of roadway cross-sections and traffic calming measures. By providing a extension of the LRT, via direct bus route, it is anticipated that vehicular traffic will be reduced throughout the day, especially during peak hours. Opportunities to reduce traffic congestion on the collector roadway to reduce queuing and idling will be considered at subdivision and detailed design stage.
	8.1.3(ii) Opportunities to develop and implement efficient last-kilometre transportation solutions to enhance accessibility to public transit are encouraged.	8.1.3(ii) Last-kilometre transportation options may include 1 or more of the following: a. prioritized traffic signals for bicycles and pedestrians, b. secure bicycle storage, or c. bike or e-scooter sharing programs located in the Mixed-Use Urban Village, next to the Mobility Hub.

Figure 9: Transportation Network



West 240 - Neighbourhood Area Structure Plan (NASP)

Figure 9: Transportation Network



December 2025

Dec 11, 2025 - 1:29pm W:\2023-219_U of A Prop Trust_West 240 NASP_LAP\5.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2023-219 CP 2025 Dec11.dwg Fig 9 NASP Transportation Option2

Transportation Rationale

The West 240 NASP advances a balanced, multimodal transportation framework that prioritizes choice, safety, and connectivity while supporting the vision of a pedestrian-friendly, urban-first community. The plan emphasizes pedestrian and cyclist mobility through an extensive system of shared use pathways, greenways, and linkages - including connections to the Whitemud Creek Ravine - supported by traffic calming measures and human-scale roadway design. Bicycle circulation is accommodated both on-and off-street, with clear markings, signage, and separation where appropriate to minimize conflicts with vehicles and pedestrians. Transit is anchored by a centrally located Mobility Hub, consolidating bus service, improving accessibility to the rest of the city for residents, and addressing last-kilometre connections through bicycle parking and safe pedestrian access. Through a dedicated express ETS route, the hub will link directly to the South Campus/Fort Edmonton LRT Station, extending the reach of the existing LRT system directly into the neighbourhood. This design enables residents and visitors to move efficiently between West 240 and the rest of Edmonton without relying on personal vehicles.

The Transit Service Analysis, submitted under separate cover, compared transit route options on the collector network in West 240. The Analysis identified marginal differences between 3 route scenarios that connected West 240 to Grandview Heights. Therefore, no vehicular or transit connection has been provided between West 240 and Grandview Heights. Motor vehicle traffic is accommodated in a supportive role, with a connected collector and grid-like roadway network designed to disperse volumes, reduce shortcutting, and maintain accessibility, while off-street parking and consideration of reduced standards further reinforce the multimodal intent. Together, these elements establish a transportation system that mitigates traffic impacts, promotes healthier lifestyles, and enables West 240 residents to move efficiently between destinations by their mode of choice.

The Mobility Hub will be a developer-led transit hub, designed to improve comfort in winter city conditions. The hub will explore designs and innovations that will alert passengers of arriving buses and, allow them to stay sheltered and relaxed while waiting. Provisions will be made for third party bike and scooter rentals to support active transportation efficiency and transit use.

9.0 INFRASTRUCTURE AND SERVICING

West 240 will be a fully serviced neighbourhood, designed and constructed in accordance with City servicing standards. Where possible, existing servicing infrastructure will be utilized to create a safe and efficient servicing network for the neighbourhood and to minimize disruption to neighbouring communities. Sanitary and water connections will tie into existing networks, such as the EX675 Sanitary Trunk line that bisects the neighbourhood area. Stormwater will be managed through the Wet and Dry Pond and overland drainage routes that direct stormwater to the existing outfall located in Grandview Heights. The proposed storm facilities will collect and retain the runoff for the development and may be complemented by Low Impact Development features that aim to absorb and collect stormwater onsite to reduce flooding and enhance water quality. Sustainable design and construction practices will be used for responsible resource use.

9.1 Sanitary

Sanitary services for West 240 will connect into the EX675 Sanitary Trunk, as shown in **Figure 10: Sanitary Servicing**. Sanitary servicing will be developed utilizing conventional gravity systems per detailed engineering. Further details regarding the sanitary drainage schemes for the West 240 NASP are provided in the associated Neighbourhood Design Report to be submitted under separate cover.

9.2 Water

Water servicing for the West 240 neighbourhood will be provided through the extension of watermain from 122 Street NW. Two connections from the existing 350mm AC pipeline are anticipated. The connection lines will be 300mm distribution lines to service the commercial and high value properties. It is anticipated that 200mm mains in the remaining areas will be able to provide the required fire flows and residential demands as required to follow the Design and Construction Guidelines (Volume 4).

The water distribution network through the neighbourhood will be based on the ultimate HNA and is illustrated on **Figure 11: Water Servicing**. Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for medium density residential uses, and commercial uses. Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc.

9.3 Stormwater

The NASP provides two SWMF in the plan area as shown in **Figure 12: Stormwater Management** and will include overland drainage routes to convey stormwater northward into the existing outfall in Grandview Heights. These facilities have been located based on natural drainage patterns, topography, and pre-development sub-basin drainage boundaries in the area. The existing low point of the site generally corresponds with the proposed wet pond location as drainage naturally flows from east to west. The second SWMF will be a dry pond, proposed toward the south of the plan area. Together these SWMFs will be used for the retention and treatment of stormwater prior to discharging into the Whitemud Creek. The location and configuration of these SWMFs may be revised at the subdivision and/or rezoning stage of development without requiring an amendment to the NASP.

The potential for Low Impact Development that could reduce the size and maintenance of the major and minor storm systems will require additional analysis to confirm the possibilities for water retention on site throughout the neighbourhood. Further details regarding the stormwater drainage schemes for the West 240 NASP are provided in the associated Neighbourhood Design Report to be submitted under separate cover.

Objective	NASP Policy	Implementation
9.3.1 Incorporate Low Impact Development (LID) economical design, and construction practices for responsible resource use.	9.3.1(i) Opportunities for alternative water solutions, such as rainwater harvesting, wastewater recycling, rainwater infiltration and water-efficient landscaping may be explored in public and private areas.	9.3.1(i) Include water recycling design and technologies that meet the following criteria, where the technology: a. is available, b. meets City of Edmonton standards, and/or c. is a reliable alternative to standard practices.
	9.3.1(ii) Promote sustainable site grading practices through the reuse of topsoil to minimize waste. Use of additional topsoil to facilitate water absorption in areas such as: a. Parks and open spaces b. MR and residential lots backing onto the Top of Bank c. Residential lots backing onto the South and Southeast hedgerows.	9.3.1(ii) Incorporate a section using Low Impact Development (LID) and best management practices in the Construction Management Plan, as appropriate. Where possible and practical, deeper topsoil depths will be considered to aid in water absorption.
	9.3.1(iii) Support and encourage the adoption of green building standards.	9.3.1(iii) Encourage the adoption of green building practices when selecting builders in the neighbourhood. Green building practices do not need to be certified by the Canada Green Building Council (CAGBC).

	9.3.1(iv) Integrate low-impact development (LID) practices where appropriate in public and private areas.	9.3.1(iv) Where possible, LID practices will be considered at detailed design stages to achieve overall LID principles considered as part of stormwater management system design for the neighbourhood. Specific practices will be reviewed at detailed design.
--	---	---

9.4 Shallow Utilities

Shallow utilities including power, gas, and telecommunication services are all located within close proximity to the NASP and will be extended into the plan area as required.

Figure 10: Sanitary



West 240 - Neighbourhood Area Structure Plan (NASP)

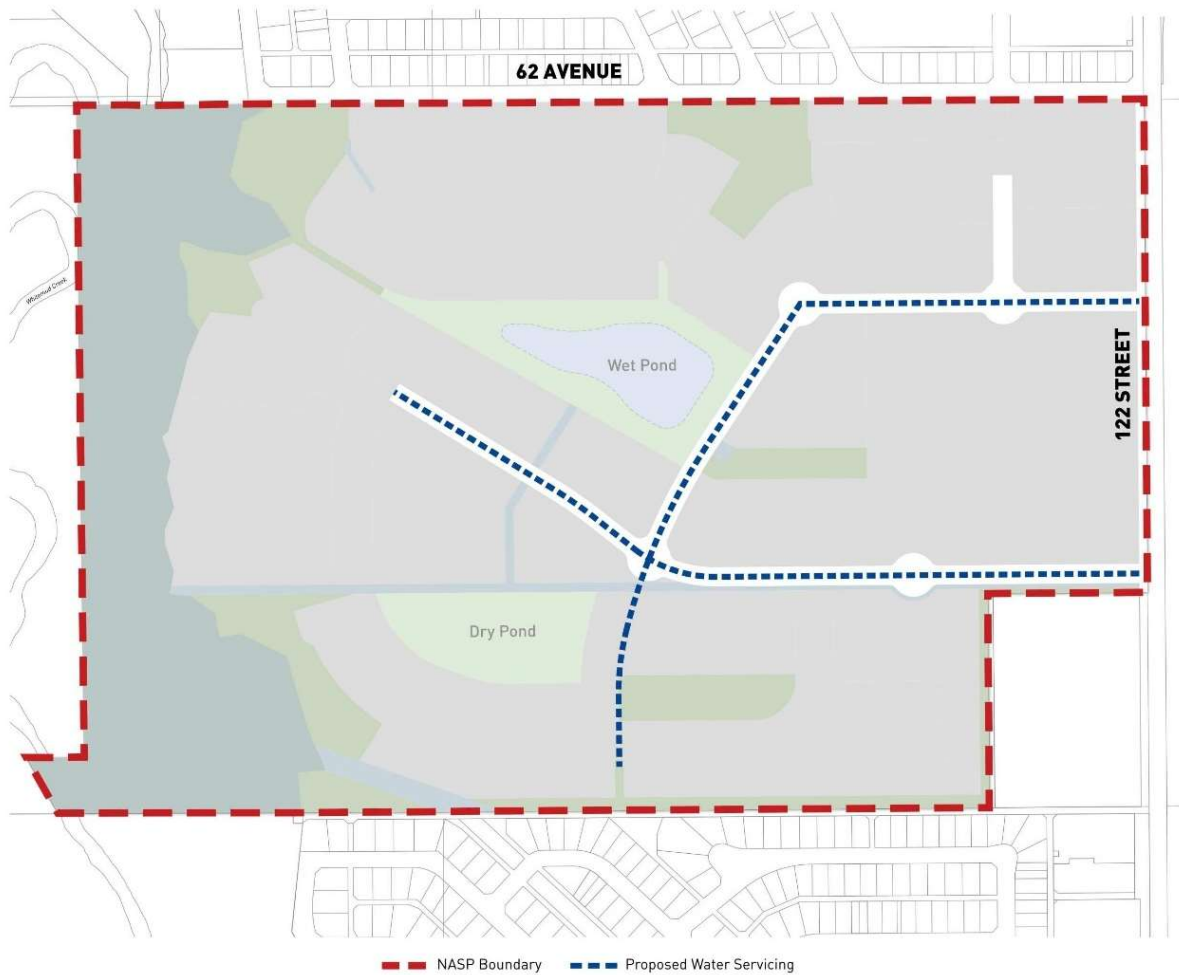
Figure 10: Sanitary Servicing



December 2025

Dec 11, 2025 - 1:32pm W:\2023-219_U of A Prop Trust_West 240 NASP_LAP\5.0 Technical\5.1 Technical Production\5.1 AutoCAD\2023-219 CP 2025 Dec11.dwg - Fig 10 NASP Sanitary

Figure 11: Water



West 240 - Neighbourhood Area Structure Plan (NASP)

Figure 11: Water Servicing



December 2025

Dec 11, 2025 - 1:36pm W:\2023-219_U of A Prop Trust_West 240 NASP_LAP\5.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2023-219 CP 2025 Dec11.dwg - Fig 11 NASP Water

Figure 12: Storm



West 240 - Neighbourhood Area Structure Plan (NASP)

Figure 12: Storm

December 2025



Dec 11, 2025 - 1:40pm W:\2023-219_U of A Prep Trust_West 240 NASP_LAP\5.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2023-219 CP 2025 Dec11.dwg - Fig 12 NASP Storm

9.5 Development Phasing

Figure 13: Phasing shows the general, anticipated direction of development for the West 240 NASP. Infrastructure to service the initial stages of the NASP will be extended into the plan area from the northeast corner, to include the Urban Village, then moving to the centre, to the north, then southeast to west, finishing with west-central stage backing the Top of Bank boundary. The Urban Village is shown as a Flex Area, allowing build-out to respond to market demands.

In general, development will proceed in a manner that is contiguous, logical and economical with respect to municipal servicing. Development of individual phases may vary with zoning and subdivision applications depending on contemporary market demands and aspirations of the landowner. Should sufficient demand warrant, or engineering design be made more efficient, portions of separate phases may be developed concurrently.

Phasing is conceptual and is subject to change. No amendments to this Plan are needed in the event of a change in development phasing.

Objective	NASP Policy	Implementation
9.5.1 Development will be phased in a logical and efficient manner to maximize use of existing infrastructure and minimize disruption to neighbouring communities.	9.5.1(i) Infrastructure shall be provided in a phased approach to accommodate the logical extension of services.	9.5.1(i) Figures 10-13 show the infrastructure servicing locations and development phasing that minimizes disruption to the existing site and neighbouring communities.
	9.5.1(ii) Sanitary and stormwater servicing will be provided in accordance with the approved Neighbourhood Design Report (NDR) for the West 240 NASP. Water servicing to the NASP area will be provided in accordance with the approved Hydraulic Network Analysis (HNA).	9.5.1(ii)-(iii) Approval of engineering drawings and servicing agreements will be required for the installation of sanitary and stormwater servicing. Approval of engineering drawings and servicing agreements will be required for the installation of water servicing.
	9.5.1(iii) Rear lane servicing shall be considered if site constraints determine it.	

	9.5.1(iv) Shallow utilities will be extended into the neighbourhood, as required.	9.5.1(iv) Installation of shallow utilities will be executed through servicing agreements.
--	---	--

Rationale

The West 240 Neighbourhood will be designed so that development phasing and extension of infrastructure will be contiguous, efficient, and economical while having regard for potential environmental and ecological impacts. The phasing and development of the site will be continually evaluated; development of individual phases may vary with zoning and subdivision applications depending on contemporary market demands and aspirations of the landowner.

Technical Summary

Details regarding stormwater drainage and sanitary service schemes for the West 240 NASP are provided in the associated Neighbourhood Designs Report (NDR) submitted under separate cover by Arcadis. Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc. A Hydraulic Network Analysis (HNA) has been reviewed and approved by EPCOR.

Figure 13: Phasing



West 240 - Neighbourhood Area Structure Plan (NASP)
Figure 13: Phasing Plan



December 2025

Dec 11, 2025 - 1:53pm W:\2025-219 - U of A Prep Trust - West 240 NASP - LAP\5.0 Technical\5.1 Technical Production\5.1.1 Act\5.0\2025-219 CP 230b Dec11.rwg Fig 13 NASP Phasing

APPENDIX 1: POLICY CONTEXT

The West 240 NASP has been prepared in alignment to statutory plans, policies and design principles that govern land development in the City of Edmonton. These include:

- City Plan (Municipal Development Plan, Bylaw 20,000) adopted December 7, 2020.
- District Policy (Bylaw 24110) adopted October 2, 2024.
- Scona District Plan (Charter Bylaw 24010) adopted October 2, 2024.
- Breathe: Green Network Strategy adopted August 2017.

Edmonton's City Plan

Edmonton's City Plan (Charter Bylaw 20,000) was approved by City Council on December 7, 2020. The City Plan sets strategic direction for the way Edmonton grows, its mobility systems, open spaces, employment, and social networks. It does this by looking at Edmonton in two ways, as an "Essential City" rooted in stewardship and preserving attributes most valued by citizens in Edmonton, and as a "Future City" that proactively applies Big City Moves to target a population of one million and planning towards two million in the future.

City Plan Policies	West 240 NASP Compliance
1.1.1 Promote personal and community wellness and connection through inclusive and welcoming places.	An open space network to encompass wellness, and ecology at a neighbourhood level; collaborate and deliver municipal reserve open space that could allow for educational spaces that provide learning, recreation and gathering opportunities.
1.1.3 Promote opportunity, equality and personal safety for women, girls and gender minorities in Edmonton. 1.1.4 Ensure seniors have the opportunity to access services and amenities that support a high quality of life.	Integrates best practice design principles to support safe experiences for women, girls, gender minorities, seniors, and persons of all abilities when planning the open space and transportation network.
1.2.1 Promote active communities through the design of diverse, welcoming and playful public places.	Enables an active community through its purposeful open space locations and active modes network. The transportation plan for the neighbourhood prioritizes active modes and transit first.
1.2.2 Ensure vibrant and inclusive communities where children, youth and families can live, learn and grow together.	Choice in movement is offered, where people can walk, cycle, take transit or drive, and ample green spaces exist to serve as welcoming gathering places for all ages.
1.2.3 Promote the unique histories, cultures and identities that define Edmonton.	West 240 prioritizes ecology preservation and access to green space as a way of honouring the land's

	farming heritage. Additionally, UAPT engaged with Indigenous folks prior to neighbourhood planning.
1.3.1 Promote and celebrate the distinct communities that contribute to Edmonton, its quality of life and unique sense of place.	A diverse design that can evolve over time and utilize high quality urban design tools to celebrate the unique character of its surrounding context.
1.3.2 Support Edmonton's identity as a winter city through its infrastructure, design, events and economy.	The open space and transportation network provides opportunities for Edmontonians to be active throughout all seasons; urban design elements consider winter city design of the buildings and public realm.
1.3.3 Support the elimination of poverty, its root causes and disparity in Edmonton's communities.	West 240 provides a range of housing options for people at all life stages. Amenities within the Urban Village will be available to folks within the plan area and beyond. Green space within the neighbourhood exists, as well as connection to the river valley. The neighbourhood is designed so that folks can commute in affordable ways, such as by foot, transit, rideshare, bikeshare and scooter share.
1.4.1 Support Edmontonians' transition to a low carbon future in their daily lives.	The transportation network prioritizes transit and active transportation options over motor vehicle use. The neighbourhood plan encourages sustainable practices in all areas across design and construction of the neighbourhood. Specific tools were left out of the policy to allow flexibility and choice to be determined by market demand, and technological innovation at the time of detailed design.
1.4.2 Ensure Edmonton's air, land and water are safe and clean.	West 240 is a walkable neighbourhood that provides residents with amenities on-site, reducing reliance on private vehicles. Access to more sustainable modes of travel also exist in the form of an extension of the LRT through a dedicated tool. The storm ponds will treat stormwater before it is discharged.
2.1.1 Ensure that publicly accessible spaces and facilities are designed and maintained for the year-round safety, security and comfort of all users.	Integrates into the Whitemud Creek Ravine with trail connections and accessible parkland that local residents are used to in the plan area.
2.1.2 Support the physical and mental health of Edmontonians by integrating housing, services, amenities and natural systems with active transportation networks.	West 240 provides ample choice for residents in what housing type they live in, how they travel and where they spend their time and money. This choice provides greater mental and physical well-being.

2.1.3 Ensure that development occurs in an orderly and safe manner to protect public health and the environment.	All development will follow logical stages and maximizes use of existing infrastructure and sensible expansion of new infrastructure.
2.2.1 Promote compact, mixed-use development within districts that supports equitable access to employment, education and amenities.	Includes a mixed-use Urban Village to provide employment, education, and amenities at the neighbourhood level.
2.2.2 Ensure affordable housing and local food options to support social equity and meet the needs of all Edmontonians.	Ample housing choice is provided in West 240. The Urban Village will have a variety of shops to meet the daily needs of residents. A community gardens will also be available.
2.2.3 Ensure that walkable and attractive mixed-use development occurs at nodes and along corridors in a manner that is integrated with accessible mass transit.	An urban infill community that proposes sensitive infill density and mixed-use opportunities that require access to mass transit to be sustainable; urban design tools prioritize beautiful and comfortable public spaces.
2.3.1 Promote opportunities to accommodate growth through the compact development of new and existing neighbourhoods.	A compact urban neighbourhood in the redeveloping area of Edmonton. It utilizes existing infrastructure and contributes to the livability and adaptability of the Scona District.
2.3.2 Ensure that growth is managed with regard to long term fiscal impacts and full lifecycle costs of infrastructure and services.	A compact infill community that utilizes and enhances existing infrastructure and contributes to the long-term maintenance and lifecycle of infrastructure services in the surrounding area.
2.3.3 Promote gathering spaces for culture, sports, recreation and entertainment opportunities to support both formal and informal uses.	The Urban Village is where everything comes together. People can gather, utilize the amenities, as well as access nearby green spaces. There are also private amenities within the multifamily parcels.
2.4.1 Support ecological function and energy efficiency of Edmonton's built environment.	Policies encourage sustainable design and technologies to support ecological function and energy efficiency in the community.
4.1.1 Support inviting and inclusive transportation options for Edmontonians of all ages, abilities.	There are shared pathways, access to the river valley and a Mobility Hub. The neighbourhood is designed so that folks can commute in multiple ways, such as by foot, transit, rideshare, bikeshare and scooter share and private vehicle.
4.1.2 Ensure safety of all users in the planning and design of city infrastructure, networks and spaces.	The transportation network provides safe streets and convenient pedestrian crossings; includes neighborhood staging that maintains access for transit, walking and cycling and ensures access to emergency service delivery during sequenced construction.

4.1.3 Ensure the equitable access of affordable services and amenities to all Edmontonians.	West 240's Urban Village was created with choice in mind. With this amenity, residents have more control in how they travel and where they spend their time and money.
4.2.1 Ensure that transportation investment supports urban intensification and diversification.	The Mobility Hub will have an ETS bus stop that will connect to the larger bus network in the City of Edmonton. This supports expansion and use of ETS as the city grows.
4.2.2 Ensure a mobility system where people can move seamlessly from one travel option to another to conveniently fulfill their daily needs.	Incorporates policies that support the last kilometre principles.
4.2.3 Ensure active transportation networks serve a variety of purposes including recreation, commuting, commerce and fun.	The plan features a diverse network of pathways that support safe, efficient, and enjoyable travel for both residents and visitors.
4.4.1 Support a low-carbon mobility system.	West 240 is a walkable neighbourhood that provides residents with amenities on-site, reducing reliance on private vehicles. Access to more sustainable modes of travel also exist in the form of transit, walking, cycling, carshare and scooter share.
5.1.1 Ensure protection, enhancement and opportunities for access to open space and the river valley and ravine system.	Integrates the neighbourhood with Whitemud Creek Ravine through a Top of Bank shared Pathway and other park and walkway connections to the ravine.
5.1.2 Promote the conservation and restoration of natural systems to improve ecological connectivity and reduce habitat fragmentation.	Includes a habitat corridor and crosswalk design to support the safe movement of urban wildlife.
5.2.1 Promote Edmonton's history and encourage a sense of local identity by preserving and enhancing heritage.	Public realm and urban design considerations that connect to the neighbourhood's history as the University of Alberta Farm and the significant contribution of the University of Alberta to Edmonton.
5.3.3 Ensure consideration of full lifecycle cost and benefits when maintaining and renewing public infrastructure.	This is fully considered in the Neighbourhood Design Report.
5.4.1 Ensure the safety and security of Edmonton's water supply, food systems, infrastructure and natural systems to support long-term resilience to flooding, droughts and extreme weather events.	The North and South Hedgerows are being preserved for their ecological significance, while a reconstructed wet pond - created by relocating materials from within the plan area - ensures that ecologically sensitive land remains on-site. Servicing and sustainability measures are also incorporated to enhance the overall safety and resilience of Edmonton.

District Policy

The City Plan's vision for growth is facilitated through its District Network which identifies 15 Districts across Edmonton. A District is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each District has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities within it. This vision is for new and current residents to have access to more housing, recreation, education and employment opportunities in each of the 15 Districts, and to have more travel options within and across Districts.

The West 240 Neighbourhood is located within the Scona District Plan. The District Policy and Scona District Plan were approved by City Council on October 2, 2024. The Scona District is one of the City's most densely populated districts and will continue to be a focus area for population and employment growth through redevelopment and infill.

District Plan Policies	West 240 NASP Compliance
2.1.1.1 Celebrate the natural, historical and cultural context of the District through the design of the built environment.	West 240 remains connected to its roots by incorporating a robust ecological network to maintain a strong connection to nature, as well as factoring in like-for-like housing abutting developed neighbourhoods and listening to interest-holders.
2.1.1.2 Establish a fine-grained and connected network of open spaces and streets to ensure communities can redevelop over time.	Establishes a network of open spaces, and pathways that connect to adjacent established communities.
2.1.1.3 Support environmental health, climate resilience and ecological functions through a pattern of streets and open spaces that integrate Natural Areas and topography in a holistic manner.	Commitment to sustainable design and construction supporting environmental health, climate resilience and ecological functions of the community. The community design incorporates topographic and natural areas, where possible, for environmentally responsible development and longevity of the features.
2.1.1.4 Transition from taller buildings within Nodes and Corridors to shorter ones in Urban Mix areas outside of Nodes and Corridors.	The land use plan supports a transition from lower density on the outer edges of the plan area, to higher density as you move to the centre-east of the neighbourhood.
2.1.2.1 Encourage Active Transportation connections into and through sites to provide continuity with the surrounding network of streets, open spaces and Natural Areas.	Pathway and active transportation connections are provided throughout to connect with adjacent communities, open spaces and the Whitemud Creek Ravine.
2.1.2.2 Design vehicle site access, circulation and parking areas to ensure the safety and convenience of Active Transportation users.	The neighbourhood prioritizes transit, active modes, and motor vehicle transportation in that order.

2.1.2.3 Create well defined spaces of a Human Scale that are welcoming and safe, and that provide informal and formal use throughout the year.	Policy direction for the public realm and open space supports this.
2.1.2.4 Encourage built form and open space design that preserves and expands the urban tree canopy, integrates natural features and connectivity, and introduces Low Impact Development or similar nature-based solutions.	Policy direction supports achieving these outcomes, such as encouraging tree-lined streets where possible.
2.1.2.5 Contribute to year-round environmental comfort in the Public Realm through built form and open space design.	Policy direction supports achieving this outcome. Winter city design principles are encouraged in open space design.
2.1.3.1 Encourage Street Walls and Active Edges that contribute to Human Scale and animate streets and adjacent open spaces in all seasons.	The NASP guides active edges throughout the neighbourhood, specifically fronting the collector road, the Urban Village and the north and south boundaries of the neighbourhood.
2.1.3.2 Manage the transition in height, scale and massing of new built form to adjacent development.	Built form and height transition are considered in the land use designations to complement the surrounding communities and intensify along 122 Street.
2.1.4.1 Contribute to year-round walkable and vibrant streetscapes and public spaces by maximizing Active Edges and creating transitions between public and private spaces.	Policy direction includes winter city principles to maintain a vibrant neighbourhood year-round.
2.1.4.2 Design landscaped areas to be safe and secure, accommodate people of all ages, backgrounds and abilities, and to encourage community use.	Policy direction includes inclusive and accessibility requirements to accommodate all people.
2.2.1.1 Protect ecologically significant areas through the land development and infrastructure design processes.	The Whitemud Creek Ravine is protected under the North Saskatchewan River Valley and Ravine System Protection Overlay. All development takes place above the Top of Bank line.
2.2.1.2 Use Green Infrastructure approaches, including Low Impact Development, reuse of water, low-water landscaping, plantings and restoration to improve climate-resiliency.	Policy direction encourages green infrastructure tools but allows the market to determine which tool is implemented.
2.2.1.3 Support a low-carbon and resilient food system through urban agriculture and agroecology.	Urban agriculture may be supported through community garden opportunities through community partnerships.
2.2.1.4 Plan, design and connect Districts and neighbourhoods to reduce carbon emissions and climate change risks.	Designed to prioritize alternative modes of transportation to reduce carbon emissions. The green infrastructure will support long term carbon emission reduction.

2.2.1.5 Encourage emission-neutral buildings, mobility and utilities infrastructure through renewable-energy projects, retrofits and efficiency improvements.	Policy encourages sustainable design and green infrastructure and building practices.
2.2.1.7 Encourage the adaptive reuse of buildings, as well as Site Design, building design and materials that reduce energy use, waste and emissions.	Policy encourages sustainable design and green infrastructure and building practices.
2.3.1.2 Collaborate with Indigenous communities to advance projects that support and celebrate Indigenous heritage and cultural practices.	UAPT has engaged in initial conversations with local Elders and knowledge keepers to gauge the level of participation they are interested in and collaborate on an engagement approach.
2.4.9.1 Integrate Large Sites into the surrounding Urban Structure by connecting streets and paths through the site.	As a large infill community, the design of West 240 has focused on connectivity between established communities prioritizing open space and pathway connections over streets.
2.4.9.2 Encourage the creation of well-designed, publicly accessible open spaces on Large Sites.	The Urban Village and multi-family areas are planned to include publicly accessible open spaces.
2.5.1.1 Expand the urban tree canopy by increasing native tree plantings in parks and along roadways, including local and Collector Roadways internal to neighbourhoods.	Tree plantings are encouraged along all streets. Increased tree plantings are proposed in the greenways and parks where appropriate for optimal tree health.
2.5.1.2 Support land uses that improve access to nutritious food within a District.	The Urban Village has the opportunity for a grocery store and other food related businesses. As well, there will be access to a community garden.
2.5.1.3 Support access to high-quality, affordable and inclusive recreation and early-learning and care facilities within a District.	Multiple green spaces are provided in the neighbourhood, as well as access to the river valley. Additionally, land uses such as daycare and early-learning facilities could be provided within the Mixed-Use Urban Village.
2.5.1.5 Protect people and property from damage and safety hazards through planning, design and the development review process.	CPTED will be considered at detailed design phase and neighbourhood planning best practices have been applied in creation of this neighbourhood.
2.5.1.6 Configure lot subdivisions in regular shapes so as to facilitate adaptability to future uses or redevelopment.	This is reflected in the neighbourhood design.
2.5.1.7 Subdivide land only where this supports the intended outcomes of a statutory plan.	Creation of this NASP allows subdivision of this land in accordance with the plan.
2.5.1.8 Incorporate design guidelines and policies in local planning to ensure neighbourhoods are well connected, attractive and accessible.	Reference to best practice land use planning and urban design principles to ensure it is well connected, attractive and accessible. Design guidelines and policies will be applied as part of the subdivision

	process.
2.5.1.9 Ensure districts have sufficient Urban Service land to meet the needs for schools, utility, emergency and community services.	Urban service land is accounted for in the plan.
2.5.2.1 Direct vehicle and servicing access to be from the alley, where alleys are present and access can be practically accommodated, except as otherwise provided for in the Zoning Bylaw.	This is applied in the neighbourhood where relevant and will be further assessed at rezoning and subdivision stages.
2.5.2.2 Mitigate the impacts of nuisances caused by non-residential development on adjacent residential properties and the Public Realm through planning and design.	The Development Concept contemplates appropriate buffers from the Urban Village and public realm spaces from the residential lots.
2.5.2.3 Support development at the edges of Nodes and Corridors that provides transition to the scale of the surrounding development.	Supports the transition of intensity of land uses from east to west; high intensity multi-family and mixed uses are concentrated along 122 Street.
2.5.2.6 Consider additional height in locations that meet at least two of the following criteria: a. In a Node or Corridor Area or within 100 metres of a Node or Corridor Area, b. Within 400 metres of a Mass Transit Station, c. Along an Arterial Roadway or a Collector Roadway, d. At a corner site, e. Adjacent to a park or open space, and/or f. Adjacent to a site zoned for greater than Small Scale development.	The Development Concept concentrates the higher density land uses to maximize height: c. Along an Arterial Roadway or Collector Roadway; d. At a corner site; e. Adjacent to a park or open space; f. Adjacent to a site zoned for greater than small scale development. Concentrating high density multi-family and the Urban Village in these areas.
2.5.2.7 Consider additional scale of Low Rise or greater in locations where the site size and context allow for appropriate transition to surrounding development and that meet at least two of the following criteria: a. In a Node or Corridor Area or within 100 metres of a Node or Corridor Area, b. Within 400 metres of a Mass Transit Station, c. Along an Arterial Roadway or a Collector Roadway, d. At a corner site or adjacent to a park or open space, e. Adjacent to a site zoned for greater than Small Scale development.	Point C was applied in the Development Concept as the plan area is adjacent to an arterial road.
2.5.3.1 Mitigate impacts of non-residential uses on adjacent residential and Natural Areas through tools such as land use controls, Low Impact Development,	Low Impact Development (LID), landscape buffers, such as trees, berming and lighting controls are considered where relevant.

landscaped buffers, berms, noise attenuation walls and lighting controls, as appropriate.	
2.5.5.3 Determine the type and location of any environmental or geotechnical concerns which may be present at a site prior to rezoning.	A geotechnical study and Top of Bank (TOB) slope stability analysis were completed as per requirements of an NASP.
2.5.5.5 Ensure development near a water body is directed by City policy, guidelines and regulations for pollution, access, stability and flood risk, and adheres to all Federal and Provincial requirements.	Geotechnical and slope stability studies were undertaken for the TOB to determine recommendations for development setbacks on the TOB.
2.5.5.6 Manage risk associated with heavy industrial facilities, railway and major utility corridors, high-pressure pipelines, airports and heliports through the provision of adequate buffers, separation distances, dangerous goods routes and effective transition zones.	Two major utility corridors bisect the neighbourhood: the Trans Mountain pipeline and EPCOR sanitary trunk line. Both include the appropriate setbacks. Both are incorporated into open space and/or a greenway that supports active modes and recreation.
2.6.1.1 Integrate open spaces with the Active Transportation network using trails, complete streets, or shared pathway connections, including through Urban Greenways.	Open space integration measures are considered in the Land Use Concept. An Urban Greenway is linked together through connections of open space throughout the plan.
2.6.1.2 Use an ecological network approach in planning Edmonton's neighbourhoods by protecting Natural Areas and core habitat and maintaining or enhancing ecological connections through the integration of natural and semi-natural linkages, including Urban Greenways and Habitat Greenways.	The neighbourhood preserves the lands along the western boundary within the Whitemud Creek Ravine below the Top of Bank as Environmental Reserve; a Top of Bank shared pathway; Urban Greenway; a collection of open space linked throughout the community; and a designated Habitat Greenway along the Trans Mountain pipeline corridor.
2.6.1.4 Incorporate existing constraints and opportunities, such as utility right of ways and existing Natural Areas into the open space network through site selection and design.	Trans Mountain pipeline and EPCOR sanitary trunk line includes a Habitat Greenway and Urban Greenway.
2.6.1.5 Identify and take steps to recognize natural heritage and cultural landscapes in open space planning.	The heritage of the plan area lands is encouraged to be recognized throughout the public realm of the neighbourhood.
2.6.1.6 Seek to preserve access to sunlight in open spaces through the development planning process.	The open space network and all development will follow zoning bylaw setback requirements to preserve access to sunlight.
2.6.1.7 Complement and strengthen the existing ecological network through restoration and preservation of Natural Areas, and naturalization of semi-natural spaces, including constructed wetlands,	The Whitemud Creek Ravine will be preserved as a Natural Area as part of the North Saskatchewan River Valley. LID is proposed in the form of a dry pond, and

Low Impact Development features, select park spaces, and Green Infrastructure.	other tools are encouraged where market demand deems it appropriate.
2.6.1.8 Minimize the impacts of adjacent land uses on Natural Areas and areas of ecological significance through ecological buffers and other means.	The Top of Bank walk and park network along the west boundary serve as an ecological buffer for the Whitemud Creek to the residential land uses above the Top of Bank.
2.6.2.1 Provide public access to and along the Top of Bank through a combination of public roadway, pathways, River Valley Viewpoints and Top of Bank parks.	Public access to the Top of Bank is provided by all of these elements.
2.6.2.2 Seek opportunities to extend ecological connectivity from the North Saskatchewan River Valley and Ravine System into adjacent neighbourhoods to support wildlife movement, habitat and ecosystem services.	The neighbourhood includes a Habitat Greenway that connects to existing ravine trails to support wildlife movement and extend ecological connectivity.
2.6.3.1 Expect increased wildlife movement at road crossings and use landscaping and design techniques to reduce conflict for people and wildlife.	The neighbourhood includes a Habitat Greenway that connects to existing ravine trails to support wildlife movement and extend ecological connectivity.
2.6.3.2 Support the naturalization and restoration of Habitat Greenways with climate-resilient vegetation that suits specific site conditions.	This is achieved through planting native plant species.
2.6.3.3 Where pathways are located within a Habitat Greenway, ensure pathway placement maximizes ecological functionality.	A pathway connection is included in the Habitat Greenway to connect an existing pathway from the Lansdowne community south of the neighbourhood.
2.6.3.4 Where possible, seek to expand the width of a Habitat Greenway to offer additional protection and improve the ecological integrity.	The Habitat Greenway runs along a pipeline right of way that is wider than the typical public utility right of way.
2.6.4.1 Provide enhanced and climate-resilient boulevard landscaping along Urban Greenways that are within public roadways.	An Urban Greenway bisects the neighbourhood along a sanitary trunk line. The Greenway in the east portion of the neighbourhood runs along the south collector road that will include landscaping.
2.6.4.2 Provide amenities such as seating and shelter areas at appropriate locations along Urban Greenways to provide accessibility and to encourage interactions, use and enjoyment.	These amenities are included in the open space policies. The developer has the discretion to select which features they include in open spaces and along the Urban Greenway.
2.6.4.3 Utilize Urban Greenways within utility corridors to allow for Active Transportation opportunities and to maximize open space landscaping and amenities.	The Urban Greenway is located along a sanitary trunk line and is part of the active modes network in the neighbourhood.
2.6.4.4 Seek opportunities to incorporate Low Impact Development features within Urban Greenways to	LID is encouraged with other green infrastructure tools and includes measures to enhance the green network

capture and clean stormwater close to the source, while also creating habitat for wildlife.	that includes an Urban Greenway.
2.6.5.1 Preserve existing natural features such as wetlands and low elevation areas for stormwater management.	The reconstructed wetland serves to keep the ecologically significant land within the plan area by relocating it to create the Wet Pond.
2.6.5.2 Design Stormwater Management Facilities to be publicly accessible amenities to the extent possible, with public frontage and connections to the Active Transportation network.	The wet and dry storm ponds in the community are designed as public amenities with public frontage primarily accessed via the open space and active modes networks.
2.6.5.3 Design Stormwater Management Facilities as naturalized landscapes where feasible in order to enhance neighbourhood aesthetics and biodiversity.	The Wet Pond is a useable focal point in the neighbourhood.
2.6.5.4 Mitigate impacts to existing uses and provide new open space amenities to the extent possible when adding Stormwater Management Facilities to established areas.	The Wet and Dry Ponds will have paths surrounding them so that they can be used and interacted with year-round.
3.1.1.1 Connect major destinations within and between Districts through the Active Transportation network.	The active modes network connects the Mixed-Use Urban Village with the residential areas of the community, and connections to the river valley and ravine system, and outside the community.
3.1.1.2 Design the Active Transportation network to be convenient and accessible for people of all ages and abilities.	The active modes network considers accessibility for people of all ages and abilities.
3.1.1.3 Design pathways and bike routes for year-round use.	The active modes network to serve the community year-round.
3.1.1.4 Design and adapt the Active Transportation network to maximize user comfort and minimize conflicts between different modes of transportation.	The active modes network utilizes the collector road with cross-sections designed for separate shared pathways or bike lanes. The open space network links the active modes network that minimizes space sharing between motor vehicles and pedestrians and bicycles.
3.1.2.2 Design the road right of way to prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles.	Collector road prioritizes active mode transportation with shared pathways and bike lanes, followed by motor vehicle circulation.
3.1.2.3 Construct crossings that prioritize safety, accessibility and minimize pedestrian delay at intersections.	Mid-block crossings located throughout the plan area to prioritize pedestrian movement.
3.1.2.4 Provide buffers between vehicle traffic and pedestrians, such as landscaped boulevards or other features.	Boulevards will be landscaped in a way that enhances the pedestrian experience.

3.1.2.5 Discourage surface vehicle parking areas between buildings and sidewalks.	A policy is included that screens surface parking behind buildings.
3.1.2.6 Design and locate vehicle access, including parking, service and loading areas to minimize conflict with Active Transportation.	The TIA is followed at all stages of design, and the active modes network is created to minimize conflict with active transportation.
3.1.3.1 Separate bike routes from vehicle traffic where speeds and traffic volumes are higher.	Bike routes are concentrated on shared, which are separated from roads, specifically along arterial and collector roads.
3.1.3.2 Encourage the provision of end-of-trip bicycle facilities in both public and private developments.	The Urban Village and Mobility Hub have end-of-trip bicycle facilities and will be included in multifamily sites as per the Zoning Bylaw.
3.1.3.5 Provide lighting on bike routes to increase comfort and safety, and to assist with Wayfinding.	Shared Pathways will be appropriately lit for all seasons.
3.1.3.6 Design bike routes for all seasons use and maintenance to ensure safe cycling conditions for all riders.	The shared pathway will be built according to the relevant standards.
3.2.1.1 Connect major destinations within and between Districts through the transit network.	The Mobility Hub is located within the central portion of the neighbourhood to serve the community. The Mobility Hub is accessible within 600m to at least 80% of the dwelling units in the neighbourhood as well as portions of the Grandview Heights community and serves as a destination point next to commercial and retail amenities.
3.2.1.3 Design pedestrian waiting zones at transit stops to provide safe and comfortable environments for all users.	The Mobility Hub will be an elevated design with the potential for enhancements to improve the waiting experience. The Hub design will be further explored during detailed design.
3.3.1.1 Design streets to best support adjacent land uses and modal priorities by accommodating safe, attractive, comfortable streets for all users in all seasons while providing flexibility for larger goods movement vehicles to operate within the proposed design.	The collector road is designed to support active modes, motor vehicles and transit in specific areas of the plan area. This creates a safe separation of modes and prioritizes transit access and active transportation.
3.3.1.3 Design and manage pedestrian, furnishing and ancillary zones of streets where appropriate to support a variety of users and uses beyond vehicle access and parking.	All streets are designed according to CSCDS manual.

3.3.1.5 Use Low Impact Development features to clean and reduce stormwater runoff in the design of roadways, where feasible.	Low Impact Development is done at the neighbourhood level.
4.1.1.1 Create, apply and maintain city strategy, policy, plans, guidelines and regulations that support sustainable growth.	The NASP includes a Green Compass guiding industry leading sustainability policy.
4.2.1.1 Require utility upgrades, where necessary, as a condition of development and/or subdivision, in accordance with current standards.	Development will occur in consideration of the NDR.
4.2.1.2 Require stormwater and sanitary sewer separation, where appropriate, as a condition of development and/or subdivision.	Development will occur in consideration of the NDR.
4.2.1.3 Require stormwater management system upgrades including on site storage and Green Infrastructure, where necessary, as a condition of development and/or subdivision.	Development will occur in consideration of the NDR, and green infrastructure is considered in the Green Compass.
4.2.2.1 Require transportation infrastructure upgrades or improvements in alignment with current City concept plans and standards, where necessary, as a condition of development and/or subdivision.	Development will occur in consideration of the NDR.
4.2.3.1 Identify the level of service requirements and define catchment areas for community infrastructure.	Development will occur in consideration of the NDR.
4.2.3.2 Identify improvements or additions to community infrastructure necessary to achieve the defined level of service.	Development will occur in consideration of the NDR.

Breathe: Edmonton's Green Network Strategic Plan

Breathe is a transformative strategy that ensures as the city continues to grow, each neighbourhood is supported by a network of open space. The main goal of the strategy is to plan a healthy city by encouraging connection and integration of open space at the site, neighbourhood, city, and regional levels. Breathe aligns with City of Edmonton strategic goals, in particular improving livability, preserving and sustaining the environment, transforming urban form, and encouraging the use of public transit, walking, and cycling.

Breathe Policies	West 240 NASP Compliance
4.1.1a Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the (re)design and programming of open spaces and the facilities within them, including efforts to encourage passive surveillance and a sense of ownership over open spaces through animation, active uses and community building initiatives.	CPTED principles considered when locating and sizing the open space network. The open space is nestled among residential areas that provide passive surveillance, active uses.
4.1.3a Wherever feasible, trails and pathways should be (re)designed and maintained to ensure universal access. While not every open space will provide accessible trails and pathways (e.g. some natural trails, mountain bike trails), the network as a whole will provide a diverse range of safe, challenging and accessible pathways for recreation and active transportation.	Incorporate universal access principles in the location and sizing of open space, shared pathway, greenway, Top of Bank shared pathway and neighbourhood pathway connections.
4.1.3d When (re)developing play spaces and playgrounds, incorporate barrier-free play equipment, site designs, play elements and opportunities to foster and integrate play for all children, especially those with physical and cognitive disabilities.	Barrier-free design is an objective for programmed open space.
4.2.1a Adopt best practices in landscape and urban design during open space (re)development to encourage social interaction and compatible relationships with surrounding uses.	Integrates best practice landscape and urban design through policies and open space network location to encourage social interaction and compatibility with surrounding land uses.
4.2.1e Explore opportunities through landscape and urban design to recognize and emphasize Edmonton's scenic landscapes, ecological heritage and cultural connections to the land (e.g. native species and vegetation patterns).	Plan protects the Whitemud Creek ravine and integrates it into the community with pathway connections and Top of Bank shared pathway. The open space network is designed to allow connections through the community utilizing open space, greenways, and shared pathways. This design protects the scenic landscape of the ravine and the ecological heritage of the University Farm.

4.2.1g Encourage year-round usage of open spaces by employing siting and design that promotes sheltering from winter climate impacts and incorporating well-designed artificial lighting to extend winter hours of operation.	Open space design to consider winter city principles.
4.2.1l Protect vistas, views and visual connections between the North Saskatchewan River Valley and Ravine System and the Top of Bank through implementation of Top of Bank development standards, development of public roadways and viewpoints, and responsible maintenance of vegetation.	Similar to 4.2.1e, Top of Bank development standards are included. Placement of open space along the collector road considered viewpoints along the Top of Bank.
4.2.1m Where appropriate, incorporate elements into open space design that encourage people to gather and linger, such as seating, public art, lighting and shade structures.	Elements incorporated in the community gathering open spaces (i.e., Mixed Use Urban Village).
4.5.1b Ensure that private open space or private amenity space supplements, but does not replace, public open spaces that are to be provided according to development guidelines and needs assessments.	Private amenity spaces within the app and multi-family blocks to supplement public open space.
4.5.1d Require development proponents to articulate, through sound market and/or consultation research, key demographic characteristics of the population to be served by the development and use such demographic information to create an appropriate program for the proposed open space.	Supported by market analysis and a parkland impact assessment that identifies the type of park space and programing.
4.5.4r In collaboration with school boards and community partners, explore means to reduce the amount of open space dedicated to underused sports fields, and increase opportunities for nature play, unstructured recreation or other undersupplied functions, as identified by a community needs assessment.	Proposes the sustainable use of public open space that does not include a school park reserve. School space and sports fields requirements could be accommodated near the Urban Village and nearby open space. West 240 open space prioritizes public use accessibility over school reserve requirements.
4.6.1a Improve and expand the trail and pathway network to improve pedestrian and cyclist friendly environments within open spaces and promote connectivity citywide. Expand active transportation circuits and loops within open spaces and throughout neighbourhoods.	Active Modes Network contributes to citywide connectivity and connectivity throughout the neighbourhood.

4.6.3h Provide well integrated transitions among sidewalks, cycling infrastructure, the shared pathway network, other pedestrian networks, transit facilities and open spaces (particularly those in the River Valley and Ravine System). Open spaces should be connected to surrounding areas by sidewalks and pathways to increase pedestrian and cyclist mobility and access.	The Active Modes Network provides this connection.
4.7.1b Maintain and enhance wildlife connectivity by preserving existing areas of natural land cover; minimizing disturbance and removing barriers in the River Valley and Ravine system and other connectivity corridors; and encouraging development on public and private land that maintains the connections between open spaces.	Existing areas of natural land cover were retained where feasible. Wildlife connectivity is maintained with the Top of Bank shared pathway and open space that integrates into the community through pathways, greenways and the network of open space.
4.7.1g Identify opportunities to acquire and enhance urban linear corridors (e.g. utility corridors, road greens, and greenways) to support ecological network connectivity and function, including restoration of habitat for resident and dispersing/ transient species	A habitat corridor along a pipeline corridor is included in the southwest of the plan and a greenway next to a sanitary trunk corridor.
4.8.2a Design open spaces and their adjacent public realm to be flexible and adaptable wherever possible.	Open space provides for this.

APPENDIX 2: TECHNICAL STUDIES

The following technical studies have been completed and submitted in support of this application:

- Neighbourhood Design Report (prepared by Arcadis)
- Hydraulic Network Analysis (prepared by Arcadis)
- Transportation Impact Assessment (prepared by Bunt & Associates)
- Parkland Impact Assessment (prepared by B&A)
- Ecological Network Report Phase II (prepared by Fiera Biological Consulting)
- Historic Resources Overview (prepared by Lifeways of Canada)
- Arborist Report: Tree Assessment/Suitability for Preservation Study (prepared by Urbfor Consulting)
- Transit Service Analysis (prepared by CIMA+)