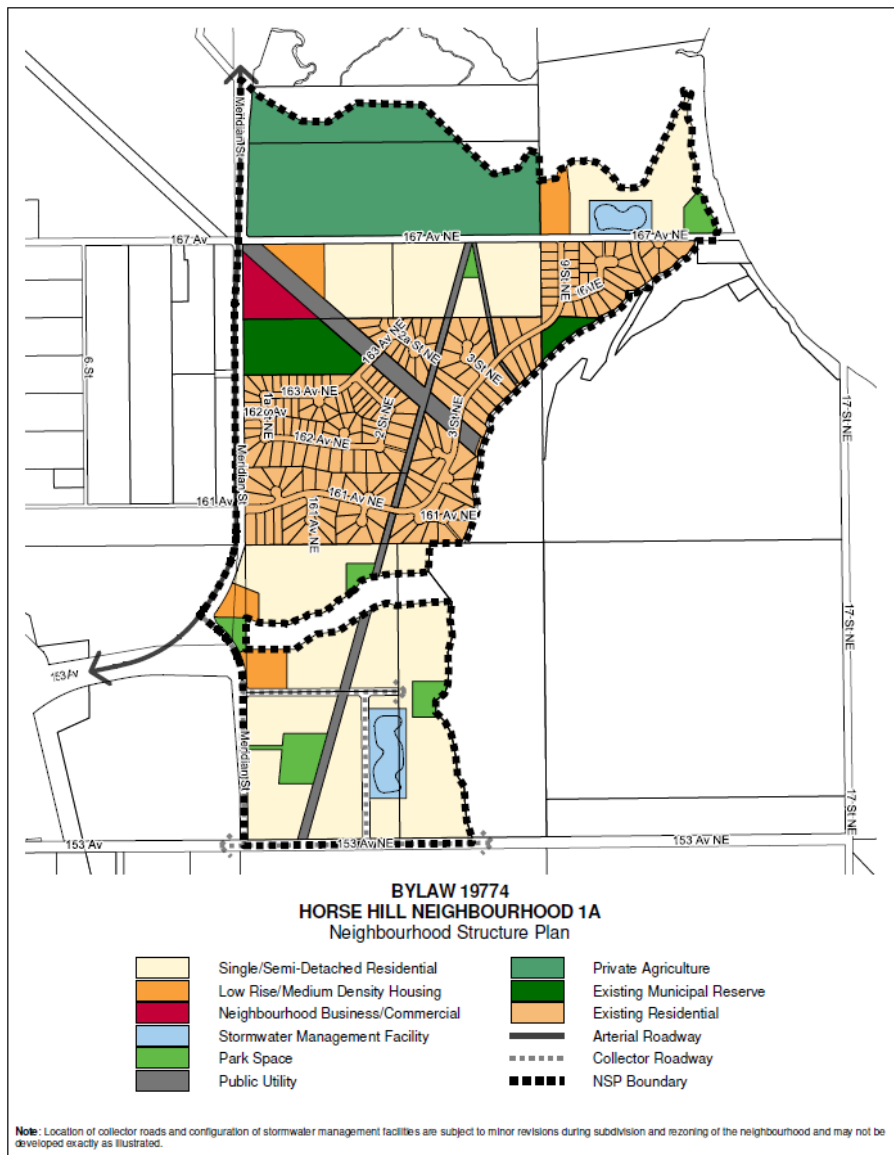




ADMINISTRATION REPORT PLAN AMENDMENT, ADOPTION OF THE NEIGHBOURHOOD 1A NEIGHBOURHOOD STRUCTURE PLAN RURAL NORTH EAST SOUTH STURGEON

North of 153 Avenue NW and east of Meridian Street NW



Recommendation: That Bylaw 19773 to amend the Horse Hill Area Structure Plan and Charter Bylaw 19774 to adopt the Neighbourhood 1A Neighbourhood Structure Plan be **APPROVED**.

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

- will facilitate the development of a new neighbourhood by establishing the land use framework and infrastructure requirements to service this portion of the Horse Hill area;
- establishes a comprehensive framework for contiguous development and infrastructure servicing;
- will preserve and enhance the ecological network with a connected open space system; and
- conforms to relevant City of Edmonton plans, policies and guidelines.

Report Summary

This application was submitted by WSP Canada on February 11, 2021 on behalf of the participating land owner - Avillia Developments Ltd. The application proposes to adopt a new neighbourhood structure plan in the Horse Hill area, with the division of the approved Horse Hill Neighbourhood 1 into two sub-areas, Neighbourhood 1A and 1B. The proposed "Neighbourhood 1A" Neighbourhood Structure Plan is the second neighbourhood to be planned under the Horse Hill ASP. Key features of the proposed NSP include:

- establishing the location of residential, neighbourhood business/commercial, public utility, private agricultural and park uses;
- establishing the pattern of arterial and collector roadways, walkway and utility infrastructure required for the logical phasing of development;
- preserving the existing ecological network and private agricultural uses;
- enhancing the ecological network by providing a connected parks and open space system; and
- providing a mix of residential densities and building types to accommodate a range of household types, income levels, ages and needs.

The application meets the Edmonton Metropolitan Region Board Growth Plan residential density target of 30-40 units per hectare. The proposed new NSP aligns with applicable policies of The City Plan related to supporting growth within Edmonton's existing boundaries, strengthening our natural systems, and providing a mix of land uses that will allow residents to meet their daily needs.

The NSP proposes the logical extension of infrastructure including drainage, water, power and other utility services to ensure development staging is contiguous, efficient, economical, and designed to meet municipal standards.

An associated amendment to the Horse Hill Area Structure Plan (Bylaw 19773) to align the plan with the proposed Neighbourhood 1A NSP accompanies this application.

The Application

1. **Bylaw 19773** proposes to amend the Horse Hill Area Structure Plan (ASP) to update the maps and statistics to align with the division of approved Neighbourhood 1 into two sub-areas, Neighbourhood 1A and 1B. In addition, Bylaw 19773 proposes to redesignate 16.11 ha of “existing residential” land to “residential” to reflect the current state of the undeveloped land.
2. **Charter Bylaw 19774** proposes the adoption of Neighbourhood 1A Neighbourhood Structure Plan (NSP). The Plan proposes to create a unique, sustainable, and complete residential neighbourhood, consisting of residential, commercial, open space, public utility and private agricultural uses integrated with the existing ecological network.

The proposed NSP land uses include:

- a connected open space system of parks, stormwater management facilities and natural areas;
- a mix of residential housing types to accommodate approximately 3,200 new residents over the next 20 to 25 years;
- a projected residential density of 31 units per net residential hectare (upnrh), which aligns with the approved Horse Hill ASP;
- a Neighbourhood Business/Commercial site adjacent to an arterial and collector roadway to allow for high visibility and multi-modal accessibility;
- a community park and five pocket parks;
- a transportation network that accommodates diverse modes;
- the preservation of land designated for private agricultural uses, including opportunities for innovation in land use on these lands; and
- a roadway and infrastructure network that establishes a hierarchy of roads designed to facilitate the logical phasing of development.

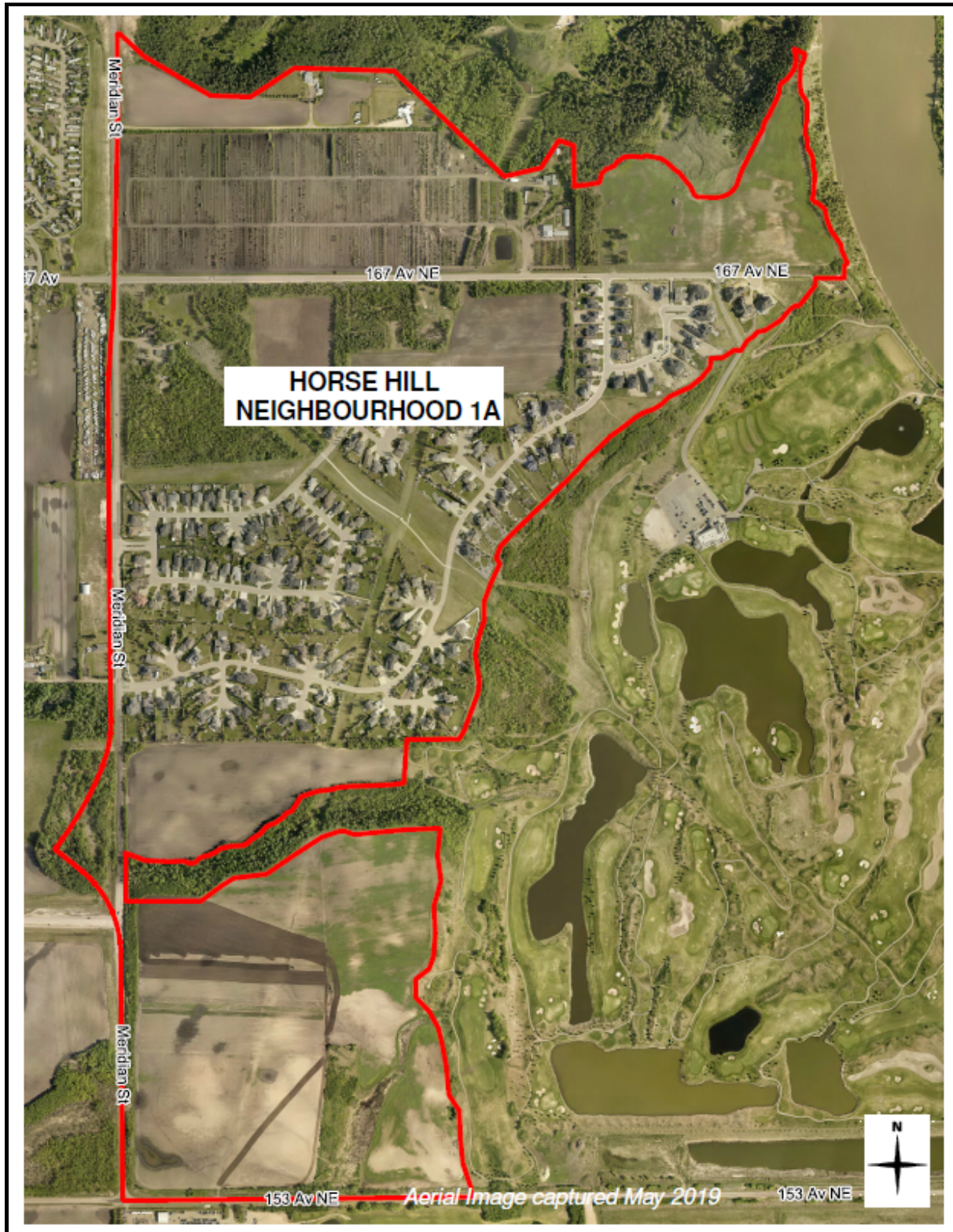
Site and Surrounding Area

The proposed new NSP is the second neighbourhood proposed within the Horse Hill area. It contains approximately 145 hectares and is made up of undeveloped land, Quarry Ridge Estates, agricultural lands, an oil pipeline right-of-way, and two existing natural areas with a large tree stand.

The NSP proposes a modified neighbourhood boundary defined by Horsehills Creek to the north, 153 Avenue NW to the south, Meridian Street NW to the west and the North Saskatchewan River Valley and associated Area Redevelopment Plan to the east.

Land to the north of Horsehills Creek is part of the approved Marquis Neighbourhood, which is currently in the early stages of development.

South of 153 Avenue NW is the Raven Crest Golf and Country Club and predominantly undeveloped land. It is anticipated that this area will ultimately be developed as an urban residential neighbourhood as part of the planned neighbourhood 1B.



AERIAL VIEW OF APPLICATION AREA

| | EXISTING ZONING | CURRENT USE |
|---------------------|---|---|
| SUBJECT SITE | (AG) Agricultural Zone (RF1) Single Detached Residential Zone (AP) Public Parks Zone (A) Metropolitan Recreation Zone (DC2.400) Site Specific Development Control Provision | Vacant land, Tree Stands, Natural area Single Detached Housing Pocket Park Natural area Single Detached Housing (estate lots) |
| CONTEXT | | |
| North | (A) Metropolitan Recreation Zone (PU) Public Utility Zone | Horse Hill Creek Tributary Oil pipeline right-of-way |
| East | (A) Metropolitan Recreation Zone | The Quarry Golf Course |
| South | (AG) Agricultural Zone | Raven Crest Golf and Country Club |
| West | (RMH) Mobile Home Zone (AG) Agricultural Zone | Mobile Homes Vacant land, Tree Stands, Natural area, Temporary Storage |

Planning Analysis

HORSE HILL AREA STRUCTURE PLAN AMENDMENT

Development in the Horse Hill area is guided by the approved Horse Hill Area Structure Plan (ASP). The Horse Hill ASP establishes the high level land use to guide future growth and development in each of the NSP areas, with an anticipated growth of approximately 28,000 housing units as Edmonton grows to 2 million people. The Horse Hill ASP was approved by City Council in May 2013, and is part of the 65% net unit growth realized through new development in areas that have already been planned and approved through existing ASP's.

The approved Horse Hill ASP currently divides the area into five neighbourhood units, numbered one through five. In 2015, the first neighbourhood plan for the ASP area - Neighbourhood 2 was adopted by Council as the Marquis Neighbourhood Structure Plan.

The ASP amendment proposes to divide Neighbourhood 1 into two smaller neighbourhoods (Neighbourhoods 1A and 1B) with Meridian Street NW being the separating boundary. As part of Charter Bylaw 19774, 16.11 ha of lands currently designated as "existing residential" are proposed to change to a Residential use in order to reflect the existing condition of undevelopment land.

The proposal to divide Neighbourhood 1 into "1A" and "1B" was brought forward by the Plan Proponent, who currently owns 8 ha of land within the proposed NSP area. At the July 7, 2020, Public Hearing the Plan Proponent brought forward a rezoning application to rezone his 8 ha of lands from (AG) to (PU) Public Utility, (AP) Public Parks and (RF1) Single Detached Residential Zone - proposed Charter Bylaw 19355. Administration did not support this application in light of there being no approved Neighbourhood Structure Plan in place. City Council ultimately refused the application. Since the refusal, the applicant has submitted the proposed Neighbourhood 1A NSP.

The modified neighbourhood boundaries were agreed upon through discussions between the applicant/proponent and Administration prior to the formal submission of the application. The rationale for the neighbourhood boundary change is to ensure land use planning and infrastructure servicing and roadway alignments are as practical as possible. Land to the west of Meridian Street NW (Neighbourhood 1B) will require a separate NSP in the future.

Amendments to the staging map (Figure 6), indicating the proposed two new neighbourhoods, and the transportation map (Figure 12), reflecting adjustments to the roadway network, are also included. The approved Land Use Concept Map (Figure 8) will be updated accordingly and reflect the change from "existing residential" to "residential" uses. Updates to the Land Use and Population Statistics (Table 1) accompany this proposed Bylaw.

HORSE HILL NEIGHBOURHOOD 1A

The proposed Neighbourhood 1A NSP was prepared in accordance with the City's Terms of Reference for the Preparation and Amendment of Neighbourhood Structure Plans in Edmonton's Urban Growth Areas. The plan covers 145 hectares of land and contains 66 hectares (ha) of developable area (Gross Developable Area). The plan proposes to create a complete community which offers a choice of housing ranging from the existing Country Residential lots to medium density parcels that are conveniently located adjacent to commercial areas and easily accessible via Anthony Henday Drive. New parks and open spaces are distributed throughout the neighbourhood to provide integration with the existing ecological network and allow for active modes of connectivity.

The NSP proposes to establish:

- a connected system of parks, stormwater management facilities and natural areas;
- a mix of residential housing types to accommodate approximately 3,200 new residents over the next 20 to 25 years;
- a projected residential density of 31 units per net residential hectare (upnrh);
- a Neighbourhood Business/Commercial site adjacent to an arterial and collector roadway to allow for high visibility and multi-modal accessibility;
- a community park and five pocket parks;
- a transportation network that accommodates diverse modes;
- the preservation of land designated for private agricultural; and
- a roadway and infrastructure network designed to facilitate the logical phasing of development.

The major land uses proposed in the NSP are described in greater detail below.

RESIDENTIAL LAND USES

The majority of the NSP area is intended for residential development made up of low and medium density residential uses. Medium density residential sites (41.5 ha) are strategically located adjacent to arterial and collector roadways, to promote transit use and also promote a range of incomes and household types.

Low density residential development (38.1 ha) is distributed throughout the plan area and continues a use pattern by integrating with the existing development (Quarry Ridge). Quarry

Ridge is characterised by larger residential lots developed with single detached dwellings. The NSP proposes to integrate the existing residential uses through appropriate transitional elements such as landscaping, setbacks, and lot orientation.

Reverse housing (low density) is planned adjacent to open space areas, such as a park or pipeline corridor. The NSP proposes an average residential density of 31 units per net residential hectare (uprnh).

NEIGHBOURHOOD BUSINESS/COMMERCIAL USE

One neighbourhood business/commercial site of 1.8 ha is located at the intersection of Meridian Street NW (arterial roadway) and 167 Avenue NW (collector roadway). This location takes advantage of the high visibility and accessibility. The neighbourhood business/commercial site is intended to provide low intensity commercial, office and services uses to meet the needs of the local neighbourhood.

AGRICULTURAL LAND USE

An existing tree nursery on the north edge of the plan area is approximately 22.6 hectares and is designated for Private Agriculture in the proposed NSP. The NSP proposes to retain land for private agricultural uses and provides policies to appropriately buffer agricultural and non-agricultural uses through transitional elements such as, but not limited to the retention of existing hedgerows, roadways, pathways, public utility lots, stormwater management facilities, municipal reserves and berms and fences. Additionally, the NSP encourages opportunities for urban agriculture by promoting community gardens, orchards, food forests, berry patches and beekeeping, where appropriate.

PARKS & OPEN SPACE & PIPELINE CORRIDORS

There are several natural features within the neighbourhood. A Phase II Environmental Network Report (ENR) was prepared in support of the NSP and identified all key natural features. This report provides recommendations for which features to retain in the development concept. *Figure 3: Site Features & Constraints* Map within the attached NSP report identifies Lot 88MR, Block 1, Plan 0021877, a 4.17 ha large tree stand ecological park. Lot 88MR treestand is located on the western boundary of the NSP area and provides an ecological linkage for a variety of plant and wildlife species.

There are four (4) proposed pocket parks distributed throughout the NSP area. These parks are intended to provide opportunities for active and passive recreation and have been located to ensure the majority of residential areas are within 500 m of a park space.

A 2.5 ha community park in the southern portion of the NSP area will be the focal park space in the NSP area, offering the opportunity for active passive recreation as well as additional programming such as sports fields and other amenities.

There are three (3) high pressure pipeline corridors within the NSP area. The pipelines will serve as recreational/wellness locations as well as local ecological links, between the semi-natural habitat (parks, greenways, stormwater management facilities), wetlands and upland habitat that, when combined, will establish an integrated ecological network. In addition, there is a proposed wildlife passage crossing on the southern portion of the plan area to facilitate a safe avian crossing.

INFRASTRUCTURE & SERVICING

The NSP proposes the logical extension of infrastructure including drainage, water, power and other utility services that will develop over approximately 30 years. The staging of development and the extension of service will be contiguous, efficient, and economical while also taking into consideration the potential environmental and ecological impacts. Development will meet municipal standards and will be re-examined in greater detail at the rezoning and subdivision planning stages.

More detailed servicing and infrastructure management information in the proposed NSP is provided under the Technical Review section of this report.

PLANS IN EFFECT

CITYPlan Alignment

This application is supported by relevant policies contained in The City Plan. The City Plan designates the Horse Hill Neighbourhood 1A as one of Edmonton's "Priority Growth Areas," as indicated under Map 10A, and it is deemed suitable for urban development.

The proposed Horse Hill Neighbourhood 1A NSP meets the direction of City Plan by:

- Strategize, invest in and nurture priority growth areas across the city to enhance access to amenities and public services;
- Sequence development and align infrastructure upgrades to leverage and optimize existing infrastructure;
- Enable and encourage new growth in alignment with priority growth areas;
- Identify as a winter city through its infrastructure and design;
- Ensure affordable housing and location food options to support social equity;
- Provide opportunities for people to access, enjoy and connect to open space and the river valley and ravine system;
- Facilitate urban agricultural activities and protect agricultural operations;
- Manage sources of risk; and
- Manage stormwater runoff and improve water quality through the design and development of the built environment.

The Horse Hill Neighbourhood 1A NSP helps the city become "Greener as We Grow" by strengthening our natural systems, embracing development and sustainability and protecting our land, air, water and biodiversity.

Breathe

The Horse Hill Neighbourhood 1A NSP meets the following policies of *Breathe - Edmonton's Green Network Strategy*:

- Provision of a system of multi-use trails that connect to and through the various open spaces in the plan area (4.6 Public Access and Connectivity);
- Preservation of a system of natural areas that will be buffered from development and enhanced by surrounding open spaces (4.7 Ecological Integrity); and

- Provision of a range of multi-functional and adaptable open spaces that will support a variety of different users (4.8 Adaptive Management and Flexible Spaces).

CITY POLICIES & GUIDELINES

Edmonton Complete Streets Guidelines

Approved in 2013, the Edmonton Complete Streets Guidelines provide guidelines for a network of streets that are safe, welcoming, attractive, comfortable and functional for all users. The guidelines provide flexibility of design, allowing certain modes of transport to be prioritized over others, depending on location and context. It is an objective of the NSP to design multi-use streets that support various modes of transport such as by foot, bicycles, transit, cars and services vehicles, implementing the City's Complete Street Policy, where feasible.

***fresh* - Edmonton's Food & Urban Agriculture Strategy**

Approved in 2012, Fresh: Edmonton's & Urban Agriculture Strategy imagines how new approaches to food and urban agriculture can make Edmonton an even better place to live, work, play and invest. Much of the Horse Hill Area is currently being farmed and there have been concerns about removing prime agricultural land from the City. With the approval of the Horse Hill ASP in 2013 the lands are generally intended for future residential use and farmed land, while supported, is an interim use in the area.

REGIONAL CONSIDERATIONS

Edmonton Metropolitan Region Board (EMRB) Growth Plan

Horse Hill Neighbourhood 1A is located within the Metropolitan Area of the EMRB Growth Plan which provides direction for growth in these areas. The proposed NSP meets the following Growth Plan directions:

- Plan and develop greenfield areas that are compact and contiguous, with a diverse and compatible mix of land uses including a range of housing and employment types.
- Promote the diversification and growth of the agricultural sector including urban agriculture in an urban context
- Support the development of market affordable and non-market housing and supporting services

The EMRB Growth Plan designates the NSP area as Priority Growth Area F which has a target density of 30-40 dwelling units per net residential hectare (du/nrha). The development concept for the neighbourhood proposes an average density of 31 (du/nrha). The net residential area makes up approximately 65% of the proposed neighbourhood and will support a population of approximately 3,200 residents.

Referral of the application to the Edmonton Metropolitan Region Board is not required; the ASP amendment does not trigger any of the submission criteria in Section 4.2 (REF), and subsequently the new Sub-Area Structure Plan does not need to be submitted for REF review.

Technical Review

A number of technical reports were submitted in support of the new NSP and the associated proposed ASP amendment. The following reports were reviewed to the City's and its utility partners' satisfaction:

- Neighbourhood Design Report (NDR);
- Phase II Ecological Network Report (ENR);
- Transportation Impact Assessment (TIA);
- Hydraulic Network Analysis (HNA); &
- Parkland Impact Assessment Report (PIA);

Due to only one landowner participating in the formulation of the proposed NSP, some technical studies have been deferred to at the rezoning and/or subdivision stage, with the understanding that if the landowners wish to develop their lands, they will need to submit or amend the appropriate technical studies to ensure the land is suitable for future development.

The following sections look at a number of the technical studies submitted in more detail below:

Neighbourhood Design Report

The Neighbourhood Design Report (Drainage Servicing Report) outlines the servicing concepts, cost-sharing mechanisms and staging information to facilitate orderly development.

Sanitary servicing is provided by connecting to the existing Clareview Sanitary Trunk, which then relays sanitary sewage to the Alberta Capital Region Wastewater Treatment Plant. Connection to the Clareview Sanitary Trunk will be achieved via construction of two sanitary trunks, one along 167 Avenue NE, and one running west-to-east in the central portion of the plan area. The existing and proposed sanitary trunks will have adequate capacity to accommodate future flows from this area.

Storm sewers have been designed to handle 5-year events as per prevalent standards. Stormwater will be directed at pre-development rates towards Natural areas and Wetlands within the development area to ensure their sustainability post-development.

Stormwater during major rainfall events is stored in two (2) Stormwater Management Facilities (SWMF) that have been designed for a 100-year event. From there, stormwater will be ultimately discharged to the North Saskatchewan River via a new storm outfall, located near the east end of 167 Avenue NE, in accordance with the Horse Hill Area Structure Plan and the associated Area Master Plan.

Phase II Ecological Network Report

The supporting ENRII identifies and evaluates ecologically important areas and features while providing recommendations that inform the environmental planning and design of the Horse Hill Neighbourhood 1A NSP area. It is a detailed inventory of wetlands, natural areas, and wildlife

that provides recommendations for the retention of important ecological features within the proposed development to maintain ecological network connectivity.

The proposed ecological network consists of semi-natural habitat (parks, greenways, stormwater management facilities), wetlands and upland habitat that, when combined, will provide an ecological network for the proposed NSP area.

Horse Hill Neighbourhood 1A has been fundamentally informed by ecological design principles and provides a vibrant and liveable neighbourhood for future residents.

Transportation

Alternate Modes Assessment

A continuous network of sidewalks, shared use paths, and mid-block and multi-modal priority crossings are proposed throughout the neighbourhood to accommodate pedestrians and cyclists. The Active Modes network includes a Primary Bike Network (separated bike facilities) for regional travel between neighbourhoods and a Secondary Bike Network with lower order facilities providing internal neighbourhood connections, such as traffic calming measures. The proposed network is well-connected to the parks, commercial land use, the top-of-bank trails and provides opportunities for integration with the existing Quarry Ridge development.

The NSP promotes connectivity and accessibility within the community by designing a safe and attractive pedestrian-oriented environment. The proposed roadway design includes various traffic-calming techniques to discourage short-cutting and speeding, while enhancing pedestrian safety at key intersections.

Future transit service is expected to be extended into the neighbourhood in a staged manner as development occurs, subject to demand and funding.

Traffic Assessment

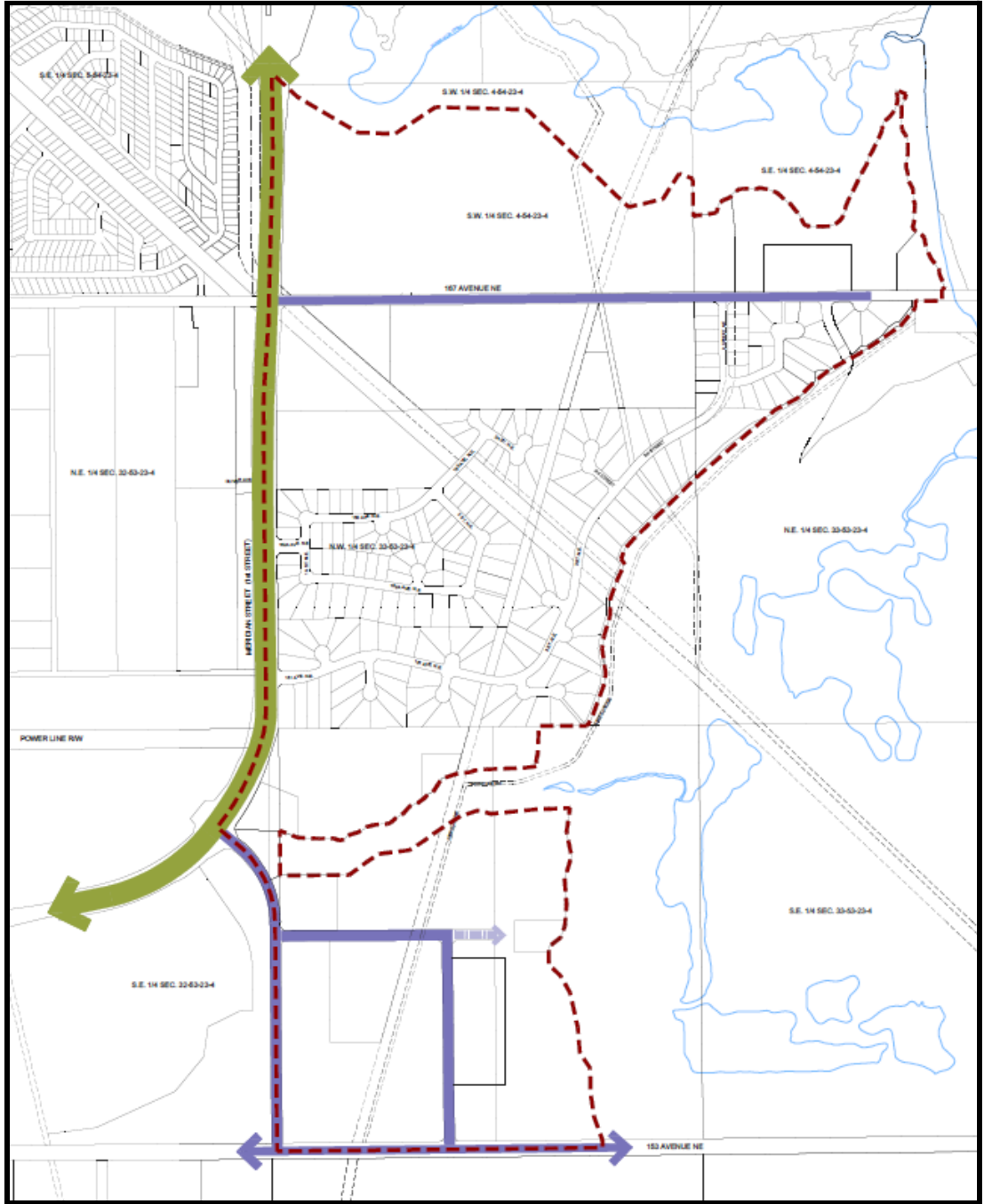
The Transportation Impact Assessment (TIA) submitted with the application supports the NSP roadway network hierarchy proposed and includes the identification of collector roadway arrangements and accommodates active modes. The arterial road network recommended by the TIA generally aligns with the requirements established at the ASP stage.

Roadways in the NSP area will be designed in accordance with Complete Streets Guidelines and offer safe and convenient access throughout the neighbourhood.

Meridian Street

Meridian Street from 153 Avenue to Manning Drive is currently a two lane rural road that provides access to the Quarry Ridge and Evergreen residential developments, The Quarry golf course, other rural residential developments, farms, greenhouses, nurseries, and various other businesses. Meridian Street is planned to be a minimum four lane urban arterial roadway. The first stage of construction is typically a two lane (one lane in each direction) urban arterial roadway with shared use path, turn bays, lighting, curb and gutter, and signalized intersections. Development in Horse Hill Neighbourhood 1A will trigger the need to upgrade Meridian Street to accommodate increased traffic and address safety concerns.

There are challenges and constraints, such as pipeline crossings and the acquisition of land for roadway expansion that will have to be addressed in order to upgrade Meridian Street NW. Administration and the area developers recognize these challenges and complexities, and conversations are ongoing on how best to achieve safe intersections, upgrades to Meridian Street NW, and pedestrian connections.



COMPLETED TRANSPORTATION NETWORK OF NSP

Integrated Infrastructure Management Planning Strategy (IIMP)

The Integrated Infrastructure Management Planning (IIMP) report (see attached Appendix 9) for the Horse Hill Neighbourhood 1A area is a high-level analysis that provides Council with information about the cost of infrastructure borne by both the City and the developer for development of the neighbourhood. The broad-based analysis performed at this stage of the development area provides a general indication of future cost implications and revenue potential and can help inform high-level decision making.

The IIMP review was completed assuming a neighbourhood development build-out of 15 years, starting in 2021. Based on the information at the time, the review generally shows that Neighbourhood 1A will require a capital investment of approximately 7 million from the City. Capital and operating expenditures may be required as early as 2021 to support the anticipated development of the neighbourhood.

Community Engagement

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| <p>ADVANCE NOTICE Date: April 1, 2021</p> | <ul style="list-style-type: none"> ● Number of recipients: 929 ● Number of responses in support: 0 ● Number of responses with concerns: 9 ● Common comments included: <ul style="list-style-type: none"> ○ too much planned density for the area; ○ lack of parking near the trailhead; ○ concerns over property values; and ○ would like the preservation of prime agricultural land in the area |
| <p>PUBLIC ENGAGEMENT SESSION Remote Engagement Session Date: April 6 - April 27</p> | <ul style="list-style-type: none"> ● Number of recipients: 929 ● Number of visits: 713 ● Engaged Visitors: 19 ● Informed Visitors: 60 ● Aware Visitors: 555 ● Number of feedback forms in support: 1 <ul style="list-style-type: none"> ○ The proposed NSP generally looks good; ○ It's great there are objectives to orient commercial sites along arterial roadways. ● Number of feedback forms with concern: 34 ● Common concerns included: <ul style="list-style-type: none"> ○ limited access to the area; ○ lack of transit in the area; ○ would like the preservation of prime agricultural land in the area; ○ higher tax implications due to the proposed development; ○ loss of wildlife habitat ○ negative human and environmental impacts; ○ not enough capacity at Horse Hill School to support the increase in residents to the area; |

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| | <ul style="list-style-type: none"> o concerns about lack of Police, Fire Rescue and Emergency Medical Services in the plan area; o concerns over misalignment with the City Plan; o concerns over the consultation process; o concerns over a lack of detail in the NSP; o concerns on the boundary of the proposed NSP; and o citizen wanted to review the Neighbourhood Design Report as part of the consultation process. |
| <p>SECOND ADVANCE NOTICE Date: May 4, 2021</p> | <ul style="list-style-type: none"> ● Number of recipients: 929 ● Number of responses with concerns: 6 ● Common comments included: <ul style="list-style-type: none"> o concerns over lot sizes; o concerns over a loss of the tree canopy; o increased traffic and upgrades to roads required; o the use of green “policies” o development next to pipeline right-of-ways; o concerns over too many “cookie cutter homes”; o the need for electrical infrastructure to support electric vehicles; o concerns over increased crime and drug use; o lack of transit in the area; o increased vehicle traffic / parking near the trail head; o increased traffic in the Quarry Ridge Neighbourhood; o the low rise/medium density housing planned north at 167 Avenue NE & 9 Street NE is misplaced; o 167 Avenue NE is a dead end road with no transit; o concern over the proposed NSP boundary; |
| <p>LDA WEBPAGE</p> | <ul style="list-style-type: none"> ● https://www.edmonton.ca/projects_plans/communities_neighbourhoods/horse-hills-neighbourhood-1a-nsp.aspx |
| <p>ENGAGE EDMONTON WEBPAGE</p> | <ul style="list-style-type: none"> ● https://engaged.edmonton.ca/horsehillnsp |

For a detailed summary of comments collected through the advance notice and the Engage Edmonton platform, refer to the attached *What We Heard Report*.

Conclusion

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

APPENDICES

- 1 Horse Hill NSP Public Engagement Themes and Responses
- 2 "What We Heard" Public Engagement Report
- 3 Approved ASP Land Use and Population Statistics
- 4 Proposed ASP Land Use and Population Statistics
- 5 Proposed NSP Land Use and Population Statistics
- 6 Approved ASP Map - Bylaw 18197
- 7 Proposed ASP Map - Bylaw 19773
- 8 Proposed NSP Map - Charter Bylaw 19774
- 9 Integrated Infrastructure Management Planning Report
- 10 Application Summary

Horse Hill Neighbourhood 1A

Public Engagement Themes

Themes and responses prepared by WSP Canada Ltd.:

| Public Engagement Themes | Response |
|---|---|
| <p>Preserve this land for agriculture/concerned about loss of agricultural lands. The proposed NSP does not align with fresh: Edmonton's Food and Urban Agriculture Strategy which recommends conserving existing farmland.</p> | <p>The area within the Horse Hills NSP is governed by The City Plan, which describes Horse Hills as a “developing area” (Map 9, page 141) with an anticipated growth of 201-1000 housing units as Edmonton grows to 1.25 million people. Horse Hill has an approved Area Structure Plan and is part of the 65% net unit growth realized through new development in Edmonton at a population of 1-1.25 million people. Although some of the land is being used for agricultural purposes currently, it has been designated for residential development in the City Plan and the Horse Hill ASP. Edmonton's Food and Urban Agriculture Strategy acknowledges this tension where land may appear to be agricultural, however it has been designated as future residential and is being farmed in the interim. Growing within Edmonton's boundary disincentivizes the development of houses on agricultural land outside of the municipal boundary.</p> |
| <p>No more sprawl</p> | <p>This Horse Hill N1A NSP is within Edmonton's municipal boundary and is designated for residential development. As the City Plan encourages a transition to residential infill and redevelopment, the transition begins with 65% of net unit growth realized through new development (p.135) in areas that have already been planned for and approved through existing ASPs.</p> |
| <p>Concerns about congestion along 153 Avenue</p> | <p>A Transportation Impact Assessment has been completed in support of the NSP; which address traffic levels on various roadways and identifies improvements to transportation infrastructure over time as development occurs.</p> |
| <p>Need higher density/keep density of housing low</p> | <p>The polarizing views on the future of this area demonstrate a similar sentiment achieved through different ways: one to give single family homes increased access to nature, and another to build density to preserve local natural areas. The Horse Hills Nbhd 1A NSP achieves a mix of this in accordance with the direction of Horse Hill ASP i.e. some areas with higher density, and others with low density that offer easy access to natural amenities.</p> |
| <p>Concern over the financial implications of suburban development</p> | <p>Edmonton's growth management is a City-wide program being addressed via the City Plan and subsequent strategies which balance suburban development with an increased focus on infill and redevelopment.</p> |

| | |
|--|---|
| <p>NSP boundary should include E. 1/4 Sec. 32-53-23-4 in the southwest corner, to include everything east of the meridian, and also SE and S of the meridian as it transitions into the re-aligned 153 Avenue.</p> | <p>During the proponent’s pre-submission discussions with Planning Coordination, it was agreed that the NSP boundary would be strictly east of existing Meridian Street.</p> <p>Since the high cost of preparing this NSP is being borne solely by one proponent—who owns only 8 ha within this entire NSP—the idea was to keep the NSP area as practical as possible. This would then allow the NSP to focus on land uses and servicing within a well-defined area and in turn, would make the preparation of an NSP more feasible by focusing on fewer land parcels while at the same time, ensuring that lands to the west would have a plan for future infrastructure service connections.</p> <p>Lands west of Meridian Street that surround 153 Avenue are owned by the Province, and though they may be divested in the future, the Province has no current plan for how their land should be developed. As such, dictating the land uses of lands that need to be studied further just confuses an NSP and minimized its practicality. All of the lands west of Meridian Street could be either added to Neighbourhood 1A in the future or included in Neighbourhood 1B when that NSP is prepared.</p> <p>For practical reasons, The Raven Crest Golf Course is identified as already “developed”, in the Horse Hills Area Structure Plan thus no reason to include it in this NSP. Further, this area is deemed to be “non-serviceable” in the Drainage Area Master Plan so with no plans to service this land and given its status of being “developed” there was no reason to include these lands in this NSP.</p> <p>It was agreed-upon with the City that a reduced-scope NSP would be advanced. This NSP would identify the need for non-participating landowners to conduct their own on-site studies in the future. Therefore, this NSP represents a balance between maximizing the size of an NSP area and maintaining a plan boundary that is practical and serviceable for all lands contained within.</p> |
| <p>This area should not be a priority while other parts of the City like Blatchford are under development.</p> | <p>The Horse Hill N1A NSP is a high-level, long-term plan which will guide development of this area for the next 15-20 years. Approval of an NSP does not dictate the timing of development. Parcels in this area will develop with market demand. Areas like Blatchford are much further ahead in the development process, under construction, and increasingly, habituated. Different areas in the City also cater to different market demands.</p> |
| <p>Why wasn’t there a survey option provided?</p> | <p>The Engage Edmonton engagement process was developed according to the City of Edmonton’s Engagement Policy. Providing input allowed for more precise feedback and was less limiting than a survey would have been.</p> |
| <p>Concern over distance to Fire Rescue, Police and Emergency Medical Services, particularly due to sole access via 153 Avenue.</p> | <p>This area will be developed to meet Edmonton’s standards for access to Fire Rescue, Police and Emergency Services.</p> <p>Horse Hill is a developing area. Over time, as it develops, several arterial roadways and interchanges will be built that will provide multiple access opportunities within the six neighbourhoods and to the areas surrounding the Horse Hill area.</p> |

| | |
|--|---|
| <p>How is 400m distance to transit services addressed?</p> | <p>ETS is currently in the process of revising acceptable walking distances from transit centres or transit routes, and 400m is no longer the current standard. Accordingly, the NSP includes a policy that all residential land uses should be within 'Standard Walking Distance' of a transit route or transit centre.</p> |
| <p>Are Crime Prevention Through Environmental Design (CPTED) principles considered?</p> | <p>CPTED principles were considered in the drafting of the plan and are emphasized through Objective 5. These principles will be further applied at the development permit stage.</p> |
| <p>The proposed NSP contradicts The City Plan's aim to create 15-minute districts.</p> | <p>Horse Hill N1A is within the Horse Hill district as outlined in the City Plan. The City Plan describes a district network as being 15 minutes from work or home by bike, bus, or on foot. As the district continues to be developed, N1A will be within 15 minutes by bike, bus, or foot from commercial amenities and the Horse Hill node.</p> |
| <p>What will the urban design look like?</p> | <p>Section 4.2 of this plan outlines Urban Design policies for N1A.</p> |
| <p>The planned active transportation network should provide an existing E/W connection, and extend the S/W bike connection to 167 Avenue.</p> | <p>167 Avenue is envisioned to meet the City's Complete Streets and Design Standards and accommodate enhanced active modes infrastructure.</p> |
| <p>Policy in the NSP should ensure there are no dead-end streets, streets should follow a grid network, limit block sizes, and limit cut throughs.</p> | <p>Following a grid network increases accessibility and permeability within a neighbourhood, which in turn does not limit cut throughs. Developers of individual parcels will be encouraged to implement a transportation network that serves residents and efficiently moves traffic through the neighbourhood. However, in this NSP, there are a number of diagonal pipelines which cause barriers to an efficient grid network design as well as pose practical crossing constraints, thus not all roads can be through roads.</p> |

WHAT WE HEARD REPORT

Horse Hill Area Structure Plan Amendment and New “Neighbourhood 1A” Neighbourhood Structure Plan Engage Edmonton Feedback Summary LDA21-0078 - Horse Hill

| | |
|-----------------------------|---|
| PROJECT ADDRESS: | South of Horse Hill Creek, North of 153 Avenue NE, east of Meridian Street |
| PROJECT DESCRIPTION: | <p>The proposal seeks to amend the Horse Hill ASP by dividing neighbourhood 1 into two areas along Meridian Street NE to create Neighbourhood 1A to the east of Meridian Street NE and Neighbourhood 1B west of Meridian Street NE.</p> <p>The proposal also proposes a new Neighbourhood Structure Plan (NSP) - “Horse Hill Neighbourhood 1A”.</p> |
| LDA PROJECT WEBSITE: | https://edmonton.ca/horsehillneighbourhood1A |
| ENGAGEMENT FORMAT: | Online Engagement Webpage - Engagement Edmonton https://engaged.edmonton.ca/horsehillnsp |
| ENGAGEMENT DATES: | April 6, 2021 - April 27, 2021 |
| NUMBER OF VISITORS: | <ul style="list-style-type: none">● Aware: 555● Informed: 60● Engaged: 22 |

* See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.



| TYPE OF ENGAGEMENT | DATE | RESPONSES/ RECIPIENTS |
|---|--------------------------------|--|
| Advance Notice from the City & Public Engagement Notice from the City (Online Engaged Edmonton) | April 1, 2021 | Recipients: 928 Responses with concerns: 9 |
| Horse Hill Neighbourhood 1A Planning Applications Webpage | April 1, 2021 | N/A |
| Public Engagement, City Event (Online Engaged Edmonton) | April 6, 2021 - April 27, 2021 | Responses opposed: 22 Responses in support: 0 |
| Second Public Engagement Notice from the City to correct error on first notice and extend engagement period | May 4, 2021 - May 25 | Recipients: 928 Responses with concerns: 6 |

ABOUT THIS REPORT

Information in this report includes responses to the advanced notices and feedback gathered through the Engaged Edmonton platform between April 1 - April 26, 2021. This report will be shared with those who emailed the file planner, and/or provided an email address on the Engaged Edmonton website, as well as with the applicant and the Ward Councillor. Feedback will also be summarized in the report to City Council if/when the proposed rezoning advances to a future City Council Public Hearing for a decision.

A full transcript of comments is available for review at: <https://engaged.edmonton.ca/horsehillnsp>.



ENGAGEMENT FORMAT

The engagement session was an online format where attendees were able to view a website with information about the proposed development, the rezoning and planning process, and contact information for the file planner.

The comments are summarized by the main themes below with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

WHAT WE HEARD

| OVERALL SUMMARY OF 22 COMMENTS RECEIVED | | |
|---|-------------------|-------------------|
| Opposed: 34 | Support: 1 | Neutral: 0 |

General:

- General support of the proposal (x1)
- General non-support of the proposal (x34)

Positive Comments:

In general the NSP looks fine.

It is great that there are objectives to orient commercial sites along arterial roadways.

Reasons for non-support include:

Transportation, Access, LRT:

- Limited road access and traffic issues on 153 Avenue and Meridian Road (multiple access is needed, Meridian Road is repaired several times and cannot support new development).
- No transit to support development/increased density.
- Objective 46 - The planned active transport network should provide an additional E/W connection.
- The S/W bike connection along the utility right of way should be extended to 167 Avenue.
- The existing pathway from the valley should connect to 9 street NW up to 167 Avenue.
- Ensure intersections are designed to accommodate cyclists.
- There are not enough details regarding how the road network should be designed.



- There should be no noise attenuation fences on arterial roadways. Noise can be controlled via trees and reduced road widths and speeds.

Sprawl and Loss of Prime Agricultural Land:

- Concerns about sprawl and car-centric development. It inhibits infill goals and undermines environmental commitments.
- Concerns regarding loss of prime agricultural land and green space (it conflicts with “[Fresh](#)” and the Zoning Bylaw to promote urban agriculture.
- Concerns about long term financial implications of new development and higher taxes.

Inadequate Services/Facilities:

- Not enough capacity at Horse Hill School.
- Concerns about Police, Fire Rescue and Emergency Medical Services. They should be located along arterial roads to ensure response coverage.
- There is minimal commercial and not enough details on the interaction between landuse and transportation.

Conflicts with the City Plan:

- City Plan anticipated growth from 1-1.25 million does not support significant development in this area at this time.
- The NSP is against the creation of 15-minute districts for people’s daily needs.
- The NSP allows urban sprawl without building a community within a community.
- Additional NSPs like this will cumulatively create a poorly planned section in the city. It should be stopped and brought into the City Plan framework.
- The district node (Horse Hill Center) seemingly ties into Manning Dr while the sprawl ties into 153 Ave which does not align with the “community within a community” goal of the City Plan.

Environmental concerns / Conflicts with the Horse Hills ASP:

- Negative environmental and human impacts including loss of wildlife habitats and corridors.
- Clearcutting large tree stands conflicts with the Horse Hill ASP direction for conservation.
- Contradicts the Horse Hills ASP’s direction to integrate future development with existing residential (over 40 homes in Quarry Ridge will lose backing onto greenspace and property values will fall.)

Issues with the consultation process:

- The NDR should be given to the public as part of the consultations.
- Opinions of existing owners matter and they should be consulted more.

Issues with NSP content:

- The plan is not innovative. It has many single family homes, not many green spaces, and does not take into account environmental and social justice issues.
- The boundary of N1A does not make sense. It should include "S.E. 1/4 Sec. 32-53-23-4" in the southwest.
- Policies of the NSP are too broad and do not have specific measures.
- There needs to be wording that states how commercial buildings should be oriented.
- Objective 17-19 needs stronger wording to guarantee commercial sites will be street oriented, designed for pedestrians, and provide guidance on parking.
- There are not enough details regarding what an appropriate block size is.
- Low rise/medium density development is too concentrated; they should be oriented along key roadways.
- The low rise/medium density housing north of 167 Ave, near 9th St. NE should be located closer to Meridian Street and 153 Avenue to avoid intensifying traffic and parking issues.

Other reasons:

- The UPMP needs updating as it promotes large park spaces that disconnect communities. Park spaces should be small.
- A market study justifying the planning and development of the NSP instead of brownfield and developing communities should be provided.
- Infill areas including Blatchford and other areas of the NSP should be developed first.

ANSWERS TO SPECIFIC QUESTIONS

1. "Why is there not a survey for the NSP? Having that would enable more specific feedback regarding perspectives for this development. This is done for a bunch of other city initiatives, why not for this?"

Response: The proposed Neighbourhood Structure Plan is landowner driven, and as such, the City did not put out a survey. Engagement took place through the Engage Edmonton website, as well as the opportunity to share your thoughts by email or telephone to either the File Planner or applicant directly.

2. “Why proceed with development at the outskirts of the city while Blatchford is still undeveloped? The area described is not within walking distance of the LRT or proposed LRT. Shouldn't the city be focusing on those areas first?”

Response: The Horse Hill Neighbourhood 1A NSP is a long term plan which will guide development of this area for the next 15-20 years. Approval of an NSP does not dictate the timing of development. The development of Horse Hill Neighbourhood 1A will develop with market demand.

3. “Couldn't developers also make money with a NSP that had affordable, higher density, green technology housing with large tracts of local agricultural lands? Couldn't they try that just once, to see how people would flock to live in a place like that?”

Response: The Horse Hill Area Structure Plan has certain density targets for its proposed neighbourhoods. The proposed Neighbourhood Structure Plan meets these density targets. Including large tracks of agricultural land would make it problematic to ensure the density targets are met.

4. “You mentioned the proportion of future neighbourhood population within walking distance (400m) of transit service, but I don't see it anywhere, maybe I missed it.”

Response: The 400m distance is no longer the standard being utilized by ETS. This wording has since been removed and instead the policy states: “All residential land uses should be within Standard Walking Distance of a transit route or transit service.” It should be noted the proposed medium density lot at 9 Street NE and 167 Avenue NE falls outside the Standard Walking Distance.

5. “I thought that we would see a detailed Local Roadway ‘Shadow’ Plan as part of this formal application. The proposed plan should be reviewed in the context of the NSP by the Transportation Department? No?”

Response: The application including the proposed Area Structure Plan amendment, proposed new Neighbourhood Structure Plan and Traffic Impact Assessment as reviewed by our Transportation engineers who signed off on all documents after providing comments for revisions which the applicant addressed.

6. “Tell me how does your plan support universal or inclusive design that promotes equal opportunity for use by individuals with or without disability?”

Response: Universal and inclusive design principles were considered in the formulation of of the plan and are highlighted through Policy 8.2.1. These principles will be further applied at the Development Permit stage.

7. “Has any thought been put towards Crime Prevention Through Environmental Design to enhance public safety, security and prevention of crime? Has this been missed or is it still to come?”

Response: CPTED principles were considered in the formulation of the plan and are highlighted through Objective 5. CPTED principles will be further applied at the Development Permit stage.

8. “Has there been any study on consideration of potential ecological and environmental impacts having regard for animal habitat and migration patterns?”

Response: A Phase II Ecological Network Report (ENR) was submitted for review and approved by Administration. The supporting ENR identifies and evaluates ecologically important areas and features while providing recommendations that inform the environmental planning and design of the Horse Hill Neighbourhood 1A NSP area. It is a detailed inventory of wetlands, natural areas, and wildlife that provides recommendations for the retention of important ecological features within the proposed development to maintain ecological network connectivity.

9. What will the urban design look like?

Response: Section 4.2 of the plan outlines Urban Design policies for the NSP area.

10. “Page 2 – There was no date mentioned for when the open house was held. Is this the current online engagement? If so, please make sure community feedback is implemented prior to taking the NSP to council.”

Response: The proposed NSP found on the online engagement page is a working document, and at the time of its posting, no engagement had taken place. Since then the

online engagement has been completed and that section has been updated with the relevant information.

11. "Also, I just wanted to mention that in the letter sent to residents, both URLs are incorrect. The Land Development Application Website is missing the "s" in "hills" and the Engage Edmonton Website should not have the word "proposed" in it. This is a real barrier to getting full engagement when people hit "Page not found" for both websites. I believe the deadline for engagement should be extended and a new letter should be sent out. Please let me know how you plan to remedy this situation."

Response: Thank you for the comment and for pointing this out. A human error occurred during the drafting of the notification. Since then a second notification was sent out on May 4, 2021 with the corrected URL's. The notification also extended the engagement period to May 25, where residents have the opportunity to contact the file planner directly.

Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicking on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

FUTURE STEPS:

- When the applicant is ready to take the application to Council:
 - Notice of Public Hearing date will be sent to surrounding property owners
 - Once the Council Public Hearing Agenda is posted online, you may register to speak at Council by completing the form at edmonton.ca/meetings or calling the Office of the City Clerk at 780-496-8178.
 - You may listen to the Public hearing on-line via edmonton.ca/meetings.
 - You can submit written comments to the City Clerk (city.clerk@edmonton.ca) or contact the Ward Councillor, Aaron Paquette directly (aaron.paquette@edmonton.ca)
-

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE FILE PLANNER:

Name: Luke Cormier

Email: luke.cormier@edmonton.ca

Phone: 780-496-7370

**Table 3 Horse Hill Area Structure Plan
Approved Population & Land Use Statistics
Bylaw 19350**

| | Area (ha) | % GA | Nbhd 1 | Nbhd 2 | Nbhd 3 | Nbhd 4 | Nbhd 5 |
|--|----------------|-------------|--------------|---------------|--------------|--------------|--------------|
| GROSS AREA | 2,792.6 | 100% | 443.9 | 1004.7 | 374.5 | 367.6 | 601.9 |
| Natural Area (Environmental Reserve)* | 62.5 | 2.2% | 0.0 | 55.1 | 5.7 | 0.0 | 1.8 |
| Railway | 34.7 | 1.2% | 5.1 | 11.8 | 5.9 | 0.9 | 11.0 |
| Pipeline & Utility Right-of-Way | 56.8 | 2.0% | 4.2 | 47.0 | 0.0 | 5.6 | 0.0 |
| Express Highway | 168.1 | 6.0% | 0.0 | 15.0 | 6.5 | 72.2 | 74.4 |
| Arterial Road Right-of-Way | 98.5 | 3.5% | 6.7 | 54.7 | 13.5 | 8.5 | 15.0 |
| Existing Land Uses | | | | | | | |
| Existing Residential | 198.5 | 7.1% | 107.4 | 36.6 | 0.0 | 30.0 | 24.5 |
| Existing Cemetery | 25.4 | 0.9% | 0.0 | 0.0 | 0.0 | 25.4 | 0.0 |
| Existing Golf Course | 48.6 | 1.7% | 48.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Institutional/Government | 373.9 | 13.4% | 0.0 | 79.7 | 229.8 | 0.0 | 64.4 |
| Existing School / Municipal Reserve | 11.0 | 0.4% | 4.7 | 6.3 | 0.0 | 0.0 | 0.0 |
| Agricultural | | | | | | | |
| College of Agriculture | 21.2 | 0.8% | 0.0 | 0.0 | 21.2 | 0.0 | 0.0 |
| Private Agricultural | 180.6 | 6.5% | 49.2 | 56.6 | 0.0 | 0.0 | 74.8 |
| GROSS DEVELOPABLE AREA | 1,513.0 | 54% | 218.0 | 642.2 | 92.0 | 224.9 | 336.0 |
| | Area (ha) | % GDA | Nbhd 1 | Nbhd 2 | Nbhd 3 | Nbhd 4 | Nbhd 5 |
| Commercial | | | | | | | |
| Major Commercial / Business Employment | 52.5 | 3.5% | 0.0 | 52.5 | 0.0 | 0.0 | 0.0 |
| Commercial/Retail/Mixed Use (Commercial) | 24.1 | 1.6% | 7.2 | 14.4 | 0.0 | 2.6 | 0.0 |
| Main Street Commercial/Retail | 1.8 | 0.1% | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| Parkland, Recreation, School (Municipal Reserve)** | | | | | | | |
| School / Park | 102.4 | 6.8% | 13.0 | 47.9 | 7.5 | 15.0 | 19.0 |
| Natural Area (Municipal Reserve) | 44.0 | 2.9% | 10.4 | 33.6 | 0.0 | 0.0 | 0.0 |
| Natural Area (Other) | 19.9 | 1.3% | 0.0 | 0.0 | 0.0 | 18.6 | 1.3 |
| Institutional | | | | | | | |
| Fire Station*** | - | 0.0% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Transportation | | | | | | | |
| Circulation | 305.3 | 20.2% | 43.6 | 128.4 | 21.1 | 45.0 | 67.2 |
| Transit Centre / Park & Ride / LRT | 5.5 | 0.4% | 0.0 | 3.1 | 1.2 | 1.2 | 0.0 |
| Infrastructure & Servicing | | | | | | | |
| Stormwater Management | 107.2 | 7.1% | 14.3 | 53.9 | 10.6 | 12.0 | 16.4 |
| Total Non-Residential Area | 662.8 | 44% | 88.5 | 335.7 | 40.4 | 94.3 | 103.9 |
| Net Residential Area | 850.2 | 56% | 129.5 | 306.5 | 51.6 | 130.6 | 232.1 |

*Additional ER may be identified within the ASP area at the NSP stage and dedicated at the time of subdivision for wetland protection/preservation and/or to address creek stability.

**Additional MR requirements may be identified at the NSP stage.

*** Preliminary planning suggests Fire Stations may be located in Neighbourhoods 1 and 4. Actual locations to be determined through future planning

| RESIDENTIAL LAND USE AREA, DWELLING UNIT & POPULATION COUNT | | | | | | | |
|---|------------|--------|--------|--------|--------|--------|--------|
| Land Use | | ASP | Nbhd 1 | Nbhd 2 | Nbhd 3 | Nbhd 4 | Nbhd 5 |
| Single/Semi-detached | Area (ha) | 701.0 | 114.0 | 222.5 | 45.4 | 114.9 | 204.2 |
| 25 du/nrha | Units | 17,525 | 2,849 | 5,563 | 1,135 | 2,873 | 5,105 |
| 2.8 p/du | Population | 49,071 | 7,977 | 15,577 | 3,177 | 8,044 | 14,295 |
| Row Housing | Area (ha) | 66.6 | 9.1 | 28.6 | 3.6 | 9.1 | 16.2 |
| 45 du/nrha | Units | 2,997 | 408 | 1,285 | 162 | 411 | 731 |
| 2.8 p/du | Population | 8,393 | 1,142 | 3,597 | 455 | 1,152 | 2,047 |
| Low-rise/Medium Density Housing | Area (ha) | 57.4 | 5.2 | 35.7 | 2.1 | 5.2 | 9.3 |
| 90 du/nrha | Units | 5,170 | 466 | 3,213 | 186 | 470 | 835 |
| 1.8 p/du | Population | 9,307 | 839 | 5,783 | 334 | 846 | 1,504 |
| Medium to High Rise Housing | Area (ha) | 18.8 | 1.3 | 13.4 | 0.5 | 1.3 | 2.3 |
| 225 du/nrha | Units | 4,236 | 291 | 3,013 | 116 | 294 | 522 |
| 1.5 p/du | Population | 6,354 | 437 | 4,519 | 174 | 441 | 783 |
| Total Residential | Area (ha) | 843.9 | 129.5 | 300.2 | 51.6 | 130.6 | 232.1 |
| | Units | 29,929 | 4,015 | 13,074 | 1,599 | 4,048 | 7,194 |
| | Population | 73,125 | 10,396 | 29,477 | 4,141 | 10,483 | 18,629 |

| SUSTAINABILITY MEASURES | | | | | | | |
|--|------|--------|--------|--------|--------|--------|------|
| | ASP | Nbhd 1 | Nbhd 2 | Nbhd 3 | Nbhd 4 | Nbhd 5 | |
| Population Per Net Residential Hectare (p/nrha) | 86.0 | 80.3 | 98.2 | 80.3 | 80.3 | 80.3 | 80.3 |
| Dwelling Units Per Net Residential Hectare (du/nrha) | 35.2 | 31.0 | 43.6 | 31.0 | 31.0 | 31.0 | 31.0 |
| Population (%) within 500m of Parkland* | 83% | | | | | | |
| Population (%) within 400m of Transit Service* | 100% | | | | | | |
| Population (%) within 600m of Commercial Service* | 42% | | | | | | |
| Presence/Loss of Natural Areas | | | | | | | |
| Protected as Environmental Reserve | 64.1 | - | 56.6 | 5.7 | - | - | 1.8 |
| Conserved as Naturalized Municipal Reserve (ha) | 42.7 | 10.4 | 32.3 | - | - | - | - |
| Protected through other means (ha) | 19.9 | - | - | - | 18.6 | - | 1.3 |
| Lost to Development (ha)** | 56.0 | | 31.9 | | | | |

| STUDENT GENERATION COUNT | | | | | | | |
|---------------------------------|--------------|--------------|--------------|------------|--------------|--------------|--|
| | ASP | Nbhd 1 | Nbhd 2 | Nbhd 3 | Nbhd 4 | Nbhd 5 | |
| Public School Board | | | | | | | |
| Elementary School | 3,026 | 436 | 1,284 | 184 | 450 | 672 | |
| Junior High | 1,513 | 218 | 642 | 92 | 225 | 336 | |
| Senior High | 1,513 | 218 | 642 | 92 | 225 | 336 | |
| Separate School Board | | | | | | | |
| Elementary School | 1,513 | 218 | 642 | 92 | 225 | 336 | |
| Junior High | 756 | 109 | 321 | 46 | 112 | 168 | |
| Senior High | 756 | 109 | 321 | 46 | 112 | 168 | |
| Total Student Population | 9,078 | 1,308 | 3,853 | 552 | 1,350 | 2,016 | |

*Calculated at ASP level. Does not include neighbourhood parks or neighbourhood commercial.

**Estimate based on City of Edmonton Natural Areas database. Area to be determined at NSP level.

| | | | | | | | | |
|---------------------------------|--------------|--------------|------|------|-------|------|-------|-------|
| Circulation | 303.9 | 20.1% | 13.2 | 29.1 | 128.3 | 21.1 | 45.0 | 67.2 |
| Transit Centre/Park & Ride /LRT | 5.6 | 0.4% | 0.0 | 0.0 | 3.2 | 1.2 | 1.2 | 0.0 |
| Infrastructure & Servicing | | | | | | | | |
| Stormwater Management | 107.3 | 7.1% | 3.9 | 10.4 | 54.0 | 10.6 | 12.0 | 16.4 |
| Total Non-Residential | 676.2 | 44.7% | 23.7 | 63.5 | 350.4 | 40.4 | 94.3 | 103.9 |
| Net Residential | 836.1 | 55.3% | 42.3 | 81.1 | 291.2 | 58.8 | 130.6 | 232.1 |

*Additional ER may be identified within the ASP area at the NSP stage and dedicated at the time of subdivision for wetland protection/preservation and/or to address creek stability.

**Additional MR requirements may be identified at the NSP stage.

| RESIDENTIAL LAND USE AREA, DWELLING UNIT & POPULATION COUNT | | | | | | | | |
|--|-------------------|---------------|---------|---------|--------|--------|--------|--------|
| Land Use | | ASP | Nbhd 1A | Nbhd 1B | Nbhd 2 | Nbhd 3 | Nbhd 4 | Nbhd 5 |
| Single/Semi-detached | Area (ha) | 693.4 | 38.1 | 69.7 | 214.8 | 51.7 | 114.9 | 204.2 |
| <i>25 du/nrha</i> | Units | 17,337 | 953 | 1,743 | 5,370 | 1,293 | 2,873 | 5,105 |
| <i>2.8 p/du</i> | Population | 48,538 | 2,667 | 4,879 | 15,033 | 3,620 | 8,044 | 14,295 |
| Row Housing | Area (ha) | 67.1 | 0.0 | 9.1 | 28.6 | 4.1 | 9.1 | 16.2 |
| <i>45 du/nrha</i> | Units | 3,022 | 0.0 | 410 | 1,285 | 185 | 411 | 731 |
| <i>2.8 p/du</i> | Population | 8,4561 | 0.0 | 1,147 | 3,597 | 518 | 1,152 | 2,047 |
| Low-rise/Medium Density Housing | Area (ha) | 57.4 | 4.2 | 1.0 | 35.3 | 2.4 | 5.2 | 9.3 |
| <i>90 du/nrha</i> | Units | 5,158 | 378 | 90 | 3,173 | 212 | 470 | 835 |
| <i>1.8 p/du</i> | Population | 9,285 | 680 | 162 | 5,712 | 381 | 846 | 1,504 |
| Medium to High Rise Housing | Area (ha) | 18.2 | 0.0 | 1.3 | 12.7 | 0.6 | 1.3 | 2.3 |
| <i>225 du/nrha</i> | Units | 4,092 | 0.0 | 293 | 2,851 | 132 | 294 | 522 |
| <i>1.5 p/du</i> | Population | 6,137 | 0.0 | 439 | 4,276 | 198 | 441 | 783 |
| Total Residential | Area (ha) | 836.1 | 42.3 | 81.1 | 291.2 | 58.8 | 130.6 | 232.1 |
| | Units | 29,609 | 1,331 | 2,536 | 12,678 | 1,822 | 4,048 | 7,194 |
| | Population | 72,423 | 3,347 | 6,627 | 28,619 | 4,718 | 10,483 | 18,629 |

| SUSTAINABILITY MEASURES | | | | | | | | |
|---|--|------|---------|---------|--------|--------|--------|--------|
| | | ASP | Nbhd 1A | Nbhd 1B | Nbhd 2 | Nbhd 3 | Nbhd 4 | Nbhd 5 |
| Population Per Net Hectare (p/nha) | | 86.6 | 79.1 | 81.7 | 98.3 | 80.3 | 80.3 | 80.3 |
| Dwelling Units Per Net Residential Hectare (du/nha) | | 33.4 | 31.0 | 31.0 | 43.5 | 31.0 | 31.0 | 31.0 |
| Population (%) within 500m of Parkland | | 87% | | | | | | |
| Population (%) within 400m of Transit | | 100% | | | | | | |
| Population (%) within 600m of Commercial | | 43% | | | | | | |
| Presence/Loss of Natural Area Features | | | | | | | | |
| Protected as Environmental Reserve (ha) | | 64.1 | 0 | 0 | 56.6 | 5.7 | 0 | 1.8 |

Appendix 4 | File: LDA21-0078 | Rural North East Sturgeon | August 17, 2021

| | | | | | | | | |
|---|--|--------------|----------------|----------------|---------------|---------------|---------------|---------------|
| Conserved as Naturalized Municipal Reserve (ha) | | 42.7 | 0 | 10.4 | 32.3 | 0 | 0 | 0 |
| Protected through other means (ha) | | 19.9 | 0 | 0 | 0 | 0 | 18.6 | 1.3 |
| Lost to Development (ha) | | 56 | 0 | | 31.9 | | | |
| | | | | | | | | |
| STUDENT GENERATION COUNT | | ASP | Nbhd 1A | Nbhd 1B | Nbhd 2 | Nbhd 3 | Nbhd 4 | Nbhd 5 |
| Public School Board | | | | | | | | |
| Elementary | | 3,024 | 132 | 289 | 1,283 | 198 | 450 | 672 |
| Junior High | | 1,516 | 66 | 145 | 642 | 102 | 225 | 336 |
| Senior High | | 1,513 | 66 | 145 | 642 | 99 | 225 | 336 |
| Separate School Board | | | | | | | | |
| Elementary | | 1,513 | 66 | 145 | 642 | 99 | 225 | 336 |
| Junior High | | 756 | 33 | 72 | 321 | 50 | 112 | 168 |
| Senior High | | 756 | 33 | 72 | 321 | 50 | 112 | 168 |
| Total Students | | 9,078 | 396 | 868 | 3,851 | 598 | 1,349 | 2,016 |

TABLE 1
HORSE HILL NEIGHBOURHOOD 1A
PROPOSED LAND USE AND POPULATION STATISTICS
BYLAW 19774

Table 2: LAND USE CONCEPT AND POPULATION

| | Area (ha.) | % of GDA | | | | | |
|---|--------------|--------------|-------|---------------|------------------|------------|---------|
| GROSS AREA | 145.1 | 100.0% | | | | | |
| Arterial Roadway | 3.6 | 2.5% | | | | | |
| Pipeline ROW (PUL) | 7.3 | 5.0% | | | | | |
| Existing Residential | 40.8 | 28.1% | | | | | |
| Existing Park Space | 4.8 | 11.8% | | | | | |
| Existing Agriculture | 22.6 | 15.6% | | | | | |
| Total Non-Developable Area | 79.1 | 63.0% | | | | | |
| GROSS DEVELOPABLE AREA | 66.0 | 37.0% | | | | | |
| Parkland, Recreation, School (Municipal Reserve)** | | | | | | | |
| <i>Park/Open Space</i> | 4.8 | 7.3% | | | | | |
| Circulation | 13.2 | 20.0% | | | | | |
| Stormwater Management Facilities | 3.9 | 5.9% | | | | | |
| Commercial | 1.8 | 2.7% | | | | | |
| Total Non-Residential Area | 23.7 | 35.9% | | | | | |
| Net Residential Area (NRA) | 42.3 | 64.1% | | | | | |
| Residential Land Use, Dwelling Unit Count and Population | | | | | | | |
| | Area (ha) | Units/ha. | Units | % of Total | People/ Units | Population | %of NRA |

| | | | | | | | |
|------------------------------|-------------|----|--------------|-------------|-----|--------------|-------------|
| Single/Semi-Detached | 38.1 | 25 | 953 | 72% | 2.8 | 2,667 | 90.1% |
| Low-Rise/Multi-/Medium Units | 4.2 | 90 | 378 | 28% | 1.8 | 680 | 9.9% |
| Total Residential | 42.3 | | 1,331 | 100% | | 3,347 | 100% |

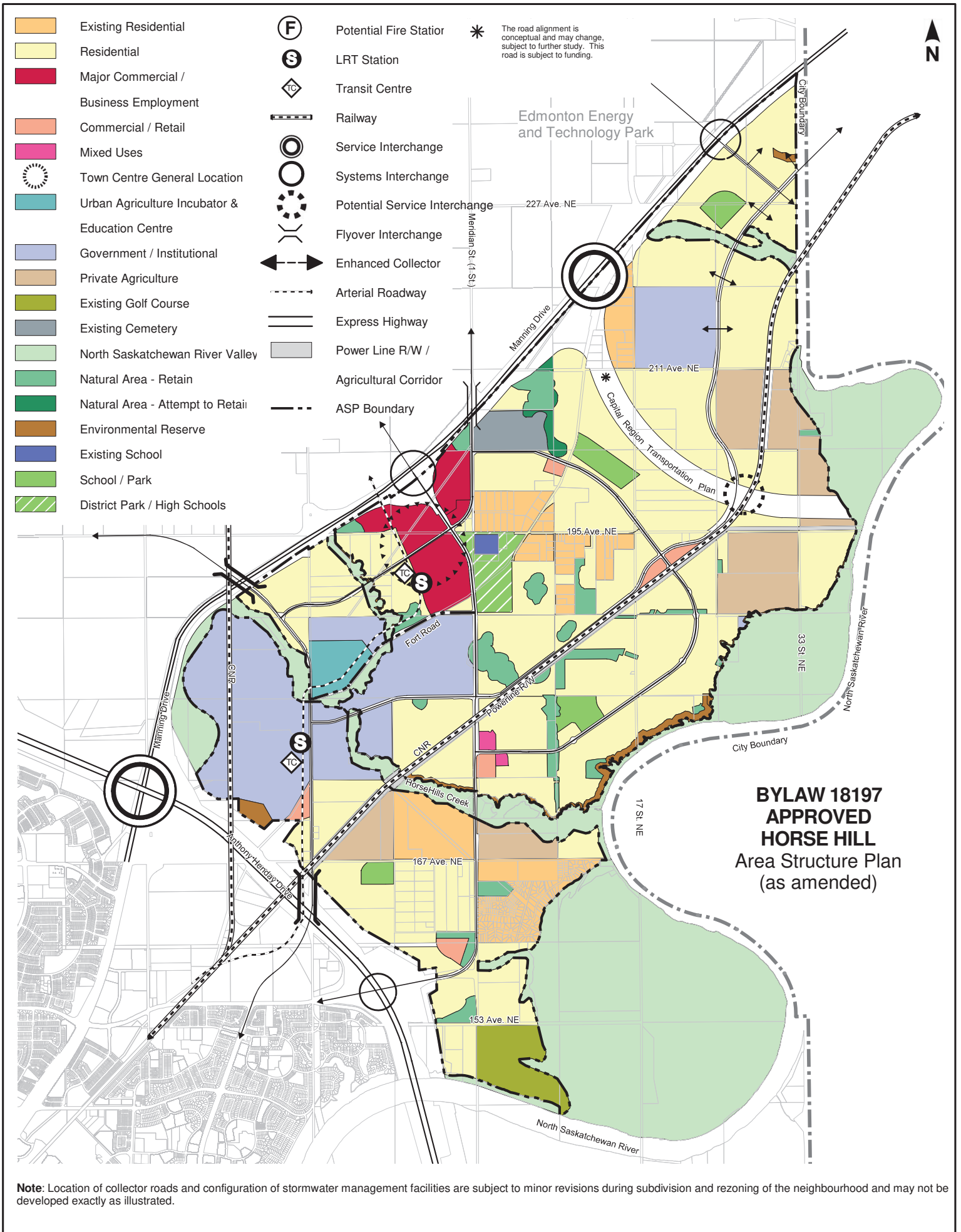
Sustainability Measures

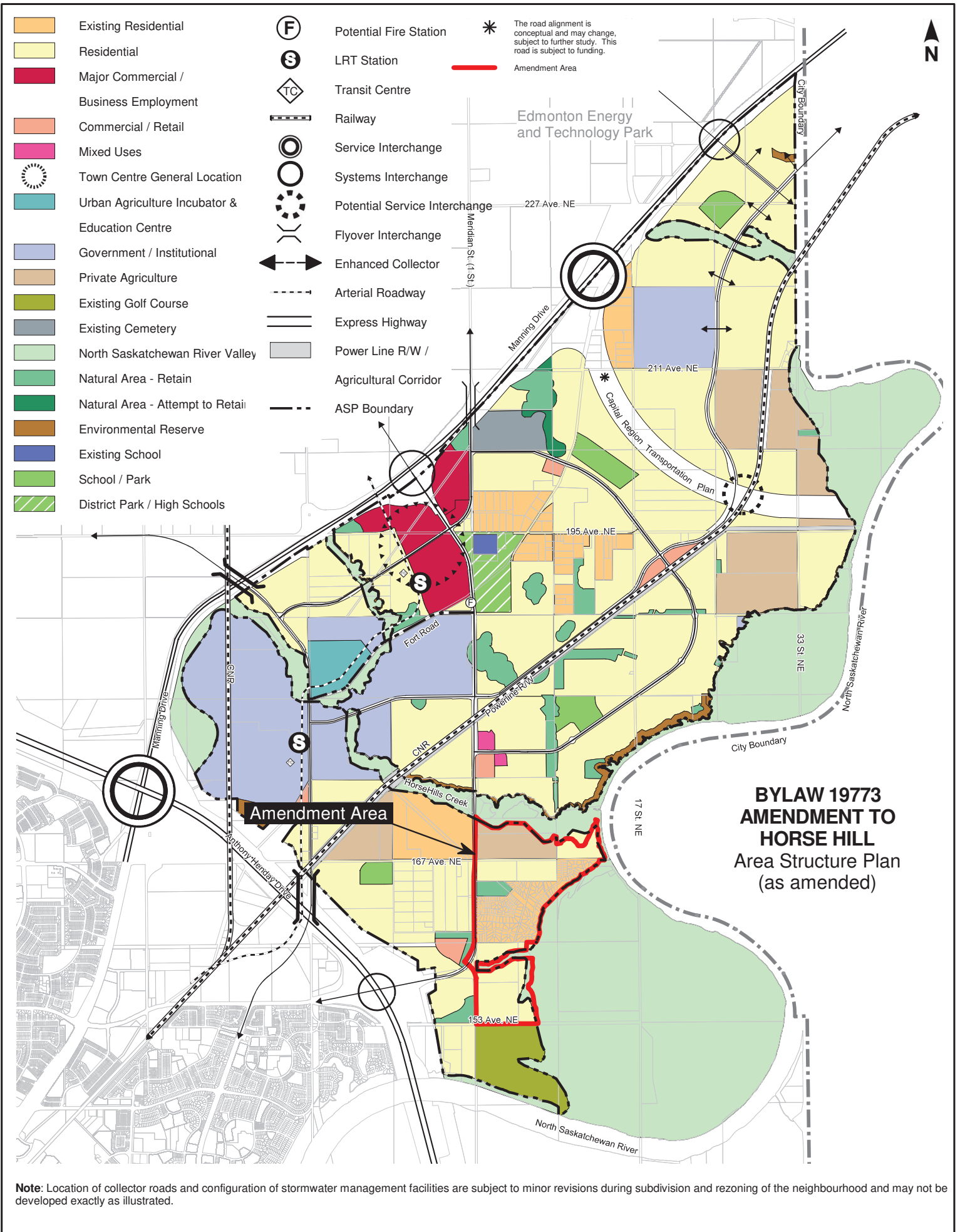
| | | | | | | |
|--|--|--|------|-------|------|-----|
| Population Density (ppnrha.) | | | | | 79.1 | |
| Unit Density (upnrha.) | | | | | 31.0 | |
| Single/Semi-Detached// Row-housing, Low Rise/Multi-/Medium Units and High Rise | | | | | 72% | 28% |
| Population (%) within 500m of Parkland | | | | | 97% | |
| Population (%) within 400m of Transit | | | | | 95% | |
| Population (%) within 600m of Commercial Service | | | | | 89% | |
| Presence/Loss of Natural Area Features | | | Land | Water | | |
| Protected as Environmental Reserve (ha) | | | n/a | n/a | | |
| Conserved as Naturalized Municipal Reserve (ha) | | | n/a | n/a | | |
| Protected through other means (ha) | | | n/a | n/a | | |
| Lost to Development (ha) | | | n/a | n/a | | |

Student Generation

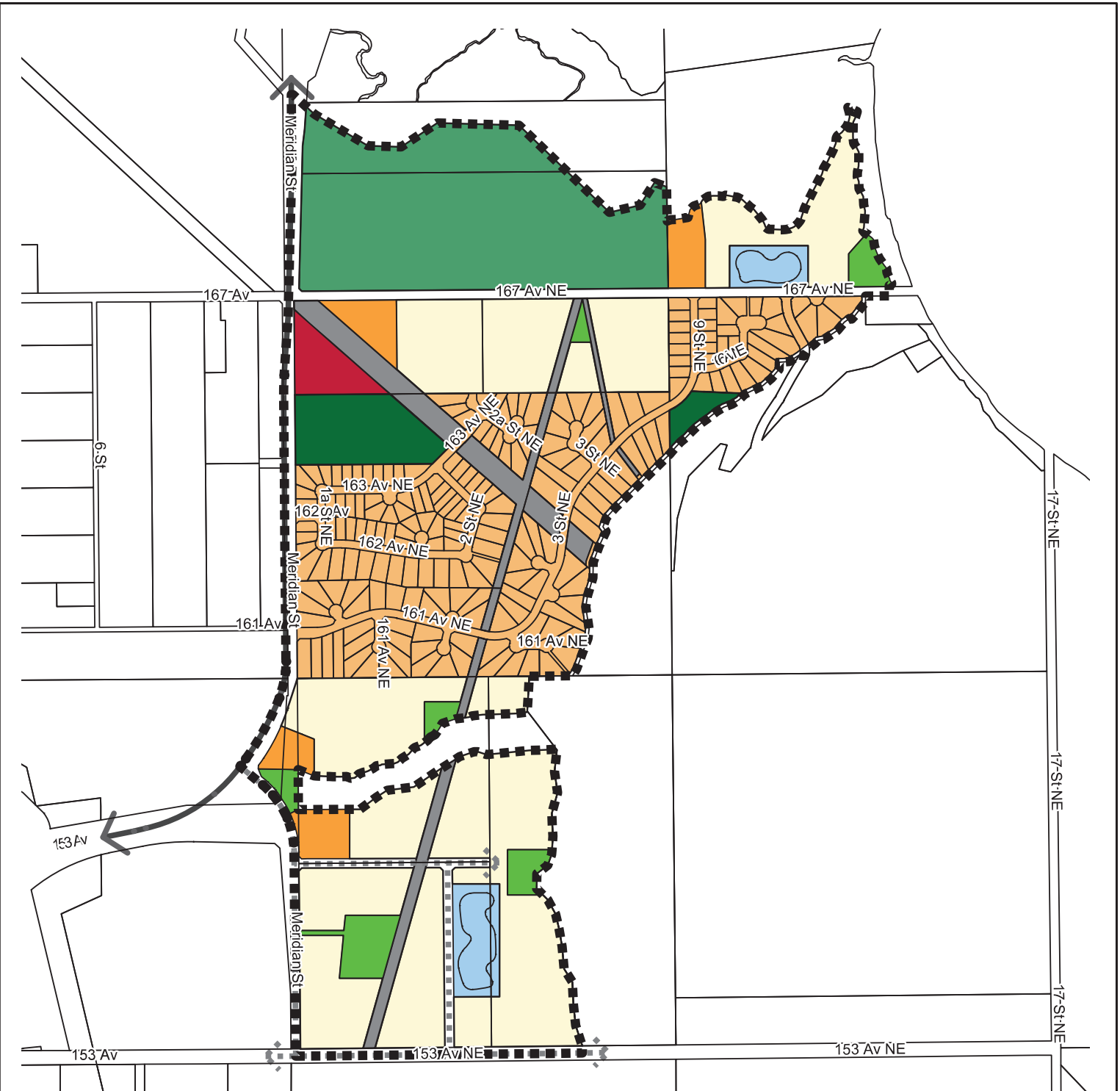
| | | |
|---------------------------------|------------|-----|
| Public School Board | | 264 |
| Elementary | 132 | |
| Junior High | 66 | |
| Senior High | 66 | |
| Separate School Board | | 132 |
| Elementary | 66 | |
| Junior High | 33 | |
| Senior High | 33 | |
| Total Student Population | 396 | |

For Public School student generation is based on GDA x 2 for Elementary, 1x Junior High and Senior High School. For Separate School student generation is based on 1x for elementary and 0.5 for junior/senior High.

















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



CHARTER BYLAW 19774
HORSE HILL NEIGHBOURHOOD 1A
 Neighbourhood Structure Plan

- | | | | |
|---|-----------------------------------|--|----------------------------|
|  | Single/Semi-Detached Residential |  | Private Agriculture |
|  | Low Rise/Medium Density Housing |  | Existing Municipal Reserve |
|  | Neighbourhood Business/Commercial |  | Existing Residential |
|  | Stormwater Management Facility |  | Arterial Roadway |
|  | Park Space |  | Collector Roadway |
|  | Public Utility |  | NSP Boundary |

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

INFRASTRUCTURE REPORT

Horse Hill 1A Neighbourhood Structure Plan

Report Background

This Infrastructure report is in response to Policy 3.1.1.7 of the Way We Grow regarding the provision of information on the infrastructure required for new growth. It includes information on infrastructure requirements and capital costs associated with the development of the Horse Hill 1A Neighbourhood Structure Plan (NSP). In the spirit of providing clear information on the amount and cost of infrastructure in new developments, this Infrastructure Report provides the known initial capital requirements for the area, approximate cost in today's dollars of those requirements, and who is required to pay for those costs. It does not, however, include the financial analysis (e.g. operating and renewal costs, revenue information) associated with an Integrated Infrastructure Management Planning (IIMP) report.

NSP Background

Of the 5 neighbourhoods in Horse Hill ASP, Neighbourhood 1 is the second neighbourhood to develop in Horse Hill. An ASP plan amendment has divided Neighbourhood 1 into two parts. The focus of this report is 1A, the eastern half of Neighbourhood 1. 1B is the other half (western portion) and will be developed later.

The ASP shows Neighbourhood 1 comprising the south-east portion of the Plan area, bounded by Horsehills Creek to the north, The North Saskatchewan River to the south, Anthony Henday Drive to the south west, the rail line to the north west, and the Quarry golf course to the east. The Plan has been prepared in anticipation of meeting future residential market demand in northeast Edmonton.

With a gross area of 145 ha and an anticipated population of 3,227 people, Neighbourhood 1A makes up less than 10% of the ASP's gross area and only around 5% of the ASP's population. Table 1 below includes general ASP and NSP area and population statistics.

Table 1 – Horse Hill ASP and Horse Hill Neighbourhood 1A NSP Statistics

| | Horse Hill Area Structure Plan | Horse Hill Neighbourhood 1A |
|-------------------------------|--------------------------------------|--------------------------------|
| Gross Area (ha) | 1571 | 145 |
| % of ASP Gross Area | N/A | 9% |
| Net Residential Area (ha) | 842 | 42 |
| % of ASP Net Residential Area | N/A | 5% |
| Population | 70038 | 3227 |
| % of ASP Population | N/A | 5% |

The Horse Hill Neighbourhood 1A NSP primarily includes residential land uses along with a mix of supporting land uses such as a school, parks, commercial land uses, natural areas, public utility corridors, and stormwater management facilities. Of the total gross area of 42 ha, it breaks down into 1% for commercial urban services, 6% for municipal reserve, and 17% for Circulation, public utilities and transition areas. In addition, 47% is allocated for existing uses, 18% (45 ha) for circulation, public utilities lot and transition areas and 29% for residential.

Housing opportunities will be limited to mostly single/semi-detached housing (90%) along with some Low-Rise/Multi/Medium units (10%)

The land use breakdown of the proposed Horse Hill Neighbourhood 1A is shown in Figure 1. A further breakdown of the residential land uses is included in Table 2.

Figure 1 – Land Use Breakdown

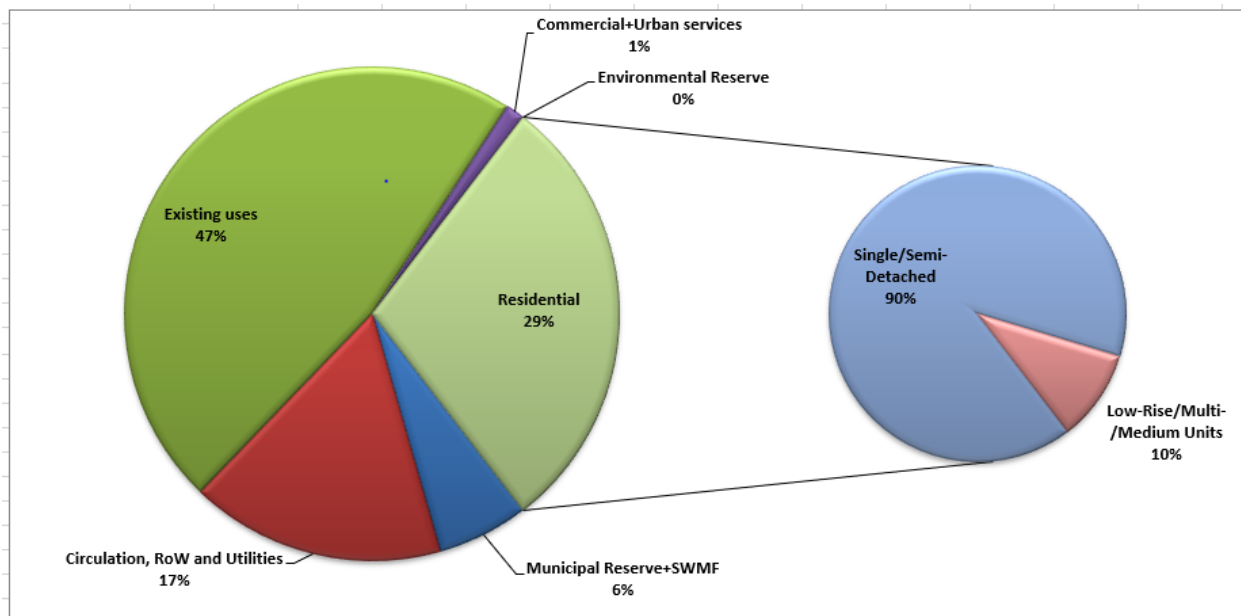


Table 2 – Residential Land Use and Population Breakdown

| | Area (in ha) | Units per hectare | Number of units | % of Net residential area | People per unit | Population |
|-----------------------------|--------------|-------------------|-----------------|---------------------------|-----------------|-------------|
| Single/Semi-Detached | 38.1 | 25 | 953 | 90.07% | 2.8 | 2667 |
| Low-Rise/Multi-Medium Units | 4.20 | 90 | 374 | 9.93% | 1.5 | 560 |
| TOTAL | 42.3 | 115 | 1327 | 100% | 4.3 | 3227 |

Population Build-Out

The developer anticipates that Horse Hill Neighbourhood 1A will be built-out over approximately 15 years. Development is planned to begin as early as 2021 or 2022 and would be completed sometime between 2033-2038 with a total population of 3,227.

Major Neighbourhood Infrastructure

The infrastructure information discussed in this section is based on data from city departments and the development proponent. The major infrastructure required to serve the Horse Hill neighbourhood 1A NSP is as follows:

Community Facilities

The Horse Hill Neighbourhood 1A area will not include any new recreation facilities. There is a possibility of a recreation centre being built in Horse Hill Neighbourhood 2. However, no current development plans are in the works and likely won't be in the near future. Based on this, no costs have been attributed to the development of a recreation centre.

The Neighbourhood 1A area would be expected to be served by the Clareview Recreation Centre unless and until something is developed closer.

Library

Similar to Community Facilities, it is expected that the Clareview Library will serve the Horse Hill Neighbourhood 1A NSP unless and until something is developed closer. As this time, the status of any possible future library developments in closer proximity to this Neighbourhood is unknown.

Parks

Horse Hill Neighbourhood 1A will include the development of 4.8 hectares of park space, which will comprise school communities, additional pocket parks, natural areas, and greenways. It is expected that all or the majority of the park development costs will be borne by the City.

Fire

As per the most recent station location master plan, there will be no fire station in Neighbourhood 1A. It is expected based on the current plan that a fire station will be constructed in Neighbourhood 2.

Edmonton Police Service (EPS)

The existing Northeast Patrol Division will provide service to the Horse Hill Neighbourhood 1A area.

The purchase of 2 new police vehicles will be required to service Horse Hill Neighbourhood 1A.

Drainage Services

The developers will construct and pay for the sanitary and storm systems, with trunk sized infrastructure being cost-shared under the Permanent Area Contribution system. The City is not expected to be required to fund any storm or sanitary infrastructure to service the neighbourhood.

Transportation – Roads

Costs for local roads, collector roads, arterial roads, and shared use paths were supplied by the proponent and reviewed by Planning Coordination.

The area developers will fund and construct shared-use paths, local and collector roadways. The developers will also construct the majority of the required arterial roadways in the area. The City is responsible for any required arterial construction over and above the bylaw requirements.

For the purpose of this analysis, it is assumed that the construction cost of the initial 4-lanes of an arterial is the responsibility of the neighbourhood it falls within or that the cost is split between adjacent neighbourhoods if the arterial is located along a neighbourhood boundary.

There is an interchange expected to be developed in this ASP. An apportioned cost has been included for Horse Hill Neighbourhood 1A.

Transportation - Transit

There is no proposed Transit Centre in Horse Hill Neighbourhood 1A. It is possible that a transit centre could be developed in an adjacent neighbourhood. However, it is expected that bus service may be required in Horse Hill Neighbourhood 1A prior to this. The Gorman Transit Centre is expected to provide service until and unless a closer centre is built.

Waste Management

No Eco Station will be constructed in the Horse Hill Neighbourhood 1A area.

Due to the extremely small population of the NSP, it can be serviced by contracts and no capital costs are expected.

General Infrastructure Capital Cost Breakdown

The amount of infrastructure required to be built by both the developer and the City of Edmonton is a function of many things, including the design of the community, the service standards provided, the amount and density of population served, and the presence of existing infrastructure. Tables 3 and 4 detail the anticipated amount of infrastructure required for the proposed neighbourhood, the approximate cost in 2021 dollars, and the party responsible for its construction based on current standard practice. It should be noted that developers may choose to pay additional development costs. The costs in Tables 3 and 4 only include the initial capital cost of infrastructure and do not include operations, maintenance, or life cycle costs. Also, the tables below show the capital costs for the new construction in the undeveloped area and upgrade costs for the developed area (if needed). However, the quantities shown below reflect the infrastructure requirements for the entire neighbourhood (including both developed area and undeveloped area).

For the Horse Hill neighbourhood 1A, it is anticipated that a future developer infrastructure investment of approximately \$64 million as well as a future City capital investment of approximately \$7 million will be required.

Table 3 – Developer Funded Horse Hill Neighbourhood 1A Infrastructure

| Infrastructure Type | Quantity | Horse Hills Cost (2019\$) |
|--------------------------------------|----------|------------------------------|
| Local Road (lane km) | 4 | \$ 15,308,000 |
| Collector Road (lane km) | 3 | \$ 16,735,000 |
| Arterial Road (lane km) | 2 | \$ 9,350,000 |
| Wildlife Crossing | 0 | \$ - |
| Shared Use path (km) | 4 | \$ 788,400 |
| Local Storm Pipes (km) | 4 | \$ 2,774,575 |
| Collector Storm Pipes (km) | 3 | \$ 4,183,750 |
| Local Sanitary Pipes (km) | 4 | \$ 1,913,500 |
| Collector Sanitary Pipes (km) | 3 | \$ 2,008,200 |
| Service Connections (#) | 958 | \$ 6,514,400 |
| Stormwater Management Facilities (#) | 2 | \$ 4,200,000 |
| TOTAL | | \$ 63,775,825 |

Table 4 – City Funded Horse Hill Neighbourhood 1A Infrastructure

| Infrastructure Type | Quantity | Horse Hills Neighbourhood Proportional Cost (2021 \$) |
|-----------------------------|----------|---|
| Police Vehicles | 2 | \$ 163,000 |
| Arterial Road (lane km) | 0 | \$ |
| Interchange Reconfiguration | 0 | \$ 1,350,000 |
| Parks (ha) | 5 | \$ 2,520,495 |
| Transit - buses (#) | 4 | \$ 2,416,000 |
| Transit Centre | 0 | \$ |
| Fire Station | 1 | \$ 900,000 |
| Waste Collection | 0 | \$ - |
| TOTAL | | \$ 7,349,495 |

Qualifications for Tables 3 and 4

The information in Tables 3 and 4 is derived from consultations with the proponent's consultants and the City areas responsible for the asset's provision and maintenance. The following additional information is provided to help qualify the quantities and costs in the tables:

Drainage Services

The costs for storm and sanitary pipes, storm water management facilities, service connections, and other storm and sanitary related costs were provided by the proponent.

Edmonton Police Service (EPS)

Police related costs in Table 4 only include the capital costs associated with the purchase of new police vehicles to service the Horse Hill 1A neighbourhood. Two police vehicles in total are required for the entire area and would require purchasing over time. EPS would also require additional sworn and non-sworn members for the NSP, however, the cost of the members and other supporting non-capital infrastructure are considered as operating costs and hence out of scope of the present report.

Parks

The NSP identifies 32 hectare of park development. Capital costs include the grade, level, and seeding of parkland, the provision of trees per park design standards, as well as the preservation of natural areas.

Table 4 assumes that all park development costs will be borne by the City. It should be noted that in the past, some developers have contributed to park development costs in some neighbourhoods.

Transportation – Roads

Costs for local roads, collector roads, arterial roads, and shared use paths were supplied by the proponent.

Transportation - Transit

Transit costs included in Table 4 are associated with the purchase of new buses to serve the Horse Hill 1A Neighbourhood. Four buses in total are required for the entire area.

Waste Management

As mentioned before, there are no expected capital costs associated with waste in this neighbourhood. Therefore, there are no waste costs reflected in table 4.

Impacts of the amendment to the Horse Hill Neighbourhood 1A NSP on Future City Budgets

In addition to the initial infrastructure capital costs associated with neighbourhood development, there will also be associated operating and life cycle costs that would require City funding allocations in Operating, Utilities, and Capital Budgets.

The neighbourhood will require City funding to provide additional police, transit and waste personnel to provide service to Horse Hill Neighbourhood 1A. As the area develops and ages, the City will also need to fund police vehicle maintenance and replacement, bus refurbishment and replacement, park development and maintenance, roadway maintenance and snow removal, arterial road widening, etc.

If the neighbourhood develops as planned and construction begins in 2021 or 2022, City funding for capital expenditures, operations and maintenance may be required as early as 2021. The current 2019-2022 Capital Budget does not include funding for expenditures related to the development of this neighbourhood. If development does occur as anticipated, budget adjustments would be needed to meet the needs of the developing area. A lack of funding for the infrastructure required to service the area would delay the construction of the infrastructure (such as neighbourhood parks) or the provision of service (such as transit).

Prepared by: Lifecycle Management
Date: 22/07/2021

APPLICATION SUMMARY

INFORMATION

| | |
|-----------------------------------|--|
| Application Type: | Plan Amendment & Plan Adoption |
| Bylaw: | 19773 |
| Charter Bylaw: | 19774 |
| Location: | North of 153 Avenue NE and east of Meridian Street NE |
| Address: | N/A |
| Legal Description: | N/A |
| Site Area: | 145 ha |
| Neighbourhood: | Rural North East South Sturgeon |
| Notified Community Organizations: | Horse Hill Community League (1995) Association; Fraser Community League; Hairsine Community League Clareview and District Area Council Area Council; & Area Council No. 17 Area Council; |
| Applicant: | Om Joshi, WSP Canada |

PLANNING FRAMEWORK

| | |
|------------------|--|
| Current Zones: | (AG) Agricultural Zone (RF1) Single Lot Residential Zone (AP) Public Parks Zone (PU) Public Utility Zone (DC2.400) Site Specific Development Control Provision |
| Proposed Zone: | N/A |
| Plan in Effect: | Horse Hill Area Structure Plan (ASP) |
| Historic Status: | None |

| | |
|--------------|-------------------------------|
| Written By: | Luke Cormier & Carla Semeniuk |
| Approved By: | Tim Ford |
| Branch: | Development Services |
| Section: | Planning Coordination |