

# Horse Hills NSP

## Concerns and Opportunities

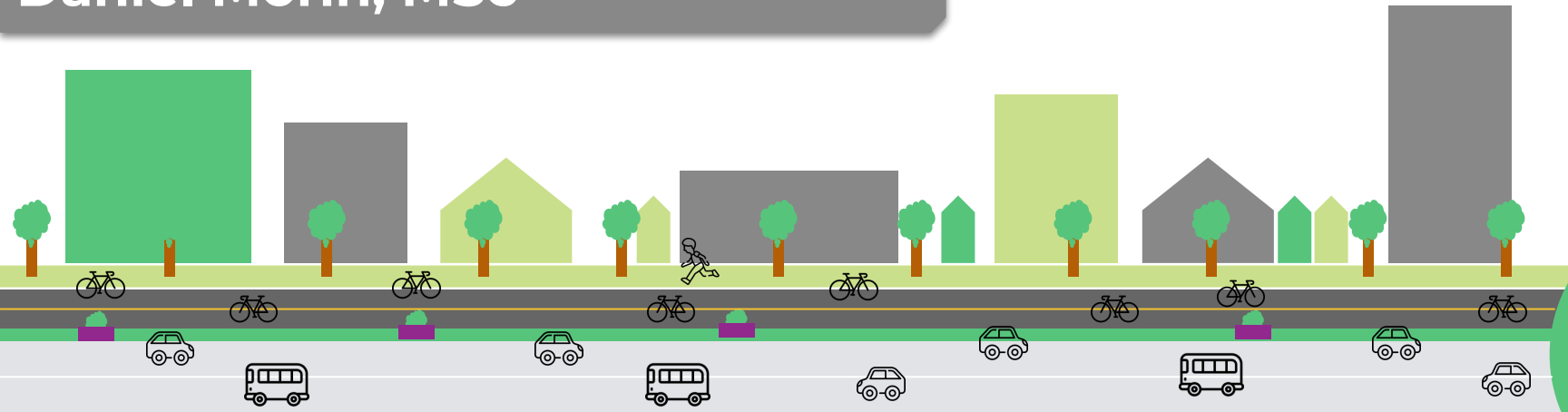


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# Land Use & Arterials

- We are shifting away from 'Speed corridors' in our existing neighbourhoods, why keep building them in new communities?
- Other municipalities have made more progress on creating vibrant and connected arterial and collector roads in new communities (Example below from Calgary)

## Example | 132 avenue proposed road diet



Existing condition at 132 Avenue near 122 Street. Two lanes of traffic in each direction, with a parking lane on the south side.



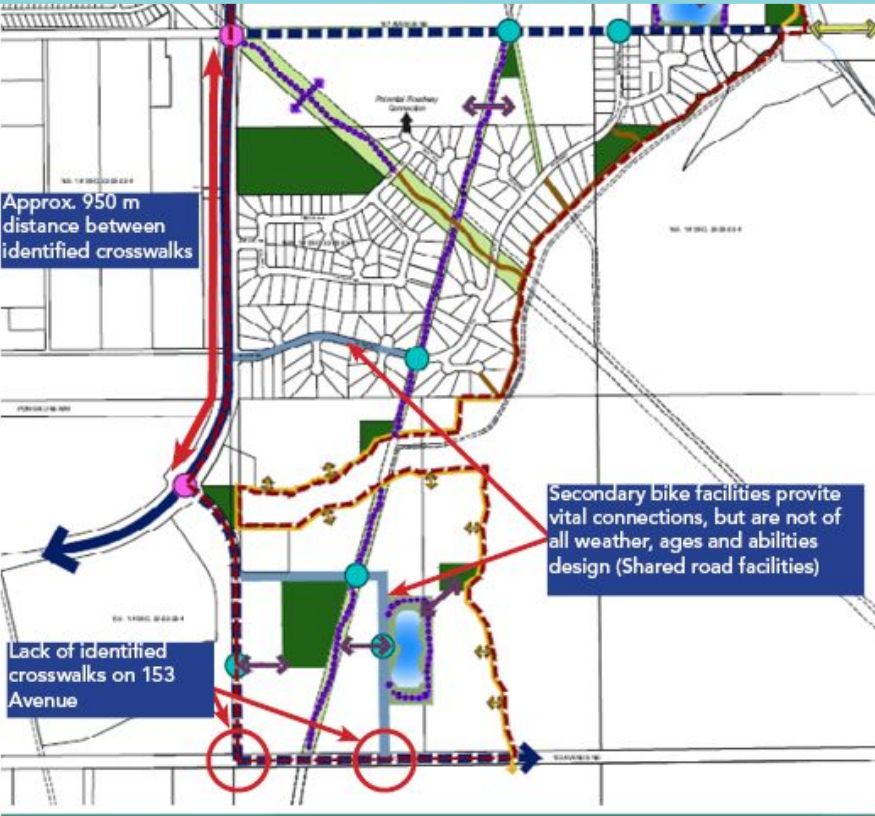
Future one-way driving lane in each direction with parking on each side of the road. Opportunity for bike facility, wider sidewalk and landscaping.

## Example | Early Bus Rapid Transit (BRT) in Ottawa



# Active Transport

Figure 13 Active Transport Map | Identified Issues



- Secondary bike routes are 'shared street' routes which does not align with winter city design, vision zero, and all ages and abilities design
- Almost 1 KM distance between crosswalks on Meridian Street ( Left of image)
- No crosswalks identified on 152 Avenue

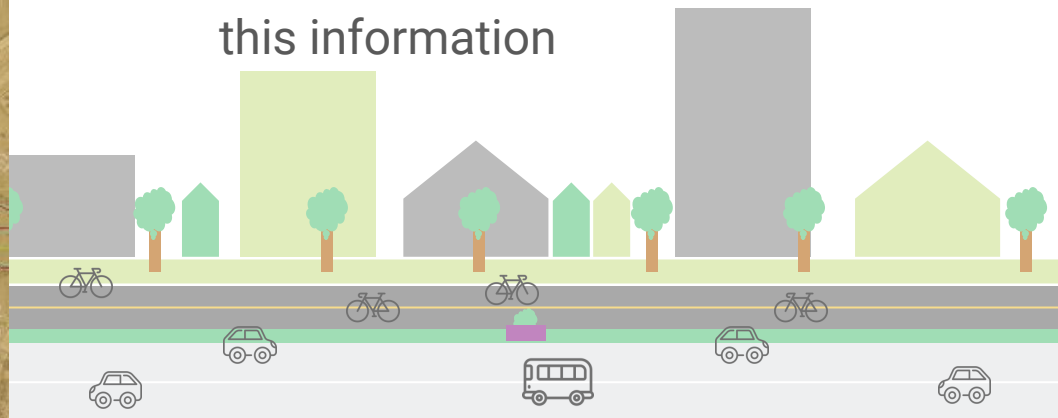
## Example | Callaghan NASP

The NASP encourages/requires grid networks, yet this is how the street looks



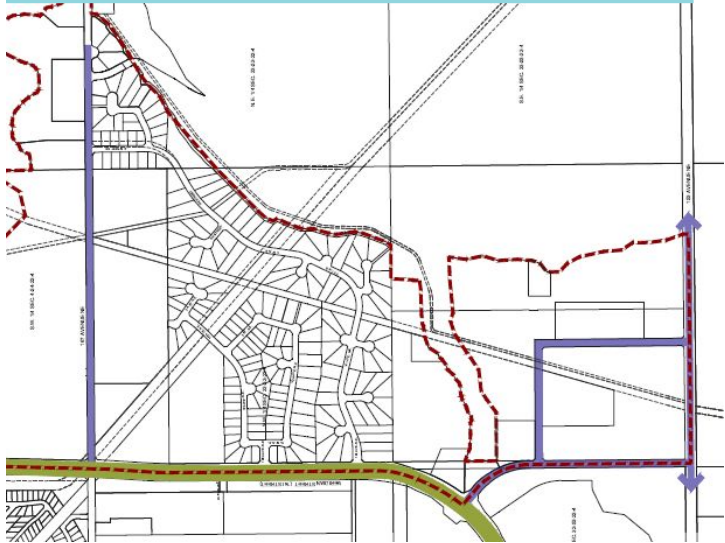
## Lack of Detail

- Lack of detail and conceptual images on local street network and commercial development area design
- Concept local street networks are usually known at this phase, but the public and council do not get to see this information



# Lack of Detail

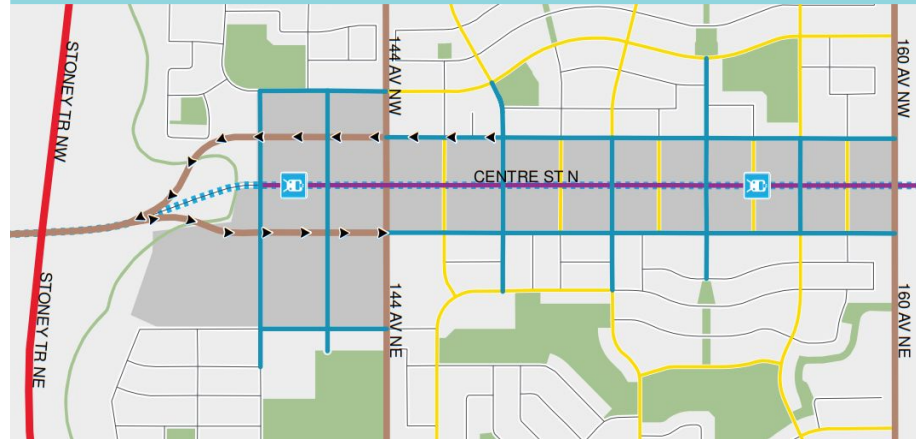
This Proposed NSP's Road Network  
level of detail



VS.

Example | Calgary ASP

ASP provides visual plan for all roads in the community, making it easier to tell how this neighbourhood will actually look and function



# Specific Asks (1/3)

1. **Policy 5.3.1** - Include policy statements that explicitly state how both commercial and residential development should be oriented with the arterial street. The NSP should encourage active streets with active commercial and residential frontages onto all roads in the NSP area.
2. **Policy 8.2.1** - Remove the secondary bike network facility classification and require all bike network facilities to be separated from vehicular traffic, or provide more detail regarding how secondary bike facilities will be designed for all seasons and abilities.



## Specific Asks (2/3)<sup>7</sup>

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3. **Policy 8.6.1** - Where policy determines the need for sound attenuation adjacent to Arterial streets, sound walls are not the preferred solution. Architecture, road orientation and building siting can offer design solutions. If a sound wall is determined to be the best solution, then the wall should include decorative features (Source: Calgary Cornerstone ASP)

# Specific Asks (3/3)

4. **Figure 13.0** - That the active mode network be amended to include at least 1 additional pedestrian crossing along meridian road and an additional crossing along 153 avenue.
5. **Level of Detail** - That additional detail, conceptual images and concrete requirements be included in this NSP regarding local road design and the commercial site, to ensure the vision and intent behind these elements can be accurately evaluated by the Development Officer.





