

Bylaw 20824

A Bylaw to amend Bylaw 16353,
being Horse Hill Area Structure Plan.

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on May 22, 2013, the Municipal Council of the City of Edmonton passed Bylaw 16353, being Horse Hill Area Structure Plan; and

WHEREAS from time to time Council considers it desirable to amend the Horse Hill Area Structure Plan; and

WHEREAS Council has amended the Horse Hill Area Structure Plan through the passage of Bylaws 17021, 18197, 19350, and 19773; and

WHEREAS an application was received by Administration to amend Horse Hill Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Horse Hill Area Structure Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 16353, Horse Hill Area Structure Plan, is hereby amended as follows:
 - a. under Section 1.4.1 The Way Ahead, Integration, deleting and replacing the fourth bullet in its entirety with the following: “Transit service will be provided to the area with Transit Centres at Alberta Hospital and in the Marquis Town Centre as well as bus service throughout the Horse Hill ASP. Mass transit is also considered for the plan area.”;
 - b. under Section 1.4.1 The Way Ahead, Sustainability, deleting and replacing the first bullet in its entirety with the following: “Transit Centres and mass transit are located in areas which promote higher density housing, commercial areas, district park site as well as employment areas such as Alberta Hospital.”;

- c. under Section 1.4.2 Capital Region Grown Plan: Growing Forward, table item, II Minimize Regional Footprint, D. Support Expansion of Medium and Higher Density Residential Housing Forms, deleting the second paragraph in the Horse Hill ASP column and replacing it in its entirety with the following: “The Horse Hill ASP accommodates two Transit Centres, respectively located by Alberta Hospital and the Marquis Town Centre area (i.e. district park site, commercial and higher density residential area) and bus service throughout the neighbourhoods. Mass transit is also proposed for the plan area, with routing and station locations subject to further study.”;
- d. under Section 1.4.2 Capital Region Grown Plan: Growing Forward, table item III Strengthen Communities, C. Support Public Transit, deleting the paragraph in the Horse Hill ASP column and replacing it in its entirety with the following: “The Horse Hill ASP accommodates a proposed mass transit corridor through the town centre and bus service throughout the area. Higher density residential development will be encouraged in proximity to the proposed Transit Centre and future mass transit.”;
- e. under Section 1.4.3 The Way We Grow, table item 4.5.1.1, deleting and replacing the paragraph under the Horse Hill ASP column in its entirety with the following: “The Horse Hill ASP includes a range of housing forms to promote affordability in the area. Higher density housing is encouraged in proximity to the proposed Transit Centre and future mass transit.”;
- f. under Section 1.4.3 The Way We Grow, table item 5.5.1.3, deleting the first paragraph in the Horse Hill ASP column and replacing it in its entirety with the following: “The ASP provides for commercial and mixed use sites along major transportation routes, which are accessible to automobiles, active transportation modes, public transit, and they allow for multiple means of access. Within the Major Commercial/Business Employment area and in close proximity to the Transit Centre and future mass transit, the Plan provides a pedestrian friendly “main street” area.”;
- g. under Section 1.4.3 The Way We Grow, table item 5.6.1.4, deleting the paragraph in the Horse Hill ASP column and replacing it in its entirety with the following: “Density is encouraged in the Marquis town centre area to be serviced by bus public transit and future mass transit. Higher density residential and commercial uses are encouraged in proximity to public transportation.”;

- h. under Section 1.4.3 The Way We Grow, table item 6.2.1.2, deleting the first paragraph in the Horse Hill ASP column and replacing it in its entirety with the following: “The ASP anticipates two Transit Centres and future mass transit. One Transit Centre is intended to support the potential future redevelopment of the Provincial Government lands, while the other is located adjacent to the area’s major commercial and employment area. Other adjacent land uses include education, recreation, civic and residential uses. The Plan provides multiple means of access for all modes of transport.”;
- i. under Section 1.4.4 The Way We Green, table item Healthy Ecosystems - Air, deleting the paragraph in the Horse Hill ASP column and replacing it in its entirety with the following: “The Horse Hill ASP meets the goal of Healthy Ecosystems – Air by including walkable neighbourhoods, and transit service to reduce the use of the personal automobile as well as preserving Natural Areas where possible or encouraging the planning of additional trees.”;
- j. under Section 1.4.5 Transportation Master Plan, table item Transportation and Land Use Integration, deleting two paragraphs in the ASP Compliance with Strategic Goal column and replacing it in its entirety with the following: “The land use concept incorporates a town centre with a mix of medium and high density residential development, commercial and institutional services, and public transportation. The town centre is connected with the neighbourhood and with the rest of the city by public transit (through a combination of On-demand bus service, conventional bus service and/or mass transit).

Higher density residential is encouraged around transit centres, future mass transit and the town centre.”;

- k. under Section 1.4.6 The Way We Live, table, row Edmonton is a Vibrant, Connected, Engaged and Welcoming Community, deleting the paragraph in the Horse Hill ASP column and replacing it with the following: “The Horse Hill ASP provides opportunities in neighbourhoods, communities and public spaces to connect people and build vibrant communities. The Horse hill ASP also integrates public transit with employment centres such as the Town Centre and Alberta Hospital, areas of higher density as well as near the recreation centre.”;

- l. under Section 4 Goals and Objectives, Transportation, delete the sixth bullet and replacing it in its entirety with the following: “Plan for Transit Oriented Development around Mass Transit Stations.”;
- m. under Section 4.1.1 Residential, delete the third sentence under High Density Residential (HDR) and replacing it with the following: “It is encouraged that high density residential be located at or around major transit nodes/facilities, in particular near Transit Centres, future mass transit, community focal points, employment areas and in areas with excellent accessibility and visibility.”;
- n. under Section 4.1.1.4, deleting ASP Policy (B) and replacing it in its entirety with the following: “(B) Multi-family residential should be located near commercial uses, Transit Centres, and future mass transit.”;
- o. under Section 4.1.3.1 deleting ASP Policy and replacing it in its entirety with the following: “Mixed use developments may be included at the NSP level integrated with Commercial/Retail with Main Street, Transit Centre, future mass transit, and along arterial and collector roadways.”;
- p. under Section 4.1.4.1 deleting ASP Policy (A) and replacing it in its entirety with the following: “(A) Create a distinct human-scale town centre defined by main street commercial and located adjacent to supporting commercial uses, the district park site, residential opportunities and with convenient access to public transit, including Mass Transit.”;
- q. under Section 4.1.4.2, deleting ASP Policy (D) and replacing it in its entirety with the following: “(D) Pedestrian-friendly main street shall be integrated with the Town Centre.”;
- r. under Section 4.1.4.2, deleting the Implementation paragraph that corresponds to ASP Policy (D) and replacing it in its entirety with the following: “A pedestrian-friendly main street shall be created in the Town Centre.”;
- s. under Section 4.1.8 Transportation, *Public Transit*, deleting its three paragraphs and replacing them in their entirety with the following: “Public transit service will be extended into the ASP area in accordance with City of Edmonton Policy C539a: Transit Service Standards Procedure. The ASP plan area has been designed to a human scale

whereby a majority of the residential areas will be within 600 m walking distance from transit service. This service will be accommodated within the neighbourhood as demand warrants. Collector roadways will be developed to a suitable standard to accommodate transit service and provide readily accessible service to all areas of the ASP plan area.

The Horse Hill ASP provides a potential alignment of the Mass Transit Network. The extension of Mass Transit service will be subject to future planning and design, as well as the availability of funding. The alignment as shown in Figure 8, Land Use Concept is preliminary and subject to change.

Participating landowners and Edmonton Transit Service may explore innovative approaches to funding and operating transit service as the Horse Hill area develops.”;

- t. under Section 4.1.8 Transportation, *Transit Oriented Development*, deleting its second sentence and replacing it in its entirety with the following: “The City’s TOD Policy and Guidelines for development adjacent to Mass Transit Stations will be followed and rationally integrated at the NSP stage.”;
- u. under Section 4.1.8 Transportation, Transportation Mode Shift, deleting its second sentence and replacing it in its entirety with the following: “These opportunities included the recommended use of mass transit bus, and the integration of residential, employment, commercial and recreational land uses at the NSP stage.”;
- v. under Section 4.1.8.6, deleting the ASP Policy and replacing it in its entirety with the following: “Development surrounding Mass Transit Stations shall be developed in accordance with the City’s Transit Oriented Development Guidelines.”;
- w. under Section 4.1.8.6, deleting the Implementation paragraph and replacing it in its entirety with the following: “NSPs shall plan for Transit Oriented Development in areas adjacent to Mass Transit Stations. Mass Transit Station locations are subject to further study and shall be determined at a later date. Mass Transit alignment and stations may be subject to change.”;
- x. under Section 4.1.8.8, deleting the ASP Policy and replacing it in its entirety with the following: “Developers shall work with City Administration to encourage alternative modes of travel, such as incentive programs to increase transit ridership, expediting mass transit into the area, transportation demand management programs, and providing

appropriate infrastructure within the roadway network to prioritize active modes of transportation.”;

- y. deleting the map entitled “Bylaw 19773 Amendment to Horse Hill Area Structure Plan (as amended)” and substituting therefore the map entitled “Bylaw 20824 Amendment to Horse Hill Area Structure Plan” attached hereto as Schedule “A” and forming part of this Bylaw;
- z. deleting the statistics entitled “Table 3: Land Use and Population Statistics – Bylaw 19773” and replacing it with the statistics entitled “Table 3: Land Use and Population Statistics - Bylaw 20824” attached as Schedule “B” and forming part of this bylaw;
- aa. deleting the map entitled “Figure 8: Land Use Concept” and substituting therefore the map entitled “Figure 8: Land Use Concept”, attached hereto as Schedule “C” and forming part of this Bylaw;
- bb. deleting the map entitled “Figure 9: Ecological Network” and substituting therefore the map entitled “Figure 9.0: Ecological Network”, attached hereto as Schedule “D” and forming part of this Bylaw;
- cc. deleting the map entitled “Figure 10: Parkland, Recreational Facilities & Schools” and substituting therefore the map entitled “Figure 10: Parkland, Recreational Facilities & Schools”, attached hereto as Schedule “E” and forming part of this Bylaw;
- dd. deleting the map entitled “Figure 11: Active Transportation System” and substituting therefore the map entitled “Figure 11: Active Transportation System”, attached hereto as Schedule “F” and forming part of this Bylaw;
- ee. deleting the map entitled “Figure 12: Transportation Infrastructure” and substituting therefore the map entitled “Figure 12: Transportation Infrastructure”, attached hereto as Schedule “G” and forming part of this Bylaw;
- ff. deleting the map entitled “Figure 13: Storm Drainage Network” and substituting therefore the map entitled “Figure 13: Storm Drainage Network”, attached hereto as Schedule “H” and forming part of this Bylaw;
- gg. deleting the map entitled “Figure 14.0: Water Network” and substituting therefore the map entitled “Figure 14.0: Water Network”, attached hereto as Schedule “I” and forming part of this Bylaw; and

- hh. deleting the map entitled “Figure 15.0: Sanitary Network” and substituting therefore the map entitled “Figure 15.0: Sanitary Network”, attached hereto as Schedule “J” and forming part of this Bylaw.

READ a first time this	day of	, A. D. 2024;
READ a second time this	day of	, A. D. 2024;
READ a third time this	day of	, A. D. 2024;
SIGNED and PASSED this	day of	, A. D. 2024.

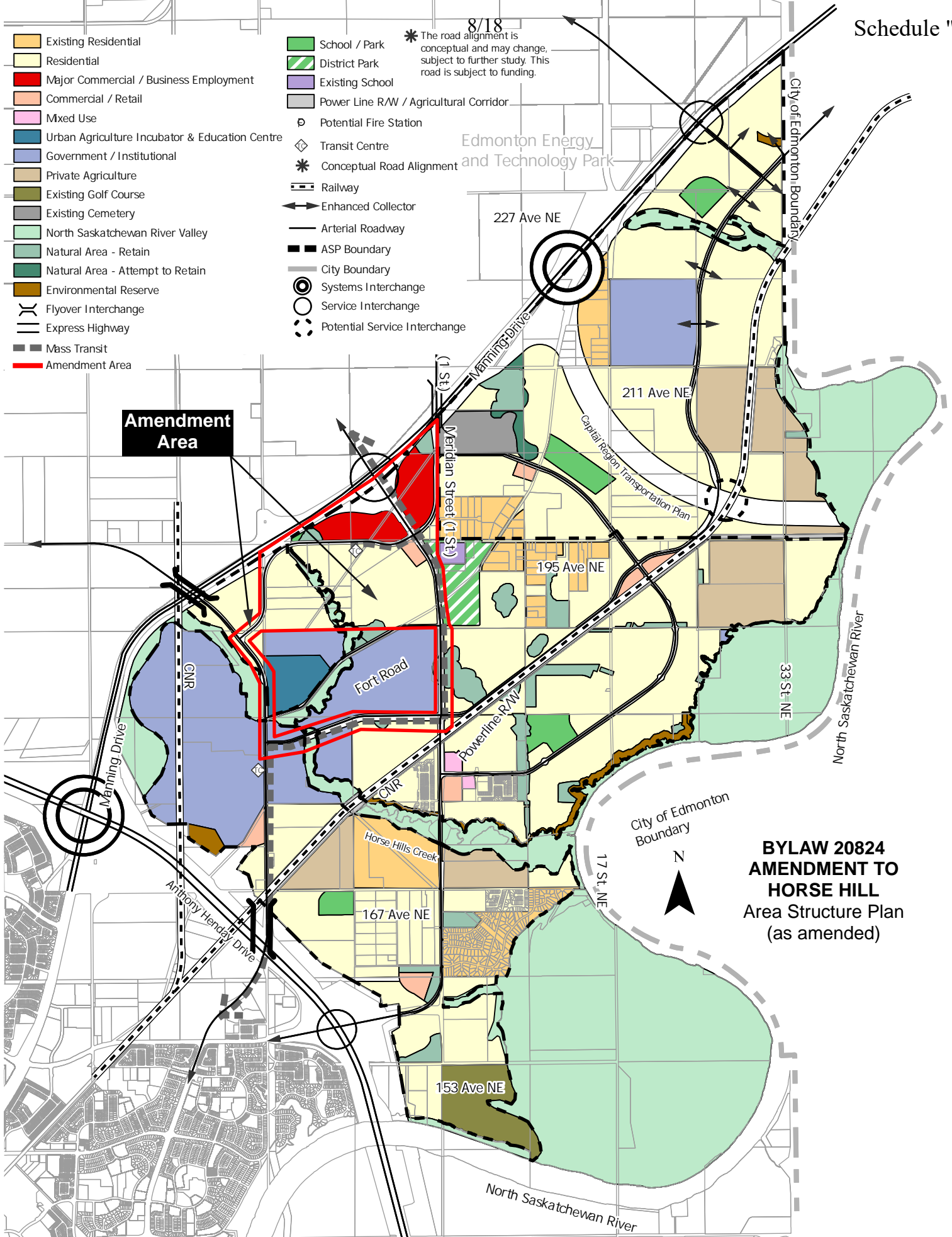
THE CITY OF EDMONTON

MAYOR

CITY CLERK

8/18
 * The road alignment is conceptual and may change, subject to further study. This road is subject to funding.

- Existing Residential
- Residential
- Major Commercial / Business Employment
- Commercial / Retail
- Mixed Use
- Urban Agriculture Incubator & Education Centre
- Government / Institutional
- Private Agriculture
- Existing Golf Course
- Existing Cemetery
- North Saskatchewan River Valley
- Natural Area - Retain
- Natural Area - Attempt to Retain
- Environmental Reserve
- Flyover Interchange
- Express Highway
- Mass Transit
- Amendment Area
- School / Park
- District Park
- Existing School
- Power Line R/W / Agricultural Corridor
- Potential Fire Station
- Transit Centre
- Conceptual Road Alignment
- Railway
- Enhanced Collector
- Arterial Roadway
- ASP Boundary
- City Boundary
- Systems Interchange
- Service Interchange
- Potential Service Interchange



Amendment Area

**BYLAW 20824
 AMENDMENT TO
 HORSE HILL
 Area Structure Plan
 (as amended)**

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.

Table 3: Land Use and Population Statistics - Bylaw 20824

	Area (ha)	% GA	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
GROSS AREA	2,792.6	100%	145.1	298.8	1004.7	374.5	367.6	601.9
Natural Area (Environmental Reserve)*	62.4	2.2%	0.0	0.0	54.9	5.7	0.0	1.8
Railway	34.7	1.2%	0.0	5.1	11.8	5.9	0.9	11.0
Pipeline & Utility Right-of-Way	65.4	2.3%	7.3	4.2	48.3	0.0	5.6	0.0
Express Highway	168.1	6.0%	0.0	0.0	15.0	6.5	72.2	74.4
Arterial Road Right-of-Way	104.3	3.7%	3.6	6.7	56.3	14.2	8.5	15.0
Existing Land Uses								
Existing Residential	198.5	7.1%	40.8	66.6	36.6	0.0	30.0	24.5
Existing Cemetery	25.4	0.9%	0.0	0.0	0.0	0.0	25.4	0.0
Existing Golf Course	48.6	1.7%	0.0	48.6	0.0	0.0	0.0	0.0
Institutional/Government	365.4	13.1%	0.0	0.0	79.8	221.2	0.0	64.4
Existing School / Municipal Reserve	11.1	0.4%	4.8	0.0	6.3	0.0	0.0	0.0
Agricultural								
College of Agriculture	21.9	0.8%	0.0	0.0	0.0	21.9	0.0	0.0
Private Agricultural	176.6	6.3%	22.6	22.6	56.6	0.0	0.0	74.8
GROSS DEVELOPABLE AREA	1,510.2	54%	66.0	144.6	639.1	99.2	224.9	336.0

	Area (ha)	% GDA	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
Commercial								
Major Commercial / Business Employment	31.3	2.1%	0.0	0.0	31.3	0.0	0.0	0.0
Commercial/Retail/Mixed Use (Commercial)	28.0	1.9%	1.8	5.4	18.2	0.0	2.6	0.0
Parkland, Recreation, School (Municipal Reserve)**								
School / Park	102.3	6.8%	4.8	8.2	47.8	7.5	15.0	19.0
Natural Area (Municipal Reserve)	44.0	2.9%	0.0	10.4	33.6	0.0	0.0	0.0
Natural Area (Other)	19.9	1.3%	0.0	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	0.0
Transportation								
Circulation	303.5	20.1%	13.2	29.1	127.9	21.1	45.0	67.2
Transit Centre / Park & Ride / Mass Transit	3.2	0.2%	0.0	0.0	0.8	1.2	1.2	0.0
Infrastructure & Servicing								
Stormwater Management	104.2	6.9%	3.9	10.4	50.9	10.6	12.0	16.4
Total Non-Residential Area	636.3	42%	23.7	63.5	310.5	40.4	94.3	103.9
Net Residential Area	873.9	58%	42.3	81.1	328.6	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.

*** 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 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
Single/Semi-detached	Area (ha)	732.8	38.1	69.7	254.2	51.7	114.9	204.2
25 du/nrha	Units	18,321	953	1,743	6,355	1,293	2,873	5,105
2.8 p/du	Population	51,299	2,667	4,879	17,794	3,620	8,044	14,295
Row Housing	Area (ha)	70.2	0.0	9.1	31.6	4.1	9.1	16.2
45 du/nrha	Units	3,159	0.0	410	1,422	185	411	731
2.8 p/du	Population	8,845	0.0	1,147	3,982	518	1,152	2,047
Low-rise/Medium Density Housing	Area (ha)	57.1	4.2	1.0	35.0	2.4	5.2	9.3
90 du/nrha	Units	5,136	378.0	90	3,150	212	470	835
1.8 p/du	Population	9,243	680.4	162	5,670	381	846	1,504
Medium to High Rise Housing	Area (ha)	13.3	0.0	1.3	7.8	0.6	1.3	2.3
225 du/nrha	Units	2,996	0.0	293	1,755	132	294	522
1.5 p/du	Population	4,493	0.0	439	2,633	198	441	783
Total Residential								
	Area (ha)	873.4	42.3	81.1	328.6	58.8	130.6	232.1
	Units	29,612	1,331	2,536	12,682	1,822	4,048	7,194
	Population	73,882	3,347	6,627	30,078	4,718	10,483	18,629

SUSTAINABILITY MEASURES	ASP	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
Population Per Net Residential Hectare (p/nrha)	84.5	79.1	81.7	91.5	80.3	80.3	80.3
Dwelling Units Per Net Residential Hectare (du/nrha)	33.9	31	31	39	31	31	31
Population (%) within 500m of Parkland*	83%						
Population (%) within 600m of Transit Service*	99%						
Population (%) within 600m of Commercial Service*	41%						
Presence/Loss of Natural Areas							
Protected as Environmental Reserve	62.6	0.0	0.0	55.1	5.7	-	1.8
Conserved as Naturalized Municipal Reserve (ha)	44.1	0.0	10.4	33.7	-	-	-
Protected though other means (ha)	19.9	0.0	0.0	-	-	18.6	1.3
Lost to Development (ha)**	56.0	0.0	0.0	31.9			

STUDENT GENERATION COUNT	ASP	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
Public School Board							
Elementary School	3,019	132	289	1,278	198	450	672
Junior High	1,513	66	145	639	102	225	336
Senior High	1,510	66	145	639	99	225	336
Separate School Board							
Elementary School	1,510	66	145	639	99	225	336
Junior High	755	33	72	320	50	112	168
Senior High	755	33	72	320	50	112	168
Total Student Population	9,062	396	868	3,835	598	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.

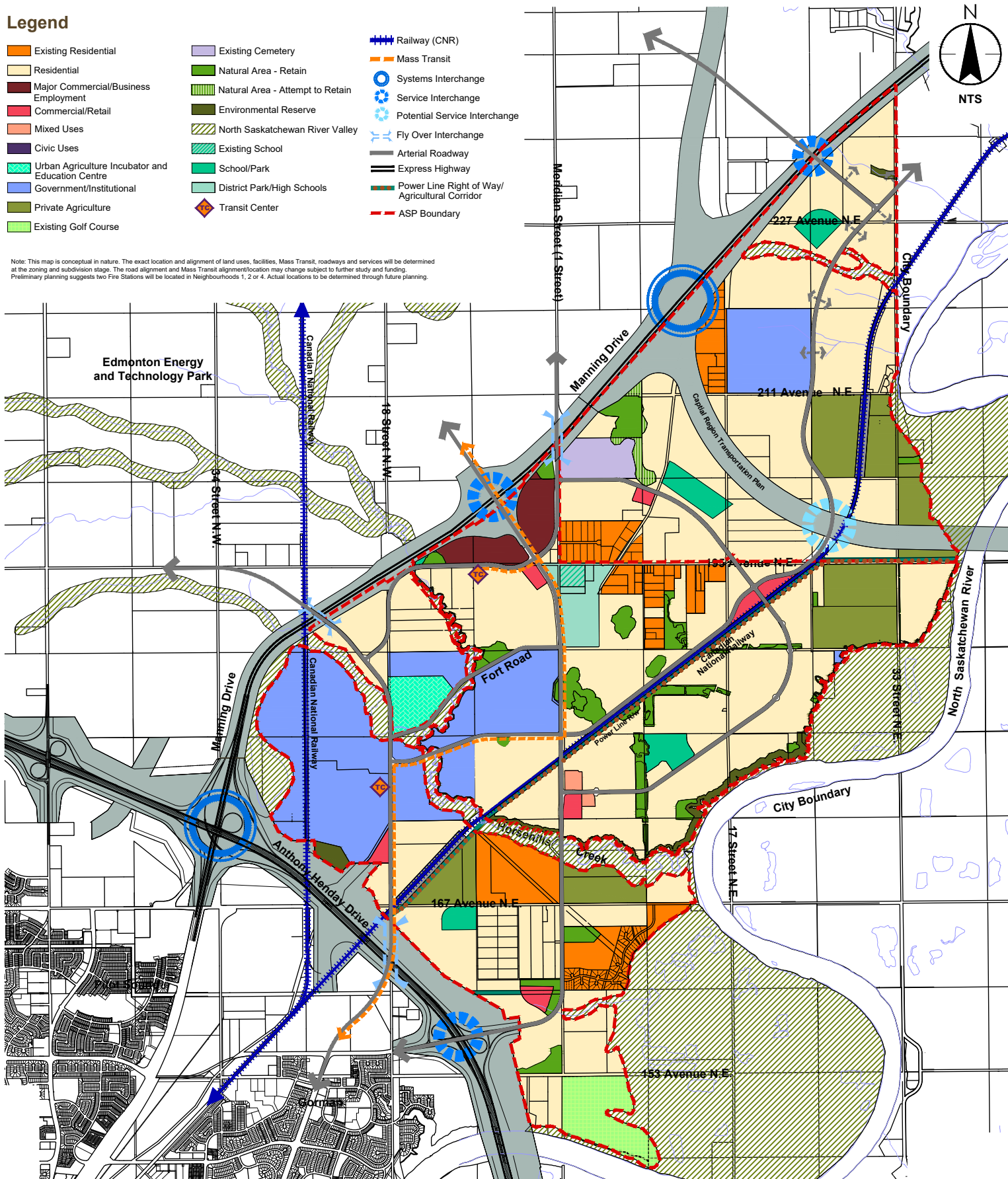
Land Use Concept

Figure 8

Legend

- Existing Residential
- Residential
- Major Commercial/Business Employment
- Commercial/Retail
- Mixed Uses
- Civic Uses
- Urban Agriculture Incubator and Education Centre
- Government/Institutional
- Private Agriculture
- Existing Golf Course
- Existing Cemetery
- Natural Area - Retain
- Natural Area - Attempt to Retain
- Environmental Reserve
- North Saskatchewan River Valley
- Existing School
- School/Park
- District Park/High Schools
- Transit Center
- Railway (CNR)
- Mass Transit
- Systems Interchange
- Service Interchange
- Potential Service Interchange
- Fly Over Interchange
- Arterial Roadway
- Express Highway
- Power Line Right of Way/ Agricultural Corridor
- ASP Boundary

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, Mass Transit, roadways and services will be determined at the zoning and subdivision stage. The road alignment and Mass Transit alignment/location may change subject to further study and funding. Preliminary planning suggests two Fire Stations will be located in Neighbourhoods 1, 2 or 4. Actual locations to be determined through future planning.



Horse Hill Area Structure Plan

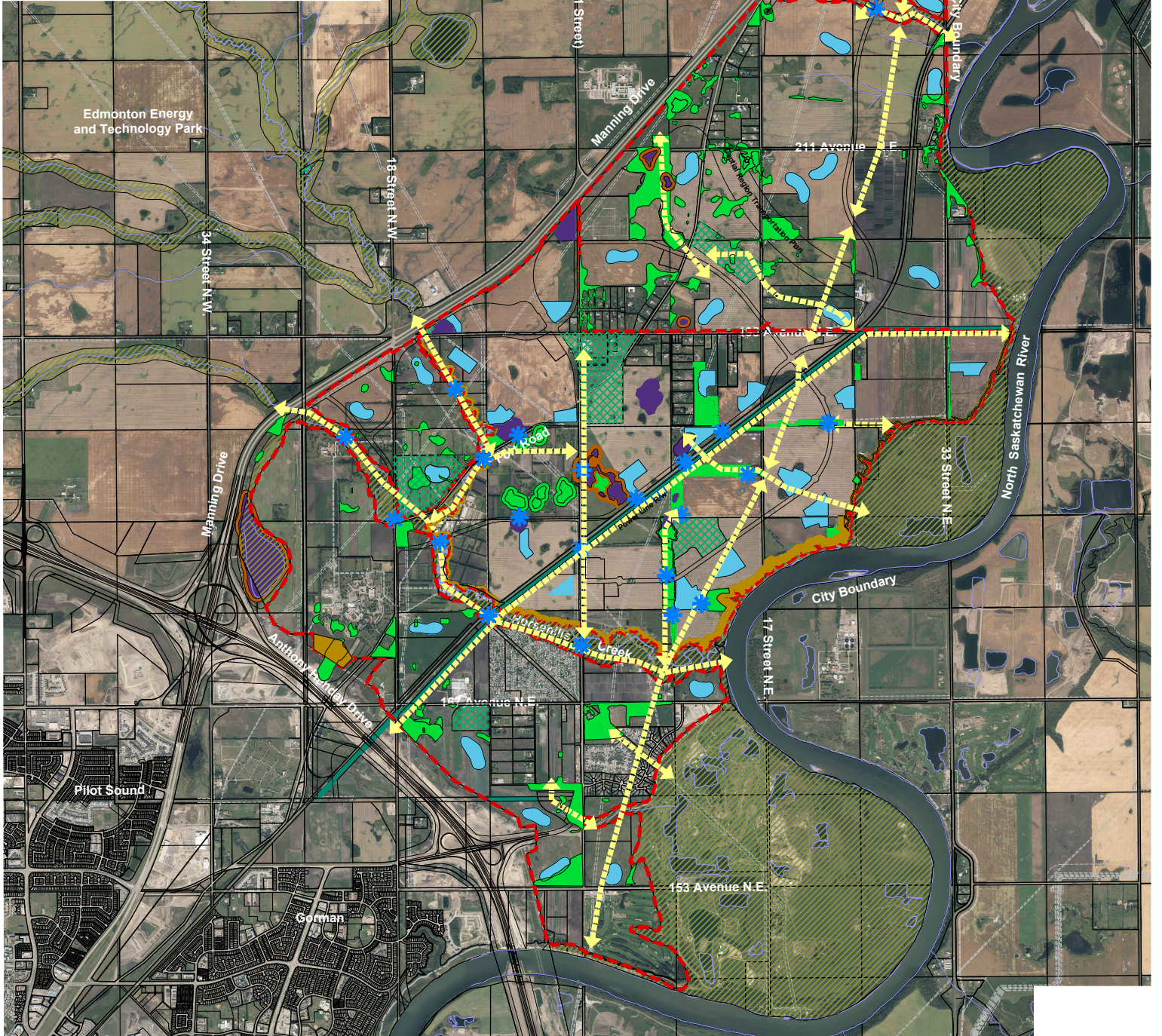
Ecological Network

Figure 9

Legend

- Natural Area
- Environmental Reserve
- District Park/School/Park
- North Saskatchewan River Valley
- Storm Water Management
- Wetland With Buffer (Retained)
- Crown Claimed Wetland With 30m Crown Buffer Zone
- Ecological Link
- Power Line Right of Way
- Potential Wildlife Crossing Locations
- ASP Boundary

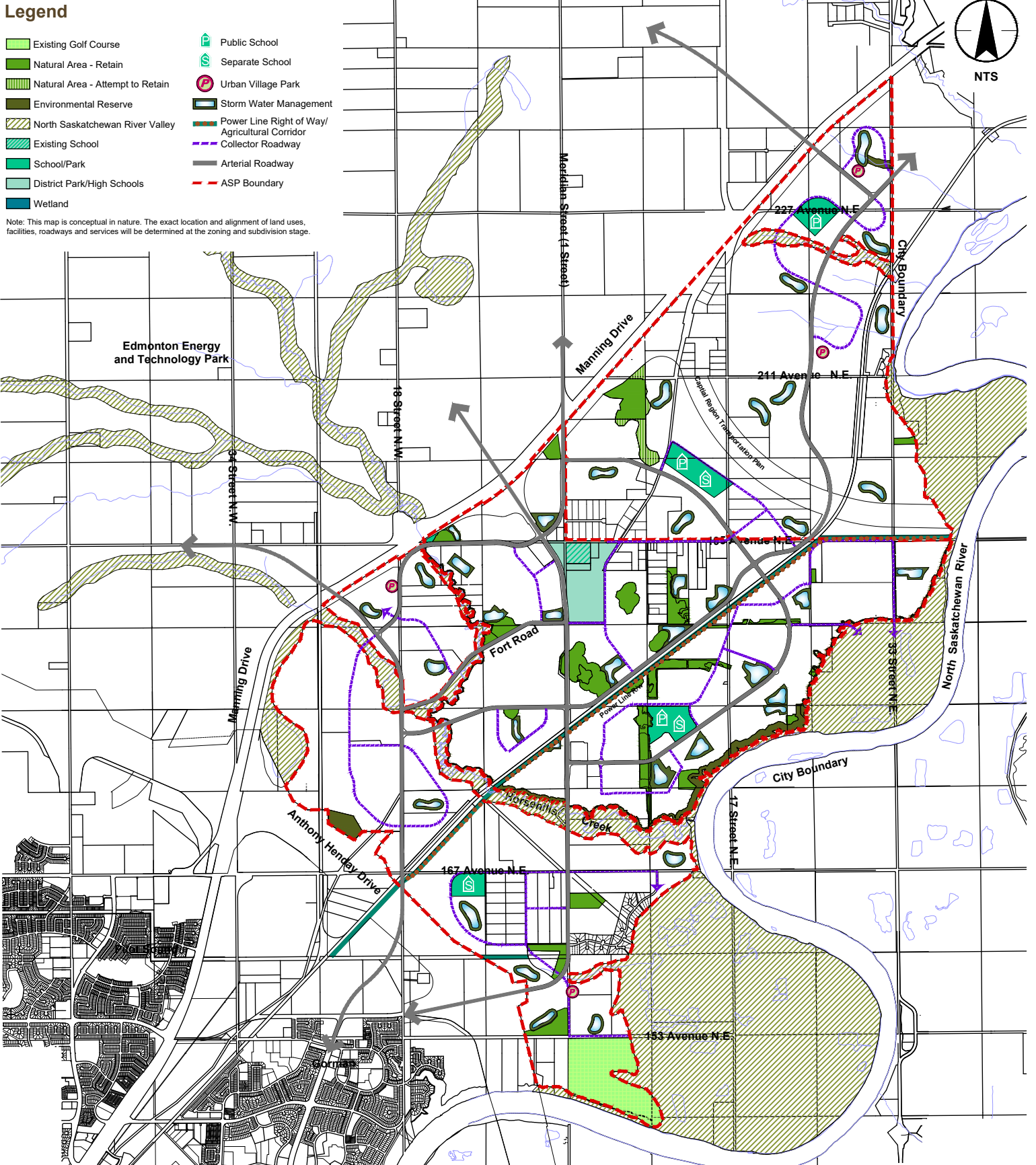
Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.
The Natural Areas / Wetlands have been identified based on a desktop / air photo interpretation review by Ecovative. Further studies will be required at the NSP stage to delineate and confirm environmental significance and viability as well as whether such features to be retained.



Horse Hill Area Structure Plan

Parkland, Recreational Facilities & Schools

Figure 10



Horse Hill Area Structure Plan

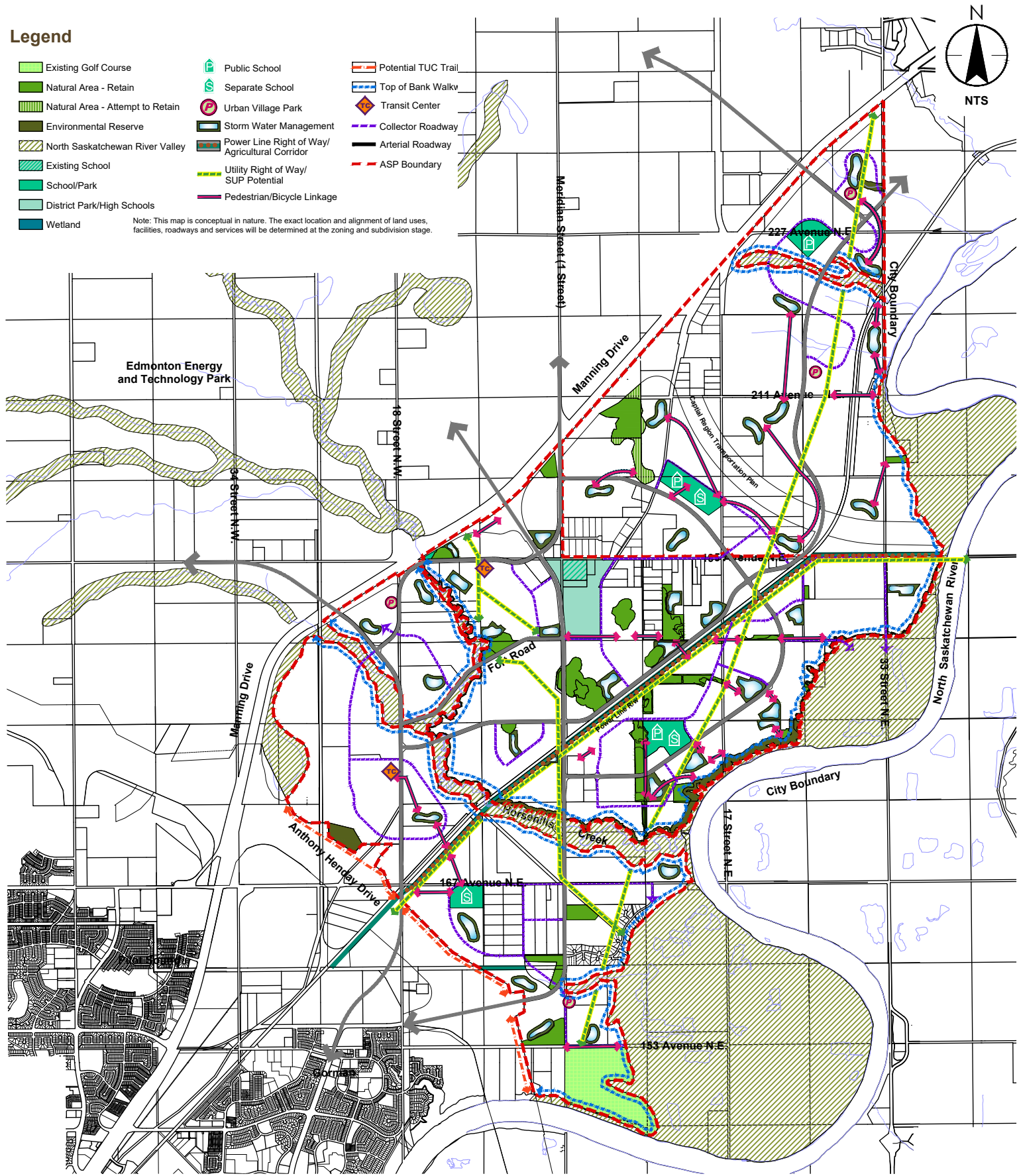
Active Transportation System

Figure 11

Legend

- Existing Golf Course
- Natural Area - Retain
- Natural Area - Attempt to Retain
- Environmental Reserve
- North Saskatchewan River Valley
- Existing School
- School/Park
- District Park/High Schools
- Wetland
- Public School
- Separate School
- Urban Village Park
- Storm Water Management
- Power Line Right of Way/ Agricultural Corridor
- Utility Right of Way/ SUP Potential
- Pedestrian/Bicycle Linkage
- Potential TUC Trail
- Top of Bank Walk
- Transit Center
- Collector Roadway
- Arterial Roadway
- ASP Boundary

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.



Horse Hill Area Structure Plan

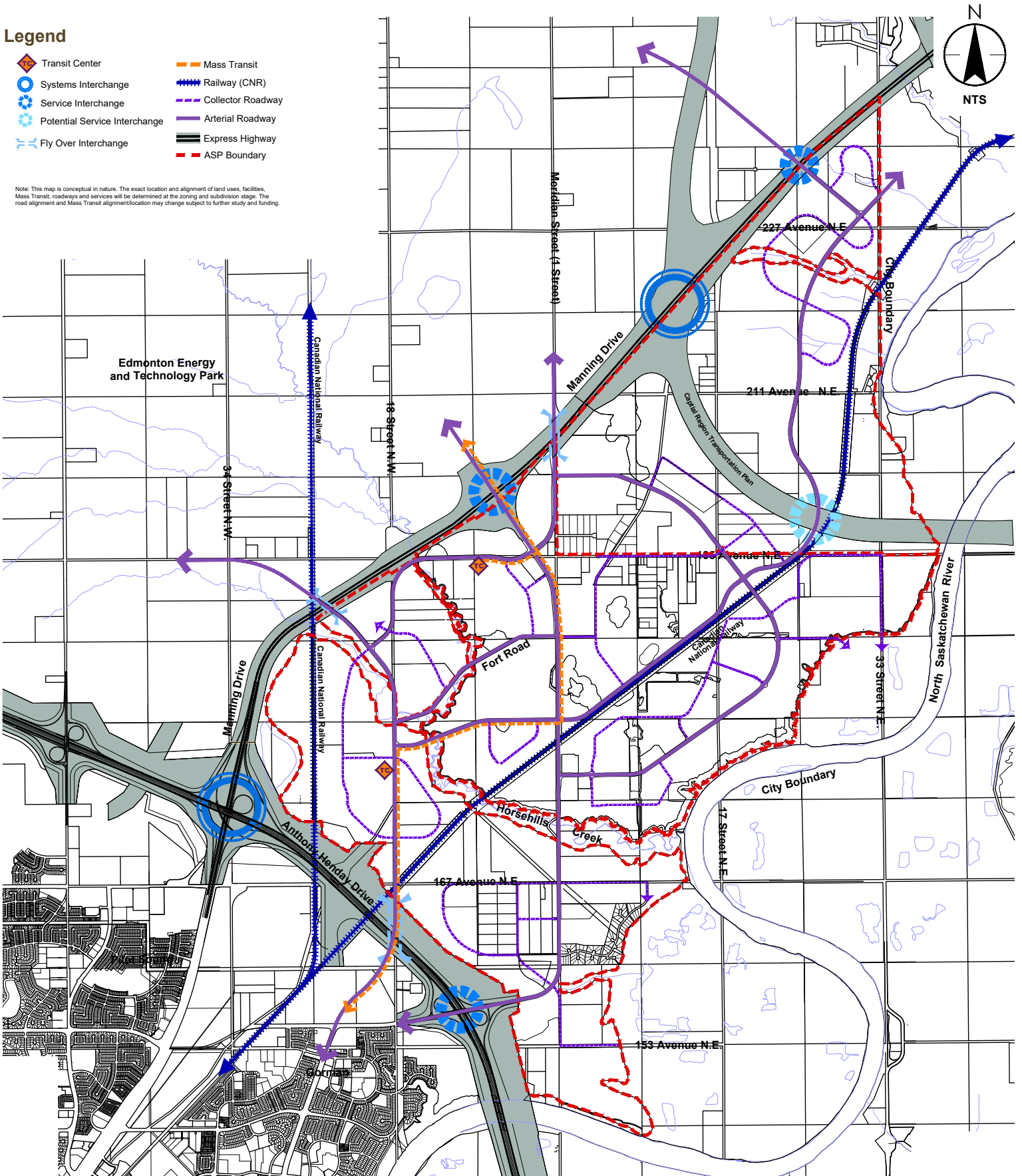
Transportation Infrastructure

Figure 12

Legend

-  Transit Center
-  Systems Interchange
-  Service Interchange
-  Potential Service Interchange
-  Fly Over Interchange
-  Mass Transit
-  Railway (CNR)
-  Collector Roadway
-  Arterial Roadway
-  Express Highway
-  ASP Boundary

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, Mass Transit, roadways and services will be determined at the zoning and subdivision stage. The road alignment and Mass Transit alignment/location may change subject to further study and funding.







Horse Hill Area Structure Plan

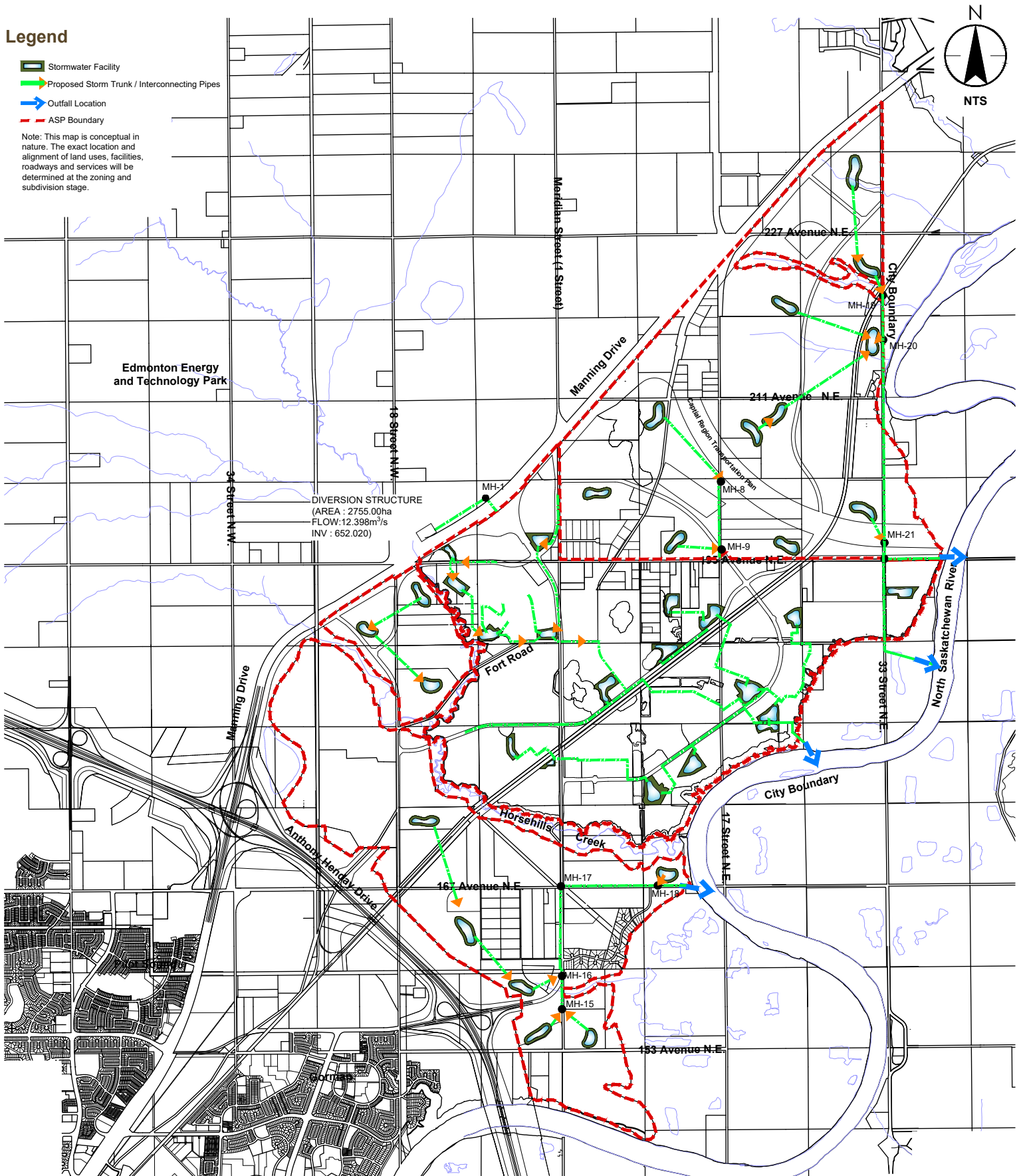
Storm Drainage Network

Figure 13

Legend

-  Stormwater Facility
-  Proposed Storm Trunk / Interconnecting Pipes
-  Outfall Location
-  ASP Boundary

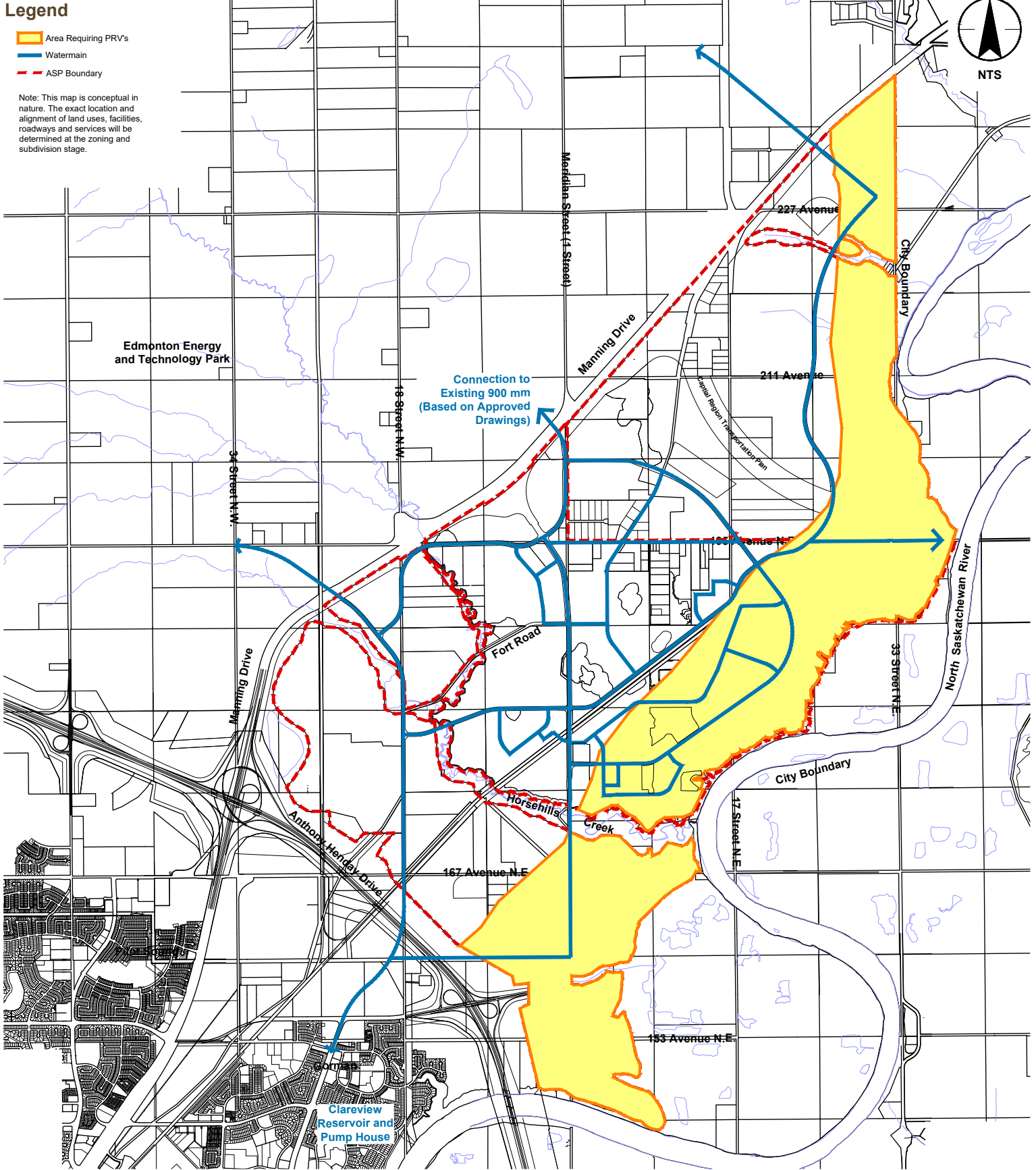
Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.



Horse Hill Area Structure Plan

Water Network

Figure 14



Horse Hill Area Structure Plan

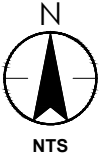
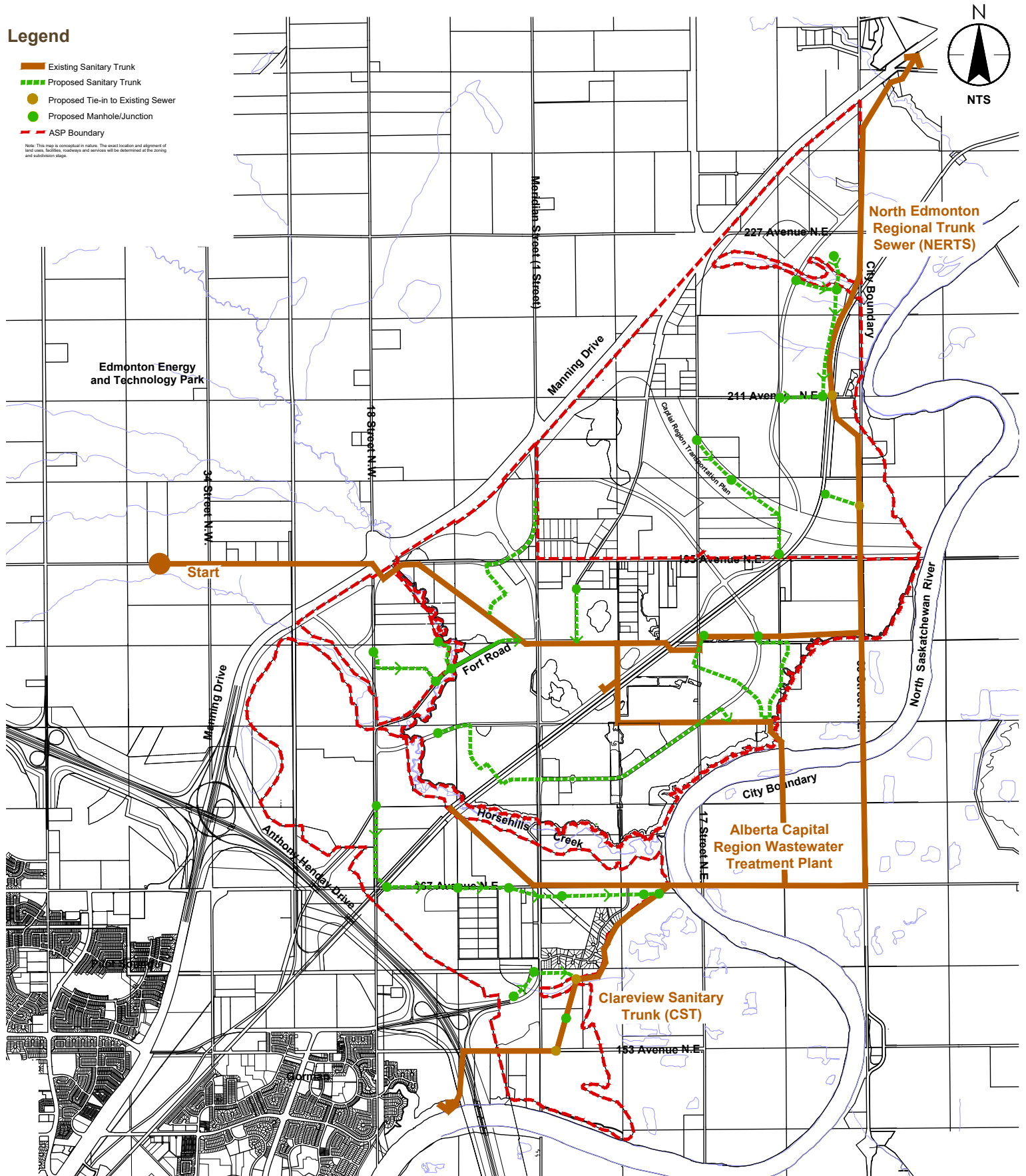
Sanitary Network

Figure 15

Legend

- Existing Sanitary Trunk
- - - Proposed Sanitary Trunk
- Proposed Tie-in to Existing Sewer
- Proposed Manhole/Junction
- - - ASP Boundary

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.



Horse Hill Area Structure Plan