

Executive Committee

May 25, 2011

- ▣ 7.1 North Saskatchewan River Valley System
- ▣ 6.4 Review of Policy C542

Background

- 7.1 – Inquiry by Councillor Sloan
 - identify policy barriers to allocation of civic lands along top of bank
 - provide alternatives to create flexibility in maximizing public ownership of lands along top of bank

- 6.4 – Administration initiated
 - one year follow up on implementation of Policy C542

7.1 – North Saskatchewan River Valley System

- ❑ Civic lands along top of bank acquired by dedication of ER, MR, public utility lots and road rights of way through subdivision; and purchase
- ❑ ER – generally land below top of bank and lands immediately upland of top of bank
- ❑ MR – generally above top of bank - active/passive parkland, greeways and natural areas
- ❑ Public utility lots – pipelines, power lines, utilities, and stormwater management facilities
- ❑ Road rights of way – roads and walkways
- ❑ Purchase – acquisition additional parkland and natural areas

7.1 – North Saskatchewan River Valley System

- ❑ Legislation and policies guiding acquisition of public lands along top of bank
 - Municipal Government Act
 - ❑ ER, MR, Public Utilities and Roads
 - Urban Parks Management Plan
 - Natural Areas Systems Policy C531
 - Stormwater Management Facilities Guidelines
 - Development Setbacks from River Valley/Ravine Crests Policy C542

7.1 – North Saskatchewan River Valley System

□ Policies and guidelines:

- Intended to balance City's and private sector's interest in obtaining/retaining lands along top of bank
- Based on practical considerations and point to public lands being in locations other than along top of bank

7.1 – North Saskatchewan River Valley System

□ MR

- Large portion of MR allocated to school/park sites, recreations facilities and community league licence areas
- Generally located central to a neighbourhood or cluster of neighbourhoods and along arterial and collector roads

□ Stormwater Management Facilities

- Generally located in low lying areas
- Potentially limited along top of bank due to geotechnical considerations

6.4 – Review of Policy C542

- ▣ Four Plans approved and three plans in draft since Policy approved
- ▣ Plan development concepts demonstrate a reasonable balance between public and private lands along top of bank

6.4 – Review of Policy C542

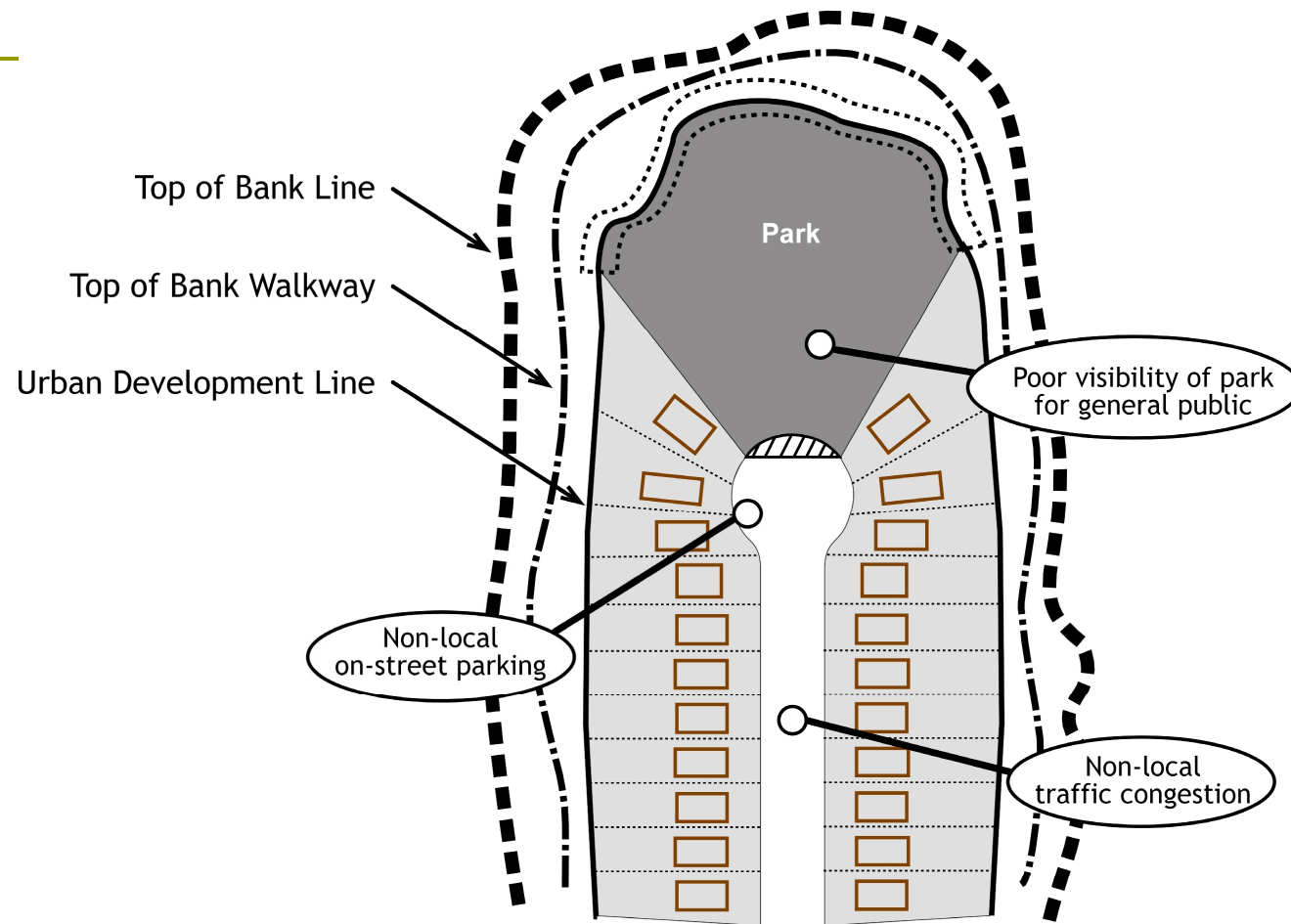
- ❑ Design/configuration of public lands at issue
 - top of bank road often in combination with small parks
 - small parks – tend to be ornamental/passive and may be perceived as exclusive to locale
 - short road segments provide minimal curbside parking, physical and visual access to system
 - absence of longer road segments with better physical and visual access
 - debate on where top of bank line located in areas with gentle slopes

6.4 – Review of Policy C542

- Factors influencing design
 - desire of multiple owners to equally apportion MR allocation based on individual holdings
 - method of measuring top of bank roadway
 - definition of “crest” in Policy C542 and “ER” in MGA

TOB ROADWAY MEASUREMENT

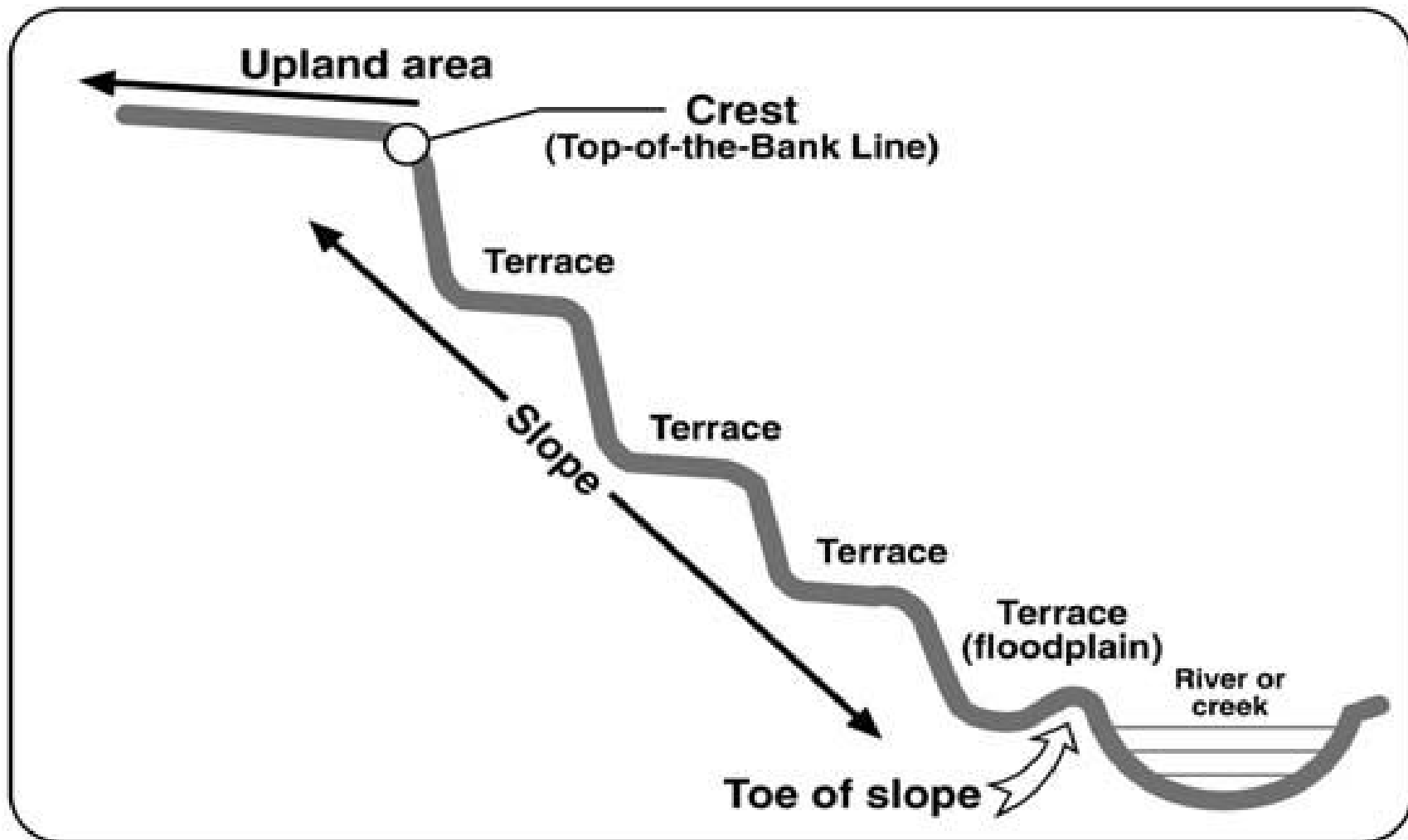




TOB Roadway Compensation - Area Calculation (sq. m.)

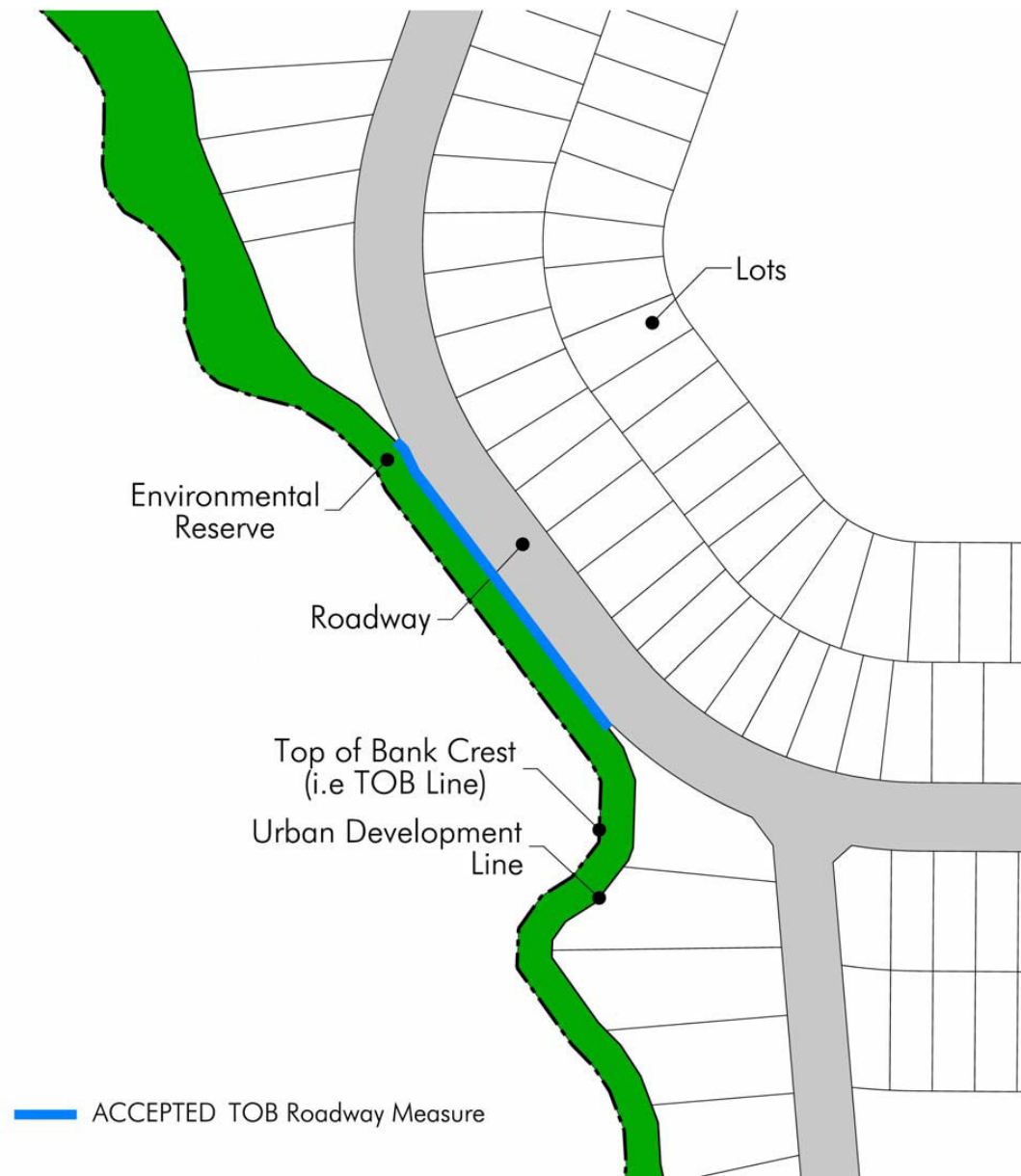
TOB Roadway Requirement - Length of TOB Roadway Calculation (m)

Crest



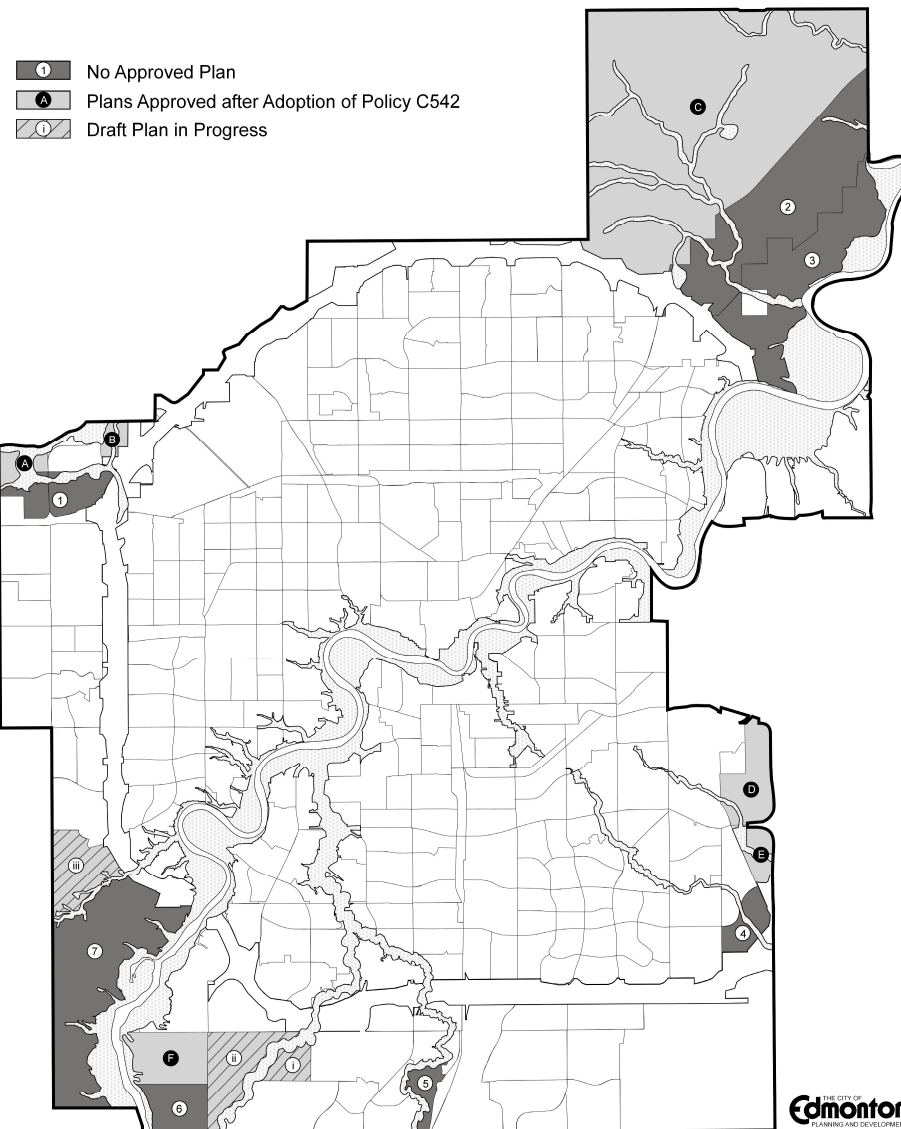
Summary

- ❑ Generally satisfied with content/direction of affected policies and guidelines to balancing public and private ownership along top of bank
- ❑ Support reviewing Policy C542
 - Adjust method of measuring top of bank
 - Add direction to provide longer segments of top of bank roadway
 - Adjust definition of “crest”
- ❑ Advocates to better define “ER” in MGA



Top of Bank Roadway Measurement

February 2010



1	No Approved Plan*	A	Approved Plan (2010-2011)	I	Draft Plans in Progress
①	Rural West Big Lake	A	Big Lake Nbhd 2 (Starling)	①	(Draft) Heritage Valley Nbhd 11 NASP
②	Rural North East Horse Hill	B	Big Lake Nbhd 3 (Hawks Ridge)	②	(Draft) Windermere Nbhd 4 NSP (Glenriding)
③	Rural North East South Sturgeon	C	Horsehills Energy & Technology Park ASP	③	(Draft) Edgemont NASP
④	The Meadows Nbhd 5	D	Maple Ridge Industrial ASP		
⑤	Heritage Valley Nbhd 7b	E	Maple NSP		
⑥	Windermere Nbhd 5	F	Keswick NSP		
⑦	Rural West				

* These are unplanned and undeveloped areas with no approved industrial Area Structure Plan or residential Neighbourhood Structure Plan. With the latter, an Area Structure Plan may or may not exist.

Table 2 Policy C542 and Plan Activity, 2010-2011

Approved or Draft Plan	Abutting Property Owners	Length of Urban Development Line	Land Use Adjacent to the Urban Development Line (approx. %)								*TOB Roadway Requirement	Major Slopes	Public Upland Area > 10 m	Development Issues
			Private		Park		Public Utility		Roadway					
Approved Plans	#	km	%	km	%	km	%	km	%	km	%			
Big Lake Nbhd 2 NSP (Starling)	4	4.7	66	3.102	12	0.564	20	0.94	4	0.188	36	Low	Rare	
Big Lake Nbhd 3 NSP (Hawks Ridge)	2	2.9	68	1.972	22	0.638	8	0.232	2	0.058	32	Low	Rare	Special Study Area (slope instability along Big Lake)
Keswick NSP	4	3.3	42	1.386	34	1.122	0	0	24	0.792	58	High	≈30%	Non-participatory landowner - TOB to be determined
Maple NSP	2	2.4	60	1.44	2	0.048	0	0	38	0.912	40	Low	Rare	
Maple Ridge Industrial ASP	n/a	2.362	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Low	Rare	No Shadow Plan Available
Horse Hills Energy and Technology Park ASP	n/a	58.2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Low	Rare	No Shadow Plan Available
Draft Plans														
Draft Edgemont NASP	10	7.9	62	4.898	22	1.738	5	0.395	11	0.869	38	High	≈95%	
Draft Windermere Nbhd 4 NSP (Glenridding)	11	4.9	76	3.724	10	0.49	4	0.196	12	0.588	26	High	Frequent	Golf Course currently within Top of Bank. Non-participatory landowners - TOB to be determined
Draft Heritage Valley Nbhd 11 NASP (Jagare Ridge)	2	2.9	55	1.595	38	1.102	2	0.058	0	0	40	High	100% (15m)	Special Study Area (terraced land) and Golf Course within TOB
Total Residential	29		62%	18.12	20%	5.702	6%	1.821	12%	3.407	38%			
Total Industrial	60.562													
Total	89.562		18.12		5.702		1.821		3.407					

* Policy C542 requires a minimum 30% Top of Bank Roadway requirement which should be increased where various conditions exist (see Policy 1.08). The TOB roadway requirement is measured along the urban development line for the sum of park, public utility and roadway.

Stormwater management facilities are located within or adjacent to the river valley and ravine system in 17 out of 170 existing situations and 4 out of 140 planned situations, or just over 7% of the total.

	Distance (km)	(km)	%
Approved	73.9	Total River Valley	437.799
Draft	15.7	(2010-2011) Planned:	89.562
TOTAL (2010-2011) Planned TOB	89.6 km	Unplanned	70.8
			16.2%

	Distance (km)
Windermere 5	1.9
Rural Northeast	34.7
Biglake Nbhd 4,5	4.1
Meadows Nbhd 5	2.6
Heritage Valley 7b	4.3
Rural West	23.2
TOTAL Unplanned TOB Length:	70.8 km