IBI GROUP

Melcor Developments Ltd.

HAYS RIDGE
NEIGHBOURHOOD AREA STRUCTURE PLAN

CONSOLIDATED APRIL 2012

Hays Ridge Neighbourhood Area Structure Plan

Office Consolidation April 2012

Prepared by:
Current Planning Branch
Sustainable Development
City of Edmonton

Bylaw 15902 was adopted by Council in April 2012. In April 2012, this document was consolidated by virtue of the incorporation of the following bylaws:

Bylaw 15902 To adopt the Hays Ridge Neighbourhood Area Structure Plan

Editor's Note:
This is an office consolidation edition of Hays Ridge Neighbourhood Area Structure Plan, Bylaw 15902, as approved by City Council on April 16, 2012.

For the sake of clarity, new maps and a standardised format were utilised in this Plan. All names of City departments have been standardised to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicised where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Sustainable Development

TABLE OF CONTENTS

TABLE OF CONTENTS (CONT'D)

Appendices

List of Figures

TABLE OF CONTENTS (CONT'D)

List of Tables

1.0 ADMINISTRATION

1.1 Purpose

The purpose of the Hays Ridge Neighbourhood Area Structure Plan (NASP) is to describe in detail a land use framework for the development and servicing of lands identified as Hays Ridge neighbourhood.

The NASP addresses the following:

- the type, density, location and distribution of various land uses, including residential, commercial, parks and open space, public utilities and amenities;
- the transportation network within Hays Ridge as the network relates to the overall (Heritage Valley Servicing Concept Design Brief (SCDB) transportation objectives;
- a conceptual servicing scheme and the provision of utility services and infrastructure;
- the manner in which environmental features and natural areas will be incorporated within the neighbourhood fabric;
- the integration of the existing Jagare Ridge Golf Club into the Hays Ridge NASP including the preservation of the existing golf course and ponds for holes 8, 9, 14, 15, 16, 17, and 18 within the developable portion of the NASP, and the private golf course facilities within the Whitemud Creek Ravine valley lands; and
- the implementation and staging of development.

The Hays Ridge NASP will be used as a tool to guide and evaluate future zoning, subdivision, and development of the lands within the neighbourhood in an orderly and effective manner. Over time, it is intended that the implementation of the Hays Ridge NASP objectives and principles will result in a healthy, sustainable neighbourhood. General development guidelines and developer imposed architectural controls will help to realize the vision of a well-planned and designed neighbourhood where people wish to reside.

1.2 Authority

Amended by Editor

The Hays Ridge NASP was adopted by Edmonton City Council on April 16, 2012 as Bylaw *15902* in accordance with Section 633 of the *Municipal Government Act.*

1.3 Timeframe

Development in Hays Ridge is expected to commence in 2012 and is estimated to be fully complete within 10 years based on current and anticipated absorption rates.

1.4 Interpretation

All map symbols, locations and boundaries shown in the Hays Ridge NASP shall be interpreted as conceptual unless otherwise specified in the document, or where they coincide with clearly recognizable physical features or fixed boundaries within the plan area.

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

A policy statement(s) containing “shall” is mandatory and must be implemented. Where a policy proves impractical or impossible, an applicant may apply to amend the plan. A statement(s) containing “should” is an advisory statement and indicates the preferred objective, policy and/or implementation strategy. If the “should” statement is not followed because it is impractical or not possible, the intent of the policy may be met through other agreed-upon means.

1.5 Monitoring

Policies, text, tables and figures contained within this document may be amended from time to time, by Council approved bylaw, in order to respond to and remain current with planning and development issues and trends affecting suburban development.

1.6 Amendments

Amendments to the Hays Ridge NASP involving policies, tables, text or figures shall be completed in accordance with the Municipal Government Act, the City’s Municipal Development Plan, the Heritage Valley Servicing Concept Design Brief and all other applicable bylaws, policies and procedures.

1.7 Orientation

This document contains three sections and two appendices.

- Section 1 provides administrative information and an orientation to the plan.
- Section 2 describes the Hays Ridge NASP location and context, background information on the site such as land ownership, topography, and existing land uses.
- Section 3 describes the land use, transportation, and servicing concepts for the Hays Ridge NASP.
- Appendix 1 contains information on the broader policy context with which the NASP complies.
- Appendix 2 contains a list of technical studies prepared to support and guide the preparation of the development and servicing concepts.

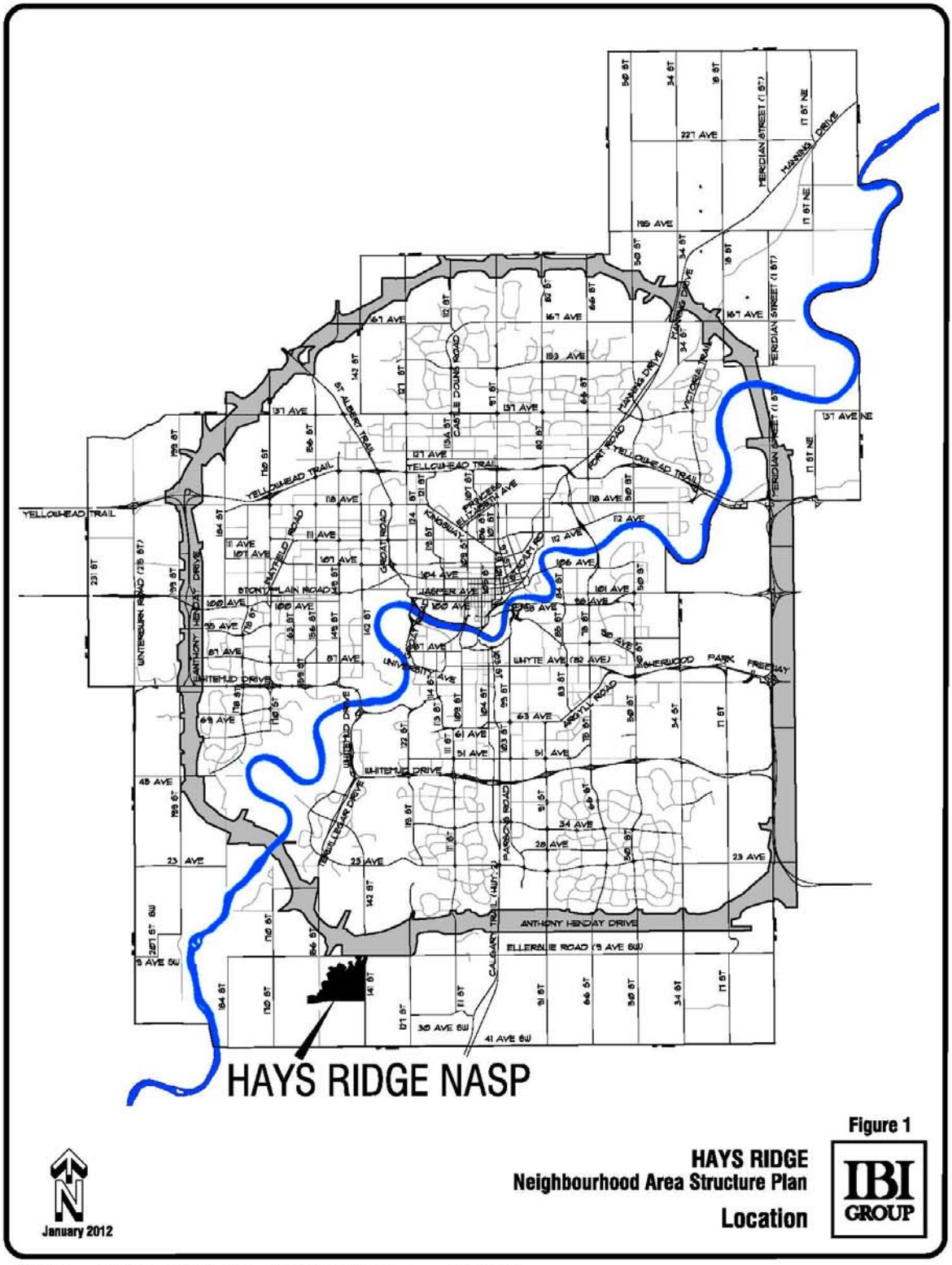

Figure 1

HAYS RIDGE
Neighbourhood Area Structure Plan
Location

IBI GROUP

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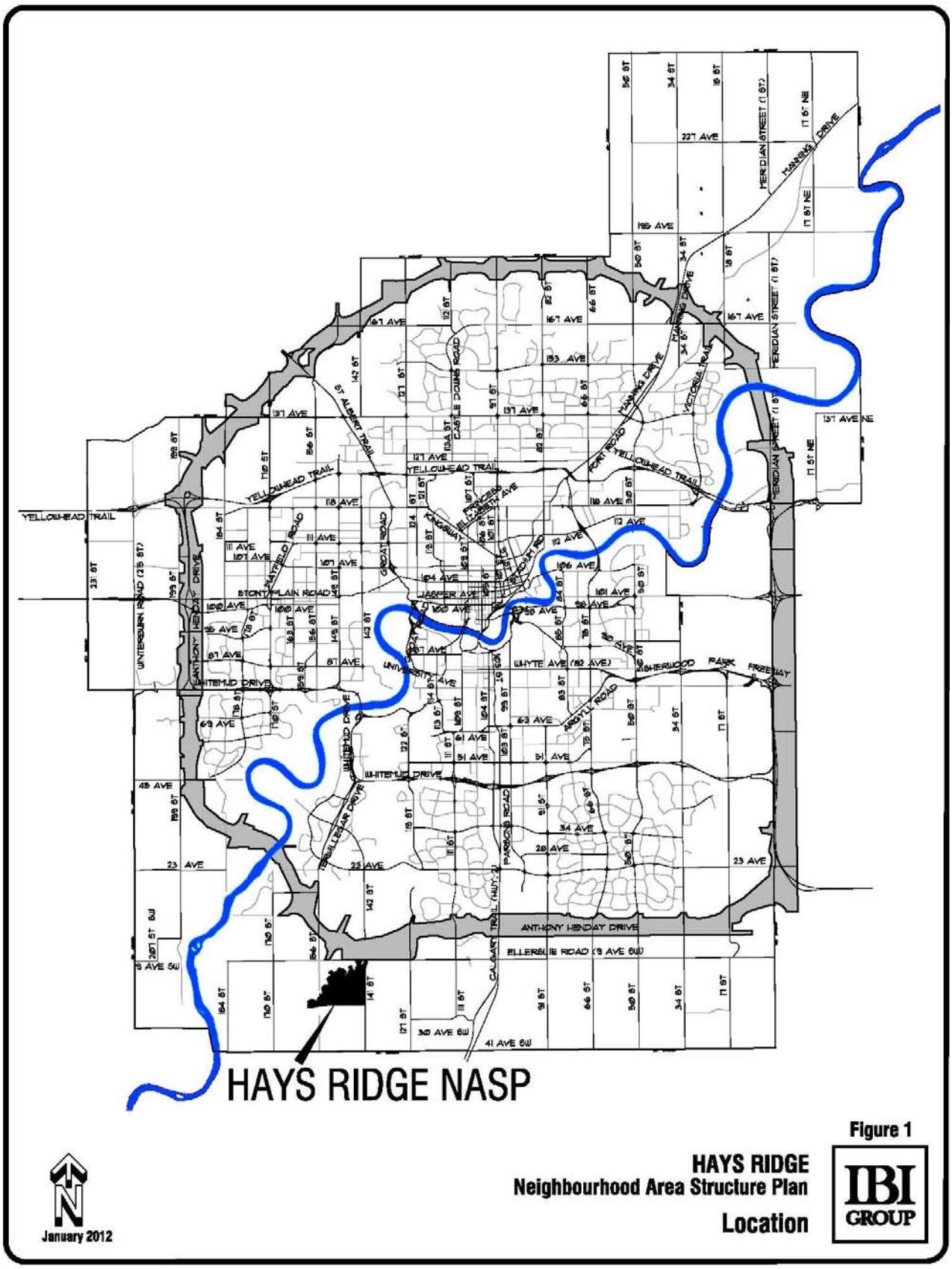
Page 4


HAYS RIDGE NASP
Figure 1
HAYS RIDGE
Neighbourhood Area Structure Plan
Location
IBI GROUP
January 2012
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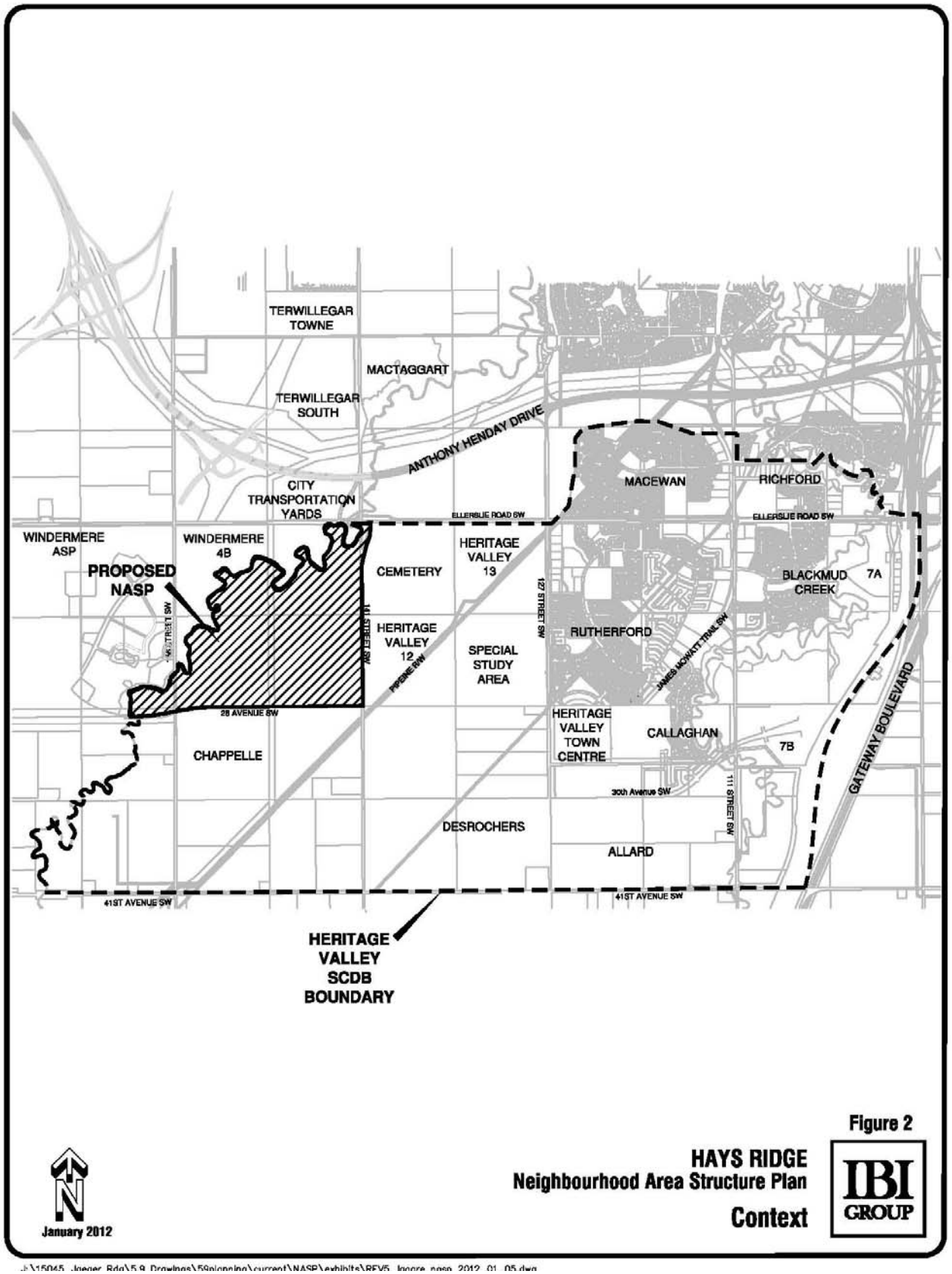

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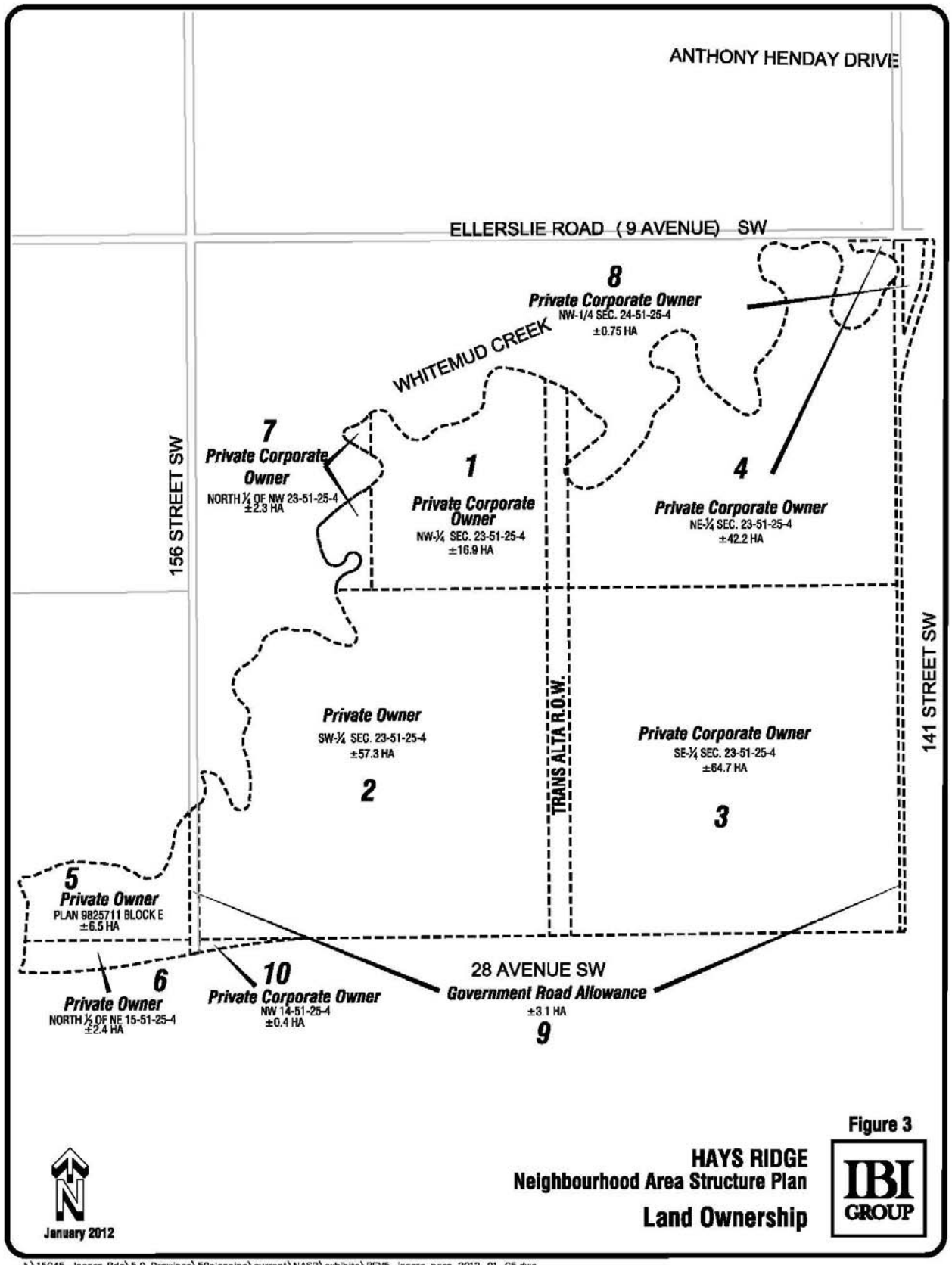
ANTHONY HENDAY DRIVE
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
TRANS ALTA R.O.W.
28 AVENUE SW
8
Private Corporate Owner
NW-1/4 SEC. 24-51-25-4
±0.75 HA
7
Private Corporate Owner
NORTH ½ OF NW 23-51-25-4
±2.3 HA
1
Private Corporate Owner
NW-¼ SEC. 23-51-25-4
±16.9 HA
4
Private Corporate Owner
NE-¼ SEC. 23-51-25-4
±42.2 HA
Private Owner
SW-¼ SEC. 23-51-25-4
±57.3 HA
2
Private Corporate Owner
SE-¼ SEC. 23-51-25-4
±64.7 HA
3
5
Private Owner
PLAN 9825711 BLOCK E
±6.5 HA
6
Private Owner
NORTH ½ OF NE 15-51-25-4
±2.4 HA
10
Private Corporate Owner
NW 14-51-25-4
±0.4 HA
Government Road Allowance
±3.1 HA
9
January 2012
Figure 3
HAYS RIDGE
Neighbourhood Area Structure Plan
Land Ownership
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Table 1: Land Ownership

	Titled Owner	Legal Description	Area (ha) in NASP
1	Private Corporate Owner (participating)	4; 25; 51; 23; NW	16.9
2	Private Owner (non-participating)	4; 25; 51; 23; SW	57.3
3	Private Corporate Owner (participating)	4; 25; 51; 23; SE	64.7
4	Private Corporate Owner (participating)	4; 25; 51; 23; NE	42.2
5	Private Owner (non-participating)	9825711; E	6.5
6	Private Owner (non-participating)	4; 25; 51; 15; N ½ of NE	2.4
7	Private Corporate Owner (participating)	4; 25; 51; 23; NW	2.3
8	Private Corporate Owner (non-participating)	4;25;51;24; NW	0.75
9	Government Road Allowance	N/A	3.1
10	Private Corporate Owner (non-participating)	4;25;51;14; NW	0.4
		TOTAL	**196.55**

2.4 Site Context

2.4.1 TOPOGRAPHY

The plan area is generally flat, sloping down towards Whitemud Creek Ravine running along the northwest boundary of the neighbourhood. Local variations in topography across the Plan area are shown in **Figure 4 – Site Contours.** Topography and natural drainage patterns will have some implications for design of the engineering services for this neighbourhood.

2.4.2 SOILS

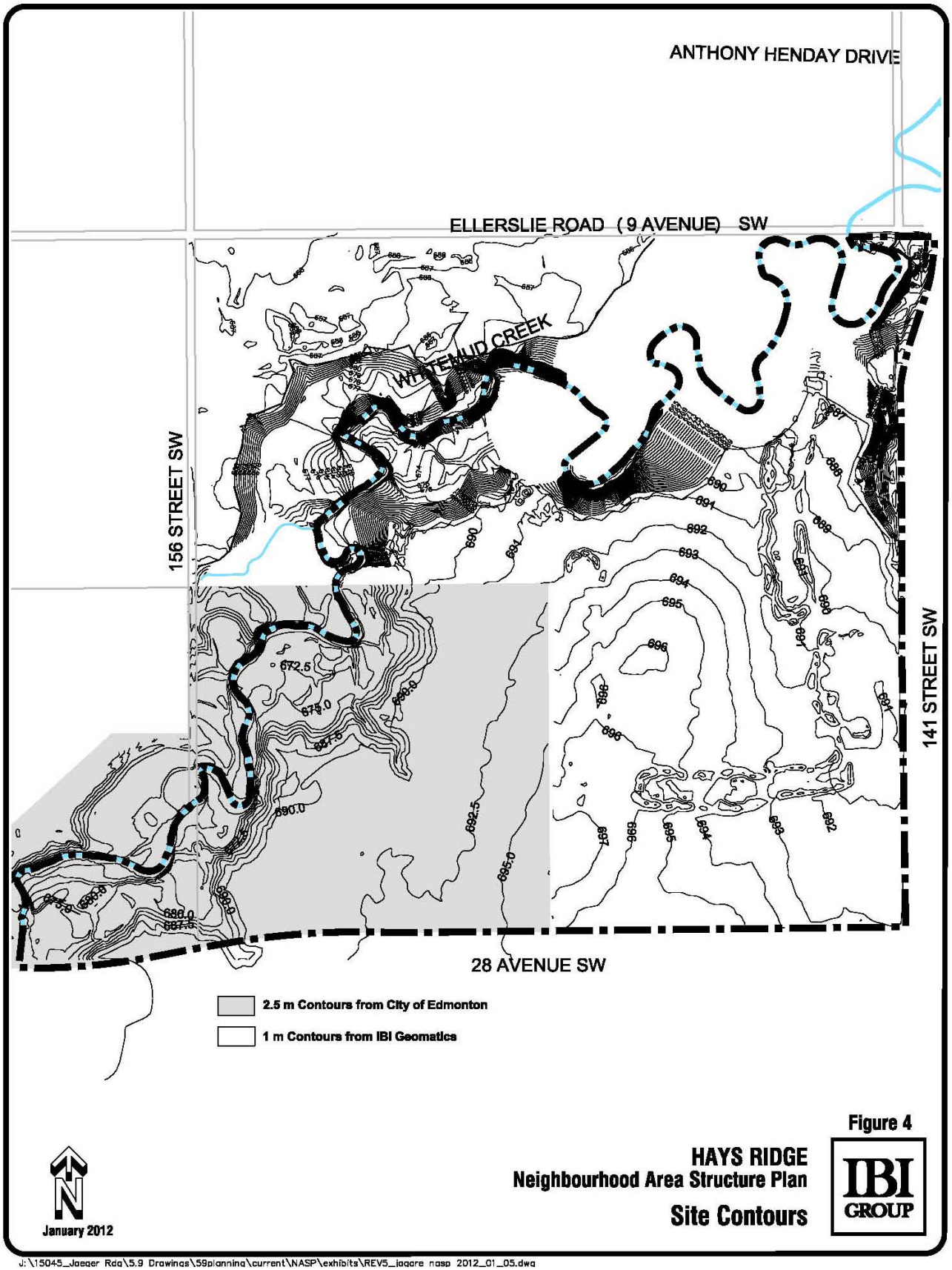
The existing soils within the Plan area consist of moist organic black topsoil, made up of silt, sand and clay to a depth of 0.3 to 0.9 m. Below the surficial soil strata is a layer of stiff silty clay to a depth of approximately 8.3 m. Canada Land Inventory describes to the developable upland area above the top of bank as Class 1. Class 1 soils have no significant limitations in use for crops. Lands below the top of bank and associated with the Whitemud Creek Ravine fall within Class 6. Class 6 soils are capable only of producing perennial forage crops, and improvement practices are feasible but severely limited by steep slopes and valley lands.

2.4.3 NATURAL AREAS AND ECOLOGICAL CONNECTIVITY

Figure 5 - Site Features shows that the subject lands currently contains four (4) complete and three (3) partial golf holes, and primarily agricultural land uses above the top-of-bank. The remaining fourteen (14) golf holes of the Jagare Ridge Golf Club are located within the boundaries of the Whitemud Creek Ravine and exterior to the Plan area on the uplands to the north of the Whitemud Creek Ravine. There are several treed areas in the northeast corner of the plan area and to the west along the top-of-bank. A *utility company's* power line right-of-way bisects the plan area in a north-south orientation. The Plan area also includes the south side of the Whitemud Creek Ravine with the creek delineating the neighbourhood boundary.

Amended by Editor

No natural areas were found above the top-of-bank as defined in *Inventory of Environmentally Sensitive and Significant Natural Areas* (Geowest, 1993); *Edmonton State of Natural Areas Report* (Spencer, 2005); *2007 Natural Areas Loss Assessment* (Golder, 2008); and *2008 Natural Areas Loss Assessment* (Golder, 2009).


ANTHONY HENDAY DRIVE
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
28 AVENUE SW
2.5 m Contours from City of Edmonton
1 m Contours from IBI Geomatics
January 2012
Figure 4
HAYS RIDGE
Neighbourhood Area Structure Plan
Site Contours
IBI GROUP
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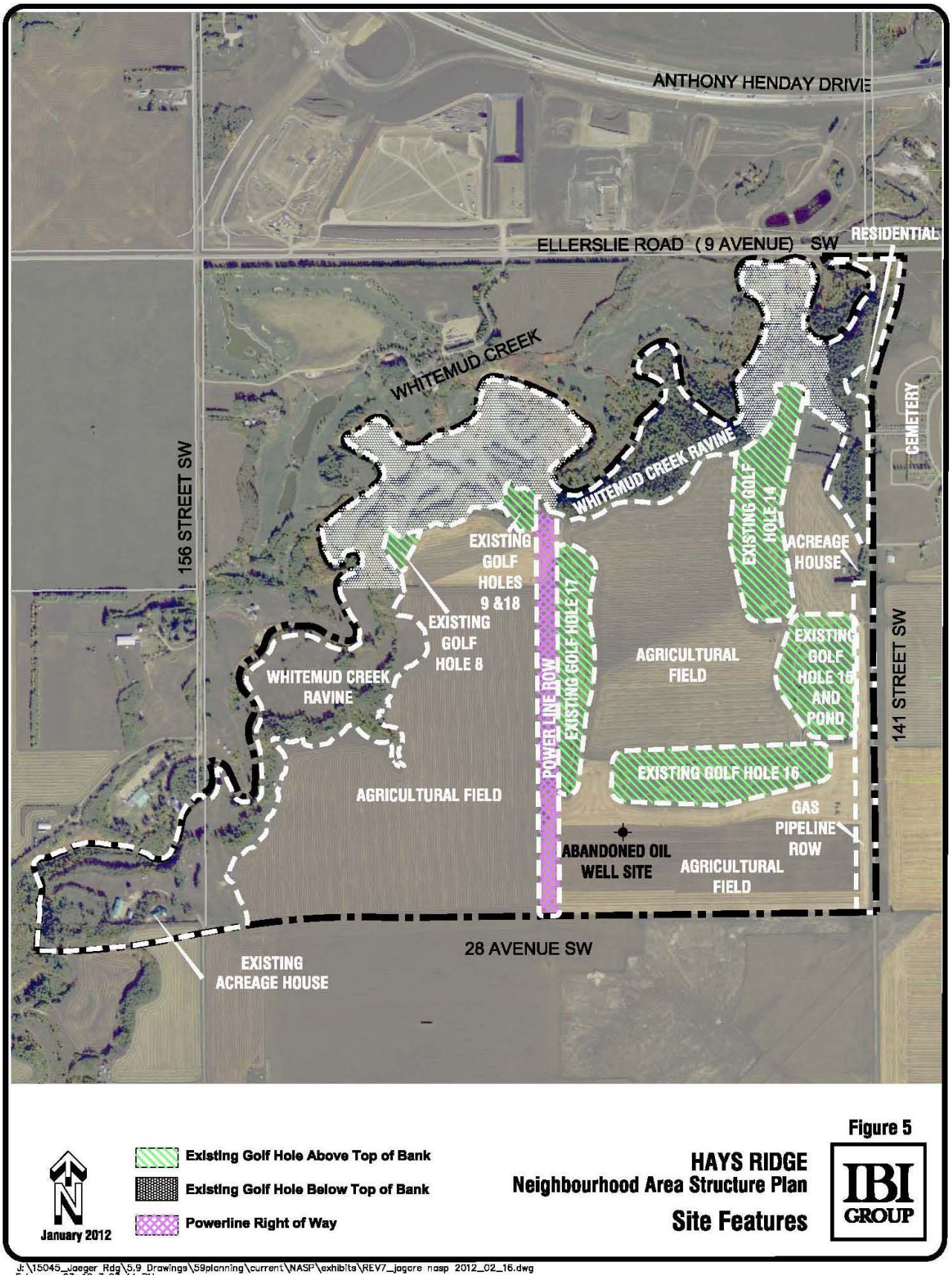
ANTHONY HENDAY DRIVE
ELLERSLIE ROAD (9 AVENUE) SW
RESIDENTIAL
WHITEMUD CREEK
WHITEMUD CREEK RAVINE
156 STREET SW
CEMETERY
EXISTING GOLF HOLE 14
ACREAGE HOUSE
EXISTING GOLF HOLES 9 &18
EXISTING GOLF HOLE 8
WHITEMUD CREEK RAVINE
POWER LINE ROW
EXISTING GOLF HOLE 17
AGRICULTURAL FIELD
EXISTING GOLF HOLE 15 AND POND
141 STREET SW
EXISTING GOLF HOLE 16
AGRICULTURAL FIELD
GAS PIPELINE ROW
ABANDONED OIL WELL SITE
AGRICULTURAL FIELD
28 AVENUE SW
EXISTING ACREAGE HOUSE
Existing Golf Hole Above Top of Bank
Existing Golf Hole Below Top of Bank
Powerline Right of Way
January 2012
Figure 5
HAYS RIDGE
Neighbourhood Area Structure Plan
Site Features
IBI GROUP
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An investigation of slope stability and determination of setback investigation was completed in September 2008 and is submitted under separate cover. This report assesses groundwater and soil conditions and makes recommendations for construction activities near the top-of-bank. Development setback distances from the top-of-bank are shown on **Figure 6 – Top-of-Bank**.

A top-of-bank walk was completed with City administration and participating landowners in October 2010 to determine an agreed upon alignment of the top-of-bank line. A top-of-bank walk has not been completed for lands owned by non-participating landowners.

Ecological features within the Plan area are shown on **Figure 7 – Ecological Network**.

2.4.4 WETLANDS

No wetlands were identified in the Hays Ridge NASP area as defined in *Inventory of Environmentally Sensitive and Significant Natural Areas* (Geowest, 1993); *Edmonton State of Natural Areas Report* (Spencer, 2005); *2007 Natural Areas Loss Assessment* (Golder, 2008); and *2008 Natural Areas Loss Assessment* (Golder, 2009).

2.4.5 EXISTING LAND USES

The Hays Ridge NASP is part of the Heritage Valley Servicing Concept Design Brief area which contains several existing and developing residential neighbourhoods. These neighbourhoods contain established commercial areas and future school sites that are currently in development.

At present access to the Plan area is restricted to 141 Street SW along the east boundary of the Plan area which connects to Ellerslie Road (9 Avenue) SW to the north with connections to the Anthony Henday. The Whitemud Creek Ravine presents a physical barrier with future access to the west via planned development of 28 Avenue SW along the south edge of the Plan area west of 141 Street SW.

There is an existing house in the northeast of the neighbourhood accessed off 141 Street SW. Another house and acreage development is located in the southwest and accessed off 156 Street SW.

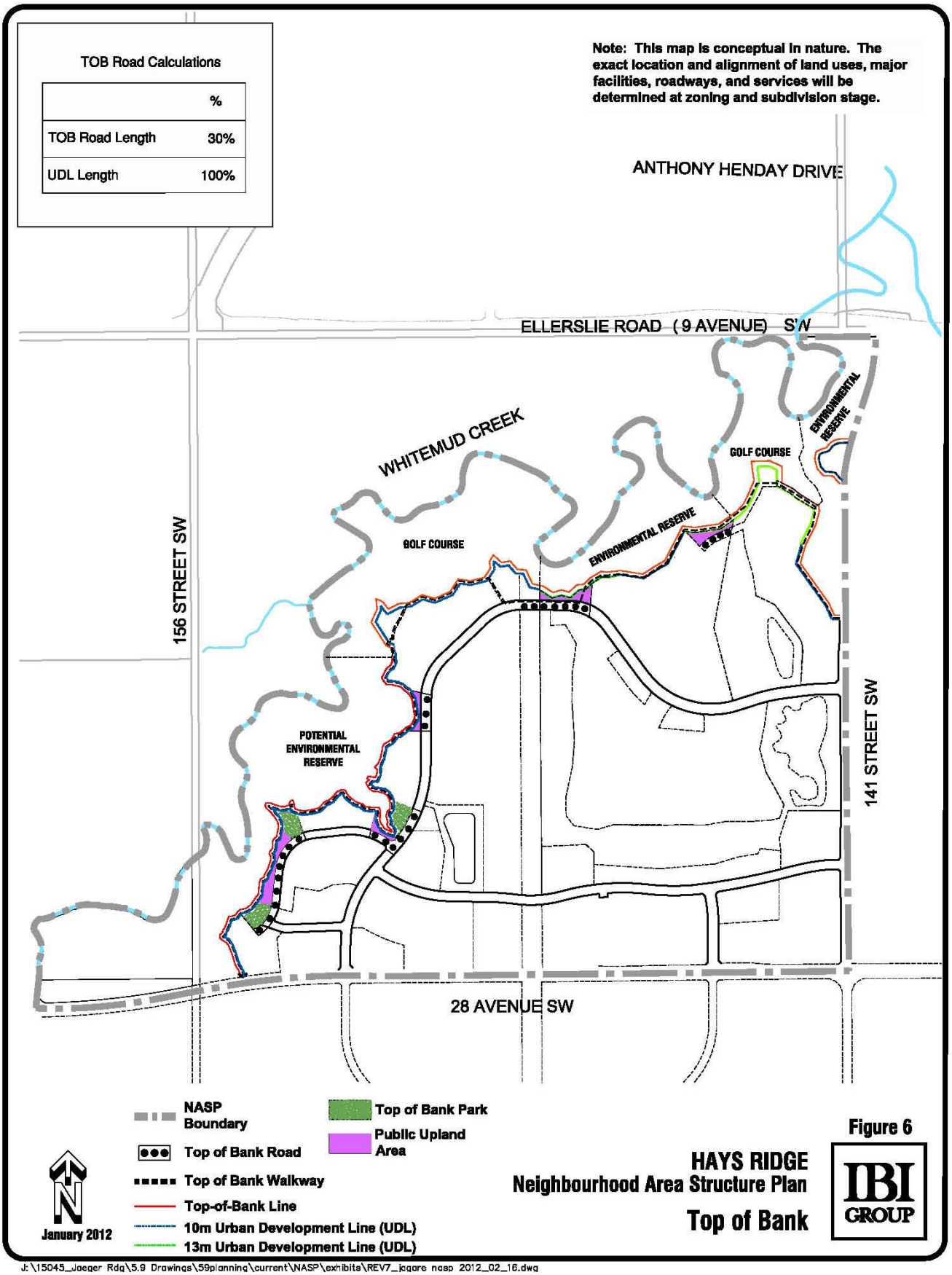
2.4.6 ENVIRONMENTAL ASSESSMENTS

A Phase 1 Environmental Site Assessment (ESA) was completed and is submitted under separate cover. **Figure 8 – Environmental Site Assessment Area** shows where ESAs have been completed within the neighbourhood.

The ESA concluded that there are no environmental concerns and that no further study is required for the areas in the study.

A Phase II ESA was conducted for the well site area. The study found no contamination of the land surrounding the reclaimed well site.

A Well Site Risk Assessment was completed for the well site in March 2011. This study found the well site to be minimal risk to any surrounding uses. The Risk Assessment has been submitted under separate cover.


TOB Road Calculations
%
TOB Road Length 30%
UDL Length 100%
Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ANTHONY HENDAY DRIVE
ELLERSLIE ROAD (9 AVENUE) S'W
WHITEMUD CREEK
156 STREET SW
141 STREET SW
28 AVENUE SW
GOLF COURSE
GOLF COURSE
ENVIRONMENTAL RESERVE
ENVIRONMENTAL RESERVE
POTENTIAL ENVIRONMENTAL RESERVE
NASP Boundary
Top of Bank Road
Top of Bank Walkway
Top-of-Bank Line
10m Urban Development Line (UDL)
13m Urban Development Line (UDL)
Top of Bank Park
Public Upland Area
January 2012
Figure 6
HAYS RIDGE
Neighbourhood Area Structure Plan
Top of Bank
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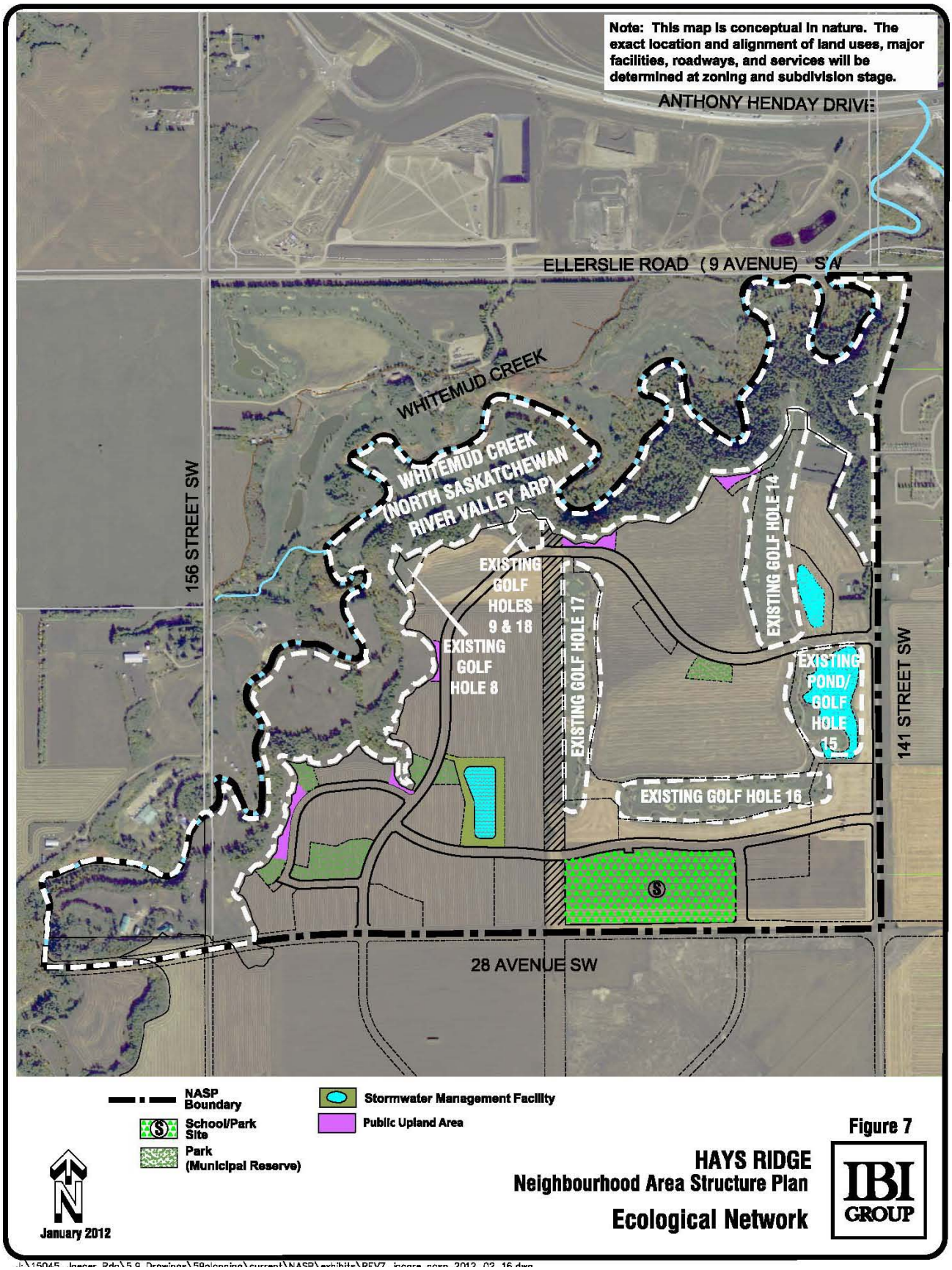
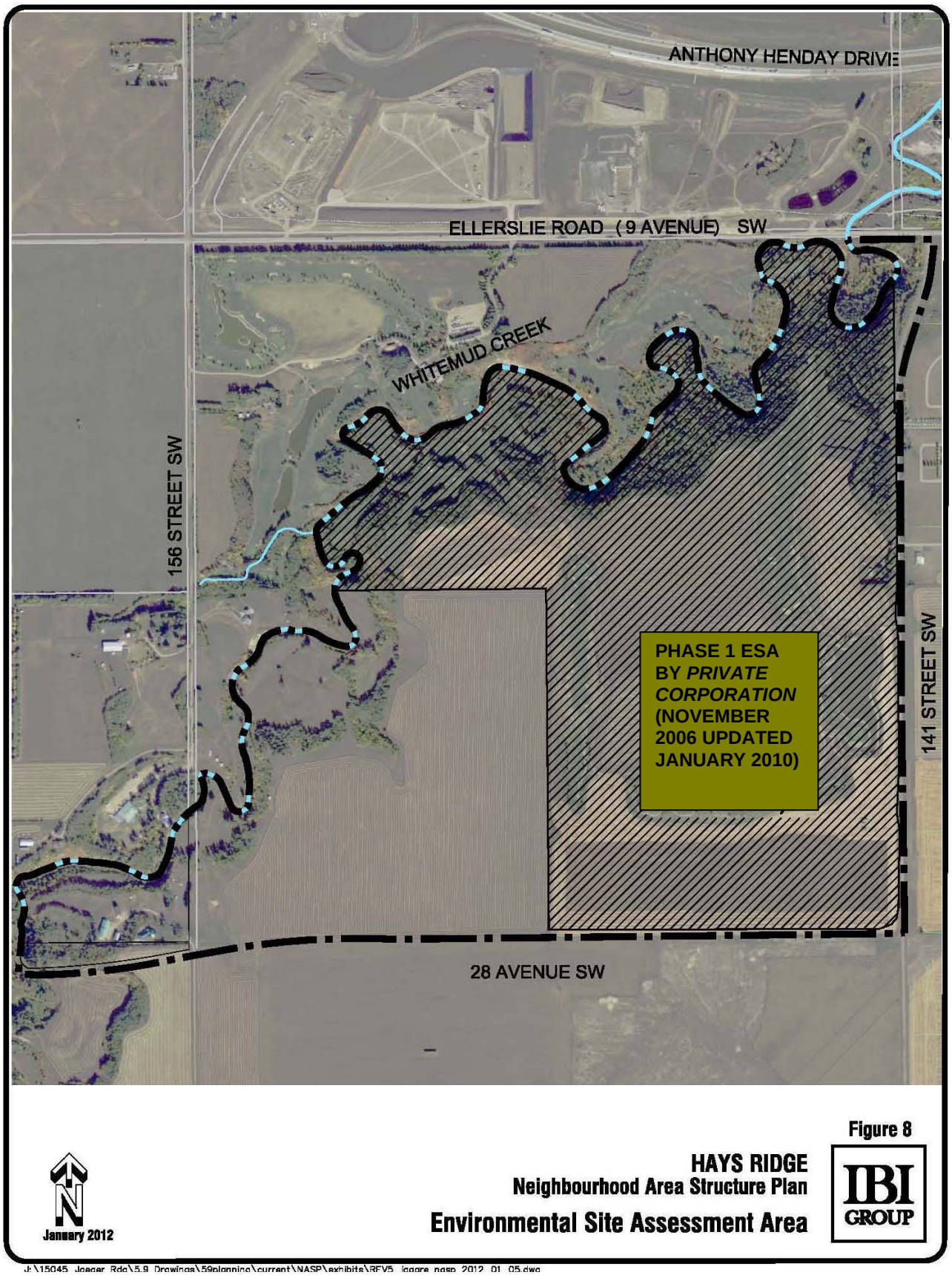

Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ANTHONY HENDAY DRIVE
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
WHITEMUD CREEK (NORTH SASKATCHEWAN RIVER VALLEY ARP)
156 STREET SW
141 STREET SW
EXISTING GOLF HOLES 9 & 18
EXISTING GOLF HOLE 8
EXISTING GOLF HOLE 17
EXISTING GOLF HOLE 14
EXISTING POND/ GOLF HOLE 15
EXISTING GOLF HOLE 16
28 AVENUE SW
NASP Boundary
School/Park Site
Park (Municipal Reserve)
Stormwater Management Facility
Public Upland Area
January 2012
Figure 7
HAYS RIDGE
Neighbourhood Area Structure Plan
Ecological Network
IBI GROUP



Amended by Editor

2.4.7 HISTORICAL RESOURCES

An Archaeological and Heritage Resource Analysis (HRA) was completed by Stantec and is submitted under separate cover confirming that the area has no archaeological or heritage significance. The HRA study has received a clearance letter from the Province of Alberta, which is also submitted to the City with this NASP. Non-participating lands will require a HRA if they are to be developed.

2.4.7 PIPELINES AND OIL WELL SITES

Table 2 is a summary of the pipeline and oil well information found on the Abadata website. Locations of the wells and pipelines are shown on **Figure 9 – Energy Resources.**

A private Corporate owner's well site has been abandoned and reclamation certificate was issued in 1967.

Table 2 – Energy Resource Summary *(Amended by Editor)*

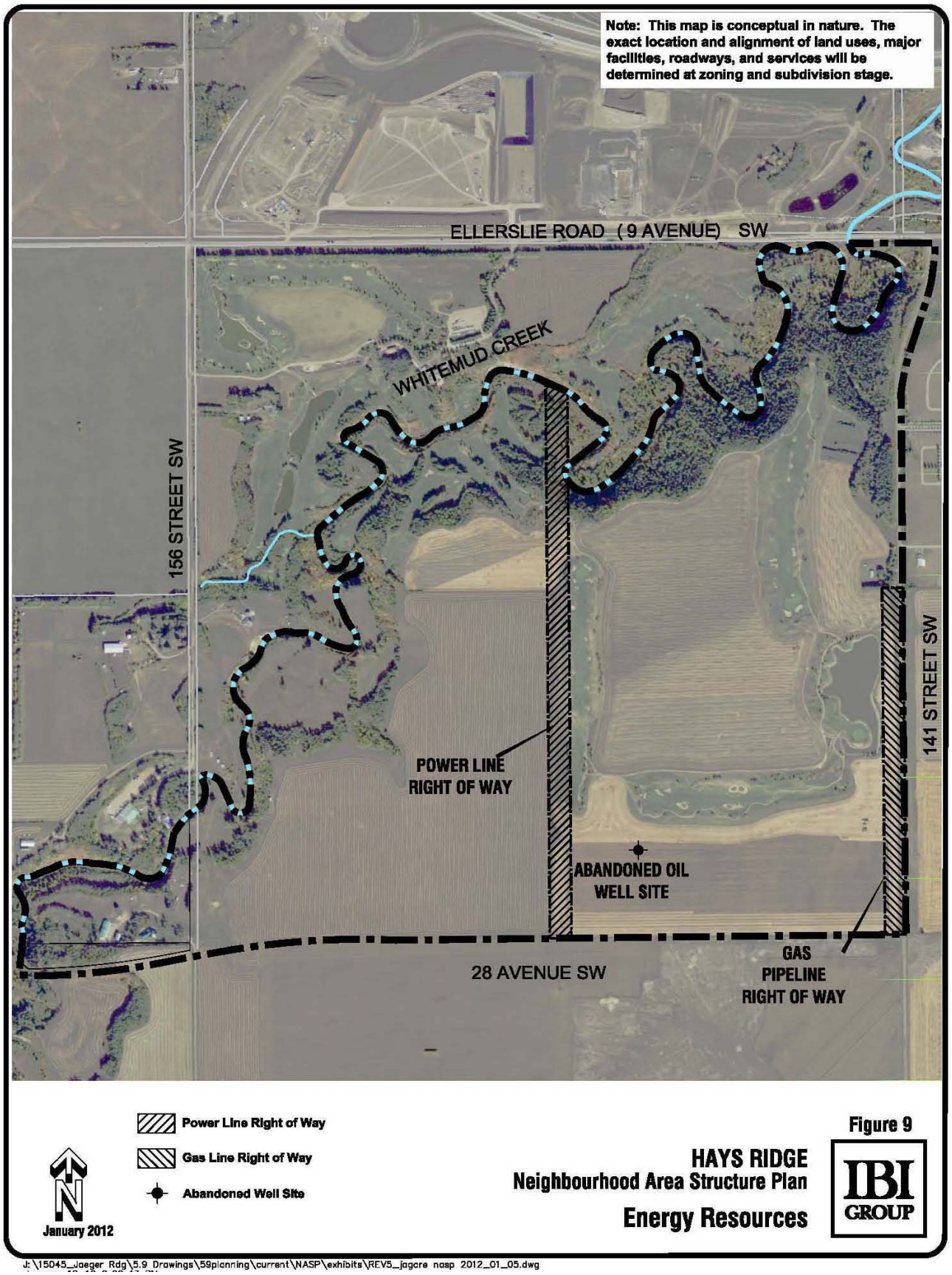
Well ID/License No.	Titled Owner	Substance	Status	Reclamation
00/02-23-051-25 W4/ 0000746	*A private corporate owner*	Oil	Abandoned November 15, 1949	Certificate issued March 1967
Title Registration # 6892RJ	*A utility company*	Gas	Operating	N/A

A utility company's right-of-way along the west side of 141 Street SW (**Figure 9 – Energy Resources**) currently services a house located within the southeast corner of the NE¼ Section 23-51-24 W4M. This gas line will be abandoned and the easement discharged once the house is vacated prior to development of the area. Amended by Editor

Along the west edge of the east half of Section 23-51-24 W4M is a *utility company's* right-of-way (**Figure 9 – Energy Resources**) which is to be retained and incorporated into the development concept for the Plan area. Amended by Editor

2.4.8 GOLF COURSE LANDS

Of the 196.6 gross hectares that form the plan area, 21.7 hectares form golf holes 8, 9, 14, 15, 16, 17, and 18 of the Jagare Ridge Golf Club. Future development opportunities of the table land portion of the golf course exist if the golf course ceases to operate. Should these golf course lands be developed, an NASP Amendment would be required. No assumptions should be made that the City would take over these golf course lands and maintain them as park should the golf course cease operations. Should the golf course cease operations as a golf course, the golf course lands below top-of-bank would be subject to dedication as Environmental Reserve in accordance with relevant City policies at time of development and the golf course lands above the top-of-bank shall owe deferred reserves.


Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
POWER LINE RIGHT OF WAY
ABANDONED OIL WELL SITE
28 AVENUE SW
GAS PIPELINE RIGHT OF WAY
Power Line Right of Way
Gas Line Right of Way
Abandoned Well Site
N
January 2012
Figure 9
HAYS RIDGE
Neighbourhood Area Structure Plan
Energy Resources
IBI GROUP
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2.5 Public Involvement

Consistent with Policy C513 – City of Edmonton Public Involvement Policy, advance notification was sent to surrounding property owners and affected Community Leagues on March 11, 2010 advising them of the application and encouraging them to contact either the Sustainable Development Department or the applicant (IBI Group) to communicate any possible concerns.

As part of the planning process, a public meeting was held by the City of Edmonton's Sustainable Development Department on April 28, 2011 at the Ellerslie Rugby Park. Mailed notification letters were sent to landowners and affected Community Leagues in proximity to the NASP area advising of this meeting. Notice of the meeting was also advertised in the Edmonton Examiner on April 20**,** 2011 and on the City of Edmonton Website on April 21, 2011. At the meeting residents had an opportunity to review and comment on the draft NASP.

Landowners and affected Community Leagues in the area have also been notified of the Public Hearing and requested to provide either written or verbal comments to Council.

3.0 LAND USE, TRANSPORTATION & SERVICING

3.1 Land Use Concept & Population Statistics

The following sections outline the land use concept, plan goals, and objectives for the Hays Ridge NASP. The development concept as illustrated in **Figure 10 – Land Use Concept**, is established in conformance with applicable statutory requirements, City-level strategic policies, guidelines and procedures.

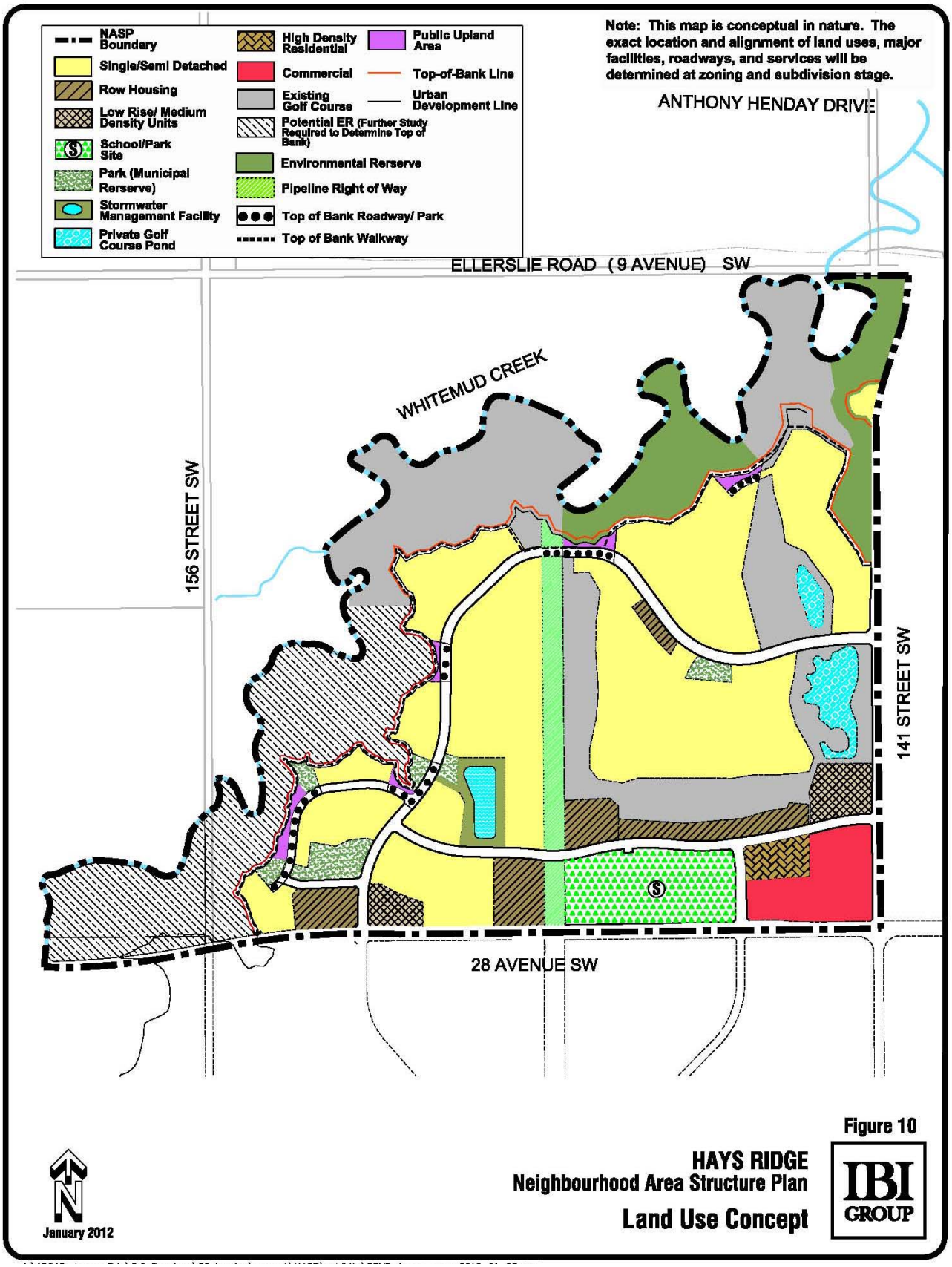
The land use concept incorporates the Development Objectives and Principles outlined in the following sections for an attractive community with direct pedestrian and vehicle linkages to local amenities. The NASP is aligned with technical studies and recommendations such as a Neighbourhood Design Report, a Transportation Impact Assessment, an Ecological Design Report, Geotechnical Studies, Environmental Studies and others.

The Hays Ridge neighbourhood is primarily residential, with an emphasis on the incorporation of the Whitemud Creek Ravine, as well as a portion of the existing Jagare Ridge Golf Club as key focal points. The NASP also includes provisions for commercial retail uses, a school, park spaces, and stormwater management facilities. The plan promotes a diversity of housing types; pedestrian connectivity to local amenities such as the Whitemud Creek Ravine; and accessibility to major municipal and regional transportation corridors.

A statistical summary of the proposed land uses is provided in **Table 3 – Proposed Land Use Concept and Population Statistics**.

3.2 Vision

The Hays Ridge NASP describes a neighbourhood that is accessible, walkable, and attractive with a mix of residential densities to attract varying lifestyles, and age groups. The community identity is based upon neighbourhood focal points including the top-of-bank walkway adjacent to the Whitemud Creek Ravine, the integration of the Jagare Ridge Golf Club, and the retail opportunities of the commercial site at the southeast entrance to the neighbourhood.


NASP Boundary
Single/Semi Detached
Row Housing
Low Rise/ Medium Density Units
School/Park Site
Park (Municipal Reserve)
Stormwater Management Facility
Private Golf Course Pond
High Density Residential
Commercial
Existing Golf Course
Potential ER (Further Study Required to Determine Top of Bank)
Environmental Reserve
Pipeline Right of Way
Top of Bank Roadway/ Park
Top of Bank Walkway
Public Upland Area
Top-of-Bank Line
Urban Development Line
Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ANTHONY HENDAY DRIVE
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
28 AVENUE SW
January 2012
Figure 10
HAYS RIDGE
Neighbourhood Area Structure Plan
Land Use Concept
IBI GROUP

HAYS RIDGE NASP TABLE 3 – PROPOSED LAND USE CONCEPT AND POPULATION STATISTICS

	Area (ha)	% of GA	% of GDA
GROSS AREA	**196.55**	**100.0%**	
Environmental Reserve	14.17	7.2%	
Potential ER (To be confirmed by studies)	23.91	12.2%	
Golf Course below Top-of-Bank	22.05	11.2%	
Lands between Top-of-Bank and Urban Development Line	3.53	1.8%	
Lands between Urban Development Line and Top-of-Bank Roadway	0.81	0.04%	
Utility R/W	4.60	2.3%	
Arterial Road R/W	7.40	3.8%	

GROSS DEVELOPABLE AREA	**118.12**	**100.0%**	
Golf Holes # 8, 9, 14, 15, 16, 17, 18 (including Private Ponds)	21.70	18.4%	
Parkland, Recreation, School (Municipal Reserve)[1]			
School/Park Site	7.35	6.2%	├ 8.8%
Pocket Parks	3.05	2.6%	
Community Commercial	5.12	4.3%	
Transportation			
Circulation[2]	16.2	13.7%	
Infrastructure/Servicing			
Stormwater Management Facilities (Public)	2.39	2.0%	
TOTAL Non-Residential Area	**55.81**	**47.2%**	
Net Residential Area (NRA)	**62.31**	**52.8%**	

RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

	Area(ha)	Units/ha	Units	% of Total	People/Unit	Population	% of NRA
Low Density Residential (LDR)							
Single/Semi-Detached	49.69	25	1,242	56.5%	2.8	3478	79.7%
Medium Density Residential (MDR)							
Row Housing	8.21	45	369	16.8%	2.2	813	13.2%
Low-Rise/Medium Density Units	3.00	90	270	12.3%	1.8	486	4.8%
High Density Residential (HDR)							
Medium to High Rise Units	1.41	225	317	14.4%	1.5	476	2.3%
Total Residential	**62.31**		**2,199**			**5,253**	**100.0%**

SUSTAINABILITY MEASURES

Population Density (ppnrha)	84.3	
Unit Density (upnrha)	35.3	
[Single/Semi-Detached] / [Row Housing; Low-Rise/Medium Density Units; Medium to High Rise Units] Units Ratio	56.5% // 43.5%	
Population (%) within 500m of Parkland	100%	
Population (%) within 400m of Transit Service	100%	
Population (%) within 600m of Commercial Service	50%	
Presence/Loss of Natural Area Features	Land	Water
Protected as Environmental Reserve (ha)	63.66	
Conserved as Naturalized Municipal Reserve (ha)	n/a	n/a
Protected through other means (ha)	n/a	n/a
Lost to Development	n/a	n/a

STUDENT GENERATION

Public School Board		**437**
Elementary	236	
Junior High	118	
Senior High	118	
Separate School Board		**236**
Elementary	118	
Junior High	59	
Senior High	59	
Total Student Population		**673**

[1] Areas dedicated to Municipal Reserves to be confirmed by legal survey

[2] includes all collector roadways, local roadways, lanes, and walkway/road right-of-ways

3.3 Goals & Objectives

The Hays Ridge NASP was prepared in accordance with the policies and principles identified in the Capital Region Growth Plan, The Way We Grow, The Way We Move, the Heritage Valley Servicing Concept Design Brief (SCDB) and other relevant municipal policy and statutory documents. The overall goals include:

- to foster a sense of community and connectedness by creating a neighbourhood with an identifiable sense of place;
- to establish a high standard for environmental stewardship creating a community that enjoys and shares the natural environment;
- to create a neighbourhood that embraces its natural features and integrates them within the neighbourhood;
- to create a common identity for the neighbourhood through the establishment of an identifiable sense of place;
- to establish a neighbourhood sense of safety and belonging that encourages participation and involvement in the community.
- to provide opportunities for people of different lifestyles and backgrounds to thrive in the neighbourhood environment throughout the stages of life.

The following Plan objectives were developed to assist in achieving the above noted goals.

GREEN DEVELOPMENT

1. Consider sustainable development principles in the planning and design of the neighbourhood.

2. Encourage naturalized landscaping on public and private lands to maximize environmental benefit.

URBAN DESIGN

1. Design residential streets that are pedestrian friendly, promote safe travel and are an integral and attractive component of the neighbourhood.

2. Ensure the integration of the existing Jagare Ridge Golf Club as a scenic vista within the neighbourhood.

3. Provide opportunities for views and vistas to Whitemud Creek Ravine and the existing Jagare Ridge Golf Club.

4. Create a sense of surveillance and occupancy where public and private space interface.

5. Ensure that redevelopment of the existing golf holes above the top-of-bank integrate with and connect to surrounding land uses, if the golf course ceases to exist.

ECOLOGY

1. Protect the Whitemud Creek Ravine from rural residential development.

ENVIRONMENT

1. Ensure that the environmental status of lands in the Hays Ridge Neighbourhood are suitable to development and the Environmental Site Assessments (ESAs) are complete and up-to-date at the time of rezoning.

2. Ensure that urban development around the abandoned well site adheres to the policy requirements of the Energy Resource Conservation Board (ERCB) and the City of Edmonton at time of development.

3. Ensure the ongoing operation and integrity of existing pipeline and utility infrastructure.

HISTORICAL RESOURCES

1. Identify and protect items with historical significance in the Hays Ridge neighbourhood.

RESIDENTIAL

1. Provide a variety of housing types that serve a range of age groups, income levels and lifestyle needs.

2. Locate higher density residential development with good access to, and in support of, public transit facilities.

3. Establish residential densities that meet the density target set out by the Capital Region Growth Plan.

PARKLAND, RECREATION FACILITIES & SCHOOLS

1. Provide school/park sites that are accessible and are serviced to the anticipated program requirements.

2. Provide active and passive recreational opportunities through a connected system of public open spaces and pocket parks.

COMMERCIAL

1. Provide convenient access to commercial uses for pedestrians and vehicles from Hays Ridge and surrounding neighbourhoods.

2. Provide human-scale retail commercial with opportunities for office uses.

TRANSPORTATION

1. Provide connections from focal points and amenities to residential areas.

2. Mitigate the impact of vehicular traffic associated with medium and high density development on low density residential areas.

3. Minimize traffic congestion and enhance safety on the internal collector roadway.

4. Provide noise attenuation where residential development backs onto arterial roads.

5. Provide a collector roadway system that allows efficient movement of vehicular traffic through the neighbourhood and discourages shortcutting on local roadways.

6. Provide views and connections to the top-of-bank via top-of-bank road and walkway connections.

PEDESTRIAN AND BICYCLE CIRCULATION

1. Promote alternate modes of transportation within the transportation network and minimize walking distances to focal points.

2. Provide public access to Whitemud Creek Ravine.

3. Design a system of walkways that provides a feeling of safety for users.

4. Incorporate walkway connections into the street system.

5. Provide at grade golf cart/golfer crossings to access golf course fairways.

TRANSIT

1. Provide convenient public transit opportunities for residents.

2. Provide public transit in accordance with City of Edmonton Transit System Guidelines and based on local demand.

3. Provide access to transit services at key focal points.

JAGARE RIDGE GOLF CLUB

1. Integrate the existing Jagare Ridge Golf Club within the Environmental Reserve areas below top-of-bank.

2. Integrate the golf holes that lie above the top-of-bank with the surrounding residential uses.

3. Ensure dedication of Whitemud Creek Ravine as Environmental Reserve below the top-of-bank if the golf course should ever cease to operate and exist.

4. Maintain private ownership and operation of the Jagare Ridge Golf Club until such time as it ceases to operate.

5. Ensure golf holes above top-of-bank can be redesignated to residential or open space uses and integrated with surrounding uses if the golf course ceases to exist.

INFRASTRUCTURE, SERVICING & STAGING

1. Ensure the neighbourhood is serviced to a full urban standard, in an efficient, contiguous and staged manner.

3.4 Policy

3.4.1 GREEN DEVELOPMENT

Objective	NASP Policy	Implementation
3.4.1.1 Consider sustainable development principles in the planning and design of the neighbourhood.	3.4.1.1 The Hays Ridge NASP shall allow for opportunities to use and promote environmentally friendly technologies in construction and design of the neighbourhood.	3.4.1.1 Green development design guidelines shall be explored through consultation with City administration at subdivision design.
Rationale: Green development shall be promoted through the use of efficient and environmentally friendly technologies, products and practices. Green development should be guided by principles from Leadership in Energy and Environmental Design (LEED) Neighbourhood Design and Built Green policy programs.		
3.4.1.2 Encourage naturalized landscaping on public and private lands to maximize environmental benefit.	3.4.1.2 Landscaping shall incorporate the use of native plant species within all public open spaces.	3.4.1.2 Specific plant species will be determined by the developer and the City as part of engineering drawing review.
Rationale: Planting native species promotes a healthier natural ecosystem that will over time integrate with the existing natural areas of the neighbourhood and ravine. Planting of native species helps to prevent invasive non-native species from taking over.		

TECHNICAL SUMMARY:

No specific technical requirements were identified.

3.4.2 URBAN DESIGN

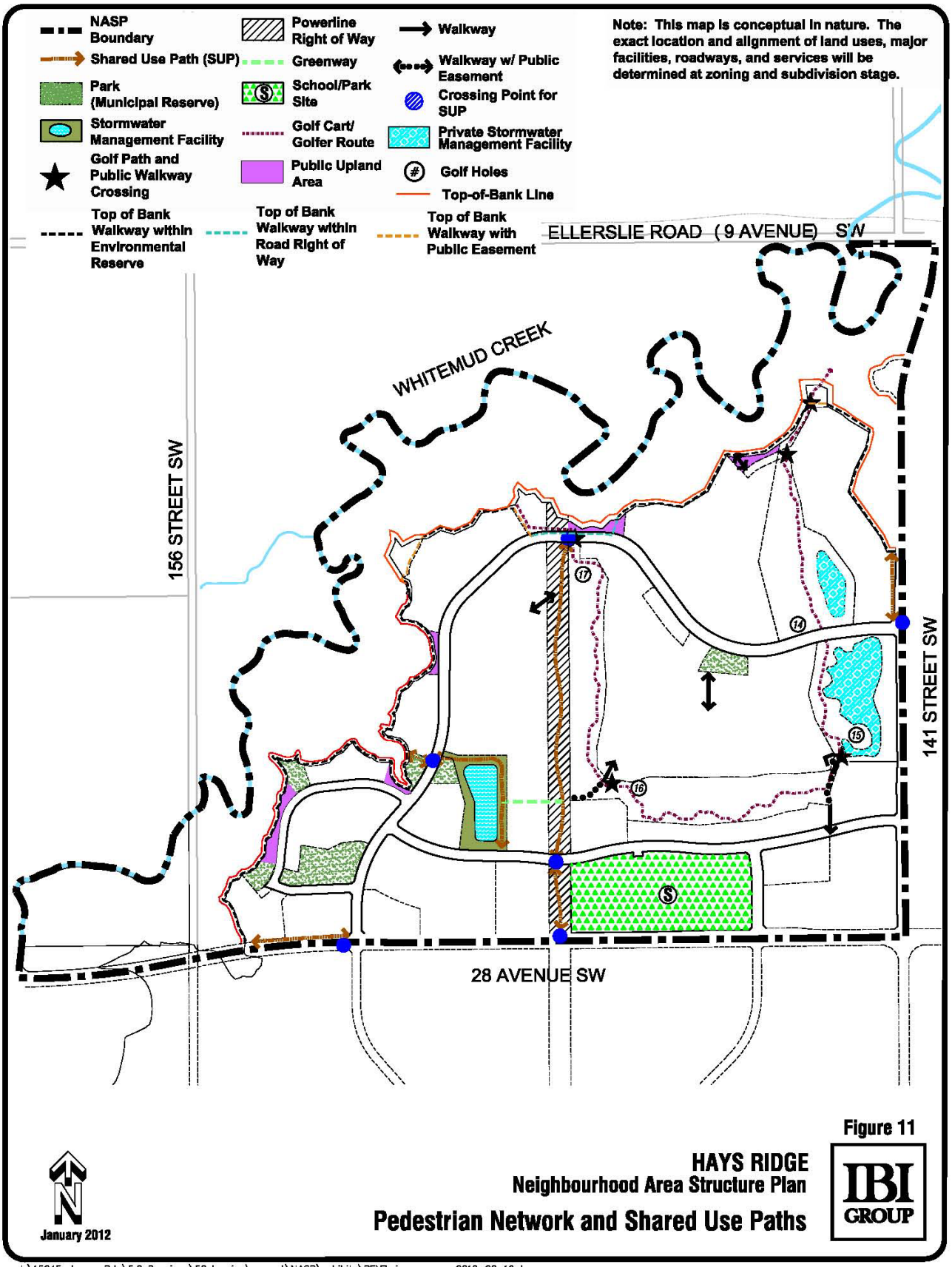
Objective	NASP Policy	Implementation
3.4.2.1 Design residential streets that are pedestrian friendly, promote safe travel and are an integral and attractive component of the neighbourhood.	3.4.2.1 Streetscape design should consider variety in building forms and massing options to create a visually interesting pedestrian experience with elements that promote safety.	3.4.2.1 Consideration for these elements will be evaluated at the subdivision design and development permit stage.
Rationale: Designing attractive streetscapes and providing convenient pedestrian linkages to neighbourhood focal points helps to create a user friendly pedestrian network. Orientation of buildings towards public areas is an important contributing factor to promoting safety through passive surveillance. (CPTED principle)		
3.4.2.2 Ensure integration of the existing Jagare Ridge Golf Club as a scenic vista within the neighbourhood.	3.4.2.2(i) The neighbourhood shall be designed to integrate the existing golf holes of Jagare Ridge Golf Club that lie above the top-of-bank adjacent to residential development.	3.4.2.2(i) The locations of the golf holes are identified in **Figure 10– Land Use Concept** and shall maintain physical separation from residential uses through fencing and/or landscape treatments. Residential streets should be designed to orient lots backing onto golf holes and to

Objective	NASP Policy	Implementation
		provide several opportunities for public viewpoints.
	3.4.2.2(ii) Where practical and feasible, trails that interconnect to, cross, or are adjacent to the privately owned Jagare Ridge Golf Club shall be developed in cooperation with adjacent residential areas fostering safety through provision of appropriate fencing and road crossings.	3.4.2.2(ii) Signage and other features to delineate golf course from public lands should be considered and installed at time of residential development of each stage.
	3.4.2.2(iii) Where golf carts and golfers utilize public lands for the purpose of access to the Jagare Ridge Golf Club, crossings shall be designed with signage to help maintain separation of pedestrians from golf cart traffic.	3.4.2.2(iii) The locations of golf cart crossings of the public roadway are shown on **Figure 11 – Pedestrian and Shared Use Paths**, and will be designed at time of subdivision.
Rationale: Proper integration of the existing Jagare Ridge Golf Club lands into residential development will achieve an attractive neighbourhood design with a desirable visual amenity. Signage shall be used to ensure there is no confusion on where public and private spaces exist.		
3.4.2.3 Provide opportunities for views and vistas to Whitemud Creek Ravine and the existing Jagare Ridge Golf Club.	3.4.2.3 Buildings adjacent to the ravine should be oriented to provide views of the ravine for residents and viewpoint opportunities shall be provided along the top-of-bank roadways and the top-of-bank walkway.	3.4.2.3 Viewpoints and vista opportunities shall be provided through application of the City of Edmonton Top-of-Bank policy C542.
Rationale: Hays Ridge is a neighbourhood planned to take advantage of its existing picturesque surroundings, such as the Whitemud Creek Ravine and the Jagare Ridge Golf Club. Through highlighting these features, the Plan creates a unique identity for the neighbourhood that visitors and residents can identify with.		
3.4.2.4 Create a sense of surveillance and occupancy where public and private space interface.	3.4.2.4(i) Walkways and parks should be visible, well-lit, and located where residential development can provide passive surveillance.	3.4.2.4(i) **Figure 10 – Land Use Concept** identifies parks and ponds with frontage onto public streets and in close proximity to residential uses.
	3.4.2.4(ii) Buildings that front onto the street or other public areas should include features (doors, windows, and landscaped yards) that create opportunities for surveillance and a sense of occupancy wherever there is an interface with the street or a	3.4.2.4(ii) Building design shall be considered at the subdivision and development permit stage in accordance with the Zoning Bylaw.

Objective	NASP Policy	Implementation
	public space.	
Rationale: Development will be planned with consideration given to up-to-date technologies, cutting edge design and principles that provide an environment promoting safety and convenience.		
3.4.2.5 Ensure that redevelopment of the existing golf holes above the top-of-bank integrate with and connect to surrounding land uses, if the golf course ceases to exist.	3.4.2.5 If the golf course ceases to operate in the future, the lands above top-of-bank shall be redeveloped as residential uses or shall be transferred to the City as public open space with the appropriate connections to surrounding land uses.	3.4.2.5 The golf course lands located above the top-of-bank will require an amendment to the NASP prior to redevelopment to residential or public open space uses. As shown in **Figure 11 – Pedestrian Network & Shared Use Paths**, Golf Holes 14, 15 and 17 will have access to the collector road in the neighbourhood. In order to facilitate the potential redevelopment of Golf Hole 16, the subdivision design should incorporate an access easement to the south east, and if required, to the south west to the collector road. The walkway with public access easement to the south of Golf Hole 17 and west of Golf Hole 16 may be upgraded to an emergency access in order to provide two accesses to these sites.
Rationale: Options for redevelopment of the golf course lands shall be explored under an NASP amendment if the Jagare Ridge Golf Club ceases operations.		

TECHNICAL SUMMARY:

No specific technical requirements are identified.


NASP Boundary
Shared Use Path (SUP)
Park (Municipal Reserve)
Stormwater Management Facility
Golf Path and Public Walkway Crossing
Top of Bank Walkway within Environmental Reserve
Powerline Right of Way
Greenway
School/Park Site
Golf Cart/ Golfer Route
Public Upland Area
Top of Bank Walkway within Road Right of Way
Walkway
Walkway w/ Public Easement
Crossing Point for SUP
Private Stormwater Management Facility
Golf Holes
Top-of-Bank Line
Top of Bank Walkway with Public Easement
Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
28 AVENUE SW
January 2012
Figure 11
HAYS RIDGE
Neighbourhood Area Structure Plan
Pedestrian Network and Shared Use Paths
IBI GROUP

3.4.3 ECOLOGY

Objective	NASP Policy	Implementation
3.4.3.1 Protect the Whitemud Creek Ravine from rural residential development.	3.4.3.1 Lands below the top-of-bank that are not in use by the golf course shall be dedicated as Environmental Reserve.	3.4.3.1 Environmental Reserve lands will be dedicated through subdivision in accordance with the Municipal Government Act.
	3.4.3.2 Lands identified as potential Environmental Reserve (further study required) in **Figure 10 – Land Use Concept** are owned by non-participating landowners and shall require geotechnical assessment, slope stability analysis, top-of-bank walk and an amendment to the Hays Ridge NASP at the time of an application for development to determine final Environmental Reserve Delineation.	3.4.3.2 Top-of-bank in non-participating lands shall be determined through geotechnical study slope stability analysis and top-of-bank walk at time of application for development of those lands.
	3.4.3.3 Environmental Impact Assessments shall be completed for stormwater outfalls.	3.4.3.3 Environmental Impact Assessments shall be submitted to the City at the Development Permit stage.
	3.4.3.4 A buffer shall be provided between the top-of-bank and residential development.	3.4.3.4 A minimum 10 m wide setback shall be provided as a buffer from the top-of-bank and generally contains the top-of-bank walkway as shown in **Figure 10 – Land Use Concept.** This setback varies from minimum 10 m setback required in the TOB policy C542 to minimum 13 m setback as determined by geotechnical study.
	3.4.3.5 If the golf course ceases to operate, the land below top-of-bank shall be dedicated as Environmental Reserve.	3.4.3.5 The Deferred Reserve Dedication Agreement has been created to delineate the current golf course lands from the environmental reserve.
Rationale: This NASP plans to highlight the ecological elements of the site by providing convenient accesses and/or views to these features. The Hays Ridge NASP follows the City of Edmonton Top-of-Bank policy C542. The Deferred Reserve Dedication Agreement in place outlines lands required		

Objective	NASP Policy	Implementation
for Environmental Reserve and describes the future process to allow dedication of golf course lands to Environmental Reserve.		

TECHNICAL SUMMARY:

An Ecological Design report was completed by Bruce Thompson & Associates Inc. The findings and recommendations of this report were considered when planning the Hays Ridge NASP. The report found that the subject lands were generally flat with few trees. The major ecological feature of the lands is the Whitemud Creek Ravine that runs along the northwest boundary of the Plan area as shown in **Figure 9 – Ecological Network**.

A geotechnical study was prepared by C. T. Associates and was used in conjunction with a top-of-bank walk to determine the top-of-bank and development setbacks.

3.4.4 ENVIRONMENT

Objective	NASP Policy	Implementation
3.4.4.1 Ensure that the environmental status of lands in the Hays Ridge neighbourhood are suitable for development and the Environmental Site Assessments (ESA) are complete and up-to-date at the time of rezoning.	3.4.4.1 Environmental Conditions of the site shall be confirmed through submission of Environmental Site Assessment (ESA) Reports and/or updates. Where necessary, contaminated material shall be removed and disposed of in an environmentally sensitive manner, in accordance with Federal, Provincial and Municipal regulations.	3.4.4.1 ESA reports and any updates shall receive sign-off by City Administration prior to the rezoning stage of development. Site remediation, where necessary, shall be completed prior to rezoning. An environmental site assessment report verifying the remediation shall be submitted for approval by City administration prior to rezoning of subject lands.
Rationale: A phase one ESA report and update for participating landowners was submitted to the City and approved as part of this application for NASP, as shown on **Figure 8 – Environmental Site Assessment Area**. Environmental conditions were cleared and will be monitored throughout the zoning of lands, in accordance to City policy.		
3.4.4.2 Ensure that urban development around the abandoned well site adheres to the policy requirements of the Energy Resource Conservation Board (ERCB) and the City of Edmonton at time of development.	3.4.4.2 Development shall adhere to the requirements of the ERCB and City of Edmonton Policy C515 and future policies for Oil and Gas facilities and abandoned well sites.	3.4.4.2 The abandoned well site shall be located within a setback and incorporated into the adjacent road right-of-way. Details regarding the setback area will be reviewed with subdivision and will be to the satisfaction of the City of Edmonton. Additional road right-of-way may be necessary to accommodate the well site.
Rationale: A well site risk assessment was submitted to the City for an analysis of potential risks associated with the abandoned well. This study reported minimal future risk associated with the well site.		

Policies relating to existing and abandoned oil and gas wells will ensure conscientious residential development around oil and gas well sites and pipelines at all stages of the plan implementation and construction process, while minimizing potential disturbances to the area's future residents. Urban development in the vicinity of all resource well sites will be planned in accordance with current City policy C515 "Oil and Gas Facilities" (2007) and future policies and other relevant City procedures. Development of lands involving abandoned wells will comply with ERCB guidelines for development around abandoned wells.		
3.4.4.3 Ensure the ongoing operation and integrity of existing pipeline and utility infrastructure.	3.4.4.3 Hays Ridge NASP shall maintain the power line right-of-way for continued operation of the utilities within.	3.4.4.3 The power line right-of-way and Gas pipeline right-of-way are shown on **Figure 9 – Energy Resources** and shall remain unless removed from the land titles.
	3.4.4.4 An existing gas pipeline shall be decommissioned with demolition of the existing house.	3.4.4.4 The gas pipeline shall be decommissioned at such a time as the existing house is removed from the property.
Rationale: Right-of-ways for utility infrastructure are included on land titles. The right-of-way maintains the legal right for these facilities to operate.		

TECHNICAL SUMMARY:

A Phase 1 Environmental Site Assessment and report update were completed for the participating lands. These reports were submitted under separate cover. The study concluded that there is no need for further testing or investigation of the site for environmental contaminants or concerns.

3.4.5 HISTORICAL RESOURCES

Objective	NASP Policy	Implementation
3.4.5.1 Identify and protect items with historical significance in the Hays Ridge neighbourhood.	3.4.5.1 The NASP shall consider the recommendations and findings of the Historical Resource Overview (HRO).	3.4.5.1 A Historical Resource Overview and a clearance letter from the Province of Alberta were submitted with this NASP report under separate cover for participating land owners.
Rationale: The HRO found no evidence of significant historical resources within these lands.		

TECHNICAL SUMMARY:

A Historical Resource Overview report was submitted under separate cover for participating land owners. A review of the report by the Province identified no need for further study. The City review of the report identified the potential for future interpretive signage within the Environmental Reserve to identify mining history in the area.

3.4.6 RESIDENTIAL

Objective	NASP Policy	Implementation
3.4.6.1 Provide a variety of housing types that serve a range of age groups, income levels and lifestyle needs.	3.4.6.1 This NASP shall provide different types of housing, including ground oriented (single-detached, semi-detached, and town housing) and non-ground oriented (low-rise apartments, medium-rise, and high-rise) housing.	3.4.6.1 A variety of housing types and densities are shown in **Figure 10 - Land Use Concept**. Specific housing types to be constructed shall be determined at zoning and subdivision.
Rationale: Through the provision of different types and affordability of housing, this NASP will help provide access to public amenities and housing for a variety of age groups, income levels and lifestyle preferences. A semi-circle shaped parcel of land is identified as low density residential in the northeast portion of the Plan. This site shall accommodate low density residential with a separate entrance to 141 Street. A top-of-bank has been established for the site through a walk with City administration confirming the boundaries of the site.		
3.4.6.2 Locate higher density residential development with good access to, and in support of, public transit facilities.	3.4.6.2 High residential density should be developed near entrances to the neighbourhood, along collector roads and in proximity to the transit and arterial systems.	3.4.6.2 **Figure 10 - Land Use Concept** illustrates locations of medium and high density residential units along collector roads.
Rationale: Through locating higher density sites near entrances to Hays Ridge and along collector roads, traffic volume is concentrated on collectors, providing efficient movement of vehicles in and out of the neighbourhood. Transit routes are located on collector roads providing convenient access to transit for the largest number of people. A high density residential development is planned next to the commercial site in the south east corner of the neighbourhood next to the 28 Avenue SW entrance. This site has the potential to accommodate high-density apartment housing, including lifestyle housing or senior's housing with assisted living facilities. This location would take advantage of accessible transit facilities and convenient access to the commercial site.		
3.4.6.3 Establish residential densities that meet the density target set out by the Capital Region Growth Plan.	3.4.6.3 The neighbourhood shall provide residential densities consistent with the "priority Growth Area Cw" defined as 30 to 40 units per net residential hectare in the Capital Region Growth Plan.	3.4.6.3 The density defined in **Table 3 - Proposed Land Use Concept and Population Statistics** is about 35 units per net residential hectare.
Rationale: Hays Ridge shall have a mix of residential densities including single detached, semi-detached town house and apartment style housing forms.		

TECHNICAL SUMMARY:

No specific technical requirements were further identified.

3.4.7 PARKLAND, RECREATION FACILITIES & SCHOOLS

Objective	NASP Policy	Implementation
3.4.7.1 Provide school/park sites that are accessible and are serviced to the anticipated program requirements.	3.4.7.1 The Catholic (kindergarten to Grade 9) school shall be located near the entrance to the neighbourhood with access to the collector road, walkway and transit facilities. Parks are to be serviced to City standards.	3.4.7.1 The school site is located near the south entrance from 28 Avenue SW as shown on **Figure 12 – Parkland, Recreational Facilities and Schools**. The anticipated transit route is shown on **Figure 13 – Transportation Network**. The provision of utility services for park sites shall conform to relevant City standards at the time of subdivision and development.
Rationale: Located near the neighbourhood entrance, the school site is accessible to students from surrounding neighbourhoods that are part of the catchment area. The school site shall be accessible from walkways, roads and transit facilities and its location prevents the creation of extra traffic on local roads internal to the neighbourhood. Utilities shall be provided as required through engineering design and servicing agreement in accordance with relevant City standards.		
3.4.7.2 Provide active and passive recreational opportunities through a connected system of public open spaces and pocket parks.	3.4.7.2(i) Park spaces shall be designed to accommodate both active and passive recreational opportunities. Pocket parks should be dispersed throughout the neighbourhood, providing opportunities for both active and passive recreation and the design should follow basic CPTED principles.	3.4.7.2 The location of the park sites are shown on **Figure 12- Parkland, Recreational Facilities and Schools** and will be dedicated as municipal reserve at time of subdivision.
	3.4.7.2(ii) Public Upland areas shall be dedicated as road right-of-way where undevelopable lands exist between the Urban Development Line and top-of-bank roadway.	3.4.7.2(ii) The location of public upland areas are shown in **Figure 12 – Parkland, Recreational Facilities and Schools**.
Rationale: The pocket parks and public open spaces will be accessible to residents of the neighbourhood who seek active and passive recreational activities. The school site and parks within Hays Ridge shall be dedicated based on 10% Municipal Reserve requirements of the Municipal Government Act. Public Upland Areas are residual parcels of land between the roadway and the Urban Development Line. These areas will be incorporated and maintained as part of the adjoining space (Environmental Reserve). An agreement between the City of Edmonton and the current Land Owners and their successors		

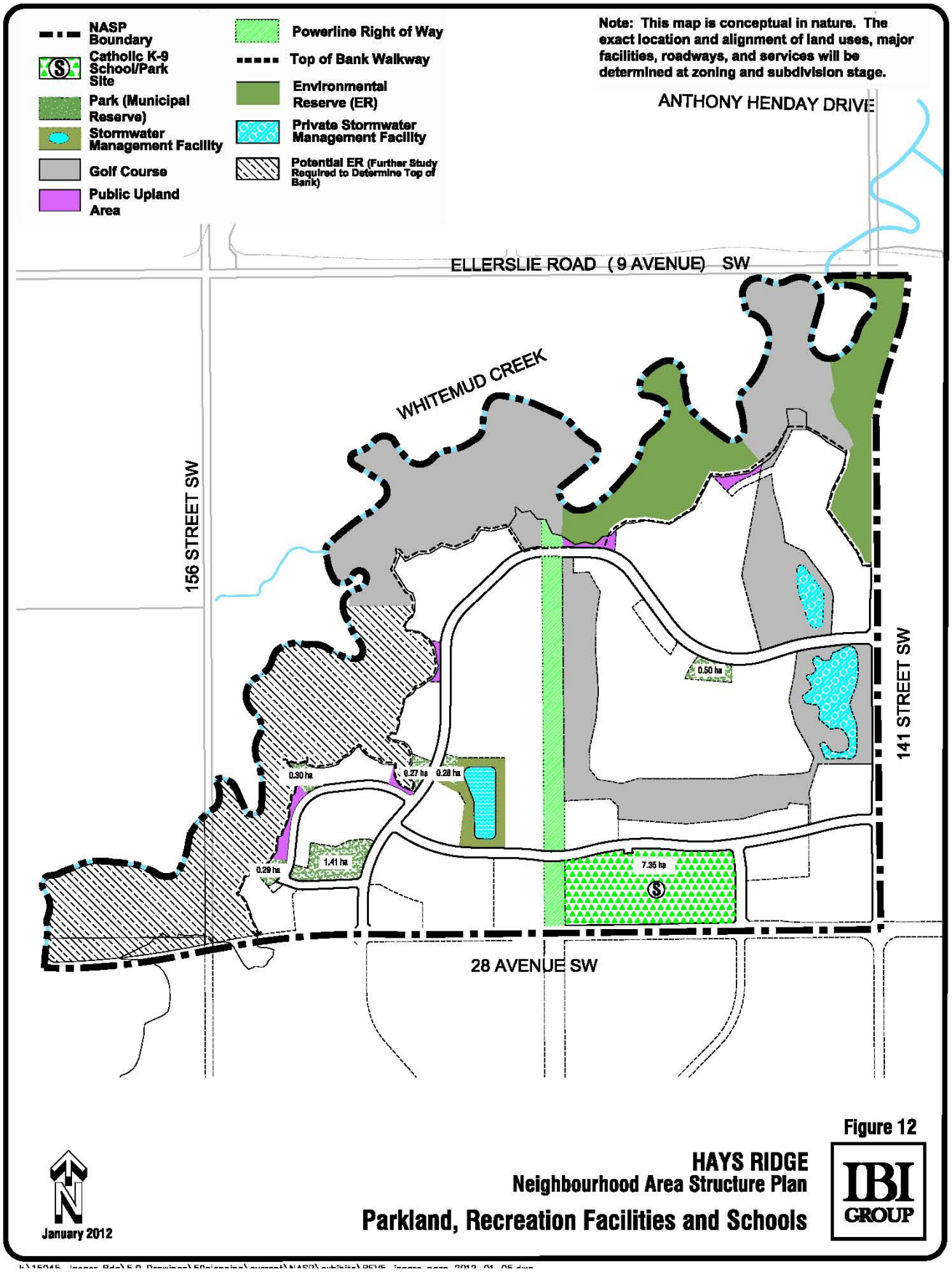
Objective	NASP Policy	Implementation
shall be registered on title by caveat. This agreement stipulates the future allocation of both Environmental and Municipal Reserves. Municipal Reserve (MR) will be deferred by this agreement, to the Golf Course Parcel created by subdivision in the amount of 10% of the area of the Gross Developable Area (GDA), less the land area identified to be dedicated as School/Park Site and the Pocket Park. According to the Neighbourhood Area Structure Plan, a 7.35 ha area is required for the School/Park Site and a 0.5 ha is required as Pocket Park within the titled area which also contains the Jagare Ridge Golf Club. The City and Developer have agreed that the golf club lands located above top-of-bank shall dedicate a sufficient amount of MR as land to ensure the planned MR land requirements are achieved. The remainder of the MR requirements will be secured by the City in accordance with the agreement registered by caveat.		

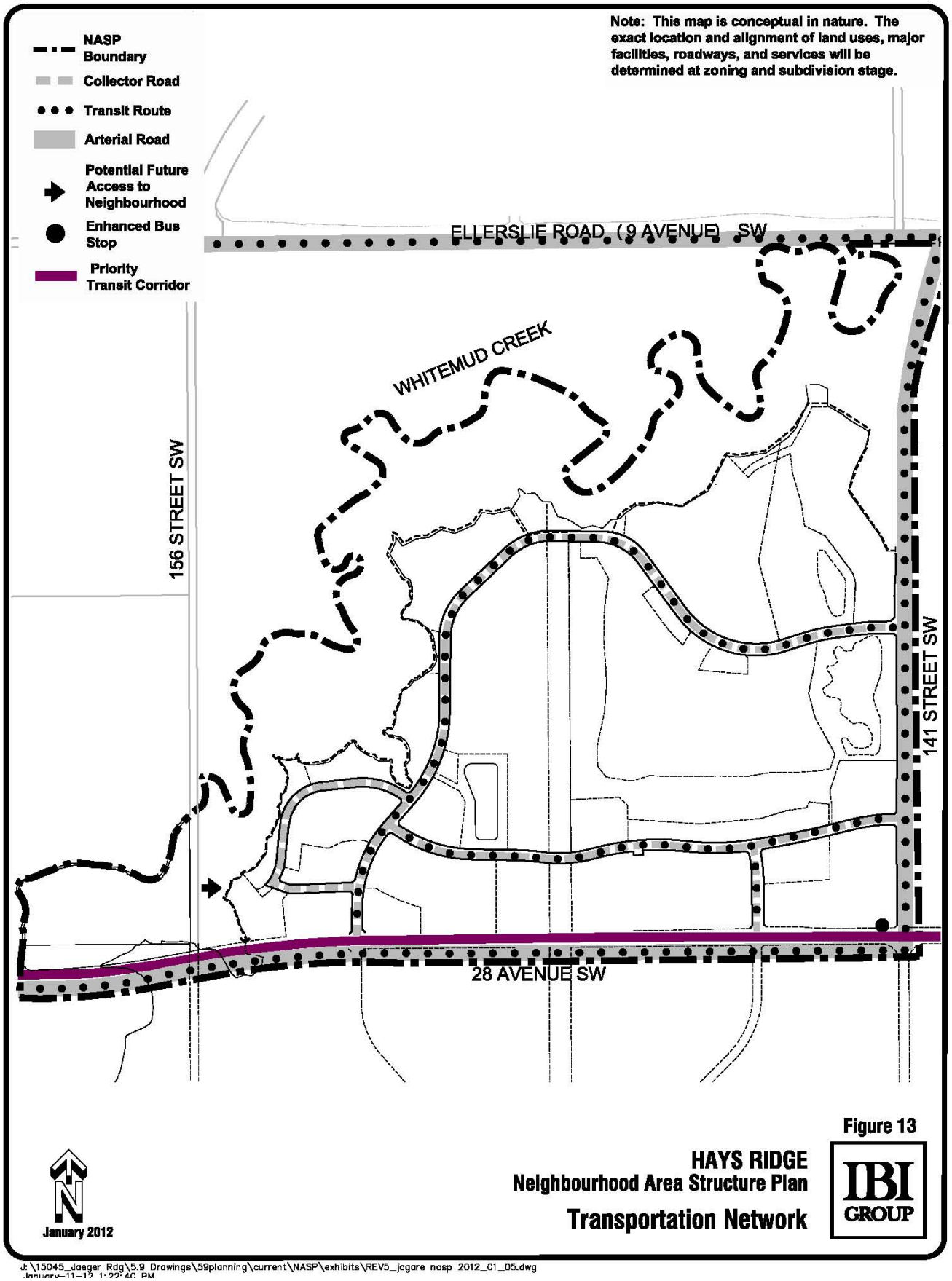
TECHNICAL SUMMARY:

A Parkland Impact Assessment and a Community Knowledge Campus Report were submitted under separate cover with this NASP report.

3.4.8 COMMERCIAL

Objective	NASP Policy	Implementation
3.4.8.1 Provide convenient access to commercial uses for pedestrians and vehicles from Hays Ridge and surrounding neighbourhoods.	3.4.8.1(i) The commercial site shall be located near the access to arterial roads maximizing visibility and access potential. 3.4.8.1(ii) Designated pedestrian walkways shall be provided from residential areas to commercial sites.	3.4.8.1 **Figure 10 – Land Use Concept** identifies the location of the commercial site near the south east entrance from 28 Avenue SW. Access locations must be reviewed and approved by Transportation Services at time of subdivision or Development Permit Application.
Rationale: A commercial site is planned in the southeast corner of the neighbourhood. Access shall be permitted to the site from all four surrounding public roadways. Pedestrian access to the site shall be accommodated through designated walkways connected to the neighbourhood pedestrian circulation system.		
3.4.8.2 Provide human-scale commercial uses with opportunities for office uses.	3.4.8.2(i) Commercial retail uses shall be ground-oriented with access at street level.	3.4.8.2(i) Architectural Guidelines shall be created by the Developer at the subdivision stage.
	3.4.8.2(ii) Office or residential uses shall be considered on the site.	3.4.8.2(ii) The specific land uses for the site will be determined at Zoning and Development Permit.
Rationale: The commercial site should be integrated with the neighbourhood through convenient roadway and walkway linkages, providing opportunities for a work/live environment for residents. The proximity to surrounding medium to high density residential sites provides a supply of commercial users within walking distance.		


NASP Boundary
Catholic K-9 School/Park Site
Park (Municipal Reserve)
Stormwater Management Facility
Golf Course
Public Upland Area
Powerline Right of Way
Top of Bank Walkway
Environmental Reserve (ER)
Private Stormwater Management Facility
Potential ER (Further Study Required to Determine Top of Bank)
Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ANTHONY HENDAY DRIVE
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
28 AVENUE SW
0.30 ha
0.27 ha
0.28 ha
0.29 ha
1.41 ha
0.50 ha
7.35 ha
January 2012
Figure 12
HAYS RIDGE
Neighbourhood Area Structure Plan
Parkland, Recreation Facilities and Schools
IBI GROUP


NASP Boundary
Collector Road
Transit Route
Arterial Road
Potential Future Access to Neighbourhood
Enhanced Bus Stop
Priority Transit Corridor
Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
28 AVENUE SW
January 2012
Figure 13
HAYS RIDGE
Neighbourhood Area Structure Plan
Transportation Network
IBI GROUP
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TECHNICAL SUMMARY:

No specific technical requirements were further identified.

3.4.9 NON-PARTICIPATING LANDS REQUIRING FURTHER STUDY

The area defined as Potential Environmental Reserve subject to further study is currently under private ownership. These lands form a terrace and will require more study to determine what can be developed such as geotechnical assessment, slope stability analysis and top-of-bank walk in accordance with City policies and procedures. The top-of-bank line that defines this area is estimated based on contours and air photos provided by the City of Edmonton.

The originators of this Plan do not have access to those lands for survey or study and the current Owners of lands within the area have expressed no interest in developing at this time. Should the lands become available for development in the future, technical studies in order to determine the development capability of the lands and an Amendment to the NASP shall be required.

Access to these lands should be internal to the neighbourhood. Staging of development and design of the Hays Ridge neighbourhood must accommodate the requirement for all parcels to have access internal to the neighbourhood. This requirement shall not apply to the northeast low density residential parcel with proposed access directly to 141 Street. Direct access from landowner 5's land (Plan 9825 711 Plock E) to 28 Avenue should be eliminated and access provided through the adjacent parcel to the east, as shown in **Figure 13 – Transportation Network**, when the adjacent SW 1/4 Section 23;51;25;W4 is developed.

3.4.10 TRANSPORTATION

The neighbourhood is bound by 141 Street SW to the east and by future alignment of 28 Avenue SW as illustrated in **Figure 13 – Transportation Network**. Accesses to the neighbourhood are planned through two collector road entrances from 141 Street S.W. and two from 28 Avenue S.W.

Ellerslie Road (9 Avenue SW) located north of Hays Ridge is presently classified as a 24 hour truck route.

Lands within the NASP will be subject to an Arterial Road Assessment (ARA) to cost-share the construction of arterial roadway facilities needed to service the area. In general terms, the ARA outlines the developer's responsibility for roadway construction within a catchment area and is based on the estimated costs of constructing arterial roads required for access to a catchment area. The Jagare Ridge Golf Club incorporates the 14th, 15th, 16th and 17th holes into the neighbourhood. Should these lands become redeveloped to residential use, they will be subject to ARAs. The configuration (number of lanes) and other specific criteria (e.g., channelization) required for access to the NASP are defined in detail by the associated Transportation Impact Assessment.

If the lands adjacent to existing 156 Street SW are developed then the right-of-way will need to be closed and consolidated. The removal and restoration of existing 156 Street SW will be the responsibility of the landowner. All costs associated with the road closure will be at the expense of the developer and are not considered a cost shareable item within the ARA program, unless amendments are made to the ARA Bylaw to explicitly include it. Any changes to existing accesses along 156 Street SW will require the review and approval of the Transportation Department.

The area identified as potential Environmental Reserve is shown on the west side of the neighbourhood and may be developed as a residential land use if determined to be above top-of-bank. If they are developed, the access roads to the terrace will need to be designed as collectors as shown on **Figure 13 - Transportation Network** to allow capacity for future redevelopment. The

most western collector road in the southwest corner of the NASP may be constructed as a local roadway if the terrace lands remain or are only partially developed. Revised roadway designations shall be determined by a Traffic Impact Assessment to the satisfaction of Transportation Services at time of development of non-participating lands.

At the time of planning, design and construction of a crossing of the Whitemud Creek Ravine on 28 Avenue SW, the Wildlife Passage Engineering Design Guidelines shall be followed to consider the connectivity of ravine lands.

Objective	NASP Policy	Implementation
3.4.10.1 Provide connections from focal points and amenities to residential areas.	3.4.10.1 Pedestrian and vehicle linkages shall be provided to connect residential areas with ponds, parks, the Whitemud Creek Ravine, the commercial site, and adjacent neighbourhoods using sidewalks, walkways, shared use paths and local and collector roads.	3.4.10.1 Walkways and shared use paths are shown on **Figure 11 – Pedestrian Network and Shared Use Paths** and **Figure 13 – Transportation Network**.
Rationale: Residents of the neighbourhood and visitors should be encouraged to use and visit the focal points and amenities that Hays Ridge has to offer. Access to amenities will help provide residents opportunities for active lifestyles.		
3.4.10.2 Mitigate the impact of vehicle traffic associated with medium and high density residential development on low density residential areas.	3.4.10.2 Access should be provided to medium and high density residential parcels from collector roadways.	3.4.10.2 All access will be reviewed and approved by Transportation Department at time of subdivision or Development Application. Medium and high density residential development is accessed via abutting collector roadways as shown in **Figure 10 – Land Use Concept**.
Rationale: By providing direct access from medium and high density residential to the collector roadway, higher traffic volumes can enter and exit the neighbourhood more efficiently, preventing congestion on internal roadways.		
3.4.10.3 Minimize the traffic congestion and enhance safety on the internal collector roadway.	3.4.10.3 The number and location of residential lots having direct front drive access to the collector road shall be consistent with City of Edmonton policy standards.	3.4.10.3 The number and location of lots having front drive access to the collector road shall be determined at the subdivision stage in consideration of roadway volumes, transit facilities and parking. Access must be reviewed and approved by Transportation Services. Front drives will not be permitted across from the school site.
Rationale: Limiting the number of driveways accessing the busier collector park roads should		

Objective	NASP Policy	Implementation
reduce the opportunity for traffic conflicts.		
3.4.10.4 Provide noise attenuation where residential development backs onto arterial roads.	3.4.10.4 Berms and landscaping shall be provided along arterial roads in accordance with City policy.	3.4.10.4 A noise attenuation assessment will be carried out in accordance with the City of Edmonton's Urban Traffic Noise Policy. An assessment for the lands east of the power line right-of-way will be required prior to the first subdivision and provided by the developer for the first phase of development east of the power line right-of-way. An assessment for the lands west of the power line right-of-way will be required prior to the first subdivision and provided by the Developer for the first phase of development west of the power line right-of-way. The results of the noise study will determine the requirements for noise attenuation. At minimum the Transportation Department requires a 1 m high berm (for truck routes) and a 1.8 m double board, no gap solid uniform noise attenuation fence or combination thereof, be incorporated in the design of arterial roadways bordering the neighbourhood.
Rationale: Noise attenuation helps to limit the impact of noise from surrounding arterial roads allowing residents to enjoy the outdoors comfortably. Hays Ridge will follow the City Standards for noise buffering and the noise assessment will ensure that standards are met.		
3.4.10.5 Provide a collector roadway system that allows efficient movement of vehicular traffic through the neighbourhood and discourages shortcutting on local roadways.	3.4.10.5 Design collectors to provide the most efficient routes through the neighbourhood, directing traffic to and from arterial roads.	3.4.10.5 Collector roads are shown on **Figure 13 – Transportation Network**.
Rationale: Collector roads that provide the most direct routes allow traffic to move efficiently with minimal stopping. Local roads should be designed to allow clear connections to the collector road system for quickest movement to a destination. Access to the parcel of land owned by landowner 5 shown on **Figure 3 - Land Ownership**, shall be preserved through the existing private access along the 156 Street SW alignment, north from 41 Avenue SW. Sequential development of the neighbourhood through the extension of 28 Avenue SW should evaluate all options to construct an access to the parcel of land owned by		

Objective	NASP Policy	Implementation
Landowner 5 through the interior of the neighbourhood. Should construction of an internal access proceed, the existing access to 28 Avenue SW will need to be removed.		
3.4.10.6 Provide views and connections to the top-of-bank via top-of-bank road and walkway connections.	3.4.10.6 The Hays Ridge NASP shall follow the approved top-of-bank policy to provide top-of-bank road totalling a minimum of 30% of the length of the Urban Development Line determined by geotechnical study and top-of-bank walk with City staff.	3.4.10.6 The top-of-bank is shown in **Figure 6 – Top-of-Bank**. Development in this NASP will follow the top-of-bank policy of the City of Edmonton at time of approval of this NASP.
Rationale: The Hays Ridge NASP is consistent with the City of Edmonton top-of-bank policy. This policy was created to ensure public access to the views and amenities of the top-of-bank.		

TECHNICAL SUMMARY:

A Traffic Impact Assessment (TIA) is submitted under separate cover. A Noise Attenuation study shall be submitted at time of subdivision.

3.4.11 PEDESTRIAN & BICYCLE CIRCULATION

Objective	NASP Policy	Implementation
3.4.11.1 Promote alternate modes of transportation within the transportation network and minimize walking distances to focal points.	3.4.11.1 Walkway connections and shared use paths shall be provided at designed locations throughout the neighbourhood including the top-of-bank (TOB) trail, a shared use path in the power line ROW and shared use paths along one side of the public stormwater management facility. These connections shall be provided as recreational amenities and/or to shorten distances to transit stops and focal points.	3.4.11.1 **Figure 11 – Pedestrian circulation and Shared use paths** will guide the future application of shared use paths and walkways in the neighbourhood.
Rationale: Hays Ridge has a comprehensive pedestrian and shared use circulation system. The active transportation opportunities are further enhanced by the advantageous location to the Whitemud Creek ravine and the associated top-of-bank walkway.		
3.4.11.2 Provide public access to Whitemud Creek Ravine.	3.4.11.2 Access to Whitemud Creek Ravine shall be provided via top-of-bank walkway, top-of-bank roadway, pedestrian access points or an acceptable combination thereof. Access to the top-of-bank shall be provided as per the City of Edmonton top-of-bank policy.	3.4.11.2 The TOB roadway and/or walkway are established based on the TOB line confirmed by a top-of-bank walk that took place with City administration. The top-of-bank walkway will be dedicated to the City of Edmonton within a minimum 10-13 m setback from the top-of-bank at the time of subdivision. The TOB line is

Objective	NASP Policy	Implementation
		shown in **Figure 6 – Top-of-Bank**.
Rationale: The urban development line is generally setback a minimum of 10 to 13 m from the top-of-bank line as outlined in **Figure 6 - Top-of-Bank**. The urban development line demarcates the transition between lands suitable for urban development and non-developable lands such as Environmental Reserve. The majority of the top-of-bank walkways in the plan area will be situated within Environmental Reserve, on the ravine side of the Urban Development Line, and aligned approximately, parallel to the adjacent top-of-bank line. The top-of-bank walkway within the Existing Golf Course will require a public access easement. The top-of-bank walkway along the collector road and within the Public Upland Areas will be within road right-of-way. The top-of-bank line was determined by a top-of-bank walk with City administration and an analysis of contours and air photos for participating lands. Non-participating lands were based on contours and air photos only. Should the non-participating lands become available for development in the future, they will require a top-of-bank walk and associated technical studies for review (i.e. Geotechnical studies). A public upland setback of 10 m (urban development line) is established for the semi-circle shaped parcel in the northeast portion of the plan, meeting the minimum setback requirements of the top-of-bank policy. However, no top-of-bank walkway will be provided in this location as it does not connect to any other walkways or trails. 30% of the top-of-bank is exposed to roadway, providing public view opportunities of the ravine. The top-of-bank roadway is situated on the developable upland area, adjacent and generally parallel to the urban development line. The residual lands between the top-of-bank roadway and urban development line are the Public Upland Areas as indicated in **Figure 6 – Top-of-Bank**. These lands will be incorporated and maintained as part of the adjoining space. Public access from a roadway to a top-of-bank walkway for both public circulation and emergency access will generally be provided at regular intervals of 120 m.		
3.4.11.3 Design a system of walkways that provides a feeling of safety for users.	3.4.11.3 Walkway design shall follow Crime Prevention Through Environmental Design (CPTED) principles such as, avoiding the creation of entrapment areas, providing adequate lighting and providing opportunities for passive surveillance among residents. Walkway widths and materials shall be consistent with the City Standards and will be designed at subdivision stage.	3.4.11.3 Design of shared use paths, walkways and parks will be reviewed at zoning and subdivision.
Rationale: The walkway system is designed to provide efficient connection between parks, schools, the Whitemud Creek Ravine, the commercial site, and other neighbourhoods. These designated walkways maintain separation from local vehicle traffic.		
3.4.11.4	3.4.11.4	3.4.11.4

Objective	NASP Policy	Implementation
Incorporate walkway connections into the street system.	Streets that are part of the primary walkway system should have treed boulevard and landscaping as per City standards.	Walkways are designed at subdivision through detailed engineering.
Rationale: The Hays Ridge NASP provides a comprehensive system of walkways to provide convenient linkages reducing pedestrian travel distances to neighbourhood amenities.		
3.4.11.5 Provide at grade golf cart/golfer crossings to access golf course fairways.	3.4.11.5 Golf cart/golfer crossings should be conveniently located to provide safe access between fairways, with appropriate signage to warn the general public of golf cart usage.	3.4.11.5 Golf cart/golfer crossings will be designed through the subdivision and detailed engineering processes in cooperation between the developer and private golf course owners.
Rationale: The integration of the Jagare Ridge Golf Club 14th, 15th, 16th and 17th golf holes through the neighbourhood incorporates connections for golf carts/golfers across proposed publicly owned lands for the purpose of access from fairway to fairway. Signage shall be used at intersections of golf paths and walkways to prevent confusion and alert both golfers and pedestrians of possible interactions. Design features to maintain separation of uses shall be explored at subdivision.		

TECHNICAL SUMMARY:

A top-of-bank (TOB) line and urban development line (UDL) were determined by geotechnical studies submitted under separate cover and through a top-of-bank walk with City administration in October 2010. The top-of-bank walkway is located within a 10-13 m setback area of the top-of-bank as shown in **Figure 6 – Top-of-Bank**.

3.4.12 TRANSIT

As shown on **Figure 13 - Transportation Network**, a priority transit corridor follows 28 Avenue SW connecting the Windermere area with Heritage Valley Town Centre. In addition, a future enhanced bus stop (EBS) will be located along the southeast corner of this neighbourhood integrated with the commercial site. The EBS may include, but is not limited to higher architectural design standards, heated shelters and a larger enclosure.

Objective	NASP Policy	Implementation
3.4.12.1 Provide convenient public transit opportunities for residents.	3.4.12.1 Transit routes and stops shall be located within approximately 400 m of all residential units.	3.4.12.1 The proposed transit route is shown on **Figure 13 – Transportation Network**.
Rationale: Local transit service shall be provided on collector and arterial roads in accordance with City of Edmonton Transit specifications.		
3.4.12.2 Provide public transit services within the plan area in accordance with City of	3.4.12.2 The design of the arterial and collector roadway systems should provide sufficient	3.4.12.2 Future transit routes will be established based on the proportion of trips to be

Objective	NASP Policy	Implementation
Edmonton Transit System Guidelines and local demand.	infrastructure to support effective transit service within the neighbourhood and to external destinations.	generated from within the neighbourhood and adjacent areas. This service will be accommodated within the neighbourhood as demand warrants and in accordance with Edmonton Transit policies.
Rationale: Developers shall enter into an agreement with the City to provide transit service for the first two years, at which point the demand may be large enough to warrant public funding.		
3.4.12.3 Provide access to transit service at key focal points.	3.4.12.3 Transit routes and transit facilities should be located where arterial and collector roads intersect and higher residential densities are found. The transit route shall follow collector roads.	3.4.12.3 Transit routes are shown in **Figure 13 – Transportation Network**.
Rationale: Providing transit facilities near higher densities helps ensure access to facilities for the greatest number of residents. Transit routes that follow collector roads allow for balanced access for residents and maintain efficient routes for buses.		

TECHNICAL SUMMARY:

No specific technical requirements were identified.

3.4.13 JAGARE RIDGE GOLF CLUB

Objective	NASP Policy	Implementation
3.4.13.1 Integrate the existing Jagare Ridge Golf Club within the Environmental Reserve areas below top-of-bank.	3.4.13.1 The Jagare Ridge Golf Club shall continue to operate as a privately run facility. Lands not used by the golf course shall be dedicated as Environmental Reserve.	3.4.13.1 A Deferred Reserve Dedication Agreement has been made to delineate the golf course lands from the Environmental Reserve. All golf course lands located below top-of-bank shall use fencing and signage where appropriate, to delineate private and public space.
Rationale: The Jagare Ridge Golf Club will continue to operate for an undetermined amount of time. While in operation the golf course lands shall not encroach into dedicated Environmental Reserve. Should the golf course cease to exist, the golf course lands below top-of-bank shall be dedicated as Environmental Reserve. This dedication process is described in the associated dedication agreement.		
3.4.13.2 Integrate the golf holes that lie above the top-of-bank with the surrounding residential uses.	3.4.13.2 The neighbourhood shall be designed to integrate the existing golf holes of Jagare Ridge Golf Club that lie above the top-of-bank with	3.4.13.2 Signage and other design features such as fencing or landscaping to delineate golf course from public lands shall be considered and installed at

Objective	NASP Policy	Implementation
	surrounding residential development.	the time of development of each stage of residential.
Rationale: Proper integration of the existing Jagare Ridge Golf Club lands with residential development will achieve an attractive neighbourhood design emphasizing the course as a vista. Signage shall be used to ensure there is no confusion on where public and private spaces exist.		
3.4.13.3 Ensure dedication of Whitemud Creek Ravine as Environmental Reserve below the top-of-bank if the golf course should ever cease to operate and exist.	3.4.13.3 The lands occupied by the Jagare Ridge Golf Club below the top-of-bank shall be dedicated as Environmental Reserve should the golf club cease to operate.	3.4.13.3 Environmental Reserve is dedicated through subdivision.
Rationale: The Jagare Ridge Golf Club shall remain privately operated until it no longer exists as a golf course. At that time lands below the top-of-bank shall be dedicated as Environmental Reserve.		
3.4.13.4 Maintain private ownership and operation of the Jagare Ridge Golf Club until such time as it ceases to operate.	3.4.13.4 The Jagare Ridge Golf Club shall continue to be privately owned and managed.	3.4.13.4 The extents of the Jagare Ridge Golf Club lands are defined in **Figure 10 – Land Use Concept.**
Rationale: The Jagare Ridge Golf Club currently operates under private ownership. This shall continue until such time as the Golf Club ceases to operate.		
3.4.13.5 Ensure golf holes above top-of-bank can be redesignated to residential or open space uses and integrated with surrounding uses if the golf course ceases to exist.	3.4.13.5 Golf holes located above the top-of-bank shall be redesignated to residential or open space if the golf course ceases to exist.	3.4.13.5 Potential future access to the existing golf holes shall be available from the exposed edges to the collector roads. If the golf course ceases operations in the future, the options for access shall be explored through amendment to the Hays Ridge NASP. See the Urban Design Section (3.4.2.5 for further details).
Rationale: The Jagare Ridge Golf Club is planned to operate as a private business indefinitely. In the event that the golf club ceases to exist the lands could be redesignated as residential development or public open space. This redesignation of land use would require an amendment to the Hays Ridge NASP. The configuration of the golf holes in the proposed plan provides opportunity for future access to these lands through redevelopment.		

TECHNICAL SUMMARY:

No specific technical requirements were identified.

3.4.14 INFRASTRUCTURE, SERVICING & STAGING

The Hays Ridge NASP plans for cost-effective municipal infrastructure and services as required by the goals of the City of Edmonton Municipal Development Plan. This neighbourhood is engineered to provide services that are safe and sustainable, with up-to-date technologies to ensure lower maintenance and servicing costs.

3.4.14.1 Stormwater Management Facilities & Drainage

The stormwater management facilities have been located to take advantage of the natural contours of the land and low-lying areas. The facilities present amenity opportunities and will be shaped to provide views from residential enclaves, as well as, from the circulation network. A shared use path will be provided along one side of each public stormwater facility and connect to the neighbourhood walkway system, making storm ponds easily accessible amenities for pedestrians and cyclists. A Plan showing proposed storm servicing is included as **Figure 14 – Storm Servicing**.

The northeast storm pond in Phase 1 of the neighbourhood will serve a dual purpose as a scenic water feature of hole 14 of the golf course and will function as part of the neighbourhood drainage system. The pond will be owned and maintained by the golf course until such time as the course ceases to operate.

The pond on hole 15 of the golf course will also be privately owned and maintained by the Jagare Ridge Golf Club. The pond will function as part of the neighbourhood stormwater drainage system, and may be used for irrigation of the golf course lands and as a golf course amenity. Public views of the pond and golf course shall be provided from the north collector road and 141 Street SW. There are no public walkways planned within golf hole 15.

Ponds owned and operated by the golf course will be designed to accommodate stormwater capacity as per City standards.

Details regarding the stormwater drainage schemes for the proposed neighbourhood are provided in **Figure 14 – Storm Servicing** and the associated Neighbourhood Drainage Report.

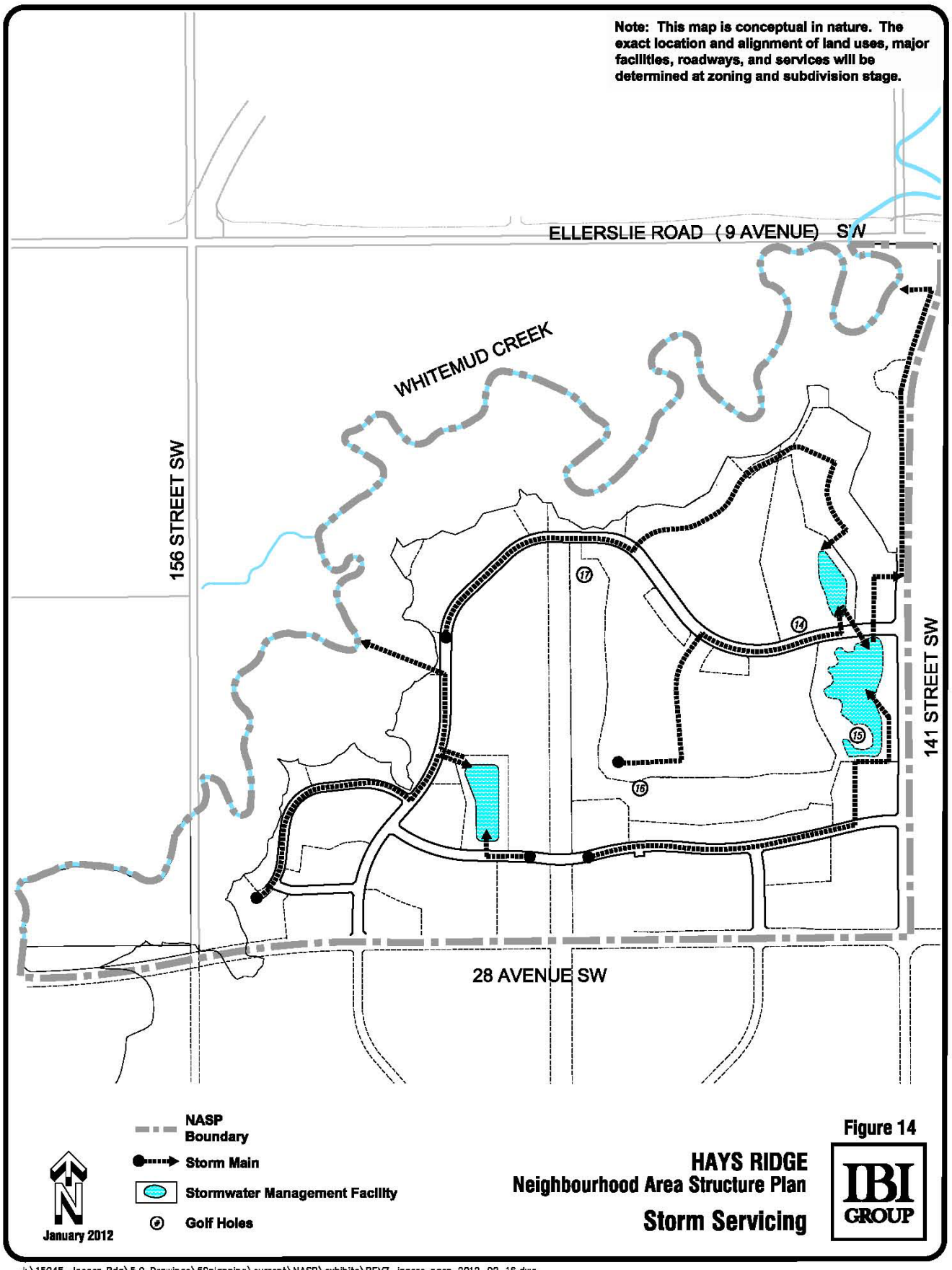
3.4.14.2 Sanitary & Drainage Servicing

As shown in **Figure 15 – Sanitary Servicing**, sanitary services will connect into an existing sanitary trunk on 141 Street SW. This line will connect to the neighbouring Chappelle neighbourhood to the south and is designed to allow for drainage from Hays Ridge. This trunk line will connect to the existing South Edmonton Sanitary Sewer (SESS) along Ellerslie Road. The on-site sanitary network will follow the internal roadways and associated public utility lots.

Details regarding the sanitary drainage schemes for the proposed neighbourhood are provided in the Neighbourhood Drainage Report to be submitted under separate cover as part of the NASP circulation process.

3.4.14.3 Water Servicing

Watermains are proposed to be extended from the east to service future development in this general area (see **Figure 16 – Water Servicing**). Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for low-density to high-density uses. Water looping will be provided in accordance with the requirements of EPCOR. A Water Network Analysis will be submitted to EPCOR for review and approval.


Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
28 AVENUE SW
17
14
15
16
NASP Boundary
Storm Main
Stormwater Management Facility
Golf Holes
January 2012
Figure 14
HAYS RIDGE
Neighbourhood Area Structure Plan
Storm Servicing
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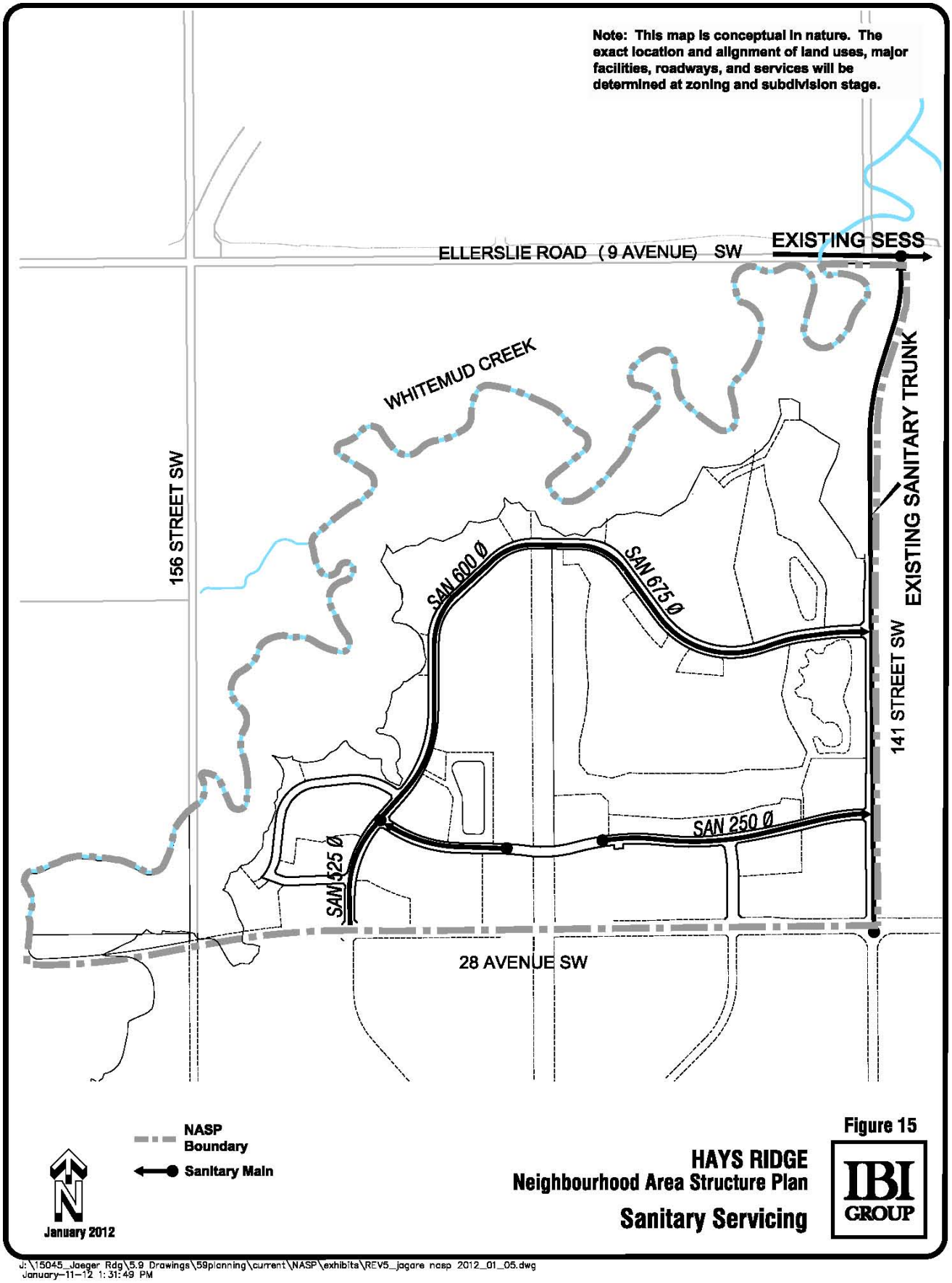
Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ELLERSLIE ROAD (9 AVENUE) SW
EXISTING SESS
WHITEMUD CREEK
156 STREET SW
EXISTING SANITARY TRUNK
141 STREET SW
SAN 600 Ø
SAN 675 Ø
SAN 250 Ø
SAN 525 Ø
28 AVENUE SW
NASP Boundary
Sanitary Main
January 2012
Figure 15
HAYS RIDGE
Neighbourhood Area Structure Plan
Sanitary Servicing
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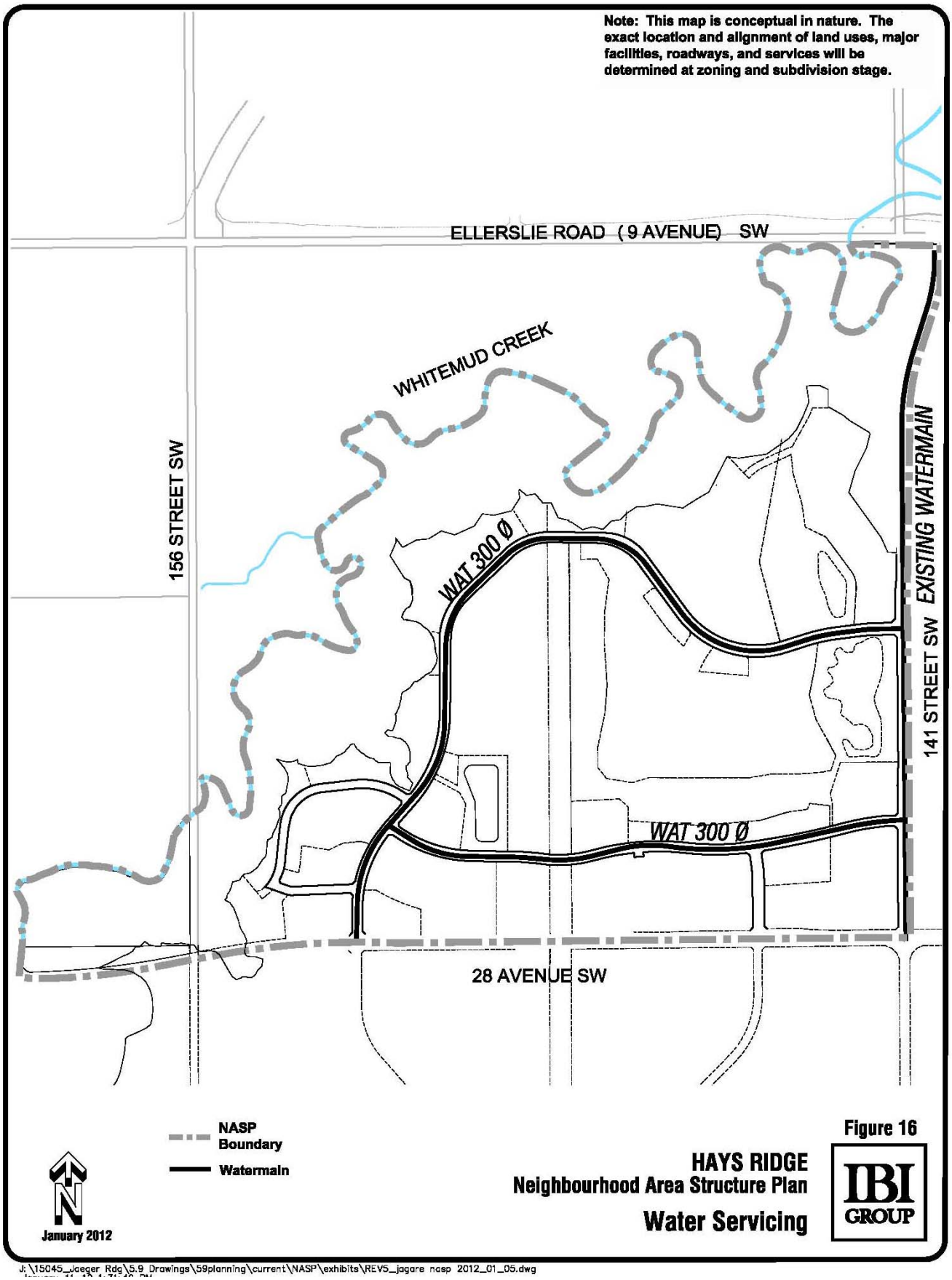
Note: This map is conceptual in nature. The exact location and alignment of land uses, major facilities, roadways, and services will be determined at zoning and subdivision stage.
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
WAT 300 Ø
EXISTING WATERMAIN
141 STREET SW
WAT 300 Ø
28 AVENUE SW
NASP Boundary
Watermain
January 2012
Figure 16
HAYS RIDGE
Neighbourhood Area Structure Plan
Water Servicing
IBI GROUP
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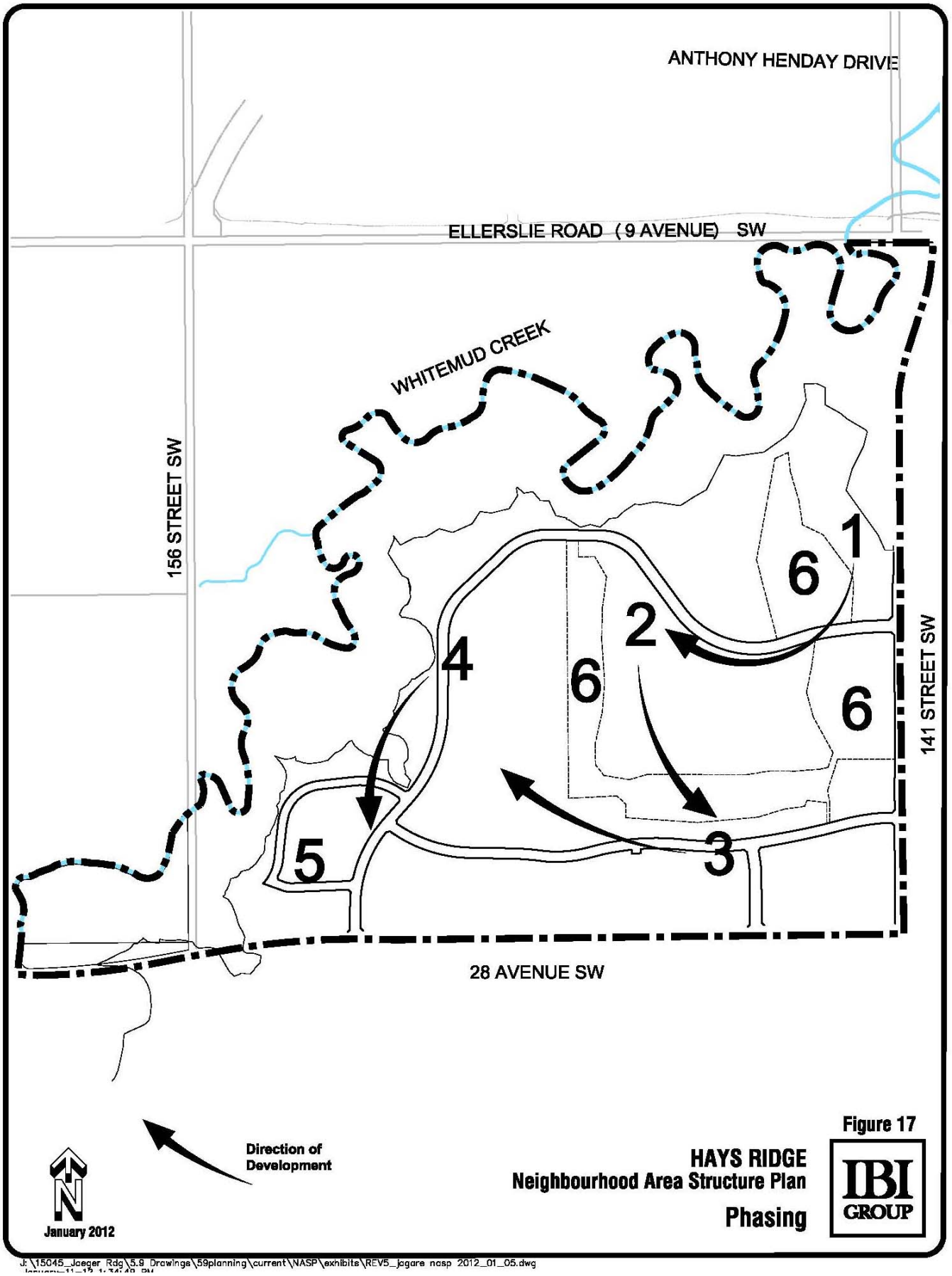
3.4.14.4 Shallow Utilities

Electric power, natural gas, and telecommunication infrastructure are all situated within close proximity to the plan area, and will be extended into the neighbourhood as required to service the proposed development pattern.

3.4.14.5 Development Phasing

The staging of future development within the NASP area will take place as owners of individual parcels of land initiate development with respect to their properties. A schematic sequence of staging that is likely to occur is illustrated in **Figure 17 – Phasing**.

Generally, infrastructure required to service development on any parcels in the NASP area will require extensions from established utility and transportation facilities within surrounding neighbourhoods. Stages of residential development are expected to begin off 141 Street SW with development proceeding westerly, depending on market demand.


ANTHONY HENDAY DRIVE
ELLERSLIE ROAD (9 AVENUE) SW
WHITEMUD CREEK
156 STREET SW
141 STREET SW
28 AVENUE SW
1
2
3
4
5
6
6
6
Direction of Development
January 2012
Figure 17
HAYS RIDGE
Neighbourhood Area Structure Plan
Phasing
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APPENDIX 1 - PLANNING POLICY CONTEXT

The Hays Ridge NASP has been prepared having regard to not only physio-graphic considerations, but also to statutory plans, policies and design principles that govern land development in the City of Edmonton. These include:

- The Capital Region Growth Plan that came into effect on March 31, 2010;
- the new Municipal Development Plan (MDP) approved on May 26, 2010 by Council;
- the new Transportation Master Plan (TMP) approved on September 14, 2009 by Council; and
- the City of Edmonton Suburban Neighbourhood Design Principles and other relevant municipal planning policies and initiatives.

THE CAPITAL REGION GROWTH PLAN

The Capital Region Growth Plan (CRP) came into effect March 31, 2010. The Government of Alberta created the Capital Region Board on April 15, 2008 under the Municipal Government Act to create the Capital Region Growth Plan to:

- *provide an integrated and strategic approach to planning for future growth in the Capital Region;*
- *identify the overall development patterns and key future infrastructure investments that would best complement existing infrastructure, services and land uses in the Capital Region, and which would also maximize benefits to the Capital Region; and*
- *co-ordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment.*

2.2 Land Use Principles & Policies	**Hays Ridge NASP Compliance with Capital Region Land Use Plan**
I. PROTECT THE ENVIRONMENT AND RESOURCES **A. Preserve and Protect the Environment**	
Policy (i) Any development which may cause detrimental effects such as erosion or pollution to lakes, rivers, water bodies and shorelines shall be prohibited unless appropriate mitigative measures are implemented.	All land development in proximity to the North Saskatchewan River Valley and Ravine System will conform to applicable legislation.
II. MINIMIZE REGIONAL FOOTPRINT **B. Concentrate New Growth Within Priority Growth Areas**	
Policy (i) Most new growth shall occur within Priority Growth Areas.	Hays Ridge is located in Priority Growth area 'Cw' which has a minimum density target of 30 units per net residential hectare.

2.2 Land Use Principles & Policies	Hays Ridge NASP Compliance with Capital Region Land Use Plan
Policy (ii) Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria: a. Existing and proposed multi-mode movement corridors, including transit nodes b. Adjacent to existing and proposed major employment areas c. Redevelopment and intensification opportunities within existing urban areas d. Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure Policy (v) Priority growth areas shall incorporate intensive forms of development that significantly exceed existing development patterns.	Hays Ridge NASP exceeds the minimum density target of 30 units per net residential hectare by providing approximately 37 units per net residential hectare
D. Support Expansion of Medium and Higher Density Residential Housing Forms	
Policy (iii) Greenfield developments shall make provision for a mixture of uses including a diversity of housing forms, community services, local retail and employment opportunities.	The Hays Ridge NASP will provide Low Density Residential (single & semi-detached housing), Medium Density Residential (row/townhouse units), High Density Residential (Apartments), and commercial uses.
III. STRENGTHEN COMMUNITIES **B. Support Healthy Communities**	
Policy (i) Support the implementation of present and future initiatives to create and enhance parks, trails and natural areas for public use. Policy (ii) Improve accessibility to community services by providing sidewalks, bicycle trails to encourage walking and cycling and locate these services within proximity to transit, where possible.	Hays Ridge provides active transportation opportunities through a well connected and integrated open space system.
C. Support Public Transit	
Policy (i) Provide a mix of higher intensity land uses along transit corridors, at nodes, and employment centres.	Higher Residential Densities have been located adjacent to collector or arterial roadways to promote transit usage and walkability.
D. Support Innovative and Affordable Housing Options	

2.2 Land Use Principles & Policies	Hays Ridge NASP Compliance with Capital Region Land Use Plan
Policy (ii) All residential developments shall provide a greater variety of housing types.	Hays Ridge allows for a wide range of residential housing types based on single/semi-detached, Row Housing, low-rise/multi/medium units and high rise units.
IV. INCREASE TRANSPORTATION CHOICE **A. Integrate Transportation Systems with Land Use**	
Policy (iii) Design transportation infrastructure to support multiple modes of transport. Policy (iv) Support development of inclusive communities to reduce the need for travel.	A network of arterial, collector and local roads along with sidewalks, walkways and shared use paths will allow the residents to use multiple modes of transportation
B. Support the Expansion of Transit Service in Various Forms	
Policy (i) Expand and extend the level, quality and range of public transportation options available to serve the region. Policy (iv) Support multi-modal transportation options by providing multi-use streets sufficient to accommodate bicyclists, motorists and pedestrians.	A network of arterial, collector and local roads along with sidewalks, walkways and shared use paths will allow the residents to use multiple modes of transportation through the neighbourhood and surrounding area region.

MUNICIPAL DEVELOPMENT PLAN

The Municipal Development Plan "The Way We Grow" (MDP) was approved on May 26, 2010 by Bylaw 15100. The MDP was prepared to:

Accommodate our growth and to aid Edmonton's evolution to a sustainable, healthy and compact city, this plan takes a holistic city building approach to managing growth and development. Success will give Edmonton a greater range of housing, living and work place choice, greater financial sustainability, a resilient food and agriculture system, and ecological system throughout the city and a fully functioning integrated transit and land use system.

This NASP follows the MDP policies to create liveable communities, manage resources wisely, accommodate resource industries, and manage suburban growth.

MDP Policy	Hays Ridge NASP Compliance with MDP Policy
3.2.2.2 – Acquire land necessary for City services and	There are no requirements for these services identified

MDP Policy	Hays Ridge NASP Compliance with MDP Policy
operations including emergency services facilities, yards, garage and storage facilities.	at time of writing of this NASP.
3.2.2.3 - Ensure City departments and agencies collaborate to identify all municipal land needs within an Area Structure Plan, Neighbourhood Structure Plan or Area Redevelopment Plan boundary prior to plan approval.	The City has identified the need for school and park spaces within the NASP boundary.
3.2.2.4 - Ensure all City departments identify facility development and service delivery needs prior to the approval of new plans and work collaboratively to prepare a comprehensive facility concept that will assist with budget planning.	City departments have identified facility development and service delivery needs through the NASP circulation process prior to the approval of new plans and work to prepare a comprehensive facility concept that will assist with budget planning.
4.6.1.2 - Ensure active transportation opportunities are included in plans and development proposals.	The Hays Ridge NASP provides active transportation networks through a well connected and integrated open space system.
4.6.1.3 - Support the design of accessible and safe active transportation networks in accordance with best practices in universal design.	The network of sidewalks, walkways, and shared use paths will be designed according to best practices in universal design.
5.5.1.2 - Incorporate sustainable neighbourhood design principles, low impact development and ecological design approaches when planning and building new neighbourhoods.	Sustainable neighbourhood design principles, low impact development and ecological design approaches have been employed in the NASP.
5.6.1.1 - Encourage new buildings adjacent to pedestrian streets to support pedestrian activity by providing visual interest, transparent storefront displays, pedestrian amenities and connections to interior spaces.	New buildings adjacent to pedestrian streets in Hays Ridge should support pedestrian activity by providing visual interest, and connections to interior spaces.
5.6.1.4 - Design density, land uses and buildings to benefit from local transit service by minimizing walking distances to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities.	Higher residential densities and amenity areas have been located adjacent to collector or arterial roadways to promote transit usage.
5.7.1.1 - Design streets, sidewalks and boulevards to provide safe, accessible, attractive, interesting and comfortable spaces for pedestrians, cyclists, automobiles and transit, and to accommodate utilities, landscaping and access requirements for emergency response services.	The NASP supports the use of traffic calming measures such as roundabouts to provide a safe, attractive and comfortable environment for pedestrians, cyclists, and automobiles. All traffic calming measures will require approval from Transportation Services.
6.2.1.4 - Plan for retail centres that meet the daily needs of residents in Area and Neighbourhood Structure Plans.	Commercial opportunities are available within the NASP to satisfy the daily needs of the residents.
7.1.1.11 - Require new developments, adjacent to	The NASP is adjacent to the Natural Area of

MDP Policy	Hays Ridge NASP Compliance with MDP Policy
natural areas, to demonstrate that they have incorporated ecological design best-practices to mitigate negative consequences.	Whitemud Creek Ravine and has incorporated ecological design best- practices to mitigate negative consequences on the ravine.
7.3.1.1 - The City will work in partnership with local, regional and provincial organizations to conserve, protect, restore and enhance the North Saskatchewan River Valley and Ravine System for its ecological, recreational, aesthetic, educational and natural resource value.	The NASP serves to preserve the North Saskatchewan River Valley and Ravine System through the preservation of lands associated within the Whitemud Creek Ravine.
7.3.2.1 – Ensure that the North Saskatchewan River Valley and Ravine System remains primarily an area of unstructured, low intensity and passive recreation, while accommodating appropriate balance of recreation activity within park nodes as described in the Urban Parks Management Plan and the Ribbon of Green.	The Jagare Ridge Golf Club will remain within the river valley until such time as the golf club ceases operations. The remaining lands shall be dedicated as Environmental Reserve in a natural form. Park nodes are provided along the top-of-bank.
7.3.2 - Protect, preserve, promote and improve the North Saskatchewan River Valley and Ravine System as an accessible year round place for recreation and activity for people of all ages.	The incorporation of vistas and access points within the Whitemud Creek Ravine will promote the North Saskatchewan River Valley and Ravine system as an accessible place for recreation.
7.3.3.2 - Maintain adequate separation between new urban developments and the North Saskatchewan River Valley and Ravine System through the City's Top of Bank Policy, with viewscapes and public access to the River Valley preserved.	Through the City's top-of-bank policy there is adequate separation between NASP development area and the North Saskatchewan River Valley and Ravine System.
7.4.1.1 – Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton's ecological network, where feasible.	The top-of-bank walk is an interface between the Whitemud Creek Ravine and residential development providing a corridor for wild flora and fauna with links to park nodes along the top-of-bank.
7.4.1.5 - Design parks and open spaces to include and maximize the use of ecological design best-practices.	Parks and open spaces within the NASP are designed to include and maximize the use of ecological design best-practices.
7.5.1.1 - Require new development to demonstrate that it has incorporated ecological design best-practices into the design of neighbourhoods and buildings to reduce stormwater run-off.	SWMFs have been incorporated with Best-Practices for the design of neighbourhoods and buildings to reduce stormwater runoff.

TRANSPORTATION MASTER PLAN

The Way We Move Transportation Master Plan (TMP) was approved by City Council on September 14, 2009. This NASP has regard for the TMP goals, objectives and policies.

TMP Strategic Goal	Hays Ridge Compliance with TMP Strategic Goal
Transportation and Land Use Integration: The transportation system and land uses/urban design complement and support each other so that the use of transit and transportation infrastructure is optimized and supports best practices for land use.	The Hays Ridge NASP provides a range of land uses dispersed throughout the neighbourhood, maximizing opportunities for residents to access transit and transportation facilities.
Access and Mobility: The transportation system is inter-connected and integrated to allow people and goods to move efficiently throughout the City and provide reasonable access with a variety of modes for people across demographic, geographic, socioeconomic and mobility spectrums.	Hays Ridge NASP provides access to the greatest number of residents through an inter-connected system of shared use paths. Areas with medium and high density residential development are accessed via abutting collector and arterial roadways.
Sustainability: Transportation decisions reflect an integrated approach to environmental, financial and social impacts thereby creating sustainable, liveable communities that minimize the need for new infrastructure and increase quality of life.	The NASP has been designed to provide transit access to the greatest number of residents through an inter-connected system of sidewalks and shared use paths.
Health and Safety: The transportation system supports healthy, active lifestyles and addresses user safety and security including access for emergency response services contributing to Edmonton's livability.	The network of sidewalks, walkways and shared use paths provides residents with the opportunity to use active mobility such as walking, cycling, rollerblading or other means through the neighbourhood, improving health and wellness. Emergency accesses shall be provided according to City Policy.

HERITAGE VALLEY SERVICING CONCEPT DESIGN BRIEF (SCBD)

The Heritage Valley SCDB was originally adopted by City Council on April 10, 2001. It is a non-statutory policy describing the general framework for future land use development in the Hays Ridge area of southwest Edmonton.

The proposed Plan area is identified as Neighbourhood 11 in the SCDB. The NASP follows the general framework set out in the SCDB and an amendment to the SCDB is circulating under separate cover to update the concept and statistics.

SCDB Principle		Hays Ridge NASP Compliance
3.1 (1)	Promote sustainable community design.	The proposed Hays Ridge neighbourhood promotes a mix of residential densities which provides options for consumers and opportunities for residents to age in place as life circumstances change.
3.1 (2)	Design complete and integrated communities.	The mix of uses proposed in this neighbourhood provides opportunities for residents to shop, work, learn and play.
3.1 (3)	Create a compact pedestrian-oriented community.	The comprehensive walkway/Shared Use Path system links residents to amenities within the neighbourhood.
3.1 (4)	Encourage a sense of community.	The Hays Ridge neighbourhood has a unique character based on the topography and integration of the Jagare Ridge Golf Course.
3.2 (3)	Provide for a mix of compatible land uses.	There is a mix of residential, commercial, utility and open space uses. A commercial site is proposed next to a high density residential site creating a complementary relationship to maximize use of amenities. The commercial site will provide opportunities for shopping and employment without leaving the neighbourhood.
3.2 (4)	Establish a linked system of public open spaces.	Hays Ridge provides pedestrian and multi-use links to the neighbourhood parks, the school and top-of-bank walkway.
3.2 (5)	Provide a diversity of housing types in each neighbourhood.	A variety of residential densities are planned for the neighbourhood.
3.3 (1)	Establish a unique character and sense of place in each neighbourhood.	Hays Ridge highlights the natural viewscapes of the ravine and the existing golf holes through urban design.
3.3 (2)	Ensure that each neighbourhood is designed with a focal point.	The neighbourhood has a focal point at the entrance in the form of a high density site and neighbourhood commercial site, as well as a separate elementary junior high school.
3.5 (1)	Provide a balanced network for movement.	Collector and local roads and walkway and shared use paths are arranged around the neighbourhood providing connections for vehicles, transit, bicycles and pedestrians.
3.5 (5)	Streets, pedestrian paths and bike paths should contribute to a system of fully connected and intersecting routes to all destinations.	Planned streets and pathways are designed to provide connectivity between the top-of-bank, storm ponds and parks.
3.7 (3)	Incorporate existing natural features in the design of neighbourhoods.	Hays Ridge is planned to highlight the existing views and vistas to the Whitemud Creek Ravine and Jagare Ridge Golf Club.

SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES

The City of Edmonton Suburban Neighbourhood Design Principles (SNDP) provides guidelines in assessing the design and servicing of new suburban neighbourhoods. This NASP uses these principles to develop the proposed plan.

SNDP Principle	Hays Ridge NASP Compliance to SND Principles
Principle 1: Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods.	The school/park site and the commercial sites act as a common infrastructure for adjacent neighbourhoods.
Principle 2: Design and locate school and community facilities to provide inter-neighbourhood focal points.	The school/park site within Hays Ridge NASP is located on the periphery of the neighbourhood and will be used by residents adjacent in neighbourhoods.
Principle 3: Design the arterial and collector roads along a grid pattern peripheral to the neighbourhoods. Use local roadways to distribute neighbourhood traffic from/to these arterial and collector roadways.	The arterial roads along the periphery of Hays Ridge are generally designed in a grid pattern. Collector roads are designed to move traffic efficiently from local roads to the arterial system.
Principle 4: Design neighbourhood streets (both neighbourhood design and cross section of roadway) with standards that cater to the main intended use of the road.	City standards and regulations ensure that streets are designed to accommodate pedestrians, cyclists and vehicles. Streets, sidewalks and pathways have standardized widths and material depending on their function.
Principle 5: Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood.	Pathways, walkways, sidewalks and shared use paths provide active transportation opportunities for residents of the neighbourhood.
Principle 6: Provide transit services to the edges of new neighbourhoods using the arterial and collector roadways in conjunction with appropriately designed, strategically located and conveniently accessed transit waiting zones.	Higher density residential uses are located near or adjacent to arterial roadways at the south edge of Hays Ridge. The collector road system will bring transit through the neighbourhood.
Principle 7: At the area and neighbourhood planning stage, plan the location of the school/park facilities relative to neighbourhood staging such that they can be consolidated, serviced and available early in the development of a neighbourhood or catchment area.	The school site is located within the lands of the participating landowner near the south entrance to the neighbourhood.
Principle 8: Design park and institutional sites and buildings within the neighbourhood and community focal points to be adaptable to other uses or levels of education over time.	There are smaller dispersed parks sites located throughout the Hays Ridge NASP.

SNDP Principle	Hays Ridge NASP Compliance to SND Principles
Principle 9: Explore opportunities to provide smaller, dispersed open space and parks in a neighbourhood to provide for localized needs while meeting the recreational needs of residents of the catchment area.	Smaller pocket parks are provided to take advantage of views to the ravine and where local amenity space enhances the neighbourhood.
Principle 10: Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and stormwater management.	The school site has been sized to allow for recreational facilities required by the Catholic School Board.
Principle 11: Create a linked open space system through open spaces created by stormwater management facilities, some utility right-of-ways, preservation of appropriate natural areas and drainage courses and school and park open spaces.	The parks, SWMF's and the school site are all connected by the neighbourhood walkway system.
Principle 12: Locate multi-family uses toward the edge of new neighbourhood focal points.	Higher density residential sites are located along arterial and collector roadways.
Principle 13: Use stormwater management techniques which provide an alternative(s) to the man made lakes and dry ponds typical to Edmonton.	The east ponds shall be privately maintained as part of the golf course. The west pond will be maintained by the City of Edmonton. Detailed design of the SWMF will be done at subdivision.
Principle 15: Provide opportunity through the residential districts of the Land Use Bylaw for the intensification of housing forms and for alternative site design and building siting.	Hays Ridge NASP has higher density development located on the SW corner of the neighbourhood along the collector roadways in the neighbourhood.
Principle 16: Use current population projections and student generation formulas when planning facilities for a neighbourhood. Take into account the life cycle of the neighbourhood.	Enrolment projections were established for the area. A Community Knowledge Campus Study was complete. The school/park site has been co-ordinated with the Edmonton Catholic School Board and the City of Edmonton.

SMART CHOICES

In 2004, City Council approved a report entitled *Smart Choices for Developing Our Community*. This report recommends an inclusive set of initiatives that encourage a more fiscally and environmentally sustainable future for the way Edmonton grows and redevelops.

The Smart Choices program is composed of 8 initiatives. Some of the initiatives that have been applied to this NASP are Walkability, and Urban Design.

NORTH SASKATCHEWAN RIVER VALLEY AREA REDEVELOPMENT PLAN (ARP)

The North Saskatchewan River Valley ARP was approved by Council in February 1986. This Bylaw states that a purpose of the Plan is to "create a recreation oriented land use system which incorporates formal and informal parks and mature areas which are linked through a series of paths, trails and open spaces". This is achieved in the Hays Ridge NASP through maintaining the existing golf course below the top-of-bank and providing a top-of-bank trail along Whitemud Creek Ravine. Should the Golf Club cease to operate, the land below the top-of-bank shall be dedicated as Environmental Reserve.

RESOURCE WELL SITES & PIPELINES

Development of lands within Hays Ridge will be in accordance with policies from the City:"Policy Guidelines for the Integration of Resource Operations and Urban Development" and "Policy C515: Oil and Gas Facilities", and the Energy Resources Conservation Board (ERCB). Development will comply with any future updates or revisions to City policy regarding integration of resource operation. These guidelines focus on:

- Resource consolidation by the operators;
- Development setbacks;
- Urban design;
- Surface improvements for resource leases and flow-line right-of-way; and
- Operating guidelines.

The ERCB is the agency with jurisdiction on matters related to oil and gas resource activities. It has rules, regulations and guidelines for these activities in their predevelopment, operating and post-operating (abandoned) stages.

The NASP will follow the ERCB guidelines governing development around operating facilities.

The ERCB has well-established procedures for well site abandonment and guidelines for development around abandoned facilities.

Abandoned wells will be planned in road right-of-ways, open space/park areas, walkways, public utility lots or other easily accessible public areas. These guidelines are followed throughout the Province and will be followed in Hays Ridge.

TOP-OF-BANK POLICY

This neighbourhood concept conforms to the requirements of the City of Edmonton Top-of-Bank Policy approved February 2010.

COMMUNITY KNOWLEDGE CAMPUS STUDY (CKC)

A Community Knowledge Campus Study was performed for the neighbourhood by IBI Group to determine the projected need for school sites. This study concluded that one K-9 Catholic School site is required in the Hays Ridge NASP. The study has been submitted under separate cover.

INVENTORY OF ENVIRONMENTALLY SENSITIVE & SIGNIFICANT NATURAL AREAS

The Whitemud Creek Ravine lies within the Hays Ridge NASP boundary and within the boundaries of the North Saskatchewan River Valley Area Redevelopment Plan. The entire length of the Whitemud Creek Ravine is considered an environmentally sensitive area. There are no sites identified as sensitive or significant above the top-of-bank.

STORMWATER MANAGEMENT DESIGN GUIDELINES

The Stormwater Management Facilities are at locations in the neighbourhood that maximize the aesthetic and functional benefits of the amenity. The location, design and construction of the public stormwater management facilities will conform to the City of Edmonton's Stormwater Management Design Guidelines and will be designed at the subdivision and zoning stages of development.

CRIME PROTECTION THROUGH ENVIRONMENTAL DESIGN

The NASP incorporates principles and guidelines established by Crime Prevention through Environmental Design to minimize the number of crime prone areas. Development of the street system, parks, SWMF, and the built environment should use CPTED principles to help create a safe and secure neighbourhood.

PARKLAND IMPACT ASSESSMENT

A Parkland Impact Assessment is submitted under separate cover. This assessment shows that the NASP area is rich in natural and open space amenities.

URBAN PARKS MANAGEMENT PLAN

The NASP incorporates principles and guidelines established by the City of Edmonton Urban Parks Management Plan. Hays Ridge follows the objectives of connecting Edmonton's parks, trails, river valley and natural areas to connect Edmontonians to their community, to the environment, and to one another.

APPENDIX 2 – TECHNICAL STUDIES

The following technical studies have been completed and submitted in support of the Hays Ridge NASP:

1. Neighbourhood Design Report (NDR);
2. Water Network Analysis (WNA);
3. Transportation Impact Assessment (TIA);
4. Environmental Site Assessment (ESA) Phase 1;
5. Historical Resources Overview (HRO);
6. Slope Stability Evaluation and Setback Distance Determination;
7. Geotechnical Investigation Study;
8. Ecological Design Report;
9. Parkland Impact Assessment;
10. Well Site Risk Assessment;
11. Phase II ESA for Well Area;
12. Community Knowledge Campus Report.