

# Hodgson Neighbourhood Area Structure Plan

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Office Consolidation August 2004

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*Prepared by:*  
*Planning and Policy Services Branch*  
*Planning and Development Department*  
*City of Edmonton*

**Bylaw 11012 (as amended) was adopted by Council on June 23, 1995. In August 2004, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original Bylaw 11012.**

Bylaw 11012 Approved June 23, 1995 (to adopt the Hodgson NASP)

Bylaw 12990 Approved March 12, 2002 (to reconfigure the Community Commercial, Stormwater Management Facilities, and Medium Density Residential areas)

Bylaw 13327 Approved April 24, 2003 (to reconfigure the size of the school site, and rezone central Medium Density Residential to Low Density Residential)

Bylaw 13503 Approved October 15, 2003 (update maps/statistics and facilitate a change of land use by replacing a portion of commercial use to Medium Density Residential)

## Editor's Note:

This is an office consolidation edition for the Hodgson Neighbourhood Area Structure Plan, as approved by City Council on June 23, 1995. This edition contains all amendments and additions to Bylaw 11012. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owner's 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 italicized 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.

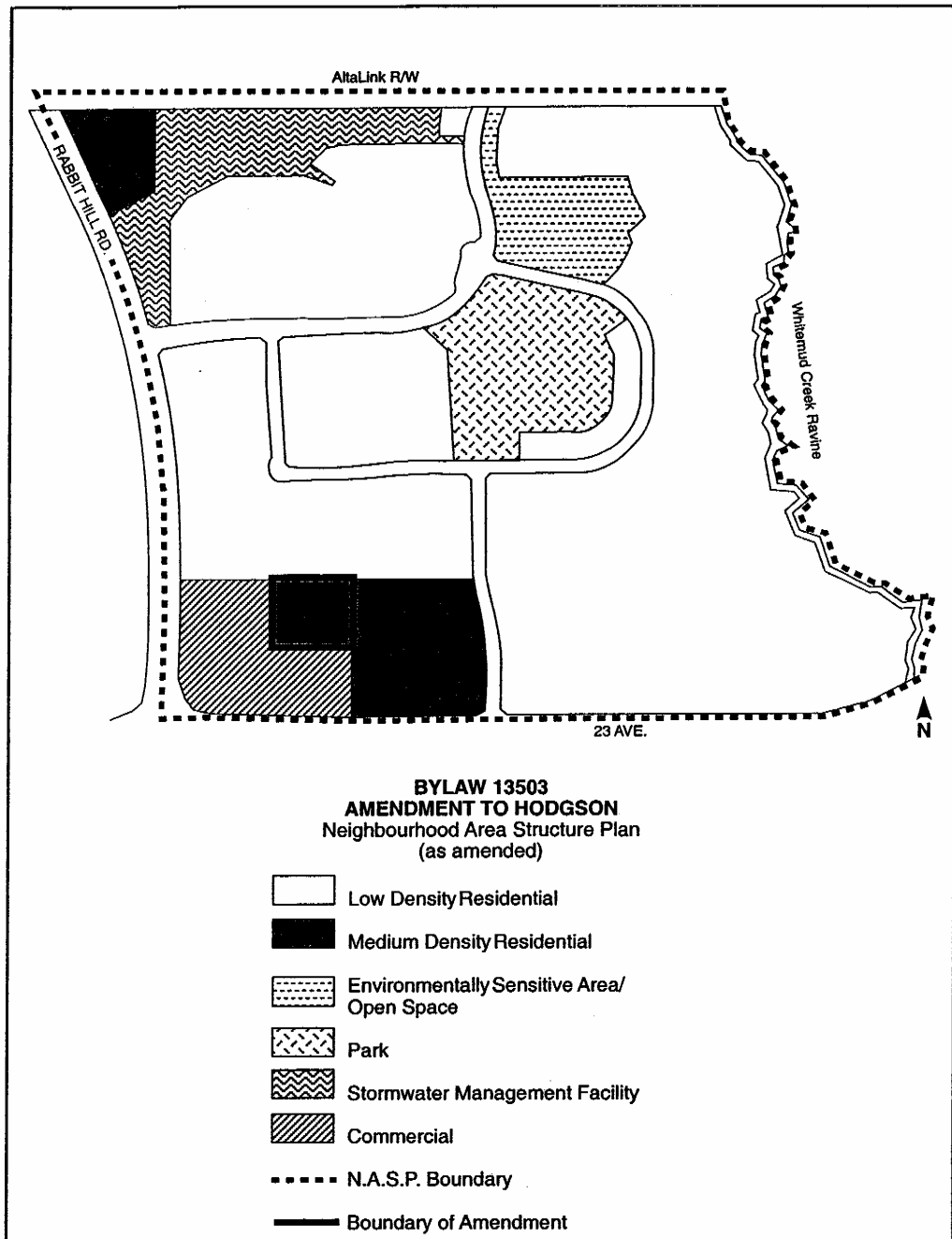
City of Edmonton  
Planning and Development Department

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# Schedule A



# 1.0 Introduction

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## 1.1 General

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The subject document provides a framework for development of a comprehensively planned residential community. The community is defined as Cell 2C pursuant to the Terwillegar Heights Servicing Concept Design Brief (SCDB) and is named the Hodgson Neighbourhood after former City Commissioner John Hodgson. The Terwillegar Heights SCDB was approved by a resolution of Council at the 14 September 1992 meeting. The purpose of the Terwillegar Heights SCDB was to provide a policy basis for City Council to establish a generalized framework for municipal infrastructure, servicing, planning and development guidelines and basic environmental requirements for the Terwillegar Heights area and to facilitate the staged submission of specific Neighbourhood Area Structure Plans (NASP's) by private developers.

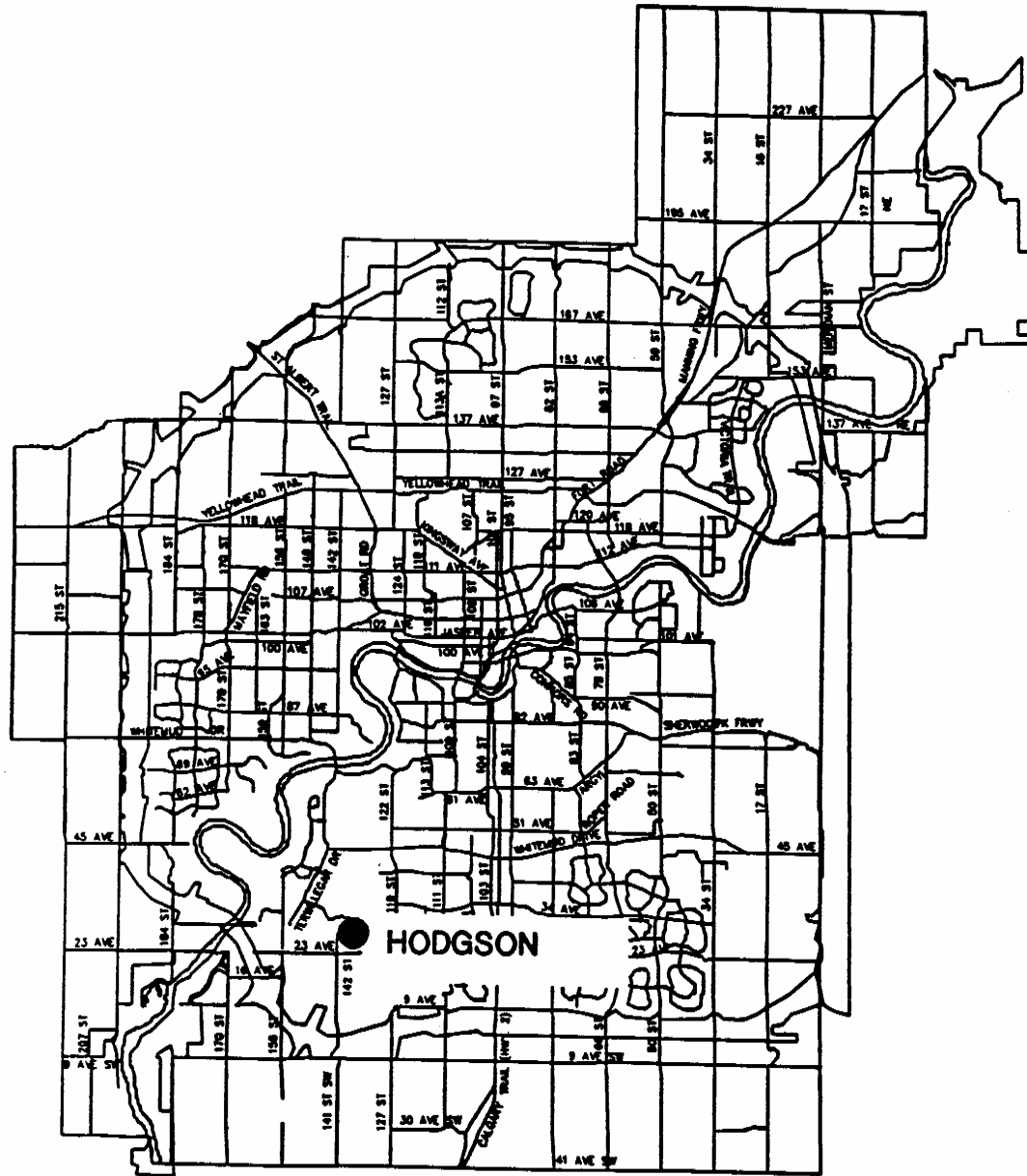
The Hodgson Neighbourhood Area Structure Plan (NASP) has been prepared in accordance with the policies and guidelines as set out in the City of Edmonton Neighbourhood Structure Plan Terms of Reference and the Terwillegar Heights SCDB. In addition, the plan has been prepared with regard to all planning policies of the municipality as they relate to neighbourhood planning. The report has been divided into 7 major sections. The first section provides an introduction while Section 2 deals with site characteristics. Section 3 explains the plan as it relates to the applicable policies in place. Sections 4 and 5 deal with Development Policies and Objectives and the Land Use Concept respectively. Section 6 explains Land Use Servicing and Section 7 provides information related to staging.

## 1.2 LOCATIONAL CONTEXT

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The plan is located in the south central section of the City of Edmonton. More specifically, the plan encompasses approximately 72 ha of land and is located in the northeast corner of the area defined in the Terwillegar Heights SCDB. The plan is bordered by the TransAlta Powerline right-of-way to the north, 23 Avenue to the south, 142 Street to the west and Whitemud Creek to the east (see Figure 1).

Figure 1: Site Context Plan



## 2.0 SITE CHARACTERISTICS

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### 2.1 EXISTING LAND USE

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The majority of the plan area is presently utilized for the production of agricultural crops with the exception of two single family dwellings, a few isolated woodlots and a localized wetland area. One dwelling is located in the southwest corner of SW 1-52-25-W4M and the other is Block 1 Plan 148 MC in the southwest corner of SE 1-52-25-W4M (see Figure 2A). The wetland area is located approximately within LSD 6 of Sec. 1-52-25-4 in the northern portion of the plan area. Figure 2B shows the site features with proposed land use overlaid.

### 2.2 VEGETATION

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As mentioned above, the majority of the plan area is presently under cultivation (see Figure 2). There is a narrow greenbelt of vegetation consisting of poplar and willow along the east side of the SW ¼ 1-52-25-W4M (adjacent to 142 Street).

A small wetland area is located in the northeast portion of the plan area and has been classified as a “Local Environmentally Sensitive Area”<sup>1</sup>. The dominant vegetation species in the wetland are cattail and willow. Duckweed and sedge are also present. It should be noted that a portion of the wetland has been previously backfilled. Given the abundance of wildlife noted in the vicinity by both Sentar and Geowest Environmental Consultants in their investigations, it is assumed that the fill is clean and has accumulated as a result of housing construction during the development of Whitemud Hills to the north (fill from basements, etc.). A wooded area approximately 1 ha is located adjacent to the wetland in the north central corner of SW ¼ 1-52-25-W4M. The dominant vegetation species consists of poplar, willow, dogwood and rose bush. This wooded area is connected to the wetlands and, in all likelihood, floods during seasons with high water levels. The wetland has been identified to be the best example of permanent wetland for southwest Edmonton and is a critical nesting and feeding habitat for water fowl. The plan allows for the preservation of this wetland. Although it is recognized that any development in the vicinity of the wetland could impact the natural habitat, the preservation will encourage the development of new species through natural succession.

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<sup>1</sup> *Inventory of Environmentally Sensitive and Significant Natural Areas; Geowest Environmental Consultants. November 1993.p.110*

The woodlot associated with the wetland will also be preserved as much as possible and will not only continue to provide the “eco-balance” necessary for sustainability, but will also serve as a wildlife corridor connector to the TransAlta Utilities corridor and onward to the Whitemud Creek Ravine.

The ravine, though not within the plan area, borders the neighbourhood and should be considered in any discussion regarding vegetation. The steeply sloped ravine banks are heavily vegetated with aspen, alder, birch, and a variety of shrubs and herbaceous cover. Development setbacks will be maintained in accordance with the recommendations of A. D. Williams<sup>2</sup> in order to assist in the preservation of this vegetation. Portions of the ravine within titled areas will be dedicated as Environmental Reserve at time of subdivision. Best efforts will be given in order that upland trees will be retained as part of 7.5 m upland setback, or as permitted in private yards.

A wooded area is contained within the SE-2-52-25-W4 which is part of the plan area. The dominant vegetation species consists of poplar, willow, dogwood and underbrush. This area will not be retained due to the alignment and elevation of the extension of the Rabbit Hill Road arterial roadway and the required location of the storm water management facility. Some of the species may be relocated adjacent to the storm water facility and will be assessed at the time of development.

## 2.3 WILDLIFE

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During the site investigation, a variety of birds were observed in the wetland area. These included Canada Geese, mallard ducks, red-winged blackbirds, robins, magpies, sandpipers and hawks. The area also contained frogs and evidence that deer utilized the wetlands.

Aquatic habitat associated with Whitemud Creek is generally poor. Low flow during extended periods and pollution from adjacent agricultural, industrial, and residential land uses have contributed to the generally poor water quality and aquatic habitat of the Whitemud Creek Ravine. Game fish such as northern pike and walleye are reported to frequent the mouth of Whitemud Creek, but not the upper reaches. The plan will utilize the concept of habitat replacement to provide for the existing flora and fauna. Furthermore, the developers will attempt to avoid startup of clearing operations in areas with high potential for nesting/rearing in the early spring months. Clearing operations in sensitive areas should be undertaken later in the year to allow animals to move to safer ground.

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<sup>2</sup> *A.D. Williams Geotech. Report*



## 2.4 SURROUNDING LAND USES

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To the west and south of the study area are lands presently utilized for agricultural purposes, but scheduled for future residential development pursuant to the Terwillegar Heights SCDB. The existing Riverbend Neighbourhoods, Henderson Estates, Falconer Heights, Ogilvie Ridge and Carter Crest, are located to the north. However, these neighbourhoods are physically separated from the plan area by the TransAlta Power line right-of-way. To the east exists the Whitemud Creek which forms a static boundary to future urban development, as well as providing the opportunity for recreational activities. Surrounding land uses do not negatively impact the development of this area for residential uses.

## 2.5 UTILITY RIGHTS-OF-WAYS

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The plan area contains a number of Utility Rights-of Way (see Figure 2). A TransAlta Utilities Right-of-Way is located in the NW V4 1-52-25-W4 and is legally described as Utility Right-of-Way Plan 1225 KS. This right-of-way is 60.9 m (200 ft.) in width and contains a high voltage transmission line.

Within the TransAlta right-of-way is an additional right-of-way held by the City of Edmonton and legally described as Utility Right-of-Way Plan 832 0243. This right-of-way is 3.05 m (10 ft.) in width and contains an Edmonton Power ductline. Immediately north of the TransAlta right-of-way adjacent to the plan area is another right-of-way held by the City of Edmonton. This right-of-way, Plan 752 0326, is 9.1 m (30 ft.) in width and contains a City of Edmonton waterline.

Northwestern Utilities Limited has a 6 m (20 ft.) wide utility right-of-way legally described as Utility Right-of-Way Plan 7114 KS. which exists in close proximity to the south boundary of the plan area and traverses the entire east-west width of the plan area. Northwestern Utilities Limited has indicated that the 2" gas line situated within the easement is unnecessary and will be abandoned. Once abandoned the right-of-way will no longer be required.

## 2.6 LAND OWNERSHIP

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The lands within the plan area are owned by a number of individuals. A *private developer* has the largest land ownership interest within the plan area. The remainder of the interests consist of several individuals or entities with an undivided interest in the property and a number of smaller

*Amended by Editor*

parcels. The majority of the land owners within the area have participated in the preparation of the plan and are in support of the plan. Please see Figure 3 for a complete accounting of land ownership.

## 2.7 TOPOGRAPHY

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The topography of the site can be described as rolling with moderate local relief in the order of two to three metres over a distance of 50 metres at the northeast corner of the study area. The land relief of the remainder of the site is about two metres over a distance of 100 metres.

The Whitemud Creek and Ravine traverses the east boundary of the neighbourhood in a north-south direction. The creek level is approximately 640 metres at the south end of the study area and 638 metres at the north end. The neighbourhood generally drains east towards Whitemud Creek, with a local drainage pattern towards the northwest corner of the neighbourhood.<sup>3</sup>

## 2.8 LOCAL GEOLOGY

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A black organic clay silty topsoil layer mantles the study area. The thickness of the topsoil ranges from 0.1 to 0.5 metres, with an average of about 0.2 metres. Underlying the topsoil are glaciolacustrine deposits generally consisting of medium to high plastic clay with re-worked clay till inclusion throughout. Locally, some sand and silt layers were also encountered. The thickness of the glaciolacustrine sediment ranges from 4.0 to 7.0 metres.

## 2.9 LOCAL SURFICIAL WATER TABLE

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A water table monitoring program was undertaken to determine the local groundwater condition and its influence on the proposed development. A total of 17 piezometers were installed in the field program. The piezometers were installed in the two main lithologic units, clay and sand.

At the time of piezometer installation, all boreholes were dry except in the three deep boreholes where the water table was measured at 7.6 - 24.7 metres deep. Three weeks after installation, another set of measurements were taken. Seven of the 17 piezometers remained dry. The depth to water level ranged from 1.8 metres to 20.4 metres.

Based on A. D. Williams' understanding of the regional groundwater conditions, the study area

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<sup>3</sup> A.D. Williams Engineering Ltd. "Hydrogeotechnical Evaluation Terwillegar 2C Neighbourhood Structure Plan".

is in a recharge area where no artesian conditions are expected within the local bedrock. The water table encountered in the monitoring program is perched and different from the regional deep groundwater table. Depending upon local topography and ground elevation, flows at a shallower depth within the clay soils follow the ground surface topography toward the northeast.

Based on an evaluation of the information obtained in this study, the soils and groundwater conditions are suitable for the proposed residential developments. Normal design and construction practices are generally applicable for the proposed developments.

## 2.10 HERITAGE RESOURCES

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Heritage Resources Branch, Alberta Culture, was contacted to determine if any archaeological resources/sites have been identified or if any historical resource inventory assessments have been undertaken. The Department responded that there have been no historical resource impact assessments conducted nor any sites discovered in the study area. Prior to any development, Alberta Culture will be notified and, if required, an historical resource inventory assessment will be conducted.

## 2.11 ENVIRONMENTAL SITE SCREENING REPORT

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To establish a detailed review of the site's existing features, from an environmental standpoint, IMC Consulting Group, on behalf of the owners group, retained SENTAR Consultants Ltd. to complete an environmental screening report. A report was completed and submitted to the City of Edmonton. The report included an inventory of the site's features, an "environmental site screening", and an assessment of the potential short and long term impacts of the proposed development on the Whitemud Ravine area and natural areas.

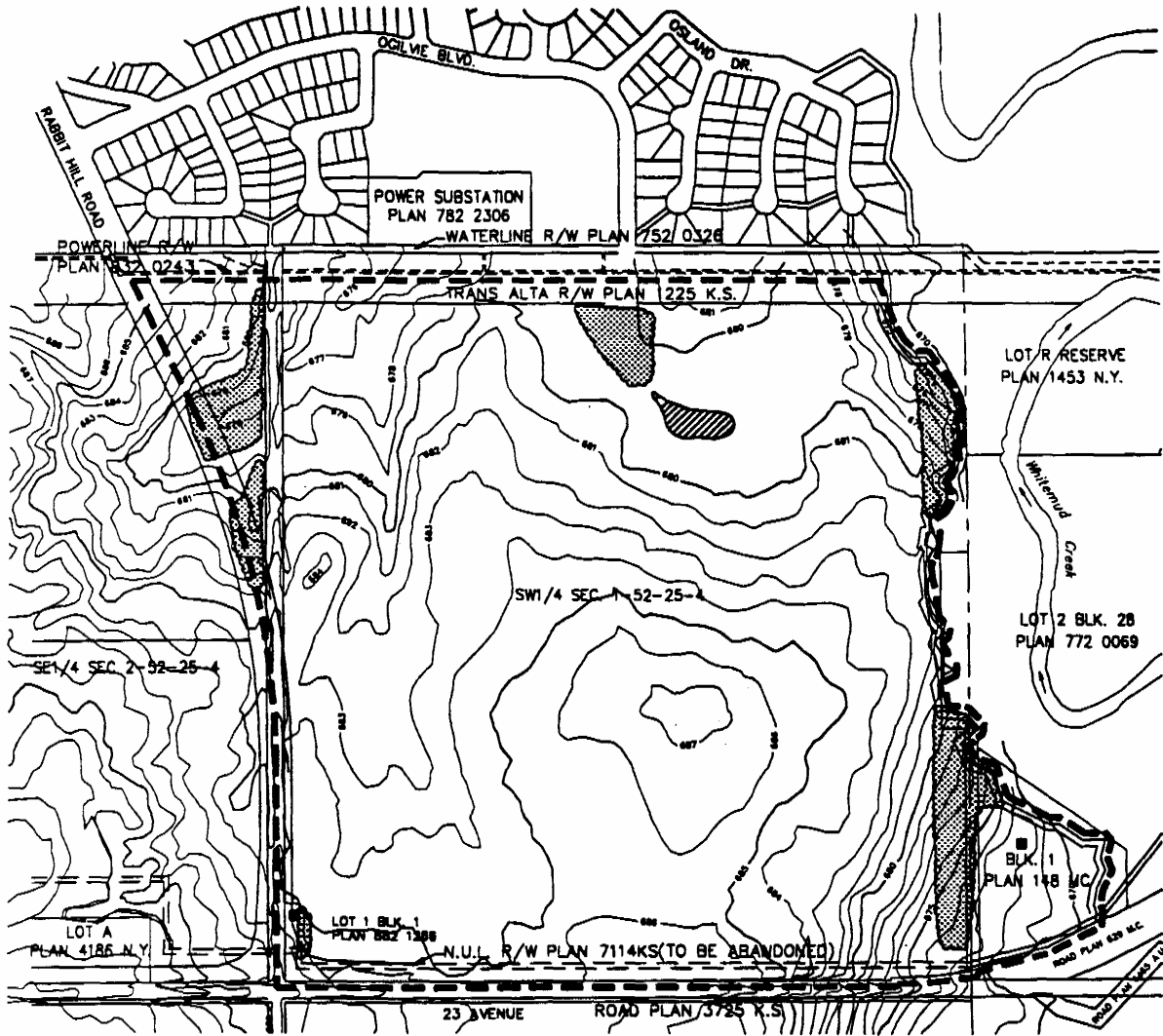
SENTAR's investigation revealed that the property has been under cultivation since at least 1962. The investigation also indicated that there was no evidence of any activities on-site that are usually associated with environmental liability. Upon development of either of the two farmsteads, further assessment will be required prior to redistricting. Drilling records indicate that a test hole was drilled in the southwest corner of the site in 1950. Further study of the test hole will be required prior to redistricting. The environmental concerns relating to the ravine and natural areas that were identified were shown to be mitigable through implementation of various measures during the planning and construction phases of the development.

## 2.12 ACCESS

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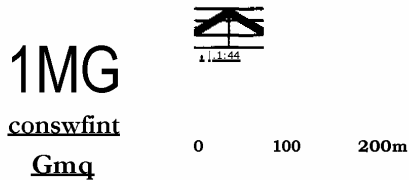
The Hodgson Neighbourhood will be accessed by arterial roadways which abut the lands to the south (23 Avenue) and the west (Rabbit Hill Road) and an existing collector roadway from the north (Ogilvie Blvd.). The internal roadways from this neighbourhood will connect with the aforementioned roadways. A Transportation Impact Analysis has been approved for this area.

Figure 2A: Site features Plan



Legend:

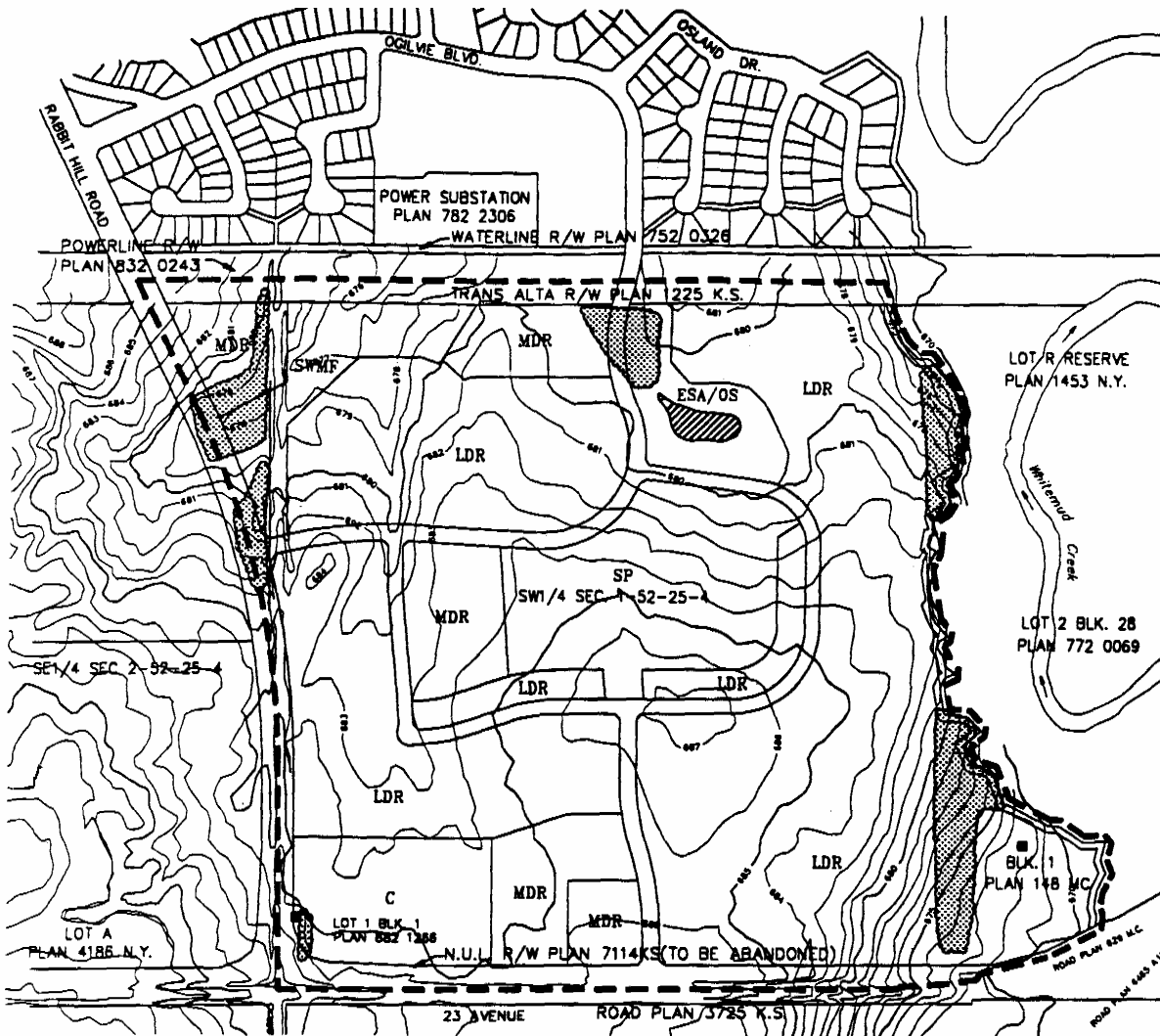
- r Existing Building
- 4- Contour/Elevation
- P/ Wetlands (SW 6002 GEOWEST)
- Existing trees
- NASP Boundary



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 2A  
SITE FEATURES PLAN

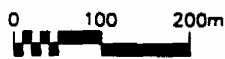
Figure 2B: Site Features Plan with Land Use



Legend:

- Existing Building
- ▨ Wetlands (SW 6002 GEOWEST)
- ~ Contour/Elevation
- ▩ Existing Trees
- ESA/OS Environmentally Sensitive Area/Associated Open Space
- NASP Boundary

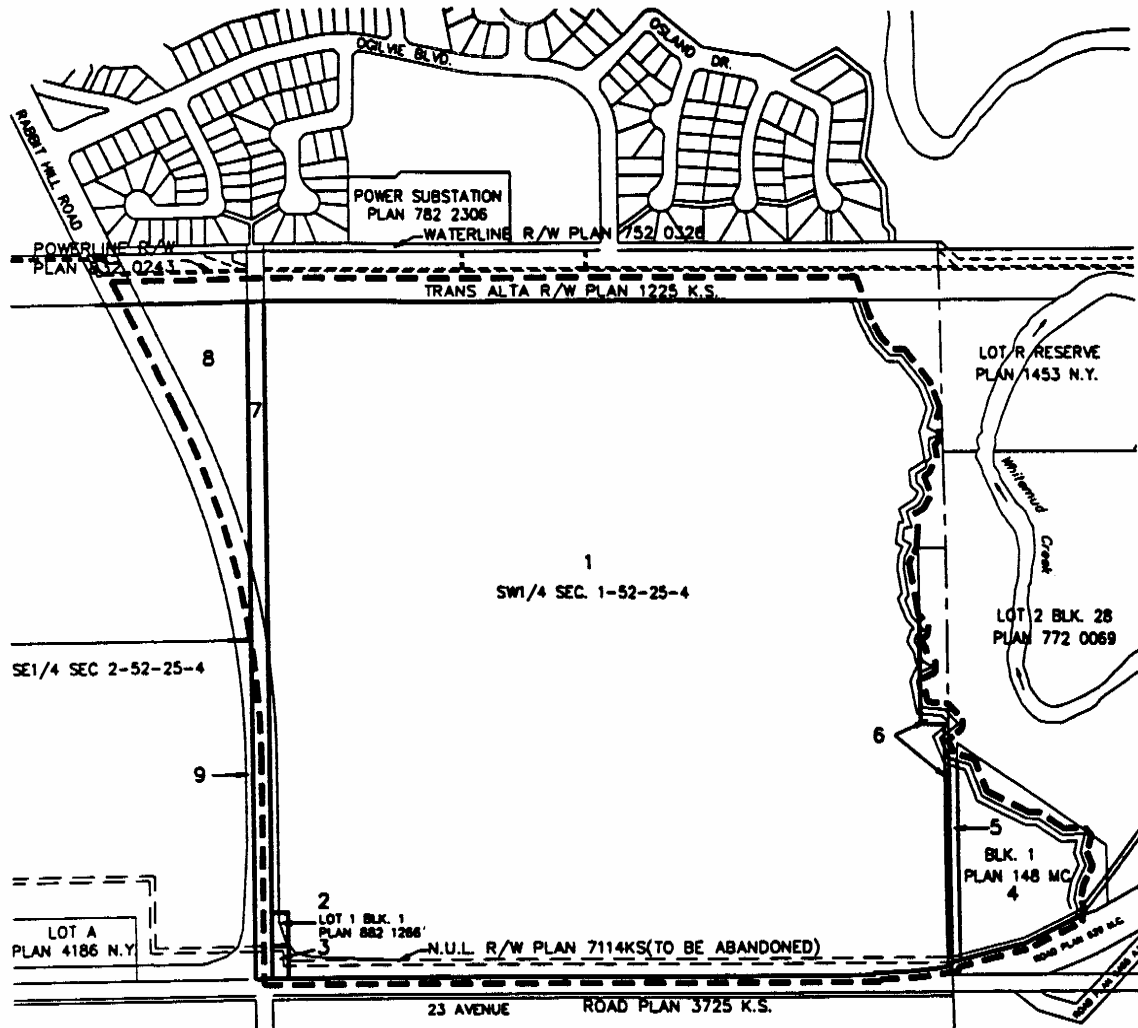
**IMC**  
Consulting  
Group



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 2B  
SITE FEATURES PLAN  
WITH LAND USE

Figure: 3.0 Land Ownership Plan (Amended by Editor)



- |                         |                         |
|-------------------------|-------------------------|
| 1. Private Landowners   | 7. The City of Edmonton |
| 2. A Private Landowner  | 8. A Private Developer  |
| 3. A Private Landowner  | 9. A Private Landowner  |
| 4. A Private Landowner  |                         |
| 5. The City Of Edmonton |                         |
| 6. A Private Developer  |                         |



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 3  
LAND OWNERSHIP PLAN

## 3.0 Policy Context

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### 3.1 EDMONTON GENERAL MUNICIPAL PLAN

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The General Municipal Plan designates the site as an area suitable for Area Structure Plan preparation. This site is not identified as a Primary Agricultural Land Management Area in the General Municipal Plan.

Suburban growth Policy 2.A.1 encourages new development to be contiguous with existing development. The fully developed neighbourhood of Ogilvie Ridge abuts the plan to the north.

Policies 2.A.2 and 2.A.3 recognize that suburban growth should be guided by the demands of the housing market and that the extension of municipal services be orderly and efficient. The orderly and efficient extension of municipal services is possible as a result of the proximity of existing residential development. All existing utilities abut the plan area.

Pursuant to Policy 2.B.2, the plan will ensure that the neighbourhood has adequate and timely access to neighbourhood level services including municipal services, parks and commercial facilities. Most municipal neighbourhood level services are provided in the Ogilvie Ridge Neighbourhood to the north or will be provided as development proceeds within the Hodgson Neighbourhood.

Pursuant to Policy 2.B.4, the plan will promote linkages between communities through the design and location of open spaces and the pedestrian/vehicular and bicycle transportation system.

Furthermore, the Hodgson NASP will, as Objective 2C of the General Municipal Plan states, provide a range of housing types and density opportunities within the residential neighbourhood. The plan will encourage small blocks of ground related multiple family residential development in addition to a variety of single family residential options.

The plan makes provisions for a top-of-bank walkway and roadway, as well as providing several points whereby the river valley and ravine system can be accessed. Pursuant to Objective 6.D, the plan will retain and dedicate environmentally sensitive lands according to City and Provincial policy.



## 3.2 NORTH SASKATCHEWAN RIVER VALLEY AREA REDEVELOPMENT PLAN

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The purpose of the North Saskatchewan River Valley Area Redevelopment Plan (NSRVARP) is to "protect the North Saskatchewan River Valley and Ravine System as part of Edmonton's valuable open space heritage and to establish the principles for future implementation, plans and programmes for parks development". By enunciating policies and a plan of action, the NSRVARP forms part of a comprehensive River Valley and Ravine Management program.

Portions of the Hodgson Neighbourhood Area Structure Plan about the NSRVARP. The Hodgson NASP complies with the purpose of the NSRVARP by protecting those River Valley and ravine lands. Section 32.8 of the NSRVARP states, "It is the policy of this plan that the City may acquire through subdivision, all lands lying below the geomorphic limit of the River Valley and ravine systems as Environmental Reserve in accordance with the provisions of the Planning Act." Those environmentally sensitive lands, as determined in conjunction with the Parks and Recreation Department and the Planning and Development Department, will be dedicated as Environmental Reserve pursuant to the Planning Act at the time of subdivision.

### 3.2.1 Top-Of-Bank Policy

Top-of-bank policy is part of the River Valley ARP. The purpose of the policy is twofold. Firstly, to ensure the provision of open space between the North Saskatchewan River Valley and Ravine system and, secondly, to provide public access to the North Saskatchewan River Valley and Ravine system.

The policy states that the City will require, in all new residential areas abutting the river valley and ravine systems, that the design of the subdivision provide for the separation of residential or other development from the river valley or ravines by a public roadway, except in limited instances when engineering circumstances or special site planning considerations do not warrant roadways. In instances of a public upland area, a width of 7.5 metres may be provided from the geomorphic top-of-bank and walkway within.

A top-of-bank roadway will be provided in accordance with the provisions of the NSRVARP having due consideration to the geotechnical constraints identified in the A. D. Williams report.

## 3.3 TERWILLEGAR HEIGHTS SERVICING CONCEPT DESIGN BRIEF (SCDB)

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The Terwillegar Heights Servicing Concept Design Brief and the planning guidelines and principles contained therein were a major consideration in the preparation of the subject Neighbourhood Area Structure Plan. The following is a summary of the subject plan's compliance with the SCDB.

### **3.3.1 Roadways and Transportation**

Neighbourhood roadway and transportation facilities have followed the design criteria supplied by the Transportation Department and as contained in Part II Municipal Servicing Infrastructure Requirements Sec. 1 Roadway and Transportation Facilities of the SCDB. Specifically, the subject plan has respected the alignment of the Rabbit Hill Road arterial roadway, as indicated in the SCDB. In addition, the collector roadways have been provided as per the conceptual network indicated on Figure 6 of the SCDB. Pursuant to Table 3 of the SCDB, the plan provides one collector road access to 23 Avenue. However, the SCDB makes provisions for two accesses to Rabbit Hill Road while the NASP provides one. Justification for the departure from the SCDB is contained in the Transportation Impact Analysis which has been approved.

The transportation system has also provided for an integrated pedestrian and bicycle linkages as envisioned within the SCDB

### **3.3.2 Services**

The water system has been developed in accordance with the recommendations contained within the SCDB. The SCDB envisioned that two pressure zones be created for the Terwillegar Heights area designated as primary and secondary zones.

The sanitary sewer and storm drainage concepts have been revised from that shown in the Terwillegar Area Master Plan. The changes have been made to provide more efficient and effective systems. The changes are described subsequently in Section 6.0.

### **3.3.3 Open Space/Schools and Parks**

Reserve Dedication identified within the SCDB allocates a total of 6.45 (ha) of Municipal Reserve land within Hodgson. The SCDB allocates 4.45 ha for a Public Elementary School site and 2.23 ha for public park purposes. The proposed Hodgson plan provides for a 6.20

*Bylaw 13503  
October 15, 2003*

ha combined school/park site. The site size is smaller than identified in the SCDB but has been agreed upon by the School Board and Parks and Recreation. A 2.21 ha site will also be provided to preserve the environmentally sensitive area and provide associated open space.

### **3.3.4 Basic Principals and Guidelines For Development**

Section 1 of SCDB "Part 1V, Planning and Development Principles Development Concept and Phasing" deals with the Basic Principles and Guidelines for development. The following is a list of those principles and how they are accommodated in the Hodgson Neighbourhood Area Structure Plan.

#### **1. A variety of housing types at various densities should be provided to meet the needs of diverse residents and to achieve a balanced and integrated social structure.**

The plan provides the neighbourhood with a blend of housing types in accordance with the approved Council density distribution guidelines (i.e. between 65% and 85% low density residential units proportions and 15% to 35% medium density residential unit proportions). The plan will provide for a variety of low density residential housing options by the development of various lot widths and depths to accommodate single family, semi-detached and duplex housing. In addition the plan provides for a variety of medium density housing forms including but not limited to linked housing, stacked townhousing, row housing, and apartment housing at densities ranging from 37 upha to 80 upha and being consistent with the appropriate land use district for the intended use.

#### **2. Additional employment opportunities should be planned to offer a range of options within the study area.**

Employment opportunities will be offered through the commercial site located in the southwest corner of the neighbourhood and will provide opportunities for some residents to work within the community if required or desired.

#### **3. Transportation alternatives should foster Improved opportunities for non-motorized means of travel within the study area.**

The transportation system has been designed to minimize the amount of collector roadway while providing efficient movements within the neighbourhood. As well access and egress to the surrounding arterial roadway system have adhered to the guidelines within the SCDB and current engineering design standards. Vehicular, pedestrian and bicycle transportation linkages have been proposed which will provide an integrated system that offers choices to

the neighbourhood's residents. Bicycle and pedestrian linkages will be integrated with the roadway to increase the visibility of these non motorized methods of transportation.

**4. An activity focus for the neighbourhood should offer a range of functions, services and activities that will bring local residents into the specialized area.**

The activity focus of the neighbourhood is provided by the 6.20 ha school park site and 2.21 ha park area located in the north central portion of the plan area. The sites will provide for a public elementary school and active and passive recreational needs. Pedestrian/bicycle/vehicular linkages have been designed to provide easy access to this focus.

**5. The natural topography and environment should be protected and enhanced for both environmental and marketing reasons.**

The natural topography and environment has been protected where possible and as required pursuant to the Planning Act and the North Saskatchewan River Valley Area Redevelopment Plan. The Whitemud Creek is a feature which provides various forms of active and passive recreation. In addition the preservation of all lands below the top of bank will preserve valuable flora and fauna within the ravine. In addition, the environmentally sensitive area in the plan will be preserved and enhanced.

### **3.4 SUBURBAN INVESTMENT STRATEGY**

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A Suburban Investment Strategy has been prepared by the City of Edmonton which evaluates the principles and actions associated with accommodating suburban growth in the City of Edmonton. Relevant neighbourhood principles identified in the strategy require that new neighbourhoods be contiguous with adjacent completed neighbourhoods, that they are necessary in order to meet servicing forecasts within the appropriate sector, and that funding be in place to provide for the required infrastructure.

The Hodgson NASP meets these criteria. Hodgson is contiguous with development to the north and abuts existing development and service connections from the Ogilvie Ridge Neighbourhood in Riverbend to the north. Initial development of Hodgson is not dependent on storm, sanitary or water servicing from other neighbourhoods in Terwillegar Heights. It can proceed simultaneously or in advance of Leger to the west.

At present, there is approximately 55 hectares of vacant developable land remaining in Riverbend. The Riverbend area absorbs in excess of 200 single family residential lots per

year.<sup>4</sup> With 55 hectares of available land and an estimated lot yield of approximately 10 units per gross hectare, there is approximately two years of total development potential remaining in Riverbend which is split between 5 separate developers. In addition, Haddow Neighbourhood has been approved and is expected to generate a moderate development stage of 100 lots annually, which is still insufficient to meet servicing forecasts in this sector. Additional development south of the TransAlta Utilities power line corridor in Terwillegar is therefore required and will also provide for additional consumer choice in this sector.

Finally, infrastructure requirements necessary for the development of Hodgson will not require immediate public funding and can be summarized as follows:

### **1. Transportation/Roadways**

Any arterial roadway improvements required for access and Transportation Department requirements to service Hodgson will be the responsibility of the developer.

The arterial roadway improvements and construction outlined below will be borne by and shared on an equitable basis by the owners of the Hodgson and Leger Neighbourhoods. The details of the cost sharing arrangement will be determined between the owners at the appropriate time.

The following staging of Rabbit Hill Road has been agreed upon by the owners of the Hodgson and Leger Neighbourhood and the City of Edmonton. This staging may be examined in greater detail during the subdivision approval process:

**Stage 1A \_ two lanes (west half) of Rabbit Hill Road from its southern limit to the first collector entrance in Hodgson.**

**\_ channelization of Rabbit Hill Road at the collector roadway.**

**Stage 3 \_ two lanes of Rabbit Hill Road from its southern limit to 23 Avenue.**

**\_ channelization of Rabbit Hill Road at 23 Avenue.**

Rabbit Hill Road must be completed prior to the north-south collector roadway connection in the Hodgson Neighbourhood to 23 Avenue. In addition, the owners of lands in the Hodgson Neighbourhood will be responsible for costs of channelization to connect this collector road to 23 Avenue.

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<sup>4</sup> *M.Doesburg p. 22, Lot and Housing Survey*

## **2. Transportation/Transit**

Upon extension of Ogilvie Boulevard, transit may be immediately available.

## **3. Transportation/Drainage**

All trunk extensions and onsite requirements will be the responsibility of the developers. Connections can be made to the north through the Ogilvie Neighbourhood for both storm and sanitary sewage. Stormwater management will be used to provide protection to the neighbourhood for stormwater runoff. This stormwater management facility will drain into the Riverbend tunnel through a storm sewer extension which will be totally funded by the developers of the area.

Sanitary sewer service will be provided by means of extension of a 600 mm sewer from Ogilvie. All costs of this extension will be borne by the developers.

## **4. Water**

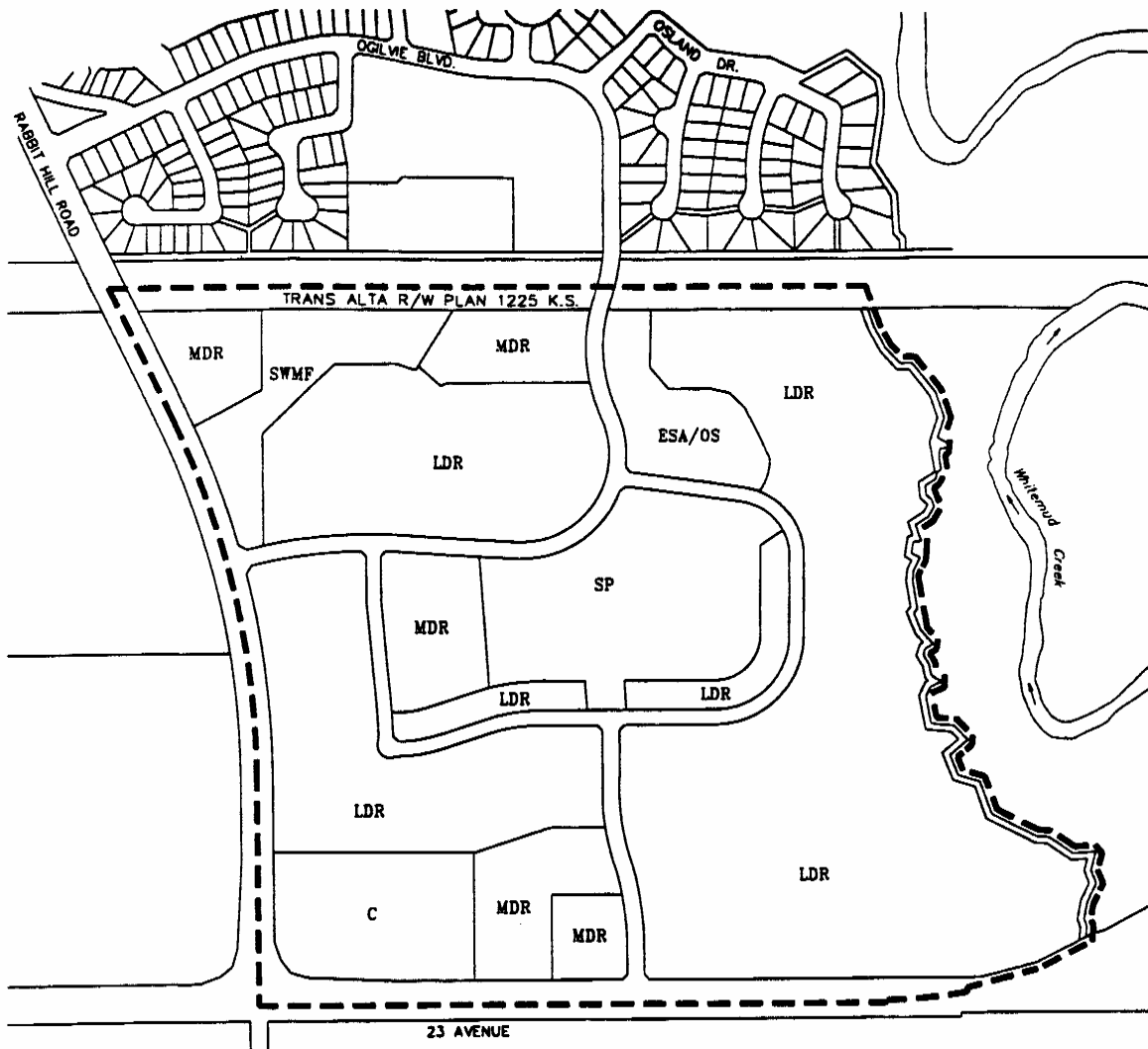
Extension of water service will be provided at Rabbit Hill Road and eventually looped through the Ogilvie Neighbourhood providing a corresponding looping benefit to the existing development in Ogilvie. The neighbourhood will be serviced by an extension of a 600 mm pipe down Rabbit Hill Road. The cost of the 600 mm line, usually funded by the City, will be borne by the developers if there is insufficient funding through the CPP process.

## **5. Parks and Recreation**

Open space areas will be developed to a reasonable standard at the full cost to the developer. The developer will contribute to the TransAlta Utility Rights-of-Way improvements and will landscape the stormwater management facility. The developer will also provide landscaping of the collection area on the school/park site, needed to supply water to the environmentally sensitive area (See Section 5.6). The school/park site development will be the responsibility of the City.

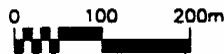
*Bylaw 13327  
April 24, 2003*

Figure 4: Land Use Plan



Legend:

- LDR Low Density Residential
- MDR Medium Density Residential
- SP School/Park
- ESA/OS Environmentally Sensitive Area/  
Associated Open Space
- SWMF Stormwater Management Facility
- C Commercial
- NASP Boundary



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 4  
LAND USE PLAN

## 4.0 DEVELOPMENT POLICIES AND OBJECTIVES

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### 4.1 CRITERIA

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The Neighbourhood Area Structure Plan provides an overall framework for the development of the area. The recognition of the potential role of the development area as an important segment of the urban fabric of Edmonton leads to the formulation of a number of objectives which will guide the development of the area. The following principles and objectives have guided the preparation of the Hodgson Neighbourhood development plan.

### 4.2 OVERALL OBJECTIVES

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- To conform with the general intent and purpose of the Edmonton General Municipal Plan.
- To conform with the general intent and purpose of the Terwillegar Heights SCDB.
- To provide services in accordance with Civic standards.
- To provide a high quality residential area and associated complementing land uses.
- To conserve and optimize the use of natural areas through their careful integration into the plan.
- To preserve selected significant viewpoints within the plan area.
- To allow for the orderly and economical phasing of development at the earliest possible date, consistent with Civic policies.

### 4.3 RESIDENTIAL OBJECTIVES

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- To create an attractive residential community.
- To conform to neighbourhood planning requirements utilizing quality urban design principles.



- To create a predominantly low density residential community while providing a variety of housing alternatives for its residents.
- To conform to Council approved density guidelines for the various forms of housing to ensure compatible relationships between residential cells and housing type.
- To create a neighbourhood plan which is flexible and will respond to changing market conditions.
- To integrate medium density housing forms with low density housing.

#### 4.4 COMMERCIAL OBJECTIVES

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- To provide for the community and neighbourhood convenience commercial needs of the residents.
- To provide the opportunity for a range of commercial/industrial business uses capable of providing a limited range of local employment opportunities.
- To integrate the commercial land uses so as to minimize the impact on adjacent residential uses.
- To locate the site such that it also serves those who utilize the major arterial roadways abutting the neighbourhood.

#### 4.5 SCHOOLS

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- *Deleted*

*Bylaw 13327  
April 24, 2003*

#### 4.6 OPEN SPACE

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- To meet the demands of the future residents for active and passive recreational space.
- To develop the park and open space areas in a timely manner.

- To meet the demands of the future residents for aesthetic green space within and/or in close proximity to the plan area
- To fulfill the statutory requirements of the Planning Act by providing up to 10% of the Gross Developable Area for open space and schools and/or money in lieu of land.
- To preserve those ravine lands below the top-of-bank as Environmental Reserve.
- To preserve environmentally sensitive lands through integration into the neighbourhood and encourage the development of new habitat through natural succession.

## 4.7 TRANSPORTATION

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- To provide an efficient hierarchical circulation system for automobiles, pedestrians, bicycles and public transit within the plan area.
- To provide safe and convenient access for vehicles and pedestrians.
- Integrate bicycle/vehicular/pedestrian linkages in the same rights-of-way.
- To provide Top-of-bank road in accordance with NSRVARP.

## 4.8 UTILITIES

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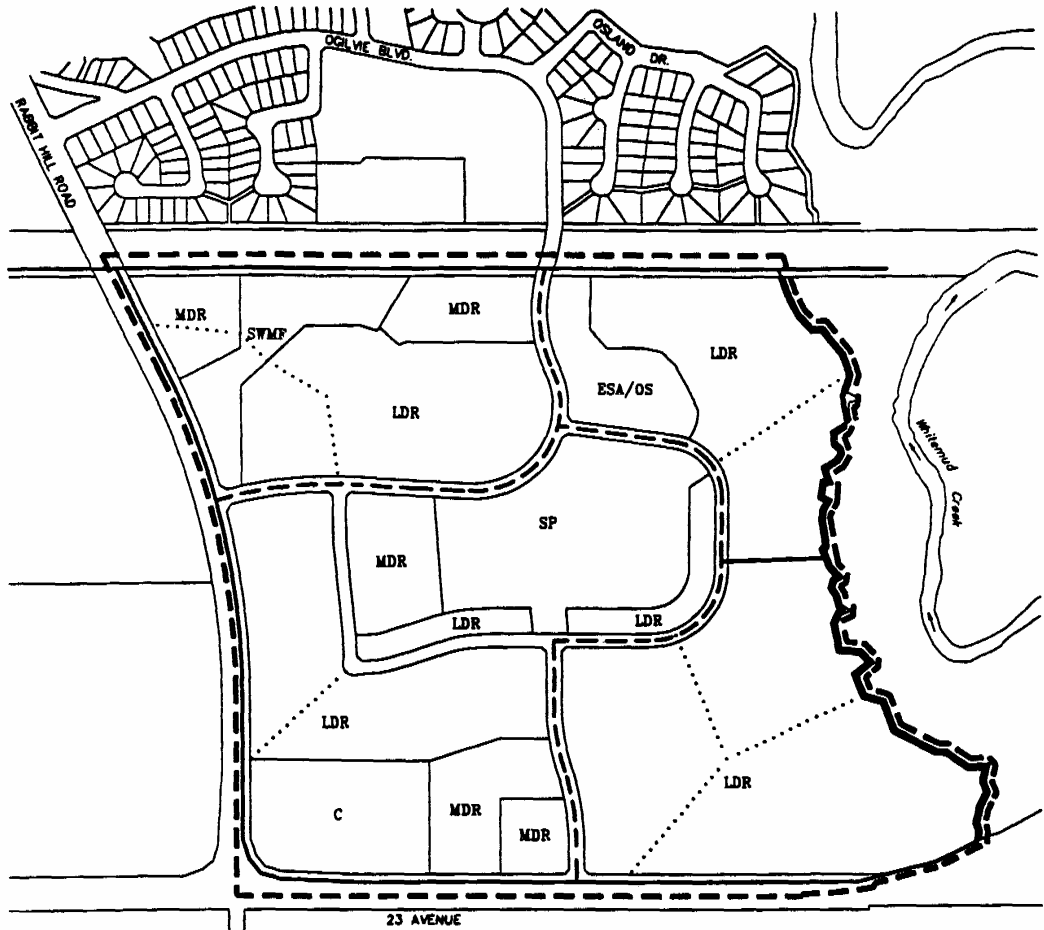
- To integrate the existing utility rights-of-way into the plan area.
- To provide a servicing system and phasing sequence based on the extension of city services and utilities which is both economical and efficient.
- To utilize stormwater retention facilities wherever possible as amenity features for the plan area

## 4.9 EXISTING USE

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- To allow for the continuation of existing uses until the land is required to accommodate urban development within each neighbourhood.

Figure 5A: Linkages Plan



Legend:

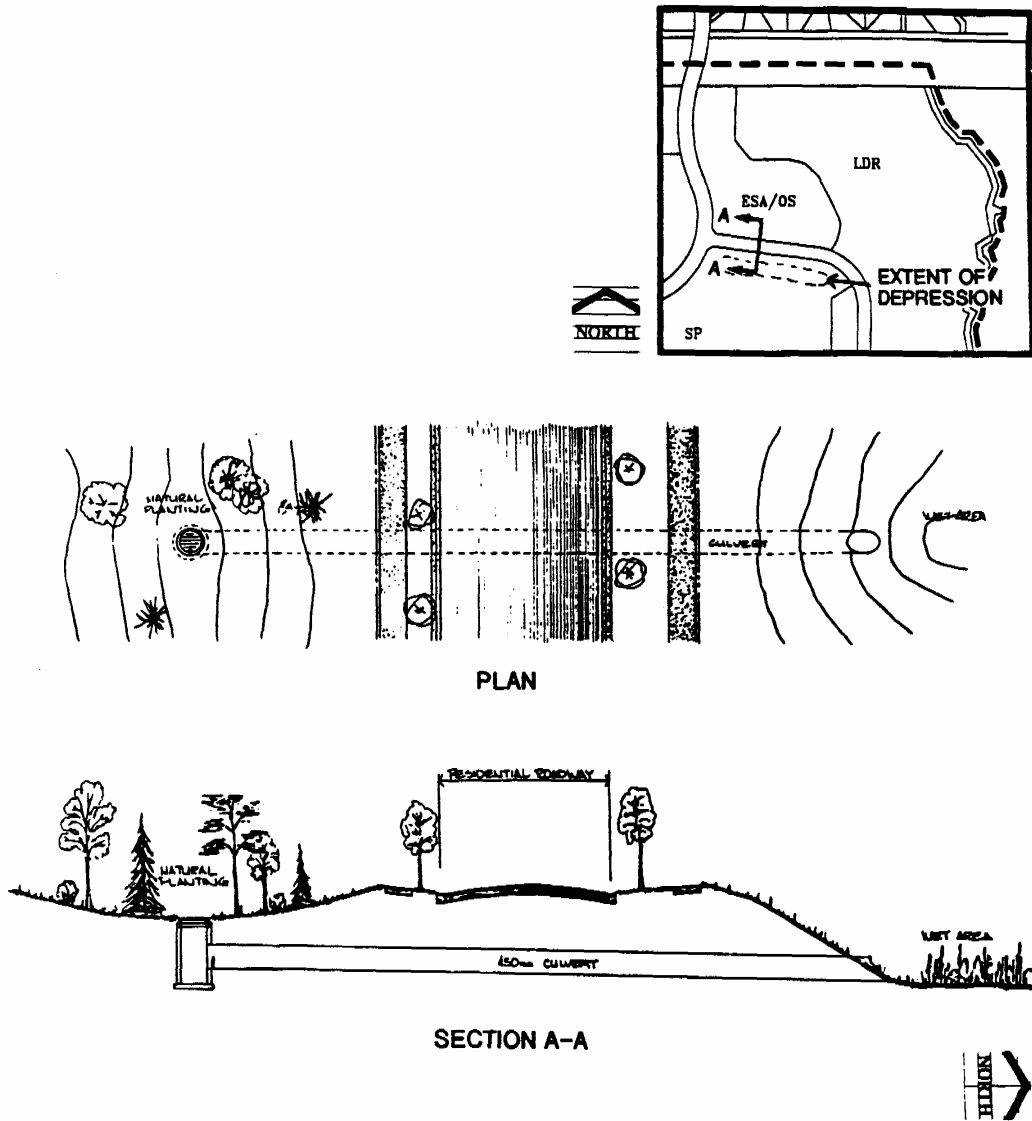
- Class 1 Bikeway
- - - Class 3 Bikeway
- ..... Pedestrian/Bicycle Linkage
- - - NASP Boundary



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 5A  
LINKAGES PLAN

Figure 5B: Environmentally Sensitive Areas



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Consulting  
Group

HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 5B  
ENVIRONMENTALLY SENSITIVE  
AREAS SCHEMATIC

## 5.0 LAND USE CONCEPT

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### 5.1 GENERAL

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The concept has been developed in response to several factors including:

- Edmonton General Municipal Plan
- Terwillegar Heights Servicing Concept Design Brief
- North Saskatchewan River Valley Area Redevelopment Plan
- Site Characteristics
- Servicing Considerations

The development concept integrates the aforementioned factors to provide a neighbourhood plan which will guide future urban development in a rational manner.

The overall concept proposes a gross developable area of 66.33 ha and an estimated population of 3,162 persons (see Figure 4).

The following sections identify in greater detail the major land uses within the development concept and their relationship to each other.

It should be noted that the location of local streets and block lines have not been shown on this Plan and are subject to confirmation through the subdivision of the neighbourhood.

### 5.2 CIRCULATION SYSTEM

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The circulation system consists of three components:

- Vehicular circulation and linkages;
- Bicycle circulation and linkages; and
- Pedestrian circulation and linkages.

#### 5.2.1 Vehicular Circulation and Linkages

The efficient and effective movement of vehicular traffic throughout the plan as well as into

and out of the neighbourhood has been accommodated. The design is such that the length of collector roadway required for the neighbourhood has been minimized.

Two access points to arterials from the plan area are provided. One provides north-south access via Rabbit Hill Road and the other provides east-west access via 23 Avenue (see Figure 5).

A third access point to the neighbourhood is provided by Ogilvie Boulevard. The Ogilvie Ridge Neighbourhood exists north of the TransAlta right-of-way and Ogilvie Boulevard is a collector roadway within it. During development, if Ogilvie Boulevard provides primary access to the Hodgson Neighbourhood, traffic volumes along Ogilvie Boulevard at Rabbit Hill Road will be limited to a maximum of 5000 vehicle trips per day.

A modified loop collector road system is proposed internal to the neighbourhood. This system provides for the efficient movement of traffic to and from the neighbourhood's three access points. In turn the collector system can be accessed by a network of looping local roadways and connecting cul-de-sacs.

Transit routing is proposed to follow the collector roadway system between Ogilvie Boulevard and Rabbit Hill Road as well as along 23 Avenue. All of the residential development will lie within 400 m of transit routes. Transit can be easily extended along Ogilvie Boulevard.

### **5.2.2 Bicycle Circulation and Linkages**

Bicycle linkages are provided within the neighbourhood. Where possible these linkages follow the local or collector roadway patterns. Where this is not possible bicycle linkages are accommodated through the utilization of Utility rights-of-way, ravine walkways or a separate right-of-way. A Class 1 bikeway will be required either on the top of bank or as a continuous bikeway on the local roadway network parallel to Whitemud Creek. These linkages provide safe access within the neighbourhood to the ravine system, the various residential cells, the commercial lands, as well as the school park site.

The bicycle linkages connect via the neighbourhoods collector system to a major spine bikeway system which follows arterial roads. All bicycle linkages will be provided in accordance with civic policies and constructed at the time of subdivision development at the cost of the developer.

### 5.2.3 Pedestrian Circulation

A safe, enjoyable system for pedestrian circulation is provided to accommodate the needs of the community. The walkway system connects various destination points within the neighbourhood (i.e. park school, bus stops, etc.) as well as providing points of connection with the surrounding neighbourhoods and the Whitemud Creek Ravine. The walkway system consists of a series of sidewalks provided in conjunction with the roadway network and other supplemented walkways, stormwater management facilities and parks too. (i.e. interblock connections). Where possible the system also utilizes utility rights-of-way. Wherever possible walkways cross arterial and collector roadways at intersections as opposed to mid block.

In certain instances it may be necessary to provide a joint use (pedestrian/bicycle) path. Where such a facility is required, it shall be developed in accordance with Civic standards which will minimize pedestrian/bicycle conflicts.

All pedestrian linkages will be developed in accordance with civic policy and constructed at the time of subdivision development.

## 5.3 COMMERCIAL/EMPLOYMENT CENTRE

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A 3.06 ha commercial site has been provided in the southwest corner of the plan area in accordance with the SCDB. The site is located at the intersection of two arterial roadways (23 Avenue and Rabbit Hill Road). The site will accommodate a small to medium size shopping centre development. Such a centre will provide a variety of commercial and/or business industrial uses which will meet the daily needs of the neighbourhoods residents. In addition the sites location on the periphery of the neighbourhood can serve homebound and workbound traffic along Rabbit Hill Road and 23 Avenue. The site will provide limited employment opportunities for those who may wish to or are required to work within the neighbourhood. The subject site is one of four sites (to exist on all four corners of Rabbit Hill Road and 23 Avenue), which as envisioned in the SCDB will together function as a Mixed Use Employment Centre. This centre when developed will provide a mixed use commercial/light industrial development. The commercial site is larger than contemplated in the SCDB in order to have sufficient area to encourage an employment centre, including office, professional and institutional uses.

*Bylaw 13503  
October 15, 2003*

## 5.4 RESIDENTIAL LAND USES

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### **a) Low Density**

The majority of land within the neighbourhood is designated for residential purposes. The residential lands will permit a variety of dwelling types and densities ranging from single detached residential units to walk-up apartment units. This range of housing opportunities will provide a choice of style, size and costs so that a diverse range of residents can be accommodated.

The largest residential component consists of low density residential development. The predominant housing form associated with low density residential development is the single detached dwelling. However this component may contain semidetached and/or duplex dwelling units. It is anticipated that a variety of low density residential lot sizes will be provided using various districts under the Land Use Bylaw. The low density residential component comprises approximately 36.54 ha of land within the plan area. These low density residential lands are proposed to develop with an average density of 20 dwelling units per hectare.

*Bylaw 13603  
October 15, 2003*

### **b) Medium Density**

The plan provides for medium density residential development accommodating primarily row housing development. The medium density residential development has been dispersed throughout the neighbourhood in five separate sites. The sites have all been located adjacent to collector or arterial roadways so as to provide easy access and maximize the potential for the utilization of public transit.

The sites range from 0.85 ha to 2.00 ha. The sites are intended to accommodate one or more of the following housing forms:

#### **■ Row Housing**

- **Low Rise Walkup Apartment Housing**
- **Stacked Row Housing**

The medium density residential sites are proposed to be developed at densities up to 80 units/hectare. The multiple family residential development will be built to a standard which is compatible with surrounding low density residential development.



The multiple family types of housing in the Medium Density Residential category in the northern part of the plan will include attached homes up to and inclusive of row housing types. The Medium Density Residential site on 23 Avenue will include attached homes up to and inclusive of low rise apartment types.

The site located in the northwest corner of the plan area is disconnected with the balance of the neighbourhood and requires access from Rabbit Hill Road. This configuration and location has been selected as a result of the proposed development of a stormwater management facility. As it is most practical to utilize the natural land contours and environment. for development of the stormwater management facility, the resultant parcel becomes isolated and is most conducive to a medium density residential development site. The site is adjacent to the bus route and would take advantage of the amenity and open space adjacent to same.

The residential development proposed results in a density of 47.67 persons per gross developable hectare. In addition the council approved low density/medium density guidelines of 65/35 to 85/15 have been adhered to. The plan provides a low density/medium density ratio of 67:33.

## 5.5 SCHOOL SITE, PARKS AND OPEN SPACE

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*Edmonton Public Schools has advised that the public K-8 school site identified in the Terwillegar Heights SCDB for the Hodgson neighbourhood is no longer required. The school board came to this conclusion through a study of current density and student generation numbers resulting from areas currently under development in the Terwillegar area.*

*Bylaw 13327  
April 24, 2003*

The neighbourhood focus will be the centralized school park site, the naturalized wetland preservation area, including the woodlot, and the Whitemud Creek and ravine. A 4.24 ha neighbourhood school/park site has been provided in the central portion of the plan area (see Figure 4). The school/park site has been located generally in accordance with the SCDB. The site is well served by the collector roadway system and will also be linked to the remainder of the neighbourhood with bicycle/pedestrian connections.

*Bylaw 13327  
April 24, 2003*

The school park site within the neighbourhood will provide approximately 350 metres of frontage for a school site. This exceeds the 162 metres minimum frontage required for a

school site. Furthermore, the school site will be serviced with an onsite student drop-off bay. The drop-off bay is provided for safety reasons and to prevent traffic congestion. Utilities located within the roadway right-of-way will be constructed in a manner which will minimize disruption of such services when the drop-off bays are constructed.

The stormwater management system will complement the open space system. A stormwater management facility is proposed for the northwest corner of the plan and will be developed as a constructed stormwater wetland. The stormwater management facility will provide an aesthetically pleasing area which can meet certain passive recreational needs. The pond will be constructed with native wetland vegetation so it can significantly improve stormwater quality. An additional benefit will be that it will increase bio-diversity and provide a measure of habitat for waterfowl and other wildlife.

The TransAlta Utilities right-of-way which borders the north side of the plan is undevelopable and will continue to be used as an open space corridor. This corridor provides an east-west connection for the neighbourhood. Any construction of pathways or the planting of landscape material within the corridor will be to the satisfaction of the City and the applicable utility company.

The naturalized wetland conservation area (ESA), associated open space, and associated woodlot totalling 2.21 ha will be retained in their natural states as much as possible. The wetland is currently recharged with surface runoff. The wetland area must have an adequate supply of runoff following development of the neighbourhood in order to be sustained as a wetland. This will be maintained by directing runoff from the school/park site to the wetland. An area of approximately 0.5 ha will be used to concentrate the flows to a culvert crossing under the local roadway that separates the school/park site from the existing wetlands.

Other components consist of the pedestrian/bikeway circulation system and the top-of-bank road/walkway.

The final component of the open space system, consists of the Whitemud Creek and Ravine. Though not within the plan area, the Ravine provides a valuable amenity for the neighbourhood. The Ravine provides a variety of passive and active recreational opportunities for the neighbourhoods residents.

The plan as proposed provides in excess of 10% of the land area as Municipal Reserve. The

additional land will be purchased by the City in order to facilitate the preservation of the Environmentally Sensitive Area (SW6002).

## 5.6 ENVIRONMENTALLY SENSITIVE AREAS

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The Geowest Consultants Ltd. study titled "Inventory of Natural Areas" identifies an area within the Hodgson Neighbourhood as "Environmentally Sensitive".

The owners of the property are willing to retain and enhance this area provided that they dedicate it to the City as reserve land. The designation and disposition of these lands will be determined prior to redistricting of the area consistent with City and Provincial policy. It is recognized that with the development of Hodgson, care must be given to assure that this area is protected and measures provided to ensure its qualities are sustained. Further, it is recognized that through the passage of time the area's ecology may change. However, it will still provide a sustainable natural area due to natural succession of the flora and fauna.

The area consists of a wetland area and a buffer area on the ratio of approximately 25% open water to 75% vegetated area. This buffer area is adequate to provide nesting habitat for birds.

To ensure the sustainability of the natural area, all drainage from the school/park site will be routed to the wetland (ESA and associated open space). This will ensure that the natural area is provided a constant supply of runoff to ensure its viability.

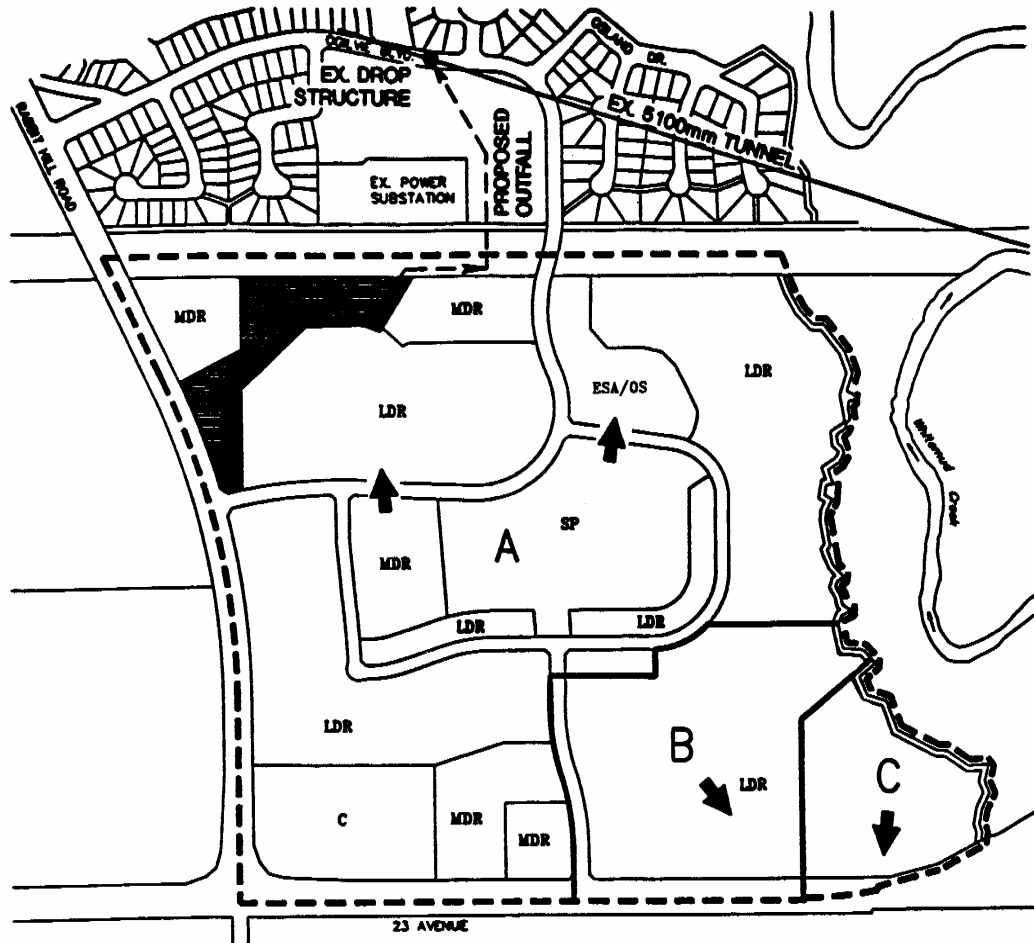
The school site runoff will be collected on site by a series of overland drainage swales and routed to a 0.5 ha area at the north edge of the school/park site. This low area will attenuate the runoff for a short period of time in an area that will be planted with vegetation to filter and buffer the runoff prior to it entering the natural area. Figure 5B indicates schematically the methodology to be used to ensure runoff is provided to the natural area. All major and minor storm flows from the remainder of the neighbourhood will be routed around the natural area and will drain to the constructed stormwater management facility at the northwest corner of the neighbourhood.

The ESA and associated open space will have an overflow route to the stormwater management facility to prevent excessive flooding during major rainfall events. During construction, siltation areas must be constructed to intercept runoff prior to it entering the




natural area. The methodology of protecting the natural area during construction of the neighbourhood and the school site will be provided in the Management Plan which will be completed with the first stage of subdivision within the neighbourhood.

The existing status of the ESA was reviewed by Sentar Consultants. At the time of the Site Investigation it was noted that some fill material had been placed within the ESA (assumed from residential basement excavation from adjacent areas to the north). At that inspection there was no visual evidence of contamination or environmental concern detected. However, prior to districting of the ESA, a sampling program will be undertaken to analyze the fill material to verify the visual inspection and conclusively determine the quality of the fill material

Figure 6: Storm Drainage Plan



Legend:

-  Stormwater Management Facility
-  Direction of Flow
-  NASP Boundary

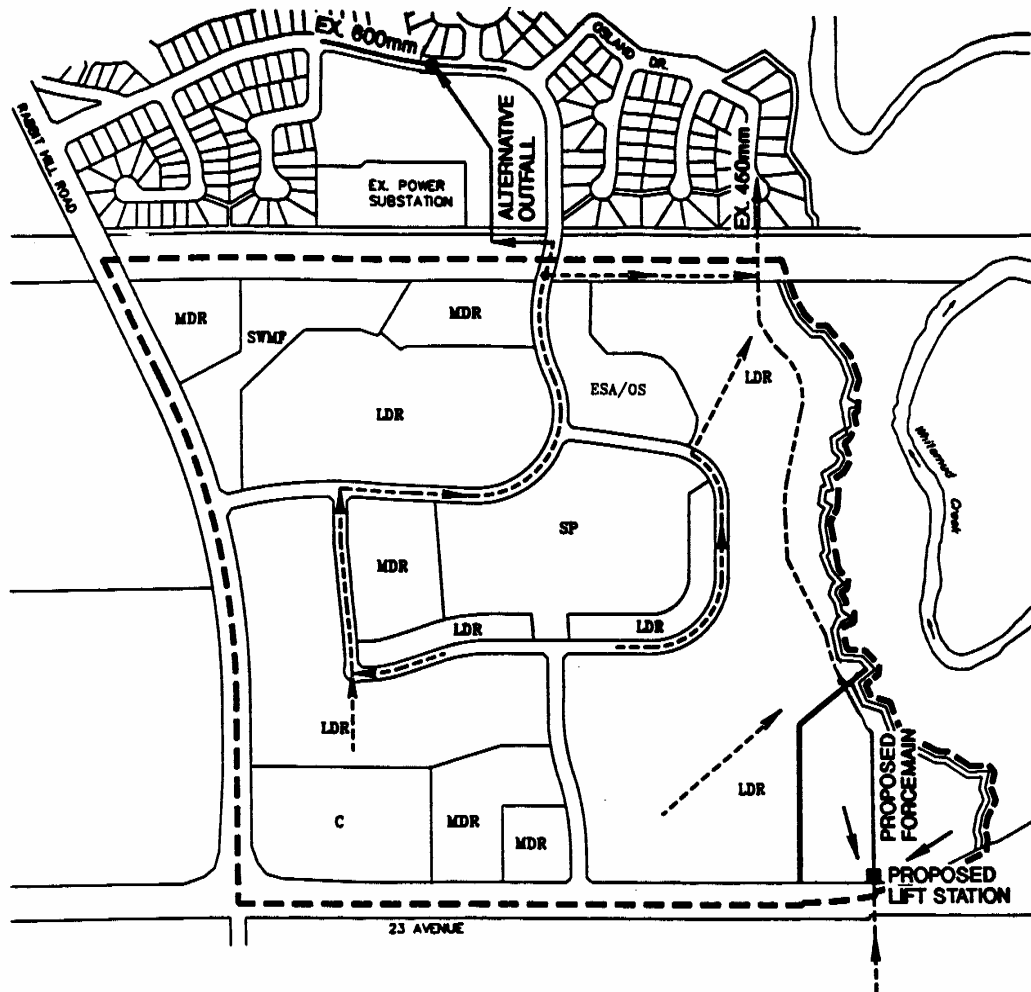
 FUTURE LAKE  
As part of Nbhd. 4B/2D



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 6  
STORM DRAINAGE PLAN

Figure 7: Sanitary Sewage



- Legend:
- ← Direction of Piped Flow
  - Basin Boundary
  - - - NASP Boundary

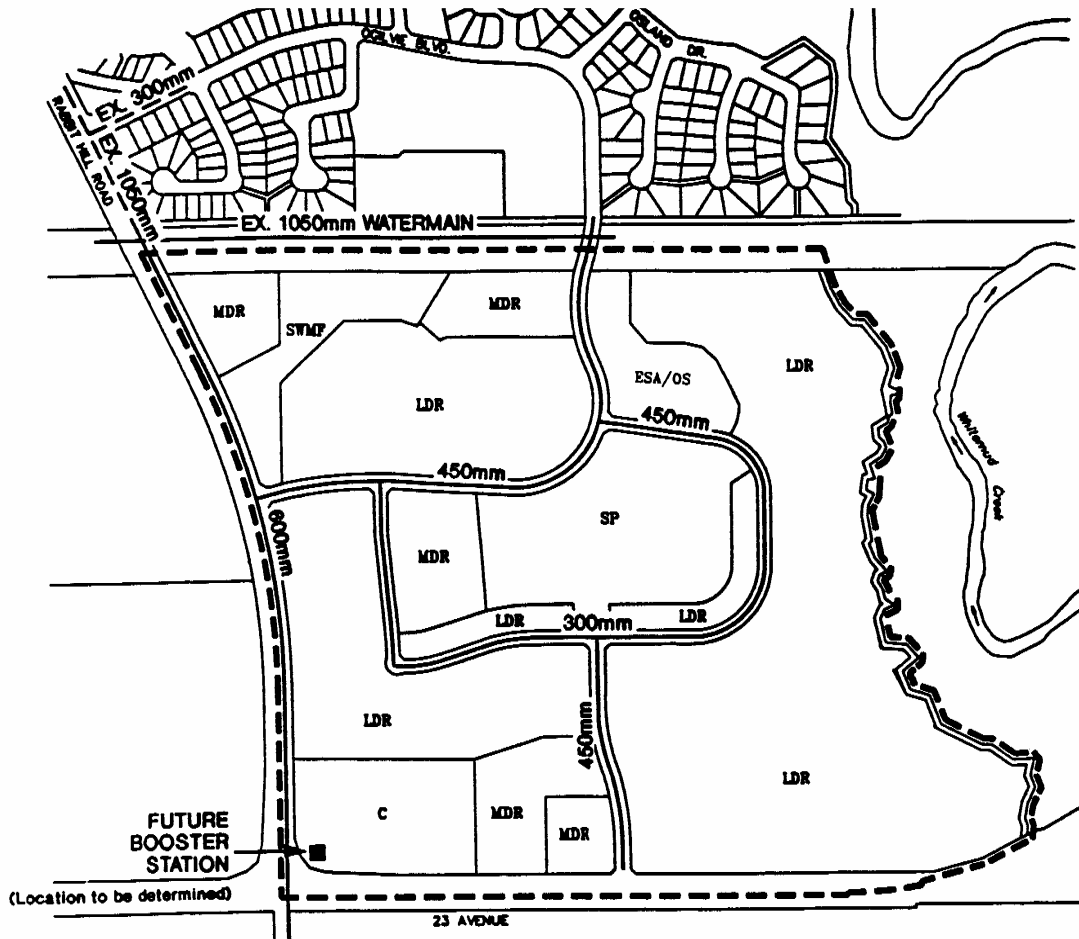
**IMC**  
Consulting  
Group



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 7  
SANITARY SEWERAGE PLAN

Figure 8: Water Servicing Plan



- Legend:
- Proposed Watermain
  - - - NASP Boundary



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN



Figure 8  
WATER SERVICING PLAN

## 6.0 ENGINEERING SERVICES AND UTILITIES

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### 6.1 GENERAL

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This section of the report outlines the provision of municipal and utility services to the Hodgson Neighbourhood including storm drainage, sanitary sewerage, water distribution, power, gas and telephone in general terms. More detailed information regarding the provision of these services can be obtained from the Neighbourhood Designs Report and the Water Network Analysis.

### 6.2 STORM DRAINAGE

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The storm drainage concept is shown on the enclosed Figure 6. As shown, the neighbourhood contains three drainage areas and each area is discussed in this section of the report.

The major and minor system for Area A will be directed to the proposed stormwater management facility located in the northwest corner of the neighbourhood. The stormwater management facility is designed not only to accommodate the Hodgson Neighbourhood, but also a portion of the adjacent Leger Neighbourhood. This facility and that in Leger can be staged so that each neighbourhood can proceed independently. The outfall from the pond will be connected to the existing deep tunnel drop structure on Ogilvie Boulevard. Final routing of facilities to the deep tunnel drop structure will be determined in discussions with the City of Edmonton.

Area B is designed to have the minor system flow to the stormwater management facility while the major system will flow in a southerly direction due to the natural topography. It is proposed to outflow the major system to the Whitemud Creek on an interim basis via the north ditch on 23 Avenue. An EIA will be undertaken prior to acceptance of any redistricting application in this area to evaluate and provide recommendations to the design of that outflow structure. As it is understood that 23 Avenue will become an urban cross-section arterial roadway, the interim system and alternative final solution, including the utilization of the future pond to the south, will be investigated with the Drainage Department with the objective of finding an acceptable final outfall system.



The topography of Area C dictates that the minor system flow will need to be taken to a future lake south of 23 Avenue. As the major flows will drain to the south as in Area B, the design will be dealt with as outlined for Area B.

### 6.3 SANITARY SEWERAGE

---

The proposed sanitary sewerage design concept is shown on Figure 7.

The majority of the neighbourhood will drain by gravity in an easterly direction towards the proposed extension of the existing 450 mm trunk sanitary sewer on Osland Drive. The Osland Drive system was designed to accept sewage flow from the Hodgson Neighbourhood and areas to the south of 23 Avenue. It is noted on Figure 7 that an alternative outfall sewer is available to the western half of the Hodgson Neighbourhood. The alternative outfall sewer is being considered for servicing Leger Neighbourhood and will be examined further to determine if it is beneficial for utilization. Final routing of sanitary sewer facilities will be determined in discussions with the City of Edmonton.

The natural topography requires that the southeast corner of the Hodgson Neighbourhood drains to a proposed lift station. The lift station will also service the area south of 23 Avenue and will pump to the new gravity sewer as shown on Figure 7.

Sanitary service for the Hodgson Neighbourhood is available and development can proceed to completion with no capital outlay by the City of Edmonton.

### 6.4 WATER SUPPLY AND DISTRIBUTION

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A Water Network Analysis was prepared by I. D. Engineering Company Limited for the Hodgson Neighbourhood and presented in a Servicing Concept Design Brief in May, 1992. The design brief recommended that two pressure zones be created for the Terwillegar Heights area designed as primary and secondary zones.

The primary zone is proposed to service land with elevations of 692.0 metres or less. The water supply for this zone is the existing 1050 mm transmission main located within the TransAlta Utility right-of-way. The secondary zone (outside of this plan area) will be serviced by a booster station in the future.

The Hodgson Neighbourhood is located within the primary pressure zone and therefore will be serviced from the existing 1050 mm transmission main, as shown on Figure 8 - Water Servicing Plan. 300 mm and 450 mm watermains will loop through the neighbourhood, coupled with a 600 mm feeder on Rabbit Hill Road, will complete the servicing. Ultimately this neighbourhood will benefit from the construction of the South Ring Main which will also feed the booster station on 23 Avenue.

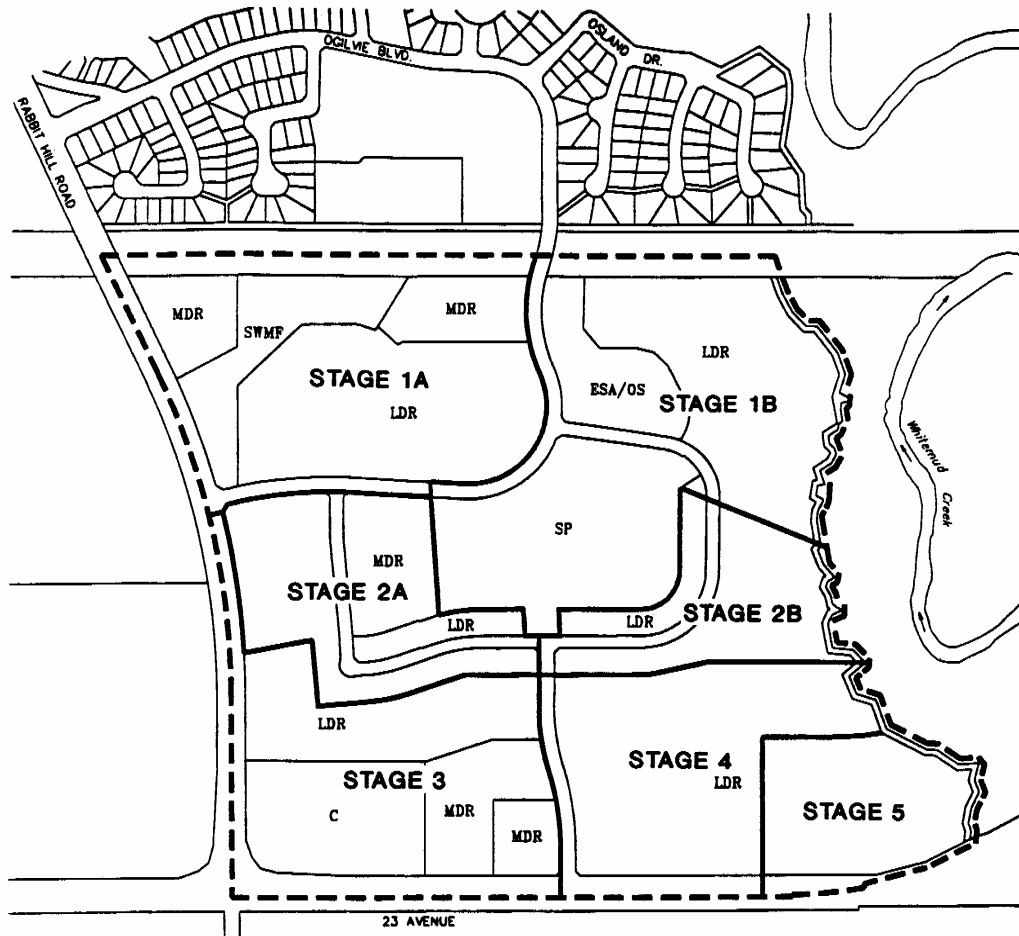
It should be noted that no capital outlay by the City of Edmonton for water systems upgrading or reinforcement is necessary to commence development in the Hodgson Neighbourhood. The development will meet City of Edmonton Servicing Standards Manual and designed to the satisfaction of the General manager.

## 6.5 POWER AND GAS

---

Electric power and natural gas utility services are adjacent to the neighbourhood and available for extension in the area. These utility services are not a constraint to development and will be provided through local roadway right-of-ways and/or easements.

Figure 9: Staging Plan



Legend:

- Stage Boundary
- - - NASP Boundary



HODGSON  
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure 9  
STAGING PLAN

## 7.0 DEVELOPMENT STAGING

---

It is anticipated that development will progress from north to south. It should be noted that the servicing and existing roadway alignments allows this neighbourhood to be developed in a number of staging scenarios. For a conceptual staging plan for the entire neighbourhood, refer to Figure 9. Stage 1A and 1B are as indicated on Figure 9 for a number of reasons: In Stage 1A access is required from Rabbit Hill Road. Stage 1A is the preferred starting point for development as it will have minimum impact on Ogilvie Neighbourhood. However, the majority of landowners in Hodgson do not own the land over which Rabbit Hill Road must be extended. Therefore, initial access from Rabbit Hill Road may not be possible in the initial stage.

Therefore, the plan recognizes that what is shown as Stage 1B may actually develop first. From a servicing standpoint, Stage 1B is also a logical point of development. The availability of sanitary sewer capacity in the northeast portion of the plan exists adjacent to the north boundary of the neighbourhood. The availability of water servicing exists in the TransAlta Utility right-of-way on Ogilvie Boulevard. Ogilvie Boulevard, which abuts Stage 1 to the north, can be easily extended to provide a transportation link and immediate transit service to this stage. It has been determined that Ogilvie Boulevard can accommodate approximately 350 units from this development prior to the development of Rabbit Hill Road. Development of Hodgson will be limited by traffic volumes of 5,000 vehicle trips per day on Ogilvie Boulevard at the Rabbit Hill Road intersection. At that time development of Rabbit Hill Road to the first collector entrance will be required prior to further development. Subsequent stages will be developed in an orderly and sequential manner consistent with transportation requirements and engineering considerations.

Subsequent stages will be developed in an orderly and sequential manner consistent with transportation requirements and engineering considerations.

### 7.1 ACCESS FOR CONSTRUCTION

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The vehicles associated with heavy construction of the subdivision will not be allowed access from Ogilvie Boulevard, but will access the area from 23 Avenue.

The developer or their representatives will use best efforts to require the home builders and their trades to access the Hodgson subdivision via Rabbit Hill Road and restrict their movement through Ogilvie Ridge via Ogilvie Boulevard.

Based on the phasing, it is planned that the extension of Ogilvie Boulevard will be completed early on to connect with Rabbit Hill Road, completing the transit loop and providing convenient access to the north.

## 7.2 ADDITIONAL STUDIES AND REQUIREMENTS

Throughout this report additional studies or reports were identified as prerequisites to development. These studies must be completed prior to districting or subdivision of various sections of the neighbourhood. A summary of these studies and their timing is shown on Table 7.1. Other miscellaneous studies or reports may be required in association with the approval of engineering drawings of various stages of development and would be addressed at the subdivision stage.

## Table 7.1 Additional Studies

Study	Timing
▪ NDR to be finalized and approved	Prior to 1 <sup>st</sup> redistricting in neighbourhood being accepted
▪ Determine routing of storm and sanitary connections to existing sewer facilities on Ogilvie Boulevard	Prior to 1 <sup>st</sup> redistricting in neighbourhood being accepted
▪ Management plan relating to the ESA and associated open space	Conditions of the first subdivision
▪ EIA for drainage onto 23 avenue and into Whitemud Creek	With submission of a redistricting application for any lands within affected basin
▪ Environmental Site Screening Report for two farmsteads and well site	With submission of a redistricting application for any affected lands
▪ Sampling and analysis of fill material within ESA	Prior to redistricting of the ESA
▪ Closure and sale of 142 Street rights-of-way	Prior to registration of the subdivision for any affected lands

# Hodgson Neighbourhood Area Structure Plan

## Land Use and Population Statistics

Bylaw 13503-October 15, 2003

	Area (ha)	% of GDA
<b>Gross Area</b>	<b>72.14</b>	
AltaLink Right-of-Way	3.11	
Rabbit Hill Road	1.66	
23 Avenue	1.04	
<b>Gross Developable Area</b>	<b>66.33</b>	<b>100.00</b>
Stormwater Management Facility	3.58	5.4
Parks and Schools: Municipal Reserve	6.45	9.7
Circulation	11.84	17.8
<b>Net Developable Area</b>	<b>44.46</b>	<b>67.0</b>
Commercial	3.06	4.6
<b>Net Residential Area</b>	<b>41.40</b>	<b>62.4</b>

	Area (ha)	Dwelling Units/ha	Units	Persons/Unit	Population
Low Density Residential	36.54	20	731	3.46	2,529
Medium Density	4.86	50	243	2.98	724
<b>Totals</b>	<b>41.40</b>		<b>974</b>		<b>3,253</b>

### Student Generation Statistics

Level	Public	Separate	Total
Grades K - 8	439	146	585
Grades 9 - 12	171	57	228
<b>Total</b>	<b>610</b>	<b>203</b>	<b>813</b>

Density : 22.9 units/net residential ha

Housing Mix: 75% Low Density Residential / 25% Medium Density Residential

Persons/Gross Developable Hectare: 78.75