

Bremner Colchester Draft Comparison Matrix

Priorities Committee Meeting
February 16, 2016

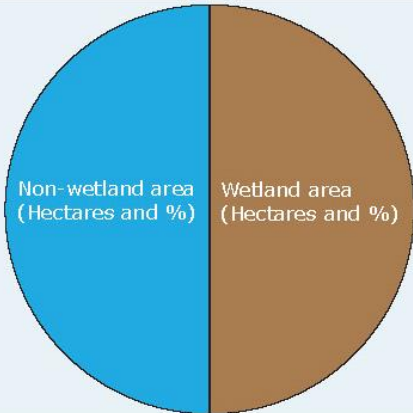
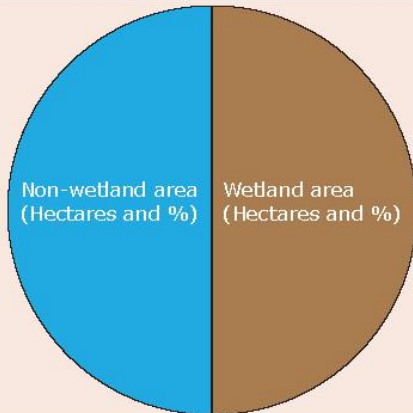
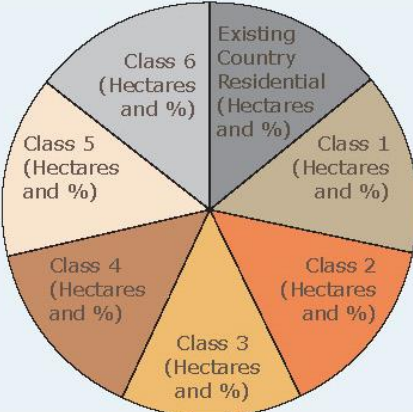
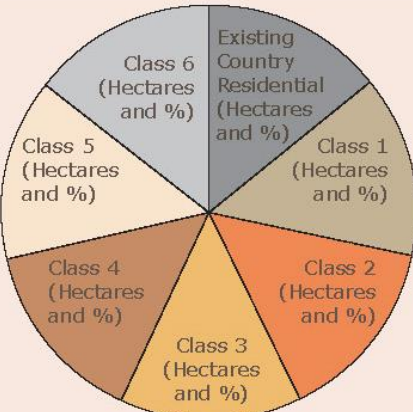
Draft Comparison Matrix

Introduction

- The draft unpopulated matrix has been created to include criteria for comparison from the Colchester and Bremner Growth Management Strategies as well as from the completed supporting technical documents such as the high-level Biophysical Assessments and Transportation Analysis.
- The draft unpopulated matrix also includes criteria for comparison on the Fiscal Impact Assessments of the final recommended concepts for both Colchester and Bremner.
- The final recommended concepts for both communities have the potential to accommodate the Capital Region Board projected growth to 2044 of 33,000 people (high growth scenario).



Existing Conditions

Key Data	Bremner (Urban Reserve Area)	Colchester (Rural/Urban Transition Area)
Growth Area (Hectares)		
Plan Area (Hectares)		
Number of Properties		
Existing Key Features and Amenities		
Wetlands ¹		
Agricultural Soils		

¹ These numbers are approximate. They are based on Alberta Land Inventory Data and do not include streams, creeks, drainage courses or recharge areas. More detailed information including ground truthing would be confirmed as part of a site specific biophysical assessment.



Community Design Concepts

Key Data	Bremner (Urban Reserve Area)	Colchester (Rural/Urban Transition Area)
CRB Density Target (du/nrha)		
Density of Recommended Concept (du/nrha)		
Population Capacity at Full Buildout		
Potential Buildout Date ¹		
Potential Future Expansion (Yes/No and Acres (Hectares) ²		
Pipeline Corridors and Setbacks (Acres, Hectares and % of Plan Area)		
Environmental Reserve - ER (Acres, Hectares and % of Plan Area) ³		
Municipal Reserve - MR (including School Sites, Acres, Hectares and % of Plan Area)		
Net Developable Land (Acres, Hectares and % of Plan Area) ⁴		
Residential Areas (Acres, Hectares and % of Plan Area)		
• Low density (average density 28 du/nrha)		
• Medium density (average density 44 du/nrha)		
Mixed use Areas (Acres, Hectares and % of Plan Area) ⁵		
Business Park Areas (Acres, Hectares and % of Plan Area)		
Major Retail Areas (Acres, Hectares and % of Plan Area)		
Employment Potential (# of potential jobs)		
Number of School sites ⁶		
Number of Major Recreation Centres ⁶		
Number of Minor Recreation Centres ⁶		
Number of Fire Halls ⁶		

¹ Based on Fiscal Impact Analysis growth rate.

² Based on the Capital Region Growth Plan priority growth areas.

³ Due to the Moraine landscape in Colchester, an additional 10% of the land is assumed to be required for Environmental reserve.

⁴ Excludes ER, MR, pipeline setbacks and roads.

⁵ Assumes 50% commercial uses and 50% high density residential uses, with an average residential density of 90 du/nrha.

⁶ The number of school and soft infrastructure is dependent on the population. The numbers provided are based on population capacity at full build out of each community.



Fiscal Impact Analysis

Key Data	Bremner (Urban Reserve Area)	Colchester (Rural/Urban Transition Area)
Costs for Off-site Infrastructure (\$M) ¹		
• Water		
• Wastewater		
• Roads (includes flyovers and interchanges)		
Costs for On-site infrastructure (\$M) ²		
• Water		
• Wastewater		
• Stormwater		
• Roads (includes collector and arterial roads)		
Total Hard Capital Costs (\$M) ³		
Major Soft Infrastructure Costs (\$M) ⁴		
Total Infrastructure Costs (\$M) ³		
Impact on municipal tax rate (% increased tax rate) ⁵		

1 As per the Fiscal Impact Analysis, off-site infrastructure refers to any new hard infrastructure or upgrades to existing hard infrastructure outside of the boundaries of the subject area required to service the development. This includes provincial infrastructure such as highways and interchanges.

2 As per the Fiscal Impact Analysis, on-site infrastructure refers to hard infrastructure within the boundaries of the subject area required to service the development.

3 Includes initial capital costs only. Does not include operation and maintenance costs over time.

4 Provision of soft infrastructure costs is based on population thresholds, and includes the cost of infrastructure such as police and fire stations, recreation centres, swimming pools, transit centres, park n' ride centres, and outdoor rinks. Includes initial capital costs only.

5 Based on the Fiscal Impact Analysis performed on the recommended community design concept and full build out horizon of each community.

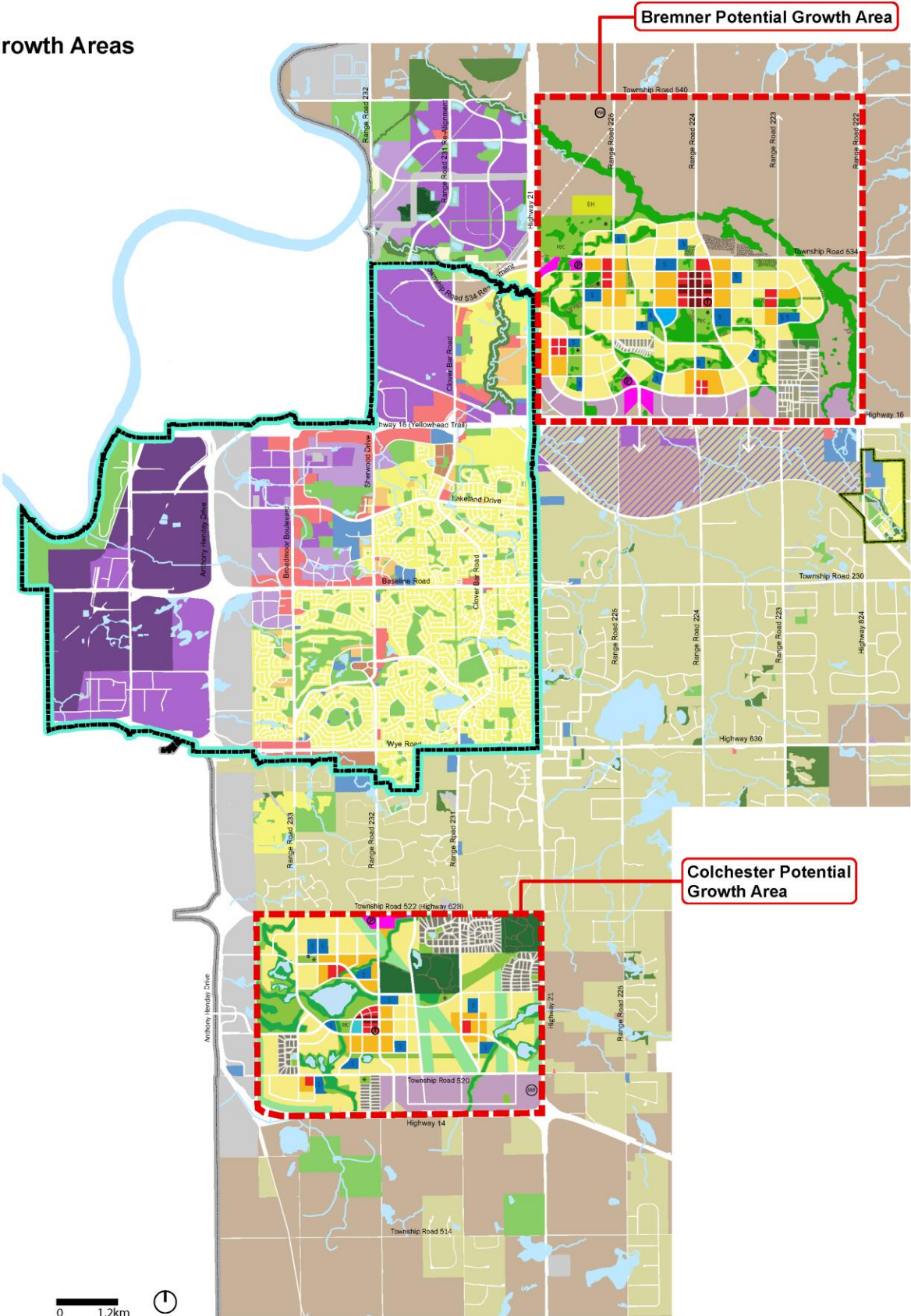


Context Map of Potential Growth Areas

- CONTEXT LEGEND
- Watercourse
 - Water Body
 - Bremner - Colchester Potential Growth Areas
 - Sherwood Park
 - Hamlet of Ardrossan
 - County Boundary
 - Agriculture
 - Residential (Country and Rural)
 - Residential (Low Density)
 - Residential (Medium Density)
 - Residential (High Density)
 - Mixed Use Urban Village
 - Commercial
 - Commercial (Low Intensity/Business Park)
 - Industrial Light/Medium
 - Industrial (Heavy)
 - Proposed Development Expansion Area ACP
 - Institutional
 - Environmental Reserve
 - Parks, Open Space and Recreation
 - Utilities
 - Storm Water Management Facilities
 - Wetlands

BREMNER - COLCHESTER LEGEND

- Low Density Residential
- Medium Density Residential
- Mixed Use Centres
- Town Center Commercial Core
- Business Park Area
- Major Retail Area
- School (Municipal Reserve)
- Institutional
- * Community Centre
- Parkland (Municipal Reserve)
- Environmental Reserve
- Existing Protected Areas
- Upland Feature
- rec Major Recreation Centre and Sports Fields
- Agriculture
- BH Bremner House Property
- C Cemetery
- Highway Flyover
- T Transit Station
- P Park and Ride
- MW Potential Meltwater Facility



Draft Comparison Matrix

Other Considerations

- Municipal Reserve (MR) and Environmental Reserve (ER) are conceptual at this level. The Municipal Government Act only permits 10% of the gross developable land area to be allocated as MR. This 10% must be shared between land for Schools, trails, parks, other open space, and natural features (such as tree stands or wildlife corridors) which do not qualify for Environmental Reserve (ER). Detailed consideration would be given to this as part of an Area Concept Plan (ACP) and subsequent Area Structure Plans (ASP).
- Discussions with Alberta Transportation have occurred throughout the growth management strategy processes; however, these documents have not been approved by Alberta Transportation. Further discussion with Alberta Transportation will occur at the ACP stage including control ownership of Highway 628 given the access configuration proposed.
- Fiscal Impact Assessments (FIA)s are being completed for each recommended community design concept. The numbers and costs in the FIAs are high level, and are not detailed enough to indicate the feasibility of each proposed growth management strategy. Funding scenarios such as municipal grants have not been incorporated (final numbers and costs will be included in the March 8th Priorities Committee presentation of the populated Matrix).
- The growth management strategies focused on off-site and on-site infrastructure needed to service the proposed community, and did not analyse the downstream impacts they may have on existing infrastructure. Detailed consideration would be given to this as part of an ACP and subsequent ASPs.

