

The Allard NASP amendment proposes to decrease density for a 2.28 ha site located within the Edmonton Metropolitan Area.

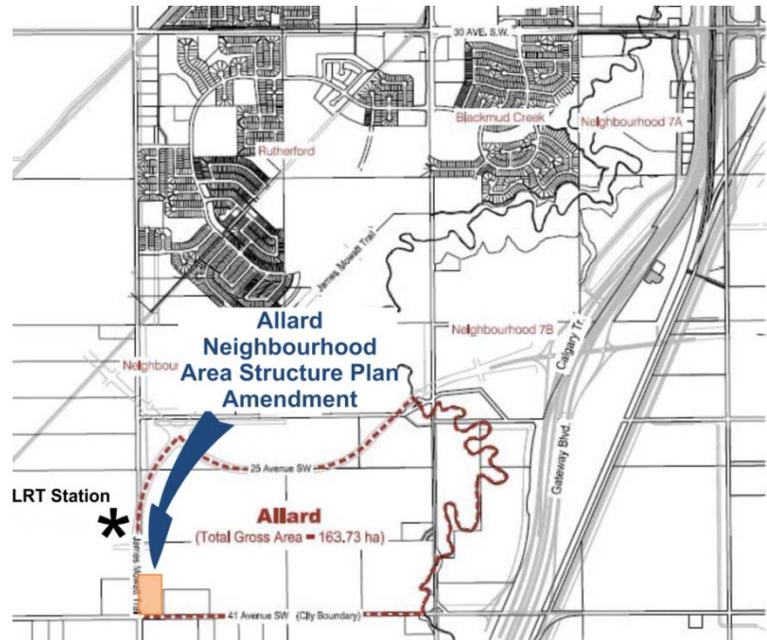


Board Reference:
REF #2018-005

Municipal Bylaw:
18293

Introduction

The Province has adopted the Regional Evaluation Framework (REF) 2.0 for the Edmonton Metropolitan Region Board’s (EMRB) review of statutory plans. The City of Edmonton has referred the Allard Neighbourhood Area Structure Plan (NASP) amendment to the EMRB pursuant to REF conditions: 4.2(g) in that the proposed amendment results in a decrease in residential density; and 4.2(j) in that proposed amendment area is within 0.8 km of a Planned LRT line as identified on Schedule 10B of the Edmonton Metropolitan Region Growth Plan (EMRGP).



Purpose

The purpose of proposed Bylaw 18293 is to respond to municipal servicing and transportation constraints by reducing the density of a 2.28 hectare site located in the Allard NASP. The site is located some 300 metres from the proposed Desrochers/Allard LRT Station which will allow for development of a TOD centre. The proposed NASP amendment will change the designation of the site from Low Rise Apartment to Row Housing thereby reducing the overall planned density from 38.2 du/nrha to 37.0 du/nrha. The reduced density is not consistent with the 45 du/nrha specified for this area in Schedule 6 of the EMRGP. The Allard NASP was originally approved under the purview of the Capital Region Growth Plan (CRGP). The density target under the CRGP is 30-40 u/nrha. Section 8.2 of the EMRGP allows the CRGP density to apply to the proposed amendment.

However, the subject site is located within a TOD centre. Policy 4.5.5 and Schedule 6 of the EMRGP requires an aspirational density target for TOD centres of 140–160 people+jobs/gha. The current NASP allows for 162 people/gha. The proposed amendment will result in a density of 77 people/gha, well below the aspirational density target. The proposed amendment therefore is not consistent with the EMRGP.

Conclusion

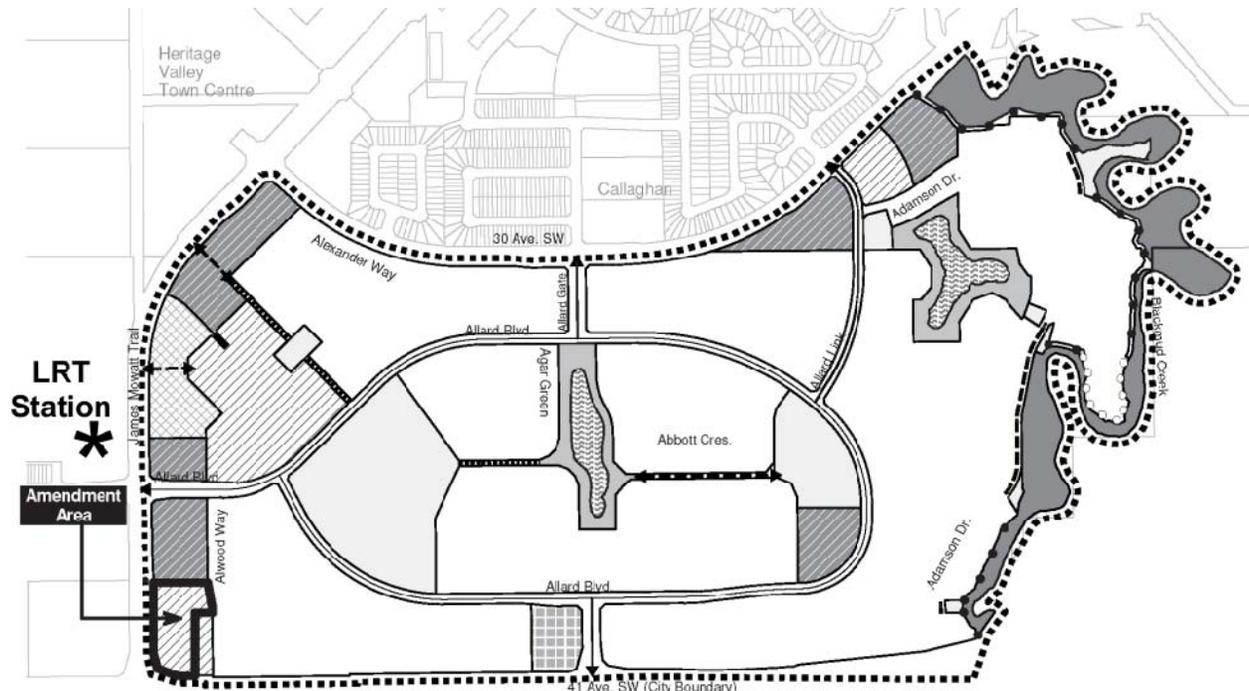
That the EMRB **REJECT** the proposed amendment to the Allard Neighbourhood Area Structure Plan.

Summary

The Allard NASP is situated adjacent to the south boundary of the City of Edmonton (41st Avenue SW). It extends west of Blackmud Creek to James Mowatt Trail and as far north as 30th Avenue SW. The NASP is contained within the Edmonton Metropolitan Area under the EMRGP. The South Corridor LRT line is proposed to extend along the west side of James Mowatt Trail with a LRT Station to be built within approximately 300 metres of the proposed amendment area.

The proposed amendment will change the designation of the subject site from Medium Density Residential 1 (Low Rise Apartment) to Medium Density Residential 2 (Row Housing).

Policy 4.5.5 the EMRGP requires that within a TOD centre increased residential and/or employment densities will be accommodated. The policy defines a TOD centre as being within 800 metres of a major transit (LRT) station. Schedule 6 of the Plan identifies an aspirational density target of 140-160 people+jobs/gha within a TOD centre.



The amendment will result in a population density of some 77 people/gha, well below the 140-160 population density prescribed by Schedule 6. This 77 people/gha density is based on information provided by the City. The City assumes a density of 45 units pnrha and 2.8 persons per dwelling unit (ppdu). The City also has indicated that the net area of the 2.28 hectare site is 1.4 hectares resulting in a gross to net ratio of 61 percent. The resultant people/gha is calculated as follows: $1.4 \text{ net ha} \times 45 \text{ units/nrha} = 63 \text{ units} \times 2.8 \text{ ppdu} = 176 \text{ people}$. $\text{People/one nrha is } 176/1.4 \text{ ha} = 126$. $\text{People/gha is } 77$ ($126 \times 0.61 = 77 \text{ people/gha}$). This is well below the EMRGP aspirational density target of 140 -160 people/gha. The amendment therefore is not consistent with the EMRGP policies and density target.

However, the proposed amendment is consistent with all other principles and policies of the EMRGP in that it promotes a range of housing options and establishes a compact and contiguous development pattern.

Evaluation Criteria

In evaluating a statutory plan or statutory plan amendment, the EMRB must consider whether approval and full implementation of the statutory plan or statutory plan amendment would result in development that is consistent with the Edmonton Metropolitan Region Growth Plan.

Regional Policy Areas

Principles and Objectives		Comments on Consistency
 Guiding Principle Promote global economic competitiveness and regional prosperity.		
✓	1.1 Promote global economic competitiveness and diversification of the regional economy	<ul style="list-style-type: none"> The scale of the land use and population changes proposed by the NASP amendment is not regionally significant.
	1.2: Promote job growth and the competitiveness of the region's employment base	<ul style="list-style-type: none"> Not applicable.
✓	1.3: Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region	<ul style="list-style-type: none"> The site being amended is located proximate to a future TOD (transit and LRT) centre allowing for the efficient movement of people.
✓	1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce	<ul style="list-style-type: none"> The amendment will provide for a liveable housing option.
 Guiding Principle Protect natural living systems and environmental assets.		
	2.1: Conserve and restore natural living systems through an ecological network approach	<ul style="list-style-type: none"> Not applicable.
✓	2.2: Protect regional watershed health, water quality and quantity	<ul style="list-style-type: none"> Regional water shed health continues to be protected through NASP drainage systems supported by technical studies.
✓	2.3: Plan development to promote clean air, land and water and address climate change impacts	<ul style="list-style-type: none"> The Allard NASP policies promote clean air, land and water.
	2.4: Minimize and mitigate the impacts of regional growth on natural living systems	<ul style="list-style-type: none"> Not applicable.
 Guiding Principle Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.		
✓	3.1: Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages	<ul style="list-style-type: none"> The proposed amendment will add to a range of housing options to meet the needs of a diverse population of all ages with convenient access to a transit centre, and trails and open space.

Principles and Objectives		Comments on Consistency
✓	3.2: Plan for and promote a range of housing options	<ul style="list-style-type: none"> The proposed amendment provides for row housing adding to a range of housing options.
✓	3.3: Plan for and promote market affordable and non-market housing to address core housing need	<ul style="list-style-type: none"> The proposed amendment will provide for row housing which is typically marketed as an affordable housing option.
 Guiding Principle Achieve compact growth that optimizes infrastructure investment.		
✓	4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth	<ul style="list-style-type: none"> The amendment as proposed continues to promote contiguous planned and compact residential growth within an urban community near a transit centre.
	4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint	<ul style="list-style-type: none"> Not applicable. The subject site is not located in a built up area.
✓	4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities	<ul style="list-style-type: none"> The amendment area is the final parcel to be developed in an orderly manner as per the Allard NASP which is designed as a complete community.
	4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing	<ul style="list-style-type: none"> Not applicable.
✗	4.5: Plan and develop mixed use and higher density centres as areas to concentrate growth of both people and jobs	<ul style="list-style-type: none"> The proposed amendment reduces the concentration of people and the ability to capitalize on infrastructure investments.
✗	4.6: Prioritize investment and funding of regional infrastructure to support planned growth	<ul style="list-style-type: none"> Reducing residential density reduces the viability of investment in regional infrastructure, particularly the LRT and transit station that provides for a TOD centre.
✓	4.7: Ensure compatible land use patterns to minimize risks to public safety and health	<ul style="list-style-type: none"> The proposed amendment will allow for compatible development.
 Guiding Principle Ensure effective regional mobility.		
	5.1: Develop a regional transportation system to support the growth of the Region and enhance its regional and global connectivity	<ul style="list-style-type: none"> Not applicable.

Principles and Objectives		Comments on Consistency
✓	5.2: Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable alternatives to private automobile travel, appropriate to the scale of the community	<ul style="list-style-type: none"> The subject site is located in close proximity to a proposed LRT station and a transit centre thereby providing viable options to private automobile travel. The NASP also encourages pedestrian connectivity.
✓	5.3: Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas	<ul style="list-style-type: none"> The proposed amendment will continue to support the efficient and safe movement of people, goods and services by integrating land use with transportation facilities.
	5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world	<ul style="list-style-type: none"> Not applicable.
✓	5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions	<ul style="list-style-type: none"> The Integrated Regional Transportation Master Plan is recognized by the NASP and therefore the proposed amendment. The preparation of the Master Plan was a coordinated effort by all jurisdictions.
 Guiding Principle Ensure the wise management of prime agricultural resources.		
	6.1: Identify and conserve an adequate supply of prime agricultural lands to provide a secure local source of food security for future generations	<ul style="list-style-type: none"> Not applicable
	6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses	<ul style="list-style-type: none"> Not applicable
	6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system	<ul style="list-style-type: none"> Not applicable