

Amend the West Area Structure Plan to remove the south ¼ section from the Plan area and to advance the phasing of the proposed West Campus site.

Metropolitan Area



Board Reference:  
REF #2020-011

Municipal Bylaw:  
1059-2020

## Introduction

The Province has adopted the Regional Evaluation Framework (REF) for the Edmonton Metropolitan Region Board's review of statutory plans. The City of Leduc has referred the West Area Structure Plan amendment to the Edmonton Metropolitan Region Board (EMRB) pursuant to the Regional Evaluation Framework (REF) Section 4.2 k) being: within 1.6 Km of the Edmonton International Airport (EIA).

## Purpose

The primary purpose of the proposed amendment to the West Area Structure Plan (ASP) is to remove the most southerly quarter section from the Plan area. Some adjustments to the location and amounts of institutional and commercial lands have also been introduced to facilitate the construction of a high school on the proposed West Campus site.

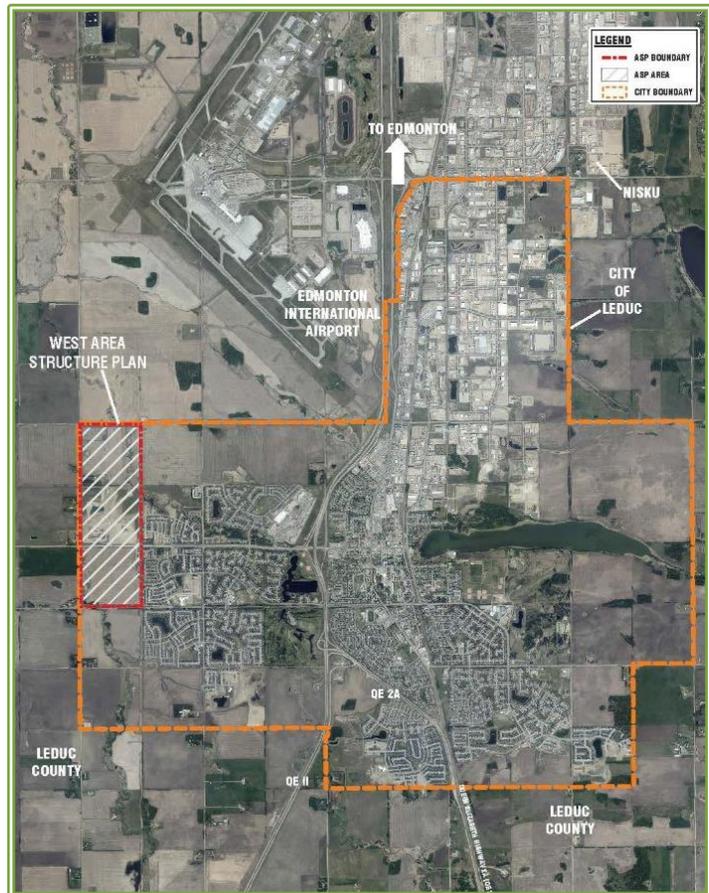
Text amendments are minor and relate to the quarter section being removed. Appendix A of the ASP is replaced with new land use and population statistics and Appendix B is replaced with a new set of figures.

The amendment results in an increase in net residential density to 35.19 dwelling units per net residential hectare (du/nrha) from 28.81 du/nrha. The increase is a result of a reduction in the size of the low density residential area. The medium and high residential and Town Centre densities are retained. The increase in residential density proposed by the ASP amendment supports a more compact form of growth.

The changes proposed by the West ASP amendment are not regionally significant.

## Conclusion

That the EMRB **APPROVE** the proposed West Area Structure Plan amendment.



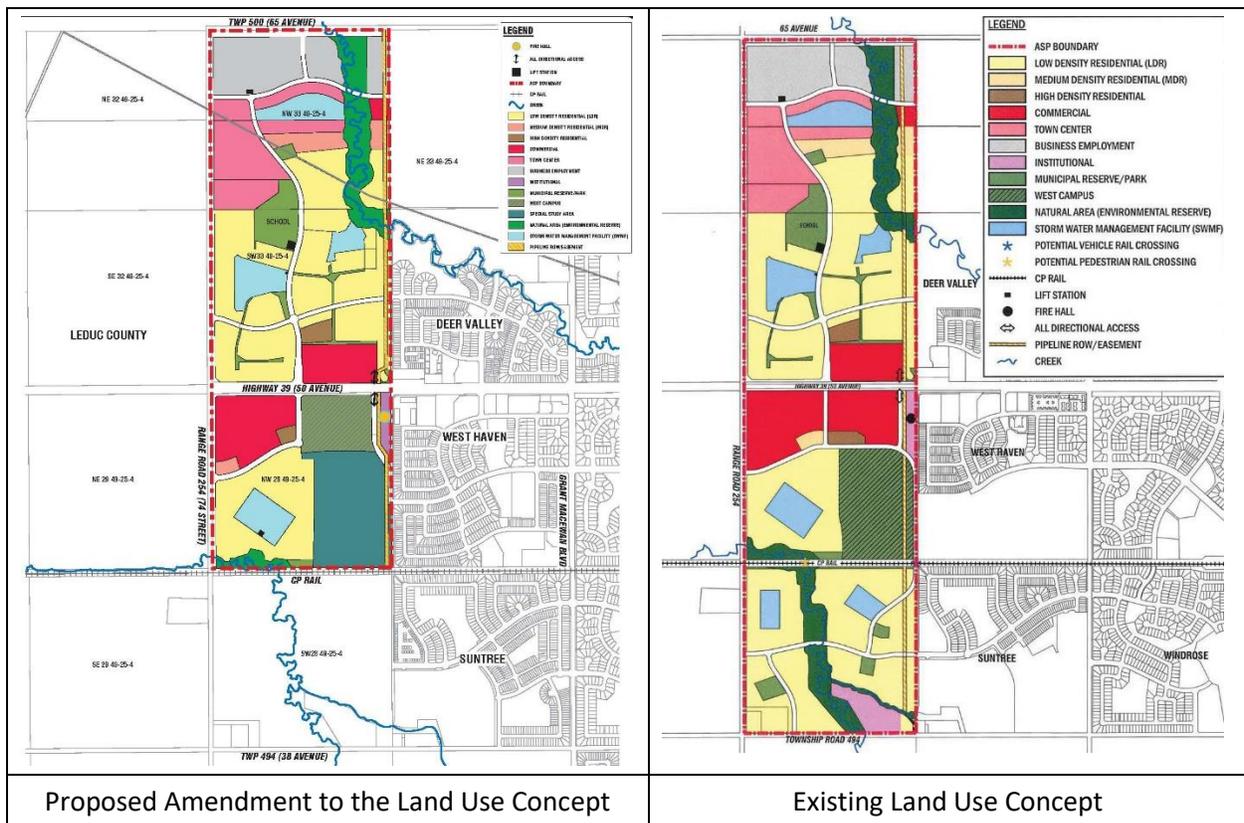
## Summary

The proposed West ASP amendment area comprises three quarter sections located adjacent to the north and west boundaries of the City of Leduc. The area is bounded on the north by the Edmonton International Airport (65<sup>th</sup> Avenue) and on the south by the CP rail line. The east side of the Plan area south of Deer Creek borders existing residential development. The area north of Deer Creek has yet to be developed.

The province has recently announced funding for the design of a new high school on the west side of the City that will be constructed on the West Campus site. As such the ASP needs to be amended to accommodate the school site. The proposed amendment also reduces the size of the Plan area by removing the quarter section located south of the CP rail line. This quarter section is to be included in the Banks of Crystal Creek ASP.

The proposed amendment includes text changes related to the revised size and land area descriptions and to the replacement of all figures. Minor adjustments to the road pattern are also proposed.

By removing the southerly quarter section from the Plan area, the proposed residential density is increased from 28.81 du/nrha to 35.19 du/nrha. Although the residential density increase is substantial, no changes to the amount or type of residential uses are proposed.



## Evaluation Criteria

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

### Regional Policy Areas

Principles and Objectives		Comments on Consistency
 <b>Guiding Principle</b> <b>Promote global economic competitiveness and regional prosperity.</b>		
✓	1.1 Promote global economic competitiveness and diversification of the regional economy.	<ul style="list-style-type: none"> <li>The proposed ASP amendment will allow for the construction of a regional high school. The high school will have long term implications for job training and growth.</li> </ul>
✓	1.2: Promote job growth and the competitiveness of the region's employment base.	<ul style="list-style-type: none"> <li>The proposed institutional and commercial land uses may potentially promote job growth.</li> </ul>
✓	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"> <li>Minor road improvements allow for an increase in mobility.</li> </ul>
✓	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"> <li>The ASP amendment will provide educational opportunities for a changing population.</li> </ul>
 <b>Guiding Principle</b> <b>Protect natural living systems and environmental assets.</b>		
	2.1: Conserve and restore natural living systems through an ecological network approach	<ul style="list-style-type: none"> <li>Not applicable.</li> </ul>
	2.2: Protect regional watershed health, water quality and quantity.	
	2.3: Plan development to promote clean air, land and water and address climate change impacts.	
	2.4: Minimize and mitigate the impacts of regional growth on natural living systems.	
 <b>Guiding Principle</b> <b>Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.</b>		
✓	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"> <li>The proposed amendment provides for a senior high school thereby promoting a more complete community.</li> </ul>

Principles and Objectives		Comments on Consistency
	3.2: Plan for and promote a range of housing options.	<ul style="list-style-type: none"> <li>The proposed ASP amendment will have no impact on housing options within the Plan area.</li> </ul>
	3.3: Plan for and promote market affordable and non-market housing to address core housing need.	<ul style="list-style-type: none"> <li>The proposed amendment will have no impact on housing affordability.</li> </ul>

	<p>Guiding Principle</p> <p><b>Achieve compact growth that optimizes infrastructure investment.</b></p>
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✓	4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth.	<ul style="list-style-type: none"> <li>The proposed ASP amendment encourages a contiguous pattern of development.</li> </ul>
✓	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"> <li>The amendment optimizes the use of existing infrastructure. The development footprint is not impacted.</li> </ul>
✓	4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities.	<ul style="list-style-type: none"> <li>The ASP amendment does not impact the orderly and phased manner of development.</li> </ul>
	4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing.	<ul style="list-style-type: none"> <li>Not applicable.</li> </ul>
✓	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"> <li>The proposed amendment results in an increase in net residential density.</li> </ul>
✓	4.6: Prioritize investment and funding of regional infrastructure to support planned growth.	<ul style="list-style-type: none"> <li>The investment in and funding for a regional high school supports planned growth.</li> </ul>
✓	4.7: Ensure compatible land use patterns to minimize risks to public safety and health	<ul style="list-style-type: none"> <li>The land use pattern continues to be compatible.</li> </ul>

	<p>Guiding Principle</p> <p><b>Ensure effective regional mobility.</b></p>
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	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"> <li>Not applicable.</li> </ul>
	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"> <li>Not applicable.</li> </ul>

Principles and Objectives		Comments on Consistency
✓	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"> <li>• Not applicable.</li> </ul>
	5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world	<ul style="list-style-type: none"> <li>• The uses and developments proposed by the ASP amendment are compatible with EIA airport operations.</li> </ul>
	5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
 <b>Guiding Principle</b> <b>Ensure the wise management of prime agricultural resources.</b>		
	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"> <li>• Not applicable.</li> </ul>
	6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses	<ul style="list-style-type: none"> <li>• Not applicable</li> </ul>
	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"> <li>• Not applicable</li> </ul>