



## REF 2020-012, City of Edmonton Pilot Sound Area Structure Plan Amendment

### Recommendation

*EMRB Administration recommends that REF application 2020-012 be approved.*

### Background

On August 19, 2020, the Edmonton Metropolitan Region Board (EMRB) received an application from the City of Edmonton (the City) for approval of amendments to the Pilot Sound Area Structure Plan (ASP). The City submitted the plan pursuant to the following submission criteria in the Regional Evaluation Framework (REF):

- 4.2 *A municipality must refer to the Board any proposed amendment to a statutory plan that meets one or more of the following conditions:*
- f) The boundaries of the proposed amendment to the statutory plan are within 0.8 km of a pipeline corridor as depicted on Schedule 8B: Energy Corridors in the Edmonton Metropolitan Region Growth Plan;*
  - j) The boundaries of the proposed amendment to the statutory plan includes a Park and Ride or Planned LRT line or the boundaries of the proposed amendment to the statutory plan are within 0.8 km of a Park and Ride or Planned LRT line as identified on Schedule 10B: Transportation Systems - Regional Transit and Trails to 2044 in the Edmonton Metropolitan Region Growth Plan.*
  - k) The boundaries of the proposed statutory plan amendment are within 1.6 km of the boundaries of the Edmonton International Airport or the Alberta's Industrial Heartland Area Structure Plans in Sturgeon County, Lamont County, Strathcona County, Fort Saskatchewan, and the Edmonton Energy and Technology Park in Edmonton.*

EMRB Administration deemed the application complete on September 8, 2020.

### Application

The proposed amendment to the Pilot Sound ASP is required for consistency with a proposed new Neighbourhood Structure Plan for the Gorman neighbourhood, the last neighbourhood to be developed within the ASP area. The Gorman neighbourhood is planned to be a complete community centered around a mixed-use town centre served by a light-rail transit (LRT) station.

### Evaluation

EMRB Administration obtained the assistance of Stantec Consulting Ltd. (Stantec) to evaluate the application with respect to the REF requirements. The Stantec evaluation (attached) reviewed the



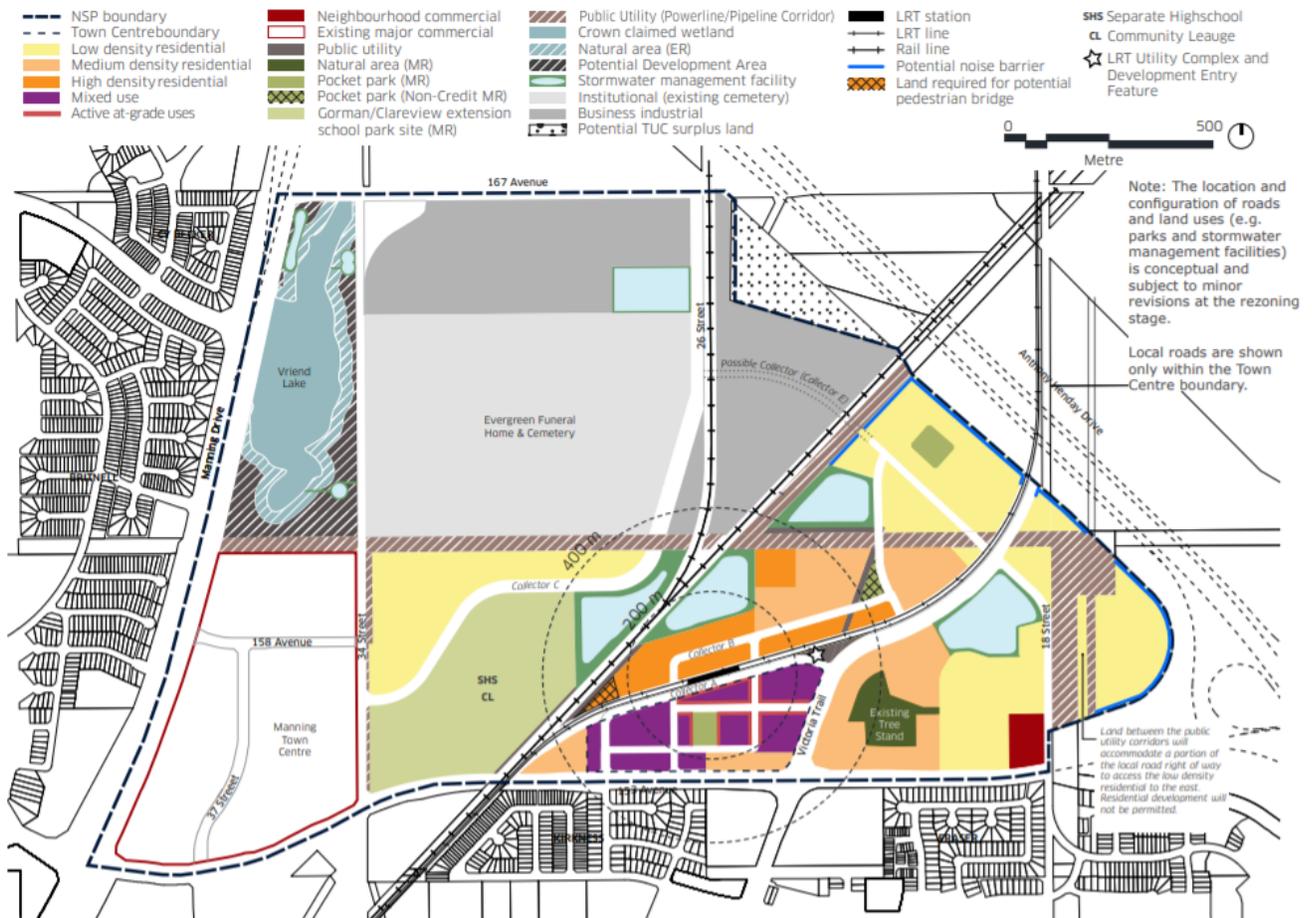
proposed amendments to the ASP in relation to: Part 3 of EMRB Regulation 189/2017; Section 8 of Schedule A of REF Ministerial Order MSL 111/17; and, the Principles and Policies of the Edmonton Metropolitan Region Growth Plan (EMRGP).

## EMRB Administration Comments

The Pilot Sound ASP falls within the Metropolitan Area Tier of the Metropolitan Region Structure to 2044 (Schedule 2 of the EMRGP). Therefore, the application is evaluated for its consistency with the principles and policies of this tier pursuant to the Policy Area in the Growth Plan.

The Pilot Sound ASP amendment area coincides with the boundaries of the proposed Gorman Neighbourhood Structure Plan, which is generally bounded by Anthony Henday Drive/Transit Utility Corridor on the north and east, Manning Drive on the west, and 153 Avenue on the south. The ASP amendment area is affected by several constraints, including a large cemetery central to the plan area, existing development in the Manning Town Centre, as well as being fragmented by a rail lines and overhead power lines. Developable area is further reduced by retention of a major wetland complex. The northern area of the neighbourhood is affected by the Airport Protection Area for CFB Edmonton as shown in Land Use Buffers (Schedule 9 of the EMRGP).

## Gorman Neighbourhood Land Use Concept





Referring to Schedule 2: Edmonton Metropolitan Regional Structure to 2044, the Gorman neighbourhood is the conceptual location for a future TOD Centre. In addition, a regional park and ride location is depicted in the vicinity of Anthony Henday Drive and between Manning Road and the future LRT line extension in Schedule 10B: Regional Transit and Trails to 2044. EMRB Administration requested clarification for the planned location for these regional facilities, as the EMRGP definition refers to Edmonton's *TOD Guidelines for TOD Centres*. The City of Edmonton concluded a study for park and rides in 2018, which indicates the best permanent location for a park and ride would be north of Anthony Henday Drive. Additionally, based on the definition for TOD Centre being a major LRT facility, City of Edmonton indicated the regional TOD Centre for the area will be located two LRT stops north of Gorman at the Marquis Town Centre (in the Horse Hill ASP).

The proposed Gorman neighbourhood is a well-integrated neighbourhood providing for a mix of housing choices around a compact mixed-use town centre. The neighbourhood far exceeds the minimum greenfield densities in Schedule 6: Greenfield Density, Centre and Intensification Targets, which requires a minimum of 45 du/nrha for the City of Edmonton, with the expectation that higher density areas will be concentrated near transit and service amenities in accordance with EMRGP policies. The proposed density of 105 du/nrha within Gorman supports the higher order transit that serves the Pilot Sound ASP neighborhoods, which is further enhanced through carefully developed design standards and land use expectations to support visual interest and walkability from adjacent residential areas.

Sustainability and integration of living systems is given due consideration in the plan, which retains important ecological features and considers wildlife movements and potential protected crossings in the policy framework. The plan also speaks to a number of sustainability measures, such as the planned population's proximity to parks, transit and commercial services. This complete community will also be served by a future high school and community league within walking distance of the town centre and LRT station.

Overall, the proposed amendments to the Pilot Sound ASP are consistent with the principles and policies of the Edmonton Metropolitan Region Growth Plan and Section 8.0 of the REF.

## **Recommendation**

EMRB Administration recommends that REF 2020-012 be approved.



---

**Attachments**

Evaluation  
REF Documents

Stantec Consulting Ltd.

1. Cover Letter
2. Bylaw 19337 – Amendment to Pilot Sound ASP
3. Bylaw 19338 – Gorman Neighbourhood Structure Plan
4. Attachment 2 – Pilot Sound ASP Consolidation
5. Council Report (Bylaw 19337 and 19338)
6. REF Referral Analysis Chart