



Stantec Consulting Ltd.
500, 10220 – 103 Avenue Street, Edmonton, AB T5J 0K4

Sept 18, 2020
File: 116100150 275

Edmonton Metropolitan Region Board
Suite 1100, Bell Tower
10104 - 103 Ave
Edmonton, AB, T5J 0H8

Attention: Ms. Karen Wichuk, CEO

Dear Ms. Wichuk:

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

Attached is our third-party evaluation of the referral to the Edmonton Metropolitan Region Board from the City of Edmonton regarding their proposed amendments to Pilot Sound Area Structure Plan.

It is our opinion that the proposed amendment to the Area Structure Plan is generally consistent with the objectives of the Edmonton Metropolitan Region Growth Plan being Schedule A to Ministerial Order MSL 112/17 and consistent with the Edmonton Metropolitan Region Board Regulation.

It is recommended that the Edmonton Metropolitan Region Board **support** the proposed amendment as submitted.

Regards

A handwritten signature in black ink, appearing to read "B McInnis".

Bonnie McInnis MEdes, MCIP, RPP, IAP2
Senior Associate Community Development

Bonnie.McInnis@stantec.com

Attachment: REF# 2020-012 (Stantec Evaluation)

Regional Evaluation Framework: Third Party Evaluation

City of Edmonton:

Pilot Sound Area Structure Plan Amendment - City of Edmonton Bylaw 19337

Proposed Gorman Neighbourhood Structure Plan - City of Edmonton Charter Bylaw 19338

REF 2020-012

Introduction

Pursuant to Ministerial Order MSL 111/17, the Province adopted the Regional Evaluation Framework (REF) for the Edmonton Metropolitan Region Board (Board) to ensure consistency with the Edmonton Metropolitan Region Growth Plan (*Growth Plan*) and the Edmonton Metropolitan Region Board Regulation.

Section 4.2 of the Regional Evaluation Framework states a municipality must refer, to the Board, any proposed amendment to a statutory plan that meets 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.

The Amendment to the Pilot Sound ASP has been referred because it meets the above criteria.

Section 4.1 of the Regional Evaluation Framework states a municipality must refer to the Board any proposed new statutory plan, except for:

- a) a new sub-area structure plan that is subordinate to and consistent with its higher order area structure plan or area redevelopment plan

The Gorman NSP is subordinate and generally consistent with the Pilot Sound ASP and therefore meets this exemption to Section 4.1. The Gorman NSP has been provided as supporting information only, to assist with the Regional Evaluation Framework review of the Pilot Sound ASP amendment.

Background

Status: On July 7, 2020, Edmonton City Council passed first and second reading of an amendment to the Pilot Sound ASP and the proposed Charter Bylaw 19338 to adopt the new Gorman NSP, following closure of the Public Hearing.

Location: The proposed ASP amendment area, as outlined on **Appendix 1: Area of Proposed ASP Amendment**, includes lands East of Manning Drive, North of 153 Ave within the Pilot Sound ASP, that form the boundary of the Gorman NSP. The land use concept for the Gorman NSP is shown in **Appendix 2- Proposed Gorman NSP**

Purpose: The purpose of Bylaw 19337 is to amend the Pilot Sound ASP by updating maps, text, and statistics to align the Gorman NSP and the higher-level Pilot Sound ASP. The required changes to the Pilot Sound ASP include a slight increase in estimated population within the ASP area from 40,000 to between 40,000 and 45,000, a reduction in employment estimates for light industrial area from 1000 to 700 people, and the addition of one neighbourhood convenience commercial centre. The density for the NSP area will be 105 units per net residential ha. The Gorman NSP includes development of transit-oriented development adjacent to the proposed Capital Line LRT and station planned to extend through the neighbourhood. The adoption of the Gorman NSP will facilitate the development of the final neighbourhood within the Pilot Sound ASP, adopted in 1981.

Evaluation Criteria

Policy Tiers

EMR Structure	Applicable Policy Tier(s)
Metropolitan Area	The City of Edmonton is located within the Metropolitan Area as shown on <i>Growth Plan</i> Schedule 2: Edmonton Metropolitan Regional Structure to 2044.

Regional Policy Areas

 Guiding Principle Promote global economic competitiveness and regional prosperity.	
Principles and Objectives	Comments on Consistency
1.1: Promote global economic competitiveness and diversification of the regional economy	The Pilot Sound ASP and Gorman NSP include proposed development of light industrial and business/commercial uses. These lands will provide a variety of business and employment opportunities that will support the regional economy.

1.2: Promote job growth and the competitiveness of the region's employment base	The additional commercial and industrial development proposed in the NSP will benefit employment growth for the region. The Plan proposes a decrease in potential employment.
1.3: Enhance competitiveness through the efficient movement of people, goods, and services to, from and within the Region	The northern and eastern boundaries of the ASP is Anthony Henday Drive provide the community the ability to efficiently connect to primary and secondary highways throughout the Edmonton Metropolitan Region. Additionally, Manning Drive bisects the ASP lands and provides a critical north/south arterial connection. The Capital Line LRT is intended to be extended through the Gorman NSP area providing an important transit link for the region.
1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce	The ASP and NSP provide for mixed types and forms of housing including the accommodation of garage and secondary suites. There are varied employment opportunities within the Plan area, the area will be able to accommodate different and changing needs of the community and workforce.
 Guiding Principle Protect natural living systems and environmental assets.	
2.1: Conserve and restore natural living systems through an ecological network approach	The Gorman NSP proposes a network of connected green linkages, parks, and open spaces. The NSP retains part of a natural treed area and Vriend Lake on the western boundary of the NSP adjacent to Manning Drive.
2.2: Protect regional watershed health, water quality and quantity	Several stormwater management ponds are proposed within the NSP to form an interconnected system. A constructed wetland is proposed in the eastern portion of the NSP close to where a wetland will be replaced for the widening and future extension of Victoria Trail.
2.3: Plan development to promote clean air, land and water and address climate change impacts	The NSP does not address this directly, but the development of walkable transit-oriented developments with easy access to transit and multi modal networks throughout the NSP and ASP will assist in reducing dependence on automobiles and therefore address some climate change impacts. As noted above, retention of tree stands, Vriend Lake and constructed wetlands are proposed within the plan area that will further assist in meeting some climate change objectives.
2.4: Minimize and mitigate the impacts of regional growth on natural living systems	The ASP and NSP do not directly address this.



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	The NSP supports walkability, active transportation, a mixed-use transit-oriented Town Centre, a variety of housing types and forms providing choice for a variety of demographics, that will support a population of approximately 8000 people. The plan also includes business, commercial and light industrial employment opportunities.
3.2: Plan for and promote a range of housing options	The NSP proposes a mix residential uses of various types and forms including support for affordable options like secondary suites. With a proposed average density of 105 u/nrha, it exceeds the EMRB minimum residential density target of 45 u/nrha.
3.3: Plan for and promote market affordable and non-market housing to address core housing need	The NSP speaks to providing a broad range of housing options and proposes a variety of residential forms and densities that will provide opportunity to facilitate the development affordable housing options. The plan does not include provisions for non-market housing.



Guiding Principle

Achieve compact growth that optimizes infrastructure investment.

4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth	The NSP provides for the logical and contiguous expansion of urban development for the City of Edmonton.
4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint	The Gorman NSP is last of six neighbourhoods to be developed in the Pilot Sound ASP area. It is a logical extension of urban development within the City of Edmonton.
4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities	Development in the NSP area will be consistent in scale and character with neighbouring land uses, representing a logical and contiguous extension of urban development. The area is to be a dense, walkable, transit-oriented community that supports active and multimodal transportation options.
4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing	N/A
4.5: Plan and develop mixed use and higher density centres as areas to concentrate growth of both people and jobs	The NSP proposes a mixed-use transit-oriented Town Centre, a variety of housing types and forms providing choice for a variety of demographics, that will support a population of approximately 8000 people. The plan also includes business, commercial and light industrial employment opportunities.

4.6: Prioritize investment and funding of regional infrastructure to support planned growth	The ASP nor NSP do not address this objective.
4.7: Ensure compatible land use patterns to minimize risks to public safety and health	The proposed uses are compatible with the existing and planned development. Transition provisions are proposed between the residential and business and employment areas.
 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	The northern and eastern boundary of the ASP is Anthony Henday Drive providing the community the ability to efficiently connect to primary and secondary highways throughout the Edmonton Metropolitan Region. Additionally, Manning Drive bisects the ASP lands and provides a critical north/south arterial connection. The Capital Line LRT is intended to be extended through the Gorman NSP area providing an important transit link for the region.
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	The NSP proposes the development of walkable, transit-oriented developments with easy access to transit and connection to multi modal networks. The Capital Line LRT is intended to be extended through the Gorman NSP area providing an important transit link. All of these measures will encourage active transportation and reduce dependence on private automobiles.
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	The Capital Line LRT is to be extended through the Gorman NSP lands with a proposed station located within the community. The LRT has been designed and incorporated into NSP and the station will be the focus of a transit-oriented Town Centre within the community. The location of Pilot Sound adjacent to Anthony Henday Drive and several arterial road connections support the movement of goods, services and people throughout the region.
5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world	There is no mention of how the ASP and NASP development will support this objective.
5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions	This policy is not addressed at this scale of planning. The lands fall entirely within the City of Edmonton and have been planned for urban development since the 1980s.

 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	The NSP provides for the conversion of existing agricultural land to urban uses on lands that have already been identified and planned for urban development consistent with the policy for the metropolitan area.
6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses	The ASP provides for the conversion of existing agricultural land to urban uses on lands that have already been identified and planned for urban development consistent with the policy for the metropolitan area.
6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system	This is not addressed in the ASP or NSP.

Opinion

Pursuant to Section 8.1 of the Regional Evaluation Framework, it is our opinion that if approved and fully implemented, REF 2020-012 would result in development that is generally consistent with the policy of the Edmonton Metropolitan Region Growth Plan for the Metropolitan area with respect to this location within the City of Edmonton. **It is recommended that the Edmonton Metropolitan Region Board support this amendment to the City of Edmonton’s Pilot Sound ASP (Bylaw 19337) as submitted.**

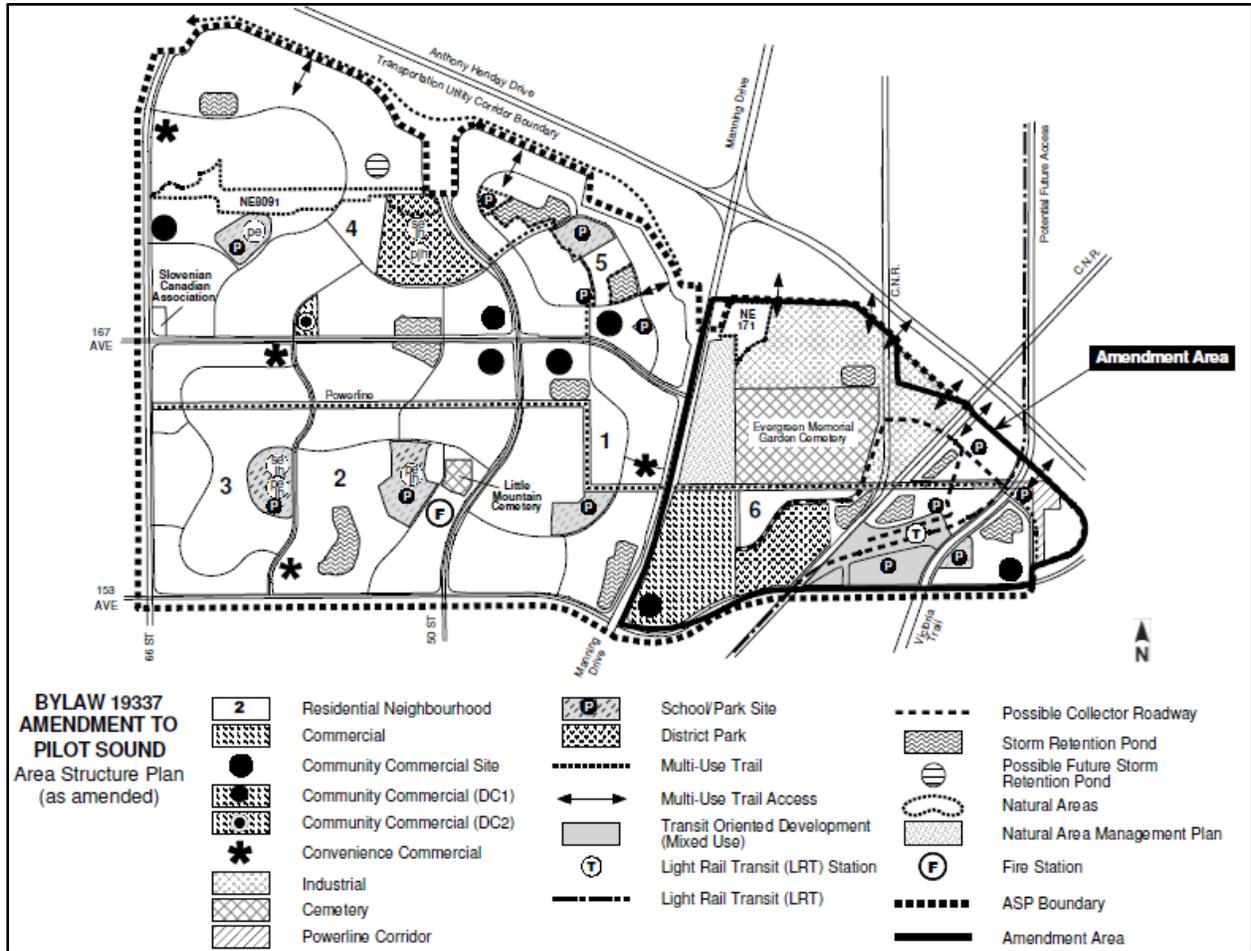
Prepared by:

Stantec Consulting Ltd.

John Steil, RPP, FCIP

Bonnie McInnis, RPP, MCIP

Appendix 1: Area of Proposed ASP Amendment



Appendix 2: Proposed Gorman NSP Development Concept

