

Enact the 65th Avenue ASP adjacent to the south boundary of the Edmonton International Airport and amend the MDP to recognize the new ASP.



Board
Reference:
REF #2021-001

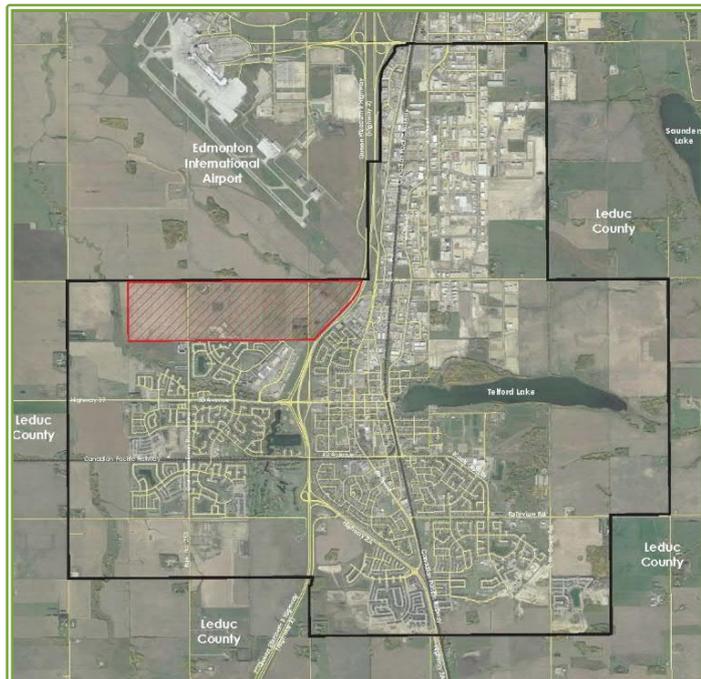
Municipal Bylaws:
1073-2020 and
1074-2020

Introduction

The Province has adopted the Regional Evaluation Framework for the Edmonton Metropolitan Region Board's review of statutory plans. The City of Leduc has referred the 65th Avenue Area Structure Plan and the related Municipal Development Plan amendment to the Edmonton Metropolitan Region Board pursuant to the Regional Evaluation Framework (REF) Section 4.1 being a new statutory plan.

Purpose

The purpose of the proposed Area Structure Plan (ASP) is to allow for the development of the lands located directly south of 65th Avenue and the Edmonton International Airport (EIA). The associated Municipal Development Plan (MDP) amendment adds the 65th Avenue ASP area to Figure 2 *Planned Areas*.



As well, approving the ASP will require amending of the north portion of the previously approved Bridgeport ASP now included in the 65th Avenue ASP lands. This portion is currently being used for agriculture.

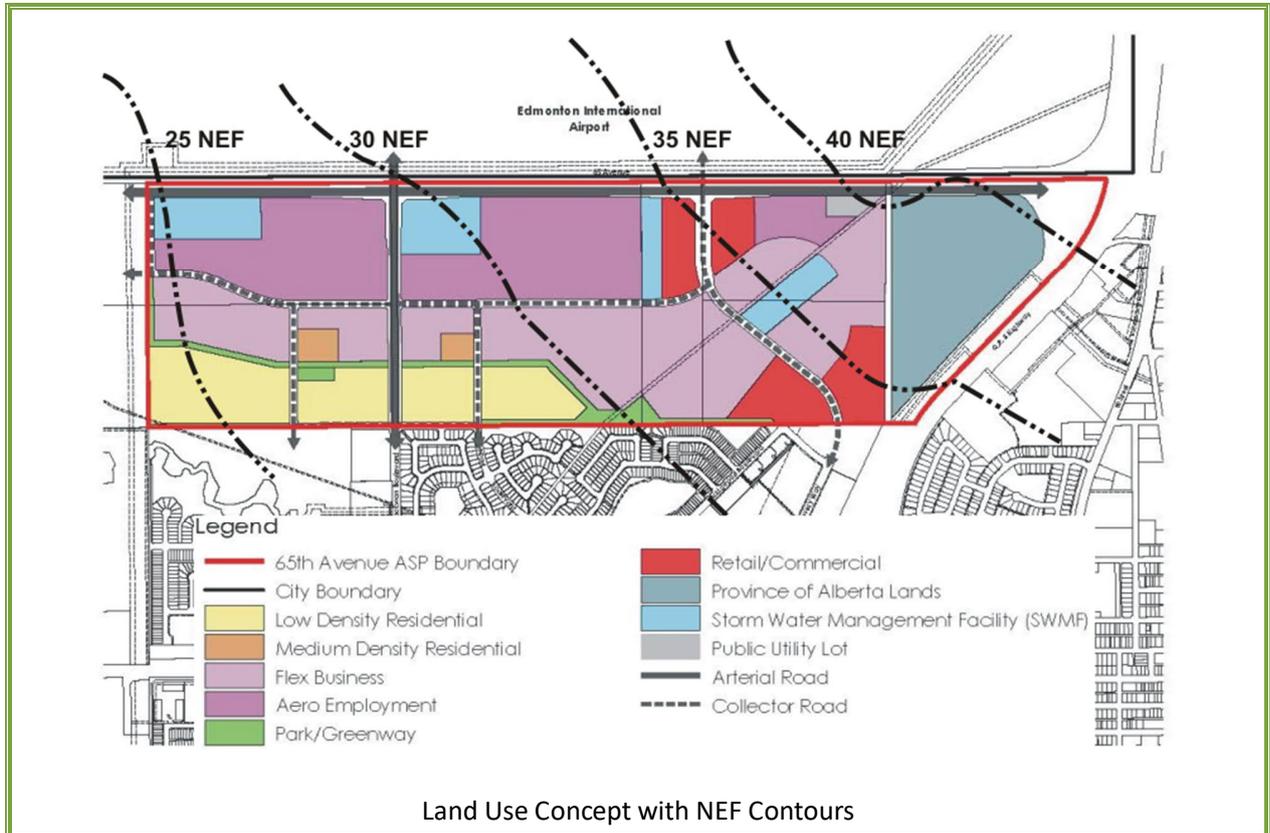
The land uses proposed by the ASP are sensitive to its location adjacent to the south boundary of the EIA. Much of the north and east portions of the Plan area fall within the 30+ Noise Exposure Forecast (NEF) contour and, as such, have been designated for non-residential uses. Low density residential development is proposed for the southwest corner of the Plan area. Two medium density residential sites are shown just north of the low density development. The density proposed by the ASP of 35 dwelling units/net residential hectare (du/nrh) supports the Edmonton Metropolitan Region Growth Plan's goal for compact forms of urban growth. This density is consistent with the Minimum Greenfield Residential Density defined in Schedule 6 of the Growth Plan.

Conclusion

That the EMRB **APPROVE** the proposed 65th Avenue ASP and companion MDP amendment.

Summary

The proposed 65th Avenue ASP area applies to more than three quarter sections located adjacent to the south boundary of the EIA. The Plan area is bounded on the north by 65th Avenue and the EIA, on the east by the QE II Highway, and on the south by existing commercial and residential uses.



The Plan area comprises 209 gross hectares. A 23-hectare parcel located at the east side of the ASP area is owned by Alberta Transportation and is intended for the imminent construction of the 65th Avenue/QE II interchange. This parcel as well as the seven hectares required for 65th Avenue to be developed to arterial standard results in 30 hectares being removed from the gross Plan area. Completion of the interchange and the westward extension of 65th Avenue will be a significant improvement to the accessibility of the EIA and adjacent aero employment and flex businesses proposed by the ASP. Aero employment refers to warehousing, logistics and manufacturing uses while flex business refers to office, commercial and related uses.

The remaining 179-hectare gross developable area (209 – 30 = 179) results in a net developable area of 145 hectares. Just over 100 hectares are proposed for non-residential uses that support or benefit from airport operations.

The 145-hectare net developable area is split about 80/20 between non-residential and residential uses. Residential development is not permitted within the 30 NEF contour.

The 27-hectare residential component of the proposed ASP is mostly low density residential with 2.41 hectares of medium density residential. Together the residential parcels are projected to accommodate 960 dwelling units at a density of 35 du/nrha consistent with the greenfield density requirements for the City of Leduc described in Schedule 6 of the EMRGP.

The proposed MDP amendment consists of a revised Figure 2 – Planned Areas.

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 |
|---|---|---|
|  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 proposed ASP is strategically important to the EIA and the Region's ability to improve national and international movement of goods. |
| ✓ | 1.2: Promote job growth and the competitiveness of the region's employment base. | <ul style="list-style-type: none"> The proposed Aero Employment, Flex Business and Commercial development will add about 5,500 jobs to the region. |
| ✓ | 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 dedication of 65th Avenue as an arterial road and the connections to the City of Leduc and QE II increase the efficiency of air to road goods movement. |
| ✓ | 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 Vision of the ASP promotes liveability with new or changed job support for a prosperous region. |
|  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"> Open space and storm water management policies support preservation and integration of natural features. |
| ✓ | 2.2: Protect regional watershed health, water quality and quantity. | <ul style="list-style-type: none"> The first objective of the storm water management section is: <i>To minimize impacts to wetland features and provide natural ecosystem features.</i> |
| ✓ | 2.3: Plan development to promote clean air, land and water and address climate change impacts. | <ul style="list-style-type: none"> Incorporating elements of low impact development into residential and non-residential areas will assist in reducing the effects of climate change. |
| ✓ | 2.4: Minimize and mitigate the impacts of regional growth on natural living systems. | <ul style="list-style-type: none"> Reducing the impact of regional growth is the aim of policies that <i>incorporate elements of environmental design, green building techniques, and recycled construction materials to reduce ecological impact.</i> |

| Principles and Objectives | | Comments on Consistency |
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|  <p>Guiding Principle Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.</p> | | |
| ✓ | 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 small residential component of the proposed ASP will result in the completion of the residential neighbourhood located directly south of the ASP lands. |
| ✓ | 3.2: Plan for and promote a range of housing options. | <ul style="list-style-type: none"> The first objective of the residential section of the ASP is: <i>To provide diverse housing forms which meet the needs of a variety of demographics, income levels, and lifestyles.</i> |
| ✓ | 3.3: Plan for and promote market affordable and non-market housing to address core housing need. | <ul style="list-style-type: none"> Residential development proposed by the ASP will meet the needs of a variety of income levels. |
|  <p>Guiding Principle Achieve compact growth that optimizes infrastructure investment.</p> | | |
| ✓ | 4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth. | <ul style="list-style-type: none"> The proposed ASP facilitates compact development and is contiguous with existing developments to the south. |
| ✓ | 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"> Water and waste water connections are extended from adjacent lands thereby optimizing the use of existing and planned infrastructure. |
| ✓ | 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 orderly development of land is proposed with development extending from the south toward the north and west. |
| — | 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 relatively small residential component of the ASP includes both low and medium density developments with a net residential density of 35 du/nrha. The ASP will also result in job creation. |
| ✓ | 4.6: Prioritize investment and funding of regional infrastructure to support planned growth. | <ul style="list-style-type: none"> The construction of the 65th Avenue interchange and associated road works will provide a significant improvement in access to the south boundary of the EIA and coincident north boundary of the ASP area. |

| Principles and Objectives | | Comments on Consistency |
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| ✓ | 4.7: Ensure compatible land use patterns to minimize risks to public safety and health | <ul style="list-style-type: none"> The land use pattern is compatible with the EIA Airport Vicinity Protection Area (AVPA) with regard to NEF land use restrictions and the EIA Zoning Regulations with regard to building heights. |
|  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"> The dedication of 65th Avenue as an arterial road adjacent the south boundary of the EIA will provide a new strategically important access to the EIA. The construction of the 65th Avenue Interchange with QE II will enhance regional and global connectivity. |
| ✓ | 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 ASP includes objectives that <i>create a pedestrian and cyclist friendly environment that is accessible to all users all seasons.</i> The proposed ASP's central collector roadway is designated as a potential High Order Transit route as part of the regional transit network. |
| ✓ | 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 65th Avenue interchange with QE II and associated arterial road will be an important regional connector that integrates the proposed roadway network with the EIA. |
| ✓ | 5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world | <ul style="list-style-type: none"> The proposed ASP provides direct support to the global competitiveness of the EIA. |
| ✓ | 5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions | <ul style="list-style-type: none"> The 65th Avenue/QE II interchange is shown on Schedule 10A of the EMRGP. This alignment is protected within the ASP circulation pattern. |
|  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"> An Agricultural Impact Assessment was carried out as per Schedule 11 and Policy 6.2.5 of the Growth Plan. The proposed ASP allows for agricultural uses to continue on an interim basis. |
| ✓ | 6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses | <ul style="list-style-type: none"> The orderly staging of development proposed by the ASP will avoid premature fragmentation within the Plan area. |

| Principles and Objectives | Comments on Consistency |
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|  <p>6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system</p> | <ul style="list-style-type: none"> Proposed ASP Policy 4.9.3 C requires that <i>Value-added agricultural and food chain uses that contribute to aerotropolis development should be encouraged in the Flex Business and Aero Employment designations.</i> |