

The Pioneer Lands ASP amendment relocates an 0.8ha multi-family site and specifies the location of a proposed Park and Ride within the Metropolitan Area

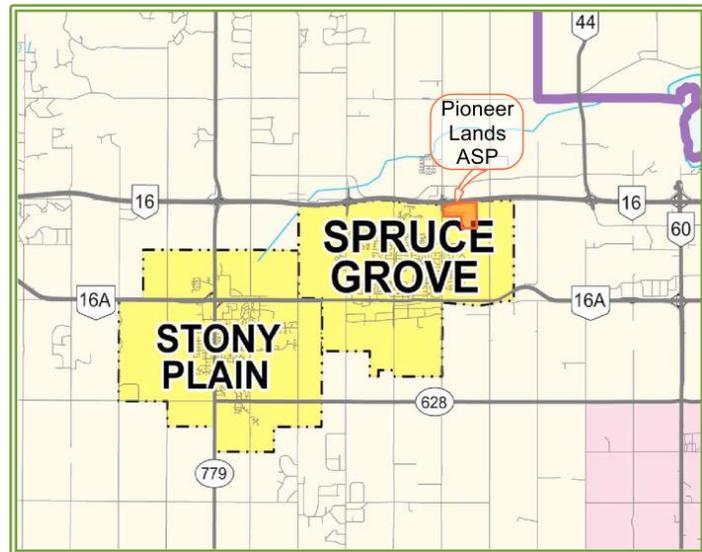


Board Reference:
REF #2019-005

Municipal Bylaw:
C-1062-18

Introduction

The Province has adopted the Regional Evaluation Framework (REF) 2.0 for the Edmonton Metropolitan Region Board's review of statutory plans. The City of Spruce Grove has referred the Pioneer Lands Area Structure Plan (ASP) amendment to the Edmonton Metropolitan Region Board (EMRB) pursuant to the Regional Evaluation Framework (REF) Section 4.2 j) being: within 0.8 kilometres of a Transit Station as identified by the Edmonton Metropolitan Region Growth Plan (EMRGP) Schedule 10B – Regional Transit and Trails to 2044.



Purpose

The purpose of proposed Bylaw C-1062-18 is twofold.

First, the amendment updates the ASP's Development Concept to show the location of a future Transit Station as per Schedule 10B of the EMRGP. The Transit Station will include a park and ride facility and will be located in a designated commercial area.

Second, the amendment will relocate a Medium to High Density Residential site westward so that it is closer to the future Transit Station. This site is comparable in size to a Low to Medium Density Residential site being proposed by the amendment to replace the relocated 0.8 hectare Medium to High Density Residential site.

The proposed amendment does not alter the land areas, population or number of dwelling units. The ASP density calculation remains the same at 27.7 dwelling units per net residential hectare (du/nrha). This density is less than the 35 du/nrha mandated by the EMRGP. However, the Pioneer Lands ASP amendment was originally approved under the purview of the Capital Region Growth Plan (CRGP). Section 8.2 of REF 2.0 allows ASP amendments to *use the density targets of that plan rather than the density provisions of the Edmonton Metropolitan Region Growth Plan.*

Conclusion

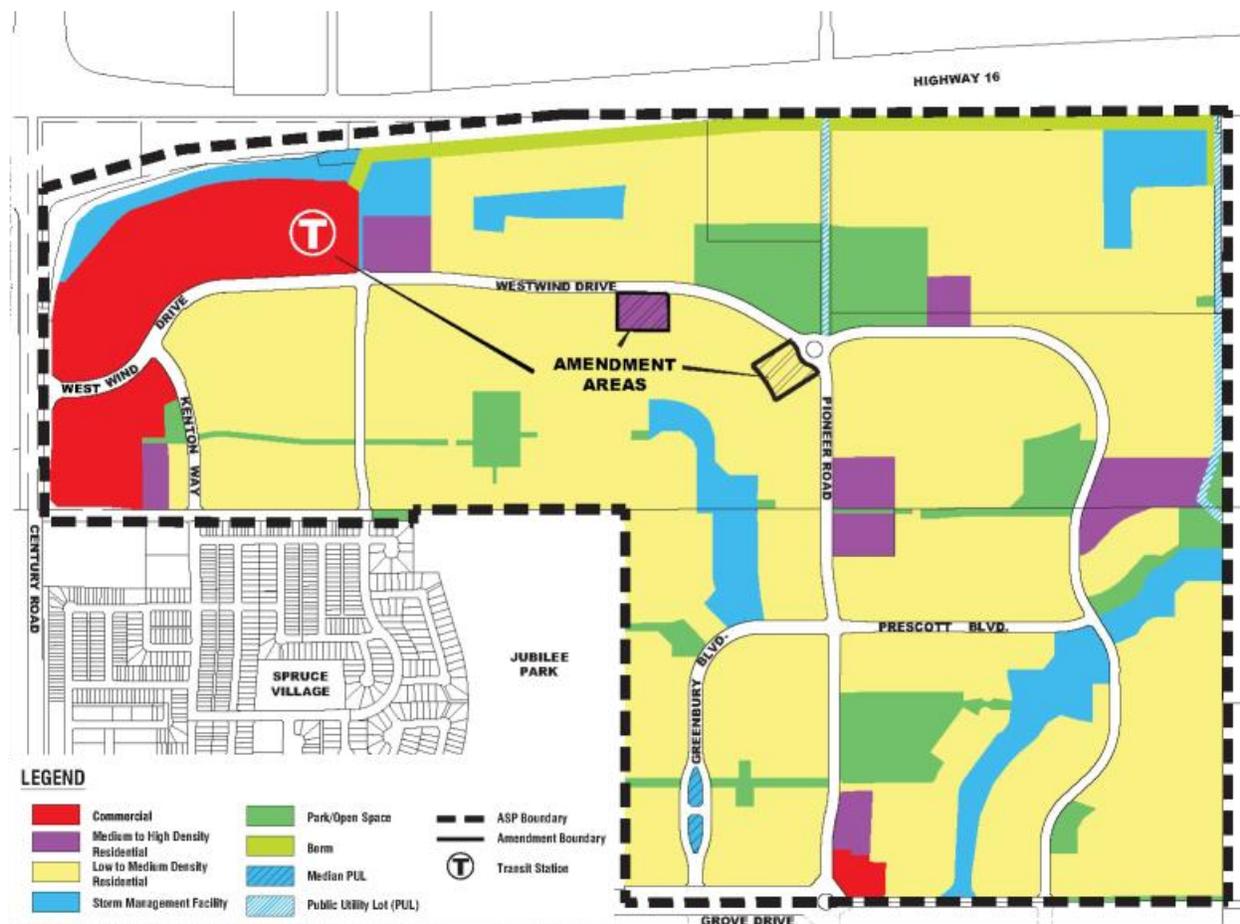
That the EMRB **APPROVE** the proposed Pioneer Lands Area Structure Plan amendment.

Summary

The Pioneer Lands area is located adjacent to the south boundary of Highway 16 and the east boundary of Century Road in the north east corner of the City of Spruce Grove. The 0.8 hectare multi-family site designated as Medium to High Density Residential is being relocated about 200 meters westward along Westwind Drive closer to the future Transit Station. Westwind Drive is planned to be a collector roadway. The proposed amendment results in a minor revision to the ASP Development Concept but land areas, population and the number of dwelling units remain the same.

The Pioneer Lands ASP was approved in February 2009 under the CRGP as part of Priority Growth Area (PGA) "A". As is noted above, the density proposed is 27.7du/nrha which conforms with the PGA density target of 25 to 30 du/nrha as per the CRGP. However, the density target established by Schedule 6 of the EMRGP is 35du/nrha which is higher than the 27.7 du/nrha. However, as is also noted above, Section 8.2 of the Regional Evaluation Framework 2.0 allows the use of density targets from the CRGP when evaluating ASP amendments.

The amendment also identifies a more precise location for the Transit Station that includes a park and ride facility rather than the general location at the intersection of Highway 16 and Century Road shown on Schedule 10B of the EMRGP. The Transit Station is part of a municipally integrated regional transit network.



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
 <p>Guiding Principle Promote global economic competitiveness and regional prosperity.</p>	
✓	<p>1.1 Promote global economic competitiveness and diversification of the regional economy.</p> <ul style="list-style-type: none"> The minor changes proposed by the ASP amendment are not regionally significant.
✓	<p>1.2: Promote job growth and the competitiveness of the region's employment base.</p> <ul style="list-style-type: none"> The proposed Transit Station will enhance competitiveness by promoting efficient movement of people.
✓	<p>1.3: Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region.</p> <ul style="list-style-type: none"> The location proposed for the Transit Station close to Century Road and Highway 16 will enhance the efficient movement of people within the Region.
✓	<p>1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce.</p> <ul style="list-style-type: none"> The proposed amendment will provide multi-family housing opportunities proximate to a proposed Transit Station.
 <p>Guiding Principle Protect natural living systems and environmental assets.</p>	
✓	<p>2.1: Conserve and restore natural living systems through an ecological network approach</p>
✓	<p>2.2: Protect regional watershed health, water quality and quantity.</p> <ul style="list-style-type: none"> The Pioneer Lands ASP includes policies to conserve natural living systems. The proposed amendment does not affect natural living systems and will not detract from the implementation of these policies.
✓	<p>2.3: Plan development to promote clean air, land and water and address climate change impacts.</p>
✓	<p>2.4: Minimize and mitigate the impacts of regional growth on natural living systems.</p> <ul style="list-style-type: none"> By promoting public transit the proposed Transit Station will contribute to cleaner air.

Principles and Objectives		Comments on Consistency
 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 continue to meet people's daily living needs at all ages.
—	3.2: Plan for and promote a range of housing options.	<ul style="list-style-type: none"> The proposed ASP amendment will have no impact on 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 ASP amendment will have no impact on housing options.
 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 proposed ASP amendment will not impact the development pattern.
✓	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"> The relocation of the Medium to High Density Residential site closer to the future Transit Station may result in higher transit ridership.
✓	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 proposed amendment will have no impact on development phasing.
—	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 does not change residential densities nor the mix of uses.
✓	4.6: Prioritize investment and funding of regional infrastructure to support planned growth.	<ul style="list-style-type: none"> Designating the future Transit Station within the ASP area will provide a focus for regional infrastructure investments.
✓	4.7: Ensure compatible land use patterns to minimize risks to public safety and health	<ul style="list-style-type: none"> Designating the location the Transit Station within the commercial portion of the ASP promotes land use compatibility.

Principles and Objectives		Comments on Consistency
 <p>Guiding Principle Ensure effective regional mobility.</p>		
✓	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 proposed Transit Station will be an important component of a regional transportation system.
✓	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 relocated Medium to High Density Residential site is located within 800 metres of a proposed Transit Station so that more pedestrians may be encouraged to access transit.
✓	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 ASP amendments demonstrate a more efficient connection between land use and transit.
—	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 Transit Station proposed for Spruce Grove is one of many such facilities planned cooperatively with regional partners.
 <p>Guiding Principle Ensure the wise management of prime agricultural resources.</p>		
—	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