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June 11, 2019

File: 116100150 272

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# 2019-015
City of Leduc Deer Valley/Creekside Area Structure Plan Bylaw

Attached is our third-party evaluation of the referral to the Edmonton Metropolitan Region Board from the City of Leduc regarding the amendments to the Deer Valley/Creekside Area Structure Plan.

It is our opinion that the proposed 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 the Edmonton Metropolitan Region Board Regulation.

It is recommended that the Edmonton Metropolitan Region Board **support** the amended area structure plan as submitted.

Regards

A handwritten signature in black ink that reads "J. STEIL".

John Steil, RPP FCIP
Principal

john.steil@stantec.com

Attachment: REF# 2019-015 (Stantec Evaluation)

Regional Evaluation Framework: Third Party Evaluation

City of Leduc: Amendments to Deer Valley/Creekside Area Structure Plan
REF 2019-015
Proposed City of Leduc Bylaw 1024-2019

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 Regulation states a municipality must refer, to the Board, any proposed amendment to a statutory plan when the boundaries of the proposed statutory plan amendment are within 1.6 km of the boundaries of the Edmonton International Airport.

Background

Status: Proposed City of Leduc Bylaw 1024-2019 received First Reading by City Council on May 27, 2019.

Location: The area structure plan (ASP) area, as shown on **Appendix 1: Area Structure Plan Location**, is located on the west side of the City of Leduc a half-mile south of the Edmonton International Airport. The portion of the neighbourhood south of the Creek is partially built.

Purpose: The primary purpose of the Bylaw is to amend the existing ASP (approved in 2002, amended 2004) as the requirements for a school site has been shifted out of the neighbourhood with the agreement of the Black Gold Regional School Division. This increases the residential potential of the neighbourhood. Incidental 'housekeeping' revisions have been made to base information, statistics, and to bring transportation and servicing plans up to date.

Evaluation Criteria

Policy Tiers

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

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>	<p>The ASP is primarily low density residential with only a neighbourhood commercial site. It has no regionally significant impact on this objective.</p>
<p>1.2: Promote job growth and the competitiveness of the region's employment base</p>	<p>The ASP is primarily low density residential with only a neighbourhood commercial site. It has no regionally significant impact on this objective.</p>
<p>1.3: Enhance competitiveness through the efficient movement of people, goods, and services to, from and within the Region</p>	<p>The ASP is primarily low density residential with only a neighbourhood commercial site. It has no regionally significant impact on this objective.</p>
<p>1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce</p>	<p>The ASP is primarily low density residential with only a neighbourhood commercial site. It has no regionally significant impact on this objective.</p>
 <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>Deer Valley Creek diagonally bisects the area and is to be dedicated as environmental reserve. It is adjacent to the network of neighbourhood parks and a stormwater management facility.</p>
<p>2.2: Protect regional watershed health, water quality and quantity</p>	<p>Deer Valley Creek is not shown on the Growth Plan's Schedule 4: Natural Living Systems. The ASP provides for a stormwater management system, with a pond that limits flow to Deer Creek to pre-development flows.</p>
<p>2.3: Plan development to promote clean air, land and water and address climate change impacts</p>	<p>This objective is not addressed in the ASP.</p>

Principles and Objectives	Comments on Consistency
2.4: Minimize and mitigate the impacts of regional growth on natural living systems	There are some references to achieving this objective, such as 'The stormwater ponds shall be designed to incorporate native and naturalized plant species that contribute to the health of the ponds and local wildlife.'
 <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	By area, the plan provides for a predominately single-detached housing community. There are two locations shown for medium density housing. There is an existing neighbourhood commercial site.
3.2: Plan for and promote a range of housing options	The ASP states that it includes 'a wide variety in mix of units ranging from mid-rise apartments through to townhouses, duplex, triplex and singles.' There is no specific commitment to numbers of units in each category.
3.3: Plan for and promote market affordable and non-market housing to address core housing need	The ASP states 'This mix provides choice in housing form but also a range of costs that enable affordability within the housing market.' There is no specific commitment to affordable or non-market housing.
 <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	The ASP area will be developed in logical sequence of contiguous development. The proposed overall projected ASP density is 50.4 dwelling units/net residential ha, which exceeds the minimum greenfield density included in the Growth Plan.
4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint	The amendment area is part of an approved major development area.
4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities	The ASP provides for contiguous development.

Principles and Objectives	Comments on Consistency
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	N/A
4.6: Prioritize investment and funding of regional infrastructure to support planned growth	The ASP is part of the overall planned growth pattern for the City of Leduc.
4.7: Ensure compatible land use patterns to minimize risks to public safety and health	The ASP area is surrounded by existing or future residential areas. It is partially within the NEF 25 contour and will need to follow any regulatory requirements.
 <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	Highway 39 (50 th Avenue) is the southern boundary of the ASP area. The ASP area's internal road system connects to this and future arterials that surround the neighbourhood that provide access to the overall regional highway network and the Airport.
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	It is a standard sidewalk served neighbourhood, although options are provided for a 'multiway system' along part of Deer Valley Creek and Deer Valley Drive. The ASP states the amendment 'could also create the opportunity to justify transit along key collector roads in the future.'
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 ASP provides a standard hierarchical road network 'based on their carrying capacity from forecast traffic volumes.'
5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world	The ASP has no regionally significant impact on this objective.
5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions	The ASP has no regionally significant impact on this objective.

Principles and Objectives	Comments on Consistency
 <p>Guiding Principle Ensure the wise management of prime agricultural resources.</p>	
<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</p>	<p>The ASP provides for the conversion of existing agricultural land to primarily residential development consistent with the policy for the metropolitan area.</p>
<p>6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses</p>	<p>The ASP provides for the conversion of existing agricultural land to primarily residential development consistent with the policy for the metropolitan area.</p>
<p>6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system</p>	<p>N/A</p>

Opinion

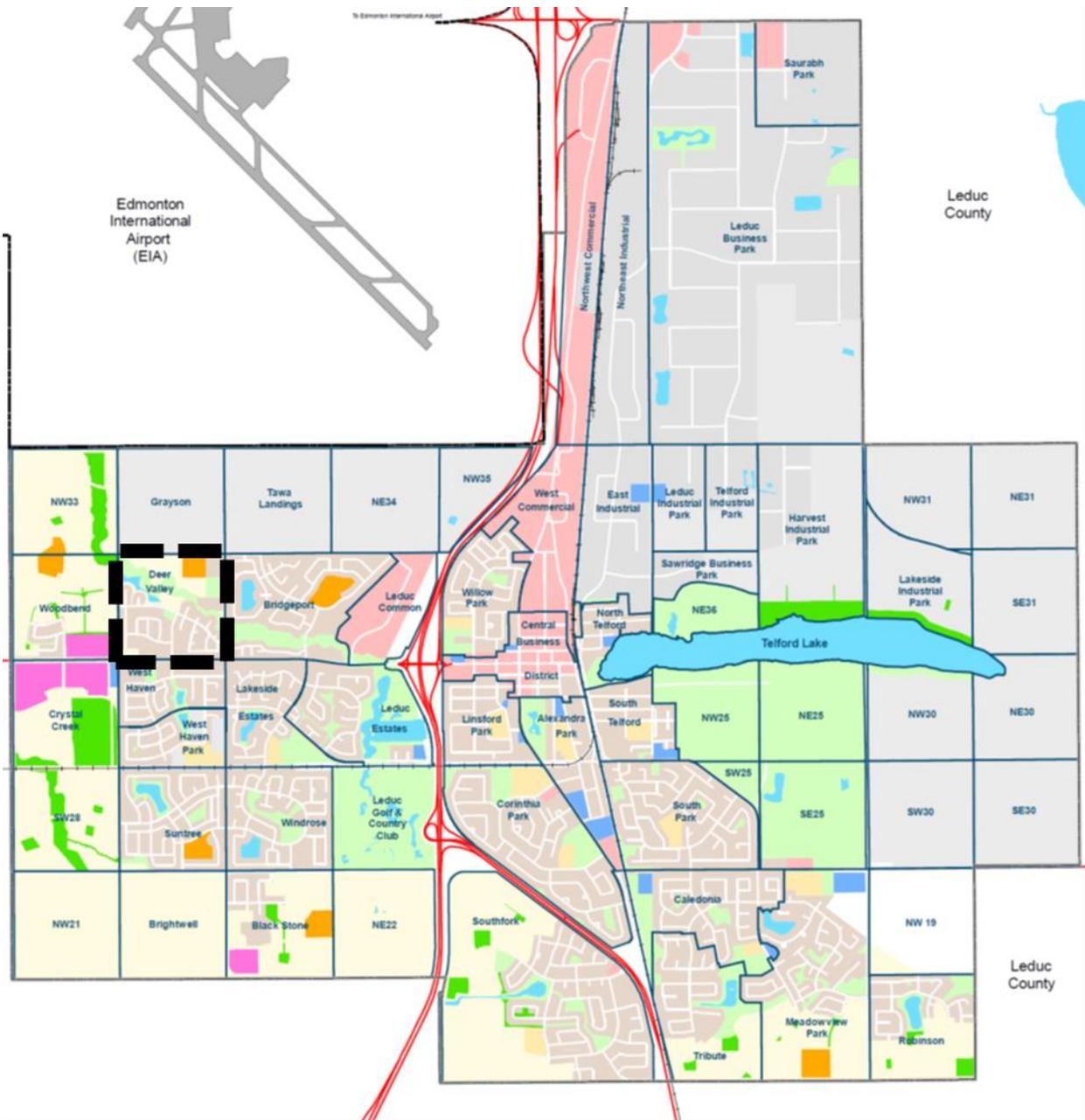
Pursuant to Section 8.1 of the Regional Evaluation Framework, it is our opinion that if approved and fully implemented, REF 2019-015 would result in development that is generally consistent with the existing policy of the Edmonton Metropolitan Region Growth Plan with respect to this location in the City of Leduc as part of the Metropolitan area. **It is recommended that the Edmonton Metropolitan Region Board support the City of Leduc's proposed ASP amendment (Bylaw 1024-2019) as submitted.**

Prepared by:

Stantec Consulting Ltd.

John Steil, RPP, FCIP & Bonnie McInnis, RPP, MCIP

Appendix 1: Area Structure Plan Location (Source: City of Leduc GIS Website)



Appendix 2: Proposed Land Use Concept (Source: Deer Valley/Creekside ASP)

