

Bylaw 21056

A Bylaw to amend Bylaw 6288, as amended,
being the Pilot Sound Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Planning Act on June 24, 1981, the Municipal Council of the City of Edmonton passed Bylaw 6288, as amended, being the Pilot Sound Area Structure Plan; and

WHEREAS Council found it desirable from time to time to amend Bylaw 6288, as amended, being Pilot Sound Area Structure Plan by adding new neighbourhoods; and

WHEREAS Council considers it desirable to further amend Bylaw 6288, as amended, the Pilot Sound Area Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. Bylaw 6288, as amended, the Pilot Sound Area Structure Plan, is hereby further amended as follows:
 - a. In the Table of Contents under "CHAPTER TWO: DEVELOPMENT INFLUENCES" deleting "V. THE RESTRICTED DEVELOPMENT AREA" and replacing it with "V. ANTHONY HENDAY TRANSPORTATION UTILITY CORRIDOR (TUC)"
 - b. In the Table of Contents under "CHAPTER THREE: DEVELOPMENT OBJECTIVES," deleting the third objective entitled "III. INDUSTRIAL DEVELOPMENT OBJECTIVE" in its entirety and renumbering the remaining objectives.
 - c. In the Table of Contents, under "CHAPTER FOUR: DEVELOPMENT CONCEPT" replacing "III. GENERAL INDUSTRIAL LAND USE" with "IV. GENERAL INDUSTRIAL LAND USE" and remembering the remainder of that chapter accordingly;
 - d. In Chapter 2 entitled "DEVELOPMENT INFLUENCES," under "II. EXISTING LAND USE" deleting the fifth paragraph in its entirety;
 - e. In Chapter 2 entitled "DEVELOPMENT INFLUENCES," under "II. EXISTING LAND USE" deleting the third sentence of the new fifth paragraph and replacing it with the following: "The McConachie Neighbourhood Structure Plan was approved on January 24, 2006 and is currently being developed.";

- f. In Chapter 2 entitled “DEVELOPMENT INFLUENCES,” under “II. EXISTING LAND USE” deleting the new sixth paragraph in its entirety and replacing it with the following: “The neighbourhood of Gorman is located in the north-east sector of the Pilot Sound ASP, north of 153 Avenue and east of Manning Drive. The Gorman Neighbourhood Structure Plan (NSP) was approved in November 2020 and is currently being developed.”;
- g. In Chapter 2 entitled “DEVELOPMENT INFLUENCES,” renaming “V. THE RESTRICTED DEVELOPMENT AREA” to “V. ANTHONY HENDAY TRANSPORTATION UTILITY CORRIDOR (TUC)”;
- h. In Chapter 2 entitled “DEVELOPMENT INFLUENCES,” under the newly renamed “V. ANTHONY HENDAY TRANSPORTATION UTILITY CORRIDOR (TUC)”, deleting the third paragraph in its entirety and replacing it with the following: “The potential exists that in the future lands currently identified as being within the Transportation Utility Corridor (TUC) could become surplus and no longer required by the Province. This would result in additional land becoming available for general development near the Pilot Sound ASP area. If these lands do become surplus to the TUC and developable, then they will need to be added to the Northeast District Plan, Pilot Sound ASP and any applicable NSP before formal development can occur.”;
- i. In Chapter 2 entitled “DEVELOPMENT INFLUENCES,” under “VIII. Light Rail Transit” deleting the third and fourth sentences of paragraph one in their entirety.
- j. In Chapter 2 entitled “DEVELOPMENT INFLUENCES,” under “VIII. Light Rail Transit”, adding the following paragraph at the end of the section: “With the establishment of an LRT station in Gorman the opportunity will exist to develop a Mixed-Use Transit Oriented Town Centre surrounding the LRT Station. The LRT extension underwent preliminary engineering in 2010, with design and construction to occur at a future date, once funding becomes available. Beyond Gorman LRT Station, an anticipated mass transit alignment has been identified. This mass transit route is envisioned to connect from the Gorman neighbourhood to the Horse Hill ASP.”;
- k. In Chapter 2 entitled “DEVELOPMENT INFLUENCES,” under “X. SUMMARY”, deleting section 12 in its entirety and replacing it with the following: “12. Given that the five major vehicular routes which comprise the major road network in this sector of the City of Edmonton are defined (i.e. Manning Drive, the Transportation and Utility Corridor, 66 Street, 153 Avenue, and Victoria Trail), the flexibility of adapting this

network to a particular land use pattern does not exist. The flexibility which does not exist is how the extension of 50 Street and 167 Avenue are accommodated within the Pilot Sound plan area.”

- l. In Chapter 2 entitled “DEVELOPMENT INFLUENCES,” under “X. SUMMARY”, deleting section 13 in its entirety and replacing it with the following: “13. The anticipated extension of a 2.9 km LRT extension from Clareview to Gorman will help facilitate the further growth and development of this area of the City. In particular, it provides for the opportunity to develop a Mixed-Use Transit Oriented Town Centre Development within Pilot Sound, which will be centered around the future Gorman LRT station.”
- m. In Chapter 3 entitled “DEVELOPMENT OBJECTIVES,” deleting the third objective entitled “III. INDUSTRIAL DEVELOPMENT OBJECTIVE” in its entirety and renumbering the remaining objectives.
- n. In Chapter 4 entitled “DEVELOPMENT CONCEPT,” under “I. INTRODUCTION” deleting the second sentence of the third paragraph in its entirety and replacing it with the following: “With concurrent development of residential, commercial and some minor light industrial areas (i.e., the concurrent establishment of living and working environments) shall provide the opportunity to develop a positive interaction between these different land uses.”
- o. In Chapter 4 entitled “DEVELOPMENT CONCEPT,” under “I. INTRODUCTION” deleting the second sentence of the fourth paragraph in its entirety and replacing it with the following: “The benefits of this proposal, if successful, would be a reduction in the reliance of future residents on sources of employment external to the community, including employment in commercial areas.”
- p. In Chapter 4 entitled “DEVELOPMENT CONCEPT,” under “II. RESIDENTIAL LAND USE” deleting the third and fourth paragraphs in their entirety.
- q. In Chapter 4 entitled “DEVELOPMENT CONCEPT,” under “III. STATION TOWN CENTRE” deleting the fourth sentence of the second paragraph in its entirety and replacing it with the following: “ The Station Town Centre is to be developed consistent with the policy guidance in the City of Edmonton’s District Policy (Charter Bylaw 24000), as amended.”
- r. In Chapter 4 entitled “DEVELOPMENT CONCEPT”, under “IV. GENERAL INDUSTRIAL USE”, under subsection “B. Light Industrial Area,” delete the fourth sentence of the second paragraph in its entirety.

- s. In Chapter 4 entitled “DEVELOPMENT CONCEPT,” under “VI. OPEN SPACE/RECREATION LAND USE” deleting paragraph four in its entirety.
- t. In Chapter 4 entitled “DEVELOPMENT CONCEPT” delete the chapter subtitle “THE CIRCULATION SYSTEM” and replace it with the title “VIII. THE CIRCULATION SYSTEM” and renumbering the remainder of the chapter subtitles accordingly.
- u. In Chapter 4 entitled “DEVELOPMENT CONCEPT,” under the renamed section “VIII. THE CIRCULATION SYSTEM” deleting the second paragraph in its entirety and replacing it with the following: “Second, the public transit concept proposed for Pilot Sound is to focus on the future Gorman Light Rail Transit Station. Until that time, bus service from the major residential districts in the northeast sector of the City of Edmonton shall be efficiently designed to provide service to nearby neighbourhoods, district nodes, transit centres and LRT Stations.”;
- v. In Chapter 4 entitled “DEVELOPMENT CONCEPT,” under the renamed section “VIII. THE CIRCULATION SYSTEM” deleting the sixth paragraph in its entirety and replacing it with the following: “A possible collector road, as generally shown in “Figure 7 – Development Concept,” may be developed to serve the neighbourhood and specifically the light industrial uses between the private rail lines. However, such a road would require the railway company to agree to the construction of railway crossings at the proposed locations.”
- w. In Chapter 5, entitled “AN IMPLEMENTATION STRATEGY”, under subsection “I. An Implementation Strategy” deleting the eight paragraph in its entirety and replacing it with the following: “The neighbourhood structure plan for Gorman provides detailed planning for the area in Gorman on the east side of Manning Drive. The plan is for a Mixed-Use Transit Oriented town centre, along with a mixture of residential, commercial and light industrial uses. West of the heavy rail lines, Gorman contains only a limited amount of area to be developed since large portions of the area will maintain their existing uses (i.e., cemetery and DC1 — Manning Town Centre / Manning Village). An additional development consideration in this area is Vriend Lake, a crown-claimed and protected wetland.”
- x. In Appendix A, deleting the second sentence under paragraph one in its entirety and replacing it with the following: “This report has been amended to reflect Conditions 11 (the location of the District Park), 12 (the alignment of 153 Avenue), and 14 (the extension of LRT into Pilot Sound).”;

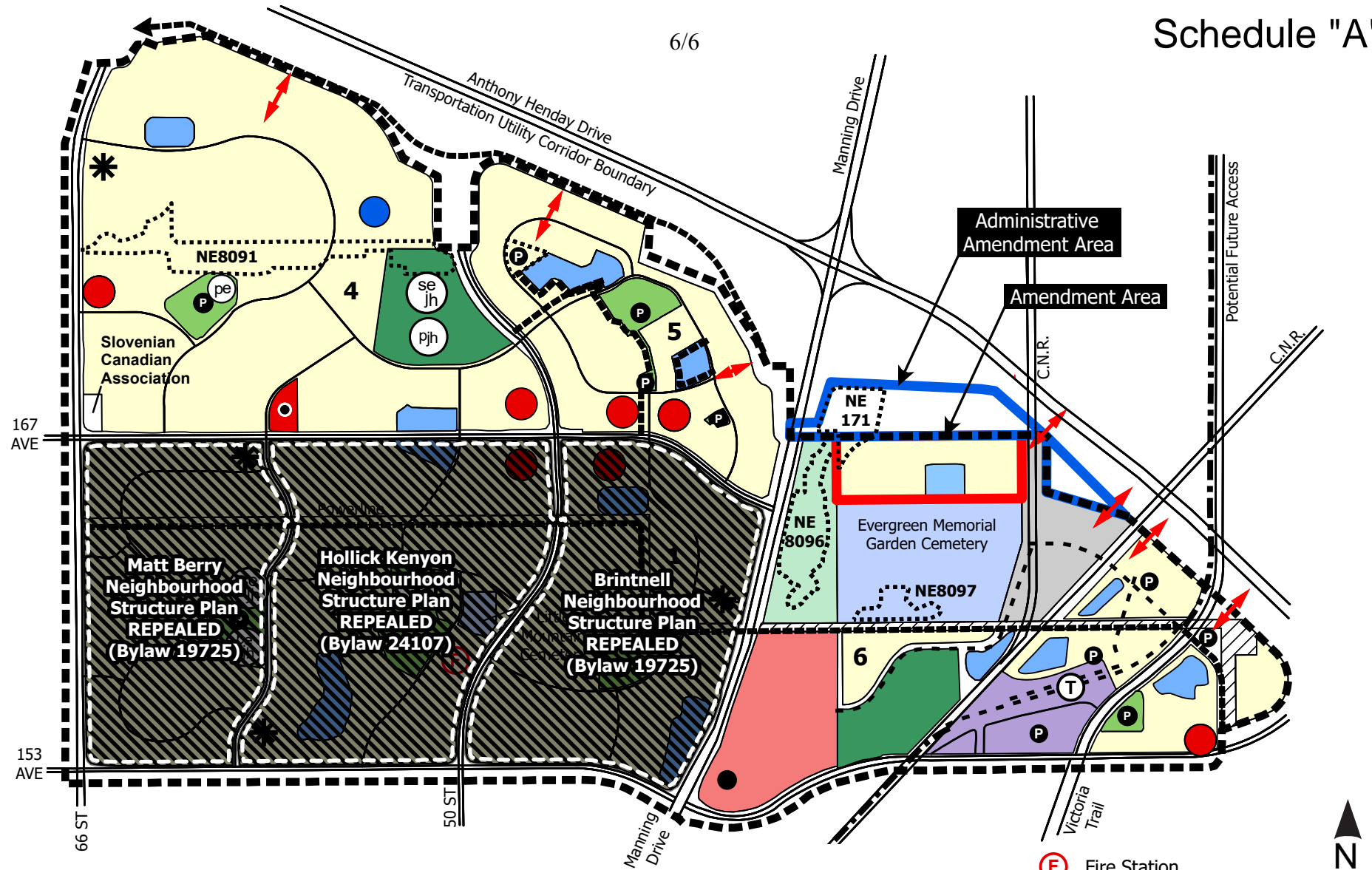
- y. deleting the map entitled “Bylaw 20922 Amendment to Pilot Sound Area Structure Plan” from the plan; and
- z. deleting “Figure 7 - Development Concept” and replacing it with “Figure 7 - Development Concept Bylaw 21056”, attached hereto as Schedule “A” and deleting the “administrative amendment area” and “amendment area” indicators and forming part of this bylaw.

READ a first time this	day of	, A. D. 2025;
READ a second time this	day of	, A. D. 2025;
READ a third time this	day of	, A. D. 2025;
SIGNED and PASSED this	day of	, A. D. 2025.

THE CITY OF EDMONTON

MAYOR

CITY CLERK



**FIGURE 7
DEVELOPMENT
CONCEPT
BYLAW 21056**

- | | | |
|-----------------------------|--|----------------------------------|
| 2 Residential Neighbourhood | District Park | Fire Station |
| Community Commercial Site | Transit Oriented Development (Mixed Use) | Light Rail Transit (LRT) Station |
| Community Commercial (DC1) | Storm Retention Pond | Multi-Use Trail Access |
| Community Commercial (DC2) | Natural Areas | Light Rail Transit |
| Industrial | Natural Area Management Plan | Multi-Use Trail |
| Cemetery | Possible Future Storm Retention Pond | Possible Collector Roadway |
| Powerline Corridor | Community Commercial | ASP Boundary |
| School/Park Site | Convenience Commercial | Potential Pedestrian Overpass |
| | | Amendment Area |
| | | Administrative Amendment Area |

