



CITY PLANNING REPORT PLAN AMENDMENT, NEW PLAN, REZONING PINTAIL LANDING

North of Yellowhead Trail and West of Anthony Henday Drive, Portions of 11955 - Winterburn Road NW

To allow for the adoption of the Pintail Landing Neighbourhood Structure Plan and to rezone a portion of the subject land from AG to CB2.



RECOMMENDATION AND JUSTIFICATION

City Planning is in **SUPPORT** of this application because it:

- will establish a land use framework for a range of residential, commercial and parkland uses that can facilitate future neighbourhood development in the Big Lake area;
- will allow commercial uses that are compatible with surrounding proposed land uses and the orderly extension of infrastructure servicing; and
- will incorporate unique natural and environmental features in the area.

THE APPLICATION

1. BYLAW 18904 to amend the Big Lake Area Structure Plan (ASP) will update maps, text and statistics in order to align Pintail Landing Neighbourhood Structure Plan (NSP) with the higher level statutory plan.
2. BYLAW 18905 to adopt the Pintail Landing Neighbourhood Structure Plan (NSP) will provide a land use framework and policy direction for future development in the neighbourhood. The plan details proposed land use and population statistics, figures, and policy text on the following major land uses:
 - A commercial focal point at the south west corner of the neighbourhood;
 - A mix of low and medium density residential land uses with an overall NSP planned density of 39 units per net residential hectare (upnrh);
 - A road network and utility infrastructure that can support the orderly development of the neighbourhood and respect natural constraints;
 - A connected open space system that includes a school, community park, river valley and ravine park, pocket park and natural areas; and
 - Retention of the Glendale Golf and Country Club.
3. CHARTER BYLAW 18906 to amend the Zoning Bylaw to rezone a portion of 11955 - Winterburn Road NW from (AG) Agricultural Zone to (CB2) General Business Zone.

As a new statutory plan, the Pintail Landing NSP must be referred to the Edmonton Metropolitan Region Board (EMRB) for endorsement prior to being considered for third reading by Council. Consequently, the subject application is available for two readings following closure of the public hearing.

SITE AND SURROUNDING AREA

Existing land uses within the Plan area include the Glendale Golf and Country Club, Dragons Head Golf Club, several rural residential uses and natural areas. A large portion of the plan area has historically been used for farming, and is still under cultivation. The Glendale Golf and

Country Club has advised that they have no plans for redevelopment at this time and therefore the lands have been designated as existing golf course in the plan. A utility right-of-way (ROW), runs diagonally from the western midpoint of the neighbourhood to the northern midpoint. The ROW is owned and operated by Altalink and is for the purpose of overhead transmission lines and related infrastructure. Existing neighbourhoods adjacent to the plan area include Trumpeter to the north, Kinglet Gardens to the west. To the east is 199 Street and the Anthony Henday Drive, and Yellowhead Trail is south.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> ● (AG) Agricultural Zone 	<ul style="list-style-type: none"> ● Undeveloped, farmland and some rural residential ● Natural areas/wetlands
CONTEXT		
North	<ul style="list-style-type: none"> ● (A) Metropolitan Recreation Zone ● (AP) Public Parks Zone 	<ul style="list-style-type: none"> ● Portion of the North Saskatchewan River Valley ravine system (Big Lake area)
East	<ul style="list-style-type: none"> ● (AG) Agricultural Zone 	<ul style="list-style-type: none"> ● Large acreage lots ● Parking lot ● Anthony Henday Drive

		(Transportation Utility Corridor)
South	<ul style="list-style-type: none"> • (AG) Agricultural Zone • (IB) Industrial Business Zone 	<ul style="list-style-type: none"> • Yellowhead Trail • General Industrial (Storage) • Winterburn Industrial Neighbourhood
West	<ul style="list-style-type: none"> • (A) Metropolitan Recreation Zone • (AG) Agricultural Zone • (RSL) Residential Small Lot Zone • (RF4) Semi-detached Residential Zone • (CNC) Neighbourhood Convenience Commercial Zone • (CSC) Shopping Centre Zone 	<ul style="list-style-type: none"> • Ravine • Large acreage lots • Undeveloped land • Kinglet Gardens Neighbourhood • Winterburn Road

PLANNING ANALYSIS

The Big Lake Area Structure Plan, approved in 1991, has laid out a high level planning framework for Pintail Landing (Neighbourhood 4). This includes a broad delineation between residential, commercial, school/park, and natural area land uses. The plan also identifies the location of specific pieces of infrastructure and legacy land uses such as Horseshoe Lake and the Glendale Golf Course. Pintail Landing is the last neighbourhood to be approved and will allow for completion of the ASP.

The Pintail Landing NSP will refine and trigger several changes to the ASP. The amendment includes a redistribution and relocation of land uses to the effect of increasing the amount of commercial area, increasing the number of stormwater management facilities, the addition of a civic facility (firehall) and a revised boundary for the School/Park site. These proposed changes will result in an increase in the planned residential density from 32 to 35 upnrh for the ASP area. At full build out, the neighbourhood is anticipated to contain approximately 1,850 units and 4,230 persons. The table (below) shows the change in land uses with adoption of the proposed plan amendment.

Land Use	Approved	Proposed	Difference
Commercial	8.3	14.4 ha	6.1 ha
ER (Natural Conservation)	144.4	160.5 ha	16.1 ha
School/Park	47.6	46.8 ha	-0.8 ha
Low Density Residential	289.4	250.1 ha	-39.5 ha
Medium Density Residential	17.7	26.4 ha	8.7 ha

Medium Density Residential (RF5/RF6)	9.7	6.6 ha	-3.1 ha
Medium Density Residential (RA7)	9.8	9.8 ha	0 ha
Street Oriented Residential (Row Housing)	14.4	17.4 ha	3.0 ha
Mixed Use Residential	3.0	3.8 ha	0.8 ha
Total Residential Area	360.5	330.4 ha	-30.1 ha
Density	32	35 upnrha	3 upnrha

Prior to the adoption of the Kinglet Gardens NSP in 2016, an initial proposal for the Pintail Landing neighbourhood was submitted. Both neighbourhoods were considered in combination for many of the initial technical studies. However, due to a low number of participating landowners in the Pintail Landing area and the lack of ability to access their lands, the Pintail Landing Plan was delayed while Kinglet Gardens proceeded. These landowners were provided opportunities to participate and contribute to the preparation of the Plan and declined to do so. As such, a large amount of technical information for their lands was unavailable and will be required prior to any subsequent rezoning or subdivision of their properties. Of particular significance will be the delineation of natural areas and environmental reserve lands, and a requirement to further refine stormwater systems.

While Pintail Landing contains a mix of land uses similar to other developing neighbourhoods in Edmonton, the neighbourhood is unique in that there are a large number of natural areas and areas of ecological significance that may be non-developable land. Among these areas is a wetland on the southwest portion of the plan (W27 and W28 on Figure 4 - Site Features) that has been claimed by the Province. The plan area also contains several other Natural Areas, a mix of park space and the Glendale Golf Course. When additional landowners in the plan area decide to develop their land, the amount of developable land will be refined based on technical studies that will be required at that time (see below for more details). Overall, the neighbourhood area is approximately 186 hectares; however, the gross developable area is only 103 hectares given this large potential for non-developable land.

The approval of Pintail Landing will serve to provide additional services and amenities for the Big Lake area. Of particular importance will be the addition of a larger commercial area that will serve existing and future residents. Presently, the commercial needs of existing residents need to be served by surrounding areas. The neighbourhood will also provide a school site as well as parks and natural areas to serve the local residents. A fire hall is also identified in this neighbourhood which will serve the Big Lake and surrounding industrial areas. Additionally, the neighbourhood approval will help to complete the required additional infrastructure needed to serve the area.

Integrated Infrastructure Manage Plan (IIMP)

The amount of infrastructure required to be built by both the developer and the City of Edmonton is a function of many things, including the design of the community, the service standards provided, the amount and density of population served, and the presence of existing infrastructure. Tables 3 and 4 in the IIMP report detail the anticipated amount of infrastructure required for the proposed neighbourhood, the approximate cost in 2019 dollars, and the party responsible for its construction based on current standard practice.

For the Pintail Landing Neighbourhood, it is anticipated that a future developer infrastructure investment of approximately \$64 million as well as a future City capital investment of approximately \$32 million will be required.

If the neighbourhood develops as planned, and construction begins in 2021, City funding for capital expenditures, operations and maintenance may be required as early as 2022. The current 2019-2022 Capital Budget does not include funding for expenditures related to the development of this neighbourhood. If development does occur as anticipated, budget adjustments would be needed to meet the needs of the developing area.

TECHNICAL REVIEW

While it is customary for the proponents of a new NSP to represent the majority of land ownership within a plan area, the proposed Pintail Landing NSP is unique in this regard; the owners of 11955 - Winterburn Road NW (the proposed commercial lands) are the sole proponents of the Plan (representing 10% of the developable area).

Due to a lack of participation from the remaining land owners in the plan-making process (and the inability to access said lands), the applicant was not able to provide the full amount of technical information that is typically required for the creation of a statutory plan. Nonetheless, a sufficient degree of background information was provided to establish a high-level land use framework, and future development within the plan boundaries of the non-participating lands will require additional information to be supplied to confirm / support the applications at the plan amendment and/or rezoning stage. These studies may include, but are not limited to:

- environmental site assessment,
- geotechnical assessment,
- ecological network reports,
- natural area water sustainability assessment,
- natural area management plan,
- transportation impact assessment,
- hydraulic network analysis,
- neighbourhood design report,
- outfall location study,
- historical resource report,
- historical resources impact assessment,
- wetland assessment,
- top of bank (TOB) survey,
- urban development line (UDL) survey,
- slope stability assessment, and
- parkland impact assessment and community knowledge campus needs assessment.

It is anticipated that future plan amendments will be required as land development aspirations are advanced, development applications are received, and further technical studies are completed.

The subject area under related Charter Bylaw 18906 (11955 - Winterburn Road NW, File: LDA18-0391) is owned by the sole participating landowner for the proposed NSP. As such, sufficient technical information has been provided to confirm the proposed ASP and NSP land uses for the subject site and allow this parcel of land to proceed to the rezoning stage.

Transportation and Drainage support the proposed amendment and rezoning and have had their technical concerns for the plan area satisfied.

TRANSPORTATION

Summary of Transportation infrastructure/TIA

A network of shared use paths is planned throughout the neighbourhood, including connecting residential uses, commercial uses, the transit centre, the school and park sites and along storm water ponds and the pipeline corridor. The active mode network is well integrated with the river valley through a combination of top of bank roadways and shared use paths.

A Transit Centre and Park and Ride site is included in the western portion of the NSP. The Park and Ride site is considered regionally important in the future and is planned to be approximately 150 stalls in size.

A Transportation Impact Assessment (TIA) for Kinglet Gardens and Pintail Landing was included as part of this application to confirm the internal transportation network anticipated to be

required to support the development of the neighbourhoods. Based on the assessments completed, the roadway network internal to Big Lake is anticipated to accommodate the projected site generated traffic at acceptable levels of service. There are no changes to the broader roadway network that was established with the ASP.

Yellowhead Trail/215 Street Interchange

The TIA assessed the current operations of the Yellowhead Trail - 215 Street interchange and potential impacts of the additional traffic generated by lands already zoned in the plan area. Based on the review, the existing interchange at Yellowhead Trail NW and 215 Street NW currently operates under congested conditions and any future development will require traffic signals at the ramp intersections of the interchange. In the short term, installation of signals will provide additional capacity to accommodate further development; the City has been working with Alberta Transportation who is currently reviewing the interim signalization design. Over the longer term, maintaining traffic movements within desired levels of service will require larger scale improvements to the interchange and to Yellowhead Trail. The TIA recommended a functional planning study for the interchange to confirm the ultimate interchange configuration and on-and off-ramp requirements. At this time, there is no funding in place by the City or the Province to upgrade this interchange.

137 Avenue/Ray Gibbon Drive

To the east of Big Lake ASP, 137 Avenue via Ray Gibbon Drive provides an alternate access to the area. Ray Gibbon Drive is characterized by significant congestion headed northbound to the City of St Albert and a short weaving distance between the Anthony Henday off-ramp and the 137 Avenue intersection.

There have been high level discussions between the City of Edmonton, City of St Albert and Alberta Transportation to improve the overall transportation network and operations in this area. The City of St Albert announced earlier this year that upgrades are planned for Ray Gibbon Drive, with construction of the roadway twinning, from 137 Avenue to LeClair Way, commencing in 2020.

The City of Edmonton anticipates that existing operations and safety issues at 137 Avenue and Ray Gibbon Drive will be greatly improved with the widening of Ray Gibbon Drive to four (4) lanes and has advocated to keep the existing intersection open and monitored until a secondary access to the Big Lake neighbourhood is provided through the realignment of 137 Avenue to the north to connect with LeClair Way. Timing of this relocation is unknown due to funding and land ownership challenges.

Long term plans include an interchange at Anthony Henday Drive and the realigned 137 Avenue. In the interim, the Cities are working with Alberta Transportation to investigate strategies to improve conditions on Ray Gibbon Drive, such as potential ramp modifications to the Anthony Henday Drive westbound off-ramp.

PUBLIC ENGAGEMENT (Plan Amendment - LDA18-0349)

<p>ADVANCE NOTICE July 19, 2017; May 28, 2019</p>	<ul style="list-style-type: none"> ● Number of recipients: 35 ● Number of responses in support: 0 ● Number of responses with concerns: 1 ● Summary of concerns included below
<p>PUBLIC MEETING</p>	<ul style="list-style-type: none"> ● Not held
<p>WEBPAGE</p>	<ul style="list-style-type: none"> ● Link to neighbourhood page

As there are very few current residents in the Pintail Neighbourhood, the amount of direct feedback from landowners was limited. Since the advanced notification was sent to all landowners on July 19, 2017, only one landowner provided feedback on the proposed plan. This owner's concerns were focussed upon the future development of their own property and are summarized below:

- disapproval of the overall amount of Municipal Reserve (MR) in the plan and on the parcel of the landowner
- disapproval of the location of the south-central pocket park
- questions about the location and funding structure for the fire hall
- disapproval of the lack of density in the overall plan area and distribution of medium density land uses

An in-person meeting was held with the respondent to discuss the issues raised. In response to these concerns, Administration provides the following:

- the allocation and location of park space and Municipal Reserve is conceptually illustrated in the Plan. Exact locations are finalized at the detailed development stages of zoning and subdivision. If the municipal needs for parkland exceed the 10% dedication requirement for any individual owner, the City acquires the remaining amount at market value.
- Similar to the matter of parkland and Municipal Reserves, the location of the future Fire Hall is conceptually illustrated in the Plan and the exact location will be determined at more detailed stages of development. At present, land for the Fire Hall will be acquired from the landowner at market value.
- The proposed Plan identifies conceptual location of residential land uses in varying densities in a framework that is compatible with the context of adjacent land uses. Changes to residential fabric can always be considered through subsequent plan amendment processes and applications at a later time.

CONCLUSION

City Planning recommends that City Council **APPROVE** this application for 1st and 2nd reading only following closure of the public hearing, after which the administration will refer the ASP amendment with supporting NSP and rezoning components to the EMRB, for endorsement.

APPENDICES

- 1 Approved ASP Land Use and Population Statistics – Bylaw # 17751
- 2 Proposed ASP Land Use and Population Statistics – Bylaw # 18904
- 3 Proposed NSP Land Use and Population Statistics – Bylaw # 18905
- 4 Approved ASP – Bylaw # 17673
- 5 Proposed ASP – Bylaw # 18904
- 6 Proposed NSP – Bylaw # 18905
- 7 Integrated Infrastructure Management Plan
- 8 Application Summary

TABLE 2
BIG LAKE AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 17751

Land Use and Population Statistics							
	NEIGHBOURHOOD						Balance of ASP
	Total	(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*	
Gross Area	919.6	159.9	132.1	163.2	193.6	205.8	65.0
Powerline & Utility ROW	16.5	5.0	2.2	2.0	3.5	3.7	
Sewer ROW	10.1	3.3	2.0	4.8			
ER (Natural Conservation)	144.4	19.9	14.8	49.0		3.1	57.6
Transportation Utility Corridor	14.6		14.6				
Arterial Road Widening	20.8	4.8	0.7	3.2	1.6	3.1	7.4
Gross Developable Area	713.2	126.9	97.7	104.2	188.5	195.9	0.0
Glendale Golf Course	53.9				53.9		
Existing Uses	66.8					66.8	
Circulation Total	87.2	25.6	13.9	20.9	1.0	25.8	
Stormwater Management	46.7	11.0	10.6	7.0	8.0	10.1	
Natural Maintenance	2.4		2.4				
Natural Area (Municipal Reserve)	4.3					4.3	
School / Park	47.6	11.7	12.4	8.8	10.6	4.1	
Commercial	8.3	0.5			3.5	4.3	
Mixed Use Non-Residential	0.9	0.2		0.7			
Transit	2.7				2.7		
Urban Service - Fire Station	0.5				0.5		
Special Study Area	1.0			1.0			
Total Non-Residential	294.0	49.0	39.3	37.4	119.1	49.2	0.0
Low Density Residential	289.6	48.5	46.1	56.8	74.0	64.2	
Medium Density Residential	17.7	13.0		4.7			
Medium Density Residential (RF5 / RF6)	9.7		6.6		3.1		
Medium Density Residential (RA7)	9.8		3.0			6.8	
Street Oriented Residential (Row Housing)	14.4	2.1		3.3		9.0	
Mixed Use Residential	3.0	1.0		2.0			
Future Residential and Associated Uses	16.3	13.5	2.8				
Total Residential	360.5	78.1	58.5	66.8	77.1	80.0	0.0

Residential Unit Count Statistics													
Residential Type	Units/ha	Total		Neighbourhood									
				(1) Trumpeter		(2) Starling*		(3) Hawks Ridge*		(4) Pintail Landing		(5) Kinglet Gardens*	
		Units	%	Units	%	Units	%	Units	%	Units	%	Units	%
Low Density Residential	22	6,884	61%	1,066	37%	1,153	57%	1,421	63%	1,639	93%	1,605	61%
Medium Density Residential	90	2,205	14%	1,169	41%		0%	424	19%		0%	612	23%
RF5 / RF6 Zone	42	427	4%		0%	297	17%		0%	130	7%		0%
RA7 Zone	125	265	9%		0%	265	13%		0%		0%		0%
Street Oriented Residential (Row Housing)	35	624	2%	72	3%		0%	147	7%		0%	405	15%
Mixed Use Residential	125	370	3%	121	4%		0%	249	11%		0%		0%
Future Residential and Associated Uses**	varies	669	6%	421	15%	248	13%		0%		0%		0%
Total		11,444	100%	2,849	100%	1,963	100%	2,241	100%	1,769	100%	2,622	100%

Residential Population Statistics							
	Persons/Unit	Total	Neighbourhood				
			(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*
Residential Type							
Low Density Residential	2.8	19,275	2,985	3,228	3,979	4,589	4,494
Medium Density Residential	1.6	3,651	1,871		678		1102
RF5 / RF6 Zone	1.9	1079		832		247	
RA7 Zone	1.5	477		477			
Street Oriented Residential (Row Housing)	1.9	1552	138		280		1134
Mixed Use Residential	1.5	555	182		373		
Future Residential and Associated Uses**	varies	1,401	955	446			
Total		27,990	6,131	4,983	5,310	4,836	6,730

Student Generation Statistics						
	Total	Neighbourhood				
		(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*
Level						
Public Elementary	1,261	245	209	208	341	258
Public Junior High School	631	123	105	104	170	129
Public Senior High School	631	123	105	104	170	129
Separate Elementary School	554	123	105	83	114	129
Separate Junior High School	277	61	52	42	57	65
Separate High School	277	61	52	42	57	65
Total	3,631	736	628	583	909	775

*Calculations for Neighbourhoods and Two, Three, and Five are based on density and population projection standards of the 2010 Terms of Reference for the Preparation and Amendment of Residential NSPs

**Calculations for "Future Residential and Associated Uses" derived from the land use statistics of the Trumpeter and Starling NSPs

**TABLE 2
BIG LAKE AREA STRUCTURE PLAN
LAND USE AND POPULATION
STATISTICS BYLAW 18904**

Land Use and Population Statistics							
	NEIGHBOURHOOD						Balance of ASP
	Total	(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*	
Gross Area	909.3	159.9	132.1	163.2	183.3	205.8	65.0
Powerline & Utility ROW	15.0	5.0	2.2	2.0	2.1	3.7	
Sewer ROW	10.1	3.3	2.0	4.8			
ER (Natural Conservation)	160.5	19.9	14.8	49.0	16.1	3.1	57.6
Transportation Utility Corridor	14.6		14.6				
Arterial Road Widening	20.1	4.8	0.7	3.2	0.9	3.1	7.4
Gross Developable Area	688.9	126.9	97.7	104.2	164.2	195.9	0.0
Glendale Golf Course	61.5				61.5		
Existing Uses	66.8					66.8	
Circulation Total	106.7	25.6	13.9	20.9	20.5	25.8	
Stormwater Management	49.6	11.0	10.6	7.0	10.9	10.1	
Natural Maintenance	2.4		2.4				
Natural Area (Municipal Reserve)	7.4				3.1	4.3	
School / Park	46.8	11.7	12.4	8.8	9.8	4.1	
Commercial	14.4	0.5			9.6	4.3	
Mixed Use Non-Residential	0.9	0.2		0.7			
Transit	1.0				1.0		
Urban Service - Fire Station	0.9				0.9		
Special Study Area	1.0			1.0			
Total Non-Residential	230.7	49.0	39.3	37.4	55.8	49.2	0.0
Low Density Residential	250.1	48.5	46.1	56.8	34.5	64.2	
Medium Density Residential	26.4	13.0		4.7	8.7		
Medium Density Residential (RF5/RF6)	6.6		6.6				
Medium Density Residential (RA7)	9.8		3.0			6.8	
Street Oriented Residential (Row Housing)	17.4	2.1		3.3	3.0	9.0	
Mixed Use Residential	3.8	1.0		2.0	0.8		
Future Residential and Associated Uses	16.3	13.5	2.8				
Total Residential	330.4	78.1	58.5	66.8	47.0	80.0	0.0

Residential Unit Count Statistics													
Residential Type	Units/Ha	Total		(1) Trumpeter		(2) Starling*		(3) Hawks Ridge*		(4) Pintail Landing		(5) Kinglet Gardens*	
		Units	%	Units	%	Units	%	Units	%	Units	%	Units	%
Low Density Residential	22	6,106	53%	1,066	37%	1,153	57%	1,421	63%	861	47%	1,605	61%
Medium Density Residential	90	2,340	20%	1,169	41%		0%	424	19%	135	7%	612	23%
RF5/RF6	42	297	3%		0%	297	17%		0%		0%		0%
RA7	125	265	2%		0%	265	13%		0%		0%		0%
Street Oriented Residential (Row Housing)	35	1405	12%	72	3%		0%	147	7%	781	42%	405	15%
Mixed Use Residential	125	439	4%	121	4%		0%	249	11%	69	4%		0%
Future Residential and Associated Uses**	varies	669	6%	421	15%	248	13%		0%		0%		0%
Total		11,521	100%	2,849	100%	1,963	100%	2,241	100%	1,846	100%	2,622	100%



AMENDMENT TO THE BIG LAKE AREA STRUCTURE PLAN

Residential Population Statistics	persons/unit	Total	Neighbourhood				
			(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Garden
Residential Type							
Low Density Residential	2.8	17,098	2,985	3,228	3,979	2,412	4,494
Medium Density Residential	1.6	5,057	1,871		678	1406	1102
RF5/RF6	1.9	832		832			
RA7	1.5	477		477			
Street Oriented Residential (Row Housing)	1.9	1931	138		280	379	1134
Mixed Use Residential	1.5	680	182		373	125	
Future Residential and Associated Uses**	varies	1,401	955	446			
Total		27,476	6,131	4,983	5,310	4,322	6,730

Student Generation Statistics						
Level	Total	Neighbourhood				
		(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*
Level						
Public Elementary	1,125	245	209	208	205	258
Public Junior High School	564	123	105	104	103	129
Public Senior High School	564	123	105	104	103	129
Separate Elementary School	543	123	105	83	103	129
Separate Junior High School	271	61	52	42	51	65
Separate High School	271	61	52	42	51	65
Total	3,338	736	628	583	616	775

*Calculations for Neighbourhoods One, Two, Three, and Five are based on density and population projection standards of the 2010 Terms of Reference for the Preparation and Amendment of Residential Neighbourhood Structure Plans

**Calculations for "Future Residential and Associated Uses" derived from the land use statistics of the Trumpeter and Starling NSPs



Pintail Landing Neighbourhood Structure Plan

TABLE 2: LAND USE AND POPULATION STATISTICS

Pintail Landing NSP

	Area (ha)	% of GA	% of AGDA
Gross Area	183.3	100%	
Environmental Reserve*			
Natural Area (ER)	0.0	0.0%	
Wetland ER (ER)	5.5	3.0%	
Upland Setback	0.7	0.4%	
Horseshoe Lake	9.9	5.4%	
Pipeline & Utility Right-of-Way	2.1	1.2%	
Arterial Road Right-of-Way	0.9	0.5%	
Gross Developable Area	164.2		
Glendale Golf Course (Existing)	61.5	33.6%	
Adjusted Gross Developable Area	102.7		100%
Commercial	9.6		9.4%
Urban Service - Fire Hall	0.9		0.9%
Parkland, Recreation, School (Municipal Reserve)*			
CKC / School	9.3		9.0%
Pocket Park / Greenway	0.5		0.5%
Natural Area	3.1		3.0%
Transportation			
Circulation	20.5		20.0%
Transit Centre	1.0		0.9%
Infrastructure & Servicing			
Stormwater Management	10.9		10.6%
Total Non-Residential Area	55.7		54.3%
Net Residential Area (NRA)	46.9		45.7%

RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
Low Density Residential	34.4	25	861	2.8	2,411	73%
Row Housing	3.0	45	135	2.8	379	6%
Medium Density Residential	8.7	90	781	1.8	1,406	19%
Medium Density Residential / Commercial**	0.8	90	70	1.8	125	2%
Total	46.9		1,847		4,322	100%

SUSTAINABILITY MEASURES

Population Per Net Residential Hectare (p/nrha)	92
Dwelling Units Per Net Residential Hectare (du/nrha)	39
[Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	47% / 53%
Population (%) within 500m of Parkland	100
Population (%) within 400m of Transit Service	100
Population (%) within 600m of Commercial Service	91

STUDENT GENERATION STATISTICS

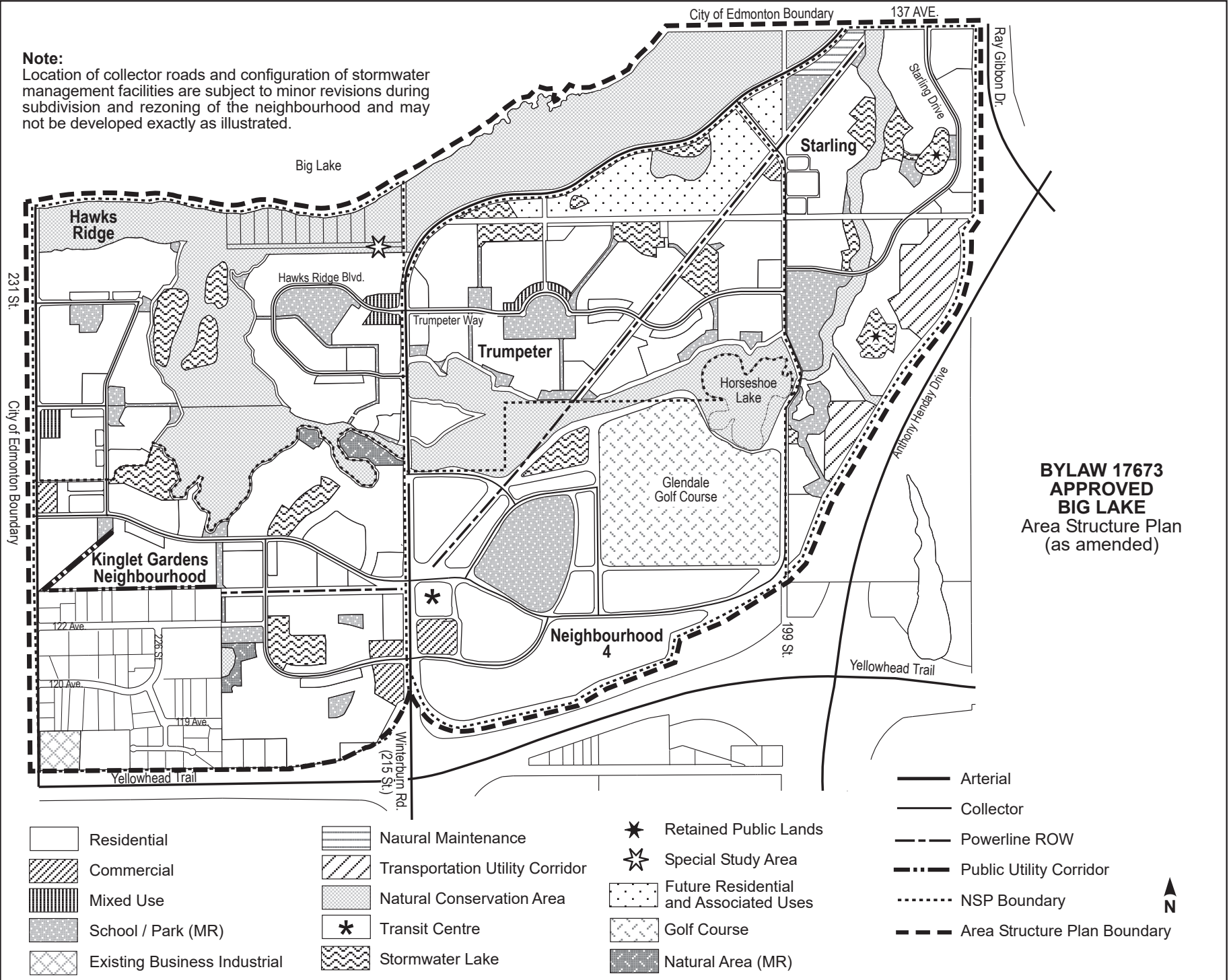
Level	Public	Separate
Elementary	205	103
Junior High School	103	51
Senior High School	103	51
Total	411	205

* Areas dedicated as Municipal and Environmental Reserve to be confirmed by legal survey. Additional Natural Area features on non-participating lands will be assessed prior to rezoning, and will require additional technical studies

**The Medium Density Residential / Commercial has been accommodated for within the residential land use statistics. Should the site be developed for commercial purposes, the net residential area would decrease by 0.77 ha.

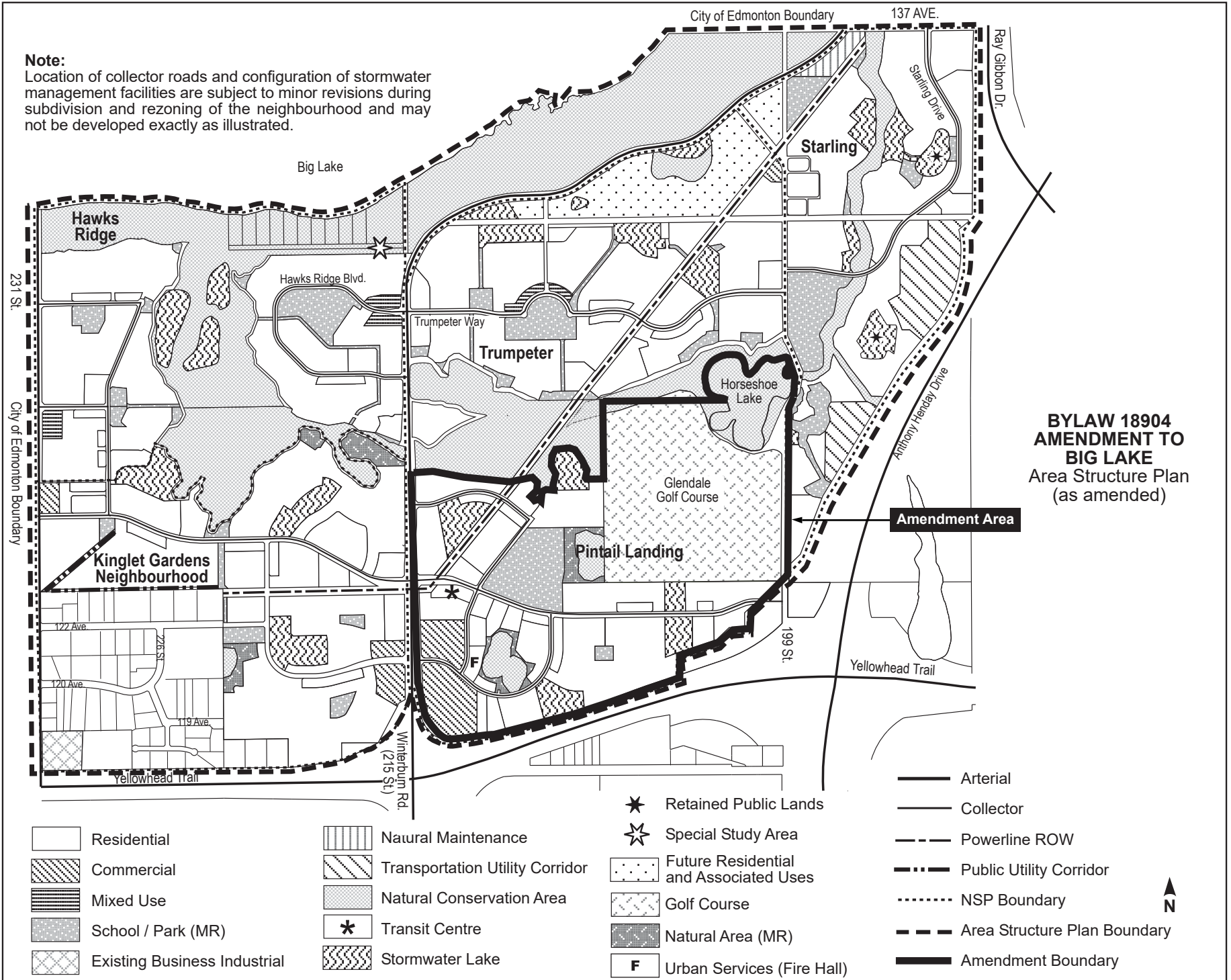
Note:

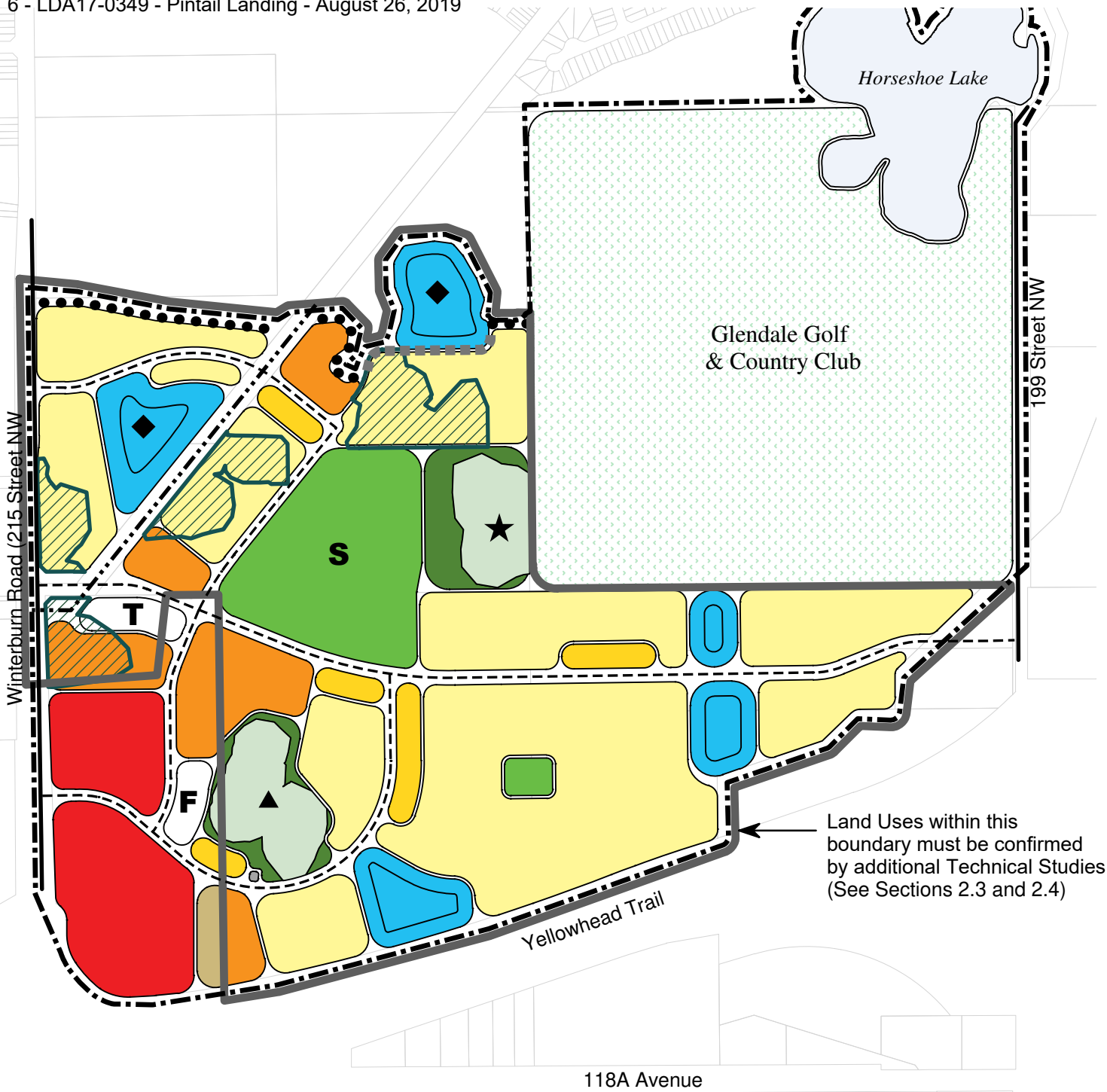
Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.



Note:

Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.





Land Uses within this boundary must be confirmed by additional Technical Studies (See Sections 2.3 and 2.4)

BYLAW 18905 PINTAIL LANDING Neighbourhood Structure Plan

Legend

- | | | | | | |
|--|--------------------------------|--|---|--|---|
| | Low Density Residential | | School / Park | | Upland Setback (ER) |
| | Row Housing | | Pocket Park | | Top Of Bank Roadway |
| | Medium Density Residential | | Natural Area (MR) | | Arterial Road |
| | Medium Density / Commercial | | Natural Area (ER) | | Collector Road |
| | Commercial | | Wetland (ER) | | NSP Boundary |
| | Transit Centre | | Natural Areas and appropriate buffers to be assessed prior to rezoning | | Additional Technical Studies are Required |
| | Urban Services / Fire Hall | | Wetlands in these locations may be retained or incorporated as naturalized SWMF's | | |
| | Stormwater Management Facility | | Crown Claimed Waterbody | | |
| | Public Utility | | Natural Area boundaries and classifications based on aerial imagery interpretation and may be subject to change upon further study. | | |
| | Public Utility Line | | | | |
| | Existing Golf Course | | | | |

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

INFRASTRUCTURE REPORT

Pintail Landing NSP

Report Background

This report includes information on infrastructure requirements and capital costs associated with the development of the Pintail Landing neighbourhood. This report is not a full Integrated Infrastructure Management Plan and does not include any financial analysis.

NSP Background

The Pintail Landing Neighbourhood Structure Plan (NSP) is part of the Big Lake Area Structure Plan (ASP) and is located in northwest Edmonton. It is located north of Yellowhead Trail between 199 street and 215 street.

In the Big Lake ASP, four neighbourhoods are currently under development (Starling, Trumpeter, Hawks Ridge and Kinglet Gardens) Pintail Landing is the fourth of five neighborhoods to be developed in the ASP.

With a gross area of 198 ha and an anticipated population of 4,320 people, Pintail Landing makes up less than a quarter of the ASP's gross area and population. Table 1 below includes general ASP and NSP area and population statistics.

Table 1 –Big Lake ASP and Pintail Landing NSP Statistics

	Big Lake Area Structure Plan	Pintail Landing Neighbourhood Structure Plan
Gross Area (ha)	924	198
% of ASP Gross Area		21%
Net Residential Area (ha)	330	47
% of ASP Net Residential Area		14%
Population	27,476	4,320
% of ASP Population		16%

Pintail Landing includes a significant amount of existing rural residential land uses, golf courses, wetlands, as well as agricultural land.

The proposed Pintail Landing NSP primarily includes residential land uses along with a mix of supporting land uses such as a school, parks, commercial land uses, natural areas, public utility corridors and storm water management facilities. Of the total gross area of 198 ha, approximately 34% (61.5 ha) comprises existing uses (includes Glendale Golf Course), 6% (10.5 ha) comprises Commercial and Urban uses and Municipal reserve + SWMF (Stormwater Management), and Circulation RoW and Utilities consists of 14 % (26.2 ha). In addition, 26 % (47.0 ha) is allocated for the development of residential units.

A range of housing opportunities are planned to be provided in Pintail Landing to create demographic diversity and affordability in the neighbourhood. The new residential areas are anticipated to be

comprised of single family homes (73%), row housing (6%), low rise apartment units (19%) and mixed use (2%).

The land use breakdown of the proposed Pintail Landing NSP is shown in Figure 1. A further breakdown of the residential land uses is included in Table 2.

Figure 1 – Land Use Breakdown

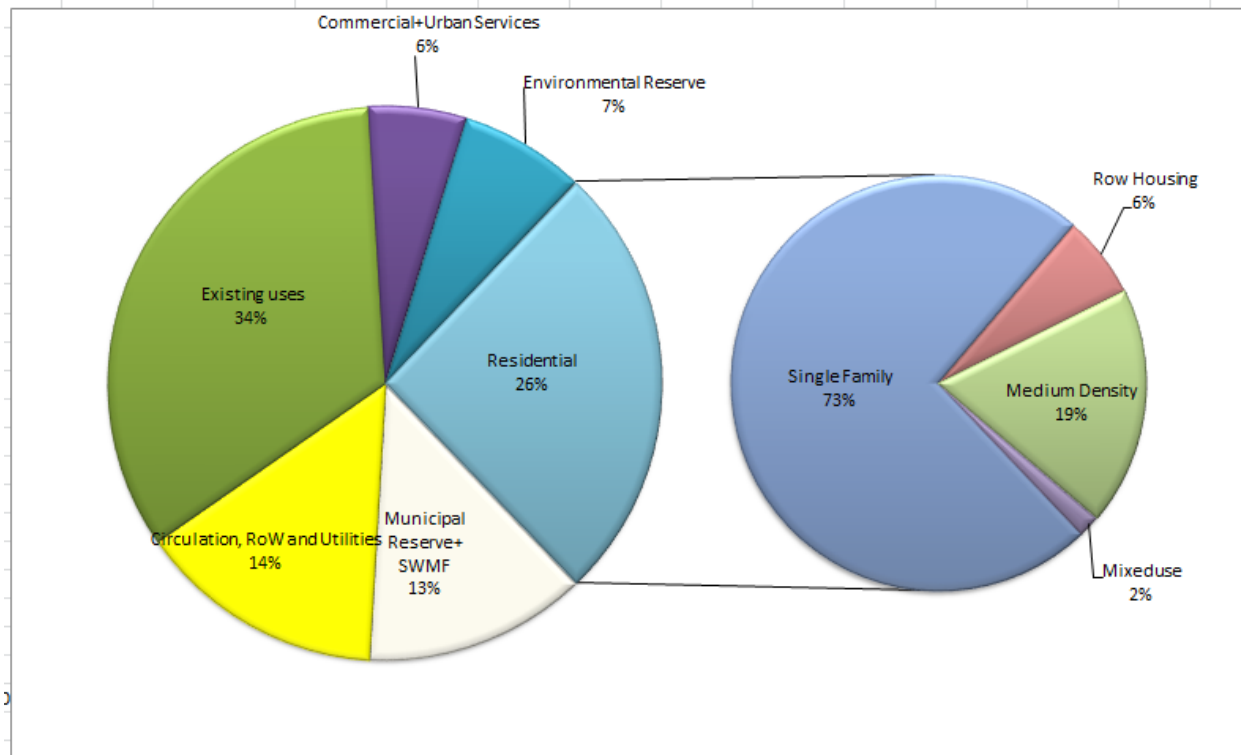


Table 2 – Residential Land Use and Population Breakdown

	Area (in ha)	Units per hectare	Number of units	% of Net residential area	People per unit	Population
Low Density/Single Family	34.5	25	861	73%	2.8	2412
Row Housing	3	45	135	6%	2.8	379
Medium Density	8.7	90	781	19%	1.8	1406
Mixed Use (Medium density/Commercial)	0.8	90	69	2%	1.8	125
TOTAL	47	250	1846	100%	9.2	4322

Population Build-Out

The developer anticipates that the Pintail Landing Neighbourhood will be built-out over approximately 20 years. Development is planned to begin as early as 2021 and be completed by 2040.

Major Neighbourhood Infrastructure

The infrastructure information discussed in this section is based on data from city departments and the development proponent. The major infrastructure required to serve the Pintail Landing neighbourhood is as follows:

Community Facilities

The Pintail Landing neighbourhood will eventually make use of the Lewis Farms Community Recreation Centre.. No additional community facilities will be constructed to serve the neighbourhood.

Library

The proposed Lewis Farms Community Recreation Centre and Library will serve the Pintail Landing Neighbourhood. No additional libraries are planned for the area at this time.

Parks

The Pintail Landing neighbourhood will include the development of 12.9 ha of park space, which will be comprised of a school and community park site and additional pocket parks and natural areas. It is expected that all or the majority of the park development costs will need to be borne by the City.

Fire

There is a proposed fire station in Big Lake at approximately 215 street and 121 avenue that will help in covering the Pintail Landing neighbourhood. It is, however, unlikely that this station will be constructed before 2030. In the interim, coverage of Pintail Landing would come from the nearest stations (29, 23 and 4 No additional fire stations are planned for the Big Lake area at this time.

Police

The proposed Northwest Divisional Station just north of the overpass at the Anthony Henday Drive and 127 street will provide service to the Big Lake area, including Pintail Landing.

The purchase of new police vehicles will be required to service the Pintail Landing Neighbourhood.

Drainage

The City is not anticipated to be required to fund any storm or sanitary infrastructure to service the neighbourhood.

Transportation – Roads

The area developers will fund and construct local and collector roadways, but there are some costs that the City will be responsible for.

Pintail Landing NSP will benefit from a high level of accessibility to the metropolitan Edmonton area as a result of its close proximity to Winterburn Road (215 street), Highway 16 (Yellowhead Trail) and Anthony Henday Drive.

Because of the proximity of 215 Street to Anthony Henday, there is a high likelihood that basket weaves will be required along Highway 16 to separate the weaving maneuvers. Although the exact scope/configuration is not known, the cost for Interchange improvement will be shared 50%/50% between Big Lake ASP and Winterburn ASP.

The developers will also construct the majority of the required arterial roadways in the area. The City is responsible for any required arterial construction over and above the bylaw requirements.

While it has not been included in this analysis, the extension of Leclair Way off of Ray Gibbon Drive (to potentially be cost shared with the City of St. Albert) may have an impact on Pintail Landing as well.

Transportation - Transit

Pintail Landing has been identified as requiring a 6-8 bus Transit Centre and a 150 stall Park and Ride. The location has not yet been finalized. In the interim the area could be served by the Lewis Farms Transit Centre.

Waste Management

The existing Eco stations in Ambleside and Coronation will serve the Pintail Landing NSP area. No Eco station will be constructed in the Big Lake area.

Development of the Pintail Landing neighbourhood will require the purchase of additional waste vehicles and bins to service the neighbourhood.

General Infrastructure Capital Cost Breakdown

The amount of infrastructure required to be built by both the developer and the City of Edmonton is a function of many things, including the design of the community, the service standards provided, the amount and density of population served, and the presence of existing infrastructure. Tables 3 and 4 detail the anticipated amount of infrastructure required for the proposed neighbourhood, the approximate cost in 2019 dollars, and the party responsible for its construction based on current standard practice. It should be noted that developers may choose to pay additional development costs. The costs in Tables 3 and 4 only include the initial capital cost of infrastructure and do not include operations, maintenance, or life cycle costs.

For the roads portion, it is assumed that the construction cost of the initial 4-lanes of an arterial is the responsibility of the neighbourhood it falls within or that the cost is split between adjacent neighbourhoods if the arterial is located along a neighbourhood boundary. It is further assumed that the cost of an arterial 6-lane widening benefits the area as a whole and the widening cost from 4 to 6 lanes in the ASP area is therefore apportioned to all the neighbourhoods in the ASP based on the gross developable area.

Similarly, the city funded interchange costs are apportioned to the five neighbourhoods in the ASP based on the gross developable area.

The proposed fire station and transit centre will have an area-wide (or larger) benefit. As a result, the capital costs for these facilities were apportioned to all neighbourhoods within the ASP on a per capita basis.

For the Pintail Landing neighbourhood, it is anticipated that a future developer infrastructure investment of approximately \$64 million as well as a future City capital investment of approximately \$32 million will be required.

Table 3 – Developer Funded Pintail Landing Neighbourhood Infrastructure

Infrastructure Type	Quantity	Pintail Landing Cost (2019\$)
Local Road (lane km)	5	\$ 9,318,000
Collector Road (lane km)	4	\$ 11,337,000
Arterial Road (lane km)	4	\$ 5,034,948
Wildlife Crossing	3	\$ 1,321,509
Shared Use path (km)	4	\$ 803,000
Local Storm Pipes (km)	5	\$ 3,494,250
Collector Storm Pipes (km)	4	\$ 3,779,000
Local Sanitary Pipes (km)	5	\$ 2,515,860
Collector Sanitary Pipes (km)	4	\$ 2,569,720
Service Connections (#)	1,006	\$ 5,083,300
Stormwater Management Facilities (#)	5	\$ 19,455,179
TOTAL		\$ 64,711,766

Table 4 – City Funded Pintail Landing Neighbourhood Infrastructure

Infrastructure Type	Quantity	Pintail Landing Neighbourhood Proportional Cost (2019 \$)
Police	3	\$ 219,900
Arterial Road (lane km)	1	\$ 396,453
Interchange Reconfiguration	1	\$ 19,822,630
Parks (ha)	13	\$ 3,694,257
Transit - buses (#)	5	\$ 2,960,000
Transit Centre	1	\$ 1,179,211
Fire Station	1	\$ 2,358,422
Waste Collection		\$ 1,355,000
TOTAL		\$ 31,985,873

Qualifications for Tables 3 and 4

The information in Tables 3 and 4 is derived from consultations with the proponent's consultants and the areas responsible for the asset's provision and maintenance. The following additional information is provided to help qualify the quantities and costs in the tables:

Drainage Services

The costs for storm and sanitary pipes, storm water management facilities, service connections, and other storm and sanitary related costs were provided by the proponent.

Edmonton Police Service (EPS)

Police related costs in Table 4 only include the capital costs associated with the purchase of new police vehicles to service the Pintail Landing neighbourhood.

Parks

The NSP identifies 12.9 ha of park development. Parks capital costs include the grade, level, and seeding of parkland, the provision of trees per park design standards, as well as the preservation of natural areas.

Table 4 assumes that all park development costs will be borne by the City. It should be noted that in the past, some developers have contributed to park development costs in some neighbourhoods.

Transportation (Roadways)

Costs for local roads, collector roads, arterial roads, and shared use paths were supplied by the proponent.

Table 4 includes Pintail Landing's proportional share of the City's roadway upgrades and interchange upgrades.

Transportation (Transit)

Transit costs included in Table 4 are associated with the purchase of new buses to serve the Pintail Landing Neighbourhood.

Waste Management

Table 4 includes the waste management costs associated with the purchase of new vehicles and bins.

Impacts of the Pintail Landing Neighbourhood on Future City Budgets

In addition to the initial infrastructure capital costs associated with neighbourhood development, there will also be associated operating and life cycle costs that would require City funding allocations in Operating, Utilities and Capital Budgets.

The neighbourhood will require City funding to provide additional police, transit and waste personnel to provide service to the Pintail Landing Neighbourhood. As the area develops and ages, the City will also need to fund police vehicle maintenance and replacement, bus refurbishment and replacement, park development and maintenance, roadway maintenance and snow removal, arterial road widening, etc.

If the neighbourhood develops as planned, and construction begins in 2021, City funding for capital expenditures, operations and maintenance may be required as early as 2022. The current 2019-2022 Capital Budget does not include funding for expenditures related to the development of this neighbourhood. If development does occur as anticipated, budget adjustments would be needed to meet the needs of the developing area. A lack of funding for the infrastructure required to service the area would delay the construction of the infrastructure (such as neighbourhood parks) or the provision of service (such as transit).

Prepared by: Lifecycle Management

Date: June 24, 2019

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendment, Rezoning
Bylaw(s)/Charter Bylaw(s):	Bylaw 18904, Bylaw 18905, Charter Bylaw 18906
Date of Application Acceptance	June 20, 2017
Location:	North of Yellowhead Trail and West of Anthony Henday Drive (ASP/NSP location)
Address(es):	11955 - Winterburn Rd NW (Rezoning Property Only)
Legal Description(s):	SW-18-53-25-4 (Rezoning Property Only)
Site Area:	198 ha (NSP); 9.49 ha (Rezoning)
Neighbourhood:	Pintail Landing
Notified Community Organization(s):	Oxford/Cumberland Community League
Applicant:	Stantec

PLANNING FRAMEWORK (for rezoning portion only)

Current Zone(s) and Overlay(s):	(AG) Agricultural Zone
Proposed Zone(s) and Overlay(s):	(CB2) General Business Zone
Plan(s) in Effect:	Big Lake Area Structure Plan; Pintail Landing NSP (pending)
Historic Status:	None

Written By:	Brandon Langille
Approved By:	Tim Ford
Branch:	City Planning
Section:	Planning Coordination