

Pilot Sound Area Structure Plan

Office Consolidation October 2022

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 6288 (as amended) was adopted by Council in June 1981. In October 2022, this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original Bylaw 6288.

<i>Bylaw 6288</i>	Approved June 24, 1981(to adopt the Pilot Sound Area Structure Plan)
<i>Bylaw 12493</i>	Approved March 6, 2001 (to replace map and Tables I through VII)
<i>Bylaw 13492</i>	Approved October 23, 2003 (to reduce the number of neighbourhoods in the Pilot Sound area from six to five; to realign 167 Avenue, 50 Street and various collector roads; to decrease the number of schools in the area from eleven to six; to relocate and enlarge the District Park site; to increase the number of commercial sites from three to four; to add two stormwater management facilities and relocate another; to replace map and statistics)
<i>Bylaw 14047</i>	Approved July 13, 2005 (to introduce an additional community commercial site; replace map and statistics)
<i>Bylaw 14154</i>	Approved December 5, 2005 (to delete the saline wetland from the Development Concept)
<i>Bylaw 14172</i>	Approved January 24, 2006 (to add commercial uses in the northwest part of the plan; to adjust the location of the northwest Storm Retention Pond; to include the possibility of a future storm retention pond)
<i>Bylaw 14920</i>	Approved July 9, 2008 (to add commercial uses in the southeastern portion of the plan; to revise the amount of land designated for Light Industrial uses)
<i>Bylaw 15333</i>	Approved February 17, 2010 (to introduce a Fire Station in the southeastern portion of the Hollick Kenyon neighbourhood, and amend the Development Concept map and Land use and population statistics)
<i>Bylaw 15938</i>	Approved November 21, 2011 (to redesignate a 1.4 ha residential site to Community Commercial Site in the McConachie Neighbourhood)
<i>Bylaw 16054</i>	Approved July 4, 2012 (to reconfigure the stormwater management facility and to introduce an additional facility; to reconfigure the neighbourhood park site and introduce two pocket parks and a greenway; to retain a natural area; to reconfigure the alignment of the collector roadway network)
<i>Bylaw 16372</i>	Approved June 5, 2013 (to recognise the proposed LRT alignment through the Gorman neighbourhood. The proposed amendment establishes a framework for residential, mixed use, park, natural area, light industrial and stormwater management uses.)
<i>Bylaw 16585</i>	Approved September 16, 2013 (to amend a 1.7 hectare site from Commercial uses to Residential uses in the Brintnell Neighbourhood).
<i>Bylaw 17345</i>	Approved September 8, 2015 (to amend a Convenience Commercial site to “Community Commercial” on McConachie Way and 167 Avenue).
<i>Bylaw 17491</i>	Approved January 25, 2016 (to amend the Pilot Sound Area Structure Plan Population Statistics and Land Use Map)
<i>Bylaw 19337</i>	Approved November 16, 2020 (to update maps, text and statistics in order to align the Gorman Neighbourhood Structure Plan (NSP) with the higher level Area Structure Plan)
<i>Bylaw 19726</i>	Approved June 8, 2021 (to repeal the Matt Berry Neighbourhood Structure Plan)
<i>Bylaw 19882</i>	Approved November 23, 2021 (to amend the text of the plan to allow for Multi-Unit Housing in Gorman)
<i>Bylaw 19471</i>	Approved October 18, 2022 (to redesignate a site from residential to community commercial and amend the Land Use and Population Statistics, Development Concept Map, and update existing text)

Editor's Note:

This is an office consolidation edition of the Pilot Sound Area Structure Plan, Bylaw, as approved by City Council on June 24, 1981. This edition contains all amendments and additions to Bylaw 6288.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. Where it provides clarity, names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Urban Planning and Economy

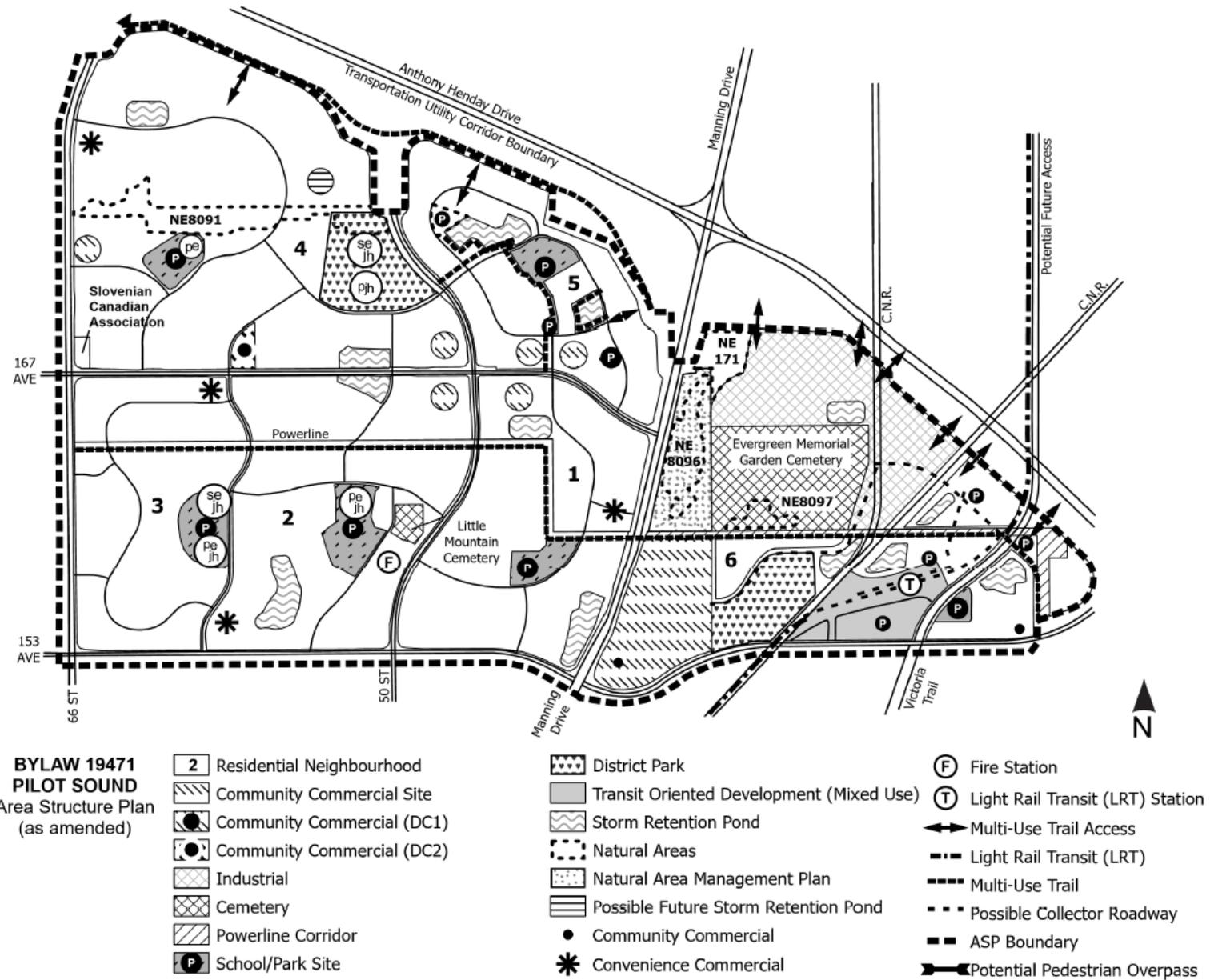


Table of Contents (Amended by Editor)
(Amended by Editor)

	<u>Page</u>
CHAPTER ONE: INTRODUCTION	1
CHAPTER TWO: DEVELOPMENT INFLUENCES	3
I. INTRODUCTION	3
II. EXISTING LAND USE	3
III. NATURAL FEATURES	4
IV. PIPELINES AND UTILITY CORRIDORS	7
V. THE RESTRICTED DEVELOPMENT AREA	8
VI. THE NAMAQ AIRPORT VICINITY PROTECTION AREA	8
A. Noise Annoyance	11
B. Safety Hazard	11
VII. THE CLAREVIEW AND CASSELMAN-STEELE HEIGHTS DISTRICT OUTLINE PLANS AND THE LAKE DISTRICT AREA STRUCTURE PLAN	11
A. The Lake District	12
B. Casselman-Steele Heights District Outline Plan	12
C. The Clareview District Outline Plan	12
VIII. LIGHT RAIL TRANSIT	12
IX. THE LAND OWNERSHIP PATTERN	14
IX. SUMMARY	14
CHAPTER THREE: DEVELOPMENT OBJECTIVES	19
I. GENERAL OBJECTIVES	19
II. RESIDENTIAL DEVELOPMENT OBJECTIVE	19
III. INDUSTRIAL DEVELOPMENT OBJECTIVE	19
IV. COMMERCIAL DEVELOPMENT OBJECTIVE	20
V. RECREATION DEVELOPMENT OBJECTIVE	20
VI. PUBLIC AND SEMI-PUBLIC DEVELOPMENT OBJECTIVE	20
VII. TRANSPORTATION DEVELOPMENT OBJECTIVE	20
VIII. PUBLIC UTILITY DEVELOPMENT OBJECTIVE	20

CHAPTER FOUR:	DEVELOPMENT CONCEPT	21
I.	INTRODUCTION	21
II.	RESIDENTIAL LAND USE	24
III.	STATION TOWN CENTRE	25
III.	GENERAL INDUSTRIAL LAND USE	25
	A. Business Industrial Area	25
	B. Light Industrial Area	25
IV.	INSTITUTIONAL LAND USE	26
V.	OPEN SPACE / RECREATION LAND USE	28
VI.	COMMERCIAL LAND USE	29
VII.	THE CIRCULATION SYSTEM	32
VIII.	THE SERVICING CONCEPT	33
	A. Water Supply and Distribution	33
	B. Sanitary Sewage Collection and Disposal	33
	C. Storm Water Drainage	34
CHAPTER FIVE:	AN IMPLEMENTATION STRATEGY	37
CHAPTER SIX:	STATISTICS	
Appendix A:	Municipal Planning Commission Conditions of Support - 27 November, 1980	

PILOT SOUND

Area Structure Plan

Prepared for:

THE NORTHEAST OWNERS GROUP

*Five Private Corporations**

by

Mackenzie Spencer Associates

in association with

DeLCan (DeLeuw Catherer Canada) Ltd.
Hilldale Developments Ltd.
Walker, Newby & Associates Ltd.

December, 1980

(*Amended by Editor)

Chapter One

INTRODUCTION

The purpose of this report is to examine the major factors which will affect the future development of the northeast sector of the City of Edmonton, and, to recommend a land use pattern which may be appropriate for guiding the eventual development of this area. This report, therefore, proposes an Area Structure Plan as contemplated by the Planning Act (1977) for this sector of the City subsequently referred to as "Pilot Sound".

Bylaw 19337
November 16, 2020

The Pilot Sound area, annexed to the City of Edmonton as of January 1, 1980, is generally located east of 66 Street and north of the new alignment of 153 Avenue to the southern limit of the Edmonton Transportation and Utility Corridor. As such, the Pilot Sound area encompasses lands currently outside of the jurisdictional limits of the City of Edmonton and within the present boundaries of the Restricted Development Area. The Development Concept proposed for Pilot Sound incorporates this area given that the Edmonton Transportation and Utility Corridor forms a logical planning boundary as opposed to the artificial limits imposed by the Restricted Development Area. It has been assumed, therefore, in the formulation of the Development Concept proposed for Pilot Sound that this "additional" area will ultimately be annexed to the City of Edmonton and form an integral component of the development within Pilot Sound.

The Development Concept proposed for Pilot Sound provides for the orderly extension of major roadway and utility facilities to the area, the orderly evolution of the land use pattern within Pilot Sound, and the integration of that land use pattern into the urban fabric of the City of Edmonton.

This report has been prepared by Mackenzie Spencer Associates for the Edmonton Northeast Owners Group. That Group encompasses *five private corporations*. Engineering information utilized in the preparation of this document was provided by Walker Newby and Associates Limited. Transportation considerations were the responsibility of DeLCan (DeLeuw Cather Canada) Limited. Advice concerning industrial development within this sector of the City of Edmonton was provided by Hilldale Developments Limited.

Amended by Editor

This report consists of five chapters in addition to the Introduction. Chapter Two examines a number of land use related factors that will influence the development of Pilot Sound including the existing land use pattern, natural features, pipeline and utility

corridors and land ownership pattern. Each of these factors is described in summary and then analyzed for the implications each has on planning and development. Chapter Three defines a number of development objectives of the Edmonton Northeast Owners Group which, together with the physical and policy factors identified in Chapter Two, will establish the basis of the land use and development concept. Chapter Four outlines the development concept proposed for Pilot Sound. Chapter Five outlines a proposed strategy for the development of the land encompassed by Pilot Sound and provides in summary a proposed development sequence. Chapter Six statistically summaries the development concept which is proposed to be adopted as the Pilot Sound Area Structure Plan.

Chapter Two DEVELOPMENT INFLUENCES

I. INTRODUCTION

Pilot Sound is generally located within the northeast sector of the City of Edmonton approximately four miles from the Central Business District (C.B.D.). *The area is predominantly agricultural land north of 167 Avenue and suburban development south of 167 Street.* Various urban and semi-urban uses are scattered throughout the area. The dominant land use, however, is agriculture.

Bylaw 19337
November 16, 2020

II. EXISTING LAND USE

For the purposes of analysis, Pilot Sound may be divided into four basic sectors. A power transmission line bisects the area into north and south sectors. Manning Drive forms a boundary between east and west sectors. The affect of these lineal features is to divide the area into four sectors which are used as a geographic basis for describing existing land use. (Figure 1: Existing Land Use Pattern) (Figure 2: Aerial Photograph).

The predominant use in the northwest sector is agriculture *with associated farmhouses*. The exception is the existence of the Slovenian Canadian Association's cultural and social complex located adjacent to 66 Street north of 170 Avenue.

Amended by Editor

Agricultural uses *were* in the majority in the southwest sector. Central to this sector, however, *were* a number of residential dwellings within an area of fragmented ownership. These dwellings border the extension of 50 Street into the area. Adjacent to 50 Street is the site of The Little Mountain Cemetery. *A private corporation* occupies a 5 acre site in this sector adjacent 66 Street.

Amended by Editor

Agricultural uses and semi-urban uses *encompassed* the majority of the southeast sector of Pilot Sound. Specifically, the semi-urban uses *consisted* of sod-farms, recreation vehicle storage sites, a nursery, and a small sand and gravel operation. Interspersed throughout this sector *were* a limited number of residential dwellings. Bisecting this sector is the *Private Rail Corporation*

Amended by Editor

Mainline which splits in this sector to form the Coronado and the Vegreville lines.

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 NSP was approved in 2020 and will be developed in the future.

Bylaw 19337, November 16 2020

The Matt Berry, Hollick-Kenyon and Brintnell neighbourhoods located south of 167 Avenue as well as the McConachie neighbourhood located north of 167 Avenue, are in various stages of suburban development. The neighbourhoods of Matt Berry, Hollick Kenyon and Brintnell are approaching completion. The McConachie Neighbourhood Structure Plan was approved on January 24, 2006 and is currently being development. The Cy Becker Neighbourhood Structure Plan was approved in 2012.

Bylaw 14172
Bylaw 13492
Bylaw 16054,
July 4, 2012

In 2020 the Gorman NSP was approved.

Bylaw 19337, November 16 2020

III. NATURAL FEATURES

The Pilot Sound area is generally level and is devoid of any significant topographic feature that may present a constraint to urban development. The exception is the existence of a minor ridge which runs from north to south through the western extremity of the area.

Pilot Sound is interspersed with a number of smaller concentrations of trees with a somewhat larger mass located central to the area. (Figure 3 - Natural Features: Topography and Vegetation).

Soils in the area as defined by the Canada Land Inventory are predominantly Class 2 and 3 with a fringe of Class 1 bordering the north limit of the area. Class 1 soils have been defined as having no significant limitations in use for crops. Class 2 soils are those that have moderate limitations for agricultural use. Soils in the Class 3 category have severe limitations that restrict the range of crops or require special conservation practices, or both.

Vriend Lake (NE 8096) located in the eastern half of the plan area, is considered a “local environmentally sensitive” area and is subject to a bed and shore claim by the Province. It is approximately 9.25 ha in area

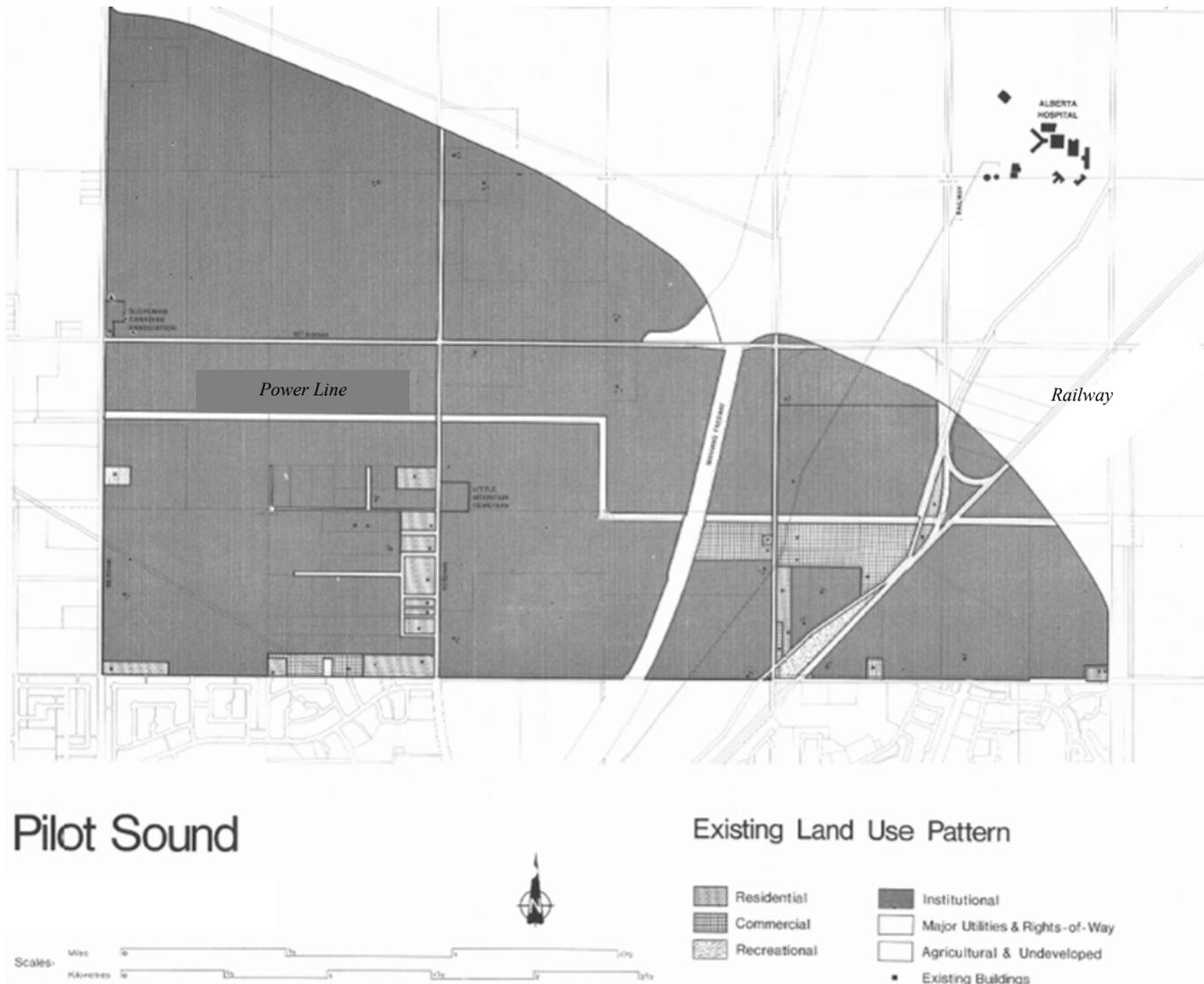
Bylaw 16372
June 2013

and provides habitat for waterfowl. Disturbances to the landscape around Vriend Lake should be done in such a manner as to limit potential negative impacts on its hydrology. Future development surrounding Vriend Lake should incorporate the recommendations of the Natural Area Management Plan.

Two Significant Natural Areas (NE8091 and NE9097) and one Environmentally Sensitive Area (NE8096) have been identified in the Area Structure Plan in accordance with City-Policy C467 – Conservation of Natural

Bylaw 13492
October 23, 2003

Figure 1 – Existing Land Use Pattern*
 (Bylaw 6288, June 24, 1981)



*Amended by Editor

Pilot Sound ASP *Office Consolidation*

Figure 2 – Aerial Photograph
(Bylaw 6288, June 24, 1981)



Pilot Sound

Aerial Photograph



Pilot Sound ASP *Office Consolidation*

Sites in Edmonton's Table Lands. *The future of these sites will be determined at the time a more detailed Neighbourhood Structure Plan (NSP) is prepared for the areas where these sites are located.*

At the NSP stage, each development area must be the subject of a Natural Area Assessment as defined by City policy at the time. This assessment should deal not only with the identified natural areas included in the "Inventory of Environmentally Sensitive and Significant Natural Areas", but also with natural features and conditions throughout the NSP area.

Bylaw 13492
October 23, 2003

A Phase 1 Environmental Assessment will also be required prior to the approval of any new NSPs.

IV. PIPELINES AND UTILITY CORRIDORS

A number of pipelines and utility corridors traverse Pilot Sound, the most significant of which is the *private utility corporation* 120 foot right-of-way which bisects the area on an east-west alignment. Supplementing the high voltage transmission line located within this right-of-way is a substation adjacent to the area on the extreme east.

Amended by Editor

In addition to a number of smaller intermediate pressure service lines, *there is* a 12 inch high pressure gas transmission line located in a 50 foot right-of-way on a northwest to southeast alignment within the Restricted Development Area. At 34th Street, this right-of-way turns south and branches off in two lines at the south limit of the area. One line continues on into the Clareview District while the second line returns west following the south boundary of the area. In addition to the *private utility corporation* rights-of-way, a 50 foot right-of-way containing an high pressure gas transmission line cuts the southwest corner of Pilot Sound prior to running parallel to the south limit of the area to The *Manning Drive*. At this point the line turns south into the Casselman-Steele Heights District. A water line serving the Alberta Hospital complex at Oliver bisects the area between The *Manning Drive* and the *railway* mainline. This facility will be replaced in the future with a main that is to be connected to a proposed looping of the Northeast Water Board line to Fort Saskatchewan.

Amended by Editor

V. THE RESTRICTED DEVELOPMENT AREA

The Edmonton (North) Restricted Development Area was imposed by the Province of Alberta in November, 1974. Its defined purpose was to provide for a corridor for major pipeline and utility trunks around the City of Edmonton and to reserve the required right-of-way for the proposed *Transportation and Utility Corridor*. The R.D.A., as originally imposed, was defined utilizing the boundaries of existing legal subdivisions and incorporated, in whole, those titled areas anticipated to be required, in whole or in part, by the transportation and utility corridor. Incorporation of complete titled areas into the R.D.A. was required given that the ultimate right-of-way of this corridor had not been finalized at the time the R.D.A. was originally imposed. This right-of-way, therefore, could not be legally defined.

Amended by Editor

A policy paper approved by the Province of Alberta in December, 1979, however, has provided the criteria which Alberta Environment has recently utilized in defining this ultimate right-of-way for the "Edmonton Transportation and Utility Corridor". This corridor adjacent to Pilot Sound has been set at a width of 2,030 feet and will accommodate the *Transportation and Utility Corridor*, buffer zones, and major corridors for oil and gas pipelines and power transmission lines. This "rationalized" R.D.A. together with that originally imposed in 1974 is indicated on Figure 4 - Restricted Development Area.

Amended by Editor

There exists the potential that lands currently identified as being within the Transportation Utility Corridor (TUC) may no longer be required by the Province and could be removed from the TUC; more specifically approximately 13.4 ha of land north of, and adjacent to, 167th Avenue and east of Manning Drive may become available for general development purposes as identified in Figure 7.0 Development Concept.

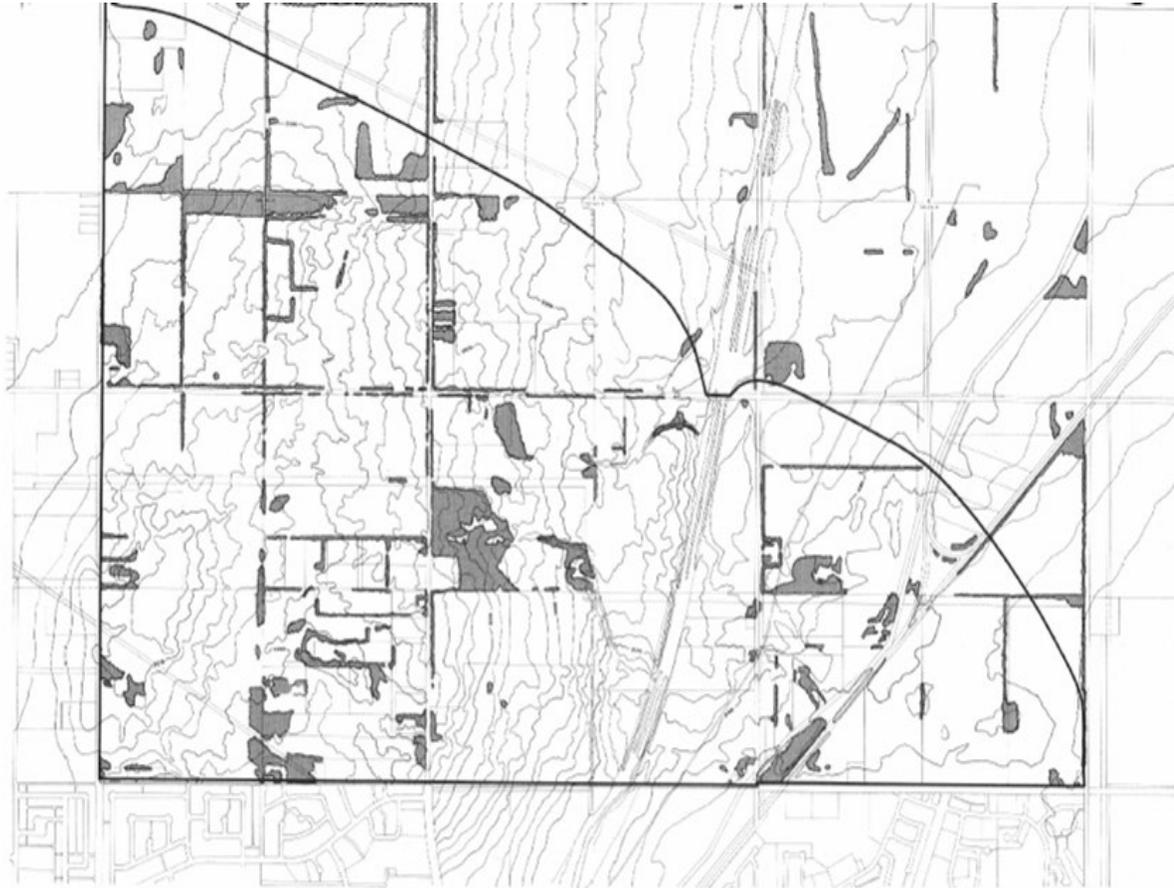
Bylaw 16372
June 2013

VI. THE NAMAQ AIRPORT VICINITY PROTECTION AREA

To the north and west of the Pilot Sound area is the airport at C.F.B. Edmonton (Namao). This facility accommodates, on average, 70,000 aircraft movements annually.

The significance to Pilot Sound of the existence of this airport relates to two primary factors: noise annoyance and safety hazard. Each of these factors form the basis of an "Airport Vicinity Protection Area" proposed by the Edmonton Regional Planning Commission for C.F.B. Edmonton (Namao). The area defined by the Edmonton Regional Planning Commission represents a policy statement pending its formalization through the Regional Plan and/or an Order-in-Council under the provisions of Section 142.1 The Planning Act (R.S.A. 1977, C. 89).

Figure 3 – Natural Topography and Vegetation
(Bylaw 6288, June 24, 1981)



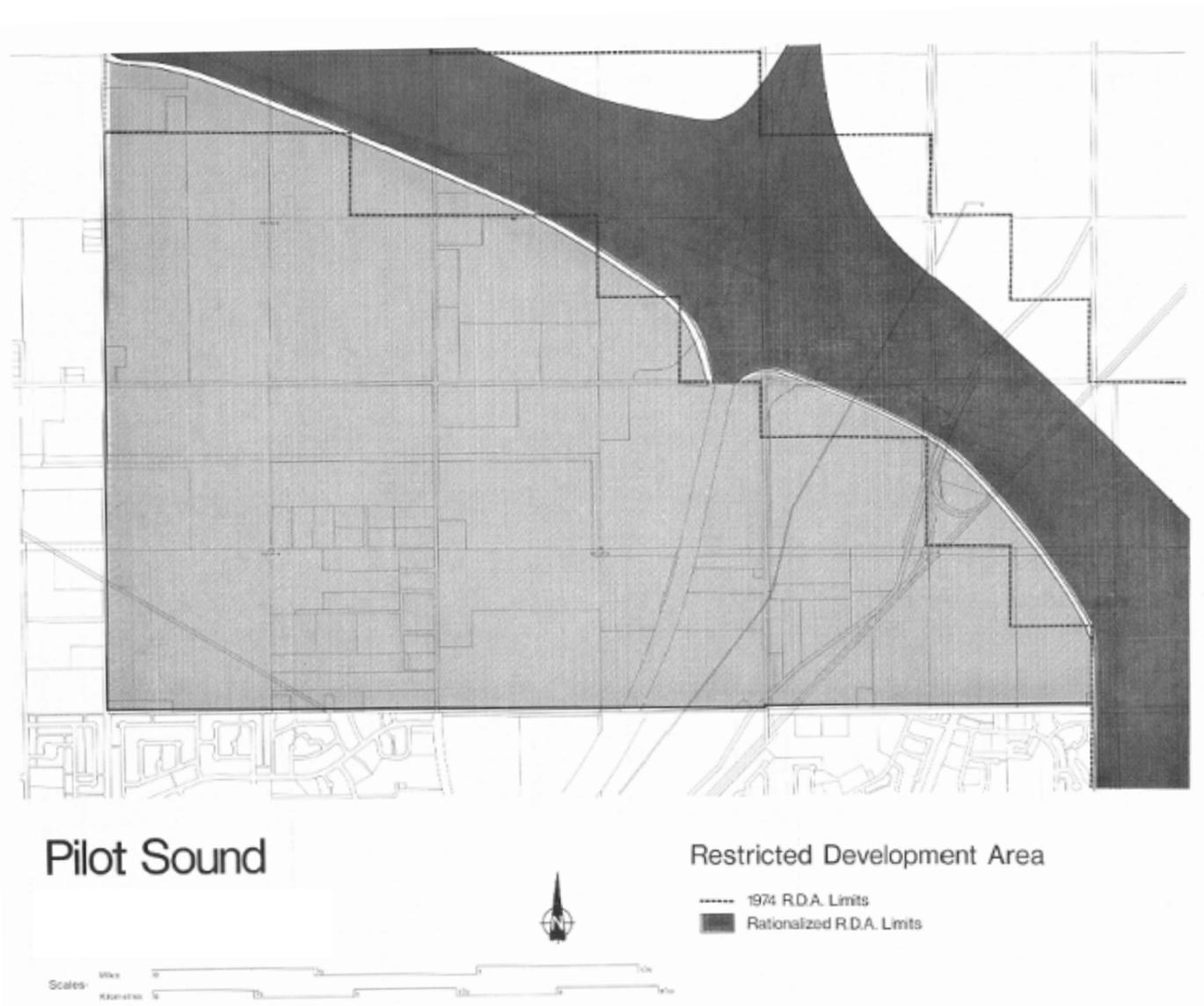
Pilot Sound

Natural Features:
Topography & Vegetation

- Tree Cover
- Contour (5 Foot Intervals)



Figure 4 - Restricted Development Area
(Bylaw 6288, June 24, 1981)



Noise Annoyance

Noise annoyance is defined through the use of Noise Exposure Forecast (N.E.F.) contours developed by the Ministry of Transport. The policy of the Edmonton Regional Planning Commission concerning development within the noise annoyance areas is to preclude residential subdivision or development in the areas identified as being within the 30 N.E.F. contour or higher intensity. (Figure 5: N.E.F. Contours)

A. Safety Hazard

A safety hazard, or "airport hazard", area forms part of the proposed Namao Airport Vicinity Protection Area in which development is proposed to be controlled. Specifically, the policy of the Edmonton Regional Planning Commission states:

"Land use within this area shall be controlled so that concentrations of people associated with the following land uses in particular are not located within this area: residential land use in urban or rural areas; institutional land uses such as schools, hospitals or other similar land uses; and public assembly land uses such as churches, theatres, stadia or other similar uses. Industrial, public utility, commercial, recreational, transportation and agricultural land uses which do not constitute a safety hazard may be permitted subject to conformity with local and regional land use planning policy."

VII. THE CLAREVIEW AND CASSELMAN-STEELE HEIGHTS DISTRICT OUTLINE PLANS AND THE LAKE DISTRICT AREA STRUCTURE PLAN

Three developing residential districts border Pilot Sound on the west and south. The Lake District borders the area on the west. The Casselman-Steele Heights District lies immediately to the southwest of the area. Adjacent to Edmonton Northeast on the southeast and extending to the North Saskatchewan River is the Clareview District.

A. The Lake District

The Lake District Area Structure Plan incorporates various provisions which will have a direct bearing on the land use pattern proposed within Pilot Sound. First, the Plan makes the provision for the extension of a re-aligned 153 Avenue through the Lake District to Pilot Sound. Second, the Plan provides for the extension of Castle Downs Road through the Lake District to Pilot Sound on an alignment approximating the Government Road Allowance at 170 Avenue. Third, the sanitary sewage collection and disposal system for the Lake District has been designed such that a majority of the sewerage will flow through Pilot Sound to the Main Disposal Plan located in the Gold Bar District. Fourth, the storm water management system within the Lake District has been designed such that a certain portion of Pilot Sound will drain west through the Lake District to existing facilities in the City-of Edmonton.

B. The Casselman-Steele Heights District Outline Plan

The Outline Plan which governs development within the Casselman--Steele Heights District was approved by the City of Edmonton in 1971. Of the six neighbourhoods which comprise this District, three extend north to the new alignment of 153 Avenue which forms the south boundary of Pilot Sound.

C. The Clareview District Outline Plan

The Outline Plan which governs development within the Clareview District was approved by the City of Edmonton in 1972. As with the Casselman-Steele Heights District, two neighbourhoods encompassed by the Clareview District extend north to the south limit of Pilot Sound, the new alignment of 153 Avenue.

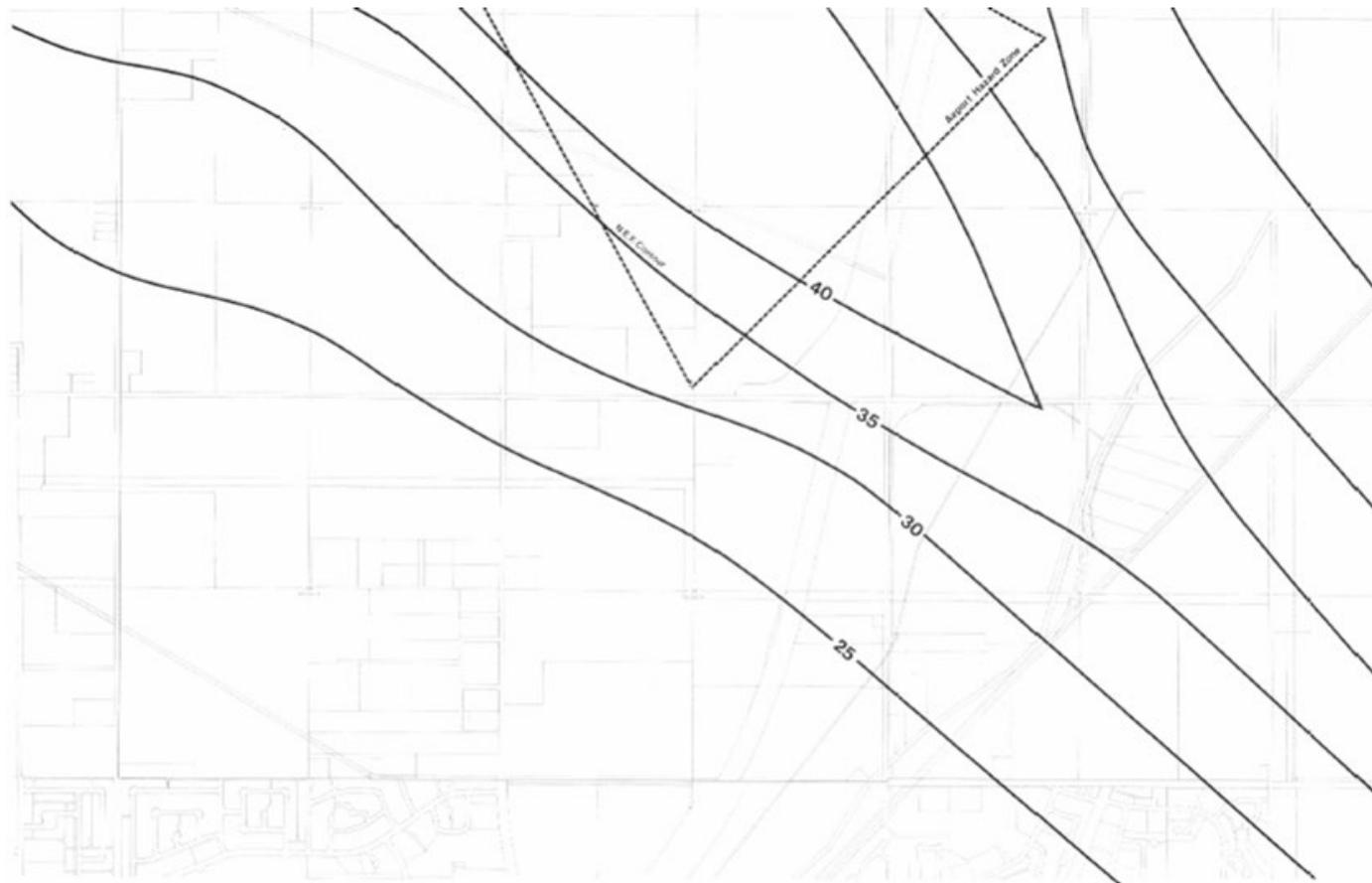
Bylaw 16372, June 2013

VIII. *LIGHT RAIL TRANSIT*

The extension of the Light Rail Transit (LRT) network in the northeast of the City, from Clareview to Gorman, has provided for additional transportation opportunities in the northeast and will act as a transit hub for Pilot Sound. The LRT extension will occur

largely within the existing CN right-of-way, and will be approximately 2.9 km in length. With the establishment of an LRT station in Gorman the opportunity will exist to develop a mixed-use transit oriented community surrounding the LRT Station. The LRT extension underwent preliminary engineering in 2010, with design and construction to occur at a later date, once funding becomes available.

Figure 5 – Airport Vicinity Protection Area CFB Edmonton (Namao)
(Bylaw 6288, June 24, 1981)



Pilot Sound

Airport Vicinity Protection Area:
CFB Edmonton (Namao)

- Noise Exposure Forecast Contour
- △ Airport Hazard Area



IX. THE LAND OWNERSHIP PATTERN

The developability of land is significantly influenced by the degree of fragmentation or consolidation which exists within the land ownership pattern of a given area. With two notable exceptions, the majority of land in Pilot Sound is held in parcels twenty acres in size or greater. (Figure 6 - Land Ownership Pattern). The exceptions are the following:

1. The division of control among a number of owners within the S.W. $\frac{1}{4}$ Section 31-53-23-W4M.
2. The fragmentation of ownership of the twenty seven parcels which constitute the majority of the E. $\frac{1}{2}$ Section 35-53-24-W4M.

X. SUMMARY

This Chapter has examined a number of land use related factors which will influence the planning and development within Pilot Sound. The following summarizes the implications of those factors in formulating a proposed land use pattern:

1. Both the Little Mountain Cemetery and the Evergreen Memorial Gardens Cemetery must be viewed as permanent uses.

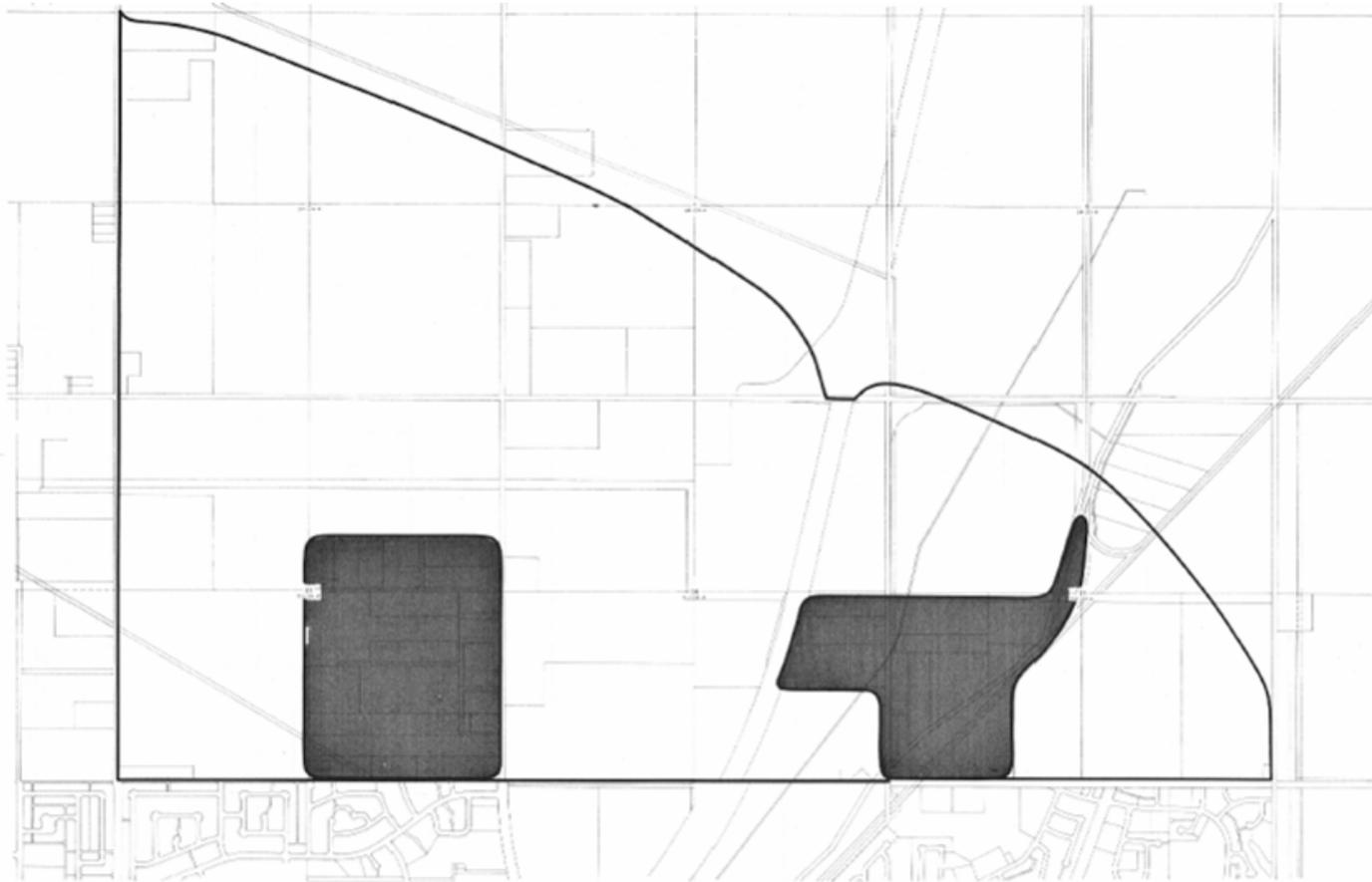
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2. The Slovenian Canadian Association's cultural and social building and the *private corporation* maintenance/storage complex are considered permanent and, therefore, must be integrated into future uses which develop in Pilot Sound.

Bylaw 19337, November
16 2020

Amended by Editor

Figure 6 – Land Ownership Pattern
(Bylaw 6288, June 24, 1981)



Pilot Sound



Land Ownership Pattern:
Small Holdings



The general absence of tree cover within Pilot Sound, where practical, warrants the preservation of the limited stock which does exist.

3. The presence of Class 1, 2, and 3 soils throughout Pilot Sound implies that urban development will consume prime agricultural land. Prime agricultural land is deemed by the Edmonton Regional Planning Commission to be the Canada Land Inventory - Soil Capability for Agriculture, Classes 1, 2, and 3 (alone or in combination) where these cover at least 50 percent of a given area. It is concluded, however, that the City of Edmonton will undoubtedly grow if land for expansion is available. Further, the existing City represents a substantial investment of physical infrastructure and, social capital which is a nucleus for future growth. Also, given that the number of viable alternative residential expansion areas of the City are limited and these potential expansion areas will consume predominantly Class 1 soils, it is concluded the use of productive soils to accommodate the expansion of the City of Edmonton cannot be avoided. Prime agricultural land, therefore, is not regarded as a constraint to intensive urban use of Pilot Sound. This conclusion conforms to the policy of the Edmonton Regional Planning Commission with respect to the expansion of urban areas onto prime agricultural land.
4. Major utility lines require to be situated in unobstructed rights-of-way. In order to prevent the unnecessary sterilization of land, however, the rights-of-way should be incorporated into the circulation/open space system proposed within Pilot Sound. Where incorporation of a utility right-of-way into the circulation/open space system is not practical, relocation, in whole or in part, should be considered. Such a consideration should be primarily based on technical feasibility and economic viability.
5. The *private utility corporation* 120 foot right-of-way and high voltage transmission line presents a unique constraint, and opportunity, to Pilot Sound. Given the amount of land the right-of-way consumes and given its strategic location, the right-of-way offers significant potential to the open space system by providing the opportunity to link the pedestrian circulation system within the Casselman-Steele Heights, Clareview and

Amended by Editor

Lake Districts to that proposed for Pilot Sound through the incorporation of a defined pedestrian corridor within the right-of-way.

6. The north limit of Pilot Sound cannot be assumed to be the south limit of the 1974 Edmonton (North) Restricted Development Area. Rather, Pilot Sound must assume its northern boundary to be the south limit of the Edmonton Transportation and Utility Corridor as recently defined by Alberta Environment. *However, it must be recognized that as Anthony Henday Drive develops and nears completion, the northern limit of Pilot Sound may be adjusted in order to include lands within the TUC which may no longer be required by the Province, and may be suitable for general development purposes.*
7. That land area isolated between the respective south limits of the 1974 Edmonton (North) Restricted Development Area and the Edmonton Transportation and Utility Corridor should be incorporated into the land use pattern within Pilot Sound. Annexation of these lands to the City of Edmonton, however, is a prerequisite to development.
8. Given the existence of a defined "Airport Hazard Area", land uses within this portion of Pilot Sound should be confined to industrial, public utility, commercial, recreational, transportation, and/or agricultural land uses.
9. Given that residential development is generally precluded beyond the 30 N.E.F. contour by the Edmonton Regional Planning Commission, and given that the 30 N.E.F. contour extends into the previously defined limits of Pilot Sound, the land use pattern proposed for the area should recognize this restriction. Encroachment by residential development beyond the 30 N.E.F. contour should only be considered where the land area is required in order to ensure a sufficient population base to support essential neighbourhood services and/or facilities as anticipated by the general airport vicinity protection area regulations defined by the Province of Alberta.
10. The proposed development concept for Pilot Sound must recognize the approved Lake District Area Structure Plan and incorporate, where

Bylaw 16372
June 2013

required, those specific provisions of that Plan that have a direct bearing on the land use pattern in Pilot Sound.

11. In those areas where fragmentation of ownership exists, development may be delayed pending either consolidation or consensus among a number of owners controlling a significantly large tract of land. Where fragmentation of ownership coincides with existing development proposed to be replaced by the Pilot Sound Area Structure Plan, development may be further retarded resulting in a number of non-conforming uses existing in the area on an interim basis.
12. Given that the five major vehicular routes which comprise the major road network in this sector of the City of Edmonton are defined (ie. *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 the manner in which the extension of 50 Street and 167 Avenue is accommodated within Pilot Sound.
13. *The approval of the 2.9 km LRT extension from Clareview to Gorman, facilitates the further growth and development of this area of the City and in particular provides for the opportunity to develop a Transit Oriented Development within Pilot Sound, which will be focused upon the future Gorman LRT station.*

Amended by Editor

Bylaw 16372
June 2013

Each of the factors reviewed in this Chapter, the conclusions reached by the analysis of those factors, and a number of general development objectives form the basis of the land use pattern proposed for Pilot Sound. The following Chapter details those general objectives.

Chapter Three

DEVELOPMENT OBJECTIVES

The general development objectives proposed to guide the ultimate development of Pilot Sound are the following:

I. GENERAL OBJECTIVES

To define a land use framework for Pilot Sound that is energy efficient through the integration of living and working environments in a geographically distinct area of the City of Edmonton;

To provide a framework for the development of land within the City of Edmonton which could ultimately house between 40,000 and 45,000 persons.

Bylaw 19337,
November 16 2020

To create, by the physical development of land, a socially integrated community within which may be enjoyed the highest standard of safety, health, convenience, and privacy;

To create within Pilot Sound an attractive and functional, integrated community which will reinforce the existing physical structure and social viability of the City of Edmonton; and,

To ensure that development takes place in the most orderly and economic manner.

II. RESIDENTIAL DEVELOPMENT OBJECTIVE

To create a residential district within which will be provided a broad range of housing types and forms through the utilization of innovative techniques anticipated by the Edmonton Land Use Bylaw.

Bylaw 16372,
June 2013

III. INDUSTRIAL DEVELOPMENT OBJECTIVE

To create a diversified and balanced industrial mix, compatible with adjacent land uses, within the area to the north and northwest of the existing power line right-of-ways; thereby providing for a variety of employment opportunities for current and future residents within the northeast of the City of Edmonton.

IV. COMMERCIAL DEVELOPMENT OBJECTIVE

To provide a systematic and orderly pattern of commercial development that will adequately serve the projected residential and industrial population within Pilot Sound.

V. RECREATION DEVELOPMENT OBJECTIVE

Bylaw 16372,
June 2013

To ensure the adequate provision and development of land for active and passive recreation and associated facilities and to maximize the amenity value of those features of Pilot Sound which have the potential to contribute to the aesthetic quality of future residential, commercial and industrial development.

VI. PUBLIC AND SEMI-PUBLIC DEVELOPMENT OBJECTIVE

To provide suitable sites of adequate size for all forms of public and semi-public uses so that they may render the most economical and efficient service to the projected residential and industrial population within Pilot Sound.

VII. TRANSPORTATION DEVELOPMENT OBJECTIVES

To develop a system of transportation facilities within Pilot Sound to meet the requirements of all sectors of the community related to the movement of people, goods, and services and to ensure that this system is developed in a safe, efficient, economic and equitable manner and in a manner offering convenient connection to regional, provincial, and inter-provincial transportation systems.

VIII. PUBLIC UTILITY DEVELOPMENT OBJECTIVE

To provide safe, adequate, economic, and reliable utility systems to serve the needs of the projected residential and industrial population within Pilot Sound.

Chapter Four **DEVELOPMENT CONCEPT**

I. INTRODUCTION

The Development Concept proposed for Pilot Sound is outlined on Figure 7 - "The Development Concept". This Concept, in large part, derives from the constraints imposed and opportunities afforded by a number of land and policy based factors which were analyzed in Chapter Two and the general development objectives defined in Chapter Three. These objectives, in summary, outline a framework within which it is-proposed to guide the ultimate development of Pilot Sound.

The Development Concept proposed for Pilot Sound envisions the creation of a mixed use area within the City of Edmonton which will provide the opportunity for future residents to live and work in a geographically distinct community. Unlike other suburban developments in the City, Pilot Sound will provide the opportunity to live in a predominantly single family environment with immediate access to potential employment areas.

The concept envisions the creation of a residential area that will ultimately house approximately 40,000 persons at a density of approximately 45.4 persons per gross developable hectare. With concurrent development of the residential, commercial and light industrial areas (ie., the concurrent establishment of living and working environments) the opportunity will be provided to develop a positive interaction between these environments that has not been possible in other suburban developments. Traditionally, within the City of Edmonton, suburban developments have been comprised exclusively of residential and ancillary land uses and have been geographically removed from employment areas. It has not been possible, therefore, to develop a positive interaction between the two major urban environments without the major expenditure of funds, specifically, those associated with the development of an efficient transportation system.

The concept proposed for Pilot Sound, however, attempts to integrate living and working environments in a geographically distinct area of the City and to encourage a positive interaction between these two environments. The benefits

Bylaw 14920
Bylaw 14172
Bylaw 12493
Bylaw 16054
Bylaw 16372,
June 2013
Amended by Editor

Bylaw 16372,
June 2013

of this proposal, if successful would be a reduction in the reliance of future residents on sources of employment external to the community. It is assumed with this positive interaction between living and working environments, and the physical proximity of one environment with the other, coupled with the development of the new Gorman LRT station and the surrounding Transit Oriented Development, that public transit will take on a significant role within Pilot Sound, becoming a major mode of transportation for work and recreation related trips both to and from the area. Energy conservation, through reducing the reliance on the private automobile for work and recreation related trips, therefore, is a major objective of the land use pattern proposed for Pilot Sound.

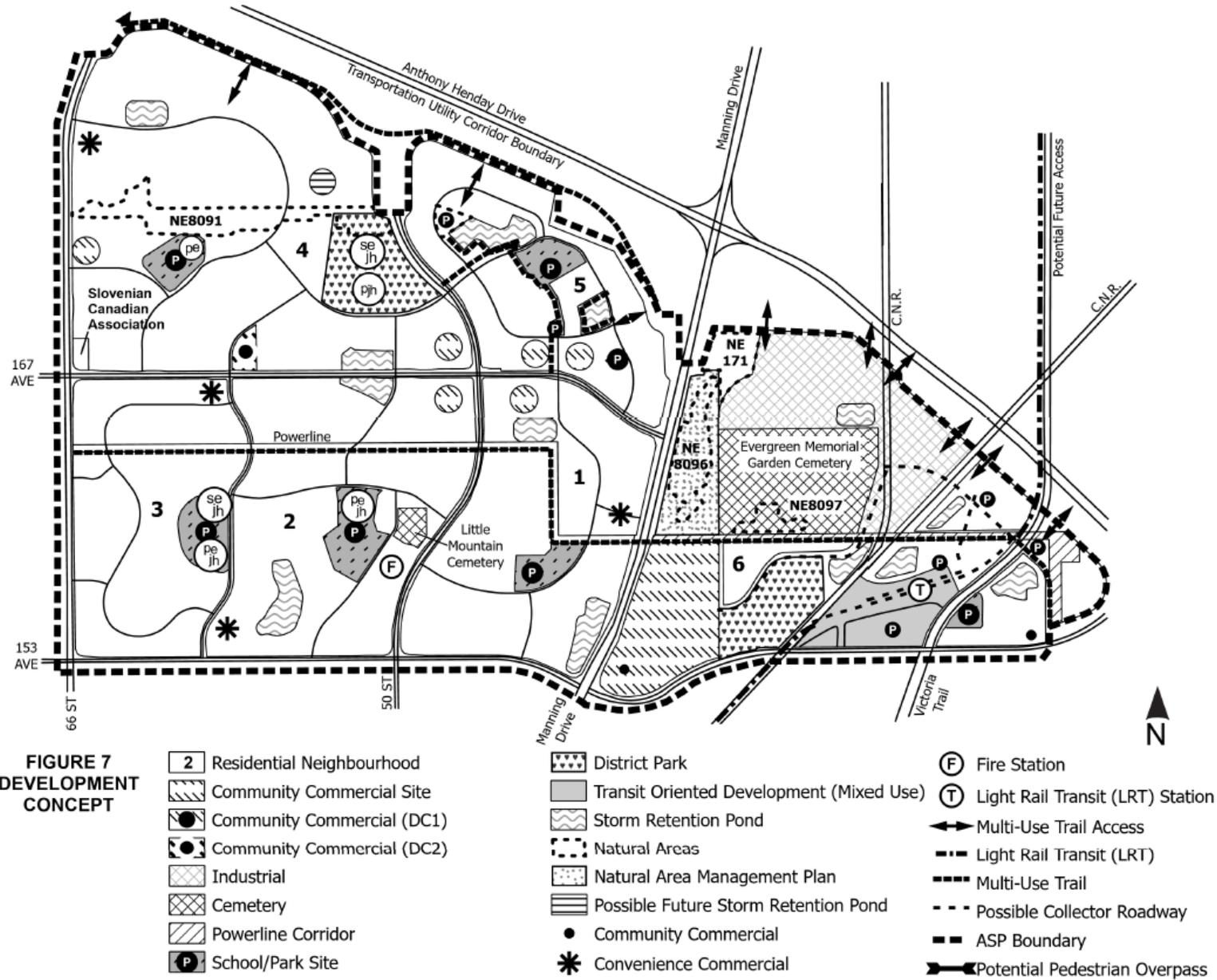
In summary, the Concept for the development of Pilot Sound envisions the creation of a community providing living and working environments in a geographically distinct area within the City of Edmonton, a concept that provides for the maximum possible interaction between these two major environments encompassed by an urban area. The following defines in detail the major land use components of the Pilot Sound Area Structure Plan, the circulation system and servicing concept.

The Matt Berry Neighbourhood Structure Plan (Bylaw 8936) and the Brintnell Neighbourhood Structure Plan (Bylaw 12492) are repealed effective June 8, 2021. Any reference to text, tables, figures, schedules and maps associated with the Matt Berry Neighbourhood Structure Plan (Bylaw 8936) and the Brintnell Neighbourhood Structure Plan (Bylaw 12492) within this Area Structure Plan are no longer applicable as of June 8 2021.

Bylaw 19726,
June 8, 2021

Figure 7 – Development Concept

Bylaw 19471, October 18, 2022



II. RESIDENTIAL LAND USE

The residential land use component of Pilot Sound is proposed to be comprised of six neighbourhoods. The neighbourhoods, as defined, encompass a sufficient population base to ensure the efficient and economic provision of basic, local services (ie. educational facilities, transportation systems, convenience commercial outlets, and recreational facilities).

Bylaw 19337,
November 16, 2020
Bylaw 14172
Amended by Editor
Bylaw 15938
Bylaw 16054
Bylaw 16372,
June 2013

Where practicable, residential development has been confined to the 30 N.E.F. contour. Minor encroachments beyond the 35 N.E.F. contour occur in Neighbourhoods 1, 4, and 5. The rationale for these encroachments is, in general, that these "additional" lands are required to establish a population base in each of the respective neighbourhoods sufficient to sustain basic, local services, to preclude the isolation of these lands, and to ensure the inclusion of the lands within a logical land use pattern. (Development beyond the 30 N.E.F. contour up to N.E.F. 35 is anticipated by Canada Mortgage and Housing Corporation and the general airport vicinity protection area regulations defined by the Province of Alberta (Alberta Regulation 291/75).

Table I provides the population and land use statistics for Pilot Sound. The land use categories reflect those specified in the Edmonton Zoning Bylaw. The number of persons per dwelling unit are those defined by the City of Edmonton Planning Department. Table II provides a summary of the municipal/school reserve sites dedicated in Pilot Sound. Table III summarizes the municipal reserve dedications to-date.

Tables II and III assume municipal reserve dedication of 10%. Provincial legislation allows municipalities to require higher percentages of municipal reserve dedication in areas where higher dwelling unit densities are planned. This may result in a requirement that additional municipal reserve land be dedicated in portions of the plan area..

Bylaw 16372, June 2013
Amended by Editor

III. STATION TOWN CENTRE

The Gorman Station Town Centre shown in Figure 7: Development Concept is situated around the planned LRT station, at a radius of approximately 400

Bylaw 16372, June 2013

metres. The design and concept of the Station Town Centre will incorporate higher density mixed uses and a public park to create a community focal point. This area will be Gorman's economic and social heart, providing a range of residential, employment, commercial, transportation, and institutional land uses and amenities.

A small public park (Urban Plaza) will be provided within 200 metres of the planned LRT station to reinforce the Station Town Centre as the community focal point. It will be between the 0.25 and 0.50 ha in area. The specific location of this park and general design guidelines have been planned for in the Gorman NSP. The Station Town Centre is to be developed consistent with the City of Edmonton's Transit Oriented Development Guidelines for Enhanced Neighbourhood Stations.

Bylaw 19337, November
16, 2020

IV. GENERAL INDUSTRIAL USE

Integral to the development of Pilot Sound is the designation and subsequent development of areas of concentrated employment. *The employment area defined within Pilot Sound is a Light Industrial Park encompassing the east development sector.*

Bylaw 12493
March 6, 2001
Amended by Editor

A. The Business Industrial Park

The original Pilot Sound ASP included a Business Industrial Park of approximately 270 acres (109 ha) located in the west development sector, north of the 167 Avenue extension. This area was re-designated to "residential" in 1998 by the Municipal Development Plan. All text referring to the Business Industrial Park was thus removed.

Bylaw 12493
March 6, 2001
Amended by Editor

B. Light Industrial Area

The employment area defined within Pilot Sound incorporates a Light Industrial Area. At an average density of 22.2 employees (as historically identified within the Pilot Sound ASP) per gross developable hectare, the Light Industrial area has the potential to create in excess of 700 employment opportunities.

Bylaw 19337, November
16, 2020

The Light Industrial Area, due to its limited size, should attract light industrial users desirous of being in the northeast sector of the City of Edmonton. The success of this area, therefore, will be its availability to accommodate the typical industrial user whose primary locational criteria is a site in the northeast sector of the City. There is a defined, latent demand in this sector of the City which this Light Industrial Area would accommodate. The Area is projected to be opened gradually in units of approximately 30 to 50 acres (12-20 hectares) per year.

Bylaw 16372,
June 2013

V. INSTITUTIONAL LAND USE

Amended by Editor

The Development Concept proposed for Pilot Sound provides for the establishment or continuation of a number of institutional land uses. Those existing institutional uses which have been retained and which form integral components of the proposed Development Concept include the Evergreen Memorial Gardens and Little Mountain cemeteries and the facility adjacent 66 Street/167 Avenue developed by the Slovenian Canadian Association. Institutional uses proposed to supplement those that exist are religious institutions and educational facilities.

The Fire Rescue Services Branch (FRS) identified the need for a fire station in the Hollick Kenyon Neighbourhood, and one has been located north of 153 Avenue and west of 50 Street.

Bylaw 15333
February 17, 2010
Amended by Editor

Five church sites were originally proposed by the Development Concept, each of which was situated adjacent a potential commercial facility. However, Religious Assembly sites are no longer designated in the Area Structure Plan (ASP) stage. The sites will be determined and shown on the development concept map at the Neighbourhood Structure Plan stage.

Amended by Editor

In total, seven schools are proposed within the residential sectors of Pilot Sound. The basis of the determination of this requirement was detailed in Tables VI, VII, and VIII of the original ASP. Table VI of the original ASP defined by selected land use categories, the number of elementary, junior high, and senior high students anticipated to be generated for each of the Public and Separate School Systems. These generation factors were developed in consultation with the two school boards and were applicable solely to the northeast sector of the City. On average, within the City of Edmonton, 70 percent of students generated were projected to attend the Public School System. In the northeast sector, however, this percentage was determined to be approximately 55 percent. The

Bylaw 13492
Bylaw 12493
Bylaw 16372,
June 2013
Amended by Editor

students that *would attend* the Separate School System, therefore, *were* projected at 45 percent of the City average as opposed to 30 percent which *was* applicable in other residential development sectors in Edmonton. Table VII of the original ASP defined the number of students by school type projected to be generated per gross acre for each of the specified development options. Table VIII of the original ASP on the basis of the generation factors developed in Tables VI and VII in the original ASP, *projected* the number of students for each of the Public and Separate School Systems by school type anticipated to be generated within each neighbourhood.

Tables I through VIII from the original ASP have been replaced through Bylaws 12493 and 13492 – see the original Bylaw 6288 for the original tables and statistics.

Amended by Editor

Changes in the anticipated student generation that resulted from amendments to the original ASP have not been calculated. It is assumed that student generation will be addressed at the neighbourhood structure plan stage.

Bylaw 12493
March 6, 2001

Edmonton Public Schools completed a study that concluded the densities and student generation numbers projected in the original Area Structure Plan are not being achieved. *Based on this finding they have reduced the proposed number of public schools in the Pilot Sound Area from eleven to seven.*

Bylaw 13492
Bylaw 16372,
June 2013

On the basis of this determination, the growth and evolution of Pilot Sound and the surrounding communities, as well as a recent communication (2010) with the Separate School Board, the following educational facilities appear to be required to serve the projected residential population in Pilot Sound and the surrounding area:

Bylaw 16372,
June 2013

*Separate Elementary/Junior High – two
Public Elementary – one
Public Junior High – one
Public Elementary/Junior High – two
Separate High school – one*

Senior high school students within Pilot Sound as well as surrounding areas will have the option of attending either a proposed separate high school to be located in Gorman or the public senior high school campus planned for the Clareview Town Centre.

VI. OPEN SPACE/RECREATION LAND USE

Two major components comprise the open space/recreation land use within Pilot Sound – the District Parks/Athletic Grounds and Neighbourhood Parks.

Two District Parks have been identified in Pilot Sound. The first 21.7 hectare District Park has been centrally located in Pilot Sound, providing for good accessibility and frontage. This District Park lies west of Manning Drive, and incorporates part of a Significant Natural Area (NE8091), which will be used for passive recreation. The second District Park, lies east of Manning Drive, and will be approximately 10 hectares in size. It is centrally located and easily accessible from the arterial road system and will be adjacent to the proposed High School Site acting as a valuable resource to students and the community for both passive and active recreation.

Neighbourhood parks will be provided in all six neighbourhoods. Dispersed park sites may be deemed appropriate in addition to the central neighbourhood park. They may vary in size from 0.5 ha to 3.0 ha, and their precise locations will be determined at the neighbourhood planning stage. Pocket parks smaller than 0.5 ha may be approved under the discretion of the City of Edmonton at the neighbourhood planning stage, however these parks will not contribute to the total municipal-reserve allocation.

Bylaw 19337,
November 16, 2020

Table 3 in the Appendix, shows the anticipated municipal reserve dedication from the residential portion of Pilot Sound according to neighbourhood. The amount of reserve required may increase when more detailed planning occurs at the time of neighbourhood structure plan preparation and further requirements are determined for the dispersed park sites and the natural area.

An Urban Plaza has been designated within the Station Town Centre and is intended to reinforce the Station Town Centre as a community focal point. The Urban Plaza (a small public park) is to be provided within 200 metres of the planned LRT station and will be between 0.25 and 0.5 ha in area. The specific location of the Urban Plaza is planned for in the Gorman NSP.

Bylaw 19337,
November 16, 2020

VII. COMMERCIAL LAND USE

The Development Concept proposed for Pilot Sound defines two types of commercial land use – community and convenience. It also allows for mixed-use commercial development within the Station Town Centre within the Gorman Neighbourhood.

Bylaw 13492
Bylaw 16372, Jun 2013

A proposed community commercial site of approximately 4.07 ha has been designated in the northeast corner of 167 Avenue and a collector road. Prominent frontage along 167 Avenue and the collector roadway are significant components influencing the location of this commercial site. The community commercial site is intended to serve the commercial needs of the Cy Becker neighbourhood and surrounding Pilot Sound area.

Bylaw 16054, Jul 2012

A proposed community commercial site of approximately 0.80 hectares has been designated north of 167 Avenue and west of 44 Street. This neighbourhood commercial site is located along a collector road and is intended to serve the commercial needs for the Cy Becker neighbourhood and the surrounding Pilot Sound area.

Bylaw 19471, October 18, 2022

A proposed community commercial site has been designated in northwest, southeast and southwest corners of 50 Street and 167 Avenue. The size and proximity of these three sites may assist in establishing a central commercial activity node for the Pilot Sound Community. A proposed community commercial site has been designated in the northeast corner of McConachie Way and 167 Avenue. The site is intended to serve the commercial needs of the McConachie neighbourhood, as well as the surrounding Pilot Sound area.

Bylaw 14047
Bylaw 12493
Amended by Editor
Bylaw 15938
Bylaw 17345, Sept 2015

The employment area defined within the Pilot Sound incorporates a Community Commercial area of 31.38 ha in the east development sector. At an average density of 92.3 employees per gross hectare, the Community Commercial area has the potential to create 2,896 employment opportunities.

Bylaw 14920
July 9, 2008

This community Commercial site, with opportunities for residential uses, is strategically located at the northeast corner of Manning Drive (Highway 15) and 153rd Avenue. The Community Commercial area furthers the viability of continuous and strategic industrial, commercial and service corridor as planned in northeast Edmonton. This is accomplished by encouraging

Bylaw 14920
Bylaw 16372, June 2013
Bylaw 19882
November 23, 2021

development of an economic activity centre in a similar manner as the development to the south and extending the trend for commercial development at key locations (i.e. major intersections). The Community Commercial area reinforces the city's economic potential and aids in building up the non-residential tax base.

The community commercial site located at the southwest corner of 50 Street and 167 Avenue shall pay specific attention to land use transitioning, interface and setbacks between the commercial area and adjacent residential uses. This community commercial use shall be compatible with the future commercial site situated east of 50 Street. A 1 meter landscaped berm with a 1.8 metre screen fence shall be constructed on the western and southern boundary of the commercial site. This berm and fence will provide adequate physical separation and assist in reducing potential visual nuisances between the commercial and residential developments. Setback distances, fencing and landscaped yards shall be developed as required by the City of Edmonton Zoning Bylaw. The Community Commercial Site shall provide access for future private pedestrian connections from the adjoining Residential Neighbourhood.

An industrial service centre was previously contemplated in order to service once identified large scale light industrial park in Gorman; however as a result of the extension of the LRT, the establishment of the Station Town Centre, and the reduction in scale of the light industrial park, an industrial service centre is no longer necessary.

Bylaw 16372
June 2013

Finally, five neighbourhood convenience commercial centres are proposed, four are located west of Manning Drive and one located on the north-west corner of 18 Street and 153 Avenue in the Gorman neighbourhood. These centres are intended to be developed as convenience commercial outlets serving the basic, day-to-day needs of the resident population.

Bylaw 19337,
November 16, 2020

A. Community Commercial

The area will be developed to offer a wide variety of retail and commercial opportunities, services, and goods at the local land area level, while including the opportunity for residential uses. The area

Bylaw 14920
July 9, 2008

Bylaw 19882
November 23, 2021

will be developed to offer a wide variety of retail and commercial opportunities, services and goods at the local and area level. The following development guidelines are intended to provide a conceptual framework in the development of the Community Commercial site located within the Pilot Sound ASP. Successful commercial areas have inherent flexibility incorporated within to accommodate for the ever changing commercial / retail innovation, trends, and consumer preference.

- The Community Commercial site will provide a vibrant and desirable community destination that promotes attractive, and walkable streets.*
- The site will be provided with focal points at the intersection of major circulation routes.*
- Private roads will be constructed through the commercial area providing opportunities for orientation to the street level.*
- Pedestrian routes (either dedicated or along private / public boulevards) will be provided through the site providing linkages to the adjacent neighbourhoods and amenities.*
- Site layout and building façade treatment will provide for interesting streetscapes avoiding exposed “dead” frontages along major circulation corridors. In instances where buildings abut a major corridor appropriate architectural articulation will be incorporated.*
- Community Commercial development will share a consistent architectural theme having regard to for building design, façade treatments, setbacks, signage, lighting, and landscaping.*
- Attention, both from the perspective of site layout and building design, will be paid to the perimeter of the site ensuring appropriate setbacks, landscaping and façade treatment as it*

relates to perimeter roadways and other abutting and adjacent uses.

- *Sidewalks and generous landscaping will be provided throughout the site.*
- *Opportunities for mixed use (commercial, office, retail) will be provided for under the City of Edmonton Zoning Bylaw.*

More detailed Community Commercial and residential guidelines will be provided at the Rezoning stage through the creation of site specific Direct Development Control Provision Zoning (DCI) in consultation with the City of Edmonton Urban Planning and Economy.

Bylaw 19882
November 23, 2021

THE CIRCULATION SYSTEM

The circulation system proposed to serve Pilot Sound has four major elements. First, the primary road network defined for the area will link Pilot Sound to the regional transportation network and provide an efficient collector and distributor function within the development sectors of Pilot Sound. The major roads which comprise this network include the *Transportation and Utility Corridor, Manning Drive, 153 Avenue, 66 Street, 167 Avenue and 50 Street*. In combination with a series of local collector roadways, these routes comprise a defined hierarchy of purpose-designed roadways which will result in an orderly flow of traffic within Pilot Sound.

Amended by Editor

Second, the public mass transit concept proposed for Pilot Sound is to focus on the Gorman Light Rail Transit Station with "feeder" bus service from the major residential districts in the northeast sector of the City of Edmonton.

Bylaw 16372
June 2013

Third, pedestrian circulation within Pilot Sound is proposed to consist of a series of defined linkages which will connect the major institutional, recreational, and commercial land uses with the residential component and employment sectors defined by the Development Concept. This system is proposed to extend beyond the limits of the community to link with the pedestrian circulation system proposed within the Clareview and Lake Districts through the utilization of the *private utility corporation* right-of-way within which an exclusive pedestrian corridor could be defined.

Amended by Editor

Fourth, rail access to the light industrial sector east of the *Manning Drive* is proposed to be provided through connections to either the *private rail corporation* Coronado or Vegreville Lines. Due to the type of industrial development being proposed (ie., predominantly light industrial) the demand for rail service and connections to the light industrial sector is anticipated to be minimal.

Amended by Editor

The City of Edmonton may construct the potential pedestrian crossing of the railway shown in “Figure 7 – Development Concept”. The need for this facility will be determined at the neighbourhood planning stage. If this facility is not provided, the shared use path alignments can be adjusted as required without amendment to the area structure plan.

Bylaw 16372
June 2013

A possible collector road, as generally shown in “Figure 7 – Development Concept” may be developed to serve the neighbourhood and specifically the light industrial use, if the land between the rail lines is removed from the TUC and the railway company agrees to the construction of railway crossings.

VIII. THE SERVICING CONCEPT

Water supply and distribution, sanitary sewage collection and disposal, and storm water drainage form the three major components of the servicing system which must be provided to allow for the eventual development of Pilot Sound to intensive urban use.

A. Water Supply and Distribution

Pilot Sound will have two major sources of water. First, a supply main will be installed within the Victoria Trail alignment north to 153 Avenue by the end of the first quarter of 1980. This main will be capable of supplying water to develop the Light Industrial Area. This main can be extended as development proceeds. The existing reservoir at 137 Avenue and Victoria Trail will provide the necessary storage. Second, a supply main is proposed to be installed along the approximate alignment of the *private utility corporation* right of-way from the west as development of the Lake District progresses east toward 66 Street. It is anticipated that the supply main will reach 66 Street by 1985 at the projected rate of development within this area. This schedule could be accelerated if funds were available from the

Amended by Editor

Revolving Trunk Services Program. The major source of water to supply this main will be the E. L. Smith Water Treatment Plant.

B. Sanitary Sewage Collection and Disposal

The *original* sanitary sewage system within Pilot Sound was proposed to drain to the southeast into the Clareview Sanitary Interceptor. A force main from the Lake District *was to* enter Pilot Sound at approximately 66 Street and the *private utility corporation* right-of-way. On the east side of the "66 Street ridge" the system *was to* flow by gravity through to the Clareview District. The Clareview Sanitary Interceptor, which *was* under construction *at the time original Bylaw 6288 was being prepared*, was sized to accommodate Pilot Sound and the Lake District. *At that time*, existing sanitary sewage collection and disposal systems *typed* into the North East Interceptor which *flowed* by gravity to the Bremner Lagoons. However, by 1985 it *was* anticipated that a diversion tunnel *would be* in operation which *would* bring the sanitary sewage to the Gold Bar Treatment Facility. The Bremner Lagoons subsequent to this date will be used for the treatment of industrial waste.

Amended by Editor

The sanitary sewage system within Pilot Sound drains to the southeast to the Clairview Sanitary Interceptor, which connects to the North East Interceptor. A portion of Pilot Sound, east of 66 Street, will drain to the North Edmonton Sanitary Trunk, by means of a trunk sewer proposed to go north on 66 Street from 153 Avenue. Presently, existing sanitary sewage collection and disposal systems tie into the North East Interceptor which discharges to the Capital Regional Sewage Commission treatment plant. The Bremner Lagoons no longer receive flows, including industrial wastes, from the City.

Bylaw 12493
March 6, 2001
Amended by Editor

The area east of Manning Drive will be serviced by two independent sanitary sewage collection systems. The Gorman West sanitary sewage collection system will tie into the existing Pilot Sound Sanitary Trunk in the vicinity of 151 Avenue NW and 34 Street NW, while Gorman East will tie into the existing Clareview Sanitary Trunk along 153 Avenue, approximately 800m from 18 Street NW.

Bylaw 16372
June 2013

C. Storm Water Drainage

A report entitled "Northeast Edmonton: An Engineering Report on Major Municipal Servicing Requirements" prepared by Walker, Newby & Associates Limited suggests the application of the principles of storm water management as a means of controlling storm water runoff within Pilot Sound. *Stormwater Management Facility size and location will be informed by this report and confirmed at the neighbourhood planning phase.*

Bylaw 19337,
November 16, 2020

In general, the system envisions all of the storm drainage east of the 66 Street ridge being gathered into 12 stormwater management facilities. The ponds vary in size from approximately 5.6 acres to 7.9 acres (2.3 to 3.2 hectares), for an average of 6.2 acres (2.5 hectares), at the 100 year storm level. The drainage is to the southeast entering the Clareview District at approximately 151 Avenue and 34 Street. From that point, a storm interceptor drains the water to the existing outfall at 144 Avenue and 20 Street. The Clareview portion of this storm water interceptor was under construction at the time this Area Structure Plan was prepared.

Bylaw 12493
Bylaw 16054
Bylaw 16372
June 2013

Amended by Editor

The area west of the 66 Street ridge is part of the Lake District drainage basin. A storm water management scheme for this area has been prepared by Stanley Associates Engineering Limited. This scheme proposes the location of one retention pond east of 66 Street within the limits of Pilot Sound. This pond will drain west across 66 Street into the Lake District storm sewage system. Development within *Matt Berry* will be served by a proposed storm water management lake immediately west of 66 Street located within the Lake District.

Amended by Editor

Revised Neighbourhood Design Reports were prepared by Scheffer Andrew Ltd. as part of the October 2003 amendment. Separate Neighbourhood Design Reports will be prepared for individual neighbourhoods within Pilot Sound to provide more details for servicing within the areas.

Amended by Editor

The amendments to the Pilot Sound Area Structure Plan will not result in any significant alteration of the servicing concepts identified in the original plan. However, the Area Master Plan for stormwater drainage is being amended with respect to the size and location of some of the stormwater management facilities. The area structure plan is being changed to maintain consistency between the two documents.

Bylaw 13492
October 23, 2003
Amended by Editor

Bylaw 13492
October 23, 2003
Amended by Editor

The lake in the northwest corner of the plan area is to be approximately 4.0 ha at the high water level. To the southeast of this lake, a site for a possible future storm retention pond in the northeast portion of the McConachie neighbourhood has been provided.

Bylaw 14172
Bylaw 13492
October 23, 2003
Amended by Editor

The lake proposed in the area west of existing 50 Street and north of the private utility corporation right-of-way has been split into three facilities of approximately 2.0 – 2.5 ha at high water level: one is proposed north of 167 Avenue in Neighbourhood 4, one south of 167 Avenue in Hollick-Kenyon, and one south of 167 Avenue and east of 50 Street in Brintnell.

Bylaw 13492
October 23, 2003
Amended by Editor

The stormwater management facility in Neighbourhood 1 (Brintnell) will be a “constructed wetland.” A “saline wetland” exists immediately north of the private utility corporation right-of-way in the same approximate location as the proposed stormwater management facility. In 2004, Scheffer Andrews Ltd., experts in the fields of earth sciences, hydrogeology, soil sciences, botany and the City Administration investigated, based on available information, the practicality of retaining the saline wetland as an integrated part of the stormwater management facility.

Bylaw 14154
December 5, 2005
Bylaw 13492
October 23, 2003
Amended by Editor

The intent of the investigation was to study technical approaches to integrating the stormwater management facility with the “saline wetland” in a manner that left the wetland as nearly as possible to its natural state, while the area required for the integrated facility should remain approximately the size required for the stormwater management facility alone. The goal was to find a solution that would allow the integrated components to function as a stormwater management facility, but allow the “saline wetland” the opportunity to continue to

operate as it does naturally. While alternative designs were investigated, the ultimate findings of the investigation concluded that the “saline wetland” could only be retained as part of the integrated facility if the land area consumed by the integrated facility were to be increased significantly. The provision of the excess land required to retain the “saline wetland” was determined unfeasible by the owner due to financial constraints. Ultimately, it was accepted by all parties that the retention of the “saline wetland” would be impractical. Therefore, a stormwater management facility without the retention of the “saline wetland” is proposed.

The lake in the northeast is to remain the same location, and will be approximately 10.2 ha at the high water level.

Bylaw 13492
October 23, 2003

The lakes in the approved neighbourhoods will not change.

The area east of Manning Drive will contain a stormwater management system in accordance to the Gorman Neighbourhood Structure Plan as approved in 2020.

Bylaw 19337,
November 16, 2020

Chapter Five

AN IMPLEMENTATION STRATEGY

I. An Implementation Strategy

The formulation of an Area Structure Plan encompassing a land area as large as that of Pilot Sound is but the first stage in the development of this approximately 1856 acres (751 ha). Full development of this area will allow for the accommodation of approximately 40,032 persons in six neighbourhood units. With development of this magnitude, it is important to define an implementation strategy that is capable of managing this planned growth of the City of Edmonton. This process should adequately translate the policies and proposals of the Plan into a physical form that reflects the needs and desires of future residents and provides an efficient mechanism whereby undeveloped land can be subdivided, serviced, and developed in an expeditious and economic manner. This Chapter summarizes a potential implementation strategy. Of

Bylaw 14920
Bylaw 14172
Bylaw 13492
Bylaw 16054,
Bylaw 16372
June 2013
Amended by Editor

necessity, this strategy must be of a general nature given that the City of Edmonton has an explicitly defined implementation process which involves the formulation of Neighbourhood Structure Plans, Plans of Subdivision, and development/servicing agreements.

Six major events are viewed as being prerequisites to development within Pilot Sound. First, a master drainage plan should be formulated for the area that will define specifically the size and location of each of the proposed storm retention ponds and the drainage basin each of those facilities is intended to serve. This master drainage plan would also define ultimate grading within Pilot Sound in order to ensure that the storm water management system will function at an optimum level of efficiency. Second, the extension of the sanitary sewer interceptor from the Clareview District through to the Lake District must be effected prior to development of the majority of the lands within Pilot Sound. Third, the extension of the water trunk main from the Lake District to Pilot Sound must be effected in order to ensure an adequate water supply for the development of the area. Fourth, the method by which land consumed by the storm water management system is rationalized among the various private interests with Pilot Sound must be defined. The method of rationalization is required to ensure that landowners share equally in the provision of the required storm water management lakes within a defined drainage basin. Fifth, the alignment and rights-of-way for each of the major roads within Pilot Sound should be defined prior to any significant development occurring in the area. With definition of these major rights-of-way, neighbourhood boundaries would be defined and the corridors established for the extension of both the sanitary sewer interceptor and water trunk main. Finally, the entire area of Pilot Sound should be rezoned from an agricultural to an urban category. Incremental rezoning of this area with each plan of subdivision retards the development process and provides no assurance that the Development Concept will be effected as proposed and approved by the City of Edmonton. It is important, therefore, that the City of Edmonton secure the rezoning of these lands as a whole at the earliest possible opportunity following approval of the Development Concept. With accomplishment of these various factors, the implementation of the Development Concept within Pilot Sound would be dictated by the process defined by the City of Edmonton.

Given the interdependence of Pilot Sound and the Lake District with respect to the provision of major municipal services, specifically, sanitary sewage collection and disposal and water supply and distribution, and, the capacity within existing municipal servicing systems in the Casselman-Steele Heights and Clareview Districts to develop the defined extension areas of these communities, staging of development within Pilot Sound could commence within three general areas simultaneously. This general staging sequence is defined by Figure 8. Where it is proposed to utilize existing systems in the initial stages of development utilization of the capacity of these systems will be on a temporary basis pending the installation of alternative, permanent facilities.

Development to-date in the plan area has not followed the general staging sequence described in the original plan. It was expected that development would occur first in Neighbourhood 1 (Brintnell) and in the northwest corner of the plan area. Instead, development has started in the southwest corner and moved east from there. The northwest portion of the area is expected to develop last.

Bylaw 12493
March 6, 2001

Neighbourhood Structure Plans (NSP) have been approved for six neighbourhoods within Pilot Sound — Matt Berry, Neighbourhood 3; Hollick-Kenyon, Neighbourhood 2; Brintell, Neighbourhood 1; McConachie, Neighbourhood 4; Cy Becker, Neighbourhood 5; and Gorman, Neighbourhood 6.

Bylaw 19337,
November 16, 2020

The Matt Berry, Hollick-Kenyon, Brintnell and McConachie neighbourhoods are in various stages of suburban development and are approaching completion. The McConachie neighbourhood is currently being developed. The Cy Becker neighbourhood was adopted by Council in 2012 and is starting to develop.

Bylaw 14172
Bylaw 13492
Bylaw 16054,
July 4, 2012

The amendment area will require the preparation of a neighbourhood structure plan consistent with the amended Pilot Sound Area Structure Plan.

Bylaw 16372
June 2013

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 residential/commercial, transit-orientated community. West of the rail line, 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 DCI — Manning Crossing).

Bylaw 19337,
November 16, 2020

Bylaw 19882
November 23, 2021
Amended by Editor

As a result of the above and consistent with the technical reports completed in support of the amended Area Structure Plan, various background reports may be deferred to the rezoning stage for the area west of the rail line in order to accommodate development in the remaining portion of Gorman.

The Department of National Defence must be contacted during the preparation of any amendment to the Pilot Sound Area Structure Plan or Neighbourhood Structure Plan within the Pilot Sound Area Structure Plan area to determine whether or not proposed land uses and associated infrastructure may impact the operations of CFB Edmonton.

Figure 8 – General Staging Sequence*
(Bylaw 6288, June 24, 1981)

Power Line

*Amended by Editor

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STATISTICS

Table 1
Pilot Sound Area Structure Plan
Land Use and Population Statistics
(Bylaw 19471, October 18, 2022)

	1 Brintnell	2 Hollick-Kenyon	3 Matt Barry	4 McConachie	5 Cy Becker	6 Gorman	Totals
GROSS AREA	125.3	157.4	113.3	255.9	99.5	255.0	1006.4
Powerline	6.0	5.8				13.7	25.5
Major Arterials				7.6	3.7	4.0	15.3
Pipeline Corridor			4.2	1.7			5.9
Cemetery (Memorial Gardens)							
Natural Area (NE 8096 & NE 8097)						13.0	13.0
Rail Line						7.0	7.0
Potential Development Area						4.9	4.9
Transportation Utility Corridor (TUC)							
GROSS DEVELOPABLE AREA	119.3	151.6	109.4	246.6	95.8	212.4	934.8
Mixed Use Town Centre						0.6	0.6
Commercial	6.7	7.4	1.4	3.5	4.9	31.5	55.4
Industrial						24.1	24.1
Residential	70.6	87.5	72.2	139.6	57.4	44.7	472
School / Park	5.2	10.2	9.6	5.7	7.6	14.5	52.8
District Park				22.6		3.4	26.0
Institutional				1.3		8.6	9.9
Cemetery		2.8				39.2	42.0
Natural Area NE 8091 & Buffer				15.5			15.5
Storm Water Management	8.1	10.4		6.1	6.8	15.2	46.6
Circulation	28.7	33.3	25.6	51.8	19.1	29.2	187.8
LRT R.O.W.						1.4	1.4
POPULATION GENERATION							
Population	5,534	6,266	5,014	10,354	4,856	8,077	40,169
Density (ppgdha)	46.4	39.8	46.0	41.99	50.6	46.6	44.85

Note: Neighbourhood Statistics for Neighbourhoods 1-4 have been updated based on approved/consolidated NSP's Natural Area and Natural Area Buffers are not included, excluding Cy Becker Major Arterials / Road ROW area is included within "Land not Subject to Reserve Dedication" Pipeline / Utility Corridor (TUC) area is included within "Retained Government Road Allowance"

**Table II – Summary of Municipal/School Reserve
Pilot Sound Area Structure Plan
(Bylaw 19337, November 16, 2020)**

<u>RESIDENTIAL DEVELOPMENT SECTOR</u>		
	Hectares	Hectares
Gross Developable Area		881.1
Municipal/School Reserve Dedication		88.0
<hr/>		
Brintnell (Neighbourhood 1): 119.3 gross developable hectares		
Public Elementary School	3.6	
Community Park/League	2.6	
Subtotal		6.2
Municipal/School Reserve		<u>11.9</u>
Balance		<u>+5.7</u>
Hollick Kenyon (Neighbourhood 2): 151.6 gross developable hectares		
Public Elementary/Junior High School/Park	9.3	
Neighbourhood Parks	0.9	
Subtotal		10.2
Municipal/School Reserve		<u>15.2</u>
Balance		<u>+4.9</u>
Matt Berry (Neighbourhood 3): 109.3 gross developable hectares		
Public Elementary School/ Separate Elementary/Junior High School	9.2	
Neighbourhood Parks	0.4	
Subtotal		9.6
Municipal/School Reserve		<u>10.9</u>
Balance		<u>+1.3</u>
McConachie (Neighbourhood 4): 246.6 gross developable hectares		
Public & Separate Junior High School/Separate Elementary District Park	22.6	
Public Elementary School/Neighbourhood Park	5.7	
Subtotal		28.2
Municipal/School Reserve		<u>24.7</u>
Balance		<u>-3.58</u>

Cy Becker (Neighbourhood 5): 95.8 gross developable hectares				
	Urban Village & Pocket Parks/Natural Area			7.6
	Subtotal			7.6
	Municipal/School Reserve			9.6
	Balance			-1.96
Gorman (Neighbourhood 6): 142.7 Effective developable hectares				
	Separate High School/District Park			14.5
	Non-Credit Park			0.2
	Pocket Parks & Natural Area			3.2
	Subtotal			17.9
	Municipal/School Reserve			17.7
	Balance			-3.4
Total	Designated	School/Parks	Lands	79.7
Municipal/School		Reserve	Dedication	90.0
Total Balance – Residential Development Sector				+2.96

**Table III – Municipal Reserve Balance
(Bylaw 19337, November 16, 2020)**

	1	2	3	4	5	6	
	Brintnell	Hollick-Kenyon	Matt Berry	McConachie	Cy Becker	Gorman	Totals
Gross Area	125.3	157.4	113.3	255.9	99.5	255.0	1006.4
Less:							
Powerline	6.0	5.8	0.0	0.0	0.0	20.7	32.5
Land not Subject to Reserve Dedication Retained Government	0.0	0.0	3.2	7.6	3.7	74.6	89.1
Road Allowance	0.0	1.0	1.0	1.7	0.0	4.0	7.7
Environment Reserve	0.0	0.0	0.0	0.0	0.0	13.0	13.0
Land Subject to Reserve Dedication	119.3	150.6	109.1	246.6	95.8	142.7	864.1
10% equals Municipal Reserve Generation	11.9	15.1	10.9	24.7	9.6	14.3	86.5
Municipal Reserve Requirements	5.2	10.2	9.6	5.7	7.6	17.7	56.0
District Park Site	0.0	0.0	0.0	22.6	0.0	14.5	37.1
Total Municipal Reserve Requirement							93.1

APPENDIX A

Appendix A (Amended by Editor)
(Bylaw 6288, June 24, 1981)

The Municipal Planning Commission "conditions of support" of the Pilot Sound Area Structure Plan are listed below. This report has been amended to reflect Conditions 12 (the location of the District Park), 13 (the alignment of 153 Avenue), and 15 (the extension of LRT into Pilot Sound).

I. That the Municipal Planning Commission SUPPORT the Area Structure Plan and recommend to City Council its adoption as the Pilot Sound Area Structure Plan Bylaw. The support of the Plan is subject to the following conditions:

1. All neighbourhood plans be substantially in accordance with the Area Structure Plan.
2. Subsequent Neighbourhood Structure and Subdivision Plans conform to the Guidelines for the Distribution of Residential Density approved by Council.
3. Church sites be provided in the locations indicated on the plan.
4. Detailed plans for the area include appropriate setbacks from high pressure gas pipelines running through the plan area.
5. Noise attenuation measures shall be provided, upon detailed subdivision, in those residential areas abutting truck routes, namely 66 Street, the 167 Avenue/50 Street loop, Manning Freeway, and 153 Avenue between the Freeway and 50 Street, to the satisfaction of Transportation Systems Design.
6. Prior to submission of any neighbourhood structure plans, that an agreement (or agreements) be executed between the owners for sharing the costs of storm water management facilities in Pilot Sound.
7. That a Master Drainage Plan for the Area be completed to the satisfaction of Water and Sanitation prior to the Municipal Planning Commission's consideration of the first neighbourhood plan for the area.

8. That with respect to the storm water management system for this area, the design capacity for the inlet from the northeast sector to the Clareview storm trunk system shall be restricted to 2.265 c.m.s. (80 c.f.s.).
9. Prior to any surface disturbance resulting from any subdivision approvals in this area, a Historical Resources Impact Assessment be provided, pursuant to Section 22(2) of the Alberta Historical Resources Act.
10. That prior to Third Reading of this Area Structure Plan Bylaw, the Financial Impact Analysis be presented to Council for information.
11. That the District Park for Pilot Sound be 16.194 ha (40 acres) in size and that it be located totally within the residential portion of the plan and west of 167 Avenue/50 Street, as approximated on the Exhibit Plan. Acquisition of the land is to be accomplished by use of the area due to the City from redundant government road allowances and by transfer of the municipal reserve due from the industrial areas. The location of the park shall be determined to the satisfaction of Community Services Department and Planning.
12. That the alignment of 153 Avenue between the rail line and the City boundary be straightened.
13. That the final design of the collector roadways, with respect to the off-setting of major intersections, be reviewed at the Neighbourhood stage, to the satisfaction of Transportation Systems Design and the Municipal Planning Commission.
14. That the Plan be revised to include LRT right-of-way in the location identified by Transportation Systems Design, and it is to be provided by the developers through the statutory dedication provisions of The Planning Act.

Amended by Editor

II. That the Law Department be directed to prepare the Area Structure Plan Bylaw for Pilot Sound.