

# Bremner Area Project

Priorities Committee March 12, 2019





# Agenda

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1 Project Objectives

2 Technical Overview

3 Phase 3 Engagement

4 Next Steps





# Project Objectives

**Bremner**

AREA  
PROJECT

Edmonton Metropolitan  
Region Growth Plan

- **Compact Development**

- Minimum greenfield density
- Mix of land uses in a compact form
- Sustainable development standards to achieve compact development

- **Complete Communities**

- Diversity of housing options
- Integrate local services, amenities within a five-minute walk
- Mix of residential and employment

- **Transportation Choice**

- Incorporate an interconnected street network
- Support active transportation and transit viability
- Promote multi-modal transportation options including transit and active transportation



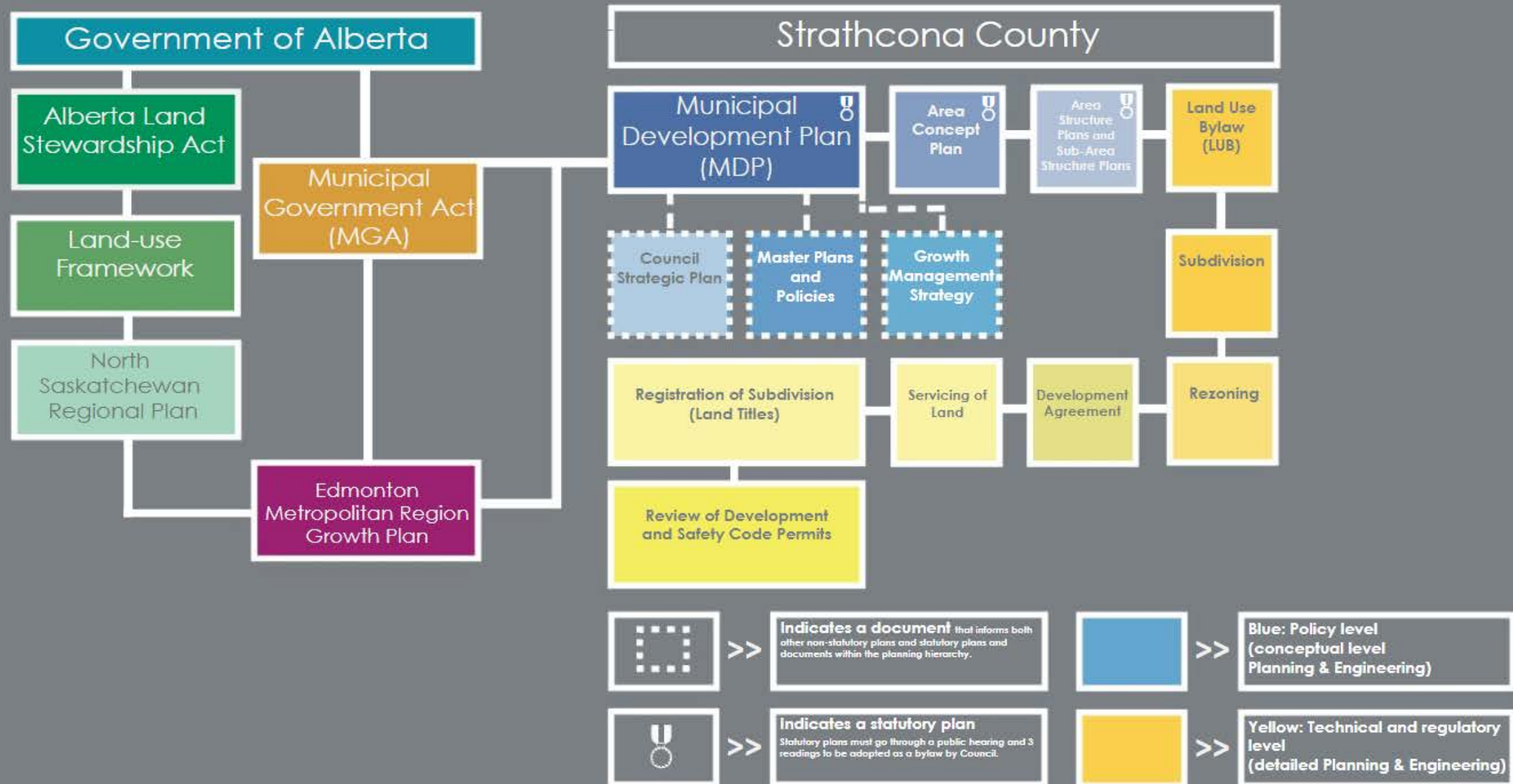
TODAY

2044

Compact development &  
efficient infrastructure



# Planning hierarchy

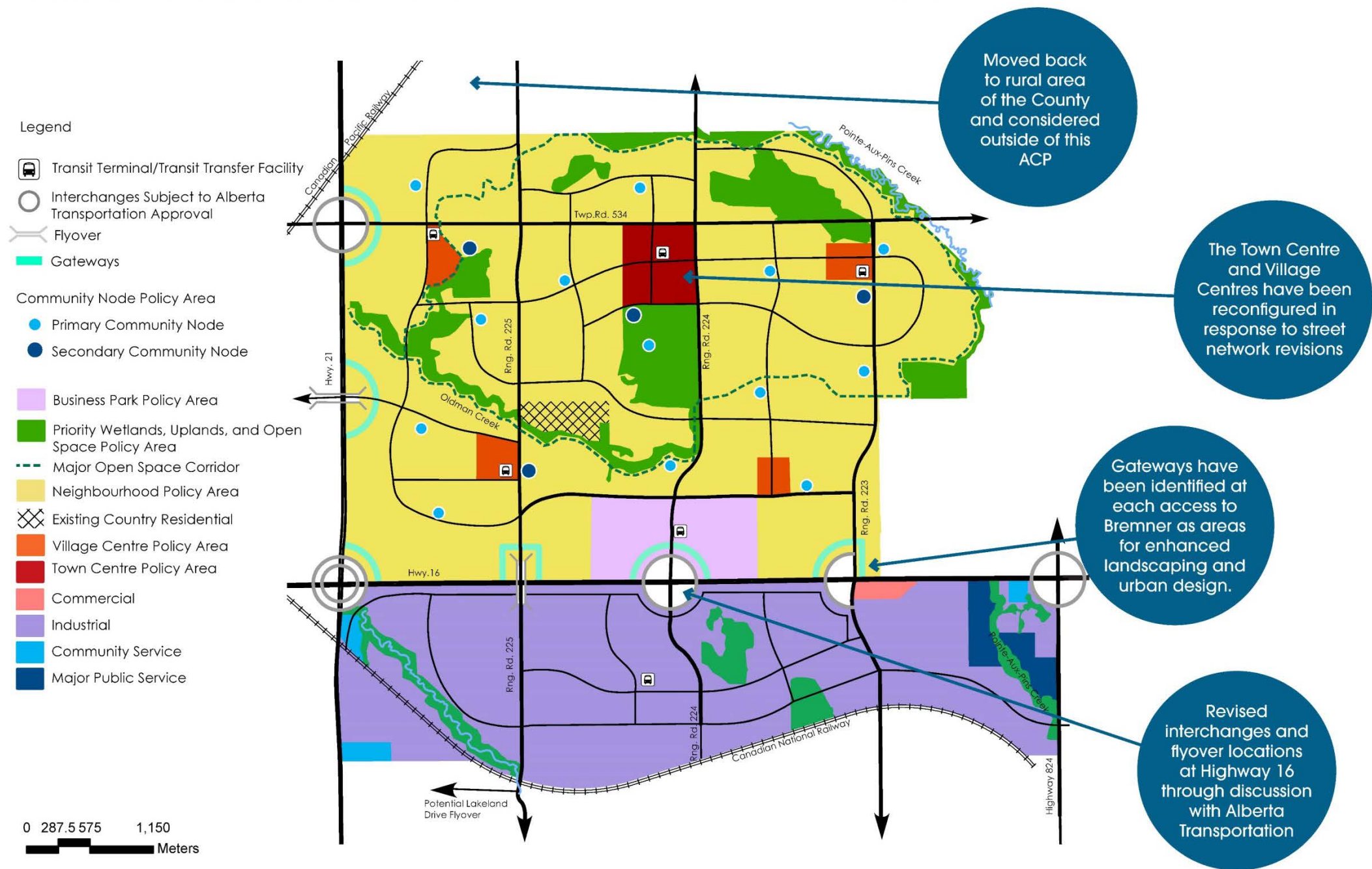


# Bremner Area Project





# Bremner Area Project



# Bremner Area Project

## What has changed from the Bremner Growth Management Strategy?

- Land area has decreased
- Density has increased
- Population has increased
- Interchange access along Highway 16
- Road network
- More detailed Infrastructure
- New Design and Construction Standards

# Bremner Area Project



## Area Concept Plan

- Provides framework for future detailed land use planning
- Includes general policies for development, specific policy areas, and design guidelines
- Establishes direction for phased development of the plan area, supporting continuation of existing uses until development occurs





# Bremner Area Project



## Transportation Plan

- Considers movement to, through, and around Bremner by all modes of transportation: vehicle, transit, and active modes (walking, biking)
- Active transportation modeling
- Integrates input from Alberta Transportation on interchanges and access




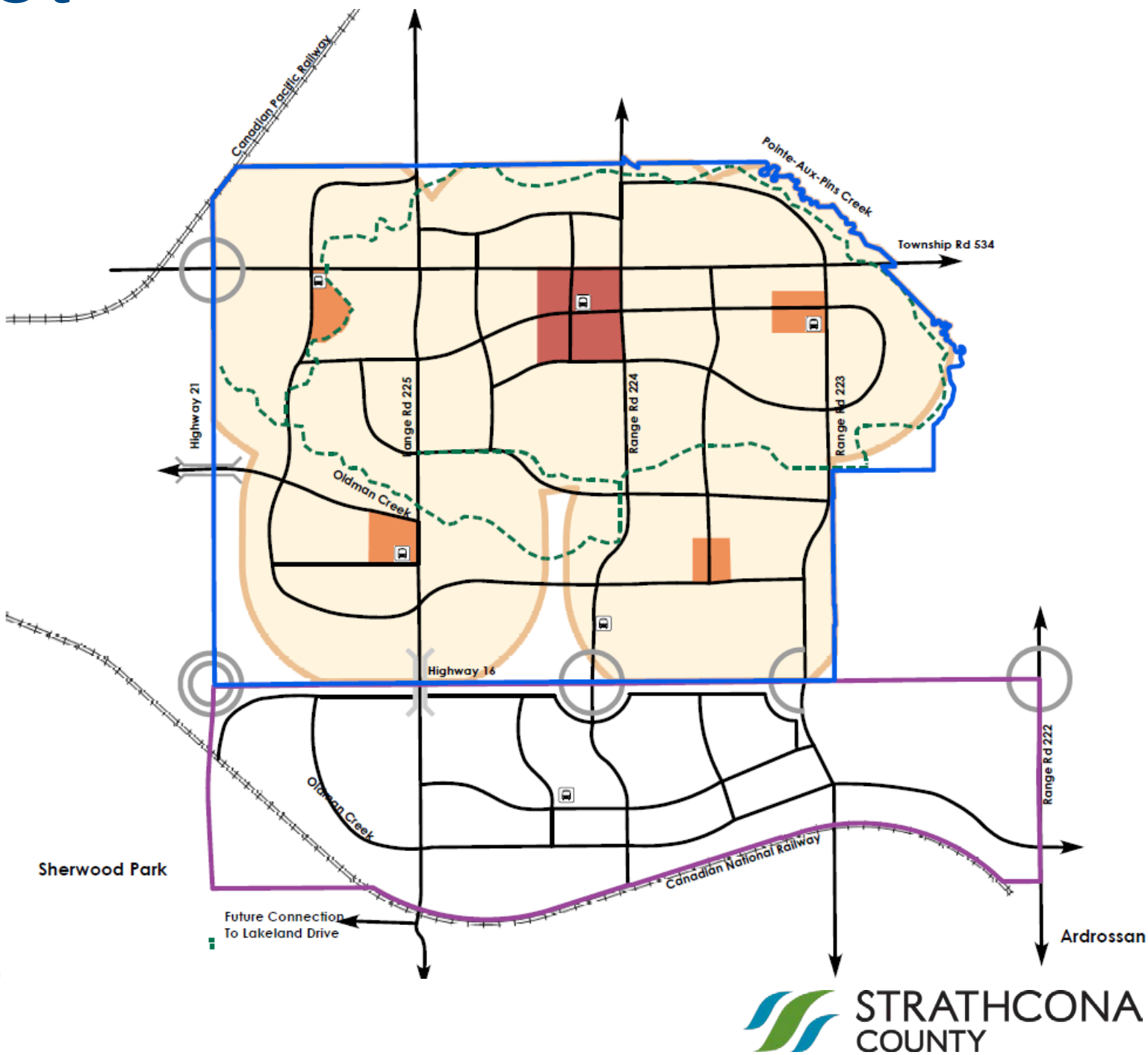
# Bremner Area Project

## Transportation Plan

Fig. 4: Walkshed

LEGEND

-  Bremner
-  Local Employment Area
-  Open Space Corridor
-  Town Centre Policy Area
-  Village Centre Policy Area
-  Railway
-  Walkshed - 1km Buffer from Town & Village Centre Policy Areas
-  Fly-Over
-  Interchanges Subject to Alberta Transportation Approval
-  Transit Terminal/Transit Transfer Facility





# Bremner Area Project

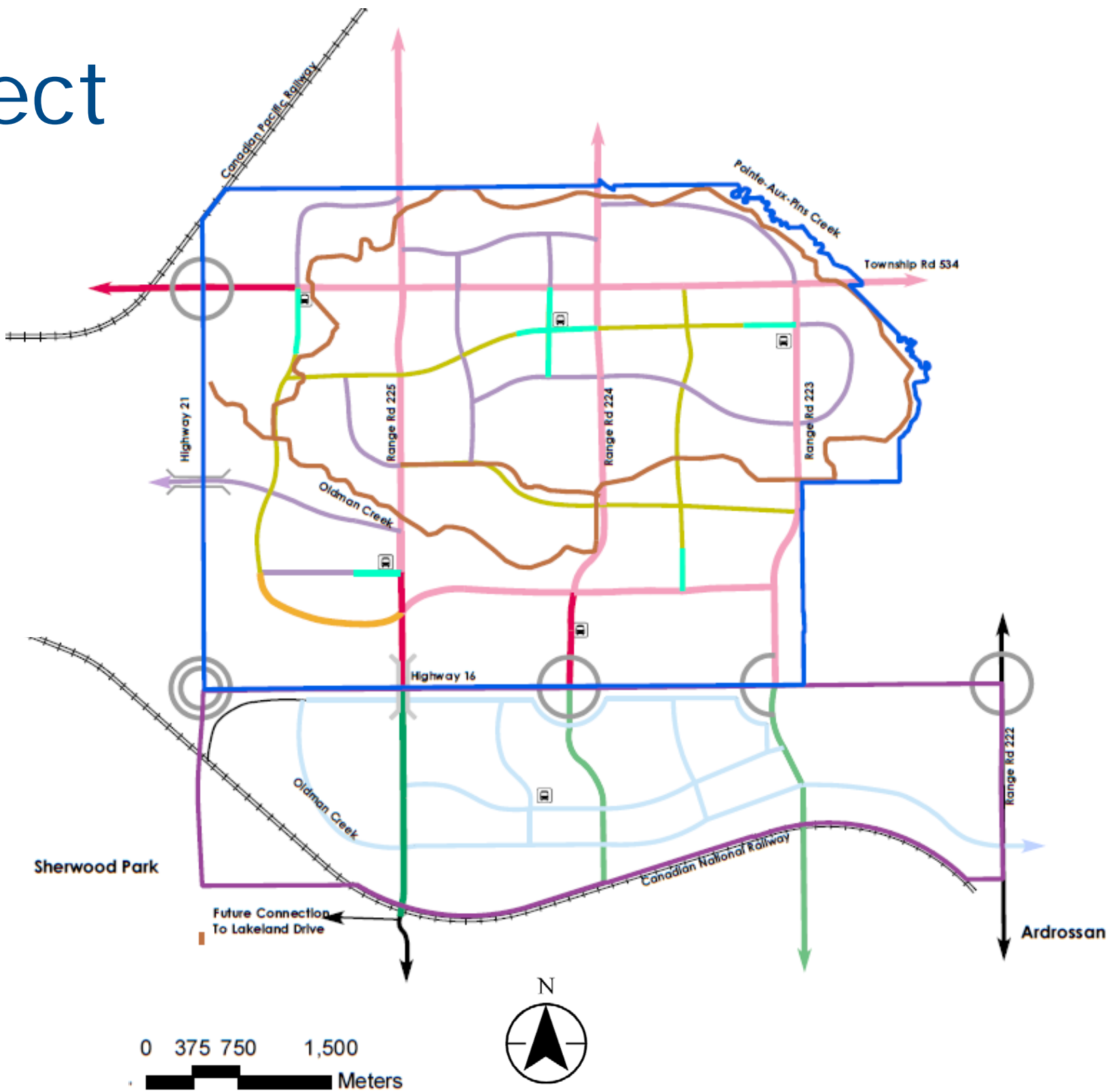


## Transportation Plan

Fig. 2: Road Classification

### LEGEND

- |  |   |  |                             |
|--|---|--|-----------------------------|
|  | Bremner   |  | 4 Lane Arterial             |
|  | Local Employment Area                                   |  | 4 Lane Primary Collector    |
|  | Rural Trail   |  | 6 Lane Arterial             |
|  | 2 Lane Main Street Collector                            |  | 2 Lane Industrial Collector |
|  | 2 Lane Collector  |  | 2 Lane Industrial Aerial    |
|  | 2 Lane Primary Collector                                |  | 4 Lane Industrial Aerial    |
|  | Fly-Over  |  |                             |
|  | Interchanges Subject to Alberta Transportation Approval |  |                             |
|  | Transit Terminal/Transit Transfer Facility              |  |                             |



# Bremner Area Project



## Design and Construction Standards

- New street types and standards support the vision of an innovative, urban development
- Incorporates Complete Streets principles and Low Impact Design (LID)



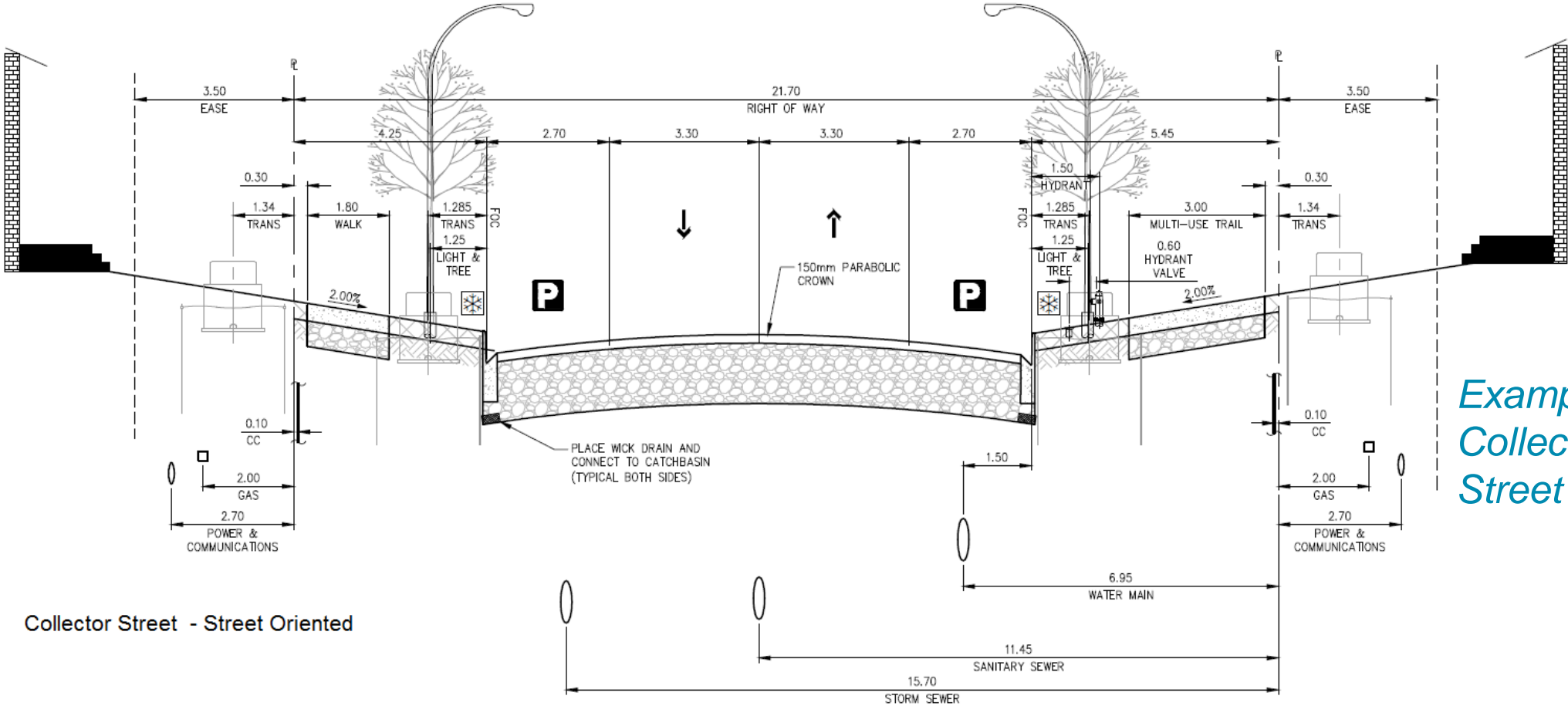


# Bremner Area Project



## Design and Construction Standards

- New cross sections will guide the development of roads in Bremner and the Local Employment Area



Example:  
Collector Street –  
Street Oriented

Collector Street - Street Oriented

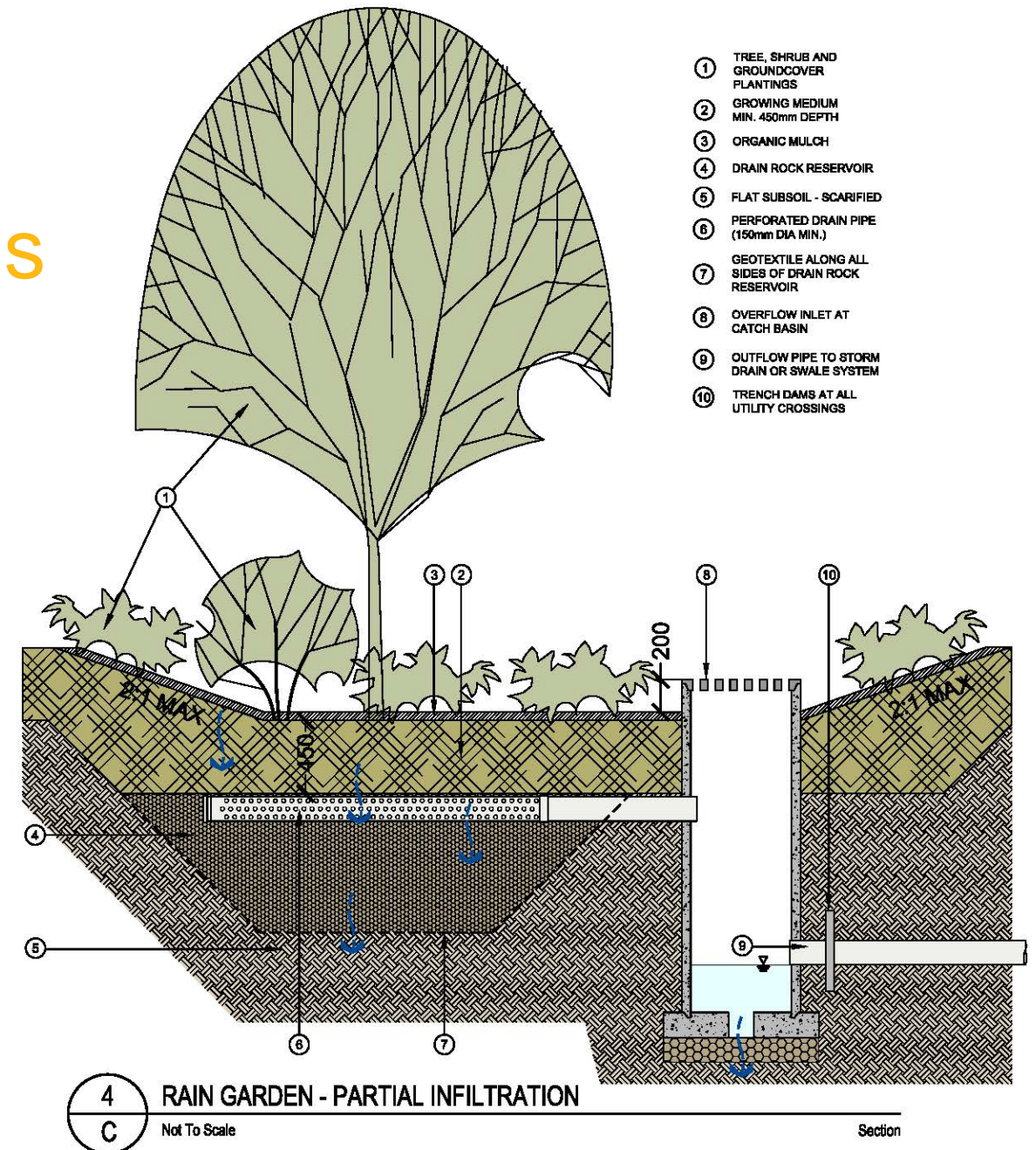
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## Design and Construction Standards

- Builds upon Strathcona County's current standards, incorporates best practices in a variety of forms such as Low Impact Design

Example: LID












# Bremner Area Project

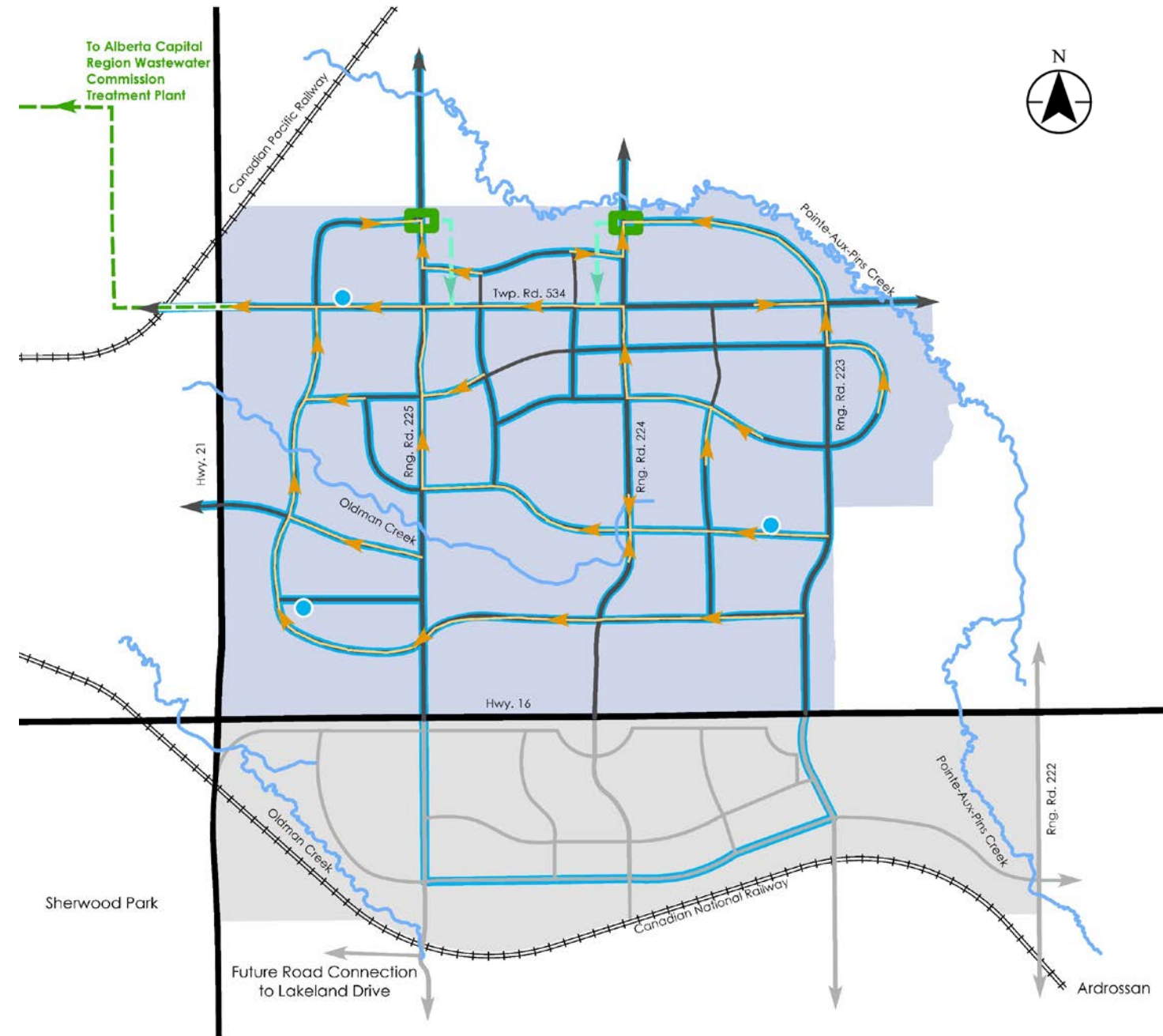
## Utilities Master Plan

### Offsite Servicing

- Options for Water
  - Supply from Clareview Reservoir
  - Supply from 34 Street and 92 Avenue (County's current supply)
- Options for Wastewater
  - New trunk through West of 21 to Alberta Capital Region Wastewater Commission's system
  - Lift station to Cambrian Crossing
- Finalizing discussions with EPCOR and Alberta Capital Region Wastewater Commission

#### Legend

- |   |   |   |
|---|---|---|
|  Bremner               |  Proposed Reservoir Location |  Wastewater Trunks     |
|  Local Employment Area |  Proposed Water Main         |  Proposed Forcemain    |
|   |   |  Proposed Lift Station |



# Bremner Area Project

## Utilities Master Plan

### Onsite Servicing

- Bremner
  - Urban Servicing Standard
  - Includes Water, Wastewater, and Stormwater Servicing Networks
- Local Employment Area
  - Rural Servicing Standard
  - Includes stormwater servicing and limited water servicing, with wastewater servicing addressed on-site





# Bremner Area Project



## Agricultural Impact Assessment

- Stantec-Serecon completed an Agricultural Economic Impact Assessment, which is one of the inputs in to Strathcona County's overall Agricultural Impact Assessment for the development of the area
  - The Agricultural Impact Assessment identifies mitigation measures such as agriculture-related business and sensitive transition to development
  - The Economic Impact Assessment analyzed permanent change in land use from “existing” (agricultural) to “planned urban development”



# Bremner Area Project



## Biophysical Assessment

- Strathcona County completed a desktop Biophysical Assessment
  - Site specific Biophysical Assessments will be completed with each Area Structure Plan
- Includes the retention of Pointe-Aux-Pins Creek and Old Man Creek, as well as priority wetland and upland areas





# Bremner Area Project

## \$ Financial Viability Analysis

- Will be available on the project website April 10<sup>th</sup> 2019
- Every technical document that is part of the Bremner Area Project is interconnected to each other and ultimately, the financial costs. Any potential change to population, use, road, service, structure or utility may impact the final numbers. Finalizing the technical documents must be completed prior to finalizing the associated costs within the financial model.



# Bremner Area Project

## \$ Financial Viability Analysis

- Some infrastructure, like roads, must be built before people can move to a neighbourhood. Other infrastructure, like recreation centres, can wait until there are enough people there to need it.
- Sherwood Park has been building-out over the past 65 years and has evolved from a single neighbourhood in the 1950's to what it is today.
- Decisions regarding all future infrastructure and amenities in Sherwood Park were not made day one, but over time based on the needs of the community as we grew. Similarly, it could take over half a century for Bremner and the Local Employment Area (LEA) to reach full build-out, with future infrastructure and development requiring consideration and approval by future Strathcona County Councils.



# Bremner Area Project

## Financial Viability Analysis

- It is proposed that Regional infrastructure, such as interchanges, will be a shared cost between provincial and federal governments as well as developers. Historically, interchanges have been paid for by provincial and federal governments.
- On-site infrastructure, such as local roads, water and wastewater servicing will be constructed at the cost of developers, which is standard practice.
- It is proposed that the County will pay for infrastructure such as fire halls, reservoirs, recreation centres and operations facilities, in line with our current practice.
- County funded infrastructure is paid for through taxes, grants, utilities fees, operational revenue and user fees.





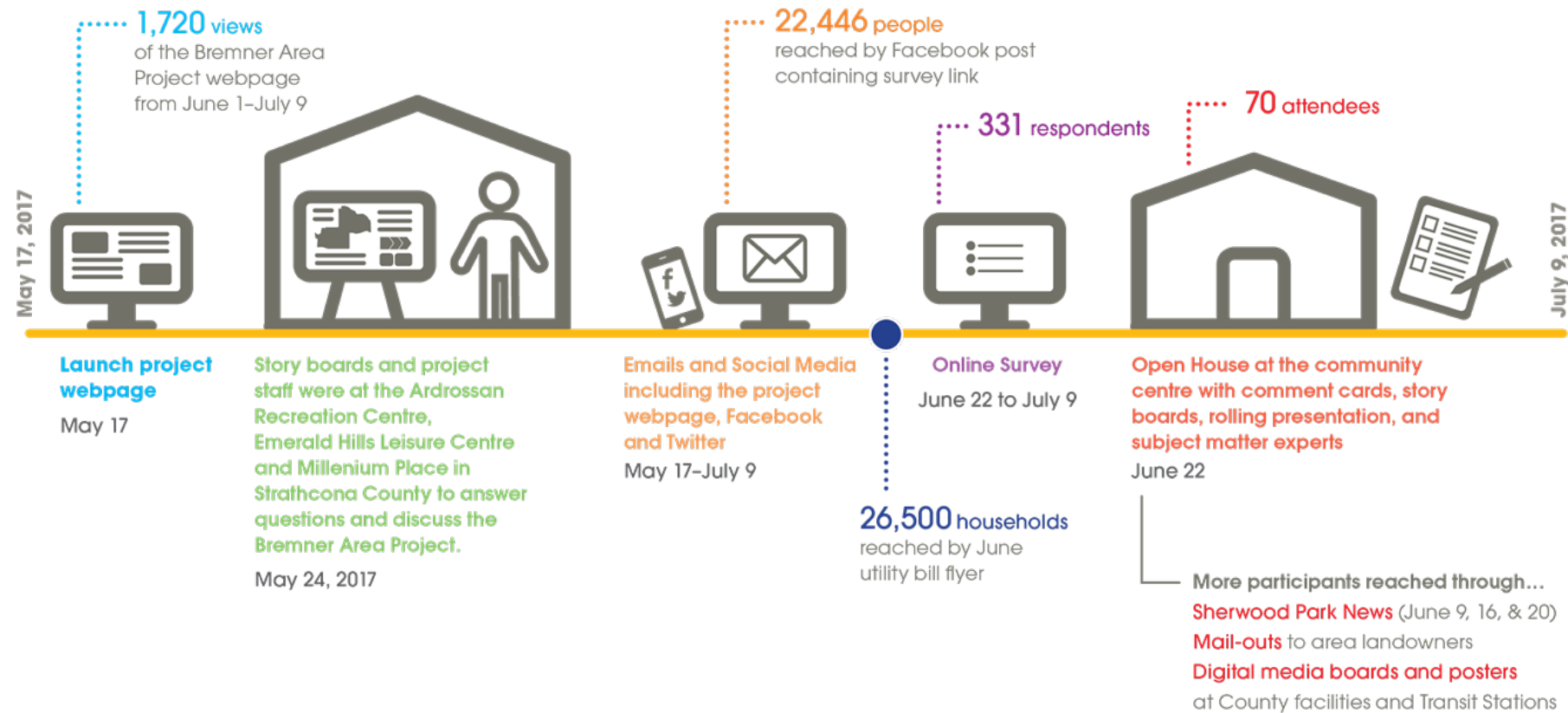
# Bremner Area Project

## Financial Viability Analysis

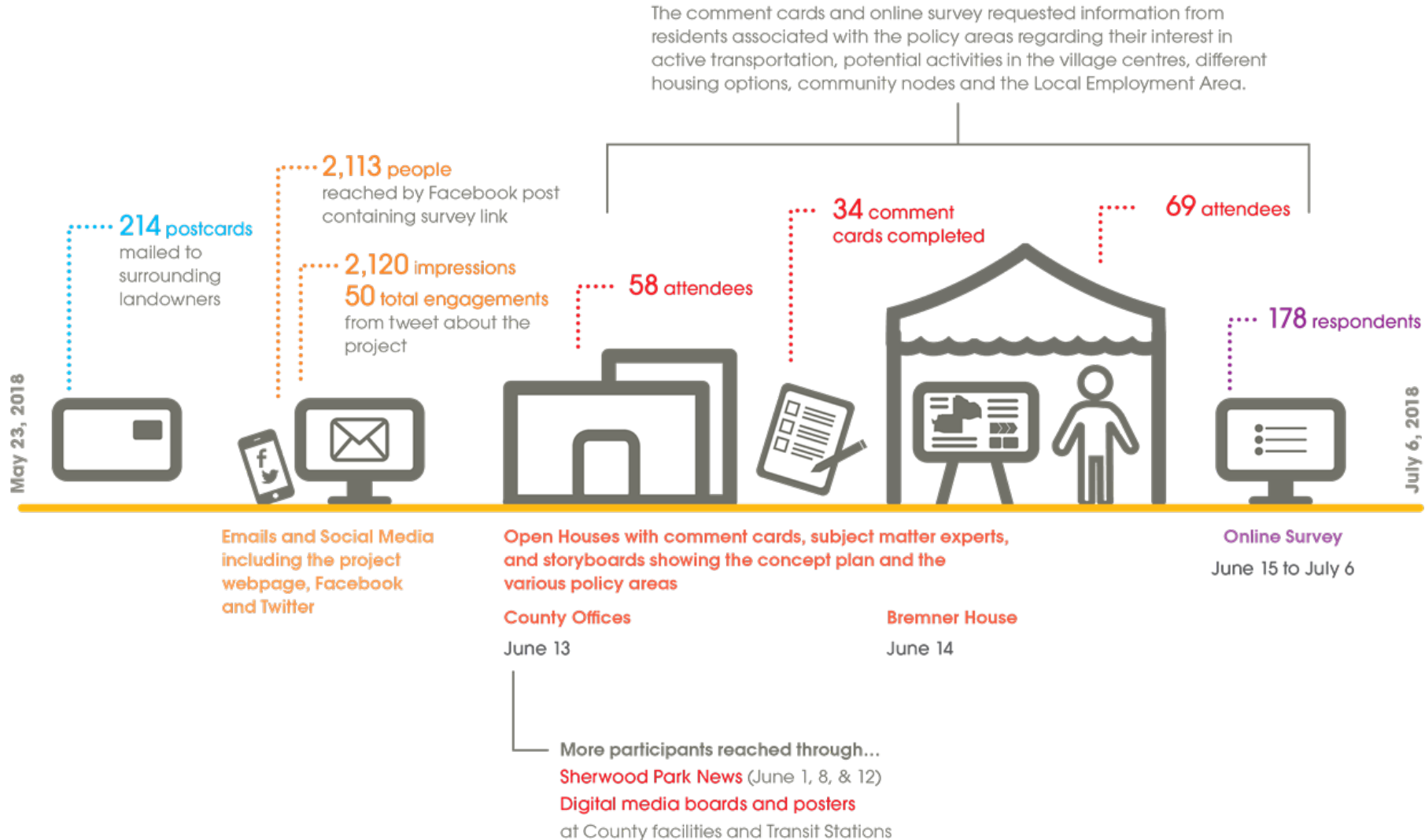
- The financial model has been set over a 75 year period. Projecting a timeline past the ultimate build-out of Bremner provides a better understanding of lifecycle costs regarding infrastructure renewal and replacement as infrastructure is built over time, as opposed to just the capital costs.
- For example, after a road is built , it will age and may need upgrades in the future. This needs to be understood for roads built in year one as well as year 39.
- If debt is incurred for a capital cost such as a recreation centre, this would be paid back over a 25 year term, which is current County practice. For example, debt was incurred to pay for a portion of the Emerald Hills Leisure Centre as well as the Community Centre, and will be paid back over 25 year terms.



## Phase 1 Public Engagement



# Phase 2 Public Engagement





# Phase 3 Public Engagement

Through Phase 3 of the project we have completed the following engagement, with the data and outcomes currently being collected and consolidated:

- Newsletter
- Open House #4
  - 74 Attendees
- Online Survey & Website Update
- Social Media outreach

# Next Steps

## Bremner Area Project Phases

### Phase 1

Spring 2017

- Background research
- Confirm vision and principles
- Public Open House #1

### Phase 2

Summer 2017 -  
Fall 2018

- Prepare drafts of Area Concept Plan and technical documents
- Public Open House #2

### Phase 3

Winter 2018 -  
Spring 2019

- Finalize Drafts
- Public Open House #3
- Present Draft to Council

**WE ARE HERE!**

# Next Steps

## Upcoming

- Financial Viability Analysis available on the Bremner Area Project page website  
April 10, 2019
- Priorities Committee Meeting: April 16, 2019
  - To present the Financial Viability Analysis, final reports and final survey results.
- Priorities Committee Meeting: May 14, 2019
  - To have additional discussions as needed
- Public Hearing and 1<sup>st</sup> Reading: May 21, 2019
- If given 1<sup>st</sup> reading, will then be submitted to Edmonton Metropolitan Region Board



# Thank you!

## Bremner

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