

**Potential Campbelltown Heights, Wye Road Gardens and Ordze Park Area  
Redevelopment Plan (Ward 3)****Report Purpose**

To provide, for Council's consideration, a report that outlines the process, timeline and costs associated with preparing an Area Redevelopment Plan (ARP) for Campbelltown Heights, Wye Road Gardens and Ordze Park neighbourhoods.

**Recommendation**

None

**Our Prioritized Strategic Goals**

Goal 1 - Build strong communities to support the diverse needs of residents

Goal 2 - Manage, invest and plan for sustainable municipal infrastructure

Goal 7 - Provide opportunities for public engagement and communication

**Report****Process and timelines**

An ARP is a statutory plan that provides guidance to landowners who decide to redevelop their properties in the future. An ARP generally outlines acceptable uses, forms and densities of development in different areas and the infrastructure required to facilitate such development.

Participation and involvement from several County departments for the new ARP project would be required, including but not limited to, Planning and Development Services (PDS) Transportation Planning and Engineering (TPE) and Utilities.

A draft example of the process for this potential ARP project is outlined in Enclosure 4

**Request for Proposal (RFP) (three months)**

Administration would draft a RFP which would outline a generalized scope of work, timeline for the project and evaluation criteria for the proposals. The RFP would be posted publicly for four to six weeks to allow time for proponents to complete project proposals and ask question to administration regarding the RFP. After closing, administration would review the project proposals based on the evaluation criteria and select a successful consultant. The successful consultant would enter into a contract with the County for the scope of work based on the RFP and their project proposal.

**Drafting the ARP (24 months)**

Enclosure 4 provides a general example of potential project phases for the creation of the new ARP and public engagement for the project. An actual project plan and Public Engagement Plan (PEP) would be created with the successful consultant for the project. Enclosure 4 generally outlines five phases beginning with background and preliminary technical work, then plan drafting, producing draft documents for circulation, and finalizing the draft documents for Council to hold a public hearing and consider first reading.

**Edmonton Metropolitan Region Board (EMRB) and Final Approval (two months)**

Prior to Council considering second and third readings of the new ARP, the new ARP and Municipal Development Plan (MDP) amendments would need to be referred through the Regional Evaluation Framework (REF) to the EMRB for approval. Once received, it can take

up to 25 working days to obtain EMRB administrative approval. In addition, there is another 28 calendar day appeal period. Provided that the REF approval is received and there is no appeal, it would take approximately two months to obtain EMRB approval and bring the new ARP back to Council for second and third readings.

Total timeline:        3 months –    RFP  
                              24 months – Drafting the ARP  
                              2 months –    EMRB and Final Approval  
                              29 months

### **Project costs**

#### **Drafting of the ARP and public engagement**

**Cost estimate: \$200,000**

These costs would generally include creation of a PEP, conducting public, landowner and stakeholder engagement meetings, drafting the new ARP and land use concept, communication materials, technical meeting expenses, project management expenses and ancillary expenses.

Creation of a new ARP would require a PEP. The PEP would detail engagement and communication objectives for the project and how consultation with landowners, stakeholders and the general public would be conducted to create the new ARP and land use concept. This could include engagement such as visioning sessions, design charrettes or workshops, open houses, and stakeholder roundtables. Communication items could include project identity and webpage content, advertising, online engagement, SCOOP, project newsletters, postcards, mailouts and engagement summaries.

Extensive consultation would be required with the community to determine the overall vision and future land use for the area. Landowners may have differing perspectives regarding future opportunities for urban-level development and consideration of existing country-residential lifestyles. Numerous iterations of land use concepts, design and document drafting may be required with workshops and open houses to attempt to generate an overall consensus for future land use in the area.

#### **Utilities Master Plan**

**Cost estimate: \$200,000**

A generalized land use concept and projected population would be required prior to drafting a Utilities Master Plan and determining requirements for servicing in the area. A Utilities Master Plan would require hydraulic modeling and hydraulic network analysis for water, wastewater and stormwater servicing within the area. The plan would need to identify potential offsite upgrades and potential existing system deficiencies due to the proposed redevelopment plan. Multiple scenario analyses would be needed to determine the system upgrades and/or replacement requirements. Various system upgrade options and staging plans would need to be provided. Review of existing utility information and completion of field verification may be required to fill in gaps.

The report would need to outline staging for new water, wastewater and stormwater servicing, as well as system upgrades based on projected population and associated triggers. It would need to outline high-level cost estimates associated with new utilities infrastructure and upgrades to existing utilities infrastructure based on the staging and ultimate scenarios. The report should identify any subsequent utilities infrastructure studies needed as a result of the proposed future land use for the area.

### **Transportation Plan/Transportation Impact Assessment (TIA)**

**Cost estimate: \$150,000**

A Transportation Plan and TIA would require the review of background information that affects the transportation network in the new ARP area, such as the existing roadway network within and adjacent to the site, transit services and major pedestrian/cycling facilities. Based on the generalized land use concept, transportation modeling would be needed to identify a conceptual street network, road network upgrades, active transportation routes and transit connections. The transportation analysis would include safe-system transportation design including multimodal connectivity within the neighborhood and surrounding area.

A generalized land use concept and projected population would be required prior to determining future road networks, traffic generation and requirements for road upgrades in the area. Depending on the lands use concept, there would be potential downstream impacts to existing road networks.

The report would need to outline transportation staging and road upgrades based on projected population and traffic generation triggers. It would need to outline high-level cost estimates associated with new transportation infrastructure and upgrades to existing transportation infrastructure based on the staging and ultimate scenarios. The report should identify any subsequent transportation studies needed as a result of the proposed future land use for the area.

### **Biophysical Assessment**

**Cost estimate: in-house**

Administration is able to complete a Biophysical Assessment for the area.

### **Total Costs**

Total costs -	\$200,000 -	ARP and Public Engagement
	\$200,000 -	Utilities Master Plan
	<u>\$150,000 -</u>	<u>Transportation Plan/TIA</u>
	\$550,000	

**Additional Considerations****Impacts on existing roadways and utilities infrastructure**

When dealing with redevelopment areas, consideration must be given to the impact on existing infrastructure within and surrounding the subject area as well as potential downstream impacts. As the future land use concept is created, background analysis is conducted, and the impacts to the systems are highlighted, additional work is often identified. Some of this work may be completed as part of the project, but may require a scope change and additional budget, others are larger projects that would need to be completed at a later date.

The following items have currently been flagged as potential future impacts to transportation, depending on the new ARP land use concept:

1. For Range Road 233, detailed roadway designs are substantially complete from Balmoral to Ash Street. The next phase of the project is land acquisition and then construction, which will both be proposed within the next capital budget. The design was based on recommendations from the previous Range Road 233 Functional Planning Study. If the land uses as a result of the ARP change to commercial or intensify from the current country residential use, this could impact the future for Range Road 233. Changes to any of the guiding documents on which the detailed design was based would precipitate the need to review the drawings for potential revisions. Access requirements and traffic growth have the potential to have major impact on the design and land requirements.
2. Depending on the land use concept, this could have a significant impact on existing road networks within and surrounding the area including roads within the South of Wye Road ARP area. Updates to existing area functional planning studies will be required.

The following items have currently been flagged as potential future impacts to utilities, depending on the new ARP land use concept:

1. There is existing utilities infrastructure within the area. For Ordze Park, some properties have rural (trickle fill) water servicing from a 300 mm full-pressure watermain along Ordze Crescent and rural (Sewage Tank Effluent Pumping- STEP) sewer servicing connecting to a 300 - 375 mm wastewater gravity main along Ordze Crescent. Campbelltown Heights contains full-pressure water servicing from 150 - 300 mm watermains with no fire protection and Rural STEP sewer servicing through small-diameter low-pressure wastewater mains (including a small municipal lift station). Wye Road Gardens does not have piped water or wastewater servicing; however, Utilities is currently in discussions with some landowners regarding a potential Local Improvement Levy for rural (trickle fill) water servicing and rural STEP sewer servicing. Depending on land use design and density, if urban level development is desired in the area, then urban level service will be required. This may require modified standards, but existing infrastructure would likely be replaced with urban level infrastructure.
2. There is an existing local improvement tax for all lands that directly benefit from the Campbelltown Heights local improvement project. The annual levy is charged to 25

parcels for a total of 25 years. Bylaw 48-2011 came into affect in 2011. If this exiting infrastructure is replaced or upgraded with urban level infrastructure, the levy amount would still be owing for infrastructure built as part of the local improvement. This should be considered with respect to the current conversation regarding a local improvement for Wye Road Gardens.

3. The Utilities Master Plan would have to review impacts on the existing TUC wastewater trunk system and its capacity. Options for wet weather storage or a superpipe may be needed for redevelopment in the area.
4. Stormwater management within the area was not considered for the existing density. The South of Wye Road ARP area also currently has deficiencies with respect to stormwater management; therefore, regional stormwater management would be required if urban level development is contemplated for the area.

### **Funding development and upgrades**

A new ARP project will identify upgrade requirements to existing infrastructure and the need for new infrastructure. In order for future redevelopment to proceed, consideration must be given to how this infrastructure will be funded and land will be assembled. It may be difficult for development to pay for itself in this area, and for the new ARP land use concept to be achieved, given that a developer may need to assemble a large number of expensive properties. The assembly of parcels in the area by a developer may be difficult and not cost effective.

### **Planning documents and process**

Amendments to the MDP and the Country Residential Area Concept Plan would be required for the new ARP. Amendments would include adding any areas planned for urban-level development to the Urban Service Area and removing them from the Country Residential Policy Area, as well as any related text amendments.

For this project, consideration should be given to the existing South of Wye Road ARP. This ARP was first adopted in 1986. As shown on the Enclosure 3 location map, the South of Wye Road ARP includes Lot 33, Plan 228NY (Part of Ordze Park) as well as Lots 52, 53, and 54, Block 3, Plan 8822222 (part of Wye Road Gardens). An amendment was made to the South of Wye Road ARP in 2013 regarding Lot 33, Plan 228NY.

As identified previously, it is likely that a review of the impacts to infrastructure within the South of Wye Road ARP area would be required. Given the age of the existing ARP, consideration should be given to incorporating an update to the South of Wye Road ARP as part of this new ARP project.

If the South of Wye Road ARP is not included as part of this project, then Lot 33, Plan 228NY (Part of Ordze Park) as well as Lots 52, 53, and 54 Blk 3 Plan 8822222 (part of Wye Road Gardens) would be excluded from the new ARP area, as they would remain part of the existing South of Wye Road ARP.

There is currently an existing amendment application to the Salisbury Village Area Structure Plan (ASP) to include Lot 16, Plan 6428KS as part of the Salisbury Village ASP area. If that amendment is approved by Council, Lot 16 would be excluded from the new ARP area.

As previously indicated, extensive consultation would be required with the community for this project to determine the overall vision and future land use. There could be impacts to timelines and to budgets in attempting to generate an overall consensus for future lands use in the area.

**Council and Committee History**

October 29, 2019 Council directed THAT administration provide a report, for Council's consideration at the November 19, 2019 meeting, on the process, timeline and costs associated with preparing an Area Redevelopment Plan (ARP) for Campbelltown Heights (including all lands south of Campbelltown Heights and north of Sherwood Golf and Country Club Estates), Wye Road Gardens and Ordze Park neighborhoods.

**Other Impacts**

**Policy:** Municipal Development Plan polices regarding the Urban Service Area

**Legislative/Legal:** The *Municipal Government Act* provides that Council may, by bylaw, adopt an Area Redevelopment Plan

**Interdepartmental:** Participation and involvement from several county departments for the new ARP project would be required, including but not limited to, Planning and Development Services (PDS) Transportation Planning and Engineering (TPE) and Utilities.

**Master Plan/Framework:** Municipal Development Plan Bylaw 20-2017, Country Residential Area Concept Plan Bylaw 58-2011, Functional Planning Studies

**Enclosures**

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|---|--------------------|
| 1 | Urban location map |
| 2 | Air photo map      |
| 3 | Location map       |
| 4 | Process diagram    |