Work Plan Outline: Land Use Plan +5 Year Review

Capital Region Board
Land Use Committee

August 8, 2012

Existing policy and direction
Existing policy in the Land Use Plan (March 2009) directs that a review of the Plan be conducted every five years. Section 3.3(c)(iv) states:

As part of the implementation of the Plan, the CRB, with the assistance and support of the CRB Administration, will:

c) Establish processes for the ongoing administration of the Land Use Plan by the CRB through the Land Use Committee:

iv. Complete a comprehensive review of the Plan, including public consultation, at least every five years.

In addition, at the February 16, 2012 Capital Region Board meeting the following motion was passed:

That the Capital Region Board direct the Land Use Committee, Planning Advisory Group (PAG) and CRB Administration to develop a more detailed process for administering the 5-year update to the Land Use Plan, in accordance with the Land Use Plan, Section 3.4 Capital Region Land Use Plan Amendment Process.

In response, CRB Administration retained ISL Engineering and Land Services Ltd. to develop a work plan outline for the five year review which includes a list and description of tasks, estimated task budgets and schedule.

List of Tasks:
In consultation with the CRB Administration, the Planning Advisory Group (PAG) and Land Use Committee (LUC), ISL developed a list of tasks to be conducted as part of the +5 Year Review of the Capital Region Land Use Plan. They include:

- Regional Energy Corridors Study ***
  - Oil and gas pipelines
  - Power lines
- Gaps Analysis (Principles, Policies, Mapping and Glossary)
- Agricultural Land
- Growth Plan Implementation Strategy
- Regional Buffer Areas
- Regional Transportation, Water and Wastewater Infrastructure
  - Transportation includes Roads, Transit and Rail
- Regional Power Infrastructure*
- Regional Corridors (those that are currently within the LUP) **
- Regional Infrastructure Corridors ***
  - Roads
  - Transit
  - Rail
  - Water
  - Wastewater
- Regional Recreation Corridors ***
  - River valley/waterways
  - Trans Canada Trail
  - Trail linkages and off-highway vehicles
- Growth Areas and Density Targets
  - Growth Areas includes PGA, CCRAs and Outside Areas
- IRTMP Implementation
  - Review priorities
  - Integrate with LUP
  - Cost estimation of priorities
  - Heavy Haul, Long Load and Rail/Intermodal policy
- Analyze Recent Growth (Regional Land Supply and Development Footprint)

Notes:
* Referred to as “Regional Power Infrastructure” in the December 2009 Addendum, it is recommended to PAG that this be rebranded as “Regional Power Corridors” in the LUP Review Project due to provincial responsibility and the lack of municipal and regional authority over power infrastructure decisions.

** “Regional Corridors” are included as they are presently identified in the LUP, December 2009 Addendum. These currently include: multi-use (transportation utility corridor), recreation (North Saskatchewan River valley and Trans Canada Trail), waterway (significant rivers and creeks) and Heartland pipeline corridors. This is included as a task to distinguish existing corridors content from the more detailed content that would be generated through the proposed new corridor tasks (energy, infrastructure and recreation).

*** Assumes prerequisite “Terms of Reference” tasks for each of the three different corridor studies.

Some tasks overlap, and others are independent. Further, some tasks are subject to a critical path and are prerequisites for certain subsequent tasks (e.g. Regional Land Supply must be completed before refining PGAs, CCRAs and growth outside PGAs and CCRAs, and the IRTMP Implementation cost estimation for priorities is dependent on the above refinements and density target refinements).

**Task Backgrounders**
A short backgrounder has been prepared for each of the key tasks of the +5 Year Review and are included in Appendix A. The intent of the backgrounder is to describe the task and its current or potential role in the Capital Region Land Use Plan. As well, the backgrounder is intended to be part of the package of information needed by LUC and the CRB Administration to evaluate and determine the tasks that will be completed as part of the +5 Year Review of the Capital Region Land Use Plan. Backgrounder are not included for the Targeted Stakeholder Consultation (Phase D) or Finalize Land Use Plan Update (Phase E) as the outcomes of these activities are not expected to produce independent content or policy to be included in the Land Use Plan.

**PAG Prioritization Exercise**
At the June 18, 2012 PAG meeting, PAG underwent a task prioritization exercise to rank the list of tasks associated with the +5 Year Review of the Land Use Plan. The purpose of the exercise was to prioritize the tasks while considering the technical merit of each task with respect to:

- Current Policy in the existing Land Use Plan or absence of it
- Consideration of policy implications and need in terms of:
  - role it plays in current Land Use Plan
  - how it influences growth
  - why it needs to be completed under the +5 Year Review
  - role it plays in the Regional Evaluation Framework
- Information needs and inputs from:
  - other key tasks or
  - other sources (e.g., updated population and employment forecasts)

The results of PAG’s exercise was shared as information and discussed at the June 28, 2012 Land Use Committee (LUC) meeting. It is expected that the results of the exercise will be considered as information as tasks are deliberated to be included in the +5 Year Review of the Land Use Plan.

**Task Budgets and Timelines**
Estimated budgets are presented as part of this work plan outline (attached) and are provided for each task by each business plan year. The estimated budgets will be considered as tasks are deliberated to be included in the +5 Year Review of the Land Use Plan.

**Targeted Consultation**
As per Section 3.3 of the Land Use Plan (March 2009), the +5 Year Review will include a consultation component. Targeted stakeholders will be consulted on specific tasks or as issues emerge while work is being completed. In Phase D of the +5 Year Review specific external stakeholder groups will be presented the draft outcomes for feedback. In addition, it is expected that member municipalities will participate in an online survey to provide public input derived from local planning processes that may be relevant to the key tasks at a regional level. Below is a targeted list of the stakeholders that may be consulted as part of +5 Year Review of the Land Use Plan:

- CRB committees (in addition to PAG and LUC)
- Provincial departments and agencies (e.g. Municipal Affairs, Alberta Transportation, Alberta Environment and Sustainable Resource Development, Alberta Energy) and Federal departments and agencies as needed
- External stakeholder groups (e.g. UDI, EIA, AIHA, Port Alberta, North Sask. Watershed Alliance, ACRWC, Water Commissions, EPCOR)
- Other entities doing work in the Capital Region (e.g. Enbridge, targeted industrial and commercial sector representatives, residential homebuilder representatives)
- Member municipalities via online survey

**Finalize Land Use Plan Update**
Based on the results of the targeted consultations, and the 2014 Population and Employment Forecasts, the outcomes of the tasks will be finalized to include new information or changes.

The consolidation of the outcomes of the tasks associated with the +5 Year Review of the Land Use Plan as well as the March 2009 Land Use Plan and October 2009 and December 2009 Addenda are not described as a separate activity associated with the +5 Year Land Use Plan Review process.

**Attachments**
- Land Use Plan +5 Year Review: Estimated Work Plan Budget by Task and Year
- Land Use Plan +5 Year Review Draft Schedule
## Land Use Plan +5 Year Review: Estimated Work Plan Budget by Task and Year

<table>
<thead>
<tr>
<th>Phase</th>
<th>Task</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
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<td>A 1</td>
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Estimated budget:
- includes technical work, meetings (PAG, LUC and CRB), mapping and expenses
- does not include GST
- is based on draft work plan schedule
- assumes cost escalation of 5% per year
- assumes 26 monthly PAG meetings from January 2013 to February 2015 inclusive
- assumes 10 LUC meetings and 10 CRB meetings during the project to coincide with milestone months presented on draft work plan schedule

**v.2, September 5, 2012**
### Phases and Tasks

<table>
<thead>
<tr>
<th>Phase</th>
<th>Tasks</th>
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</thead>
</table>
| **Phase A: Initiate** | 1) Regional Energy Corridors Study  
2) Gaps Analysis (Principles, Policies, Mapping and Glossary)  
3) Agricultural Land |
| **Phase B: Refine** | 4) Growth Plan Implementation Strategy (Review and Refine Throughout)  
5) Regional Buffer Areas (Review and Refine)  
6) Regional Transportation, Water and Wastewater Infrastructure (Review and Refine)  
7) Regional Power Corridors (Review and Refine)  
8) Regional Corridors (Review and Refine)  
9) Regional Infrastructure Corridors (Terms of Reference and Study)  
10) Regional Recreation Corridors (Terms of Reference and Study)  
11) Growth Areas and Density Targets (Review and Refine)  
12) IRTMP Implementation (Review, Integrate and Cost Estimate) |
| **Phase C: Analyze** | 13) Analyze Recent Growth (Land Supply and Development Footprint) |
| **Phase D: Consult** | 14) Targeted Consultation |
| **Phase E: Finalize** | 15) Finalize Land Use Plan Update (Principles, Policies and Mapping) |

#### Draft Version 5 - August 7, 2012
Appendix A

Key Task Backgrounders
1.0 Background

Developing the Terms of Reference for Energy Corridors is included in the Land Use Committee’s Business Plan for 2012. The completion of the Energy Corridors Study is included in the 2013 Business Plan.

Energy Corridors are not defined in the Growth Plan, and will have to be as part of developing the Terms of Reference. For the prioritization of this Task, Energy Corridors are considered to include oil and gas pipelines, and power lines. It is not assumed that they will occupy the same right-of-way.

As a Business Plan item Energy Corridors were identified by LUC as needing study in the context of the Capital Region in order to support economic development in the Region, recognizing that facilities within these corridors will connect to sources and facilities outside the Region. Further there is a need to gain understanding of industry requirements in the Region and the impacts of pipelines and electricity transmission on the long term planning and development of land in the Region; in particular, Priority Growth Areas.

Although no definition exists for Energy Corridors, there are definitions in the Growth Plan and its addenda that do provide context for this discussion. Relevant information from the Land Use Plan and Addenda with respect to Regional Infrastructure Corridors and Heartland Pipeline Corridors are provided below. For discussion purposes the Pipelines Act defines Pipelines as: “a pipe used to convey a substance or combination of substances, including installations associated with the pipe, but does not include:

(i) a pipe used to convey water other than water used in connection with
   (A) a facility, scheme or other matter authorized under the Oil and Gas Conservation Act or the Oil Sands Conservation Act, or
   (B) a coal processing plant or other matter authorized under the Coal Conservation Act,

(ii) a pipe used to convey gas, if the pipe is operated at a maximum pressure of 700 kilopascals or less, and is not used to convey gas in connection with a facility, scheme or other matter authorized under the Oil and Gas Conservation Act or the Oil Sands Conservation Act, or

(iii) a pipe used to convey sewage.
1.1 Current Policy:

Regional Corridors and Infrastructure (December 2009)

- Regional Corridors and infrastructure are graphically represented in Figure 3: Regional Power Infrastructure (existing power infrastructure for 138 kv and up); and Figure 4: Regional Corridors (includes Multi-use, Recreation, Waterway and Heartland Pipeline Corridors) in the December 2009 Addendum.

- Member municipalities are to facilitate the integration of identified Regional Corridors and infrastructure into common corridors wherever possible, through policy or graphic representation in municipal statutory plans, and amendments thereto, in order to protect these lands for their intended purpose.

- In his letter to the Capital Region Board in June 2009, the Minister of Municipal Affairs directed the Board to include graphic representation of infrastructure, and utility corridors in the December 2009 Addendum to the Growth Plan.

- Regional Infrastructure is defined in the March 2009 Land Use Plan, but was amended in the December 2009 Addendum. It is defined as: Infrastructure developed by the federal government, Province, municipality and/or regional service and provincial commissions to provide service to citizens and businesses, and to support the function of a regional economy (e.g. major interchanges, post-secondary institutions, hospitals, bridges, highways, extension of light rail transit, regional water and/or sewer systems, power systems etc.).

- Heartland Pipeline Corridor is defined in the December 2009 Addendum as: Regionally significant corridors that are identified and protected as conceptual locations of multiple new energy sectors’ inter-connecting and intra-connecting pipelines necessary in conveying product to processors and to the market in Alberta’s Industrial Heartland. These corridors function to minimize risk, land fragmentation and the impact on the environment.

2.0 Policy Implications and Need

What role it plays in the current Land Use Plan

Energy Corridors

Energy Corridors has no role in the current Land Use Plan.

How it influences growth in the Capital Region

- Support economic development.
- Long term development of land.

Why it needs to be completed as part of the five year review of the Land Use Plan

- To coordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and healthy environment.
- The Capital Region Board Regulation states that in preparing a proposed Capital Region Growth Plan, the Capital Region Board may also have regard to any matter relating to the physical, social or economic development of the Capital Region.
What its role is in the REF

• Energy Corridors do not have a direct role in REF, but Regional Corridors are evaluated as part of Section 11 of the Capital Region Board Regulation.

3.0 Input needs

<table>
<thead>
<tr>
<th>Data required:</th>
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<tbody>
<tr>
<td>• Information from the energy industry sector on existing facilities and planned new facilities (pipelines and transmission lines)</td>
</tr>
<tr>
<td>• Data from the regulators (e.g. ERCB, AUB) with respect to existing corridors</td>
</tr>
<tr>
<td>• Data on the risks associated with facilities within Energy Corridors</td>
</tr>
</tbody>
</table>
Task Background: Gaps Analysis (Principles, Policies, Mapping and Glossary)

- Review and Refine
  ✓ New

1.0 Background
The intent of the Gaps Analysis Task would be to give the Capital Region Board, the Land Use Committee and the Planning Advisory Group an opportunity to review the contents of the Land Use Plan and identify any Principle, Policy, Map or term in the Glossary that needs to be reviewed as part of Plan review.

The future state of the Capital Region is expressed in the Growth Plan, and which respect to growth, in the Land Use Plan. The March 2009 Land Use Plan and the October and December 2009 Addenda establish the policies to achieve the desired future state. As part of the Land Use Plan’s 5 Year Review, the Gaps Analysis provides an opportunity to determine if there are new policies that need to be considered, or existing policies that do not reflect the current state of the Region and will impede the Board’s ability to fulfil its goals.

Current conditions may not reflect what the conditions were when the March 2009 and the Addenda were being completed, and therefore warrant investigation at this point in time.

1.1 Current Policy:
There is no policy or regulation in the Land Use Plan, its Addenda or the Board Regulation with respect to conducting a Gaps Analysis of the current Land Use Plan.

2.0 Policy Implications and Need
What role it plays in the current Land Use Plan

• The Gaps Analysis has no role in the current Land Use Plan.

How it influences growth in the Capital Region

• The Gaps Analysis will identify the principles and policies that need to be reviewed or introduced so that the Capital Region can continue to make steps towards meeting its long term goals.

Why it needs to be completed as part of the five year review of the Land Use Plan

• The five year review is the appropriate time for the Board, Land Use Committee and the Planning Advisory Group to identify gaps in the current Land Use Plan.

What its role is in the REF

• The Gaps Analysis has no role in the REF process.
3.0 Input needs

<table>
<thead>
<tr>
<th>Data required:</th>
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</thead>
<tbody>
<tr>
<td>• Technical and policy review of the current Land Use Plan and its Addenda to identify the policy gaps or areas that require review.</td>
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</table>
Task Background: Agricultural Land

- Review and Refine
- New

1.0 Background
The March 2009 Land Use Plan establishes the importance of agricultural land in the Capital Region. This includes food production, aesthetics, air quality and wildlife habitat. The Land Use Plan also recognizes that further collaboration on implementing agricultural land policies is required. Agricultural land is a non-renewable resource, and as development occurs, agricultural land is removed from production.

Capital Region Board Regulation
The Capital Region Board Regulation establishes the necessary contents of the Capital Region Growth Plan. The Regulation states that the Growth Plan must contain a comprehensive, integrated regional land use plan for the Capital Region that includes the identification of agricultural lands.

Further, the Regulation states that the Growth Plan may also have regard to any matter relating to the physical, social or economic development of the Capital Region.

1.1 Current Policy:

Preserve Agricultural Land (March 2009 Land Use Plan)
The March 2009 Land Use Plan identifies, through a Map, lands that have been designated as Agricultural in the existing Municipal Development Plans of CRB member municipalities. The March 2009 Plan also contains the following policy:

In accordance with the final Provincial Land Use Framework (i.e. the North Saskatchewan Regional Plan), and through a process involving consultation with CRB municipalities and consideration of the full policies of the CRB land use plan and Growth Plan, a revised map will be prepared to identify agricultural lands which will need to be preserved from future fragmentation and conversion to other uses.

In the absence of the North Saskatchewan Regional Plan, the Board has the option to be proactive and determine a policy framework for the preservation and conservation of agricultural land in the Capital Region.

2.0 Policy Implications and Need
What role it plays in the current Land Use Plan
Preserve Agricultural Lands (March 2009)
- The March 2009 Land Use Plan includes a map that includes all lands of member municipalities that have been designated for agricultural land uses in their respective Municipal Development Plans.
- The Land Use Plan contains no specific policies to implement the Principle to Preserve Agricultural Lands.
How it influences growth in the Capital Region
  • In the absence of policy, agricultural land does not influence growth in the Capital Region.

Why it needs to be completed as part of the five year review of the Land Use Plan
  • The five year review of the Land Use Plan will update Map 1 of the March 2009 Plan to reflect changes in the designation of agricultural land by member municipalities in their respective Municipal Development Plans.

What its role is in the REF
  • Agricultural land has no direct role in the Regional Evaluation Framework either through the triggers for an evaluation, or the evaluation criteria.

3.0 Input needs

<table>
<thead>
<tr>
<th>Data required:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Data from member municipalities indicating which lands are designated for agricultural land uses in their respective Municipal Development Plans.</td>
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</tbody>
</table>
Task Background: Growth Plan Implementation Strategy

Review and Refine

New

1.0 Background

1.1 Current Policy:

**Implementation Strategy (Section 3 in Land Use Plan, Appendix 2 of Growth Plan, March 2009)**

Section 3 in the Land Use Plan of the Capital Region Growth Plan outlines the components needed to accomplish implementation of the Plan, to monitor change in the Capital Region, and evaluate progress toward meeting the Plan’s goals. Section 3 specifically identifies the requirement for the five year comprehensive review of the Plan as well as reporting requirements for member municipalities and CRB to inform annual reports, and updates of the Plan.

The Capital Region Board Regulation, O.C. 66/2010 approved March 15, 2010 in Section 12 (1) (a) (iii) (vi) established the requirement that a proposed Capital Region Growth Plan must contain specific actions to be taken by participating municipalities to implement the Land Use Plan. Section 3 Implementation Strategy was prepared as part of the Capital Region Land Use Plan, Appendix 2, in March 2009.

2.0 Policy Implications and Need

**What role it plays in the current Land Use Plan**

*March 2009 Land Use Plan, Appendix 2*

- The reporting requirements set out in the Implementation Strategy for member municipalities have not been acted on, and CRB have not reviewed cumulative impacts of growth in the Region. This has resulted in gaps in the implementation of the Plan. The Implementation Strategy needs to be revised and agreed to by Capital Region municipalities in order to fill information gaps and facilitate implementation and updates of the Plan.

**How it influences growth in the Capital Region**

- The Implementation Strategy does not directly influence growth in the Capital Region. It establishes the requirements for processes and procedures for monitoring, evaluating and reporting on growth in the Region over time.

**Why it needs to be completed as part of the five year review of the Land Use Plan**

- The Implementation Strategy needs to be revised and agreed to by Capital Region municipalities in order to fill information gaps in the implementation of the Plan, and ensure that CRB and member municipalities are meeting the Principles and Policies of the Plan.

**What its role is in the REF**

- The Implementation Strategy has no role in REF.
3.0 Input needs

<table>
<thead>
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<tbody>
<tr>
<td>• Capital Region Growth Plan Monitoring and Reporting Guidebook, October 2011</td>
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<tr>
<td>• A process and specification of the necessary content to be provided in Annual Evaluation Reports</td>
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<td>• Annual Evaluation Reports on annual change submitted by Member Municipalities</td>
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<td>• Annual Reports prepared by CRB Administration for the CRB on annual changes and cumulative impacts</td>
</tr>
<tr>
<td>• Outputs from ‘Analyze Recent Growth’ Task in the proposed Land Use Plan 5+ Year Review Process</td>
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Task Background: Regional Buffer Areas

✔ Review and Refine
□ New

1.0 Background

The March 2009 Land Use Plan establishes the overarching Principle and Policies for Regional Buffer Areas. This policy framework is expanded, as directed by the Minister of Municipal Affairs, in the October 2009 Addendum to the Land Use Plan and also includes a graphic illustration of Regional Buffer Areas.

1.1 Current Policy:

Minimize the Impact of Heavy Industrial Developments (March 2009 Land Use Plan)

The March 2009 Land Use Plan includes two Policies under Principle E, Minimize the Impact of Heavy Industrial Developments, and they state:
(i) Require appropriate risk management practice in approving heavy industrial development or other development in proximity to heavy industrial areas.
(ii) Promote eco-industrial principles in the development of heavy industrial areas.

Regional Buffer Areas (October 2009 Addendum)

The October 2009 Addendum establishes policies for a common Regional approach for buffer areas, and for assessing and mitigating risks, particularly relating to heavy industrial land uses. The Addendum defines and provides related policies for three specific types of Regional Buffer Areas: safety and risk management; compatibility; and conservation. Policies also include direction for updates through the review of the Land Use Plan.

2.0 Policy Implications and Need

What role it plays in the current Land Use Plan

Minimize the Impact of Heavy Industrial Developments (March 2009)

- The policies provided in the March 2009 Land Use Plan provides the basis for risk management as associated with heavy industrial development by requiring appropriate risk management practices in approving associated land uses.

Regional Buffer Areas (October 2009)

- The work completed for the October 2009 Addendum defined three specific types of Regional Buffer Areas, safety and risk management; compatibility; and conservation, and established related policies for each.
- The Addendum also provides a graphic representation of three specific Regional Buffer Areas.
- The combination of the policies and graphic representation provides a common Regional Approach for Buffer Areas.
How it influences growth in the Capital Region

- Regional Buffer Areas influence growth by separating significant regional land uses from other land uses for the purposes of safety and risk management; compatibility, and conservation. Regional Buffer Areas ensure appropriate setbacks from significant regional land uses.

Why it needs to be completed as part of the five year review of the Land Use Plan

- Policies contained in the October 2009 Addendum direct that graphic representation of the safety and risk management; compatibility, and conservation buffers be amended through the review of the Land Use Plan to include any new development, expansion or identified land uses that would impact that application of the Regional Buffer Areas.

What its role is in the REF

- The creation of Heavy Industrial Uses is a first-level screening criteria that may trigger an evaluation of a statutory plan or plan amendment under the Regional Evaluation Framework. The creation of one or more lots for Heavy Industrial Use may require a risk management assessment in accordance with the policies contained within the October 2009 Addendum to the Land Use Plan.
- The addition of land uses that may alter, interrupt or interfere with conservation buffers is included as a second screen criterion within the Regional Evaluation Framework.
- REF Applications are evaluated in terms of their consistency with Regional Buffer Areas as they are graphically depicted in the October 2009 Addendum.

3.0 Input needs

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<tbody>
<tr>
<td>• Statutory Plan information from member municipalities with respect to new or planned development since 2009 that may amend the graphic depiction of safety and risk management; compatibility; or conservation Buffer Areas.</td>
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Task Background: Regional Infrastructure (Transportation, Water and Wastewater)

✓ Review and Refine
□ New

1.0 Background
In April 2008, the CRB Regulation required the identification of the development and location of infrastructure as a component of the Land Use Plan. In response, a definition and broad policy was developed.

Regional Infrastructure is defined as follows:
“Infrastructure developed by the federal government, Province, municipality, and/or regional service and provincial commissions to provide services to citizens and businesses, and to support the function of a regional economy (e.g. major interchanges, post-secondary institutions, hospitals, bridges, highways, extension of light rail transit, regional water and/or sewer systems, power systems) etc.”

The purpose of Regional Infrastructure policy in the Land Use Plan is to provide the framework for a consistent approach to identify and protect lands for Regional Infrastructure in the Capital Region. Regional Infrastructure includes Regional Transportation Infrastructure, Regional Water and Wastewater Infrastructure, and Regional Power Infrastructure. The task focuses on the review of Regional Transportation, Water and Wastewater Infrastructure. For Regional Power Infrastructure, see the Task Background for Regional Power Corridors.

Regional Infrastructure is included as a task in the Land Use Plan +5 Year Review to acknowledge the construction of new infrastructure since 2009, reflect revised and new future infrastructure alignments since 2009, and achieve consistency with reports approved by the Board since 2009 such as the 30 Year Transit Service Plan and the Integrated Regional Transportation Master Plan. This task will also inform the outcomes of the Regional Infrastructure Corridors task (see its own Task Background for more information).

1.1 Current Policy:

March 2009 Land Use Plan (LUP)
“Identify, Protect and Prioritize Lands for Regional Infrastructure” is a Land Use Principle under the Core Principle of “Minimize Regional Footprint”. It includes five associated policies. Refer to Subsection II.A. of the LUP.

Regional infrastructure is also a policy theme for the “Concentrate New Growth Within Priority Growth Areas” Land Use Principle under the Core Principle of “Minimize Regional Footprint”. Refer to Subsection II.B. of the LUP.

The Core Principles of “Increase Transportation Choice” and “Ensure Efficient Provision of Services” includes various Land Use Principles and associated policies relating to regional infrastructure. Refer to Subsections IV. and V. of the LUP.
April 2008: the CRB Regulation required identification of the development and location of infrastructure as a component of the Land Use Plan.

March 2009: the Land Use Plan (LUP) was submitted. It included Land Use Principles relating to regional infrastructure and associated policies with each. It did not identify the development and location of such, but identified this task as a next step, describing that open dialogue was necessary with infrastructure providers was necessary to, among other things, determine alignments for linear infrastructure.

June 2009: letter from Minister required graphic representation of the general location of infrastructure.

October 2009: the first Growth Plan Addendum was submitted. It included the identification of Priority Growth Areas informed by regional infrastructure themed and land use themed evaluation criteria.

December 2009: the second Growth Plan Addendum was submitted. It included:

- The identification of existing and future regional transportation infrastructure (railways, intermunicipal bus routes, LRT routes, regional roads/highways);
- The identification of existing and future regional water and wastewater infrastructure (regional water and wastewater lines);
A policy directing member municipalities to integrate the identified regional infrastructure (Section 3.4);

Policies providing infrastructure-related definitions, identifying, categorizing and graphically representing regional infrastructure, protecting regional infrastructure lands at the municipal level, updating the graphic representations upon review of the Land Use Plan, and integrating regional infrastructure with corridors at the municipal level (Appendix B, Section B.4).

**September 2010:** the update to the Regional Water and Wastewater Infrastructure map (Figure 2 of the December 2009 Addendum) was approved by the CRB. Water and wastewater lines were removed from the original Figure 2 as they were not deemed regionally significant. Other changes included reflecting a wastewater line constructed since 2009, a new future water line and new future upgrades or twinnings of existing wastewater lines.

**July 2011:** the 30 Year Transit Service Plan was approved by the CRB. The plan illustrates the general alignments of future LRT, regional bus, lifeline bus and Heartland private bus services within the Region under three different funding scenarios. Some of these alignments are different than those presented in the December 2009 Addendum.

**September 2011:** the Integrated Regional Transportation Master Plan was approved by the CRB. This plan illustrates the general alignments of anticipated new and upgraded regional roadways and intermunicipal transit routes by 2044. Some of these alignments are different than those presented in the December 2009 Addendum. It also illustrates the conceptual locations of regional park and ride facilities required by 2044, and the alignments of existing and future overdimensional vehicle corridors. These facilities and corridors are not illustrated in the December 2009 Addendum. Also illustrated are the general alignments and locations of existing and future railway lines and facilities and 10-year priorities for regional roadways and transit facilities.

### 2.0 Policy Implications and Need

**What role it plays in the current Land Use Plan**

- Informs regional land use decisions that directly minimize the regional footprint by identifying, protecting and prioritizing lands for regional infrastructure and utilizing regional infrastructure to inform the identification and review of Priority Growth Areas
- Informs regional land use decisions that directly increase transportation choice and ensure efficient provision of services through integrating transportation with land use, supporting the expansion of transit service, designing integrated physical infrastructure, and maximizing utilization of existing infrastructure

**How it influences growth in the Capital Region**

- Integrating Regional Infrastructure, transportation in particular, with Growth Areas support regional transit and maximize the utilization of existing infrastructure and investments in new infrastructure
• Discourages significant investments in infrastructure with little return on investment, thereby encouraging contiguous expansion of the regional development footprint in areas where existing infrastructure is underutilized or can be logically extended

**Why it needs to be completed as part of the five year review of the Land Use Plan**

• To inform the review and refinement of Priority Growth Areas, Cluster Country Residential Areas and Outside Growth Areas in the Land Use Plan review
• To adhere to policy contained within Appendix B of the December 2009 Addendum to amend the graphical representations of regional infrastructure to include new or amended alignments during the Land Use Plan review

**What its role is in the REF**

• Under certain conditions, proximity to regional roads identified in the December 2009 Addendum, and intermunicipal transit routes identified in the Capital Region Intermunicipal Transit Network Plan (CRITNP), play first level screening roles in the submission criteria for certain new statutory plans or statutory plan amendments as REF applications
• Consistency with the applicable Land Use Principles and Policies is an evaluation criteria of the REF
• Consistency with Figures 1 and 2 of the December 2009 Addendum and Figures 8, 9 and 10 of the CRITNP are evaluation criteria of the REF

**3.0 Input needs**

<table>
<thead>
<tr>
<th>Data required:</th>
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<tbody>
<tr>
<td>• Consultation with a variety of stakeholders (Alberta Capital Region Wastewater Commission, the various water commissions, member municipalities, ECPOR Water, etc.)</td>
</tr>
<tr>
<td>• GIS-ready digital mapping of existing regional water and wastewater lines from the same variety of stakeholders</td>
</tr>
<tr>
<td>• Short and long-term capital plans and 35-year capital improvement forecasts from the same variety of stakeholders outlining planned and forecasted future regional water and wastewater line extensions, upgrades and twinning, with associated GIS-based digital mapping if available</td>
</tr>
<tr>
<td>• Updated Population and Employment Forecasts to provide to the variety of stakeholders for model forecasting purposes</td>
</tr>
<tr>
<td>• Regional Base Map and Regional Land Use Map</td>
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</table>
1.0 Background
The Minister of Municipal Affairs directed that the CRB provide graphic representation of the general location of utility corridors in his letter of June 2009. In response, the December 2009 Addendum to the Land Use Plan includes Figure 3: Regional Power Infrastructure. Broad Policy is also provided for Regional Corridors which includes Regional Power Infrastructure. There is no policy specific to Regional Power Corridors.

The Regional Energy Corridors Study includes Heartland Pipeline Corridors (petroleum pipelines) and Regional Power Infrastructure (including electrical transmission, 138kv and larger). Policies that are generated through the Regional Energy Corridors Study may end up including those that would be generated out of the Regional Power Corridors task.

1.1 Current Policy:  

Regional Corridors and Infrastructure (December 2009 Addendum)
The December 2009 Addendum establishes broad policy applicable to Regional Corridors and Infrastructure which includes Regional power infrastructure 138kv or larger:
- Regional Corridors and infrastructure are to be protected through municipal statutory plans;
- The graphic representations of Regional Corridors and infrastructure is to be updated when the Land Use Plan is reviewed to include any new or amended Regional Corridors; and
- Member municipalities, through municipal statutory plans integrate the various Regional Corridors and infrastructure into common corridors.

2.0 Policy Implications and Need
What role it plays in the current Land Use Plan
December 2009 Addendum
- Existing Regional power corridors are depicted in Figure 3: Regional Power Infrastructure of the December 2009 Addendum, and broad policy is provided with respect their protection. No definition or direct policy is provided in the Land Use Plan or Addenda.

How it influences growth in the Capital Region
- Current broad policy within the Land Use Plan provides the framework to protect Regional Corridors which includes existing power utility corridors 138kv and larger. With respect to growth, the Land Use Plan protects the corridors from incompatible development. The existing policy does not address future corridors, and therefore the Capital Region does not have a full slate of information for planning for growth.
- With no specific policy in place, Regional Power Corridors have no influence on growth in the Capital Region.
Why it needs to be completed as part of the five year review of the Land Use Plan

- The December Addendum directs the CRB to update the graphic representation of Regional power utility corridors at the time the Land Use Plan is reviewed to include any new or changes to existing regional power infrastructure.

What its role is in the REF

- The protection of existing power utility corridors 138kv or larger (as depicted on Figure 3: Regional Power Infrastructure of the December 2009 Addendum), is an evaluation criteria within the REF (5.4(b)(v)).

3.0 Input needs

<table>
<thead>
<tr>
<th>Data required:</th>
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<tbody>
<tr>
<td>- Data from regulatory agencies and information provided by private power distributors with respect to any new, or changes to existing power infrastructure 138kv or larger in the Capital Region since 2009.</td>
</tr>
</tbody>
</table>
Task Background: Regional Corridors (those currently in the Land Use Plan)

✓ Review and Refine
☐ New

1.0 Background
The purpose of Regional Corridor policy in the Land Use Plan is to provide the framework for a consistent approach to identify and protect lands for Regional Corridors in the Capital Region. Regional Corridors include Regional Transportation Infrastructure; Regional Utility Infrastructure; Regional Multi-Use Corridor; Recreation; Waterways; Regional Power Infrastructure; and Heartland Pipeline Corridors.

Regional Corridors is included as a task in the Five Year Review of the Land Use Plan to distinguish existing corridors content in the Plan from the more detailed content that would be generated through the proposed new corridor Tasks items (energy, infrastructure and recreation).

1.1 Current Policy:

Regional Corridors and Infrastructure (December 2009)

- Regional Corridors and infrastructure are graphically represented in Figure 3: Regional Power Infrastructure (existing power infrastructure for 138 kv and up); and Figure 4: Regional Corridors (includes Multi-use, Recreation, Waterway and Heartland Pipeline Corridors) in the December 2009 Addendum.

- Member municipalities are to facilitate the integration of identified Regional Corridors and infrastructure into common corridors wherever possible, through policy or graphic representation in municipal statutory plans, and amendments thereto, in order to protect these lands for their intended purpose.

- In his letter to the Capital Region Board in June 2009, the Minister of Municipal Affairs directed the Board to include graphic representation of infrastructure, and utility corridors in the December 2009 Addendum to the Growth Plan.

- Regional Infrastructure is defined in the March 2009 Land Use Plan, but was amended in the December 2009 Addendum. It is defined as: Infrastructure developed by the federal government, Province, municipality and/or regional service and provincial commissions to provide service to citizens and businesses, and to support the function of a regional economy (e.g. major interchanges, post-secondary institutions, hospitals, bridges, highways, extension of light rail transit, regional water and/or sewer systems, power systems etc.).

- Heartland Pipeline Corridor is defined in the December 2009 Addendum as: Regionally significant corridors that are identified and protected as conceptual locations of multiple new energy sectors’ inter-connecting and intra-connecting pipelines necessary in conveying product to processors and to the market in Alberta’s Industrial Heartland. These corridors function to minimize risk, land fragmentation and the impact on the environment.
2.0 Policy Implications and Need
What role it plays in the current Land Use Plan

*Regional Corridors (December 2009)*
- Regional Corridors are depicted in the December 2009 Addendum. The intent was to provide some information on their location so that municipalities can coordinate development in accordance with the policy. Limited information was available at the time, and information may not be complete.

How it influences growth in the Capital Region
- Support economic development.
- Long term development of land.

Why it needs to be completed as part of the five year review of the Land Use Plan
- Regional Corridors needs to be updated so that applications under REF can be evaluated against current information, and to support economic development and the long term development of land in the Capital Region.

What its role is in the REF
- Regional Corridors are evaluated as part of Section 11 of the Capital Region Board Regulation.

3.0 Input needs

<table>
<thead>
<tr>
<th>Data required:</th>
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<tbody>
<tr>
<td>• Location of existing and future planned alignments of Regional Corridors as defined in the December 2009 Addendum to the Regional Growth Plan.</td>
</tr>
</tbody>
</table>
Task Background: Regional Infrastructure Corridors

☐ Review and Refine
✓ New

1.0 Background
The Regional Infrastructure Corridors Task Item is distinct from two similar Land Use Plan +5 Year Review Task Items – Regional Corridors and Regional Transportation, Water and Wastewater Infrastructure. Both of these similar Task Items are updates to the existing information in the December 2009 Addendum.

The intent of the Regional Infrastructure Corridors Task Item is to identify and prioritize regional infrastructure needs and future corridors for regional infrastructure in alignment with the Principles and Policies of the Land Use Plan. It will achieve more detailed policy, strategy and implementation for the Capital Region Board in identifying and prioritizing needs and corridors. Policy may include direction regarding the co-location of existing and future regional infrastructure and multi-use corridors into comprehensive regional infrastructure corridors, and the potential integration and co-location of other corridors into them, such as Regional Energy Corridors and Regional Recreation Corridors.

For this Task Item, Regional Infrastructure Corridors includes existing and future transportation (roads, transit and rail), water and wastewater infrastructure alignments, as well as multi-use corridors.

1.1 Current Policy:
The below summarizes only the current policy from the Land Use Plan and the two Addenda, and only the history of this Task Item since emerging on the 2011-2013 Land Use Committee Business Plan. Additional detail relevant to Regional Infrastructure Corridors is presented within the Task Backgrounds for Regional Corridors and Regional Transportation, Water and Wastewater Infrastructure.

_March 2009 Land Use Plan (LUP)_

“Identify, Protect and Prioritize Lands for Regional Infrastructure” is a Land Use Principle under the Core Principle of “Minimize Regional Footprint”. It includes five associated policies. Refer to Subsection II.A. of the LUP.

Regional infrastructure, particularly transit corridors, is also a policy theme for the “Concentrate New Growth Within Priority Growth Areas” Land Use Principle under the Core Principle of “Minimize Regional Footprint”. Refer to Subsection II.B. of the LUP.

The Core Principles of “Strengthen Communities”, “Increase Transportation Choice” and “Ensure Efficient Provision of Services” includes various Land Use Principles and associated policies relating to regional infrastructure and infrastructure corridors. Refer to Subsections III., IV. and V. of the LUP.
April 2010: the 2011-2013 Land Use Committee (LUC) Business Plan was prepared, which included a 2011 action item to “Identify and prioritize regional infrastructure needs and future corridors for regional infrastructure to align with the CRGP Land Use Principles and Policies” as well as a prerequisite action item to prepare a terms of reference for the same.

October 2011: the 2012-2014 LUC Proposed Work Plan Projects included conducting a “Regional Infrastructure Corridors Study” in 2012, followed by implementation of the Study in 2013, with the overall intent to utilize the Study to support continued access to provincial infrastructure funding for regional infrastructure priorities.

2.0 Policy Implications and Need

What role it plays in the current Land Use Plan

• Informs regional land use decisions that directly minimize the regional footprint by identifying, protecting and prioritizing lands for regional infrastructure and utilizing regional infrastructure to inform the identification and review of Priority Growth Areas
• Informs regional land use decisions that directly increase transportation choice, strengthen communities through supporting public transit, and ensure efficient provision of services through integrating transportation with land use, supporting the expansion of transit service, designing integrated physical infrastructure, and maximizing utilization of existing infrastructure

How it influences growth in the Capital Region

• Concentrates new growth within PGAs to be more supportive of regional transit and to maximize utilization of existing infrastructure and investments in new infrastructure
• Discourages significant investments in infrastructure with little return on investment, thereby encouraging contiguous expansion of the regional development footprint in areas where existing infrastructure is underutilized or can be logically extended

December 2009 Addendum

Figures 1 and 2 illustrates the general linear alignments of existing and future regional transportation, water and wastewater infrastructure.

Figure 3 illustrates the Transportation Utility Corridor as a “Multi-Use Corridor”, which is designed to accommodate multiple regional infrastructure facilities.

Section 3.2 describes the approach to identifying the linear regional infrastructure alignments and multi-use corridors, and adds two associated policies.

Appendix B provides more detail on the research approach and results for identifying these alignments and corridors, and provides additional associated policy.
Why it needs to be completed as part of the five year review of the Land Use Plan

- To form part of the overall Growth Plan Implementation Strategy of the Land Use Plan, particularly as it relates to the prioritization of identified regional infrastructure needs and corridors, and the lobbying of provincial funding for these priorities.
- To inform the review and refinement of Priority Growth Areas, Cluster Country Residential Areas and Outside Growth Areas in the Land Use Plan review.

What its role is in the REF

- Under certain conditions, proximity to regional roads identified in the December 2009 Addendum, and intermunicipal transit routes identified in the Capital Region Intermunicipal Transit Network Plan (CRITNP), play first level screening roles in the submission criteria for certain new statutory plans or statutory plan amendments as REF applications.
- Consistency with the applicable Land Use Principles and Policies is an evaluation criteria of the REF.
- Consistency with Figures 1, 2 and 4 of the December 2009 Addendum and Figures 8, 9 and 10 of the CRITNP are evaluation criteria of the REF.

3.0 Input needs

<table>
<thead>
<tr>
<th>Data required:</th>
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<tbody>
<tr>
<td>• Completion of the Regional Transportation, Water and Wastewater Infrastructure Task Item</td>
</tr>
<tr>
<td>• Completion of the Regional Corridors Task Item</td>
</tr>
<tr>
<td>• Technical and best practice research in the identification and prioritization of regional infrastructure needs and future corridors, and in the development of associated policy, strategy and implementation.</td>
</tr>
</tbody>
</table>
Task Background: Recreation Corridors

☐ Review and Refine
✓ New

1.0 Background
Broad policy with respect to Recreation Corridors is included in the March 2009 Land Use Plan as well as Regional Corridor policy found in the December 2009 Addendum. There is no policy specific to Recreational Corridors in the Land Use Plan or its Addenda.

Minister’s Letter, June 2009
In June 2009 the Minister of Municipal Affairs directed that the CRB include that a graphic representation of Recreational Corridors to identify their general location within the Region as part of the December 2009 Addendum.

The development of a Terms of Reference for the Recreation Corridors Study is included in Land Use Committee’s 2012 Business Plan, and the 2013 Business Plan includes the completion of the Study that would result in the development of policy that aligns with the Principles and Policies of the Land Use Plan.

1.1 Current Policy:

Support Healthy Communities (March 2009 Land Use Plan)
There are two policies included under Support Healthy Communities that provide broad policy direction with respect to Recreational Corridors. They are:

III.B(i) Support the implementation of present and future initiatives to create and enhance parks, trails and natural areas for public use; and

III.B(iii) CRB municipalities will work together to define and prioritize the need for, and if required, the future form, function, and location of a system of regional parks, open space, and greenways that will preserve important environmental and natural features for public purposes.

Regional Corridors (December 2009 Addendum)
The December 2009 Addendum establishes a definition for Recreation Corridor and graphically represents them on Figure 4: Regional Corridors. Further, the December 2009 Addendum establishes broad policy applicable to Regional Corridors:

- Regional Corridors are to be protected through municipal statutory plans;
- The graphic representations of Regional Corridors is to be updated when the Land Use Plan is reviewed to include any new or amended Regional Corridors; and
- Member municipalities, through municipal statutory plans integrate the various Regional Corridors and infrastructure into common corridors.
The graphic representation of Recreational Corridors within Figure 4 will be updated as part of the Regional Corridors task associated with the Land Use Plan +5 Year Review. The development of new policy specific to Recreation Corridors is associated with this task.

2.0 Policy Implications and Need

What role it plays in the current Land Use Plan

December 2009 Addendum

- Recreational Corridors are depicted on Figure 4: Regional Corridors, and broad policy is provided with respect their protection. No direct policy for Recreation Corridors is provided in the Land Use Plan or Addenda.

How it influences growth in the Capital Region

- Recreation Corridors on their own do not influence how growth occurs in the Capital Region; they are an attribute that contributes to complete communities, a principle of the Land Use Plan.

Why it needs to be completed as part of the five year review of the Land Use Plan

- Policy in the December 2009 Addendum directs that Figure 4: Regional Corridors be updated to include any amended or new Recreational Corridors.

What its role is in the REF

- The protection of Regional Corridors, which includes Recreation Corridors, as depicted on Figure 4 in the December 2009 Addendum, is an evaluation criteria within the REF (5.4(b)(v)).

3.0 Input needs

<table>
<thead>
<tr>
<th>Data required:</th>
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<tbody>
<tr>
<td>- Technical and best practice research to develop policy with respect to Recreation Corridors that aligns with the Principles and Policies of the Land Use Plan.</td>
</tr>
</tbody>
</table>
Task Background: Growth Areas and Density

- Review and Refine
- New

Note: The term “Growth Areas” within this task is inclusive of Priority Growth Areas (PGAs), Cluster Country Residential Areas (CCRAs) and Outside Growth Areas (growth outside of PGAs).

1.0 Background

April 2008: the CRB Regulation required identification of PGAs and the density of development as a component of the Land Use Plan.

March 2009: the Land Use Plan (LUP) was submitted. It included Land Use Principles relating to PGAs, growth outside PGAs and cluster country residential development, and associated policies with each. It did not identify PGAs, but identified this task as a next step, describing that PGAs will be determined through the development evaluation tools and subsequently mapped.

June 2009: letter from Minister required identification of PGAs and country residential areas and establishment of density targets to increase density in PGAs and to ensure a minimal footprint in the balance of the Region.

October 2009: the first Growth Plan Addendum was submitted. It included:

- The identification of PGAs based on the Land Use Principles and Policies, approved statutory plans, evaluation criteria, best planning practices and professional judgement. Regional land supply, development footprint and population forecasts did not play direct roles in delineating the extent of PGA and CCRA boundaries. A more robust and comprehensive set of evaluation criteria to identify PGAs were established and weighted. The role of transportation played a role, particularly the location of regionally significant transit corridors.

- The identification of CCRAs based on approved policy in the LUP, approved statutory plans, existing concentrations of country residential development, and likelihood of municipal servicing connections or communal services. A set of evaluation criteria to identify CCRAs were established and weighted.

- The identification of member municipalities and rural communities outside PGAs that were expected to absorb some growth.

- A policy to allow development of traditional country residential development in areas outside PGAs.

- The establishment of density targets applying to PGAs, CCRAs, and traditional country residential development.
1.1 Current Policy:

**Priority Growth Areas (March 2009 Land Use Plan)**

“Concentrate New Growth Within Priority Growth Areas” is a Land Use Principle under the Core Principle of “Minimize Regional Footprint”. It includes nine associated policies. Refer to Subsection II.B. of the LUP (pages 13-14).

**Priority Growth Areas (October 2009 Addendum)**

Seven PGAs are identified on Figure 1 (page 10). Integration of key transportation modes with PGAs is presented on Figure 2 (page 13). Section 2.3 (pages 8-13) summarizes the approach and evaluation criteria used to identify PGAs, describes the approach to determine the varying density targets that apply to the PGAs, and describes the role of transportation. Appendix A (pages 45-52) provides more detail on the process and criteria used for identifying PGAs.

**Cluster Country Residential Areas (March 2009 Land Use Plan)**

“Support Cluster Country Residential Development” is a Land Use Principle under the Core Principle of “Minimize Regional Footprint”. It includes one associated policy. Refer to Subsection II.E. of the LUP (page 15).

**Cluster Country Residential Areas (October 2009 Addendum)**

Four CCRAs are identified on Figure 1 (page 10). Integration of key transportation modes with CCRAs is presented on Figure 2 (page 13). Section 2.4 (pages 14-15) summarizes the approach and evaluation criteria used to identify CCRAs. Appendix A (pages 45-52) provides more detail on the process and criteria used for identifying CCRAs.
2.0 Policy Implications and Need

What role it plays in the current Land Use Plan

Priority Growth Areas, Cluster Country Residential Areas and Outside Growth Areas (March 2009 Land Use Plan)

- Policies form the basis for making regional land use decisions that directly minimize the regional footprint and indirectly increase transportation choice, protecting the environment, strengthen communities, provide services efficiently and support regional economic development

Priority Growth Areas, Cluster Country Residential Areas and Outside Growth Areas (October 2009 Addendum)

- Directs where the majority of regional growth should occur to support regional transit and other investments in infrastructure and services
- Directs cluster country residential development to occur in certain areas where municipal water and wastewater could be readily extended
- Indicates the locations outside of PGAs that are appropriate to accommodate some future regional growth

Density Targets (October 2009 Addendum)

- Facilitates development at higher densities
- Links land use planning, transportation planning and utility network decision-making
How it influences growth in the Capital Region

- Concentrates new growth within PGAs to be more supportive of regional transit and other investments in infrastructure (roads, water and wastewater) and services
- Slows the expansion of the regional development footprint
- Slows the conversion of agricultural lands and preserves more environmentally significant features

Why it needs to be completed as part of the five year review of the Land Use Plan

- To confirm the designation and extent of PGAs, CCRAs and Outside Growth Areas are appropriate
- To determine if refinements are necessary from analysis of five years of growth and updated forecasts

What its role is in the REF

- Under certain conditions, density targets assigned to PGAs and CCRAs play a first level screening role in the submission criteria for certain new statutory plans or statutory plan amendments as REF applications
- Under certain conditions, being located outside of both a PGA and CCRA plays a first level screening role in the submission criteria for certain new statutory plans or statutory plan amendments as REF applications
- Compliance with the applicable Land Use Principles and Policies (including those that apply to PGAs, CCRAs and Outside Growth Areas) is an evaluation criteria of the REF
- Compliance with PGA, CCRA, Outside Growth Area and density target provisions are evaluation criteria of the REF

3.0 Input needs

<table>
<thead>
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<tbody>
<tr>
<td>- Land Use Principles and Policies</td>
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<tr>
<td>- Approved Statutory Plans</td>
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<tr>
<td>- Evaluation Criteria (i.e., locations of existing and proposed multi-movement corridors and major employment centres, etc.)</td>
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<tr>
<td>- Weighted Evaluation Criteria (i.e., more detailed infrastructure and land use criteria)</td>
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<tr>
<td>- Best Planning Practices</td>
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<tr>
<td>- Regional Base Map and Regional Land Use Map</td>
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<tr>
<td>- Analysis of Recent Growth (Regional Development Footprint and Land Supply)</td>
</tr>
<tr>
<td>- Updated Population and Employment Forecasts</td>
</tr>
</tbody>
</table>
Task Background: IRTMP Implementation Strategy

☐ Review and Refine
✓ New

1.0 Background

1.1 Current Policy:

Land Use Principles and Policies (Section IV – Increase Transportation Choice: A. Integrate Transportation Systems with Land use; B. Support the Expansion of Transit Service in Various Forms.)

Section 2 of the Land Use Plan of the Capital Region Growth Plan outlines the need to establish and maintain a transportation system that is intrinsically interlinked and aligned with the Land Use Plan Principles and Policies.

The Intermunicipal Transit Network Plan provides a long-term framework for provision of increased transportation choices and for expansion of transit service in the Capital Region.

The Integrated Regional Transportation Master Plan outlines the Capital Region’s transportation system, including transit and roadways that is needed to support and advance the Region’s aspirations.

The Capital Region Board Regulation, O.C. 66/2010 approved March 15, 2010 in Section 12 (1) (a) (iii) (vi) established the requirement that a proposed Capital Region Growth Plan must contain specific actions to be taken by participating municipalities to implement the Land Use Plan. Section 3 Implementation Strategy was prepared as part of the Capital Region Land Use Plan, Appendix 2, in March 2009.

2.0 Policy Implications and Need

What role it plays in the current Land Use Plan

March 2009 Land Use Plan, Appendix 2

- The reporting requirements set out in the Implementation Strategy for member municipalities have not been acted on, and CRB have not reviewed cumulative impacts of growth in the Region. This has resulted in gaps in the implementation of the Plan. The Implementation Strategy needs to be revised and agreed to by Capital Region municipalities in order to fill information gaps and facilitate implementation and updates of the Plan.

How it influences growth in the Capital Region

- The IRTMP and its implementation have a profound influence on growth in the Capital Region. Land use changes and growth cannot and will not occur without the appropriate and supporting transportation infrastructure in the form of roadway and transit systems. Implementation of the Plan will ensure that transportation and land use changes occur in a mutually supportive and aligned fashion. Furthermore IRTMP Implementation will ensure that the appropriate roadway and transit investments are prioritized and funded.
Why it needs to be completed as part of the five year review of the Land Use Plan

- The Implementation Strategy needs to be developed and agreed to by Capital Region municipalities in order to fill information gaps in the implementation of the Plan, and ensure that CRB and member municipalities are meeting the Principles and Policies of the Plan as it concerns transportation infrastructure.

What its role is in the REF

- The Implementation Strategy has no role in REF.

3.0 Input needs

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<th>Data required:</th>
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<tbody>
<tr>
<td>Updated growth forecasts by regional sector</td>
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<tr>
<td>Capital costs estimates of regional transportation infrastructure</td>
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<tr>
<td>Criteria for setting transportation infrastructure priorities</td>
</tr>
<tr>
<td>Information on heavy haul route needs</td>
</tr>
</tbody>
</table>
Task Background: Analyze Recent Growth (Land Supply and Development Footprint)

☑ Review and Refine
☐ New

1.0 Background
The June 11, 2009 letter from the Minister of Municipal Affairs directed the CRB to articulate clear criteria to ensure that the objectives of the increased density in PGAs and a minimum footprint for development in the balance of the Region are met. In further discussions, the CRB was asked to demonstrate the effect of the Growth Plan policies to reduce the Region’s development footprint.

In response, the December 2009 Addendum defined Development Footprint as:
   The amount of land consumed by development, typically including impervious surfaces, such as buildings, sidewalks, roads and parking.

The December 2009 Addendum used two scenarios to illustrate the consumption of residential land in the Capital Region. Only residential development is considered in calculating the two scenarios, as it is the only type of development for which density targets have been developed and applied. Population and employment forecasts, in conjunction with municipal Land Use Bylaw and Municipal Development Plan information were used to calculate both scenarios.

The first scenario, the Trend Growth Scenario, illustrates the residential land consumption in the absence of the policies of the Capital Region Growth Plan, and is based on the population and employment forecast in the Working Together Report. The second scenario, the Alternate Scenario illustrates the impact of the Growth Plan policies on residential land consumption through the application of the residential density targets and the concentration of growth in the PGAs. The alternate Scenario is based on the population and employment forecast contained in the December 2009 Addendum to the Growth Plan.

1.1 Current Policy:

*Land Supply (October 2009 Addendum)*
The intent of the following policies is to ensure that there is a mechanism in place to monitor the land supply in the Capital Region through the review of the Capital Region’s Land Use Plan.

   a. Upon review of the Capital Region Land Use Plan, the CRB shall update the land supply information to confirm that a sufficient amount of residential, commercial and industrial lands are available to accommodate forecasted growth across the Region.

   b. Upon review of the Capital Region Growth Plan, Capital Region Member Municipalities shall provide the Capital Region Board with the most recent Land Use Bylaw, Municipal Development Plan, and other requested statutory plan information required to update the land supply information.
2.0 Policy Implications and Need

2.1 What role it plays in the current Land Use Plan

*Land Supply (October 2009 Addendum)*

- Land Supply is one set of data that is used to calculate the Development Footprint.

*Regional Development Footprint (March 2009 and December 2009 Addendum)*

- The Development Footprint is the measure used to determine the effect of the Growth Plan policies to reduce the Region’s Development Footprint.

2.2 How it influences growth in the Capital Region

- Land Supply and Development Footprint have no direct influence on growth; they are the data and measure of growth.

2.3 Why it need to be completed as part of the five year review of the Land Use Plan

- To measure how the land use policies of the Regional Growth Plan have impacted growth in the Region against the benchmark of the Trend Scenario established in the December 2009 Addendum. The results will provide an indication as to how the Region is doing, and may spur discussion on which, if any, land use policies in the Growth Plan may need to be reviewed.

2.4 What is its role in REF?

- Land Supply and Development Footprint have no direct role in the REF process.

3.0 Input needs

<table>
<thead>
<tr>
<th>Data required:</th>
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<tbody>
<tr>
<td>Population and Employment Forecasts</td>
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<tr>
<td>Most recent Land Use Bylaw, Municipal Development Plan, and other requested statutory plan information</td>
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<tr>
<td>Density Targets</td>
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<tr>
<td>Growth Areas</td>
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