Introduction
The Province has adopted the Regional Evaluation Framework (REF) for the Capital Region Board’s review of statutory plans. Strathcona County has referred the proposed Municipal Development Plan amendment in response to Section 3.1 of the REF framework.

Purpose
The purpose of the proposed Municipal Development Plan (MDP) amendment is:

- To clearly identify the Urban Reserve Policy Area (Bremner) as the County’s next growth area;
- To incorporate the Urban Reserve Policy Area (Bremner) into the Urban Service Area boundary;
- To incorporate the West of 21 Area Concept Plan (ACP) into the Urban Service Area boundary.

As a specialized municipality Council has the authority to revise the Urban Service Area boundary. The Urban Service Area is an area that provides an urban residential function, diversified commercial and industrial base, as well as local and regional services and facilities.

Numerous MDP text amendments are being proposed to ensure consistency throughout the plan. Changes to maps mirror the change in the Urban Service Area boundary.

The proposed Bylaw amendment is consistent with the Capital Region Growth Plan as the subject lands are located within Priority Growth Area (PGA) “F”.

Recommendation
That CRB APPROVE the proposed amendment.

Summary
Bylaw 15-2016 proposes to amend the Strathcona County MDP to identify the Urban Reserve Policy Area (Bremner) as the County’s next area for growth. This Policy Area is being incorporated into the Urban Service Area boundary. The County requires that an area concept plan be completed for Bremner that comprises some 4,000 plus hectares. The concept plan must be adopted in advance of any new subdivision and development. In the interim, agricultural operations will continue.
The proposed MDP amendment also includes the following within the Urban Service Area boundary:

- The West of Highway 21 ACP area that was approved in May of 2015 for urban level industrial development and servicing; and,
- All parcels north of Old Man Creek, south of Township Road 534 and west of Highway 21 including Old Man Creek Estates.

**Evaluation Criteria**

Section 5.4 of REF lists the criteria CRB must consider in evaluating statutory plans.

5.4(a) Compatibility of the development with the objectives of the Capital Region Growth Plan (CRGP) as set out in Section 11 of the Regulation:

11(a) To promote an integrated and strategic approach to planning for future growth in the Capital Region;

- The proposed expansion of the Urban Service Area boundary to include Bremner responds to the County’s Growth Management Strategy to continue to provide land for urban development in the Capital Region. Including the West of Highway 21 ACP lands within the boundary is a strategic approach to planning given that these lands will be developed as urban industrial.
- The need for a Bremner area concept plan is also a strategic and integrated approach to planning.
11(b) To identify the overall development pattern and key future infrastructure investments that would best complement existing infrastructure, services and land uses in the Capital Region, and maximize benefits to the Capital Region;

- Clearly identifying the Bremner area as the County’s next area for growth and for key infrastructure investments will complement existing infrastructure, services and land uses and maximize benefits to the Capital Region.

11(c) To co-ordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment.

- The location and nature of the land uses within the expanded Urban Service Area Boundary illustrate a considered strategy to sustain economic growth in the County and the Capital Region. The addition of new homes and jobs will ensure healthy communities thereby resulting in a healthy regional environment.
- Including the West of Highway 21 ACP lands that is located adjacent to Bremner within the Urban Service Area boundary is a co-ordinated planning decisions.

5.4(b) Whether approval and full implementation of the statutory plan or statutory plan amendment would result in development that is consistent with all of the following:

(i) The Land Use Principles and Policies of the CRGP including the provisions for:

| i. Buffer areas as shown on the Regional Buffer Areas Map in the Capital Region Growth Plan. | • The Edmonton Garrison Approach Path crosses the south west corner of the West of Highway 21 ACP. The ACP also formalizes the transitional land uses adjacent the Safety and Risk Management Buffer surrounding the heavy industrial uses in the City of Edmonton. |
| ii. Priority Growth Areas as shown on the Priority Growth Areas and Cluster Country Residential Areas map in the Capital Region Growth Plan. | • The designation of a substantial new residential growth area is consistent with the CRGP’s intention to concentrate growth in PGAs. • The expansion of the Urban Service Area boundary supports the concentration of homes and jobs in PGA “F”. |
| iii. Cluster Country Residential Areas as shown on the Priority Growth Areas and Cluster Country Residential Areas map in the Capital Region Growth Plan. | • Not applicable. |
| iv. Density targets as outlined in the Capital Region Growth Plan. | • The proposed Bremner concept plan is expected to consider density targets. The plan will be required to be consistent with the Growth Plan. |
| v. Outside Priority Growth Areas and Cluster Country Residential Areas. | • Not applicable. |
(ii) The regional population and employment forecasts in the Capital Region Growth Plan;
- Population and employment forecasts are not included as part of the proposed amendment. However, concentration of jobs within the West of Highway 21 ACP in PGA “F” as well as those anticipated by the proposed Bremner area concept plan are consistent with the intent of the CRGP.

(iii) The regional transportation network as shown in the Regional Transportation Infrastructure map in the Capital Region Growth Plan;
- The 2011 Integrated Transportation Master Plan recognizes the amendment area as a transit priority corridor, regional bus and future park and ride. The proposed area concept plan will be required to provide more detail regarding transportation infrastructure and planning for the Urban Reserve Policy Area (Bremner).
- The CRB approved the West of Highway 21 ACP and found it to be consistent with the Regional Transportation Infrastructure map and the CRGP.

(iv) The Intermunicipal Transit Network Plan of the Capital Region Growth Plan (Figures 8, 9 or 10 of the Capital Region Intermunicipal Transit Network Plan), and a Transportation Master Plan as approved by the City of Edmonton;
- The existing West of Highway 21 ACP meets the intent of the Intermunicipal Transit Network Plan and the Transportation Master Plan. The Bremner concept plan will be required to also meet the intent of these plans.

(v) The regional infrastructure, and recreation, transportation and utility corridors as identified on the Regional Transportation Infrastructure, Regional Water and Wastewater Infrastructure, Regional Power Infrastructure, and Regional Corridors maps of the Capital Region Growth Plan;
- The area concept plan will provide more detail regarding regional infrastructure and planning for the Urban Reserve Policy Area (Bremner). This plan will be evaluated by the CRB.
- The CRB approved the West of Highway 21 ACP which described its potential impact on regional infrastructure and found it to meet the overall intent of the CRGP.

(vi) The boundaries and policies of the Alberta’s Industrial Heartland ASPs and the Edmonton International Airport ASP;
- Not Applicable.

Attachment
1. For Information: Evaluation of the Strathcona County Municipal Development Plan Amendment against the Principles and Policies of the Capital Region Land Use Plan.
## I. PROTECT THE ENVIRONMENT and RESOURCES

- Preserve and protect the environment.
- Preserve agricultural land.
- Protect natural resources.
- Minimize the impact of development on regional watersheds and air sheds.
- Minimize the impact of heavy industrial development.

- The West of Highway 21 ACP includes policies to protect agricultural land from premature development and identify and protect valuable aggregate resources.
- Designation of the Bremner area as the County’s next growth area will provide a long term planning horizon to strategically stage its urbanization and preserve agricultural lands from premature development.

## II. MINIMIZE REGIONAL FOOTPRINT

- Identify, Protect and Prioritize Lands for Regional Infrastructure
- Concentrate New Growth Within Priority Growth Areas
- Allow Growth Outside of Priority Growth Areas
- Support Expansion of Medium and Higher Density Residential Housing Forms
- Support Cluster Country Residential Development

- The proposed Urban Service Area will concentrate growth in PGA”F”.
- It is expected that the area concept plan proposed for Bremner will include medium and higher density housing forms thereby minimizing the regional footprint.

## III. STRENGTHEN COMMUNITIES

- Create Inclusive Communities
- Support Healthy Communities
- Support Public Transit
- Support Innovative and Affordable Housing Options

- The expansion of the Urban Service Area Boundary to include a proposed major employment node with adjacent residential areas will create an inclusive and healthy community that will require public transit.
- It is expected that innovative and affordable housing options will be a policy objective of the proposed Bremner concept plan.

## IV. INCREASE TRANSPORTATION CHOICE

- Integrate Transportation Systems with Land Use
- Support the Expansion of Transit Service in Various Forms

- Anticipated transportation and utilities systems upgrades are considered in the West of Highway 21 Area Concept Plan and are expected to be considered by the proposed Bremner plan.
- Again, the expansion of transit service is expected to be part of both plans.
| ✓ V. ENSURE EFFICIENT PROVISION OF SERVICES | • Transportation and utilities infrastructure proposed in the West of Highway 21 ACP is consistent with the parallel CRGP plans.  
| A. Design Integrated Physical Infrastructure within the Region | • The logical extension of the County’s Urban Service Area will allow for the design and development of an integrated infrastructure system.  
| B. Maximize Utilization of Existing Infrastructure |  |

| ✓ VI. SUPPORT REGIONAL ECONOMIC DEVELOPMENT | • The proposed inclusion of the West of Highway 21 ACP and the Urban Policy Area (Bremner) will provide strategically important urban development lands as a driver of regional prosperity.  
| A. Ensure a Supply of Land To Sustain a Variety Of Economic Development Activities | • The housing and employment opportunities resulting from development of the expanded Urban Service Area boundary will assist in attracting and retaining individuals and families.  
| B. Attract and Retain Individuals and Families with a Diverse Range of Skills to the Capital Region to Satisfy the Region’s Economic Development Goals |  
| C. Support Regional Prosperity |  
| D. Position the Capital Region Competitively on the World Stage |  |