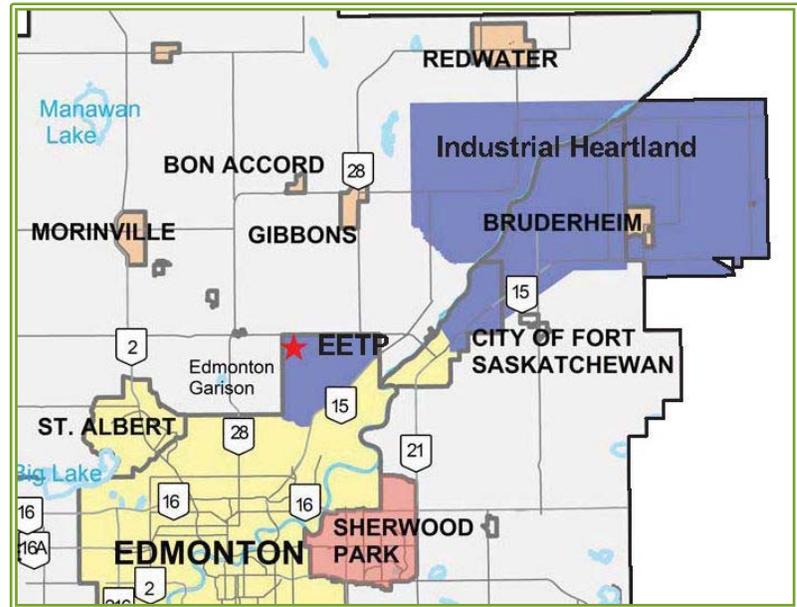




Introduction

The Province has adopted the Regional Evaluation Framework (REF) for the Capital Region Board's review of statutory plans. The City of Edmonton has referred a proposed amendment to the Edmonton Energy and Technology Park (EETP) Area Structure Plan to the Capital Region Board (CRB) pursuant to Sections 3.1(a)(i), 3.1(a)(iv) and 3.3 of REF being heavy industrial use, adjacent roads identified in the Regional Transportation map and within the Alberta Industrial Heartland Area Structure Plan.



Purpose

The Area Structure Plan (ASP) amendment bylaw proposes to:

- Establish a more efficient grid-like arterial road network which will improve parcel configuration and move people and goods more efficiently;
- Create a new Medium Industrial Land Use Precinct that amalgamates the current Logistics and Manufacturing precincts.
- Introduce service commercial nodes.
- Better describe the Eco-industrial Vision.
- Update all maps.

The proposed amendment promotes an eco-industrial project that balances economic, environmental, and social interests in a way that maximizes the benefit for each of these factors. The amendment will have no substantive regional implications and complies with all REF criteria. It should be noted that the Capital Region Growth Plan (CRGP) has not been amended to reflect the 2010 addition of the EETP ASP lands to Albert's Industrial Heartland.

Recommendation

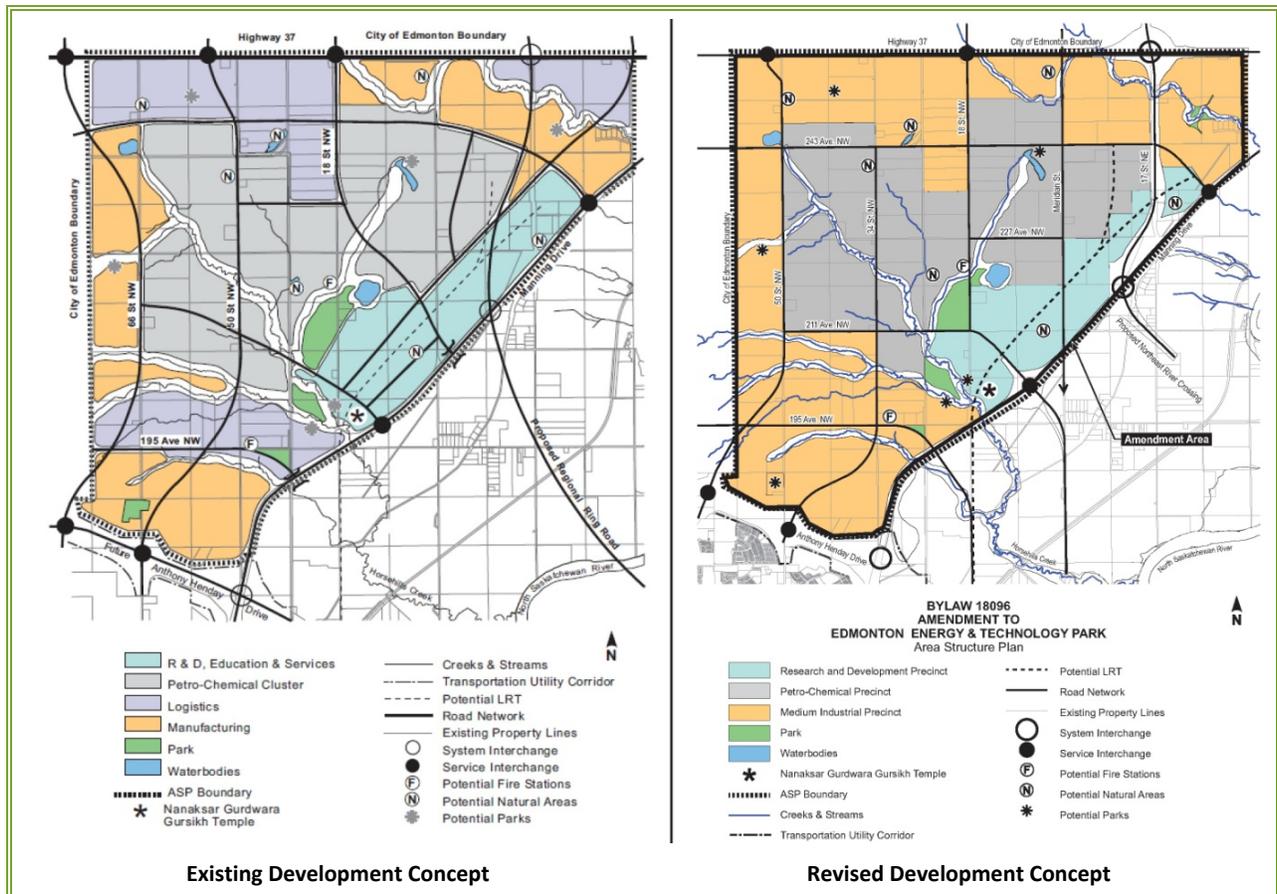
That CRB **APPROVE** the proposed amendment to the Edmonton Energy and Technology Park ASP amendment.

Summary

The Plan area is located in the northeast corner of Edmonton and comprises some 3,040 hectares. The ASP provides a future industrial development opportunity for this portion of Priority Growth Area “F”. The ASP enhances the potential of the Alberta Industrial Heartland by adding more location, transportation and municipal servicing options for petro-chemical, research and technology, logistics and manufacturing developments. The Plan also provides for service commercial nodes which will be restricted in location and size to preserve the industrial character of the ASP.

The amending bylaw was referred back to Administration to allow for further consultation with Sturgeon County. Following further consultation the County remains concerned that limited or no opportunity exists to comment on mitigating any potential impact of future development. However, the City is amending its Zoning Bylaw to create a new **Edmonton Energy and Technology Park Medium Industrial Zone**. Specific development regulations are crafted within this Zone to ensure the urban form is designed and constructed with a high standard of appearance, urban design and with regard to the environment through the use of green building technology and green design elements.

Also, it is important to note that a primary purpose of the amendment is to adjust the current road pattern (below left) to emulate the existing grid-like road pattern (below right). The proposed road system will reduce the number of intersections with Highway 37 and therefore reduce potential conflicts.



Land Use and projected employment statistics are revised commensurate with changes to the gross area, non-developable area and precinct areas. Policies to implement, through custom zoning, a 1.6 km MIACC standard buffer from heavy industrial development in the Petro-Chemical precinct are also considered by the amendment.

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 ASP amendment applies to a site located in PGA “F” and the Alberta Industrial Heartland. The amendment is not regionally significant and is consistent with the strategic and integrated planning approach for future growth in the Capital Region. Relatively small changes to precinct boundaries reflect the change from a curvilinear to a grid-like road pattern.



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;

- The proposed amendment will increase the efficiency of land development within Alberta’s Industrial Heartland by maintaining the existing road and drainage systems and respecting the land ownership pattern.



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

- Development within the EETP ASP area will expand the range of local employment opportunities in the Capital Region. The delineation of parks and natural areas will promote strong communities and a healthy living environment.

5.4(b) Whether the approval and full implementation of the plan would result in a level, type, and pattern of development 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 amendment proposes to implement a 1.6 km buffer from heavy industrial uses based on MIACC principles. This is consistent with the development of the CRGP’s Safety and Risk Management Buffer.
- The North Saskatchewan River and ravine system Conservation Buffer is protected and further enhanced through more definitive policies proposed by the amendment.

✓ ii. Priority Growth Areas as shown on the Priority Growth Areas and Cluster Country Residential Areas map in the Capital Region Growth Plan.	<ul style="list-style-type: none"> The ASP lands are located within PGA "F". The amendments are consistent both with the CRGP's policy to concentrate growth in PGAs and to concentrate heavy industrial growth in Alberta's Industrial Heartland
✓ iii. Cluster Country Residential Areas as shown on the Priority Growth Areas and Cluster Country Residential Areas map in the Capital Region Growth Plan.	<ul style="list-style-type: none"> Not applicable.
✓ iv. Density targets as outlined in the Capital Region Growth Plan.	<ul style="list-style-type: none"> Not applicable
✓ v. Outside Priority Growth Areas and Cluster Country Residential Areas.	<ul style="list-style-type: none"> Not applicable.

✓ **(ii) The regional population and employment forecasts in the Capital Region Growth Plan;**

- The proposed amendment reduces employment projections by more than 15,000 jobs. However, the ASP amendment total employment forecast of 70,050 is still more than 25% of the new jobs projected for Edmonton to 2044. As such, the reduction is not significant.

✓ **(iii) The regional transportation network as shown in the Regional Transportation Infrastructure map in the Capital Region Growth Plan;**

- Figure 3 of the Integrated Regional Transportation Master Plan identifies Highways 15 and 37 as *upgraded facilities*. Interchanges illustrated in the proposed amendment are consistent with the regional transportation network proposed changes for Highways 15 and 37 from expressway to freeway standard.
- The alignment proposed for the Northeast River Crossing by the ASP amendment is straighter than the route proposed by the IRTMP, but is consistent with the placement of interchanges on Highways 15 and 37.

✓ **(iv) The Intermunicipal Transit Network Plan of the Capital Region Growth Plan (Figures 8, 9 or 10 of the Capital Region and Transportation Master Plan as approved by the City of Edmonton);**

- The proposed amendment is consistent with the Intermunicipal Transit Network Plan and the Transportation Master Plan. An intermunicipal bus route currently exists along Manning Drive to Alberta's Industrial Heartland.

✓ **(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 proposed amendments are consistent with all four maps.

✓ **(vi) The boundaries and policies of the Alberta's Industrial Heartland ASPs and the Edmonton International Airport ASP;**

- The ASP was added to Alberta's Industrial Heartland in January 2010.

Attachment: For Information - Evaluation of the Edmonton Energy and Technology Park ASP amendment against the Principles and Policies of the Capital Region Land Use Plan.

✓	<p>I. PROTECT THE ENVIRONMENT AND RESOURCES</p> <p>A. Preserve and protect the environment. B. Preserve agricultural land. C. Protect natural resources. D. Minimize the impact of development on regional watersheds and air sheds. E. Minimize the impact of heavy industrial development.</p>	<ul style="list-style-type: none"> • The proposed amendment includes a policy that is more robust in protecting ecologically valuable resources, including wetlands, existing tree stands and drainage features. • The MIACC standards will continue to be applied to future heavy industrial developments thereby minimizing the impacts of such development.
✓	<p>II. MINIMIZE REGIONAL FOOTPRINT</p> <p>A. Identify, Protect and Prioritize Lands for Regional Infrastructure B. Concentrate New Growth Within Priority Growth Areas C. Allow Growth Outside of Priority Growth Areas D. Support Expansion of Medium and Higher Density Residential Housing Forms E. Support Cluster Country Residential Development</p>	<ul style="list-style-type: none"> • The Plan area is contained within PGA “F”. Concentrating the wide variety of industrial uses will assist in minimizing the regional footprint. • Concentration of heavy industrial uses within Alberta’s Industrial Heartland is a regional planning priority.
✓	<p>III. STRENGTHEN COMMUNITIES</p> <p>A. Create Inclusive Communities B. Support Healthy Communities C. Support Public Transit D. Support Innovative and Affordable Housing Options</p>	<ul style="list-style-type: none"> • The proposed amendment designates land for a park which will offer healthy choices to future employees and area residents. • Policies proposed by the amendment provide better guidance regarding the protection of natural areas.
✓	<p>IV. INCREASE TRANSPORTATION CHOICE</p> <p>A. Integrate Transportation Systems with Land Use B. Support the Expansion of Transit Service in Various Forms</p>	<ul style="list-style-type: none"> • The concentration of jobs in the EETP ASP amendment document continues to support public transit.



V. ENSURE EFFICIENT PROVISION OF SERVICES

- A. Design Integrated Physical Infrastructure within the Region
- B. Maximize Utilization of Existing Infrastructure

- The proposed change in the roadway pattern will allow for more efficient development that is more easily integrated with the existing road system.



VI. SUPPORT REGIONAL ECONOMIC DEVELOPMENT

- A. Ensure a Supply of Land To Sustain a Variety Of Economic Development Activities
- 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

- The proposed amendment will continue to enhance the strategic importance of Alberta's Industrial Heartland as a regional employment centre and a major driver of regional prosperity.