



Stantec

10160 - 112 Street
Edmonton AB, T5K 2L6

August 22, 2017

File: 116100150-266

Attention: Mr. Malcolm Bruce, CEO

Capital Region Board
Suite 1100, Bell Tower
10104 - 103 Ave
Edmonton, AB, T5J 0H8

Dear Mr. Bruce,

**Reference: Referral REF# 2017-016, Town of Gibbons
Amendment to Municipal Development Plan**

Attached is our third-party evaluation of the above noted referral from Leduc County.

The proposed MDP is consistent with the relevant provisions of the Capital Region Growth Plan. It is our opinion that REF# 2017-016 is compatible with the objectives of the Capital Region Growth Plan as set out in Section 11 of the Capital Region Board Regulation and is consistent with Section 5.4 of the Schedule A to Ministerial Order No. L:026/10.

It is recommended that the Capital Region Board **support** the proposed amendment to the Municipal Development Plan (Town of Gibbons Bylaw No. PLU 2/17) as submitted.

Regards,

STANTEC CONSULTING LTD.

A handwritten signature in black ink, appearing to read "B McInnis".

Bonnie McInnis, RPP MCIP
Senior Associate

Attachment: Town of Gibbons, REF 2017-16 Evaluation

Regional Evaluation Framework: Third Party Evaluation

Town of Gibbons: Amendment to Municipal Development Plan
REF 2017-016

Proposed Town of Gibbons Bylaw No. PLU2/17

1 Introduction

The Province has adopted the Regional Evaluation Framework (REF) for the Capital Region Board (Board) to ensure consistency with the *Capital Region Growth Plan* and the Capital Region Board Regulation. Section 3.1 of the Regulation states a municipality must refer to the Board any proposed new intermunicipal development plan, municipal development plan and any proposed amendment to an intermunicipal development plan or municipal development plan. The Town of Gibbons has referred an amendment to its municipal development plan (MDP) to the Board as it meets the requirement of REF for submission.

2 Background and Purpose

Status: Bylaw No. PLU 2/17 received 1st reading on June 14, 2017.

Purpose: The Town of Gibbons wants to redesignate approximately 12 ha in its MDP from “Future Residential” to “Future Commercial.” This is a map change only. *Appendix 1: Proposed MDP Map Amendment* shows the proposed change in the NW sector of the Town.

3 Evaluation Criteria

Section 5.4 of REF lists what the Board must consider in its evaluation. These considerations are listed below, with a discussion of each in the context of the MDP.

Section 5.4 a) compatibility of the development with the objectives of the *Capital Region Growth Plan* as set out in Section 11 of the Regulation. **Section 11** of the Capital Region Board Regulation outlines the objectives of the *Capital Region Growth Plan* as being:

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

Commentary: The proposed land use change is relatively minor and justified by the Town as the MDP currently has a significant portion of lands designated for “Future Residential” and due to the future Highway 28A realignment, lacks lands available for “Future Commercial” development adjacent to major local corridors of Highway 28 and 50 Avenue (Main Street) and will have no impact, from a regional planning perspective, on the overall integrated and strategic approach to growth planning in the Capital Region.

Section 11(b) to identify the overall development pattern and key future infrastructure investments that would:

- (i) best complement existing infrastructure, services and land uses in the Capital Region, and
- (ii) maximize benefits to the Capital Region:

Commentary: The proposed land use change is relatively minor and the commercial use would be as consistent with regional development patterns and servicing as the residential use.

Section 11(c) coordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment.

Commentary: The proposed land use change is relatively minor and would be consistent with regional objectives for coordinated decision making, a strong community and a healthy environment.

Section 5.4 b) whether the approval and full implementation of the plan would result in a level, type and pattern of development that is consistent with all of the following:

- (i) The Land Use Principles and Policies of the *Capital Region Growth Plan* including provisions for:
 - i. Buffer Areas as shown on the Regional Buffers Area Map in the *Capital Region Growth Plan*;
 - ii. Priority Growth Areas as shown on the Priority Growth Areas and Cluster Country Residential Areas map in the *Capital Region Growth Plan*;
 - iii. Cluster Country Residential Areas as shown on the Priority Growth Areas and Cluster Country Residential Areas map in the *Capital Region Growth Plan*;
 - iv. Density targets as outlined in the *Capital Region Growth Plan*; and
 - v. Outside Priority Growth Areas as outlined in the *Capital Region Growth Plan*.

Commentary:

- i Although the proposed amendment area is near the Sturgeon River Valley, the *Regional Buffer Areas* map in the current Growth Plan does not designate any buffer areas within the Town of Gibbons. Therefore, this criterion is not relevant to the proposed MDP amendment.
- ii The Town of Gibbons is beyond the areas that the existing Growth Plan designates as Priority Growth Areas (PGAs). Therefore, this criterion is not relevant to the proposed MDP amendment.
- iii The Town of Gibbons is not in a Cluster Country Residential Area (CCRA) as designated by the current Growth Plan. Therefore, this criterion is not relevant to the proposed MDP amendment.
- iv The proposed MDP amendment is a change in use only, for future commercial use, and need not comply with residential density targets.
- v The *Growth Plan Addendum* from October 2009 provides that growth outside of Priority Growth Areas “is allowed in CCRA’s and other areas meeting the criteria specified in Section II Minimize Regional Footprint, C. Allow Growth Outside of Priority Growth Areas.” The intent of the policies is for contiguous development, with appropriate levels of service, that follows the principles of the Growth Plan and does not adversely impact the provision of regional infrastructure. The amendment merely proposes a change in use from future residential to future commercial and is consistent with the policy that “all municipalities shall be allowed to grow.”

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

Commentary: The population projections for 2044 for the Town of Gibbons, accepted by a Capital Region Board Decision of May 14, 2015, range from a low of 5,400 to a high of 6,400. The conversion of 12 ha from residential to commercial will have no impact on the Town of Gibbons’s ability to attain these forecasts as there is ample other future residential land designated within the community. The 2015 decision of the CRB forecast employment for the Town of Gibbons range from a low of 700 to a high of 900 (2014 levels were about 500). The future employment from 12 ha of commercial land will not have any significant impact on overall employment levels or distribution at the regional level.

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

Commentary: The only requirements of the Growth Plan’s Figure 1: Regional Transportation Infrastructure map relevant to the Town of Gibbons is the existing highway and railway. Neither are affected by the proposed MDP amendment.

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

Commentary: No intermunicipal transit service to the Town of Gibbons is shown on Figures 8, 9 and 10 of the Capital Region Intermunicipal Network Transit Plan. This amendment would have no impact on the intermunicipal transit network.

(v) The regional infrastructure, recreation, transportation, and utility corridors identified on the Regional Transportation Infrastructure, Regional Water and Wastewater Infrastructure, Regional Power Infrastructure and Regional Corridors maps in the *Capital Region Growth Plan*:

Commentary: The proposed MDP amendment has no impact on the regional infrastructure or corridors identified in Figure 1: Regional Transportation Infrastructure, Figure 2: Regional water and Wastewater Infrastructure, Figure 3, Regional Power Infrastructure, or Figure 4: Regional Corridors.

(vi) The boundaries and policies of Alberta’s Industrial Heartland Area Structure Plans and the Edmonton International Airport Area Structure Plan:

Commentary: The subject lands are not within any of Alberta’s Heartland Area Structure Plans or the Edmonton International Airport Area Structure Plan and therefore this MDP amendment has no impact on either Area Structure Plan.

4 Opinion

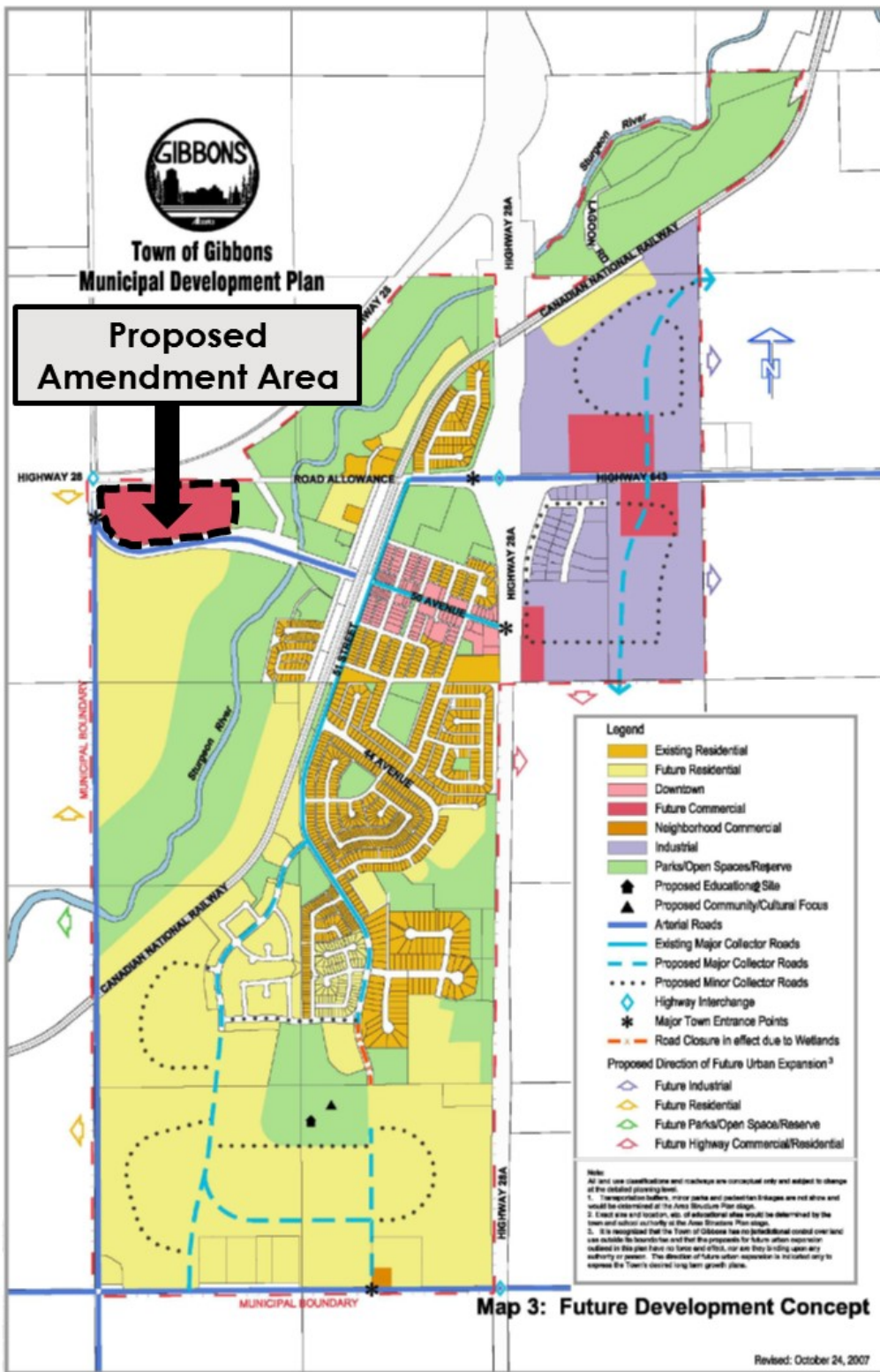
The proposed MDP is consistent with the relevant provisions of the Capital Region Growth Plan. It is our opinion that REF# 2017-016 is compatible with the objectives of the Capital Region Growth Plan as set out in Section 11 of the Capital Region Board Regulation and is consistent with Section 5.4 of the Schedule A to Ministerial Order No. L:026/10. **It is recommended that the Capital Region Board support the proposed amendment to the Municipal Development Plan** (Town of Gibbons Bylaw No. PLU 2/17) as submitted.

Prepared by:

Stantec Consulting Ltd.

John Steil, RPP, FCIP and Bonnie McInnis, RPP, MCIP

Appendix 1: Proposed MDP Map Amendment



Appendix 2 – Principles and Policies Evaluation Matrix

Capital Region Growth Plan: Land Use Principles Town of Gibbons MDP Amendment, REF 2017–016

	I. Protect the Environment and Resources
n/a	a. Preserve and Protect the Environment
n/a	b. Preserve Agricultural Lands
n/a	c. Protect Natural Resources
n/a	d. Minimize the Impact of Development on Regional Watersheds and Airsheds
n/a	e. Minimize the Impact of Heavy Industrial Developments
	II. Minimize Regional Footprint
n/a	a. Identify, Protect and Prioritize Lands for Regional Infrastructure
n/a	b. Concentrate New Growth within Priority Growth Areas
✓	c. Allow Growth Outside of Priority Growth Areas
n/a	d. Support Expansion of Medium and Higher Density Residential Housing Forms
n/a	e. Support Cluster Country Residential Development
	III. Strengthen Communities
✓	a. Create Inclusive Communities
✓	b. Support Healthy Communities
n/a	c. Support Public Transit
n/a	d. Support Innovative and Affordable Housing Options
	IV. Increase Transportation Choice
✓	a. Integrate Transportation Systems with Land Use
n/a	b. Support the Expansion of Transit Service in Various Forms
	V. Ensure Efficient Provision of Services
n/a	a. Design Integrated Physical Infrastructure within the Region
✓	b. Maximize Utilization of Existing Infrastructure
	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
n/a	d. Position the Capital Region Competitively on the World Stage