

Introduction

The Province of Alberta has adopted the Regional Evaluation Framework (REF) for the Capital Region Board’s review of statutory plans. The Town of Gibbons is referring proposed Municipal Development Plan Amendment Bylaw PLU No. 2/17 to the Capital Region Board (CRB) pursuant to Section 3.1:

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.

Purpose

The proposed amendment is to redesignate approximately 12ha (30 acres) portion NW 10-56-23-W4 from “Future Residential” to “Future Commercial” as seen on Schedule “A”. The Town of Gibbons 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.

Summary

The Town of Gibbons’ current MDP (Bylaw No. PLU 12/06) was passed by Town of Gibbons Council in 2007. The purpose of this amendment is to provide a more appropriate future land use pattern for land adjacent to the major local corridors of Highway 28 and 50 Avenue (Main Street). Redesignating this land from “Future Residential” to “Future Commercial” promotes a logical land use pattern surrounding a major local corridor and increases the potential services available for sub-regional residents of the Town of Gibbons, the Town of Bon Accord and surrounding Sturgeon County residents.

Capital Region Growth Plan Policy Alignment

Section 5.4 of the REF sets the criteria for the CRB’s evaluation of statutory plans. These are outlined below with an explanation of how the proposed amendment addresses each consideration in the context of the proposed Municipal Development Plan amendment Bylaw PLU No. 2/17.

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:

The current MDP promotes intermunicipal and regional planning for growth and is consistent with the Capital Region Growth Plan. The Town of Gibbons lies outside of any identified Priority

Growth Areas and the MDP amendment is consistent with the policies regarding growth Outside Priority Growth Areas.

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:

The MDP amendment represents a complementary, contiguous, and efficient land redesignation from “Future Residential” to “Future Commercial” at the major local intersection of Highway 28 and Main Street. This will help to achieve the Town’s (and Region’s) goal of identifying future growth needs and ensuring an adequate supply of developable land.

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

The proposed MDP amendment is located at the intersection on Highway 28 and 50 Ave (Main St) – two major local and sub-regional roads. This location presents itself as a logical and strategic position for commercial development. Redistricting these lands to commercial ensures the Town of Gibbons has adequate land available for commercial development in the future. Currently, the Town has a vast inventory of land dedicated for future residential development and lacks future commercial land. In addition, the Highway 28A Re-alignment is preventing the development of the Town’s commercial and industrial lands. Commercial development will create more jobs and attract skilled workers and families as well as drive local economic development. The proposed MDP amendment would pave the way for more opportunity to deliver commercial and retail amenities that serve the residents of Gibbons and the surrounding sub-region, adding to the economic potential of the Region.

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;

The proposed MDP amendment is not located in or adjacent to a Buffer Area as shown 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;

The proposed MDP amendment is not located in a Priority Growth Area as shown 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;

The proposed MDP amendment is not located in a Cluster Country Residential Area as shown in the Capital Region Growth Plan.

- iv.** Density targets as outlined in the Capital Region Growth Plan; and

The proposed MDP amendment does not include residential uses, thus does not have an impact on density targets.

v. Outside Priority Growth Areas as outlined in the Capital Region Growth Plan.

The amendment is consistent with the principles and policies to allow for contiguous and strategic growth Outside Priority Growth Areas as outlines in the Capital Region Growth Plan.

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

The proposed MDP amendment does not include residential uses, thus does not impact regional population forecasts. However, the redesignation of this land to “Future Commercial” will increase employment opportunities in the Town of Gibbons in the future, as the employment forecasts predict in the Capital Region Growth Plan.

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

The proposed MDP amendment does not impact Regional Transportation Infrastructure as shown on the Regional Transportation Infrastructure map.

(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:

The proposed MDP amendment does not impact the Intermunicipal Transit Network Plan or a Transportation Master Plan approved by the City of Edmonton.

(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:
None of the identified corridors are located in or adjacent to amendment site, so the proposed MDP amendment will have no impact on the regional infrastructure, recreation, transportation, and utility corridors identified in the Capital Region Growth Plan. The Sturgeon River Valley is located in proximity to the proposed amendment; however the proposed amendment will have no negative impact on the Sturgeon River Valley.

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

The proposed MDP amendment is not located in the boundaries of Alberta’s Industrial Heartland Area Structure Plan or Edmonton International Airport Area Structure Plan.

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

VI: Support Regional Economic Development

PRINCIPLES

- 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

✓
✓
✓
✓