

Edmonton Metropolitan Region Board

Regional Evaluation Framework

Statutory Plan Review

Strathcona County Bremner and Local Employment Area (LEA) Area Concept Plan & Strathcona County Municipal Development Plan Amendment

New Plan Amendment

Board Reference Number: REF 2019-014

Proposed Municipality Bylaw No.: Bylaw 3-2019 and Bylaw 2-2019

Introduction

The Province has adopted the Regional Evaluation Framework (REF) 2.0 as the criteria for the Edmonton Metropolitan Region Board's evaluation of statutory plans. The purpose of the REF is to allow the Edmonton Metropolitan Region Board (EMRB) to evaluate new statutory plans and statutory plan amendments to ensure consistency with the *Edmonton Metropolitan Region Growth Plan* (EMRGP) and policies and directions it sets out.

This application for an ASP and NSP Amendment was submitted to the EMRB REF pursuant to Section 4.2 (c), (e), (f), (h), and (j) of the REF 2.0:

A municipality must refer to the Board any proposed amendment to a statutory plan, that meets one or more of the following conditions:

- (c) The proposed statutory plan amendment would result in a change to the boundaries of an Area Structure Plan, Area Redevelopment Plan, Intermunicipal Development Plan, Urban Service Area, Growth Hamlet or Hamlet that is not designated a Growth Hamlet in a Municipal Development Plan where the boundary change includes a population gain of more than 200 and/or an increase in area of 32 ha or more in the Hamlet;*

- (e) The effect of the proposed statutory plan amendment requires the extension and/or increase in the capacity of the Regional Water and Wastewater Lines, as identified on Schedule 8A: Infrastructure Corridors in the Edmonton Metropolitan Region Growth Plan, or to Regional Water or Wastewater treatment facilities;*

- (f) *The boundaries of the proposed amendment to the statutory plan are within 0.8 km of a pipeline corridor as depicted on Schedule 8B: Energy Corridors in the Edmonton Metropolitan Region Growth Plan.*
- (h) *The effect of the proposed statutory plan amendment requires improvements to a road identified on Schedule 10A: Transportation Systems - Regional Roads to 2044 in the Edmonton Metropolitan Region Growth Plan;*
- (j) *The plan area of the proposed amendment to the statutory plan includes a Park and Ride or Planned LRT line or the boundaries of the proposed amendment to the statutory plan are within 0.8km of a Park and Ride or Planned LRT line as identified on Schedule 10B: Transportation Systems – Regional Transit and Rails to 2044 in the Edmonton Metropolitan Region Growth Plan.*

An application to adopt the new Bremner and Local Employment Area (LEA) Area Concept Plan (ACP) and amend the Strathcona County Municipal Development Plan has been submitted to the EMRB by the Strathcona County for a REF review and evaluation.

Background and Purpose

Municipality:	Strathcona County
Applicant:	Strathcona County
Land Owner(s):	
First Reading Date:	May 21, 2019
Area of Municipality:	1181 square kilometers
Current Population (2016):	98,044
Population Projection (2044):	138,000 - 160,000
Proposed Changes: (Amendments Only)	

Purpose: to adopt the Bremner and LEA Area Concept Plan for the area east of Highway 21, south of Pointe-Aux-Pins Creek, west of Range Road 222 and north of the CN rail line and amend the Strathcona County Municipal Development Plan to align the Bremner and LEA Area Concept Plan with the County's Statutory documents.

Recommendation

That Bylaw 3-2019, the Bremner and LEA Area Concept Plan and Bylaw 2-2019 to Strathcona County's Municipal Development Plan **be supported**.

Summary/Discussion

This evaluation reviewed the proposed amendment to Strathcona County's Municipal Development Plan and creation of a subordinate Bremner and LEA Area Concept Plan in relation to the Guiding Principles of the EMRGP (2017), the objectives and policies of the EMRGP, and the evaluation criteria in the evaluation framework.

While both the Bremner and Local Employment Area have been submitted to the EMRB review process as one Area Concept Plan, Bremner and LEA are two distinct areas with two different predominant land uses and policies governing each area. Bremner is included in the Urban Service Area in Strathcona County and is identified as an Urban Centre in the EMRGP. It is planned to become a complete community with mainly residential uses, supporting services, and amenities. The LEA is in the Rural Area and is a local employment area with the purpose of providing local level employment opportunities for the region.

The intent of the LEA is to develop the proposed area for light and medium industrial service as a Local Employment Area as defined by the EMRGP and was designated in Strathcona County's Municipal Development Plan Bylaw 20-2017.

The Bremner area is identified within the EMRGP as an Urban Centre in the Metropolitan Area that would accommodate growth within Strathcona County and the region. When reviewing the ACP we found that the policies and objectives closely aligned with the EMRGP and the objectives of each of the regional policy areas. It thoroughly and thoughtfully addresses housing and creating complete communities, identifying and protecting natural living systems, identifies opportunities for infrastructure optimization and economic competitiveness, and addresses phasing and opportunities to ensure the impact to agriculture is limited as much as possible.

Communities and Housing

The MDP amendments and ACP emphasize creating complete communities. Each community within Bremner is required to be designed in a way that ensures a majority of residential units are within 800m of public amenities and jobs by requiring proximity to a neighbourhood centre. Furthermore, it requires all neighbourhood streets to be designed to include active transportation infrastructure and integration with transit infrastructure, giving those who live and work there opportunities for multi-modal transportation. A variety of housing options and typologies are also encouraged with specific ratios for low density housing in each neighbourhood.

At full build out, the overall proposed density in Bremner is consistent with the minimum greenfield density target of 40du/nrha, as set out by the EMRGP and is in alignment with Table 1B. In addition, policies regarding housing, communities, and housing types require a minimum density target for each community in addition to the overall plan density.

Being close to existing and planned residential areas, LEA follows a contiguous development pattern. The policies for LEA have the potential to provide jobs and local services to these areas. Although this is mainly an employment area and does not include any new housing, the plan area is located in close proximity to Bremner residential area, Sherwood Park, and Ardrossan.

Integration of Land Use and Infrastructure

Being designated an Urban Centre and near existing built up areas, the proposed development area is contiguous and establishes a compact development pattern to accommodate the expected population growth in Strathcona County and the region. Policies of the MDP amendments and ACP emulate the objectives of the EMRGP through the design and land use that require pedestrian-oriented streets and close integration of housing, amenities, and transportation to develop a compact built form.

The ACP will increase the use of the Regional Freeway and Regional Expressway while providing the density to support future Regional Transit and Park and Ride Facilities. To accommodate this, the Bremner Area Project Transportation Plan identifies areas for investment in infrastructure improvements that will be carried out through a partnership arrangement between the Municipal, Provincial, Federal, and/or the development industry.

The LEA is strategically located to take advantage of vehicular and freight infrastructure as it abuts a Regional Freeway, Regional Expressway, Regional Arterial, and an active CN Line. The LEA also abuts a Transit Priority Corridor.

Land use patterns have been planned in a manner that minimizes risks to public safety and health. This is achieved by separating the residential Bremner area and the LEA light and medium industrial with Highway 16, a major 4 lane roadway. Noise, pollution, and large traffic uses associated with industrial uses are kept away from where people are living and playing.

Economic Competitiveness and Employment

Bremner is a planned Urban Centre in the EMRGP. The policies guiding the development of Bremner integrate employment and residential areas in a complete community increasing the quality of life for the residents and workers. It is estimated to create over 17,000 jobs to the Region at full build out that have vehicular access throughout the Region, with regional transit access to the Metropolitan Core. The business employment area is located to increase the utilization of existing and planned regional infrastructure (a Regional Freeway and Regional Transit). As such, it aligns with the EMRGP.

Nonetheless, it is acknowledged that the plan area is strategically located on freight transportation routes with direct access to a Regional Freeway, Regional Expressway, Regional Arterial, and an active CN Line, that takes advantage of existing regional infrastructure. The LEA

is also encouraged to have value-added activities and business for the agricultural sector and is consistent with the EMRGP on this objective.

Natural Living Systems

The MDP amendments and ACP encourage and, to a certain extent, require the protection of biodiversity, watersheds and air, while taking proactive steps to address climate change. Important watershed protection tools (such as environmental and municipal reserve, setbacks, top-of-bank) have been identified, with specific policies encouraging the application of them to protect environmentally sensitive areas that greatly impact the watershed. Thus, the MDP amendments and ACP align with the EMRGP.

Transportation Systems

The ACP aligns with the EMRGP by encouraging people to use alternative modes of transportation by providing them options to and from attractive trip generating destinations. It requires street and building design to be pedestrian-oriented and include active transportation infrastructure as well to accommodate local and regional transit infrastructure.

The local transportation network aligns with the regional transportation network to take advantage of the existing Regional Freeway, Regional Expressway and the planned Regional Transit and Park and Ride Facility. However, until the regional transit system reaches the Bremner ACP plan area, there will be an impact on regional transportation corridors which will be mitigated by planned transportation infrastructure investment outlined in the ACP.

Agriculture

All the lands within the ACP are identified as Class 2 prime agricultural lands (the highest class identified within Schedule 11 of the EMRGP). All of the lands within the Bremner area, agriculture or not, were identified as lands to accommodate future growth through the designation of an Urban Centre. Being within the Metropolitan Area and the Rural Area, the ACP follows the EMRGP policies by requiring agricultural uses continue as long as possible, recognizing that these lands will urbanize over the timeline of the ACP to accommodate growth. Also, following the EMRGP, the MDP amendments and ACP require and encourage value-added agricultural business operations within the area.

There were two separate Agricultural Impact Assessments done for both Bremner and the LEA. There were policies in both the Bremner section and the LEA section support the growth of agri-business and the continuation of agriculture related uses as long as feasible. In addition, the ACP does require the identification of appropriate and contiguous phasing at the Sub-Area Structure Plan stage to ensure premature fragmentation of agricultural uses for both the Bremner and LEA areas. Furthermore, it encourages value-added agricultural business operations within LEA to help support the regions agricultural sector and regional food system.

Evaluation Criteria

Section 8.1 of the REF states that *“When evaluating a statutory plan or statutory plan amendment, the Board must consider whether approval and full implementation of the statutory plan or statutory plan amendment would result in development that is consistent with the Edmonton Metropolitan Region Growth Plan.”*

Policy Tiers

Edmonton Metropolitan Regional Structure	Applicable Policy Tier Bremner	Applicable Policy Tier(s) LEA
Metropolitan Core	N/A	N/A
Metropolitan Area	Applicable	N/A
Rural Area	N/A	Applicable

Economic Competitiveness and Employment		
Guiding Principle: Promote global economic competitiveness and regional prosperity.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
1.1: Promote global economic competitiveness and diversification of the regional economy	✓	<p>The ACP allocates medium and light industrial uses in LEA and limits them to utility services such as recycle stations or operation yard facilities. It also requires varying the sizes of the industrial lots so as to be able to attract and accommodate different types of industrial uses. This has the potential of encouraging the diversification of the energy sector and supporting regional economic development to attract and support green energy, manufacturing, technology industries, and logistics.</p> <p>The ACP encourages value-added activities and business in LEA for the agricultural sector which will diversify the economy, aligning itself with the EMRGP on this objective.</p> <p>By providing neighbourhood commercial uses and community amenities in residential areas within Bremner, it has the potential to increase the quality of life by attracting business and workers who can provide workers and business owners with the opportunity to work close to where they live.</p>
1.2: Promote job growth and the competitiveness of the region’s employment base	✓	<p>The proposed MDP amendments and ACP estimates a total job creation of 17,739 jobs within Bremner, a planned Urban Centre. The total number of jobs in Strathcona County if and when Bremner reaches full build out could potentially be very close to that of the 2044 employment projection for the County in the EMRGP.</p> <p>LEA has the potential to accommodate 2,000 more jobs and contribute to</p>

Economic Competitiveness and Employment		
Guiding Principle: Promote global economic competitiveness and regional prosperity.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
		the region's employment base.
1.3: Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region	✓	<p>The MDP amendments and ACP allocate commercial and light industrial uses within a Business Employment Area (refer to Figure 2A of the ACP). This area abuts a Regional Freeway. Commercial and light industrial uses often accommodate business that heavily rely on the delivery of goods, especially freight movement. Allocating these uses abutting a Regional Freeway will allow the movement of goods and people throughout the Region. This is in alignment with regional infrastructure and enhances the Region's connectivity.</p> <p>The MDP amendments and ACP mainly allocate light and medium industrial uses within LEA. It is acknowledged that this area abuts a Regional Freeway, Regional Expressway, and a Regional Arterial. It is also bounded by an active CN line to the south. Although it may optimize the use of existing regional infrastructure, as it was not anticipated in the EMRGP, its impacts on regional infrastructure capacity and the need for unplanned investment should be considered.</p>
1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce	✓	<p>At full build out, the overall proposed density of Bremner matches the minimum greenfield density target of 40du/nrha required in the EMRGP. The ACP has policies requiring and encouraging complete communities through the provision of mixed use town centres, employment areas, and multi-modal transportation access that will promote the livability of the region.</p> <p>The MDP amendments and ACP call for new residential development interspersed regularly with commercial and community amenities in a way that reduces auto-dependency. They promote the objectives of the EMRGP through the design and land use policies that require pedestrian-oriented streets and close integration of housing, amenities, and transportation to develop a compact built form.</p> <p>The ACP recognizes that there are some pre-existing Country Residential Areas in the LEA area. There will be over time, as more light and medium industrial uses locate in this plan area there will be an increase in the local workforce.</p>

Natural Living Systems		
Guiding Principle: Protect natural living systems and environmental assets.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
2.1: Conserve and restore natural living systems through an ecological network approach	✓	<p>Through a Biophysical Assessment, a Provincially Environment Sensitive Area identified within the EMRGP Schedule 4 has been identified within the MDP amendments and ACP. The Open Space Concept and stormwater management network of the ACP identifies additional environmental areas, such as watercourses, priority wetlands, creeks, uplands, and tree stands that need to be linked to public, recreational open spaces to create a network of natural living systems. Additionally, within this network, the ACP requires the creation of a centralized regional park. Policies in the ACP direct the use of conservation tools such as environmental and municipal reserves to acquire these environmental significant areas to create and thus promotes minimization of fragmentation of natural living systems. This network is encouraged to protect and facilitate movement of wildlife and preserve water quality.</p> <p>The MDP amendments and ACP encourage the integration of environmental features retain biodiversity and provide open spaces for passive recreation within LEA. Environmentally significant areas have been identified and policies in the ACP direct the use of conservation tools such as environmental and municipal reserves to acquire these areas.</p>
2.2: Protect regional watershed health, water quality and quantity	✓	<p>Important watershed protection tools such setbacks and top-of-bank limits have specific policies encouraging the application of them to conserve lands adjacent to watercourses and wetlands, improve the quality and quantity while encouraging best practices.</p> <p>The ACP encourages wide setbacks for identified environmentally significant areas (50m -100m), but also provides criteria for the identification of setbacks at the Sub Area Structure Plan stage for all other locations. As per the ACP, setbacks are required to be determined to ensure protection of unstable slopes, floodplains, hazard lands, and retained waterbodies. These are all important consideration in watershed and groundwater protection. Unless proven otherwise through technical studies, these setbacks will carry through to the development stage. Therefore, these policies follow the EMRGP by requiring steps to protect the watershed, water quality and quantity.</p>
2.3: Plan development to promote clean air, land and water and address climate change impacts	✓	<p>The ACP encourages industrial areas to take climate control and energy conservation initiatives for buildings in the Business Park.</p> <p>The ACP encourages the incorporation of LID in buildings, transportation, and stormwater management within LEA.</p>

Natural Living Systems		
Guiding Principle: Protect natural living systems and environmental assets.		
Principles and Objectives	Consistent ✓ ✘ N/A	Comments on Consistency
2.4: Minimize and mitigate the impacts of regional growth on natural living systems	✓	<p>The MDP amendments and the ACP propose an Urban Centre for Bremner that aligns with the EMRGP designation of the Bremner area. In doing so, it is minimizing the amount of land being developed, and thus minimizes the impacts of regional growth on natural living systems. Furthermore, walkability and compact development is required and encouraged as a way to mitigate the negative impacts of regional growth as well. Policies requiring the preservation of environmentally sensitive areas and open space are also throughout the plan.</p> <p>The ACP specifies technical studies for land development application in the Local Employment Area that will determine the impacts of development on the natural environment and appropriate mitigation measures.</p>

Communities and Housing		
Guiding Principle: Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.		
Principles and Objectives	Consistent ✓ ✘ N/A	Comments on Consistency
3.1: Plan and develop complete communities within each policy tier to accommodate people’s daily needs for living at all ages	✓	<p>The ACP follows the Growth Plan in creating complete communities in Bremner by requiring and encouraging people live close to public services and amenities, job opportunities, and commercial areas. The Bremner Development Concept allocates a Town Center within the center of the Bremner area. Village Centers are dispersed intermittently throughout the Bremner area. Furthermore, the entire Bremner area is divided into sub-areas, where each are required to have minimum of two community nodes. All nodes and centers are required to use highly accessible design through multiple modes of transportation and should be centrally located. Furthermore, they are encouraged to contain varying levels of community services such as libraries and local health services. This is in alignment with Table 1B of the EMRGP. Higher densities are encouraged closer to the centers. The road network to support this structure relies on a hierarchy of streets that connect the centers to the residential areas.</p>
3.2: Plan for and promote a range of housing options	✓	<p>Housing forms such as single and semi-detached dwelling usually do not achieve the expected density within the Region when applied in isolation. By requiring all communities to be at least 35du/nrh, it ensures that no community within Bremner will not contain predominant low density housing types. This will ensure that each community has a mix of housing types, ensuring diversity.</p>

Communities and Housing		
Guiding Principle: Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
3.3: Plan for and promote market affordable and non-market housing to address core housing need	✓	The ACP and MDP amendments do not require non-market housing to be included in Bremner but encourage seniors and community housing developments be located in the Town Centre or close to transit stops to ensure they are near community amenities, should they be developed. This ensures that if and when they are included, they meet the intent of non-market and/or other forms of affordable housing.

Integration of Land Use and Infrastructure		
Guiding Principle: Achieve compact growth that optimizes infrastructure investment.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth	✓	The ACP estimates full buildout in the next 40-50 years (2058 - 2068). By then, it is anticipated to accommodate 79,074 people. The projected growth for Strathcona County in the Growth Plan by 2044 is between 138,000 - 160,000. Therefore, it estimates 15,000 – 39,000 more people than what is projected in the Growth Plan by 2044. The LEA and Bremner areas are contiguous to existing urban development in Sherwood Park and the Town of Ardrossan. Policies throughout call for the orderly and contiguous phasing of development with requirements for infrastructure and design that reduces auto dependency and encourages multi-modal transportation
4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint	✓	<p>The Bremner area is directing growth to a planned Urban Centre within the EMRGP with the goal of minimizing the development footprint. The LEA on the other hand is not identified in the EMRGP and appears to be unnecessarily expanding the development footprint.</p> <p>Bremner is a greenfield area within the Metropolitan Area. It is bounded by a Transit Priority Corridor on the south; this also abuts the employment area in Bremner. The MDP amendments and ACP aligns Bremner’s Town Centre with the location of the future Park and Ride Facility. Bremner can also provide the density required for the planned Regional Transit along the Regional Freeway. This will optimize the use of planned infrastructure.</p> <p>As Bremner and the LEA areas develops over time, there are provisions in the ACP to monitor the need for improvements to transportation and utility infrastructure and respond accordingly.</p> <p>As required by the EMRGP, the MDP amendments and ACP direct job</p>

Integration of Land Use and Infrastructure		
Guiding Principle: Achieve compact growth that optimizes infrastructure investment.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
		growth areas (LEA) to be located abutting a Transit Priority Corridor. However, as the Park and Ride Facility is not within LEA but on the opposite side of the abutting Regional Freeway, accessibility between the Facility and LEA may be challenging and will require design considerations for multi-modal connections.
4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities	✓	The adoption of the ACP will follow the EMRGP by requiring that all new development within Bremner and LEA be regulated by a statutory plan. Additionally, the ACP meets the minimum greenfield density in Schedule 6 of the EMRGP and provides for a compact development pattern. Additionally, the ACP and MDP amendments require that phasing be designed to continue agricultural operations for as long as possible and that development be phased in an orderly manner to help create complete communities and an orderly extension of servicing.
4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing	N/A	
4.5: Plan and develop mixed use and higher density centres as areas to concentrate growth of both people and jobs	✓	The ACP and MDP amendments direct medium density residential developments to all centres within the Plan Area, with a focus of residential areas within 800m. All transit stops are planned to be located at centres. Furthermore, each community is will have a balance of residential, commercial and employment due to the requirement for a community node or center within each community that has commercial and employment uses. The Town Centre is encouraged to meet a minimum density of 100 dwelling units per net residential hectare, and Village Centres are encouraged to meet a minimum of 60 dwelling units per net residential hectare.
4.6: Prioritize investment and funding of regional infrastructure to support planned growth	✓	To accommodate this area, the Bremner Area Project Transportation Plan recommends directing regional investment in improving the Regional Freeway and Regional Expressway to support the designated Urban Centre growth. A Flyover to the LEA is recommended in the Bremner Area Project Transportation Plan and adding interchanges with full access at Highway

Integration of Land Use and Infrastructure		
Guiding Principle: Achieve compact growth that optimizes infrastructure investment.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
		16 and Range Road 224. The Bremner Area Project Transportation Plan also states that the interchange will be a joint undertaking between Alberta Transportation and Strathcona County.
4.7: Ensure compatible land use patterns to minimize risks to public safety and health	✓	<p>Land use patterns and risk minimization has been well considered in the ACP. The light and medium industrial uses in the ACP are buffered by the Bremner residential uses by the four land Highway 16. The CN Rail line on the south of the LEA also provides a large buffer between development and rural land uses.</p> <p>The ACP and MDP amendments call for transition measures such as screening and buffering between uses that will be deemed incompatible during the Sub-Area Structure Plan. This address compatible land use patterns to minimize risks in accordance with the EMRGP.</p>

Transportation Systems		
Guiding Principle: Ensure effective regional mobility.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
5.1: Develop a regional transportation system to support the growth of the Region and enhance its regional and global connectivity	✓	<p>The ACP and MDP amendments align the local transportation network with regional transportation shown in Schedule 10A -10C of the EMRGP. All local arterial roads connect to the Regional Freeway and Expressway. Additionally, transit-oriented land uses are located on the Regional Transit Priority Corridor. The Town Centre is located in the area designated as a future Park and Ride Facility, creating an accessible hub. The terminus of a Regional Bus Service/Transit Priority Corridor is at the heart of the Bremner area.</p> <p>The ACP aligns with the EMRGP by encouraging people to use alternative modes of transportation by providing them competitive options to and from attractive, trip generating destinations. However, until such time when the regional Transit is implemented along the Regional Freeway, the residential population of Bremner will add to the increase in the use of the Regional Freeway and Regional Expressway.</p> <p>LEA is strategically located to take advantage of vehicular and freight infrastructure as it abuts Regional Freeway, Regional Expressway, Regional Arterial, and an active CN Line. LEA also abuts a Transit Priority Corridor.</p>

Transportation Systems		
Guiding Principle: Ensure effective regional mobility.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
5.2: Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable alternatives to private automobile travel, appropriate to the scale of the community	✓	<p>The ACP aligns with the EMRGP by requiring and encouraging multi-modal transportation opportunities to encourage a mode shift. Residential and employment areas alike are required to provide trails, paths, sidewalks, and other facilities in road designs and integration with transit infrastructure to ensure multi-modal opportunities. Active Transportation networks between residential areas, centers, and employment area is a requirement by the MDP amendments and ACP. As this is a requirement in a statutory plan, it has a high potential to translate into design and construction at the development stage.</p> <p>Furthermore, the Business Employment area is required to use street right-of ways to include active transportation infrastructure and integrate street design with transit facilities, providing the option to use transportation modes other than the private automobile.</p>
5.3: Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas	✓	<p>A series of arterial roadways and collector streets connect Bremner to the abutting Regional Freeway and Expressway, creating a smooth local and regional network for vehicles. Furthermore, commercial, business employment and light industrial uses are highly likely to rely on the delivery and transport of goods. In Bremner and LEA, all the above land uses will be located along the Regional Freeway to increase infrastructure utilization and benefit the business.</p> <p>Additionally, all collector streets are required to be pedestrian-oriented allowing people to walk and bike to the centers and access the regional transportation system that connects them to the Metropolitan Core.</p> <p>Furthermore, the uses in LEA are highly likely to rely on the delivery and transport of goods. In LEA, land uses will have access to vehicular and freight infrastructure as it abuts Regional Freeway, Regional Expressway, Regional Arterial, and an active CN Line, increasing their utilization. This is in alignment with the EMRGP.</p>
5.4: Support the Edmonton International Airport as northern Alberta’s primary air gateway to the world	N/A	
5.5: Ensure effective coordination and alignment of regional transportation	✓	<p>The ACP and MDP amendments align the local transportation network with regional transportation routes, as well as the existing transportation infrastructure of the surrounding municipalities. All local arterial roads connect to the Regional Freeway and Expressway. Additionally, transit-oriented land uses and design are located on the Region Transit Priority Corridor.</p>

Transportation Systems		
Guiding Principle: Ensure effective regional mobility.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
policies and initiatives between all jurisdictions		

Agriculture		
Guiding Principle: Ensure the wise management of prime agricultural resources.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
6.1: Identify and conserve an adequate supply of prime agricultural lands to provide a secure local source of food security for future generations	✓	<p>All lands within Bremner are identified as Class 2 prime agricultural lands (the highest class identified within Schedule 11 of the EMRGP). Lands within Bremner will accommodate future growth as they were designated as an Urban Centre. Being within the Metropolitan Area, the ACP follows the EMRGP policies by requiring agricultural uses continue as long as possible, recognizing that these lands will urbanize over the timeline of the ACP to accommodate growth.</p> <p>As stated in the Draft Agricultural Impact Assessment, these two areas are currently being impacted from transportation issues. Furthermore, it identifies that urban roads are not suited farm-land equipment. These issues are only expected to grow as development increases. However, as this area is expected to develop over approximately 40 years, the Assessment states that this gives agri-businesses time to adjust. Following the EMRGP to conserve prime agricultural lands, the ACP addresses this concern by requiring development to be staged in a manner that maintains access of farmland equipment to existing farmlands until the land is converted to non-agricultural development.</p> <p>As Bremner and all the farmland within it was identified for development as an Urban Centre in the EMRGP, the ACP includes policies to ensure that agricultural lands are not affected by other factors such as invasive species and diseases that could lead to the discontinuation of agricultural lands prematurely. The ACP also recognizes the importance of high-quality topsoil for food production and security and includes policies to protect topsoil by requiring that it is reused and encourages alternatives to removing topsoil.</p> <p>The LEA covers an area of approximately 970 ha of land. This entire area is identified as Class 2 prime agricultural lands (the highest class identified within Schedule 11 of the EMRGP). A Regional Agricultural Master Plan is being prepared which will include the ACP area.</p>

Agriculture		
Guiding Principle: Ensure the wise management of prime agricultural resources.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses	✓	<p>Premature fragmentation of agricultural lands is discouraged by the ACP policies throughout Bremner. That is, development is encouraged to be staged in manner that prolongs the use of existing agricultural operations. However, once the surrounding is deemed ready for development, agricultural operations will be discontinued. This is consistent with the EMRGP policies to conserve prime agricultural lands until urbanization is required to accommodate regional growth.</p> <p>The MDP amendments and ACP are consistent with the EMRGP policies for fragmentation and conversion of prime agricultural lands in metropolitan areas. During the Sub-Area Structure Plan stage, the Plan require contiguous development phasing be identified to prevent premature fragmentation. The Plan meets the minimum greenfield density targets in Schedule 1 and 6. A Draft Agricultural Impact Assessment was completed for the area where mitigation measures were recommended. The mitigation measures are reflected in the ACP.</p> <p>Furthermore, during the development of the Bremner Area Concept Plan, the total area for Bremner was reduced to 2,118 ha, thus reducing the amount of conversion of agricultural lands required in the process.</p> <p>The LEA does require the identification of appropriate and contiguous phasing and the Sub -Area Structure Plan stage to ensure premature fragmentation of agricultural uses. In alignment with the two AIA done for the Bremner and LEA areas. The ACP contains a number of policies to protect and promoted agriculture and agri-business within the ACP area such as the design of rural road and access within the undeveloped LEA to continue to accommodate farm machinery, the reuse of topsoil in the plan area to retail the high-quality soil, and development of agri-tourism.</p>
6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system	✓	<p>Following the EMRGP, the MDP amendments and ACP require and encourage value-added agricultural business operations within the area. As one of the mitigation measures recommended in the Draft Agricultural Impact Assessment, the ACP directs consideration of small scale agri-tourism and agribusiness within undeveloped areas as transitional uses to support the existing agricultural community in Bremner. As this is a consideration, this will apply on a case-by-case basis and does not ensure implementation. Also, as recommended, the ACP also promotes multi-modal connections between open spaces, urban agriculture, agri-tourism and agri-business areas within and surrounding Bremner with appropriate wayfinding signs that a stated, to promote user ship.</p> <p>The ACP requires urban agriculture such as community gardens and edible landscapes within each neighbourhood. This would be classified as diversification of food production as stated in the EMRGP. This does not</p>

Agriculture		
Guiding Principle: Ensure the wise management of prime agricultural resources.		
Principles and Objectives	Consistent ✓ ✗ N/A	Comments on Consistency
		<p>specify whether this is on private lands (such as residential developments) of public lands (such as public open spaces). Therefore, the implementation of urban agriculture as a continued food source is unclear. The ACP does however promote rooftop gardens and community gardens to promote local food production. Therefore, if urban agriculture is not incorporated within private developments, it will require appropriate justification to receive Administration and Council support. Implementation will be on a case by case basis. The ACP follows the EMRGP in this by promoting the diversification of food production.</p> <p>Following the Growth Plan, the MDP amendments and ACP call for supportive infrastructure for the agricultural sector. Apart from supportive physical infrastructure, the ACP encourages supportive soft infrastructure in the form of educational opportunities of Bremner’s agricultural history within the design and naming of open spaces and streets.</p>