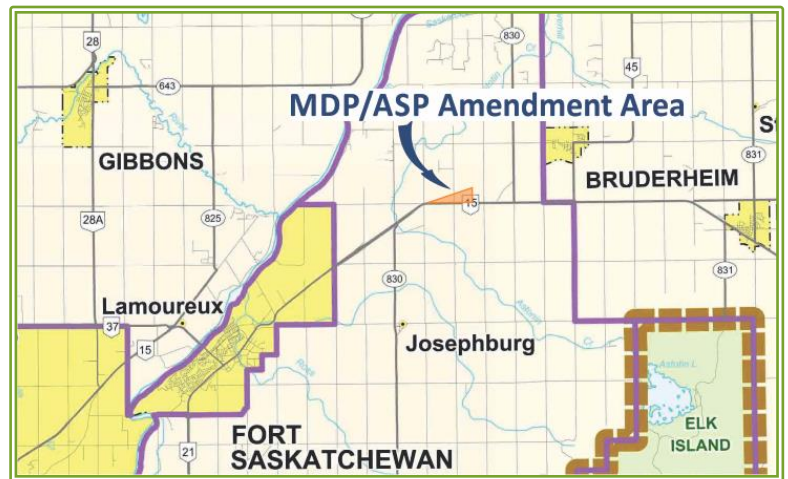




Introduction

The Province has adopted the Regional Evaluation Framework (REF) for the Capital Region Board's review of statutory plans. Strathcona County has referred two plan amendments to the Capital Region Board being:

1. An amendment to its Municipal Development Plan pursuant to REF Section 3.1; and,
2. An amendment to Alberta's Industrial Heartland Area Structure Plan pursuant to REF Section 3.3 being a statutory plan located within 1.6km of Alberta's Heartland Industrial Area Structure Plan boundaries.



Purpose

The purpose of the Municipal Development Plan (MDP) amendment is to change the designation of a 118 hectare site from Agri-industrial Transition Policy Area to Industrial Heavy Policy Area as shown on MDP Map 12 (Rural Policy Area) to allow for future industrial development.

The purpose the Alberta's Heartland Area Structure Plan (ASP) amendment is to change the designation of the same 118 hectare site from Agri-Industrial Transition Policy Area to Heavy Industrial Policy Area Transition Zone again to allow for future industrial development.

Gibson Energy ULC, MEG Energy Corp. and the Hutterian Brethren Church of Scotford are the site owners. The subject site will be developed for heavy industrial uses that will include a truck to rail multi-modal facility by utilizing an existing rail line to ship products to markets across North America.

Recommendation

That Capital Region Board **APPROVE** the amendments to the Strathcona County Municipal Development Plan and the Alberta's Industrial Heartland Area Structure.

Summary

The change in land use designation is a logical extension of an existing Heavy Industrial Policy Area located directly north of the subject site. The Town of Bruderheim is located about two kilometres to the northeast. The subject site is located adjacent to Highway 15 and is directly connected to the existing CN rail line.

The proposal is to allow for a multi-purpose industrial development that offers multi-modal facilities including rail and truck transport for a variety of products and businesses in the natural resource sector. Future uses could include handling and transporting products such as propane, crude oil, and sulphur.

Although the site would be removed from the Agri-industrial Transition Policy Area, the concurrent proposed amendment to the Alberta’s Industrial Heartland ASP would apply a transition overlay that would continue to maintain a risk transition as well as address potential nuisance issues between industrial development and non-industrial uses to the south or east.

Evaluation Criteria

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

<p>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:</p>	
✓	<p>11(a) To promote an integrated and strategic approach to planning for future growth in the Capital Region;</p> <ul style="list-style-type: none"> The MDP and ASP amendments are consistent with the planning objectives of the Capital Region Growth Plan. The change in land use and proposed development are logical and strategic approaches to planning Alberta’s Industrial Heartland.
✓	<p>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;</p> <ul style="list-style-type: none"> The proposed amendments are consistent with the intent of the Heartland Industrial complex and would best complement existing infrastructure while providing for a key investment in future infrastructure. The development being considered will maximize benefits to the Capital Region.
✓	<p>11(c) To co-ordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment;</p> <ul style="list-style-type: none"> The proposed amendments will sustain economic growth and ensure strong communities by supporting the transition of land uses adjacent heavy industrial developments in Alberta’s Industrial Heartland.
<p>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:</p>	
<p>(i) The Land Use Principles and Policies of the Capital Region Growth Plan including the provisions for:</p>	
✓	<p>i. Buffer areas as shown on the Regional Buffer Areas map in the Capital Region Growth Plan;</p> <ul style="list-style-type: none"> The site is located within the Safety and Risk Management Buffer shown on the Regional Buffer Areas Map. The recommendation for change includes a requirement that a risk assessment for the site be carried out prior to approval. No significant risk is anticipated beyond the site boundary.
✓	<p>ii. Priority Growth Areas as shown on the Priority Growth Areas and Cluster Country Residential Areas map in the Capital Region Growth Plan;</p> <ul style="list-style-type: none"> The site is located within the Albert’s Industrial Heartland. Concentration of heavy industrial activity is the primary goal of the Alberta’s Industrial Heartland ASP.

✓ 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; and	• Not applicable.

✓ v. Outside Priority Growth Areas and Cluster Country Residential Areas.	• Not applicable.
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✓ (ii) The regional population and employment forecasts in the Capital Region Growth Plan.	<ul style="list-style-type: none"> • Employment forecasts for the site have not been provided. However the industrial development of the site will add jobs to the Capital Region and will have a positive impact on jobs in Alberta as a whole.
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✓ (iii) The regional transportation network as shown in the Regional Transportation Infrastructure map in the Capital Region Growth Plan.	<ul style="list-style-type: none"> • Highway 15 is shown on the Regional Transportation Infrastructure map in the Capital Region Growth Plan. The site's proximity to existing rail infrastructure is a crucial component of the change in land use and support for the amendment applications.
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✓ (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.	<ul style="list-style-type: none"> • Not applicable.
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✓ (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.	<ul style="list-style-type: none"> • The proposed development is located along a regional transportation corridor. A truck to rail terminal will not require off-site services.
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✓ (vi) The boundaries and policies of the Alberta's Industrial Heartland Area Structure Plans (ASPs) and the Edmonton International Airport Area Structure Plan.	<ul style="list-style-type: none"> • Approval of the proposed amendments support regional efforts to coordinate and encourage development of Alberta's Industrial Heartland. The MDP and ASP amendments add critical lands to enhance and promote such development within the Heartland and the Capital Region.
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Attachments

1. Evaluation of the Strathcona County Municipal Development Plan and Alberta's Industrial Heartland Area Structure Plan Amendments against the Principles and Policies of the Capital Region Land Use Plan.

- ✓ I. PROTECT THE ENVIRONMENT AND RESOURCES
- 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.
- The site being proposed for heavy industrial land use designation is located adjacent to existing heavy industrial development and therefore any impacts will be concentrated in an area designated for such uses.

- ✓ II. MINIMIZE REGIONAL FOOTPRINT
- 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
- Access to the CN railway and Highway 15 provide a unique opportunity to add significant value to the Heartland Industrial complex and to protect regional infrastructure.

- ✓ III. STRENGTHEN COMMUNITIES
- A. Create Inclusive Communities
 - B. Support Healthy Communities
 - C. Support Public Transit
 - D. Support Innovative and Affordable Housing Options
- The proposed rail terminal will create jobs and therefore will assist in supporting a healthy community.

- ✓ IV. INCREASE TRANSPORTATION CHOICE
- A. Integrate Transportation Systems with Land Use
 - B. Support the Expansion of Transit Service in Various Forms
- The proposed industrial development that may include a truck to rail facility will provide a commodity transportation choice and will integrate rail service with land use.

- ✓ V. ENSURE EFFICIENT PROVISION OF SERVICES
- A. Design Integrated Physical Infrastructure within the Region
 - B. Maximize Utilization of Existing Infrastructure
- Site development has no direct implications on regional 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
- D. Position the Capital Region Competitively on the World Stage

- Enhancing the strategic importance of Alberta's Industrial Heartland as an engine that drives regional economic prosperity is the primary purpose of the proposed amendments.