

## 2.0 Methodology

### 2.1 Land Use Scan and Growth Forecasts

- Collected and reviewed Applications Management Consulting Ltd.'s report entitled "Capital Region Infrastructure Review – Population and Employment Forecasts" to identify and gain an understanding of regional population and employment growth forecasts for Region municipalities.
- Plotted line graphs and made observations of regional population and employment forecasts.
- Mapped regional population growth and employment growth scenarios for 2006 to 2016, and 2016 to 2041 using data contained in the "Capital Region Infrastructure Review – Population and Employment Forecasts" report, and assembled a list of significant industrial projects identified by Applications Management.

Source: Municipal project plans and Alberta Employment, Industry and Immigration (EII) Inventory of Major Projects, Nichols Applied Management Consultants.

- Completed an inventory of existing and proposed municipal land use plans. The inventory identifies existing and future residential, commercial and industrial areas, as well as existing policies relevant to growth.

Source: provincial departments; Sustainable Resource Development (SRD), Alberta Employment, Industry and Immigration (EII), Alberta Environment (AE), Alberta Infrastructure and Transportation (AIT), Municipal Affairs and Housing (MAH), Region municipalities, Nichols Applied Management Consultants.

- Conducted interviews with municipal representatives for each of the Regional municipalities to obtain municipal growth projections for 2016 and 2041 and comments on future land use.
- Most municipalities provided an estimate of their projected population for the years 2016 and 2041. The majority of municipalities (17 of 25) are expecting their population growth to be greater than the Regional Forecast projection in both forecast periods. In 2016, the total municipal projection population for the Capital Region is almost 59,000 people or 4.6% higher than the Regional Forecast. In 2041 this disparity increases to 192,014 people or 11% higher than the Regional Forecast. It is worth noting that most of the large urban municipalities or municipalities with large urban populations are not different than the Regional Forecast (i.e. Edmonton (2041), St. Albert, Sturgeon). Most of the difference lies within medium and smaller municipalities.

Some exceptions include:

- No municipal projection is available for Entwistle. Entwistle has been dissolved into Parkland County and has been taken into account in Parkland County's municipal projection.
- No municipal projection is reported for Alexander IR, Enoch IR and Wabamun IR.

Although development at the Airport falls under the jurisdiction of Transport Canada the Edmonton Regional Airports Authority has prepared an Area Structure Plan to provide clear direction on the development of the Airport lands.

The Edmonton International Airport Area Structure Plan (ASP), also referred to as the Port Alberta ASP, designates the 700+ ha of undeveloped land around the airport facility for the development of Port Alberta. Port Alberta is defined as a multi-modal transportation hub that integrates air, sea and surface transportation in one location, includes the development of a new runway, and provides a large supply of land for industrial and limited commercial uses to host manufacturing, production, supply, distribution and storage of goods.

A report prepared by the Airport, titled "Port Alberta: Multi-Modal Transportation Gateway for the 21st Century" rationalizes the development of Port Alberta as a means to provide a coherent and effective strategy to improve freight transportation logistics in the Capital Region, and to provide a gateway to global markets.

Based on projections provided by Edmonton Airports, and modified for the purposes of this forecast, total aviation activity at the International Airport will, by 2036, grow to levels comparable to that which currently exists at the Vancouver International Airport. Assuming a steady rate of growth and development, by 2016, total employment at the Edmonton International Airport and associated with Port Alberta will grow to approximately 12,000. This is projected to increase to 33,000 jobs by the end of the forecast period in 2041.

The development opportunities proposed under the Port Alberta ASP may require amendments to the Memorandum of Agreement (Leduc County Bylaw 35-92) between Leduc County and the Edmonton Regional Airports Authority. The memorandum established a land use concept for the airport and a process for development review. By virtue of the 1998 Intermunicipal Development Plan, between Leduc County and the City of Leduc, the City of Leduc must be notified of any changes to the Memorandum of Agreement between Leduc County and Edmonton Airports. However, indications are that the City of Leduc and Leduc County support the Port Alberta Plan, while the City of Edmonton is supportive of the Port Alberta concept.

### **3.2.4 Nisku Industrial Park**

The Nisku Industrial Park is located within Leduc County and to the east of the Edmonton International Airport.

Development of the Nisku Industrial Park is governed by the Nisku Area Structure Plan (ASP). The ASP designates the lands within its boundaries for a mix of light, medium and heavy industrial uses, encompasses an area of approximately 3,000 ha, and accommodates a total workforce of 15,000 to 17,000 people. Approximately 2,500 ha of land within the Park is developed and the remainder of lands will be developed in the near future.

Facing a potential lack of industrial land to satisfy market demand, an anticipated expansion of the Edmonton International Airport, and the prospect of significant road network changes Leduc County is preparing the Highway 19 Area Structure Plan (ASP). The Plan area is located immediately north of the Airport, is bounded on the east by Queen Elizabeth II Highway, on the south by Highway 19, on the west by the North Saskatchewan River and the ravine east of Devon, and on the north by Township Road

In discussions with some municipalities, and based on the more detailed submissions received, the difference in population growth in the short term appears to be primarily due to differing expectations about how the rate of recent growth, housing starts and development permits will persist over the 10 year forecast period. Over the longer term, municipal population projections that are higher than the Regional Forecast appear to be a result of differing expectations about the scope of major project initiatives in the region and the population and employment impacts they will create, as well as the distribution of these impacts over the region.

- Compiled available information on current land use trends and best practice trends evident in the Capital Region.
- Created a composite image of current and planned municipal land use in the Region municipalities using official Municipal Development Plans (MDPs) available. The composite image shows existing and future residential, commercial, and industrial land use areas that were generated from a broad categorization of the various land use types contained within each MDP.
- Compared municipal land use plans and growth projections with regional growth forecasts to identify gaps and issues.
- Prepared and published an interim summary report on land use, dated September 27, 2007, which included; regional population and employment growth forecasts to 2041, maps showing the regional population and employment growth for 2006 to 2016 and 2016 to 2041, municipal growth projections and a composite image of current and planned municipal land use based on information contained in MDPs for the Regional municipalities, and a summary of key gaps and issues.
- The Interim Summary Report on Land Use was reviewed by the Province and each municipality in the Capital Region to provide feedback during a meeting on October 27, 2007, at which time written comments were also tabled.
- Prepared an Addendum dated November 30, 2007, that includes the written comments as well as the corresponding amendments to this report.
- Prepared this Final Land Use Report for the Capital Region Integrated Growth Management Plan, dated November 30, 2007, which includes revisions where appropriate to respond to the municipal comments received.