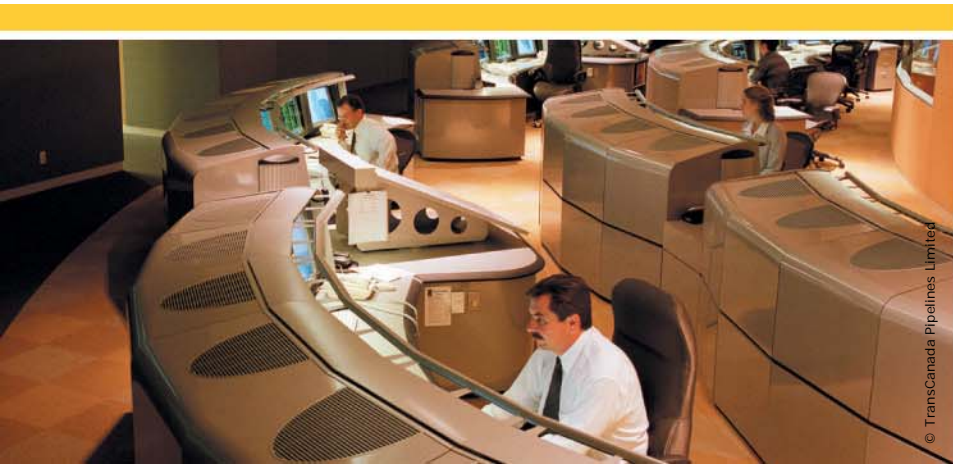




# Linear Infrastructure Corridors

in Alberta's Industrial Heartland

October 28<sup>th</sup> 2007



# Linear Infrastructure Corridor Group

- Members:
  - Representatives from heavy industry, municipal, and provincial government, industry service suppliers, utilities, rail and pipelines.
- Work has centered around:
  - Defining the issues, challenges and opportunities associated with Linear Infrastructure Corridor development in the AIH.
  - Identifying location criteria and common principles that could be used to consider corridor locations.
  - Recommending strategies, priorities and actions for establishing Linear Corridors in the AIH.



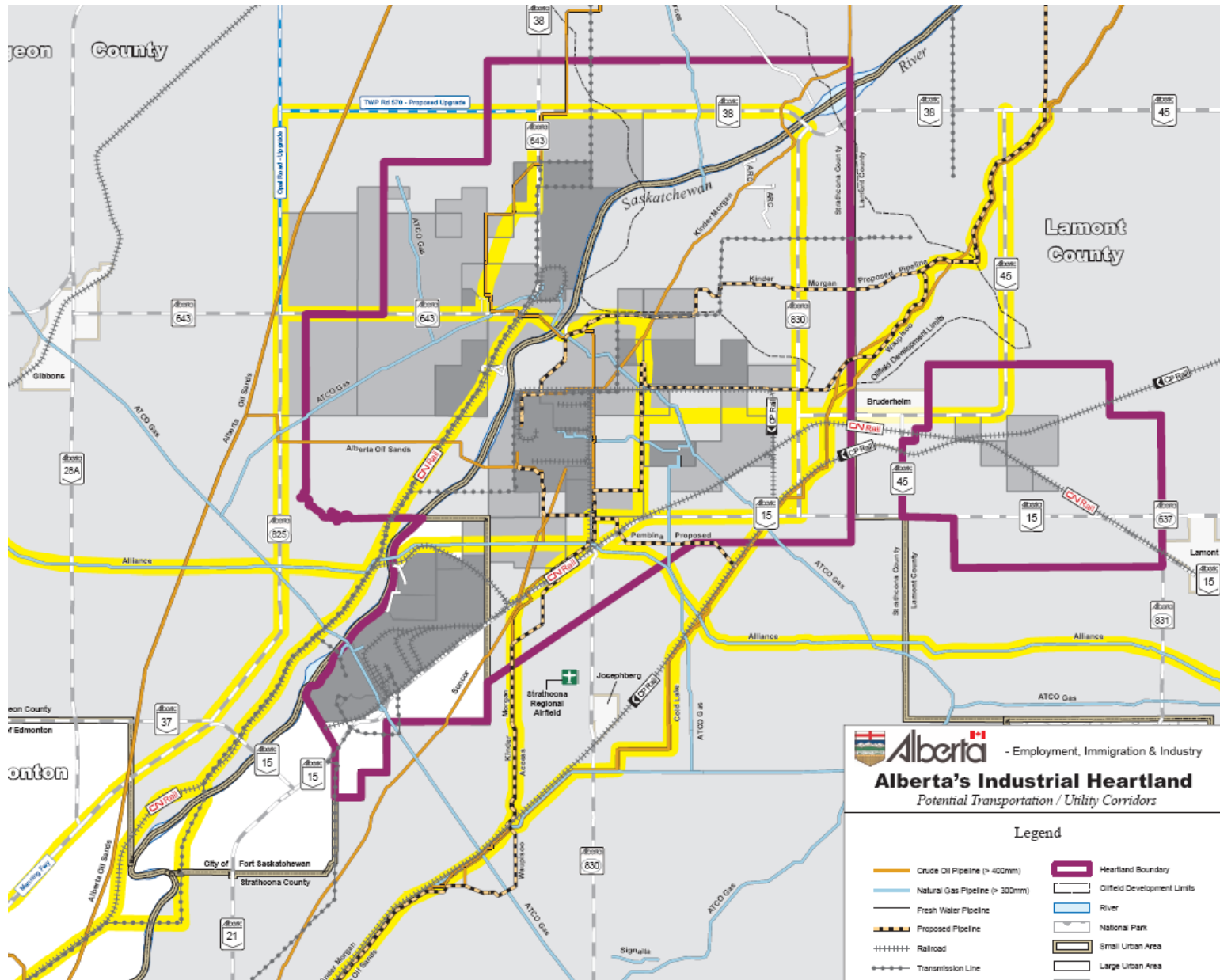
# Guiding Principles for Corridors

## Some Examples Include:

- Avoiding land fragmentation
  - Economics/minimizing costs
  - Using existing facilities/corridors where possible
  - Being aware of Land use/ownership impacts
  - Understanding Safety/risk/environmental factors
  - Achieving Stakeholder buy-in (users/residents)
- Map of the region with potential corridors based on the principles was created.



# Potential Corridors in AIH



# Report to the CRIGMP Taskforce

## Objectives:

- To identify recommendations for the orderly development of linear infrastructure
- To build shared understanding and move toward consensus within the Industrial Heartlands Corridor group
- To place all of these in the context of: 1) individual sites; 2) the Heartland and the Capital Region; and 3) the Province (including tie-ins to Fort McMurray)



# Three Major Categories Were Addressed

- Road and Rail
- Pipelines
- Water, Electricity et al



# Road Recommendations

## Funding Formula:

**Recommendation:** The Province should negotiate a funding formula for the required municipal roadway infrastructure in and around the AIH. This formula may include funding from some or all of the federal, provincial, and local governments as well as local industry.

## Enforceable Land Use Plan:

**Recommendation:** The province should develop a directly enforceable Land Use Plan for the AIH that recognizes the need for linear infrastructure corridors and additional areas to support continued development. This would build on the county and regional plans currently under development, taking into account the expected industrial growth.

## 'Realistic' Transportation Plan:

**Recommendation:** The Province should prepare, on a priority basis, an integrated long-term transportation plan with appropriate phasing that builds on the regional land use plan and is based on realistic traffic projections.



# Road Recommendations

## Commuting Action Plan:

**Recommendation:** Industry as well as local and provincial governments need to work together to prepare a commuting action plan for the AIH, taking into account planned road and rail infrastructure.

## Fort Saskatchewan Area Traffic Routing:

**Recommendation:** The Provincial Highway Network should be upgraded to allow for efficient traffic movement in the Fort Saskatchewan area including the consideration of building bypasses of Fort Saskatchewan and alternatives for upgrading the connectivity of the regional primary and secondary highways as soon as possible. This traffic routing should allow for heavy/high load movements destined to AIH or Cold Lake/Fort McMurray and should integrate with the Alberta Capital Region Transportation Master Plan's Outer Ring Road



# Road Recommendations

## Provincial Highway Intersection Upgrades:

**Recommendation:** An AIH ring road network is designated by the province as a provincial highway priority and efficient traffic flow patterns are established through intersection upgrades, route designation, lane separation and signage.

## Integrating Transportation Requirements in AIH with other Regions:

**Recommendation:** The Alberta Government, through the Department of Infrastructure and Transportation lead a study to assess the inter-relationship, integration and associated benefits of:

1. The interface of transportation corridors to oil sands producing areas with potential AIH corridors.
2. Completion of northeast leg of Anthony Henday ring road which could serve as a short term western bypass of Fort Saskatchewan and built to accommodate high/heavy loads destined for AIH and Fort McMurray/ Cold Lake.



# Pipeline Recommendations

## Long-Term Pipeline Forecast:

**Recommendation:** Develop a long-term pipeline forecast for the movement of Alberta's oil sands products into, out of and within the AIH region.

## Mandate Major Corridors for New Pipelines:

**Recommendation:** The provincial government should acquire and own corridors up to one kilometre in width within and adjacent to the currently defined AIH region for the purpose of situating new pipelines required to transport products to and from industrial facilities. Companies would be required to utilize the corridors as the default routing for new pipeline developments.

## Consolidated Pipelines Plan:

**Recommendation:** The Alberta Government should formulate a consolidated pipelines plan for the AIH region. The Alberta Energy and Utilities Board (AEUB) should enforce the plan by ensuring future major pipeline routings adhere to defined corridors.



# Pipeline Recommendations

## Decision-Making Criteria:

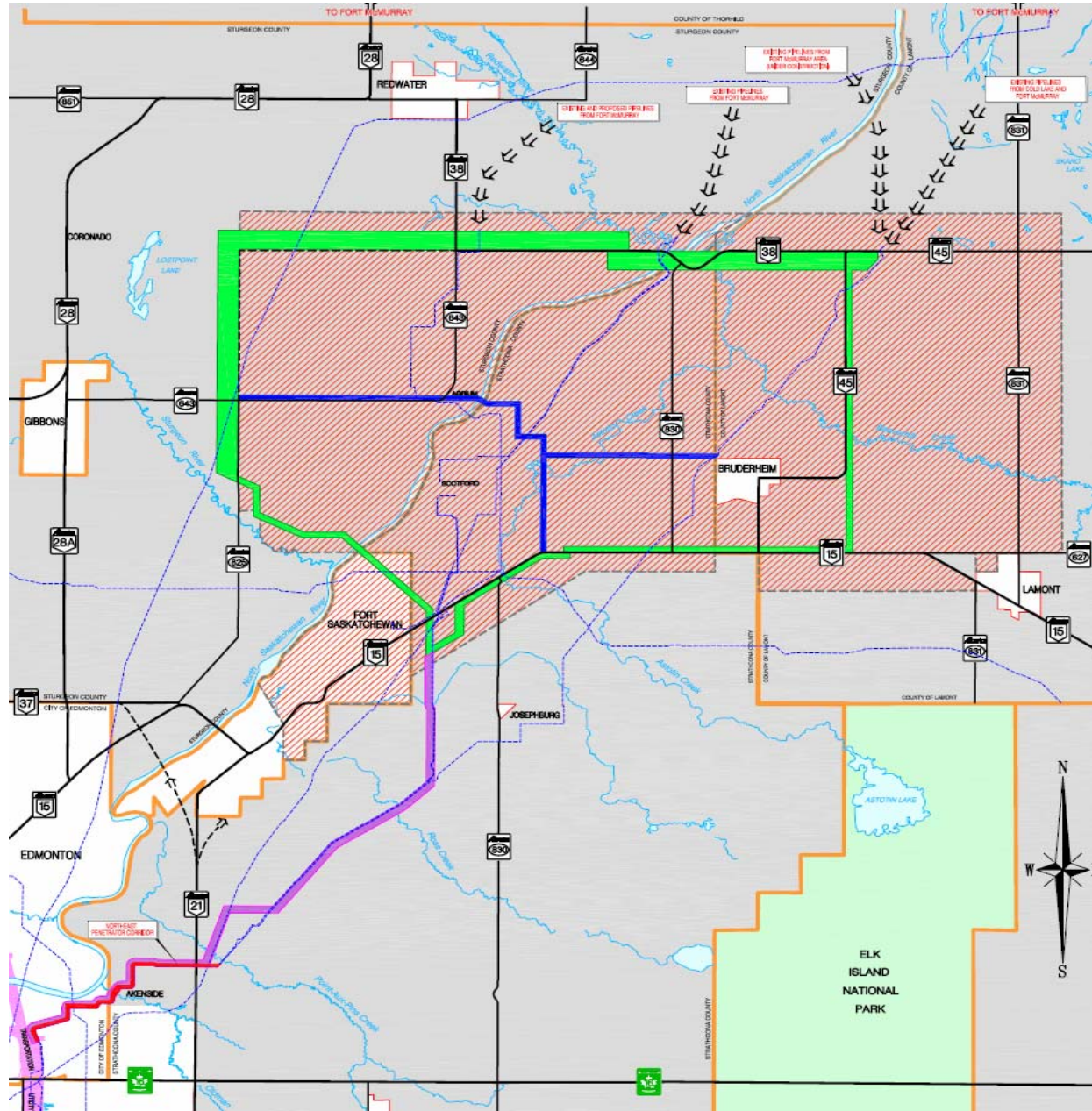
**Recommendation:** Utilize definitive decision-making criteria for locating pipeline rights of way where corridors do not exist

## Conditional Permitting

**Recommendation:** Ensure that municipal development permits are conditional on satisfying the consolidated pipelines plan.



# Potential Pipeline Routings



# Water Recommendations

## Water Allocation:

**Recommendation:** The Government should urgently resolve how the water of the North Saskatchewan River will be allocated to ensure orderly development of the AIH region.

## Funding Future Water Capacity:

**Recommendation:** The Government should establish a risk-sharing framework to fund water capacity in a staged approach.

## Zero Liquid Discharge:

**Recommendation:** The Government should establish guidelines to move toward zero liquid discharge in the AIH area.



# Electricity/et al Recommendations

## Transmission Infrastructure Impacts on Development:

**Recommendation:** The Government should be aware of and understand the implications for development if transmission capacity into the AIH is not developed in a timely manner and to undertake public communications to ensure the benefits of development and growth in the region for all Albertans are understood.

## Cumulative Effects:

**Recommendation:** The Government should develop, regularly update and share projections of long-term needs across a range of areas as a basis for managing cumulative effects.

## Skills and Labour Shortages:

**Recommendation:** The Government should be aware and understand the potential impacts of skill and labour shortages on the short and long-term development of the AIH region and as an engine of economic growth in the province.



# Internal Website For Information

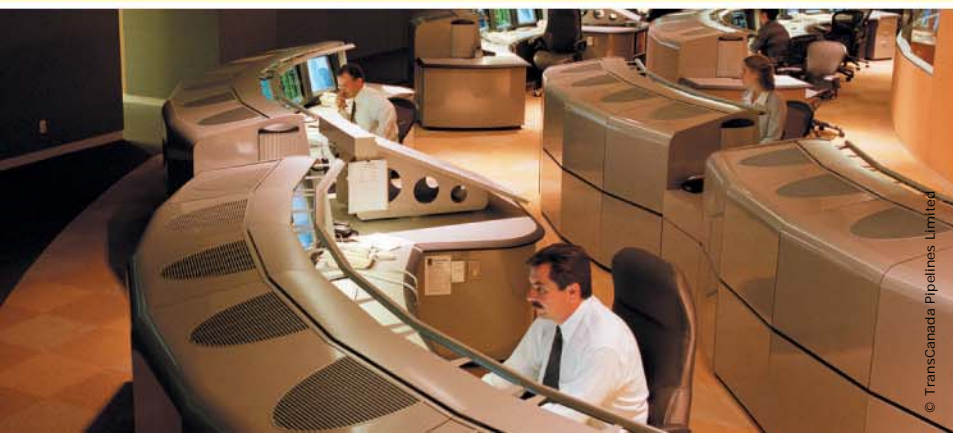
<http://www.industrialheartland.com/corridor>





# Capital Region Integrated Growth Management Plan

October, 2007



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# Project Terms of Reference

- Announced by Premier Stelmach on June 12, 2007 in response to massive growth expected in the Capital Region
- Involves 25 municipalities in the Capital Region
- Objective is to develop a long term, integrated management plan to support economic growth
- Must cover anticipated development over the next 20 – 50 years.
- Particular attention to be paid to economic, social and environmental impacts on the region



# Project Terms of Reference (cont'd)

## Scope:

- Development of a regional growth management plan and a management structure to implement it
- 3 components
  - Core infrastructure and land use
  - Social infrastructure and services
  - Governance
- Timelines
  - Project Completion by January, 2008
  - Implementation to commence in Spring, 2008



# Land Use and Core Infrastructure

## Core Infrastructure:

- Study led by ISL Engineering
- What will be needed to support projected economic growth:
  - Transport: Highways, roads, public transit, railways, airports
  - Utilities: water/wastewater, pipelines, electricity, waste
  - Environmental Management – Alberta Environment Cumulative Effects project for the Alberta Industrial Heartland



# Social Infrastructure and Services

## Social infrastructure and services:

- Study supported by Nichols Applied Management
- Infrastructure and services considered:
  - Housing, education, health care, emergency services, policing, social services, child care and recreation
- Impacts of workforce growth and movement were considered
- Many of these services are provincial responsibilities
- Findings will be presented to municipalities later this month



# Governance

- Create a governance model for implementation of the regional growth management plan
  - Will not be a new order of government
  - A “board” will be created (elected reps of the 25 municipalities)
  - Empowered to make timely decisions
  - Voting model options are being developed to balance representation by population and principle of one council, one vote
  - Municipalities will have the opportunity to comment and develop consensus



# Progress to Date

- Core Infrastructure, Land Use and Population data have been presented to municipal CAOs for comments
- A draft report on Social Infrastructure will be presented on October 24 to municipal CAOs
- Alberta Environment has announced its Cumulative Effects project for the Alberta Industrial Heartland
- Governance options are being developed



# Next Steps

- October 24
  - Presentation of social infrastructure data to Edmonton region CAO's and Provincial Deputy Ministers
- October 30
  - Review of gap analysis by Ministers and Elected Officials
- October 31
  - Presentation to CAO's and Deputies of governance options and draft integrated plan
- November 22
  - Review of governance options and draft integrated plan by Ministers and Elected Officials
- December 14
  - Final Report reviewed by CAO's and Deputies
- January, 2008
  - Final Report reviewed by Ministers and Elected Officials

