BYLAW 12-2018

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF AMENDING BYLAW NO. 20-2017, BEING THE MUNICIPAL DEVELOPMENT PLAN.

WHEREAS it is deemed advisable to amend the Municipal Development Plan;

NOW THEREFORE, the Council of Strathcona County, duly assembled, pursuant to the authority conferred upon it by the *Municipal Government Act, R.S.A. 2000, c. M-26,* and amendments thereto, enacts as follows:

1. THAT Bylaw 20-2017, be amended by deleting pages 3 to 167 in their entirety and replace them with Schedule "A" attached to, and forming part of, this bylaw.

Read a first time this ___ day of _____, 2018.

Read a second time this ___ day of _____, 2018.

Read a third time this ___ day of _____, 2018.

Signed this ___ day of _____, 2018.

_____
Mayor

_____
Director,
Legislative and Legal Services

Date Signed: _____

SCHEDULE "A"

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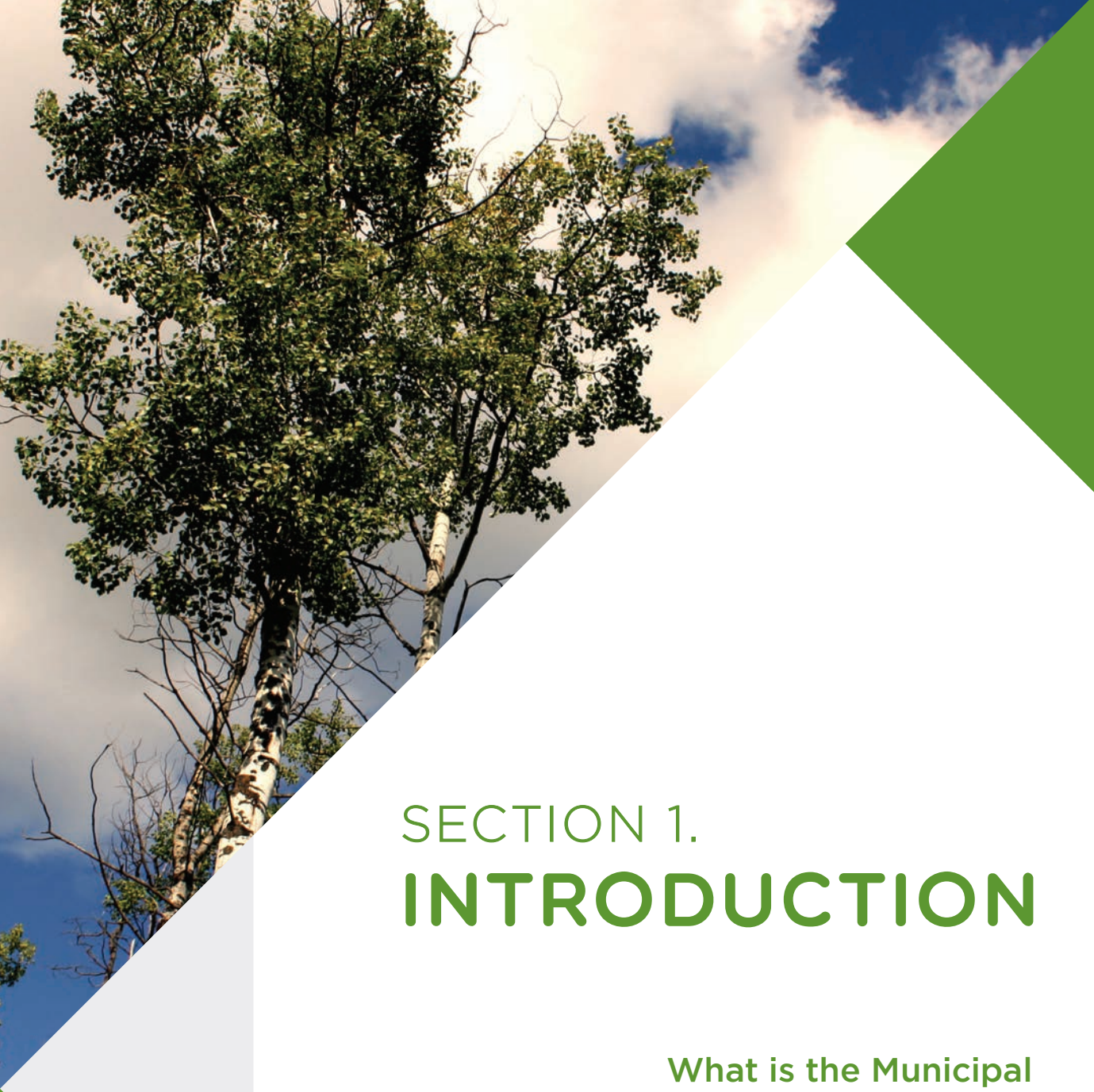
STRATHCONA COUNTY



SECTION 1.
INTRODUCTION

What is the Municipal Development Plan?

Strathcona County's Municipal Development Plan sets out the guidelines for orderly growth and development in the County over the next 20 years and beyond. The Municipal Development Plan provides a comprehensive long-term land use policy framework within which present and projected growth and development may take place.

This document will describe a vision and goals for the future of the County and includes objectives and policies for how the County will achieve that vision through land use decisions, development management and investment in infrastructure and programs.

Strathcona County's Vision

Strathcona County's Vision will advise the policy direction throughout this document.

Strathcona County is an energetic and thriving community. We use our energy to power our new tomorrow. We are a Specialized Municipality, and work cooperatively with our urban and rural residents to govern as a single municipality. We are a welcoming place to live and attract all people to join us. We strive to be a model of ecological integrity, protecting our environment and preserving our agricultural heritage. Investment in infrastructure, quality services, cultural and recreational programs and facilities is a priority and sets us apart."

Community Profile

Strathcona County is located in east central Alberta, adjacent to the City of Edmonton. The County is bordered by the North Saskatchewan River to the north, Lamont County and Elk Island National Park to the east, the City of Edmonton to the west and Leduc County and Beaver County to the south. Strathcona County encompasses 1,265 square kilometres (488 square miles). At the time of creation of this Plan, it is the fifth largest municipality in Alberta by population. In 2016, the total population of Strathcona County was 98,044 with 70,618 within the Urban Service Area and 27,426 within the Rural Service Area.

Strathcona County is classified as a Specialized Municipality under provincial legislation because of its unique blend of urban and rural areas. The County's urban areas and rural areas provide a range of housing and employment options for County residents and the region. The rural area contains eight hamlets, country residential development, industrial areas as well as agricultural land. Additionally, a large portion of the County is within the Beaver Hills Moraine, which is considered an environmentally sensitive area of international significance. This area has been designated by the United Nations Educational, Scientific and Cultural Organization as the Beaver Hills Biosphere for demonstrating excellence in the conservation of biodiversity and sustainable development practices through people living and working in harmony with nature. Together, these features support a diverse range of lifestyles as the County strives to be Canada's most livable community.

Sustainability in Strathcona County

Sustainability is about equitable, prosperous human communities living harmoniously with natural systems.

Sustainability for Strathcona County means developing in a manner that meets the needs of the present without compromising the ability of future generations to meet their own needs, while striking a balance between economic prosperity, social responsibility and environmental stewardship.

Ultimately, this means healthy ecosystems and citizens. The objectives and policies within the Municipal Development Plan work towards sustainability by creating efficient land use and infrastructure, multi-modal transportation, fostering local business and economic development, and creating communities that are affordable, accessible and inclusive for people of all ages, incomes and abilities. Strathcona County uses its Social Sustainability Framework to help Council determine the impact their decisions have on a sustainable community that balances social, economic and environmental components.

The Municipal Development Plan Review Process

The process to review and update this Municipal Development Plan started in 2015. The process involved a focus on public outreach to encourage broad participation from the community to reflect local needs and interests. In each phase of the public engagement process, residents and stakeholders were invited to share their ideas and feedback through a variety of interactive public open houses, workshops, interviews, youth activities, and questionnaires, as well as an online engagement.

SECTION 2.

CONTEXT AND INTERPRETATION

2.1 DOCUMENT HIERARCHY

Government of Alberta

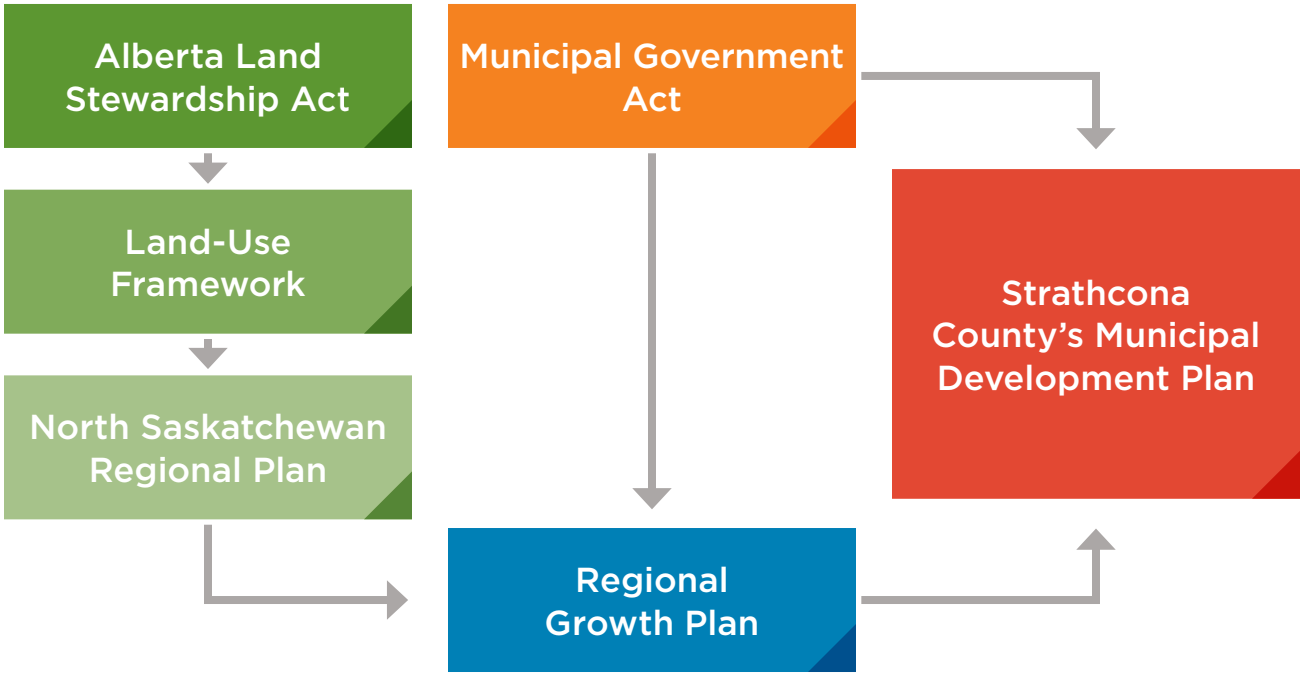
The Government of Alberta has a variety of planning documents and legislation that provide direction and requirements to municipalities regarding land use planning.

Alberta's *Municipal Government Act* is the provincial legislation that sets out the roles and responsibilities of municipalities and elected officials. The *Municipal Government Act* requires that the County adopt a Municipal Development Plan to guide long-range planning and land use. It also identifies the required and optional contents of a Municipal Development Plan. The Municipal Development Plan may be amended through a process defined in the *Municipal Government Act.*

Edmonton Metropolitan Region Board

The Edmonton Metropolitan Region Board is a board comprised of several municipalities that is established by the Government of Alberta to plan for and manage the growth of the region in a strategic, coordinated and integrated way that preserves the unique characteristics of each municipality while ensuring the long-term sustainability and prosperity of the region as a whole. This Plan is required to comply with the policies of the Regional Growth Plan. In accordance with the Edmonton Metropolitan Region Board, Strathcona County will continue to responsibly plan for its share of regional growth and maintain effective collaborative working relationships with federal and provincial governments and neighbouring municipalities.

The figure below outlines the existing provincial plans and legislation and how they relate to Strathcona County's Municipal Development Plan:



Strathcona County Land Use Planning Documents

Strathcona County has a variety of planning documents that provide direction in varying levels of detail. The Municipal Development Plan works in conjunction with all of the County's statutory planning documents. These documents should remain consistent with each other at all times. The following figure represents the Land Use Planning document hierarchy within Strathcona County:

LOW

LEVEL OF DETAIL

HIGH

MUNICIPAL DEVELOPMENT PLAN

Strathcona County's Municipal Development Plan is the county's highest level long-range planning and policy document. It sets out the guidelines for orderly growth and development in the County over the next 20 years and beyond. Decisions made by the county should be consistent with the Municipal Development Plan.

AREA CONCEPT PLAN

Strathcona County's Area Concept Plans build upon the objectives and policies of the Municipal Development Plan and provide more specific policy direction for existing and future development within a specific area of the County. Generally, Area Concept Plans provide policy direction for an area that comprises of several sections of land. Area Concept Plans are only required in certain areas of the County.

AREA STRUCTURE PLAN

Strathcona County's Area Structure Plans build upon the objectives and policies of the Municipal Development Plan or applicable Area Concept Plan and provide more specific policy direction for existing and future development within a specific area of the County. Generally, Area Structure Plans provide policy direction for an area that comprises of approximately a quarter section of land or a sub area of an Area Concept Plan. Area Structure Plans are only required in certain areas of the County and may or may not fall under an Area Concept Plan.

LAND USE BYLAW

Strathcona County's Land Use Bylaw provides zoning and regulation that is used to implement the objectives and policies of the Municipal Development Plan or applicable Area Concept Plan or Area Structure Plan to regulate the use and development of land and buildings within the County.

Strategic Plan and County Master Plans

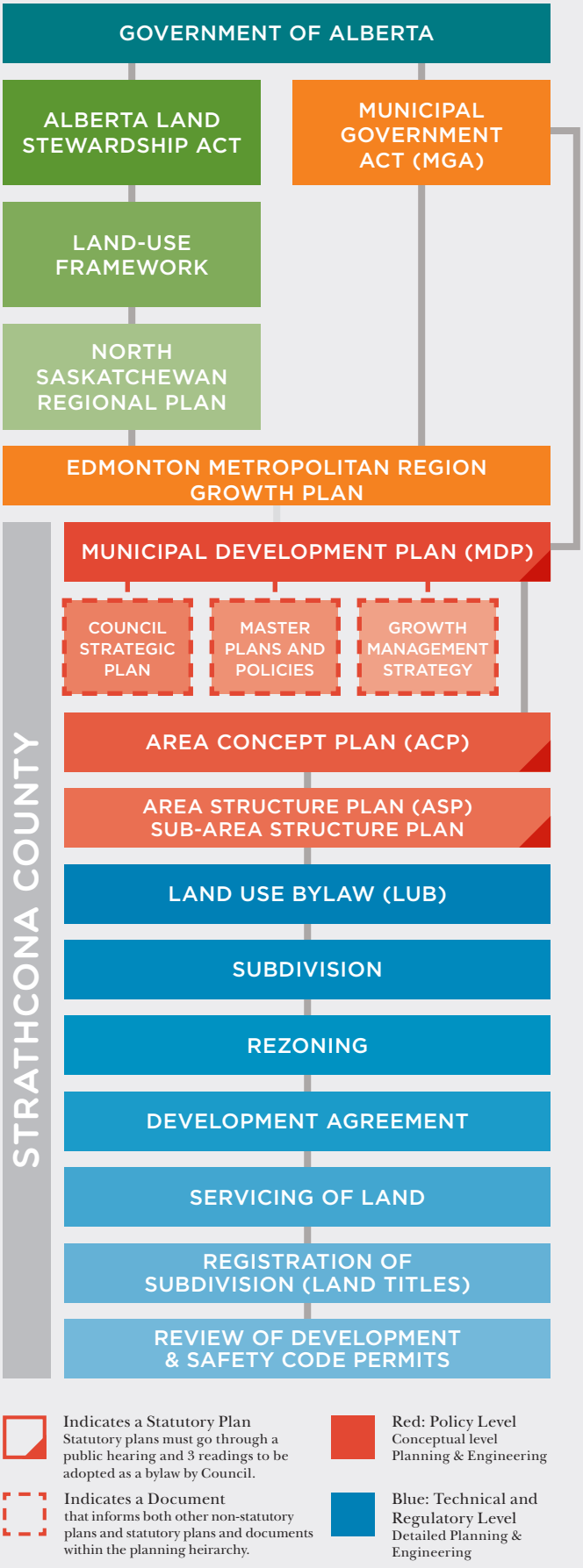
The Strategic Plan identifies a number of County-wide priority areas and long-term goals to promote Strathcona County as Canada's most livable community. As a Specialized Municipality, the County aims to work cooperatively with community, business, industry and neighbouring governments to protect the environment, invest in efficient infrastructure and quality services, preserve the area's agricultural heritage and create a vibrant, healthy and active community that is safe, connected and welcoming for people of all ages, incomes and abilities.

In collaboration with the Strategic Plan, and other County master plan documents, the Municipal Development Plan presents not only a vision of what the landscape could look like in the future, but also the means by which the County's long-term goals can be achieved through the day-to-day decision making process.

Strathcona County Policies and Standards

Strathcona County has several Council policies and standards that are used to implement the policies of the Municipal Development Plan. These documents are detailed and often technical.

PLANNING HIERARCHY



2.2 POLICY STRUCTURE

Policy Terms

Strathcona County uses specific terminology within the Municipal Development Plan policies to ensure that they have clear intentions that are designed to be achieved through actions. Specific intentions and their associated actions are colour coded throughout the document. The table below illustrates how specific terminology is used throughout the Municipal Development Plan to clearly define the three different types of policy intentions and their associated actions.

Policies **requiring** an action are compulsory and must be met in order to receive County administration support for a proposal.

In addition to the compulsory **required** policies, proposals should be consistent with all applicable **encourage** policies in order to be supported by County administration. Proposals which meet the **required** policies, but do not meet an applicable **encourage** policy, must provide justification to the satisfaction of County administration as to why the applicable **encourage** policy cannot be met.

Proposals that fall under a **consider** policy will be evaluated on a case-by-case basis in accordance with the criteria of the applicable **consider** policy and may or may not be supported by County administration based on the specifics of the proposal and how it aligns with the goals and objectives of this Plan.

POLICY TERMS			
INTENTION		ACTION	
Ensure	To make sure of a result through a requirement	**Require**	Is a compulsory obligation
Promote	Shows active County encouragement	**Encourage**	Provides direction for what is expected
Support	Shows passive County support through conditional consideration	**Consider**	Provides criteria for when actions may be suitable

Implementation Terms

All implementation items are required to **ensure** the goals of this Plan are achieved. Therefore the intent is not listed directly within the implementation action statement. There are three types of actions that can occur through implementation of the policies.

IMPLEMENTATION TERMS			
INTENTION		ACTION	
Ensure	To make sure of a result through a requirement	**Review**	Review and determine what action is needed, if any
		Update	Update an existing plan, policy, document, etc
		Complete	Create a new plan, policy, document, etc

Arrangement

In order to ensure compatibility between the objectives and policies within the Municipal Development Plan, the policy statements are structured in a manner that first clarifies the intent, followed by the specific objective that is being addressed, and concludes with the action designed to achieve the intent. This structure is demonstrated below.

Objective: That the Bremner Urban Reserve Policy Area is a complete community that is viable.

→ **Intention: Ensure**
Action: Require

→ **Policy:** **Ensure** *Bremner is a complete community that is viable by* **requiring** a town centre that provides a sub-regional level of service.

Objective: That collectively, hamlets are connected and complete communities.

→ **Intention: Promote**
Action: Encourage

→ **Policy:** **Promote** *a connected and complete community by* **encouraging** opportunities for active transportation within existing hamlet boundaries.

Objective: That the Beaver Hills Policy Area conserves the Beaver Hills Moraine.

→ **Intention: Support**
Action: Consider

→ **Policy:** **Support** *conservation of the Beaver Hills Moraine by* **considering** subdivision beyond a first parcel out where a registered conservation authority will be acquiring the proposed parcel or remnant parcel.

2.3 INTENT

Residential

When the term residential is used independently within this document it is intended to refer to high, medium and low density residential development.

Commercial

When the term commercial is used independently within this document it is intended to refer to major, business and community commercial development.

Permissive Premise

This document is intended as a permissive document. Where direction on an item is not provided, the item should not be considered.

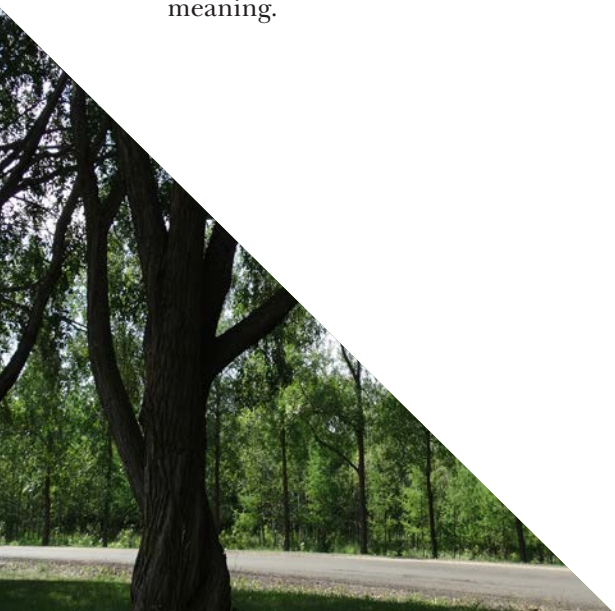
Definitions

Terms not defined within this Plan may be given their meaning from the following documents in order of priority:

a. Municipal Government Act;
b. Regional Growth Plan;
c. Applicable Area Concept Plan or Area Structure Plan; or
d. Land Use Bylaw.

Other terms shall be given their usual and customary meaning.

Strathcona County uses specific terminology within the Municipal Development Plan policies to ensure that they have clear intentions.



SECTION 3. GENERAL POLICY SECTIONS

The general policy sections are applicable to all or multiple policy areas of the County. They are intended to give high level direction to items that are consistent regardless of land use.

3.1 ARTS, CULTURE & HERITAGE

Arts, Culture and Heritage attractions and resources connect residents of Strathcona County and give them a sense of place. In order to support and enhance its identity, the County takes a leadership role in creating and providing opportunities for its residents to access a variety of artistic, cultural and heritage attractions and resources. The Beaver Hills Moraine was designated a United Nations Educational, Scientific and Cultural Organization Biosphere in 2016. The Biosphere acknowledges historical roots of the area and the communities' efforts to interact with the past and present.

Strathcona County has a rich legacy of urban and rural buildings and natural landscapes that define it. The County values its natural history, archaeological resources and historic community structures as an important part of its rich culture.

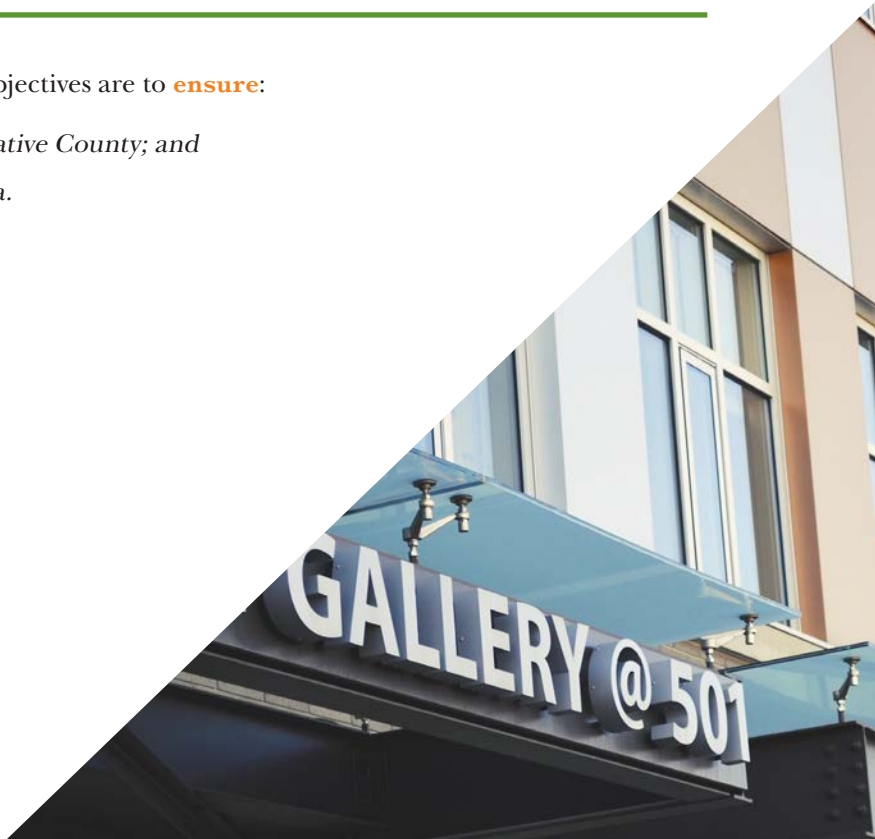
GOAL

Strathcona County will provide opportunities and support to residents to celebrate the arts, culture, heritage and creativity of Strathcona County.

OBJECTIVES

Strathcona County's Arts, Culture and Heritage objectives are to **ensure**:

1. *Continued development of a vibrant and creative County; and*
2. *Recognition of the unique history of the area.*



POLICIES Strathcona County Will:

Arts and Culture

Ensure *the continued development of a vibrant and creative County by* **requiring**:

1. a variety of spaces for events and festivals that celebrate the community's artistic spirit and culture.
2. a variety of spaces for arts and culture programming that contribute to community wellness and creativity.

Promote *the continued development of a vibrant and creative County by* **encouraging**:

3. the use of tactical urbanism within the Urban Service Area and hamlets.
4. public art within urban areas and hamlets.
5. a variety of opportunities for visual and performing arts, music and literature.
6. creative wayfinding to increase walkability and interaction within the Urban Service Area and hamlets.
7. the use of Smeltzer House as a cultural hub to embrace the County's history and celebrate creativity.

Heritage

Ensure *the recognition of the unique history of the area by* **requiring**:

8. a Heritage Management Program which uses the Heritage Resources Management Plan as a framework for enhanced heritage conservation.
9. Strathcona County-owned Municipal Historic Resources be conserved and maintained for active uses to celebrate the County's heritage.
10. a review process for all proposed interventions to Municipal Historic Resources in order to conserve character defining elements.
11. that conservation of Municipal Historic Resources aligns with the Standards & Guidelines for the Conservation of Historic Places in Canada from Parks Canada.

Promote *the recognition of the unique history of the area by* **encouraging**:

12. opportunities for a variety of historical education programs and heritage awareness.
13. public historical displays.

> *Strathcona County will provide opportunities and support to residents to celebrate the arts, culture, heritage and creativity of Strathcona County.*

14. the identification and conservation of the County's cultural heritage through:
    a. the designation of Municipal Historic Resources;
    b. the placement of recognition plaques;
    c. the maintenance of the Heritage Inventory and Register; and
    d. the introduction of public art which reflects historically significant events, themes and residents of Strathcona County.
15. mobile tours that celebrate the County's history and heritage.
16. opportunities for small scale heritage/culture tourism throughout the County.
17. heritage partnerships with community groups to promote heritage education and awareness initiatives such as the Heritage Management Program and the Beaver Hills Biosphere.
18. heritage conservation activities with private owners of municipal historic resources to maintain the longevity of these resources.

Support *the recognition of the unique history of the area by* **considering**:

19. the co-location of public open space and major community services with cultural and heritage features.
20. proposals for additions to the Heritage Inventory.
21. the adaptive reuse of Municipal Historic Resources to facilitate heritage/culture tourism, heritage programming, and economic development opportunities.
22. large and medium scale heritage/culture tourism for existing Municipal Historic Resources throughout the County where the proposed development:
    a. mitigates environmental impacts;
    b. is compatible with adjacent land uses; and
    c. has levels of infrastructure which meet the requirements of municipal and provincial regulations.

3.2 ENVIRONMENT

Strathcona County is valued for and values its natural beauty and quality of life. The County supports cooperative efforts to ensure the conservation and enhancement of the quality of air, water, land and natural systems found within the region.

A large portion (55%) of Strathcona County lies within the boundaries of the Beaver Hills Moraine. The moraine is a distinct geomorphological feature representing an island of boreal forest and hummocky knob and kettle terrain supporting wetlands, lakes and creeks. The Beaver Hills Moraine was designated a United Nations Educational, Scientific and Cultural Organization Biosphere in 2016. A Biosphere Reserve is an area designated by the United Nations Educational, Scientific and Cultural Organization that demonstrates excellence in the conservation of biodiversity and sustainable development practices through people living and working in harmony with nature at a regional scale. It has three interrelated functions including conservation, development and logistic support. In order to carry out these three functions the Beaver Hills Biosphere designates three areas including the core protected area, buffer zone and transition area.

The North Saskatchewan River Valley is also a natural habitat and serves as an important wildlife corridor. Connectivity between the North Saskatchewan River Valley and the Beaver Hills Moraine is important and will be protected through the conservation and restoration of the riparian areas adjacent to the watercourses flowing out of the Beaver Hills into the North Saskatchewan River.

As rural and urban residential development continues, the potential impact on the environment also increases. Identification and conservation of these areas is important as the community continues to grow and evolve. As development pressures increase and change, environmental considerations will be kept in balance with economic and social considerations.

GOAL

Strathcona County will be an environmental leader and ensure responsible use of the natural landscape.

OBJECTIVES

Strathcona County's environment objectives are to ensure:

1. *Responsible use of the natural landscape;*
2. *Restoration of disturbed natural systems; and*
3. *Actions or initiatives that work toward creating a more environmentally responsible community.*

POLICIES Strathcona County Will

General

Ensure *responsible use of the natural landscape by* **requiring**:

1. that statutory plans, infrastructure plans and development proposals that may impact environmental features have supporting environmental and technical studies.

Conservation

Ensure *responsible use of the natural landscape by* **requiring**:

2. that conservation of environmentally significant areas are prioritized.
3. the use of environmental reserves and environmental reserve easements in accordance with the *Municipal Government Act* as a means of conserving environmental features.
4. that the boundaries of an environmental reserve or environmental reserve easement be dependent on site-specific characteristics and are established through a combination of applicable technical studies such as a top of bank survey, slope stability report, floodplain/flood hazard analysis, geotechnical assessment and biophysical assessment.
5. minimum development setbacks from unstable slopes, floodplains, flood plain hazard lands and waterbodies.

Promote *responsible use of the natural landscape by* **encouraging**:

6. the use of current pollution prevention and control technologies.
7. the continued implementation of the County's Legacy Lands Policy.

Support *responsible use of the natural landscape by* **considering**:

8. the location of environmental features when establishing the location of municipal reserve that is dedicated as land.
9. the use of one or more of the following as a means of conserving environmental features:
   a. conservation easements;
   b. donations and bequests; or
   c. acquisition through purchase or land trades.

Actions and Initiatives

Ensure *the restoration of disturbed natural systems by* **requiring**:

10. the continued monitoring and management of nuisance grounds and public service sites through the County's Environmental Management Program.

Promote *restoration of disturbed natural systems by* **encouraging**:

11. the County to become a wetland restoration agent and mentor to other municipalities with respect to conservation.

Ensure *actions or initiatives that work toward creating a more environmentally responsible community by* **requiring**:

12. compliance with the County's Wetland Conservation Policy in alignment with provincial legislation which addresses no net loss of wetlands through the following methods in order of priority:
    a. avoidance of impacts on wetlands;
    b. minimization of impacts on wetlands; or
    c. replacement of lost wetland value.

Promote *actions or initiatives that work toward creating a more environmentally responsible community by* **encouraging**:

13. stewardship of the watersheds in cooperation with Watershed Planning and Advisory Councils such as the North Saskatchewan Watershed Alliance.
14. programs which highlight the importance of environmentally significant areas or biodiversity within the County.
15. programs which increase conservation of the County's biodiversity, awareness of the Beaver Hills Biosphere and the County's Climate Change Resiliency Plan.
16. intermunicipal programs which aid in the conservation of environmentally significant areas.
17. active participation by the County in environmental stewardship organizations such as, but not limited to, the Nature Conservancy of Canada and the organization representing the Beaver Hills Biosphere.
18. active participation with provincial agencies in managing ambient air quality and implementing the Capital Region Air Quality Management Framework.
19. industrial associations, the federal government, the provincial government and local airsheds to collaboratively expand and implement a regional ambient air quality monitoring network.
20. collaboration with the North American Waterfowl Management Plan Partnership.
21. the use of alternative building methods and innovation and flexibility in housing design in order to encourage the development of more sustainable housing.
22. the development of stormwater quantity and quality monitoring systems for all creeks and major urban storm outfalls.
23. the use of green building programs.
24. developments to incorporate and mimic natural hydrology where feasible.
25. landscaping standards to incorporate native vegetation and compost.

3.3 ECONOMIC DEVELOPMENT

Strathcona County desires to be a favourable place for individuals and businesses to locate by providing a diversity of employment, recreation and social choices. Strathcona County's economy consists of five key sectors: oil and gas, manufacturing, agricultural operations, retail/service and tourism.

The oil and gas industry is both a major employer and a major contributor to the County's tax base. However, it is important for the County to work towards diversifying its tax and employment base by promoting a wider range of businesses and industries.

Manufacturing and industrial operations provide support and services to commercial and industrial uses. Value-added industries help support existing businesses as well as provide export-based goods to a larger market.

A range of intensive and extensive agricultural operations exist, including cattle, dairy, equine, poultry, fruit growers, grain and specialty farms. There is a need to continue diversifying and expanding the agricultural industry to lower transportation costs for food and promote Strathcona County as a strong agricultural producer. There is also a market for equestrian activities.

Strathcona County has a wide variety of commercial enterprises, from big box and large retail chain stores, to small specialty stores and home businesses. They provide County residents with employment opportunities and access to everyday needs.

Recreation and tourism opportunities help to attract groups to the community and bring individuals together through sport tourism and special events. Strathcona County will continue to promote itself as an attractive destination to visit by marketing tourism opportunities.

GOAL

Strathcona County will increase and diversify its economy.

OBJECTIVES

Strathcona County's Economic Development objectives are to **ensure**:

1. *A strong, diversified and sustainable economy; and*
2. *Opportunities for petrochemical cluster development.*

POLICIES Strathcona County Will

General

Ensure *a strong, diversified and sustainable economy by* **requiring**:

1. the optimal utilization of infrastructure to attract businesses to the County.
2. home businesses which are beyond the intent and purpose of a home business re-locate to appropriate commercial or industrial zoned lands.

Promote *a strong, diversified and sustainable economy by* **encouraging**:

3. a balanced economy of tourism, recreation, agriculture, residential, commercial, and industrial uses as a means of providing diverse opportunities for employment.
4. innovative employment opportunities in a variety of sectors.
5. agricultural opportunities, while fostering an environment for innovative agricultural support services.
6. continued promotion of Strathcona County locally, nationally and internationally as a place that is open for business and investment.
7. promotion of the County's unique rural/urban character.
8. opportunities for locally-owned small businesses.

Promote *opportunities for petrochemical cluster development by* **encouraging**:

9. a diversified energy sector.
10. the identification of opportunities for expansion and diversification of existing petrochemical cluster.

3.4 TRANSPORTATION

Strathcona County contains a comprehensive transportation network that supports multi-modal transportation. A public transportation system provides service within the Urban Service Area – Sherwood Park and provides regional service that extends to a variety of areas within the City of Edmonton.

Both Canadian National and Canadian Pacific operate national railway routes that run through Strathcona County. There are also a number of airports in Strathcona County. An active transportation system exists in the Urban Service Area and the development of an active transportation network throughout the County is in progress.

Strathcona County will continue to accommodate the movement of people and commodities in a safe, reliable and efficient manner. As growth in the County occurs, pressure on the transportation system will continue to increase. Strathcona County will endeavour to ensure that all transportation uses, such as vehicular, active transportation, public transportation, rail and air, are inter-connected. Improving the multi-use trail system in both the Urban and Rural Service Areas will provide more active transportation routes throughout the County and create more opportunities for residents to interact.

This policy section should be referred to in conjunction with transportation policies within specific policy areas and the transportation sections under Part 4.

GOAL

Strathcona County will maintain safe, reliable and efficient transportation systems.

OBJECTIVES

Strathcona County's transportation objectives are to ensure:

1. *Safe, reliable and efficient multi-modal transportation systems;*
2. *Opportunities for active transportation;*
3. *Customer-focused, accessible and affordable public transportation; and*
4. *The viability of aviation transportation systems.*

POLICIES Strathcona County Will

General

Ensure *safe, reliable and efficient multi-modal transportation systems by* **requiring**:

1. the developer to pay for their proportionate share of the cost of infrastructure to facilitate their development.
2. an Integrated Transportation Master Plan and an Integrated Transportation Safety Plan for Strathcona County.

Promote *safe, reliable and efficient multi-modal transportation systems by* **encouraging**:

3. the coordination and integration of local, regional, intra-provincial and inter-provincial transportation networks and facilities.
4. transit-oriented development throughout the Urban Service Area.
5. cooperation between municipal, provincial and federal governments to enhance economic growth through the development of an integrated, multi-modal transportation network that will meet the needs of individuals, schools, business and industry.
6. reducing the cost of existing and future roadways by promoting Transportation Demand Management principles. Examples of initiatives that meet these principles include, but are not limited to:
   a. car-pooling;
   b. ride share;
   c. public transit;
   d. walking;
   e. bicycling;
   f. working from home; and
   g. non-traditional work hours.
7. cooperation with surrounding municipalities and provincial agencies to work towards the goal of developing inter-municipal transportation corridors.

Active Transportation

Ensure *opportunities for active transportation by* **requiring**:

8. an Active Transportation Strategy for the County.

Promote *opportunities for active transportation by* **encouraging**:

9. the design, development and maintenance of integrated active transportation infrastructure throughout Strathcona County, with linkages to adjacent Edmonton Metropolitan Region municipalities, including the regional active transportation linkages of the Trans Canada Trail and the River Valley Alliance Trail Network.
10. connectivity of the River Valley Alliance Trail Network through the provision of footbridges and boat docks or launches.

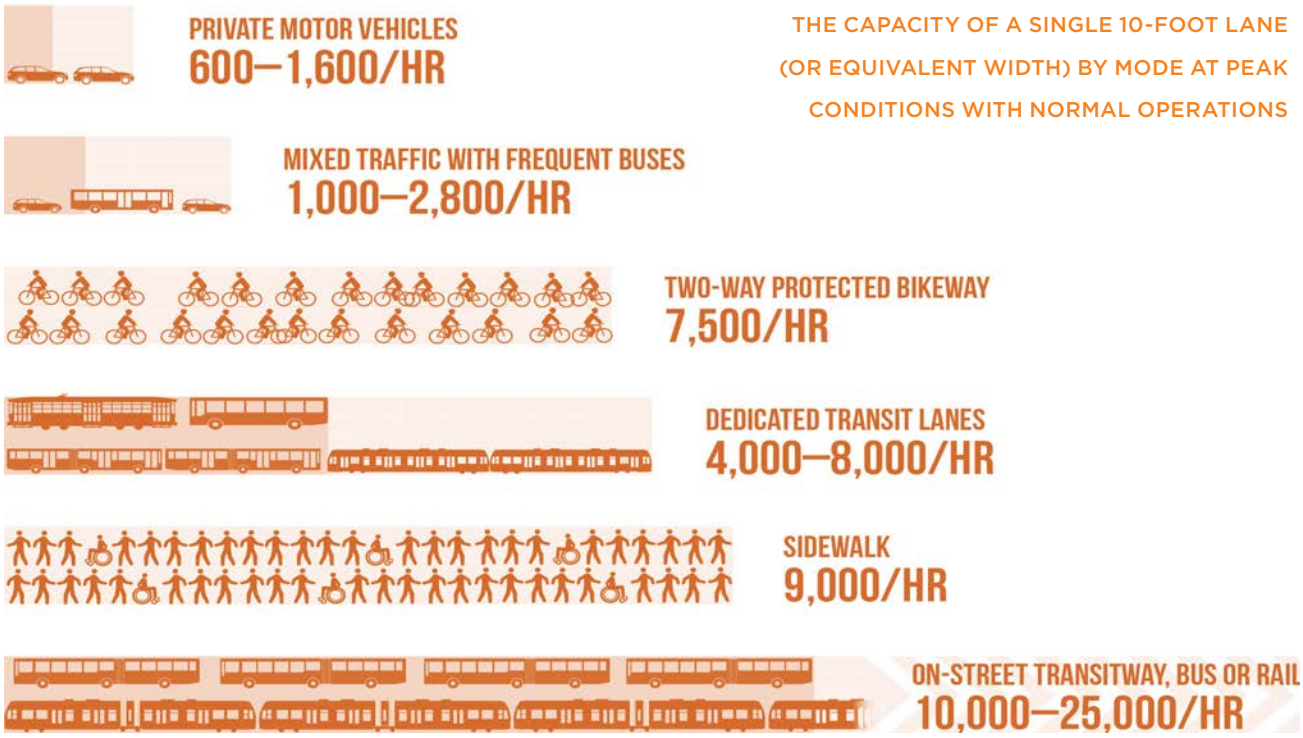
Support opportunities for active transportation by **considering**:

11. linking tourism opportunities through active transportation infrastructure where feasible.

Rail

Promote *safe, reliable and efficient multi-modal transportation systems by* **encouraging**:

12. subdivision and development adjacent to rail lines to comply with the recommendations of the railway company or a risk assessment.



Public Transportation

Ensure *customer-focused, accessible and affordable public transportation by* **requiring**:

13. a Public Transportation Master Plan for Strathcona County.

Promote *customer-focused, accessible and affordable public transportation by* **encouraging**:

14. continued express bus commuter transit service using transit corridors between the Urban Service Area and the City of Edmonton.
15. efficient local public transportation service delivery methods which meet the needs of the community.
16. studying future opportunities for higher order transit, commuter transit and transit corridors in cooperation with surrounding municipalities and the Edmonton Metropolitan Region Board.

Airports

Ensure *the viability of aviation transportation systems by* **requiring**:

17. compliance with the Edmonton Garrison Heliport Zoning Regulations.
18. an airport protection overlay within the Land Use Bylaw for the Warren Thomas (Josephburg) Aerodrome and Cooking Lake Airports.

Promote *the viability of aviation transportation systems by* **encouraging**:

19. cooperation with Edmonton airports and industry to identify potential economic opportunities and increase usage at the Warren Thomas (Josephburg) Aerodrome and Cooking Lake Airports.

3.5 UTILITIES

Effective utility systems are essential for a healthy population, and for the fiscal health of the County. Utility systems in Strathcona County provide potable water and wastewater services as well as manage stormwater (drainage). Solid waste management includes recycling and organics programs. Strathcona County has a vast network of gas, oil and other product pipelines. Shallow utilities include telecommunications, gas and electricity networks.

A portion of the Transportation/Utility Corridor is within Strathcona County. This area has been designated by the province to accommodate crude oil pipelines, natural gas pipelines, product pipelines, water lines, wastewater mains, telecommunication sites and other utilities. Through the designation of this corridor, the fragmentation of land is minimized and the integrity of the commodities transported within the corridor is maintained. Additional transportation/utility corridors, including hydrocarbon pipeline corridors, have been identified within the Urban Service Area and rural areas of the County.

This policy section should be referred to in conjunction with utilities policies within specific policy areas and the Urban Service Area utilities section under Part 4.2.

GOAL

Strathcona County will maintain safe, reliable and efficient utility systems.

OBJECTIVES

Strathcona County's utility systems objectives are to ensure:

1. *Safe, reliable and efficient service delivery;*
2. *Increased access to communication networks; and*
3. *Integrity of utility and pipeline corridors.*

POLICIES Strathcona County Will

General

Ensure *safe, reliable and efficient service delivery by* **requiring**:

1. the developer to pay for their proportionate share of the cost of infrastructure to facilitate their development.
2. that public health be considered a first priority.
3. the determination of location of snow storage facilities in advance of need.

Utility Systems

Ensure *safe, reliable and efficient service delivery by* **requiring**:

4. a Water Master Plan for Strathcona County.
5. a Wastewater Master Plan for Strathcona County.
6. Master Drainage Plans for watersheds for active development areas. More detailed drainage plans shall be prepared by the development proponent in conjunction with Area Concept Plans, Area Structure Plans and Area Redevelopment Plans.
7. that developments manage stormwater to the satisfaction of the County.
8. fire protection measures for developments.

Promote *safe, reliable and efficient service delivery by* **encouraging**:

9. a regional approach for water demand management.
10. redundancy and operational efficiency in water systems.
11. joint wastewater system planning with the Alberta Capital Region Wastewater Commission and the City of Edmonton.
12. improved water quality within stormwater management facilities.
13. opportunities for non-potable water irrigation by designing stormwater facilities for future water re-use capabilities.
14. the use of stormwater management facility best management practices and low impact development for cold weather climates.

Solid Waste

Ensure *safe, reliable and efficient service delivery by* **requiring**:

15. a Solid Waste Management Master Plan for Strathcona County.
16. the determination of locations for waste disposal in advance of need.

Promote *safe, reliable and efficient service delivery by* **encouraging**:

17. cooperation with surrounding municipalities on the planning and development of an integrated regional solid waste management system.

18. decreased production of solid waste through diversion and enviroservice stations.

19. methods to divert materials from landfills be utilized in demolition, construction, site design and building design.

Shallow Utilities

Ensure *safe, reliable and efficient service delivery by* **requiring**:

20. that developers co-ordinate with shallow utility companies on servicing capacity in new developments.

21. that new developments provide the extension of other utility services, such as gas, electrical and telecommunication lines.

Energy Efficiency and Alternative Energy

Promote *safe, reliable and efficient service delivery by* **encouraging**:

22. efficient building design and development of alternative energy supplies or district energy within the County.

Pipelines and Utility Corridors

Ensure *the integrity of utility and pipeline corridors by* **requiring**:

23. compliance with the Strathcona County Protocol for Seismic Surveying, Drilling, Construction and Operation of Oil and Gas Facilities and the Subdivision and Development Regulation regarding land uses adjacent to sour gas facilities.

Promote *the integrity of utility and pipeline corridors by* **encouraging**:

24. cooperation with the province, surrounding municipalities and utility companies to create new, integrated utility corridors as well as support and maintain existing integrated utility corridors.

POLICY 18

POLICY 22

25. pipeline planning to reduce land fragmentation by crossing land along section or quarter section lines or following existing surface disturbances or other linear infrastructure. Existing surface disturbances may include roads, railways (on non-industrial lands) or existing pipeline corridors.

26. the use of pipeline and utility corridors as multi-use corridors to accommodate oil, natural gas, municipal utilities, electrical transmission lines, communications infrastructure, wildlife corridors and active transportation infrastructure.

27. the owner/leaseholder to remove the infrastructure associated with abandoned utilities, pipelines and well sites, as well as the rehabilitation of these areas once no longer utilized.

Support *the integrity of utility and pipeline corridors by* **considering**:

28. the development of new pipeline/utility corridors in consultation with stakeholders which:

    a. maintain or enhance the integrity of the existing pipeline/utility network;
    b. mitigate or minimize negative environmental impacts;
    c. minimize existing and potential land use conflicts including land fragmentation;
    d. do not preclude future local or regional development opportunities; and
    e. may parallel existing or future transportation systems.

Communication Infrastructure

Promote *increased access to communication networks by* **encouraging**:

29. the development of communication infrastructure that provides technological advances for residents.

30. cooperation with Industry Canada to update and implement policies for locating and constructing communication facilities in the County.

31. the co-location of communication facilities to reduce the overall land needs and visual impact of these facilities.

Support *increased access to communication networks by* **considering**:

32. the extension of communication services into the Rural Service Area.

33. the introduction or extension of wireless communication facilities that have minimal impact on environmental features and on nearby residents.

> *Effective use of utility systems is essential for a healthy population and the fiscal health of Strathcona County.*

SECTION 4. URBAN SERVICE AREA

In order to address the policies within the Regional Growth Plan, the Urban Service Area has been separated into two sections, Urban Service Area-Sherwood Park and Urban Service Area-Bremner.

Urban Service Area-Sherwood Park consists of all land located within the Urban Service Area west of Highway 21 as shown on Map 3: Urban Service Area-Sherwood Park. This area contains the Built-Up Urban Area of the Urban Service Area as well as Planned Areas grandfathered under the Regional Growth Plan.

Urban Service Area-Bremner consists of all land within the Urban Service Area located east of Highway 21 as shown on Map 4: Urban Service Area-Bremner. This area contains the Greenfield Area of the Urban Service Area.

4.1 URBAN SERVICE AREA GENERAL

The Urban Service Area historically grew from a small residential hamlet in the early 1950's of approximately 100 homes, to a population of close to 3,000 people in the early 1960's and almost 40,000 people in 1994. In 1996, Strathcona County's official status through the Province was changed to a Specialized Municipality. This change in status recognized the uniqueness of Strathcona County in that it includes both an urban area and a rural area. The urban area was classified as the Sherwood Park Urban Service Area with equivalent recognition to that of a city under provincial legislation. Throughout this document, the Sherwood Park Urban Service Area is referenced as the "Urban Service Area" which consists of both the Urban Service Area-Sherwood Park and the Urban Service Area-Bremner.

In the late 1990's, Strathcona County began studying locations for future long-term urban growth given that existing multi-parcel country residential subdivisions made it unfeasible to expand directly east or south of the Urban Service Area-Sherwood Park. A number of studies, such as the Bremner Growth Management Strategy, and events, including the creation of the Capital Region Board, led to a decision in 2016 to focus future long-term urban growth in the northeast now known as Urban Service Area-Bremner.

In 2016, the Edmonton Metropolitan Region Board updated the Regional Growth Plan which set growth expectations for urban communities within the region. The Urban Service Area has been identified as part of the metropolitan area within the Regional Growth Plan.

Goal

Strathcona County will have a viable Urban Service Area.

Objectives

Strathcona County's objectives are to **ensure** that the Urban Service Area:

1. *Is viable in the long term.*

Policies Strathcona County Will

General

Ensure *viability in the long term by* **requiring**:

1. Area Structure Plans and/or Area Redevelopment Plans for the Urban Service Area.
2. the monitoring of urban growth patterns and land use over the life of this Plan.
3. future development be phased in a manner that results in contiguous extensions of existing urban development.
4. a diversity of parks in terms of size, scale and activities that serve the needs of residents within neighbourhoods, communities and larger regions of the Urban Service Area.
5. that rezoning for new development of the following uses shall be directed outside of the Heavy Industrial Transition Overlay:
   a. residential;
   b. large indoor/outdoor assembly (e.g. stadiums, arenas or theatres);
   c. uses which cater to temporarily or permanently confined, disabled or incapacitated people (e.g. hospitals, extended care or emergency response organizations);
   d. uses which cater to small children or the elderly (e.g child care or senior centres);
   e. buildings which present difficulties in the event of evacuations (e.g. hotels or high rise office buildings); and
   f. uses which create the potential for large numbers of people to remain on site for long periods of time (e.g. schools, recreation facilities and shopping centres).
6. that the Land Use Bylaw incorporate regulations within the Heavy Industrial Transition Overlay that direct development to develop at a scale which:
   a. reduces the risk to public safety; and
   b. enables emergency management to be implemented in event of an industrial accident.

Support *viability in the long term by* **considering**:

7. the use of all available tools in addition to municipal reserves to acquire or gain access to lands for park and recreational use, including:
   a. donations;
   b. bequests;
   c. long-term leases;
   d. joint use agreements; and
   e. amenity contributions.

4.2 URBAN SERVICE AREA UTILITIES

This policy section comprises utilities policies that apply to the entirety of the Urban Service Area including both Sherwood Park and Bremner. These policies should be used to facilitate the distribution and reception of utilities to and from the Urban Service Area. The County is committed to the continued maintenance of utilities infrastructure and provision of acceptable service levels. This policy section should be referred to in conjunction with the general Utilities Section under Part 3.5.

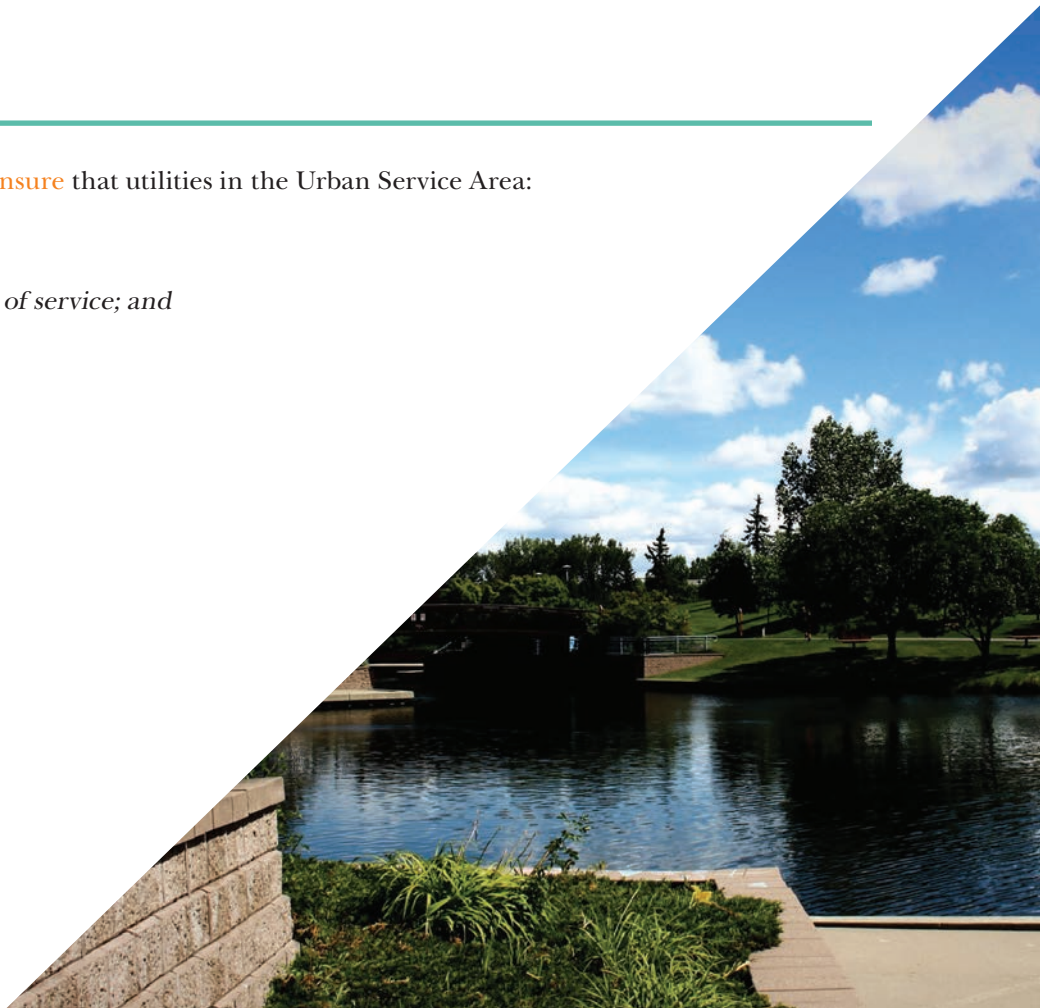
Goal

To ensure safe, reliable and efficient utility systems for the Urban Service Area which are viable in the long term and provide an acceptable level of service.

Objectives

Strathcona County's objective is to ensure that utilities in the Urban Service Area:

1. *Are safe, reliable and efficient;*
2. *Provide for an acceptable level of service; and*
3. *Are viable in the long term.*



Policies Strathcona County Will

General

Ensure *safe, reliable and efficient utilities by* **requiring**:

1. that public health be a first priority.
2. redevelopment to determine and address any infrastructure capacity constraints, including stormwater management.

Pipelines

Ensure *safe, reliable and efficient utilities by* **requiring**:

3. that development has regard for existing pipelines and utility corridors within plans for development.

Water

Ensure *provision of an acceptable level of service by* **requiring**:

4. that major public services, schools, local community services, residential, and commercial developments within the Urban Service Area connect to municipal water services.

Ensure *viability in the long term by* **requiring**:

5. that industrial developments connect or contribute to future connections to municipal water services as required by the County.

Wastewater

Ensure *provision of an acceptable level of service by* **requiring**:

6. that major public services, schools, local community services, residential, and commercial developments within the Urban Service Area connect to municipal wastewater services.

Ensure *viability in the long term by* **requiring**:

7. that industrial developments connect or contribute to future connections to municipal wastewater services as required by the County.

Stormwater

Ensure *safe, reliable and efficient utilities by* **requiring**:

8. wet ponds, constructed wetlands or natural wetlands for new developments.

Promote *safe, reliable and efficient utilities by* **encouraging**:

9. the use of low impact development techniques for cold weather climates.

Solid Waste

Promote *safe, reliable and efficient utilities by* **encouraging**:

10. joint waste plans between multiple sites to utilize shared waste disposal and diversion areas.

Ensure *provision of an acceptable level of service by* **requiring:**

11. the determination of locations in advance of need for new recycle stations.

12. programs for the pick-up and disposal of solid waste within the Urban Service Area.

Ensure *the viability of utilities in the long term by* **requiring**:

13. waste plans for new commercial, local community services, schools, major public services and industrial developments.

Shallow Utilities

Ensure the *viability of utilities in the long term by* **requiring**:

14. that new developments provide for the extension of shallow utility services, such as gas, electrical and telecommunication lines, in the Urban Service Area.

Energy

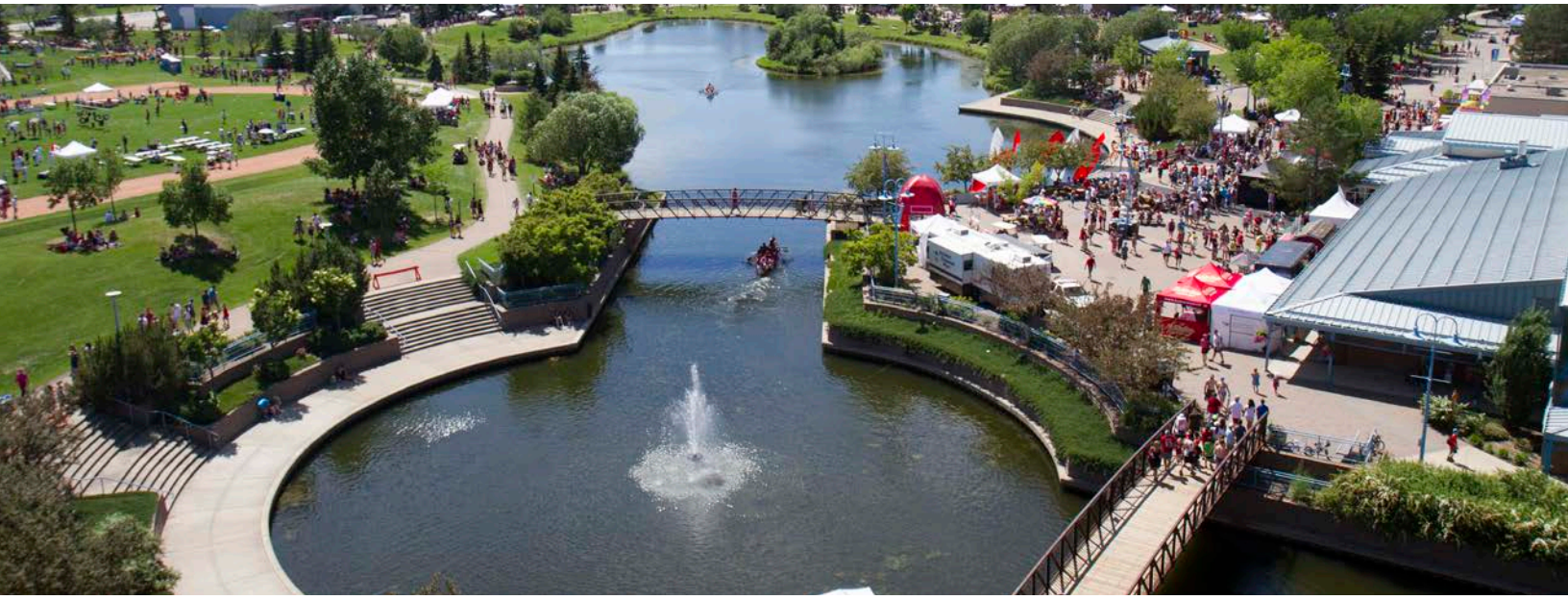
Promote *safe, reliable and efficient utilities by* **encouraging**:

15. alternative energy systems or district energy systems.

16. building orientation to facilitate solar warming and optimize energy efficiency.

17. landscaping to reduce energy demand, such as trees acting as wind breaks, to create canopy along active transportation infrastructure.

> *Strathcona County is committed to the continued maintenance of utilities infrastructure and provision of acceptable service levels.*



4.3 SHERWOOD PARK

GOAL

As with all urban communities, Sherwood Park will mature and evolve over time. Through this evolution, Strathcona County will work towards achieving complete communities, compact development and green infrastructure while conserving the character-defining elements of Sherwood Park. Strathcona County will continue to invest in Sherwood Park to ensure its long-term viability by improving multi-modal transportation and continuing to provide residents with business and employment opportunities, services, amenities and housing choice for a variety of ages, incomes and abilities.

4.3.1 SHERWOOD PARK TRANSPORTATION

This section comprises transportation policies that apply specifically to the Urban Service Area-Sherwood Park. In addition to this section, each Policy Area may contain more detailed transportation objectives and policies. As well, Section 3.4 General Transportation provides a broad transportation goal, objectives and policies for the entire County. These policies should be used to facilitate the movement of residents in and out of their neighbourhoods safely and efficiently. Walking is the foundation of a successful transportation network that supports complete communities. Streets should be designed so that people walking, parking, shopping, bicycling, working, and driving can cross paths safely. Whether daily commutes, or other everyday trips for people of all ages, incomes and abilities to school, activities, events and services, urban residents will choose the transportation mode that is reliable, convenient, and comfortable.

Promoting public transit is integral to policies that seek to improve pedestrian, bicyclist, and vehicle occupant safety. Streets designed for transit allow growth in development and population density without growth in traffic congestion by serving more people in less space. Streets designed for transit provide a more reliable and financially sustainable public transportation system which in turn creates a cycle of more riders, more service, and more street space for people. Public transportation that serves all ages, incomes and abilities is fundamentally more equitable than one based primarily on private vehicles.

Streets make up the majority of all public space in urban areas, and well-designed streets generate higher revenues for businesses and higher values for homeowners. A design approach that is sensitive to the land use context can ensure streets are a safe and convenient place for people to get around, whether on foot, bicycle, car, or transit.

Objective

Strathcona County's transportation objectives are to **ensure** that the Urban Service Area-Sherwood Park:

1. *Contains street networks and parking consistent with the land use context;*
2. *Provides accessible multi-modal transportation for residents;*
3. *Incorporates active transportation infrastructure that is safe, comfortable and connected;*
4. *Provides customer-focused, accessible and affordable public transportation; and*
5. *Provides transportation that is viable in the long term.*

Policies Strathcona County Will

General

Ensure *street networks and parking consistent with the land use context by* **requiring**:

1. the County's Integrated Transportation Master Plan and Engineering and Design Construction Standards design transportation networks and streets which reflect the transportation objectives and policies within each Policy Area.

Promote *accessible multi-modal transportation for residents by* **encouraging**:

2. an inter-connected multi-modal transportation system.

3. services to be accessible by active transportation and public transportation at multiple location points.

Promote *transportation that is viable in the long term by* **encouraging**:

4. active transportation infrastructure designed to optimize sun, daylight and wind offset.

Street Networks

Ensure *street networks and parking consistent with the land use context by* **requiring**:

5. vehicular levels of service guidelines which base level of service on the multi-modal transportation goals of the policy area.

6. context approach to street design in the Compact Development Policy Area and the Urban Centre Policy Area.

Promote *accessible multi-modal transportation for residents by* **encouraging**:

7. street design to incorporate complete streets philosophy into the street network of the Compact Development Policy Area and the Urban Centre Policy Area where dictated by the land use concept.

8. street design strategies to improve transit reliability and reduce overall travel times.

Multi-modal transportation infrastructure provides options for individuals and increases the overall usability of transportation networks.

Parking

Promote *street networks and parking consistent with the land use context by* **encouraging**:

9. a reduction in the number of surface parking spaces within the Compact Development Policy Area and the Urban Centre Policy Area.

Active Transportation

Ensure *active transportation infrastructure that is safe, comfortable and connected by* **requiring**:

10. an interconnected active transportation infrastructure network throughout the Urban Service Area-Sherwood Park.

11. active transportation infrastructure that is accessible between residential and services.

12. pedestrian infrastructure at transit controlled locations and along active transportation infrastructure.

Promote *active transportation infrastructure that is safe, comfortable and connected by* **encouraging**:

13. streets and intersections to have safe and inviting active transportation, public transportation, and pedestrian infrastructure that is accessible in all seasons.

Public Transportation

Ensure *customer-focused, accessible and affordable public transportation by* **requiring**:

14. the Urban Service Area-Sherwood Park to maintain a public transportation system which includes transit service.

15. the Urban Service Area-Sherwood Park to maintain commuter and express transit service.

16. bicycle parking for future transit-controlled locations.

Promote *customer-focused, accessible and affordable public transportation by* **encouraging**:

17. the implementation of additional express transit service.

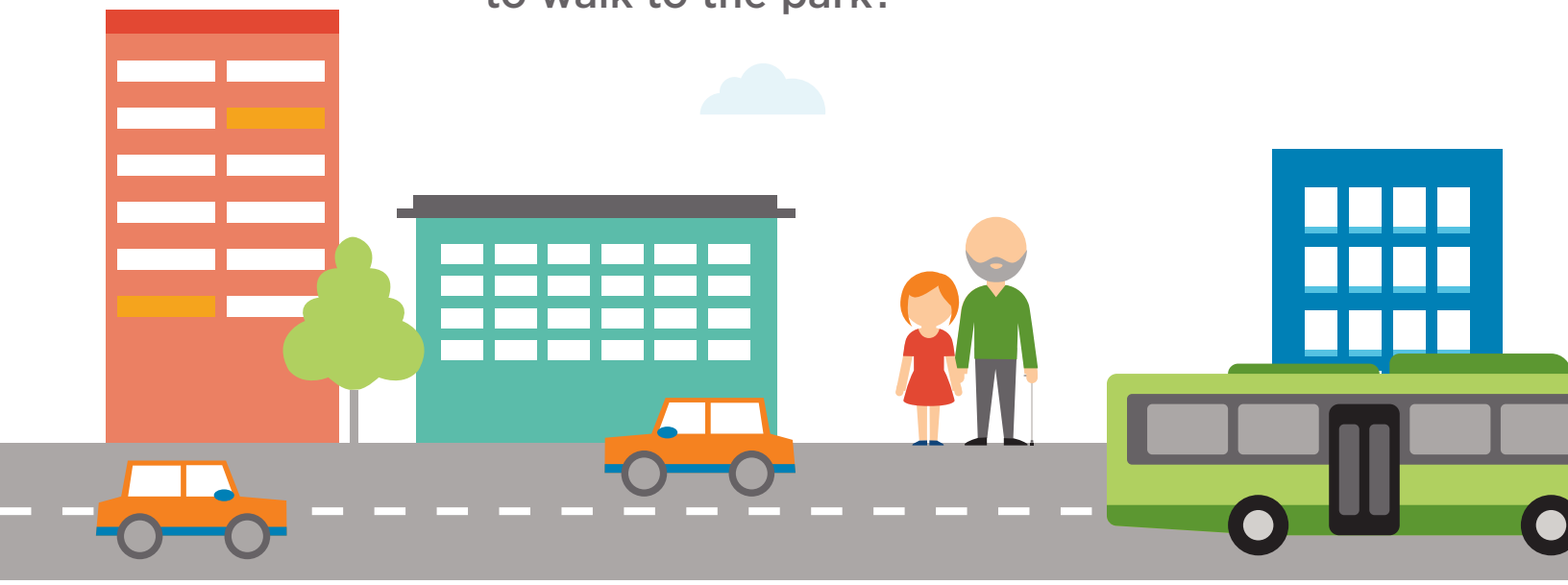
18. the following transit usability enhancements:
    a. in lane transit stops;
    b. accessible boarding;
    c. lighted transit stops and shelters;
    d. creative and inviting stop elements, such as wayfinding, seating, bike parking, and green infrastructure; and
    e. increased active transportation infrastructure to transit-controlled locations.
19. additional commuter transit including higher order transit.
20. that transit upgrades be prioritized in the Compact Development Policy Area and the Urban Centre Policy Area.
21. express transit service between the north side and south side of Highway 16 within the Urban Service Area when population and development north of Highway 16 warrants the demand.
22. that transit-controlled locations are integrated into new developments early in the process.

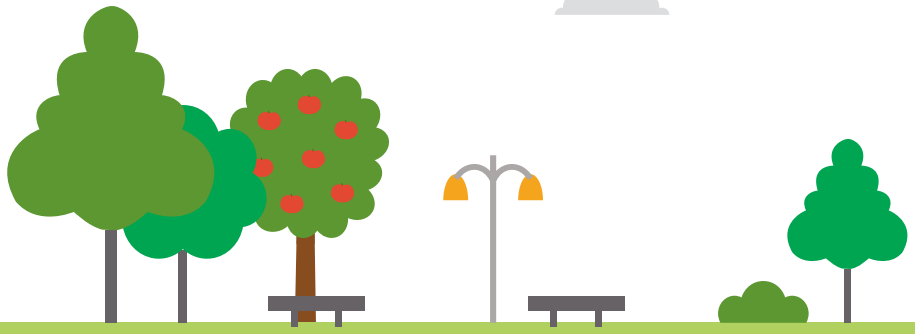
Support *customer-focused, accessible and affordable public transportation by* **considering**:

23. transit priority corridors, such as bus lanes, as well as signal priority and high order transit.
24. transit priority corridors on long, direct routes when a large number of people want to travel along one street, such as those connecting the Urban Centre Policy Area and Compact Development Policy Area, to increase transit reliability and efficiency.
25. the integration of a public rideshare program as part of the public transportation network subject to transit services being maintained for transportation corridors.

THE 8 80 RULE

Think of an older adult. Think of a child.
Would you send them out together to walk to the park?





If yes, it is safe enough.

If no, it needs to be improved.

4.3.2 URBAN CENTRE POLICY AREA

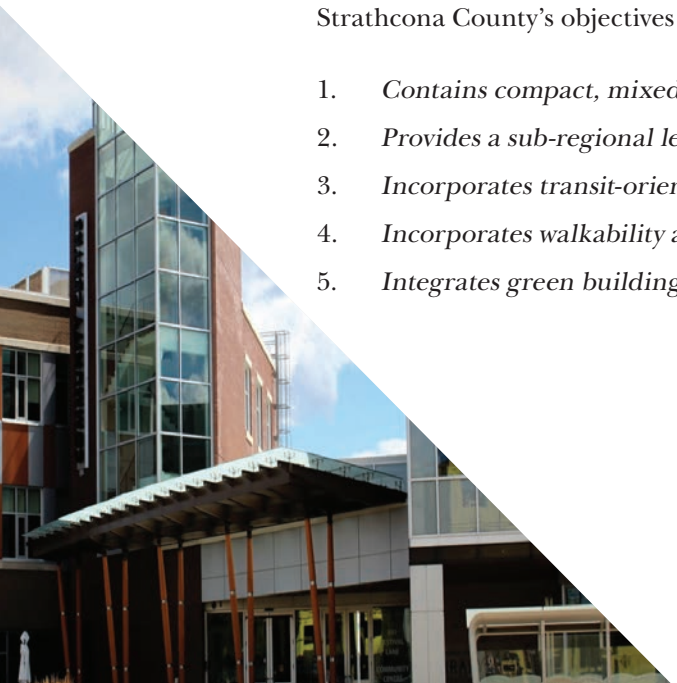
This policy area comprises Sherwood Park's Urban Centre identified on Map 3: Urban Service Area-Sherwood Park and includes an area commonly referred to as Centre in the Park as well as land east of Sherwood Drive between Gatewood and Brentwood Boulevard. The Urban Centre will evolve over time with redevelopment and infill opportunities that will continue to shape the core and heart of Sherwood Park. As these opportunities arise, the buildings, as well as the surrounding landscape, shall be planned and built to meet the objectives and policies in this section.

The Urban Centre contains major public services, such as Broadmoor Lake Park, Festival Place, the Community Centre, Library, County Hall, Sherwood Park Arena and the Kinsmen Leisure Centre. In addition, this area contains medium and high density residential, mixed-use development, education and health care services, as well as retail and office space. As Sherwood Park's Urban Centre, this area should always contain and promote a mix of land uses to ensure it maintains its function as an Urban Centre over time. Future re-development should be compact to encourage walking and transit use. There may be future potential for a priority transit corridor that will service the Urban Centre. An on street, at grade transfer facility may also be considered at this location given that the Community Centre, Festival Place and other services, amenities, employment and population density make it a destination for Sherwood Park.

Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Urban Centre:

1. *Contains compact, mixed-use development;*
2. *Provides a sub-regional level of service;*
3. *Incorporates transit-oriented development;*
4. *Incorporates walkability and areas for social interaction; and*
5. *Integrates green building and green infrastructure.*



Policies Strathcona County will:

General

Ensure *compact, mixed-use development by* **requiring**:

1. an Area Redevelopment Plan for the Urban Centre Policy Area.
2. a mixture of uses including commercial, residential, major public services, schools and local community services.
3. intensification through redevelopment and infill at a higher density.
4. that developments maintain or increase existing dwelling units per net residential hectare.

Promote *compact, mixed-use development by* **encouraging**:

5. opportunities for all ages, incomes and abilities within this policy area.

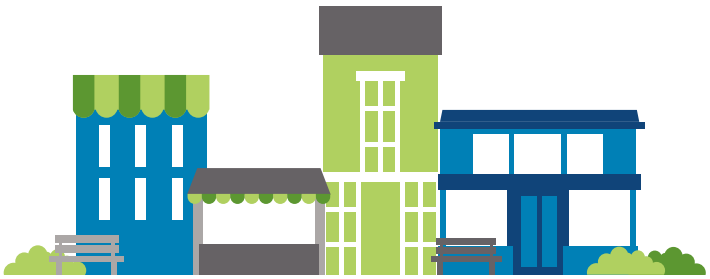
Ensure *the provision of a sub-regional level of service by* **requiring**:

6. that Sherwood Park's Urban Centre Area Redevelopment Plan incorporate and provide direction on all of the following:
    a. centres density target outlined in the Regional Growth Plan;
    b. intensification;
    c. transit-oriented development;
    d. high density residential and mixed-use development;
    e. commercial including business commercial;
    f. schools;
    g. local and major community services;
    h. community and seniors housing;
    i. multi-modal transportation including public transportation;
    j. the maintenance and enhancement of active transportation infrastructure;
    k. open space, public agriculture and pedestrian infrastructure;
    l. crime prevention through environmental design;
    m. infrastructure, including low impact development for cold weather climates and alternative energy systems; and
    n. design guidelines.

Promote *the integration of green building and green infrastructure by* **encouraging**:

7. connection to the district energy system where a system is available.

Compact, mixed-use development increases walkability, transit efficiency and accessibility to amenities and services.



WHY INCREASE DENSITY?

Health

Creates active streets with destinations close by to promote physical activity.

Economics

Supports the efficient use of infrastructure and provides a customer base for local businesses.

Environment

Reduces carbon footprint.

Create Complete Communities

Provides convenient access to housing, employment and services while promoting multi-modal transportation.

Residential

Ensure *compact, mixed-use development by* **requiring**:

8. new residential to be high density residential.
9. high density residential be combined with other uses to create mixed-use buildings.
10. new or redeveloping residential and mixed-use buildings to front onto a street with a zero setback at the ground floor level.

Support *compact, mixed-use development by* **considering**:

11. medium density residential only where adjacent to low density residential.

Promote *the provision of a sub-regional level of service by* **encouraging**:

12. community and seniors housing.
13. community and seniors housing to be located along new, existing or planned transit corridors.
14. inclusionary housing.

Commercial

Ensure *compact, mixed-use development by* **requiring**:

15. commercial sites to contain mixed-use development.
16. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

Promote *compact, mixed-use development by* **encouraging**:

17. intensification of commercial sites through the infill of surface parking lots and redevelopment into higher density commercial or mixed-use buildings.

Ensure *the incorporation of walkability and areas for social interaction by* **requiring**:

18. that new or redeveloping commercial sites incorporate pedestrian-oriented design by:
    a. including buildings that front onto a street with a zero setback at the ground floor level;
    b. creating the appearance of regularly spaced frontages; and
    c. including storefront windows and street fronting entrances.

Promote *the incorporation of walkability and areas for social interaction by* **encouraging**:

19. new or redeveloping commercial sites to include outdoor seating/patios.

Major Public Services

Ensure *the provision of a sub-regional level of service by* **requiring**:

20. major public services including major community services.

21. that public indoor recreation facilities also contain public outdoor recreation amenities.

22. major public services to offer a range of public services including, but not limited to, recreation, emergency services, public agriculture and government services among others.

Promote *the incorporation of walkability and areas for social interaction by* encouraging:

23. that major community services provide amenities for all ages, incomes and abilities.

24. that major community services:
    a. maintain a central location within a community or the Urban Service Area;
    b. provide a range of community services;
    c. locate along new, existing or planned transit corridors;
    d. be connected to active transportation infrastructure;
    e. implement traffic calming at adjacent crossings;
    f. be accessible from all sides;
    g. contain or be adjacent to an outdoor gathering space;
    h. be highly visible;
    i. contain ample bike parking; and
    j. consider potential expansion areas.

Schools

Promote *the provision of a sub-regional level of service by* **encouraging**:

25. opportunities for new school sites.

26. the joint use of municipal facilities with school boards.

Ensure *the incorporation of transit-oriented development by* **requiring**:

27. new schools be located along new, existing or planned transit corridors.

Promote *the incorporation of walkability and areas for social interaction by* **encouraging**:

28. the integration of public agriculture into school site planning.

Local Community Services

Promote *the provision of a sub-regional level of service by* **encouraging**:

29. a variety of local community services.

Open Space

Ensure *the incorporation of walkability and areas for social interaction by* **requiring**:

30. a centrally located public open space for the area.

31. that a Park Master Plan be prepared for regional parks and school sites.

32. regional parks or parks of a scale and size containing activities that serve a large population base be co-located with new school sites.

33. that active transportation infrastructure connects to open space through medium and high density residential, mixed-use developments and commercial sites as part of new development or redevelopment.

34. enhancements to open space in conjunction with redevelopments.

35. large redevelopment and infill sites to include a central park or plaza.

Promote *the incorporation of walkability and areas for social interaction by* **encouraging**:

36. public spaces to have the ability to convert uses throughout all four seasons.

37. that the Urban Centre be prioritized as a location for farmers markets and community gardens within Sherwood Park.

Ensure *the integration of green building and green infrastructure by* **requiring**:

38. preservation of existing stormwater management facilities, such as Eastgate and Broadmoor Lake.

Promote *the integration of green building and green infrastructure by* **encouraging**:

39. public agriculture and edible landscapes.

Transportation

Ensure *the incorporation of transit-oriented development by* **requiring**:

40. that transportation plans utilize:

    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split.

41. the connection of active transportation infrastructure and public transportation within the Urban Centre Policy Area and to adjacent policy areas.

42. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.
43. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
44. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions, be utilized.
45. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.
46. services to be accessible by active transportation and public transportation at multiple location points.
47. redevelopment of large sites to incorporate a grid or modified grid street pattern.
48. bicycle parking for all developments.
49. new vehicular parking to consist of one or more of the following:
    a. on-street;
    b. underground; or
    c. as stacked parking.

Promote *the incorporation of transit-oriented development by* **encouraging:**

50. express transit service from the Urban Centre to broader destination areas.

HEALTH AND WELL BEING BENEFITS OF INCREASED DENSITY

Promotes Active Transportation

Increases opportunities for walking and cycling to local destinations.

Reduces Social Isolation

Increases opportunities for social contact creating a greater sense of community.

Increases Safety

Promotes pedestrian and community safety through “eyes on the street”.

51. an on street, at grade, transit transfer facility to locate within the Urban Centre Policy Area with the potential for transit priority corridors and higher order transit service in the long term.

52. a reduction in vehicular parking.

53. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

Support *the incorporation of transit-oriented development by* **considering:**

54. local transit service that:

    a. serves areas with a high demand for short trips; and
    b. provides extra capacity where dense residential areas are close to major employment or education centres.

Support *walkability and areas for social interaction by* **considering:**

55. surface parking lots where:

    a. existing surface parking remains, following infill of a portion of the lot;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

4.3.3 COMPACT DEVELOPMENT POLICY AREA

This policy area comprises existing commercial, residential and open space areas identified on Map 3: Urban Service Area-Sherwood Park predominantly located along Sherwood Drive, Emerald Drive and Wye Road. Presently, this area contains major public services, such as Emerald Hills Regional Park and the Strathcona Community Hospital. This area also includes areas such as the Palisades Urban Village, Centennial Park and Centennial Business Park, Emerald Hills Shopping Centre, Emerald Hills Urban Village, Salisbury Village and Wye Road Commercial sites. The higher density of existing residential and community housing developments, and their nearness to existing commercial and major public services, creates an opportunity for this area to promote redevelopment and infill in the form of mixed-use development within existing commercial. As more compact development occurs, these areas can work towards transit-oriented development given that these areas are located along major transportation corridors. As intensification opportunities arise, the buildings, as well as surrounding landscape, shall be planned and built to meet the objective and polices identified below. Future development should be compact to encourage walking, social interaction and transit use. There may be future potential for a priority transit corridor and on street, at grade, transit transfer facility that will service the Emerald Hills area as the Strathcona Community Hospital, employment and amenities make the area a destination for Sherwood Park.

Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Compact Development Areas:

1. *Contain compact, mixed-use development;*
2. *Contribute to the evolution of complete communities;*
3. *Incorporate walkability and areas for social interaction; and*
4. *Integrate green building and green infrastructure.*

Policies Strathcona County Will

General

Ensure *the evolution of complete communities by* **requiring**:

1. Area Redevelopment Plans to incorporate and provide direction on all of the following:
   - a. character-defining elements;
   - b. intensification;
   - c. transit-oriented development;
   - d. high and medium density residential;
   - e. schools;
   - f. community and seniors housing;
   - g. commercial, including community commercial, business commercial and mixed-use development;
   - h. urban agriculture;
   - i. open space, public agriculture and pedestrian infrastructure;
   - j. local and major community services;
   - k. multi-modal transportation, including public transportation;
   - l. maintenance and enhancement of active transportation infrastructure;
   - m. crime prevention through environmental design;
   - n. infrastructure, including low impact development for cold weather climates; and
   - o. design guidelines.

Promote *the evolution of complete communities by* **encouraging**:

2. a mixture of uses, including major public services, commercial, residential, schools and local community services.
3. redevelopment and infill within the Compact Development Policy Area.
4. opportunities for all ages, incomes and abilities within this policy area.

Support *the evolution of complete communities by* **considering**:

5. intensification through apartmentstyle medium and high density residential as well as mixed-use development where the development is in conformance with the applicable Area Redevelopment Plan or:
   - a. is located within an existing site containing services;
   - b. improves opportunities for people to use transit;
   - c. incorporates pedestrian infrastructure;
   - d. respects the character defining elements found within the existing neighbourhood;
   - e. contains massing of a compatible scale;
   - f. contains infrastructure which meets the requirements of municipal and provincial standards and regulations;
   - g. considers and values community input; and
   - h. is consistent with an applicable Area Structure Plan.

Residential

Ensure *compact, mixed-use development by* **requiring**:

6. residential to be within close proximity to mixed-use development, commercial, local community services, schools or major community services.

Promote *compact, mixed-use development by* **encouraging**:

7. intensification resulting in one or more of the following in conformance with an Area Redevelopment Plan or Area Structure Plan:
   a. high density residential;
   b. apartment style medium density residential;
   c. mixed-use development;
   d. a range of residential tenures;
   e. community and seniors housing; or
   f. innovation in residential design with distinct character.
8. new or redeveloping high or medium density residential and mixed-use buildings to front onto streets with a zero setback at the ground floor level.

Ensure *the evolution of complete communities by* **requiring**:

9. the recognition of the contribution existing residential provides to mixed-use development in Area Redevelopment Plans and Area Structure Plans.

Support *the evolution of complete communities by* **considering**:

10. inclusionary housing within Area Redevelopment Plans or Area Structure Plans where in close proximity to existing or proposed services.

Commercial

Ensure *the evolution of complete communities by* **requiring**:

11. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

WHAT IS A COMPLETE COMMUNITY?

Accessibility

Provides convenient access to housing, employment and services using multi-modal transportation.

Housing Diversity

Includes a wide range of housing types and tenures for all ages, incomes and abilities.

Daily Needs

Day-to-day needs can be met within your community.

Promote *compact, mixed-use development by* **encouraging**:

12. commercial sites to include mixed-use development including, residential, local community services, high schools or major community services.

13. intensification of commercial sites through the infill of surface parking lots and redevelopment into higher density, multi-story commercial or mixed-use buildings.

Promote *the evolution of complete communities by* **encouraging**:

14. new and existing business commercial, such as offices and professional services, that provide employment close to residential.

Promote *the incorporation of walkability and areas for social interaction by* **encouraging**:

15. community commercial uses to be built in close proximity to residential.

16. that new or redeveloping commercial sites incorporate pedestrian-oriented design by:
    a. including buildings that front onto a street with a zero setback at the ground floor level;
    b. creating the appearance of regularly spaced frontages;
    c. including storefront windows and street fronting entrances; and
    d. including outdoor seating/patios.

Major Public Services

Promote *compact, mixed-use development by* **encouraging**:

17. major community services to locate within mixed-use development or in close proximity to commercial, residential or local community services.

Ensure *the evolution of complete communities by* **requiring**:

18. major public services including major community services.

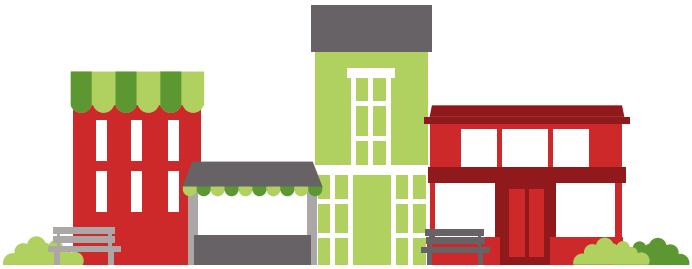
19. that public indoor recreation facilities also contain public outdoor recreation amenities.

20. the continued operation, improvement and assessment of the Ordze Transit Terminal and provide for required modifications.

Promote *the evolution of complete communities by* **encouraging**:

21. a variety of public and private major community services.

There is an opportunity to promote redevelopment and infill in the form of mixed-use development within commercial areas.



22. that major community services:

    a. maintain a central location within a community or the Urban Service Area;
    b. provide a range of services;
    c. locate along new, existing or planned transit corridors;
    d. be connected to active transportation infrastructure;
    e. implement traffic calming at adjacent crossings;
    f. be accessible from all sides;
    g. contain or be adjacent to an outdoor gathering space;
    h. be highly visible;
    i. contain ample bike parking; and
    j. consider potential expansion areas.

23. that major community services provide amenities for all ages, incomes and abilities.

Schools

Ensure *compact, mixed-use development by* **requiring**:

24. school sites to locate in close proximity to residential.

25. school sites to locate in close proximity to local community services or major community services.

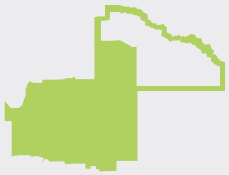
Promote *the evolution of complete communities by* **encouraging**:

26. high school sites to locate in close proximity to commercial areas.

27. the joint use of municipal facilities with school boards.

A COMPARISON OF POPULATION AND DENSITY

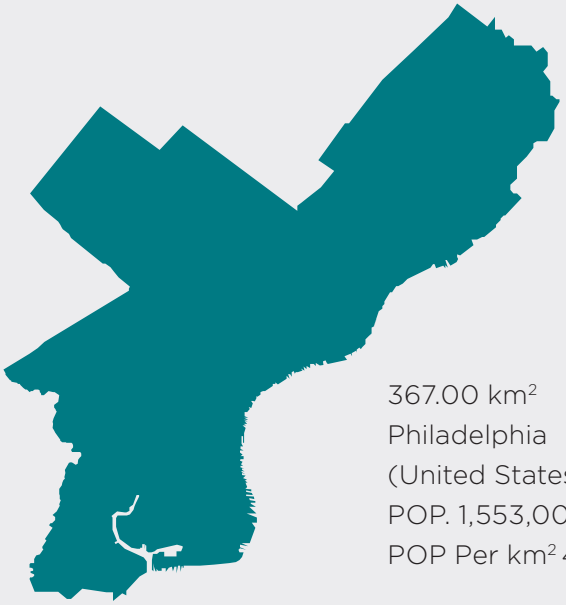
3.30 km²
Union City
(New Jersey State)
POP. 68,247
POP Per km² 20,681



70.61 km²
Sherwood Park
(Strathcona County)
POP. 70,618
POP Per km² 986

67.00 km²
Dundee
(Scotland)
POP. 148,210
POP Per km² 2,212

87.88 km²
Zurich
(Switzerland)
POP. 396,027
POP Per km² 4,506



367.00 km²
Philadelphia
(United States)
POP. 1,553,000
POP Per km² 4,231

28. seniors housing and child care to locate in close proximity to school sites.

29. the integration of public agriculture into school site planning.

Promote *the incorporation of walkability and areas for social interaction by* **encouraging**:

30. new schools be placed in close proximity to new, existing or planned transit corridors.

31. new school sites:
    - a. be located in a central area of a neighbourhood or community;
    - b. avoid barriers to accessibility including railroads and major streets, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
    - c. front onto at least two streets;
    - d. be connected to active transportation infrastructure;
    - e. implement traffic calming at adjacent crossings;
    - f. be accessible from all sides;
    - g. be highly visible;
    - h. contain ample bike parking;
    - i. consider potential expansion areas; and
    - j. offer separate traffic lanes.

Local Community Services

Promote *compact, mixed-use development by* **encouraging**:

32. local community services to locate within, or in close proximity to, a mixture of uses including commercial, residential, schools or major community services.

Promote *the evolution of complete communities by* **encouraging**:

33. the integration of public agriculture in conjunction with local community services.

34. a variety of public and private local community services.

35. new community and seniors housing developments to locate in close proximity to new, existing or planned:
    - a. transit-controlled locations;
    - b. major public services which include major community services; and
    - c. community commercial.

Open Space

Ensure *the incorporation of walkability and areas for social interaction by* **requiring**:

36. centrally located public open space.

37. that a Park Master Plan be prepared for regional parks and school sites.

38. that active transportation infrastructure connects to open space through high and medium density residential, mixed-use developments and commercial as part of new development or redevelopment.

39. enhancements to open space in conjunction with redevelopments.

40. the provision of outdoor amenity spaces for large developments.

Promote *the incorporation of walkability and areas for social interaction by* **encouraging**:

41. public spaces to have the ability to convert uses throughout all four seasons.

42. that compact development areas be prioritized as locations for farmers markets and community gardens within Sherwood Park.

43. large redevelopment and infill sites to include a central park or plaza.

44. that all residences are within close proximity to a park.

45. regional parks or parks of a scale and size containing activities that serve a large population base be located in close proximity to new high school sites.

Promote *the integration of green building and green infrastructure by* **encouraging**:

46. public agriculture and edible landscapes through integration with landscaping standards.

Transportation

Ensure *the incorporation of walkability and areas for social interaction by* **requiring**:

47. that transportation plans utilize:
    - a. transit-oriented development concepts;
    - b. context approach to street design;
    - c. complete street concepts where dictated by the land use context; and
    - d. modal split.

48. the connection of active transportation infrastructure and public transportation within the Urban Centre Policy Area and to adjacent policy areas.

49. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
    - a. across major streets to provide active transportation access to services;
    - b. between residential and services;
    - c. on both sides of the street; and
    - d. to transit-controlled locations.

50. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

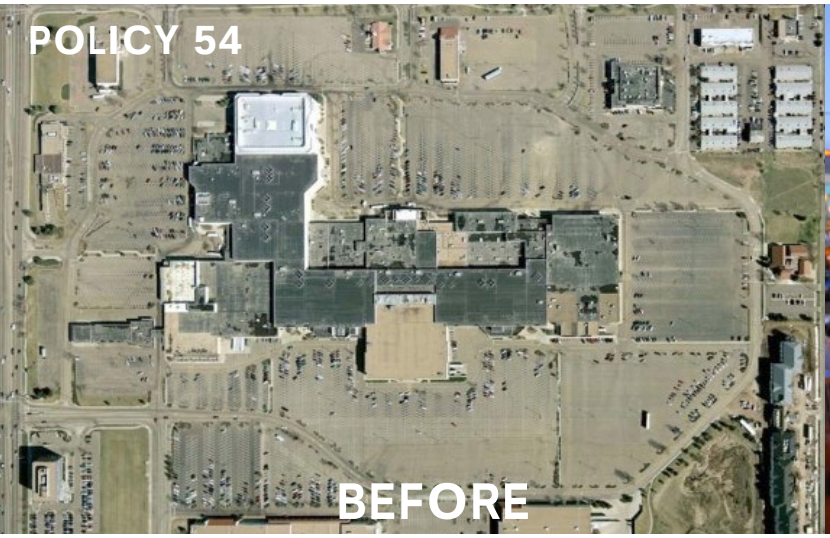
51. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions, be utilized.

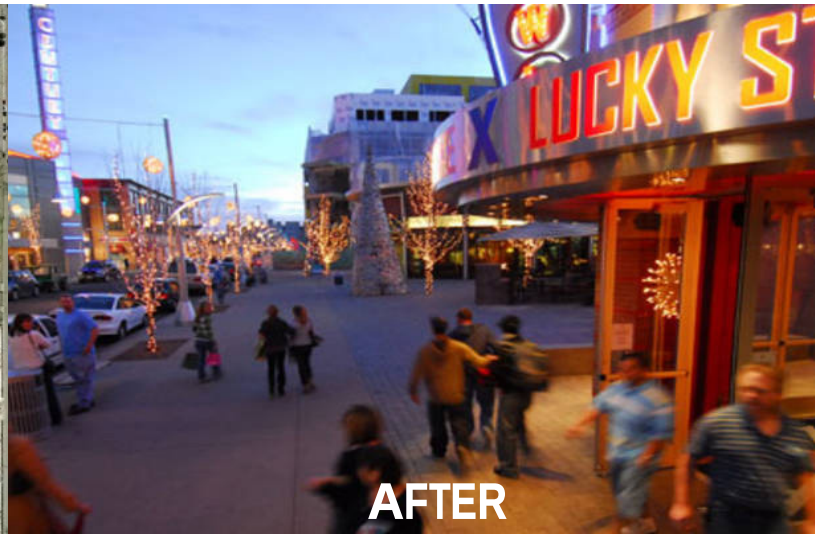
52. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

53. services to be accessible by active transportation and public transportation at multiple location points.

54. redevelopment of large sites to incorporate a grid or modified grid street pattern.

55. bicycle parking for all developments.





56. new vehicular parking to consist of one or more of the following:

    a. on-street;
    b. underground; or
    c. as stacked parking.

Promote *the incorporation of walkability and areas for social interaction by* **encouraging:**

57. express transit service from the Compact Development Policy Area to broader destination areas.

58. an on street, at grade, transit transfer facility to locate within Emerald Hills in close proximity to services with the potential for transit priority corridors and higher order transit service in the long term.

59. a reduction in vehicular parking.

60. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

Support *the incorporation of walkability and areas for social interaction by* **considering:**

61. local transit service that:

    a. serves areas with a high demand for short trips; and
    b. provides extra capacity where dense residential areas are close to major employment or education centres.

62. surface parking lots where:

    a. existing surface parking remains following infill of a portion of the lot;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

4.3.4 RESIDENTIAL POLICY AREA

This policy area comprises residential development within the Built-Up Urban Area and Planned Areas grandfathered under existing approved Area Structure Plans identified on Map 3: Urban Service Area-Sherwood Park. Along with residential, this policy area includes open space such as parks and active transportation infrastructure, as well as schools and other local community services that function as a part of these neighbourhoods. As these areas evolve over time, consideration should be given to ensuring character-defining elements are maintained, such as existing park space and architectural features. Ensuring convenient access to a mix of land uses, such as schools and open space for area residents, also work towards creating complete communities. These areas shall be planned and built to meet the objectives and policies identified below.

Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Residential Policy Area:

1. *Retains character defining elements;*
2. *Provides housing diversity for all ages, incomes and abilities;*
3. *Provides services and open space for residents; and*
4. *Incorporates multi-modal transportation.*

Policies Strathcona County Will

BUILT-UP URBAN AREA

Residential

Ensure *the retention of character defining elements by* **requiring**:

1. recognition of the primarily low density residential character of this area, but work towards diversifying the range of residential forms through the adoption of Area Redevelopment Plans.

2. a Mature Neighbourhood Overlay within the Land Use Bylaw which includes development regulations on existing architectural character and urban form.

3. Area Redevelopment Plans which provide direction on all of the following:

   a. character and scale of the existing neighbourhood;
   b. intensification;
   c. transit-oriented development;
   d. residential, including medium density and mixed-use development;
   e. schools;
   f. community and seniors housing;
   g. commercial, including community commercial, business commercial and mixed-use development;
   h. urban agriculture;
   i. conservation;
   j. open space and local community services;
   k. multi-modal transportation;
   l. crime prevention through environmental design;
   m. infrastructure, including low impact development for cold weather climates; and
   n. design guidelines.

Support *the provision of housing diversity for all ages, incomes and abilities by* **considering**:

4. intensification within the Built-Up Urban Area of Sherwood Park where identified within an Area Redevelopment Plan developed in consultation with neighbourhood residents.

Support *the provision of services and open space for residents by* **considering**:

5. proposals which reduce residential density, such as conversion to mixed-use buildings or provision of local community services where they provide a benefit to the local neighbourhood as shown through an Area Redevelopment Plan.

Schools

Ensure *the provision of services and open space for residents by* **requiring**:

6. existing sites that have been identified as potential school sites under existing statutory plans be reviewed to determine their necessity and viability.

Promote *the provision of services and open space for residents by* **encouraging**:

7. the integration of public agriculture into school site planning.

8. new schools be placed in close proximity to new, existing or planned transit corridors.

9. the joint use of municipal facilities with school boards.

10. seniors housing and child care in close proximity to school sites.

11. a mixture of uses on, or in close proximity to, new school sites including residential or local community services.

Local Community Services

Ensure *the provision of service and open spaces for residents by* **requiring**:

12. that public indoor recreation services provide amenities for all ages, incomes and abilities.

13. that public indoor recreation facilities also contain public outdoor recreation amenities.

Promote *the provision of services and open space for residents by* **encouraging**:

14. new, local community services in residential areas with limited existing facilities.

15. the preservation of existing local community services in the Built-Up Urban Area.

Open Space

Ensure *the provision of open space for residents by* **requiring**:

16. the conservation of existing parks and natural areas in the Built-Up Urban Area where they have not been identified as a potential school site under an existing Area Structure Plan.

17. that a Park Master Plan be prepared for regional parks and school sites.

18. enhancements to open space in conjunction with redevelopments.

19. connect active transportation infrastructure to open space through medium density and high density residential, mixed-use development, local community services and school sites as part of redevelopment.

Promote *the provision of services and open space for residents by* **encouraging**:

20. parks of a scale and size containing activities that serve the needs of a neighbourhood be co-located with elementary school sites.

21. public agriculture and edible landscapes through integration with landscaping standards.

Support *the provision of services and open space for residents by* **considering**:

22. the creation of new community gardens within neighbourhood and community parks where the community has requested them.

Transportation

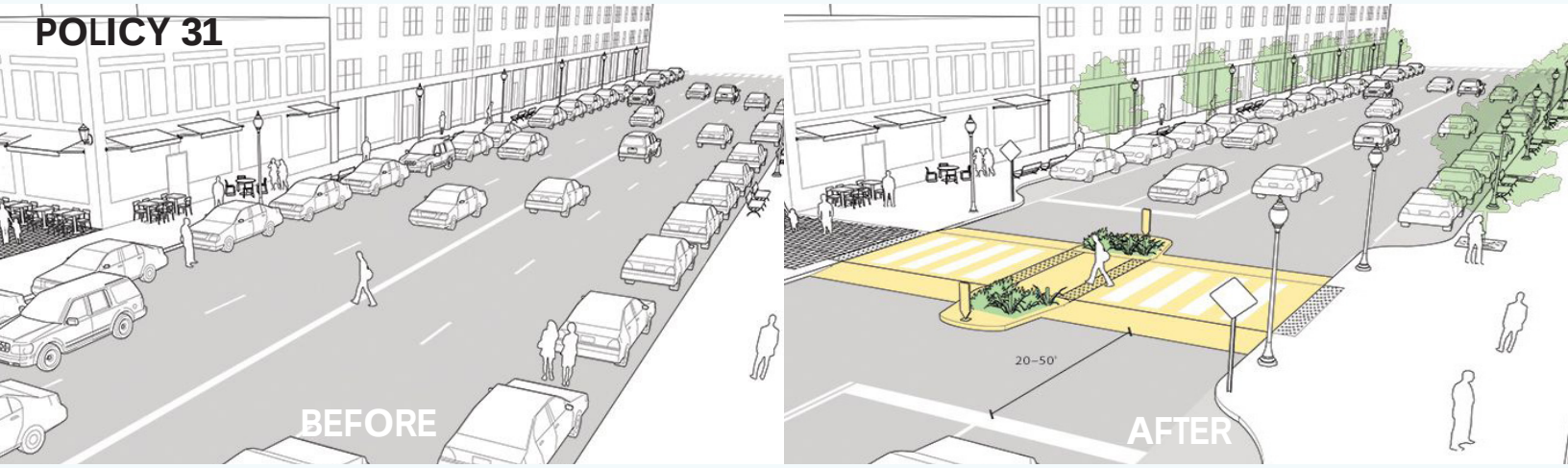
Promote *the incorporation of multi-modal transportation by* **encouraging**:

23. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

24. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.

25. traffic calming techniques to reduce vehicular speed.



26. redevelopment of large sites to incorporate a grid or modified grid street pattern.

27. public transportation to connect neighbourhoods, the Compact Development Policy Area, Urban Centre Policy Area, and other hubs in the Urban Service Area-Sherwood Park.

28. surface parking lots to safely and efficiently:

    a. incorporate pedestrian and active transportation infrastructure onsite; and

    b. connect active transportation infrastructure through the site and to transit-controlled locations.

29. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

30. services to be accessible by active transportation and public transportation at multiple location points.

31. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

32. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions.

Support *the incorporation of multi-modal transportation by* **considering:**

33. narrow car lane widths to redistribute additional space in the right of way to other users such as pedestrians, cyclists and transit.

34. the provision of public transportation that is as direct as possible.

PLANNED AREAS

Residential

Ensure *the provision of housing diversity for all ages, incomes and abilities by* **requiring**:

35. the percentage of net residential area utilized by low density residential to remain the same or decrease, and the units per net residential hectare to remain the same or increase.

36. the percentage of net residential area utilized by medium density residential to remain the same or increase and the units per net residential hectare to remain the same or increase.

37. that if new lands are being added to the net residential area or a planned area, the residential lands being added cannot exceed 70% low density residential.

38. a balanced distribution of housing diversity within neighbourhoods.

Support *the provision of housing diversity for all ages, incomes and abilities by* **considering**:

39. inclusionary housing within Area Structure Plans in close proximity to services.

Schools

Promote *the provision of services and open space for residents by* **encouraging**:

40. the integration of public agriculture into school site planning.

41. that school sites:
    a. be located in a central area of a neighbourhood or community;
    b. avoid barriers to accessibility including railroads and major streets, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
    c. front onto at least two streets;
    d. be connected to active transportation infrastructure and transit;
    e. implement traffic calming at adjacent crossings;
    f. be accessible from all sides;
    g. be highly visible;
    h. contain ample bike parking;
    i. consider potential expansion areas; and
    j. offer separate traffic lanes.

42. the joint use of municipal facilities with school boards.

43. seniors housing and child care in close proximity to school sites.

44. a mixture of uses on, or in close proximity to, new school sites including commercial, residential or local community services.

Support *the provision of services and open spaces for residents by* **considering**:

45. the proposed location of school sites within neighbourhoods when establishing phasing.

Local Community Services

Ensure *the provision of services and open space for residents by* **requiring**:

46. that the amount of local community services remain the same or increase within existing Area Structure Plans.

47. that local community services within existing Area Structure Plans maintain their originally sited location or relocate to a site that allows for increased accessibility and centrality.

Promote *the provision of services and open space for residents by* **encouraging**:

48. the provision of local community services within, or in close proximity to, a mixture of uses including other local community services, commercial, residential, schools or major public services.

49. new local community services locate in close proximity to transit-controlled locations.

50. that public indoor recreation services provide amenities for all ages, incomes and abilities.

51. that public indoor recreation facilities also contain public outdoor recreation amenities.

Open Space

Ensure *the provision of services and open spaces for residents by* **requiring**:

52. the connection of active transportation infrastructure to open spaces through medium density, high density residential, local community services and school sites.

53. a minimum of 10% municipal reserve dedicated as land.

54. that the amount and location of municipal reserve for recreational opportunities remain the same or be distributed to provide the maximum benefit while achieving all of the following:

    a. provide and connect open space within complete neighbourhoods prior to providing land for regional park or parks that serve a larger population base;

    b. connect open space between complete neighbourhoods; and

    c. connect environmental reserves to open space.

55. parks of a scale and size containing activities that serve the needs of a neighbourhood be co-located with elementary school sites.

56. the provision of outdoor amenity spaces for medium density residential developments.

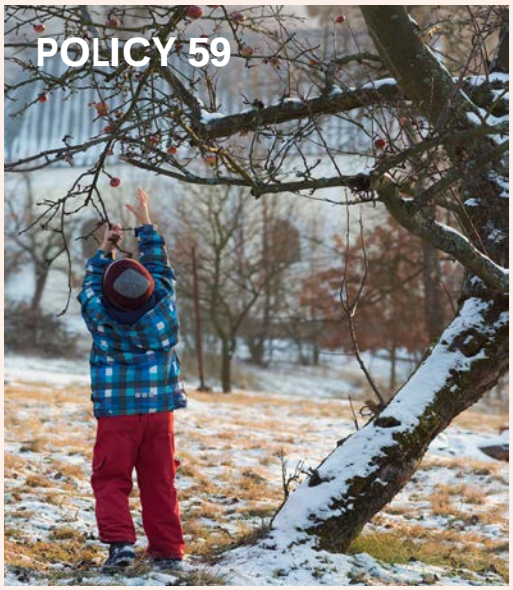
57. environmental reserve as land as opposed environmental reserve easement.

Promote *the provision of services and open space for residents by* **encouraging**:

58. that all residences are within close proximity to a park.

59. public agriculture and edible landscapes through integration with landscaping standards.

60. the conservation of wetlands and integration of wetlands into stormwater management facilities.



Support *the provision of services and open space for residents by* **considering**:

61. the creation of new community gardens within neighbourhood and community parks, where the community has requested them.

Transportation

Ensure *the incorporation of multi-modal transportation by* **requiring**:

62. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street;
    d. to transit-controlled locations; and
    e. through cul-de-sacs.
63. traffic calming techniques to reduce vehicular speed.
64. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
65. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

Promote *the incorporation of multi-modal transportation by* **encouraging**:

66. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.
67. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions.
68. the use of a street pattern that discourages cul-de-sacs.
69. that transportation plans utilize:
    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split.
70. medium and high density residential parking to locate underground.
71. public transportation to connect neighbourhoods, the Compact Development Policy Area, Urban Centre Policy Area, and other hubs in the Urban Service Area-Sherwood Park.

Support *the incorporation of multi-modal transportation by* **considering:**

72. narrow car lane widths to redistribute additional space in the right of way to other users, such as pedestrians, cyclists and transit.
73. the provision of public transportation that is as direct as possible.
74. surface parking lots where:
    a. underground and stacked parking is not feasible;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

4.3.5 COMMERCIAL POLICY AREA

This policy area comprises commercial developments within the Built-Up Urban Area and Planned Areas grandfathered under existing approved Area Structure Plans identified on Map 3: Urban Service Area-Sherwood Park. Along with commercial, this policy area includes open space such as parks and active transportation infrastructure. Within the commercial areas of the Urban Service Area there are several different forms of commercial including community commercial, major commercial and business commercial. There is also an opportunity to intensify and diversify these areas by integrating residential with mixed-use development outside of the Heavy Industrial Transition Overlay. These areas shall be planned and built to meet the objective and polices identified below.

Objective

Strathcona County's objectives are to **ensure** that Sherwood Park's Commercial Policy Area:

1. *Intensifies and diversifies into a mixture of land uses;*
2. *Incorporates walkability; and*
3. *Is viable in the long term.*

Policies Strathcona County Will

BUILT-UP URBAN AREA

Residential

Support *intensification and diversification into a mixture of land uses by* **considering**:

1. inclusionary housing within Area Redevelopment Plans or Area Structure Plans outside of the Heavy Industrial Transition Overlay where in close proximity to services.

Promote *viability in the long term by* **encouraging**:

2. the integration of compatible mixed-use buildings within redevelopments outside of the Heavy Industrial Transition Overlay.

Commercial

Promote *intensification and diversification into a mixture of land uses by* **encouraging**:

3. a mixture of uses including, but not limited to, major commercial, community commercial, business commercial, compatible residential and local community services within commercial redevelopments outside of the Heavy Industrial Transition Overlay.

4. intensification and diversification of commercial overtime, such as through infill of surface parking lots and redevelopment into higher density buildings respecting the limitations of the Heavy Industrial Transition Overlay.

5. new business commercial that preserves employment in close proximity to residential outside of the Heavy Industrial Transition Overlay.

Promote *the incorporation of walkability by* **encouraging**:

6. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

7. that new or redeveloping commercial sites incorporate pedestrian-oriented design by:

   a. including buildings that front onto a street with a zero setback at the ground floor level;
   b. creating the appearance of regularly spaced frontages;
   c. including storefront windows and street fronting entrances; and
   d. including outdoor seating/patios.

Local Community Services

Promote *viability in the long term by* **encouraging**:

8. existing religious assemblies within the Heavy Industrial Transition Overlay to incorporate commercial on their sites or redevelop into commercial.

9. local community services which are compatible with commercial uses, such as child care, to locate with commercial areas outside of the Heavy Industrial Transition Overlay.

Open Space

Ensure *viability in the long term by* **requiring**:

10. enhancements to open space in conjunction with redevelopments.

11. landscaping internally within commercial sites as well as on the periphery.

Transportation

Promote *the incorporation of walkability by* **encouraging**:

12. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

13. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions.

14. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

15. the connection of active transportation infrastructure and public transportation within the Commercial Policy Area and to adjacent policy areas.

16. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.

17. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

18. that transportation plans utilize:

    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split

19. reduced car parking.

20. express transit service and transit priority corridors to connect major employment, popular destinations and mixed use areas.

21. new vehicular parking to consist of one or more of the following:

    a. on-street:
    b. underground: or
    c. as stacked parking.

22. bicycle parking for all developments.

23. commercial and services to be accessible by active transportation and public transportation at multiple location points.

Support *the incorporation of walkability by* **considering:**

24. narrow car lane widths to redistribute additional space in the right-of-way to other users, such as pedestrians, cyclists and transit.

25. surface parking lots where:

    a. underground and stacked parking is not feasible;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

PLANNED AREAS

Residential

Support *intensification and diversification into a mixture of land uses by* **considering**:

26. inclusionary housing within Area Structure Plans in close proximity to services.

Promote *viability in the long term by* **encouraging**:

27. the integration of mixed-use developments which include medium or high density residential.

Commercial

Ensure *intensification and diversification into a mixture of land uses by* **requiring**:

28. that the amount of community commercial remain the same or increase within existing Area Structure Plans.

29. that community commercial within existing Area Structure Plans maintain their originally sited location or relocate to a site that allows for increased accessibility and centrality.

Promote *intensification and diversification into a mixture of land uses by* **encouraging**:

30. community or major commercial to be built in close proximity (600m) of all residential.

31. multi-story commercial buildings.

32. new and existing business commercial, such as offices and professional services, that provide employment close to residential.

33. commercial areas to include a mixture of uses, including residential, local community services, high schools or major public services.

Promote *the incorporation of walkability by* **encouraging**:

34. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

35. that new or redeveloping commercial incorporate pedestrian-oriented design by:
    a. including buildings that front onto a street with a zero setback at the ground floor level;
    b. creating the appearance of regularly spaced frontages;
    c. including storefront windows and street fronting entrances; and
    d. including outdoor seating/patios.

Local Community Services

Promote *viability in the long term by* **encouraging**:

36. local community services which are compatible with commercial uses, such as child care to locate within commercial areas.

Open Space

Ensure *the incorporation of walkability by* **requiring**:

37. landscaping internally within commercial sites as well as on the periphery.

38. the provision of outdoor amenity spaces for large developments.

39. environmental reserve as land.

40. municipal reserves in the following forms:

    a. as land to provide connectivity within the area;
    b. as land buffering major commercial from residential;
    c. as land adjacent to or within mixed-use developments; or
    d. as land buffering environmental reserve.

> *There are several different forms of commercial including community commercial, major commercial and business commercial.*

Transportation

Ensure *the incorporation of walkability by* **requiring**:

41. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

42. the connection of active transportation infrastructure and public transportation within the Commercial Policy Area and to adjacent policy areas.

43. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.

44. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

Promote *the incorporation of walkability by* **encouraging**:

45. that transportation plans utilize:

    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split.

46. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

47. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions.

48. reduced car parking.

49. express transit service and transit priority corridors to connect major employment, popular destinations and mixed-use areas.

50. parking to locate:

    a. on-street;
    b. underground; or
    c. as stacked parking

51. bicycle parking for all developments.

52. services to be accessible by active transportation and public transportation at multiple location points.

Support *the incorporation of walkability by* **considering:**

53. narrow car lane widths to redistribute additional space in the right-of-way to other users, such as pedestrians, cyclists and transit.

54. surface parking lots where:

    a. underground and stacked parking is not feasible;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

4.3.6 MAJOR PUBLIC SERVICE POLICY AREA

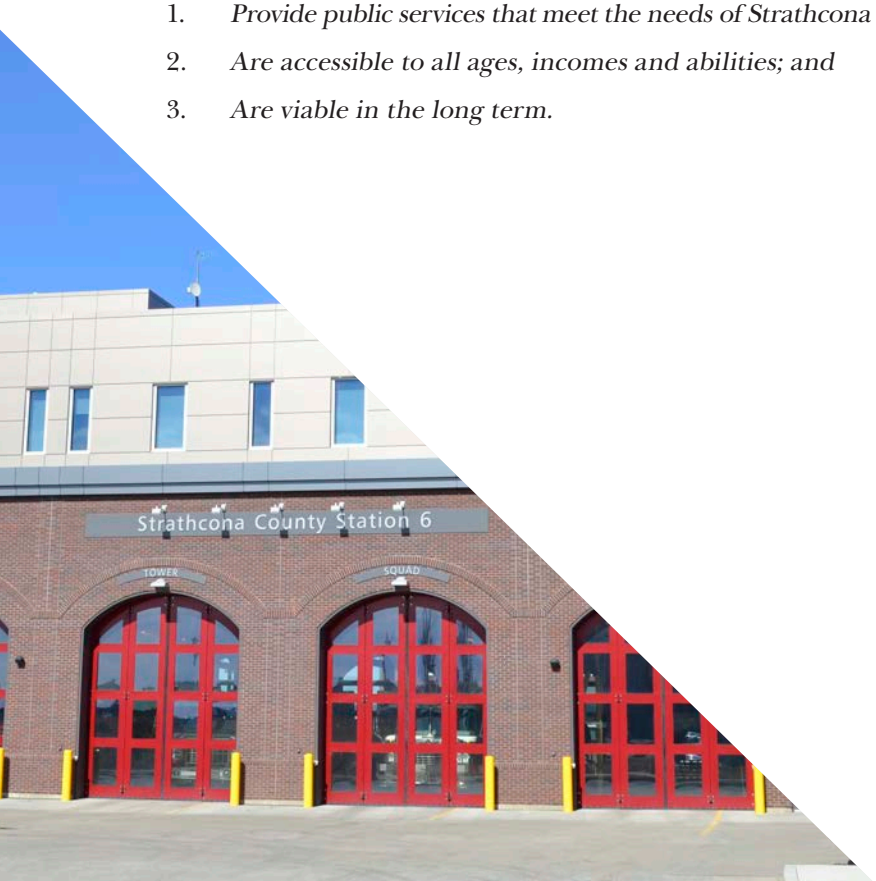
This policy area comprises the major public services within the Urban Service Area which are outside of the Compact Development Policy Area and Urban Centre Policy Area identified on Map 3: Urban Service Area-Sherwood Park. These are facilities or amenities that are widely used by residents throughout the Urban Service Area and the Rural Service Area. This policy area may include, but is not limited to, major community services, recycling stations and emergency services. They do not include local community services that are used by individual neighbourhoods or services that are not open to the public.

From young to old, there is a need for a diverse range and variety of public services within the County. Strathcona County strives to ensure the services offered to the public are accessible and meet the needs of all County residents.

Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Major Public Services:

1. *Provide public services that meet the needs of Strathcona County residents;*
2. *Are accessible to all ages, incomes and abilities; and*
3. *Are viable in the long term.*



Policies Strathcona County Will

General

Ensure *the provision of public services that meet the needs of Strathcona County residents by* **requiring**:

1. a variety of major public services throughout the Urban Service Area.

Promote *the provision of public services that meet the needs of Strathcona County residents by* **encouraging**:

2. the continued operation of existing major public services.

Ensure *viability in the long term by* **requiring**:

3. that new Major Public Services do not compromise the Heavy Industrial Transition Overlay.

Promote *viability in the long term by* **encouraging**:

4. air quality monitoring stations at major public services.
5. opportunities for the shared (joint) use of sites and multi-use facilities.
6. major public services be designed in a manner that allows for the modification of uses based on changing community needs.

Major Community Services

Ensure *the provision of public services that meet the needs of Strathcona County residents by* **requiring**:

7. that a park master plan be prepared for regional parks.
8. the continued operation, improvement and assessment of the Bethel Transit Terminal and provide for required modifications.

Promote *the provision of public services that meet the needs of Strathcona County residents by* **encouraging**:

9. cooperation with Alberta Health Services to ensure the health care needs of the community are met.

Ensure *accessibility for all ages, incomes and abilities by* **requiring**:

10. that indoor recreation facilities provide amenities for all ages, incomes and abilities.
11. that major community services be accessible and barrier free.
12. transit terminals to incorporate pedestrian-oriented design, pedestrian infrastructure that connects to active transportation infrastructure.
13. that transit terminals be accessible to all.

Promote *accessibility for all ages, incomes and abilities by* **encouraging**:

14. that major community services:
    - **a.** maintain a central location within a community or the Urban Service Area;
    - **b.** provide a range of community services;

c. have access to express transit service and transit corridors;

d. be connected to active transportation infrastructure;

e. implement traffic calming at adjacent crossings;

f. be accessible from all sides;

g. contain or be adjacent to an outdoor gathering space;

h. be highly visible;

i. contain ample bike parking; and

j. consider potential expansion areas.

Ensure *viability in the long term by* **requiring**:

15. that the development of public recreation facilities be based on consultation with users and market studies.

16. that future major recreation services are guided by an open space and recreation facility strategy.

Promote *viability in the long term by* **encouraging**:

17. that new public health centres be located in close proximity to the following:

    a. major streets and transit corridors;

    b. community and senior housing developments; and

    c. complementary health services.

18. that new transit terminals be located in close proximity to the following:

    a. major transportation corridors;

    b. high density residential;

    c. community and senior housing developments;

    d. employment areas;

    e. major commercial;

    f. major public services; and

    g. active transportation infrastructure and linkages.

POLICY 20

19. that new major community services be located in close proximity to the following:

    a. major streets and transit corridors;

    b. high density residential;

    c. community and senior housing;

    d. active transportation infrastructure and linkages;

    e. a school site; and

    f. commercial.

20. place making elements such as streetscapes, urban parks and public art at transit terminals.

21. major community services to co-locate with or integrate residential, schools, local community services or commercial.

22. major recreation or community facilities to accommodate major attractions and events.

23. opportunities for the shared (joint) use of major community services with schools.

24. stacked and underground parking associated with transit terminals in order to reduce footprints and increase connectivity to the site.

25. design elements, such as bike parking, wayfinding, fare vending and indoor and outdoor seating, at transit terminals.

Emergency Service Facilities

Ensure *the provision of public services that meet the needs of Strathcona County residents by* **requiring**:

26. co-operation and partnership with neighbouring municipalities to develop integrated plans and agreements regarding fire prevention, emergency management and firefighting services.

27. the provision of emergency and protective services to accommodate a growing and changing population.

Ensure *viability in the long term by* **requiring**:

28. that emergency service and police stations are developed in a manner that meet their operational requirements.

Recycling Stations

Promote *the provision of public services that meet the needs of Strathcona County residents by* **encouraging**:

29. the development of new recycle stations.

Promote *viability in the long term by* **encouraging**:

30. the co-location of recycle stations with other public and private facilities, such as commercial to improve site usability.

Transportation

Ensure *accessibility for all ages, incomes and abilities by* **requiring**:

31. that major community services are accessible by active transportation infrastructure and public transportation.

32. a transit-controlled location within 250 metres of a major public service.

Promote *accessibility for all ages, incomes and abilities by* **encouraging**:

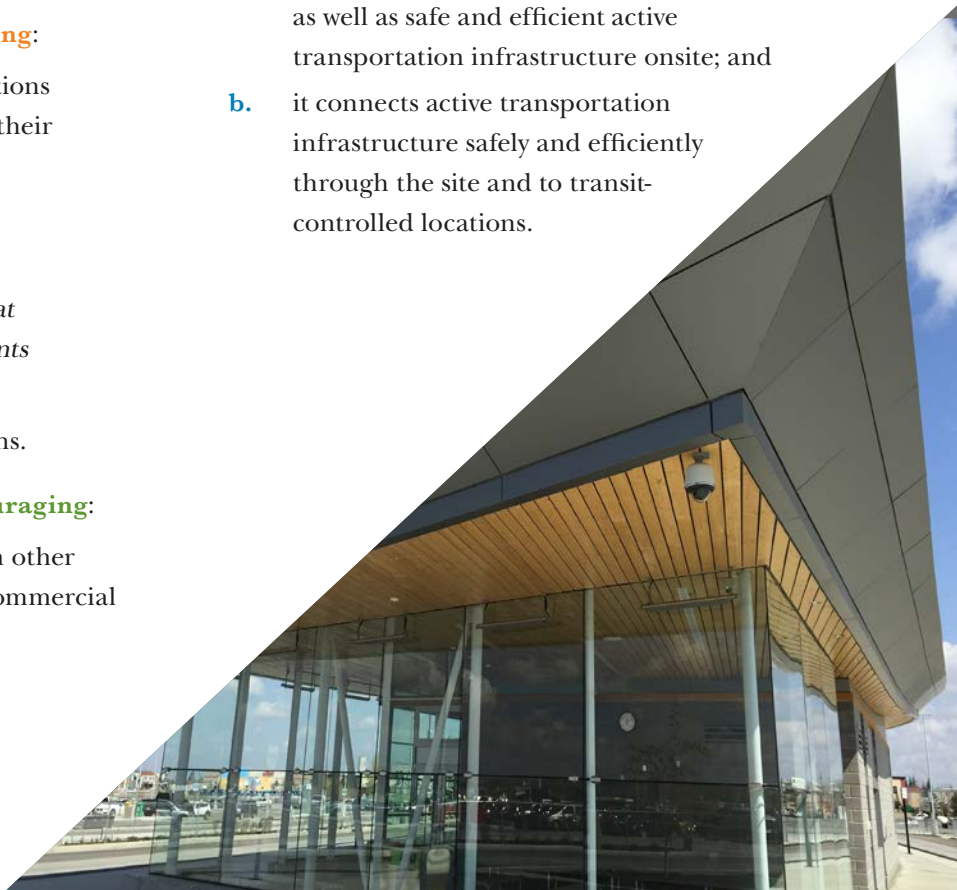
33. new vehicular parking to consist of one or more of the following:

    a. on-street;
    b. underground; or
    c. as stacked parking.

Support *accessibility for all ages, incomes and abilities by* **considering:**

34. surface parking lots where:

    a. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    b. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.



4.3.7 LIGHT/MEDIUM INDUSTRIAL POLICY AREA

This policy area comprises existing and planned light and medium industrial development within the Urban Service Area identified on Map 3: Urban Service Area-Sherwood Park. Light and medium industrial often serve as a buffer between heavy industrial and incompatible land uses. Sherwood Park has two existing mixed industrial and commercial business parks and six existing light industrial/medium industrial areas. Additional light and medium industrial areas have been planned north of Highway 16.

Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Light/Medium Industrial Policy Area:

1. *Includes efficiently designed developments that occur in an orderly manner;*
2. *Has a minimal impact on incompatible land uses; and*
3. *Is viable in the long term.*

Policies Strathcona County Will

General

Ensure *efficiently designed developments that occur in an orderly manner by* **requiring**:

1. the completion of Area Structure Plans for all new light/medium industrial developments within Sherwood Park.
2. Area Structure Plans to provide direction on:
   a. light industrial;
   b. medium industrial;
   c. transitioning and buffering;
   d. pipelines;
   e. agricultural operations;
   f. subdivision criteria;
   g. open space and environmental management;
   h. transportation; and
   i. utilities and stormwater management.

Ensure *minimal impact on incompatible land uses by* **requiring**:

3. buffering and mitigation of nuisances between light and medium industrial and incompatible land uses.

Promote *minimal impact on incompatible land uses by* **encouraging**:

4. air quality monitoring stations to enhance ambient air quality.

Promote *viability in the long term by* **encouraging**:

5. light and medium industrial developments.
6. large scale agriculture support services.
7. synergies between industrial developments.

Light Industrial

Ensure *minimal impact on incompatible land uses by* **requiring**:

8. light industrial development to serve as a buffer between medium industrial uses and incompatible land uses outside of the Light/Medium Industrial Policy Area.
9. that light industrial developments do not cause nuisance impacts on incompatible land uses outside of the Light/Medium Industrial Policy Area.
10. light industrial developments contain minimal outdoor storage.

Promote *viability in the long term by* **encouraging**:

11. urban farms.

Support *viability in the long term by* **considering**:

12. resubdivision of existing light industrial lots where the development:
    a. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
    b. mitigates potential issues with adjacent land uses; and
    c. is consistent with the applicable Area Structure Plan.

Medium Industrial

Ensure *minimal impact on incompatible land uses by* **requiring**:

13. medium industrial development to serve as a buffer between heavy industry and incompatible land uses outside of the Light/Medium Industrial Policy Area.

14. medium industrial developments to prevent or mitigate nuisance impacts on incompatible land uses outside of the Light/Medium Industrial Policy Area.

Support *viability in the long term by* **considering**:

15. resubdivision of existing medium industrial lots where the development:
    a. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
    b. prevents or mitigates potential issues with adjacent land uses; and
    c. is consistent with the applicable Area Structure Plan.

Open Space

Ensure *efficiently designed developments that occur in an orderly manner by* **requiring**:

16. municipal reserves in the following forms:
    a. as cash-in-lieu;
    b. as land only where the land is needed to provide the desired linkages within the County's approved active transportation strategy;
    c. as land buffering industrial uses from incompatible land uses; or
    d. as land buffering environmental reserve.

Ensure *minimal impact on incompatible land uses by* **requiring**:

17. environmental reserves:
    a. as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body;
    b. where the environmental feature would enhance the desired linkages within the County's approved active transportation strategy; and
    c. where the environmental feature is within an environmentally significant area.
18. identification and mitigation of contaminated sites when:
    a. there is a change in use; or
    b. there is a known contaminated site.

Transportation

Ensure *efficiently designed developments that occur in an orderly manner by* **requiring**:

19. a comprehensive transportation network.

Promote *efficiently designed developments that occur in an orderly manner by* **encouraging**:

20. access to public transportation and close proximity to a transit-controlled location.
21. active transportation infrastructure to and within the Light/Medium Industrial Policy Area.
22. initiatives to extend railway spur lines within industrial areas, with safeguards, as a means of enhancing economic development opportunities.
23. the development of industry with access to major transportation routes to reduce the negative effects on local streets.

4.3.8 HEAVY INDUSTRIAL POLICY AREA

This Policy Area comprises approximately five sections of heavy industrial land use identified on Map 3: Urban Service Area-Sherwood Park commonly referred to as Refinery Row located on the west side of Anthony Henday Drive. The Refinery Row area is home to one of Canada's largest concentrations of petrochemical and oil refining complexes and is a Major Employment Area for the region. These petro chemical industries have helped define the community through their continued growth, and today Sherwood Park and Strathcona County is known within the region, province and country as being a leader in oil and gas and related industrial development.

Heavy industrial uses have played an integral role in the formation of Sherwood Park, yet they also have presented a number of challenges. The foremost being the relationship/interface between heavy industry and other adjacent land uses and the assurance of the safety and well-being of Strathcona County residents.

Heavy industrial uses pose a certain level of risk to the safety and well-being of residents due to the nature of their operations and their relative location to other land uses and developments within Sherwood Park. Strathcona County values both industry and residents and recognizes the need to mitigate negative impacts on the well-being of either.

Therefore, a reciprocal relationship occurs between heavy industry and other land uses within Sherwood Park that has the purpose of ensuring that the safety and well-being of residents is maintained, while allowing for industry to continue and expand their operations. This reciprocal relationship consists of limiting the nearness and scale of non-industrial development that is adjacent to heavy industrial land uses while concurrently limiting the distance that risk associated with heavy industrial uses can extend.

Objective

Strathcona County's objectives are to **ensure** that Sherwood Park's Industrial Heavy Policy Area:

1. *Responsibly manages risks associated with industrial development;*
2. *Includes efficiently designed industrial developments; and*
3. *Is viable over the long term.*

Policies Strathcona County Will

General

Support *viability in the long term by* **considering**:

1. interim, extensive agricultural operations and limited outdoor storage, providing it will not preclude or infringe upon future industrial development.

Heavy Industrial

Ensure *responsible management of risks associated with industrial development by* **requiring**:

2. that Strathcona County maintain a cumulative risk assessment for the Heavy Industrial Policy Area which includes information on:
   a. risk identification;
   b. probability of an industrial accident;
   c. consequence of an industrial accident; and
   d. risk management.
3. a Heavy Industrial Transition Overlay based on the County's cumulative risk assessment be incorporated into the Land Use Bylaw in the location identified on Map 3: Urban Service Area-Sherwood Park.
4. the location of the Heavy Industrial Transition Overlay, as indicated on Map 3: Urban Service Area-Sherwood Park, remain unchanged.
5. that heavy industrial developments:
   a. complete and implement a risk assessment in accordance with the standards established by the Major Industrial Accidents Council of Canada;
   b. provide emergency management plan(s) to reduce or mitigate the risk associated with heavy industrial development; and
   c. have risk contours identified within their risk assessment that are contained within the corresponding distances identified for the Heavy Industrial Transition Overlay as indicated on Map 3: Urban Service Area-Sherwood Park.
6. that heavy industry has programs in place, including education programs, to aid in reducing potential risk hazards.
7. risk management services and programs.
8. identification and mitigation of contaminated sites when:
   a. there is a change in use; or
   b. there is a known contaminated site.

Ensure *efficiently designed developments by* **requiring**:

9. heavy industrial developments to locate within the Heartland Policy Area or the Heavy Industrial Policy Area.
10. that heavy industrial developments prevent or mitigate nuisance impacts on incompatible land uses outside of the Heavy Industrial Policy Area.

Promote *viability in the long term by* **encouraging**:

11. heavy industrial developments.
12. synergies between industrial developments.

Open Space

Ensure *efficiently designed development by* **requiring**:

13. municipal reserves in the following forms:
    - a. as cash-in-lieu; or
    - b. as land only where the land is needed to provide the desired linkages within the County's approved active transportation strategy or to buffer environmental reserves.
14. environmental reserves:
    - a. as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body;
    - b. where the environmental feature would enhance the desired linkages within the County's approved active transportation strategy; and
    - c. where the environmental feature is within an environmentally significant area.

Transportation

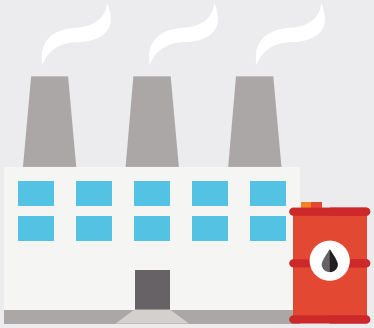
Ensure *efficiently designed development by* **requiring**:

15. a comprehensive transportation network.
16. a road network that allows for the safe and timely movement of industrial equipment and goods.

Promote *efficiently designed development by* **encouraging**:

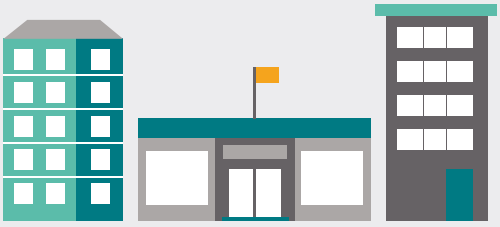
17. initiatives to extend railway spur lines within industrial development areas as a means of enhancing economic development opportunities.

PETROCHEMICAL CLUSTER



World Leader

Support a positive business climate in which to advance petrochemical development in our community.



Diversity

A diversified energy sector promotes resiliency, innovative opportunities and a variety of jobs.

4.3.9 SHERWOOD PARK URBAN RESERVE

This policy section comprises an area south of Township Road 534 and east of Range Road 231 that shall remain for agricultural operations and agricultural-related purposes in order to ensure future planning and the Township Road 534 realignment are not obstructed.

Objective

Strathcona County's objectives are to **ensure** that the Sherwood Park Urban Reserve Area:

1. *Is protected for future planning and street realignments.*

Policies Strathcona County Will

General

Ensure *the protection of the area for future planning and street realignments by* **requiring**:

1. that uses be limited to small scale agricultural and agricultural-related uses until such time as future planning occurs.
2. an Area Structure Plan prior to subdivision or non-agricultural related development except for what is allowed under existing Land Use Bylaw zoning.

4.4 BREMNER URBAN RESERVE POLICY AREA

GOAL

Bremner will be a complete community that is green, connected and diverse. It will incorporate green infrastructure, open space and urban agriculture into each community and neighbourhood. Communities and neighbourhoods within Bremner will be designed for compact, mixed-use and transit-oriented development. The design of communities and neighbourhoods will encourage all residents to utilize active transportation for their daily living by creating a distinct town centre and smaller village centres that will provide residents with a variety of services, amenities, education and employment opportunities in close proximity to where they live.

Objectives

Strathcona County's objectives are to **ensure** that the Bremner Urban Reserve Policy Area:

1. *Is viable in the long term;*
2. *Contains complete communities and complete neighbourhoods;*
3. *Achieves compact form and transit-oriented development;*
4. *Respects the natural landscapes;*
5. *Integrates urban agriculture; and*
6. *Integrates green building and green infrastructure.*

Policies Strathcona County Will

General

Ensure *viability in the long term by* **requiring**:

1. that the Bremner Urban Reserve Policy Area identified on Map 4: Urban Service Area-Bremner is the next greenfield area for future urban growth of the Urban Service Area.
2. an Area Concept Plan and supporting technical documents regarding transportation, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area.
3. that the Bremner Growth Management Strategy (September 2014) be utilized as a foundation for completing the Bremner Area Concept Plan and supporting technical documents.
4. the adoption of the Bremner Area Concept Plan prior to the acceptance of an application for a proposed Bremner Sub-Area Structure Plan.

Support *viability in the long term by* **considering**:

5. the availability of major public services, local community services and infrastructure when establishing development phasing for the Bremner Area Concept Plan and Bremner Sub-Area Structure Plans.
6. Land Use Bylaw amendments where the proposal conforms to:
   a. a conceptual scheme that was adopted by Council prior to the effective date of this plan; or
   b. an adopted Bremner Sub-Area Structure Plan.
7. development where the proposal conforms to:
   a. the use regulations of the Agriculture Large Holdings Policy Area; or
   b. an adopted Bremner Sub-Area Structure Plan.
8. subdivision where the proposal conforms to:
   a. a conceptual scheme that was adopted by Council prior to the effective date of this plan;
   b. the subdivision policies of the Agriculture Large Holdings Policy Area; or
   c. an adopted Bremner Sub-Area Structure Plan.

Ensure *complete communities and complete neighbourhoods by* **requiring**:

9. the Bremner Area Concept Plan to incorporate and provide direction on all of the following:
   a. Bremner Sub-Area Structure Plan requirements;
   b. transit-oriented development;
   c. high, medium and low density residential;
   d. schools and other local community services;
   e. community and seniors housing;
   f. commercial and mixed-use development;

g. the town centre and village centres;
h. urban design;
i. urban agriculture;
j. environmental conservation;
k. open space and local community services;
l. major public services;
m. employment opportunities;
n. multi-modal transportation; and
o. infrastructure, including low impact development for cold weather climates and alternative energy systems.

10. that the Bremner Area Concept Plan delineates the boundaries of each Bremner Sub-Area Structure Plan.

11. that each Bremner Sub-Area Structure Plan is the size of a section; however, the size may be reduced or reconfigured for Business Park Areas or the town centre or due to natural features.

12. a Bremner Sub-Area Structure Plan denotes a community in Bremner that:
    a. is a complete community;
    b. contains a village centre unless part of the town centre;
    c. contains multiple complete neighbourhoods; and
    d. contains at least one school site.

13. that Bremner Sub-Area Structure Plans delineate the boundaries of each complete neighbourhood.

14. that each complete neighbourhood is the size of a quarter section; however, the size may be reduced or reconfigured for business park areas or the town centre or due to natural features.

15. that complete neighbourhoods contain a mix of housing types, community commercial, local community services and open space. Complete neighbourhoods may contain school sites.

Ensure *compact form and transit-oriented development by* **requiring**:

16. that the Bremner Area Concept Plan and Bremner Sub-Area Structure Plans be designed according to the required minimum greenfield density targets as set by the Regional Growth Plan.

Ensure *the integration of green building and green infrastructure by* **requiring**:

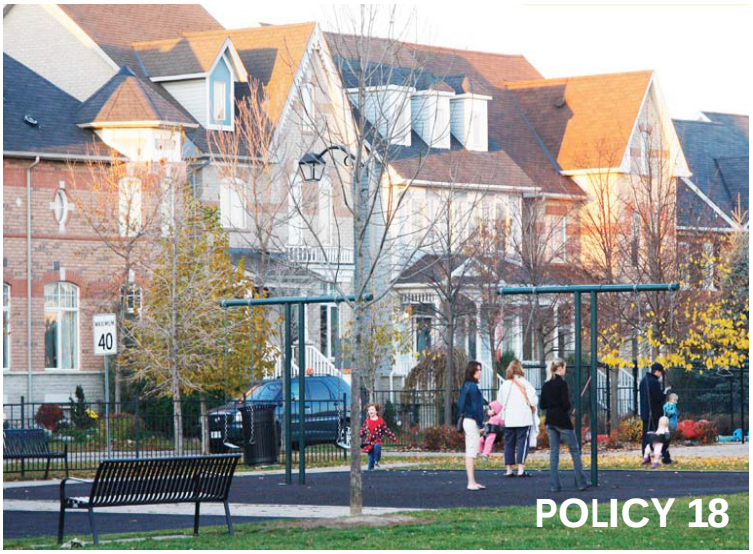
17. major public services and other land that is owned and developed by the County to incorporate low impact development for cold weather climates.

Residential

Ensure *complete communities and complete neighbourhoods by* **requiring**:

18. housing diversity within each complete neighbourhood.

19. the Bremner Area Concept Plan to set a maximum amount of low density residential and minimum amounts of medium and high density residential for each Bremner Sub-Area Structure Plan.



Support *complete communities and complete neighbourhoods by* **considering**:

20. the location of school sites when establishing development phasing for a Bremner Sub-Area Structure Plan.

Ensure *compact form and transit-oriented development by* **requiring**:

21. residential be located within, or in close proximity of, local community services and community commercial.

22. high density residential and mixed-use development be within close proximity to transit-controlled locations along transit corridors.

23. a balanced distribution of medium density residential and high density residential within each community in Bremner.

24. community and senior housing developments:
    a. within close proximity (250m) of a transit-controlled location;
    b. within close proximity of local or major community services; and
    c. within close proximity of community or major commercial services.

Promote *compact form and transit-oriented development by* **encouraging**:

25. residential to be located within, or in close proximity of, schools and major community services.

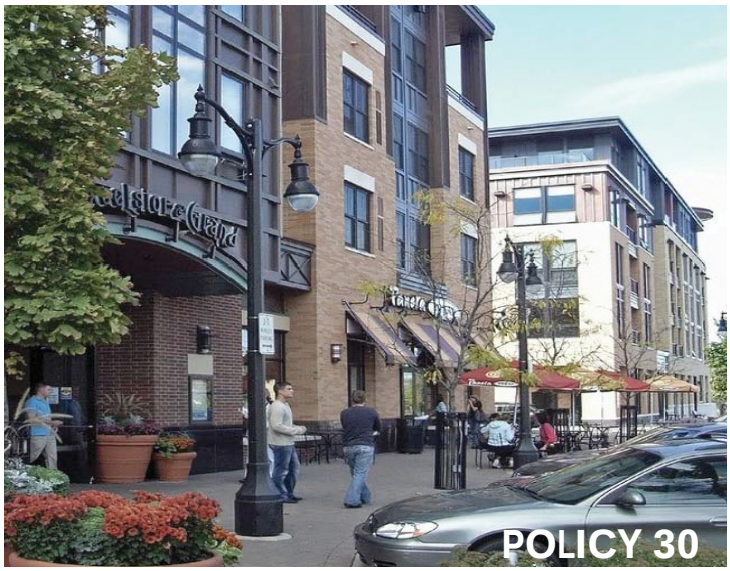
26. high density residential be combined with other uses to create mixed-use buildings.

The Town Centre

Ensure *complete communities and neighbourhoods by* **requiring**:

27. a town centre for Bremner which meets or exceeds aspirational Centres Density Target outlined in the Regional Growth Plan.

28. the Bremner Area Concept Plan and Bremner Sub-Area Structure Plan(s), which include the town centre, incorporate and provide direction on all of the following within the town centre:
    a. transit-oriented development;
    b. on street, at grade transfer facilities;
    c. multi-modal transportation, including public transportation and active transportation;
    d. high density mixed-use development;
    e. residential;
    f. employment opportunities;
    g. commercial;
    h. schools;
    i. local and major community services;
    j. major public services;
    k. community and seniors housing;
    l. urban design;
    m. public agriculture;
    n. open space and pedestrian infrastructure; and
    o. infrastructure, including low impact development for cold weather climates and alternative energy systems.



29. that the town centre provides a sub-regional level of service.

30. that buildings in the town centre are multi-story.

31. high density residential be combined with other uses to create mixed-use buildings.

32. mixed-use buildings that contain commercial, local community services, or Major Community Services.

Promote *complete communities and neighbourhoods by* **encouraging**:

33. employment opportunities that are compatible with residential to locate within the town centre.

Ensure *compact form and transit-oriented development by* **requiring**:

34. the design of the town centre to orient towards main street(s).

35. buildings within the town centre to frame the streets, have zero setbacks at ground floor level.

36. that required parking be located underground or on the street.

37. the Bremner Area Concept Plan and Sub-Area Structure Plan(s) for the town centre to include Urban Design policies that support pedestrian-oriented design in the town centre.

38. on street, at grade transfer facilitie(s) within the town centre that are surrounded by development.

Village Centres

Ensure *complete communities and neighbourhoods by* **requiring**:

39. the Bremner Area Concept Plan and Bremner Sub-Area Structure Plan(s), which include village centres, incorporate and provide direction on all of the following within village centres:

    a. transit-oriented development;
    b. on street, at grade transfer facilities;
    c. multi-modal transportation, including public transportation and active transportation;
    d. medium and high density mixed-use development;
    e. residential;
    f. employment opportunities;
    g. commercial;
    h. schools where required;
    i. local or major community services;
    j. major public services where required;
    k. community and seniors housing where required;
    l. urban design;
    m. public agriculture;
    n. open space and pedestrian infrastructure; and
    o. infrastructure, including low impact development for cold weather climates and alternative energy systems.

40. that buildings in village centres are multi-story.

41. medium or high density residential be combined with other uses to create mixed-use buildings.

42. mixed-use buildings that contain commercial, local community services, or major community services.

Promote *complete communities and neighbourhoods by* **encouraging**:

43. employment opportunities that are compatible with residential to locate within village centres.

Ensure *compact form and transit-oriented development by* **requiring**:

44. the design of village centres to orient to main street(s).

45. buildings within village centres to frame the streets, have zero setbacks at ground floor level.

46. that required parking be located underground, on the street, at the rear of buildings or interior of sites.

47. the Bremner Area Concept Plan and Sub-Area Structure Plans, which include a village centre, include Urban Design policy that supports pedestrian-oriented design for the village centres.

48. transit-controlled locations that are surrounded by transit-oriented development.

Business Park

Ensure *complete communities and neighbourhoods by* **requiring**:

49. that the size of a Sub-Area Structure Plan may be reduced or reconfigured for Business Park areas or other factors such as topography.

Communities and neighbourhoods within Bremner will be designed for compact, mixed-use and transit-oriented development.

50. the incorporation of land uses that are generally incompatible with residential or need large warehouse format buildings, such as manufacturing, storage and distribution facilities.

Support *complete communities and neighbourhoods by* **considering**:

51. a limited amount of convenience commercial to primarily serve employees and businesses within a business park.

Open Space

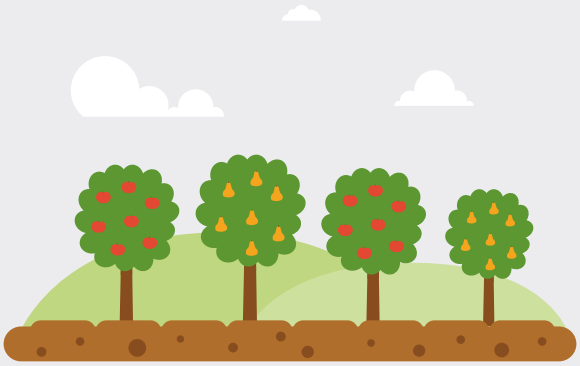
Ensure *complete communities and neighbourhoods by* **requiring**:

52. municipal reserve for recreational opportunities to achieve all of the below, distributed in a manner which provides the maximum benefit:
    a. provide and connect open space within complete neighbourhoods prior to providing land for regional park or parks that serve a Community in Bremner;
    b. connect open space between complete neighbourhoods; and
    c. connect environmental reserves to open space.
53. the completion of a Park Master Plan for new school sites and regional parks.
54. that all residences are within close proximity to a park.
55. parks of a scale and size containing activities that serve the needs of a complete neighbourhood be co-located with elementary school sites.

Promote *complete communities and neighbourhoods by* **encouraging**:

56. indoor recreation facilities to also contain outdoor recreation amenities.

URBAN AGRICULTURE



Urban agriculture is the practice of cultivating food in an urban area.

Urban agriculture provides the benefits of creating a healthy, livable community by helping to grow food, relationships, and local economy in our community.

Ensure *respect for the natural landscape by* **requiring**:

57. environmental reserves at the time of subdivision as identified through a biophysical assessment.

58. conservation of named creeks, such as Pointe-Aux-Pins and Oldman Creek, using environmental reserves.

59. local streets and active transportation infrastructure to locate adjacent to the environmental reserves conserving Pointe-Aux-Pins and Oldman Creek.

Support *respect for the natural landscape by* **considering**:

60. the recommendation of a biophysical assessment when locating municipal reserves.

Agriculture

Ensure *viability in the long term by* **requiring**:

61. an agricultural impact assessment as part of the Bremner Area Concept Plan.

Promote *viability in the long term by* **encouraging**:

62. the continuation of agricultural operations until such time as urban development occurs on the parcel.

Ensure *complete communities and neighbourhoods by* **requiring**:

63. public agriculture such as community gardens and edible landscapes.

Promote *complete communities and neighbourhoods by* **encouraging**:

64. urban agriculture such as rooftop gardens and urban farms.

Transportation

Ensure *complete communities and neighbourhoods by* **requiring**:

65. the Urban Service Area-Bremner to maintain a public transportation system which includes express transit service and transit corridors.

66. that development is phased in a logical order that facilitates transit's ability to begin transit service as soon as residences are occupied.

67. the design of communities and complete neighbourhoods to support a cost effective public transportation system, including transit.

68. adherence to rail line development guidelines or a risk assessment for development adjacent to rail lines.

Promote *complete communities and neighbourhoods by* **encouraging**:

69. priority transit corridors and higher order transit service in the long term.

70. express transit service between the north side and south side of Highway 16 within the Urban Service Area when population and development north of Highway 16 warrants the demand.

POLICY 77

Support *complete communities and neighbourhoods by* **considering**:

71. transit priority corridors on long, direct routes when a large number of people want to travel along one street, such as those connecting the village centres and the town centre, to increase transit reliability and efficiency.

Ensure *compact forms and transit-oriented development design by* **requiring**:

72. an inter-connected multi-modal transportation system.

73. an interconnected active transportation infrastructure network throughout Bremner.

74. the connection of active transportation infrastructure between residential and services, as well as the town centre and village centres.

75. vehicular levels of service guidelines which base level of service on the transportation goals of the policy area.

76. Strathcona County to complete Alternative Design and Construction Standards for the Bremner Urban Reserve Policy Area prior to accepting any new applications for Sub-Area Structure Plans, Land Use Bylaw amendments, or subdivision within the boundary of the Bremner Urban Reserve Policy Area.

77. the Bremner Alternative Design and Construction Standards to include street design for complete streets within a land use context approach.

78. services to be accessible by active transportation and public transportation at multiple location points.

79. the incorporation of the following:
    a. transportation demand management;
    b. grid or modified grid pattern of streets for high level connectivity;
    c. complete streets and context approach to roadway design;
    d. target speed approach;
    e. transportation impact assessment that includes active transportation, multi-modal networks and modal split;
    f. analysis for transit-oriented development areas;
    g. analysis for main street areas; and
    h. multi-modal connections from Bremner to Sherwood Park, Ardrossan, Edmonton and Fort Saskatchewan.

ECONOMIC BENEFITS OF COMPACT DEVELOPMENT

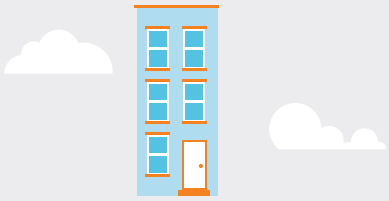
Compact development increases density and keeps dollars in the community by supporting local businesses, employment and the efficient use of infrastructure.

Suburban

City's Annual Cost, per household

$3462 (TOTAL)

- Parks & Recreation $129
- Solid Waste $185
- Fire Department $406
- Governance $297
- Police $360
- Transportation $171
- Libraries $72
- School Bussing $87
- Culture/Economy $36
- Roads $280
- Transfers to Province eg. School Boards $435
- Sidewalks & Curbs $194
- Storm & Waste Water $613
- Water $197



Urban

City's Annual Cost, per household

$1416 (TOTAL)

- Parks & Recreation $69
- Solid Waste $185
- Fire Department $177
- Governance $158
- Police $192
- Transportation $91
- Libraries $38
- School Bussing $13
- Culture/Economy $19
- Roads $26
- Transfers to Province eg. School Boards $232
- Sidewalks & Curbs $27
- Storm & Waste Water $147
- Water $42

*Urban and suburban development costs prepared by the Smart Prosperity Institute and used in this document with permission as general context only. The comparison represents the cost of development in Halifax, Nova Scotia, Canada.

SECTION 5.

RURAL SERVICE AREA

5.1 RURAL SERVICE AREA GENERAL

Strathcona County is a Specialized Municipality within the Edmonton Metropolitan Region, and has been one of the fastest growing municipalities in Alberta. Within it, agricultural operations have historically been a major economic activity. Also, a substantial portion of the rural service area falls within the Beaver Hills Moraine which has been designated a United Nations Educational, Scientific and Cultural Organization Biosphere.

In 2015, Strathcona County completed an Agriculture Master Plan which confirms that agricultural operations continue to be the largest land user within Strathcona County. Although relatively small in terms of area in comparison to other counties in Alberta, Strathcona County continues to be a highly productive agricultural municipality. More than just an economic entity, agricultural operations provide a rural lifestyle for those who desire this, and help establish the community character of Strathcona County.

Strathcona County's Rural Service Area contains nine distinct policy areas that are strategically located based on the agricultural quality of soils, nearness to urban centres, available infrastructure and location of environmentally significant areas and the Beaver Hills Moraine. The location of these policy areas forms the foundation of the interrelated zones of the Beaver Hills Biosphere. Each of the areas has been established to meet different objectives and create a well-rounded and diverse community and economy for the County.

Strathcona County's Rural Service Area also contains three growth hamlets including Ardrossan, Josephburg, and South Cooking Lake as well as five small hamlets, including Antler Lake, Collingwood Cove, Half Moon Lake, Hastings Lake and North Cooking Lake. These hamlets provide residents with a rural alternative to the Urban Service Area.

Goal

Strathcona County will have a viable Rural Service Area.

Objectives

Strathcona County's objectives are to **ensure** that the Rural Service Area:

1. *Is viable in the long term.*

Policies Strathcona County will:

General

Ensure *viability in the long term by* **requiring**:

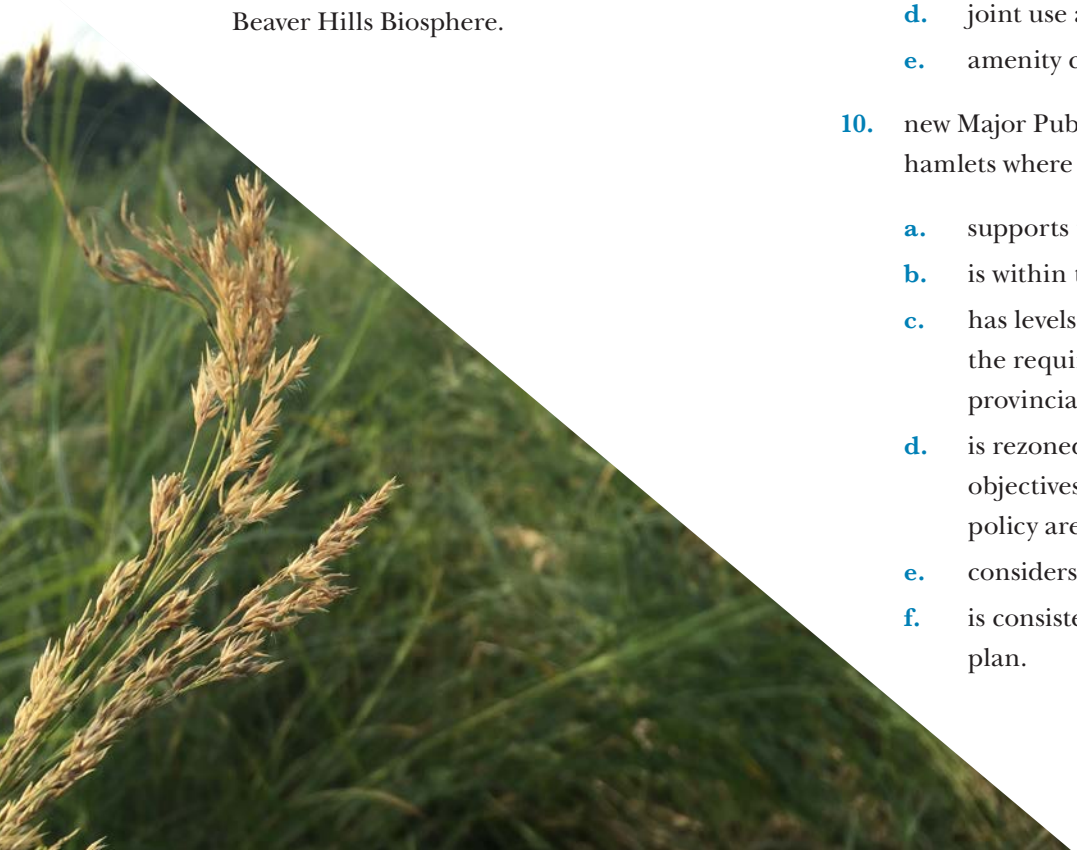
1. new schools for the Rural Service Area to locate within the Urban Service Area or growth hamlets.
2. new multi-parcel Country Residential subdivision to occur only within the Country Residential Policy Area.

Promote *viability in the long term by* **encouraging**:

3. new local community services and Major Public Services for the Rural Service Area to locate within the Urban Service Area or growth hamlets.
4. small scale agriculture support services throughout the Rural Service Area.
5. the conservation of biodiversity and sustainable development practices through people living and working in harmony with nature within the Beaver Hills Biosphere.
6. the implementation of FireSmart principles to aid in the prevention of loss, damage or injury due to wildfire.

Support *viability in the long term by* **considering:**

7. the risk of, or potential for, wildfire when reviewing applications for subdivision or development.
8. the redesignation of prime agricultural lands for agricultural purposes in areas designated for non-agricultural uses including, but not limited to, country residential areas or reclaimed resource extraction areas.
9. the use of all available tools in addition to municipal reserves, to acquire or gain access to lands for park and recreational use, including:
    a. donations;
    b. bequests;
    c. long-term leases;
    d. joint use agreements and;
    e. amenity contributions.
10. new Major Public Services outside of growth hamlets where the proposed development:
    a. supports the needs of the municipality;
    b. is within the vicinity of its main user base;
    c. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
    d. is rezoned to a district consistent with the objectives and policies of the applicable policy area;
    e. considers community input; and
    f. is consistent with an applicable statutory plan.



5.2 HAMLET POLICY AREA

Strathcona County contains eight (8) hamlets which are dispersed throughout the Rural Service Area identified on Map 6: Hamlets. Of these hamlets, Ardrossan, Josephburg and South Cooking Lake are recognized as growth hamlets. These growth hamlets include a mix of land uses that will continue to provide sustained residential, employment, local community services, urban agriculture and recreation opportunities to local residents and the wider rural area. The County shall prioritize investment in growth hamlets, firstly and to a greater extent, in the Rural Centre of Ardrossan due to its nearness to the Urban Service Area, highway corridors, and availability of infrastructure, services and amenities. The County will support the development of community commercial and business commercial in growth hamlets to increase access to jobs and to improve access to quality services for rural residents.

The small hamlets of Antler Lake, Collingwood Cove, Half Moon Lake, Hastings Lake and North Cooking Lake are residential communities with limited services. The County will continue to maintain existing levels of service for these rural communities. Any future development or growth will be contained within existing boundaries.

Goal

Strathcona County's hamlets are attractive rural communities that collectively provide access to housing diversity for all ages, incomes and abilities as well as amenities and services to meet the day-to-day needs of hamlet residents and the wider rural area.

Objectives

Strathcona County's objectives are to **ensure** that collectively, hamlets:

1. *Provide a range of services to meet the day-to-day needs of residents in the Rural Service Area;*
2. *Provide housing diversity within the Rural Service Area for all ages, incomes and abilities;*
3. *Achieve their full development potential and develop in an orderly manner;*
4. *Are viable in the long term;*
5. *Retain their rural character and respect the natural landscapes; and*
6. *Provide connected and complete communities.*

Policies Strathcona County will:

General

Ensure *a range of services to meet the day-to-day needs of residents by* **requiring**:

1. hamlet-type proposals to locate in existing hamlets as opposed to creating new hamlets.
2. investment for hamlets to be prioritized towards growth hamlets.

Promote *hamlets in achieving their full development potential and developing in an orderly manner by* **encouraging**:

3. community commercial, local community services, major public services and schools within the Rural Service Area, to locate within growth hamlets.

Hamlets provide amenities and services to help meet the day-to-day needs of residents within the Rural Service Area.

GROWTH HAMLETS

General

Ensure *hamlets achieve their full development potential and develop in an orderly manner by* **requiring**:

4. Area Structure Plans for growth hamlets.

5. Area Structure Plans for growth hamlets to provide direction on all of the following:
   a. required minimum greenfield density targets as set by the Regional Growth Plan;
   b. character and scale of the existing neighbourhood;
   c. intensification;
   d. residential, including medium density and mixed-use development;
   e. schools;
   f. community and seniors housing;
   g. commercial, including community commercial, business commercial and mixed-use development;
   h. urban agriculture;
   i. conservation;
   j. open space and local community services;
   k. multi-modal transportation;
   l. infrastructure, including low impact development for cold weather climates; and
   m. design guidelines.

Ensure *a connected and complete community by* **requiring**:

6. that growth hamlet Area Structure Plans include Hamlet Design Guidelines that define the scale and character of the community and include sections regarding:
   a. re-development and infill;
   b. compatible land uses;
   c. sustainability;
   d. accessibility;
   e. crime prevention through environmental design;
   f. buildings and public spaces;
   g. active transportation;
   h. arts, culture and heritage; and
   i. complete communities.

Growth

Promote *hamlets in achieving their full development potential and developing in an orderly manner by* **encouraging**:

7. investment for growth hamlets be prioritized towards the Rural Centre of Ardrossan.

8. a variety of residential and non-residential uses within neighbourhoods, to ensure accessibility to basic everyday needs.

Support *hamlets in achieving their full development potential and developing in an orderly manner by* **considering**:

9. a proposal for the expansion of a hamlet boundary only when there is a total of 25% unabsorbed lands within the planned area or all lands could be absorbed within 5 years.

10. an application to expand a hamlet boundary based on, but not limited, to the evaluation of all of the following criteria:
    a. the Regional Growth Plan;
    b. a market analysis completed by a qualified professional;
    c. hamlet population limits;
    d. long-term financial viability;
    e. infrastructure capacity;

f. represents orderly, contiguous development of the hamlet;

g. results of an agricultural impact assessment and biophysical assessment;

h. benefit to the community;

i. complete communities;

j. employment needs;

k. compatibility and integration with the existing Area Structure Plan; and

l. community input.

Ensure *the retention of rural character and natural landscape by* **requiring**:

11. that Josephburg and South Cooking Lake do not exceed the upper population limit in the range of 1,000-1,500 residents.

12. that Ardrossan does not exceed the upper population limit in the range of 5,000-6,000 residents.

Residential

Ensure *the provision of housing diversity for all ages, incomes and abilities by* **requiring**:

13. the inclusion of a wide range of housing diversity to meet the needs of all ages, incomes and abilities.

14. the inclusion of medium density residential within greenfield areas.

Promote *the provision of housing diversity for all ages, incomes and abilities by* **encouraging**:

15. new community and seniors housing developments to locate in close proximity to new or planned:

    a. transit-controlled locations;

    b. local community services; and

    c. community commercial.

Support *hamlets in achieving their full development potential and developing in an orderly manner by* **considering**:

16. infill and redevelopment where the proposed development:

    a. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;

    b. mitigates potential issues with adjacent land uses; and

    c. is consistent with the applicable Hamlet Design Guidelines and Area Structure Plan.

Commercial

Ensure *a range of services to meet the day-to-day needs of residents by* **requiring**:

17. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

18. the inclusion of community and business commercial within greenfield areas.

19. that community commercial:

    a. serves the day-to-day commercial needs;

    b. is accessible by active transportation;

    c. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and

    d. is consistent with the applicable Hamlet Design Guidelines and Area Structure Plan.

Promote *hamlets in achieving their full development potential and developing in an orderly manner by* **encouraging**:

20. community commercial within the Rural Service Area to locate within growth hamlet boundaries.

Open Space

Support *the retention of rural character and natural landscape by* **considering**:

21. the recommendation of a biophysical assessment when locating municipal reserves.

Ensure *a connected and complete community by* **requiring**:

22. that municipal reserve for recreational opportunities be distributed to provide the maximum benefit while achieving all of the following:
    a. provide and connect open space within complete neighbourhoods prior to providing land for regional park or parks that serve a larger population base;
    b. connect open space between complete neighbourhoods; and
    c. connect environmental reserves to open space.
23. a diversity of parks in terms of size, scale and activities that serves the needs of residents within growth hamlets.
24. the provision of well-designed open space that:
    a. is accessible by multiple modes of transportation for people of all ages, incomes and abilities;
    b. allows for passive and active recreation and cultural activities that serve a diverse population;
    c. is located on highly visible lots with large street frontage;
    d. has the ability to convert uses throughout all four seasons; and
    e. is consistent with the applicable Hamlet Design Guidelines and Area Structure Plan.
25. a minimum of 10% municipal reserve dedicated as land.
26. that a Park Master Plan be prepared for regional parks and school sites.

Promote *a connected and complete community by* **encouraging**:

27. parks of a scale and size containing activities that serve the needs of a neighbourhood be co-located with elementary school sites.
28. all residences to be within close proximity to a park.
29. public agriculture and edible landscapes through integration with landscaping standards.

Support *a connected and complete community by* **considering**:

30. the creation of new community gardens within neighbourhood and community parks where the community has requested them.

Conservation

Ensure *the retention of rural character and natural landscape by* **requiring**:

31. environmental reserves or environmental reserve easements at the time of subdivision as identified through a biophysical assessment.

Promote *the retention of rural character and natural landscape by* **encouraging**:

32. developments to retain the natural topography of a lot.

33. developments to retain tree stands where the trees:
    a. provide protection for watercourses or environmental features; or
    b. are healthy, of a substantial size and provide biodiversity.

34. the conservation of wetlands and integration of wetlands into stormwater management facilities.

Local Community Services

Promote *a connected and complete community by* **encouraging**:

35. public indoor recreation facilities to also contain public outdoor recreation amenities.

36. that public indoor recreation services provide amenities for all ages, incomes and abilities.

37. the provision of local community services within, or in close proximity to, a mixture of uses including other local community services, commercial, residential, schools or major public services.

Schools

Promote *a connected and complete community by* **encouraging**:

38. the integration of public agriculture into school site planning.

39. that new school sites:
    a. be located in a central area of a neighbourhood or community;
    b. avoid barriers to accessibility, including railroads and major roads, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
    c. front onto at least two streets;
    d. be connected to active transportation infrastructure;
    e. implement traffic calming at adjacent crossings;
    f. be accessible from all sides;
    g. be highly visible;
    h. contain ample bike parking;
    i. consider potential expansion areas; and
    j. offer separate traffic lanes.

40. the joint use of municipal facilities with school boards.

41. the location of seniors housing and child care in close proximity school sites.

42. a mixture of uses on, or in close proximity to, new school sites including community commercial, residential or local community services.

Support *a connected and complete community by* **considering**:

43. the proposed location of school sites within neighbourhoods when establishing phasing.

Major Public Services

Promote *a connected and complete community by* **encouraging**:

44. that major public services required to service the Rural Service Area locate within growth hamlets.

45. major community services to locate in close proximity to schools, local community services, commercial and residential.

46. that major community services:

- **a.** be located in a central area of a neighbourhood;
- **b.** provide a range of community services;
- **c.** avoid barriers to accessibility, including railroads and major streets, and where barriers cannot be avoided, mitigation measures should be taken to enhance accessibility;
- **d.** front onto at least two streets;
- **e.** be connected to active transportation infrastructure;
- **f.** implement traffic calming at adjacent crossings;
- **g.** be accessible from all sides;
- **h.** contain or be adjacent to an outdoor gathering space;
- **i.** be highly visible;
- **j.** contain ample bike parking; and
- **k.** consider potential expansion areas.

Transportation and Utilities

Ensure *viability in the long term by* **requiring**:

47. that new developments connect to municipal water and wastewater services.

Support *viability in the long term by* **considering**

48. surface parking lots where:

- **a.** underground and stacked parking is not feasible;
- **b.** it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
- **c.** it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
- **d.** it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

49. the provision of multi-modal connectivity including transit to the growth hamlets, possibly through development of small-scale mobility hubs or park and rides where the need has been identified within the County's Integrated Transportation Master Plan or Public Transportation Master Plan.

50. the use of low impact development for cold weather climates in growth hamlets.

Promote *a connected and complete community by* **encouraging**:

51. redevelopment of large sites to incorporate a grid or modified grid street pattern.

52. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

- **a.** across major streets to provide active transportation access to services;
- **b.** between residential and services;
- **c.** on both sides of the street;
- **d.** to transit-controlled locations; and
- **e.** through cul-de-sacs.

53. traffic calming techniques to reduce vehicular speed.

54. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

55. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

56. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

57. pedestrian safety measures such as, pedestrian islands, raised intersections and curb extensions.

58. the use of a street pattern that discourages cul-de-sacs.

59. that transportation plans utilize:

    a. context approach to street design;
    b. complete street concepts where dictated by the land use context; and
    c. modal split.

60. Medium and high density residential parking to locate underground.

Support *a connected and complete community by* **considering:**

61. narrow car lane widths to redistribute additional space in the right-of-way to other users such as pedestrian and cyclists.

SMALL HAMLETS

Growth

Ensure *the retention of rural character and natural landscape by* **requiring**:

62. that small hamlets do not exceed the upper population limit in the range of 500–750 residents.

63. new small hamlet development to occur within the existing boundary of a small hamlet as opposed to expanding a boundary.

Residential

Support *the provision of housing diversity for all ages, incomes and abilities by* **considering**:

64. the inclusion of housing diversity where servicing and infrastructure meet the requirements of municipal and provincial standards and regulations.

Commercial

Support *a range of services to meet the day-to-day needs of residents by* **considering**:

65. community commercial where the proposed development:

    a. serves the day-to-day community commercial

or business commercial needs;

b. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and

c. is consistent with the applicable Area Structure Plan.

Open Space

Promote *a range of services to meet the day-to-day needs of residents by* **encouraging**:

66. public agriculture and edible landscapes through integration with landscaping standards.

Support *the retention of rural character and natural landscape by* **considering**:

67. the recommendation of a biophysical assessment when locating municipal reserves.

Ensure *a connected and complete community by* **requiring**:

68. that a Park Master Plan be prepared for regional parks and school sites.

Promote *a connected and complete community by* **encouraging**:

69. the provision of active transportation infrastructure to, or within, regional trail systems supported by Strathcona County's Active Transportation Strategy.

Conservation

Ensure *the retention of rural character and natural landscape by* **requiring**:

70. environmental reserves or environmental reserve easements at the time of subdivision as identified through a biophysical assessment.

Promote *the retention of rural character and natural landscape by* **encouraging**:

71. developments to retain the natural topography of a lot.

72. the retention of wetlands through integration with stormwater management facilities.

73. developments to retain tree stands where the trees:

a. provide protection for watercourses or environmental features; or

b. are healthy, of a substantial size and provide biodiversity.

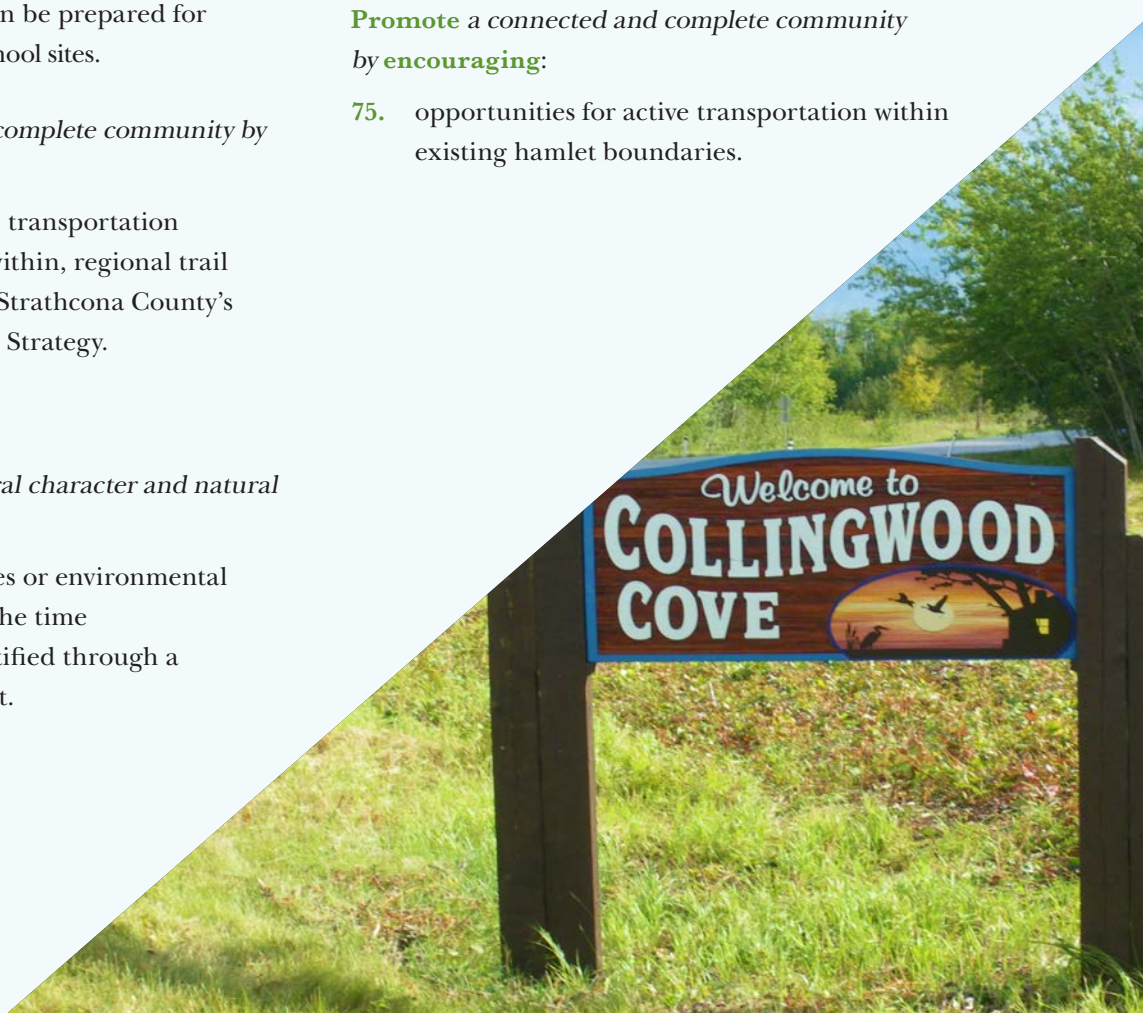
Transportation and Utilities

Ensure *viability in the long term by* **requiring**:

74. the provision of servicing which meet the requirements of municipal and provincial standards and regulations.

Promote *a connected and complete community by* **encouraging**:

75. opportunities for active transportation within existing hamlet boundaries.



5.3 COUNTRY RESIDENTIAL POLICY AREA

Country residential is the subdivision of rural lands to create multiple residential parcels. The multi-parcel country residential subdivisions to the east and south of the community of Sherwood Park and around Ardrossan is identified on Map 2: Rural Service Area and represents a historical residential growth pattern in Strathcona County. In order to provide an opportunity for residents wanting a rural lifestyle, multi-parcel country residential subdivision will continue to be accommodated within the Country Residential Policy Area. The Country Residential Policy Area has an ample supply of land to accommodate demand for this type of development well into the future. The primary intent of this area is for single family residential development; however, some home-based businesses may be considered. Existing agricultural operations contribute to the rural landscape and will continue to operate in the area. New, multi-parcel country residential subdivisions will provide open space opportunities for area residents. In practicing environmental sustainability, all new multi-parcel country residential subdivisions shall be municipally serviced with water and wastewater.

Goal

Strathcona County will strike a balance between providing opportunities for country residential living and respecting the natural and rural landscapes.

Objectives

Strathcona County's objectives are to **ensure** the Country Residential Policy Area:

1. *Provides rural living opportunities;*
2. *Includes efficiently designed developments that occur in an orderly manner;*
3. *Respects and connects natural and rural landscapes; and*
4. *Balances incompatible land uses.*

Policies Strathcona County Will

General

Ensure *efficiently designed developments that occur in an orderly manner by* **requiring**:

1. a Country Residential Area Concept Plan.
2. the Country Residential Area Concept Plan to provide direction on:
   - a. Area Structure Plan requirements;
   - b. transitioning and buffering;
   - c. agricultural and environmental impacts;
   - d. residential development and re-subdivision;
   - e. conservation design principles;
   - f. industry and energy;
   - g. commercial and tourism;
   - h. open space, community, recreation and schools;
   - i. transportation; and
   - j. utilities and stormwater management.
3. proposed multi-parcel country residential subdivision located within 800 metres of the hamlet of Ardrossan boundary shall be considered a proposal to expand the hamlet boundary. Proposals shall be evaluated based on the growth policies of the Hamlet Policy Area.

Residential

Support *rural living opportunities by* **considering**:

4. multi-parcel country residential subdivision subject to an Area Structure Plan that is consistent with the Country Residential Area Concept Plan and where the parcel is rezoned to a district consistent with the objectives and policies of the applicable policy area.

Support *efficiently designed developments that occur in an orderly manner by* **considering**:

5. country residential re-subdivision in accordance with the Country Residential Area Concept Plan where the proposed development:
   - a. provides access which meets the requirements of municipal and provincial standards and regulations;
   - b. is consistent with relevant density requirements and equitable distribution of parcels;
   - c. respects the character of the existing subdivision; and
   - d. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

Ensure *respect for and connection of natural and rural landscapes by* **requiring**:

6. that the parcel density for a proposed multi-parcel country residential subdivision complies with the Regional Growth Plan.
7. that residential forms are limited to single dwellings and associated accessory buildings.

Commercial

Support *rural living opportunities by* **considering**:

8. home-based businesses in accordance with the Country Residential Area Concept Plan where the proposed development:
   a. does not negatively affect the existing multi-parcel country residential subdivision; and
   b. is limited to the residence and accessory buildings.

9. small scale, nature-based tourism developments in accordance with the Country Residential Area Concept Plan where the proposed development:
   a. is a home-based business;
   b. is secondary to the primary residential use of a parcel;
   c. covers a small land area; and
   d. has limited onsite environmental impacts which are mitigated.

Agriculture

Promote *respect for and connection of natural and rural landscapes by* **encouraging**:

10. the continuation of agricultural operations pursuant to the Country Residential Area Concept Plan.

Ensure *a balance between incompatible land uses by* **requiring**:

11. new multi-parcel country residential subdivisions to be designed to mitigate potential land use conflicts with adjacent land uses in other policy areas.

12. new confined feeding operations to locate outside of the Country Residential Policy Area.

Support *a balance of incompatible land uses by* **considering**:

13. the results of a minimum distance separation calculation as per the *Agricultural Operation Practices Act* from existing confined feeding operations when reviewing subdivision and development applications.

Open Space, Local Community Services and Schools

Support *rural living opportunities by* **considering**:

14. new community halls where the proposed development:
   a. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
   b. is rezoned to a district consistent with the objectives and policies of the applicable policy area;
   c. considers community input; and
   d. is consistent with the Country Residential Area Concept Plan and applicable Area Structure Plan.

> *In order to provide an opportunity for residents wanting a rural lifestyle, multi-parcel country residential subdivision will continue to be accommodated within the Country Residential Policy Area.*

Ensure *efficiently designed developments that occur in an orderly manner by* **requiring**:

15. new, local community services and schools which service the Country Residential Policy Area to locate in either the Urban Service Area or Ardrossan.

Ensure *respect for and connection of natural and rural landscapes by* **requiring**:

16. municipal reserve as parks and active transportation infrastructure to achieve all of the below in the following order of priority:
    a. fulfill the policies of the County's active transportation strategy;
    b. provide and connect open space within neighbourhoods;
    c. connect open space between neighbourhoods; and
    d. connect environmental reserves to open space.

Promote *respect for and connection of natural and rural landscapes by* **encouraging**:

17. that municipal reserves are located in close proximity to all residents within the development.

Support *respect for and connection of natural and rural landscapes by* **considering**:

18. the recommendation of a biophysical assessment when locating municipal reserves.

Conservation

Ensure *respect for and connection of natural and rural landscapes by* **requiring**:

19. environmental reserves or environmental reserve easement at the time of subdivision as identified through a biophysical assessment.

Promote *respect for and connection of natural and rural landscapes by* **encouraging**:

20. developments to retain the natural topography of a parcel.

21. developments to retain tree stands where the trees:
    a. provide protection for watercourses or environmental features; or
    b. are healthy, of a substantial size and provide biodiversity.

22. the retention of wetlands through integration with naturalized stormwater management facilities.

23. Area Structure Plans to incorporate conservation design principles as per the Country Residential Area Concept Plan.

Industry and Energy

Ensure *a balance between incompatible land uses by* **requiring**:

24. new developments adjacent to existing oil and gas facilities to identify and mitigate nuisance impacts and risk concerns.

25. new developments adjacent to existing aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction with buffering, site orientation and other techniques.

Promote *a balance between incompatible land uses by* **encouraging**:

26. new oil and gas facilities to locate outside of the Country Residential Policy Area.

27. new aggregate resource extraction operations locate outside of the Country Residential Policy Area.

Transportation and Utilities

Ensure *efficiently designed developments that occur in an orderly manner by* **requiring**:

28. that all new multi-parcel country residential subdivision are serviced by municipal water and wastewater systems, with the exception of:
    a. first parcel out of an unsubdivided quarter section; or
    b. parcels not required to be serviced by municipal wastewater systems as identified in the Country Residential Area Concept Plan.

29. that infrastructure is designed effectively and efficiently.

30. that all new parcels have access to a roadway.

Promote *efficiently designed developments that occur in an orderly manner by* **encouraging**:

31. all new multi-parcel country residential subdivisions to include an internal roadway.

5.4 AGRICULTURE SMALL HOLDINGS POLICY AREA

The primary intent of the Agriculture Small Holdings Policy Area is to allow for opportunities such as agricultural operations, small scale commercial and associated residential that supports the agricultural viability of the area. The area is identified on Map 2: Rural Service Area and serves as a transition from urban development in the west to a lesser density of rural and agricultural uses in the east/southeast. It also provides for the conservation of environmentally significant areas.

Goal

Strathcona County will provide opportunities for small holdings agriculture that supports livework, local food production and local food distribution which respect the rural landscape and the environment.

Objectives

Strathcona County's objectives are to **ensure** that the Agricultural Small Holdings Area:

1. *Prioritizes small holdings agriculture;*
2. *Provides opportunities for livework, local food production and local food distribution;*
3. *Is viable over the long term; and*
4. *Respects rural landscapes, natural landscapes and heritage.*

Policies Strathcona County Will

Agriculture

Promote *the prioritization of small holdings agriculture by* **encouraging**:

1. the development of small holdings agriculture and aquaculture within the Agricultural Small Holdings Policy Area.

Support *the prioritization of small holdings agriculture by* **considering**:

2. subdivision subject to the following criteria:
   - a. the minimum parcel frontage shall be 200m. Frontage may be reduced due to environmental reserve land or road widening;
   - b. the minimum parcel size shall be approximately 8.0ha (20.0ac). Parcel size may be reduced due to road widening;
   - c. access can be provided from an existing roadway;
   - d. the subdivision configuration considers natural topography and physical features and developable area;
   - e. suitable environmental conditions exist for on-site water supply and on-site sewage disposal;
   - f. a detailed, site specific, biophysical assessment where reserves are eligible; and
   - g. the subject lands must be rezoned under the Land Use Bylaw to a district consistent with the subdivision criteria of this policy area.

Ensure *viability in the long term by* **requiring**:

3. that all developable areas within proposed lots are accessible.
4. new or expanded confined feeding operations to locate outside of the Agriculture Small Holdings Policy Area.

Support *viability in the long term by* **considering:**

5. the results of a minimum distance separation calculation from confined feeding operations when reviewing subdivision and development applications.

Ensure *respect for rural landscapes, natural landscapes and heritage by* **requiring**:

6. that the fragmentation of large wetlands by property lines is avoided where lands are proposed to be subdivided into parcels of approximately 16.0ha (40.0ac) or more. Where a parcel is reduced in size to under 16.0ha (40ac) due to the avoidance of a wetland, reserves will be deferred proportionately to the parcels.

Promote *respect for rural landscapes, natural landscapes and heritage by* **encouraging**:

7. the development of equestrian facilities.

Support *respect for rural landscapes, natural landscapes and heritage by* **considering**:

8. structures for the keeping of livestock where the structure:
   - a. is sized to accommodate no more than the number of allowable animals on the parcel; and
   - b. mitigates environmental impacts; and
   - c. mitigates nuisance impacts on adjacent land uses.

9. a reduction in the minimum parcel size, frontage and ratio for subdivisions for a split along a natural or manmade severance.

Residential

Ensure *opportunities for livework, local food production and local food distribution by* **requiring**:

10. that residential forms are limited to single dwellings and associated accessory buildings.

Commercial

Ensure *the prioritization of small holdings agriculture by* **requiring**:

11. large scale agriculture support services to develop in identified and comprehensively planned business centres in the Heartland Policy Area, Local Employment Policy Area and the Urban Service Area.

Promote *opportunities for livework, local food production and local food distribution by* **encouraging**:

12. home-based businesses where the proposed development:
    a. is related to or serves the agricultural community; and
    b. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

13. small scale agri-tourism and nature based tourism where the development is on a parcel with an existing dwelling, covers a small land area and has limited onsite environmental impacts which are mitigated.

14. medium scale agri-tourism and nature based tourism where the proposed development:
    a. is on a parcel with an existing dwelling;
    b. mitigates environmental impacts;
    c. is rezoned to a district consistent with the objectives and policies of the applicable policy area;
    d. is compatible with adjacent land uses; and
    e. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

Support *opportunities for livework, local food production and local food distribution by* **considering**:

15. the development of small scale agricultural product processing and sales where the proposed development:
    a. is on a parcel with an existing dwelling;
    b. is secondary to the primary agricultural use of the parcel;
    c. mitigates environmental impacts;
    d. is sized to accommodate the agricultural product grown on the parcel;
    e. mitigates nuisance impacts on adjacent land uses; and
    f. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

16. home-based businesses where the proposed development has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

17. small scale commercial recreation where the proposed development is on a parcel with an existing dwelling and has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

18. large scale agri-tourism where the proposed development:
    a. is on a parcel with an existing dwelling;
    b. mitigates environmental impacts;
    c. is rezoned to a district consistent with the objectives and policies of the applicable policy area;
    d. is compatible with adjacent land uses; and
    e. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

Open Space, Community Services and Schools

Ensure *viability over the long term by* **requiring**:

19. new, local community services and schools which service the Agricultural Small Holdings Policy Area to locate in the Urban Service Area, Ardrossan or potentially South Cooking Lake.

Ensure *respect for rural landscapes, natural landscapes and heritage by* **requiring**:

20. municipal reserves in the following forms:
    a. as cash-in-lieu;
    b. as land where the land is needed to provide the desired linkages within the County's approved Active Transportation Strategy; or
    c. as land where it enhances desired public recreation next to land dedicated as environmental reserve.

Conservation

Ensure *respect for rural landscapes, natural landscapes and heritage by* **requiring**:

21. environmental reserves in the following forms:
    a. as environmental reserve lands adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body where public access is desired;
    b. as environmental reserve lands where the environmental feature enhances the desired linkages within the County's approved Active Transportation Strategy;
    c. as environmental reserve lands where the environmental feature is within an environmentally significant area; or
    d. as environmental reserve easement for environmental features identified for conservation within a biophysical assessment.

Promote *respect for rural landscapes, natural landscapes and heritage by* **encouraging**:

22. developments to retain the natural topography of a parcel by conserving environmental features, with special consideration given to areas identified within a biophysical assessment.

23. developments to retain tree stands where the trees:
    a. do not inhibit an agricultural operation; or
    b. provide protection for watercourses or other environmental features.

24. the retention of wetlands through avoidance or minimization.

Industry and Energy

Promote *the prioritization of small holdings agriculture by* **encouraging**:

25. new aggregate resource extraction operations to locate outside of the Agriculture Small Holdings Policy Area.

Ensure *viability in the long term by* **requiring**:

26. safety and preventative mitigation measures are implemented for developments adjacent to rail lines.

27. new aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction on the adjacent agricultural lands and operations with buffering, site orientation and other techniques.

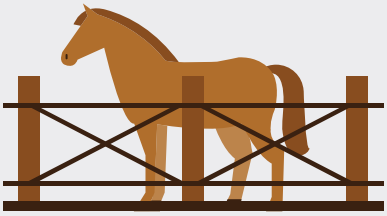
Promote *viability in the long term by* **encouraging**:

28. pipelines to locate within the alignments shown on Map 11: Pipeline Corridors.

AGRI-BUSINESS

Agri-business may include agricultural support services, agri-tourism, agricultural product processing and sales or home-based businesses.

EQUINE SECTOR



Strathcona County has an prominent equine sector which includes training, trail riding and competition. Strathcona County encourages the showcasing of this sector and developing both economic and social opportunities within it.

Support *viability in the long term by* **considering**:

29. development for the generation of renewable energy where the development:
    a. is directed to lower class soils; and
    b. does not negatively impact adjacent land uses.

Transportation and Utilities

Ensure *the prioritization of small holdings agriculture by* **requiring**:

30. a road network that allows for the safe and timely movement of agricultural equipment and goods.

Ensure *viability in the long term by* **requiring**:

31. all development to provide individual private on-site water and wastewater services.

32. responsible maintenance and provision of drainage corridors and infrastructure.

33. that all new parcels have access to a roadway.

5.5 AGRICULTURE LARGE HOLDINGS POLICY AREA

The primary intent of the Agriculture Large Holdings Policy Area identified on Map 2: Rural Service Area is to support and promote the development of extensive agricultural operations on large unfragmented lands and to provide for limited commercial and residential uses that support these operations.

The vast majority of the land in the Agriculture Large Holdings Policy Area is devoted to agricultural operations, and most of the land is under cultivation. The Agriculture Large Holdings Policy Area has been delineated by the high quality soils in the area. These prime and unique farmlands support a wide range of field crops, as well as a diversity of specialty crops.

Goal

Strathcona County will provide opportunities for large scale agricultural operations and homesteads that respect the rural landscape and the environment.

Objectives

Strathcona County's objectives are to **ensure** that the Agricultural Large Holdings Policy Area:

1. *Prioritizes extensive agricultural operations;*
2. *Provides opportunities for livestock operations;*
3. *Includes large, contiguous tracts of land with minimal fragmentation;*
4. *Provides opportunities for homesteads and livework;*
5. *Is viable over the long term; and*
6. *Respects rural landscapes, natural landscapes and heritage.*

Policies Strathcona County Will

Agriculture

Promote *the prioritization of extensive agricultural operations by* **encouraging**:

1. the development of extensive agricultural operations.

Ensure *opportunities for livestock operations by* **requiring**:

2. participation by the County, as an interested party under, and in connection with all applications, hearings and appeals for confined feeding operations occurring within Strathcona County that have been submitted to the Natural Resources Conservation Board.

Support *opportunities for livestock operations by* **considering**:

3. new or expanded confined feeding operations where the property line of the proposed development:
   a. is located at least 3.2 kilometres (2.0 miles) from the property line, of any:
      i. City, Urban Service Area, Hamlet or Town;
      ii. area already developed or that is designated for uses such as schools, hospitals, commercial or multi-parcel residential with more than three residential parcels per quarter section; and
      iii. federal, provincial or municipal park or recreation area, and any other areas used or intended to be developed for recreational facilities; and
   b. is located at least 1.0 kilometre (0.62 miles) from the boundary of an environmentally significant area.
4. the continued operation of existing confined feeding operations as per the *Agricultural Operation Practices Act*.

Ensure *large, contiguous tracks of land with minimal fragmentation by* **requiring**:

5. that subdivision for agricultural purposes be limited to a first parcel out of an unsubdivided quarter section that is:
   a. an equal split; or
   b. a split along a natural or manmade severance.

Promote *respect for rural landscapes, natural landscapes and heritage by* **encouraging**:

6. the development of equine and equestrian facilities.

Residential

Support *opportunities for livestock operations by* **considering**:

7. the location of approved, confined feeding operation facilities and their ability to expand when locating new residential parcels.

Ensure *large, contiguous tracts of land with minimal fragmentation by* **requiring**:

8. that subdivision for residential purposes be limited to a first parcel out of an unsubdivided quarter section that is:
   a. a split along a natural or manmade severance;
   b. a parcel for an existing residence; or
   c. a parcel for a proposed residence.

9. the following with regards to residential subdivision:
   a. the size of a residential parcel shall be limited to the amount of land required to include a residential yardsite;
   b. residential parcels shall be configured to avoid panhandles and irregular shapes; and
   c. the location of the residential parcel shall consider the topography and physical features of the quarter section.

Ensure *opportunities for homesteads and livework by* **requiring**:

10. that residential forms are limited to single dwellings and associated accessory buildings or collective communal housing supporting the primary agricultural use of the parcel.

Commercial

Ensure *the prioritization of extensive agricultural operations by* **requiring**:

11. large scale agriculture support services to develop in identified and comprehensively planned business centres in the Heartland Policy Area, Local Employment Policy Area and the Urban Service Area.

Promote *opportunities for homesteads and livework by* **encouraging**:

12. small scale nature-based and agri-tourism where the development is on a parcel with an existing dwelling, covers a small land area and has limited onsite environmental impacts which are mitigated.

Prime and unique farmlands support a wide range of field crops, as well as a diversity of specialty crops.

Support *opportunities for homesteads and livework by* **considering**:

13. small scale agricultural support services where the development:
    - a. is on a parcel with an existing dwelling;
    - b. is directed to lower class soils if not part an existing yardsite; and
    - c. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

14. home-based businesses where the proposed development:
    - a. is limited to the residence or accessory buildings; or
    - b. is related to, or serves the agricultural community; and
    - c. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

15. large and medium scale agri-tourism where the proposed development:
    - a. is on a parcel with an existing dwelling;
    - b. mitigates environmental impacts;
    - c. is rezoned to a district consistent with the objectives and policies of the applicable policy area;
    - d. is compatible with adjacent land uses; and
    - e. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

Open Space, Community Services and Schools

Ensure *large, contiguous tracts of land with minimal fragmentation by* **requiring**:

16. municipal reserves as parks and active transportation infrastructure only where the land is needed to provide the desired linkages within the County's approved Active Transportation Strategy.

Ensure *viability over the long term by* **requiring**:

17. new local community services and schools which service the Agricultural Large Holdings Area to locate in the Urban Service Area, Josephburg or Ardrossan.

Support *respect for rural landscapes, natural landscapes and heritage by* **considering**:

18. a regional park primarily for outdoor recreation that meets one or more of the following:
    - a. is in close proximity (800m) to the North Saskatchewan River Valley;
    - b. is in close proximity to the Trans Canada Trail and the River Valley Alliance Trail Network; or
    - c. provides the desired linkages within the County's approved Active Transportation Strategy.

Conservation

Promote *respect for rural landscapes, natural landscapes and heritage by* **encouraging**:

19. developments to retain the natural topography of a parcel by conserving environmental features, with special consideration given to areas identified within a biophysical assessment.

20. developments to retain tree stands where the trees:
    a. do not inhibit an agricultural operation; or
    b. provide protection for watercourses or other environmental features.

21. the retention of wetlands through avoidance or minimization.

Industry and Energy

Promote *large, contiguous tracts of land with minimal fragmentation by* **encouraging**:

22. pipelines to locate within the alignments shown on Map 11: Pipeline Corridors.

23. utility, energy and transportation corridors to consider the location of prime agricultural lands when establishing alignments.

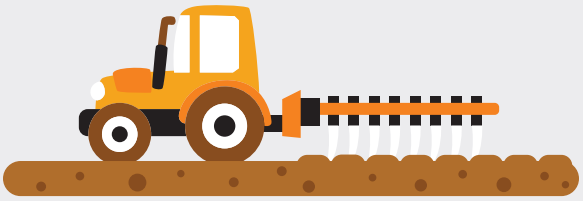
Ensure *viability in the long term by* **requiring**:

24. that safety and preventative mitigation measures are implemented for developments adjacent to rail lines.

25. new aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction on the adjacent agricultural lands and operations with buffering, site orientation and other techniques.

26. aggregate resource extraction operations to be carried out in accordance with an approved reclamation plan.

AGRICULTURE LAND USE

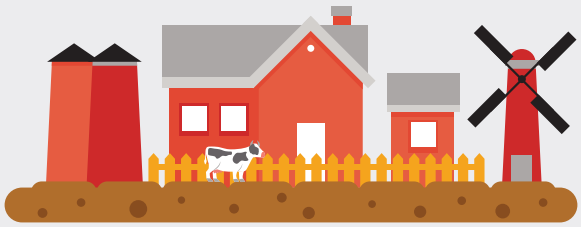


Agriculture

Agriculture continues to be the largest land user within Strathcona County.

Agri-business

Increased and diversified agricultural business is supported.



Rural Character

Agriculture is important to community character.

27. development permits for aggregate resource extraction to provide for the following:
    a. reclamation of the site to an equivalent land capacity/capability;
    b. conservation and storage of top soil;
    c. designation of aggregate haul roads to reduce noise, excessive maintenance costs and dust problems; and
    d. any additional information that is required for consideration of the development permit.

Support *the long term viability of the area by* **considering**:

28. development for the generation of renewable energy where the development:
    a. is directed to lower class soils; and
    b. does not negatively impact adjacent land uses.

Transportation and Utilities

Ensure *the prioritization of extensive agricultural operations by* **requiring**:

29. a road network that allows for the safe and timely movement of agricultural equipment and goods.

Ensure *viability in the long term by* **requiring**:

30. all development to provide individual private on-site water and wastewater services.
31. responsible provision and maintenance of drainage corridors and infrastructure.
32. that all new parcels have access to an existing public roadway.

5.6 BEAVER HILLS POLICY AREA

Conservation of the Beaver Hills Moraine is the primary intent of the Beaver Hills Policy Area identified on Map 2: Rural Service Area. The area is also intended to support agricultural operations, recreation, tourism and limited rural residential. The Beaver Hills Policy Area is home to many wetlands, several lakes and other environmentally significant areas that create a diverse and thriving environment that requires careful management to ensure its resilience. In 2016, the Beaver Hills Moraine was recognized as a United Nations Educational, Scientific and Cultural Organization Biosphere. The Beaver Hills Biosphere encourages working together for a sustainable region, through shared initiatives and collaborative actions.

Goal

Strathcona County will continue the conservation of the Beaver Hills Moraine and provide opportunities to live, work and play in harmony with nature.

Objectives

Strathcona County's objectives are to **ensure** that the Beaver Hills Policy Area:

1. *Provides for the conservation of the Beaver Hills Moraine;*
2. *Provides opportunities for responsible human interactions with nature;*
3. *Strengthens the Beaver Hills Biosphere; and*
4. *Provides opportunities for tourism.*

Policies Strathcona County Will

Agriculture

Ensure *conservation of Beaver Hills Moraine by* **requiring**:

1. new or expanded confined feeding operations to locate outside of the Beaver Hills Policy Area.

Promote *responsible human interactions with nature by* **encouraging**:

2. extensive agricultural operations to complete an Environmental Farm Plan.

> *The Beaver Hills Biosphere encourages working together for a sustainable region, through shared initiatives and collaborative actions.*

Residential

Ensure *conservation of the Beaver Hills Moraine by* **requiring**:

3. for an unsubdivided quarter section, that subdivision be limited to:
   a. a split along a natural or manmade severance; or
   b. a parcel for an existing residence.
4. the following with regards to residential subdivision:
   a. the size of a residential parcel shall be limited to the amount of land required to include a residential yardsite;
   b. residential parcels shall be configured to avoid panhandles and irregular shapes; and
   c. the location of the residential parcel shall consider the topography and physical features of the quarter section.

Ensure *responsible human interactions with nature by* **requiring**:

5. that residential forms are limited to single dwellings and associated accessory buildings or collective communal housing supporting the primary agricultural use of the parcel.

Commercial

Ensure *conservation of the Beaver Hills Moraine by* **requiring**:

6. golf courses to locate in the Agriculture Small Holdings Policy Area, Hamlet Policy Area, or Urban Service Area.

Ensure *opportunities for tourism by* **requiring**:

7. Area Structure Plans for Seasonal Recreational Resorts to provide direction on:
   - a. transitioning and buffering;
   - b. mitigation measures resulting from an agricultural impact assessment;
   - c. environmental impacts;
   - d. seasonal residential;
   - e. commercial;
   - f. open space, community and recreation;
   - g. transportation; and
   - h. utilities and stormwater management.

Promote *opportunities for tourism by* **encouraging**:

8. small scale, nature-based tourism where the development covers a small land area and has minimal onsite environmental impacts which are mitigated.
9. tourism developments to have the ability to convert uses throughout all four seasons.
10. small scale, outdoor commercial recreation where the development has minimal environmental impacts.

Support *opportunities for tourism by* **considering**:

11. a proposal for an Area Structure Plan, Land Use Bylaw amendment, or subdivision for the purpose of a seasonal bareland recreational resort only when the Seasonal Recreational Resort Districts within the Land Use Bylaw have been adopted.
12. seasonal recreational resorts where the proposed development:
    - a. is a seasonal use;
    - b. is limited to seasonal structures;
    - c. is designed to protect environmental features and mitigate environmental impacts;
    - d. is within, or rezoned to, a seasonal recreational resort district;
    - e. has an approved Area Structure Plan;
    - f. provides common property for recreation at a minimum of 10%;
    - g. considers public input;
    - h. is compatible with adjacent land uses; and
    - i. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations and limit the resort to seasonal use.

13. subdivision beyond a first parcel out for bareland condominium subdivision where the proposed development is an approved seasonal recreational resort.

14. the development of small scale community commercial within a seasonal recreational resort that are accessory to and serve the day-to-day needs of the seasonal population of the resort.

15. small scale, agri-tourism where the proposed development covers a small land area and has minimal onsite environmental impacts which are mitigated.

16. large and medium scale nature-based tourism or commercial recreation and medium scale agri-tourism where the proposed development:
    a. mitigates environmental impacts;
    b. is rezoned to a district consistent with the objectives and policies of the applicable policy area;
    c. is compatible with adjacent land uses; and
    d. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

17. home-based businesses where the proposed development:
    a. does not have an impact beyond the residence and accessory buildings; and
    b. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

Open Space, Community Services and Schools

Ensure *conservation of the Beaver Hills Moraine by* **requiring**:

18. municipal reserves as land dedication for residential subdivision.

19. that the form of municipal reserves for stewardship subdivisions is assessed on a case-by-case basis.

20. new, local community services and schools which service the Beaver Hills Policy Area to locate in the Urban Service Area, Ardrossan or potentially South Cooking Lake.

Ensure *opportunities for tourism and recreation by* **requiring**:

21. municipal reserve as the following for bareland condominium subdivision:
    a. as cash-in-lieu;
    b. as land where the land is needed to provide the desired linkages within the County's Active Transportation Strategy; and
    c. as land where the municipal reserve would enhance or provide connectivity to an adjacent environmental reserve.

Promote *opportunities for tourism and recreation by* **encouraging**:

22. the continued operation of the Strathcona Wilderness Centre as a regional park.

23. outdoor festivals where they are temporary in nature and have a negligible impact on the surrounding environment.

24. the creation of new regional parks.

Conservation

Ensure *conservation of the Beaver Hills Moraine by* **requiring**:

25. large and medium scale developments to maintain wildlife corridor linkages in conformance with a biophysical assessment.

26. environmental reserves in the following forms:
    - a. as environmental reserve lands adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body where public access is desired;
    - b. as environmental reserve lands where the environmental feature enhances the desired linkages within the County's Active Transportation Strategy;
    - c. as environmental reserve lands where the environmental feature is within an environmentally significant area; or
    - d. as environmental reserve easement for environmental features identified for conservation within a biophysical assessment.

Support *conservation of the Beaver Hills Moraine by* **considering**:

27. subdivision beyond a first parcel out where a registered conservation authority will be acquiring the proposed parcel or remnant parcel.

Ensure *responsible human interactions with nature by* **requiring**:

28. lighting plans for large and medium scale developments that protect the Beaver Hills Dark Sky Preserve and contribute to Strathcona County being a light efficient community.

Promote *responsible human interactions with nature by* **encouraging**:

29. developments to retain tree stands where the trees:
    - a. provide protection for watercourses or environmental features; or
    - b. are healthy, of a substantial size and provide biodiversity.

Support *responsible human interactions with nature by* **considering**:

30. alterations to natural topography only where:
    - a. there is no naturally occurring area suitable for the proposed development on the existing parcel; or
    - b. there is minimal impact.

Industry and Energy

Promote *the conservation of the Beaver Hills Moraine by* **encouraging**:

31. new resource extraction operations to locate outside of the Beaver Hills Policy Area.

32. new oil and gas facilities to locate outside of the Beaver Hills Policy Area.

Promote *the strengthening of the Beaver Hills Biosphere by* **encouraging**:

33. the development of small scale productions of renewable sources of energy.

Transportation and Utilities

Ensure *responsible human interactions with nature by* **requiring**:

34. all development to provide private on-site water and wastewater services.

35. responsible maintenance and provision of drainage corridors and infrastructure.

36. energy efficient and dark sky compliant lighting.

37. that all new parcels have access to a roadway.

5.7 HEARTLAND POLICY AREA

The Heartland Policy Area identified on Map 2: Rural Service Area is situated within a portion of Alberta's Industrial Heartland, a Major Employment Area for the region. This area is intended to accommodate different levels of industrial development, mainly heavy industrial, while conserving the environmentally significant areas including the North Saskatchewan River Valley. Intensities of industrial development transition to ensure that conflicts between land uses within and adjacent to Strathcona County are minimized.

Goal

Strathcona County will provide opportunities for industry while responsibly managing risk and conflicts between land uses.

Objectives

Strathcona County's objectives are to **ensure** that the Heartland Policy Area:

1. *Prioritizes industrial development;*
2. *Responsibly manages risks associated with industrial development;*
3. *Is viable over the long term; and*
4. *Provides for the conservation of environmentally significant areas.*

Policies Strathcona County Will

General

Ensure *responsible management of risks associated with industrial development by* **requiring**:

1. that industry has programs in place to aid in reducing potential risk hazards including education programs.

Ensure *viability in the long term by* **requiring**:

2. an Area Structure Plan for the Heartland Policy Area.
3. the Heartland Industrial Area Structure Plan to provide direction on:
   a. risk management;
   b. transitioning and buffering;
   c. heavy industry;
   d. light/medium industrial;
   e. subdivision criteria;
   f. pipelines;
   g. agricultural operations;
   h. environmental conservation;
   i. transportation; and
   j. utilities and stormwater management.
4. new tourism developments to locate outside of the Heartland Policy Area.

Promote *viability in the long term by* **encouraging**:

5. industrial development.
6. synergies between industrial developments.

Heavy Industrial

Ensure *responsible management of risks associated with industrial development by* **requiring**:

7. that heavy industry meets minimum industrial risk standards that conform to the County's cumulative risk assessment.
8. that Strathcona County maintains a cumulative risk assessment for the Heartland Policy Area which includes information on:
   a. risk identification;
   b. probability of an industrial accident;
   c. consequence of an industrial accident; and
   d. risk management.

Ensure *viability in the long term by* **requiring**:

9. heavy industrial developments to locate within the Heartland Policy Area or the Industrial Heavy Policy Area.
10. that heavy industrial developments:
    a. complete and implement a risk assessment in accordance with the standards established by the Major Industrial Accidents Council of Canada;
    b. provide emergency management plan(s) to reduce or mitigate the risk associated with heavy industrial development;
    c. transition to incompatible land uses outside of the Heartland Policy Area;
    d. prevent or mitigate impacts on environmentally significant areas within and outside of the Heartland Policy Area;

e. prevent or mitigate the nuisance impacts on land uses outside of the Heartland Policy Area;

f. have levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and

g. are consistent with the Heartland Industrial Area Structure Plan.

11. aggregate resource extraction operations to be carried out in accordance with an approved reclamation plan.

12. development permits for aggregate resource extraction to provide for the following:

a. reclamation of the site;

b. conservation and storage of top soil;

c. designation of aggregate haul roads to reduce noise, excessive maintenance costs and dust problems; and

d. any additional information for consideration of the development permit.

Support *viability in the long term by* **considering**:

13. new aggregate extraction developments where the development is within an area that is deemed to have an acceptable level of industrial risk.

Light/Medium Industrial

Ensure *the prioritization of industrial development by* **requiring**:

14. that Light/Medium Industrial developments:

a. serve as a transition between heavy industrial and incompatible land uses outside of the Heartland Policy Area;

b. prevent or mitigate impacts on environmentally significant areas;

c. prevent or mitigate the impact of nuisances on land uses outside of the Heartland Policy Area;

d. have levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and

e. are consistent with the Heartland Industrial Area Structure Plan.

Promote *viability in the long term by* **encouraging**:

15. large scale agricultural support services where the development:

a. is near to the Agriculture Large Holdings Policy Area;

b. serves as a transition between heavy industry and the Agriculture Large Holdings Policy Area;

c. mitigate impacts on environmentally significant areas outside of the Heartland Policy Area;

d. mitigate the nuisance impacts on land uses outside of the Heartland Policy Area;

e. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and

f. is consistent with the Heartland Industrial Area Structure Plan.

Agricultural

Ensure *viability in the long term by* **requiring**:

16. new confined feeding operations to locate outside of the Heartland Policy Area.

Support *viability in the long term by* **considering**:

17. interim extensive agricultural operations and limited outdoor storage, providing it will not preclude or infringe upon future industrial development.

18. small holdings agricultural and aquaculture where the development utilizes synergies with industrial uses.

Conservation

Ensure *the conservation of environmentally significant areas by* **requiring**:

19. environmental reserve identified through a biophysical assessment:
    a. as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural waterbody; and
    b. where the environmental feature is within an environmentally significant area.
20. identification and mitigation of contaminated sites when:
    a. there is a change in use; or
    b. there is a known contaminated site.

Open Space, Community Services and Schools

Ensure *the prioritization of industrial development by* **requiring**:

21. municipal reserves as cash-in-lieu.
22. new, local community services and schools that service the Heartland Policy Area to locate in Josephburg, Ardrossan or the Urban Service Area.

Residential

Ensure *responsible management of risks associated with industrial development by* **requiring**:

23. new residential to locate outside of the Heartland Policy Area.

Transportation and Utilities

Ensure *viability in the long term by* **requiring**:

24. that industrial development has servicing which meets the requirements of municipal and provincial standards and regulations.
25. a Transportation Plan for the Heartland Policy Area.
26. that all new parcels have access to a roadway.
27. a road network that allows for the safe and timely movement of industrial equipment and goods.
28. cooperation among pipeline companies and industrial landowners on the provision of options for pipeline access to industrial sites while maintaining optimal industrial development lands.

Promote *viability in the long term by* **encouraging**:

29. industrial developments to share infrastructure and right of ways.
30. the completion of a Utility Master Plan and Master Drainage Plan for the Heartland Policy Area.

5.8 LOCAL EMPLOYMENT POLICY AREA

This area is identified on Map 2: Rural Service Area and is intended as a future local employment area for Strathcona County. An Area Concept Plan will further define the land use, employment opportunities and infrastructure needed to service the area.

Goal

Strathcona County will provide opportunities for Local Employment.

Objectives

Strathcona County's objectives are to **ensure** that the Local Employment Policy Area:

1. *Provides opportunities for local employment;*
2. *Retains the natural landscape; and*
3. *Is viable over the long term.*

Policies Strathcona County Will

General

Ensure *viability in the long term by* **requiring**:

1. the completion of an Area Concept Plan for the Local Employment Policy Area.

2. the Local Employment Area Concept Plan to provide direction on:
   - a. Sub-Area Structure Plan requirements;
   - b. transitioning and buffering;
   - c. light/medium industrial;
   - d. convenience commercial;
   - e. employment opportunities;
   - f. major public services;
   - g. subdivision and staging;
   - h. agricultural operations;
   - i. environmental conservation;
   - j. open space linkages;
   - k. multi-modal transportation; and
   - l. infrastructure, including low impact development for cold weather climates and alternative energy systems.

Support *viability in the long term by* **considering**:

3. a proposal for an Area Structure Plan, Land Use Bylaw amendment, or subdivision within the boundary of the Local Employment Policy Area only when the Area Concept Plan for the Local Employment Policy Area has been adopted.

Business Park

Ensure *opportunities for local employment by* **requiring**:

4. that the size of a Sub-Area Structure Plan may be reduced or reconfigured for Business Park areas or other factors, such as topography.

5. the incorporation of land uses that are generally incompatible with residential or need large warehouse format buildings, such as manufacturing, storage and distribution facilities.

Support *opportunities for local employment by* **considering**:

6. a limited amount of convenience commercial where it primarily serves employees and businesses within this policy area.

Agricultural

Support *viability in the long term by* **considering**:

7. interim extensive agricultural operations.

Residential

Ensure *opportunities for local employment by* **requiring**:

8. new residential to locate outside of the Local Employment Policy Area.

Open Space, Services and Schools

Ensure *opportunities for local employment by* **requiring**:

9. the dedication of municipal reserve in the following forms:
   a. as cash-in-lieu; or
   b. as land only where the land is needed to provide the desired linkages within the County's Active Transportation Strategy.

10. new, local community services and schools that service the Local Employment Policy Area to locate in Ardrossan or the Urban Service Area.

Conservation

Ensure *the retention of natural landscapes by* **requiring**:

11. environmental reserves or an environmental reserve easement at the time of subdivision as identified through a biophysical assessment or additional engineering studies.

Promote *the retention of natural landscapes by* **encouraging**:

12. developments to retain the natural topography of a parcel.

13. developments to retain tree stands where the trees:
    a. provide protection for watercourses or environmental features; or
    b. are healthy, of a substantial size and provide biodiversity.

14. the retention of wetlands through integration with naturalized stormwater management facilities.

Transportation and Utilities

Ensure *viability in the long term by* **requiring**:

15. that a comprehensive transportation system be established for the area.

16. that a comprehensive utility servicing plan be established for the area.

5.9 TRANSPORTATION/UTILITY CORRIDOR POLICY AREA

A multi-purpose transportation/utility corridor identified on Map 2: Rural Service Area has been designated within Strathcona County to accommodate crude oil pipelines, natural gas pipelines, product pipelines, water lines, wastewater mains, telecommunication sites, a road network and other utilities. Through the provincial designation of this corridor, the fragmentation of land is minimized and the integrity of the commodities transported within the corridor is maintained.

Goal

Strathcona County will protect the Transportation/Utility Corridor for infrastructure purposes.

Objectives

Strathcona County's objectives are to **ensure** that the Transportation/Utility Corridor:

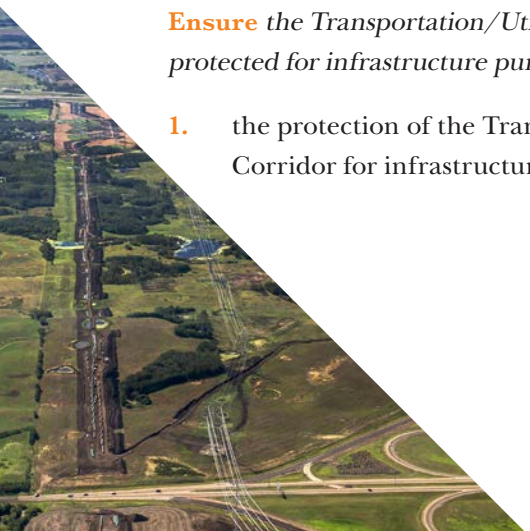
1. *Is protected for infrastructure purposes.*

Policies Strathcona County Will

General

Ensure *the Transportation/Utility Corridor is protected for infrastructure purposes by* **requiring**:

1. the protection of the Transportation/Utility Corridor for infrastructure purposes.



SECTION 6.

IMPLEMENTATION AND REVIEW

The primary function of a Municipal Development Plan is to provide direction, through policies, that guide long-term development contained in both statutory and non-statutory documents, such as Area Concept Plans, Area Structure Plans and Area Redevelopment Plans.

All municipal documents and corporate actions need to reflect the intent of the plan. Implementation is achieved through the understanding and cooperation of citizens, developers and relevant agencies.

Factors that affect land use, economic development, social and environmental sustainability and the provision of municipal services are constantly changing. Therefore, the Municipal Development Plan will continue to be monitored, periodically reviewed and amended as required, in order to ensure the policies remain relevant as Strathcona County continues to evolve.

6.1 IMPLEMENTATION POLICIES

Relationships with Existing Plans

1. If a parcel has a Land Use Bylaw zoning district that is in conflict with the policies of this Plan, a first parcel out of an unsubdivided quarter section will continue to be considered as per the existing Land Use Bylaw zoning district.
2. If a lot has a Land Use Bylaw zoning district that is in conflict with the policies of this Plan but conforms to an approved Area Structure Plan, Area Redevelopment Plan or Conceptual Scheme, then subdivision and development of that lot will continue to be considered as per the existing Land Use Bylaw zoning district and applicable Area Structure Plan, Area Redevelopment Plan or Conceptual Scheme.
3. If a lot has discretionary uses under a Land Use Bylaw zoning district that are in conflict with the policies of this Plan and do not conform to an approved Area Structure Plan, Area Redevelopment Plan or Conceptual Scheme, then the proposed development of that lot must comply with this Plan.
4. If a lot has permitted uses under a Land Use Bylaw zoning district that are in conflict with the policies of this Plan and do not conform to an approved Area Structure Plan, Area Redevelopment Plan or Conceptual Scheme, then the proposed development of that lot will continue to be considered as per the existing Land Use Bylaw.
5. If a Conceptual Scheme was adopted prior to the effective date of this Plan, then any Land Use Bylaw amendment, subdivision or development may be considered as per that adopted Conceptual Scheme.
6. If an Area Structure Plan was adopted prior to the effective date of this Plan or was adopted in accordance with the provisions of Bylaw 20-2017, then any Land Use Bylaw amendment, subdivision or development may be considered as per the adopted Area Structure Plan.
7. If an Area Structure Plan was adopted prior to the effective date of this Plan, then an amendment to that Area Structure Plan will continue to be considered in accordance with the intent of this Plan.

Transition Provisions

8. Applications in relation to new or amended statutory plans, Conceptual Schemes, or subdivision approval and endorsement are governed by the transitional rules stated in Section 3 of Bylaw 20-2017.

Cooperation and Collaboration

9. Strathcona County will collaborate with adjacent municipalities on Intermunicipal Land-Use Frameworks, where required, which manage growth, coordinate service delivery and optimize resources for citizens.
10. Strathcona County will collaborate with adjacent municipalities on applications on adjacent lands to Strathcona County's boundaries to ensure that potential impacts are addressed. Details regarding notification and referrals will be provided within the County's Statutory Plan Policy and Procedures.
11. Strathcona County will continue to be an active member of the Edmonton Metropolitan Region Board and follow with the policies of the Regional Growth Plan.
12. Strathcona County will coordinate with the City of Edmonton on the recommendations from the Joint Planning Study. The boundaries of this study area are defined within the Joint Planning Study.
13. Strathcona County will collaborate with school boards on the amount of, and allocation of, land for school sites and the identification of school requirements.

Review

14. Strathcona County will review the need for an update to the Municipal Development Plan every 5 years.
15. Minor amendments will be completed as required. At a minimum, amendments shall follow the public consultation and referral requirements of the *Municipal Government Act*.

6.2 IMPLEMENTATION ITEMS

The items listed below are actions required to implement the policies of this plan. Each has been assigned approximate time duration which is the time from commencement of task to completion of task. Task duration is subject to change. Task durations include the following:

- Short 1-6 months
- Moderate 6-12 months
- Long >12 months

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
LAND USE BYLAW	General	Update the Land Use Bylaw to ensure consistency with Municipal Development Plan.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Long
		Update the Land Use Bylaw to remove references to conceptual schemes for Agricultural Land Use Districts.	New policy direction on subdivision eliminates the need for conceptual schemes.	Short
		Complete regulation for the mitigation of risks adjacent to rail lines in the Land Use Bylaw.	Policy requires the mitigation of risks for development adjacent to rail lines.	Moderate
		Update the definitions of the Land Use Bylaw to ensure consistency with the Municipal Development Plan.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Short
		Update the Land Use Bylaw to define and include small scale tourism as a use within compatible districts.	Consideration is given to small scale tourism. Small scale tourism is not an existing use under the Land Use Bylaw.	Short
		Update the Land Use Bylaw to define medium and large scale tourism and review the need for a land use district specific to medium and large scale tourism.	Consideration is given to medium and large scale tourism. Medium and large scale tourism are not existing uses under the Land Use Bylaw.	Moderate

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
LAND USE BYLAW	General	Update the Land Use Bylaw to incorporate community gardens into the definitions.	Community gardens are encouraged in the Urban Service Area and hamlets.	Short
	Hamlets	Review the need for amendments to the existing small hamlet Boundaries.	Growth has been prioritized in growth hamlets. The boundaries of small hamlets should be reassessed to ensure an acceptable level of development is being allocated to small hamlets.	Long
		Update the Land Use Bylaw to ensure compatibility with the growth hamlet and small hamlet Policies and review the need for additional hamlet zoning districts.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Moderate
	Agriculture Large Holdings	Update the Land Use Bylaw to create an agricultural zoning district specific to the Agriculture Large Holdings Policy Area.	The current Land Use Bylaw has an Agriculture: General zoning district that is applied throughout the rural areas. In order to achieve the objectives of the Agriculture Large Holdings Policy Area an agricultural zoning district tailored to this area is required.	Moderate
	Agriculture Small Holdings	Update the Land Use Bylaw to create an agricultural zoning district specific to the Agriculture Small Holdings Policy Area.	The current Land Use Bylaw has an Agriculture: General zoning district that is applied throughout the rural areas. In order to achieve the objectives of the Agriculture Small Holdings Policy Area an agricultural zoning district tailored to this area is required.	Moderate
	Country Residential	Update the Land Use Bylaw to ensure the Country Residential Districts conforms with the Regional Growth Plan densities.	The Regional Growth Plan requires that density be limited to 50 parcels per quarter section in the County Residential Policy Area.	Short

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
LAND USE BYLAW	Beaver Hills	Update the Land Use Bylaw to define medium and large scale seasonal recreational resorts and create zoning districts specific to medium and large scale seasonal recreational resorts.	Consideration is given to seasonal recreational resorts. Seasonal recreational resorts require specific zoning districts given their scale of development.	Moderate
		Update the Land Use Bylaw to create an agricultural zoning district specific to the Beaver Hills Policy Area.	The current Land Use Bylaw has an Agriculture: General zoning district that is applied throughout the rural areas. In order to achieve the objectives of the Beaver Hills Policy Area an agricultural zoning district tailored to this area is required.	Long
	Urban Service Area	Update the Land Use Bylaw to include zoning districts which allow for the mixed-use development as described within the Urban Service Area.	The current Land Use Bylaw does not include mixed-use zoning districts suitable to accomplish the policies of the Urban Service Area.	Long
		Update the uses and regulations in the Land Use Bylaw's Heavy Industrial Transition Overlay based on the County's cumulative risk assessment to ensure conformance with this plan	The County's Heavy Industrial Transition Overlay needs to be updated based on the County's cumulative risk assessment.	Moderate
		Update Parking Requirements in the Urban Centre and the Compact Development Area.	Reduced parking is encouraged in the Urban Centre and the Compact Development Area.	Moderate

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
AREA CONCEPT PLANS	Country Residential	Review the need for an update to the Country Residential Area Concept Plan to ensure conformance with this Plan.	Requirements for content have been established for the Country Residential Area Concept Plan under this Plan.	Long
		Update the Country Residential Area Concept Plan to reflect the changes in the Local Employment Policy Area.	Parcels south of the railway tracks as shown on Map 2: Rural Service Area have been removed from the Country Residential Policy Area and placed under the Local Employment Policy Area to better suit their current zoning and uses.	Short
		Review the need to update the Country Residential Area Concept Plan to conform with the Regional Growth Plans density requirements.	The Edmonton Metropolitan Region Board requires that density be limited to 50 parcels per quarter section in the County Residential Policy Area.	Long
		Review the need for an update to the Country Residential Area Concept Plan policies regarding the re-subdivision of existing country residential lots.	Further review is needed regarding the re-subdivision of existing parcels.	Long
	Urban Service Area	Complete the Bremner Area Concept Plan.	A Bremner Area Concept Plan is required.	Long
		Complete Urban Design Guidelines as part of the Bremner Area Concept Plan .	Urban Design Guidelines are required for Bremner.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
STANDARDS AND STUDIES	Hamlets	Update landscaping standards within the design and construction standards to integrate native vegetation, compost and edible landscapes in hamlets.	Native vegetation, compost and edible landscapes are encouraged in hamlets.	Moderate
		Review the need for multi-modal connectivity including transit to growth hamlets, possibly through development of small-scale mobility hubs and park and rides.	Consideration is given to multi-modal connectivity to growth hamlets. A review is required to assess the need and feasibility.	Moderate
		Update the Design and Construction Standards to support a grid or modified grid pattern of streets as opposed to traditional cul-de-sacs within growth hamlets.	Grid or modified grid pattern of streets are required for greenfield developments in growth hamlets.	Long
		Complete Utility Master Plans and identify the required infrastructure to facilitate growth in growth hamlets.	Utility Master Plans are required in growth hamlets.	Long
	Beaver Hills	Update the Design and Construction Standards to include requirements for Seasonal Recreational Resorts.	Consideration has been given to Seasonal Recreational Resorts. Design and Construction Standards are needed for this form of development.	Long
	Heartland	Review the need for an update to Strathcona County's cumulative risk assessment for the Heartland Policy Area every five years.	Maintenance of the County's cumulative risk assessment is required.	Short
		Review the need to update the Transportation Network Study for the Heartland Policy Area.	A Transportation Network Study for the Heartland Policy Area is required.	Long
		Review the need for a Master Drainage Plan for the Heartland Policy Area.	A Master Drainage Study for the Heartland Policy Area is encouraged.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
STANDARDS AND STUDIES	Heartland	Review the need for a Master Utility Plan for the Heartland Policy Area.	A Master Utility Plan for the Heartland Policy Area is encouraged.	Long
	Urban Service Area	Review the need for utility standards specific to the Heavy Industrial Policy Area.	Utility requirements for the Heavy Industrial Policy Area vary from standard urban utility requirements.	Long
		Complete Bremner technical documents regarding transportation, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area.	Technical documents regarding transportation, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area are required.	Long
		Complete design and construction standards specific to the Bremner Urban Reserve Policy Area are required.	Design and construction standards that are specific to the Bremner Urban Reserve Policy Area are required.	Long
		Update landscaping standards within the design and construction standards to integrate native vegetation, compost and edible landscapes in urban areas.	Native vegetation, compost and edible landscapes are encouraged in urban areas.	Moderate
		Review design and construction standards to encourage transit-oriented development techniques.	Transit-oriented development techniques are encouraged within areas of the Urban Service Area.	Long
		Review design and construction standards to encourage compact forms and walkability as outlined within this plan.	Compact forms and walkability are encouraged within areas of the Urban Service Area.	Long
	Transportation	Review the need for an update to the County's Integrated Transportation Master Plan to ensure alignment with this plan.	The County's Integrated Transportation Master Plan requires alignment with this document. Updates are required to ensure consistency.	Long
		Complete vehicular levels of service guidelines which base level of service on the transportation goals of the policy area.	Lower vehicular levels of service may be acceptable in areas where compact development and transit-oriented development are encouraged.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
PROGRAMS/ PLANS	Environment	Complete programs highlighting the importance of environmentally significant areas and the Beaver Hills Biosphere.	Programs highlighting the importance of environmentally significant areas and the Beaver Hills Biosphere are encouraged.	Moderate
		Complete the Climate Change Resiliency Plan.	Programs increasing the County's climate change resiliency are encouraged.	Long
		Complete the Biodiversity Conservation Plan.	Programs increasing conservation of the County's biodiversity are encouraged.	Short
		Review the need for an incentive program for green building.	Green building is encouraged throughout the County.	Short
	Small Holdings Agriculture	Review Animal bylaw to ensure alignment with this plan.	The plan considered livestock within the small holdings policy area.	Moderate
	Heavy Industrial/ Heartland Policy Areas	Complete a formal industrial partner engagement program.	Industry is required to have programs in place, including education programs, to aid in reducing potential risk hazards.	Long
		Complete a comprehensive industrial inspection program.	Industry is required to have programs in place, including education programs, to aid in reducing potential risk hazards.	Long
	Transportation	Review the need for active transportation infrastructure between recreation and tourism opportunities in the Rural Service Area through the active transportation strategy.	Consideration is given to connecting tourism opportunities.	Short
	Open Space	Update the Open Space Master Plan to ensure alignment with this Plan.	Guidelines for the location and use of parks have been outlined within this Plan. These guidelines should be integrated into more detailed park plans.	Long
		Update the Open Space and Recreation Facility Strategy to ensure alignment with this Plan.	Guidelines for the location and use of parks have been outlined within this Plan. These guidelines should be integrated into more detailed park plans.	Long
		Complete or update Park Master Plans for regional parks and schools sites.	Park Master Plans are required for regional parks and school sites.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
PROGRAMS/ PLANS	Heritage	Update the Heritage Resources Management Plan to ensure ongoing relevance and effectiveness.	The current Heritage Resources Management Plan was completed in 2008 and extensive development of the program has occurred since this time.	Long
		Complete the implementation policies and actions in the Heritage Resources Management Plan.	To seek approval of a new Municipal Policy that establishes understanding, direction and process for the identification, recognition and conservation of Strathcona County's local history and heritage.	Long
INCLUSIONARY HOUSING	Hamlets	Complete an Inclusionary Housing Program for growth hamlets.	Inclusionary housing is encouraged within growth hamlets.	Long
	Urban Service Area	Complete an Inclusionary Housing Program for the Urban Service Area.	Inclusionary housing is encouraged or considered within areas of the Urban Service Area.	Long
AREA STRUCTURE PLANS	General	Update applicable Area Structure Plans to ensure consistency with this Municipal Development Plan.	Area Structure Plans require alignment with this document. Updates are required to ensure consistency.	Long
		Review potential school sites that have been identified under existing statutory plans to determine their necessity and viability.	A review of school sites that have not been developed is required.	Long
	Hamlets	Review the need for updates to existing hamlet Area Structure Plans.	County Area Structure Plans require alignment with this document. Updates are required to ensure consistency.	Short
		Complete the integration of Hamlet Design Guidelines into growth hamlet Area Structure Plans.	Design Guidelines are required for growth hamlets.	Short
		Update growth hamlet Area Structure Plans to include policies regarding public transportation if it becomes available in the future.	Consideration is given for public transportation to hamlets.	Moderate

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
POLICY/PROCESSES	General	Complete guidelines for Agricultural Impact Assessments within the County.	An Agricultural Impact Assessments is required for new growth areas. There are no existing County guidelines for Agricultural Impact Assessments.	Long
		Complete or update service policies and procedures regarding the requirements of statutory plans, amendments to statutory plans and referrals of statutory plans.	This document outlines requirements for Area Concept Plans and Area Structure Plans that require additional detail within policies and procedures.	Long
		Update the existing Area Concept Plan/Area Structure Plan Policy to create a Statutory Plan Policy that is consistent with this plan and the Edmonton Metropolitan Region Board Growth Plan.	This document outlines requirements for statutory plans that require additional detail within policies and procedures.	Long
		Complete and maintain a report that monitors and tracks land use and growth patterns.	A report is required to track land use and growth patterns to assess if they are following the direction of this Plan.	Long
	Heritage	Complete policy for Heritage Planning.	Required to guide management of County-owned resources prior to opportunities for budget consideration.	Long
	Beaver Hills	Complete a process for stewardship subdivisions.	Consideration is given to stewardship subdivisions. This type of subdivision does not currently have a process.	Moderate
	Conservation	Update the Strathcona County Wetland Conservation Policy to ensure alignment with provincial legislation.	Provincial legislation is being updated. A Wetland Conservation Policy in alignment with the provincial legislation is required.	Moderate
		Update the County's environmental reserve, municipal reserve, conservation easement policies and any other environmental policies to ensure consistency with this plan.	Changes have been made regarding how reserves are required in rural areas. Updates are required to ensure consistency.	Moderate

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
POLICY/ PROCESSES	Urban Service Area	Complete and maintain a Redevelopment Plan Policy which contains a terms of reference for redevelopment plans that is consistent with this Plan.	Requirements for area redevelopment plans have been established.	Long
		Complete a policy regarding the requirements of Parks Master Plans.	Parks Master Plans are required for Regional Parks and school sites.	Long
CONCEPTUAL SCHEMES	General	Review historical conceptual schemes that do not comply with this Plan to determine actions.	There are historical conceptual schemes that do not comply with this Plan.	Long
		Review the need to update the conceptual scheme policy to ensure consistency with this Plan	Conceptual schemes are no longer required.	Long
AREA REDEVELOPMENT PLANS	Urban Service Area	Update the existing Centre in the Park Redevelopment Plan to ensure consistency with this Plan.	County Area Redevelopment Plans require alignment with this document. Updates are required to ensure consistency.	Long
		Complete a review of the Urban Service Area to establish boundaries for Area Redevelopment Plans.	Area Redevelopment Plans are required to meet the policies of the Urban Service Area.	Long
		Complete Area Redevelopment Plans throughout the Urban Service Area.	Area Redevelopment Plans are required to meet the policies of the Urban Service Area.	Long
		Review the need to establish redevelopment levies.	Developers are required to pay their proportionate share of the cost of infrastructure required for their redevelopment.	Long
		Complete Urban Design Guidelines as part of Area Redevelopment Plans.	Design Guidelines are required to implement the policies of the Urban Service Area.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
INTERMUNICIPAL COOPERATION	General	Review the need for intermunicipal land-use frameworks with adjacent municipalities.	The *Municipal Government Act* has consideration for intermunicipal land-use frameworks with adjacent municipalities.	Long
		Complete the recommendations of the Strathcona County/City of Edmonton Joint Planning Study: Boundary Interface Protocols and Strategies.	Strathcona County will coordinate with the City of Edmonton on the recommendations from the Joint Planning Study.	Long
MUNICIPAL DEVELOPMENT PLAN	General	Update this Plan following the adoption of the Modernized *Municipal Government Act* to ensure consistency.	The *Municipal Government Act* is currently being updated.	Moderate
	Hamlets	Review the rural hamlet boundaries bylaw to assess the need for amendments to the existing small hamlet boundaries.	Growth has been prioritized in growth hamlets. The boundaries of small hamlets should be reassessed to ensure that hamlet development demand is not being absorbed in small hamlets.	Long

SECTION 7.

DEFINITIONS

A

Absorbed Land: Means those lands that are ready for residential, commercial or industrial development from a planning approvals perspective (i.e., lands that are "shovel-ready" where the zoning is in place and the subdivision has been registered). This includes zoned and subdivided lands that are already developed.*

Accessible/Accessibility: Means the ability to reach and enter a site and building from adjacent land and/or transportation networks, including active transportation, by individuals of all physical abilities. It may also refer to development or facilities designed to accommodate people with disabilities.

Active Transportation: Means human-powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.*

Active Transportation Infrastructure: Means linear open space for human-powered travel that does not allow for motorized vehicles, including but not limited to: multi-use trails, sidewalks, bike lanes and cycle tracks.

Active Transportation Strategy: Means a County Plan or Strategy that provides guidance to the formation of an active transportation network. This includes a document such as the Trails Strategy.

Adjacent Lands: Means the definition given within the *Municipal Government Act* summarized as land that is contiguous to a parcel of land and includes lands that would be contiguous if not for a highway, road, river or stream, and any other land identified in the Land Use Bylaw as adjacent land.

Aggregate Extraction: Means the quarrying, primary processing (crushing, washing, separating), removal and off-site sale of raw materials, including sand, gravel, clay, marl, earth or mineralized rock found on or under the site. Typical uses include, but are not limited to, quarries, borrow areas, and gravel pits (site preparation and reclamation). This does not include the processing of raw materials transported to the site.

Agricultural Impact Assessment: Means an assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area. The assessment describes the proposed development, the on-site and surrounding land uses, and the physical and socio-economic components of the agricultural resource bases; identifies the direct and indirect impacts of the proposed development on existing agricultural operations and on the flexibility of the area to support different types of agriculture; considers mitigation measures for reducing any adverse impacts; considers compensation such as the provision of agricultural protection easements; and makes recommendations in that regard. It has consideration for the cumulative effects of other potential development.*

Agricultural Land: Means a land use in which agriculture is either a permitted or discretionary use under a municipal Land Use Bylaw or Metis settlement in which the land is situated or is permitted pursuant to the *Municipal Government Act*; land that is subject to an approval, registration or authorization; or land described in an *Alberta Land Stewardship Act* Regional Plan, or in a conservation easement, conservation directive or Transfer Development Credits scheme as those terms are defined in the ALSA, that is protected, conserved or enhanced as agricultural land or land for agricultural purposes (as defined by Government of Alberta *Agricultural Operation Practices Act).**

Agricultural Operations: Means an agricultural activity conducted on agricultural land for gain or reward or in the hope or expectation of gain or reward, and includes the cultivation of land, the raising of livestock, including diversified livestock animals within the meaning of the *Livestock Industry Diversification Act* and poultry, the raising of fur-bearing animals, pheasants or fish, the production of agricultural field crops, the production of fruit, vegetables, sod, trees, shrubs and other specialty horticultural crops, the production of eggs and milk, the production of honey, the operation of agricultural machinery and equipment, including irrigation pumps, the application of fertilizers, insecticides, pesticides, fungicides and herbicides, including application by ground and aerial spraying, for agricultural purposes, the collection, transportation, storage, application, use,

*As defined in the Regional Growth Plan

transfer and disposal of manure, composting materials and compost, and the abandonment and reclamation of confined feeding operations and manure storage facilities.

Agricultural Product Processing: Means an operation for the processing of agricultural products which may include, but is not limited to, the mixing, drying, canning, size reduction, fermentation, heat treatments, cold treatments, chemical treatments and biological treatments of plant matter or the cutting, curing, smoking, aging, wrapping or freezing of meat.

Agricultural Support Services: Means commercial services which core functions support or aid agricultural producers in their operations.

Alberta's Industrial Heartland: Means the area that has been identified as one of several Canadian sites deemed to have excellent potential for eco-industrial development. This area includes land within the municipalities of Strathcona County, the City of Fort Saskatchewan, Sturgeon County, City of Edmonton and Lamont County.

Ambient Air Quality: Means the quality of outdoor air existing in our surrounding environment. It is typically measured near ground level, away from direct sources of pollution.*

Aquaculture: Means the farming of fish, crustaceans, molluscs, aquatic plants, algae, and other aquatic organisms.

Area Concept Plan: Means a larger area of land than an Area Structure Plan and is adopted as an Area Structure Plan in accordance with the *Municipal Government Act*. Bremner Sub-Area Structure Plans and Area Structure Plans which fall within an Area Concept Plan are subordinate to that Area Concept Plan. Within this document Area Concept Plans are referred to separately from Area Structure Plans and Bremner Sub-Area Structure Plan.

Area Redevelopment Plan: Means the definition given by the *Municipal Government Act* summarized as a statutory plan adopted by a municipality by bylaw to provide a framework for the future redevelopment of a defined area of land.

Area Structure Plan: Means the definition given by the *Municipal Government Act* summarized as a statutory plan adopted by a municipality by bylaw to provide a framework for the subsequent subdivision and development of a defined area of land. Area Structure Plans, which fall within an Area Concept Plan, are subordinate to that Area Concept Plan.

Aspirational Density Target, Built-up Urban Area: Means an aspirational target for the amount of residential growth to be achieved within the Built-up Urban Area. Density targets will be measured as the percentage of new residential dwellings that are constructed within the Built-Up Urban Area of an urban community each year.*

Aspirational Density Target, Centres: Means an aspirational target for people+jobs/gross hectare (gha) or dwelling units per net residential hectare (du/nrha) for transit-oriented development centres and urban centres and sub-regional centres with a population of over 5000.*

B

Beaver Hills Biosphere: Means a Biosphere Reserve designated by the United Nations Educational, Scientific and Cultural Organization that demonstrates excellence in the conservation of biodiversity and sustainable development practices through people living and working in harmony with nature at a regional scale. The Beaver Hills Biosphere is internationally recognized as a member of a global network of over 600 Biosphere Reserves. Over half of the area of Strathcona County (55.2%) falls within the boundary of the Beaver Hills Biosphere. Biosphere Reserves have no legislative or jurisdictional powers to facilitate, or implement the three functions of Biosphere Reserves:

- Conservation: protecting cultural diversity and biodiversity, including genetic variation species, ecosystems and landscape and securing services provided by such diversity;
- Development: fostering economic and human development that is environmentally and socially sustainable

*As defined in the Regional Growth Plan

and culturally appropriate; and

Logistic support (capacity building): facilitating demonstration projects, environmental education and sustainable development education and training, research, and monitoring.

The United Nations Educational, Scientific and Cultural Organization requires the Beaver Hills Biosphere Reserve to have three interrelated zones that aim to fulfill the three complementary and mutually reinforcing functions:

Core areas: comprises a strictly protected ecosystem that contributes to the conservation of landscapes, ecosystems, species and generic variation. This area includes Elk Island National Park and Miquelon Provincial Park.

Buffer zone: surrounds or adjoins the Core Areas, and is used for activities compatible with sound ecological practices that can reinforce scientific research, training and education. This zone includes several hamlets, the Beaver Hills Policy Area and a small portion of the Agriculture Large Holdings Policy Area.

Transition area: is the part of the reserve where the greatest activity is allowed, fostering economic and human development that is socio-culturally and ecologically sustainable. This area includes Ardrossan and portions of the Agriculture Small Holdings Policy Area, the Country Residential Policy Area and the Urban Service Area.

Beaver Hills Moraine: Means the Beaver Hills Moraine is a distinct geomorphological feature that encompasses 1572 km2 (607 mi2). Representing an island of boreal mixed wood forest, the hummocky "knob and kettle" terrain of the moraine forms a patchwork of depressional areas, many of which support wetlands, small lakes and streams.

Bed and Shore: Means land covered so long by water as to wrest it from vegetation or as to mark a distinct character on the vegetation where it extends into the water or on the soil itself, as referenced by the *Surveys Act*.

Biophysical Assessment: Means an assessment of the biological and physical elements of an ecosystem, including geology, topography, hydrology and soils.

Bremner Sub-Area Structure Plan: Means an Area Structure Plan that denotes a community in Bremner that is a complete community and is subordinate to the Bremner Area Concept Plan. Bremner Sub-Area Structure Plans are the size of a section; however, the size may be reduced or reconfigured for Business Park Areas or the town centre or due to natural features. Bremner Sub-Area Structure Plans contain a village centre, multiple complete neighbourhoods and at least one school site.

Buffer: Means a land use, feature or space that acts as a physical separation.

Built-Up Urban Area: Means all lands located within the limits of the developed urban area with plans of subdivision registered prior to December 31, 2016. The Built-Up Urban Area is shown on Map 3: Urban Service Area-Sherwood Park and Map 5: Urban Service Area-Designations.*

Business Park: Means an area consisting primarily of light and medium industrial with limited convenience commercial services. This area does not include residential.

C

Centre, Rural: Means a centre in the rural area that provides a local level of service to serve its own community, with potential to accommodate higher density mixed-use development, appropriate to the scale of the community. Rural centres include the central areas of towns, villages and some growth hamlets.*

Centre, Town: Means a central urban area within the Bremner Urban Reserve Policy Area that provides a sub-regional level of service. It contains a transit-oriented development design and compact form and is intended to accommodate mixed-use development at higher intensities and high density residential. It contains commercial, employment, educational, and community services that serve the entire Bremner Policy Area.

*As defined in the Regional Growth Plan

Centre, Urban: Means central urban areas in the metropolitan area that provide a sub-regional level of service. Urban centres are intended to accommodate mixed-use development at higher intensities in the metropolitan area, and include downtowns and central areas of urban communities. Sherwood Park's Urban Centre is defined on Map 3: Urban Service Area-Sherwood Park and Bremner's Urban Centre is the town centre.*

Centre, Village: Means a central urban area within a community of the Bremner Urban Reserve Policy Area that has a transit-oriented development design and compact form which contains medium and high residential density as well as commercial, employment, educational and community services that serve the local community.

Character Defining Elements: Means defining features that contribute to the unique character of a community or neighbourhood.

Close Proximity: Means 400 metres (unless otherwise stated) measured by the distance utilizing active transportation infrastructure as opposed to Euclidian distance.

Commercial, Business: Means a commercial use mainly consisting of professional offices.

Commercial, Community: Means a commercial use mainly consisting of personal, retail and food services of a limited scale that primarily serves the day to day needs of a single neighbourhood.

Commercial, Convenience: Means a commercial use mainly consisting of food services, service stations and gas bars of a limited scale that primarily serves the employees and businesses within a business park. This does not include general retail.

Commercial, Major: Means a commercial use consisting of a broad range of services of a scale that serves a community or the municipality.

Commercial, Recreation: Means recreational activities that occur primarily outdoors and operate as a business, such as outdoor paintball and skate or kayak rentals.

Community Garden: Means a public or private garden space shared and maintained by local community members for the growing and/or raising of food for direct consumption.

Community Housing: Means a category of several types of non-market housing, including but not limited to, affordable housing, that receive direct capital and/or operating subsidies from any order of government to enable short or long term occupancy by a range of lower-income and/or special needs individuals and households.

Community in Bremner: Means a Bremner Sub-Area Structure Plan.

Commuter Transit Service: Means regional transit service from larger urban communities to key destinations in the metropolitan core and metropolitan area.*

Compact Development or Compact Form: Means a land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure. Compact development may include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-story commercial developments, and apartments or offices above retail.*

Complete Community: Means housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities and access to a multi-modal transportation system.*

Complete Neighbourhood: Means an area within a Bremner Sub-Area Structure Plan that is the size of a quarter section; however, the size may be reduced or reconfigured for Business Park Areas or the Town Centre

*As defined in the Regional Growth Plan

or due to natural features. Complete neighbourhoods contain a mix of housing types, community commercial, local community services and open space. Complete neighbourhoods may contain school sites.

Complete Streets: Means street design that strives to accommodate all transportation modes including walking, cycling, transit and driving. Streets are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages, incomes and abilities regardless of their mode of transportation.

Conceptual Scheme: Means a non-statutory plan which relates a subdivision application to the future subdivision and development of adjacent areas as per the *Municipal Government Act*.

Condominium, Bareland: Means a condominium development containing condominium units that assign ownership to units of land, created specifically through subdivision and registered as a condominium plan in accordance with the *Condominium Property Act*.

Confined Feeding Operation: Means as defined under the *Agricultural Operation Practices Act*, a fenced or enclosed land or buildings where livestock are confined for the purpose of growing, sustaining, finishing or breeding by means other than grazing. Also includes any other building or structure directly related to that purpose but does not include residences, livestock seasonal feeding and bedding sites, equestrian stables, auction markets, race tracks or exhibition grounds.

Connectivity: Means having the parts or elements joined or linked together.*

Conservation: Means the planning, management and implementation of an activity with the objective of protecting the essential physical, chemical and biological characteristics of the environment against degradation, as defined within the *Environmental Enhancement and Protection Act*.

Conservation Easement: Means an agreement registered against title whereby a landowner grants to the County (or other government, government agency, or non-profit society with conservation objectives satisfactory to the County) provisions for the protection, conservation and enhancement of the environment including the protection, conservation and enhancement of biological diversity and natural scenic or aesthetic values. A conservation agreement may provide for recreational use, open space use, environmental education use, and research and scientific studies of natural ecosystems.

Context Approach: Means street and intersection design that considers the street context including nearby land uses, users of the street, and role in the network. Full consideration of the needs of various users helps to weigh the benefits, drawbacks and safety features for all users for different street and intersection designs.

Contiguous: Means being in actual contact, sharing a common border, touching or connected through an unbroken sequence.*

Corridor: Means a designated right-of-way or route for moving people and goods as well as accommodating above and below ground linear service, infrastructure piped services. This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors and recreation corridors. *

Corridor, Wildlife: Means a protected route that allows wildlife to move safely between areas of suitable habitat.

Country Residential, Multi-parcel Subdivision: Means a subdivision containing multiple parcels typically on a single quarter section and created under a single plan. The majority of parcels are typically between 0.12 ha (0.3ac) and 4.0ha (10.0ac) in size and include one or more internal subdivision road(s).

*As defined in the Regional Growth Plan

Cumulative Risk Assessment: Means an assessment which includes risk identification, probability of an industrial accident, consequence of an industrial accident and risk management.

D

Development: Means an extraction or stockpile, a building or an addition to a building, a change of use of land or a building, or a change in intensity of use as per the *Municipal Government Act*.

Drainage Corridors: Means manmade or natural corridors which divert drainage.

Dwelling or Dwelling Unit: Means a self-contained living accommodation comprised of a kitchen, washroom and sleeping facilities with a separate private entrance from the exterior or interior of a building. This does not include a recreational vehicle, a park model trailer or a room in a hotel or a motel. A dwelling unit does not include more than one room which, due to its design, plumbing, equipment, and furnishings, may be used as a kitchen.

E

Edible Landscapes: Means edible vegetation, such as community orchards, vegetable patches and berry patches, that are located on public lands and produce food for communal use. Edible landscapes fall within the purview of public agriculture.

Edmonton Metropolitan Region Board: Means a growth management board as defined under the *Municipal Government Act* and regulation establishing a growth management board.

Environmental Features: Means individual natural features which provide for biodiversity, such as a wetland or a tree stand.

Environmental Reserve: Means the definition given by the *Municipal Government Act* summarized as lands dedicated to the municipality for the protection and enhancement of the environment.

Environmental Reserve Easement: Means the definition given by the *Municipal Government Act* summarized as an easement for the protection and enhancement of the environment used as an alternative method to dedicating environmental reserve where the land remains in private ownership.

Environmentally Significant Area: Means a landscape element or area with important and/or unique environmental characteristics essential to the long-term maintenance of biological diversity, soil, water or other natural processes, both within the environmentally significant area and in a regional context.*

Equestrian Facilities: Means a facility used for the training of riders or horses or for the boarding of horses, not owned by the property owner.

Equine Facilities: Means a facility used for the breeding of horses.

Extensive Agricultural Operations: Means the use of agricultural land for soil bound cultivation, to produce cereal, seed, forage, vegetable or fruit crops for mechanical harvesting.

F

Floodplain or Flood Hazard Lands: Means an area that consists of the low-lying land next to a watercourse that is subject to periodic inundation. The floodplain can be divided into two zones, the floodway and flood fringe.

Fragmentation: Means the process of reducing the size and connectivity of an area. In the context of natural living systems, fragmentation of an eco-region or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other and

*As defined in the Regional Growth Plan

the increase in edge effects, and can affect the ability of organisms to maintain healthy populations and to survive. In the context of rural lands, fragmentation occurs when a contiguous agricultural area is divided into isolated parcels separated by non-agricultural land uses, and can impact the productivity of the land. Fragmentation can also occur within a given agricultural parcel of land by access roads, oil and gas developments and/or linear infrastructure.*

G

Geotechnical Assessment: Means an assessment of the earth's subsurface and the quality and/or quantity of mitigative measures that would be necessary for development to occur.

Green Building: Means the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.*

Green Infrastructure: Means the ecological processes, both natural and engineered, that provide economic and environmental benefits in urban and rural areas. These include, but are not exclusive to:

a. Creeks and streams that carry stormwater, improve water quality and provide habitat;
b. Parks and active transportation infrastructure that link habitat and provide recreation opportunities;
c. Engineered or natural wetlands or stormwater management facilities that retain stormwater and improve infiltration; and
d. Bio-swales, which are above ground conduits for runoff as an alternative to subsurface infrastructure.

Greenfield Area: Means an area for future urban growth in an urban community located outside of the Built-Up Urban Area or previously planned areas.*

Grid Street Pattern: Means a type of city plan in which streets run at right angles to each other, forming a grid.

Grid Street Pattern, Modified: Means a type of city plan in which there are a network of many possible routes, and spreads traffic evenly throughout the neighbourhood; however, cars cannot cross the quadrant, eliminating non-residential traffic. The use of looped, narrow streets reduces the speed of all vehicular traffic. A continuous pedestrian footpath system provides several direct route options to parks, public transit, retail, and services.

Growth Hamlets: Means the hamlets identified as locations to accommodate growth with servicing capacity or the ability to tie into servicing. *

Growth Management Strategies: Means a plan for growth in a specific area of the County.

H

Hamlet: Means the definition given by the *Municipal Government Act* summarized as an unincorporated urban community within a Municipal District or Specialized Municipality with five or more dwellings (e.g., the majority on lots less than 1,850 ft^2), a generally accepted name and boundary, and lots of land used for non-residential purposes.

Heavy Industrial Transition Overlay: Means an overlay based on the County's cumulative risk assessment that is incorporated into the Land Use Bylaw and this Plan for the purposes of reducing the risks to public safety and enabling implementation of emergency management in event of an industrial accident.

Heritage: Means all that is inherited from the past. It, therefore, includes the built environment, those buildings and works of the past, sites of historic events, historic skills, behaviours and patterns of life. A community's heritage encompasses its entire environmental inheritance.

Heritage Inventory: Means an inventory of places deemed to have historic significance to Strathcona County and which may qualify for, or have already obtained, Municipal Historic Resource Designation.

*As defined in the Regional Growth Plan

Heritage Management Program: Means implementation of the County's Heritage Resources Management Plan and continued support for long-term conservation of the County's history and heritage.

Heritage Register: Means Strathcona County's official list of all places that are deemed to have historical significance, are on the heritage inventory and have been designated as Municipal Historic Resources.

Heritage Resources Management Plan: Means a plan to provide the County with a realistic and proactive policy framework for enhanced heritage conservation initiatives that will involve and engage the broader community, including private property owners. This will lead to a better understanding and long-term conservation of the County's significant heritage resources, and the development of an effective Municipal Heritage Management Program.

Higher Order Transit: Means transit infrastructure and service that is high-speed, frequent, reliable and comfortable. It may include heavy rail, light rail, commuter, and express or limited bus service using dedicated corridors or lanes and other transit-preferential features.* This includes bus rapid transit and light rail transit.

Historical Impact Assessment: Means an assessment to determine the effect of a proposed operation or activity on historic resources in the area where the operation or activity is carried on as well as recommendations on preservation and protection measures.

Home-Based Business: Means the use of part of a dwelling unit or (where applicable, accessory building or site or combinations thereof) by at least one resident of the dwelling unit for a business activity that results in a product or service.

Housing Diversity: Means a variety of housing options in terms of density, built form and tenure.

I

Inclusionary Housing: Means the provision of dwelling units or land, or money in place of dwelling units or land, for the purpose of community housing.

Industrial, Heavy: Means industrial uses where risk and nuisance extending beyond the property line.

Industrial, Light: Means the wholesale, warehousing, manufacturing and processing uses which do not create or generate nuisance factors outside an enclosed building. Outdoor storage is limited and completely screened from roads and adjacent properties.

Industrial, Medium: Means wholesale, warehousing, manufacturing and processing uses, some of which have outdoor storage or activities, that are generally not located adjacent to residential areas because of potential nuisance factors including, but not limited to, smoke, gas, odour, dust, noise, vibration of earth, soot or lighting. Risk does not extend beyond the property line.

Infill: Means the development of vacant lots within previously developed areas. (See Redevelopment)*

Infrastructure: Means all of the following: road, water, wastewater, stormwater, shallow utilities, active transportation infrastructure and pedestrian infrastructure, unless otherwise indicated.

Intensification: Means development at a higher density than currently exists or is planned through: statutory plan amendments; redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings (See Infill and Redevelopment).

L

Livestock: Means horses, cattle, swine, donkeys, mules, oxen, poultry, birds, sheep, goats, fur bearing

*As defined in the Regional Growth Plan

animals raised in captivity for pelts, and other animals and wildlife.

Livestock Operations: Means operations for the farming of livestock, such as feed lots or cattle farms. This includes confined feeding operations.

Livework: Means the ability to live and work on the same parcel of land or within the same building.

Local Employment Area: Means localized area with industrial, commercial and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local area, or rural areas with existing resource-based economic assets resulting in dispersed employment through agricultural activities, mining activities (coal, sand and gravel) and forestry activities, etc. Local employment areas may be located within an existing urban community, or outside of urban communities in the rural area.*

Lot (also referred to as Parcel): Means the definition given by the *Municipal Government Act* for land described in a certificate of title. The term lot is generally utilitized within the urban service area or hamlets while parcel is used in rural areas.

Low Impact Development: Means a land planning and engineering design approach for managing stormwater runoff. Low impact development emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the pre-development hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.*

M

Major Employment Area: Means an area with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities and high levels of employment. *

Major Industrial Accident Council of Canada: Means a widely represented group of academics and practitioners that was formed in 1987 currently managed by the Canadian Society for Chemical Engineering-Process Safety Management division (CSChE-PSM). Through its publications MIACC provides guidelines and recommended practices on how to analyze risks of hazardous installations. It establishes the risk acceptability criteria for risk-based land use planning. Wherever the word 'MIACC' is used in this document, it refers to publications from MIACC and CSCHE.

Midblock Crosswalk: Means a crossing between intersections that marks a previously uncontrolled and unmarked pedestrian crossing to facilitate safe and direct access as opposed to unsafe risk-taking behaviour at pedestrian desired lines to places, such as schools, parks, major community services and other destinations with high pedestrian volumes.

Minimum Greenfield Density: Means the required residential density for greenfield areas planned and approved under the Edmonton Metropolitan Region Growth Plan, measured as average dwelling unit per net residential hectare within an Area Structure Plan.*

Mitigation Measures: Means measures to eliminate, reduce or control the frequency, magnitude, severity of exposure to adverse impacts, or to minimize the potential impact of development. Mitigation for a proposed development means the elimination, reduction or control of adverse environmental impacts and agricultural impacts of new development through the use of buffering techniques. Buffering techniques are a proven tool to help mitigate and minimize conflict areas between different land uses and can be applied in a municipal statutory plan, infrastructure plan, or individual application. Examples of some buffering techniques that provide a spatial and visual barrier include: fencing (no access), landscaping, vegetated berms, municipal reserves (with appropriate fencing, signage and vegetative and spatial barriers), community agricultural plots, stormwater management facilities, ecological/vegetative buffers, increased setback requirements for new development that has the potential to create disturbance

*As defined in the Regional Growth Plan

and adversely impact an established land use that differs from the proposed land use(s).*

Mixed-use Building: Means a multi-storey building containing residential and at least one other compatible use.

Mixed-use Development: Means development that mixes compatible residential, commercial, institutional and recreational land uses within buildings or in close proximity in order to increase density, reduce development footprint through land use and improve public accessibility to amenities.*

Modal Split: Means the percentage, ratio or number of trips taken by different transportation modes, such as walking, biking, driving or taking public transportation.

Multi-modal Transportation: Means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, transit, ride share, car-pool, rail (commuter/freight), trucks, air and marine.*

Multi-storey: Means a building with at least two stories.

Multi-use Corridors: Means a dedicated land area for co-location of linear infrastructure that supports critical economic linkages and is in the public interest. May include one or more of the following: public highways and roads; electricity transmission lines; high-speed rail and rail; pipelines; water management; telecommunication towers and underground fibre-optic cables.*

Municipal Historic Resource: Means the designation by bylaw of a historic resource by Council in accordance with the *Historical Resources Act*.

Municipal Reserve: Means the definition given by the *Municipal Government Act* summarized as lands that may be used for a public park, a public recreation area, school board purposes or to separate areas of land that are used for different purposes.

N

Native Vegetation: Means vegetation that is local to a given area in geologic time. This includes plants that have developed, occur naturally, or existed for many years in an area.

Natural Area: Means natural, sensitive or scenic lands owned by the County or the Province that are identified for conservation or nature appreciation or both.

Natural Landscape: Means clusters or complexes of multiple environmental features that lie within a particular area. Together these create the natural landscape.

Negligible Impact: Means so small, trifling, or unimportant that the impact may safely be neglected or disregarded.

Neighbourhood: Means a residential area which may contain community commercial, local community services, schools and/or open space.

Nuisance: Means anything that in the opinion of the Development Authority may cause adverse effects to the amenities of the neighbourhood or interfere with the normal enjoyment of adjacent land or building. This could include that which creates or is liable to create: noise, vibration, smoke, dust, odour, heat, electrical interference, glare, light, fumes, fire, explosion, or any other hazard to health or safety; and unsightly or unsafe storage of goods, salvage, junk, waste or other materials.

O

Open Space: Means public lands that provide social and environmental benefit and may include outdoor infrastructure that provides an identity or sense of place for the community. Open space may include, but is not limited to, landscaped areas, natural areas, active

*As defined in the Regional Growth Plan

and passive recreational areas and outdoor community gathering spaces.*

P

Park: Means a use where public land is specifically designed or reserved for the general public for active or passive recreation, or for educational, cultural or aesthetic purposes, and includes, all natural areas and landscaped areas. This includes, but is not limited to: playing fields, playgrounds, picnic grounds, trails, amphitheatres, bike parks, skateboard parks, dog off-leash areas, natural areas, water features, and related accessory buildings.

Park Master Plan: Means a plan to provide direction on the development of regional parks and school sites.

Pedestrian Infrastructure: Means infrastructure specifically installed for pedestrians such as, but not limited to, traffic calming, pedestrian islands, trees, lighting, street furniture, bus shelters and wayfinding.

Pedestrian-Oriented Design: Means the use of architecture and urban form, placement of buildings, building interface with the street, environmental design, amenity areas to enhance people's overall perceptions of the street environment and create a human scale.

Pedestrian Safety Island: Means a median generally applied at locations where speeds and volumes make crossings prohibitive, or where three or more lanes of traffic make pedestrians feel exposed or unsafe in the intersection.

Pipeline: Means a pipe used to convey a substance or combination of substances, including installations associated with the pipe, but does not include: a pipe used to convey water other than water used in connection with a facility, scheme or other matter authorized under the *Oil and Gas Conservation Act* or the *Oil Sands Conservation Act*, or a coal processing plant or other matter authorized under the *Coal Conservation Act*, a pipe used to convey gas, if the pipe is operated at a maximum pressure of 700 kilopascals or less, and is not used to convey gas in connection with a facility, scheme or other matter authorized under the *Oil and Gas Conservation Act* or the *Oil Sands Conservation Act*, or a pipe used to convey sewage as per the *Alberta Pipeline Act*.

Planned Area: Means an area subject to a previously adopted statutory or non-statutory plan below the Municipal Development Plan or Intermunicipal Development Plan level outside of the Built-Up Urban Area.*

Prime Agricultural Lands: Lands that include Class 2 and 3 soils according to the Land Suitability Rating System (LSRS) used by the Government of Alberta. These lands are equivalent to Canada Land Inventory (CLI) Class 1, 2 and 3 soils. *

Priority Transit Corridor: A dedicated right-of-way or lane for transit vehicles only.

Private On-site Wastewater Services: Means on-site private systems for the management and/or treatment of wastewater as provided for in the Alberta Private Sewage Systems Standards.

Public Agriculture: Means food grown in the public spaces which is generally meant as a public or shared amenity which includes edible landscapes and community gardens.

Public Art: Means art that is placed in public spaces for community enjoyment.

Public Ride Share: Means a form of public transportation, such as a car-share or bike-share program, that may be an extension of the transit network and may utilize multi-modal transportation and integrated fares. This may include collaboration by the County with other public or private entities.

*As defined in the Regional Growth Plan

Public Transportation: Means any form of transportation that is operated or funded wholly, or in part, by the County. This includes transit and public ride share.

R

Raised Intersection: Means intersections that are flush with the sidewalk to reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

Recreation: Means activities which require active movements.

Redevelopment: Means the creation of new units, uses or lots on previously developed land in existing urban communities, including brownfield sites (See Infill and Intensification).*

Regional: Means of a scale or significance that is relevant to more than one municipality.*

Regional Growth Plan: Means the Edmonton Metropolitan Region Board's Growth Plan.

Regional Parks: Means parks servicing a specific use or need for the entire County or the region.

Residential Density, High: Means apartments greater than four storeys.*

Residential Density, Low: Means single-detached, semi-detached and duplex.*

Residential Density, Medium: Means triplex, stacked townhouses, row housing and apartments less than five storeys.*

Resilience: Means the capacity of a system to withstand and bounce back intact from environmental or human disturbances.*

Rural Character: Means qualities and characteristics regarding the historic settlement pattern of rural communities which are appreciated and valued by local residents and visitors.

S

Scale, Large: Means activities that are large in nature and extensive in scope, extent, traffic, servicing and employees. Large scale developments are those that likely require extensive upgrades to the road network.

Scale, Medium: Means activities that are medium in nature and moderate in scope, extent, traffic, servicing and employees. Medium scale developments are those that may require limited upgrades to the road network.

Scale, Small: Means activities that are minor in nature and limited in scope, extent, traffic, servicing and employees. Small scale developments are those that do not require upgrades to the road network.

School: Means a structured learning environment through which an education program is offered to a student within a building.

Seasonal Recreational Resort: Means any seasonal development containing a campground or planned recreational bare land condominium subdivision that may be serviced with privately-owned communal piped water and wastewater services for seasonal, non-permanent accommodation.

Seniors Housing: Means housing that offers services specifically catered to seniors.

Services: Means the commercial, community, and public facilities available to an area.

Services, Local Community: Means public and private facilities and/or services that support the needs of a neighbourhood including, but not limited to: libraries,

*As defined in the Regional Growth Plan

recreation centres, social and cultural services, medical offices, institutional facilities and religious services. This does not include schools.

Services, Major Community: Means large public or private facilities and/or services that support the community or the municipality including, but not limited to: libraries, indoor and outdoor recreation facilities, social and cultural services, event facilities, transit terminals, health facility and government facilities. This does not include schools.

Services, Major Public: Means large public facilities and/or services that support the everyday needs of the community or the municipality including, but not limited to: emergency services, recycle stations and major community services which are public. This does not include schools.

Severance: Means the subdivision of a portion of agricultural land that is fragmented from the remainder of the agricultural land in title, by a natural or permanent man made feature.

Small Hamlet: Means the hamlets of Antler Lake, Collingwood Cove, Half Moon Lake, Hastings Lake or North Cooking Lake.

Small Hamlet Development: Means development which meets the criteria for small hamlets.

Small Holdings Agriculture: Means the use of agricultural land for the commercial production of animals, fruits and/or vegetables, horticulture, poultry farms, dairy farms, market gardens, greenhouses and nurseries. This does not include confined feeding operations.

Stacked Parking: Means multi-story above ground parking, such as an above ground parkade.

Statutory Plan: Means a plan adopted by a municipality by bylaw in accordance with the *Municipal Government Act* including Intermunicipal Development Plans, Municipal Development Plans, Area Structure Plans and Area Redevelopment Plans.*

Stewardship Subdivision: Means the subdivision of an existing home to accommodate the transfer of lands to an environmental stewardship group or for environmental protection.

Stormwater Management Facility: Means a public utility lot designed and constructed to control and store surface water runoff up to high water level.

Sub-regional Level of Service: Means a broad base of service, office, government and institutional employment, convenience and major retail and entertainment uses, all levels of primary and secondary education and potential for satellite campuses of post-secondary institutions, major community centres and recreation facilities, local and commuter transit service, some government services, emergency medical services, hospitals or community health centres, and social and supportive services to support non-market housing. *

Synergy: Means the cooperative interaction among individuals, companies or industries to provide the value and performance that would be greater than the sum of their individual effects.

T

Tactical Urbanism: Means quick, often temporary, inexpensive projects that make a small part of the urban service area or hamlet more livable or enjoyable.

Top of Bank: Means the top of a water body's valley or ravine. Where a bank is not well defined (i.e. in the case of lakes and wetlands) the top of bank shall be equivalent to the 1:100 year floodplain.

Tourism, Agri: Means tourism with direct involvement between the tourist/consumer and the agricultural community.

*As defined in the Regional Growth Plan

Tourism, Nature-Based: Means any tourism activity/experience directly related to natural attractions or the natural environment whether for relaxation, discovery or adventure.

Town Centre: See Centres.

Transit-Controlled Location: Means any type of boarding location for transit including, but not limited to, a transit stop, transit transfer facility (on street, at grade) or transit terminal.

Transit Corridors: Means a dedicated right-of-way for transit vehicles (buses or trains) or a right-of-way for a multitude of modes. Existing and planned transit corridors would accommodate bus service and/or rail transit.*

Transit-Oriented Development: Means compact mixed-use development that has high levels of employment and/or residential densities to support higher order transit service and optimize transit investment, and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.*

Transit Stop: Means a roadside pickup and dropoff location for transit users.

Transit Terminal: Means a station which is able to accommodate multiple buses at one time. This may include park and rides.

Transit Transfer Facility, On Street, At Grade: Means a pedestrian-oriented transit-controlled location that is able to accommodate multiple buses at one time. This does not accommodate vehicle parking.

Transition/Transitioning: Means using the placement of land uses to avoid incompatibility issues.

Transportation Network: Means the system of transportation uses (i.e. roadways, public transportation, rail, air, pedestrian, etc.) that are interconnected.

U

Unabsorbed Land: Means lands that are planned for future residential, commercial or industrial development per approved statutory plans or non-statutory land use plans, but are not yet through the final two prerequisite planning approvals before becoming "shovel-ready" (i.e., zoning is not yet in place, subdivision has not yet been registered, or both).*

Urban Agriculture: Means the practice of cultivating food in an urban area. This may include, but is not limited to, urban farming, rooftop gardens, urban chickens and bees and public agriculture.

V

Viable: Means capable of enduring or operating successfully.

Village Centres: See Centres.

W

Walkability: Means a measure of how useful, safe, comfortable, and interesting an area is for a person to walk.

Water Body: Means any location where water flows or is present, whether or not the flow or the presence of water is continuous, intermittent or occurs only during a flood, and includes, but is not limited to, wetlands and aquifers.

*As defined in the Regional Growth Plan

Watercourse: Means as defined in the *Environmental Protection and Enhancement Act*:

a. the bed and shore of a river, stream, lake, creek, lagoon, swamp, marsh or other natural body of water;

b. a canal, ditch, reservoir or other artificial surface feature made by humans, whether it contains or conveys water continuously or intermittently.

This does not include a municipal stormwater management facility.

Wayfinding: Means information systems that guide pedestrians through a physical environment and enhance their understanding and experience of the space.

Wetland: Means land saturated with water long enough to promote wetland or aquatic processes or as defined by the Alberta Wetland Policy.

Y

Yardsite: Means a cluster of buildings.

SECTION 8.

GLOSSARY OF ACRONYMS

ACP
Area Concept Plan

ASP
Area Structure Plan

ARP
Area Redevelopment Plan

BRT
Bus Rapid Transit

CFO
Confined Feeding Operation

CRACP
Country Residential Area Concept Plan

EMRB
Edmonton Metropolitan Region Board

ESA
Environmentally Significant Area

IH-O
Heavy Industrial Transition Overlay

LID
Low Impact Development

LOS
Level of Service

LRT
Light Rail Transit

LUB
Land Use Bylaw

MDP
Municipal Development Plan

MGA
Municipal Government Act

MIACC
Major Industrial Accident Council of Canada

TOD
Transit-Oriented Development

UNESCO
United Nations Educational, Scientific and Cultural Organization.