

BYLAW 2-2019

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF AMENDING BYLAW 20-2017, AS AMENDED, BEING THE MUNICIPAL DEVELOPMENT PLAN.

AS it is deemed advisable to further amend Bylaw 20-2017, the Municipal Development Plan.

THEREFORE Council enacts as follows:

1. THAT the Municipal Development Plan: Forwarding Our Future. Together. attached to and forming part of Bylaw 20-2017, as amended, is further amended as follows:

1.1 delete the page containing the Table of Contents replace it with the page containing the Table of Contents attached as Schedule "A" to this bylaw;

1.2 within section 2.2. Policy Structure, under the heading "Arrangement":

(a) delete the following text:

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

and replace it with the following text:

"Objective: That the Urban Service Area – Bremner contains complete communities and complete neighbourhoods."; and

(b) delete the following text:

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

and replace it with the following text:

"Policy: Ensure complete communities and complete neighbourhoods by requiring that the Urban Service Area – Bremner contain one centrally located Town Centre.";

1.3 within section 4. Urban Service Area:

(a) delete the pages containing section 4.4 Bremner Urban Reserve Policy Area and replace them with the pages containing section 4.4 Bremner attached as Schedule "B" to this bylaw;

1.4 within section 5. Rural Service Area:

- (a) delete the pages containing section 5.8 Local Employment Policy Area and replace them with the pages containing section 5.8 Local Employment Policy Area attached as Schedule "C" to this bylaw;

1.5 within section 6.2 Implementation Items, within the topic "Standards and Studies", within the Policy Area "Urban Service Area", and within the Implementation Item column:

- (a) delete the following text:

"Complete Bremner technical documents regarding transportation, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area."

and replace it with the following text:

"Complete Bremner technical documents regarding transportation, utilities, agriculture and finance for the Urban Service Area - Bremner."; and

- (b) delete the following text:

"Complete design and construction standards specific to the Bremner Urban Reserve Policy Area are required."

and replace it with the following text:

"Complete design and construction standards specific to the Urban Service Area - Bremner."

1.6 within section 6.2 Implementation Items, under the topic "Standards and Studies", within the Policy Area "Urban Service Area", and within the Justification column:

- (a) delete the following text:

"Technical documents regarding transportation, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area are required."

and replace it with the following text:

"Technical documents regarding transportation, utilities, agriculture and finance for the Urban Service Area – Bremner are required."; and

- (b) delete the following text:

"Design and construction standards that are specific to the Bremner Urban Reserve Policy Area are required."

and replace it with the following text:

"Design and construction standards that are specific to the Urban Service Area - Bremner are required.";

1.7 within section 7. Definitions:

- (a) delete the definition of "Bremner Sub-Area Structure Plan" and replace it with the following text:

"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 and LEA Area Concept Plan. Bremner Sub-Area Structure Plans are approximately the size of a section; however, the size may be reduced or reconfigured due to natural features and major arterial streets. Bremner Sub-Area Structure Plans contain a Village Centre or the Town Centre, multiple complete neighbourhoods, and at least two Primary Community Nodes.";

- (b) after the definition of "Built-Up Urban Area" and before the definition of "Business Park", add the following text:

"Business Employment: Means light industrial uses that are able to integrate into an urban setting such as distribution centres or warehousing to promote employment opportunities.";

- (c) delete the definition of "Centre, Town" and replace it with the following text:

"Centre, Town: Means a central urban area within Bremner that provides a sub-regional level of service. It contains a series of main streets, 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 Urban Service Area - Bremner.";

- (d) delete the definition of "Centre, Village" and replace it with the following text:

"Centre, Village: Means a central urban area within a Community in Bremner that contains a main street and has a

transit-oriented development design and compact form which contains medium residential density, and may contain high residential density as well as commercial, employment, and community services that serve the local community.";

- (e) after the definition of "Community in Bremner" and before the definition of "Commuter Transit Service", add the following text:

"Community Node: Means a Primary Community Node or a Secondary Community Node.";

- (f) after the newly added definition of "Community Node" and before the definition of "Commuter Transit Service", add the following text:

"Community Node, Primary: Means a central area in a community that is inter-connected by active transportation infrastructure and contains a primary school and open space as well as at least one additional use such as a community service or an additional school site.";

- (g) after the newly added definition of "Community Node, Primary" and before the definition of "Commuter Transit Service", add the following text:

"Community Node, Secondary: Means a central area in a community that is inter-connected by active transportation infrastructure and contains a Secondary School and open space as well as at least one additional use such as a community service or an additional school site.";

- (h) delete the definition of "Complete Neighbourhood" and replace it with the following text:

"Complete Neighbourhood: Means an area within a Bremner Sub-Area Structure Plan that is approximately the size of a quarter section; however, the size may be reduced or reconfigured due to centres, open space, or street networks. Complete Neighbourhoods will contain a mix of residential and open space. They may also contain commercial, community services, and Community Nodes.";

- (i) after the definition of "Country Residential, Multi-parcel Subdivision" and before the definition of "Cumulative Risk Assessment", add the following text:

"Crime Prevention Through Environmental Design: Means the design, maintenance, and use of the built environment in order to enhance quality of life and to reduce both the incidence and

fear of crime. The three basic principles of Crime Prevention Through Environmental Design are natural surveillance, territoriality, and access control.";

- (j) after the definition of "Intensification" and before the definition of "Livestock", add the following text:

"LEA Sub-Area Structure Plan: Means an Area Structure Plan that falls within the Local Employment Policy Area and is subordinate to the Bremner and LEA Area Concept Plan.";

- (k) after the definition of "Low Impact Development" and before the definition of "Major Employment Area", add the following text:

"Main Street: Means a pedestrian priority street that acts as a destination and creates a sense of place through a mix of street-oriented land uses with high quality architectural design. The corridor of a Main Street will include separated facilities for people walking, cycling, and driving, as well as reduced speeds and boulevard trees.";

- (l) after the definition of "Major Industrial Accident Council of Canada" and before the definition of "Midblock Crosswalk", add the following text:

"Major Open Space Corridor: Means public lands that connect Pointe-Aux-Pins Creek to Oldman Creek as well as other priority wetlands, uplands, and open space areas to create a continuous open space network that loops through Bremner for people and wildlife. The Major Open Space Corridor contains an Eco-trail.";

- (m) delete the definition of "Park Master Plan" and replace it with the following text:

"Park Master Plan: Means a plan to provide direction on the development of regional parks, school sites and Community Nodes."; and

- (n) after the definition of "Planned Area" and before the definition of "Prime Agricultural Lands", add the following text:

"Plaza: Means a public square or similar open space in a built-up area where people can walk, sit and congregate.";

1.8 within section 8. Glossary of Acronyms:

- (a) after the acronym "CFO" and before the acronym "CRACP", add the following text:

"CPTED
Crime Prevention Through Environmental Design"; and

1.9 within section 9. Maps:

(a) delete the pages containing the following maps:

"MAP 1: REGIONAL SETTING
MAP 2: RURAL SERVICE AREA
MAP 3: URBAN SERVICE AREA - SHERWOOD PARK
MAP 4: URBAN SERVICE AREA - BREMNER
MAP 5: URBAN SERVICE AREA - DESIGNATIONS
MAP 6: HAMLETS
MAP 7: ENVIRONMENT
MAP 8: TRANSPORTATION INFRASTRUCTURE CONCEPT
MAP 9: WASTEWATER INFRASTRUCTURE CONCEPT
MAP 10: WATER INFRASTRUCTURE CONCEPT
MAP 11: PIPELINE CORRIDORS"

and replace them with the pages containing the maps attached as
Schedule "D" to this bylaw.

Read a first time this ____ day of _____, 2019.

Edmonton Metropolitan Region Board Approval this ____ day of _____, 2019.

Read a second time this ____ day of _____, 2019.

Read a third time this ____ day of _____, 2019.

Signed this ____ day of _____, 2019.

Mayor

Director,
Legislative and Legal Services

SCHEDULE "A" TO BYLAW 2-2019

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SCHEDULE "B" TO BYLAW 2-2019



4.4 BREMNER

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.

4.4.1 BREMNER GENERAL

Policies within this section are applicable to all policy areas within the Urban Service Area-Bremner. This section is intended to guide the Bremner and LEA Area Concept Plan and preparation of Bremner Sub-Area Structure Plans as well as provide direction for appropriate interim uses. Bremner will maintain distinctly urban and rural qualities as it evolves. Current agricultural uses will continue on lands planned for urban development until they are developed for urban growth.

Bremner Sub-Area Structure Plans represent individual communities with a distinct Town Centre or Village Centre and a series of distinct neighbourhoods. These complete communities will provide residents with a range of opportunities to meet their everyday needs within a convenient distance for walking, biking, or other active transportation modes.

► Objectives

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

1. *Is viable in the long term;*
2. *Contains complete communities and complete neighbourhoods;*
3. *Achieves compact form and transit-oriented development;*
4. *Integrates gathering spaces and areas for social interactions;*
5. *Is connected and accessible; and*
6. *Respects the natural landscape.*



► Policies Strathcona County Will



General

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

1. that the Urban Service Area-Bremner is the next greenfield area for future urban growth of the Urban Service Area.
2. the adoption of a Bremner Sub-Area Structure Plan in accordance with the Bremner and LEA Area Concept Plan prior to urban development within the Sub-Area Structure Plan area.
3. the update of the Bremner and LEA Area Concept Plan technical background documents as part of a Bremner Sub-Area Structure Plan submission.

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

4. the availability of major public services, local community services and infrastructure when establishing development phasing for the Bremner and LEA Area Concept Plan and Bremner Sub-Area Structure Plans.
5. Land Use Bylaw amendments where the proposal conforms to an adopted Bremner Sub-Area Structure Plan.
6. development where it would not be detrimental to achieving the policies and development concept of the Bremner and LEA Area Concept Plan and 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.

7. subdivision where it would not be detrimental to achieving the policies and development concept of the Bremner and LEA Area Concept Plan and where the proposal conforms to:
 - a. the subdivision policies of the Agriculture Large Holdings Policy Area; or
 - b. an adopted Bremner Sub-Area Structure Plan.

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

8. an Area Concept Plan for the Urban Service Area - Bremner which provides 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.



Community Framework

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

9. that the Urban Service Area-Bremner contain one centrally located Town Centre.
10. that the Urban Service Area-Bremner contain a minimum of four Village Centres distributed to maximize accessibility by all transportation modes.
11. that the Urban Service Area-Bremner contains a Business Park located adjacent to Highway 16 and Range Road 224.
12. that the Urban Service Area-Bremner contain a minimum of thirteen Primary Community Nodes and four Secondary Community Nodes.
13. that the Bremner and LEA Area Concept Plan delineates the boundaries of each Bremner Sub-Area Structure Plan.
14. that each Bremner Sub-Area Structure Plan is approximately the size of a section which may be reduced or reconfigured due to natural features and major arterial streets.
15. that 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 two Primary Community Nodes.
16. that Bremner Sub-Area Structure Plans delineate the boundaries of each complete neighbourhood.
17. that each complete neighbourhood is approximately the size of a quarter section which may be reduced or reconfigured due to a Village Centre or the Town Centre, open space, or street networks.
18. that complete neighbourhoods contain a mix of housing types and open space.

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

19. that all dwelling units to be within 800 metres of a Village Centre, the Town Centre, a Community Node or community commercial site.

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

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

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





Open Space

Ensure integration of gathering spaces and areas for social interaction by **requiring**:

21. that all residences are within close proximity to a park or open space network access point.

Ensure connectivity and accessibility by **requiring**:

22. the inclusion of a Major Open Space Corridor which links each Community in Bremner to Pointe-Aux-Pins Creek, Oldman Creek and the Regional Park.
23. active transportation connections from the Village Centres, the Town Centre and Community Nodes to the Major Open Space Corridor.
24. all municipal reserve owing to ultimately be dedicated as land within the Urban Service Area-Bremner.
25. the connection of active transportation infrastructure to open spaces through medium density residential, Community Nodes and commercial areas.

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

26. environmental reserves as land at the time of subdivision as identified through a biophysical assessment.
27. conservation of named creeks, such as Pointe-Aux-Pins Creek and Oldman Creek, using environmental reserves.
28. local streets, open space, stormwater management facilities or active transportation infrastructure to locate adjacent to the environmental reserves conserving Pointe-Aux-Pins and Oldman Creek subject to more details technical studies.

Promote respect for the natural landscape by **encouraging**:

29. the conservation of wetlands and integration of wetlands into stormwater management facilities.
30. the integration of public agriculture into parks and open spaces.

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

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



Agriculture

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

32. the continuation of agricultural operations until such time as urban development occurs on the parcel.
33. urban agriculture such as rooftop gardens and urban farms.

Promote integration of gathering spaces and areas for social interaction by **encouraging**:

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

4.4.2 BREMNER TRANSPORTATION

This section comprises transportation policies that apply specifically to the Urban Service Area-Bremner. Section 3.4 General Transportation also provides a broad transportation goal, objectives and policies for the entire County. Bremner's transportation network will be an inter-connected, multi-modal system that serves people driving, riding bikes, walking, and taking transit as well as goods movement in a safe and convenient manner across the plan area and into the region.

Walking is the foundation of a successful transportation network that supports complete communities. Streets should be designed so that people walking, parking, shopping, cycling, working, and driving can cross paths safely. Whether for daily commutes, or other everyday trips for people of all ages, incomes and abilities, urban residents will choose the transportation mode that is reliable, convenient, and comfortable.

Promoting public transportation 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.

► Objectives

Strathcona County's objectives are to **ensure** that Bremner's Transportation:

1. *Provides access, connectivity, and mobility by all modes of transportation;*
2. *Is designed to contribute to the safety of all users and promote healthy lifestyles;*
3. *Provides customer-focused, accessible and affordable public transportation; and*
4. *Is viable in the long term.*



► Policies Strathcona County Will



Public Transportation

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

1. the Urban Service Area-Bremner to maintain a public transportation system which includes transit service.
2. that development is phased in a logical order that facilitates transit's ability to begin transit service as soon as residences are occupied.
3. that the design of complete communities and complete neighbourhoods support a cost effective public transportation system, including transit.
4. transit terminals within Centres and the Business Park.

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

5. priority transit corridors and higher order transit service in the long term.
6. 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.

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

7. 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.

8. 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.



Rail

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

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



Transportation Network and Systems

Ensure access, connectivity, and mobility by all modes of transportation by **requiring**:

10. an inter-connected multi-modal transportation system.
11. an inter-connected active transportation infrastructure network throughout Bremner.
12. the connection of active transportation infrastructure between residential and services, as well as the Town Centre and Village Centres.
13. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.
14. services to be accessible by active transportation and public transportation at multiple location points.

15. streets be designed as complete streets within a land use context approach.
16. that transportation impact assessments incorporate 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. active transportation, multi-modal networks and modal split;
 - f. detailed multi-modal networks and modal split analysis for Village Centres and the Town Centre; and
 - g. analysis for main street areas.
17. multi-modal connections from Bremner to Sherwood Park, Ardrossan, Edmonton and Fort Saskatchewan.
18. vehicular levels of service guidelines which base level of service on the transportation goals of the policy area.
19. the utilization of the Bremner Design and Construction Standards and Bremner Transportation Plan for Bremner Sub-Area Structure Plans, Land Use Bylaw amendments, or subdivision within the boundary of the Urban Service Area Bremner.
- a. across 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.
21. 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.
22. pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

Promote transportation designed to contribute to the safety of all users by **encouraging**:

23. midblock crosswalks in combination with pedestrian safety measures.

Ensure transportation is designed to contribute to the safety of all users by **requiring**:

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



4.4.3 NEIGHBOURHOOD POLICY AREA

The Neighbourhood Policy Area encompasses the majority of residential development within the Urban Service Area - Bremner. This area provides opportunities for a diverse mix of housing forms while maintaining a focus on connectivity through the integration of grid pattern streets. Open space such as community parks and multi-use trails will provide recreation opportunities and active transportation infrastructure for residents throughout their neighbourhood. Local business and services will be integrated to support the local economy while providing services in close proximity to where people live.

Integrated into the Neighbourhood Policy Area are several Community Nodes. The main purpose of Community Nodes is to provide a location for schools and community open space. Community Nodes are divided into two separate types: Primary Community Nodes and Secondary Community Nodes. Primary Community Nodes are intended for elementary and junior high schools and complimentary services while Secondary Community Nodes are ideal locations for high schools and complementary services. In addition to schools, these nodes may integrate major community services, open space, commercial, or residential. Community Nodes act as gathering spaces and activity hubs within communities. They support healthy lifestyles by providing amenities that are walkable.

Objectives

Strathcona County's objectives are to **ensure** that the Neighbourhood Policy Area:

1. *Contains complete neighbourhoods;*
2. *Integrates gathering spaces and areas for social interaction; and*
3. *Is connected and accessible.*



Policies Strathcona County Will



Residential

Ensure complete neighbourhoods by **requiring**:

1. a balanced distribution of housing diversity within each complete neighbourhood.
2. the Bremner and LEA 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.

Promote complete neighbourhoods by **encouraging**:

3. residential to be located in close proximity to, schools, local community services, community commercial or major community services.
4. community and seniors housing within each Community in Bremner.

Support complete neighbourhoods by **considering**:

5. inclusionary housing within Bremner Sub-Area Structure Plans in close proximity to services.



Commercial

Promote complete neighbourhoods by **encouraging**:

6. the development of live-work units.

Support complete neighbourhoods by **considering**:

7. a limited amount of community commercial, business commercial, and local community services compatible with surrounding residential uses.



Community Nodes

Ensure complete neighbourhoods by **requiring**:

8. that each Bremner Sub-Area Structure Plan contains a minimum of two Primary Community Nodes that have been located to maximize residents access to local community services and schools.
9. that a minimum of three Secondary Community Nodes, dispersed evenly throughout Bremner Sub-Area Structure Plans, are included within this policy area.
10. each Primary Community Node to contain a primary school site and open space as well as at least one additional use such as another school site or a complementary use.



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11. each Secondary Community Node to contain a secondary school site and open space as well as at least one additional use such as a recreation centre or a complementary use.

12. the completion of a Park Master Plan for Community Nodes.

Promote *complete neighbourhoods by encouraging:*

13. Community Nodes to be dispersed within each Community in Bremner.
14. Community Nodes, particularly Secondary Community Nodes, to be located within close proximity to a Village Centre or the Town Centre within each Community in Bremner.
15. the joint use of municipal facilities with school boards in Community Nodes.
16. public agriculture such as community gardens and edible landscapes.

Promote *connectivity and accessibility by encouraging:*

17. Community Nodes sites to:
 - a. be located adjacent to collector streets, as opposed to arterial streets;
 - b. front onto at least two streets;
 - c. be connected to active transportation infrastructure and transit;
 - d. implement traffic calming at adjacent crossings;
 - e. be accessible from all sides;
 - f. be highly visible;
 - g. contain ample bike parking;
 - h. consider potential expansion areas; and
 - i. offer separate traffic lanes.



4.4.4 TOWN CENTRE POLICY AREA

This policy area comprises Bremner's Urban Centre as per the Regional Growth Plan. The Town Centre will provide a sub-regional level of service. It is centrally located within Bremner and will contain a diverse mix of uses including major commercial, major community services, open space, and educational uses that serve the entire plan area and the sub-region, in conjunction with the adjacent Regional Park.

The Town Centre will contain high density residential, community housing, and seniors housing, as well as a transit terminal that will connect Bremner to the rest of the County and surrounding areas.

► Objectives

Strathcona County's objectives are to **ensure** that the Town Centre Policy Area:

1. *Contains compact development with a diverse mix of uses;*
2. *Provides a sub-regional level of service;*
3. *Integrates gathering spaces and areas for social interaction; and*
4. *Is connected and accessible.*



► Policies Strathcona County will:



General

Ensure compact development with a diverse mix of uses by **requiring**:

1. the Bremner and LEA 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.

Promote compact development with a diverse mix of uses by **encouraging**:

2. the Town Centre for the Urban Service Area - Bremner to meet or exceed the aspirational Centres Density Target outlined in the Regional Growth Plan.

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

3. that the Town Centre provides services for both Strathcona County and the larger region.

Land Use



Ensure compact development with a diverse mix of uses by **requiring**:

4. an intense mix of land uses throughout the Town Centre including residential, commercial and community services.

Promote compact development with a diverse mix of uses by **encouraging**:

5. mixed-use buildings that contain two or more uses including medium density residential, high density residential, commercial, local community services, or major community services.
6. employment opportunities that are compatible with residential to locate within the Town

The Town Centre will provide a sub-regional level of service.



Centre.

Promote the integration of gathering spaces and areas for social interaction by **encouraging**:

7. the inclusion of publicly accessible plazas and urban parks throughout the Town Centre.

Design



Ensure compact development with a diverse mix of uses by **requiring**:

8. that buildings in the Town Centre are multi-storey or have the appearance of multiple storeys.

Ensure connectivity and accessibility by **requiring**:

9. the Bremner and LEA Area Concept Plan and Bremner Sub-Area Structure Plan(s) for the Town Centre to include Urban Design policies that support pedestrian-oriented design in the Town Centre.
10. an on-street, at-grade, transit transfer facility

or transit terminal within the Town Centre surrounded by transit-oriented development.

11. the design of the Town Centre to orient towards main street(s).
12. buildings fronting onto a main street to:
 - a. frame the street; and
 - b. have a zero setback at the ground floor level or provide amenity space within a larger setbacks.
13. that parking be located underground, stacked or on the street.
14. that only on-street parking is visible along streets by shielding on-site parking.

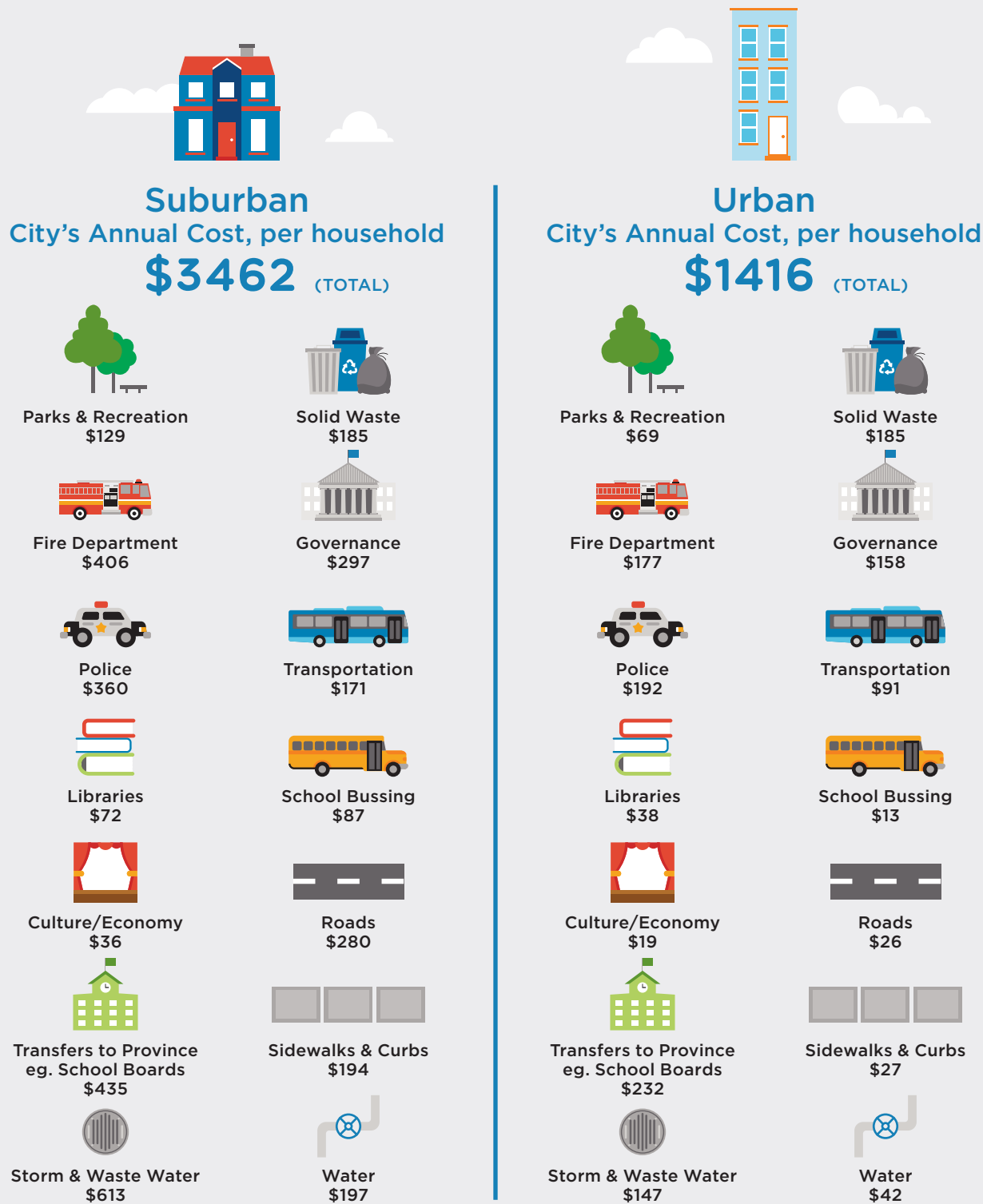
Promote connectivity and accessibility by **encouraging**:

15. all buildings within the Town Centre to:
 - a. frame the streets; and
 - b. have minimal setbacks at the ground floor level or provide amenity space within larger setbacks.



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.



*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.

4.4.5 VILLAGE CENTRE POLICY AREA

Bremner will contain four Village Centres. Village Centres are service areas within a community that contain a main street and a mix of complementary land uses and activities in a compact form where the needs of daily life can be met within a convenient walking distance. They are characterized by a mix of uses including medium to high density residential housing, commercial services, and local community services. Village Centres focus on the provision of public transit opportunities and an active public realm.

► Objectives

Strathcona County's objectives are to **ensure** that the Town Centre Policy Area:

1. *Contains compact development with a diverse mix of uses;*
2. *Integrates gathering spaces and areas for social interaction; and*
3. *Is connected and accessible.*



► Policies Strathcona County will:



General

Ensure compact development with a diverse mix of uses by **requiring**:

1. the Bremner and LEA 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;
 - i. local or 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.



Land Use

Ensure compact development with a diverse mix of uses by **requiring**:

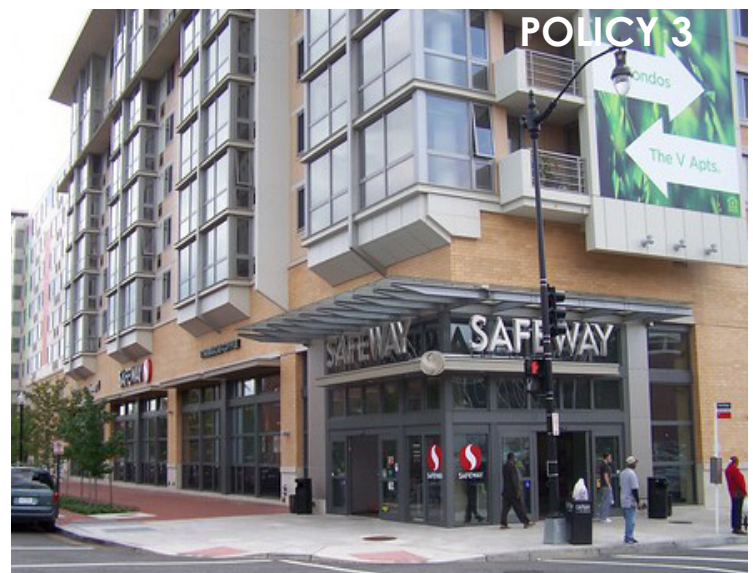
2. a mix of land uses throughout each Village Centre, including residential, commercial and community services.

Promote compact development with a diverse mix of uses by **encouraging**:

3. mixed-use buildings that contain one or more uses including medium density residential, high density residential, commercial, local community services, or major community services.
4. employment opportunities that are compatible with residential to locate within Village Centres.

Promote the integration of gathering spaces and areas for social interaction by **encouraging**:

5. the inclusion of publicly accessible plazas and urban parks throughout each Village Centre.





Design

Promote compact development with a diverse mix of uses by **encouraging**:

6. that buildings are multi-story or have the appearance of multiple storeys.
7. that parking be stacked, located underground or on the street.

Ensure connectivity and accessibility by **requiring**:

8. the design of Village Centres to orient to main street(s).
9. buildings fronting onto a main street to:
 - a. frame the street; and
 - b. have a zero setback at the ground floor level or provide amenity space within a larger setbacks.
10. that only on-street parking is visible along main streets by shielding on-site parking.
11. the Bremner and LEA Area Concept Plan and

Bremner Sub-Area Structure Plans, which include a Village Centre, include Urban Design policy that supports pedestrian-oriented design for the Village Centres.

12. an on-street, at grade, transit transfer facility or transit terminal within the Village Centre surrounded by transit-oriented development.

Promote connectivity and accessibility by **encouraging**:

13. all buildings within the Town Centre to:
 - a. frame the streets; and
 - b. have minimal setbacks at the ground floor level or provide amenity space within a larger setbacks.



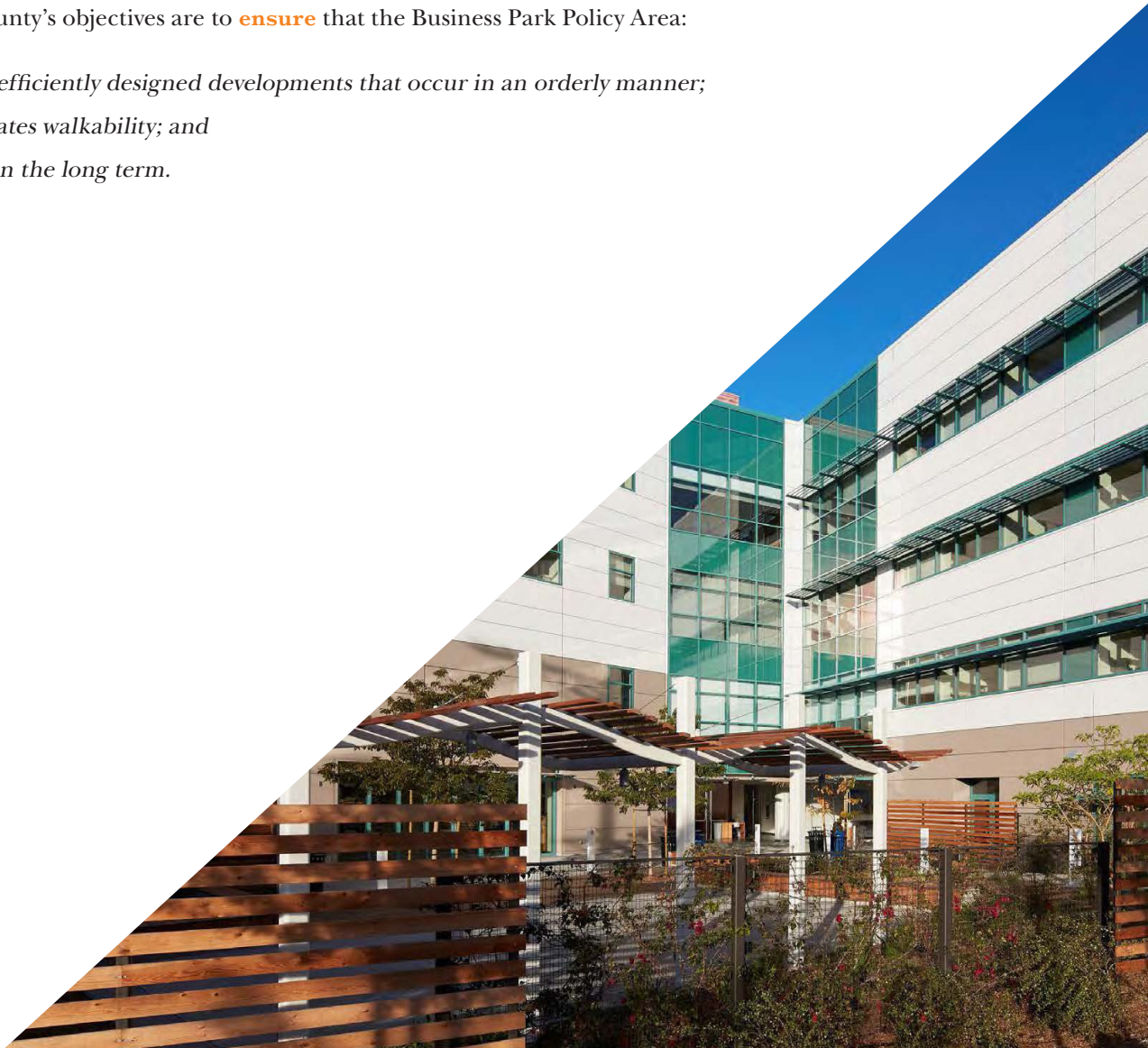
4.4.6 BUSINESS PARK POLICY AREA

The Business Park Policy Area consists primarily of Business Employment uses with limited convenience commercial services that support industrial development. As a main entry point into the community, development surrounding the future interchange will be of a high architectural quality. This area does not include residential, but provides opportunities for employment to surrounding residents. Included within the Business Park is a transit controlled location to ensure that employment can be accessed by various modes of transportation.

Objective

Strathcona County's objectives are to **ensure** that the Business Park Policy Area:

1. *Includes efficiently designed developments that occur in an orderly manner;*
2. *Incorporates walkability; and*
3. *Is viable in the long term.*



Policies Strathcona County Will



General

Support efficiently designed developments that occur in an orderly manner by **considering**:

1. development parcels of varying sizes to provide an array of opportunities.



Land Use

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

2. nuisances such as odor, dust, smoke, particulate matter, lighting, electrical interference, gas fumes, waste materials, and/or noise are mitigated.

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

3. light industrial uses that are able to integrate into an urban setting such as distribution centres or warehousing to promote employment opportunities.
4. business commercial associated with light industrial.

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

5. a limited amount of convenience commercial to primarily serve employees and businesses within the Business Park.



Design

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

6. high quality landscaping and building design adjacent to Highway 16.
7. that buildings and landscaping placed adjacent to major transportation corridors act as a

buffer to parking and loading areas within the interior of the site.

8. landscaping between industrial and other land uses that provides a buffer to transition to incompatible uses.

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

9. convenience commercial to locate adjacent to residential and Village Centres.
10. high quality architecture and increased architectural standards adjacent to major transportation corridors.

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

11. active transportation infrastructure to and within the Business Park.
12. the inclusion of public or private open spaces and plazas to provide opportunities for employees to gather.



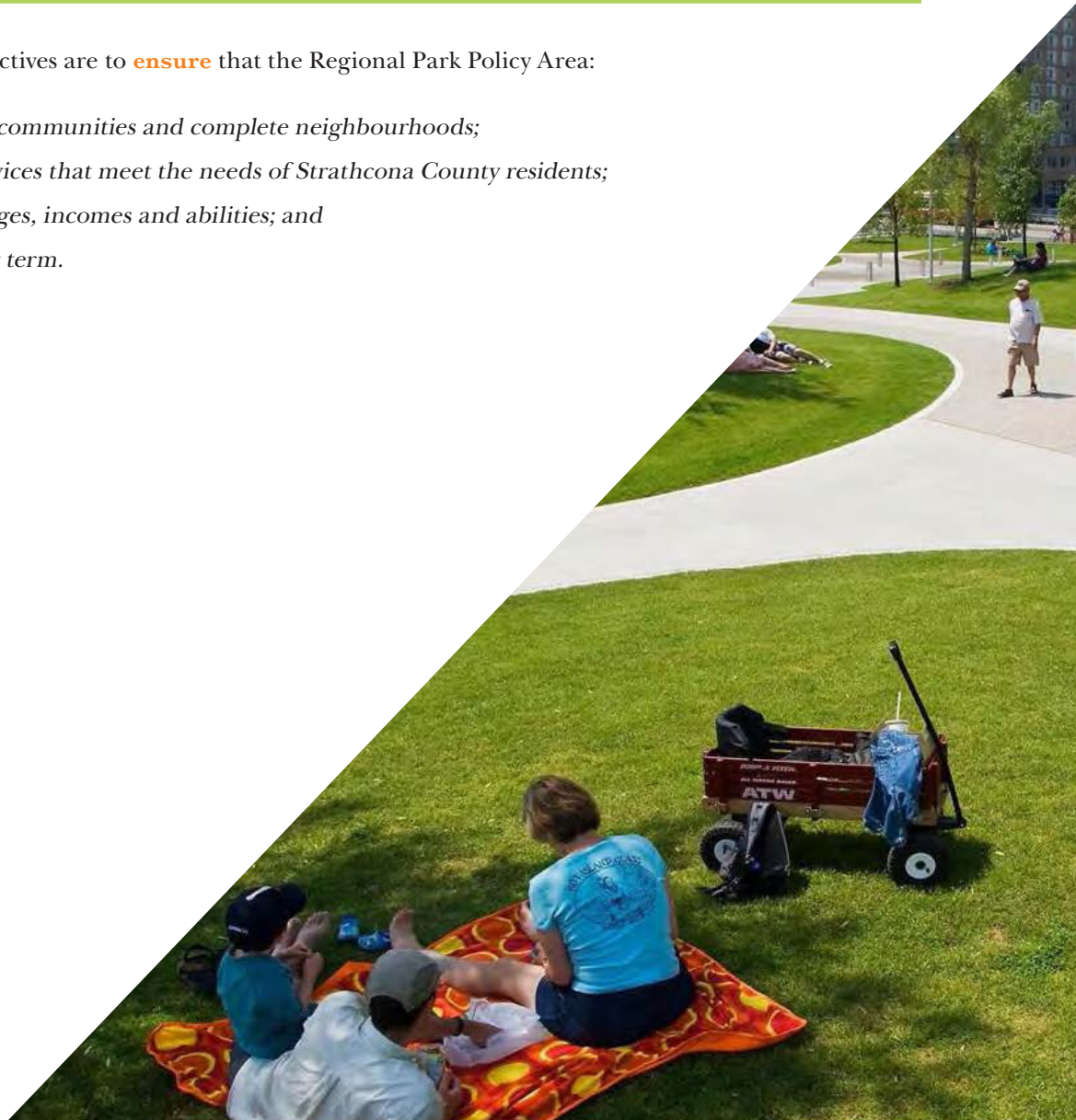
4.4.7 REGIONAL PARK POLICY AREA

The Regional Park provides a central community space for residents of Bremner, Strathcona County and the region. As an extension of both the Town Centre and the Major Open Space Corridor, this area is highly accessible to the areas densest population base. The Regional Park contains a significant wetland area that can serve as amenity space. The inclusion of a Secondary Community Node in addition to other community services will provide the area with both indoor and outdoor community spaces.

► Objectives

Strathcona County's objectives are to **ensure** that the Regional Park Policy Area:

1. *Contains complete communities and complete neighbourhoods;*
2. *Provides public services that meet the needs of Strathcona County residents;*
3. *Is accessible to all ages, incomes and abilities; and*
4. *Is viable in the long term.*



► Policies Strathcona County Will



General

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

1. that the Regional Park be located adjacent to the Town Centre and Oldman Creek.
2. that the Regional Park be linked to the Major Open Space Corridor.
3. the completion of a Park Master Plan for the Regional Park.



Land Use

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

4. public agriculture such as community gardens and edible landscapes.
5. that uses within the regional park provide the maximum benefit and usability to all residents through flexible adaptive spaces for all ages, incomes and abilities.
6. that uses within the regional park transition through all four seasons.
7. community housing, seniors housing, residential, commercial, or mixed-use development where synergies are provided between these uses and school or community services.
8. that the Regional Park include a Secondary Community Node, park space, major community services and other complimentary uses.



9. the Secondary Community Node to:
- a. to be located adjacent to collector streets, as opposed to arterial streets;
 - b. front onto at least two streets;
 - c. be connected to active transportation infrastructure and transit;
 - d. implement traffic calming at adjacent crossings;
 - e. be accessible from all sides;
 - f. be highly visible;
 - g. contain ample bike parking;
 - h. consider potential expansion areas; and
 - i. offer separate traffic lanes.



Design

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

- 10. that the Regional Park be sized to serve as a sub-regional destination.

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

- 11. that active transportation connections are made to and through the Regional Park.



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.

SCHEDULE "C" TO BYLAW 2-2019

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. The Bremner and LEA Area Concept Plan further defines the land use, employment opportunities and infrastructure needed to service portions of 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. that new developments be designed to mitigate potential land use conflicts with adjacent lands outside of the Local Employment Policy Area.
2. high quality landscaping and building design adjacent to Highway 16, Highway 21 and the Country Residential Policy Area.
3. an Area Concept Plan for the portion of the Local Employment Policy Area located south of Highway 16 which provides direction on all of the following:
 - a. Sub-Area Structure Plan requirements;
 - b. transitioning and buffering;
 - c. landscaping and design along major transportation corridors;
 - d. light/medium industrial;
 - e. convenience commercial;
 - f. employment opportunities;
 - g. major public services;
 - h. subdivision and staging;
 - i. agricultural operations;
 - j. environmental conservation;
 - k. open space linkages;
 - l. multi-modal transportation; and
 - m. infrastructure, including low impact development for cold weather climates and alternative energy systems.
4. the update of the Bremner and LEA Area Concept Plan technical background documents as part of a Sub-Area Structure Plan submission within the area located south of Highway 16.
5. an Area Structure Plan for the portion of the Local Employment Policy Area located North of Highway 16 which provides direction on:
 - a. transitioning and buffering;
 - b. landscaping and design along major transportation corridors;
 - c. agri-business/industrial;
 - d. major public services;
 - e. subdivision and staging;
 - f. agricultural operations;
 - g. environmental conservation;
 - h. open space linkages;
 - i. multi-modal transportation; and
 - j. infrastructure, including low impact development for cold weather climates and alternative energy systems.

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

6. Land Use Bylaw amendments where the proposal conforms to:
 - a. a Sub-Area Structure Plan;
 - b. an Area Structure Plan; or
 - c. a conceptual scheme that was adopted by Council prior to the effective date of this plan.
7. development where the proposal conforms to:
 - a. the use regulations of the Agriculture Large Holdings Policy Area; or
 - b. a Sub-Area Structure Plan;
 - c. an Area Structure Plan; or
 - d. a conceptual scheme that was adopted by Council prior to the effective date of this plan.



8. subdivision where the proposal conforms to:

- a. the subdivision policies of the Agriculture Large Holdings Policy Area; or
- b. a Sub-Area Structure Plan; or
- c. an Area Structure Plan; or
- d. a conceptual scheme that was adopted by Council prior to the effective date of this plan.



Local Employment

Ensure opportunities for local employment by requiring:

- 9. the incorporation of light and medium industrial uses that are generally incompatible to an urban setting and do not require an urban level of service.

Support opportunities for local employment by considering:

- 10. a limited amount of convenience commercial south of Highway 16 where it primarily serves employees and businesses within the area and does not require an urban level of service.



Agriculture

Support viability in the long term by considering:

- 11. interim agricultural operations.

Promote opportunities for local employment by encouraging:

- 12. the development of small, medium and large scale agri-tourism.
- 13. the development of small, medium and large scale agriculture support services, agricultural product processing and associated sales.



Residential

Ensure opportunities for local employment by requiring:

- 14. new residential to locate outside of the Local Employment Policy Area.





Open Space, Services and Schools

Ensure opportunities for local employment by **requiring**:

15. the dedication of municipal reserve 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 Active Transportation Strategy; or
 - c. as land where identified within an Area Concept Plan.
16. new schools that service the Local Employment Policy Area to locate in Ardrossan or the Urban Service Area.

Promote opportunities for local employment by **encouraging**:

17. major public services compatible with industrial development such as recycle stations and fleet services.

Support opportunities for local employment by **considering**:

18. new local community services that service the Local Employment Policy Area or Ardrossan where the zoning for such a use was established prior to the adoption of the Bremner and LEA Area Concept Plan.



Conservation

Ensure the retention of natural landscapes by **requiring**:

19. 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**:

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.



Transportation and Utilities

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

23. that development south of Highway 16 has rural water servicing and on-site wastewater servicing unless otherwise specified within municipal and provincial standards and regulations.
24. that development north of Highway 16 has servicing which meets the requirements of municipal and provincial standards and regulations.
25. that all new parcels have access to a roadway.
26. a road network that allows for the safe and timely movement of industrial equipment and goods.
27. active transportation infrastructure to and within the Local Employment Policy Area.
28. high quality landscaping and building design adjacent to Highway 16.



Encourage viability in the long term by **promoting**:

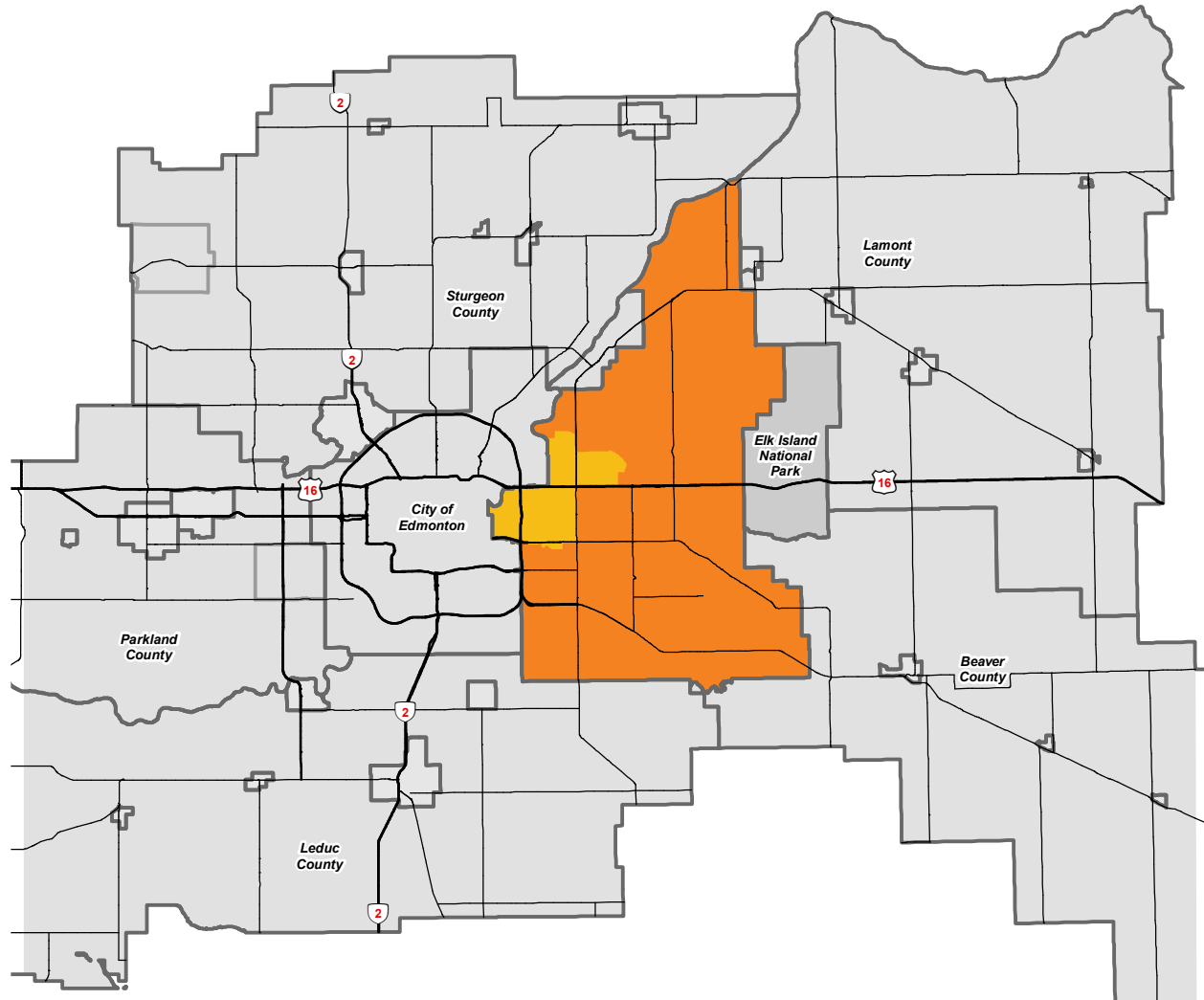
29. initiatives to extend railway spurs, with safeguards, as a means of enhancing economic development.

SCHEDULE "D" TO BYLAW 2-2019

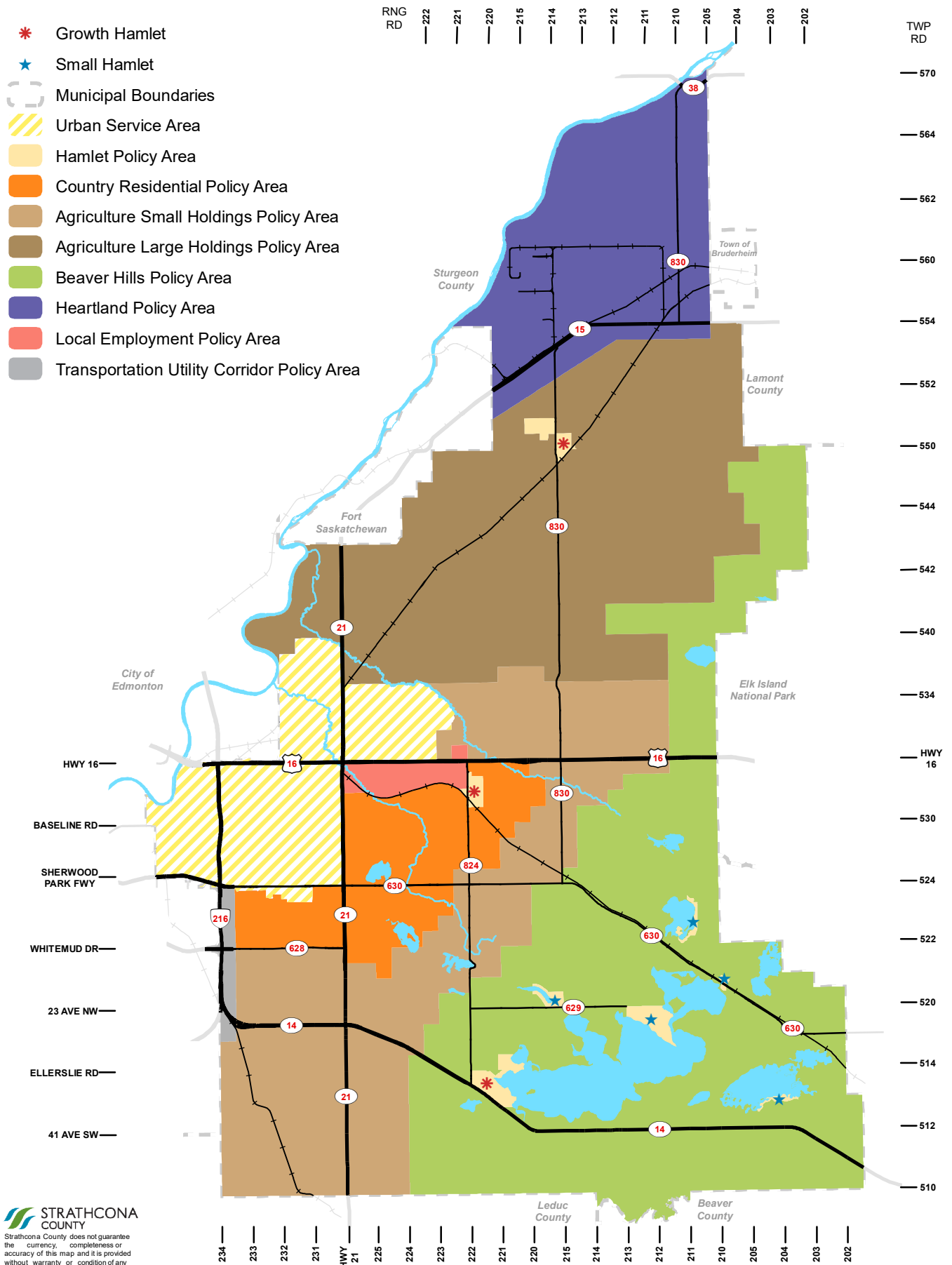
MAP 1: REGIONAL SETTING



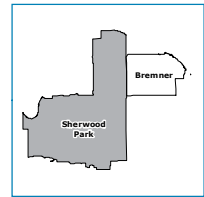
-  Strathcona County
-  Urban Service Area



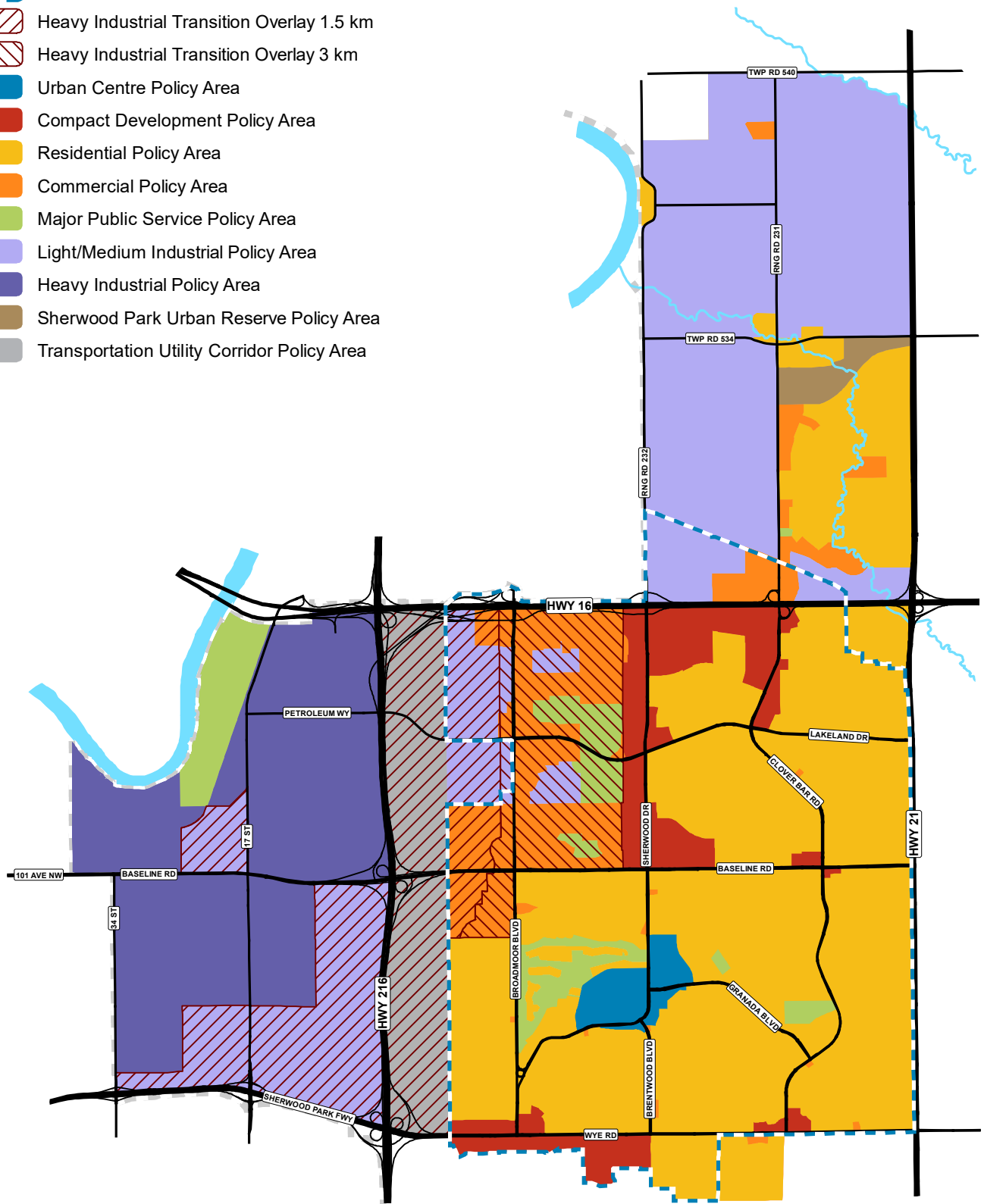
MAP 2: RURAL SERVICE AREA



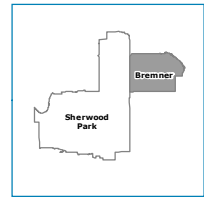
MAP 3: URBAN SERVICE AREA - SHERWOOD PARK



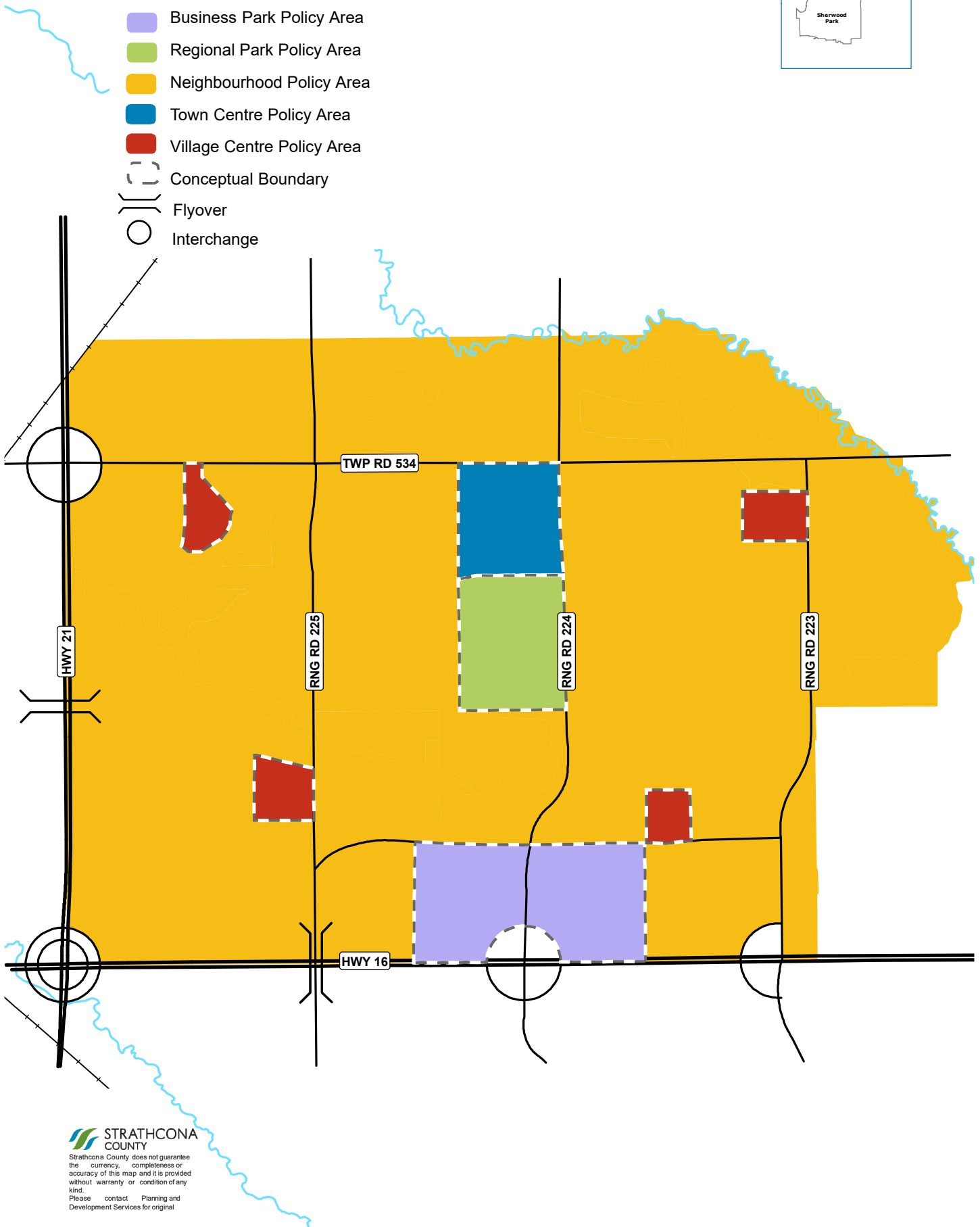
- Municipal Boundaries
- Built-Up Urban Area
- Heavy Industrial Transition Overlay 1.5 km
- Heavy Industrial Transition Overlay 3 km
- Urban Centre Policy Area
- Compact Development Policy Area
- Residential Policy Area
- Commercial Policy Area
- Major Public Service Policy Area
- Light/Medium Industrial Policy Area
- Heavy Industrial Policy Area
- Sherwood Park Urban Reserve Policy Area
- Transportation Utility Corridor Policy Area



MAP 4: URBAN SERVICE AREA - BREMNER







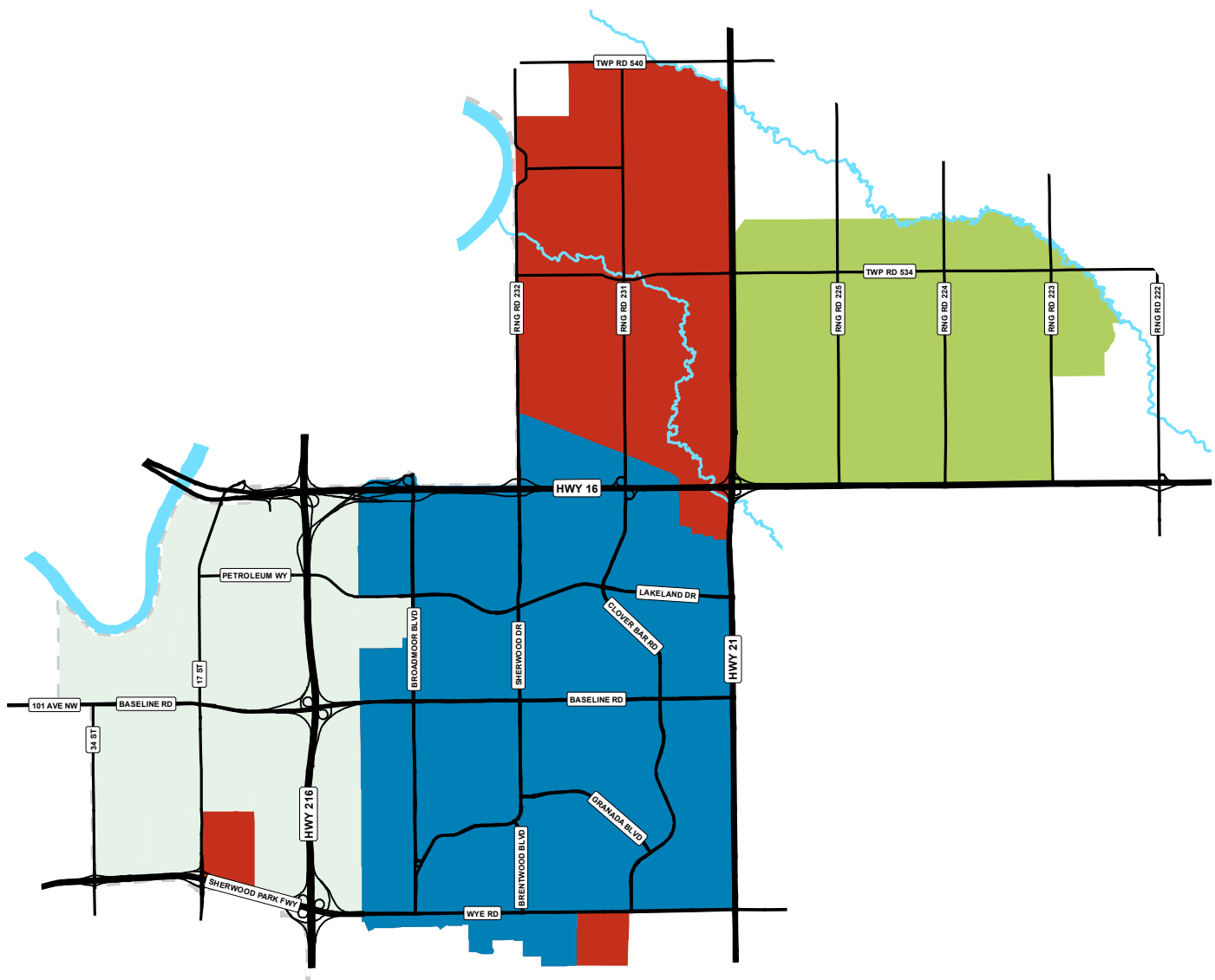
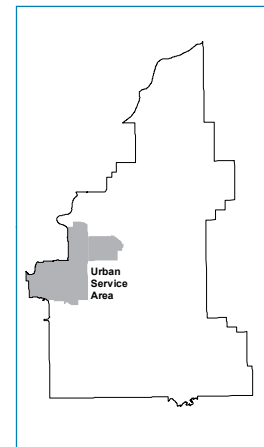
- Business Park Policy Area
- Regional Park Policy Area
- Neighbourhood Policy Area
- Town Centre Policy Area
- Village Centre Policy Area
- Conceptual Boundary
- Flyover
- Interchange



MAP 5: URBAN SERVICE AREA - DESIGNATIONS



-  Municipal Boundaries
-  Built-Up Urban Area
-  Planned Areas
-  Greenfield Area




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MAP 6: HAMLETS




 Municipal Boundaries

 Urban Service Area

Growth Hamlets

 Ardrossan

 Josephburg


 South Cooking Lake

Small Hamlets

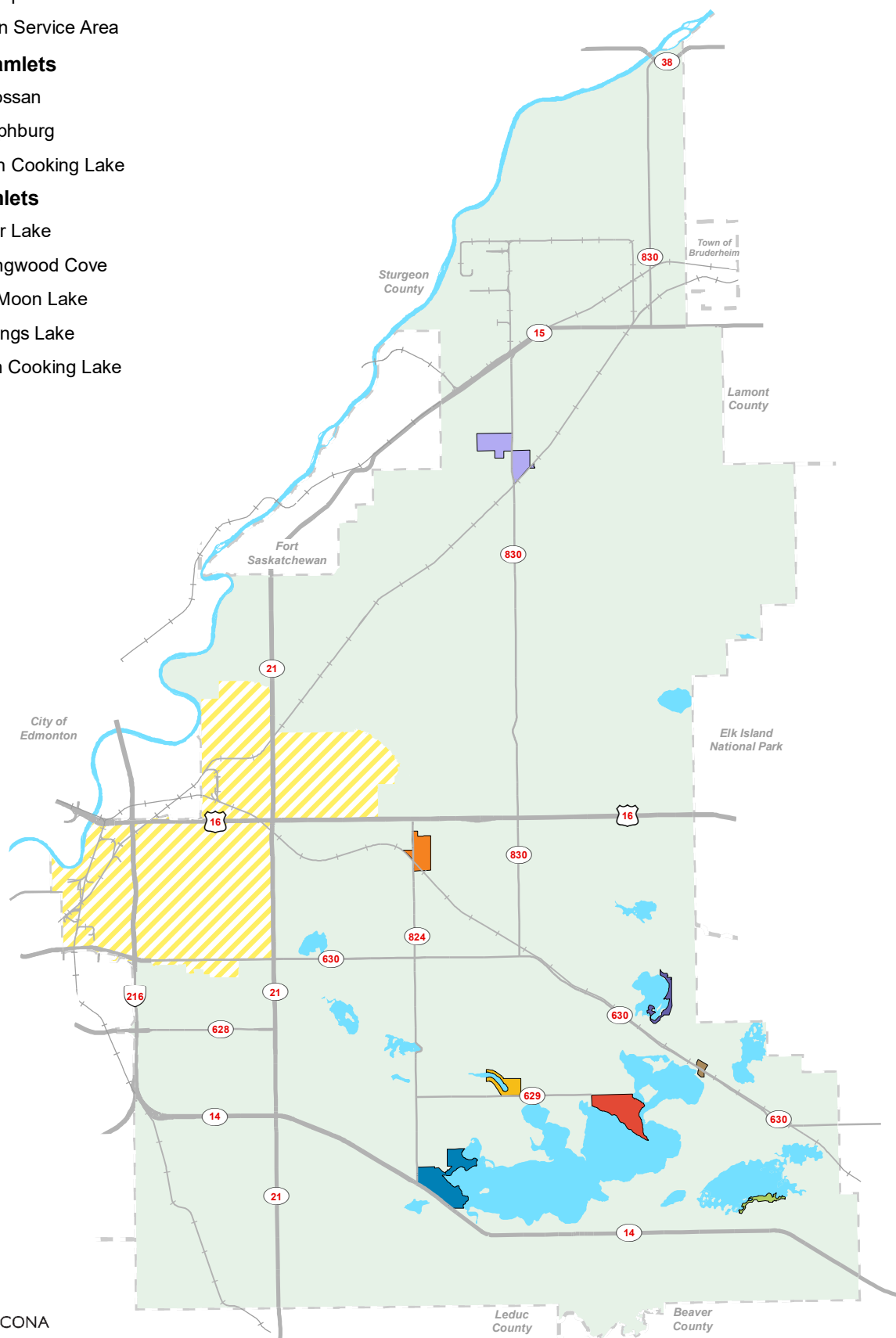
 Antler Lake

 Collingwood Cove

 Half Moon Lake

 Hastings Lake

 North Cooking Lake











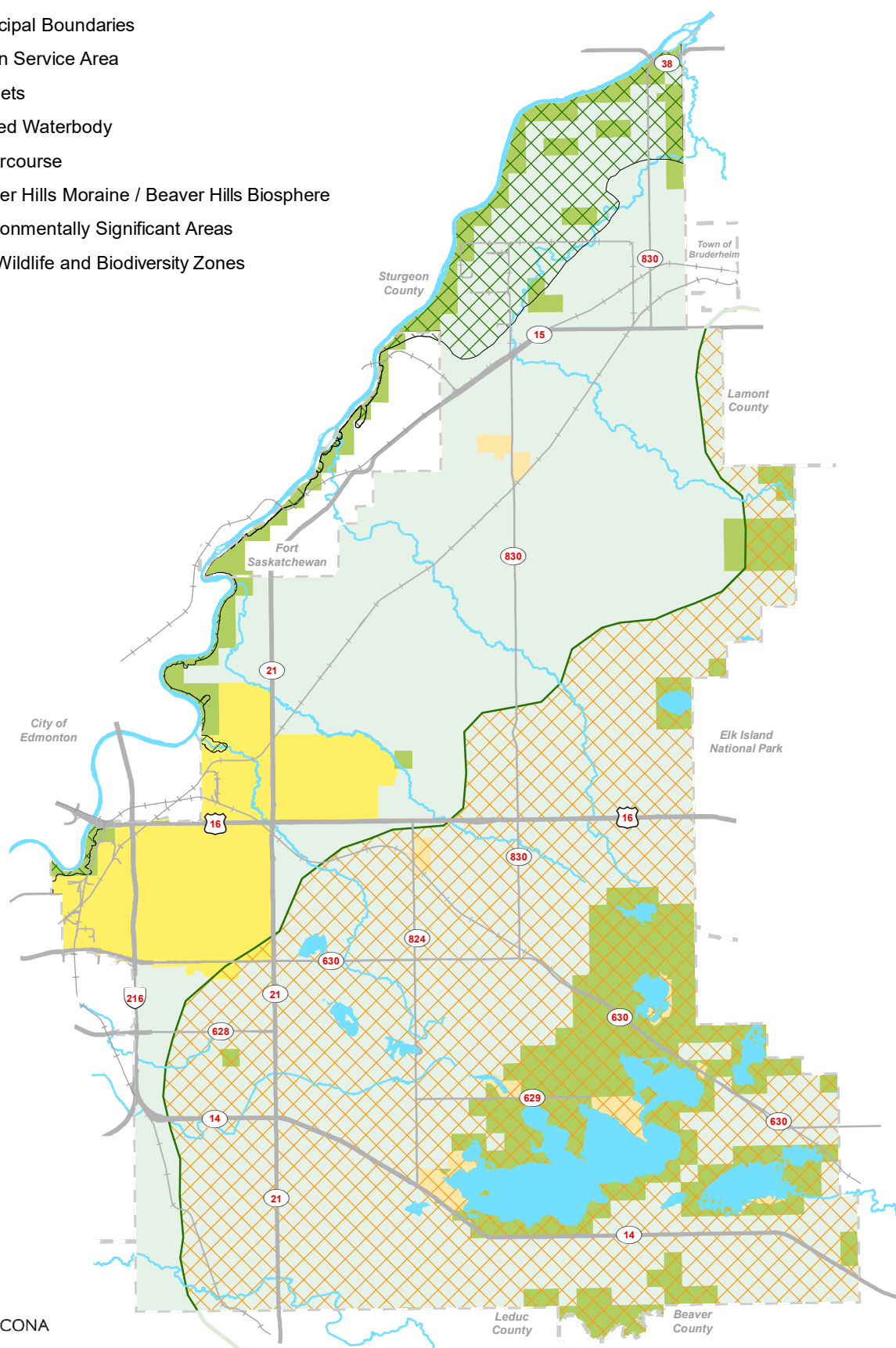
 STRATHCONA
COUNTY

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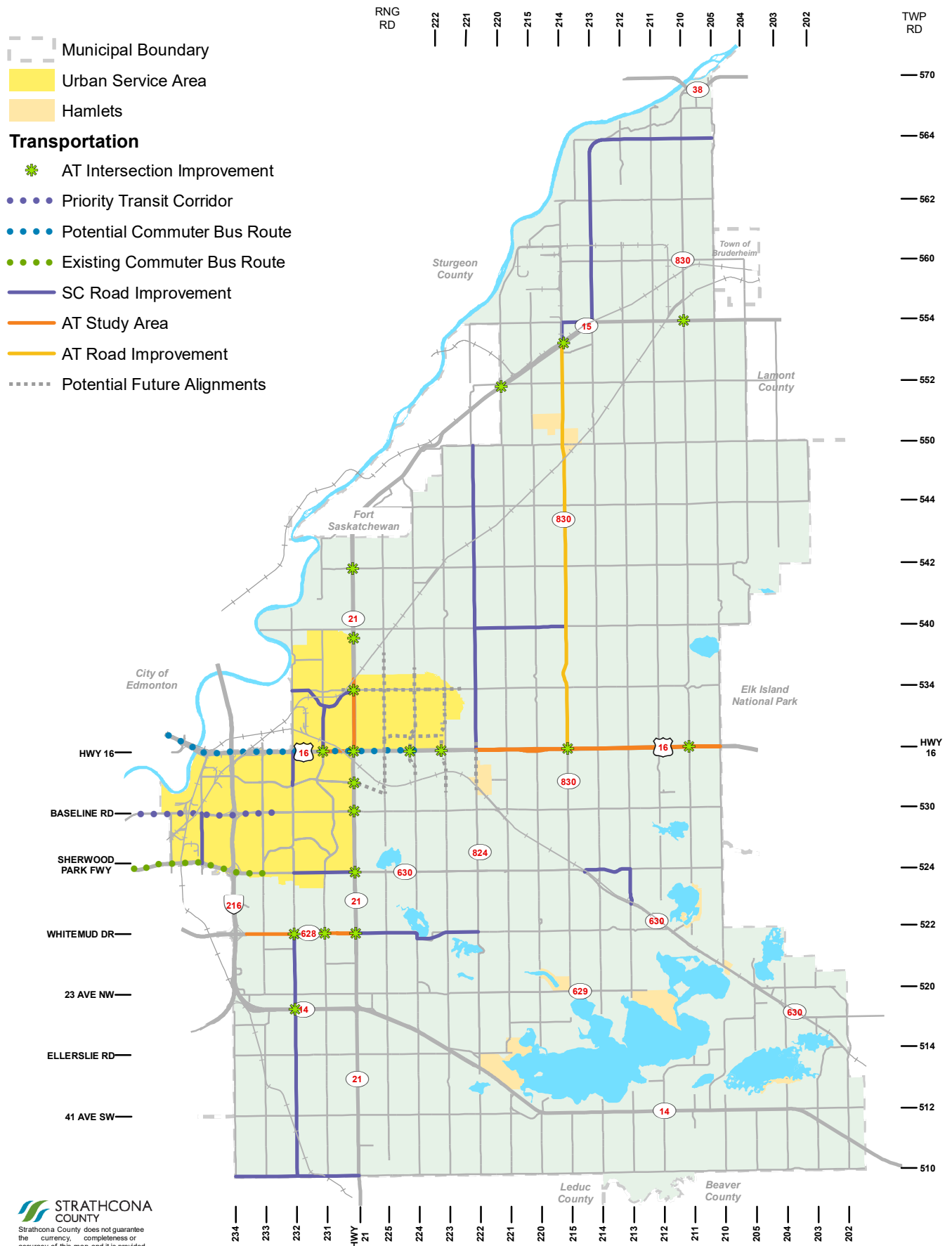
MAP 7: ENVIRONMENT



-  Municipal Boundaries
-  Urban Service Area
-  Hamlets
-  Named Waterbody
-  Watercourse
-  Beaver Hills Moraine / Beaver Hills Biosphere
-  Environmentally Significant Areas
-  Key Wildlife and Biodiversity Zones



MAP 8: TRANSPORTATION INFRASTRUCTURE CONCEPT



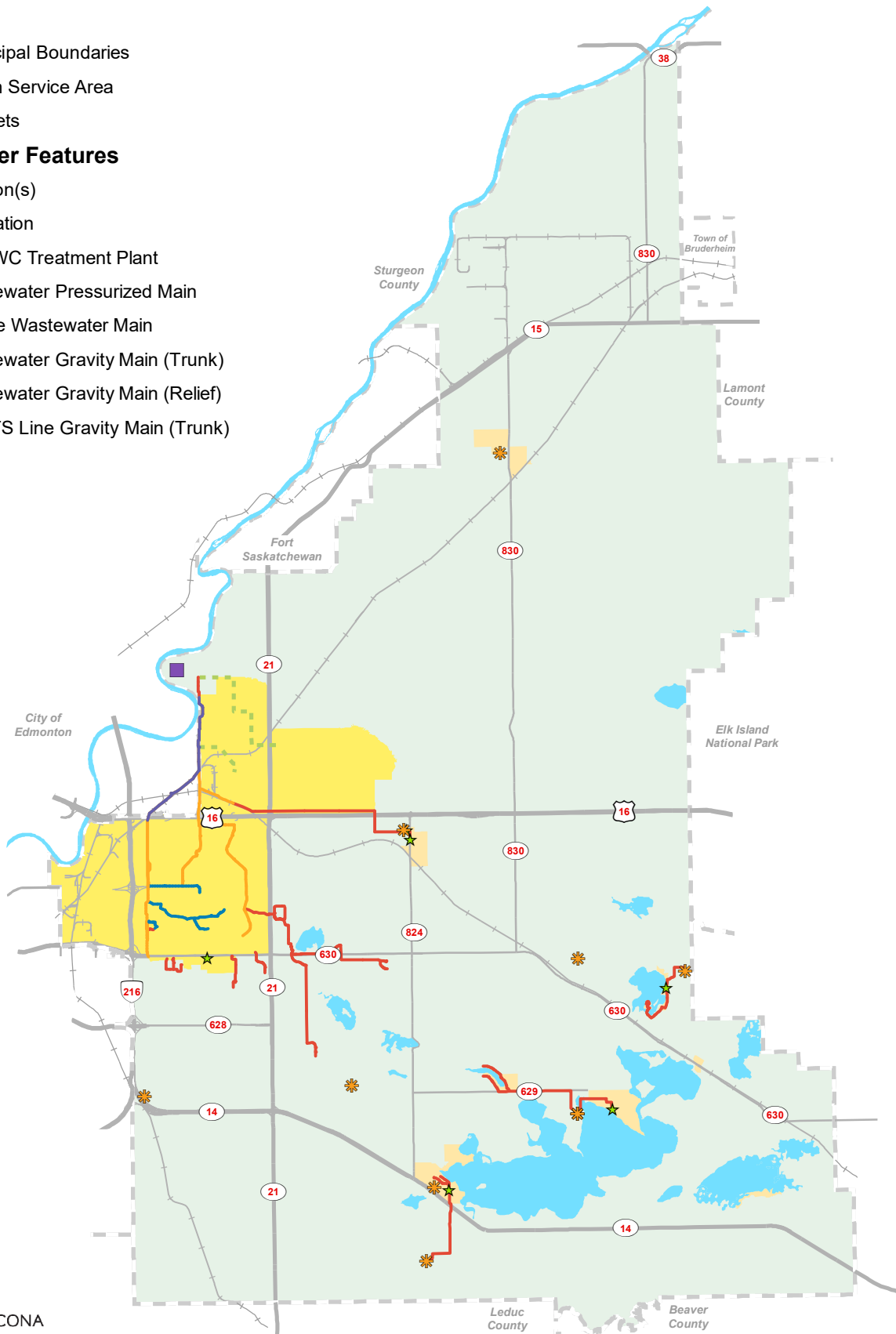
MAP 9: WASTEWATER INFRASTRUCTURE CONCEPT



- Municipal Boundaries
- Urban Service Area
- Hamlets

Wastewater Features




- Lagoon(s)
- Lift Station
- ACRWC Treatment Plant
- Wastewater Pressurized Main
- Future Wastewater Main
- Wastewater Gravity Main (Trunk)
- Wastewater Gravity Main (Relief)
- SERTS Line Gravity Main (Trunk)



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MAP 10: WATER INFRASTRUCTURE CONCEPT






-  Municipal Boundaries
-  Urban Service Area
-  Hamlets

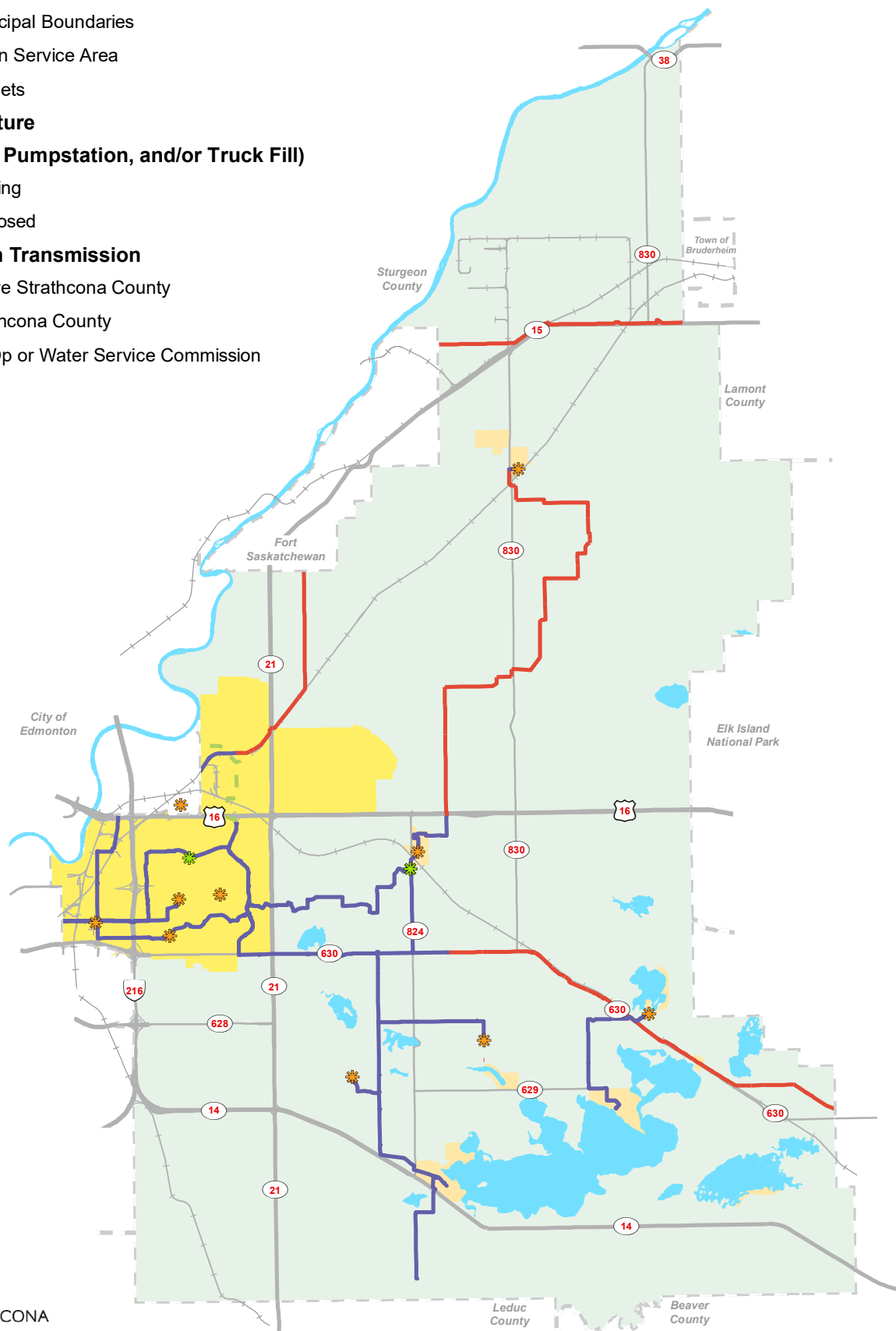
Water Feature

(Reservoir, Pumpstation, and/or Truck Fill)

-  Existing
-  Proposed

Watermain Transmission






-  Future Strathcona County
-  Strathcona County
-  Co-Op or Water Service Commission








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MAP 11: PIPELINE CORRIDORS



-  Municipal Boundaries
-  Urban Service Area
-  Hamlets
-  Transportation/Utility Corridor
-  Heartland Policy Area

Pipeline Corridors

-  North
-  Northeast
-  Northeast Alternate
-  Northeast Penetrator Pipeline
-  South

