



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.



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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.

POLICY 26





- 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 facility(ies) 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

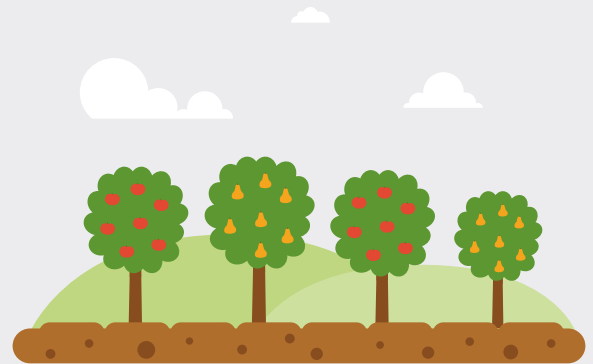
Ensure complete communities and neighbourhoods by **requiring**:

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.





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**:

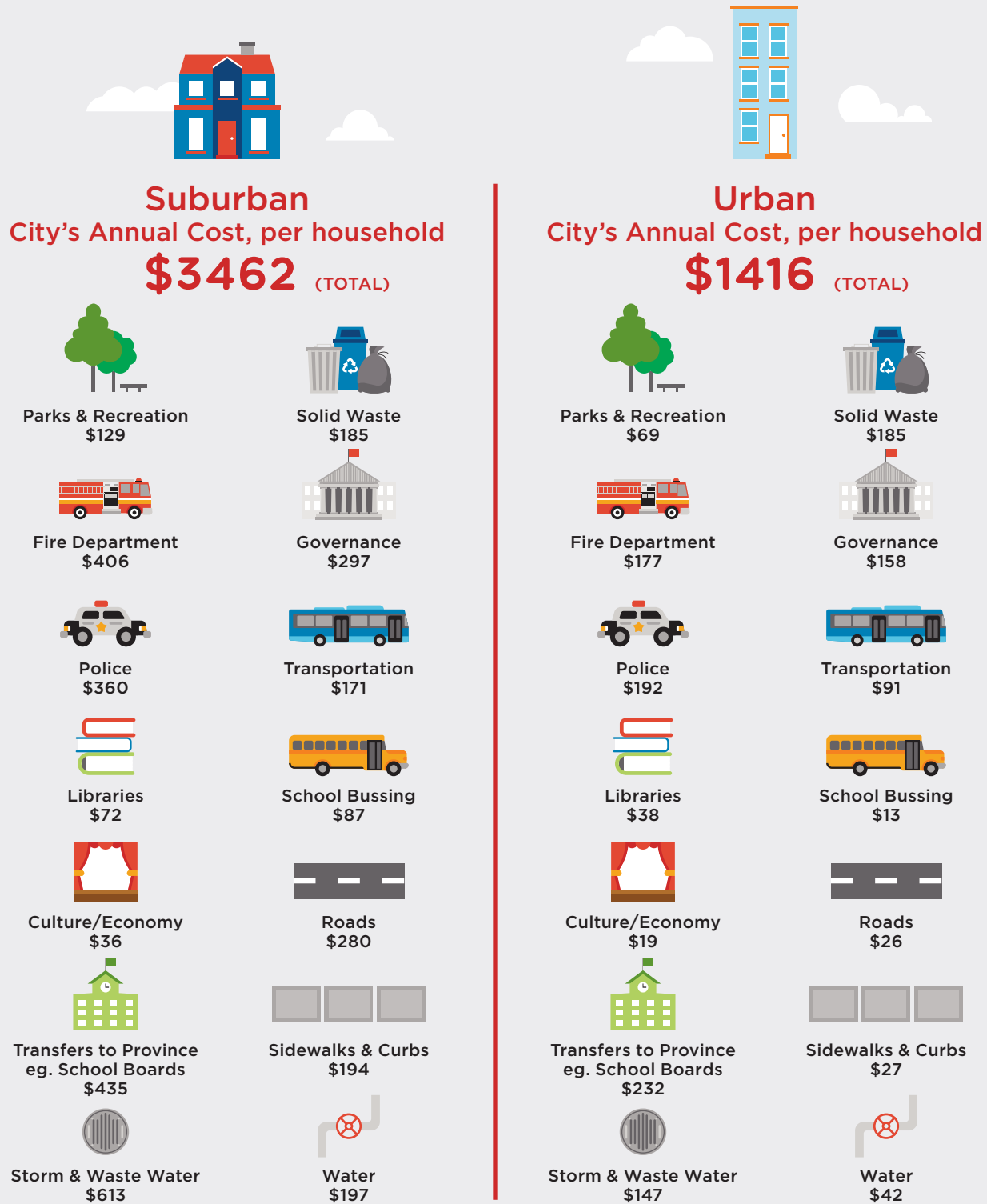
- 72. an inter-connected multi-modal transportation system.
- 73. an interconnected active transportation infrastructure network throughout Bremner.
- 74. the connection of active transportation infrastructure between residential and services, as well as the town centre and village centres.
- 75. vehicular 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.



*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.

