

BYLAW 3-2019

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING AN AREA STRUCTURE PLAN.

AS:

- A. section 633 of the *Municipal Government Act*, RSA 2000, c M-26, as amended, enables council to adopt by bylaw an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land; and
- B. it is deemed advisable to adopt an area structure plan for the Bremner and Local Employment Area (LEA) Area.

THEREFORE Council enacts as follows:

- 1. This Bylaw may be cited as the "Bremner and LEA Area Concept Plan".
- 2. The document entitled "Bremner and LEA Area Concept Plan" attached to this Bylaw as Schedule "A" is hereby adopted as an area structure plan pursuant to the *Municipal Government Act*, RSA 2000, c M-26, as amended.

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



Bremner & LEA

AREA CONCEPT PLAN

BYLAW 3-2019



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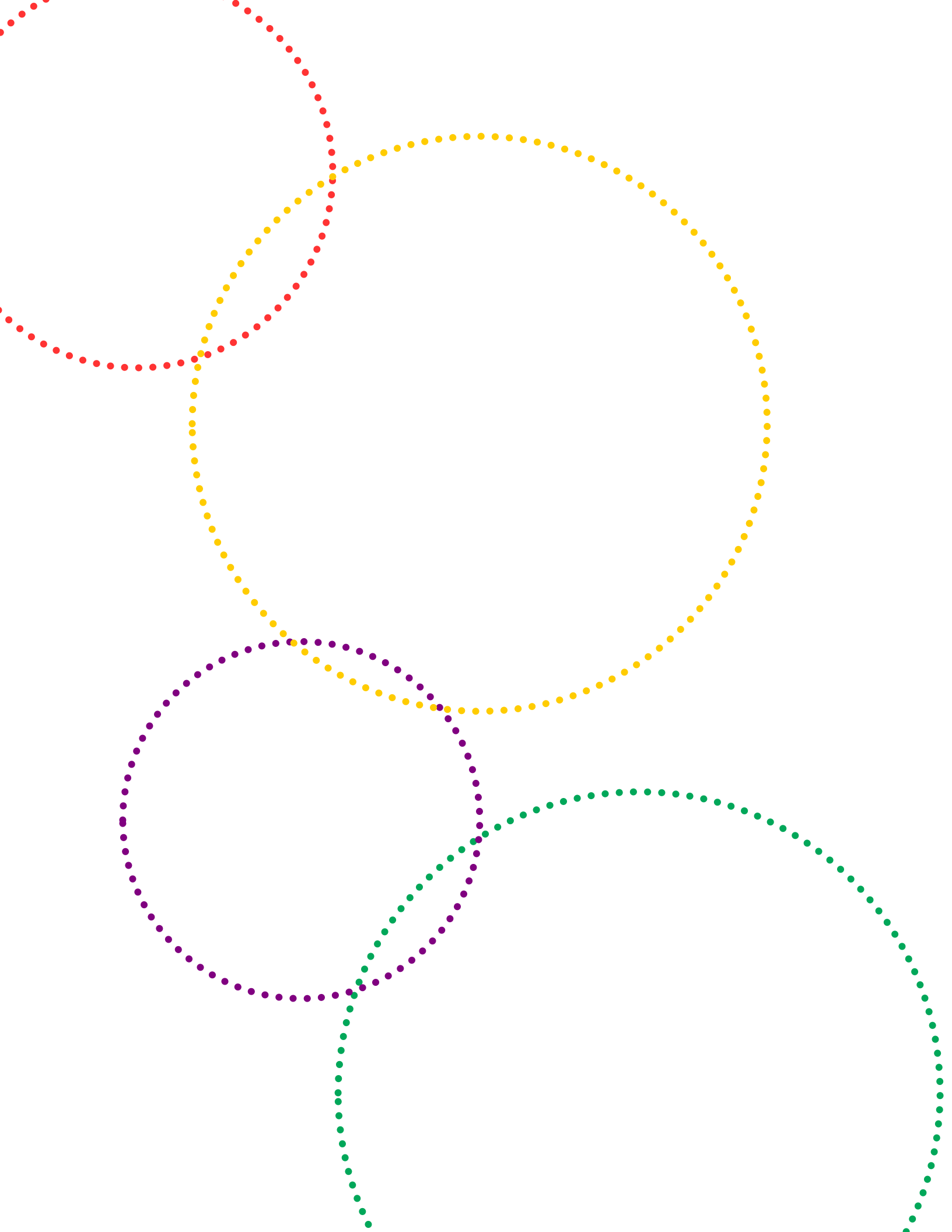
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PART 1

General



SECTION 1.

INTRODUCTION

1.1 Purpose

The Bremner and Local Employment Area (LEA) Area Concept Plan (ACP) is split into two parts, Bremner and the Local Employment Area. Bremner is part of the Urban Service Area of Strathcona County (the County) and will be a complete community created to meet the needs of the broad array of future County residents. Development will be mixed and layered to support walkable and bikeable neighbourhoods, with access to open spaces, community services, schools, commercial, and employment within close proximity to every resident. The Local Employment Area is part of the Rural Service Area of the County and will provide employment opportunities for local and regional residents.

The purpose of the Bremner and LEA Area Concept Plan is to establish a framework for future land use planning and the provision of municipal infrastructure, services, and amenities for the area, in conformance with established planning policies, objectives, and requirements of the County, based on the characteristics and opportunities contained within the site. The Bremner and LEA Area Concept Plan is bounded by Highway 21 on the west, Pointe-Aux-Pins Creek on the north, Range Road 222 on the east and the Canadian National Railway line on the south, as identified on Figure 1: Location Plan.



1.2 Background

Bremner

In 2016, Strathcona County Council endorsed the Bremner Growth Management Strategy (2014) and directed Administration to complete an Area Concept Plan (ACP) for the area. That same year, Bremner was identified in Strathcona County's Municipal Development Plan (MDP) as the County's next area for urban growth and incorporated into Strathcona County's Urban Service Area.

Bremner was first identified as a potential location for urban development within the 1998 Municipal Development Plan. The 1998 Municipal Development Plan directed that a study be undertaken to evaluate the feasibility of four future urban study areas for long-term urban growth. The Future Urban Areas Feasibility Study was completed in 2001. The study evaluated the four potential areas located in the west half of the County, between Leduc County and Fort Saskatchewan. A decision matrix was developed to evaluate the suitability of each potential growth area. Based on this analysis, the study recommended future Urban Area 2 and a 3-4 hybrid be recognized as preferred future urban areas for more detailed analysis prior to selection of an ultimate preferred future urban area. The Urban Area 3-4 hybrid option covered the majority of Bremner as it has been ultimately defined in this document.

The 2001 study was followed by an Evaluation of Urban Growth Options Report (2003) that evaluated three areas known as Options A, B, and C. Option A was similar to Urban Area 2 recommended by The Future Urban Areas Feasibility Study (2001). Option B was a hybrid option covering the majority of Bremner, which was also recommended by The Future Urban Areas Feasibility Study (2001). Option C was located farther east along Highway 16, and included land north and south of Highway 16 and west and east of Highway 824/Range Road 222 reaching to the Hamlet of Ardrossan. Each option was evaluated against growth management principles in the areas of environment, community, servicing, economy, and management. The report eliminated Option C given that its distance from Sherwood Park would result in considerably higher servicing costs than the other two options. The report recommended Option A due, in part, to its lower class of agricultural land and access to infrastructure.



With some boundary revisions, the Urban Area 3-4 hybrid option from The Future Urban Areas Feasibility Study (2001), also known as Option B from the Urban Growth Options Report (2003), became the Urban Reserve in the 2007 Municipal Development Plan. In addition, the 2007 Municipal Development Plan identified a Rural/Urban Transition Policy Area, previously identified as Urban Area 2 from The Future Urban Areas Feasibility Study (2001) and Option A from the Urban Growth Options Report (2003). By this time, the Urban Reserve was commonly referred to as Bremner and the Rural/Urban Transition Policy Area was commonly referred to as Colchester. The 2007 Municipal Development Plan required both areas to conduct growth management strategies prior to more detailed planning being completed.

In 2009, the Capital Region Growth Plan was created, which identified both Bremner and Colchester as Priority Growth Areas for future urban development. Amendments were made to the County's Municipal Development Plan to reflect the Capital Region Growth Plan and identify both areas for future urban growth. In 2012, Council initiated the Bremner Growth Management Strategy which was completed in 2014. A growth management strategy for Colchester was subsequently completed in 2016. Following the completion of the two growth management strategies, in 2016 a Comparison Matrix was generated which compared and evaluated the results of both strategies. Upon reviewing the Comparison Matrix, Strathcona County Council endorsed the Growth Management Strategy for Bremner and amendments were approved to the Municipal Development Plan confirming the Bremner area lands south of Pointe-Aux-Pins Creek for urban development.

In 2017, Strathcona County adopted a new Municipal Development Plan which continued to identify the Bremner Urban Reserve Policy Area for future urban growth, whereas Colchester was re-designated as a rural policy area. The boundaries of Bremner being south of Pointe-Aux-Pins Creek reflect the results from the Bremner Growth Management Strategy (2014) and the Metropolitan Area of the Edmonton Metropolitan Region Growth Plan, which replaced the Capital Region Growth Plan in 2017.



Local Employment Area (LEA)

The Local Employment Area was first identified as a potential location for future development as part of the Transition Area Master Plan in 1995, where it was referred to as the Development Expansion Area. Citing development pressures on the land east of Sherwood Park, extending to Range Road 22, east of Ardrossan, the purpose of the Transition Area Master Plan was to provide a framework to guide more detailed land use studies and Area Structure Plans. In 1995, an amendment was made to the 1986 Municipal Development Plan to implement the Transition Area Master Plan.

The 1998 Municipal Development Plan continued to identify the area as the Development Expansion Area and included policies identifying the need to review the Transition Area Master Plan as well as develop Area Structure Plans. The 1998 Municipal Development Plan also directed that a study be undertaken to evaluate the feasibility of four future urban study areas for long term growth, and the Development Expansion Area was identified as Future Urban Study Area 3.

In the 2007 Municipal Development Plan, the area was identified as part of the Agriculture Small Holdings Policy Area, but also continued to be recognized as the Development Expansion Area. The 2007 Municipal Development Plan continued to identify that Area Structure Plans were required prior to development.

In 2013, the County began work on an Area Concept Plan specifically for the Development Expansion Area. In 2014, the Bremner Growth Management Strategy was completed, and identified proposed access configurations off of Highway 16 which would impact the Development Expansion Area project. Given that a decision on the location of future urban growth had still not been determined, the Area Concept Plan was put on hold in 2015 pending the outcome of that decision.

The 2017 Municipal Development Plan renamed the Development Expansion Area as the Local Employment Area to coincide with the Edmonton Metropolitan Region Growth Plan. By this time a decision from Council had been made to move forward with work on an Area Concept Plan for the Bremner Urban Reserve Policy Area. The Local Employment Area was included within the project scope to ensure planning and technical correlation between the two study areas.



1.3 Vision

The vision for the Bremner and LEA Area Concept Plan has been adopted from the Bremner Growth Management Strategy (2014), a document that was endorsed by Strathcona County Council in 2016. The vision was created in consultation with the public, landowners, and community stakeholders. The vision was reconfirmed for Bremner and the Local Employment Area in the first phase of the Area Concept Plan consultation process.

GREEN



Bremner will be a GREEN community, where:

- A network of natural features, parks, and other open spaces provides a backdrop for development and a setting for a range of ecological functions and recreational activities.
- Agriculture continues on urban and rural land, and innovative businesses serving agriculture are thriving.
- New development demonstrates best practices in environmental sustainability.
- The design of neighbourhoods, streets and parks encourages residents to be healthy and active—to walk, cycle and generally be outdoors.

CONNECTED



Bremner will be a CONNECTED community, where:

- Most residents can walk to a food store, a park, and a transit stop.
- Transit provides easy access to points within Bremner, Sherwood Park, and Edmonton, and roads provide easy access to the regional highway network.
- People of all ages, cultures, and walks of life are welcome and can find housing that meets their needs, and existing residents can remain in the community as their housing needs change.

DIVERSE



Bremner will be a DIVERSE community, where:

- There are a variety of educational and employment opportunities, and businesses of all sizes can find a home.
- There are distinct urban places with a variety of destinations for shopping, dining, culture, and entertainment.
- Streets and pathways provide direct connections between neighbourhoods for pedestrians, cyclists, and drivers.

1.4 Principles

The principles for the Bremner and LEA Area Concept Plan have also been adopted from the Bremner Growth Management Strategy (2014) and were created in consultation with the public, landowners, and community stakeholders. The principles were also reconfirmed for Bremner and the Local Employment Area in the first phase of the Area Concept Plan consultation process.

1



Protect and Enhance the Natural Environment

Bremner's significant natural features, including Pointe-Aux-Pins Creek and Oldman Creek, should be protected and enhanced for their environmental functions and as central elements of an interconnected, publicly accessible open space network. Opportunities to expand and link natural areas, and generally promote good stewardship of the land, should be encouraged. Future development should have an appropriate relationship to natural features to maintain their integrity and maximize public enjoyment. Adverse impacts from development and public access should be managed and minimized. Green infrastructure design and technologies should be features of all development. Energy efficiency should be maximized, and waste minimized.

2



Maintain and Support Agriculture

Bremner should maintain distinctly urban and rural qualities as it evolves. Agricultural uses should be maintained on lands planned for urban development until they are required to accommodate growth. Business parks and commercial areas should accommodate and encourage agriculture-related businesses which are appropriate in urban settings, such as research and development facilities. Urban forms of agriculture and community gardens should be integrated into the fabric of the community.

3



Reinforce and Diversify the Economy

Bremner should accommodate a range of employment opportunities that support and complement the broader County and regional economies. Professional service firms and other office uses should be attracted to business parks and mixed-use centres. Residents and businesses should have access to facilities for higher education and skills training, and entrepreneurship should be encouraged. There should be a variety of opportunities in the retail and services sector, including affordable locations for small businesses. Innovative agri-businesses should have a prominent place in the new community.

4



Accommodate a Diversity of Housing

A range of housing types, from apartments and secondary suites to large detached houses, should be planned in Bremner to ensure people from all backgrounds and households of all sizes can find a home. Everyone who works in or close to Bremner should be able to find affordable options to live there. Young adults and new families should be able to find affordable apartments and starter homes to rent or own. Houses of different types, sizes, and prices should be available to growing families. Older adults should have housing options that allow them to remain within their neighbourhood as they age and downsize. The density of housing should vary across the community, with each neighbourhood containing a distinct mix of housing types and architectural styles. Existing country residential properties will be integrated into the future fabric of Bremner.

5



Provide Transportation Options for Everyday Travel

Bremner should be a community where walking, cycling, and transit, in addition to driving, are common modes of travel for daily trips and where many households do not rely on cars to get around. Street networks should be highly interconnected to allow transit service and goods movement to be delivered efficiently and to encourage walking and cycling. The concept of complete streets should guide the design of streets. A comprehensive trail network should complement and link to the street system. Areas where residential, commercial, and institutional uses are within walking distance of one another should be planned. Roads, trails, rail transport, and transit should efficiently connect Bremner to key destinations outside the community, including Sherwood Park and Edmonton.

6



Create Strong, Distinctive and Safe Neighbourhoods

The future residential neighbourhoods in Bremner should have distinct, attractive characteristics, including a mix of housing types, architectural diversity, well-landscaped open spaces, and tree-lined streets with sidewalks. Homes and front porches of varying designs should contribute to stimulating and lively streetscapes, where neighbours interact and children play. Parks should contribute to the identity of neighbourhoods, and natural features should be highly visible and accessible—an asset for all residents to enjoy. The community should be designed to provide a safe and secure environment for residents of all ages.

7



7 Establish a Hierarchy of Mixed-use Places

The neighbourhoods of Bremner should be complemented and linked by distinctive mixed-use places, where residential, commercial, and institutional uses come together to create vibrant centres. While Strathcona County's civic and cultural hub will remain in Sherwood Park, a single Town Centre should accommodate higher density forms of housing, office space, and a variety of retail, service, and entertainment uses, as well as community facilities. The pedestrian-oriented urban setting of the Town Centre should reinforce Bremner's unique sense of place and encourage creative enterprises. Smaller-scale activity nodes serving residents within walking distance should mix apartments, everyday retail amenities, and community uses. Mixed-use centres should be compact, relatively dense, and highly walkable in all seasons. Public open spaces should provide opportunities for gathering, recreation, and cultural programming.

8



8 Provide a Full Range of Recreational and Cultural Amenities

Bremner should build upon the many existing amenities in the County that contribute to healthy communities and a high quality of life. Residents of all ages should have easy access to parks, trails, and a full range of indoor recreation facilities. Parks or squares should be central, highly visible elements within all neighbourhoods, designed for passive enjoyment, active recreation, and cultural programming. Trails and pathways should provide access to natural areas and link open spaces, encouraging outdoor activity year-round. Facilities for producing and enjoying art, theatre, and other cultural activities should also be a central feature of the community.

1.5 Public Engagement

The Bremner and LEA Area Concept Plan process had three phases of engagement: phase one occurred between May and July 2017; phase two occurred between May and July 2018; and phase three occurred between February and March 2019. This process built upon the engagement completed through the previous Bremner Growth Management Strategy, generating input from residents and stakeholders through various methods including pop-up events, open houses, online surveys, and one-on-one meetings. The engagement was also designed to provide information and updates on the project. Over the three phases, thousands of residents were engaged via social media, 271 people attended the four open houses and the surveys had a total of approximately 900 respondents. Detailed public engagement summaries were completed and made available to the public for each phase of the project.

In phase one, engagement provided residents with a range of opportunities to re-engage with Bremner and the Local Employment Area and confirm the vision and principles created through the Bremner Growth Management Strategy.

Casual conversations took place at pop-up engagement events at the Ardrossan Recreation Centre, Emerald Hills Leisure Centre, and Millennium Place. The County's social media campaign helped provide information on the project and upcoming opportunities to provide feedback. An open house was held at the Strathcona County Community Centre. Comment sheets, available at the open house, and an online survey gathered input from the public on topics including transportation choice, mixed-use development, density, four season design, and the Local Employment Area, formerly identified as the Development Expansion Area, on the project. Full public engagement results can be found in the Bremner Area Project Phase One Public Engagement Summary.

A draft concept was developed for comment in phase two. Two open houses as well as an online survey provided information and gathered feedback on the concept. The County's social media campaign helped to provide information and attract feedback on the project. One open house was held at Bremner House and the other was held at the Strathcona County Community Centre. The comment sheets available at the open houses and the online survey, gathered input from the public on topics including transportation modes, the town centre and village centres, employment areas, residential housing types, community nodes, and open spaces. Full public engagement results can be found in the Bremner Area Project Phase Two Public Engagement Summary.

Phase three of engagement provided the public with a draft of the Bremner and LEA Area Concept Plan and technical documents for public review and feedback. Phase three of engagement consisted of an open house that was held at Festival Place as well as an online survey. The County's social media campaign provided information on the open house and online survey. Comment sheets provided at the open house, and the online survey gathered input from the public on topics including transportation modes, walkability, open space, residential housing, green energy, urban agriculture, gateways, and the Local Employment Area. Full public engagement results can be found in the Bremner Area Project Phase Three Public Engagement Summary.





SECTION 2. ADMINISTRATION

2.1 Document Context

The Bremner and LEA Area Concept Plan should be read in conjunction with Strathcona County's Municipal Development Plan, supporting technical documents for the Bremner and LEA Area Concept Plan, as well as other Strathcona County policies and documents such as the County's Transit Master Plan and Social Framework.

Additionally, regional plans as well as provincial acts and regulations will apply, such as the Municipal Government Act and the Edmonton Metropolitan Region Growth Plan. The Edmonton Metropolitan Region Growth Plan identifies regional-level components that need to be considered comprehensively with respect to the Bremner and LEA Area Concept Plan and subordinate Sub-Area Structure Plans.



This Area Concept Plan is to be read in conjunction with



2.2 Policy Structure

This document uses specific terminology within policies, as outlined in Table 1, to ensure that they have clear intentions that are designed to be achieved through actions. All policies must contain one of the following actions:

Require - these policies are compulsory and must be met in order to receive County administration support for a proposal. Require policies are always paired with ensure. Require is the compulsory obligation and ensure explains the result that is to be achieved.

Encourage - proposals should be consistent with all applicable encourage policies in order to be supported by County administration. Proposals which 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. Encourage policies are always paired with promote. Encourage is what is expected and promote shows active County encouragement for the result that is to be achieved.

Consider - proposals that fall under a consider policy will be evaluated on a case-by-case basis and may or may not be supported or enacted by County administration based on the specifics of the proposal and how it aligns with the goals and objectives of this plan. Consider policies are always paired with support. Consider is followed by criteria for when an action may be suitable, and support shows passive County support through the conditional consideration of the result that is to be achieved.

TABLE 1: POLICY TERMS

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

2.3 Interpretation

All map symbols, locations, and boundaries contained within the Bremner and LEA Area Concept Plan shall be interpreted as approximate unless otherwise specified in the plan, or coincide with clearly recognizable physical features or fixed (i.e. legal) boundaries.

Permissive Premise

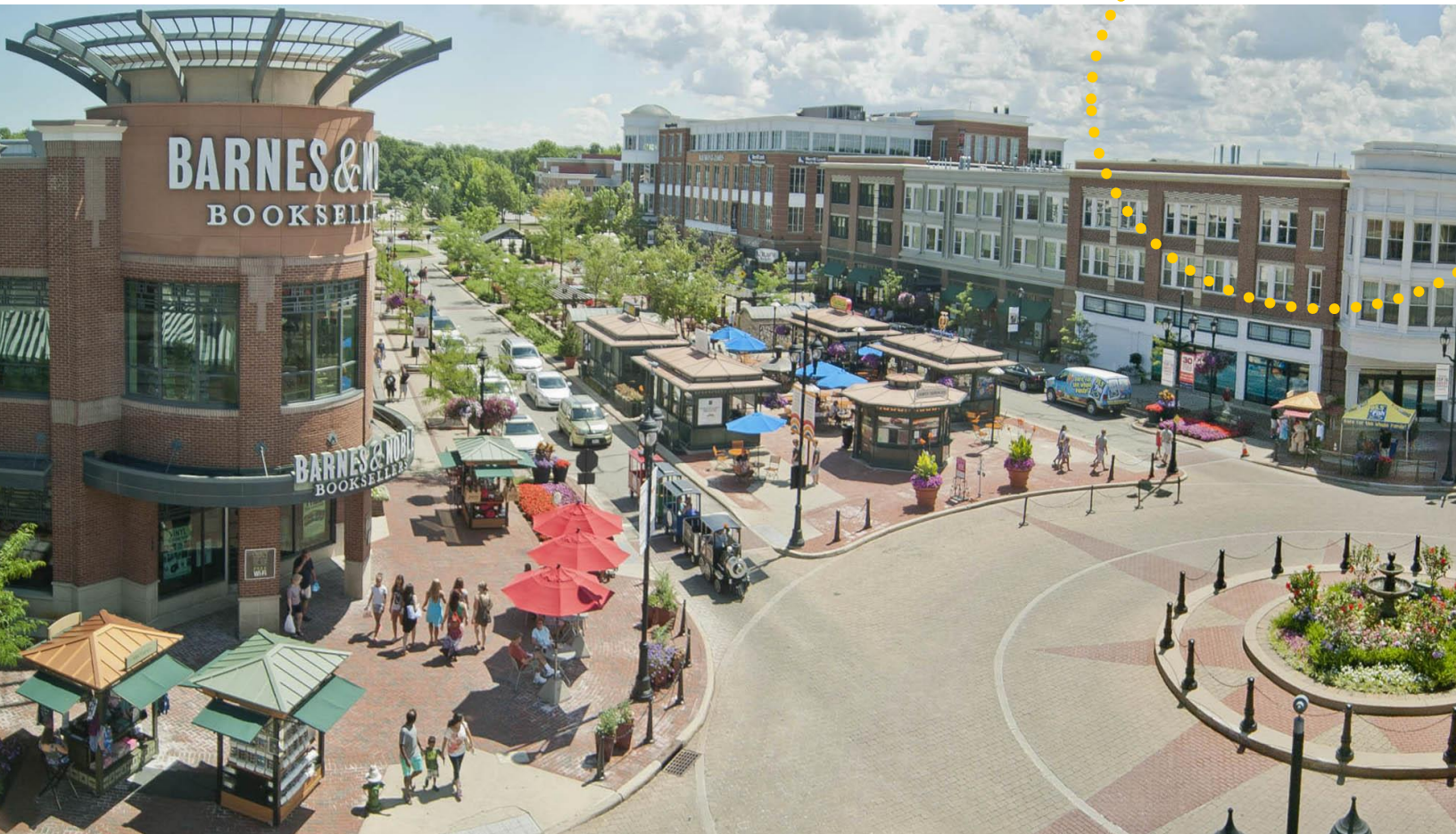
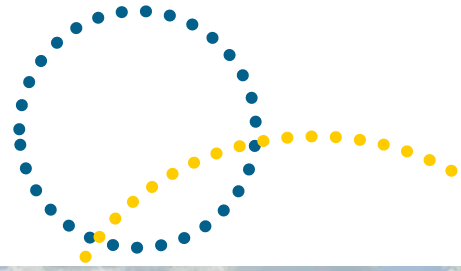
This document is intended as a permissive document. Where direction on an item is not provided, the item should not be considered.

Definitions

Terms not defined within Section 7 of the Bremner and LEA Area Concept Plan may be given their meaning from the following documents in order of priority:

- (a) Municipal Government Act.
- (b) Edmonton Metropolitan Region Growth Plan.
- (c) Municipal Development Plan.

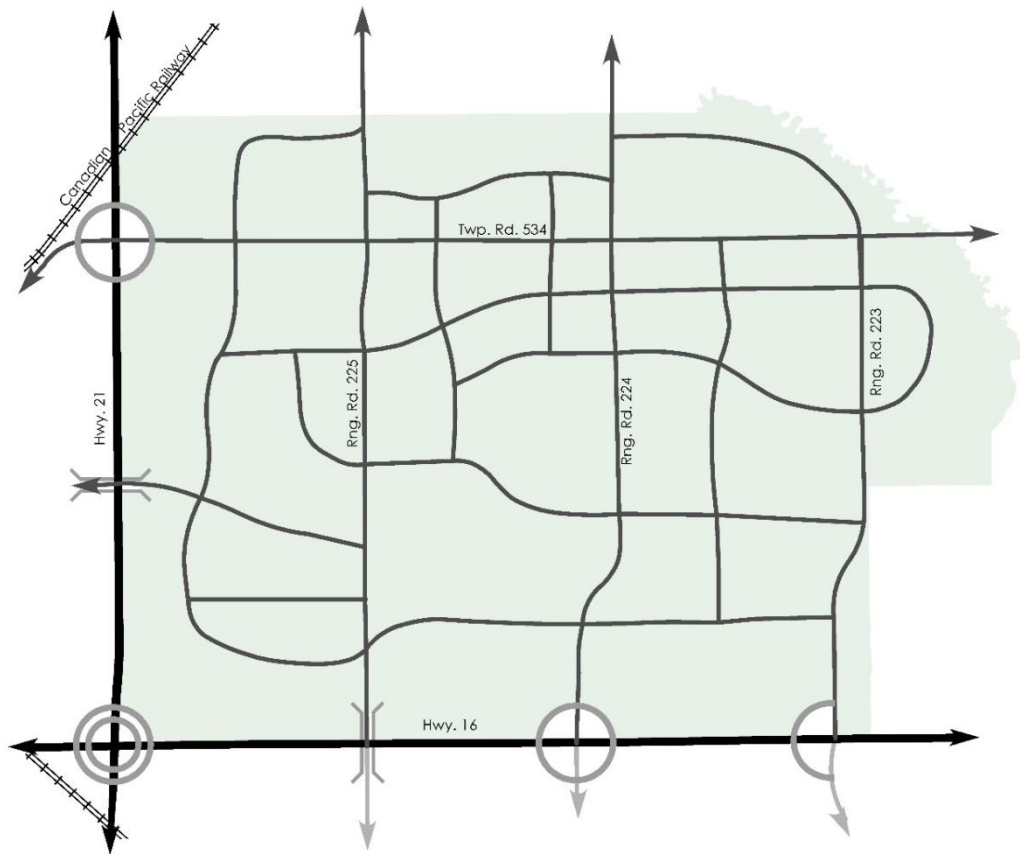
Other terms shall be given their usual and customary meaning.





PART 2

Bremner



SECTION 3. BREMNER GENERAL

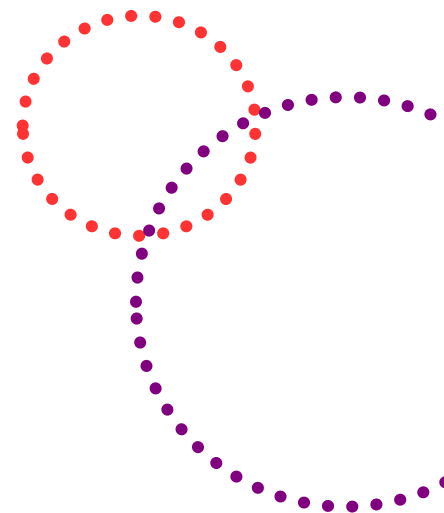
Bremner is identified as part of the Urban Service Area of Strathcona County within Strathcona County's Municipal Development Plan and within the Edmonton Metropolitan Region Growth Plan. It encompasses the plan area north of Highway 16 with an area of 2,108 hectares. Section 3: Bremner General contains topics with policies that are applicable to areas within Bremner identified on Figure 2A: Bremner Development Concept. They are intended to give direction to items that are consistent regardless of the policy area. These topics include:

3.1 Agriculture & Food

3.2 Community Framework

3.3 Transportation

3.4 Utility Systems and Services



3.1 Agriculture & Food

Bremner will maintain distinctly urban and rural qualities as it evolves. Current agricultural uses will continue on lands within the area until they are developed for urban growth. Opportunities for agri-business, such as research and development facilities, may be provided for in the Business Park and centres. Urban agriculture, such as community gardens and indoor agriculture will be integrated into the fabric of communities to support local food production and sustainable food practices in the area and to grow the local food market.

► GOAL

The Bremner and LEA Area Concept Plan will enable the continued operation of existing agricultural uses, provide opportunities for agri-business and incorporate urban agriculture to offer access to locally produced food.

► OBJECTIVES

Strathcona County's objectives are to ensure that **Agriculture & Food** in Bremner:

1. Includes the opportunity for **existing agriculture** to continue;
2. Provides opportunities for **agri-business**;
3. Integrates **urban agriculture**; and
4. Incorporates Bremner's **agricultural history**.



POLICIES

Existing Agriculture

1. **Require** that rural roads and accesses within areas of Bremner that are undeveloped continue to accommodate farm machinery and provide access to farmland to **ensure** existing agricultural operations are not hindered.
2. **Encourage** that development phasing is staged in a manner that allows for the continuation of agricultural operations as long as possible prior to urban development to **promote** agricultural operations.
3. **Encourage** continued agricultural operations until such time as urban development occurs on the parcel to **promote** logical development.
4. **Require** the identification of contiguous development phasing at the Bremner Sub-Area Structure Plan stage to **ensure** prevention of premature fragmentation of agricultural land.
5. **Require** clubroot management plans on affected parcels to **ensure** that clubroot is not spread to other agricultural areas.
6. **Encourage** visual features, such as tree plantings, to act as a buffer between urban development and agricultural uses to **promote** distinct boundaries between uses.
7. **Require** plant species that are not invasive to **ensure** existing agriculture is protected.
8. **Require** that where plant species are prone to disease or pests, measures are taken through County programming and operations, to **ensure** existing agricultural operations are protected.
9. **Require** the reuse of topsoil within Bremner to **ensure** the high class soils are retained within Bremner.
10. **Encourage** alternatives to removing or scraping off topsoil to **promote** the conservation of soil strata.

Agri-business

11. **Consider** small scale agri-tourism and agri-business within undeveloped areas as transitional uses to **support** the existing agricultural community in Bremner.
12. **Encourage** the provision of open space connections between Bremner and surrounding agricultural areas to **promote** user ship of agri-tourism and agri-businesses within the rural area.
13. **Encourage** the provision of open space connections to urban agriculture, agri-tourism and agri-business within Bremner to **promote** the use of agriculture related businesses by a range of transportation options.
14. **Encourage** wayfinding signs to agri-tourism and agri-businesses along active transportation, local roadways, and major roadways to **promote** the integration of agriculture related uses with new development.

Urban Agriculture

15. **Encourage** private urban agriculture such as rooftop gardens to **promote** local food production.



16. **Encourage** that community gardens are placed in areas with high demand, suitable topographical features, soil quality, ease of access, and proximity to user base to **promote** their ease of use and viability.
17. **Encourage** implementation of the Urban Agriculture Strategy to **promote** agriculture within communities in Bremner.
18. **Require** the provision of public agriculture such as community gardens and edible landscapes within each neighbourhood in Bremner to **ensure** local food production is incorporated into the communities.
19. **Require** that the Town Centre and Village Centres accommodate space for community

farmers markets to **ensure** access to local food is convenient.

20. **Encourage** the development of community food hubs to **promote** local food culture.

Agricultural History

21. **Encourage** educational opportunities and the integration of Bremner's agricultural history in open spaces, to **promote** the continued importance of the agricultural industry in Strathcona County.
22. **Encourage** incorporation of the agricultural history of Bremner when naming streets and open spaces to **promote** the integration of Bremner's history within development.



3.2 Community Framework

The Community Framework is intended to guide the preparation of Bremner Sub-Area Structure Plans, as identified on Figure 11: Sub-Area Structure Plan Boundaries Concept. Bremner Sub-Area Structure Plans represent individual Communities in Bremner that will each include a centre and a series of distinct neighbourhoods. Adherence to the community framework is necessary to ensure that the content, organization, and structure of Bremner Sub-Area Structure Plans achieve complete communities and complete neighbourhoods. These complete communities will provide residents with a range of opportunities to meet their everyday needs within a convenient distance for walking, cycling, and other active transportation modes. This framework will support a healthy lifestyle with access to public open space, community services, and commercial. Business commercial and employment opportunities that grow with the communities will provide for local economic vibrancy.

Gateways are located at the prominent entrances to Bremner. The design of the public realm and built forms in these areas are proposed to frame the access point and establish the character of Bremner. These gateways are indicated in Figure 2A: Bremner Development Concept at every access point to Highway 16 and Highway 21. Through the implementation of policies and standards focused on the interface provided in these areas, gateways will distinguish Bremner as a unique, engaging urban community.

▶ GOAL

Communities in Bremner will be comprised of distinct neighbourhoods and centres where residential, commercial, and community services come together to create vibrant complete communities.

▶ OBJECTIVES

Strathcona County's objectives are to ensure that Bremner Sub-Area Structure Plans follow a **Community Framework** in Bremner that:

1. Contains residential **densities** that meet the Regional Growth Plan;
2. **Organizes** communities and neighbourhoods to be walkable;
3. Utilizes **environmental reserve** to conserve environmentally significant areas and features where they qualify under the Municipal Government Act;
4. Provides **municipal reserve** land for open space and community services for all ages, incomes and abilities;
5. Designs **gateways** to establish the urban character of Bremner; and
6. Facilitates the **transition** of urban development.



POLICIES

Density

1. **Require** a minimum overall residential density of 40 dwelling units per net residential hectare for Bremner to **ensure** compliance with the Regional Growth Plan.
2. **Require** each community in Bremner to contain a minimum residential density of 35 dwelling units per net residential hectare to **ensure** compliance with the Regional Growth Plan.
3. **Encourage** densities greater than 40 dwelling units per net residential hectare for Bremner Sub-Area Structure Plans containing the Town Centre and Business Park Policy Areas to **promote** higher density and population in proximity to the largest service areas.
4. **Encourage** low density residential units to be a maximum of 60% of the total number of units within each community in Bremner to **promote** meeting the density requirements under the Regional Growth Plan, to provide a diverse range of residential forms and to create multigenerational communities.
5. **Encourage** medium density residential to be a minimum of 35% of the total number of units within each community in Bremner to **promote** meeting the density requirements under the Regional Growth Plan, provide a diverse range of residential forms and create multigenerational communities.
7. **Encourage** each community in Bremner to be approximately the size of a section which may be reduced or reconfigured due to natural features and major arterial streets to **promote** compact development or compact form and efficient use of land.
8. **Require** each community in Bremner to be oriented around a centrally located Town or Village Centre to **ensure** access to services and employment opportunities.
9. **Encourage** all dwelling units to be within 800 metres of a Village Centre or the Town Centre to **promote** walkable communities.
10. **Consider** a small percentage of dwelling units at a distance greater than 800 metres from a Village Centre or the Town Centre where the following exist to **support** walkable communities:
 - (a) Live-work units or community commercial within 800 metres; and
 - (b) Active transportation infrastructure to the live-work units or community commercial that is accessible and has a direct route.
11. **Require** each community in Bremner to contain a minimum of two community nodes to **ensure** access to local community services and schools for all neighbourhood residents.
12. **Encourage** more than two community nodes within each community in Bremner to **promote** access to local community services and schools.
13. **Encourage** neighbourhoods within a community in Bremner to be approximately the size of a quarter section which may be reduced or reconfigured due to service areas, open space, or street networks to **promote** the development of walkable neighbourhoods.

Organization

6. **Require** communities in Bremner to be developed generally as illustrated in Figure 2A: Bremner Development Concept and Figure 11: Sub-Area Structure Plan Boundaries Concept to **ensure** communities are efficiently sized and logically developed.

14. **Encourage** primary community nodes to be dispersed within each community in Bremner to **promote** walkable access for all residents.
15. **Encourage** community nodes to be located within close proximity to a Village Centre or the Town Centre within each community in Bremner to **promote** walkable access to services in all neighbourhoods.
16. **Encourage** community nodes to be located adjacent to collector streets, as opposed to arterial streets, to **promote** safe, efficient access for users of all ages, incomes, and abilities.
17. **Require** a minimum of thirteen primary community nodes and four secondary community nodes within Bremner to **ensure** proximity to schools and services for all residents.

Environmental Reserve

18. **Require** priority creeks and wetlands be dedicated as environmental reserve as identified within the Bremner Biophysical Assessment dated October 12, 2017 and conceptually shown on Figure 3: Open Space Concept to **ensure** priority wetlands and creeks are conserved.
19. **Require** a site specific biophysical(s) for Bremner Sub-Area Structure Plans to further define and identify environmental reserve to **ensure** conservation of environmentally significant areas and features.
20. **Require** the boundaries of environmental reserves and development setbacks to be determined utilizing a combination of technical studies such as a top of bank survey, slope stability/geotechnical assessment, floodplain/flood hazard report, and site specific biophysical report to **ensure** the continued health of natural ecosystems.
21. **Require** minimum development setbacks from the property line of environmental reserve to be established at the Bremner Sub-

Area Structure Plan stage to **ensure** protection of unstable slopes, floodplains, hazard lands, and retained waterbodies.

22. **Encourage** public access points to environmental reserves at regular intervals to **promote** public enjoyment of the areas for all residents.

Municipal Reserve

23. **Require** all municipal reserve owing to ultimately be dedicated as land within Bremner to **ensure** the maximization of open space for residents.
24. **Consider** the use of money in place of municipal reserve, at the County's discretion, where the funds are used to purchase municipal reserves in subsequent development phases or within other parts of Bremner to **support** municipal reserve land being located where it has the greatest value to the community.
25. **Consider** municipal reserve dedication above 10%, where permitted under the Municipal Government Act, to **support** a connected open space network.
26. **Consider** the purchase of lands over the amount permitted under the Municipal Government Act where necessary for facilities such as community services, major public services, open space or schools to **support** accessibility of public services and facilities for all residents.



27. **Encourage** open space connections from the Major Open Space Corridor, priority uplands, priority environmental reserve, and the Regional Park to community nodes, the Town Centre, Village Centres, and Bremner House to **promote** active movement through open space to major community destinations.

Gateways

28. **Require** entrances to include arrival features that incorporate prominent landscape elements, or public art to **ensure** a focal point that provides a sense of identity and desired urban aesthetic.
29. **Require** boulevards and centre medians with street trees to **ensure** reduced speeds and visual cues when transitioning from regional roads to an urban setting.
30. **Require** landscaping that gives preference to native plant materials and trees that are low maintenance and colourful or attractive under snow cover to **ensure** visual interest and urban character.
31. **Require** that only on-street parking is visible along the main entrance and is designed as pedestrian-oriented in accordance with Section 1.1 of Appendix B to **ensure** streetscapes maintain a pedestrian-oriented design.
32. **Require** all season public realm design in accordance with Section 2.2 of Appendix B to **ensure** the availability of pedestrian friendly infrastructure in all seasons.
33. **Require** pedestrian-oriented active frontages to be implemented in accordance with Section 1.2 of Appendix B to **ensure** streetscapes maintain a desired urban aesthetic.
34. **Require** street wall and building height design as outlined in Section 1.3 of Appendix B to **ensure** human scaled streetscapes and appropriate transitioning.
35. **Encourage** the implementation of all season design for built form, in accordance with Section 2.1 of Appendix B, to promote building placement, aesthetics, and materials which enhance the pedestrian experience year-round.

Transition

36. **Require** that Bremner Sub-Area Structure Plans integrate and provide transitions from the Business Park Policy Area to adjacent policy areas to **ensure** potential impacts are mitigated.
37. **Require** that Bremner Sub-Area Structure Plans integrate and provide transitions from existing multi-parcel country residential developments to adjacent policy areas to **ensure** a cohesive community.
38. **Require** that Bremner Sub-Area Structure Plans integrate and provide transitions to adjacent agricultural areas to **ensure** retained agricultural operations are appropriately buffered.
39. **Consider** Land Use Bylaw amendments, where the proposal conforms to an adopted Bremner Sub-Area Structure Plan, to **support** efficiently designed development that occurs in an orderly manner.
40. **Consider** subdivision, where the proposal conforms to the following, to **support** efficiently designed development that occurs in an orderly manner:
- (a) A first parcel out of an unsubdivided quarter section;
 - (b) Re-subdivision of an existing parcel within an existing country residential subdivision; or
 - (c) An adopted Bremner Sub-Area Structure Plan.
41. **Consider** development prior to the adoption of a Bremner Sub-Area Structure Plan where the use would not be detrimental to achieving this plan as identified on Figure 2A: Bremner Development Concept to **support** the ability for this plan to be implemented.

3.3 Transportation

Bremner's transportation network will be a well-connected, multi-modal system that serves people driving, cycling, walking, and taking transit as well as the movement of goods in a safe and convenient manner across the plan area and into the region. The transportation network is illustrated in Figure 4: Street and Road Concept, Figure 5: Active Transportation Concept, Figure 6: Transit Concept and Figure 7: Walkshed. These figures show how the street network and active transportation network work together to accommodate the movement of transit, cyclists, and pedestrians within communities, open space, and regional destinations.

The transportation network is set up as a hierarchy of streets using grid and modified grid street patterns and shared use paths that serve different purposes for different users. Arterial streets provide external access, connecting to the adjacent highways and providing a major grid network through the plan area. Collector streets provide internal circulation and connections to arterials as well as efficient and convenient access to residential areas. Collector streets will reinforce a local 'sense of place' among communities and establish a pedestrian-oriented streetscape through the provision of appropriate facilities for people walking and cycling. Collector streets may act as Main Streets through the Town Centre and Village Centres, and be designed differently to complement varying contexts throughout Bremner. A network of local streets will divide blocks into reasonable lengths to support walkability and permeability of neighbourhoods. This highly interconnected street network will allow transit service to be delivered efficiently and encourage walking and cycling, complemented by a comprehensive trail network that links to the street system. Streets and transit facilities will efficiently connect Bremner to key destinations outside the plan area, including Sherwood Park and Edmonton.

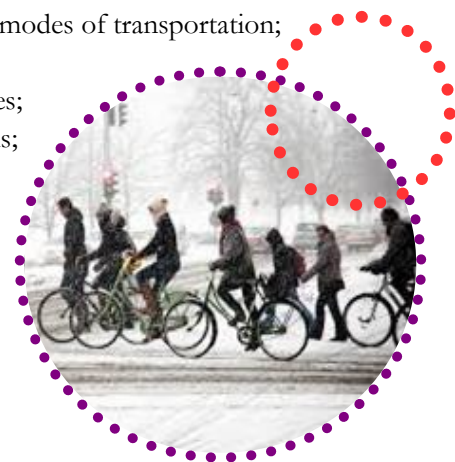
► GOAL

Bremner will have an accessible, connected, and integrated multi-modal transportation system that links to local and regional destinations and provides for mobility, the movement of goods and services, and safety for all users.

► OBJECTIVES

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

1. Provides **access, connectivity and mobility** to residents and businesses by all modes of transportation;
2. Provides **mobility options** for a diverse demographic of users;
3. Is designed to contribute to the **safety** of all users and promote **healthy** lifestyles;
4. Provides **integrated** mobility options for travel between origins and destinations;
5. Is useable, affordable, and accessible to users of all modes in **all seasons**;
6. Is integrated by **green infrastructure**; and
7. Is **smart** and adaptable to community needs and the changing future.



POLICIES

Access, Connectivity and Mobility

1. **Require** transit, active transportation, and vehicular connections to large commercial centres and major public community services (such as recreation centres) in areas of the Urban Service Area outside of Bremner, to **ensure** accessibility by multiple transportation modes.
2. **Require** the development of a highly-connected street network for all users to **ensure** shorter travel distances for people walking, cycling, and taking transit.
3. **Require** a transportation impact assessment as per the Bremner Transportation Impact Assessment Guidelines as part of a Bremner Sub-Area Structure Plan to **ensure** that new development in Bremner aligns with the transit, active transportation, traffic, and goods movement goals and objectives of this plan.
4. **Encourage** early implementation of regional transit service to key employment areas within the Edmonton region to **promote** transit as an option for residents early in the development of Bremner.
5. **Encourage** the introduction of Dynamic Transit Services in accordance with the Strathcona County Transit Master Plan to **promote** transit as a viable option for new residents forming their travel habits.
6. **Require** contiguous phased development to **ensure** transit service implementation early in Bremner buildout.
7. **Require** an active transportation infrastructure network that includes an internal network of multi-use trails, cycle tracks, and sidewalks within each neighbourhood with connections across neighbourhoods to **ensure** access across Bremner for people walking and cycling.
8. **Require** access for people walking and cycling at all highway crossings to **ensure** inter-regional active transportation.
9. **Require** an interconnected street network in the form of grids and modified grids to **ensure** walkability and transit compatibility.

Mobility Options

10. **Require** the transportation network to include transportation mode options for all trips to **ensure** access for users of all ages, abilities, and incomes.
11. **Consider** the use of transit corridors on major arterials when higher order transit to the region is provided within Bremner to **support** access to regional transit connections.
12. **Require** street designs that include separated facilities (cycle tracks or multi-use trails and sidewalks) within the right-of-way on all arterial and collector classified streets to **ensure** a highly connected active transportation network with access to key destinations and services.
13. **Require** local streets to include sidewalks on both sides of the street and to be designed to safely accommodate vehicles and bicycles sharing the right-of-way through low speed design to **ensure** a connected active transportation network with connections to arterial and collector streets.
14. **Require** transit stops to be located within 400 metres of all residences to **ensure** transit is a viable transportation option for all of Bremner.
15. **Require** transit stops to be located within 250 metres of seniors housing (with stops spaced at 300 metres) and community housing, and to be designed to accommodate users with mobility aids and visual impairments to **ensure** access to transit for users of all ages, abilities, and incomes.

Safety & Health

16. **Require** design speeds to equal the posted speed, and posted speed limits on streets to be aligned with the goals of Vision Zero to **ensure** safety for all users.
17. **Consider** roundabouts as alternatives to signals where intersections require control greater than two-way stops to **support** traffic safety.
18. **Require** roundabout design to prioritize safety for people walking and cycling to **ensure** that Bremner is safe and accessible for users of all ages and all modes.
19. **Encourage** intersection designs that include a separate signal phase (protected phase) for people walking to **promote** the goals of Vision Zero.
20. **Require** safe, efficient, unobstructed, and accessible active transportation infrastructure connections to transit service to **ensure** that walking and cycling to transit is safe and convenient for residents.
21. **Require** the design and location of street crossings to include safety considerations such as small curb radii, pedestrian islands, raised intersections or crossings, protected intersections, and curb extensions to **ensure** short crossing distances and slow motor vehicle speeds.
22. **Require** human-scaled lighting (also known as “pedestrian-oriented lighting”) along Main Street Collectors, Shared Streets, and other street-oriented contexts with increased spacing and luminaires at lower elevations to **ensure** a safer pedestrian environment during dark hours.
23. **Require** that planning and development applications adjacent to the railway are referred to the railway company for review, and that rail line development guidelines are adhered to, to **ensure** safe development in proximity to rail.
24. **Require** Noise Impact Assessments in accordance with Strathcona County standards to **ensure** potential noise impacts can be mitigated.



Integration

25. **Consider** flexibility in street design elements within the right-of-way such as lane, boulevard, median, and sidewalk width, where necessary for a context approach, to **support** cross sections that align with context and are flexible to a changing mobility future.
26. **Encourage** on-street parking on collector streets, local streets, and main streets to **promote** businesses and create a buffer between street traffic and people within the public realm.
27. **Encourage** transit terminals at the arterial gateways of Township Road 534 and Highway 16 to **promote** access to regional transit as well as within the Business Park.
28. **Encourage** transit transfer facilities within Village Centres and the Town Centre to prioritize accommodation for people walking and cycling, including safe active transportation connections into transit centres and bicycle parking to **promote** walking and cycling access to regional transit.
29. **Require** development within 400 metres of the Town Centre and Village Centres to include street and intersection designs that prioritize people walking, cycling, and taking transit as higher or equal priority to vehicular travel to **ensure** the use of active transportation and transit for trips within Bremner.
30. **Require** that where vehicular parking is necessary at transit terminals, it is located underground or stacked and has a main entrance on and fronting a public street to **ensure** pedestrian-oriented design, active frontages and improved access to transit terminals by active transportation.
31. **Encourage** that where vehicular parking is necessary for transit terminals; shared parking is used to **promote** transportation demand management and utilization of local transit to transit terminals.

32. **Encourage** the County to work with rail companies to establish thresholds and timelines for crossing upgrades to **promote** rail crossing safety and a connected street network.

All Seasons

33. **Consider** design solutions and practices that make use of or manage snow on-site or nearby (rather than hauling snow to off-site storage sites) where it is complementary to the street design to **support** environmentally friendly snow storage.
34. **Require** design and maintenance of active transportation infrastructure to be safe and accessible year-round to **ensure** there are opportunities for cycling and walking in Bremner in all seasons.
35. **Require** transit terminals and transit transfer facilities to incorporate weather protected walking infrastructure and bicycle storage to **ensure** transit is a safe and comfortable year-round option.



Green Infrastructure

- 36. **Require** street trees to be integrated into the design of collector and arterial streets, including boulevards and medians, to **ensure** pedestrian comfort, shelter and safety, and add value to adjacent properties.
- 37. **Encourage** street trees on local streets, which may be provided on private property where right-of-way is not available, to **promote** pedestrian safety and reduced traffic speeds
- 38. **Encourage** development of trails between and through environmental reserves for people walking and cycling to **promote** connections to open spaces.

Smart

- 39. **Encourage** the public transportation system to include express transit service outside of Bremner to **promote** transit as a competitive option for commuters to major destinations outside of Bremner.

- 40. **Encourage** a long-range plan for higher order transit to **promote** connections to higher order transit facilities within the Edmonton region.
- 41. **Consider** the use of High Occupancy Vehicle lanes as a precursor to higher order transit corridors on arterial streets in Bremner, where demand exists, to **support** competitive transit travel times.
- 42. **Encourage** transit priority measures at interchanges near transit terminals and at all arterial/collector intersections to **promote** transit as a priority transportation mode.
- 43. **Consider** the implementation of shared mobility programs (bike and car share) where demand exists, to **support** improved mobility options for residents of Bremner.
- 44. **Encourage** long-term network planning with regional partners to prepare for connected and autonomous vehicles to **promote** efficient use of infrastructure and the advancement of transit and shared mobility.



3.4 Utility Systems and Services

Effective utility systems are essential for a healthy population and for the fiscal health of the County. Bremner will be designed in accordance with County servicing standards as conceptually shown in Figure 8: Water Servicing Concept, Figure 9: Stormwater Servicing Concept, and Figure 10: Wastewater Servicing Concept. The utilities servicing plan developed for Bremner consists of onsite and offsite servicing plans. Development will have regard for existing utilities and natural systems while ensuring development is serviced for future needs. Details of the individual utility servicing plans are provided in the Bremner Utilities Master Plan.

Utility services such as recycling stations, telecommunications and energy systems are essential to the operational function of a community. As growth occurs, utility services as well as emergency services will need to be planned for and incorporated into the development of Bremner. Low impact development principles and alternative energy systems will promote efficiency and green infrastructure.

▶ GOAL

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

▶ OBJECTIVES

Strathcona County's objectives are to ensure that **Utility Systems and Services** in Bremner:

1. Provide and plan for various **utility services and emergency services**;
2. Provide **water and wastewater** servicing systems to an urban standard;
3. Provide **stormwater** servicing systems that meets urban standards and incorporates opportunities for innovative stormwater management strategies;
4. Encourage **low impact development** principles for stormwater management; and
5. Explore opportunities for alternative **energy** and energy efficient uses in Bremner.



POLICIES

Utility Services and Emergency Services

1. **Require** plans for development to have regard for existing pipelines, utility corridors, and natural systems to **ensure** servicing uses land efficiently and does not impact existing networks
2. **Require** the determination of the locations for new recycle stations in advance of need to **ensure** compatibility with surrounding uses and logical location within development.
3. **Require** the provision of programs for the pick-up and disposal of solid waste within Bremner to **ensure** waste services are to an urban standard.
4. **Require** waste plans for new commercial, local community services, schools, major public services, and industrial developments to **ensure** waste servicing is provided efficiently.
5. **Encourage** joint waste plans between multiple sites to **promote** opportunities for shared waste disposal and diversion areas.
6. **Require** new developments to provide for the extension of shallow utility services such as gas, electrical, and telecommunication lines in Bremner to **ensure** services are provided to an urban standard for all new development.
7. **Encourage** opportunities for innovative and alternative servicing strategies, such as fibre, to **promote** an adaptive and sustainable community.
8. **Encourage** emergency services to locate in close proximity to, or within the Town Centre or Village Centres, or where needed to meet response times to **promote** the availability of emergency services within the area.
9. **Encourage** emergency services to locate at the intersection of collector roads to **promote** sufficient access for necessary response times and public safety.
10. **Encourage** an air quality monitoring station to be located and integrated into a County site to **promote** a healthy community.

Water & Wastewater

11. **Require** development to determine and address any infrastructure capacity constraints to **ensure** development is serviced for future capacity needs.
12. **Require** plans for development to have regard for existing pipelines, utility corridors, and natural systems to **ensure** servicing uses land efficiently and does not impact existing networks.
13. **Require** all developments within Bremner to connect to municipal wastewater services to **ensure** services are provided to an urban standard.
14. **Require** all developments within the Bremner to connect to municipal water services to **ensure** services are provided to an urban standard.
15. **Require** wastewater servicing within Bremner to address service constraints for low lying areas along the north perimeter of Bremner to **ensure** a consistent level of service is provided for all residents.
16. **Require** water distribution in Bremner to be designed to urban servicing standards with the required fire protection to **ensure** safe and efficient development.
17. **Encourage** country residential development to connect to municipal water and wastewater, once available, to **promote** efficient use of infrastructure and environmental health.

Stormwater

18. **Require** plans for development to have regard for existing pipelines, utility corridors, and natural systems to **ensure** servicing uses land efficiently and does not impact existing networks.
19. **Require** controlled release rates for any stormwater management facilities that discharge to Oldman Creek and Pointe-Aux-Pins Creek to **ensure** stormwater drainage is accommodated and each creek's integrity is protected.
20. **Require** detailed flood plain assessments to be completed at the Bremner Sub-Area Structure Plan stage to **ensure** areas of concern identified in the Bremner Utilities Master Plan are addressed.
21. **Require** detailed erosion assessments for Pointe-Aux-Pins and Oldman Creek to be completed concurrently with the first Bremner Sub-Area Structure Plan to **ensure** confirmation of allowable stormwater release rates to the creeks.

22. **Consider** the planting of natural vegetation in creek banks, where it stabilize the soil, to **support** reduced erosion.
23. **Require** a variable discharge control outlet system to **ensure** the impacts of increased runoff rates are mitigated.
24. **Encourage** wet ponds, constructed wetlands, or natural wetlands for new development to **promote** integration of natural areas in the stormwater management system.
25. **Require** development to determine and address any stormwater servicing constraints to **ensure** future capacity needs can be accommodated.

Low Impact Development

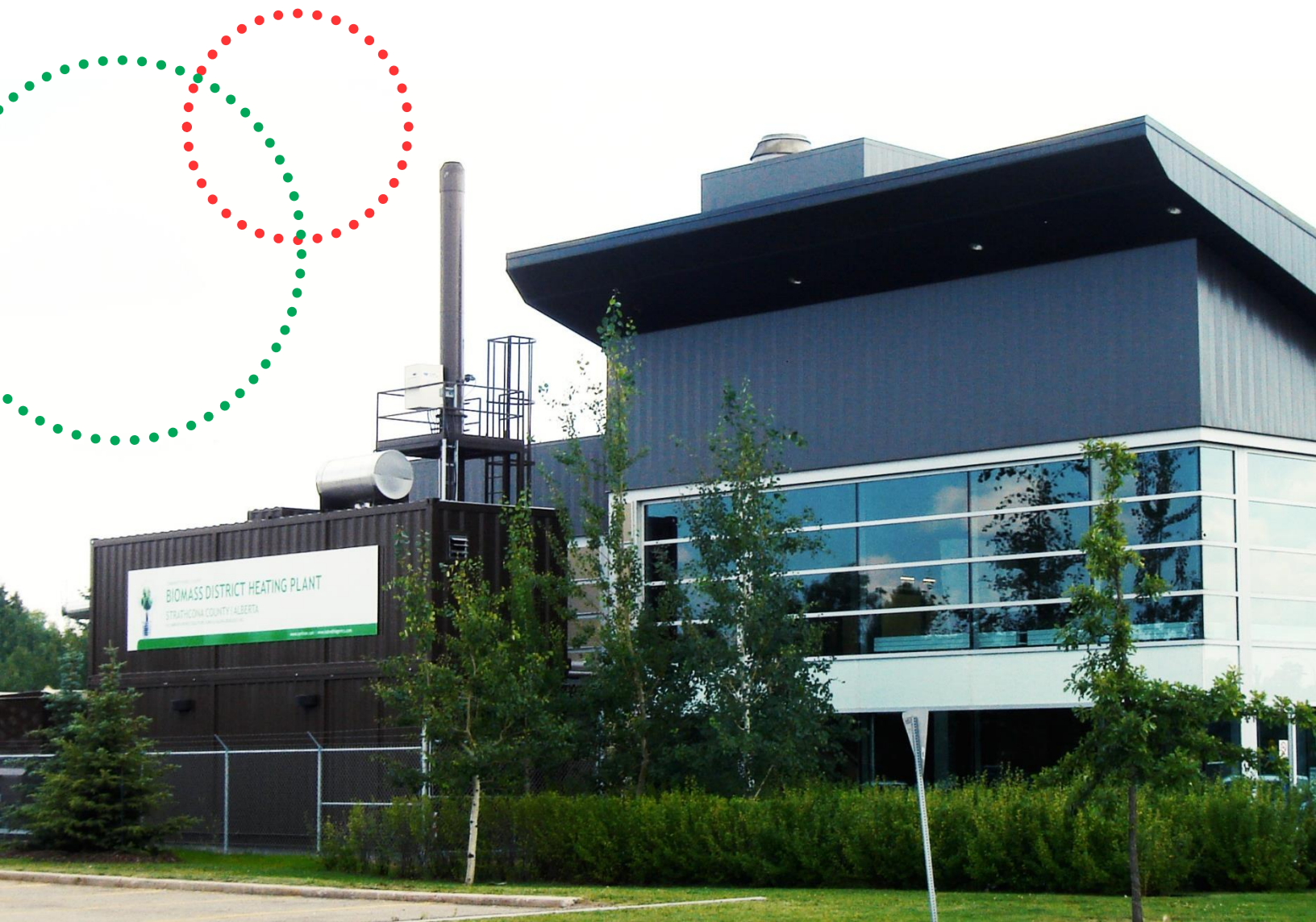
26. **Encourage** low impact development principles for cold weather climates to **promote** winter efficiency.
27. **Encourage** low impact development principles for stormwater management to **promote** efficient use of land and natural drainage system resiliency that mitigates the impacts of increased runoff rates and volumes.



- 28. **Encourage** the use of bioswales and naturalized stormwater management facilities, where feasible, to **promote** stormwater infiltration, filtering, storage, and evaporation in addition to detention.
- 29. **Encourage** opportunities to utilize harvested rainwater for irrigation of parks and community gardens to **promote** sustainable community servicing and water efficiency.

Energy

- 30. **Consider** alternative energy systems or district energy systems where located within centres or the Business Park to **support** safe, reliable, and efficient utilities.
- 31. **Encourage** opportunities for alternative energy and energy efficient uses to **promote** a reduced carbon footprint for Bremner.
- 32. **Encourage** building orientation to facilitate solar warming and optimize energy efficiency to **promote** sustainable building development and reduced energy consumption.
- 33. **Encourage** landscaping to reduce energy demand, such as trees acting as wind breaks, to create canopies along active transportation infrastructure to **promote** sustainable design of public spaces.
- 34. **Encourage** opportunities for energy efficient (e.g. LED) street lighting systems in neighbourhoods to **promote** the long-term health of neighbourhoods.
- 35. **Encourage** the use of energy efficient lighting and implement dark sky measures to **promote** improved visibility and conservation of the night-time environment.

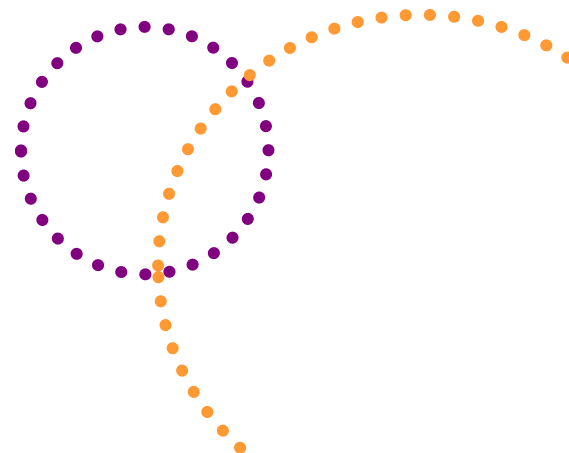




SECTION 4. POLICY AREAS

The following sections of the Area Concept Plan have been separated as per the policy areas indicated in Figure 2A: Bremner Development Concept, and grouped in to the following topic areas:

- 4.1 Centres and Nodes
- 4.2 Neighbourhoods
- 4.3 Business Employment
- 4.4 Open Space



SECTION 4.1

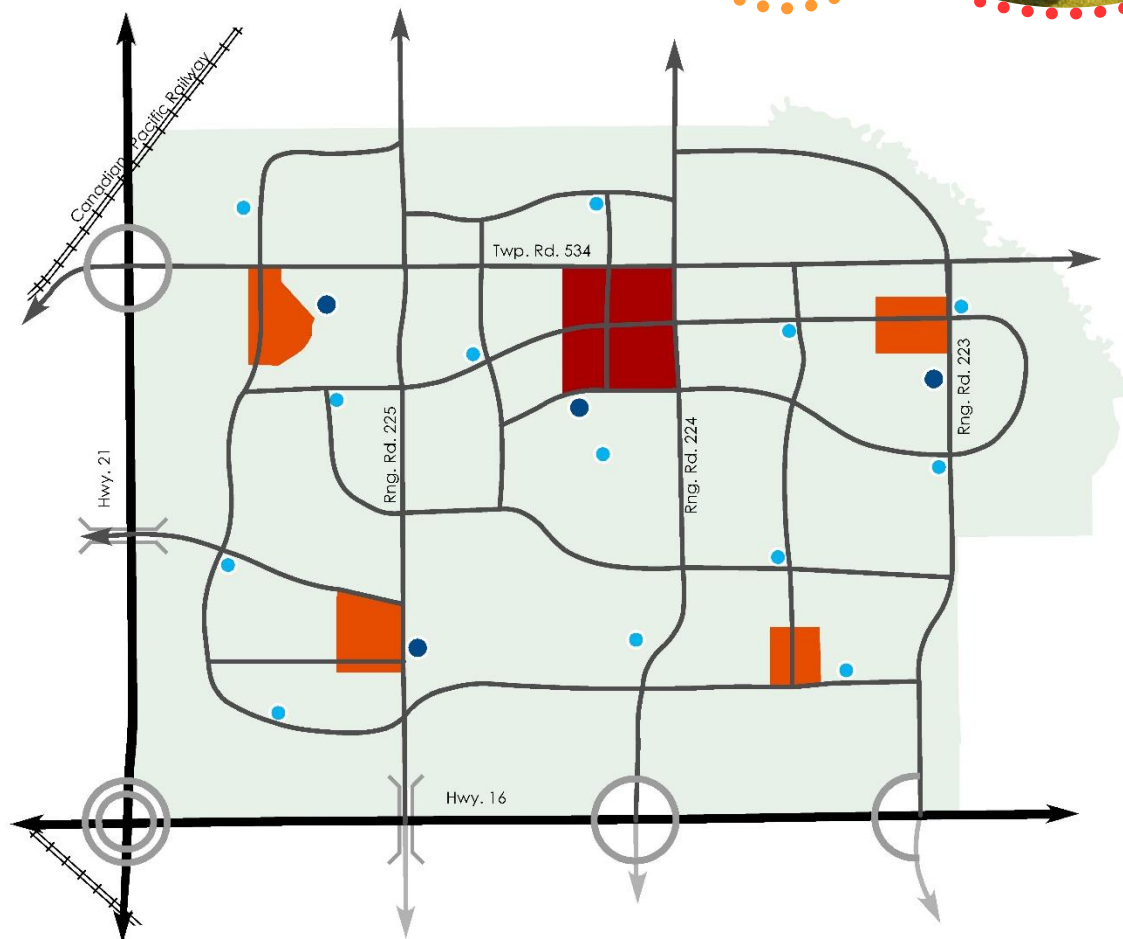
Centres and Nodes

Centres will be comprised of mixed-use development that provides a concentration of commercial, higher density residential, community services, and transit access which will support the walkability and liveability of each community. The Town Centre will serve as a sub-regional destination, and Village Centres and community nodes will provide community level services.

4.1.1 Town Centre Policy Area

4.1.2 Village Centre Policy Area

4.1.3 Community Node Policy Area



4.1.1 Town Centre Policy Area

The Town Centre is Bremner's Urban Centre that provides a sub-regional level of service for the plan area. It is centrally located within Bremner as generally shown in Figure 2A: Bremner Development Concept. The Town Centre will contain a diverse mix of uses including major commercial, major community services, local 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.

▶ GOAL

The Town Centre will be a destination within Strathcona County, providing a sub-regional level of service in conjunction with the Regional Park.

▶ OBJECTIVES

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

1. Contains **mixed-use** buildings and mixed-use development;
2. Provides **commercial** opportunities, including major commercial;
3. Contains high density **residential**, which includes community housing and seniors housing;
4. Provides **community services** for residents and the sub-region;
5. Contains public **open space and plazas** for gathering and recreation;
6. Provides a **transportation** network that supports transit and active transportation for daily trips; and
7. Is **designed** and built to be compact and highly walkable in all seasons.



POLICIES

Mixed-Use

1. **Encourage** 140 people plus jobs per gross hectare within the Town Centre to **promote** a concentration of employment opportunities and high density residential.
2. **Encourage** mixed-use development and mixed-use buildings to **promote** a vibrant higher density district.
3. **Require** a mix of uses along main street(s) with commercial or community services on the ground floor of buildings to **ensure** an active building interface with a strong pedestrian experience.
4. **Require** that the Town Centre consist of a mix of commercial, community service and high density residential in a compact form to **ensure** the creation of a urban centre with a sub-regional level of service.
5. **Encourage** apartment housing above the ground floor of commercial and community services to **promote** an active centre.

Commercial

6. **Require** sites for major commercial, community commercial, and business commercial to **ensure** access to services and opportunities for employment for the local population and sub-region.
7. **Require** that a commercial needs assessment includes the following influences, in addition to commercial demand, when used to assist in determining the overall size of the Town Centre to **ensure** that commercial uses are viable in the short and long term:
 - (a) Trade area;
 - (b) Population build-out;
 - (c) Population density;

- (d) Walkability; and
- (e) Employment needs.

Residential

8. **Encourage** a minimum density of 100 dwelling units per net residential hectare to **promote** a concentration of higher residential density within walking distance to commercial, community services and employment.
9. **Require** the Town Centre to contain sites for residential in the form of apartment housing to **ensure** a high, compact population density that sustains commercial and community services.
10. **Encourage** sites for seniors housing and community housing to **promote** affordable and accessible housing in proximity to community and commercial services.
11. **Encourage** seniors housing and community housing to be located in close proximity (250 metres) to community services such as health services or recreation centres to **promote** accessibility to these services.
12. **Encourage** seniors housing and community housing to be located in close proximity (250 metres) to transit controlled locations to **promote** transportation options and accommodate reduced mobility.



Community Services

13. **Require** that there are sites which provide an opportunity for local community services and major community services to **ensure** access to community activities for the local population and sub-region.
14. **Require** sites that provide an opportunity for local community services and major community services to **ensure** access to community activities for the local population and sub-region.
15. **Encourage** the joint use of sites or buildings between community services, residential, or commercial to **promote** an integrated, accessible and inviting community to all residents.
16. **Encourage** the following major community services to be included within the Town Centre or adjacent Regional Park to **promote** access to these services for the local population and sub-region:
 - (a) Library;
 - (b) Spaces for arts and culture;
 - (c) Community hall and events centre;
 - (d) Transit terminal;
 - (e) Health centre;
 - (f) Government services; and
 - (g) Indoor recreation.
17. **Encourage** public health services to locate in close proximity to the following amenities to **promote** convenient access to health services:
 - (a) Transit corridors;
 - (b) On-street at grade transit transfer facility or transit terminal;
 - (c) Seniors housing and community housing;
 - (d) Major community services; and
 - (e) Complementary health services.



18. **Encourage** post-secondary institutions to locate within the Town Centre or adjacent Regional Park to **promote** a walkable campus environment.
19. **Consider** major public services within the Town Centre where the following are applied to **support** land use compatibility:
 - (a) Provides an accessible service to the public such as a recycle station;
 - (b) Provides an essential service for the local area such as emergency services;
 - (c) Contains any nuisances within a building; and
 - (d) Is built in a compact form.

Open Space and Plazas

20. **Require** open space connections from the Town Centre to the adjacent Regional Park to **ensure** access to the open space network and public amenities.
21. **Encourage** open space and plazas for public use to be incorporated within the built form and character of the Town Centre to **promote** a sense of place and interaction outdoors.
22. **Require** open spaces and plazas to be sized to accommodate uses such as gathering, recreation and cultural programming, and

public agriculture to **ensure** active public spaces.

23. **Encourage** open space connections to open spaces and plazas through medium and high density residential, mixed-use developments, and commercial sites to **promote** walkability throughout the Town Centre.
24. **Encourage** open space and plazas to be located in close proximity to a transit controlled location to **promote** accessibility to open space.
25. **Require** open spaces and plazas to be designed in accordance with Section 2.3 of Appendix B to **ensure** that open spaces are comfortable and safe year-round.

Transportation

26. **Require** a grid network of streets and short block spacing to **ensure** connectivity for all transportation modes.
27. **Encourage** the network of blocks and streets to have a maximum length and width of 150 metres to **promote** the Town Centre as walkable and transit supportive.
28. **Require** a series of main streets within the Town Centre to **ensure** high intensity commercial uses are supported by pedestrian-oriented streets.
29. **Require** low design speeds on streets in the Town Centre to **promote** the Safe Systems Approach and prioritize the safety of people walking and cycling.
30. **Require** main streets to include transit routes to **ensure** multi-modal options are provided in the Town Centre.
31. **Require** main streets to connect to major roadways such as collector or arterial streets to **ensure** access for all modes to the commercial core.
32. **Require** the transportation network in the Town Centre to incorporate public or private laneways to accommodate loading, garbage, and rear parking areas to **ensure** consistent street-oriented buildings.
33. **Require** that only the following street types are permitted in the Town Centre, as per the Bremner Design and Construction Standards, to ensure that the transportation network meets the needs of users:
 - (a) Main Street Collectors;
 - (b) Local;
 - (c) Laneways;
 - (d) Collectors;
 - (e) Shared Streets; and
 - (f) Off-Street Multi-Use Trails.
34. **Require** that all streets within the Town Centre be designed to accommodate people cycling to **ensure** accessible connections to destinations for all people on bikes.
35. **Require** bicycle parking for all developments to **ensure** that residents can choose to ride a bike for all trips.
36. **Require** street design on all streets within the Town Centre to accommodate walking on both sides of the street to **ensure** a vibrant public realm and connections to businesses and transit.
37. **Require** main streets in the Town Centre to include a frontage zone, pedestrian through zone, furnishing zone, and ancillary zone on both sides of the street as identified in the Bremner Design and Construction Standards to **ensure** a vibrant and flexible street where placemaking and walkability are prioritized.



38. **Encourage** development of shared streets or pedestrian-only streets where people walking and cycling are expected to be the primary users to **promote** vibrant public spaces near central open space or major community services.
39. **Require** that a street be designed within the Town Centre to accommodate an on-street at-grade transit transfer facility or transit terminal to **ensure** that the Town Centre serves as a multi-modal hub with increased transit opportunities for high density residential.
40. **Require** that the on-street at-grade transit transfer facility or transit terminal be centrally located with access to main streets to **ensure** it is easily accessible by transit users.
41. **Encourage** that the on-street at-grade transit transfer facility or transit terminal be located in close proximity to secondary community nodes to promote easy access and transit ridership opportunities for students.
42. **Require** a minimum of one priority transit corridor to **ensure** transit priority for bus service and potentially future higher order transit such as bus rapid transit.
43. **Require** local and intermunicipal transit connections to **ensure** connectivity to regional employers and educational institutions outside of the County.
44. **Encourage** express transit service from the Town Centre to broader destinations to **promote** transit as a transportation option throughout Bremner and the rest of Strathcona County.
45. **Require** on-street parking on all streets within the Town Centre to **ensure** reduced off-street parking and to provide a buffer between street traffic and pedestrians.
46. **Require** parking to be located underground, stacked or on the street and designed as pedestrian oriented in accordance with Section 1.1 of Appendix B to **ensure** continuous, active streetscapes are provided.

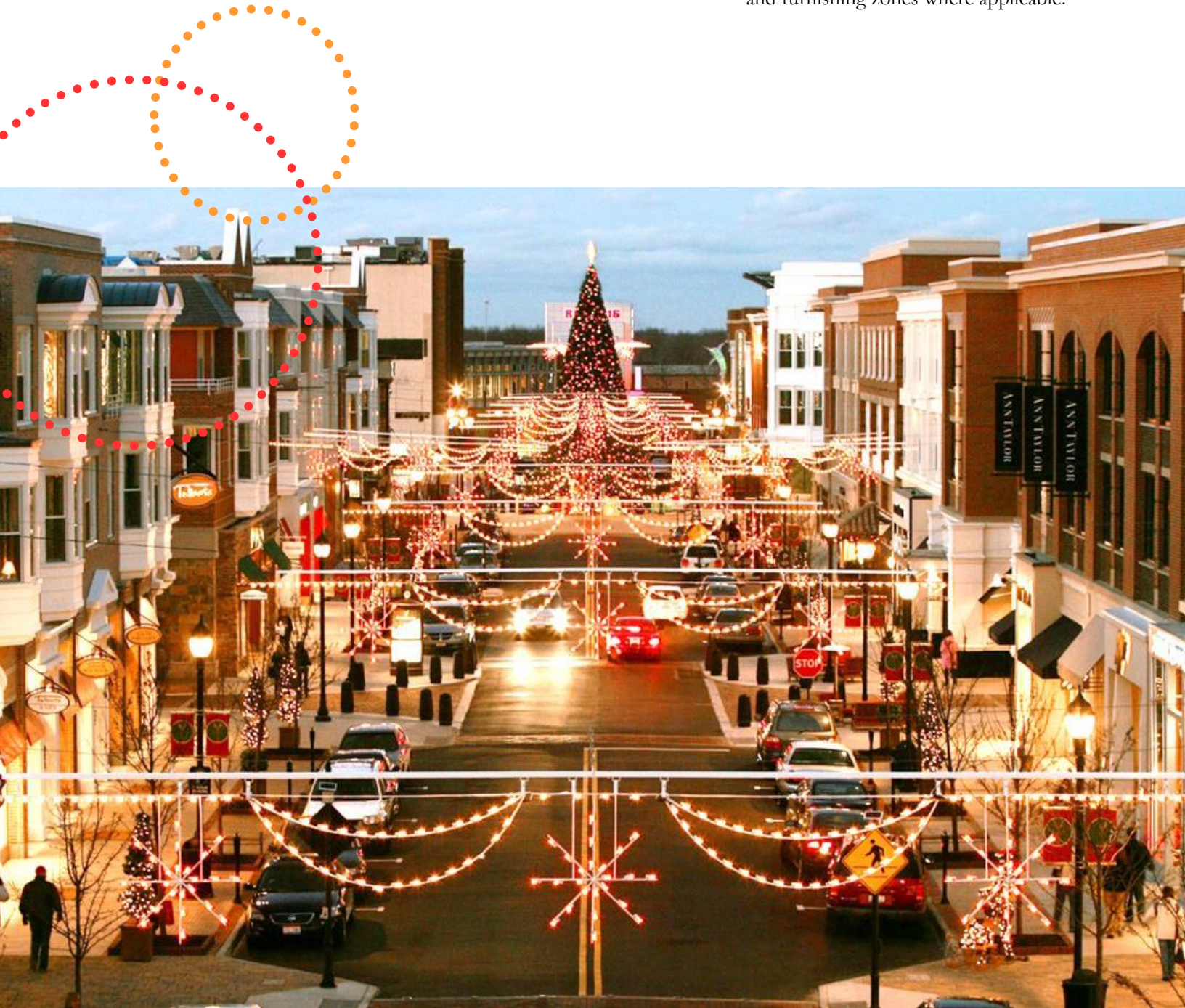


Design

47. **Require** pedestrian oriented active frontages to be implemented in accordance with Section 1.2 of Appendix B to **ensure** vibrant streetscapes with street level activity are provided.
48. **Require** street wall and building height design as outlined in Section 1.3 of Appendix B to **ensure** human scaled streetscapes and appropriate transitioning.
49. **Require** main streets to be designed in accordance with Section 1.4 of Appendix B to **ensure** pedestrian oriented streetscapes and high quality character that evokes a sense of place is provided.
50. **Require** the implementation of all season design for built form in accordance with Section 2.1 of Appendix B to **ensure** that building placement, aesthetics, and materials enhance the pedestrian experience year-round.
51. **Require** all season public realm design in accordance with Section 2.2 of Appendix B to **ensure** that pedestrian streetscapes are safe, vibrant, and accessible year-round.

52. Require the Bremner Sub-Area Structure Plan that contains the Town Centre to include design standards for the Town Centre in conformance with Appendix B Urban Design Standards that address the following to **ensure** a high standard of architectural appearance and pedestrian oriented design:

- (a) Main street(s);
- (b) Signage;
- (c) Architecture such as a Town Centre theme;
- (d) Building height and setbacks;
- (e) Landscaping
- (f) Setbacks;
- (g) All season design;
- (h) Lighting, such as pedestrian scale lighting, CPTED and dark sky standards;
- (i) Pedestrian infrastructure, such as benches and bus stops; and
- (j) Sidewalk frontage zone, through zone, and furnishing zones where applicable.



4.1.2 Village Centre Policy Area

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, located as generally shown in Figure 2A: Bremner Development Concept. They are characterized by a mix of uses including medium to high density residential housing, commercial services, major community service and local community services. Village Centres focus on the provision of public transit opportunities and an active public realm.

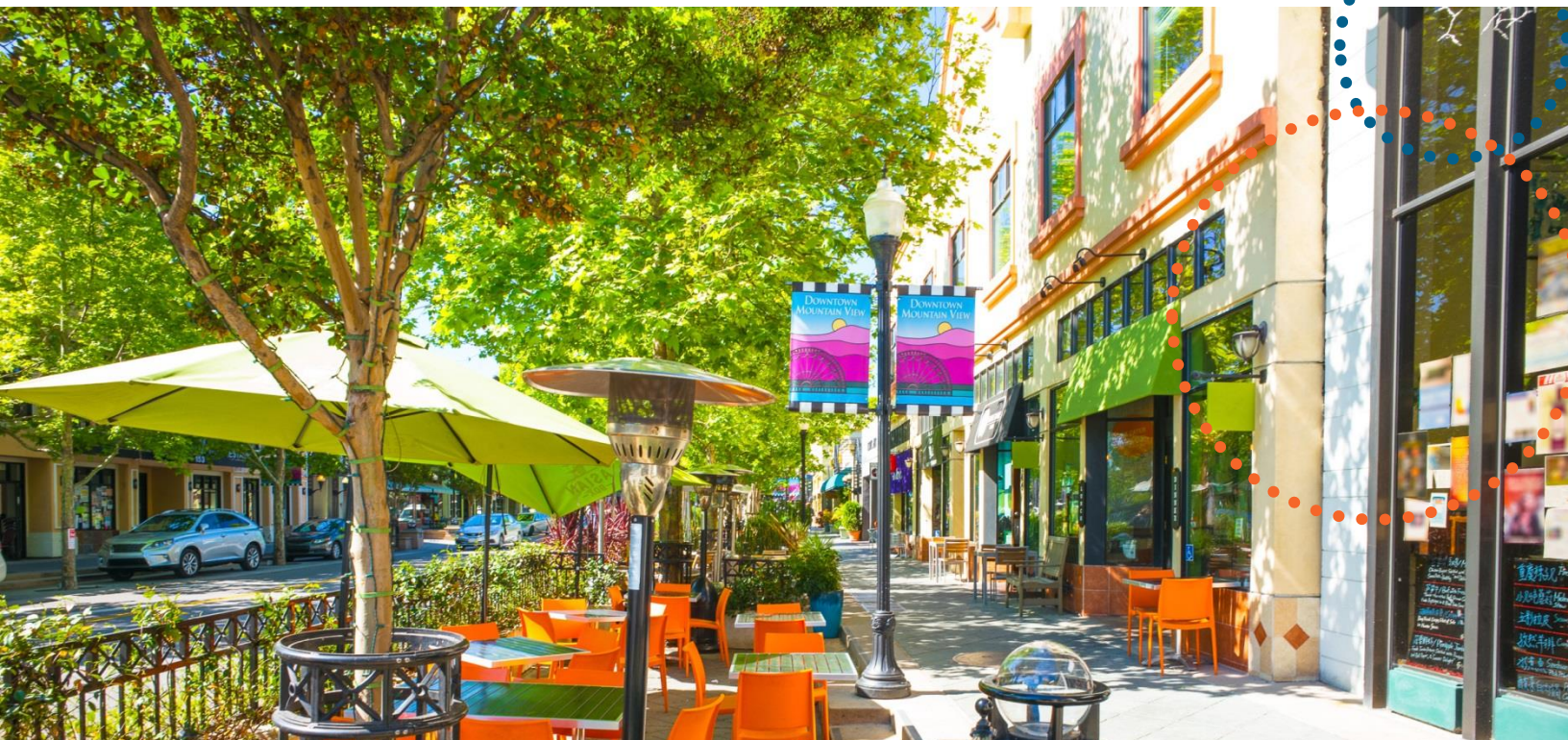
GOAL

Village Centres will be mixed-use walkable destinations within a community. They will provide medium to high density housing, employment, and services to meet the daily needs of community residents.

OBJECTIVES

Strathcona County's objectives are to ensure that the **Village Centre Policy Area** in Bremner:

1. Provides opportunities for **mixed-use** buildings and mixed-use development;
2. Provides **commercial** opportunities;
3. Contains medium and high density **residential** and housing diversity;
4. Provides **community services** for residents;
5. Contains public **open space and plazas** for gathering and recreation;
6. Provides a **transportation** network that supports transit and active transportation for daily trips; and
7. Is **designed** as compact and walkable in all seasons.



POLICIES

Mixed-Use

1. **Encourage** mixed-use development and mixed-use buildings to **promote** a vibrant higher density district.
2. **Require** a mix of uses along main street(s) with commercial or community services on the ground floor of buildings to **ensure** an active building interface with a strong pedestrian experience.
3. **Require** that a Village Centre consist of a mix of commercial, community service and medium or high density residential in a compact form to **ensure** each community contains a central service area where daily needs can be provided.
4. **Encourage** apartment housing above the ground floor of commercial and community services to **promote** an active centre.

Commercial

5. **Require** sites for major commercial, community commercial, and business commercial to **ensure** that the daily needs of community residents can be met.
6. **Require** that a commercial needs assessment include the following influences in addition to commercial demand when used to assist in determining the overall size of each Village Centre to **ensure** that commercial uses are viable in the short and long term:
 - (a) Trade area;
 - (b) Population build-out;
 - (c) Population density;
 - (d) Walkability; and
 - (e) Employment needs.

Residential

7. **Encourage** a minimum density of 60 dwelling units per net residential hectare to **promote** a concentration of higher residential density within walking distance to commercial, community services and employment.
8. **Require** that Village Centres contain sites for residential in the form of apartment housing, stacked row housing or mixed-use buildings to **ensure** a high, compact population density that sustains local community services and commercial.
9. **Encourage** sites for seniors housing and community housing to **promote** affordable and accessible housing in proximity to community and commercial services.
10. **Encourage** seniors housing and community housing to be located in close proximity (250 metres) to community services such as health services or recreation centres to **promote** accessibility to these services.
11. **Encourage** seniors housing and community housing to be located in close proximity (250 metres) to transit controlled locations to **promote** transportation options and accommodate reduced mobility.

Community Services

12. **Require** that there are sites which provide an opportunity for local community services and major community services to **ensure** access to community activities for the local population.
13. **Require** the joint use of sites or buildings for public community services to **ensure** compact form as well as efficient use of land and resources.

14. **Encourage** joint use of sites or buildings between community services, residential, or commercial to **promote** an integrated, accessible and inviting community for all residents.

Open Space and Plazas

15. **Require** open space and plazas within or adjacent to Village Centres for public use to **ensure** public open space is provided for community gathering.
16. **Encourage** open space and plazas for public use to be incorporated within the built form and character of the Village Centre to **promote** a sense of place and interaction outdoors.
17. **Require** open spaces and plazas to be sized to accommodate uses such as gathering, recreation and cultural programming, and public agriculture to **ensure** active public spaces.
18. **Encourage** open space connections to open spaces and plazas through medium and high density residential, mixed-use developments, and commercial sites to **promote** walkability throughout the Village Centre.
19. **Encourage** open space and plazas to be located in close proximity to a transit controlled location to **promote** accessibility to open space.

20. **Require** open spaces and plazas to be designed in accordance with Section 2.3 of Appendix B to **ensure** that open spaces are comfortable and safe year-round.

Transportation

21. **Require** a grid network of streets and short block spacing to **ensure** connectivity for all transportation modes.
22. **Encourage** the network of blocks and streets to have a maximum length and width of 150 metres to **promote** Village Centres as walkable and transit supportive.
23. **Require** a main street(s) within the Village Centre to **ensure** high intensity commercial uses are supported by pedestrian-oriented streets.
24. **Require** low design speeds on streets in Village Centres to **promote** the Safe Systems Approach and prioritize the safety of people walking and cycling.
25. **Require** main streets to include transit routes to **ensure** multi-modal options are provided in Village Centres.
26. **Require** main streets to connect to major roadways such as collector or arterial streets to **ensure** access for all modes to the commercial core.



27. **Require** the transportation network in Village Centres to incorporate public or private laneways to accommodate loading, garbage, and rear parking areas to **ensure** consistent street-oriented buildings.
28. **Require** that only the following street types are permitted in Village Centres, as per the Bremner Design and Construction Standards, to ensure the transportation network meets the needs of users:
 - (a) Main Street Collectors;
 - (b) Local;
 - (c) Laneways;
 - (d) Collectors;
 - (e) Shared Streets; and
 - (f) Off-Street Multi-Use Trails.
29. **Require** all streets within or adjacent to Village Centres be designed to accommodate people cycling to **ensure** accessible connections to destinations for all people on bikes.
30. **Require** bicycle parking for all developments to **ensure** that residents can choose to ride a bike for all trips.
31. **Require** street design on all streets within Village Centres to accommodate walking on both sides of the street to **ensure** a vibrant public realm and connections to businesses and transit.



32. **Require** main streets in Village Centres to include a frontage zone, pedestrian through zone, furnishing zone, and ancillary zone on both sides of the street as identified in the Bremner Design and Construction Standards to **ensure** a vibrant and flexible street where placemaking and walkability are prioritized.
33. **Encourage** development of shared streets or pedestrian-only streets where people walking and cycling are expected to be the primary users to **promote** vibrant public spaces near central open space or major community services.
34. **Require** that a street be designed within Village Centres to accommodate an on-street at-grade transit transfer facility or transit terminal to **ensure** that the Village Centre serves as a multi-modal hub with increased transit opportunities for medium and high density residential.
35. **Require** that the on-street at-grade transit transfer facility or transit terminal be centrally located with access to main streets to **ensure** it is easily accessible by transit users.
36. **Encourage** that the on-street at-grade transit transfer facility or transit terminal be located in close proximity to secondary community nodes to promote easy access and transit ridership opportunities for students.
37. **Require** a minimum of one priority transit corridor to **ensure** transit priority for bus service and potentially future higher order transit, such as bus rapid transit.
38. **Require** local and intermunicipal transit connections to **ensure** transit priority for bus service and potentially future higher order transit, such as bus rapid transit.
39. **Encourage** express transit service from Village Centres to broader destinations to **promote** transit as a transportation option throughout Bremner and the rest of Strathcona County.

- 40. **Require** that only on-street parking is visible along main street(s) and is designed as pedestrian-oriented in accordance with Section 1.1 of Appendix B to **ensure** continuous, active streetscapes are provided.
- 41. **Encourage** parking to be located underground, stacked or on the street to **promote** continuous, active streetscapes.

Design

- 42. **Require** pedestrian-oriented active frontages to be implemented in accordance with Section 1.2 of Appendix B to **ensure** vibrant streetscapes with street level activity are provided.
- 43. **Require** street wall and building height design as outlined in Section 1.3 of Appendix B to **ensure** human scaled streetscapes and appropriate transitioning.
- 44. **Require** main streets to be designed in accordance with Section 1.4 of Appendix B to **ensure** pedestrian-oriented streetscapes and high quality character that evokes a sense of place is provided.
- 45. **Require** the implementation of all season design for built form in accordance with Section 2.1 of Appendix B to **ensure** that building placement, aesthetics, and materials enhance the pedestrian experience year-round.
- 46. **Require** all season public realm design in accordance with Section 2.2 of Appendix B to **ensure** that pedestrian streetscapes are safe, vibrant, and accessible year-round.
- 47. **Require** Bremner Sub-Area Structure Plans to contain design standards for Village Centres in conformance with Appendix B Urban Design Standards that address the following to **ensure** a high standard of architectural appearance and pedestrian-oriented design:
 - (a) Main street(s);
 - (b) Signage;
 - (c) Architecture such as a Village Centre theme;
 - (d) Building height and stepbacks;
 - (e) Landscaping;
 - (f) Setbacks;
 - (g) All season design;
 - (h) Lighting such as pedestrian scale lighting, CPTED and dark sky standards;
 - (i) Pedestrian infrastructure such as benches and bus stops; and
 - (j) Sidewalk frontage zones, through zones, and furnishing zones where applicable.



4.1.3 Community Node Policy Area

The main purpose of community nodes is to provide a location for schools and open space. They will be located as generally shown in Figure 2A: Bremner Development Concept. Community nodes are divided into two separate types. 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 also integrate complementary uses such as local community services, major community services, open space, commercial, and residential. Community nodes act as gathering spaces and support healthy lifestyles by providing amenities that are walkable and function as activity hubs within communities.

▶ GOAL

Community nodes are walkable and function as activity hubs within communities by providing a location for schools, open space, and complementary uses.

▶ OBJECTIVES

Strathcona County's objectives are to ensure that the [Community Node Policy Area](#) in Bremner:

1. Provides a location for **schools**;
2. Contains public **open space**;
3. Provides opportunities for **community services**;
4. Provides opportunities for **residential and commercial** uses;
5. Supports **accessible** transit and active transportation for daily trips; and
6. Is **designed** to be compact and walkable in all seasons.



POLICIES

Schools

1. **Require** each primary community node to contain a primary school site to **promote** centrally located school sites within each community.
2. **Require** each secondary community node to contain a secondary school site to **promote** centrally located school sites within each community.
3. **Require** that each community node is efficiently sized and contains a school site and at least one additional use, such as another school site or a complementary use, to **ensure** community nodes are active community centres.

Open Space

4. **Require** that a Park Master Plan be prepared for community nodes to **ensure** that the design coordinates immediate and long term needs for the site.
5. **Require** that Park Master Plans for community nodes design the sites to maximize the benefits of open spaces for all uses within the node to **ensure** multi-functioning open spaces.
6. **Require** each community node to contain open space that functions for all ages and abilities to **ensure** recreational and cultural opportunities for local residents and the school.
7. **Encourage** the integration of public urban agriculture within open spaces to **promote** local food production, consumption and educational opportunities.
8. **Require** parks and public spaces to be designed in accordance with Section 2.3 of Appendix B to **ensure** that open spaces are comfortable and safe year-round.

Community Services

9. **Encourage** public local and major community services to **promote** shared resources and opportunities for learning.
10. **Encourage** indoor and outdoor recreation facilities within each secondary community node to **promote** the joint use of major community services with secondary schools.
11. **Consider** private local and major community services where the following are applied, to **support** land use diversity on the site:
 - (a) Shared resources between the users of the site; or
 - (b) Educational opportunities for the school or community.

Residential and Commercial

12. **Consider** residential, commercial, or mixed-use development where synergies are provided between these uses and schools or community services to **support** community nodes as cohesive community centres.
13. **Encourage** seniors housing and community housing where synergies are provided between these uses and schools to **promote** convenient access to services and multigenerational interactions.





Accessibility

14. **Require** that community nodes include the following design aspects to **ensure** safe and convenient access by all modes of transportation:
 - (a) Front onto at least two streets;
 - (b) Be connected to active transportation infrastructure; and
 - (c) Implement traffic calming at adjacent crossings.
15. **Encourage** Community nodes to include the following design aspects to **promote** accessible public spaces:
 - (a) Be accessible from all sides;
 - (b) Highly visible with minimal building setbacks; and
 - (c) Avoid adjacency to barriers such as railroads, arterial streets, and waterbodies.
16. **Require**, where barriers cannot be avoided, the use of mitigation measures for active transportation access to schools that is safe, efficient, unobstructed, and accessible to **ensure** walking and cycling to school is a safe and viable option.
17. **Require** streets adjacent to community nodes to incorporate active transportation infrastructure for cycling to **ensure** bicycle access to services and facilities.
18. **Require** bicycle parking for all developments to **ensure** that residents can choose to ride a bike for any trip.

Design

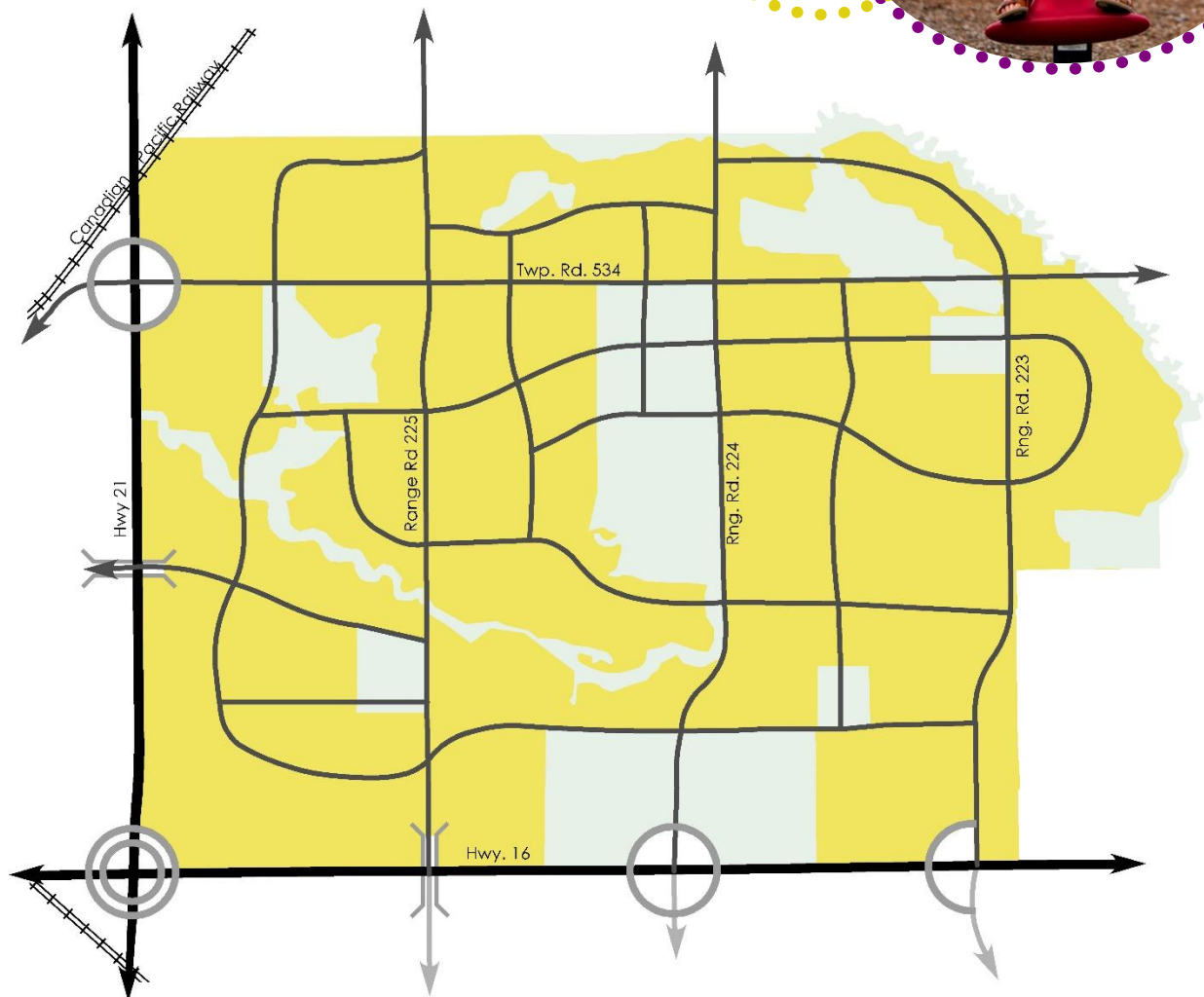
19. **Require** parking for public community services and high density residential to be located underground or stacked to **ensure** continuous, active streetscapes.
20. **Encourage** parking for commercial and medium density residential to be located underground, stacked, on the street, at the rear of buildings or interior of sites to **promote** continuous, active streetscapes.
21. **Require** parking for commercial, community services and residential to be designed as pedestrian-oriented in accordance with Section 1.1 of Appendix B to **ensure** continuous, active streetscapes are provided.
22. **Encourage** parking for schools to be designed as pedestrian-oriented in accordance with Section 1.1 of Appendix B to **promote** pedestrian safety.
23. **Encourage** pedestrian-oriented active frontages to be implemented in accordance with Section 1.2 of Appendix B to **promote** vibrant streetscapes with street level activity.
24. **Encourage** the implementation of all season design for built form in accordance with Section 2.1 of Appendix B to **promote** building placement, aesthetics, and materials which enhance the pedestrian experience year-round.
25. **Require** all season public realm design in accordance with Section 2.2 of Appendix B to **ensure** that pedestrian streetscapes are safe, vibrant, and accessible year-round.

SECTION 4.2

Neighbourhoods

The Neighbourhood Policy Area encompasses a range of residential forms and supporting uses that create complete communities. The following policies provide direction for development in these areas. The following policy area is included:

4.2.1 Neighbourhood Policy Area



4.2.1 Neighbourhood Policy Area

The Neighbourhood Policy Area encompasses the majority of residential development within the Bremner and LEA Area Concept Plan, as shown in Figure 2A: Bremner Development Concept. Along with residential, this area also includes open space and services to support active neighbourhoods and communities. Residential areas will contain a variety of built forms to provide a diverse supply of housing that meets the broad range of needs and desires of future residents. Open space such as community and neighbourhood parks and multi-use trails will provide recreation opportunities and active transportation infrastructure for residents throughout their neighbourhood. Connections to environmental reserve and the broader open space network will be provided throughout this policy area. Opportunities for local business and services will support the local economy while providing services in close proximity to where people live.

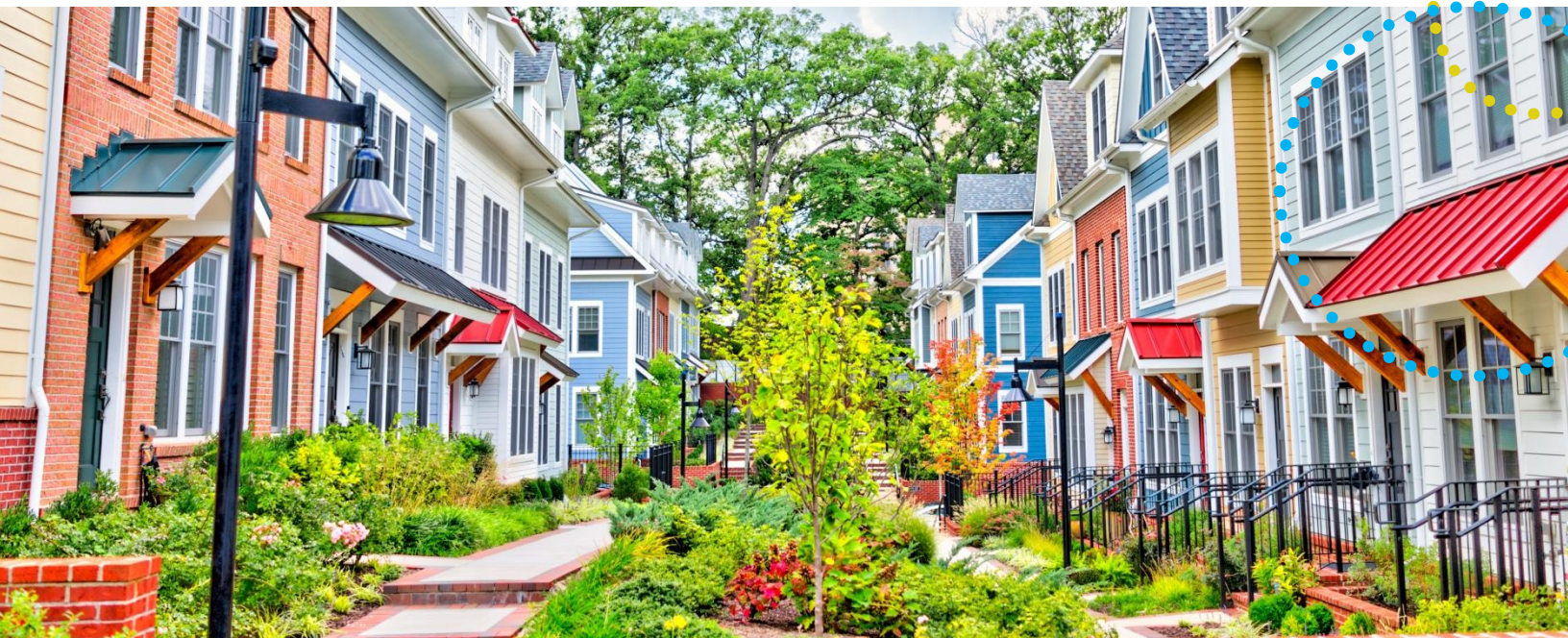
GOAL

Neighbourhood areas will include a variety of housing forms as well as services and open spaces that are dispersed throughout the neighbourhood area to meet the needs of a diverse population.

OBJECTIVES

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

1. Contains residential **housing diversity** throughout each community and neighbourhood;
2. Supports the viability of **existing country residential** development and the opportunity for future integration of these areas for redevelopment;
3. Allows opportunities for **services** that meet the daily needs of the surrounding residential development;
4. Provides convenient and accessible **open space** to all residents; and
5. Is **designed** to be walkable in all seasons.



POLICIES

Housing Diversity

1. **Require** a mix of low density residential and medium density residential within each neighbourhood to **ensure** a range of housing choices are provided.
2. **Encourage** that medium density residential housing that is adjacent to low density residential is designed to be context sensitive to **promote** the positive integration of diverse forms of housing.
3. **Encourage** medium density residential in close proximity to the Town Centre, Village Centres and community nodes to **promote** a dense, walkable community.
4. **Encourage** medium density residential along transit routes to **promote** the use of transit.
5. **Encourage** lane oriented garage and garden suites in low density residential areas to **promote** housing diversity and affordable housing opportunities.

Existing Country Residential

6. **Require** that subdivision of existing country residential parcels for residential purposes be limited to re-subdivision of an existing parcel in alignment with the following criteria to **ensure** continued residential development is logical and does not unnecessarily restrict further development:
 - (a) The parcels are the same size or larger than the smallest parcel in the existing country residential subdivision;
And
 - (b) All parcels have legal and physical access from an internal subdivision road; or

- (c) As determined through and in conformance with an approved Bremner Sub-Area Structure Plan.

7. **Encourage** consolidation of existing country residential parcels prior to re-subdivision to **promote** efficient neighbourhood design.
8. **Require** technical studies in support of rezoning and subdivision to **ensure** comprehensive planning processes are completed for all developments.

Services

9. **Encourage** live-work units within each community where they are compatible with surrounding residential uses and where visible parking for the unit is limited to on-street parking to **promote** opportunities for local business.
10. **Consider** community commercial, business commercial, and local community services within the Neighbourhood Policy Area, outside centres, where they are compatible with surrounding residential uses and where visible parking for the service is limit to on-street parking to **support** a walkable residential community with a mix of uses.
11. **Consider** minor home-based businesses where they are context sensitive to surrounding residential uses to **support** a diverse local economy.

Open Space

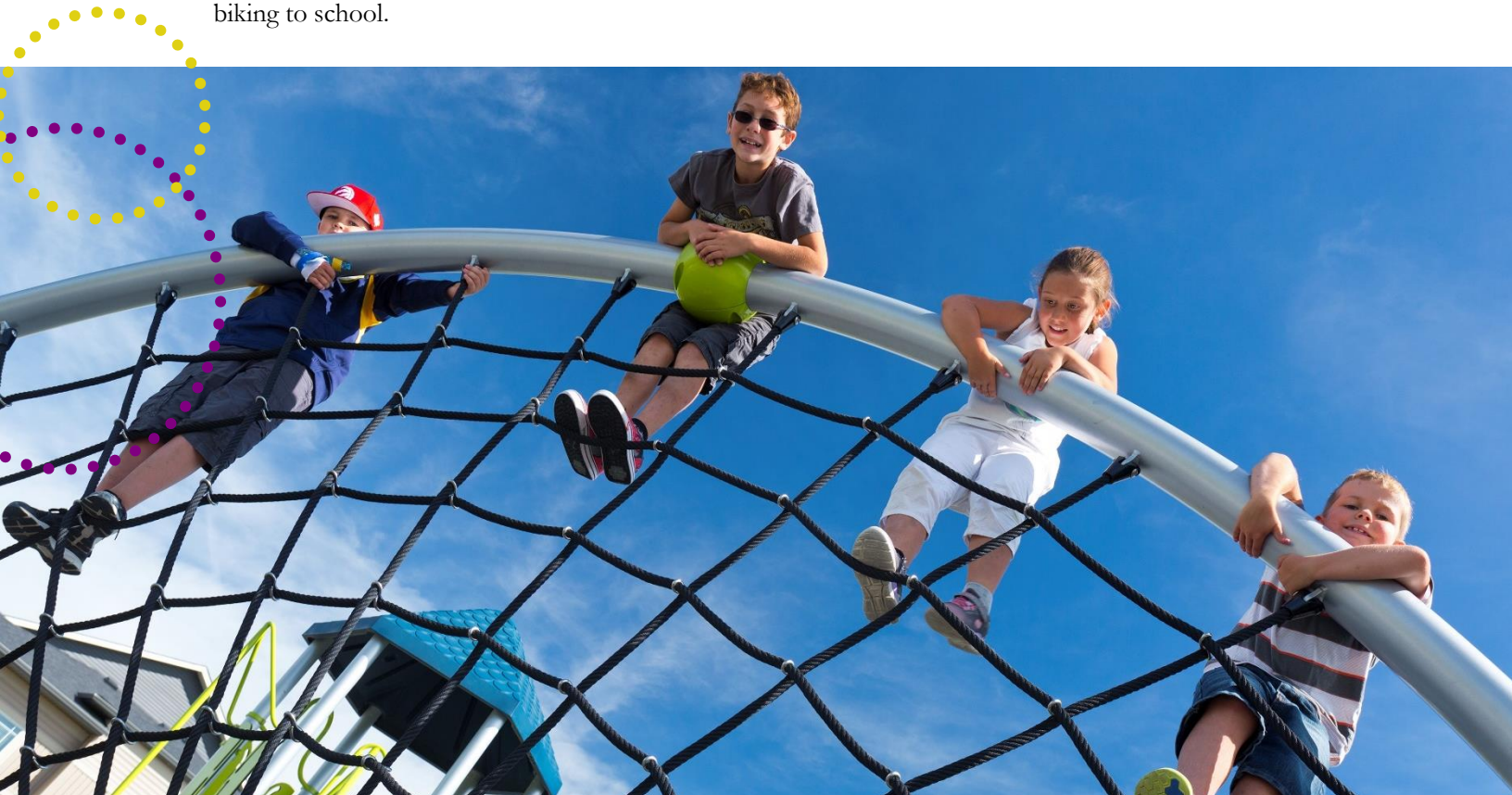
12. **Require** a connected open space network to **ensure** opportunities for recreation, culture, and access to open space are convenient for all residents.
13. **Require** every resident to be within 400 metres of a park or open space network access

point to **ensure** convenient access to the open space network.

14. **Encourage** open space connections that link community nodes, centres, parks, stormwater management facilities, and environmental reserves to **promote** the creation of a comprehensive active transportation network.
15. **Require** parks and public spaces to be designed in accordance with Section 2.3 of Appendix B to **ensure** that open spaces are comfortable and safe year-round.

Design

16. **Require** that parking for services and live-work units is designed as pedestrian-oriented in accordance with Section 1.1 of Appendix B to **ensure** continuous, active streetscapes are provided.
17. **Encourage** detached garages that are accessed from a lane to **promote** walkability, street safety and reduced speeds in neighbourhoods.
18. **Encourage** garages to be accessed from a lane, where the front lot line is adjacent to a primary community node, to **promote** pedestrian safety and reduced interactions between vehicles and children walking and biking to school.
19. **Encourage** garages to be designed as pedestrian-oriented in accordance with Section 1.2 of Appendix B to **promote** walkability and lower speeds in residential areas.
20. **Encourage** additional pedestrian-oriented active frontages to be implemented in accordance with Section 1.2 of Appendix B to **promote** walkability within neighborhoods.
21. **Encourage** the implementation of all season design for built form in accordance with Section 2.1 of Appendix B to **promote** building placement, aesthetics, and materials which enhance the pedestrian experience year-round.
22. **Require** all season public realm design for services and open space in accordance with Section 2.2 of Appendix B to **ensure** that public spaces are safe, vibrant, and accessible year-round.
23. **Encourage** blocks of a maximum length of 300 metres to **promote** a walkable grid network.
Encourage methods such as mid-block access ways or alleyways where blocks exceed 300 metres to **promote** walkability.

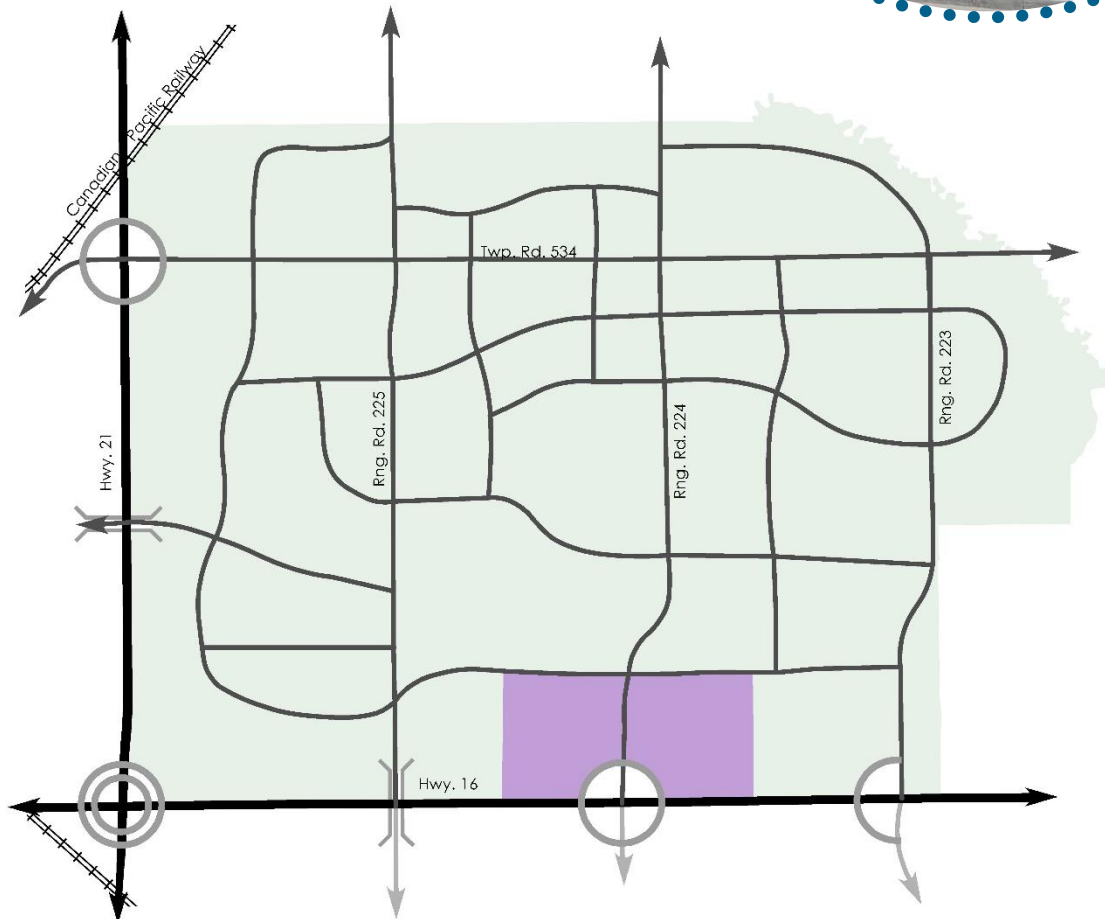


SECTION 4.3

Business Employment

This Business Park will be a major employment generator for the area. It provides employment opportunities that are located in Bremner to provide convenient access between jobs and residents by all modes of transportation. The following policy area is included:

4.3.1 Business Park Policy Area



4.3.1 Business Park Policy Area

The Business Park Policy Area consists primarily of business employment uses with limited commercial and services that support light industrial development, located generally as shown in Figure 2A: Bremner Development Concept. This area does not include residential, but provides opportunities for employment for surrounding residents. Included within the Business Park is a transit controlled location to ensure that employment can be accessed by various modes of transportation.

▶ GOAL

The Business Park will serve as a business employment node for Bremner with employment opportunities including offices and light industrial in an urban format.

▶ OBJECTIVES

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

1. Provides opportunities for **business employment**;
2. Includes associated **commercial** uses such as convenience commercial and business commercial;
3. Supports **multi-modal connections**;
4. **Transitions** to adjacent uses; and
5. Is **designed** to be walkable in all seasons.



POLICIES

Business Employment

1. **Encourage** light industrial uses that are able to integrate into an urban setting such as distribution centres or warehousing to **promote** employment opportunities.
2. **Encourage** business commercial associated with light industrial uses to **promote** employment opportunities.
3. **Encourage** climate control and energy conservation for buildings to **promote** green buildings and high quality design within the Business Park.
4. **Require** nuisances such as odor, dust, smoke, particulate matter, lighting, electrical interference, gas fumes, waste materials, and/or noise to be contained within an enclosed building to **ensure** no hazards to persons or property are developed.
5. **Encourage** development parcels be provided in varying sizes to **promote** an array of light industrial uses and activities.
10. **Require** that a street be designed within the Business Park to accommodate an on-street at-grade transit transfer facility or transit terminal to **ensure** that the Business Park serves as a primary employment area with increased transit opportunities.
11. **Require** local transit service connections and connections to intermunicipal transit to **ensure** connections to the Business Park for people living and working within the area.

Transition

12. **Require** landscaping between industrial and other land uses that provides a buffer to **ensure** transition to incompatible uses is provided.
13. **Encourage** larger formats to be located on internal streets away from arterial streets to **promote** an improved interface.

Design

6. **Consider** a limited amount of convenience commercial where it primarily serves employees and businesses within the Business Park to **support** compatible uses and walkability.
7. **Encourage** convenience commercial to locate adjacent to residential and the Village Centre to **promote** improved interface and transition.
14. **Encourage** parking to be located underground, stacked or on the street to **promote** continuous, active streetscapes.
15. **Require** parking to be designed as pedestrian-oriented in accordance with Section 1.1 of Appendix B to **ensure** continuous, active streetscapes.
16. **Require** screening to be design as pedestrian-oriented in accordance with Section 1.2 of Appendix B to **ensure** an attractive public realm.
17. **Encourage** additional pedestrian-oriented active frontages to be implemented in accordance with Section 1.2 of Appendix B to **promote** walkability within and to the Business Park.
18. **Encourage** street wall and building height design as outlined in Section 1.3 of Appendix

Multi-modal Connections

8. **Require** street rights-of-ways to include active transportation infrastructure for cycling and walking to **ensure** transportation choice.
9. **Require** bicycle parking for all developments to **ensure** that residents can choose to ride a bike for all trips.

B to promote human scaled streetscapes and appropriate transitioning.

19. **Encourage** the implementation of all season design for built form in accordance with Section 2.1 of Appendix B to **promote** building placement, aesthetics, and materials which enhance the pedestrian experience year-round.
20. **Encourage** all season public realm design in accordance with Section 2.2 of Appendix B to **promote** safe and accessible pedestrian streetscapes year-round.

21. **Require** parks and public spaces to be designed in accordance with Section 2.3 of Appendix B to **ensure** that open spaces are comfortable and safe year-round.

22. **Require** high quality architecture and increased architectural standards adjacent to arterial roadways and highways to **promote** high quality design within the Business Park.

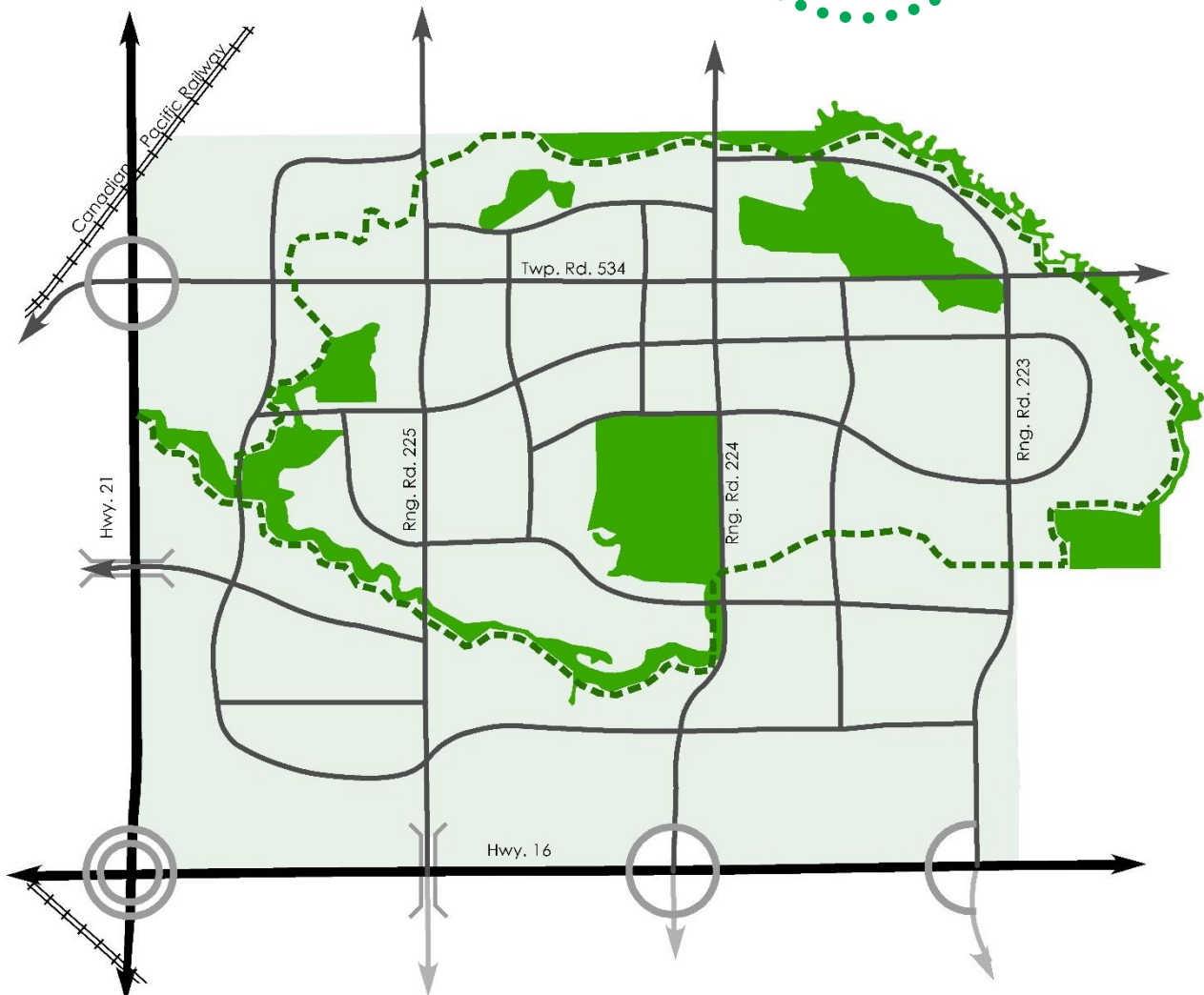


SECTION 4.4

Open Space

To connect residents and provide opportunities for outdoor recreation and enjoyment of natural spaces, a diverse range of open space will be provided throughout Bremner. The following policy area is included:

4.4.1 Environmental Features Policy Area



4.4.1 Environmental Features Policy Area

This Section should be read in conjunction with Figure 2A: Bremner Development Concept and Figure 3: Open Space Concept which generally depicts priority environmental reserve and open space lands within Bremner. The open space lands have been identified from the Biophysical Assessment completed for the Bremner and LEA Area Concept Plan. Priority upland, wetland, and open space areas are to be dedicated, conserved, and acquired wherever possible to ensure the creation of a comprehensive open space network. Priority uplands and wetlands are environmentally significant areas and features, including Pointe-Aux-Pins Creek, Oldman Creek, and a number of additional wetlands and tree stands consisting of marsh, swamp, and open water. These natural features have been prioritized given their distinct connections to the creeks and upland habitats. Priority open space includes the Regional Park, Major Open Space Corridor, and open space connections.

Figure 3: Open Space Concept generally identifies a Major Open Space Corridor which connects 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. Additional open space connections to centres and community nodes will be used to provide access for residents to priority wetlands, uplands, and open space.

► GOAL

To conserve environmental features and to provide a continuous open space network that connects each community, unique natural features, and service areas. The open space network will facilitate resident access to open space for leisure as well as use of active transportation between communities and community destinations.

► OBJECTIVES

Strathcona County's objectives are to ensure that the **Environmental Features Policy Area** in Bremner:

1. Conserves **Pointe-Aux-Pins Creek and Oldman Creek**;
2. Conserves and incorporates **priority wetlands** into the open space and, where possible, into the stormwater management network;
3. Provides opportunities to incorporate **priority uplands** into the open space network;
4. Creates a centralized **Regional Park**; and
5. Provides for the creation of a continuous **Major Open Space Corridor**.



POLICIES

Pointe-Aux-Pins and Oldman Creek

1. **Encourage** the entire width of Pointe-Aux-Pins Creek to have a minimum setback from development of 100 metres (50 metres on either side of top of bank), subject to more detailed technical studies, to **promote** an effective wildlife corridor between the North Saskatchewan River and the biosphere for, in particular, ungulate populations as recommended by the Province.
2. **Encourage** the entire width of Oldman Creek to have a minimum setback from development of 50 metres (25 meters on either side), subject to more detailed technical studies, to **promote** the integrity of the creek.
3. **Require** a top of bank road or multi-use trail along the length of and adjacent to Pointe-Aux-Pins and Oldman Creek to **ensure** recognition of the land as public property and to provide public access.
4. **Require** Bremner Sub-Area Structure Plans to identify environmental reserve land dedicated adjacent to Pointe-Aux-Pins and Oldman Creek to **ensure** conservation of these features.

Priority Wetlands

5. **Require** the conservation of priority wetlands to **ensure** the viability of Pointe-Aux-Pins Creek, Oldman Creek and natural drainage systems after development.
6. **Encourage** the incorporation of natural or constructed wetlands as stormwater management facilities through cold-climate LID technology to **promote** the long-term health of the wetland system and natural drainage patterns.
7. **Encourage** the inclusion of priority wetlands into the open space network to **promote**

wildlife connectivity, viability of the ecological network, active transportation, and outdoor leisure within Bremner.

Priority Uplands

8. **Encourage** the conservation of upland habitat to **promote** the viability of the ecological network after development.
9. **Consider** dedicating land for upland habitat as municipal reserve where it can be incorporated into locations for parks, open space connections, or community nodes to **support** upland integration into the open space network.
10. **Consider** the purchase of upland habitat over the required municipal reserve amount provided for under the Municipal Government Act, where needed, to **support** the conservation of these natural features.
11. **Consider** natural surface multi-use trails within upland habitat, where they propose minimal impact, to **support** engaging active transportation opportunities.
12. **Encourage** the inclusion of upland habitat into the open space network to **promote** wildlife connectivity, viability of the ecological network, active transportation, and outdoor leisure within Bremner.

Regional Park

13. **Require** a Regional Park be located adjacent to the Town Centre and Oldman Creek to **ensure** the creation of a large central public open space for Bremner.
14. **Require** the Regional Park to be accessible, connect the community to natural features, and support large gatherings and community events to **ensure** that the park contributes to

creating a central destination for the Town Centre.

15. **Require** a Park Master Plan for the Regional Park to **ensure** it meets the community service, recreational, and social needs of Bremner.
16. **Require** the land for the Regional Park to be of sufficient size to include areas for outdoor recreation and gathering, schools, and community services to **ensure** that the Regional Park serves as a sub-regional public service and community gathering area.
17. **Encourage** the Regional Park to include a secondary school and major community services such as indoor recreation, a library, community event spaces, or a district energy centre to **promote** shared resources and facilities in a centralized area.
18. **Encourage** other major community service uses within the Regional Park such as government offices, healthcare services, and post-secondary institutions to **promote** sub-regional level services in the urban centre of Bremner that are centrally located adjacent to Town Centre resources and transit access.
19. **Encourage** parking to be located underground or stacked and designed as pedestrian-oriented in accordance with Section 1.1 of Appendix B to **promote** the majority of outdoor space is maintained for recreation amenities.

Major Open Space Corridor

20. **Require** a Major Open Space Corridor which creates a continuous open space network that loops through Bremner to **ensure** opportunities for recreation and access to open space is convenient for all residents.
21. **Encourage** the Major Open Space Corridor to accommodate wildlife to **promote** and facilitate their movement through and between natural areas.
22. **Require** an Eco-trail within the Major Open Space Corridor to **promote** leisure and use of active transportation between communities and community destinations.
23. **Require** the inclusion of Pointe-Aux-Pins Creek and Oldman Creek as part of the Major Open Space Corridor to **ensure** natural areas are integrated into the communities.
24. **Encourage** open space connections to communities adjacent to Bremner to **promote** integration of the Major Open Space Corridor with the broader Strathcona County paths and open space network.
25. **Encourage** the implementation of all season design for built forms surrounding open spaces in accordance with Section 2.1 of Appendix B to **promote** building placement, aesthetics, and materials which enhance the pedestrian experience year-round.
26. **Encourage** all season public realm design in accordance with Section 2.2 of Appendix B to **promote** safe, vibrant, and accessible public spaces year-round.
27. **Require** parks and public spaces to be designed in accordance with Section 2.3 of Appendix B to **ensure** that open spaces are comfortable and safe year-round.





PART 3

Local Employment Area

SECTION 5.

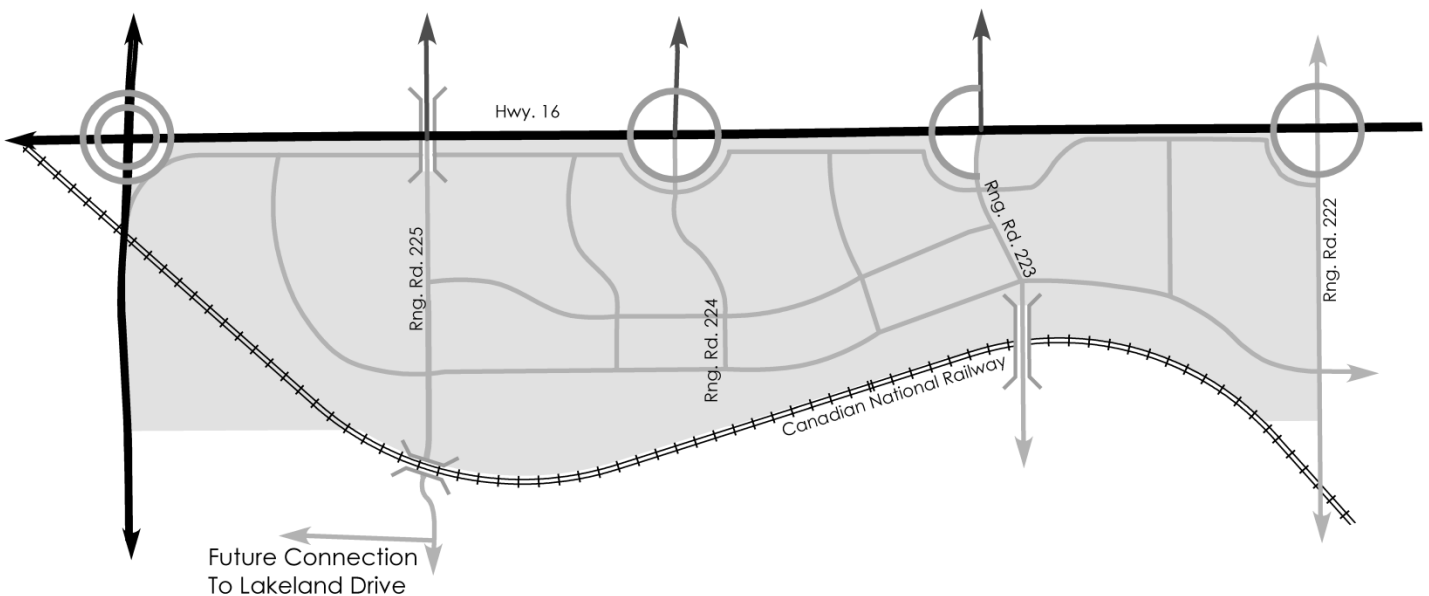
LOCAL EMPLOYMENT AREA

The Local Employment Area is identified within the Rural Service Area in the Edmonton Metropolitan Region Growth Plan. It encompasses an area of 970 hectares, bounded by Highway 16 to the north, Range Road 222 (Highway 824) to the east, the CP Rail Line to the south, and Highway 21 to the west, as identified in Figure 2B: Local Employment Area Development Concept. The CP Rail Line creates a distinct edge, due to low permeability and its curvilinear path. The intended use of the Local Employment Area is industrial and business employment, with direct connections to Bremner as well as connections to the rest of Strathcona County. The general policies which apply to all of the Local Employment Area are included in the following subsections:

5.1 Environment & Agriculture

5.2 Land Use

5.3 Transportation & Utilities



5.1 Environment & Agriculture

This section should be read in conjunction with Figure 2B: Local Employment Area Development Concept and Figure 3: Open Space Concept, as both depict priority environmental features and open space lands within the Local Employment Area. Priority wetlands include Pointe-Aux-Pins Creek and Oldman Creek as well as a centralized wetland. Priority uplands include an upland habitat located in the southeast. Priority environmental features and open space areas are to be dedicated, conserved, and acquired wherever possible. The integration of environmental features will retain biodiversity and provide open spaces that serve to enhance the experience of the Local Employment Area for future users.

The majority of the Local Employment Area is currently being used for agricultural purposes, which are intended to continue until development occurs. Opportunities for small scale agri-tourism and agri-businesses such as agricultural product processing, agricultural support services, agriculturally related home based businesses and associated sales may be provided within the Local Employment Area.

► GOAL

To develop the Local Employment Area for light industrial uses in a manner that accommodates the continued operation of agricultural uses and the conservation of priority wetlands and uplands.

► OBJECTIVES

Strathcona County's objectives are to ensure **Environment & Agriculture** in the Local Employment Area:

1. Conserves **Pointe-Aux-Pins Creek and Oldman Creek**;
2. Conserves and incorporates **priority wetlands** into the open space and stormwater management network;
3. Incorporates **priority uplands** into the open space network;
4. Conserves **environmentally significant areas and features**;
5. Provides **municipal reserve land for open space**;
6. Supports the continued operation of **existing agricultural** uses within the plan area; and
7. Encourages agriculture and appropriate industrial **agri-businesses**.



POLICIES

Pointe-Aux-Pins and Oldman Creek

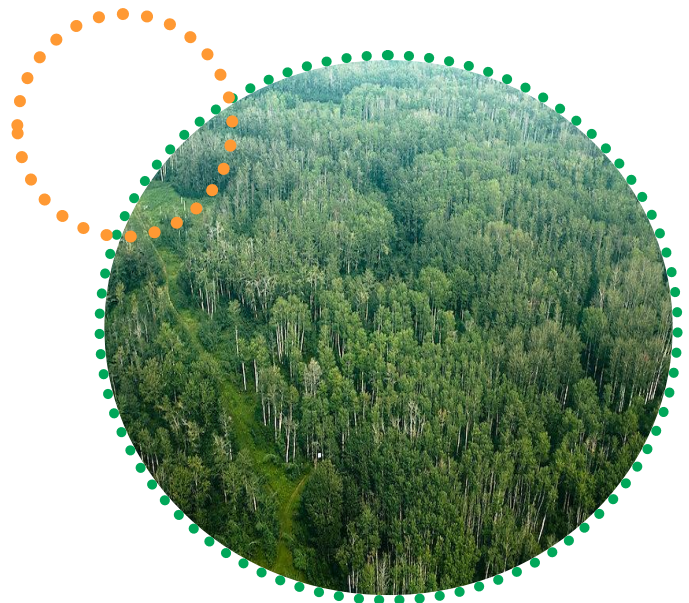
1. **Encourage** the entire width of Pointe-Aux-Pins Creek to have a minimum setback from development of 100 metres (50 metres on either side), subject to more detailed technical studies, to **promote** an effective wildlife corridor between the North Saskatchewan River and the biosphere for, in particular, ungulate populations, as recommended by the Province.
2. **Encourage** the entire width of Oldman Creek to have a minimum setback from development of 50 metres (25 metres on either side), subject to more detailed technical studies, to **promote** the integrity of the creek.
3. **Require** LEA Sub-Area Structure Plans to identify environmental reserve land dedicated adjacent to Pointe-Aux-Pins and Oldman Creek to **ensure** conservation of these features.
4. **Consider** a top of bank road or multi-use trail along the length of, and adjacent to, Pointe-Aux-Pins and Oldman Creek to **support** public access and the perception of public as opposed to private ownership of these natural features.
7. **Encourage** the inclusion of priority wetlands into the open space network to **promote** a connected green network.
8. **Encourage** open space connections adjacent to priority wetlands and natural features to **promote** active transportation within the Local Employment Area.

Priority Uplands

9. **Encourage** the conservation of upland habitat to **promote** the resiliency of the ecological network after development.
10. **Consider** dedicating land for upland habitat as municipal reserve where it can be incorporated into locations for parks and open space connections to **support** upland integration into the open space network.
11. **Consider** the purchase of upland habitat over the required municipal reserve amount provided for under the Municipal Government Act, where needed, to **support** the conservation of these natural features.
12. **Consider** natural surface multi-use trails within upland habitat, where they propose minimal impact, to **support** engaging active transportation opportunities.

Priority Wetlands

5. **Require** the conservation of priority wetlands to **ensure** the resiliency of Pointe-Aux-Pins Creek, Oldman Creek, and natural drainage systems after development.
6. **Encourage** the incorporation of wetlands and priority drainage as stormwater management facilities through cold-climate LID technology to **promote** the long-term health of the wetland system and natural drainage patterns.



13. **Encourage** the inclusion of upland habitat into the open space network to **promote** active transportation and outdoor leisure within the Local Employment Area.

Environmentally Significant Areas and Features

14. **Require** a site specific biophysical(s) at the LEA Sub-Area Structure Plan stage to further define and identify environmental reserve to **ensure** conservation of environmentally significant areas and features.
15. **Require** environmental reserve boundaries and development setbacks to be determined at the LEA Sub-Area Structure Plan stage, utilizing a combination of technical studies such as top of bank survey, slope stability/geotechnical assessment, floodplain/flood hazard report, and site specific biophysical reports to **ensure** appropriate buffers are provided.
16. **Require** minimum development setbacks from environmental reserve to be established at the LEA Sub-Area Structure Plan stage to **ensure** protection of unstable slopes, floodplains, hazard lands, and retained waterbodies.
17. **Require** public access points to be provided to environmental reserve to **ensure** public enjoyment of the areas for all residents and protection of environmental features.
18. **Require** that industrial uses avoid or mitigate impacts to natural areas to **ensure** the health of the existing ecosystem.

Municipal Reserve and Open Space

19. **Require** all municipal reserve dedication to be provided as land or money in place of land to **ensure** the provision of open space within the Local Employment Area.
20. **Consider** the purchase of lands over the required municipal reserve dedication for uses such as major public services or open space to

support accessibility to public facilities and services as well as open spaces.

21. **Encourage** a connected open space network through the use of environmental features and municipal reserve to **promote** wildlife connections and multi-use trail connections within the Local Employment Area and to Bremner, Sherwood Park, and Ardrossan.
22. **Encourage** the provision of active transportation connections such as shared use paths between Bremner and the Local Employment Area to **promote** healthy lifestyles and reduce car dependency for employment within the area.

Existing Agriculture

23. **Require** the identification of appropriate and contiguous development phasing at the LEA Sub-Area Structure Plan stage to **ensure** prevention of premature fragmentation of agricultural land prior to the extension of cost effective urban services.
24. **Encourage** that development phasing is staged in a manner that allows for the continuation of agricultural operations as long as possible prior to urban development to **promote** the continued use of undeveloped lands.
25. **Encourage** continued operations of extensive agriculture in the interim, until such time as development occurs on the parcel, to **promote** logical development and extension of services.
26. **Require** appropriate buffers or compatible land uses to be provided adjacent to retained agricultural parcels to **ensure** impacts of development are mitigated.
27. **Require** new land uses to be responsible for buffering where agricultural operations predate new developments to **ensure** continued agricultural uses are supported.
28. **Require** that rural roads and accesses within the undeveloped Local Employment Area continue to accommodate farm machinery

(large, wide, slow-moving) and provide access to farmland to **ensure** the continuation of operations of existing agricultural uses is accommodated.

29. **Require** plant species that are not invasive to **ensure** existing agriculture is protected.
30. **Require** that where introduced plant species are prone to disease or pests, appropriate measures are taken through County programming and operations to **ensure** existing agriculture is protected.
31. **Require** the reuse of topsoil within the Local Employment Area to **ensure** that high class soils are retained within the Local Employment Area.
32. **Require** clubroot management plans on affected parcels to **ensure** that clubroot is not spread to other agricultural areas.

Agri-business

33. **Encourage** the development of agri-business that is compatible with other light and medium industrial uses to **promote** continued importance of agriculture within the County.
34. **Encourage** the development of agri-tourism, such as community farms, u-pick farms, wineries etc., to **promote** agricultural resources that integrate within the community.



5.2 Land Use

This section should be read in conjunction with Figure 2B: Local Employment Area Development Concept, which depicts the intended land uses within the Local Employment Area. The Local Employment area is intended to be developed as primarily industrial and business employment uses, as well as accommodating existing land uses until such time as they are redeveloped. The Local Employment Area is well-suited for industrial development, and includes large tracts of undeveloped land, existing highway and rail links, and industrial land uses. Given the Area's strategic location and well-developed highway and rail links, as it is bordered by Highway 16 and a CP rail line, it is an ideal area for providing industrial and employment opportunities within the County.

The Local Employment Area includes several existing services such as a religious assembly, highway commercial uses, and utility services. As the intent of this area is for light and medium industrial employment, future services will be limited to utility services such as recycle stations or operation yard facilities. Community and commercial services should be located within Bremner, in closer proximity to the urban residential population which they serve. Existing residential will be accommodated and impacts from new development will be mitigated.

► GOAL

To accommodate existing land uses while promoting and supporting diverse industrial development within the Local Employment Area.

► OBJECTIVES

Strathcona County's objectives are to ensure **Land Use** in the Local Employment Area:

1. Provides opportunities for light and medium **industrial** development;
2. Provides **compatibility** between industrial development and other land uses;
3. Integrates **existing community services** into future development;
4. Provides opportunities for future **utility services**;
5. Accommodates **existing residential** uses; and
6. Provide a **transition** from existing uses.



POLICIES

Industrial

1. **Require** the designation of future light and medium industrial areas at the LEA Sub-Area Structure Plan to **ensure** industrial opportunities are provided.
2. **Require** industrial development to be limited to light and medium industrial uses to **ensure** efficient use of land.
3. **Encourage** each LEA Sub-Area Structure Plan to be approximately the size of a section which may be reduced or reconfigured due to natural features and arterial streets to **promote** efficient and logical development.
4. **Require** that high water users provide additional on-site water services or locate within urban serviced industrial areas, outside of the Local Employment Area, to **ensure** rural services are maintained.
5. **Encourage** light and medium industrial uses that require a form that is incompatible to an urban setting to **promote** a rural industrial setting.
6. **Require** the creation of land use districts specific to the Local Employment Area at the LEA Sub-Area Structure Plan stage to **ensure** efficient and logical development.
7. **Encourage** the development of agri-business that is compatible with other light and medium industrial uses to **promote** continued importance of agriculture within Bremner in a compatible manner.
8. **Encourage** the development of agri-tourism, such as community farms, u-pick farms, and wineries to **promote** agricultural resources that integrate within the community.

Compatibility

9. **Require** that industrial uses adjacent to railways comply with the recommendations of rail companies to **ensure** safety between uses.
10. **Require** outdoor storage to be screened where adjacent to Highway 16 or Highway 21 to **ensure** reduced visual impacts of outdoor storage.
11. **Require** mitigation measures such as berming, landscaping, or screening between industrial or utility services and existing residential or community service uses to **ensure** reduced conflicts where there may be potential negative impacts.
12. **Require** LEA Sub-Area Structure Plans to include building design and landscaping standards for development located adjacent to the following areas to **ensure** a higher visual standard along areas of high visibility:
 - (a) Highway 16 and Highway 21; or
 - (b) The Country Residential Policy Area of the Municipal Development Plan.

Existing Community Services

13. **Consider** community services in the following cases to **support** the continued operation of community services:
 - (a) Where provided for under existing zoning; or
 - (b) Where located south of the rail line.
14. **Consider** commercial services in the following cases to **support** the continued operation and integration of existing and new commercial uses:

- (a) Where provided for under existing zoning; or
- (b) Where provided as convenience commercial to serve employees and business users within the area.

Utility Services

- 15. **Encourage** utility services such as recycle stations to be located within the Local Employment Area to **promote** services that are compatible with industrial land uses.

Existing Residential

- 16. **Consider** residential uses where provided for under existing zoning to **support** continued operation of existing uses.

Transition

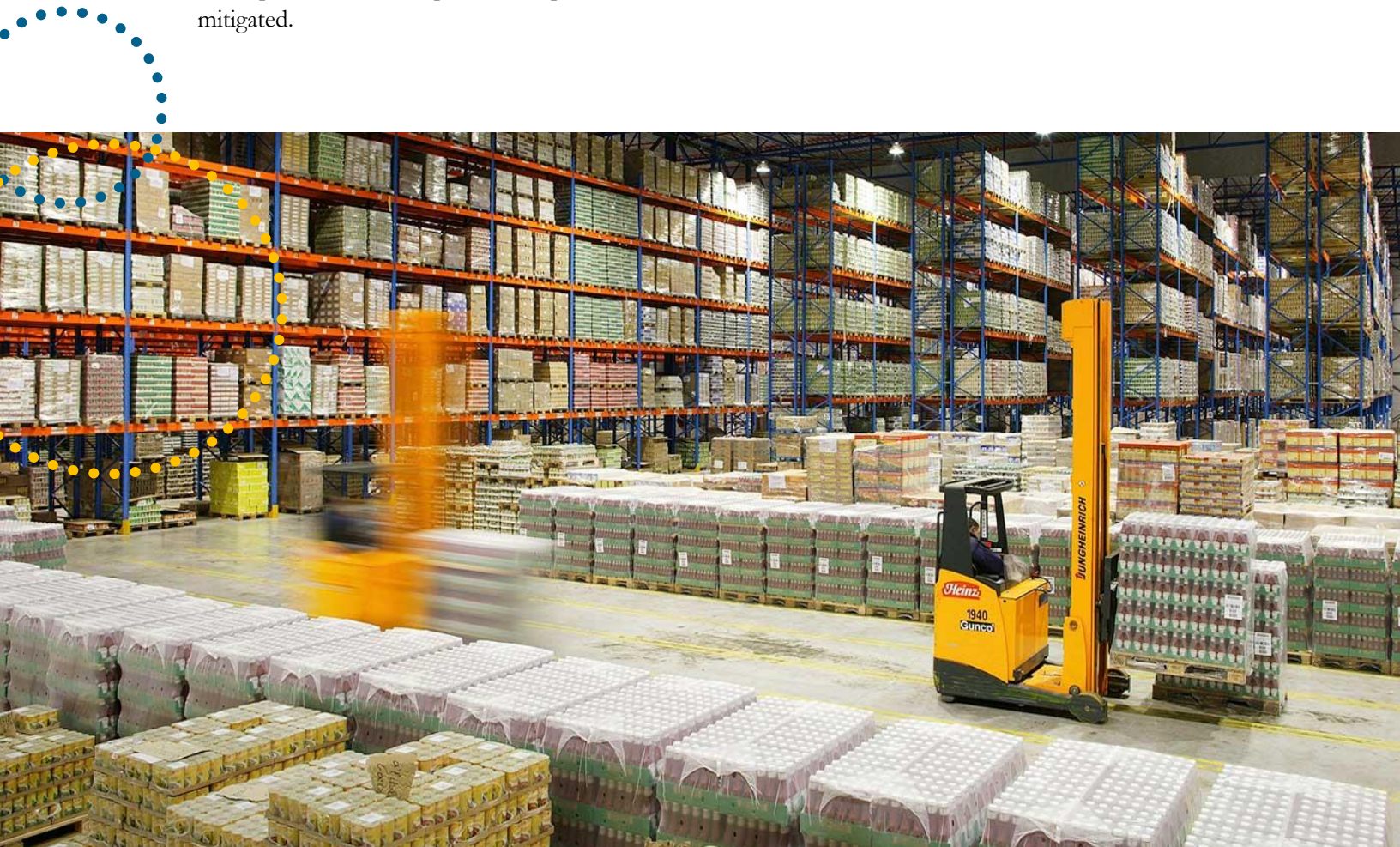
- 17. **Require** that LEA Sub-Area Structure Plans integrate and provide transitions from industrial uses to adjacent uses that may be incompatible to **ensure** potential impacts are mitigated.

- 18. **Consider** Land Use Bylaw amendments where the proposal conforms to an adopted LEA Sub-Area Structure Plan to **support** efficiently designed development that occur in an orderly manner.

- 19. **Consider** subdivision where the proposal conforms to the following to **support** efficiently designed development that occurs in an orderly manner:

- (a) A first parcel out of an unsubdivided quarter section; or
- (b) An adopted LEA Sub-Area Structure Plan.

- 20. **Consider** development prior to the adoption of a LEA Sub-Area Structure Plan, where the use would not be detrimental to achieving this plan as identified on Figure 2B: Local Employment Area Development Concept, to **support** the ability for this plan to be implemented.



5.3 Transportation & Utilities

With mostly industrial employment uses, the transportation system for the Local Employment Area will provide a focus on the safe and efficient movement of goods as well as people. The network of streets as identified in Figure 4: Street and Road Concept will need to take into consideration larger industrial uses that disrupt a fine grain grid, requiring a more adaptive layout. Figure 5: Active Transportation Concept and Figure 6: Transit Concept illustrate the continued opportunities for multi-modal connections throughout the Local Employment Area that will connect residents of Bremner to employment opportunities. The provision of transit connecting to Bremner as well as the rest of Strathcona County will be essential to reduce commuter traffic to and from the Local Employment Area.

Servicing will be designed in accordance with County servicing standards to meet the servicing needs for diverse industrial uses, as shown in Figure 8: Water Servicing Concept and Figure 9: Stormwater Servicing Concept. A comprehensive utility plan will ensure the logical expansion of servicing throughout the Local Employment Area. Rural standards of servicing will be implemented in the Local Employment Area, which will provide stormwater servicing and rural municipal piped water servicing, while wastewater servicing and fire protection will be addressed on-site. The use of low-impact development and green infrastructure will promote sustainable and efficient buildings and servicing.

► GOAL

The Local Employment Area will have safe, reliable, and efficient transportation and servicing infrastructure that supports the needs of existing and future uses.

► OBJECTIVES

Strathcona County's objectives are to ensure **Transportation & Utilities** in the Local Employment Area:

1. Provide a **transportation network** that accommodates the safe and efficient movement of people and goods;
2. Provide industrial access to **rail** that is safe for all users and efficient for industry;
3. Provide **multi-modal connections** into Sherwood Park, Ardrossan, and Bremner;
4. Are comprehensively planned and staged with rural **servicing**; and
5. Provide opportunities for using **low impact development** and green infrastructure.



POLICIES

Transportation Network

1. **Require** that street cross sections be developed to a standard that aligns with the Bremner Design and Construction Standards to **ensure** all users are accommodated, and safe connections are provided for people walking, cycling, and taking transit.
2. **Require** minimum intersection spacing, queuing distances, and radii according to Strathcona County standards, or as approved, that facilitate the movement of large vehicles to **ensure** necessary access for industrial uses is provided.
3. **Require** a transportation impact assessment as per the Bremner Transportation Impact Assessment Guidelines, as part of an approved LEA Sub-Area Structure Plan, to **ensure** that new development in the Local Employment Area aligns with the transit, active transportation, and traffic goals and objectives.

Rail

4. **Require** that planning and development applications adjacent to the railway are referred to the railway company for review, and that rail line development guidelines are adhered to, to **ensure** safe development in proximity to rail.
5. **Require** consultation with rail companies to **ensure** access is accommodated, where necessary, to serve industrial development.
6. **Require** the County to work with rail companies to establish thresholds or timelines for crossing upgrades to **ensure** rail crossing safety and a connected street system.

Multi-modal Connections

7. **Require** new developments to accommodate pedestrians and cyclists through the provision of trails, paths, sidewalks, and other facilities to **ensure** multi-modal opportunities are included in the Local Employment Area.
8. **Require** regional active transportation facilities that provide safe and direct connections between Bremner, the Local Employment Area, Sherwood Park, and Ardrossan to **ensure** active transportation as a viable commuter option.
9. **Require** an on-street, at-grade transit transfer facility or transit terminal to be located centrally within the area, along transit routing, to **ensure** it is easily accessible by transit users.
10. **Encourage** transit service to provide connections to the Local Employment Area from both Bremner and Sherwood Park to **promote** transit as a viable commuter option.
11. **Require** that street cross sections be developed to a standard that aligns with the Bremner Design and Construction Standards to **ensure** all users are accommodated and safe connections are provided for people walking, cycling, and taking transit.

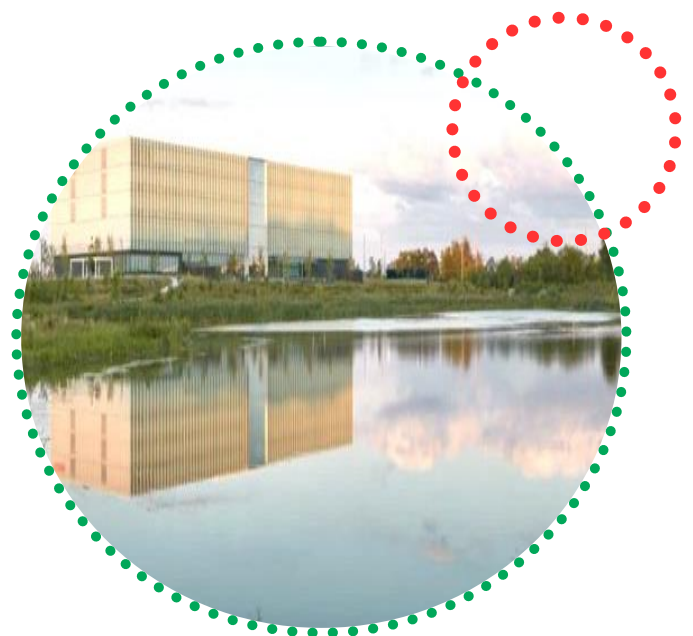
Servicing

12. **Require** a comprehensive utility servicing plan at the LEA Sub-Area Structure Plan stage to **ensure** logical expansion of servicing through the area.
13. **Require** the Local Employment Area to have rural municipal piped water servicing to **ensure** adequate water supply is provided for industrial and compatible uses.

14. **Require** the Local Employment Area to have private onsite wastewater servicing and fire protection to **ensure** future industrial remains as rural large format land use.
15. **Require** controlled release rates for any stormwater management facilities that discharge to Oldman Creek to **ensure** stormwater drainage is accommodated and the integrity of the creek is protected.
16. **Require** detailed flood plain assessments to be completed at the LEA Sub-Area Structure Plan stage to **ensure** areas of concern identified in the Bremner Utilities Master Plan are addressed.
17. **Require** detailed erosion assessments for Pointe-Aux-Pins and Oldman Creek to be completed concurrently with the first LEA Sub-Area Structure Plan to **ensure** confirmation of allowable stormwater release rates to the creeks.
18. **Consider** the planting of natural vegetation in creek banks, where it stabilize the soil, to **support** reduced erosion.
19. **Require** a variable discharge control outlet system to **ensure** the impacts of increased runoff rates are mitigated.
20. **Encourage** existing pipeline and utility corridors to accommodate oil, natural gas, and product pipelines, as well as utilities such as electrical transmission lines and communications infrastructure, to **promote** efficient use of rights-of-way.
21. **Require** servicing mains located within rail rights-of-way to be developed in consultation with rail companies, and in accordance with their engineering standards, to **ensure** safe and efficient servicing.

Low Impact Development

22. **Encourage** businesses to cluster to **promote** opportunities for the exploration of alternative energy systems.
23. **Encourage** the retention of stormwater on-site wherever possible to **promote** reduced impacts on the stormwater management system.
24. **Encourage** cold-climate, low impact development principles such as bioswales and permeable paving surfaces in stormwater management to **promote** efficient and sustainable servicing.
25. **Encourage** innovative building systems such as grey water recycling and stormwater storage to reduce water consumption to **promote** building efficiency.
26. **Encourage** developments to incorporate and mimic natural hydrology where feasible to **promote** continuation of natural stormwater management processes.
27. **Encourage** the incorporation of native vegetation and compost in landscaping standards to **promote** low maintenance natural landscaping.





PART 4

Implementation



SECTION 6.

IMPLEMENTATION

The primary function of this Area Concept Plan is to provide direction, through policies, that guide development contained in statutory Area Structure Plans or Sub-Area Structure Plans. All future development must reflect the intent of this plan. Implementation is achieved through the understanding and cooperation of developers and relevant agencies.



6.1 Sub-Area Structure Plans and Staging

Implementation of the Bremner and LEA Area Concept Plan will require the completion of Sub-Area Structure Plans prior to rezoning and subdivision within the plan area. Sub-Area Structure Plans are based on a community concept, and their boundaries are outlined on Figure 11: Sub-Area Structure Plan Boundaries Concept. Submissions of Sub-Area Structure Plans are required to generally follow the boundaries outlined on Figure 11. The Bremner and LEA Area Concept Plan will be comprised of nine Sub-Area Structure Plans.

The lands within Bremner are estimated to be developed over 40 to 50 years depending on the County's growth rate. Figure 11: Sub-Area Structure Plan Boundaries Concept, shows a conceptual direction of development for Bremner; however, staging will ultimately depend on the access and provision of infrastructure.

Development in the Bremner area is anticipated to begin in the northwest at the intersection of Highway 21 and Township Road 534, and then move in phases generally in a southeast direction towards the creek and Highway 16. All development will strive to occur in an orderly manner by means of logical extension of County piped servicing systems.

Development in the Local Employment Area is expected to start in the west. Development may be delayed until several years after Bremner has begun due to potential intersection improvements that would be required off of Highway 16.

Some development, specifically those surrounding the Highway 16 and 21 corridors, may require additional review and approval from Alberta Transportation.

6.2 Implementation Items

The items listed in the following table are actions required to implement the policies of this plan.

TABLE 2: IMPLEMENTATION ITEMS

IMPLEMENTATION ITEM	JUSTIFICATION
Complete Sub-Area Structure Plans for Bremner and the Local Employment Area.	Sub-Area Structure Plans are required prior to development.
Complete Detailed Urban Design Standards as part of each Bremner Sub-Area Structure Plan.	Urban Design Standards provided in the Area Concept Plan require further details under each Bremner Sub-Area Structure Plan for implementation.
Update the Land Use Bylaw to include zoning districts which accommodate the intent of this plan.	<p>New zoning districts are needed to achieve this plan for Bremner and need to reflect the Urban Design Standards provided in the Area Concept Plan and each Bremner Sub-Area Structure Plan.</p> <p>New zoning districts are needed to achieve this plan for the Local Employment Area and should reflect the rural use and rural servicing standards of the area.</p>

TABLE 2: IMPLEMENTATION ITEMS

IMPLEMENTATION ITEM	JUSTIFICATION
Update the Land Use Bylaw to address general regulations such as parking to accommodate the intent of this plan.	New parking standards and other general regulations are needed to achieve this plan. Parking management strategies discussed within the Bremner Transportation Plan should be utilized.
Implement the Bremner Design and Construction Standards, to be read in conjunction with the County's Design and Construction Standards as directed, to meet the intent of this plan.	The Bremner Design and Construction Standards used need to align with the Area Concept Plan and supporting Bremner Transportation Plan to achieve the policies in this plan, building upon the County's existing standards. The Bremner Design and Construction Standards provides direction on street design, intersection design, cold-climate LID practices, and more that need to be incorporated at development stages.
Complete further transportation impact assessments in accordance with the Bremner Transportation Impact Assessment Guidelines and Bremner Transportation Plan as part of each Bremner Sub-Area Structure Plan to determine alignment with the Bremner Transportation Plan.	The Bremner Transportation Plan provides specifics of street capacity requirements, preferred design, and network implications to support the efficient movement of people and goods by all modes.
Review direction provided within the Transit Master Plan to ensure that future Sub-Area Structure Plans align with the Strategic Directions provided within the document.	The Transit Master Plan provides strategic directions and associated key tasks for the implementation of the plan that may impact Bremner.
Complete further environmental studies as part of each Sub-Area Structure Plan to confirm the direction of the Biophysical Assessment and refine appropriate buffers and retention of natural features.	Natural features to be retained and protected have been identified through the completed Biophysical Assessment, the details for buffering and mitigating impacts of development will require further studies.
Complete top of bank survey, slope stability/geotechnical assessment, and floodplain/flood hazard report.	Refines the details of the Biophysical Assessment to define buffer boundaries and risk mitigation for environmental protection and preservation.
Complete a detailed erosion assessment for Pointe-Aux-Pins and Oldman Creeks in conjunction with the first Sub-Area Structure Plan within Bremner.	A more detailed creek erosion assessment as identified in the Bremner Utilities Master Plan is required to fully understand the erosion potential and susceptibility of the two creeks in order to confirm allowable stormwater release rates to the creeks, as well as develop an erosion mitigation plan together with a monitoring program.
Develop an Offsite levy bylaw For Bremner and the Local Employment Area in accordance with the Municipal Government Act.	Ensure Offsite levy Bylaws are in place at the time of subdivision and development to ensure Developers pay for the share of the off-site infrastructure that benefits new development.

TABLE 2: IMPLEMENTATION ITEMS

IMPLEMENTATION ITEM	JUSTIFICATION
Explore completing an Interim Servicing Design Brief to present servicing strategies for the initial stages within Bremner and the Local Employment Area by utilizing existing infrastructure in the interim while supporting long-term growth objectives	The Bremner Utilities Master Plan provides for multiple alternatives and details for the overall servicing of the Area Concept Plan area in the long term. An Interim Servicing Design Brief can provide options for servicing the early stages within Bremner, in support of the Utilities Master Plan, by optimizing planned and existing infrastructure. Servicing strategies that can utilize available resources will be flexible and include temporary, interim, or staged infrastructure to support the initial development.
Complete detailed servicing design reports as part of each Sub-Area Structure Plan to further define appropriate servicing schemes based on the overall servicing strategies outlined in the Bremner Utilities Master Plan. Strategies should include the incorporation of low impact development.	The Bremner Utilities Master Plan provides for multiple servicing alternatives for Bremner as well as details on the overall servicing of the Area Concept Plan area. Further design will be required to select the off-site servicing approach and determine on-site servicing details. The Bremner Utilities Master Plan and Bremner Design and Construction Standards provide strategies and design guidelines for low impact development.
For Sub-Area Structure Plans that incorporate lands along Highway 16, contact Alberta Environment and Parks regarding potential impacts to the Electronic Distance Measurement (EDM) Calibration Baseline.	The Electronic Distance Measurement (EDM) Calibration Baseline along Highway 16 is the official EDM calibration baseline in Alberta and also a part of the Edmonton GPS Validation Basenet that is used by surveyors (and others) to evaluate their Global Navigation Satellite System (GNSS) survey equipment.
Require non-participating landowners to complete all necessary technical studies at the time of rezoning or subdivision of their land, whichever occurs first.	Any lands held by owners not participating in an ASP that are intended for rezoning and subdivision require technical studies to determine appropriate development, to ensure technical considerations are addressed as necessary.
Require non-participating landowners to be responsible for their proportionate share of the cost of the ASP and engineering preparation at the time of rezoning or subdivision of their land, whichever occurs first.	Requiring non-participating landowners to be responsible for their proportionate share of costs ensures that the initiating landowner is not bearing all of the ASP and engineering preparation costs.
Continue discussions with utility providers to ultimately work toward the establishment of Utility Servicing Agreements for Bremner and the integration of Bremner into long term master plans.	Additional details regarding the servicing of the Bremner area will be integrated into future servicing agreements for the area.
Continue discussions with Alberta Transportation regarding the details of access to the Bremner area from Provincial Highways.	Additional details regarding the interchanges on provincial highways will be integrated into future corridor studies for the area.

6.3 Plan Implementation

Implementation of this Area Concept Plan will require amendments to various policy documents outlined within this section. Recommendations for such amendments which must be adopted prior to the approval of this Area Concept Plan will be as follows in their respective subsections.

Technical Studies

In support of the preparation of the Bremner and LEA Area Concept Plan, the following technical studies have been completed:

- Transportation Plan
- Utilities Master Plan
- Financial Viability Analysis
- Agricultural Impact Assessment
- Design and Construction Standards
- Biophysical Assessment

The technical studies provide a high-level overview of the Bremner and LEA Area Concept Plan area. Further work may be required with each of the subsequent Sub-Area Structure Plan to provide a more detailed analysis.

Area Concept Plan Amendment

Any changes to the Bremner and LEA Area Concept Plan must be consistent with the Municipal Government Act, Edmonton Metropolitan Region Growth Plan, and the Municipal Development Plan. Applicants applying to amend the Bremner and LEA Area Concept Plan will provide supporting information, analysis, and technical data at the request of the County in order for the merits and impacts of the proposed changes to be properly determined and evaluated. Given the integration of the Bremner and LEA Area Concept Plan with the supporting technical studies listed above, any amendment to the Bremner and LEA Area Concept Plan may require updates to these studies.

Administrative Plan Review

The Bremner and LEA Area Concept Plan may be reviewed:

1. At the request of Council;
2. Upon amendment of the Municipal Development Plan or Edmonton Metropolitan Region Growth Plan to ensure consistency; or
3. After a period of five years to ensure that the policies remain applicable, that no new technology is available that may change the direction of the policies, and that the overall environment and market remain the same.





PART 5

Definitions

and Maps

SECTION 7

Definitions

Bremner and LEA Area Concept Plan

Definitions

Terms not defined within Section 7 of the Bremner and LEA Area Concept Plan may be given their meaning from the following documents in order of priority:

- (a) Municipal Government Act.
- (b) Edmonton Metropolitan Region Growth Plan.
- (c) Municipal Development Plan.

Activity Hub: Means an area within a community that is walkable and supports a mix of uses and activities.

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.*

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.**

Agri-business: Means agriculture product processing, agriculture support service, agriculture-related home-based business, and agriculture-associated sales.

Ancillary Zone: Means the area located between the Travelled Way and Furnishing Zone. The Ancillary Zone provides a flexible space with the opportunity for various permanent and temporary street uses depending on the context and characteristics of the street. The use of this flexible space can vary and can include motor vehicle parking, loading or delivery zones, parklets, bicycle parking, curb extensions, public art, and transit stops. This space also includes the concrete gutter along urban streets and can be used for snow storage.

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.**

Buffer: Means a land use, feature or space that acts as a physical separation.**

Business Commercial: Means a commercial use mainly consisting of professional offices.**

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.**

Centres: Means a Village Centre or Town Centre.

Close Proximity: Means 400 metres (unless otherwise stated) measured by the distance utilizing active transportation infrastructure as opposed to Euclidian distance.**

*As defined in the Edmonton Metropolitan Region Growth Plan

**As defined in the Strathcona County Municipal Development Plan Bylaw

Community Commercial: 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.**

Community Food Hub: Means a publicly accessible and maintained food production space, such as community gardens and community kitchens, which contribute to local food production.

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.**

Community Node: Means a Primary Community Node or Secondary Community Node.**

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 semidetached 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 that is suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities, and a multi-model transportation system.*

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. **

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 help to weigh the benefits, drawbacks and safety features for all users for different street and intersection designs.**

Crime Prevention Through Environmental Design (CPTED): 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.**

Cycle track: Means facilities that are exclusively for the use of people on bicycles. They are physically separated from motor traffic and separate from the sidewalk. Cycle tracks can be one-way or two-way, and can be at street level, sidewalk level, or in between. They can be separated from traffic by medians, on-street parking, or bollards.

Eco-trail: Means the trail that runs through the Major Open Space Corridor and is intended primarily for recreational uses.

Environmental Features: Means individual natural features which provide for biodiversity such as a wetland or a tree stand.**

*As defined in the Edmonton Metropolitan Region Growth Plan

**As defined in the Strathcona County Municipal Development Plan

Existing Country Residential: Means the existing Tidan Heights subdivision within the Bremner area .Identified on Figure 2A: Bremner Development Concept as Existing Country Residential.

Frontage Zone: Means the area immediately adjacent to buildings or private property. The Frontage Zone in street-oriented contexts (e.g., Main Streets) is a space used as a support and/or extension of the land uses along the street. Uses of the Frontage Zone can include ground floor retail displays, café seating, temporary signage, queuing areas, and other activities to support active use of the street by people and businesses.

Furnishing Zone: Means the area located adjacent to the Pedestrian Through Zone. The Furnishing Zone provides an area for signs, streetlight poles, street trees or landscaping, transit stops, benches, bicycle parking, public art, underground and surface utilities, low impacted drainage, snow storage, and concrete curb along urban streets or overland drainage for rural cross sections.

Gateway: Means a main entryway into an area that distinguishes the area as a unique community by including arrival features that incorporate prominent landscape elements or public art to ensure a focal point that encourages a sense of identity and desired urban aesthetic.

High Occupancy Vehicle (HOV): Means travel lanes dedicated to transit and shared mobility.

Laneway: Means the lane that provide a through zone for rear access to the Adjacent Lands for deliveries and parking and can also be a location for utilities. Laneways can also provide opportunities for public art, walking and cycling connections, and placemaking.

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.**

Light Industrial: 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.**

Local Community Services: Means public and private facilities and/or services that support the needs of a neighbourhood including, but not limited to: libraries, recreation centres, social and cultural centres, medical offices, institutional facilities and religious services. This does not include schools.**

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.**

Major Commercial: Means a commercial use consisting of a broad range of services of a scale that serves a community or the municipality.**

Major Community Services: 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.**

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 the loops through Bremner for people and wildlife. The Major Open Space Corridor contains an Eco-trail.**

*As defined in the Edmonton Metropolitan Region Growth Plan

**As defined in the Strathcona County Municipal Development Plan Bylaw

Major Public Services: 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.**

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.*

Multi-use Trail: Means typically an asphalt path at least 3.0 m wide with paint delineating a two-way travel pattern. Multi-use trails are shared between users cycling and walking, as well as those using mobility aids or other recreational human powered vehicles (scooters, skateboards, and rollerblades for example).

Off-Street Multi-use Trail: Means multi-use trails that are off-street, located through parks, utility corridors/rights of way, and storm water facilities. The environments in these public places shall be designed to allow safe and convenient access by all active transportation traffic, and shall accommodate appropriate maintenance vehicles as necessary.

On-Street At-Grade Transit Transfer Facility: Means a pedestrian-oriented transit controlled location that accommodates multiple buses at one time. Does not accommodate vehicle parking.**

On-Street Parking: Means parking located along the curb of public roads, and includes parallel parking or angle parking on streets.

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 and passive recreational areas and outdoor community gathering spaces.*

Open Space Connection: Means a range of potential connections between community nodes and the Major Open Space corridor or priority wetlands, uplands, and open space areas. This may include multi-use trails, greenways, and other active modes connections.

Pedestrian Through Zone: Means the area located between the Frontage and Furnishing Zones. The Pedestrian Through Zone provides an area for active transportation mobility for people of all ages and abilities to access the land uses along the street and to interact with one another. This zone is typically used by people walking but, in the case of multi-use trails, can be shared by those cycling.

Placemaking: Means a people centred approach to the planning, design, management and programming of public shared use spaces. It is rooted in community based participation, strengthening the connection between people and the places they share, and creating public spaces that contribute to people's health, happiness and wellbeing.

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

Post-Secondary Institution: Means a university, technical college, or other form of higher education. This does not include primary or secondary school.

Primary Community Node: 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.**

Priority Uplands: Means environmentally significant areas that are contiguous to creek systems and wetlands and that contain significant tree stands. These uplands have been prioritized given their distinct connection with wetlands and biological diversity. Identified on Figure 3: Open Space Concept as Priority Upland (Open Space).

*As defined in the Edmonton Metropolitan Region Growth Plan

**As defined in the Strathcona County Municipal Development Plan

Priority Wetlands: Means environmentally significant areas and features, including Pointe-Aux-Pins Creek, Oldman Creek, and a number of additional wetlands consisting of marsh, swamp, and open water wetlands. These wetlands have been prioritized given their distinct landscape connections and biological diversity. Priority Wetlands are identified on Figure 3: Open Space Concept.

Protected Phase: Means an intersection timing programming and design that includes phases of the signal cycle specifically for people cycling and walking so those movements do not conflict with those driving.

Regional Park: Means parks servicing a specific use or need for the entire County or the region.**

Safe Systems Approach: Means a system of thinking that acknowledges that even responsible people make mistakes and the users and designers of the transportation network share the responsibility in minimizing the impacts of those mistakes.

School: Means a primary or secondary school. This does not include post-secondary schools.**

Secondary Community Node: 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.**

Shared Mobility: Means transportation services that are shared among users and can include traditional forms of transit, bike and car share services, and ride sharing systems such as Uber and Lyft.

Stacked Row Housing: Means a housing development containing three or more dwellings, two units deep, either vertically or horizontally and each unit having its own individual access not necessarily at grade.

Street: Means a public roadway in an urban area, typically with buildings on one or both sides.

Sub-region: Means the Urban Service Area - Bremner and surrounding County.

Town Centre: 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.**

Transit-Controlled Location: Means any type of boarding location for transit including, but not limited to, a transit stop, transit transfer facility, or transit terminal.**

Transit Priority Measures (TPM): Means a range of interventions designed to improve the service and reliability of transit. Examples of TPM include queue-jump lanes, transit signal priority, and high occupancy vehicle lanes.

Transit Terminal: Means a station which is able to accommodate multiple buses at one time. This may include park and rides.**

Travelled Way: Means the area used for traveling along a street or to access land uses along a street for people traveling by motor vehicle, bicycle, and transit, and for the delivery of goods. The space can include exclusive or shared lanes for bicycles, transit, motorized vehicles (including high occupancy vehicle lanes), and goods. Medians or islands, concrete gutters, refuge areas for people walking or cycling, crosswalks and crossrides, and turning lanes are also located within the Travelled Way.

Trip: Means to travel from an origin to a destination, which can be completed by any mode of transportation.

*As defined in the Edmonton Metropolitan Region Growth Plan

**As defined in the Strathcona County Municipal Development Plan Bylaw

Upland: Means areas of higher elevations, generally dry with soils that support plants and wildlife that are adapted to dry environments for all or a portion of their lifecycles.

Upland Habitat: Means areas dominated by a community of plant and wildlife species within an area of high elevation and dry soils.

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**

Urban Format: Means the development of typically large-scale retail in smaller urban formats to enhance the public realm. Buildings are oriented to the street with doors visible, and directly accessible, from the street. A minimal setback is used to create a street wall adjacent to the sidewalk. Architectural details vary to achieve high-quality, human-scaled design and walkability.

Utility Services: Means services to the public including transportation, energy, telecommunications, waste disposal, or water and any other public goods and services.

Village Centre: 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.**

Vision Zero: Means transportation philosophy based on the principle that we, as street users and designers, cannot continue to accept serious injuries and fatalities as an outcome of transportation design.

Wetland: Means land saturated with water long enough to promote wetland or aquatic processes or as defined by the Alberta Wetland Policy.**

*As defined in the Edmonton Metropolitan Region Growth Plan

**As defined in the Strathcona County Municipal Development Plan

SECTION 8.

MAPS

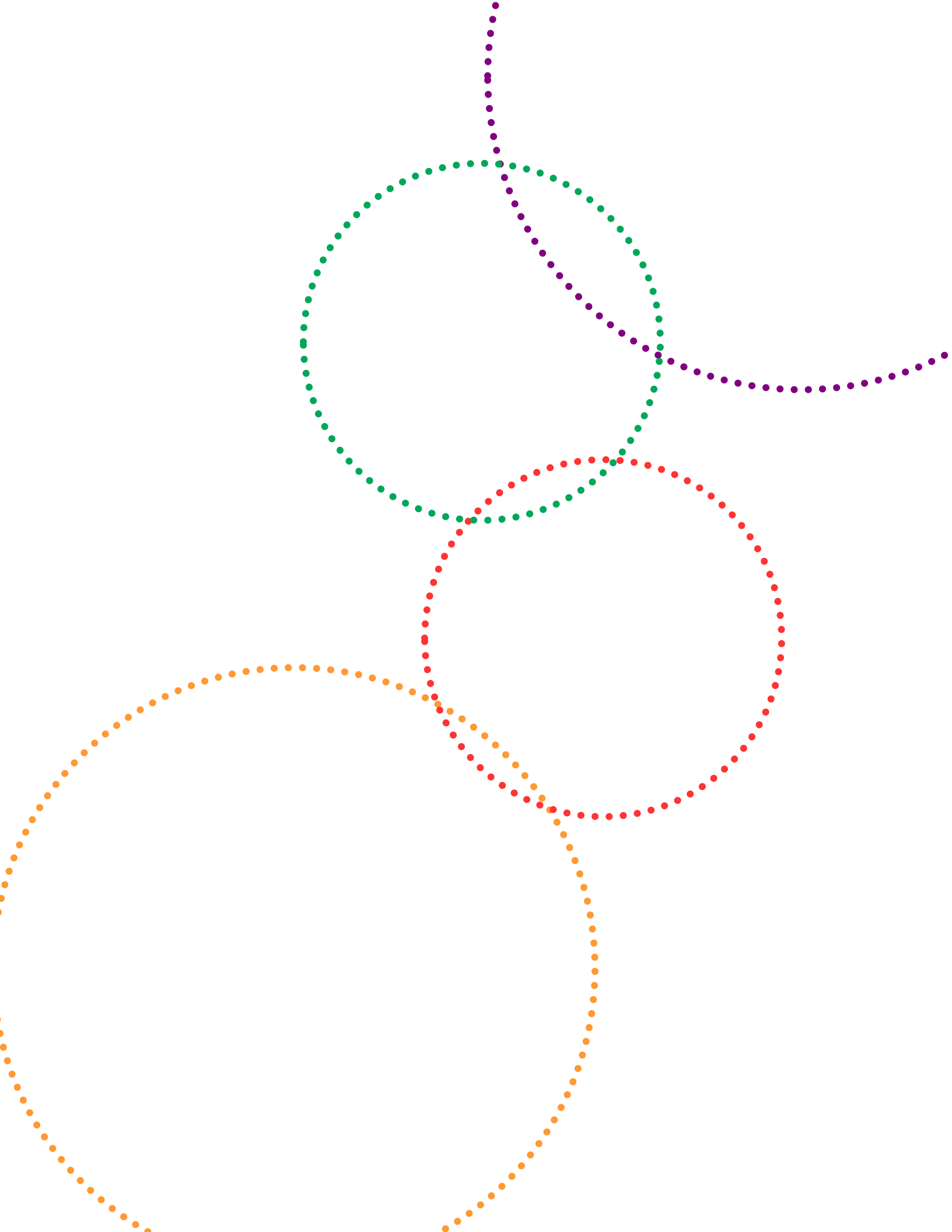




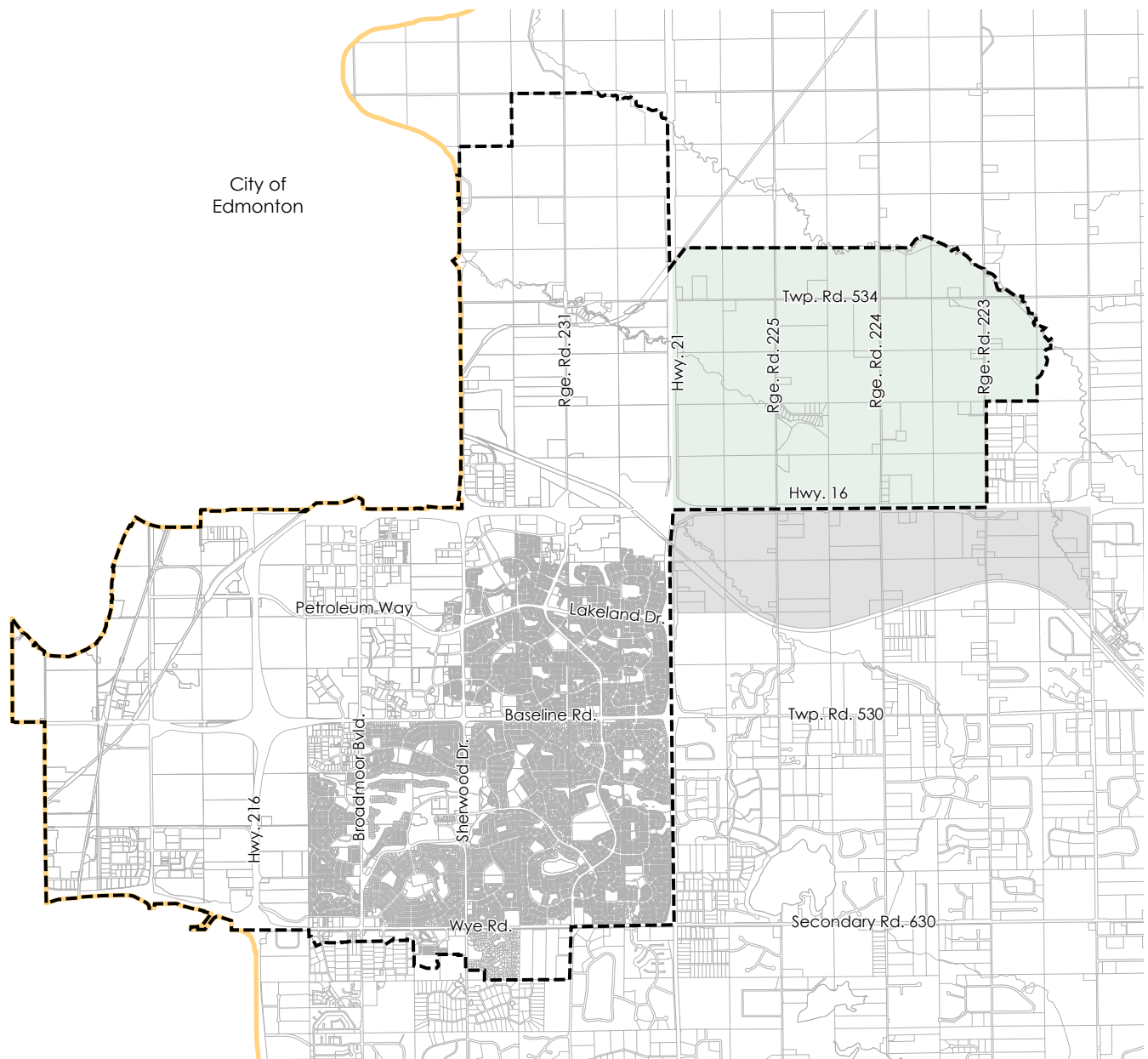


FIGURE 1

Legend

-  Urban Service Area Boundary
-  Bremner
-  Local Employment Area
-  Strathcona County Municipal Boundary

0 1 2 4
Kilometers



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development ASPs subject to Strathcona County's approval.

FIGURE 2A

Legend

Transit Terminal/Transit Transfer Facility

Interchanges

Flyover

Gateways

Community Node Policy Area

Primary Community Node

Secondary Community Node

Business Park Policy Area

Environmental Features Policy Area

Major Open Space Corridor/
Eco-Trail

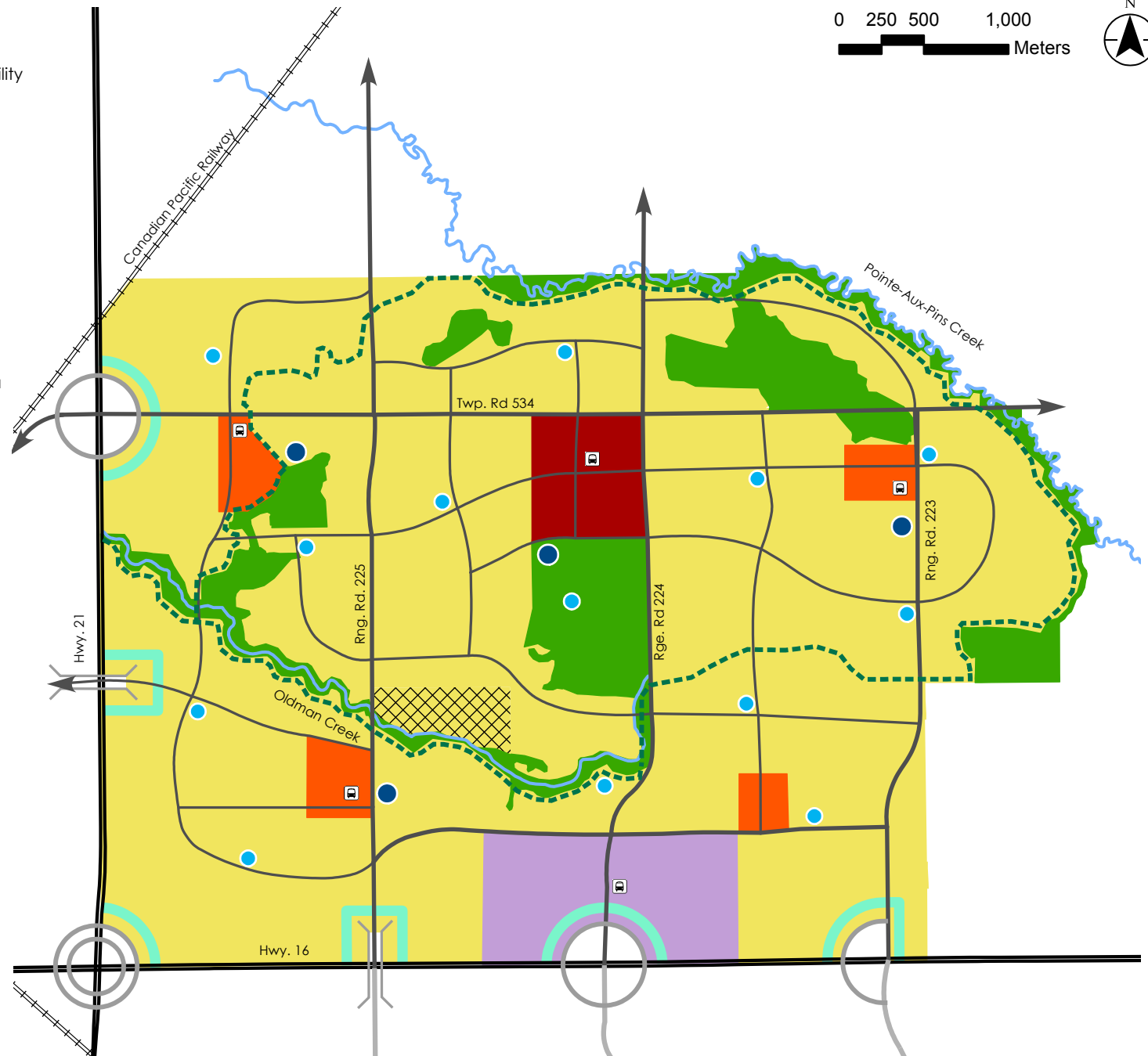
Neighbourhood Policy Area

Existing Country Residential

Village Centre Policy Area

Town Centre Policy Area

0 250 500 1,000
Meters











STRATHCONA
COUNTY

Note: This map is conceptual in nature.
The exact location and alignment of
land uses, facilities, roadways and
services will be determined by the future
development ASPs subject to Strathcona
County's approval.

FIGURE 2B

LOCAL EMPLOYMENT AREA DEVELOPMENT CONCEPT

Legend

- | | | |
|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
|  Community Service |  Commercial |  Transit Terminal/Transit Transfer Facility |
|  Priority Wetlands, Uplands and Open Space |  Industrial |  Flyover |
|  Major Public Service |  Interchanges | |

0 250 500 1,000
Meters

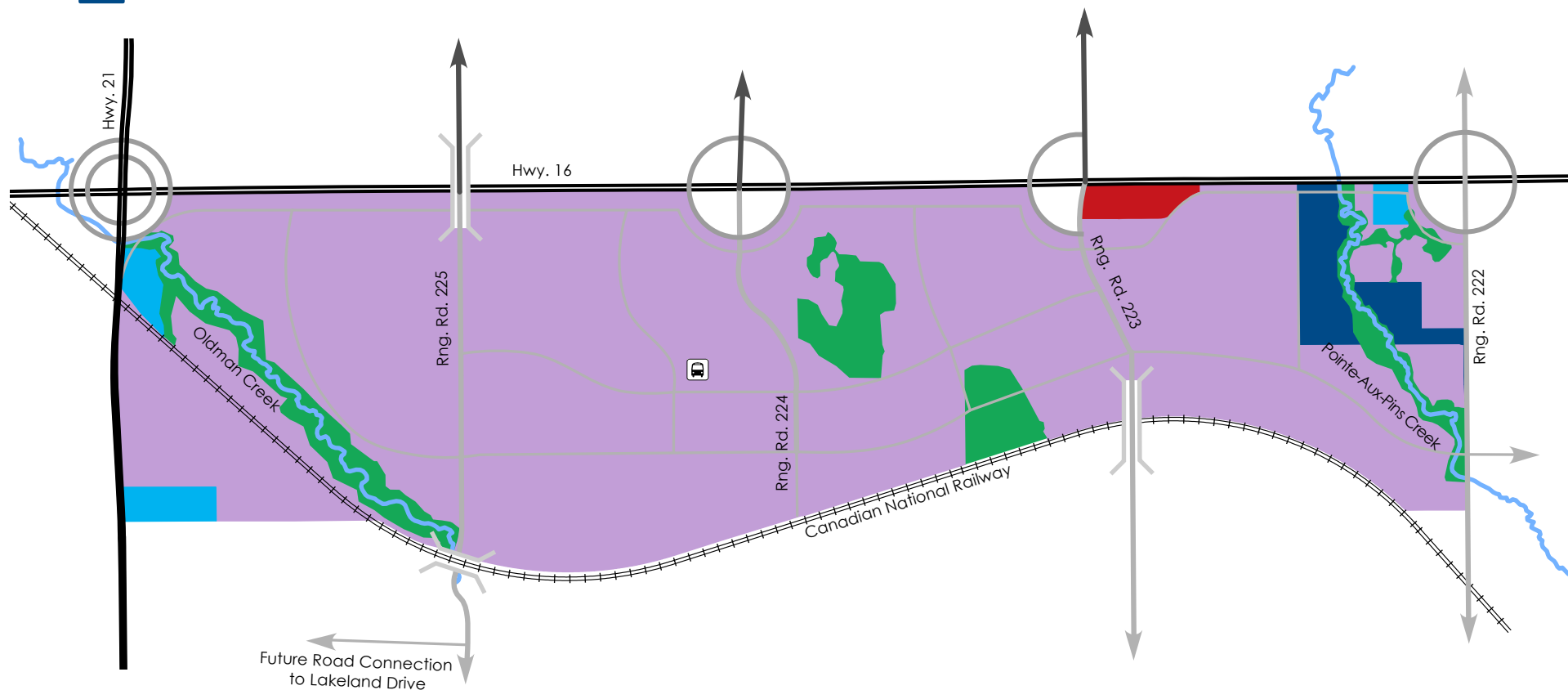


FIGURE 3

OPEN SPACE CONCEPT

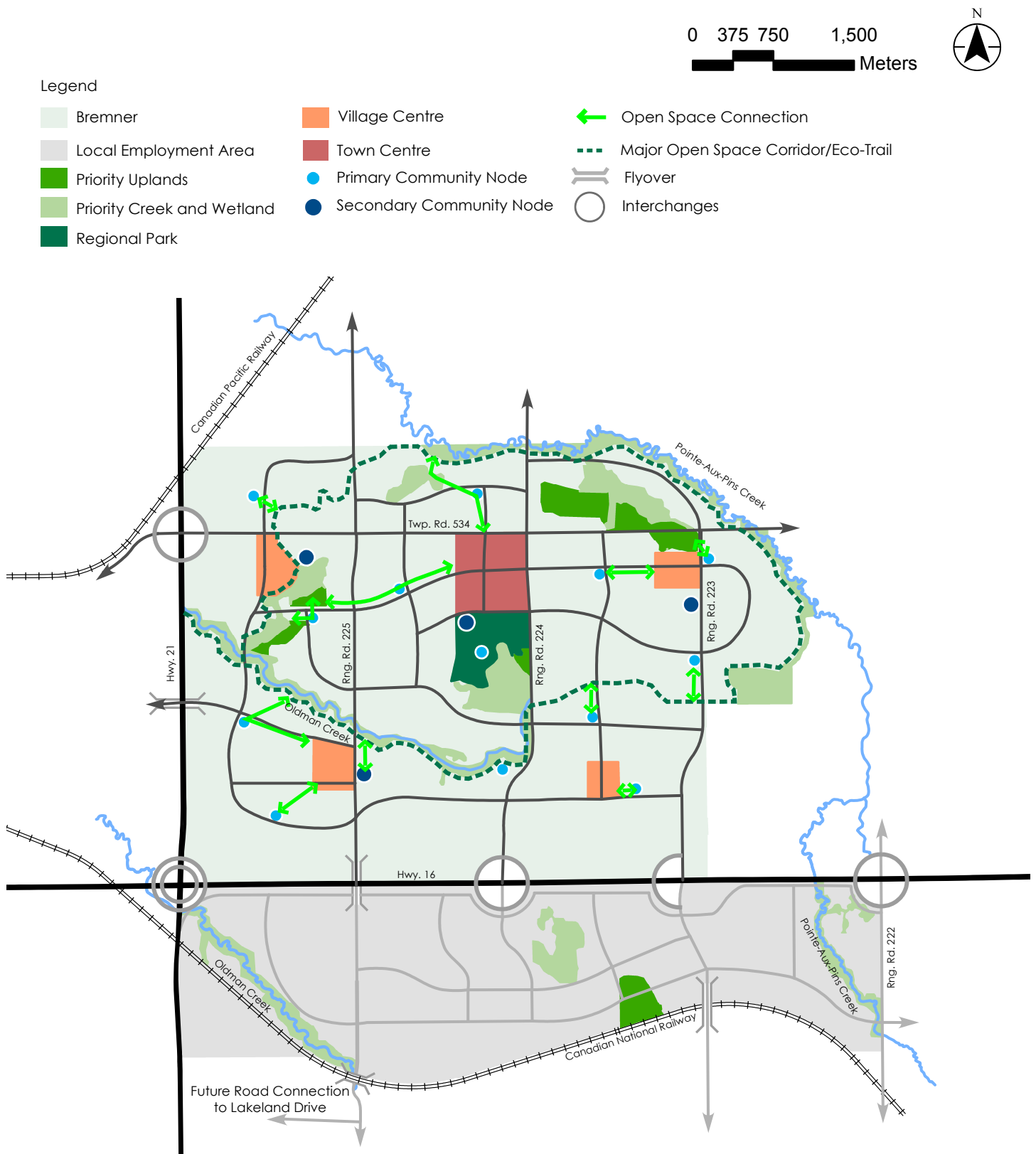














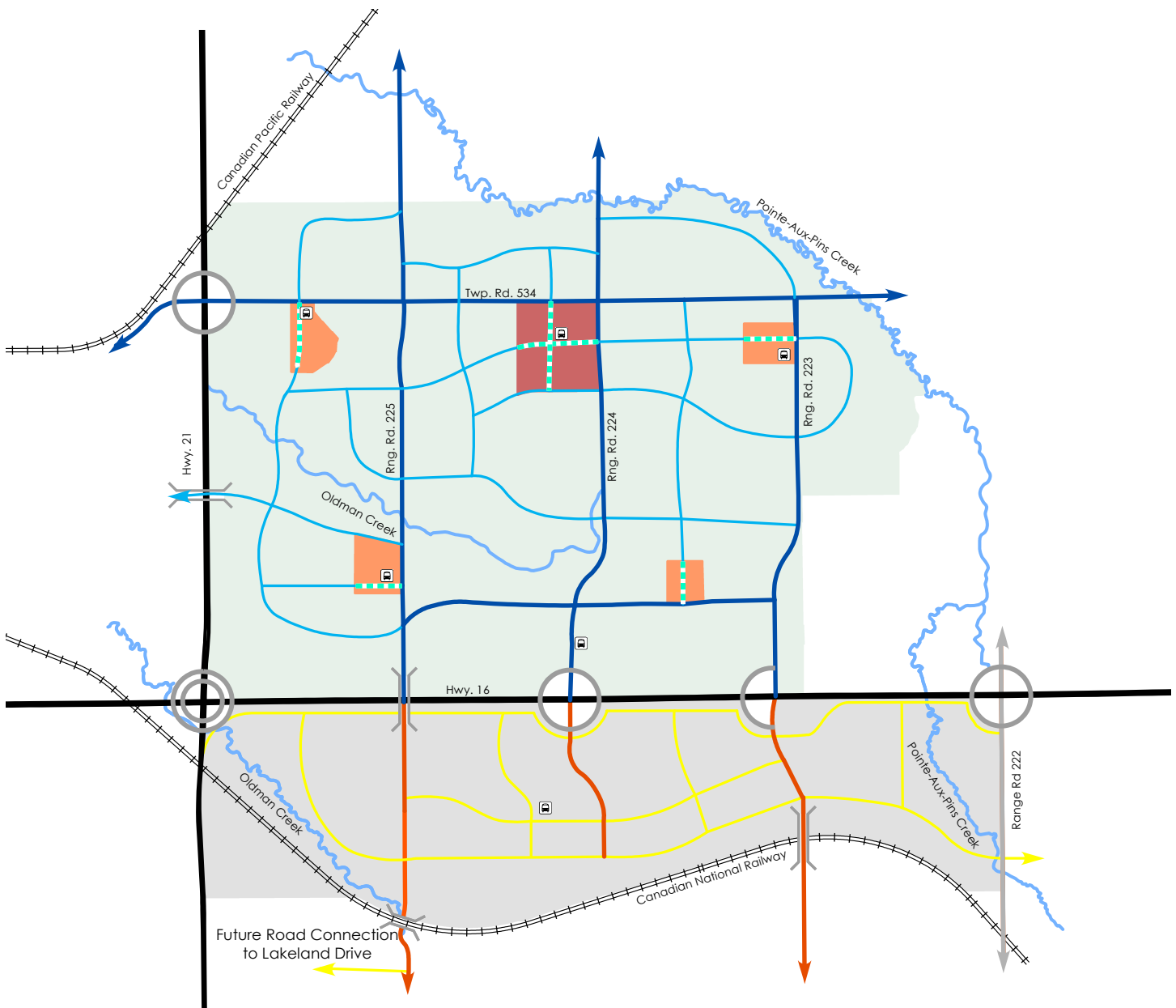
FIGURE 4

STREET AND ROAD CONCEPT

Legend

- | | | |
|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
|  Bremner |  Main Street Collector |  Interchanges |
|  Local Employment Area |  Industrial Arterial Road |  Village Centre |
|  Arterial Street |  Industrial Collector Road |  Town Centre |
|  Collector Street |  Flyover |  Transit Terminal/Transit Transfer Facility |

0 375 750 1,500
Meters



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development ASPs subject to Strathcona County's approval.

FIGURE 5

ACTIVE TRANSPORTATION CONCEPT

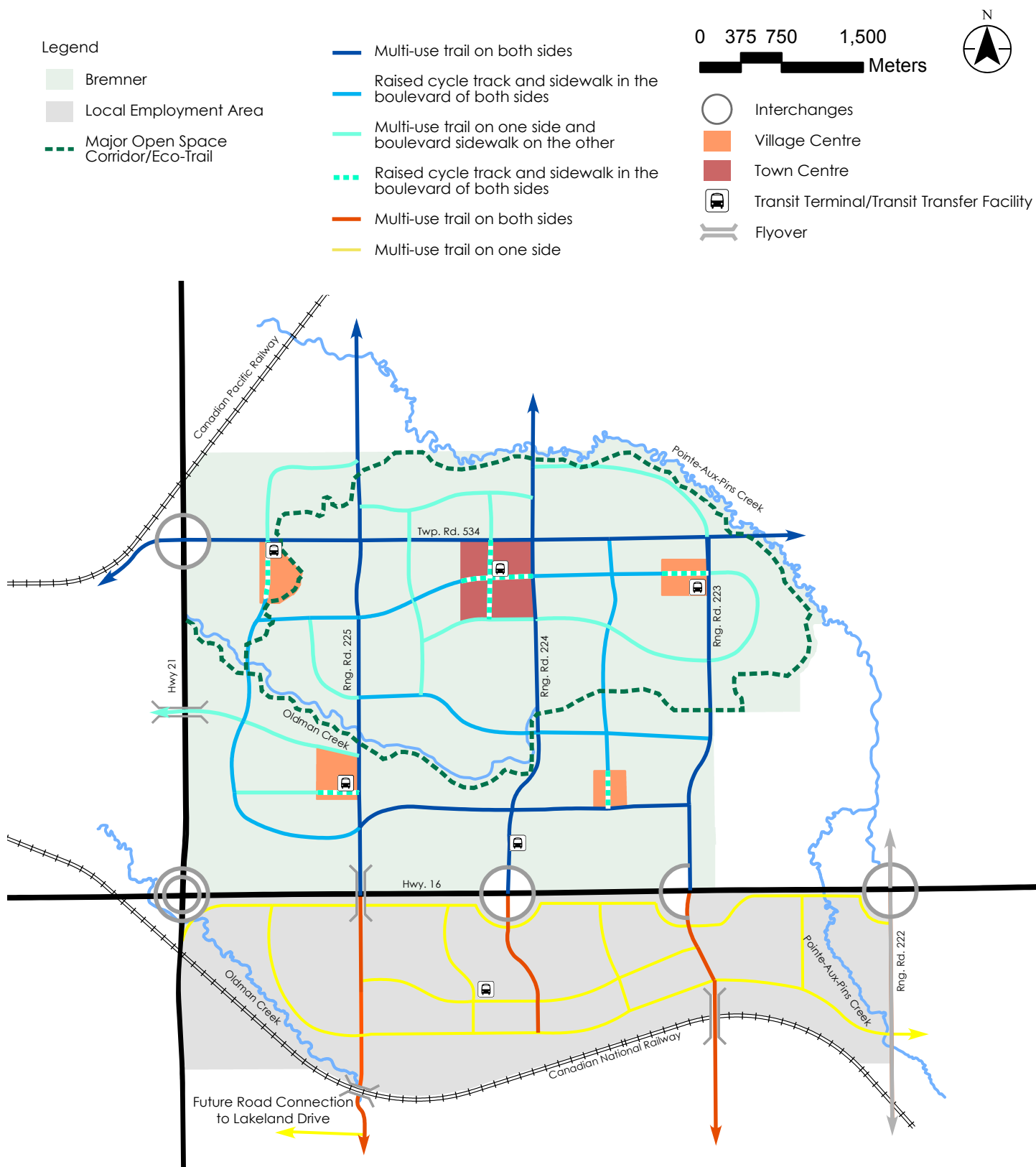


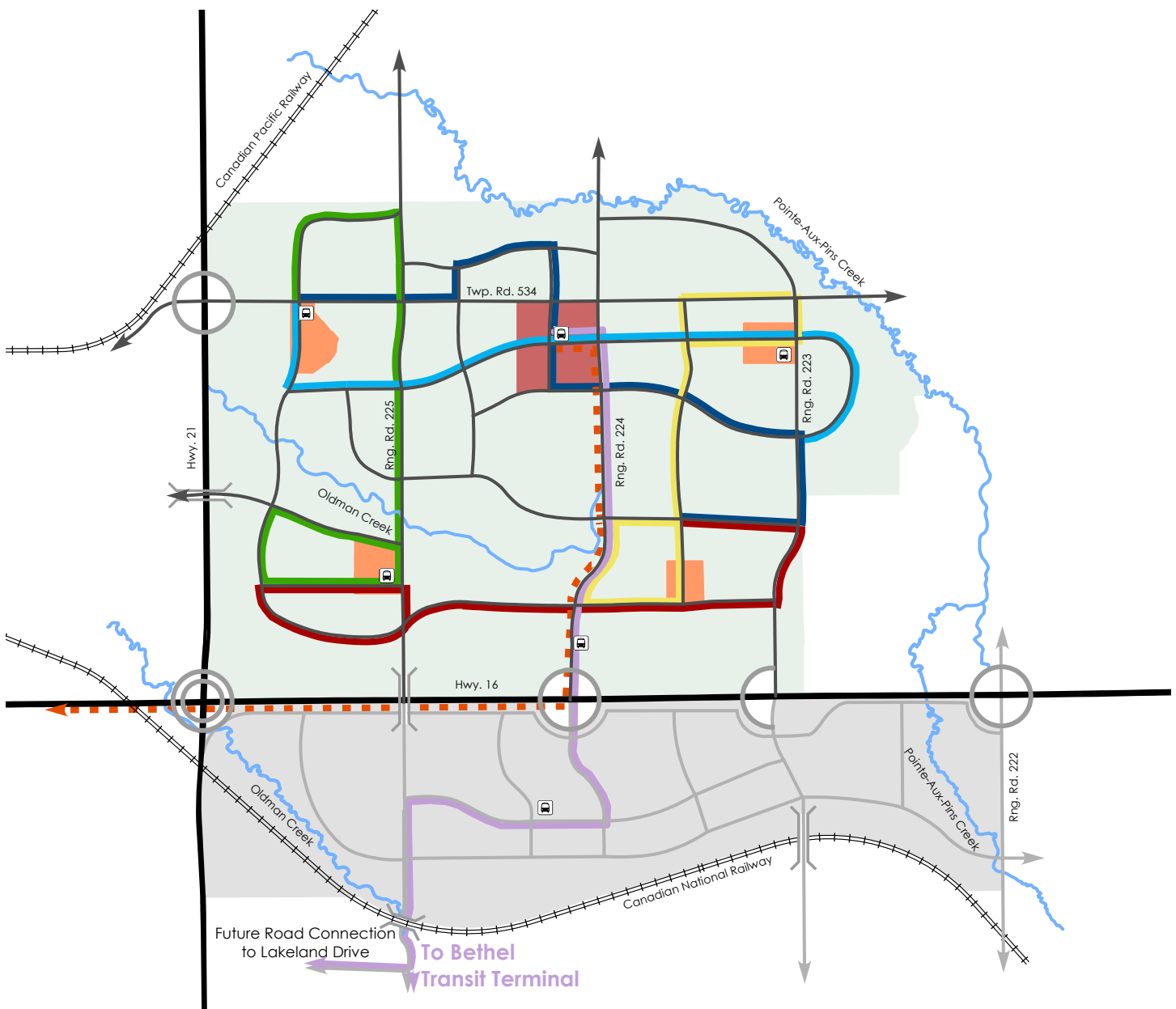
FIGURE 6

TRANSIT CONCEPT

Legend

- Bremner
- Local Employment Area
- Village Centre Policy Area
- Town Centre Policy Area
- Sherwood Park Express Route
- Edmonton Express Route
- Local Transit Routes
- Transit Terminal/Transit Transfer Facility

0 375 750 1,500
Meters



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development ASPs subject to Strathcona County's approval.

FIGURE 7

WALKSHED

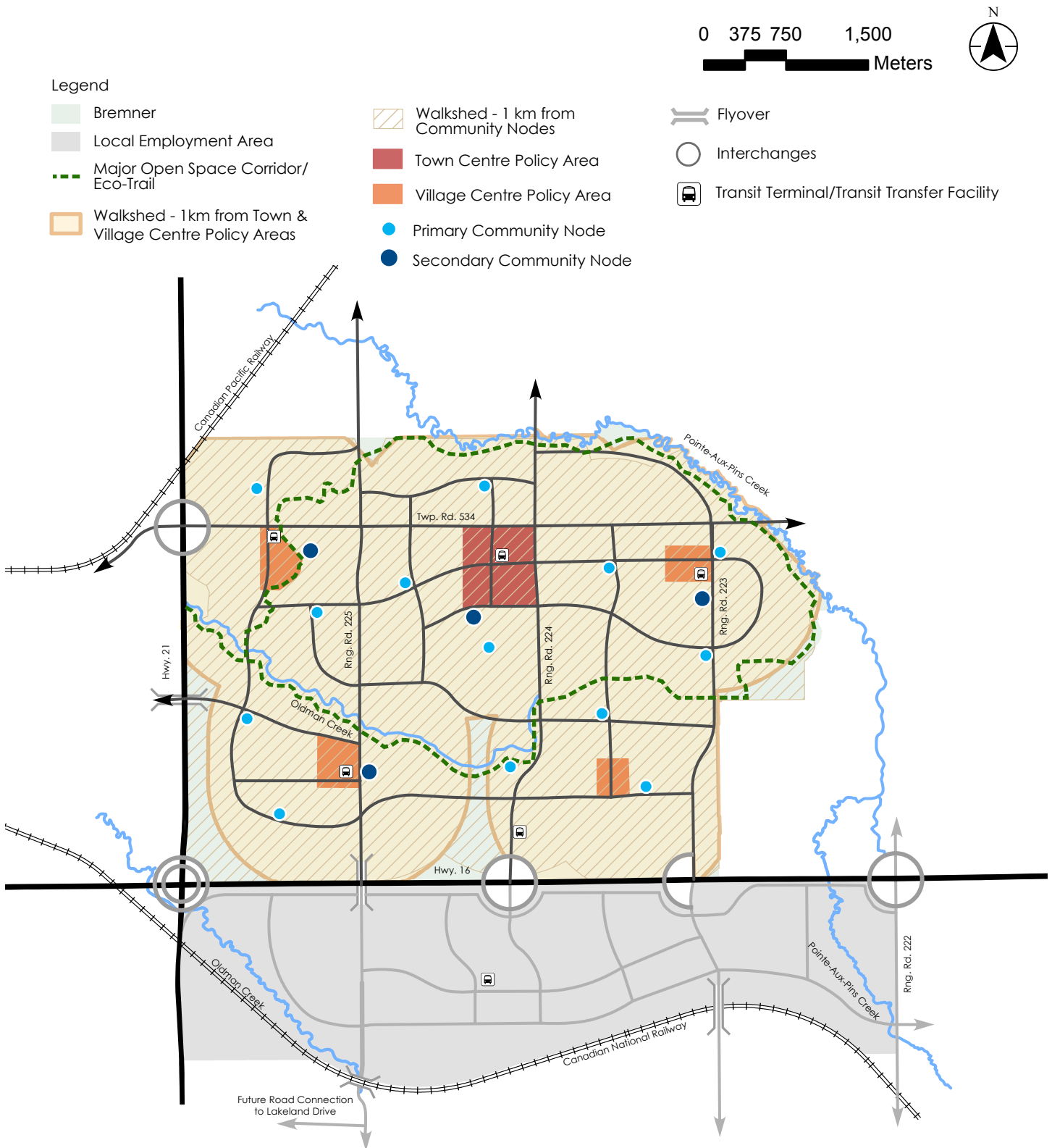


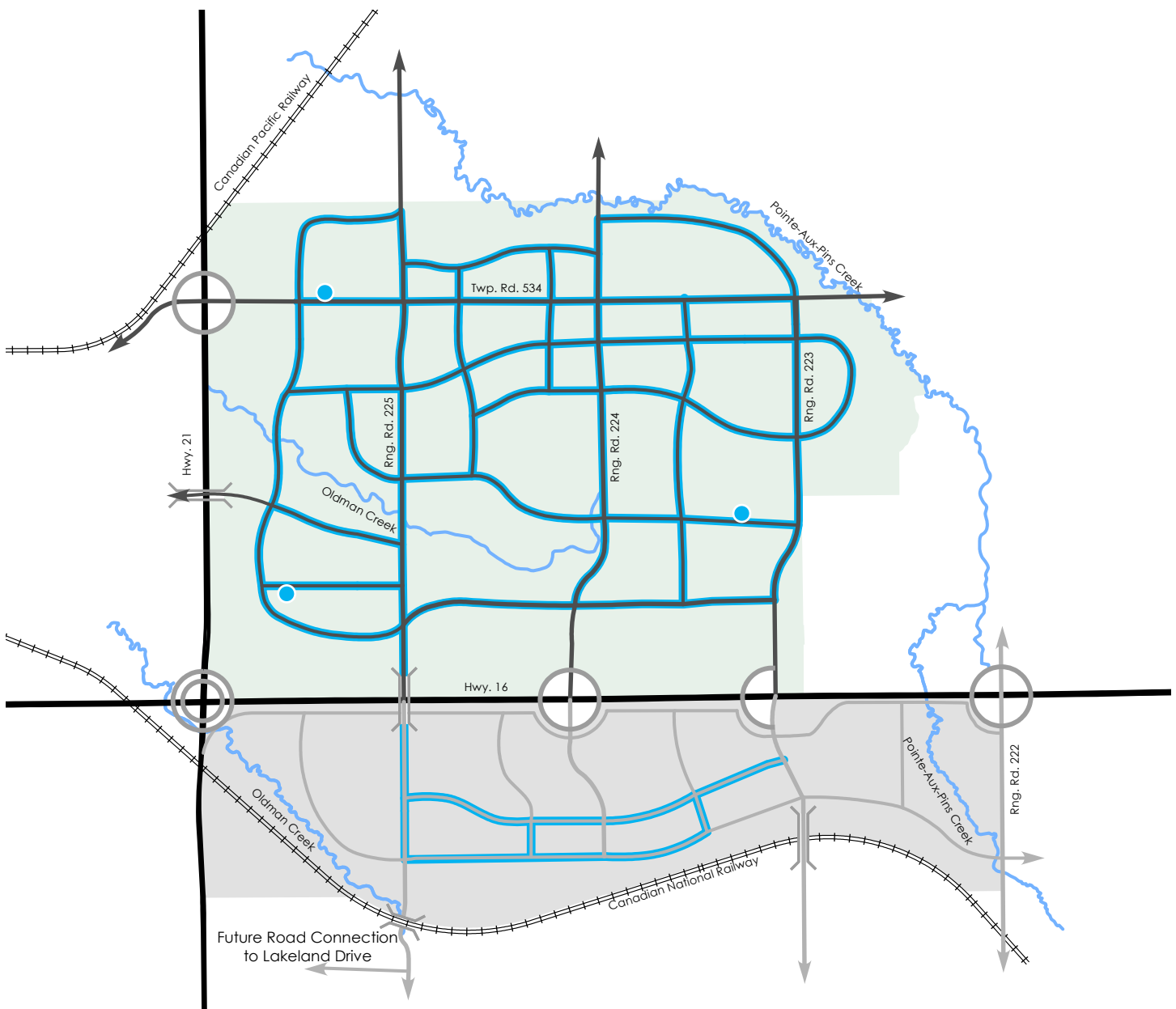
FIGURE 8

WATER SERVICING CONCEPT

Legend

- Bremner
- Local Employment Area
- Proposed Reservoir Location
- Proposed Water Main

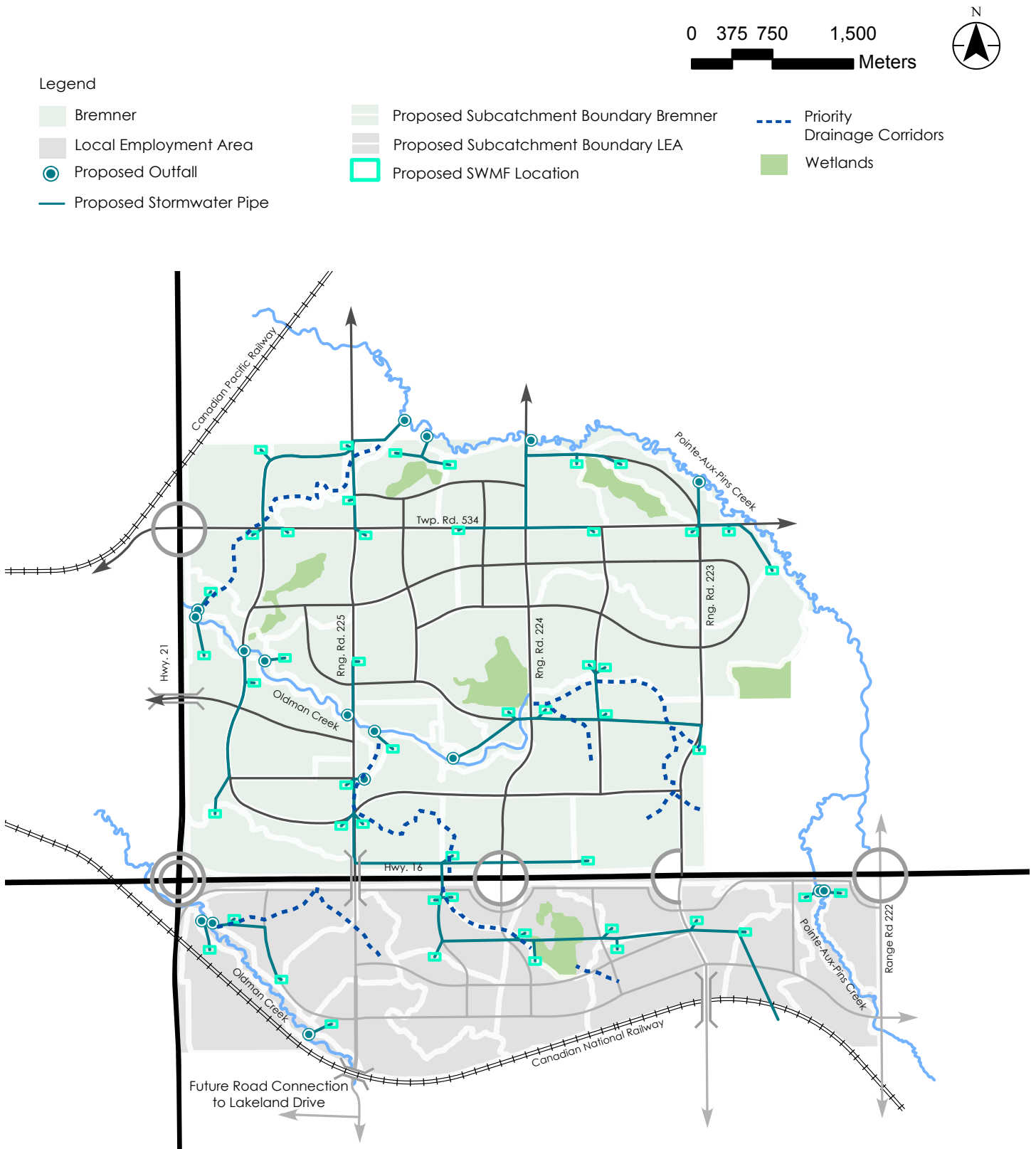
0 375 750 1,500
Meters



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development ASPs subject to Strathcona County's approval.

FIGURE 9

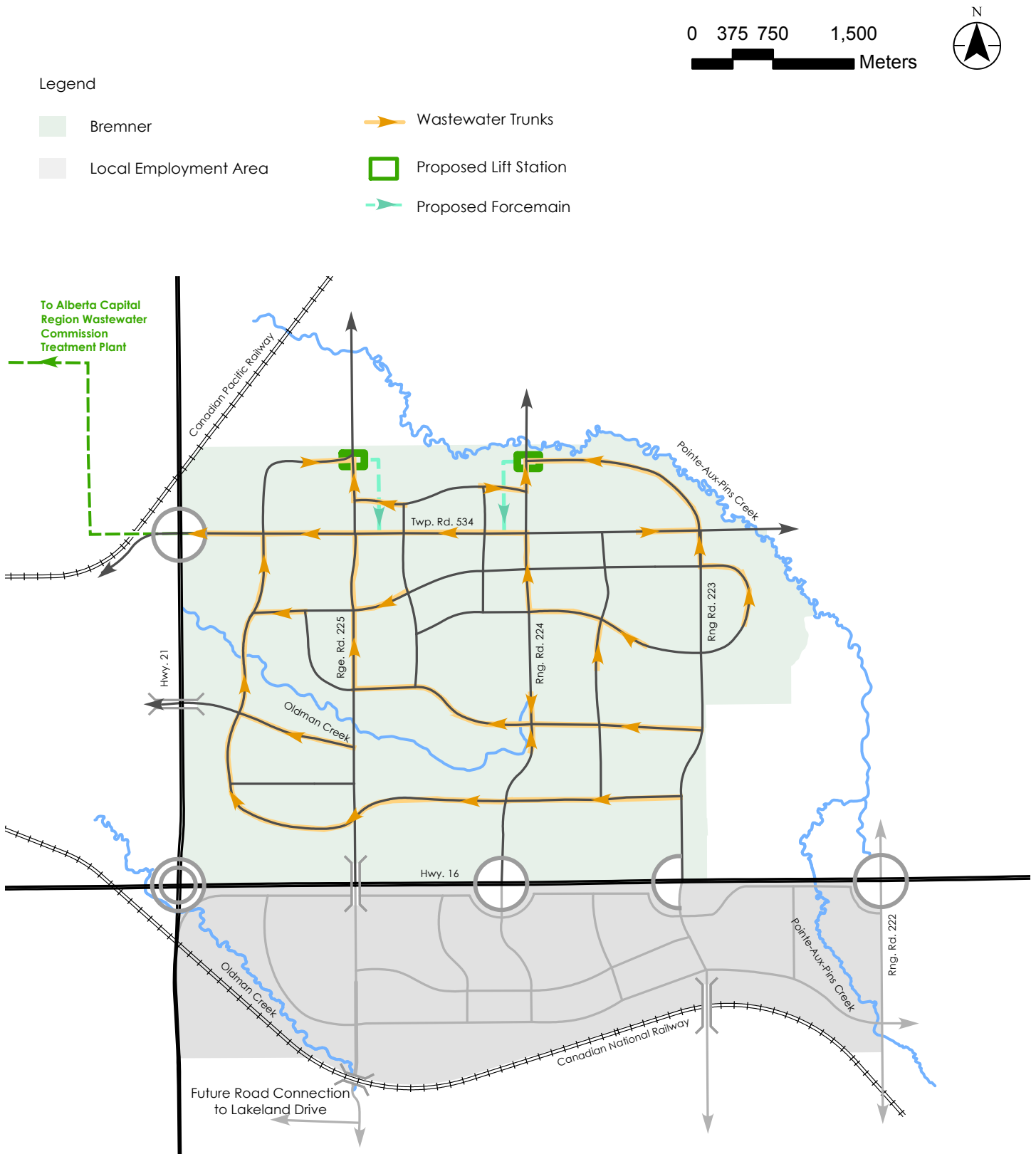
STORMWATER SERVICING CONCEPT



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development ASPs subject to Strathcona County's approval.

FIGURE 10

WASTEWATER SERVICING CONCEPT



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development ASPs subject to Strathcona County's approval.







FIGURE 11

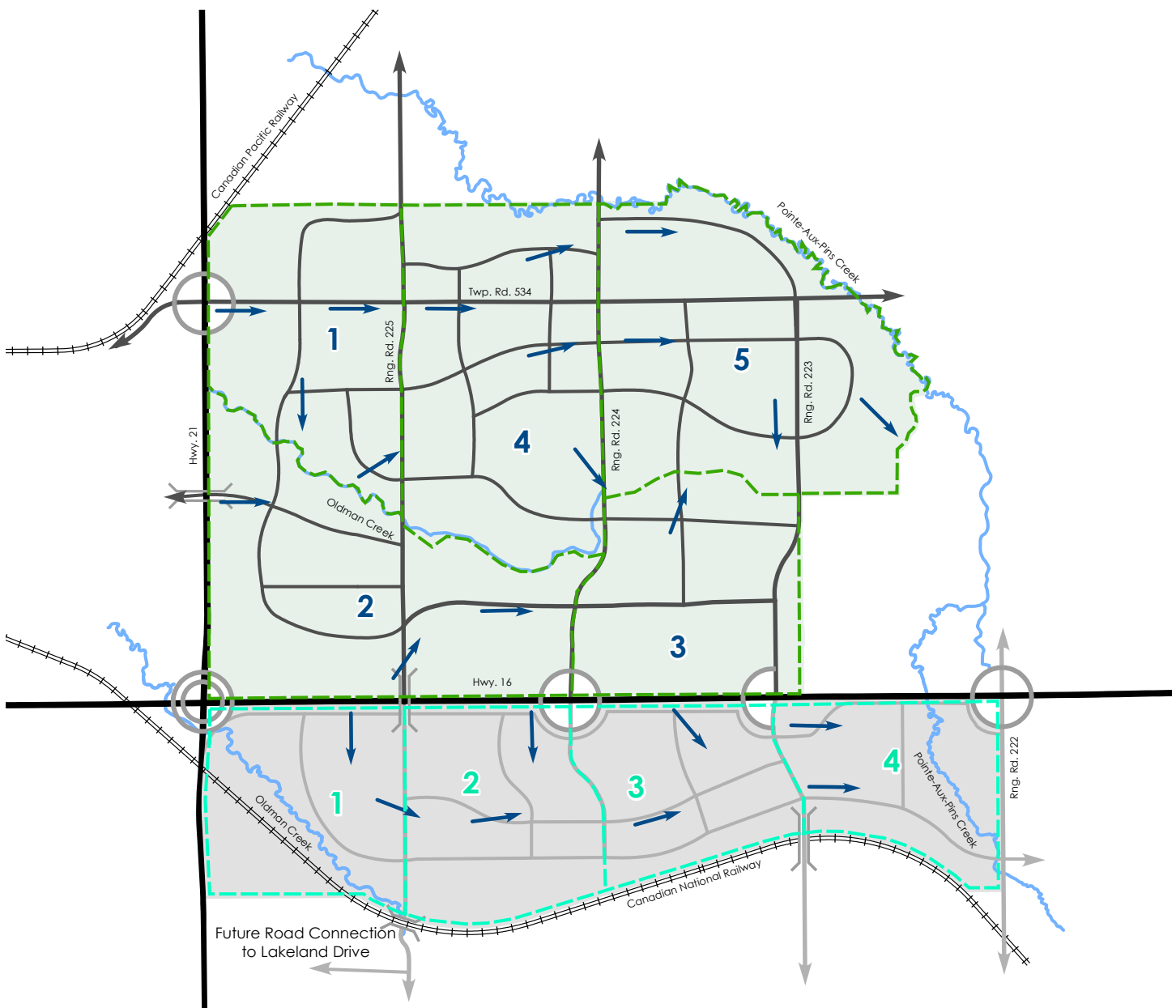
SUB-AREA STRUCTURE PLAN BOUNDARIES CONCEPT

0 375 750 1,500
Meters



Legend

- | | | |
|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
|  Bremner |  Bremner Sub-ASP Boundary |  Sub-ASP |
|  Local Employment Area |  LEA Sub-ASP Boundary |  General Direction of Development |



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development ASPs subject to Strathcona County's approval.

Appendix A

Site Specifics

SECTION 2.

BREMNER

The Bremner area currently consists of largely agricultural lands with sporadic existing residential homestead development. The country residential subdivision of Tidan Heights exists just off Range Road 225.

Utility Corridors and Rights-of-Way

Natural gas pipelines run along Highway 16 within the Bremner area. The required setbacks from pipelines are established and regulated by the Alberta Energy Regulator (AER), and are determined by the specific content of the pipeline. Setbacks from pipelines are also regulated under the County's Land Use Bylaw.

The Electronic Distance Measurement (EDM) Calibration Baseline is located along Highway 16 and is the official EDM calibration baseline in Alberta and also a part of the Edmonton GPS Validation Basenet that is used by surveyors (and others) to evaluate their Global Navigation Satellite System (GNSS) survey equipment.

Contaminated Lands

No known opportunities or constraints relating to contaminated properties exist within the Bremner area. Environmental Sites Assessments may be required in subsequent planning stages to confirm that contaminated lands do not exist prior to development.

Transportation Infrastructure

Highway 16 is a paved four-lane divided highway that runs through the south portion of the area. It is part of the TransCanada Highway system and is designated as a "Freeway" by Alberta Transportation. It provides a good traffic connection to Edmonton, Sherwood Park, and other nearby localities located along the highway. An interchange is currently planned under

the existing functional plan at Range Road 224. Highway 21 is a major four-lane north-south provincial highway that runs along the west edge of the Bremner area and along the east edge of Sherwood Park. This provides a good connection to Alberta's Industrial Heartland to the north as well as ultimately to the Fort McMurray region. Highway 21 is designated as an "Expressway" but is under consideration by Alberta Transportation as a "Freeway". The eastern boundary of the Bremner area is bounded by Range Road 222, a two-lane Strathcona County road. Range Road 222 runs north-south and provides access to Highway 16 and the hamlet of Ardrossan to the south.

Currently, access to the Bremner area from surrounding roadways is via at-grade intersections on Highway 16 at Range Road 224 and 225 and on Highway 21 at Township Road 534, Township Road 540 and a service road connection north of Highway 16. There are existing Freeway Intersection Removal Agreements in place for the intersections of Range Roads 224 and 225 and Highway 16, with predetermined closure dates for at-grade road access. Both Highway 21 and Range Road 222 connect to Highway 16 via interchanges.

A Canadian Pacific Railway serves as the boundary of the northwest corner of the Bremner area and crosses Highway 21 via an underpass. The orientation of the active railway serves as a significant edge that limits further development to the northwest.

Natural Features

Strathcona County completed a Biophysical Assessment in October 2018 for the Bremner area. The assessment included a site survey, a desktop study of previous environmental reports, a review of historical air photos and site visits. Detailed Biophysical Assessments will be required prior to planning at the area structure plan level when full land access is available.

Pointe-aux-Pins Creek is a locally-significant feature within the county. It contains diverse valley vegetation, is an important wildlife corridor and wetland habitat, and is considered the best example of ravine habitat in the county. Ungulates use Pointe-Aux-Pins Creek and the areas adjacent to the creek to travel to the North Saskatchewan River and beyond into their overwintering grounds. A 100 metre buffer from top of bank was recommended by the provincial wildlife biologist in order to achieve an effective wildlife corridor for ungulate populations.

Oldman Creek is similar in form and function to Pointe-Aux-Pins. It is situated to the south and west of the Bremner area, yet a tributary exists within the southwest portion of the Bremner area. The tributary itself is a localized wildlife corridor, while the overall connection to Oldman Creek supports a regionally important wildlife corridor.

Wetlands are a significant landscape feature across the Bremner area. According to Alberta's wetland inventory, there are marsh, open water and swamp wetlands within the Bremner area.

Topography

The undulating and hummocky landscape of the Bremner area creates a diverse landscape with low to high relief land forms of varying elevations. Elevations range from 706 metres near the southeast corner to 626 metres in Pointe-Aux-Pins Creek just before it flows northwest under Highway 21 by Township Road 540 in the northwest corner. The landscape generally slopes towards Pointe-Aux-Pins Creek and elevations

taper down westward towards the North Saskatchewan River Valley.

Steep slopes can be found along the banks and in the hummocky areas of the creeks, as well as at the edges of the ridges. The landscape in the Bremner area varies from hummocky with high reliefs to gently undulating. Steep slopes are indicated by closely spaced contour lines, which can be observed in the centre of the Bremner area in particular.

Hydrology

Surface water drainage is generally directed towards Pointe-Aux-Pins Creek and its tributaries, or the Oldman Creek tributary. Approximately 20% of study area exists inside the Oldman Creek drainage basin and 80% of land is in the Pointe-Aux-Pins drainage basin. From the Bremner area, both creeks then flow northwesterly into the North Saskatchewan River. Within the Bremner area there are also wetlands that do not appear to have surface water connections to the creeks or other water bodies, these wetlands likely serve as localized groundwater recharge points. Groundwater flows west northwest towards the North Saskatchewan River.

Agricultural Soils Capability

Bremner contains primarily Class 1, 2 and 3 soils under the Canadian Land Inventory classification system which was developed in 1967. There is approximately 820 hectares (2,026 acres) of Class 1 soil, 1,050 hectares (2,595 acres) of Class 2 soil and 245 hectares (605 acres) of Class 3 soil within Bremner.

Under the Land Suitability Rating System, created in 1995, the land is classified as mostly as Class 2 and 3. The 1995 Land Suitability Rating System includes the soil capability from the 1967 Canadian Land Inventory but it is crop specific and takes into account factors like climate and landforms which were not included in the older Canadian Land Inventory mapping.

SECTION 3.

LOCAL EMPLOYMENT AREA (LEA)

Existing Development

A variety of institutional, industrial, and public utility land uses exist in the Local Employment Area. A church is located in the northwest corner and an existing sewage lagoon for the Hamlet of Ardrossan is located in the northeast corner of the Local Employment Area.

Utility Corridors and Rights-of-Way

No constraining utility corridors exist in the Local Employment Area.

Contaminated Lands

No known opportunities or constraints relating to contaminated properties exist in the Local Employment Area. Environmental Sites Assessments may be required in subsequent planning stages to confirm that contaminated lands do not exist prior to development.

Transportation Infrastructure

Highway 16 runs along the north edge of the Local Employment Area boundary and connects to three range roads that run through the area including Range Roads 223, 224, and 225. Range Road 222 runs along the eastern border of the area. Highway 21 is the west border of the area, however there is no direct connection from this highway. The Canadian National Railway comprises the southern border of the Local Employment Area.

Natural Features

The Local Employment Area includes natural areas that require management and planning consideration.

The highest priority areas are the Old Man Creek and Pointe-aux-Pins Creek. Old Man Creek runs north south through the east of the site.

Topography

The topography of the site is hummocky and undulating with both high and low landforms of varying elevations found throughout, as described in the Biophysical Report. Elevations range from 670 metres to 685 metres near Old Man Creek. The area around Point-aux-Pins Creek has significantly less variation in elevation and is approximately 700 metres.

Hydrology

Surface water drainage is directed toward to the northwest corner of the site via the Old Man Creek. A small section of the area between Range Road 222 and approximately 800 metres to the west drains to the east via the Point-aux-Pins Creek.

Agricultural Soils Capability

The Local Employment Area contains primarily Class 1 and 2 soils under the Canadian Land Inventory classification system which was developed in 1967. There is approximately 696 hectares (1,720 acres) of Class 1 soil, 304 hectares (751 acres) of Class 2 soil and within Local Employment Area.

Under the LSRS, created in 1995, Local Employment Area is classified as Class 2 and 3. The 1995 Land Suitability Rating System includes the soil capability from the 1967 Canadian Land Inventory but it is crop specific and takes into account factors like climate and landforms which were not included in the older CLI mapping.

Appendix B

Bremner Urban Design Standards



SECTION 1. **PEDESTRIAN ORIENTED DESIGN**

1.1 Parking



Integrate parkade entrances into buildings.

1



Locate parkade entrances to minimize impact to pedestrians.

2



In areas of on-site parking, connect active transportation infrastructure safely and efficiently through the site to buildings and to off-site active transportation infrastructure.

3



Shield on-site surface parking and stacked parking from street level view, except at vehicular access and egress points, by utilizing buildings, landscaping, fencing, etc.

4



Implement shared parking, fee-in lieu (FIL) of parking, and unbundled parking to promote compact development and reduced on-site parking.

5



Set parking maximums and provide credit for on-street parking for residential, commercial, and community services.

6

1.2 Active Frontages



Where adjacent to public places such as parks and amenity areas, orient buildings toward them.

1



Provide screening or locate garbage, mechanical, and storage areas away from public view.

2



Where adjacent to road frontage, orient entrances of buildings to front onto the street with a main entrance that is on and faces a public street.

3



Design entrance corners with special architectural treatments and elements that encourage a sense of identity.

4



Orient medium and high density residential onto a public street or a private internal drive aisle that looks and functions like a public street.

5



Provide individual entrances for ground floor units of medium density residential.

6



Incorporate entry features and other architectural features into the front elevation of the house to reduce the visual dominance of the garage and the front drive.

7



Design street-facing garages so they are subordinate to the habitable portion of the dwelling utilizing size, setbacks or architectural features.

8



Design large scale uses to have an urban format, with the façade articulated in regular intervals.

9

1.3 Human Scale & Transition



Design the Street Wall, or podium for medium and tall buildings, to be no higher than the width of the road, ideally creating a 1:1 ratio to promote a sense of definition and enclosure.

1

Follow a maximum building height to street right-of-way ratio of no greater than 6:1.

2

Provide buildings that are multi-story or have the appearance of multiple storeys.

3

Where adjacent to low density residential, design buildings to be compatible with this use through articulation, stepbacks, compatible roof forms, and appropriate materials.

4

1.4 Main Street Character



To create a Street Wall, implement a setback of 0 metres for buildings along a sidewalk.

1



Provide a setback of up to a maximum of 5 metres where it is used to provide opportunities for engaging uses such as patios or architectural features.

2



Use varied architectural details to promote a sense of pedestrian scale and to distinguish between different building volumes and uses.

3



Implement signs for commercial and community services as integrated into buildings rather than as stand-alone structures.

4



Use high quality architecture and landscape design that engages the public realm.

5



Provide on-street parking on all vehicular streets to support available parking and act as a visual cue for slower traffic speeds.

6



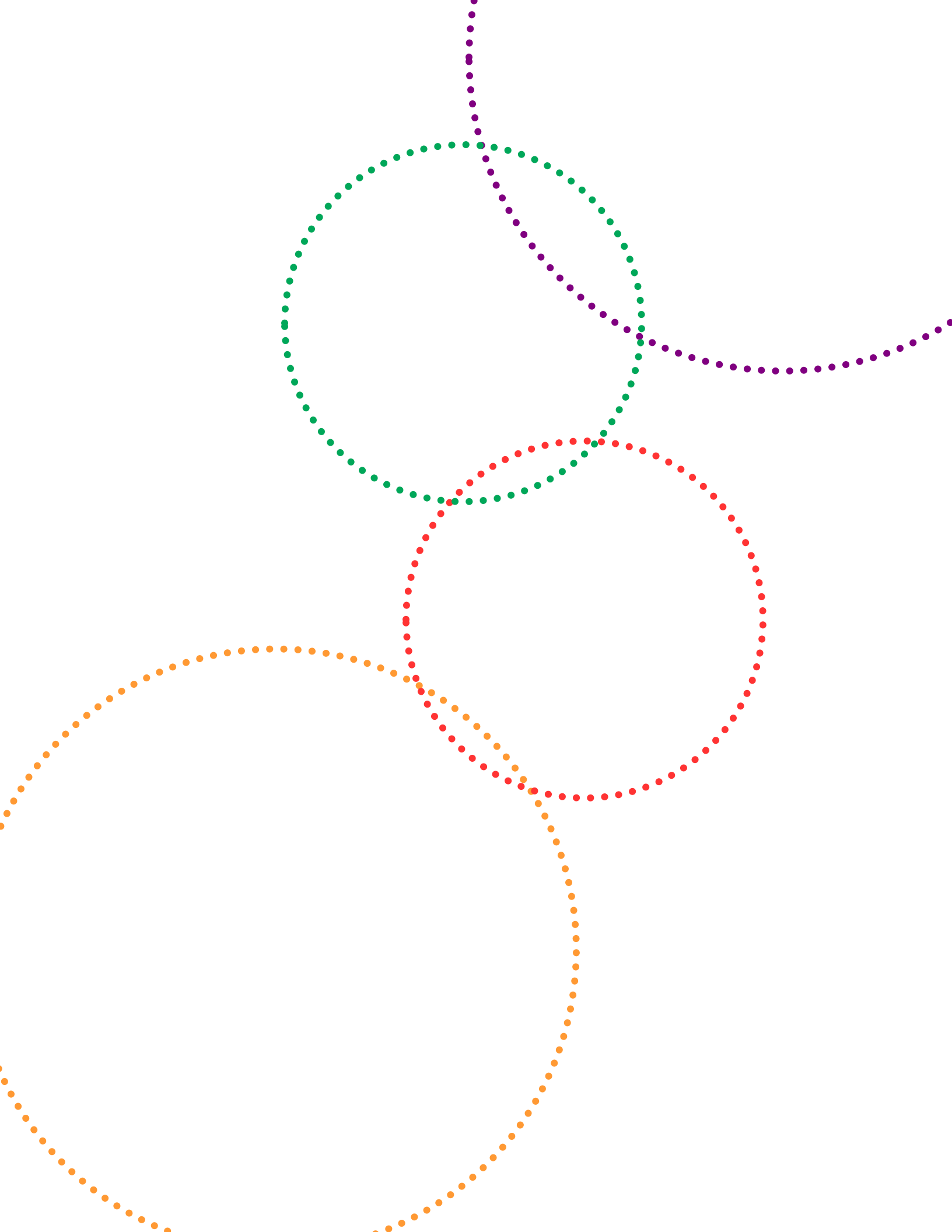
Design parking so that only on-street parking is visible along main streets.

7



Locate stacked parking on a second level, or when located at street level, be screened with residential, commercial, or community uses.

8





SECTION 2.

ALL SEASON DESIGN

2.1 Built Form



Use vibrantly coloured building materials as accents, and coloured lighting where appropriate.

1

Implement light wells and utilize roof orientation to increase solar access to building interiors and covered outdoor spaces to promote passive solar heating and enjoyable amenity spaces.

2

Implement building setbacks which create sun traps and shelters from the wind, promoting outdoor patio and retail uses year-round.

3

Consider wind and microclimatic impacts for structures exceeding six storeys.

4

Vary building heights along a block length to promote reduced ground-level wind speeds.

5

Use high-quality materials that will withstand the freeze-thaw cycle and conserve energy.

6



Place buildings and outdoor spaces strategically to minimize shade on open spaces, sidewalks, and patios. Examples of strategic placement include implementing courtyards at the south entrance to a building rather than the north, or placing taller structures on the north side of commercial streets.

7



Use “warm” materials, such as wood and brick, and/or vibrantly coloured accent materials, to promote enlivened building design for winter.

8



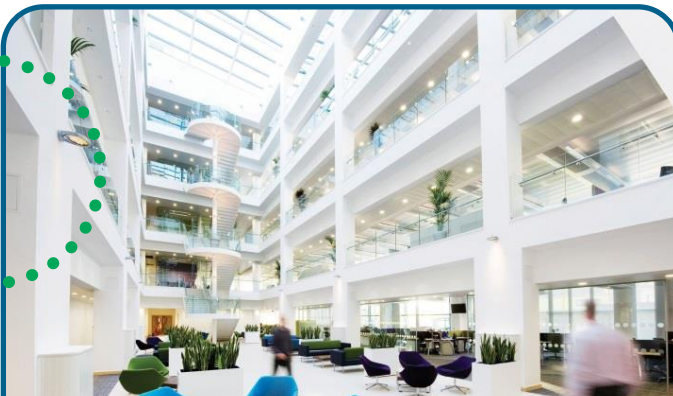
Reduce wind speed across building surfaces by incorporating balconies, softened corners, tapered/stepped-back facades, and other mitigation measures related to microclimatic impacts of high density development.

9



Design development to meet or exceed best in class alternative energy systems or district energy systems where appropriate.

10



Apply energy efficient building techniques and alternative energy sources such as light wells, geothermal, high-quality materials, and roof/building orientation to increase solar access to building interiors and amenity areas.

11

2.2 Public Realm



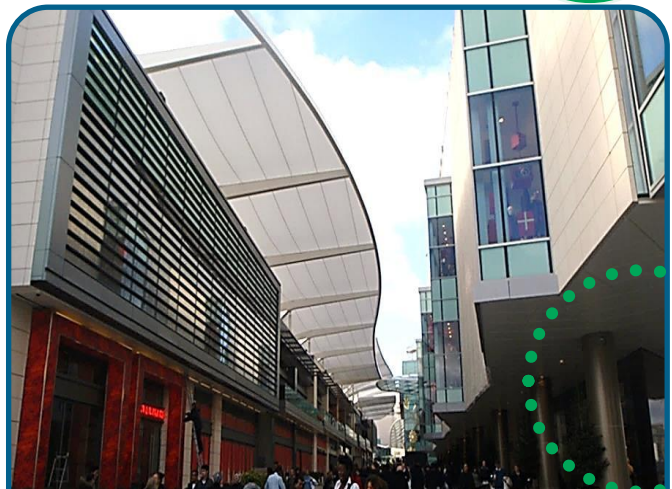
Provide a combination of different pedestrian infrastructure types, such as sidewalks, controlled crossings, benches, pedestrian-scale lighting, landscaping and weather protected bicycle storage.

1

Use alternative materials such as stone and brick for areas such as sidewalks and crosswalks to enhance visibility for pedestrian crossings.

2

Implement engaging, colourful lighting to promote enlivened spaces, while minimizing light pollution by avoiding bright flood lighting.

3

Design buildings to prioritize safety for pedestrians to prevent falling ice, snow, and discharge off roof leaders onto entrances and walkways.

4



Implement transparent glazing in building facades, such as large windows and transparent doors, which allow for visibility, passive surveillance, and illumination between outdoor spaces and building users.

5



Cover ramps and stairs from ice and snow to ensure safe movement for all pedestrians.

6



Provide seamless-grade transitions between entrances for services and the sidewalk.

7



Consider seasonal conditions in the design of entrances for services.

8



Implement protected pedestrian connections with elements such as treed arcades, awnings, or canopies.

9

Implement pedestrian weather protection along building frontages, such as canopies and arcades, which prevent high winds, falling snow, and falling ice.

10

Incorporate CPTED best practices in the design of public spaces to support the safety of all users.

11

Design services to be street oriented and have direct pedestrian connections from the public sidewalk to building entrances.

12

2.3 Open Space



Incorporate design features in parks and public spaces that protect users from the wind, such as evergreen trees planted along edges to reduce wind speed and small shelters blocking prevailing winds.

1

Incorporate design features in parks and public spaces that maximize access to sunlight and minimize microclimatic effects.

2

Encourage strategic use of lighting in public and private gathering spaces to enliven streetscapes while minimizing light pollution.

3

Give preference to plants, grasses, shrubs and trees that are colourful and/or look attractive covered with snow.

4

Incorporate public agriculture such as community gardens and edible landscapes in parks and public spaces.

5

