



STRATHCONA COUNTY



Municipal Development Plan

DRAFT

V2 January, 2017

Acknowledgements

This MDP is an update to the previous plan (adopted in 2007) and therefore owes a debt to previous planners, councillors and members of the public who have contributed over many years to the development and refinement of policies.

This current version of the plan was authored by County staff with the assistance in research and public consultation of the consulting firm Modus Planning, Design and Engagement Inc. and Ken Johnson (Urban Plans Ltd.)

The authors wish to thank the many members of the public and stakeholders who came to public meetings, workshops and completed on-line questionnaires in support of this update.

Table of Contents

1. Introduction and Context	1
1.1 What is the MDP?	1
1.2 Strathcona County's Vision	1
1.3 Strategic Plan and County Master Plans	1
1.4 Community Profile	2
1.5 Sustainability in Strathcona County.....	2
1.6 The MDP Review Process	2
2. Interpretation	3
2.1 Document Hierarchy	3
2.2 Terminology.....	5
2.4 Policy Structure	6
3. General Policy Sections	7
3.1 Arts, Culture and Heritage	7
3.2 Environment	9
3.3 Economic Development	12
3.4 Transportation	14
3.5 Utilities	17
4. Urban Service Area.....	20
4.1 Sherwood Park Policy Areas.....	21
4.1.1 Urban Centre Policy Area.....	21
4.1.2 Compact Development Policy Area	26
4.1.3 Residential Policy Area	32
4.1.4 Major Public Facility Policy Area	38
4.1.5 Commercial Policy Area	42
4.1.6 Industrial Light/Medium Policy Area	47
4.1.7 Industrial Heavy Policy Area	50
4.1.8 Sherwood Park Urban Reserve	53
4.1.9 Transportation	54
4.1.10 Utilities	57
4.2 Bremner Policy Areas.....	59
4.2.1 Bremner Urban Reserve Policy Area	59
5. Rural Service Area.....	65
5.1 Agriculture Large Holdings Policy Area	66
5.2 Agriculture Small Holdings Policy Area	70
5.3 Beaver Hills Policy Area	74
5.4 Country Residential Policy Area	78
5.5 Heartland Policy Area.....	82
5.6 Hamlet Policy Area	86
5.7 Local Employment Policy Area.....	94
5.8 Rural/Urban Transition Policy Area.....	96
5.9 Transportation/Utility Corridor	97
6. Implementation and Review	98
6.1 Transition.....	99
6.2 Review.....	99
6.3 Implementation Items	100
7. Definitions.....	108
Maps	127

1. Introduction and Context

1.1 What is the MDP?

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

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

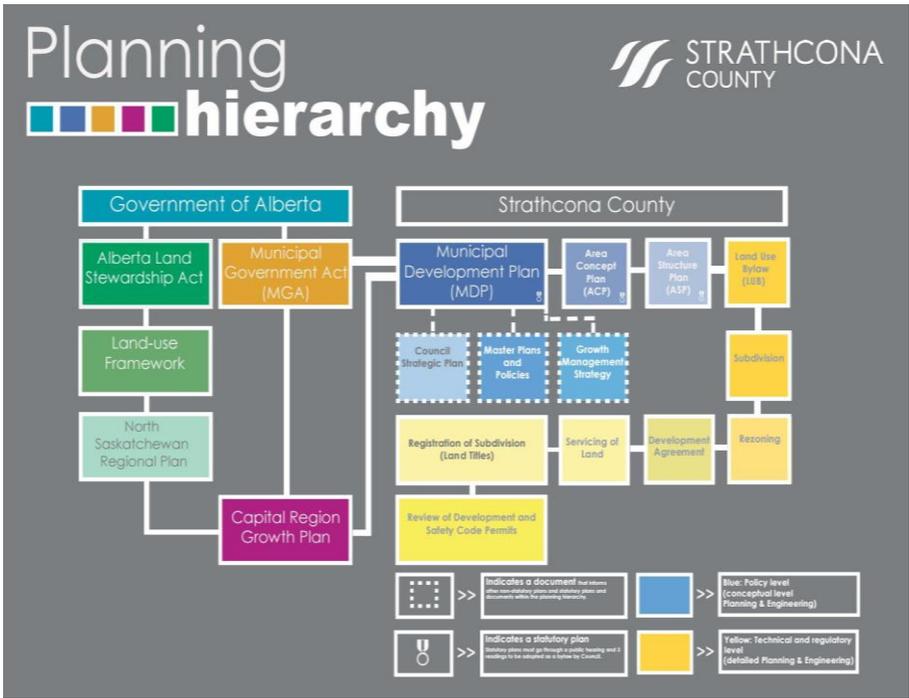
1.2 Strathcona County's Vision

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

"Strathcona County is a safe, caring and autonomous community that treasures its unique blend of urban and rural lifestyles while balancing the natural environment with economic prosperity; and through strong, effective leadership is a vibrant community of choice."

1.3 Strategic Plan and County Master Plans

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



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

1.4 Community Profile

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

Strathcona County is located in east central Alberta, adjacent to the City of Edmonton. The County is bordered by the North Saskatchewan River to the north, Lamont County and Elk Island National Park to the east, the City of Edmonton to the west and Leduc County and Beaver County to the south. Strathcona County encompasses 1265 square kilometres (488 square miles). At the time of creation of this Bylaw, it is the fifth largest municipality in Alberta in terms of population. In 2015, the total population was 95,597, with 26,815 individuals living in the Rural Service Area and 68,782 individuals residing in the Sherwood Park Urban Service Area.

1.5 Sustainability in Strathcona County

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

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

Ultimately, this means healthy ecosystems and citizens. The objectives and policies within the MDP work towards sustainability in creating efficient land use and infrastructure, multi-modal transportation options, fostering local business and economies development, and creating communities that are affordable, accessible, and inclusive for people of all ages, cultures and abilities.

1.6 The MDP Review Process

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

2. Interpretation

2.1 Document Hierarchy

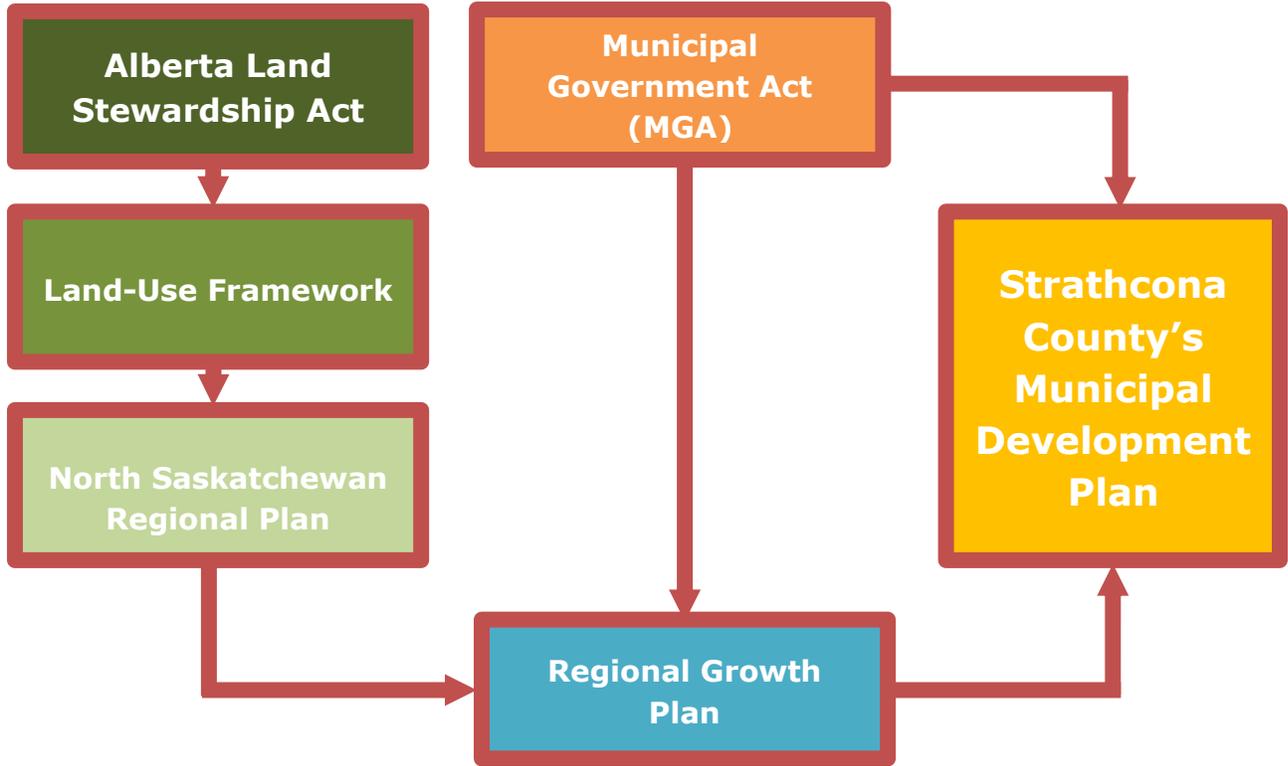
2.1.1 Government of Alberta

The Government of Alberta has a variety of planning documents and legislation which provide direction and requirements to municipalities regarding Land Use Planning.

Alberta’s Municipal Government Act (MGA) is the provincial legislation that sets out the roles and responsibilities of municipalities and elected officials. The MGA requires that every municipality adopt a Municipal Development Plan to guide long-range planning and land use. It also identifies the required and optional contents of an MDP. Decisions made by the County should be consistent with the MDP or an amendment must be approved. The MDP may be amended through a process defined in the Municipal Government Act. The MDP works in conjunction with all of the County’s statutory planning documents. These documents should remain consistent with each other at all times.

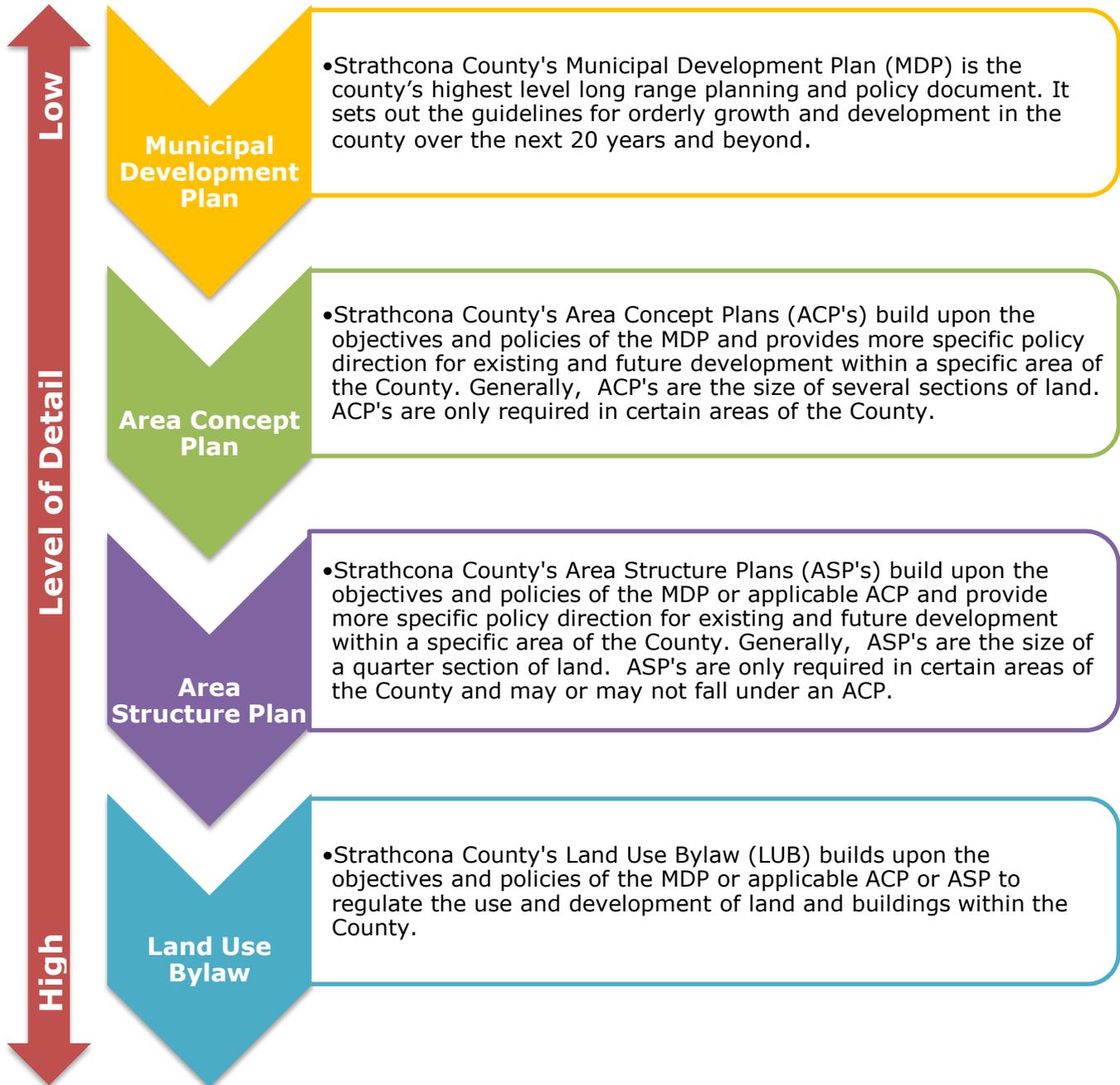
The Capital Region Board (CRB) provides guidance for regional matters in order to ensure the long term prosperity and sustainability of the region through more coordinated growth planning. This plan is required to comply with the policies of the Regional Growth Plan. In accordance with the CRB, Strathcona County will continue to responsibly plan for its share of regional growth and maintain effective collaborative working relationships with Federal and Provincial governments, as well as neighbouring municipalities.

The following Figure represents the existing provincial plans and legislation and how they relate to Strathcona County’s Municipal Development Plan:



2.1.2 Strathcona County Land Use Planning Documents

Strathcona County has a variety of planning documents that provide direction in varying levels of detail. The following figure represents the Land Use Planning document hierarchy within Strathcona County:



2.1.3 Strathcona County Policies and Standards

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

2.2 Terminology

2.2.1 Policy Terms

Strathcona County uses specific terminology within the Municipal Development Plan (MDP) policies to ensure that the MDP policies have clear intentions and appropriate actions. Specific intentions and actions are paired together and have been colour coded throughout the document to show these pairings. Below is a demonstration of how the policy intentions and actions relate to each other:

Policy Terms				
Intention			Action	
Ensure	To make sure of something through a requirement	➔	Require	Is a compulsory obligation
Promote	Shows active County encouragement	➔	Encourage	Provides guidelines for what is expected
Support	Shows passive County support through conditional consideration	➔	Consider	Provides criteria for when actions may be suitable

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

In addition to the compulsory **required** policies, development proposals should be consistent with the majority of **encourage** policies in order to be supported by the County. Proposals which meets the **required** policies but do not align with the majority of relevant **encourage** actions may not be supported.

Policies that fall within the criteria of a **consider** policy will be evaluated on a case-by-case basis and may or may not be supported based on the specifics of the proposal and how it aligns with the goals and objectives of the applicable Policy Area.

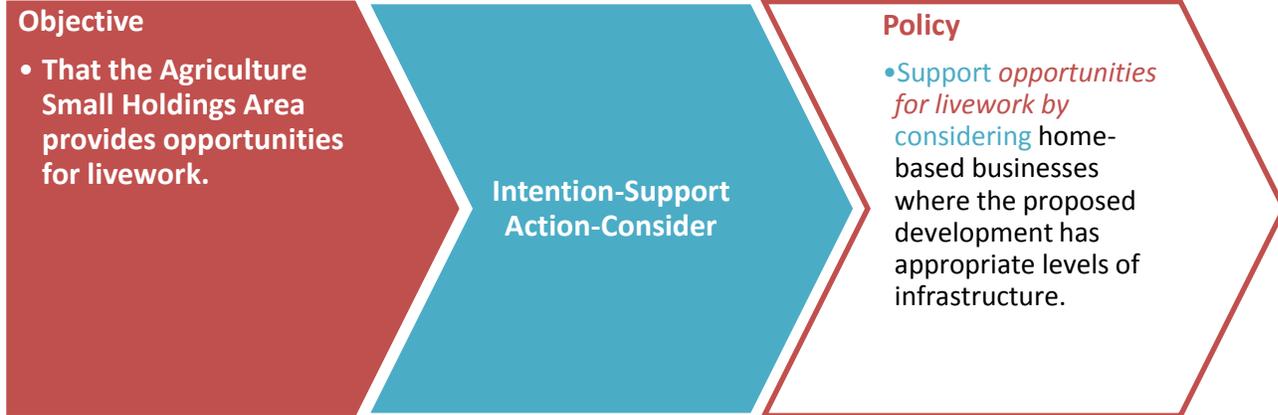
2.2.1 Implementation Terms

As implementation items always require an action, it is implied that the intent of each action item is to **ensure** a specific outcome. Therefore the intent is not listed directly within the implementation action statement. There are three types of actions that can occur through implementation of the policies.

Implementation Terms				
Intention			Action	
Ensure	To make sure of something (results) through a requirement	➔	Review the need for	Review and determine what action is needed
		➔	Update	Update an existing plan, policy, document etc
		➔	Complete	Create a new plan, policy, document etc

2.4 Policy Structure

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



3. General Policy Sections

3.1 Arts, Culture and Heritage

Introduction

Arts, Culture and Heritage attractions and resources connect Strathcona County and give it a sense of place. In order to support and enhance it's identity, the County takes a leadership role in creating and providing opportunities for its residents to access a variety of artistic, cultural and heritage attractions and resources.

Goal

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

Objectives

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

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

Policies

Strathcona County will:

Arts and Culture

- 3.1.1 **Promote** *the continued development of a vibrant and creative County by encouraging* the use of tactical urbanism within the Urban Service Area and Hamlets.
- 3.1.2 **Promote** *the continued development of a vibrant and creative County by encouraging* public art within urban areas and rural centres.
- 3.1.3 **Promote** *the continued development of a vibrant and creative County by encouraging* a variety of opportunities for visual and performing arts, music and literature.
- 3.1.4 **Ensure** *the continued development of a vibrant and creative County by requiring* a variety of spaces for events and festivals that celebrate the community's artistic spirit and culture.
- 3.1.5 **Promote** *the continued development of a vibrant and creative County by encouraging* creative wayfinding to increase walkability and interaction within the Urban Service Area and Hamlets.

Heritage

- 3.1.6 **Promote** *the recognition of the area's unique history by encouraging* opportunities for a variety of historic education programs.
- 3.1.7 **Promote** *the recognition of the area's unique history by encouraging* the identification and conservation of the county's cultural heritage through:
 - a) the designation of structures;
 - b) the placement of recognition plaques;
 - c) the maintenance of the Heritage Inventory; and

- d) the introduction of public art which reflects historically significant events, themes and residents of Strathcona County.
- 3.1.8 **Promote** *the recognition of the area's unique history* by **encouraging** mobile tours that celebrate the county's history and historic sites.
- 3.1.9 **Promote** *the recognition of the area's unique history* by **encouraging** small scale heritage/culture tourism for existing historic sites throughout the County.
- 3.1.10 **Support** *the recognition of the area's unique history* by **considering** large and medium scale heritage/culture tourism for existing historic sites throughout the County where the proposed development:
 - a) mitigates environmental impacts;
 - b) is compatible with adjacent land uses; and
 - c) has appropriate levels of infrastructure.
- 3.1.11 **Promote** *the recognition of the area's unique history* by **encouraging** partnerships with community groups to promote heritage awareness.
- 3.1.12 **Promote** *the recognition of the area's unique history* by **encouraging** partnerships with private heritage owners to promote heritage conservation activities.
- 3.1.13 **Promote** *the recognition of the area's unique history* by **encouraging** additions to the Heritage Inventory.
- 3.1.14 **Ensure** *the recognition of the area's unique history* by **requiring** the preparation of a historical impact assessment prepared by a qualified professional as per the Historical Resources Act.

3.2 Environment

Introduction

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

A large portion (55%) of Strathcona County lies within the boundaries of the Beaver Hills Moraine. The moraine is a distinct geomorphological feature representing an island of boreal forest and hummocky knob and kettle terrain supporting wetlands, lakes and creeks. The Beaver Hills Moraine was designated a UNESCO (United Nations Educational, Scientific and Cultural Biosphere in 2016. There is an acknowledged desire to conserve this important natural landscape.

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

As rural and urban residential development continues, the potential impact on Environmentally significant areas also increases. There is a need to identify and conserve these areas as the community continues to grow and evolve. As development pressures increase, environmental considerations will be kept in balance with economic and social considerations.

Goal

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

Objections

Strathcona County's environment objectives are to **ensure**:

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

Policies

Strathcona County will:

General

- 3.2.1 **Ensure** *responsible use of the natural landscape* by **requiring** that statutory plans and infrastructure plans that may impact Environmentally significant areas have supporting environmental and technical studies.

Conservation

- 3.2.2 **Ensure** *responsible use of the natural landscape* by **requiring** that conservation of Environmentally significant areas are prioritized.
- 3.2.3 **Ensure** *responsible use of the natural landscape* by **requiring** the use of the following as means of conserving environmental features:
 - a) environmental reserve dedication in accordance with the *Municipal Government Act*;
 - b) municipal reserve dedication;
 - c) environmental reserve easements;
 - d) conservation easements;
 - e) donations and bequests; and/or
 - f) acquisition through purchase or land trades.
- 3.2.4 **Promote** *responsible use of the natural landscape* by **encouraging** voluntary conservation easements to conserve environmental features by actively promoting their use.
- 3.2.5 **Promote** *responsible use of the natural landscape* by **encouraging** the use of the most appropriate and current pollution prevention and control technologies.
- 3.2.6 **Ensure** *responsible use of the natural landscape* by **requiring** that the boundaries of an environmental reserve or environmental reserve easement be dependent on site-specific characteristics and are established through a combination of a top of bank survey, slope stability report, floodplain analysis, geotechnical assessment and biophysical assessment.
- 3.2.7 **Ensure** *responsible use of the natural landscape* by **requiring** minimum development setbacks from waterbodies.
- 3.2.8 **Promote** *responsible use of the natural landscape* by **encouraging** the continued implementation of the Legacy Policy by:
 - a) acquiring lands of environmental significance to the community; and
 - b) providing access to significant natural lands.
- 3.2.9 **Promote** *actions or initiatives that work toward creating a more environmentally responsible community* by **encouraging** adherence to the North American Waterfowl Management Plan.
- 3.2.10 **Promote** *actions or initiatives that work toward creating a more environmentally responsible community* by **encouraging** the use of alternative building methods and innovation and flexibility in housing design in order to encourage the development of more sustainable housing.
- 3.2.11 **Promote** *actions or initiatives that work toward creating a more environmentally responsible community* by **encouraging** the development of stormwater quantity and quality monitoring systems for all creeks and major urban storm sewer outfalls.
- 3.2.12 **Ensure** *responsible use of the natural landscape* by **requiring** the use of compost in landscaping.

Actions and Initiatives

- 3.2.13 **Promote** *actions or initiatives that work toward creating a more environmentally responsible community* by **encouraging** stewardship to the watersheds in cooperation with the Inter-municipal Watershed Management Group.
- 3.2.14 **Promote** *actions or initiatives that work toward creating a more environmentally responsible community* by **encouraging** programs which highlight the importance of the Environmentally significant areas.
- 3.2.15 **Promote** *actions or initiatives that work toward creating a more environmentally responsible community* by **encouraging** programs which highlight the importance of the biodiversity within the County.

- 3.2.16 **Promote** actions or initiatives that work toward creating a more environmentally responsible community by **encouraging** programs which increase conservation of the County's biodiversity.
- 3.2.17 **Promote** actions or initiatives that work toward creating a more environmentally responsible community by **encouraging** programs which increase awareness of the Beaver Hills Biosphere.
- 3.2.18 **Ensure** actions or initiatives that work toward creating a more environmentally responsible community by **requiring** a Wetland Conservation Policy for Strathcona County in alignment with provincial legislation which addresses no net loss of wetlands through the following methods in order of priority:
 - a) Avoidance of wetland damage or destruction
 - b) Minimization of the impact and provision of applicable compensation
 - c) Compensation for wetland damage or destruction
- 3.2.19 **Promote** restoration of disturbed natural systems by **encouraging** the County to become a wetland restoration agent and/or mentor to other municipalities with respect to conservation.
- 3.2.20 **Ensure** the restoration of disturbed natural systems by **requiring** the continued monitoring and management of landfills, nuisance grounds and public service sites through the County's Environmental Management Program.
- 3.2.21 **Promote** actions or initiatives that work toward creating a more environmentally responsible community by **encouraging** programs which increase the County's Climate Change Resiliency.
- 3.2.22 **Promote** actions or initiatives that work toward creating a more environmentally responsible community by **encouraging** intermunicipal programs which aid in the conservation of Regional Environmentally Significant Features.
- 3.2.23 **Promote** actions or initiatives that work toward creating a more environmentally responsible community by **encouraging** active participation by the County in environmental stewardship organizations such as, but not limited to, the Nature Conservancy of Canada and the Beaver Hills Initiative.
- 3.2.24 **Promote** actions or initiatives that work toward creating a more environmentally responsible community by **encouraging** the continued assistance of provincial agencies in managing ambient air quality and implementing the Capital Region Air Quality Management Framework.
- 3.2.25 **Promote** actions or initiatives that work toward creating a more environmentally responsible community by **encouraging** industrial associations, the federal government, the provincial government and local airsheds to collaboratively expand and implement a regional ambient air quality monitoring network.
- 3.2.26 **Promote** actions or initiatives that work toward creating a more environmentally responsible community by **encouraging** active participation by the County in the North Saskatchewan Watershed Alliance.

3.3 Economic Development

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

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

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

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

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

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

Goal

Strathcona County will increase and diversify its economy.

Objectives

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

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

Policies

Strathcona County will:

General

- 3.3.1 **Promote** *opportunities for petrochemical cluster development by encouraging* a diversified energy sector.
- 3.3.2 **Promote** *a strong, diversified and sustainable economy by encouraging* innovative employment opportunities in a variety of sectors.
- 3.3.3 **Promote** *a strong, diversified and sustainable economy by encouraging* traditional agricultural opportunities, while fostering an environment for innovative agricultural support services.

- 3.3.4 **Ensure** *a strong, diversified and sustainable economy by requiring* the optimal utilization of sustainable infrastructure that provides the services residents valued by residents and businesses.
- 3.3.5 **Promote** *a strong, diversified and sustainable economy by encouraging* continued promotion of Strathcona County locally, nationally and internationally as a place that is open for business and investment.
- 3.3.6 **Promote** *a strong, diversified and sustainable economy by encouraging* opportunities for tourism.

3.4 Transportation

Strathcona County contains a comprehensive transportation network which supports multiple modes of transportation. A transit system is provided for service within the Urban Service Area and provides regional service that extends to a variety of areas within the City of Edmonton. Both Canadian National (CN) and Canadian Pacific (CP) operate national railway routes that run through Strathcona County. Currently, there are a number of public and private airports. A trail system exists in the Urban Service Area and the development of a trail network throughout the County that will incorporate the Trans Canada, River Valley Alliance and Heritage Parkway Trails is in progress.

Strathcona County will continue to accommodate the movement of people and commodities in a safe, economical, efficient and environmentally responsible manner. As growth in the County occurs, pressure on the transportation system will continue to increase. Strathcona County will ensure, wherever possible, that all transportation uses such as trails, public transportation, rail, air and pedestrian walkways are inter-connected. Improving the trail system in both Sherwood Park and the Rural Service Areas will provide more pedestrian friendly routes throughout the County and create more opportunities for residents to interact.

Goal

Strathcona County will maintain safe and efficient transportation systems.

Objectives

Strathcona County's transportation objectives are to **ensure**:

1. *Safe, reliable and efficient development of accessible transportation systems;*
2. *Opportunities for active transportation;*
3. *Access to a customer-focused, reliable, efficient and safe transit system; and*
4. *Responsible operation of airports.*

Policies

Strathcona County will:

General

- 3.4.1 **Ensure** *the safe, efficient and efficient development of accessible transportation systems by requiring* an Integrated Transportation Master Plan for Strathcona County.
- 3.4.2 **Promote** *the safe, efficient and efficient development of accessible transportation systems by encouraging* the coordination and integration of local, regional, intra-provincial and inter-provincial transportation networks and facilities.
- 3.4.3 **Promote** *the safe, efficient and efficient development of accessible transportation systems by encouraging* Transit Oriented Development throughout the Sherwood Park Urban Service Area.
- 3.4.4 **Promote** *the safe, efficient and efficient development of accessible transportation systems by encouraging* the coordination and integration of local, regional, intra-provincial and inter-provincial transportation networks and facilities.

- 3.4.5 *Promote the safe, efficient and efficient development of accessible transportation systems by encouraging* cooperation between municipal, provincial and federal governments to enhance economic growth through the development of an integrated, multi-modal transportation network (trail, road, transit, ride sharing, rail and air), that will meet the needs of individuals, schools, business and industry.
- 3.4.6 *Promote the safe, efficient and efficient development of accessible transportation systems by encouraging* reducing the cost of existing and future roadways by promoting Transportation Demand Management (TDM) principles. Examples of these initiatives include, but are not limited to:
 - a) Car-pooling;
 - b) Ride share;
 - c) Public transit;
 - d) Walking;
 - e) Bicycling;
 - f) Working from home; and
 - g) Non-traditional work hours.
- 3.4.7 *Promote the safe, efficient and efficient development of accessible transportation systems by encouraging* cooperation with surrounding municipalities and provincial agencies to encourage the development of inter-municipal transportation corridors.

Trails

- 3.4.8 *Ensure opportunities for active transportation by requiring* a Trails Strategy for the County.
- 3.4.9 *Promote opportunities for active transportation by encouraging* the design, development and maintenance of an integrated trail network throughout Strathcona County, with linkages to adjacent Capital Region municipalities, the province and the country including the regional trail linkages of the Trans Canada Trail and the River Valley Alliance Trail Network.
- 3.4.10 *Support opportunities for active transportation by considering* linking tourism opportunities through active transportation networks where feasible.
- 3.4.11 *Promote opportunities for active transportation by encouraging* connectivity of the River Valley Alliance Trail Network through the provision of footbridges and boat docks or launches.

Transit

- 3.4.12 *Ensure access to a customer-focused, reliable, efficient and safe transit system by requiring* a Transit Master Plan for Strathcona County.
- 3.4.13 *Support access to a customer-focused, reliable, efficient and safe transit system by considering* studying future opportunities for BRT (Bus Rapid Transit) and Long term LRT connections (Light Rail Transit) in cooperation with surrounding municipalities and the Capital Region Board.
- 3.4.14 *Promote access to a customer-focused, reliable, efficient and safe transit system by encouraging* continued express bus inter-municipal transit service by focusing on transit priority corridors between the Urban Service Area and the City of Edmonton.
- 3.4.15 *Promote access to a customer-focused, reliable, efficient and safe transit system by encouraging* local transit service delivery methods which meet the needs of the community.

Rail

- 3.4.16 *Promote the safe, efficient and efficient development of accessible transportation systems by encouraging* cooperation with rail lines to determine appropriate preventative mitigation measures for development adjacent to rail lines.

Airports

- 3.4.17 *Promote the responsible operation of airports by encouraging* initiatives to improve multi-modal transportation linkages between airports within the Alberta Capital Region.
- 3.4.18 *Promote the responsible operation of airports by encouraging* cooperation with Edmonton airports and industry to identify potential economic opportunities that could be utilized by providing improvements to existing regional airport facilities at the Strathcona Airport, Cooking Lake Airport, and other airports.
- 3.4.19 *Promote the responsible operation of airports by encouraging* increased usage of the Strathcona (Josephburg Aerodrome) Airport by industry.

3.5 Utilities

Effective utility systems are essential for a healthy population, and for the fiscal health of the County. Utility systems in Strathcona County include systems to provide potable water and remove wastewater from buildings in the County as well as systems to manage rainwater. Solid waste includes recycling programs and Strathcona County has a vast network of gas, oil and other product pipelines. Shallow utilities include telecommunications, gas and electricity networks.

A multi-use Transportation/Utility Corridor (TUC) has been designated within Strathcona County to accommodate crude oil pipelines, natural gas pipelines, product pipelines, water lines, wastewater mains, telecommunication sites, a road network and other utilities. Through the provincial designation of this corridor, the fragmentation of land is minimized and the integrity of the commodities transported within the corridor is maintained. Additional transportation/utility corridors, including a hydrocarbon pipeline corridor have been identified near the industrial developments in the northern portion of the County as well as adjacent to the Urban Service Area.

Goal

Strathcona County will maintain safe and efficient utility systems.

Objectives

Strathcona County's utility systems objectives are to **ensure**:

1. *The safe, reliable and efficient development of utilities;*
2. *Increased access to communication networks; and*
3. *The integrity of utility and pipeline corridors.*

Policies

Strathcona County will:

General

- 3.5.1 **Promote** *the safe, reliable and efficient development of utilities by encouraging* utility facilities that are efficient and/or employ renewable energy sources.
- 3.5.2 **Promote** *the safe, reliable and efficient development of utilities by encouraging* cold weather low impact development.
- 3.5.3 **Ensure** *the safe, reliable and efficient development of utilities by requiring* that public health be considered a first priority.

Pipelines and Utility Corridors

- 3.5.4 **Promote** *the integrity of utility and pipeline corridors by encouraging* cooperation with surrounding municipalities and utility companies to create and maintain integrated utility corridors.
- 3.5.5 **Promote** *the integrity of utility and pipeline corridors by encouraging* pipeline planning to reduce land fragmentation by crossing land lots along section or quarter section lines or follow existing surface disturbances or other linear infrastructure. Existing surface disturbances may include roads, railways (on non-industrial lands) or existing pipeline corridors.

- 3.5.6 **Support** *the integrity of utility and pipeline corridors* by **considering** the development of new pipeline/utility corridors in consultation with industry, utility companies, federal, provincial and municipal governments which:
 - a) Maintain and/or enhance the integrity of the existing pipeline/utility network;
 - b) Mitigate or minimize negative environmental impacts;
 - c) Minimize existing and potential land use conflicts including land fragmentation;
 - d) Do not preclude future local or regional development opportunities; and
 - e) May parallel existing or future transportation systems.
- 3.5.7 **Promote** *the integrity of utility and pipeline corridors* by **encouraging** the use of pipeline and utility corridors as multi-use corridors to accommodate oil, natural gas, municipal utilities, electrical transmission lines, communications infrastructure, wildlife corridors and pedestrian linkages.
- 3.5.8 **Ensure** *the integrity of utility and pipeline corridors* by **requiring** the owner/leaseholder to remove the infrastructure associated with abandoned utilities, pipelines and well sites, as well as the rehabilitation of these areas once no longer utilized.
- 3.5.9 **Ensure** *the safe, reliable and efficient development of utilities* by **requiring** compliance with the Subdivision and Development Regulation regarding land uses adjacent to sour gas facilities.

Communication

- 3.5.10 **Support** *increased access to communication networks* by **considering** the extension of communication services into the Rural Service Area where deemed appropriate.
- 3.5.11 **Support** *increased access to communication networks* by **considering** the introduction or extension of wireless communication facilities that have minimal impact on environmental features and on nearby residents.
- 3.5.12 **Promote** *increased access to communication networks* by **encouraging** cooperation with Industry Canada to create and implement policies for locating communication facilities in the County.
- 3.5.13 **Promote** *increased access to communication networks* by **encouraging** the co-location of communication facilities to reduce the overall land needs and visual impact of these facilities.

Utility Systems

- 3.5.14 **Ensure** *the safe, reliable and efficient development of utilities* by **requiring** a Utilities Master Plan for Strathcona County.
- 3.5.15 **Ensure** *the safe, reliable and efficient development of utilities* by **requiring** a Water Master Plan for Strathcona County.
- 3.5.16 **Ensure** *the safe, reliable and efficient development of utilities* by **requiring** a Wastewater Master Plan for Strathcona County.
- 3.5.17 **Ensure** *the safe, reliable and efficient development of utilities* by **requiring** Master Drainage Plans for watersheds where development is actively proceeding or where significant natural or man-made land use changes are occurring, or are contemplated in the near future. More detailed drainage plans shall be prepared by the development proponent in conjunction with Area Concept Plans, Area Structure Plans and Area Redevelopment Plans.
- 3.5.18 **Promote** *the safe, reliable and efficient development of utilities* by **encouraging** a regional approach for water demand management.

- 3.5.19 *Promote the safe, reliable and efficient development of utilities by encouraging* redundancy and operation efficiency in water systems.
- 3.5.20 *Promote the safe, reliable and efficient development of utilities by encouraging* cooperation with the Alberta Capital Region Wastewater Commission in establishing a cost effective system, for controlling plant bypasses or overflows at the Regional Plant.
- 3.5.21 *Promote the safe, reliable and efficient development of utilities by encouraging* joint wastewater system planning, with the Capital Region Sewage Commission and the City of Edmonton.
- 3.5.22 *Promote the safe, reliable and efficient development of utilities by encouraging* education programs about the function and role of stormwater management facilities.

Solid Waste

- 3.5.23 *Ensure the safe, reliable and efficient development of utilities by requiring* a Solid Waste Management Master Plan for Strathcona County.
- 3.5.24 *Ensure the safe, reliable and efficient development of utilities by requiring* the determination of locations for waste disposal in advance of need.
- 3.5.25 *Promote the safe, reliable and efficient development of utilities by encouraging* cooperation with surrounding municipalities on the planning and development of an integrated regional solid waste management system.
- 3.5.26 *Promote the safe, reliable and efficient development of utilities by encouraging* decreased production of solid waste through diversion and ecostation support.
- 3.5.27 *Promote the safe, reliable and efficient development of utilities by encouraging* that new developments use methods to divert materials from landfills.

Shallow Utilities

- 3.5.28 *Ensure the safe, reliable and efficient development of utilities by requiring* that developers co-ordinate with shallow utility companies on servicing capacity in new developments.
- 3.5.29 *Ensure the safe, reliable and efficient development of utilities by requiring* that new developments provide the extension of other utility services such as gas, electrical and telecommunication lines in the Urban Service Area.

Alternative Energy

- 3.5.30 *Promote the safe, reliable and efficient development of utilities by encouraging* continued use and development of alternative energy supplies such as district energy with in the County.

4. Urban Service Area

Urban Service Area

In order to address the policies within the regional growth plan, the Urban Service Area has been separated into two sections, Sherwood Park and Bremner:

- **Sherwood Park** consists of all land located within the Urban Service Area west of Highway 21. This area contains the Built-Up Urban Area of the Urban Service Area as well as Planned Areas grandfathered under the regional growth plan.
- **Bremner** consists of all land within the Urban Service Area located east of Highway 21. This area contains the Greenfield Area of the Sherwood Park Urban Service Area.

The Urban Service Area historically grew from a small residential hamlet in the early 1950's of approximately 100 homes, to a population of close to 3000 people in the early 1960's and almost 40,000 people in 1994. In 1996, Strathcona County's official status through the Province was changed to a Specialized Municipality. This change in status recognized the uniqueness of Strathcona County in that it includes both a large urban centre and a significant rural territory and population. From this date forward the hamlet of Sherwood Park was classified as the Urban Service Area with equivalent recognition to that of a city under provincial legislation.

In the early 2000's Strathcona County began studying locations for future long term urban growth given that existing multi-lot country residential subdivision's made it unfeasible to expand directly east or south of the Sherwood Park Urban Service Area. A number of studies, such as the Bremner Growth Management Strategy, and events, including the creation of the Capital Region Board, led to a decision in 2016 to focus future long term urban growth in Bremner.

In 2016, the Capital Region Board updated the regional growth plan which set growth expectations for urban communities within the region. The Urban Service Area has been identified as part of the metropolitan area within the regional growth plan. Strathcona County will direct the majority of urban growth to the Sherwood Park Urban Service Area.

4.1 Sherwood Park Policy Areas

Goal

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

4.1.1 Urban Centre Policy Area

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

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

(Transit Picture) (Centre in the Park Picture)

Objectives

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

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

Policies

Strathcona County will:

General

- 4.1.1.1 **Ensure** *compact, mixed-use development* by **requiring** an Area Redevelopment Plan for this Policy Area.
- 4.1.1.2 **Ensure** *the provision of sub-regional services* by **requiring** that Sherwood Park's Urban Centre Area Redevelopment Plan provides direction on all of the following:
 - a) aspirational centres density target outlined in the regional growth plan;
 - b) intensification;
 - c) transit oriented development (TOD);
 - d) high density mixed-use development;
 - e) commercial services including business commercial;
 - f) education services;
 - g) local and major community services;
 - h) community and seniors housing;
 - i) multi-modal transportation including local and commuter transit services ;
 - j) preservation and enhancement of the active transportation networks;
 - k) open space and pedestrian infrastructure; and
 - l) infrastructure including cold weather Low Impact Development strategies and alternative energy systems.
- 4.1.1.3 **Ensure** *compact, mixed-use development* by **requiring** a mixture of uses including but not limited to major public services, commercial uses, residential uses, schools and local community services to locate within Sherwood Park's Urban Centre.
- 4.1.1.4 **Ensure** *compact, mixed-use development* by **requiring** the intensification of the urban centre through re-development and infill at a higher density.
- 4.1.1.5 **Ensure** *compact, mixed-use development* by **requiring** that developments maintain or increase existing dwelling units per net residential hectare within the urban centre.
- 4.1.1.6 **Promote** *compact, mixed-use development* by **encouraging** developments to provide opportunities for all ages, lifestyles and incomes.
- 4.1.1.7 **Promote** *the integration of green building and green infrastructure* by **encouraging** connection to the district energy system.

Major Public Services

- 4.1.1.8 **Encourage** *compact, mixed-use development* by **requiring** major public services locate within or in close proximity to a mixture of uses including commercial, residential and local community services.
- 4.1.1.9 **Promote** *compact, mixed-use development* by **encouraging** major public services to offer a range of services including recreation, emergency services, urban agriculture and government services among others.

Schools

- 4.1.1.10 **Promote** *the incorporation of transit oriented development* by **encouraging** new schools be placed near an existing, new or planned transit route.

- 4.1.1.11 **Ensure** *compact, mixed-use development by requiring* schools sites be located in close proximity to commercial, residential, local community services and major public services.
- 4.1.1.12 **Promote** *the provision of sub-regional services by encouraging* the joint use of municipal facilities with school boards.
- 4.1.1.13 **Promote** *the provision of sub-regional services by encouraging* the integration of urban agriculture into school site planning.
- 4.1.1.14 **Promote** *the provision of sub-regional services by encouraging* intergeneration activities through the location of seniors housing and child care in close proximity school sites.
- 4.1.1.15 **Promote** *the incorporation of walkability and areas for social interaction by encouraging* new school sites to:
 - a) be located in a central area of a neighbourhood;
 - b) avoid barriers to accessibility including railroads and major roads, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
 - c) front onto at least two streets;
 - d) be connected to pedestrian and active transportation corridors;
 - e) implement traffic calming at adjacent crossings;
 - f) be accessible from all sides;
 - g) be highly visible;
 - h) contain ample bike parking;
 - i) consider potential expansion areas; and
 - j) offer separate traffic lanes.

Local Community Services

- 4.1.1.16 **Ensure** *compact, mixed-use development by requiring* local community services to locate within, or in close proximity to a mixture of uses including commercial, residential, local community services or major public services.
- 4.1.1.17 **Promote** *the provision of sub-regional services by encouraging* the urban center to include local community services which provide a variety of services including child care, seniors services and religious services.
- 4.1.1.18 **Promote** *the provision of sub-regional services by encouraging* the development of new or expanded community housing forms, such as private and public care homes and extended and specialized care facilities.
- 4.1.1.19 **Promote** *the provision of sub-regional services by encouraging* new community and seniors housing developments to locate in close proximity to new, existing or planned:
 - a) transit controlled location;
 - b) Major public services which include major community services; and
 - c) community commercial areas.

Residential

- 4.1.1.20 **Ensure** *compact, mixed-use development by requiring* residential areas be within close proximity to a mixture of uses including commercial, residential, local community services, schools or major public services.
- 4.1.1.21 **Ensure** *compact, mixed-use development by requiring* higher residential density combined with mixed-use within buildings.

- 4.1.1.22 *Promote the provision of sub-regional services by encouraging* community housing and seniors housing within Sherwood Park’s Urban Centre.
- 4.1.1.23 *Ensure the incorporation of transit oriented development by requiring* new or redeveloping residential buildings to front onto a street with a zero setback at the ground floor level.
- 4.1.1.24 *Promote the provision of sub-regional services by encouraging* inclusionary housing within the Urban Centre.

Commercial

- 4.1.1.25 *Promote compact, mixed-use development by encouraging* commercial areas to include a mixture of uses including, residential, local community services, high schools or major public services.
- 4.1.1.26 *Promote the incorporation of transit oriented development by encouraging* intensification of commercial areas through the infill of surface parking and redevelopment into higher density, multi story commercial or mixed-use buildings.
- 4.1.1.27 *Promote the incorporation of walkability and areas for social interaction by walkability and areas for social interaction encouraging* that new or redeveloping commercial buildings are developed to create an interactive streetscape by:
 - a) fronting onto a street with a zero setback at the ground floor level;
 - b) designing buildings to create the appearance of small regularly spaced frontages along the street;
 - c) utilizing street level transparency with a high degree of visibility through building windows and/or doors; and
 - d) including public patios.

Conservation

- 4.1.1.28 *Ensure the integration of green building and green infrastructure by requiring* landscaping to incorporate native vegetation.
- 4.1.1.29 *Promote the integration of green building and green infrastructure by encouraging* LEED and Built Green for all developments.
- 4.1.1.30 *Promote the integration of green building and green infrastructure by encouraging* building orientation to facilitate solar warming and optimize energy efficiency.
- 4.1.1.31 *Promote the integration of green building and green infrastructure by encouraging* street and greenway networks design to optimize sun, daylight and wind offset.
- 4.1.1.32 *Promote the integration of green building and green infrastructure by encouraging* landscaping to reduce energy demand such as trees acting as wind breaks to create canopy along streets and greenways.
- 4.1.1.33 *Ensure the integration of green building and green infrastructure by requiring* preservation of existing stormwater management facilities such as Eastgate and Broadmoor Lake.

Open Space

- 4.1.1.34 *Ensure the incorporation of areas for social interaction by requiring* direct active transportation connections to open spaces through multifamily, mixed-use and commercial sites as part of new development or redevelopment.
- 4.1.1.35 *Ensure the incorporation of areas for social interaction by requiring* enhancements to open spaces in conjunction with redevelopments where the need has been created by the development.

- 4.1.1.36 *Promote the incorporation of areas for social interaction by encouraging* that public spaces be usable throughout all four seasons.
- 4.1.1.37 *Ensure the incorporation of areas for social interaction by requiring* a centrally located public open space for the area.
- 4.1.1.38 *Promote the incorporation of areas for social interaction by encouraging* that the Urban Centre be prioritized as a location for farmers markets and community gardens within Sherwood Park.
- 4.1.1.39 *Promote the integration of green building and green infrastructure by encouraging* public agriculture and edible landscapes.
- 4.1.1.40 *Ensure the incorporation of areas for social interaction by requiring* large redevelopment and infill sites to include a central park or plaza.
- 4.1.1.41 *Ensure the incorporation of walkability and areas for social interaction by requiring* that a Park Master Plan be prepared for redevelopments occurring on existing park space.

Transportation

- 4.1.1.42 *Ensure the incorporation of transit oriented development by requiring* on street, at grade, transit transfer facilities to be located in the Urban Centre with the potential for higher order transit services in the long term.
- 4.1.1.43 *Ensure the incorporation of transit oriented development by requiring* redeveloped of existing streets and the creation of new streets to provide space for active transportation such as sidewalks and/ or active transportation corridors on both sides of the right of way.
- 4.1.1.44 *Ensure the incorporation of transit oriented development by requiring* redeveloped of existing streets to facilitate active transportation connections between the areas they bisect as well as to and from transit controlled locations.
- 4.1.1.45 *Ensure the incorporation of transit oriented development by requiring* onsite parking and vehicle circulation to provide safe and efficient active transportation circulation onsite, to and from adjacent active transportation connections and transit controlled locations.
- 4.1.1.46 *Ensure the incorporation of transit oriented development by requiring* redevelopment to include a grid or modified grid street pattern.
- 4.1.1.47 *Ensure the incorporation of transit oriented development by requiring* bicycle parking for all developments.
- 4.1.1.48 *Ensure the incorporation of walkability and areas for social interaction by requiring* pedestrian infrastructure along main active transportation corridors and at transit controlled locations.
- 4.1.1.49 *Ensure the incorporation of transit oriented development by requiring* new or redevelopment parking to locate primarily underground.
- 4.1.1.50 *Ensure the incorporation of transit oriented development by requiring* a minimal amount of surface parking.
- 4.1.1.51 *Ensure the incorporation of transit oriented development by requiring* that the Area Redevelopment Plan and transportation projects use transit oriented development concepts such as, but not limited to:
 - a) Active Transportation connections over major roadways to provide convenience access to commercial and community services;
 - b) Active Transportation connections to and from residential, commercial and community services to ensure easy movements within around the area;
 - c) midblock access ways;
 - d) sidewalks that allow for unobstructed accessibility;
 - e) narrow roads and lanes; and
 - f) the development of complete streets with active transportation.

4.1.2 Compact Development Policy Area

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

(Strathcona Hospital Picture)

Objectives

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

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

Policies

Strathcona County will:

General

4.1.2.1 **Promote** compact, mixed-use development by **encouraging** redevelopment and infill within the Compact Development Policy Area.

4.1.2.2 **Support** the evolution of complete communities by **considering** medium and high density residential as well as mixed-use intensification within the Compact Development Policy Area where the development is in conformance with the applicable Area Redevelopment Plan or:

- a) is located within existing commercial service areas;
- b) improves opportunities for people to use transit;
- c) incorporates pedestrian infrastructure;
- d) respects the character defining elements found within the existing neighbourhood;
- e) contains appropriate massing;

- f) contains appropriate infrastructure; and
 - g) considers and values community input.
- 4.1.2.3 **Ensure** *the evolution of complete communities by requiring* Area Re-development Plans to provide direction on all of the following:
- a) character defining elements;
 - b) Arts, culture and heritage;
 - c) intensification;
 - d) transit Oriented Development (TOD) where applicable;
 - e) residential including multi-family;
 - f) schools and other institutional uses;
 - g) community housing where applicable;
 - h) commercial including community commercial, business commercial and mixed-use;
 - i) urban agriculture;
 - j) conservation;
 - k) open space, connectivity;
 - l) local and major community services;
 - m) multi-modal transportation; and
 - n) infrastructure including cold weather low impact development strategies.
- 4.1.2.4 **Promote** *the evolution of complete communities by encouraging* a mixture of uses including but not limited to major public services, commercial uses, residential uses, schools and local community services to locate within the Compact Development Policy Area.
- 4.1.2.5 **Ensure** *the evolution of complete communities by requiring* that re-development and infill considered risks resulting from heavy industrial development.
- 4.1.2.6 **Promote** *compact, mixed-use development by encouraging* developments to provide opportunities for all ages, lifestyles and incomes.

Commercial

- 4.1.2.7 **Promote** *compact, mixed-use development by encouraging* commercial areas to include a mixture of uses including, residential, local community services, high schools or major public services.
- 4.1.2.8 **Promote** *compact, mixed-use development by encouraging* intensification of commercial areas through the infill of surface parking and redevelopment into higher density, multi story commercial or mixed-use buildings.
- 4.1.2.9 **Promote** *the incorporation of walkability and areas for social interaction by encouraging* community commercial uses to be built in close proximity (within 400 metres) of residential development.
- 4.1.2.10 **Promote** *the evolution of complete communities by encouraging* new and existing business commercial such as offices and professional services that provide employment close to residential development.
- 4.1.2.11 **Promote** *the incorporation of walkability and areas for social interaction by encouraging* that new or redeveloping commercial buildings are developed to create an interactive street scape by:
- a) fronting onto a street with a zero setbacks at the ground floor level;
 - b) designing buildings to create the appearance of small (approx.10 m) regularly spaced frontages along the street;
 - c) utilizing street level transparency with a high degree of visibility through building windows and/or doors; and

d) including public patios.

Residential

- 4.1.2.12 *Ensure the evolution of complete communities by requiring* that existing residential is recognized in Area Redevelopment Plans.
- 4.1.2.13 *Promote compact, mixed-use development by encouraging* intensification resulting in the following in conjunction with an Area Redevelopment Plan:
- a) basement suites and garage suites;
 - b) higher density residential or mixed-use development;
 - c) a range of residential tenures;
 - d) multiple forms of housing on the housing continuum; and/or
 - e) innovation in residential design with distinct character.
- 4.1.2.14 *Ensure compact, mixed-use development by requiring* residential areas be within close proximity (400 metres) to a mixture of uses including commercial, residential, local community services, schools or major public services.
- 4.1.2.15 *Promote compact, mixed-use development by encouraging* new or redeveloping residential buildings to front onto a streets with a zero setback at the ground floor level.
- 4.1.2.16 *Promote compact, mixed-use development by encouraging* on street parking with lane garage access and no front attached garages.
- 4.1.2.17 *Support the evolution of complete communities by considering* inclusionary housing within Compact Development Policy Area subject to an Area Redevelopment Plan and where there is appropriate access to services.

Major Public Services

- 4.1.2.18 *Promote compact, mixed-use development by encouraging* major public services to locate within, or in close proximity (400 metres) to a mixture of uses including commercial, residential, urban agriculture and local community services.
- 4.1.2.19 *Promote the evolution of complete communities by encouraging* major public services to offer a range of services including recreation, emergency services and government services among others.
- 4.1.2.20 *Ensure the evolution of complete communities by requiring* that a Park Master Plan be prepared for new Regional Parks.

Schools

- 4.1.2.21 *Promote the incorporation of walkability by encouraging* new schools be placed near an existing, new or planned transit route.
- 4.1.2.22 *Promote the evolution of complete communities by encouraging* the integration of urban agriculture into school site planning.
- 4.1.2.23 *Promote the incorporation of walkability and areas for social interaction by encouraging* that new school sites:
- a) be located in a central area of a neighbourhood;
 - b) avoid barriers to accessibility including railroads and major roads, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
 - c) front onto at least two streets;
 - d) be connected to pedestrian walkways and active transportation corridors;
 - e) implement traffic calming at adjacent crossings;
 - f) be accessible from all sides;
 - g) be highly visible;
 - h) contain ample bike parking;

- i) consider potential expansion areas; and
 - j) offer separate traffic lanes.
 - or
 - k) comply with school design guidelines.
- 4.1.2.24 **Ensure** *compact, mixed-use development* by **requiring** school sites to locate in close proximity (within 400 metres) to residential and local community services.
- 4.1.2.25 **Promote** *compact, mixed-use development* by **encouraging** school sites to locate in close proximity (within 400 metres) to major public services and commercial areas.
- 4.1.2.26 **Promote** *the evolution of complete communities* by **encouraging** the joint use of municipal facilities with school boards.
- 4.1.2.27 **Promote** *the evolution of complete communities* by **encouraging** intergeneration activities through the location of seniors housing and child care in close proximity school sites.

Local Community Services

- 4.1.2.28 **Promote** *compact, mixed-use development* by **encouraging** local community services to locate within, or in close proximity (within 400 metres) to a mixture of uses including commercial, residential, schools or major public services.
- 4.1.2.29 **Promote** *the evolution of complete communities* by **encouraging** the integration of urban agriculture in conjunction with local community services.
- 4.1.2.30 **Ensure** *the evolution of complete communities* by **requiring** a variety of public local community services within the Compact Development Policy Area.
- 4.1.2.31 **Promote** *the evolution of complete communities* by **encouraging** the Compact Development Policy Area to include local community services which provide a variety of services including child care, seniors services and religious services.
- 4.1.2.32 **Promote** *the evolution of complete communities* by **encouraging** new community and seniors housing developments to locate in close proximity to existing, new or planned:
- a) transit controlled location;
 - b) major public services which include major community services; and
 - c) community commercial areas.

Conservation

- 4.1.2.33 **Ensure** *the integration of green building and green infrastructure* by **requiring** landscaping to incorporate native vegetation.
- 4.1.2.34 **Promote** *the integration of green building and green infrastructure* by **encouraging** green building certification such as LEED and Built Green for all developments.
- 4.1.2.35 **Promote** *the integration of green building and green infrastructure* by **encouraging** building orientation to facilitate solar warming and optimize energy efficiency.
- 4.1.2.36 **Promote** *the integration of green building and green infrastructure* by **encouraging** street and greenway networks design to optimize sun, daylight and wind offset.
- 4.1.2.37 **Promote** *the integration of green building and green infrastructure* by **encouraging** landscaping to reduce energy demand such as trees acting as wind breaks to create canopy along greenways.

Open Space

- 4.1.2.38 *Promote the incorporation of walkability and areas for social interaction by encouraging* that public spaces be usable throughout all four seasons.
- 4.1.2.39 *Ensure the incorporation of walkability and areas for social interaction by requiring* centrally located public open spaces.
- 4.1.2.40 *Promote the incorporation of areas for social interaction by encouraging* that compact development areas be prioritized as locations for farmers markets and community gardens within Sherwood Park.
- 4.1.2.41 *Promote the integration of green building and green infrastructure by encouraging* public agriculture and edible landscapes through integration with landscaping standards.
- 4.1.2.42 *Promote the incorporation of walkability and areas for social interaction by encouraging* large redevelopment and infill sites to include a central park or plaza.
- 4.1.2.43 *Ensure the incorporation of walkability and areas for social interaction by requiring* that a Park Master Plan be prepared for redevelopments occurring on existing park space.
- 4.1.2.44 *Ensure the incorporation of walkability and areas for social interaction by requiring* direct active transportation connections to open spaces through multifamily, mixed-use and commercial sites as part of new development or redevelopment.
- 4.1.2.45 *Ensure the incorporation of walkability and areas for social interaction by requiring* enhancements to open spaces in conjunction with redevelopments where the need has been created by the development.

Transportation

- 4.1.2.46 *Ensure the evolution of complete communities by requiring* multi-modal connectivity including transit within and through the Compact Development Policy Area.
- 4.1.2.47 *Ensure the evolution of complete communities by requiring* redevelopment to include a grid or modified grid street pattern.
- 4.1.2.48 *Ensure the incorporation of walkability and areas for social interaction by requiring* redeveloped of existing streets and the creation of new streets to provide space for active transportation such as sidewalks and/or active transportation corridors on both sides of the right of way.
- 4.1.2.49 *Ensure the incorporation of walkability and areas for social interaction by requiring* redeveloped of existing streets to facilitate active transportation connections between the areas they bisect as well as to and from transit controlled locations.
- 4.1.2.50 *Ensure the incorporation of walkability and areas for social interaction by requiring* onsite parking and vehicle circulation to provide safe and efficient active transportation circulation onsite, to and from adjacent active transportation connections and transit controlled locations.
- 4.1.2.51 *Ensure the incorporation of walkability and areas for social interaction by requiring* bicycle parking for all developments.
- 4.1.2.52 *Ensure the incorporation of walkability and areas for social interaction by requiring* pedestrian infrastructure along main active transportation corridors and at transit controlled locations.
- 4.1.2.53 *Ensure the incorporation of walkability and areas for social interaction by requiring* new or redevelopment parking to locate primarily underground.
- 4.1.2.54 *Ensure the incorporation of walkability and areas for social interaction by requiring* a minimal amount of surface parking.

- 4.1.2.55 **Ensure** *the incorporation of walkability and areas for social interaction by requiring* that Area Redevelopment Plans and transportation projects use transit oriented development concepts such as, but not limited to:
- a) active transportation connections over major roadways to provide convenience access to commercial and community services;
 - b) active transportation connections to and from residential, commercial and community services to ensure easy movements within around the area;
 - c) midblock access ways;
 - d) sidewalks that allow for unobstructed accessibility;
 - e) narrow roads and lanes; and
 - f) the development of complete streets active transportation.

4.1.3 Residential Policy Area

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

Objectives

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

1. *Retains character defining elements;*
2. *Provides services and open spaces for residents;*
3. *Provides housing choices for all incomes and lifestyles;*
4. *Integrates green building and green infrastructure; and*
5. *Incorporates multi-modal connectivity.*

Policies

Strathcona County will:

Built-Up Urban Area

Residential

- 4.1.3.1 **Ensure** *the retention of character defining elements* by **requiring** recognition of the primarily low density residential character of this area, but work toward diversifying the range of residential forms through the adoption of Area Redevelopment Plans and the mature neighbourhood strategy.
- 4.1.3.2 **Support** *the provision of services* by **considering** proposals which reduce density such as conversion to mixed-use or provision of local services where they provide a benefit to the local neighbourhood as shown through an Area Redevelopment Plan.
- 4.1.3.3 **Support** *the provision of housing choices for all incomes and lifestyles* by **considering** intensification within the Built-Up Urban Area of Sherwood Park where identified within an Area Redevelopment Plan developed in consultation with neighbourhood residents.
- 4.1.3.4 **Ensure** *the retention of character defining elements* by **requiring** Area Redevelopment Plans to provide direction on all of the following:
 - a) Character and scale of the existing neighbourhood;
 - b) intensification;
 - c) Transit Oriented Development (TOD) where applicable;
 - d) residential including multi-family;
 - e) schools and other institutional uses;
 - f) community housing where applicable;

- g) commercial including community commercial, business commercial and mixed-use;
- h) urban agriculture;
- i) conservation;
- j) open space and local community services;
- k) multi-modal transportation; and
- l) infrastructure including cold weather low impact development strategies.

Open Space

- 4.1.3.5 *Ensure the provision of open spaces for residents by requiring* the preservation of existing parks in the Built-Up Urban Area where they have not been identified as a potential school sites under an existing Area Structure Plan.
- 4.1.3.6 *Ensure the provision of open spaces for residents by requiring* enhancements to open spaces in conjunction with redevelopments where the need has been created by the development.
- 4.1.3.7 *Ensure the provision of open spaces for residents by requiring* direct active transportation connections to open spaces through multifamily sites as part of redevelopment.
- 4.1.3.8 *Support the provision of services and open spaces for residents by considering* the creation of new community gardens within neighbourhood and community parks where the community has requested them.
- 4.1.3.9 *Promote the provision of services and open spaces for residents by encouraging* public agriculture and edible landscapes through integration with landscaping standards.
- 4.1.3.10 *Ensure the provision of services and open spaces for residents by requiring* that a Park Master Plan be prepared for redevelopments occurring on existing park space.

Local Community Services

- 4.1.3.11 *Promote the provision of services for residents by encouraging* the preservation of existing local community services in the Built-Up Urban Area.

Conservation

- 4.1.3.12 *Promote the integration of green building and green infrastructure by encouraging* landscaping to incorporate native vegetation.
- 4.1.3.13 *Promote the integration of green building and green infrastructure by encouraging* green building certification such as LEED and Built Green.
- 4.1.3.14 *Promote the integration of green building and green infrastructure by encouraging* building orientation to facilitate solar warming and optimize energy efficiency.
- 4.1.3.15 *Promote the integration of green building and green infrastructure by encouraging* landscaping to reduce energy demand such as trees acting as wind breaks to create canopy along greenways.

Schools

- 4.1.3.16 *Ensure the provision of services and open spaces for residents by requiring* existing sites that have been identified as potential school sites under existing statutory plans be reviewed to determine their necessity and viability.

- 4.1.3.17 *Promote the evolution of complete communities by encouraging* the integration of urban agriculture into school site planning.
- 4.1.3.18 *Promote the provision of services and open spaces for residents by encouraging* new schools be placed near an existing, new or planned transit route.
- 4.1.3.19 *Promote the provision of services and open spaces for residents by encouraging* the joint use of municipal facilities with school boards.
- 4.1.3.20 *Promote the provision of services and open spaces for residents by encouraging* intergeneration activities through the location of seniors housing and child care in close proximity school sites.
- 4.1.3.21 *Promote the provision of services and open spaces for residents by encouraging* a mixture of uses on, or in close proximity to new school sites including residential, institutional and recreational.

Transportation

- 4.1.3.22 *Ensure the incorporation of multimodal connectivity by requiring* redevelopment of existing streets and the creation of new streets to provide space for active transportation such as sidewalks and/ or multi-modal trails on both sides of the right of way.
- 4.1.3.23 *Ensure the incorporation of multimodal connectivity by requiring* redevelopment of existing streets to facilitate active transportation connections between the areas they bisect as well as to and from transit controlled locations.
- 4.1.3.24 *Ensure the incorporation of multimodal connectivity by requiring* onsite parking and vehicle circulation to provide safe and efficient active transportation circulation onsite, to and from adjacent active transportation connections and transit controlled locations.
- 4.1.3.25 *Promote the incorporation of multimodal connectivity by encouraging* transit oriented development tactics such as, but not limited to:
 - a) active transportation connections over major roadways to provide convenience access to commercial and community services;
 - b) active transportation connections to and from residential, commercial and community services to ensure easy movements within around the area;
 - c) midblock access ways; and
 - d) sidewalks that allow for unobstructed accessibility.
- 4.1.3.26 *Promote the provision of services and open spaces for residents by encouraging* street and intersection design principles that create safe and inviting pedestrian, transit and active transportation connections.
- 4.1.3.27 *Promote the incorporation of multimodal connectivity by encouraging* transit and ride shares within and throughout residential areas.
- 4.1.3.28 *Promote the incorporation of multimodal connectivity by encouraging* multiunit parking to locate primarily underground.
- 4.1.3.29 *Ensure the incorporation of multimodal connectivity by requiring* that where underground parking is not feasible, surface parking for multiunit structures is located away from the street and designed in smaller clusters, separated by landscaped areas.

Planned Areas

Residential

- 4.1.3.30 *Ensure the provision of housing choices for all incomes and lifestyles by requiring* the percentage of net residential area utilized by low density residential to remain the same or decrease and the units per net residential hectare to remain the same or increase for planned areas.
- 4.1.3.31 *Ensure the provision of housing choices for all incomes and lifestyles by requiring* the percentage of net residential area utilized by medium density residential to remain the same or increase and the units per net residential hectare to remain the same or increase for planned areas.
- 4.1.3.32 *Ensure the provision of housing choices for all incomes and lifestyles by requiring* that if new lands are being added to the net residential area or a planned area, the residential lands being added cannot exceed 70% low density residential.
- 4.1.3.33 *Support the provision of housing choices for all incomes and lifestyles by considering* inclusionary housing in planned areas.

Open Space

- 4.1.3.34 *Ensure the provision of services and open spaces for residents by requiring* direct active transportation connections to open spaces through multifamily sites.
- 4.1.3.35 *Ensure the provision of services and open spaces for residents by requiring* a minimum of 10% municipal reserve dedicated as land.
- 4.1.3.36 *Promote the provision of services and open spaces for residents by encouraging* parks within a five minute walk (400 metres) in planned areas.
- 4.1.3.37 *Support the provision of services and open spaces for residents by considering* the creation of new community gardens within neighbourhood and community parks where the community has requested them.
- 4.1.3.38 *Promote the provision of services and open spaces for residents by encouraging* public agriculture and edible landscapes through integration with landscaping standards.
- 4.1.3.39 *Promote the provision of services and open spaces for residents by encouraging* the conservation of wetlands and integration of wetlands into stormwater management facilities.
- 4.1.3.40 *Ensure the provision of services and open spaces for residents by requiring* the provision of outdoor amenities amenity spaces for medium density developments.

Local Community Services

- 4.1.3.41 *Promote the provision of services and open spaces for residents by encouraging* new local community services to locate within, or in close proximity (within 400 metres) to a mixture of uses including other local community services, commercial, residential, schools or major public services.
- 4.1.3.42 *Promote the provision of services and open spaces for residents by encouraging* new local community services locate in close proximity to transit controlled locations.

4.1.3.43 **Ensure** *the provision of services and open spaces for residents* by **requiring** that planned local community services are maintained within existing plans.

Conservation

4.1.3.44 **Ensure** *the integration of green building and green infrastructure* by **requiring** landscaping to incorporate native vegetation.

4.1.3.45 **Promote** *the integration of green building and green infrastructure* by **encouraging** green building certification such as LEED and Built Green.

4.1.3.46 **Promote** *the integration of green building and green infrastructure* by **encouraging** building orientation to facilitate solar warming and optimize energy efficiency.

4.1.3.47 **Promote** *the integration of green building and green infrastructure* by **encouraging** transportation networks design to optimize sun, daylight and wind offset.

4.1.3.48 **Promote** *the integration of green building and green infrastructure* by **encouraging** landscaping to reduce energy demand such as trees acting as wind breaks to create canopy along greenways.

4.1.3.49 **Ensure** *the provision of services and open spaces for residents* by **requiring** the dedication of environmental reserve as land.

Schools

4.1.3.50 **Promote** *the evolution of complete communities* by **encouraging** the integration of urban agriculture into school site planning.

4.1.3.51 **Promote** *the provision of services and open spaces for residents* by **encouraging** that school sites:

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

4.1.3.52 **Promote** *the provision of services and open spaces for residents* by **encouraging** new schools be placed near an existing, new or planned transit route.

4.1.3.53 **Promote** *the provision of services and open spaces for residents* by **encouraging** the joint use of municipal facilities with school boards.

4.1.3.54 **Promote** *the provision of services and open spaces for residents* by **encouraging** intergeneration activities through the location of seniors housing and child care in close proximity school sites.

4.1.3.55 **Promote** *the provision of services and open spaces for residents* by **encouraging** a mixture of uses on, or in close proximity to new school sites including commercial, residential, institutional and recreational.

- 4.1.3.56 **Ensure** *the provision of services and open spaces for residents* by **requiring** existing sites that have been identified as potential school sites under existing statutory plans be reviewed to determine their necessity and viability.

Transportation

- 4.1.3.57 **Ensure** *the incorporation of multimodal connectivity* by **requiring** all streets to provide a space for active transportation such as sidewalks and multi-modal trails on both sides of the right of way.
- 4.1.3.58 **Ensure** *the incorporation of multimodal connectivity* by **requiring** onsite parking and vehicle circulation to provide safe and efficient active transportation to and from adjacent active transportation connections and transit controlled locations.
- 4.1.3.59 **Promote** *the incorporation of multimodal connectivity* by **encouraging** the use of a modified grid street pattern and discouraging cul-de-sacs.
- 4.1.3.60 **Ensure** *the incorporation of multimodal connectivity* by **requiring** active transportation network connections through all cul-de-sacs.
- 4.1.3.61 **Promote** *the incorporation of multimodal connectivity* by **encouraging** street and intersection design principles that create safe and inviting pedestrian, transit and active transportation connections.
- 4.1.3.62 **Promote** *the incorporation of multimodal connectivity* by **encouraging** transit and ride shares within and throughout residential areas.
- 4.1.3.63 **Promote** *the incorporation of multimodal connectivity* by **encouraging** multiunit parking to locate primarily underground.
- 4.1.3.64 **Ensure** *the incorporation of multimodal connectivity* by **requiring** that where underground parking is not feasible, surface parking for multiunit structures is located away from the street and designed in smaller clusters, separated by landscaped areas.
- 4.1.3.65 **Promote** *the incorporation of multimodal connectivity* by **encouraging** transit oriented development tactics such as, but not limited to:
- a) active transportation connections over major roadways to provide convenience access to commercial and community services;
 - b) active transportation connections to and from residential, commercial and community services to ensure easy movements within around the area;
 - c) midblock access ways;
 - d) sidewalks that allow for unobstructed accessibility;
 - e) narrow roads and lanes; and
 - f) the development of complete streets with active transportation.

4.1.4 Major Public Facility Policy Area

This policy area comprises the major public services within the Urban Service Area which are outside of the Compact Development Policy Area and Urban Centre Policy Area. These are facilities and/or amenities that are widely used by residents throughout the Urban Service Area and County. This policy area may include but is not limited to community facilities, health centres, recycle centres, transit terminals and emergency services. They do not include small scale facilities that are used by individual neighbourhoods or that are not open to the public.

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

Objectives

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

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

Policies

Strathcona County will:

General

- 4.1.4.1 Promote the provision of public services that meet the needs of all Strathcona County Residents by encouraging the continued assessment, maintenance, and enhancement of major public facility infrastructure that supports the delivery of services in an economical manner.
- 4.1.4.2 Promote the long term viability of major public services by encouraging opportunities for the shared (joint) use of sites and/or multiple use facilities, such as fire, emergency services, health centres and major community services.
- 4.1.4.3 Promote the long term viability of major public services by encouraging opportunities for the shared (joint) use of major public services with schools.
- 4.1.4.4 Promote the long term viability of major public services by encouraging the expansion of the range of major public services, in an effective and efficient manner through alliances with private, non-government and public sectors and by sharing the provision of services with voluntary organizations.
- 4.1.4.5 Promote the long term viability of major public services by encouraging flexibility in the design of facilities in order to adjust with demographic fluctuations.
- 4.1.4.6 Promote the provision of public services that meet the needs of all Strathcona County Residents by encouraging new major public services in residential areas with limited existing facilities.
- 4.1.4.7 Ensure the provision of public services that meet the needs of all Strathcona County Residents by requiring major public services within planned areas to meet the needs of the residential population.
- 4.1.4.8 Promote accessibility for all ages, incomes and abilities by encouraging that major public services:
 - a) be located in a central area of a neighbourhood;
 - b) provide a range of services where possible;

- c) avoid barriers to accessibility including railroads and major roads, where barriers cannot be avoided mitigation measures should be taken to enhance accessibility;
- d) front onto at least two streets;
- e) be connected to pedestrian walkways and active transportation;
- f) implement traffic calming at adjacent crossings;
- g) be accessible from all sides;
- h) contain or be adjacent to an outdoor gathering space where possible;
- i) be highly visible;
- j) contain ample bike parking where applicable; and
- k) consider potential expansion areas.

Health Centres

- 4.1.4.9 *Ensure the long term viability of major public services by requiring* that proximity to the following be considered when locating new health centres:
 - a) major roads and transit corridors;
 - b) seniors housing developments; and
 - c) complementary health services.
- 4.1.4.10 *Promote the provision of public services that meet the needs of all Strathcona County Residents by encouraging* cooperation with Alberta Health Services to ensure the health care needs of the community are met.

Major Community Services

- 4.1.4.11 *Ensure the long term viability of major public services by requiring* that proximity to the following be considered when locating new major community services:
 - a) major roads and transit corridors;
 - b) high density residential areas;
 - c) community housing and seniors housing developments;
 - d) active transportation corridors and linkages;
 - e) schools site; and
 - f) commercial sites.
- 4.1.4.12 *Promote the long term viability of major public services by encouraging* major public services to co-locate with or integrate residential development, schools, local community services and/or commercial development.
- 4.1.4.13 *Promote the long term viability of major public services by encouraging* major recreation or community facilities to accommodate major attractions and events.
- 4.1.4.14 *Ensure the long term viability of major public services by requiring* that the development of municipal leisure facilities be based on consultation with users and appropriate market studies.
- 4.1.4.15 *Ensure the long term viability of major public services by requiring* that future major recreation services are guided by the Open Space and Recreation Facility Strategy and subsequent facility focused plans and strategies.
- 4.1.4.16 *Ensure the provision of public services that meet the needs of all Strathcona County Residents by requiring* that the provision of regional parks and major recreation services is responsive to demographic, and leisure trends.
- 4.1.4.17 *Ensure the provision of public services that meet the needs of all Strathcona County Residents by requiring* that a park master plan be prepared for new regional parks or redevelopment occurring on existing park space.
- 4.1.4.18 *Ensure the provision of public services that meet the needs of all Strathcona County Residents by requiring* that they be accessible and barrier free.

Recycle Stations

- 4.1.4.19 *Promote the provision of public services that meet the needs of all Strathcona County Residents by encouraging the maintenance and expansion of existing recycling stations based on the needs of the community.*
- 4.1.4.20 *Promote the provision of public services that meet the needs of all Strathcona County Residents by encouraging the development of new recycle stations.*
- 4.1.4.21 *Promote the long term viability of major public services by encouraging the co-location of recycle stations with other public and private facilities such as commercial developments to improve site usability.*

Transit Terminals

- 4.1.4.22 *Ensure accessibility for all ages, incomes and abilities by requiring that transit terminals are developed to optimize both operations and user access.*
- 4.1.4.23 *Ensure the long term viability of major public services by requiring that proximity to the following be considered when locating new transit terminals:*
 - a) major transportation corridors;
 - b) high density residential areas;
 - c) affordable and seniors housing developments;
 - d) major employment areas;
 - e) major commercial sites;
 - f) major public services; and
 - g) active transportation corridors and linkages.
- 4.1.4.24 *Promote the long term viability of major public services by encouraging place making elements such as streetscapes, urban parks and public art at transit terminals.*
- 4.1.4.25 *Promote accessibility for all ages, incomes and abilities by encouraging on-street at grade transit transfer facilities when locating new transit terminals*
- 4.1.4.26 *Promote the long term viability of major public services by encouraging stacking and underground parking associated with transit terminals in order to reduce footprints and increase connectivity to the site.*
- 4.1.4.27 *Ensure public services that meet the needs of all Strathcona County Residents by requiring the continued operation, improvement and assessment of the Bethel Transit Terminal and the Sherwood Park Transit Terminal and provide for required modifications.*
- 4.1.4.28 *Promote the long term viability of major public services by encouraging design elements such as bike parking, wayfinding, fare vending and indoor and outdoor seating at transit terminals.*

Emergency Service Facilities

- 4.1.4.29 *Ensure the provision of public services that meet the needs of all Strathcona County Residents by requiring co-operation and partnership with neighbouring municipalities to develop integrated plans and agreements regarding fire prevention, emergency management and firefighting services.*
- 4.1.4.30 *Ensure the provision of public services that meet the needs of all Strathcona County Residents by requiring the provision of emergency and protective services to accommodate a growing and changing population.*
- 4.1.4.31 *Ensure the long term viability of major public services by requiring that emergency service and police stations are developed in a manner that meet their operational requirements.*

Transportation

- 4.1.4.32 **Ensure** *accessibility for all ages, incomes and abilities* by **requiring** that major public services are accessible to major transportation networks, active transportation and transit.
- 4.1.4.33 **Ensure** *accessibility for all ages, incomes and abilities* by **requiring** all streets to provide a space for active transportation such as sidewalks and multi-use trails on both sides of the right of way.
- 4.1.4.34 **Ensure** *accessibility for all ages, incomes and abilities* by **requiring** onsite parking and vehicle circulation to provide safe and efficient active transportation to and from adjacent active transportation connections and transit controlled locations.
- 4.1.4.35 **Promote** *accessibility for all ages, incomes and abilities* by **encouraging** street and intersection design principles that create safe and inviting public transportation and active transportation connections.
- 4.1.4.36 **Ensure** *accessibility for all ages, incomes and abilities* by **requiring** multimodal access including transit within 250 metres of a major public service.

4.1.5 Commercial Policy Area

This policy area comprises commercial development within the Built-Up Urban Area and Planned Areas. Along with commercial, this policy area includes open space such as parks and trails. Within the commercial areas of the Urban Service Area there are several different forms of commercial including community commercial, major commercial and business commercial. The section will provide direction on where each form is appropriate.

Objective

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

1. Intensifies and diversifies into a mixture of land uses;
2. Incorporate walkability;
3. Are viable in the long term; and
4. Integrate green building and green infrastructure.

Policies

Strathcona County will:

Built-Up Urban Area

Commercial

- 4.1.5.1 Ensure the long term viability of the area by requiring new or redeveloping commercial developments to provide development concepts at the time of subdivision.
- 4.1.5.2 Promote intensification and diversification by encouraging intensification and diversification of commercial areas overtime such as through infill of surface parking and redevelopment into higher density buildings respecting the limitations of the IH-O.
- 4.1.5.3 Promote the long term viability of the area by encouraging that new commercial structures be placed adjacent to the street with parking in the rear or in the middle of commercial developments for redevelopments.
- 4.1.5.4 Promote intensification and diversification by encouraging a mixture of uses including but not limited to major commercial, community commercial, business commercial, compatible residential uses and/or local community services within commercial redevelopments outside of the IH-O.
- 4.1.5.5 Promote intensification and diversification by encouraging attracting new business commercial that preserve employment close to residential uses outside of the IH-O.
- 4.1.5.6 Promote the incorporation of walkability by encouraging that new or redeveloping commercial buildings are developed to create an interactive street scape by:
 - a) integrating street level commercial with residential and office developments above outside of the IH-O;
 - b) fronting onto a street with no setbacks at the ground floor level;
 - c) designing buildings to create the appearance of small (10 m) regularly spaced frontages along the street;

- d) utilizing street level transparency with a high degree of visibility through building windows and/or doors; or
- e) including public patios.

Local Community Services

- 4.1.5.7 *Promote the long term viability of the area by encouraging* existing religious assemblies within the IH-O to incorporate commercial uses on their sites or redevelopment into commercial uses.
- 4.1.5.8 *Promote the long term viability of the area by encouraging* appropriate local community services such as child care to locate with commercial areas outside of the IH-O.

Open Space

- 4.1.5.9 *Promote the long term viability of the area by encouraging* direct active transportation connections to open spaces through commercial sites.
- 4.1.5.10 *Ensure the long term viability of the area by requiring* enhancements to open spaces in conjunction with redevelopments where the need has been created by the development.
- 4.1.5.11 *Ensure the long term viability of the area by requiring* landscaping internally within commercial sites as well as on the periphery.

Residential

- 4.1.5.12 *Promote the long term viability of the area by encouraging* the integration of compatible residential uses within redevelopment outside of the IH-O.
- 4.1.5.13 *Support intensification and diversity by considering* Inclusionary Housing within commercial areas where there is appropriate access to services outside of the IH-O.

Conservation

- 4.1.5.14 *Ensure the integration of green building and green infrastructure by requiring* landscaping to incorporate native vegetation in planned areas.
- 4.1.5.15 *Promote the integration of green building and green infrastructure by encouraging* green building certification such as LEED and Built Green for all developments.
- 4.1.5.16 *Promote the integration of green building and green infrastructure by encouraging* building orientation to facilitate solar warming and optimize energy efficiency for redevelopments and planned areas.
- 4.1.5.17 *Promote the integration of green building and green infrastructure by encouraging* street and greenway networks design to optimize sun, daylight and wind offset.
- 4.1.5.18 *Promote the integration of green building and green infrastructure by encouraging* landscaping to reduce energy demand such as trees acting as wind breaks to create canopy along greenways.

Transportation

- 4.1.5.19 *Ensure the incorporation of walkability by requiring* onsite parking and vehicle circulation to provide safe and efficient active transportation circulation onsite, to and from adjacent active transportation connections and transit controlled locations.

- 4.1.5.20 **Ensure** *the incorporation of walkability by requiring* all streets to provide a space for active transportation such as sidewalks and multi-modal trails on both sides of the right of way.
- 4.1.5.21 **Promote** *the incorporation of walkability by encouraging* major and community commercial areas to be accessible by active transportation and public transportation.
- 4.1.5.22 **Promote** *the incorporation of walkability by encouraging* street and intersection design principles that create safe and inviting for transit and active transportation connections.
- 4.1.5.23 **Promote** *the incorporation of walkability by encouraging* street fronting commercial with defined side walk zones, parklets and patios.
- 4.1.5.24 **Promote** *the incorporation of walkability by encouraging* mid-block crosswalks, pedestrian safety islands and raised intersections.
- 4.1.5.25 **Promote** *the incorporation of walkability by encouraging* parking to locate primarily underground.
- 4.1.5.26 **Ensure** *the incorporation of walkability by requiring* that where underground parking is not feasible surface parking is located away from the street and designed in smaller clusters, separated by landscaped areas.
- 4.1.5.27 **Ensure** *the incorporation of walkability by requiring* that new major and community commercial areas integrate walkways through parking areas.
- 4.1.5.28 **Ensure** *the incorporation of walkability by requiring* bicycle parking for major and community commercial areas.

Planned Areas

Commercial

- 4.1.5.29 **Ensure** *amenities and open spaces for residents by requiring* that planned community commercial and mixed-use areas be maintained within planned areas.
- 4.1.5.30 **Ensure** *the long term viability of the area by requiring* new commercial developments to provide development concepts at the time of subdivision.
- 4.1.5.31 **Promote** *intensification and diversification by encouraging* community commercial uses to be built in close proximity (within 600 metres) of all residential development.
- 4.1.5.32 **Promote** *intensification and diversification by encouraging* multi-story commercial development.
- 4.1.5.33 **Promote** *intensification and diversification by encouraging* attracting new business commercial opportunities that preserve employment close to residential uses.
- 4.1.5.34 **Promote** *compact, mixed-use development by encouraging* commercial areas to include a mixture of uses including, residential, local community services, high schools or major public services.
- 4.1.5.35 **Promote** *the incorporation of walkability by encouraging* service commercial and retail uses to be built in close proximity (within 400 metres) of residential development.
- 4.1.5.36 **Promote** *the evolution of complete communities by encouraging* new and existing business commercial such as offices and professional services that provide employment close to residential development.

- 4.1.5.37 *Promote the incorporation of walkability by encouraging* that new or redeveloping commercial buildings are developed to create an interactive street scape by:
- a) integrating street level retail with residential and office developments above;
 - b) fronting onto a street with a no setbacks at the ground floor level;
 - c) designing buildings to create the appearance of small (approx.10 m) regularly spaced frontages along the street;
 - d) utilizing street level transparency with a high degree of visibility through building windows and/or doors; or
 - e) including public patios.

Local Community Services

- 4.1.5.38 *Promote the long term viability of the area by encouraging* appropriate local community services such as child care to locate within commercial areas.

Open Space

- 4.1.5.39 *Promote the long term viability of the area by encouraging* direct active transportation connections to open spaces through commercial sites.
- 4.1.5.40 *Ensure the long term viability of the area by requiring* landscaping internally within commercial sites as well as on the periphery.
- 4.1.5.41 *Ensure the long term viability of the area by requiring* the dedication of municipal reserve in the following forms;
- a) as cash-in-lieu; or
 - b) as land only where the land is needed to provide walkability and connectivity within the area; or
 - c) as land buffering major commercial from residential areas;
 - d) as land adjacent to or within mixed-use areas;
 - e) as land buffering environmental reserve.

Residential

- 4.1.5.42 *Promote the long term viability of the area by encouraging* the integration of compatible residential uses within planned areas.
- 4.1.5.43 *Support intensification and diversification by considering* inclusionary housing within commercial areas where there is appropriate access to services.

Conservation

- 4.1.5.44 *Ensure the integration of green building and green infrastructure by requiring* landscaping to incorporate native vegetation in planned areas.
- 4.1.5.45 *Promote the integration of green building and green infrastructure by encouraging* green building certification such as LEED and Built Green for all developments.
- 4.1.5.46 *Promote the integration of green building and green infrastructure by encouraging* building orientation to facilitate solar warming and optimize energy efficiency for redevelopments and planned areas.
- 4.1.5.47 *Promote the integration of green building and green infrastructure by encouraging* street and greenway networks design to optimize sun, daylight and wind offset.
- 4.1.5.48 *Promote the integration of green building and green infrastructure by encouraging* landscaping to reduce energy demand such as trees acting as wind breaks to create canopy along greenways.

- 4.1.5.49 **Ensure** *the long term viability of the area by requiring* the dedication of environmental reserve as land.

Transportation

- 4.1.5.50 **Ensure** *the incorporation of walkability by requiring* onsite parking and vehicle circulation to provide safe and efficient active transportation circulation onsite, to and from adjacent active transportation connections and transit controlled locations.
- 4.1.5.51 **Ensure** *the incorporation of walkability by requiring* all streets to provide a space for active transportation such as sidewalks and multi-modal trails on both sides of the right of way.
- 4.1.5.52 **Promote** *the incorporation of walkability by encouraging* major and community commercial areas to be accessible by active transportation and public transportation.
- 4.1.5.53 **Promote** *the incorporation of walkability by encouraging* street and intersection design principles that create safe and inviting for transit and active transportation connections.
- 4.1.5.54 **Promote** *the incorporation of walkability by encouraging* street fronting commercial with defined side walk zones, parklets and patios.
- 4.1.5.55 **Promote** *the incorporation of walkability by encouraging* mid-block crosswalks, pedestrian safety islands and raised intersections.
- 4.1.5.56 **Promote** *the incorporation of walkability by encouraging* parking to locate primarily underground.
- 4.1.5.57 **Ensure** *the incorporation of walkability by requiring* that where underground parking is not feasible surface parking is located away from the street and designed in smaller clusters, separated by landscaped areas.
- 4.1.5.58 **Ensure** *the incorporation of walkability by requiring* that new major and community commercial areas integrate walkways through parking areas.
- 4.1.5.59 **Ensure** *the incorporation of walkability by requiring* bicycle parking for major and community commercial areas.
- 4.1.5.60 **Promote** *the incorporation of walkability by encouraging* lane parking for community commercial areas.

4.1.6 Industrial Light/Medium Policy Area

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

Objectives

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

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

Policies

Strathcona County will:

General

- 4.1.6.1 **Promote** *the long term viability of the area by encouraging* industrial developments to locate within the industrial Light/Medium Policy Area.
- 4.1.6.2 **Promote** *the long term viability of the area by encouraging* synergies between industrial developments.
- 4.1.6.3 **Support** *the long term viability of the area by considering* infill resubdivision of existing industrial lots where the development:
 - a) has appropriate levels of infrastructure;
 - b) has adequate parking and/or multi-modal transportation such as transit or ride share;
 - c) mitigates potential issues with adjacent land uses; and
 - d) is consistent with the applicable Area Structure Plan.
- 4.1.6.4 **Ensure** *development occurs in an orderly manner by requiring* the completion of Area Structure Plans for all greenfield industrial areas within Sherwood Park.
- 4.1.6.5 **Ensure** *efficiently designed development by requiring* Area Structure Plans to provide direction on:
 - a) light industrial;
 - b) medium industrial;
 - c) transitioning and buffering;
 - d) pipelines.
 - e) agriculture;
 - f) subdivision criteria;
 - g) open space and environmental management;
 - h) transportation; and
 - i) utilities and stormwater management.

- 4.1.6.6 **Ensure** *development has minimal impact on incompatible land uses by requiring* appropriate buffering and mitigation of nuisances between light and medium industrial uses and incompatible land uses.

Light Industrial

- 4.1.6.7 **Ensure** *efficiently designed development by requiring* Light Industrial development to serve as a buffer between medium industrial uses and incompatible land uses outside of the Industrial Light/Medium Policy Area;
- 4.1.6.8 **Ensure** *efficiently designed development by requiring* light industrial developments do not cause nuisance impacts on incompatible land uses outside of the Industrial Light/Medium Policy Area;
- 4.1.6.9 **Ensure** *efficiently designed development by requiring* light industrial developments contain minimal limit outdoor storage.
- 4.1.6.10 **Support** *the long term viability of the area by considering* infill resubdivision of existing light industrial lots where the development:
- has appropriate levels of infrastructure;
 - has adequate parking space and/or multi-modal transportation such as transit or ride share;
 - mitigates potential issues with adjacent land uses; and
 - is consistent with the applicable ASP.
- 4.1.6.11 **Support** *the long term viability of the area by encouraging* urban farms in Industrial Light/Medium Policy Areas.

Medium Industrial

- 4.1.6.12 **Ensure** *efficiently designed development by requiring* medium industrial development to serve as a buffer between heavy industrial uses and incompatible land uses outside of the Industrial Light/Medium Policy Area;
- 4.1.6.13 **Ensure** *efficiently designed development by requiring* medium industrial developments to prevent or mitigate nuisance impacts on incompatible land uses outside of the Industrial Light/Medium Policy Area;
- 4.1.6.14 **Support** *the long term viability of the area by considering* infill resubdivision of existing medium industrial lots where the development:
- has appropriate levels of infrastructure;
 - has adequate parking and/or multi-modal transportation such as transit or ride share;
 - prevent or mitigate potential issues with adjacent land uses; and
 - is consistent with the applicable ASP.

Open Space

- 4.1.6.15 **Ensure** *efficiently designed development by requiring* the dedication of municipal reserve in the following forms;
- as cash-in-lieu; or
 - as land only where the land is needed to provide the desired linkages within the County's approved trails strategy; or
 - as land buffering industrial uses from incompatible land uses; or
 - as land buffering environmental reserve.

Conservation

- 4.1.6.16 **Ensure** *minimal impact on incompatible land uses* **requiring** the dedication of environmental reserve:
- as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body;
 - where the environmental feature would enhance the desired linkages within the County's approved trail strategy; and
 - where the environmental feature is within an Environmentally Significant Area.
- 4.1.6.17 **Ensure** *minimal impact on incompatible land uses* **by requiring** identification and mitigation of contaminated sites when:
- there is a change in use; or
 - there is a known contaminated site.

Transportation

- 4.1.6.18 **Ensure** *efficiently designed development* **by requiring** the Industrial Light/Medium Policy Area to include comprehensive transportation networks.
- 4.1.6.19 **Promote** *efficiently designed development* **by encouraging** Industrial Light/Medium Policy Areas to have access to adequate parking space and/or multi-modal transportation such as transit or ride share.
- 4.1.6.20 **Promote** *efficiently designed development* **by encouraging** opportunities for active transportation to and within Industrial Light/Medium Policy Area.
- 4.1.6.21 **Promote** *efficiently designed development* **by encouraging** initiatives to extend railway spur lines within industrial development areas, with appropriate safeguards, as a means of enhancing economic development opportunities.
- 4.1.6.22 **Promote** *efficiently designed development* **by encouraging** the provision and retrofit of active transportation infrastructure within industrial areas.
- 4.1.6.23 **Promote** *the long term viability of the area* **by encouraging** the development of industry with access to major transportation routes to reduce the negative effects on local roadways.

4.1.7 Industrial Heavy Policy Area

This policy area comprises the heavy industrial areas on the west side of the Anthony Henday commonly referred to as Refinery Row. The refinery row area is home to various heavy industrial users such as Imperial Oil, Alberta Envirofuels, AltaSteel, Enbridge Pipeline, Gibson Energy Ltd., Petro-Canada, Alcan Ltd., Pembina Pipeline, Kinder Morgan and Lafarge. This area covers approximately five sections of heavy industrial land. The Industrial Heavy Transition Overlay (IH-O) is a restricted development area extending up to 3 km east from the Industrial Heavy Policy Area. This overlay establishes specific use restrictions and setbacks with areas of industrial risk.

Objective

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

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

Policies

Strathcona County will:

General

- 4.1.7.1 **Support** *the long term viability of the area by considering* interim extensive agricultural uses and limited outdoor storage, providing it will not preclude or infringe upon future industrial development.

Industrial Risk

- 4.1.7.2 **Ensure** *responsible management of risks associated with industrial development by requiring* safety, risk and environmental assessments are integral components of the industrial/energy development review process.
- 4.1.7.3 **Ensure** *responsible management of risks associated with industrial development by requiring* a risk management approach that conforms to the County's cumulative risk assessment is to be utilized for establishing acceptable levels of risk;
- 4.1.7.4 **Ensure** *responsible management of risks associated with industrial development by requiring* that industry has programs in place to aid in reducing potential risk hazards such as education programs.
- 4.1.7.5 **Ensure** *responsible management of risks associated with industrial development by requiring* fire-protection programs and services for the Heavy Industrial Area.

Heavy Industrial

- 4.1.7.6 **Ensure** *the long term viability of the area by requiring* that subdivision and land fragmentation in the Industrial Heavy Policy Area is limited as to not preclude or infringe upon future industrial development.

- 4.1.7.7 **Ensure** *efficiently designed developments* by **requiring** heavy industrial developments to locate within the Heartland Policy Area or the Industrial heavy Policy Area.
- 4.1.7.8 **Ensure** *efficiently designed developments* by **requiring** that heavy industrial developments:
 - a) meet or exceed MIACC criteria as determined through Strathcona County's cumulative risk assessment;
 - b) are buffered from incompatible land uses outside of the Industrial Heavy Policy Area; and
 - c) prevent or mitigate nuisance impacts on incompatible land uses outside of the Industrial heavy policy area.
- 4.1.7.9 **Ensure** *responsible management of risks associated with industrial development* by **requiring** that Strathcona County maintain a cumulative risk assessment for the Industrial heavy policy area which includes information on:
 - a) risk identification;
 - b) probability of an industrial accident;
 - c) consequence of an industrial accident; and
 - d) risk management.
- 4.1.7.10 **Promote** *the long term viability of the area* by **encouraging** synergies between industrial developments.

Industrial Heavy Transition Overlay (IH-O)

- 4.1.7.11 **Ensure** *responsible management of risks associated with industrial development* by **requiring** the continued implementation of the Heavy Industrial Transition Overlay in the Land Use Bylaw to limit uses and establish a reciprocal setback distance for incompatible uses from existing heavy industries which have, or could have, a significant detrimental effect on the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards.
- 4.1.7.12 **Ensure** *responsible management of risks associated with industrial development* by **requiring** that the following uses be excluded from the Heavy Industrial Transition Overlay within in the County's Land Use Bylaw:
 - a) residential uses;
 - b) large indoor/outdoor assembly uses (e.g. stadiums, arenas or theatres) which cater to small children or the elderly;
 - c) uses which cater to temporarily or permanently confined, disabled or incapacitated people (e.g. hospitals, extended care or emergency response organizations);
 - d) buildings which present difficulties in the event of evacuations (e.g. hotels or high rise office buildings); or
 - e) uses which create the potential for large numbers of people to remain on site for long periods of time (e.g. schools, recreation facilities and shopping centres).
- 4.1.7.13 **Ensure** *responsible management of risks associated with industrial development* by **requiring** where a lot is bisected by the boundary line of the Heavy Industrial Transition Overlay the uses and development regulations on each side of the boundary line shall follow the applicable provisions as described in the Land Use Bylaw. Minor variances to setback distances may be considered provided the proposed use remains located entirely within the portion of the subject lot that permits the use.

- 4.1.7.14 **Ensure** *responsible management of risks associated with industrial development* by **requiring** a buffer between heavy industrial development and non-industrial land uses to minimize the risks to public safety and nuisance associated with heavy industrial development and to facilitate emergency management in the event of an industrial incident;
- 4.1.7.15 **Ensure** *responsible management of risks associated with industrial development* by **requiring** that heavy industry meets minimum industrial risk standards that conforms to the County's cumulative risk assessment.

Open Space

- 4.1.7.16 **Ensure** *efficiently designed development* by **requiring** the dedication of municipal reserve in the following forms:
- a) as cash-in-lieu; or
 - b) as land only where the land is needed to provide the desired linkages within the County's approved trails strategy.

Conservation

- 4.1.7.17 **Ensure** *efficiently designed development* by **requiring** the dedication of environmental reserve:
- a) as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body;
 - b) where the environmental feature would enhance the desired linkages within the County's approved trail strategy; and
 - c) where the environmental feature is within an Environmentally Significant Area.
- 4.1.7.18 **Ensure** *responsible management of risks associated with industrial development* by **requiring** identification and mitigation of contaminated sites when:
- a) there is a change in use; or
 - b) there is a known contaminated site.

Transportation

- 4.1.7.19 **Ensure** *the long term viability of the area* by **requiring** a comprehensive transportation network within the Industrial Heavy Policy Area.
- 4.1.7.20 **Promote** *efficiently designed development* by **encouraging** initiatives to extend railway spur lines within industrial development areas, as a means of enhancing economic development opportunities.
- 4.1.7.21 **Promote** *efficiently designed development* by **encouraging** heavy industrial areas to have access to multi-modal transportation such as transit or ride share.
- 4.1.7.22 **Ensure** *the long term viability of the area* by **requiring** a comprehensive transportation network within the Industrial Heavy Policy Area.

4.1.8 Sherwood Park Urban Reserve

This policy section comprises of an area north of Cambrian Crossing that shall remain for agriculture and agricultural related purposes in order to ensure future planning and the Township Road 534 realignment are not obstructed.

Objective

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

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

Policies

Strathcona County will:

General

- 4.1.8.1 **Ensure** *the protection of the area for future planning and road realignments by requiring* that uses be limited to small scale agricultural and agricultural related uses until such time as future planning occurs.

4.1.9 Transportation

This policy section comprises transportation policies that apply specifically to the Urban Service Area of Sherwood Park. In addition to this section, each Policy Area may contain more detailed transportation objectives and policies. As well, Section 3.2 General Transportation provides a broad transportation goal, objectives and policies for the entire County.

These policies should be used to facilitate the movement of residents in and out of their neighbourhoods safely and efficiently.

Objective

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

1. *Provides transportation choice for residents;*
2. *Provides active transportation networks that are safe, comfortable and connected;*
3. *Provides public transportation that is efficient, reliable, and economical;*
4. *Provides street networks and parking appropriate to the land use context; and*
5. *Provides transportation that is viable in the long term.*

Policies

Strathcona County will:

General

- 4.1.9.1 **Ensure** that street networks are appropriate to the land use context by **requiring** Strathcona County's Integrated Transportation Master Plan and Engineering and Design Construction Standards to design transportation and streets which reflect the transportation objectives and policies within each Policy Area.
- 4.1.9.2 **Promote** transportation choice for residents by **encouraging** an inter-connected multi-modal transportation system.
- 4.1.9.3 **Ensure** transportation that is viable in the long term by **requiring** the developer to construct and pay for the full cost of transportation infrastructure to facilitate their development.

Active Transportation

- 4.1.9.4 **Ensure** active transportation networks that are safe, comfortable and connected by **requiring** streets and trails to create an interconnected active transportation network throughout the Urban Service Area of Sherwood Park.
- 4.1.9.5 **Ensure** active transportation and trails that are safe, comfortable and connected by **requiring** efficient sidewalk and/or multi-modal trail connections between residential, commercial and community services wherever possible.
- 4.1.9.6 **Promote** transportation choice for residents by **encouraging** street and intersection design principles that create safe and inviting pedestrian, transit and active transportation connections.

- 4.1.9.7 **Ensure** *active transportation and trails that are safe, comfortable and connected* by **requiring** lighting, street trees and furniture along main active transportation corridors and at transit controlled locations.

Public Transportation

- 4.1.9.8 **Ensure** *transportation choice for residents* by **requiring** the Urban Service Area of Sherwood Park to maintain a public transportation system which includes transit service.
- 4.1.9.9 **Promote** *transportation that is viable in the long term* by **encouraging** that transit controlled locations are integrated into new developments as early in the process as possible.
- 4.1.9.10 **Ensure** *transportation choice for residents* by **requiring** bicycle parking for future transit controlled locations.
- 4.1.9.11 **Promote** *public transportation that is efficient, reliable, and economical* by **encouraging** the following transit usability enhancements:
- a) in lane transit stops;
 - b) accessible boarding;
 - c) lighted transit stops and shelters;
 - d) creative and inviting stop elements such as wayfinding, seating, bike parking, and green infrastructure;
 - e) the implementation of transit priority, such as bus lanes and signal priority; and
 - f) increased pedestrian and active transportation access to transit controlled locations.
- 4.1.9.12 **Ensure** *public transportation that is efficient, reliable, and economical* by **requiring** the Urban Service Area of Sherwood Park to maintain commuter transit services.
- 4.1.9.13 **Promote** *public transportation that is efficient, reliable, and economical* by **encouraging** additional commuter transit including rapid transit or light rail transit.
- 4.1.9.14 **Promote** *public transportation that is efficient, reliable, and economical* by **encouraging** that transit upgrades be prioritized in Compact Development Areas and the Urban Centre.
- 4.1.9.15 **Support** *public transportation that is efficient, reliable, and economical* by **considering** express bus service through the provision of a future transit priority corridor between the north side and south side of Highway 16 within the Urban Service Area when population and development north of Highway 16 warrants the demand.
- 4.1.9.16 **Support** *public transportation that is efficient, reliable, and economical* by **considering** the integration of a public rideshare program as part of the public transportation network subject to transit services being maintained for major transportation corridors.

Roadway Networks

- 4.1.9.17 **Promote** *transportation choice for residents* by **encouraging** street design to incorporate complete streets philosophy into the roadway network where appropriate such as the Compact Development Policy Area and the Urban Centre Policy Area

4.1.9.18 Promote *that street networks are appropriate to the land use context by encouraging* differing Levels of Service (LOS) depending on the policy area.

Parking

4.1.9.19 Promote *that street networks are appropriate to the land use context by encouraging* the reduction in the number of surface parking spaces within the Compact development Policy Area and the Urban Centre Policy Area

4.1.10 Utilities

This policy section comprises utilities policies that apply to the Urban Service Area as a whole. These policies should be used to facilitate the distribution and reception of utilities to and from the Sherwood Park Urban Service Area. The County is committed to the continued maintenance of utilities infrastructure and provision of acceptable service levels.

Objective

Strathcona County's objective is to **ensure** that utilities in Sherwood Park:

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

Policies

Strathcona County will:

General

- 4.1.10.1 **Ensure** *safe, reliable and efficient utilities* by **requiring** that public health be considered a first priority.
- 4.1.10.2 **Ensure** *the long term viability of utilities* by **requiring** the developer to construct and pay for the full cost of infrastructure to facilitate their development.
- 4.1.10.3 **Ensure** *safe, reliable and efficient utilities* by **requiring** redevelopment to determine and address any infrastructure capacity constraints, including stormwater management.

Pipelines

- 4.1.10.4 **Ensure** *safe, reliable and efficient utilities* by **requiring** that development considers existing pipelines and utility corridors within plans for development.
- 4.1.10.5 **Ensure** *safe, reliable and efficient utilities* by **requiring** new pipelines, in areas designated for future development as well as existing development, to be constructed to meet Major Industrial Accidents Council of Canada (MIACC) limits.

Water

- 4.1.10.6 **Ensure** *an acceptable level of service* by **requiring** that major public services, schools, local community services, residential, and commercial developments within the urban service area connect to municipal water services.
- 4.1.10.7 **Ensure** *the long term viability of utilities* by **requiring** that industrial developments connect, or contribute to future connections to municipal water services where required by the County.

Wastewater

- 4.1.10.8 **Ensure** *an acceptable level of service* by **requiring** that major public services, schools, local community services, residential, and commercial developments within the urban service area connect to municipal wastewater services.

4.1.10.9 **Ensure** *the long term viability of utilities by requiring* that industrial developments connect, or contribute to future connections to municipal wastewater services where required by the County.

Stormwater

4.1.10.10 **Ensure** *the long term viability of utilities by requiring* that developments within the urban service area manage stormwater to the satisfaction of the County.

4.1.10.11 **Promote** *safe, reliable and efficient utilities by encouraging* cold weather low impact development techniques for stormwater management systems.

4.1.10.12 **Ensure** *safe, reliable and efficient utilities by requiring* wet stormwater management facilities for new developments.

Solid Waste

4.1.10.13 **Ensure** *an acceptable level of service by requiring* the determination of locations in advance of need, for new recycle stations.

4.1.10.14 **Ensure** *an acceptable level of service by requiring* programs for the pick-up and disposal of solid waste within the urban service area.

4.1.10.15 **Ensure** *the long term viability of utilities by requiring* waste plans for new commercial, local community services, schools, major public services and industrial developments.

4.1.10.16 **Promote** *safe, reliable and efficient utilities by encouraging* joint waste plans between multiple uses.

Shallow Utilities

4.1.10.17 **Ensure** *the long term viability of utilities by requiring* that new developments provide for the extension of shallow utility services such as gas, electrical and telecommunication lines in the Urban Service Area.

4.1.10.18 **Promote** *safe, reliable and efficient utilities by encouraging* alternative energy systems.

4.2 Bremner Policy Areas

Goal

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

4.2.1 Bremner Urban Reserve Policy Area

Objectives

Strathcona County's objectives are to ensure that Bremner:

1. *Is a complete community that is viable;*
2. *Contains housing choices, local employment opportunities, amenities, services and access to multi-modal transportation;*
3. *Contains compact forms and transit oriented development designs;*
4. *Integrates green building and green infrastructure; and*
5. *Conserves significant natural landscapes and integrates urban agriculture.*

Policies

Strathcona County will:

General

- 4.2.1.1 **Ensure** *Bremner is a complete community that is viable by requiring* that the Bremner Urban Reserve Policy Area is the Urban Service Area's next area for greenfield development.
- 4.2.1.2 **Ensure** *Bremner is a complete community that is viable by requiring* that the Bremner Growth Management Strategy (September 2014) be utilized as a foundation for completing the Bremner Area Concept Plan and supporting technical documents for transportation and utilities.
- 4.2.1.3 **Ensure** *Bremner is a complete community that is viable by requiring* Strathcona County to complete an Area Concept Plan and supporting technical documents regarding transportations, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area prior to accepting any new applications for Area Structure Plans, Land Use Bylaw amendments, or subdivision within the boundary of the Bremner Urban Reserve Policy Area.

- 4.2.1.4 **Ensure** *Bremner is a complete community that is viable by requiring* that the Area Concept Plan and Sub-Area Structure Plans be designed according to the required minimum greenfield density targets as set by the Capital Region Board.
- 4.2.1.5 **Ensure** *Bremner is a complete community that is viable by requiring* the Area Concept Plans to provide direction on all of the following:
- a) Area Structure Plan requirements;
 - b) transit oriented development;
 - c) residential including multi-family;
 - d) schools and other institutional uses;
 - e) community housing where applicable;
 - f) mixed-use town and village centres;
 - g) urban design;
 - h) urban agriculture;
 - i) environmental areas;
 - j) open space and community services;
 - k) major public services;
 - l) employment opportunities;
 - m) multi-modal transportation; and
 - n) infrastructure including cold weather low impact development strategies.
- 4.2.1.6 **Ensure** *Bremner is a complete community that is viable by requiring* the Bremner Area Concept Plan to determine the boundaries of sub-Area Structure Plans.
- 4.2.1.7 **Ensure** *Bremner is a complete community that is viable by requiring* the Bremner Area Concept Plan Sub-Area Structure Plan boundaries to denote a community in Bremner.
- 4.2.1.8 **Ensure** *Bremner is a complete community that is viable by requiring* the sub-Area Structure Plan community boundary to be the size of a section.
- 4.2.1.9 **Ensure** *Bremner is a complete community that is viable by requiring* each sub-Area Structure Plan community to define the boundaries of individual neighbourhoods the size of a quarter section.
- 4.2.1.10 **Promote** *the conservation of significant natural landscapes and integrate urban agriculture by encouraging* existing agricultural operations to continue within the Bremner Urban Reserve Policy Area until such time as development occurs.
- 4.2.1.11 **Ensure** *the conservation of significant natural landscapes and integrate agriculture by requiring* subdivision and rezoning to occur only on lots that are part of an existing Council approved Conceptual Scheme within the Bremner Urban Reserve until such time that an Area Concept Plan and sub-Area Structure Plans have been adopted by Council.

Town and Village Centres

- 4.2.1.12 **Ensure** *Bremner is a complete community that is viable by requiring* a Town Centre that provides sub-regional services.
- 4.2.1.13 **Ensure** *Bremner contains housing choices, local employment opportunities, amenities, services and access to multi-modal transportation by requiring* statutory plans for the Town Centre to provides direction on all of the following:
- a) aspirational Centres Density Target outlined in the regional growth plan;
 - b) intensification;
 - c) Transit Oriented Development;

- d) On street, at grade transfer facilities;
 - e) multi-modal transportation including local and commuter transit service;
 - f) high density mixed-use development;
 - g) employment opportunities;
 - h) convenience, major commercial and entertainment uses;
 - i) education services;
 - j) local and major community services;
 - k) social and cultural services;
 - l) community and seniors housing;
 - m) open space and pedestrian amenities; and
 - n) infrastructure including cold weather low impact development strategies and district energy.
- 4.2.1.14 **Ensure** *Bremner is a complete community that is viable by requiring* a village centre within each community if that community is not part of the Town Centre or Business Park.
- 4.2.1.15 **Ensure** *Bremner contains housing choices, local employment opportunities, amenities, services and access to multi-modal transportation by requiring* the Town and Village Centres to contain mixed-use development within buildings with local services, amenities, employment opportunities, institutional uses, medium and high density residential development.
- 4.2.1.16 **Ensure** *compact form and transit oriented development by requiring* the design of the Town and Village Centres to orient to main street(s) with buildings framing the street and parking located at the rear or underground.
- 4.2.1.17 **Ensure** *compact form and transit oriented development by requiring* the Bremner Area Concept Plan and sub-Area Structure Plans to include Urban Design policy that supports pedestrian-oriented design for the Town Centre and Village Centres.
- 4.2.1.18 **Ensure** *compact form and transit oriented development by requiring* on street, at grade transfer facilities within the Town and Village Centres that are surrounded by Transit Oriented Development.
- 4.2.1.19 **Promote** *Bremner local employment opportunities by encouraging* employment opportunities that are compatible with residential development such as office, health care, finance, scientific and technical services to locate within the Town and Village Centres in order to provide employment opportunities in close proximity to where people live.

Residential

- 4.2.1.20 **Ensure** *compact form and transit oriented development by requiring* residential development be located within or in close proximity (400m) of local community services and commercial uses.
- 4.2.1.21 **Promote** *compact form and transit oriented development by encouraging* a mixture of uses within, or in close proximity to residential buildings including commercial, residential, local community services, schools and major public services.
- 4.2.1.22 **Promote** *compact form and transit oriented development by encouraging* higher residential density combined with mixed-use within buildings.
- 4.2.1.23 **Ensure** *Bremner is a complete community that is viable by requiring* housing choices in terms of density and built form within each neighbourhood.

- 4.2.1.24 **Ensure** *Bremner as a complete community that is viable by requiring* the Bremner Area Concept Plan and sub-Area Structure Plans to set targets for low, medium and high density residential for each community.
- 4.2.1.25 **Ensure** *Bremner as a complete community that is viable by requiring* community housing within each residential community.
- 4.2.1.26 **Ensure** *Bremner as a complete community that is viable by requiring* community housing to be located in close proximity services and amenities.
- 4.2.1.27 **Promote** *Bremner as a complete community by encouraging* community and seniors housing developments to locate in close proximity to:
 - a) transit controlled locations;
 - b) major public services which include major community services; and
 - c) community commercial areas.
- 4.2.1.28 **Ensure** *compact form and transit oriented development by requiring* higher density residential development along transit corridors and around transit terminals and transfer facilities.
- 4.2.1.29 **Ensure** *Bremner is a complete community that is viable by requiring* a Park Master Plan for municipal reserves that has been identified for a future school site and for regional parks.

Business Park

- 4.2.1.30 **Ensure** *Bremner is a complete community that is viable by requiring* business Park opportunities along Highway 16.
- 4.2.1.31 **Ensure** *Bremner is a complete community that is viable by requiring* the business Park to incorporate land uses that are generally incompatible with residential development, need large warehouse format buildings, or outdoor storage.
- 4.2.1.32 **Ensure** *Bremner is a complete community that is viable by requiring* the business Park to incorporate land uses that are generally incompatible with residential development, need large warehouse format buildings such as manufacturing, storage and distribution facilities.
- 4.2.1.33 **Support** *Bremner as a complete community that is viable by considering* small and medium scale services such as restaurants and gas stations within the Business Park in order to serve the business Park area and travelling public.

Conservation and Agriculture

- 4.2.1.34 **Ensure** *the conservation of significant natural landscapes by requiring* the dedication of environmental reserve or environmental reserve easement at the time of subdivision as identified through a biophysical assessment.
- 4.2.1.35 **Ensure** *the conservation of significant natural landscapes by requiring* conservation of Point-Aux-Pins and Oldman Creek with setbacks.
- 4.2.1.36 **Promote** *integration of urban agriculture by encouraging* urban agriculture such as community gardens, rooftop gardens, fruit bearing trees in public areas such as parks and vertical farms.
- 4.2.1.37 **Ensure** *Bremner is a complete community by requiring* an Agricultural Impact Assessment to ensure that the impacts of development on adjacent agriculture operations are mitigated.
- 4.2.1.38 **Promote** *the integration of green building and green infrastructure by encouraging* green building certification such as LEED and Built Green for all developments.

- 4.2.1.39 *Promote the integration of green building and green infrastructure by encouraging building orientation to facilitate solar warming and optimize energy efficiency for new and redevelopments.*
- 4.2.1.40 *Promote the integration of green building and green infrastructure by encouraging the conservation of wetlands and integration of wetlands into stormwater management facilities in planned areas.*

Open Space

- 4.2.1.41 *Ensure Bremner is a complete community by requiring the dedication of municipal reserve as parks and trails for recreational opportunities to achieve all of the below in the following order of priority:*
 - a) fulfill the policies of the County's approved Trail Strategy, where applicable;
 - b) provide and connect open spaces within neighbourhoods;
 - c) connect open spaces between neighbourhoods; and
 - d) connect environmental reserves to open spaces.
- 4.2.1.42 *Promote Bremner as a complete community by encouraging public agriculture and edible landscapes through integration with landscaping standards.*
- 4.2.1.43 *Ensure Bremner is a complete community by requiring that a Park Master Plan be prepared for new school sites and major public services.*
- 4.2.1.44 *Ensure Bremner is a complete community by requiring that all residents are within a five minute walk (400 metres) to a trail of park access point.*

Transportation

- 4.2.1.45 *Ensure compact forms and transit oriented development design by requiring an inter-connected multi-modal transportation system.*
- 4.2.1.46 *Ensure compact forms and transit oriented development design by requiring streets and trails to create an interconnected active transportation network throughout Bremner.*
- 4.2.1.47 *Ensure compact forms and transit oriented development design by requiring efficient sidewalk and/ or multi-modal trail connections between residential, commercial and community service areas as wells the Village and Town Centres.*
- 4.2.1.48 *Ensure Bremner is a complete community that is viable by requiring the Urban Service Area of Bremner to maintain a public transportation system which includes transit service.*
- 4.2.1.49 *Ensure Bremner is a complete community that is viable by requiring the Urban Service Area of Bremner to incorporate commuter transit services.*
- 4.2.1.50 *Promote Bremner as a complete community that is viable by encouraging additional commuter transit including rapid transit or light rail transit.*
- 4.2.1.51 *Support Bremner as a complete community that is viable by considering express bus service through the provision of a future transit priority corridor between the north side and south side of Highway 16 within the Urban Service Area when population and development north of Highway 16 warrants the demand.*
- 4.2.1.52 *Ensure compact forms and transit oriented development design by requiring differing Levels of Service (LOS) depending on the land use context.*
- 4.2.1.53 *Ensure Bremner is a complete community that is viable by requiring that development is phased in a logical order that facilitates transit's ability to begin service as soon as residences are occupied.*

- 4.2.1.54 **Ensure** *Bremner is a complete community that is viable by requiring* the design of communities and neighbourhoods to support a cost effective transportation system including transit.
- 4.2.1.55 **Ensure** *compact form and transit oriented development design by requiring* Strathcona County to complete Alternative Design and Construction Standards for the Bremner Urban Reserve Policy Area prior to accepting any new applications for Area Structure Plans, Land Use Bylaw amendments, or subdivision within the boundary of the Bremner Urban Reserve Policy Area.
- 4.2.1.56 **Ensure** *compact form and transit oriented development design by requiring* the Bremner Alternative Design and Construction Standards to include street design for complete streets within a land use context approach.
- 4.2.1.57 **Ensure** *compact form and transit oriented development design by requiring* then incorporation of the following:
- a) transportation demand management (TDM);
 - b) grid or modified grid pattern of streets for high level connectivity;
 - c) complete streets and context approach to roadway design;
 - d) target speed approach;
 - e) modal split for multi-modal transportation;
 - f) transportation impact assessment that include active transportation and multi-modal networks;
 - g) analysis for transit oriented development (TOD) areas;
 - h) analysis for main streets area; and
 - i) multi-modal connections from Bremner to Sherwood Park, Ardrossan, Edmonton and Fort Saskatchewan.

Utilities

- 4.2.1.58 **Promote** *the integration of green building and green infrastructure by encouraging* alternative energy supplies including district energy systems for the Town and village centres.
- 4.2.1.59 **Promote** *the integration of green building and green infrastructure by encouraging* cold weather low impact development to be incorporated into the stormwater management systems for the Town Centre and Village Centres.
- 4.2.1.60 **Ensure** *the integration of green building and green infrastructure by requiring* major public services and other land that is owned and developed by the County to incorporated low impact development.

5. Rural Service Area

Introduction

Strathcona County is a specialized municipality within the Capital Region, and one of the fastest growing municipalities in North America. Within it, agriculture has historically been a major economic activity.

In 2015 Strathcona County completed an Agriculture Master Plan which confirms that agriculture continues to be the largest land user within Strathcona County. Although relatively small in terms of area in comparison to other agricultural counties in Alberta, Strathcona County continues to be a highly productive agricultural municipality ranking 6th (out of 69 municipalities) in terms of revenues generated per acre in 2015. More than just an economic entity, agriculture offers a degree of local food security; it provides an alternative lifestyle for those who desire this; it helps establish the community character of Strathcona County; and it contributes a set of environmental goods and services such as cleaner air, water, as well as fostering a diversity of wildlife habitat.

Strathcona County's Rural Service Area contains eight distinct policy areas that are strategically located based on the agricultural quality of soils, proximity to urban centers, available infrastructure and location of environmentally significant areas and the Beaver Hills Moraine. Each of the areas has been established to meet different objectives and create a well-rounded and diverse community and economy for the County.

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

5.1 Agriculture Large Holdings Policy Area

Introduction

The primary intent of the Agriculture Large Holdings Policy Area is to support and promote the development of extensive agricultural operations on large unfragmented lands and to provide for limited commercial and residential uses that support these operations.

The vast majority of the land in the Agriculture Large Holdings Policy Area is devoted to agriculture use, and most of the agriculture land is under cultivation. The Agriculture Large Holdings Policy Area has been delineated by the high quality soils in the area. These prime and unique farmlands support a wide range of field crops, as well as a diversity of specialty crops.

Goal

Strathcona County will provide opportunities for large scale agricultural operations and homesteads that respect the rural landscape and the environment.

Objectives

Strathcona County's objectives are to **ensure** that the Agricultural Large Holdings Policy Area:

1. *Prioritizes extensive agricultural operations;*
2. *Provide opportunities for livestock operations;*
3. *Includes large contiguous tracts of land with minimal fragmentation;*
4. *Provides opportunities for homesteads and livework;*
5. *Is viable over the long term; and*
6. *Respects rural landscapes, natural landscapes and heritage.*

Policies

Strathcona County will:

General

- 5.1.1 **Ensure** *the prioritization of extensive agricultural operations by requiring* new local community services and schools which service the Agricultural Large Holdings Area to locate in the Urban Service Area, Josephburg or Ardrossan.

Agriculture

- 5.1.2 **Promote** *the prioritization of extensive agricultural operations by encouraging* the development of extensive agricultural operations.
- 5.1.3 **Ensure** *large contiguous tracks of land with minimal fragmentation by requiring* that subdivision be limited to a first lot out of a quarter section.
- 5.1.4 **Promote** *respect for the rural heritage by encouraging* the development of equine and equestrian facilities.
- 5.1.5 **Promote** *the prioritization of extensive agricultural operations by encouraging* adjacent municipalities to minimize the impact of new land uses within their

jurisdiction on existing agricultural operations in the Agricultural Large Holdings Policy Area.

- 5.1.6 **Ensure** *opportunities for livestock operations* by **requiring** participation, by the County, as an interested party under, and in connection with all applications, hearings and appeals for confined feeding operations occurring within Strathcona County that have been submitted to the Natural Resources Conservation Board.
- 5.1.7 **Support** *opportunities for livestock operations* by **considering** new or expanded confined feeding operations where the development is:
- a) Located 3.2 kilometres (2.0 miles) from the boundary of any:
 - i. City, Urban Service Area, Hamlet, Town or Village;
 - ii. area already developed or that is designated for uses such as schools, hospitals, commercial or multi-lot residential uses with more than 3 (three) residential lots per quarter section. Measurements are to be taken from property line to property line; and
 - iii. federal, provincial or municipal park or recreation area, and any other areas used or intended to be developed for recreational facilities.
 - b) located at least 1.0 kilometre (0.62 miles) from environmentally significant areas;
 - c) located on soils that are not medium to fine textured and do not overlie either groundwater recharge or discharge areas; and
 - d) sited in accordance with provincial regulations. If the province requires larger setback distances, that distance will apply.
- 5.1.8 **Support** *opportunities for livestock operations* by **considering** the continued operation of existing confined feeding operations as per the Agricultural Operation Practices Act.
- 5.1.9 **Support** *opportunities for livestock operations* by **considering** the results of a minimum distance separation calculation using the Agricultural Operations Practices Act-Standards and Administration Regulations when considering:
- a) the subdivision of agricultural lots for residential purposes;
 - b) the re-designation of a lot to a district that may allow uses that are sensitive to confined feeding operations; or
 - c) any proposed development.

Residential

- 5.1.10 **Ensure** *large contiguous tracts of land with minimal fragmentation* by **requiring**, for an unsubdivided, quarter section, that subdivision be limited to:
- a) a split along a natural or manmade severance;
 - b) a lot for an existing residence; or
 - c) a lot for a proposed residence.
- 5.1.11 **Ensure** *large contiguous tracts of land with minimal fragmentation* by **requiring** the following with regards to residential subdivision:
- a) the size of a residential lot shall be limited to the amount of land required to include a residential yardsite.
 - b) the boundaries of a residential lot shall be structured to minimize the effect on adjacent agricultural lands.
 - c) the location of the residential lot shall consider the topography and physical features of the quarter section.
- 5.1.12 **Ensure** *the prioritization of extensive agricultural operations* by **requiring** subdivisions for residential purposes do not infringe upon an approved confined feeding operation facility.
- 5.1.13 **Ensure** *opportunities for homesteads* by **requiring** that residential forms are limited to single dwellings and associated accessory buildings or collective communal housing supporting the primary agricultural use of the lot.

Commercial

- 5.1.14 **Ensure** *large contiguous tracts of land with minimal fragmentation* by **requiring** large scale agriculture support services to develop in identified and comprehensively planned business centres in the Heartland Policy Area, Local Employment Policy Area and the Urban Service Area.
- 5.1.15 **Support** *the long term viability of the area* by **considering** small scale agricultural support services where the development:
- is on a lot with an existing dwelling;
 - is directed to lower class soils;
 - has appropriate levels of infrastructure.
- 5.1.16 **Support** *opportunities for livework* by **considering** home-based businesses where the proposed development:
- is limited to the residence or accessory buildings; or
 - is related to, or services the agricultural community; and
 - has appropriate levels of infrastructure.
- 5.1.17 **Support** *opportunities for livework* by **considering** large and medium scale agri-tourism where the proposed development:
- is on a lot with an existing dwelling;
 - mitigates environmental impacts;
 - is rezoned to an appropriate district;
 - is compatible with adjacent land uses; and
 - has appropriate levels of infrastructure.
- 5.1.18 **Promote** *opportunities for livework* by **encouraging** small scale nature based tourism where the development is on a lot with an existing dwelling, covers a small land area and has limited onsite environmental impacts which are mitigated

Open Space, Local Community Services and Schools

- 5.1.19 **Ensure** *large contiguous tracts of land with minimal fragmentation* by **requiring** the dedication of municipal reserve as parks and trails only where the land is needed to provide the desired linkages within the County's approved Trails Strategy.

Conservation

- 5.1.20 **Promote** *respect for natural landscapes* by **encouraging** developments to retain the natural topography of a lot by conserving environmental features, with special consideration given to areas identified within a biophysical assessment.
- 5.1.21 **Promote** *respect for natural landscapes* by **encouraging** developments to retain tree stands where the trees:
- do not inhibit an agricultural operation; or
 - provide protection for watercourses or other environmental features.
- 5.1.22 **Promote** *respect for natural landscapes* by **encouraging** the retention of wetlands through avoidance or minimization.

Industry and Energy

- 5.1.23 **Ensure** *the long term viability of the area* by **requiring** that safety, prevention and mitigation measures are implemented for developments adjacent to rail lines.
- 5.1.24 **Support** *the long term viability of the area* by **considering** development for the generation of renewable energy where the development:
- is directed to lower class soils; and
 - does not negatively impact adjacent land uses.
- 5.1.25 **Promote** *large contiguous tracts of land with minimal fragmentation* by **encouraging** pipelines to locate within the alignments shown on Map 9: Pipeline Corridors.

- 5.1.26 **Promote** *large contiguous tracts of land with minimal fragmentation* by **encouraging** utility energy and transportation corridors to consider the location of prime agricultural lands when establishing alignments.
- 5.1.27 **Ensure** *the long term viability of the area* by **requiring** new aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction on the adjacent agricultural lands and operations with buffering, site orientation and other techniques.
- 5.1.28 **Ensure** *the long term viability of the area* by **requiring** aggregate resource extraction operations to be carried out in accordance with an approved reclamation plan.
- 5.1.29 **Ensure** *the long term viability of the area* by **requiring** development permits for aggregate resource extraction to provide for the following:
 - a) reclamation of the site to its former use;
 - b) conservation and storage of top soil;
 - c) designation of aggregate haul roads to reduce noise, excessive maintenance costs and dust problems; and
 - d) any additional information that is required for consideration of the development permit.

Transportation and Utilities

- 5.1.30 **Ensure** *the long term viability of the area* by **requiring** all development to provide individual private on-site water and sewer services.
- 5.1.31 **Ensure** *the prioritization of extensive agricultural operations* by **requiring** a road network that allows for the safe and timely movement of agricultural equipment and goods.
- 5.1.32 **Ensure** *the long term viability of the area* by **requiring** responsible provision and maintenance of drainage corridors and infrastructure.
- 5.1.33 **Ensure** *the long term viability of the area* by **requiring** that all new lots have access to a roadway.

5.2 Agriculture Small Holdings Policy Area

Introduction

The primary intent of the Agriculture Small Holdings Policy Area is to allow for opportunities such as intensive horticulture operations, small scale commercial and associated residential uses that support the agricultural viability of the area. The area serves as a transition from urban development in the west to a lesser density of rural and agricultural uses in the east/southeast and provides for the conservation of environmentally significant areas.

Goal

Strathcona County will provide opportunities for intensive horticulture operations that allow for livework, local food production and local food distribution which respect the rural landscape and the environment.

Objectives

Strathcona County's objectives are to ensure that the Agricultural Small Holdings Area:

1. *Prioritizes intensive agriculture and aquafarming;*
2. *Provides opportunities for livework, local food production and local food distribution;*
3. *Is viable over the long term; and*
4. *Respects rural landscapes, natural landscapes and heritage;*

Policies

Strathcona County will:

General

- 5.2.1 **Ensure** the prioritization of intensive agriculture and aquafarming by **requiring** new local community services and schools which service the Agricultural Small Holdings Policy Area to locate in the Urban Service Area, Ardrossan or potentially South Cooking Lake.

Agriculture

- 5.2.2 **Promote** the prioritization of intensive agriculture and aquafarming by **encouraging** the development of intensive horticultural and aquafarming operations within the Agricultural Small Holdings Policy Area.
- 5.2.3 **Promote** respect for the rural heritage by **encouraging** the development of equestrian facilities within the Agricultural Small Holdings Policy Area.
- 5.2.4 **Support** respect for the rural landscape by **considering** development of a livestock facility where the development:
- a) is appropriately sized for the number of allowable animals on the lot; and
 - b) mitigates environmental impacts; and
 - c) mitigates nuisance impacts on adjacent land uses.
- 5.2.5 **Support** the prioritization of intensive agriculture and aquafarming by **considering** subdivisions subject to the following criteria:
- a) The minimum lot frontage shall be approximately 200m. Frontage may be reduced due to environmental reserve land dedication or road widening;

- b) The minimum lot size shall be approximately 20 acres. Lot size may be reduced due to road widening;
 - c) Access can be provided from an existing roadway;
 - d) The subdivision configuration considers natural topography and physical features and developable area;
 - e) Suitable environmental conditions exist for on-site water supply and on-site sewage disposal;
 - f) The subject lands must be rezoned under the Land Use Bylaw to an appropriate rural land use district; and
 - g) A detailed, site specific, biophysical assessment shall be performed by qualified professionals.
- 5.2.6 **Support** *respect for natural landscapes* by **considering** a reduction in the minimum lot size, frontage and ratio for subdivisions for a split along a natural or manmade severance.
- 5.2.7 **Ensure** *the long term viability of the area* by **requiring** that all developable areas within proposed lots are accessible.
- 5.2.8 **Support** *the long term viability of the area* by **considering** the results of a minimum distance separation calculation from confined feeding operations when reviewing subdivision and development applications.
- 5.2.9 **Ensure** *the long term viability of the area* by **requiring** new or expanded confined feeding operations to locate outside of the Agriculture Small Holdings Policy Area.
- 5.2.10 **Ensure** *respect for natural landscapes* by **requiring** that the fragmentation of significant wetlands by property lines is avoided where lands are proposed to be subdivided into lots of approximately 16 ha or more. Where a lot is reduced in size to under 16 ha acres due to the avoidance of a wetland, reserves will be deferred proportionately to the lots.

Residential

- 5.2.11 **Ensure** *opportunities for livework* by **requiring** that residential forms are limited to single dwellings and associated accessory buildings.

Commercial

- 5.2.12 **Ensure** *the prioritization of intensive agriculture and aquafarming* by **requiring** large scale agriculture support services to develop in identified and comprehensively planned business centres in the Heartland Policy Area, Local Employment Policy Area and the Urban Service Area.
- 5.2.13 **Support** *opportunities for local food production and local food distribution* by **considering** the development of small scale agricultural product processing where the proposed development:
- a) is on a lot with an existing dwelling;
 - b) is secondary to the primary agricultural use of the lot;
 - c) mitigates environmental impacts;
 - d) mitigates nuisance impacts on adjacent land uses; and
 - e) has appropriate levels of infrastructure.
- 5.2.14 **Support** *opportunities for local food production and local food distribution* by **considering** farm gate sales where the development:
- a) is on a lot with an existing dwelling;
 - b) is secondary to the primary agricultural use of the lot;

- c) is appropriately sized for the agricultural operations on the lot; and
 - d) has appropriate levels of infrastructure.
- 5.2.15 **Promote** *opportunities for livework, local food production and local food distribution* by **encouraging** home-based businesses where the proposed development:
- a) is related to or services the agricultural community; and
 - b) has appropriate levels of infrastructure.
- 5.2.16 **Support** *opportunities for livework* by **considering** home-based businesses where the proposed development has appropriate levels of infrastructure.
- 5.2.17 **Promote** *opportunities for livework* by **encouraging** small scale agri-tourism and nature based tourism where the development is on a lot with an existing dwelling, covers a small land area and has limited onsite environmental impacts which are mitigated.
- 5.2.18 **Support** *opportunities for livework* by **considering** small scale commercial recreation where the proposed development is on a lot with an existing dwelling and has appropriate levels of infrastructure.
- 5.2.19 **Promote** *opportunities for livework* by **encouraging** medium scale agri-tourism where the proposed development:
- a) is on a lot with an existing dwelling;
 - b) mitigates environmental impacts;
 - c) is rezoned to an appropriate district;
 - d) is compatible with adjacent land uses; and
 - e) has appropriate levels of infrastructure.
- 5.2.20 **Support** *opportunities for livework* by **considering** large scale agri-tourism where the proposed development:
- a) is on a lot with an existing dwelling;
 - b) mitigates environmental impacts;
 - c) is rezoned to an appropriate district;
 - d) is compatible with adjacent land uses; and
 - e) has appropriate levels of infrastructure.

Open Space, Local Community Services and Schools

- 5.2.21 **Ensure** *respect for the rural landscape* by **requiring** the dedication of municipal reserve in the following forms;
- a) as cash-in-lieu; or
 - b) as land where the land is needed to provide the desired linkages within the County's approved Trails Strategy;
 - c) as land where it enhances desired public recreation next to land dedicated as environmental reserve.

Conservation

- 5.2.22 **Ensure** *respect for natural landscapes* by **requiring** environmental reserves in the following forms:
- a) as environmental reserve lands adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body where public access is desired;
 - b) as environmental reserve lands where the environmental feature enhances the desired linkages within the County's approved Trails Strategy;
 - c) as environmental reserve lands where the environmental feature is within an Environmentally Significant Area; or

- d) as environmental reserve easement for environmental features identified for conservation within a biophysical assessment.
- 5.2.23 *Promote respect for natural landscapes by encouraging* developments to retain the natural topography of a lot by conserving environmental features, with special consideration given to areas identified within a biophysical assessment.
- 5.2.24 *Promote respect for natural landscapes by encouraging* developments to retain tree stands where the trees:
 - a) do not inhibit an agricultural operation; or
 - b) provide protection for watercourses or other environmental features.
- 5.2.25 *Promote respect for natural landscapes by encouraging* the retention of wetlands through avoidance or minimization.

Industry and Energy

- 5.2.26 *Ensure the long term viability of the area by requiring* safety, prevention and mitigation measures are implemented for developments adjacent to rail lines.
- 5.2.27 *Promote the long term viability of the area by encouraging* pipelines to locate within the alignments shown on Map 9: Pipeline Corridors.
- 5.2.28 *Ensure the long term viability of the area by requiring* new aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction on the adjacent agricultural lands and operations with buffering, site orientation and other techniques.
- 5.2.29 *Promote the prioritization of intensive horticulture operations by encouraging* new aggregate resource extraction operations to locate outside of the Agriculture Small Holdings Policy Area.
- 5.2.30 *Support the long term viability of the area by considering* development for the generation of renewable energy where the development:
 - a) is directed to lower class soils.
 - b) does not negatively impact adjacent land uses.

Transportation and Utilities

- 5.2.31 *Ensure the long term viability of the area by requiring* all development to provide individual private on-site water and sewer services.
- 5.2.32 *Ensure the prioritization of intensive agriculture and aquafarming by requiring* a road network that allows for the safe and timely movement of agricultural equipment and goods.
- 5.2.33 *Ensure the long term viability of the area by requiring* responsible maintenance and provision of drainage corridors and infrastructure.
- 5.2.34 *Ensure the long term viability of the area by requiring* that all new lots have access to a roadway.

5.3 Beaver Hills Policy Area

Introduction

The primary intent of the Beaver Hills Policy Area is to conserve the Beaver Hills Moraine ecosystem and landscape. The area is also intended to support limited rural residential, agriculture, recreation and tourism uses. The Beaver Hills Policy Area is home to several lakes and environmental features that create a diverse and thriving environment that requires careful management to ensure its resilience. In 2016 the area was recognized as a UNESCO Biosphere. The Beaver Hills Biosphere has an emphasis on conservation in connection with cooperative activities that are compatible with sound ecological practices

Goal

Strathcona County will conserve the integrity of the Beaver Hills Moraine and provide opportunities to discover and enjoy the natural landscape.

Objectives

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

1. *Conserves the Beaver Hills Moraine;*
2. *Provides opportunities for responsible human interactions with nature;*
3. *Enhances the Beaver Hills Biosphere; and*
4. *Provides opportunities for tourism and recreation.*

Policies

Strathcona County will:

General

- 5.3.1 **Ensure** *conservation of the Beaver Hills Moraine by requiring* that subdivision be limited to a first lot out of a quarter section.
- 5.3.2 **Ensure** *conservation of the Beaver Hills Moraine by requiring* new major public services, local community services, and schools which service the Beaver Hills Policy Area to locate in the Urban Service Area, Ardrossan or potentially South Cooking Lake.
- 5.3.3 **Ensure** *conservation of the Beaver Hills Moraine by requiring* golf courses to locate in the Agriculture Small Holdings Policy Area, Hamlets, or Urban Service Area.

Conservation

- 5.3.4 **Support** *conservation of the Beaver Hills Moraine by considering* subdivision beyond a first lot out where a registered conservation authority will be acquiring the proposed lot or remnant lot.
- 5.3.5 **Ensure** *conservation of the Beaver Hills Moraine by requiring* environmental reserves in the following forms:
 - a) as environmental reserve lands adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body where public access is desired;
 - b) as environmental reserve lands where the environmental feature enhances the desired linkages within the County's Trails Strategy;

- c) as environmental reserve lands where the environmental feature is within an Environmentally Significant Area;
 - d) as environmental reserve easement for environmental features identified for conservation within a biophysical assessment.
- 5.3.6 **Support** *responsible human interactions with nature* by **considering** alterations to natural topography only where:
- a) there is no naturally occurring area suitable for the proposed development on the existing lot; or
 - b) there is minimal impact to the natural topography.
- 5.3.7 **Promote** *responsible human interactions with nature* by **encouraging** developments to retain tree stands where the trees:
- a) provide protection for watercourses or environmental features; or
 - b) are healthy, of a substantial size and provide biodiversity.
- 5.3.8 **Promote** *conservation of the Beaver Hills Moraine* by **encouraging** no net loss of wetlands through avoidance of wetland damage or destruction.
- 5.3.9 **Ensure** *conservation of the Beaver Hills Moraine* by **requiring** large and medium scale developments to conserve habitat linkages and corridors in conformance with a biophysical assessment.
- 5.3.10 **Ensure** *the enhancement of the Beaver Hills Biosphere* by **requiring** lighting plans for large and medium scale developments that protect the Beaver Hills Dark Sky Preserve and contribute to Strathcona County being a light efficient community.

Open Space, Local Community Services and Schools

- 5.3.11 **Ensure** *conservation of the Beaver Hills Moraine* by **requiring** the dedication of municipal reserve as land for residential subdivision.
- 5.3.12 **Ensure** *opportunities for recreation* by **requiring** the dedication of municipal reserve as the following for bareland condominium subdivision:
- a) as cash-in-lieu;
 - b) as land where the land is needed to provide the desired linkages within the County's Trails Strategy; and/or
 - c) as land where the municipal reserve would enhance an adjacent environmental reserve.
- 5.3.13 **Ensure** *conservation of the Beaver Hills Moraine* by **requiring** that the form of municipal reserve dedication for conservation subdivisions is assessed on a case by case basis.
- 5.3.14 **Promote** *opportunities for recreation* by **encouraging** Regional Parks to locate within the Beaver Hills Policy Area.
- 5.3.15 **Promote** *responsible human interactions with nature* by **encouraging** the continued operation of the Strathcona Wilderness Center as a Regional Park.
- 5.3.16 **Promote** *opportunities for tourism and recreation* by **encouraging** outdoor festivals within the Beaver Hills Policy Area where they are temporary in nature and have a negligible impact on the surrounding environment.

Commercial

- 5.3.17 **Support** *opportunities for tourism* by **considering** seasonal recreational resorts where the proposed development:
- a) is limited to seasonal structures;
 - b) is designed to protect environmental features and mitigate environmental impacts;
 - c) is within, or rezoned to a seasonal recreational resort district;
 - d) has an approved Area Structure Plan;

- e) provides adequate common property for recreation at a minimum of 10%;
 - f) considers public input;
 - g) is compatible with adjacent land uses; and
 - h) has appropriate levels of infrastructure that limit the resort to seasonal use.
- 5.3.18 **Ensure** *opportunities for tourism by requiring* Area Structure Plans for Seasonal Recreational Resorts to provide direction on:
- a) transitioning and buffering;
 - b) agricultural and environmental impacts;
 - c) seasonal residential;
 - d) commercial;
 - e) open space, community, recreation;
 - f) transportation; and
 - g) utilities and stormwater management.
- 5.3.19 **Support** *opportunities for tourism by considering* subdivision beyond a first lot out for bareland condominium subdivision where the proposed development is an approved seasonal recreational resort.
- 5.3.20 **Support** *opportunities for tourism by considering* the development of small scale commercial uses within a seasonal recreational resort that are accessory to, and appropriately sized for, the seasonal population of the resort.
- 5.3.21 **Promote** *opportunities for tourism by encouraging* small scale, nature based tourism where the development covers a small land area and has minimal onsite environmental impacts which are mitigated.
- 5.3.22 **Support** *opportunities for tourism by considering* small scale, agri-tourism where the proposed development covers a small land area and has minimal onsite environmental impacts which are mitigated.
- 5.3.23 **Support** *opportunities for tourism by considering* large and medium scale nature based tourism and medium scale agri-tourism where the proposed development:
- a) mitigates environmental impacts;
 - b) is within or rezoned to an appropriate district;
 - c) is compatible with adjacent land uses; and
 - d) has appropriate levels of infrastructure.
- 5.3.24 **Promote** *opportunities for tourism by encouraging* tourism developments to have the ability to transition uses throughout all four seasons.
- 5.3.25 **Support** *responsible human interactions with nature by considering* home-based businesses where the proposed development:
- a) does not have an impact beyond the residence and accessory buildings; and
 - b) has appropriate levels of infrastructure.
- 5.3.26 **Promote** *opportunities for recreation by encouraging* small scale outdoor commercial recreation where the development has minimal environmental impacts.
- 5.3.27 **Support** *opportunities for recreation by considering* large and medium scale outdoor commercial recreation where the proposed development:
- a) mitigates environmental impacts;
 - b) is within an appropriate district;
 - c) is compatible with adjacent land uses; and
 - d) has appropriate levels of infrastructure;
- 5.3.28 **Ensure** *responsible human interactions with nature by requiring* that golf courses locate outside of the Beaver Hills Policy Area.

Agriculture

- 5.3.29 *Promote responsible human interactions with nature by encouraging* extensive agricultural operations within the Beaver Hills Policy area to complete an Environmental Farm Plan.
- 5.3.30 *Ensure conservation of Beaver Hills Moraine by requiring* new or expanded confined feeding operations to locate outside of the Beaver Hills Policy Area.

Residential

- 5.3.31 *Ensure conservation of the Beaver Hills Moraine by requiring,* for an unsubdivided, quarter section, that subdivision be limited to:
 - a) a split along a natural or manmade severance; or
 - b) a lot for an existing residence.
- 5.3.32 *Ensure conservation of the Beaver Hills Moraine by requiring* the following with regards to residential subdivision:
 - a) the size of a residential lot shall be limited to the amount of land required to include a residential yardsit;
 - b) the boundaries of a residential lot shall be structured to minimize the effect on adjacent lands; and
 - c) the location of the residential lot shall consider the topography and physical features of the quarter section.
- 5.3.33 *Ensure responsible human interactions with nature by requiring* that residential forms are limited to single dwellings and associated accessory buildings or collective communal housing supporting the primary agricultural use of the lot.

Industry and Energy

- 5.3.34 *Promote the enhancement of the Beaver Hills Biosphere by encouraging* the development of small scale productions of renewable sources of energy.
- 5.3.35 *Promote the conservation of the Beaver Hills Moraine by encouraging* new resource extraction operations to locate outside of the Beaver Hills Policy Area.
- 5.3.36 *Promote the conservation of the Beaver Hills Moraine by encouraging* new oil and gas facilities to locate outside of the Beaver Hills Policy Area.

Transportation and Utilities

- 5.3.37 *Ensure responsible human interactions with nature by requiring* all development to provide private on-site water and sewer services.
- 5.3.38 *Ensure responsible human interactions with nature by requiring* responsible maintenance and provision of drainage corridors and infrastructure.
- 5.3.39 *Ensure responsible human interactions with nature by requiring* energy efficient and dark sky compliant lighting.
- 5.3.40 *Ensure responsible human interactions with nature by requiring* that Bareland Condominium developments have adequate servicing.
- 5.3.41 *Ensure the long term viability of the area by requiring* that all new lots have access to a roadway.

5.4 Country Residential Policy Area

Introduction

Country residential is the subdivision of rural lands to create multiple residential lots. The multi-lot country residential development to the east and south of the community of Sherwood Park and around Ardrossan, represents a historical residential growth pattern in Strathcona County. In order to provide an opportunity for residents wishing for a rural lifestyle, multi-lot country residential development will continue to be accommodated within the Country Residential Policy Area. The Country Residential Policy Area has an ample supply of land to accommodate demand for this type of development well into the future. The primary intent of this area is for single family residential development; however, some home based businesses may be considered. Existing agricultural operations contribute to the rural landscape and will continue to operate in the area. New multi-lot country residential development will conserve Regionally Significant Environmental Areas which will provide open space opportunities for area residents. In practicing environmental sustainability, all new multi-lot country residential subdivisions shall be municipally serviced with water and wastewater.

Goal

Strathcona County will strike a balance between providing opportunities for country residential living and respecting the natural and rural landscapes.

Objectives

Strathcona County's objectives are to ensure the Country Residential Policy Area:

1. Provides rural living opportunities;
2. Includes efficiently designed developments that occur in an orderly manner;
3. Retains and connects natural and rural landscapes; and
4. Balances incompatible land uses.

Policies:

Strathcona County will:

General

- 5.4.1 Ensure efficiently designed development by requiring a Country Residential Area Concept Plan.
- 5.4.2 Ensure development occurs in an orderly manner by requiring the Country Residential Area Concept Plan to provide direction on:
 - a) Area Structure Plan requirements;
 - b) transitioning and buffering;
 - c) agricultural and environmental impacts;
 - d) residential development and re-subdivision;
 - e) industry and energy;
 - f) commercial and tourism;
 - g) open space, community, recreation and schools;
 - h) transportation; and
 - i) utilities and stormwater management.

- 5.4.3 **Ensure** *the retention of the rural landscape by requiring* new major public services and schools which service the Country Residential Policy Area to locate in either the Urban Service Area or Ardrossan.

Residential

- 5.4.4 **Ensure** *development occurs in an orderly manner by requiring* new multi-lot Country Residential subdivision to occur only within the Country Residential Policy Area.
- 5.4.5 **Support** *rural living opportunities by considering* subdivision for multi-lot country residential development within the Country Residential Policy Area where the development meets the criteria set out in the Country Residential Area Concept Plan.
- 5.4.6 **Ensure** *the retention of the rural landscape by requiring* that the lot density for a proposed country residential subdivision complies with the existing Capital Region Density requirements for country residential.
- 5.4.7 **Support** *efficiently designed developments by considering* Country Residential Re-subdivision in accordance with the Country Residential Area Concept Plan where the proposed development:
- a) provides appropriate access;
 - b) is consistent with relevant density requirements and equitable distribution of lots;
 - c) respects the character of the existing subdivision; and
 - d) has appropriate levels of infrastructure.
- 5.4.8 **Ensure** *the retention of the rural landscape by requiring* that residential forms are limited to single dwellings and associated accessory buildings.

Commercial

- 5.4.9 **Support** *rural living opportunities by considering* home-based businesses in accordance with the Country Residential Area Concept Plan where the proposed development:
- a) does not negatively affect the existing multi-lot country residential neighbourhood; and
 - b) is limited to the residence and accessory buildings.
- 5.4.10 **Support** *rural living opportunities by considering* small scale, nature based tourism developments in accordance with the Country Residential Area Concept Plan where the proposed development:
- a) is a home based business;
 - b) is secondary to the primary residential use of a lot;
 - c) covers a small land area; and
 - d) has limited onsite environmental impacts which are mitigated.

Agriculture

- 5.4.11 **Ensure** *a balance between incompatible land uses by requiring* new multi-lot country residential developments to be designed to mitigate potential land use conflicts with adjacent land uses in other policy areas.
- 5.4.12 **Promote** *the retention of natural landscapes by encouraging* the continuation of agricultural uses within the County Residential Policy Area pursuant to the Country Residential Area Concept Plan.
- 5.4.13 **Support** *a balance of incompatible land uses by considering* the results of a minimum distance separation calculation as per the Agricultural Operations

Practices Act from existing confined feeding operations when reviewing subdivision and development applications.

- 5.4.14 **Ensure** *a balance between incompatible land uses by requiring* new confined feeding operations to locate outside of the Country Residential Policy Area.

Open Space, Local Community Services and Schools

- 5.4.15 **Ensure** *the connection of existing natural and rural landscapes by requiring* the dedication of municipal reserve as parks and trails for recreational opportunities to achieve all of the below in the following order of priority:
- fulfill the policies of the County's Trail Strategy, where applicable;
 - provide and connect open spaces within neighbourhoods;
 - connect open spaces between neighbourhoods; and
 - connect environmental reserves to open spaces.
- 5.4.16 **Promote** *the connection of natural and rural landscapes by encouraging* that municipal reserves are located in manner that are accessible to all residents within the development.
- 5.4.17 **Promote** *rural living opportunities by encouraging* new local community services where the proposed development:
- has appropriate levels of infrastructure;
 - considers community input; and
 - is consistent with the Country Residential Area Concept Plan and applicable Area Structure Plan.

Conservation

- 5.4.18 **Ensure** *the retention of natural landscapes by requiring* the dedication of environmental reserve or environmental reserve easement at the time of subdivision as identified through a biophysical assessment.
- 5.4.19 **Promote** *the retention of natural landscapes by encouraging* developments to retain the natural topography of a lot.
- 5.4.20 **Promote** *responsible human interactions with nature by encouraging* developments to retain tree stands where the trees:
- provide protection for watercourses or environmental features; or
 - are healthy, of a substantial size and provide biodiversity.
- 5.4.21 **Promote** *the retention of natural landscapes by encouraging* the retention of wetlands through integration with naturalized stormwater management facilities.

Industry and Energy

- 5.4.22 **Ensure** *a balance between incompatible land uses by requiring* new developments adjacent to existing oil and gas facilities to identify and mitigate nuisance impacts and risk concerns.
- 5.4.23 **Promote** *a balance between incompatible land uses by encouraging* new oil and gas facilities to locate outside of the Country Residential Policy Area.
- 5.4.24 **Ensure** *a balance between incompatible land uses by requiring* new developments adjacent to existing aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction with buffering, site orientation and other techniques.
- 5.4.25 **Promote** *a balance between incompatible land uses by encouraging* new aggregate resource extraction operations locate outside of the Country Residential Policy Area.

Transportation and Utilities

- 5.4.26 **Ensure** *efficiently designed development by requiring* that all new multi-lot country residential lots are serviced by municipal water and wastewater systems, with the exception of:
- a) first lot out of an unsubdivided quarter section; or
 - b) lots not required to be serviced by municipal wastewater systems as identified in the Country Residential Area Concept Plan.
- 5.4.27 **Ensure** *efficiently designed development by requiring* the developer of new multi-lot country residential lots to build and pay for infrastructure and services as required.
- 5.4.28 **Ensure** *efficiently designed development by requiring* that infrastructure is designed efficiently.
- 5.4.29 **Ensure** *the long term viability of the area by requiring* that all new lots have access to a roadway.

5.5 Heartland Policy Area

Introduction

The Heartland Policy Area is situated within a portion of Alberta's Industrial Heartland. This area is intended to accommodate different levels of industrial development, mainly heavy industrial, while conserving the environmentally significant areas including the North Saskatchewan River Valley. Intensities of industrial development are transitioned to ensure that conflicts between land uses within and adjacent to Strathcona County are minimized.

Goal

Strathcona County will provide opportunities for industrial uses while responsibly managing risk and conflicts between land uses.

Objectives

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

1. *Prioritizes industrial development;*
2. *Responsibly manages risks associated with industrial development;*
3. *Is viable over the long term; and*
4. *Conserves environmentally significant areas.*

Policies

Strathcona County will:

General

- 5.5.1 **Ensure** *the long term viability of the area by requiring* an Area Structure Plan for the Heartland Policy Area.
- 5.5.2 **Ensure** *the long term viability of the area by requiring* the Heartland Industrial Area Structure Plan to provide direction on:
 - a) risk management;
 - b) transitioning and buffering;
 - c) heavy industry;
 - d) light/medium industrial;
 - e) subdivision criteria;
 - f) pipelines;
 - g) agriculture;
 - h) environmental conservation;
 - i) transportation; and
 - j) utilities and stormwater management.
- 5.5.3 **Ensure** *responsible management of risks associated with industrial development by requiring* new major public services, local community services, and schools that service the Heartland Policy Area to locate in Josephburg, Ardrossan or the Urban Service Area.
- 5.5.4 **Ensure** *responsible management of risks associated with industrial development by requiring* safety, risk and environmental assessments are integral components of the industrial/energy development review process. A risk management approach that conforms to the County's cumulative risk assessment is to be utilized for establishing acceptable levels of risk;

- 5.5.5 **Ensure** *responsible management of risks associated with industrial development by requiring* that industry has programs in place to aid in reducing potential risk hazards including education programs.

Industry and Energy

- 5.5.6 **Promote** *the long term viability of the area by encouraging* industrial developments to locate within the Heartland Policy Area.
- 5.5.7 **Ensure** *the long term viability of the area by requiring* heavy industrial developments to locate within the Heartland Policy Area or the Industrial Heavy Policy Area.
- 5.5.8 **Ensure** *responsible management of risks associated with industrial development by requiring* that heavy industry meets minimum industrial risk standards that conforms to the County's cumulative risk assessment.
- 5.5.9 **Promote** *the long term viability of the area by encouraging* synergies between industrial developments.
- 5.5.10 **Ensure** the long term viability of the area by **requiring** that heavy industrial developments:
- have acceptable levels of risk;
 - are transitioned to incompatible land uses outside of the Heartland Policy Area;
 - prevents or mitigate impacts on Environmentally significant areas within and outside of the Heartland Policy Area
 - prevent or mitigate the nuisance impacts on land uses outside of the Heartland Policy Area;
 - have appropriate levels of infrastructure; and
 - are consistent with the Heartland Industrial Area Structure Plan.
- 5.5.11 **Ensure** *the long term viability of the area by requiring* that Light/Medium Industrial developments:
- are in close proximity to heavy industrial uses;
 - serve as a transition between heavy industrial uses and incompatible land uses outside of the Heartland Policy Area;
 - prevent or mitigate impacts on Environmentally significant areas;
 - prevent or mitigate the impact of nuisances on land uses outside of the Heartland Policy Area;
 - have appropriate levels of infrastructure; and
 - are consistent with the Heartland ASP.
- 5.5.12 **Ensure** *responsible management of risks associated with industrial development by requiring* that Strathcona County maintain a cumulative risk assessment for the Heartland Policy Area which includes information on:
- risk identification;
 - probability of an industrial accident;
 - consequence of an industrial accident; and
 - risk management.
- 5.5.13 **Support** *the long term viability of the area by considering* new aggregate extraction developments where the development is within an area that is deemed to have an acceptable level of industrial risk.
- 5.5.14 **Ensure** *the long term viability of the area by requiring* aggregate resource extraction operations to be carried out in accordance with an approved reclamation plan.

- 5.5.15 **Ensure** *the long term viability of the area by requiring* development permits for aggregate resource extraction to provide for the following:
- reclamation of the site to its former use;
 - conservation and storage of top soil;
 - designation of aggregate haul roads to reduce noise, excessive maintenance costs and dust problems; and
 - any additional information that is required for consideration of the development permit.

Commercial

- 5.5.16 **Promote** *the long term viability of the area by encouraging* large scale agricultural support services where the development:
- is in close proximity to the Agriculture Large Holdings Policy Area;
 - serves as a transition between heavy industrial uses and the Agriculture Large Holdings Policy Area;
 - mitigate impacts on Environmentally significant areas outside of the Heartland Policy Area;
 - mitigate the nuisance impacts on land uses outside of the Heartland Policy Area;
 - has appropriate levels of infrastructure; and
 - is consistent with the Heartland Industrial Area Structure Plan.
- 5.5.17 **Ensure** *the prioritization of industrial development by requiring* new tourism developments to locate outside of the Heartland Policy Area.

Agricultural

- 5.5.18 **Support** *the long term viability of the area by considering* interim extensive agricultural uses providing it will not preclude or infringe upon future industrial development.
- 5.5.19 **Support** *the long term viability of the area by considering* intensive agriculture and aquafarming uses within the Heartland Policy Area where the development utilizes synergies with industrial uses.
- 5.5.20 **Ensure** *the long term viability of the area by requiring* new confined feeding operations to locate outside of the Heartland Policy Area.

Conservation

- 5.5.21 **Ensure** *the conservation of Environmentally significant areas by requiring* the dedication of environmental reserve:
- as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural waterbody;
 - where the environmental feature is within an Environmentally Significant Area;
- 5.5.22 **Ensure** *responsible management of risks associated with industrial development by requiring* identification and mitigation of contaminated sites when:
- there is a change in use; or
 - there is a known contaminated site.

Open Space, Local Community Services and Schools

- 5.5.23 **Ensure** *the prioritization of industrial development by requiring* the dedication of municipal reserve as cash-in-lieu.

Residential

- 5.5.24 **Ensure** *responsible management of risks associated with industrial development by requiring* new residential development to locate outside of the Heartland Policy Area.

Transportation and Utilities

- 5.5.25 **Ensure** *the long term viability of the area by requiring* that industrial development has adequate servicing.
- 5.5.26 **Promote** *the long term viability of the area by encouraging* industrial developments to share infrastructure and right of ways.
- 5.5.27 **Ensure** *the long term viability of the area by requiring* a comprehensive transportation network within the Heartland Policy Area.
- 5.5.28 **Ensure** *long term viability by requiring* the developer to construct and pay for the full cost of infrastructure to facilitate their development.
- 5.5.29 **Ensure** *long term viability by requiring* a utility master plan and master drainage plan for the Heartland Policy Area.
- 5.5.30 **Ensure** *the long term viability of the area by requiring* that all new lots have access to a roadway.
- 5.5.31 **Ensure** *the long term viability of the area by requiring* the provision of options for pipeline access to industrial sites while maintaining optimal industrial development lands.

5.6 Hamlet Policy Area

Introduction

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

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

Goal

Strathcona County's Hamlets are attractive rural communities that collectively provide access to housing choices for all incomes and lifestyles as well as amenities and services to meet the day to day needs of hamlet residents and the wider rural area.

Objectives

Strathcona County's objectives are to ensure that collectively, Hamlets:

1. *Provide a range of services to meet the day to day needs of residents in the Rural Service Area;*
2. *Provide housing choices within the Rural Service Area for all incomes and lifestyles;*
3. *Achieve their full development potential and develop in an orderly manner;*
4. *Are viable over the long term;*
5. *Retain their rural character and natural landscapes; and*
6. *Provide connected and complete communities.*

Policies

Strathcona County will:

General

5.6.1 **Promote** hamlets in achieving their full development potential by **encouraging** community commercial developments within the Rural Service Area, to locate within hamlet boundaries.

- 5.6.2 *Ensure hamlets achieve their full development potential by requiring* hamlet type proposals to locate in existing hamlets as opposed to creating new hamlets.
- 5.6.3 *Ensure development occurs in an orderly manner by requiring* investment for Hamlets to be prioritized towards Growth Hamlets.
- 5.6.4 *Ensure the provision of a range of services by requiring* new major public services, local community services, and schools for the Rural Service Area to be located within Growth Hamlets.
- 5.6.5 *Promote a connected and complete community by encouraging* parks, local community services, major public services, schools and open space networks in Growth Hamlets to locate adjacent to, or in close proximity to, each other in order to facilitate the exchange of resources.

Growth Hamlets

General

- 5.6.6 *Ensure development occurs in an orderly manner by requiring* the Area Structure Plans for growth hamlets.
- 5.6.7 *Ensure development occurs in an orderly manner by requiring* Area Structure Plans for Growth Hamlets to provide direction on all of the following:
 - a) minimum greenfield residential density targets;
 - b) residential uses;
 - c) seniors and community housing;
 - d) community and business commercial;
 - e) major public services and local community services;
 - f) urban agriculture;
 - g) conservation;
 - h) parks, open space and recreation; and
 - i) transportation and utilities.
- 5.6.8 *Ensure a connected and complete community by requiring* that Growth Hamlet Area Structure Plans include Design Guidelines that define the scale and character of the community and include sections regarding:
 - a) re-development and infill;
 - b) compatible land uses;
 - c) sustainability;
 - d) accessibility;
 - e) safety;
 - f) buildings and public spaces;
 - g) active transportation;
 - h) culture and heritage; and
 - i) complete communities;
- 5.6.9 *Ensure the retention of rural character by requiring* Growth Hamlet Design Guidelines to be incorporated into land use bylaw zoning districts where applicable.

Growth

- 5.6.10 *Promote development occurring in an orderly manner by encouraging* investment for Growth Hamlets be prioritized towards Ardrossan.

- 5.6.11 **Support** *development occurring in an orderly manner by considering* the expansion of a boundary only when:
- a) there is a total of 25% unabsorbed lands within the planned area;
 - b) all lands could be absorbed within 5 years.
- Proposals will be evaluated on the following criteria:
- a) a market analysis completed by a qualified professional;
 - b) hamlet population limits;
 - c) fiscal impact;
 - d) infrastructure capacity;
 - e) servicing requirements;
 - f) represents orderly, appropriately sequenced development;
 - g) results of an agricultural impact assessment and biophysical assessment;
 - h) benefit to the community;
 - i) complete communities;
 - j) employment needs;
 - k) compatibility and integration with the existing Area Structure Plan; and
 - l) community input.
- 5.6.12 **Ensure** *the retention of rural character by requiring* that Josephburg and South Cooking Lake do not exceed the upper population limit in the range of approximately 1000-1500 residents.
- 5.6.13 **Ensure** *the retention of rural character by requiring* that Ardrossan does not exceed the upper population limit in the range of approximately 5000 - 6000 residents.
- 5.6.14 **Ensure** *the long term viability of Growth Hamlets by requiring* proposed *multi-lot* residential development located within 800 metres of an existing Growth Hamlet to receive approval on an amendment to the hamlet boundaries.

Residential

- 5.6.15 **Ensure** *the provision of housing choices for all incomes and lifestyles by requiring* the inclusion of a wide range of housing choices to meet all ages, lifestyles, social needs and income levels within a neighbourhood.
- 5.6.16 **Ensure** *the provision of housing choices for all incomes and lifestyles by requiring* all new neighbourhoods within Area Structure Plans to include medium density residential.
- 5.6.17 **Support** *Growth Hamlets in achieving their full development potential by considering* infill and redevelopment where the proposed development:
- a) has appropriate levels of infrastructure;
 - b) has adequate parking space and/or alternative modes of transportation such as transit, mobility bus service or ride share;
 - c) mitigates potential issues with adjacent land uses; and
 - d) is consistent with the applicable hamlet design guidelines and Area Structure Plan.
- 5.6.18 **Promote** *the provision of housing choices for all incomes and lifestyles by encouraging* the inclusion of community housing within Growth Hamlets.

Commercial

- 5.6.19 **Ensure** *the provision of a range of services by requiring* all new neighbourhoods to include community or business commercial.
- 5.6.20 **Ensure** *the provision of a range of services by requiring* new community commercial developments to:
- serve the day to day commercial needs;
 - be accessible by active transportation;
 - have appropriate levels of infrastructure; and
 - be consistent with the applicable hamlet design guidelines and Area Structure Plan.
- 5.6.21 **Promote** *Growth Hamlets in achieving their full development potential by encouraging* community commercial within the Rural Service Area to locate within Growth Hamlet boundaries.
- 5.6.22 **Support** *Growth Hamlets in achieving their full development potential by considering* community commercial which:
- take advantage of both highway and local traffic to provide a good or service to the larger regional market;
 - serve the day to day community commercial or business commercial needs of the community;
 - is accessible by multiple modes of transportation;
 - has appropriate levels of infrastructure; and
 - is consistent with the applicable hamlet design guidelines and Area Structure Plan.

Open Space

- 5.6.23 **Promote** *a range of services to meet day to day needs of residents by encouraging* public agriculture and edible landscapes through integration with landscaping standards.
- 5.6.24 **Ensure** *a range of services to meet day to day needs of residents by requiring* the development of different sizes and types of parks within a neighbourhood to meet the need of all residents.
- 5.6.25 **Ensure** *a connected and complete community by requiring* that a Park Master Plan be prepared for redevelopments occurring on existing park space.
- 5.6.26 **Ensure** *a connected and complete community by requiring* all residents to be within five minute walk (400m) of a park or trail access point.
- 5.6.27 **Ensure** *a connected and complete community by requiring* the provision of well-designed open spaces that:
- are accessible by multiple modes of transportation for people of all ages and abilities;
 - allow for passive and active recreation and cultural activities that serve a diverse population;
 - are located on highly visible lots with significant street frontage;
 - are located adjacent to environment reserve, where possible;
 - are accessible and usable year round where applicable; and
 - are consistent with the applicable hamlet design guidelines and Area Structure Plan.

- 5.6.28 **Ensure** *a connected and complete community by requiring* the provision of connected pathways and trails which provide:
- a) linkages between residential areas and significant recreational, school schools and commercial destinations;
 - b) connection to, or within, regional trail systems; and
 - c) scenic routes within attractive natural landscapes.

Conservation

- 5.6.29 **Ensure** *the retention of the natural landscape by requiring* the dedication of environmental reserve or environmental reserve easement at the time of subdivision as identified through a biophysical assessment.
- 5.6.30 **Promote** *the retention of the natural landscape by encouraging* developments to retain the natural topography of a lot.
- 5.6.31 **Promote** *the retention of the natural landscape by encouraging* developments to retain tree stands where the trees:
- a) provide protection for watercourses or environmental features; or
 - b) are healthy, of a substantial size and provide biodiversity.
- 5.6.32 **Promote** *the retention of the natural landscape by encouraging* the retention of wetlands through integration with naturalized stormwater management facilities.

Local Community Services

- 5.6.33 **Promote** *a connected and complete community by encouraging* new community and seniors housing developments to locate in close proximity to new or planned:
- a) transit controlled locations;
 - b) major public services which include major community services; and
 - c) community commercial areas.
- 5.6.34 **Promote** *a connected and complete community by encouraging* the provision of well-designed local community services that:
- a) are accessible by multiple modes of transportation for people of all ages and abilities;
 - b) provide a range of services within a single site;
 - c) are located on highly visible lots with significant street frontage; and
 - d) are consistent with the applicable hamlet design guidelines and Area Structure Plan.

Schools

- 5.6.35 **Promote** *the evolution of complete communities by encouraging* the integration of urban agriculture into school site planning.
- 5.6.36 **Promote** *a connected and complete community by encouraging* schools, where possible, to locate in areas that ensure most residents live within 800 metres (10 minute walk) of a school.
- 5.6.37 **Promote** *a range of services to meet day to day needs of residents by encouraging* the joint use of municipal facilities with school boards.
- 5.6.38 **Promote** *a connected and complete community by encouraging* intergeneration activities through the co-location of seniors housing and school sites.
- 5.6.39 **Promote** *a connected and complete community by encouraging* that school sites:
- a) be located in a central area of a neighbourhood;
 - b) avoid barriers to accessibility including railroads and major roads, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
 - c) front onto at least two streets;

- d) be connected to pedestrian walkways and active transportation corridors;
- e) implement traffic calming at adjacent crossings;
- f) be accessible from all sides;
- g) contain an outdoor learning area for classes, events and independent study;
- h) be highly visible;
- i) contain ample bike parking;
- j) consider potential expansion areas; and
- k) offer separate traffic lanes.

Major Public Services

- 5.6.40 **Ensure** *a connected and complete community by requiring* that a Park Master Plan be prepared for new Regional Parks.
- 5.6.41 **Ensure** *a connected and complete community by requiring* that a Park Master Plan be prepared for new Regional Parks.
- 5.6.42 **Promote** *a connected and complete community by encouraging* major public services to locate in close proximity to schools, local community services, commercial areas and residential development.
- 5.6.43 **Promote** *a connected and complete community by encouraging* that major public services:
 - a) be located in a central area of a neighbourhood;
 - b) provide a range of services where possible;
 - c) avoid barriers to accessibility including railroads and major roads, where barriers cannot be avoided mitigation measures should be taken to enhance accessibility;
 - d) front onto at least two streets;
 - e) be connected to pedestrian walkways and active transportation;
 - f) implement traffic calming at adjacent crossings;
 - g) be accessible from all sides;
 - h) contain or be adjacent to an outdoor gathering space where possible;
 - i) be highly visible;
 - j) contain ample bike parking where applicable; and
 - k) consider potential expansion areas.

Transportation and Utilities

- 5.6.44 **Ensure** *the long term viability of Growth Hamlets by requiring* that new developments connect to municipal water and sewer services.
- 5.6.45 **Support** *the long term viability of Growth Hamlets by considering* the provision of multi-modal connectivity including transit to the Growth Hamlets, possibly through development of small-scale mobility hubs or parks and rides where the need has been identified within the Integrated Transportation Master Plan or Transit Master Plan.
- 5.6.46 **Ensure** *a connected and complete community by requiring* a modified grid pattern of streets and trails as opposed to traditional cul-de-sacs within new neighbourhoods.
- 5.6.47 **Ensure** *a connected and complete community by requiring* infrastructure for active transportation within new neighbourhoods.
- 5.6.48 **Promote** *a connected and complete community by encouraging* opportunities for active transportation within existing neighbourhoods.
- 5.6.49 **Ensure** *the long term viability of Growth Hamlets by requiring* the developer to construct and pay for the full cost of infrastructure to facilitate their development.

5.6.50 **Support** *the long term viability of Growth Hamlets by considering* the use of low impact development technique in growth hamlets.

Small Hamlets

Growth

5.6.51 **Ensure** *the retention of rural character by requiring* that Small Hamlets do not exceed the upper population limit in the range of approximately 500 – 750 residents.

5.6.52 **Ensure** *the retention of rural character by requiring* new Small Hamlet development to occur within the existing boundary of a Small Hamlet as opposed to expanding a boundary.

Residential

5.6.53 **Support** *the provision of housing choices for all incomes and lifestyles by considering* the inclusion of a wide range of housing choices to meet all ages, lifestyles, social needs and income levels where servicing and infrastructure is sufficient.

Commercial

5.6.54 **Support** *the provision of a range of services by considering* community commercial developments where the proposed development:

- a) serves the day to day community commercial or business commercial needs;
- b) has appropriate levels of infrastructure; and
- c) is consistent with the applicable Area Structure Plan.

Open Space

5.6.55 **Promote** *a range of services to meet day to day needs of residents by encouraging* public agriculture and edible landscapes through integration with landscaping standards.

5.6.56 **Promote** *a connected and complete community by encouraging* the provision of connected pathways and trails to, or within, regional trail systems support by Strathcona County's Trails Strategy.

5.6.57 **Ensure** *a connected and complete community by requiring* that a Park Master Plan be prepared for developments occurring on existing park space.

Conservation

5.6.58 **Ensure** *the retention of the natural landscape by requiring* the dedication of environmental reserve or environmental reserve easement at the time of subdivision as identified through a biophysical assessment.

5.6.59 **Promote** *the retention of the natural landscape by encouraging* developments to retain the natural topography of a lot.

5.6.60 **Promote** *the retention of the natural landscape by encouraging* developments to retain tree stands where the trees:

- a) provide protection for watercourses or environmental features; or
- b) are healthy, of a substantial size and provide biodiversity.

5.6.61 **Promote** *the retention of the natural landscape by encouraging* the retention of wetlands through integration with naturalized stormwater management facilities.

Transportation and Utilities

- 5.6.62 **Ensure** *the long term viability of Small Hamlets* by **requiring** the provision of servicing appropriate for the scale of the development and consistent with the applicable Area Structure Plan.
- 5.6.63 **Promote** *a connected and complete community* by **encouraging** opportunities for active transportation within existing hamlet boundaries.
- 5.6.64 **Ensure** *the long term viability of Small Hamlets* by **requiring** the developer to construct and pay for the full cost of infrastructure to facilitate their development.

5.7 Local Employment Policy Area

Introduction

The Local Employment Policy area is planned as a future local employment area for Strathcona County. Future planning will further define the concept for the area.

Goal

Strathcona County will provide opportunities for Local Employment.

Objectives

Strathcona County's objectives are to ensure that the Local Employment Policy Area:

1. *Provides opportunities for local employment;*
2. *Retains the natural landscape; and*
3. *Is viable over the long term.*

Policies

Strathcona County will:

General

- 5.7.1 **Ensure** *the long term viability of the area by requiring* the completion of an Area Concept Plan for the Local Employment Policy Area.
- 5.7.2 **Ensure** *the long term viability of the area by requiring* new local community services, and schools that service the Local Employment Policy Area to locate in Ardrossan or the Urban Service Area.
- 5.7.3 **Ensure** *the long term viability of the area by requiring* the Local Employment Area Concept Plan to provide direction on:
 - a) area structure plan requirements;
 - b) transitioning and buffering;
 - c) commercial;
 - d) light/medium industrial;
 - e) Public services;
 - f) subdivision criteria;
 - g) agriculture;
 - h) environmental conservation;
 - i) open space linkages;
 - j) transportation; and
 - k) utilities and stormwater management.

Industry and Energy

- 5.7.4 **Support** *opportunities for local employment considering* light and medium Industrial developments within the Local Employment Policy Area where the development has completed and received Council approval on an Area Structure Plan for the entire quarter section which is consistent with an approved area concept plan.

Commercial

5.7.5 **Support** *opportunities for local employment* **considering** commercial developments within the Local Employment Policy Area where the development has completed and received Council approval on an Area Structure Plan for the entire quarter section which is consistent with an approved area concept plan.

Agricultural

5.7.6 **Support** *the long term viability of the area* by **considering** interim extensive agricultural uses providing it will not preclude or infringe upon future commercial or industrial development.

5.7.7 **Support** *the long term viability of the area* by **considering** a publically owned and operated agri-tourism facility within the Local Employment Policy Area.

Conservation

5.7.8 **Ensure** *the retention of natural landscapes* by **requiring** the dedication of environmental reserve or environmental reserve easement at the time of subdivision as identified through a biophysical assessment.

5.7.9 **Promote** *the retention of natural landscapes* by **encouraging** developments to retain the natural topography of a lot.

5.7.10 **Promote** *the retention of the natural landscape* by **encouraging** developments to retain tree stands where the trees:

- a) provide protection for watercourses or environmental features; or
- b) are healthy, of a substantial size and provide biodiversity.

5.7.11 **Promote** *the retention of natural landscapes* by **encouraging** the retention of wetlands through integration with naturalized stormwater management facilities.

Open Space, Local Community Services and Schools

5.7.12 **Ensure** *opportunities for local employment* **requiring** the dedication of municipal reserve in the following forms;

- a) as cash-in-lieu; or
- b) as land only where the land is needed to provide the desired linkages within the County's Trails Strategy.

Residential

5.7.13 **Ensure** *opportunities for local employment* **requiring** new residential development to locate outside of the Local Employment Policy Area.

Transportation and Utilities

5.7.14 **Ensure** *the long term viability of the area* by **requiring** that a comprehensive transportation network be established for the area.

5.7.15 **Ensure** *the long term viability of the area* by **requiring** that a comprehensive utility network be established for the area.

5.7.16 **Ensure** *long term viability* by **requiring** the developer to construct and pay for the full cost of infrastructure to facilitate their development.

5.8 Rural/Urban Transition Policy Area

Content TBD

5.9 Transportation/Utility Corridor

Introduction

A multi-purpose transportation/utility corridor has been designated within Strathcona County to accommodate crude oil pipelines, natural gas pipelines, product pipelines, water lines, wastewater mains, telecommunication sites, a road network and other utilities. Through the provincial designation of this corridor, the fragmentation of land is minimized and the integrity of the commodities transported within the corridor is maintained.

Goal

Strathcona County will protect the Transportation/Utility Corridor for infrastructure purposes.

Objectives

Strathcona County's objectives are to ensure that the Transportation/Utility Corridor:

1. *Is protected for infrastructure purposes.*

Policies

Strathcona County will:

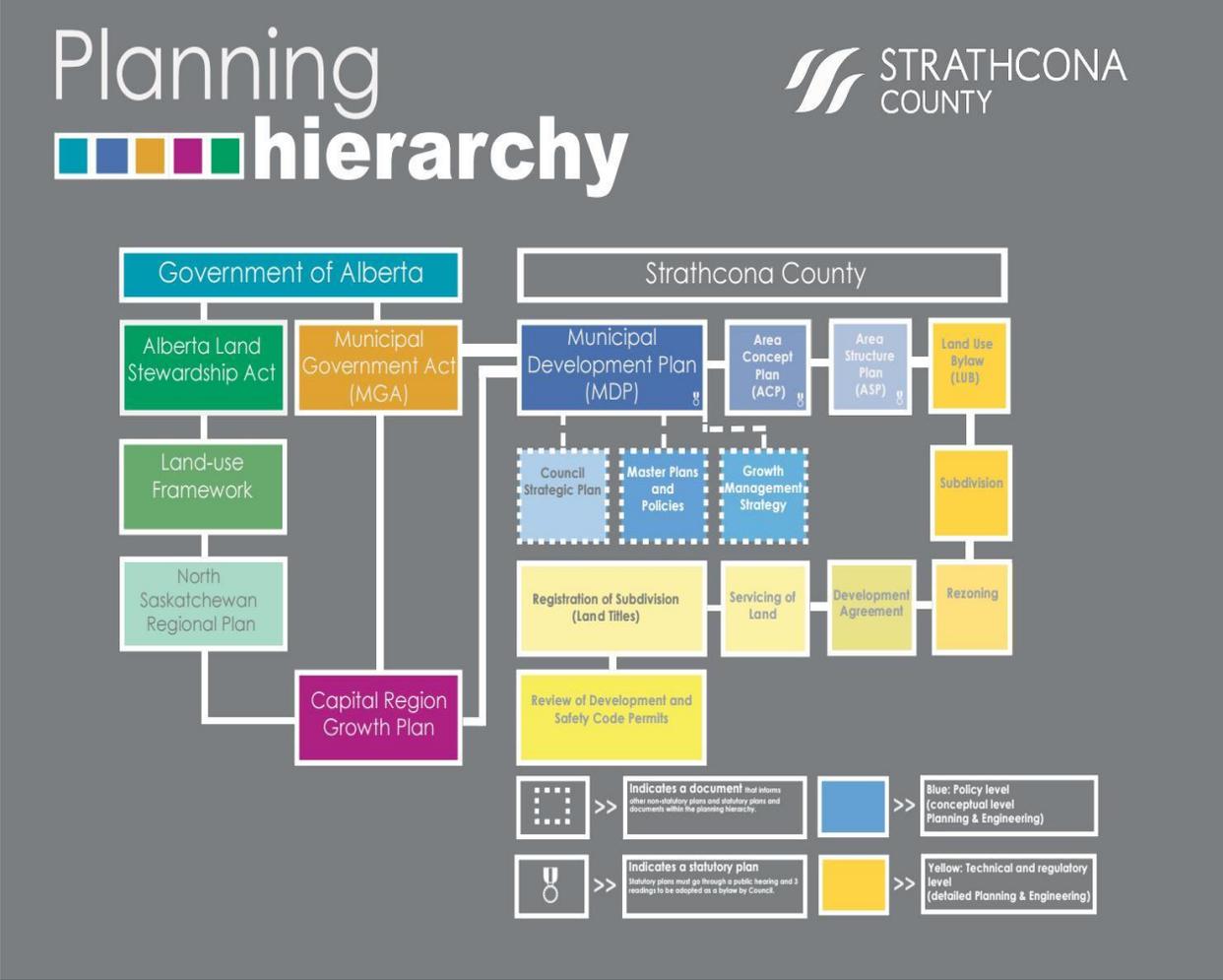
General

- 5.9.1 **Ensure** the Transportation/Utility Corridor is protected for infrastructure purposes by **requiring** the protection of the Transportation/Utility Corridor for infrastructure purposes.

6. Implementation and Review

Introduction

The primary function of a Municipal Development Plan is to provide direction, through policies, that guide long-term development contained in both statutory and non-statutory documents, such as Area Concept Plans, Area Structure Plans and Area Redevelopment Plans.



All municipal documents and corporate actions need to reflect the intent of the plan. Implementation is promoted through the understanding and cooperation of citizens, developers and relevant agencies.

Factors that affect land use, economic development, social and environmental sustainability and the provision of municipal services are constantly changing. Therefore, the Municipal Development Plan will continue to be monitored, periodically reviewed and amended as required, in order to ensure the policies remain relevant as Strathcona County continues to evolve.

6.1 Transition

The following policies provide direction on the transition from current bylaw to this bylaw.

- 6.1.1 Where the existing Land Use Bylaw zoning policies for a lot conflict with the policies within this plan and the lot is within an approved Area Structure Plan or conceptual scheme, development may proceed as per the existing Land Use Bylaw zoning and applicable Area Structure Plan or conceptual scheme.
- 6.1.2 Where the existing Land Use Bylaw zoning policies for a lot conflict with the policies within this plan and the lot does not fall under an approved Area Structure Plan or Conceptual Scheme, development must comply with this plan.
- 6.1.3 Where a bylaw to approve an Area Structure Plan, Area Structure Plan Amendment or Land Use Bylaw amendment has been deemed complete, prior to the date on which this Municipal Development Plan is adopted, and where the Area Structure Plan, Area Structure Plan amendment or Land Use Bylaw amendment does not comply with this Municipal Development Plan, Council may proceed with readings and adoption of the bylaw in accordance with Municipal Development Plan Bylaw 1-2007, provided that final adoption occurs no later than two (2) years from the date on which this Municipal Development Plan is adopted.
- 6.1.4 Where a conceptual scheme has been adopted or has been submitted and is deemed complete within five (5) years prior to the adoption of this Municipal Development Plan and where the conceptual scheme does not comply with this Municipal Development Plan, Council may proceed with adoption and/or implementation of the conceptual scheme in accordance with Municipal Development Plan Bylaw 1-2007 provided that adoption of the conceptual scheme by resolution and final reading of an associated Land Use Bylaw amendment occurs no later than two (2) years from the date on which this Municipal Development Plan is adopted. Where the associated Land Use Bylaw amendment is not approved within two (2) years from the date on which this Municipal Development Plan is adopted the conceptual scheme and any applicable reading of the Land Use Bylaw amendment will be rescinded.
- 6.1.5 Conceptual schemes adopted more than five (5) years prior to the adoption of this Municipal Development Plan that do not comply with this plan and do not have Land Use Bylaw zoning at the time of adoption of this plan shall be rescinded.
- 6.1.6 Area Structure Plans adopted prior to the date of adoption of this Municipal Development Plan shall follow the policy direction of this document wherever possible;
- 6.1.7 Where an application for subdivision has been deemed complete prior to the date on which this Municipal Development Plan is adopted, and where the proposal does not comply with this Municipal Development Plan, the approving authority may proceed with approval of the subdivision in accordance with Municipal Development Plan Bylaw 1-2007, provided that the approval occurs no later than six (6) months from the date on which this Municipal Development Plan is adopted. The approving authority must not grant any extensions to the one (1) year approval period for any subdivision approvals under this clause.

6.2 Review

The following policy provides direction when this bylaw will be reviewed.

- 6.2.1 Strathcona County will review the need for an update to the MDP every 5 years.
- 6.2.2 Minor amendments will be completed as needed. At a minimum, amendments shall follow the public consultation and referral requirements of the Municipal Government Act.

6.3 Implementation Items

The items listed below are actions required to implement the policies of this plan. Each has been assigned approximate time duration which is the time from commencement of task to completion of task. Task durations include the following:

- Short 1-6 months
- Moderate 6-12 months
- Long >12 months

Topic	Policy Area	Implementation Item	Justification	Task Duration
Land Use Bylaw	General	Update the Land Use Bylaw to ensure consistency with MDP.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Long
		Update the Land Use Bylaw to remove references to conceptual schemes for Agricultural Land Use Districts.	Increased direction on subdivision eliminates the need for conceptual schemes.	Short
		Complete standards for prevention and mitigation of risks adjacent to rail lines in the Land Use Bylaw.	Prevention and mitigation of risks adjacent to rail lines is required.	Moderate
		Update the definitions of the Land Use Bylaw to ensure consistency with the MDP.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Short
		Update the Land Use Bylaw to include small scale tourism as uses within appropriate districts.	Consideration is given to small scale tourism. Small scale tourism is not an existing use under the Land Use Bylaw.	Short
		Complete a land use district for the purposes of medium and large scale tourism.	Consideration is given to medium and large scale tourism. There is not an existing land use zone for these uses.	Moderate
	Hamlets	Review the need for amendments to the existing Small Hamlet Boundaries.	Growth has been prioritized in Growth Hamlets. The boundaries of Small Hamlets should be reassessed to ensure that hamlet development demand is not being absorbed in Small Hamlets.	Long

Land Use Bylaw				
		Update uses in Hamlet Land Use Districts to ensure compatibility with the Growth Hamlet and Small Hamlet Policy Areas.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Moderate
	Agriculture Large Holdings	Complete a district specific to the Agriculture Large Holdings Policy Area.	The current Land Use Bylaw has an agricultural general zoning that is applied throughout the rural areas. In order to achieve the objectives of the Agriculture Large Holdings Policy Area an agriculture zoning tailored to this area is required.	Moderate
	Agriculture Small Holdings	Complete a district specific to the Agriculture Small Holdings Policy Area.	The current Land Use Bylaw has an agricultural general zoning that is applied throughout the rural areas. In order to achieve the objectives of the Agriculture Small Holdings Policy Area an agriculture zoning tailored to this area is required.	Moderate
	Country Residential	Update the Land Use Bylaw to remove High Density Country Residential Districts.	The Capital Region Board requires that density be limited to 50 lots per quarter section in the County Residential Policy Area.	Short
	Country Residential	Update Land Use Bylaw to provide increased consideration for re-subdivision of Country Residential.	Consideration is given to re-subdivision of existing lots.	Short
	Beaver Hills	Complete a land use district for medium and large scale seasonal recreational resorts.	Increased consideration is given to seasonal recreational resorts. There is not an existing land use zone for these uses.	Moderate
	Beaver Hills	Complete a district specific to the Beaver Hills Policy Area.	The current Land Use Bylaw has an agricultural general zoning that is applied throughout the rural areas. In order to achieve the objectives of the Beaver Hills Policy Area an agriculture zoning tailored to this area is required.	Moderate

	Urban Service Area	Update the Land Use Bylaw to include land use districts which allow for the mixed-use development as described within the Sherwood Park Urban Service Area.	The current Land Use Bylaw does not include a mixed-use zone suitable to accomplish the policies of the Urban Service Area.	Long
Area Concept Plans	Country Residential	Update the Country Residential Area Concept Plan to reflect the changes in the Local Employment Policy Area.	Select lots south of the railway tracks have been removed from the Country Residential Policy Area and placed under the Local Employment Policy Area to better suite their current zoning and uses.	Short
		Update the Country Residential Area Concept Plan to remove high density.	The Capital Region board requires that density be limited to 50 lots per quarter section in the County Residential Policy Area.	Short
		Update the Country Residential Area Concept Plan to encourage re-subdivision.	Increased consideration is given to re-subdivision of existing lots.	Moderate
		Update the Country Residential Area Concept Plan to match the criteria set out in the MDP for the Country Residential Area Concept Plan (CRACP).	Requirements have been established regarding the CRACP.	Moderate
		Update the Country Residential Area Concept Plan to ensure consistency with this Municipal Development Plan.	The CRACP requires alignment with this document. Updates are required to ensure consistency.	Moderate
	Urban Service Area	Complete the Bremner Area Concept Plan (BACP).	Requirements have been established regarding the BACP.	Long
	Standards and Studies	Hamlets	Review landscaping standards to integrate public agriculture and edible landscapes in Hamlets.	Public agriculture and edible landscapes are encouraged.
Review the need for multi-modal connectivity including transit to Growth Hamlets, possibly through development of small-scale mobility hubs and park and rides.			Consideration is given to multimodal connectivity to hamlets. A review is required to assess the need and feasibility.	Moderate

Standards and Studies

	Update the Design and Construction Standards to require a modified grid pattern of streets and trails as opposed to traditional cul-de-sacs within Growth Hamlets.	Modified grid patterns are required in Growth Hamlets.	Long
	Complete Servicing Master Plans and identify the required infrastructure to facilitate growth in Growth Hamlets.	Servicing Master Plans are required in Growth Hamlets.	Long
Beaver Hills	Complete Design and Construction Standards for seasonal recreational resorts.	Consideration has been given to Seasonal Recreational Resorts. Seasonal Recreational Resorts have not been previously considered within County Design and Construction Standards.	Long
	Review the need for an update to Strathcona County's cumulative risk assessment for the Heartland Policy Area every five years.	Maintenance of a cumulative risk assessment is required.	Short
Heartland	Complete a Transportation Network Study for the Heartland Policy Area.	A Transportation Network Study for the Heartland Policy Area is required.	Long
	Complete a Master Drainage Plan for the Heartland Policy Area	A Master Drainage Study for the Heartland Policy Area is required.	Long
	Complete a Master Utility Plan for the Heartland Policy Area	A Master Utility Plan for the Heartland Policy Area is required.	Long
	Review landscaping standards to integrate public agriculture, native vegetation, compost and edible landscapes in urban areas.	Public agriculture, native vegetation, compost and edible landscapes are encouraged.	Moderate
Urban Service Area	Review Design and Construction standards to encourage Transit Oriented Development techniques.	Transit oriented development techniques are encouraged within areas of the Urban Service Area.	Long
	Review Design and Construction standards to encourage compact forms.	Compact forms are encouraged within areas of the Urban Service Area.	Long
	Review Design and Construction standards to	Walkability is encouraged within the Urban Service	Long

Standards and Studies		encourage walkability.	Area.	
	Transportation	Review the need for an update to Strathcona County's Transportation Master Plan to ensure alignment with this plan.	The Transportation Master Plan requires alignment with this document. Updates are required to ensure consistency.	Long
		Reduce Parking Requirements in the Urban Center and the Compact Development Area.	Reduce parking requirements are encouraged within areas of the Urban Service Area.	Moderate
		Review the need for active transportation connections between tourism opportunities.	Consideration is given to active transportation connections between tourism opportunities.	Long
Programs	Conservation	Complete programs highlighting the importance of Environmentally significant areas and the Beaver Hills Biosphere.	Programs highlighting the importance of environmentally significant areas and the Beaver Hills Biosphere are encouraged.	Moderate
		Complete the Climate Change Resiliency Plan.	Programs increasing the County's climate change resiliency are encouraged.	Long
		Complete the Biodiversity Conservation Plan.	Programs increasing conservation of the County's biodiversity are encouraged.	Long
		Incentive program for green building.	Green building is encouraged throughout the county.	Long
	Heavy Industrial/ Heartland Policy Areas	Complete a formal industrial partner engagement program.	Require that industry has programs in place to aid in reducing potential risk hazards including education programs.	Long
		Complete a comprehensive industrial inspection Program.	Require that industry has programs in place to aid in reducing potential risk hazards including education programs.	Long
		Complete a community emergency response plan.	Require that industry has programs in place to aid in reducing potential risk hazards including education programs.	Long

Inclusionary Housing	Hamlets	Complete an Inclusionary Housing Program for Growth Hamlets.	Inclusionary housing is encouraged within Growth Hamlets.	Long
	Urban Service Area	Complete an Inclusionary Housing Program for Sherwood Park Urban Service Area.	Inclusionary housing is encouraged or considered within areas of the Urban Service Area.	Long
Design Guidelines	Hamlets	Complete the development of Growth Hamlet Design Guidelines.	Design Guidelines are required for Growth Hamlets.	Long
	Urban Service Area	Complete the development of Urban Design Guidelines.	Design Guidelines are required to implement the policies of the Urban Service Area.	Long
		Complete the development of School Site design Guidelines	School sites are encouraged to meet site selection criteria.	Long
Area Structure Plans	General	Update applicable Area Structure Plans to ensure consistency with this MDP.	The Land Use bylaw requires alignment with this document. Updates are required to ensure consistency.	Long
		Review the locations of potential school sites within Area Structure Plans.	School sites are encouraged to meet site selection criteria.	Moderate
	Hamlets	Review the need for the completion of new Area Structure Plans or update of existing Area Structure Plans in each hamlet.	County Area Structure Plans require alignment with this document. Updates are required to ensure consistency.	Moderate
		Update Growth Hamlet Area Structure Plans following the completion of servicing master plans.	School sites are encouraged to meet site selection criteria.	Moderate
		Update Growth Hamlet Area Structure Plans to following completion of design guidelines.	Design Guidelines are required for Growth Hamlets.	Short
		Update Growth Hamlet Area Structure Plan(s) to include policies regarding transit if transit becomes available in the future.	Consideration is given to multimodal connectivity to hamlets.	Moderate

		Review the need for amendments to the existing Small Hamlet Boundaries.	Growth has been prioritized in Growth Hamlets. The boundaries of small hamlets should be reassessed to ensure that hamlet development demand is not being absorbed in small hamlets.	Long
Municipal Development Plan	Hamlets	Review the need for amendments to the existing Small Hamlet Boundaries.	Growth has been prioritized in Growth Hamlets. The boundaries of small hamlets should be reassessed to ensure that hamlet development demand is not being absorbed in small hamlets.	Long
Policy / Processes	General	Complete guidelines for Agricultural Impact Assessments within the County.	An AIA is required for new growth areas. There are no existing County guidelines AIAs.	Long
	Beaver Hills	Complete a process for conservation subdivisions.	Consideration is given to conservation subdivisions. This type of subdivision does not currently have a process.	Moderate
	Conservation	Update the Strathcona County Wetland Conservation Policy to ensure alignment with provincial legislation.	Provincial legislation is being updated. A Wetland Conservation Policy in alignment with the provincial legislation is required.	Moderate
		Update the County's environmental reserve, municipal reserve, conservation easement policies and any other environmental policies to ensure consistency with this plan.	Adjustments have been regarding how reserves are required in rural areas. Updates are required to ensure consistency.	Moderate
Growth Management	Complete and maintain a statutory plan policy which contains a terms of reference for statutory plans that is consistent with this plan and the Capital Region Board Growth plan.	Requirements for statutory plans have been established.	Long	

	Urban Service Area	Complete and maintaining a Redevelopment Plan policy which contains a terms of reference for redevelopment plans that is consistent with this plan.	Requirements for area redevelopment plans have been established.	Long
		Complete a policy regarding the requirements of Parks Master Plans.	Parks Master Plans are required for redevelopment of parks.	Long
Conceptual Schemes	General	Complete a rescinding of existing conceptual schemes that were adopted more than five (5) years prior to the adoption of this plan and do not have zoning under the Land Use Bylaw.	Conceptual schemes that were adopted more than five (5) years prior to the adoption of this plan and do not have zoning under the Land Use Bylaw require rescinding.	Moderate
		Complete a rescinding of existing conceptual schemes that are adopted within five (5) prior to the adoption of this plan and do not have zoning under the Land Use Bylaw within two years following of the adoption of this plan.	Conceptual schemes that are adopted within five (5) prior to the adoption of this plan and do not have zoning under the Land Use Bylaw within two years following of the adoption of this plan require rescinding.	Moderate
Area Redevelopment Plans	Urban Service Area	Update the existing Centre in the Park Redevelopment plan to ensure consistency with this plan.	County Area Redevelopment Plans require alignment with this document. Updates are required to ensure consistency.	Long
		Review the need for Area Redevelopment plans throughout the Urban Service Area.	Area Redevelopment Plans are required to meet the policies of the urban service area.	Long
		Establish Redevelopment levies where required.	Developers are required to pay for infrastructure cost required for redevelopment.	Long

7. Definitions



Absorbed Land: Those lands that are ready for residential, commercial or industrial development from a planning approvals perspective (i.e., lands that are “shovel-ready” where the zoning is in place and the subdivision has been registered). This includes zoned and subdivided lands that are already developed.*

Acceptable Levels of Risk: An annual probability of a fatality of an individual of one in a million.

Accessible: Able to be reached or entered by individuals of various physical abilities, with regard to services or destinations. May also refer to facilities designed to accommodate people with disabilities. In reference to a site, may refer to the provision of direct or indirect access points from adjacent land or roads or to the relative ease of reaching the site using different modes of transportation.

Active Transportation: 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.*

Aggregate Extraction: means the quarrying, primary processing (crushing, washing, separating), removal and off-site sale of raw materials including sand, gravel, clay, marl, earth or mineralized rock found on or under the site. Typical uses include but are not limited to quarries, borrow areas, and gravel pits (site preparation and reclamation). This does not include the processing of raw materials transported to the site.

Agricultural Impact Assessment (AIA): An assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area. The assessment describes the proposed development, the on-site and surrounding land uses, and the physical and socio-economic components of the agricultural resource bases; identifies the direct and indirect impacts of the proposed development on existing agricultural operations and on the flexibility of the area to support different types of agriculture; considers mitigation measures for reducing any adverse impacts; considers compensation such as the provision of agricultural protection easements; and makes recommendations in that regard. It has consideration for the cumulative effects of other potential development.*

Agricultural Land: Land use in which agriculture is either a permitted or discretionary use under a municipal land use bylaw or Metis settlement in which the land is situated or is permitted pursuant to Section 643 of the Municipal Government Act (MGA); land that is subject to an approval, registration or authorization; or land described in an Alberta Land Stewardship Act (ALSA) regional plan, or in a conservation easement, conservation directive or Transfer Development Credits (TDC) scheme as those terms are defined in the ALSA, that is protected, conserved or enhanced as agricultural land or land for agricultural purposes (as defined by Government of Alberta Agricultural Operation Practices Act).*

Agricultural Operations: The growing, raising, managing and /or sale of livestock (cattle, pigs, sheep, horses, game animals, poultry (hens, chickens, turkeys, chicks, game birds, other poultry), crops (hay, field crops, tree fruits or nuts, berries or grapes, vegetables, seed), foods or other agricultural products (e.g., trees, greenhouse or nursery products, mushrooms, sod, honey), horticulture and agri-food related value added enterprises including education, motivated either by profit or lifestyle.

Agricultural Resources: The land and on-farm buildings, equipment, processing and handling facilities and agribusiness activities that contribute to the production, preparation and marketing of crops, livestock and livestock products as a commercial enterprise.*

Agricultural Support Services: Commercial developments which core functions support or aid agricultural producers in their operations.

Agriculture: The growing, raising, managing and /or sale of livestock (cattle, pigs, sheep, horses, game animals, poultry (hens, chickens, turkeys, chicks, game birds, other poultry), crops (hay, field crops, tree fruits or nuts, berries or grapes, vegetables, seed), foods or other agricultural products (e.g., trees, greenhouse or nursery products, mushrooms, sod, honey), horticulture and agri-food related value added enterprises.

Airshed: A geographic area that experiences similar air quality because of emissions, topography and meteorology.*

Alberta's Industrial Heartland: The area that has been identified as one of several Canadian sites deemed to have excellent potential for eco-industrial development. This area includes land within the municipalities of Strathcona County, the City of Fort Saskatchewan, Sturgeon County, City of Edmonton and Lamont County.

Ambient Air Quality: The quality of outdoor air existing in our surrounding environment. It is typically measured near ground level, away from direct sources of pollution.*

Approximate: Almost correct or exact; close in value or amount but not precise. For example 19.5 acres would be approximately 20 acres. 18 acres would not be considered approximately 20 acres.

Area Redevelopment Plan (ARP): A statutory plan adopted by a municipality by bylaw in accordance with Section 634 of the MGA to provide a framework for the future redevelopment of a defined area of land.*

Area Structure Plan (ASP): A statutory plan adopted by a municipality by bylaw in accordance with Section 633 of the MGA to provide a framework for the subsequent subdivision and development of a defined area of land. ASPs include Area Structure Plans and Area Concept Plans that are adopted by bylaw in accordance with the MGA.*

Arterial Road: A major or main road intended to provide for through traffic between or within communities or to and from collector roads.

Aspirational Density Target, Built-up Urban Area: An aspirational target for the amount of residential growth to be achieved within the Built-up Urban Area. Density targets will be measured as the percentage of new residential dwellings that are constructed within the Built-Up Urban Area of an urban community each year.

Aspirational Density Target, Centres: An aspirational target for people+jobs/gross hectare (gha) or dwelling units per net residential hectare (du/nrha) for TOD centres and urban centres and sub-regional centres with a population of over 5000.

B

Beaver Hills Moraine: The Beaver Hills Moraine is a distinct geomorphological feature that encompasses 1572 km² (607 mi²). Representing an island of boreal mixedwood forest, the hummocky “knob and kettle” terrain of the moraine forms a patchwork of depressional areas, many of which support wetlands, small lakes and streams.

Bed and Shore: The bank of a body of water as defined under the Provincial Surveys Act, which states that “when surveying a natural boundary that is a body of water, the surveyor shall determine the position of the line where the bed and shore of the body of water cease and the line shall be referred to as the bank of the body of water.” Top of bank is a key element in the management of hazard lands (i.e. Flooding, erosion, slope instability).

Biophysical Assessment: Means an assessment of the biological and physical elements of an ecosystem, including geology, topography, hydrology and soils.

Buffer: Physically separated by a feature or space.

Built-Up Urban Area: All lands located within the limits of the developed urban area with plans of subdivision registered prior to December 31, 2016. The Built-Up Urban Area is shown on Map 3: Urban Service Area-Sherwood Park.*

C

Capital Region Board: As defined under the Municipal Government Act and regulation establishing a growth management board.

Centre, Rural: A centre in the rural area that provides a local level of service to serve its own community, with potential to accommodate higher density mixed-use development, appropriate to the scale of the community. Rural centres include the central areas of towns, villages and some growth hamlets.*

Centre, Town: A central urban area within the Bremner Policy Area that provides a sub-regional level of service. It contains a transit oriented development design and compact form and is intended to accommodate mixed-use development at higher intensities and high density residential. It contains commercial, employment, educational, and community services that serve the entire Bremner Policy Area.

Centre, Urban: Central urban areas in the metropolitan area that provide a sub-regional level of service. Urban centres are intended to accommodate mixed-use development at higher intensities in the metropolitan area, and include downtowns and central areas of

urban communities. Sherwood Park's Urban Centre is defined on Map 3: Urban Service Area-Sherwood Park and Bremner's Urban Centre is the Town Centre.*

Centre, Village: A central urban area within a community of the Bremner Policy Area that has a transit oriented development design and compact form which contains medium and high residential density as well as commercial, employment, educational and community services that serve the local community.

Character Defining Elements: Defining features that contribute to the unique character of a community or neighbourhood.

Climate Change: A long-term change in the statistical distribution of weather patterns over periods of time that range from decades to millions of years. It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events.*

Commercial, Business: A commercial use mainly consisting of professional offices.

Commercial, Community: A commercial use mainly consisting of small scale convenience retail and services.

Commercial, Major: A commercial use mainly consisting of large scale retail and services.

Commercial, Outdoor Recreation: Recreational activities that occur primarily outdoors and operate as a business such as outdoor paintball, nordic centres or kayak rentals.

Community Housing: A category of several types of non-market housing, including but not limited to affordable housing, that receives 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: The human and social activity of a neighbourhood, district or city as a whole.

Community, Bremner Policy Areas: A Sub-Area Structure Plan the size of a section which contains a village centre and multiple neighbourhoods the size of a quarter section.

Commuter Transit Service: Regional transit service from larger urban communities to key destinations in the metropolitan core and metropolitan area.*

Compact Development or Compact Form: A land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure. Compact development may include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-story commercial developments, and apartments or offices above retail.*

Complete Community: Includes housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities and access to a multi-modal transportation system.*

Complete Streets: Streets that are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Condominium, Bareland: A condominium development containing condominium units that assign ownership to units of land, created specifically through subdivision and registered as a condominium plan in accordance with the Condominium Property Act.

Confined Feeding Operation (CFO): A fenced or enclosed land or buildings where livestock, (as defined under the Agricultural Operations Practices Act R.S.A. 2000, c A-7), are confined for the purpose of growing, sustaining, finishing or breeding by means other than grazing. Also includes any other building or structure directly related to that purpose but does not include residences, livestock seasonal feeding and bedding sites, equestrian stables, auction markets, race tracks or exhibition grounds.

Connectivity: Having the parts or elements joined or linked together.*

Conservation Easement: A restriction placed on a piece of property to protect the resources, natural or man-made, associated with the lot. The easement is either voluntarily sold or donated by the landowner, and constitutes a legally binding agreement that prohibits certain types of uses or development from occurring on the land. The easement is publicly recorded and runs with the property deed for a specified time or in perpetuity. It gives the holder the responsibility to monitor and enforce the property restrictions imposed by the easement for as long as it is designed to run. An easement does not grant ownership nor does it absolve the property owner from traditional owner responsibilities, such as property tax, upkeep, maintenance, or improvements.

Conserve: As defined in the provincial Land-use Framework, 2008 (LUF), the responsible preservation, management and care of our land and of our natural and cultural resources.*

Contiguous: Being in actual contact, sharing a common border, touching or connected through an unbroken sequence.*

Corridor: A designated right-of-way or route for moving people and goods as well as accommodating above and below ground linear service infrastructure piped services. This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors and recreation corridors. *

Corridor, wildlife: A protected route that allows wildlife to move safely between areas of suitable habitat.

Country Residential, Multi-lot Subdivision: Country residential development where the majority of lots, typically between two to ten acres in size, within a quarter section are created under a single plan. Typically includes one or more internal subdivision roads.

Country Residential, Resubdivision: The resubdivision of an existing lot within a multi lot country residential subdivision resulting in the creation of one additional lot.

Cumulative Risk Assessment: An assessment which includes risk identification; probability of an industrial accident; consequence of an industrial accident; and risk management.

D

Development: A change of use of land or a building; the construction of a building; an extraction or stockpile; or change in intensity of use, as per the definition in the MGA.*

Drainage Corridors: Manmade corridors for the purposes of diverting drainage.

Dwelling or Dwelling Unit: A self-contained living accommodation comprised of a kitchen, washroom and sleeping facilities with a separate private entrance from the exterior or interior of a building. This does not include a recreational vehicle, a park model trailer or a room in a hotel or a motel. A dwelling unit does not include more than one room which, due to its design, plumbing, equipment, and furnishings, may be used as a kitchen.

E

Eco-Industrial: An industrial development designed to reduce its environmental impact. *

Ecosystem: A biological environment consisting of all the organisms living in a particular area, as well as all the nonliving, physical components of the environment with which the organisms interact, such as air, soil, water, and sunlight.*

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

Environmental Reserve Easement: Pursuant to Section 664 of the Municipal Government Act, the developer of a subdivision may have registered an environmental reserve easement for the protection and enhancement of the environment, rather than dedicating land as environmental reserve. The land that is referred to in an environmental reserve easement remains in private ownership, rather than public ownership as in the case with environmental reserve. The purpose of the easement is to protect the natural environment.

Environmental Reserve: Lands that have been dedicated to the municipality by the developer of a subdivision as part of the subdivision approval process. Environmental reserves are those lands that are considered undevelopable and may consist of a swamp, gully, ravine, coulee or natural drainage course, or may be lands that are subject to flooding or are considered unstable. Environmental reserve may also be a strip of land, not less than 6 metres in width, abutting the bed and shore of any lake, river stream or other body of water for the purposes of preventing pollution or providing access to the bed and shore of the water body.

Equestrian Facilities: A facility on a lot equal to or greater than 8.0 hectares used for the training of riders or horses or for the boarding of horses, not owned by the property owner.

Equine Facilities: A facility for the breeding of horses.

Extensive Agriculture: The use of agricultural land for soil bound cultivation, to produce cereal, seed, forage, vegetable or fruit crops for mechanical harvesting.

F

Farm Gate Sales: An agricultural operation where produce is cultivated and sold on site.

Floodplain: The area of land bordering a water course or water body that would be inundated by a 1:100 year flood, which is a flood that has a 1% chance of occurring every year, as determined by Alberta Environment or Strathcona County officials.

Food Security: Availability of and access to food of sufficient quantity and quality to meet the nutritional needs of a healthy and active life.*

Fragmentation: The process of reducing the size and connectivity of an area. In the context of natural living systems, fragmentation of an eco-region or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other and the increase in edge effects, and can affect the ability of organisms to maintain healthy populations and to survive. In the context of rural lands, fragmentation occurs when a contiguous agricultural area is divided into isolated lots separated by non-agricultural land uses, and can impact the productivity of the land. Fragmentation can also occur within a given agricultural lot of land by access roads, oil and gas developments and/or linear infrastructure.*

Freeways: Freeways may extend through just a single municipality across multiple municipalities or across multiple regions and provinces. Freeways are by definition aimed at rapid and conflict-free movement of people and goods and therefore have no at-grade intersections with other crossing roadways; all intersections are grade-separated and there are no direct accesses to any adjoining lands. Speeds along freeways are typically higher than on arterial roadways and fall in the 80km/hr to 110km/hr range with the higher speed range being more common and appropriate in rural environments. Interchange spacing on urban freeways should be in the 1600 to 3200 metres range with actual spacing to be determined by the needs and development patterns and intensities of the adjoining areas.

G

Geotechnical Assessment: An assessment or estimation of the earth's subsurface and the quality and/or quantity of environmentally mitigative measures that would be necessary for development to occur.

Grandfathering: The exemption of statutory plans that were approved previous to the adoption of this Plan from the application of its guiding principles, objectives and policies.*

Green Building: The practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.*

Green Infrastructure: the ecological processes, both natural and engineered, that provide economic and environmental benefits in urban and rural areas. These include but are not exclusive to:

- a) Creeks, streams and wetlands that retain and carry stormwater, improve water quality and provide habitat;
- b) Parks and greenways that link habitat and provide recreation opportunities;
- c) Working lands such as agricultural or forested areas;
- d) Engineered wetlands or stormwater management facilities that retain stormwater and improve infiltration; and
- e) Bio-Swales, which are above ground conduits for runoff as an alternative to subsurface infrastructure.

Greenfield Area: An area for future urban growth in an urban community located outside of the Built-Up Urban Area or previously planned areas.*

Greenway: Linear open space that does not allow for motorised vehicles. Greenways are pedestrian and destination oriented with convenient access to and from services and amenities.

Grid Street Pattern: A type of city plan in which streets run at right angles to each other, forming a grid.

Grid Street Pattern, Modified: provides motorist with a network of many possible routes, and spreads traffic evenly throughout the neighbourhood; however, cars cannot cross the quadrant, eliminating non-residential traffic. The use of looped, narrow streets reduces the speed of all vehicular traffic. A continuous pedestrian footpath system provides several direct route options to parks, public transit, retail, and services.

Growth Hamlets: Hamlets identified as locations to accommodate growth with servicing capacity or the ability to tie into servicing. *

Growth Management Strategies: A plan for growth in a specific area of the County.



Habitat: The sum of the environmental conditions in which an organism lives, or the physical and biological environment that provides essential food, water and shelter for an organism.*

Hamlet: An unincorporated urban community within a municipal district or specialized municipality with: five or more dwellings (e.g., the majority on lots less than 1,850 ft²); a generally accepted name and boundary; and lots of land used for non-residential purposes.*

Heavy Industrial Transition Overlay (IH-O): An overlay in the Land Use Bylaw utilized to avoid conflicts between heavy industrial developments and the development of significant residential or assembly uses. Reducing the risks for the public and minimizing nuisances associated with heavy industry, as well as facilitating emergency management in the event of an industrial accident, are the primary purposes of the IH-O.

Heritage: The history, culture and historical resources of an area and its residents.

Heritage Inventory: The Heritage Inventory and the Heritage Survey are planning tools for managing and preserving historic resources. The Heritage Inventory is comprised of sites that were evaluated using the provincial standards for significance and integrity.

Hierarchy of Parks: The levels of parks required through the County’s Open Space and Recreational Facilities strategy.

Higher Order Transit: Transit infrastructure and service that is high-speed, frequent, reliable and comfortable. It may include heavy rail, light rail, commuter, and express or limited bus service using dedicated corridors or lanes and other transit-preferential features.*

Highway: A main road or thoroughfare intended to provide for high speed travel between towns.

Historical Impact Assessment: An assessment to determine the effect of a proposed operation or activity on historic resources in the area where the operation or activity is carried on as well as recommendations on preservation and protection measures.

Home Business: The secondary use of a principal dwelling by at least one permanent resident of the dwelling to conduct a business activity or occupation.

Homestead: “Farm house” residences and accessory buildings associated with agricultural operations.

Horticulture: The cultivation of plants.

Housing Continuum: A tool used to identify a full range of housing options required to meet the diverse housing needs of the population as a whole. It extends from subsidized and affordable non-market housing required by low-income households at one end to “pure” market housing appropriate for medium and higher income households at the other.*



Impacts: Refers to a measure of the tangible and intangible effects (consequences) of one thing or entity’s action or influence upon another.*

Inclusionary Housing: A negotiation for the provision of affordable housing units within new developments.

Industrial, Light: Wholesale, warehousing, manufacturing and processing uses which do not create or generate nuisance factors outside an enclosed building. Outdoor storage is limited and completely screened from roads and adjacent properties.

Industrial, Medium: Wholesale, warehousing, manufacturing and processing uses, some of which have outdoor storage or activities, that are generally not located adjacent to residential areas because of potential nuisance factors including, but not limited to, smoke, gas, odor, dust, noise, vibration of earth, soot or lighting. Risk does not extend beyond the property line.

Industrial, Heavy: Industrial uses where risk and nuisance extending beyond the property line.

Infill: The development of vacant lots within previously developed areas. (See Redevelopment)*

Intensification: Development at a higher density than currently exists in Built-Up Urban Areas, major employment areas and local employment areas through: redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings (See Infill and Redevelopment).*

Intensive Agriculture: The use of agricultural land for the commercial production of animals, fruits and/or vegetables including poultry farms, dairy farms, market gardens, greenhouses, nurseries.

Intensive Horticulture Operations: The use of agricultural land for the commercial production of plants.



Livestock: Horses, cattle, swine, donkeys, mules, oxen, poultry, birds, sheep, goats, fur bearing animals raised in captivity for pelts, and other animals and wildlife.

Livestock Operations: Operations for the farming of livestock such as feed lots or cattle farms.

Livework: The ability to live and work on the same lot of land or within the same building.

Local Employment Area: Localized area with industrial, commercial and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local area; or rural areas with existing resource-based economic assets resulting in dispersed employment through agricultural activities, mining activities (coal, sand and gravel) and forestry activities, etc. Local employment areas may be located within an existing urban community, or outside of urban communities in the rural area.*

Local Road: A street that provides direct access to abutting land and channels traffic to and from a collector road.

Lot: Includes the following:

- a) quarter section;
- b) river lot shown on an official plan, as defined in the Survey's Act, that is filed or lodged in a Land Titles Office;
- c) settlement lot shown on an official plan, as defined in the Survey's Act, that is filed or lodged in a Land Titles Office;
- d) part of a lot of land described in a Certificate of Title if the boundaries of the part are described in the Certificate of Title other than by reference to a legal subdivision; or

- e) part of a lot of land described in a Certificate of Title if the boundaries of the part are described in the Certificate of Title by reference to a Plan of Subdivision.

Low Impact Development (LID): A land planning and engineering design approach for managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the pre-development hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.*



Major Employment Area: An area with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities and high levels of employment. *

Metropolitan Area: The area surrounding the metropolitan core, including portions of county lands, urban communities, major and local employment areas and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure.*

Metropolitan Core: The contiguous developed area within the City of Edmonton with the highest density development served by higher order transit and the highest concentration of regionally significant amenities and services including downtown Edmonton.*

MIACC (Major Industrial Accident Council of Canada): "MIACC (Major Industrial Accident Council of Canada) means a widely represented group of academics and practitioners that was formed in 1987 currently managed by the 'Canadian Society for Chemical Engineering – Process Safety Management division (CSCHE-PSM). Through its publications MIACC provides guidelines and recommended practices on how to analyze risks of hazardous installations. It establishes the risk acceptability criteria for risk based land use planning. Wherever the word 'MIACC' is used in this document, it refers to publications from MIACC and CSCHE.

Minimal Impact: Impacts that cause a low level of change that may or may not be noticeable.

Minimum Greenfield Density: The required residential density for greenfield areas planned and approved under the Edmonton Metropolitan Region Growth Plan; measured as average dwelling unit per net residential hectare within an Area Structure Plan.*

Mitigation Measures: Measures to eliminate, reduce or control the frequency, magnitude, severity of exposure to adverse impacts, or to minimize the potential impact of development. Mitigation for a proposed development means the elimination, reduction or control of adverse environmental impacts and agricultural impacts of new development through the use of buffering techniques. Buffering techniques are a proven tool to help mitigate and minimize conflict areas between different land uses and can be applied in a municipal statutory plan, infrastructure plan, or individual application. Examples of some buffering techniques that provide a spatial and visual barrier include: fencing (no access), landscaping, vegetated berms, municipal reserves (with appropriate fencing, signage and vegetative and spatial barriers), community agricultural plots, stormwater management

facilities, ecological/ vegetative buffers, increased setback requirements for new development that has the potential to create disturbance and adversely impact an established land use that differs from the proposed land use(s).*

Mixed-use Development: 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.*

Mobility Bus Service: Public transit and other transportation service for people with mobility challenges.

Multi-modal Transportation: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, transit, ride share, car-pool, rail (commuter/freight), trucks, air and marine.*

Multi-use Corridors: A dedicated land area for co-location of linear infrastructure that supports critical economic linkages and is in the public interest. May include one or more of the following: public highways and roads; electricity transmission lines; high-speed rail and rail; pipelines; water management; telecommunication towers and underground fibre-optic cables; and recreation trails.*

Municipal Development Plan (MDP): A statutory plan adopted by a municipality by bylaw in accordance with Section 632 of the MGA that: addresses future land use and development within the municipality; coordinates land use, growth patterns and infrastructure with adjacent municipalities (if there are no IDPs in place); and provides for transportation systems, municipal services and facilities (either generally or specifically).*

Municipal Government Act (MGA): Provincial legislation by which municipalities in Alberta are governed. The MGA sets out the legislated roles and responsibilities of municipalities and elected officials.

Municipal Reserve: May also be known in part as reserve, park reserve, park, or community reserve. Municipal reserves are lands that have been dedicated to the municipality by the developer of a subdivision, as part of the subdivision approval process.



Natural Area: Natural, sensitive or scenic lands owned by the County or the Province that are identified for conservation or nature appreciation or both.

Natural Landscape: Refers to clusters or complexes of multiple environmental features that lie within a particular area. Together these create the natural landscape.

Negligible Impact: So small, trifling, or unimportant that the impact may safely be neglected or disregarded.

Neighbourhood: A residential area with an appropriate mix of housing types with convenience-type commercial facilities and where appropriate, schools or park facilities.

Neighbourhood, Bremner Policy Area: An area the size of a quarter section that contains a mix of housing types, local commercial and local community services.

Non-statutory Plan: A plan adopted by a municipality by resolution to address land use planning or master planning needs. In the land use planning context, a non-statutory plan can include an outline plan, a conceptual scheme, a concept plan, etc. In the master planning context, a non-statutory plan can provide a framework for the delivery of infrastructure or services (e.g., transportation master plan, parks and open space master plan, cultural master plan, etc.), or the promotion of economic development (e.g., agriculture master plan, etc.).*

Nuisance grounds: A garbage disposal site.

Nuisance: Means anything that in the opinion of the Development Authority may cause adverse effects to the amenities of the neighbourhood or interfere with the normal enjoyment of adjacent land or building. This could include that which creates or is liable to create: Noise, vibration, smoke, dust, odour, heat, electrical interference, glare, light, fumes, fire, explosion, or any other hazard to health or safety; and unsightly or unsafe storage of goods, salvage, junk, waste or other materials.



Open Space: 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 Networks: A network of connected open spaces



Park: A use where public land is specifically designed or reserved for the general public for active or passive recreation, or for educational, cultural or aesthetic purposes, and includes all natural areas and landscaped areas. This includes but is not limited to: playing fields, playgrounds, picnic grounds, trails, amphitheaters, bike parks, skateboard parks, dog off-leash areas, natural areas, water features, and related accessory buildings. A park is a permitted use in any zoning district.

Pedestrian Infrastructure: Infrastructure specifically installed for pedestrians such as traffic calming, trails, sidewalks, trees, lighting and benches.

Pedestrian-oriented design: The use of architecture and urban form, placement of buildings, building interface with the street, environmental design, amenity areas to enhance people's overall perceptions of the street environment and create a human scale.

Pipeline: as defined under the Alberta Pipeline Act means a pipe used to convey a substance or combination of substances, including installations associated with the pipe, but

does not include: A pipe used to convey water other than water used in connection with a facility, scheme or other matter authorized under the Oil and Gas Conservation Act or the Oil Sands Conservation Act, or a coal processing plant or other matter authorized under the Coal Conservation Act, a pipe used to convey gas, if the pipe is operated at a maximum pressure of 700 kilopascals or less, and is not used to convey gas in connection with a facility, scheme or other matter authorized under the Oil and Gas Conservation Act or the Oil Sands Conservation Act, or a pipe used to convey sewage.

Planned Area: An area subject to a previously adopted statutory or non-statutory plan below the MDP or IDP level. *

Prime Agricultural Lands: Lands that include Class 2 and 3 soils according to the used by the Government of Alberta. These lands are equivalent to Canada Land Inventory (CLI) Class 1, 2 and 3 soils. *

Private Sewage Systems: On-site private systems for the management and/ or treatment of wastewater as provided for in the Alberta Private Sewage Systems Standards.

Public Art: Art that is placed in public spaces for community enjoyment.

Public Ride Share: A form of public transportation, such as a car-share or bike-share program, that may be an extension of the transit network and may utilize multi-modal transportation and integrated fares. This may include collaboration by the County with other public or private entities.

Public Transportation: Any form of transportation that is operated or funded wholly, or in part, by the County.



Recreation: Activities which require active movements.

Redevelopment: The creation of new units, uses or lots on previously developed land in existing urban communities, including brownfield sites (See Infill and Intensification).*

Environmentally Significant Area (ESA): A landscape element or area with important and/or unique environmental characteristics essential to the long-term maintenance of biological diversity, soil, water or other natural processes, both within the ESA and in a regional context.*

Regional Growth Plan: The Capital Region Board's Growth Plan.

Regional Parks: Parks servicing a specific use or need for the entire county and/or the region.

Regional: Of a scale or significance that is relevant to more than one municipality.*

Religious Services: Buildings, such as churches, chapels, mosques, synagogues, convents and monasteries, where people regularly assemble for worship and related religious, philanthropic or social activities that are maintained and controlled for public worship.

Residential Density, High: Consists of apartments greater than four storeys.*

Residential Density, Low: Consists of single-detached, semi-detached and duplex.*

Residential Density, Medium: Consists of triplex, stacked townhouses, row housing and apartments less than five storeys.*

Resilience: The capacity of a system to withstand and bounce back intact from environmental or human disturbances.*

Riparian Corridors: Areas bordering streams, lakes, rivers, and other watercourses. These areas have high water tables and support plants requiring saturated soils during all or part of the year.

Rural: An area with a lower concentration and dispersed of settlement pattern compared to urban areas. Rural areas typically include farms, natural areas, rural residential uses (e.g., acreages, country residential subdivisions and lakeshore residential subdivisions), resource extraction areas, recreation areas, and rural industrial developments (including agri-business).

Rural character: A lower concentration and dispersed of settlement pattern compared to urban areas where farms, natural areas and rural residential uses are common sights.



Scale, Large: A development which requires any of the following; Extensive servicing, Extensive parking, Many and or large sized structures, and Offsite improvements and impacts.

Scale, Medium: A development which requires any of the following; some servicing, some parking, some and or medium sized structures, and/or onsite improvements to mitigate offsite impacts.

Scale, Small: A development which consistent with the following; Minimal or no servicing, Minimal or no parking, minimal small sized structures, is often temporary and has no offsite impacts.

School: A building through which an education program is offered to a student.

Seasonal Recreational Resort: Any development containing a campground or planned recreational bare land condominium subdivision that may be serviced with privately owned communal piped water and sanitary sewer services for seasonal, non-permanent accommodation.

Seniors Housing: Housing that offers services specifically catered to seniors and/or is affordable for those on a fixed income.

Services: The commercial, community, and public facilities available to an area.

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

Services, Community Major: Large-scale public or private facilities and services that support the needs of the municipality including, but not limited to: libraries, indoor and outdoor recreation facilities, event facilities, and institutional facilities. This does not include schools.

Services, Major Public: Large-scale public facilities and services that support the needs of the municipality including, but not limited to: emergency services, health centres, transit terminals, recycle stations and major community services. This does not include schools.

Severance: The subdivision of a portion of agricultural land that is fragmented from the remainder of the agricultural land in title, by a natural or permanent man made feature.

Sherwood Park Urban Service Area: Recognition equivalent to that of a city by the Government of Alberta as defined in an Order creating a Specialized Municipality in 1996.

Small Hamlet Development: Development which meets the criteria for small hamlets.

Statutory Plan: A plan adopted by a municipality by bylaw in accordance with Division 4 of Part 17 of the MGA including IDPs, MDPs, ASPs and ARPs.*

Stormwater Management Facility: a public utility lot designed and constructed to control and store surface water runoff up to high water level.

Sub-Area Structure Plan: A Statutory Plan the size of a section more or less which complies with the higher level Area Concept Plan.

Sub-regional: An area larger than one community in which urban and rural communities share common infrastructure, regional assets and services, and have the potential to leverage related economic areas and link proximate areas to accommodate people and job growth.*

Sub-regional Services: May include: broad base of employment; local and commuter transit service; convenience and major retail and entertainment uses; all levels of primary and secondary education; social and supportive services to support non-market housing; major community centres and recreation facilities; some government services; and hospitals or community health centres.*

Synergy: the cooperative interaction among individuals, companies or industries to provide the value and performance that would be greater than the sum of their individual effects.



Tactical Urbanism: Quick, often temporary, inexpensive projects that make a small part of the urban service area or hamlet more livable or enjoyable.

Top of Bank: The upper valley break line or the line defining the uppermost or most obvious topographic discontinuity in slope distinguishing between the upper plateau and the valley wall. This boundary can also be defined as the line between the slope where the grades exceed 12.3% (7 degrees) and the adjacent Upland Area where the slopes are less than 12.3% (7 degrees).

Tourism, Agri: Tourism with direct involvement between the tourist/consumer and the agricultural community.

Tourism, Nature Based: Any tourism activity/experience directly related to natural attractions or the natural environment whether for relaxation, discovery or adventure.

Tourism, Recreational: A recreational activity that attracts residents from outside the immediate area.

Tourism: The commercial organization and operation of vacations and visits to places of interest.

Town Centre: See Centres

Trail: A defined path.

Transit Controlled Location: Any type of boarding location for transit including, but not limited to, a transit stop, transit transfer facility (on street, at grade) or transit terminal.

Transit Stop: A roadside pickup and dropoff location for transit users.

Transit Transfer Facility, On Street, At Grade: A pedestrian-oriented transit controlled location that is able to accommodate multiple buses at one time. This does not accommodate vehicle parking.

Transit Terminal: A station which is able to accommodate multiple buses at one time. This would include park and rides.

Transit Corridors: A dedicated right of way for transit vehicles (buses or trains) or a right of way for a multitude of modes. Existing and planned transit corridors would accommodate bus service and/or rail transit.*

Transitioned: Using the placement of land uses to avoid incompatibility issues.

Transit Oriented Development (TOD): Compact mixed-use development that has high levels of employment and/or residential densities to support higher order transit service and optimize transit investment, and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.*

Transportation Network: The system of transportation uses (i.e. roadways, public transportation, rail, air, pedestrian, etc.) that are interconnected.

U

Unabsorbed Land: Lands that are planned for future residential, commercial or industrial development per approved statutory plans or non-statutory land use plans, but are not yet through the final two prerequisite planning approvals before becoming “shovel-ready” (i.e., zoning is not yet in place, subdivision has not yet been registered, or both).*

UNESCO: United Nations Educational, Scientific and Cultural Organization.

Universal Accessibility: Accessible to individuals of all ages and abilities.

Urban Community: An urban municipality (village, town or city), or existing unincorporated urban community within rural and specialized municipalities (urban service area, hamlet, etc.). This does not include neighbourhoods, areas or districts within larger communities.*

Urban: Areas where there is a concentration of people and buildings, such as cities, towns and villages as well as unincorporated urban communities such as urban services areas.*

V

Viable: Capable of enduring or operating successfully.

Village Centres: See Centres

W

Walkability: Is a measure of how friendly an area is to walking.

Water body: Any location where water flows or is present, whether or not the flow or the presence of water is continuous, intermittent or occurs only during a flood, and includes but is not limited to, wetlands and aquifers.

Watercourse: Flow or movement of the water in rivers, creeks and other streams; a moving body of water of any size.

Watershed: An area of land, bounded by topographic features, that drains into a shared destination such as a river, stream, lake, pond or ocean. The size of a watershed can be tiny or immense and its boundaries and velocity of flow are determined by land forms such as hills, slopes and mountain ranges that direct water. Within each large watershed, there are many smaller watersheds. For example, a small creek that flows into the Sturgeon River has its own watershed, but is also part of the larger Sturgeon River watershed, which is part of the much larger North Saskatchewan River Watershed (NSWA 2006).*

Wayfinding: Information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wetland: Land having the water table at, near, or above the land surface or which is saturated for a long enough period to promote wetland or aquatic processes as indicated by hydric soils, hydrophilic (“waterloving”) vegetation, and various kinds of biological activity which are adapted to the wet environment.



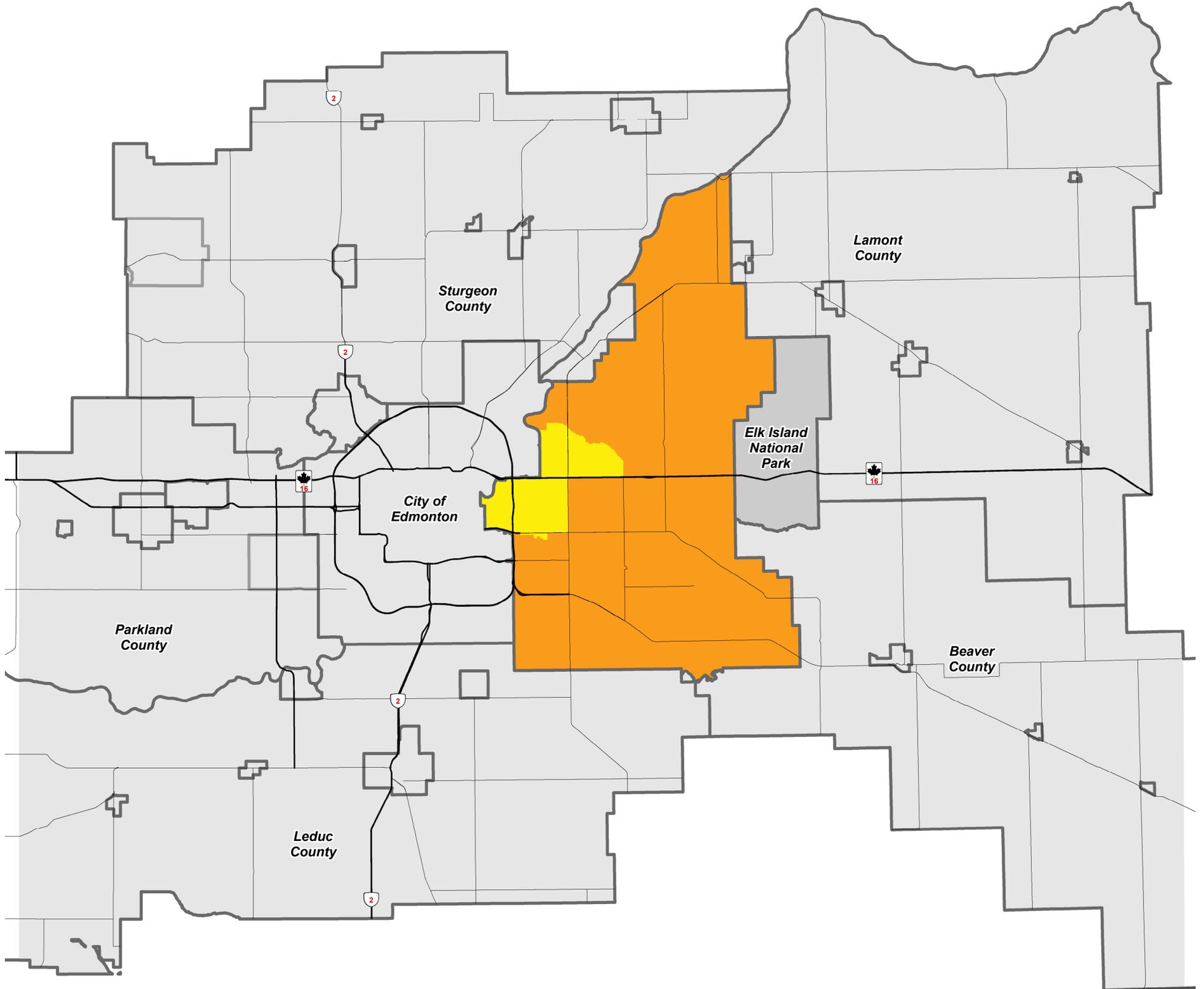
Yardsite: A cluster of buildings.

Maps

Map 1: Regional Setting

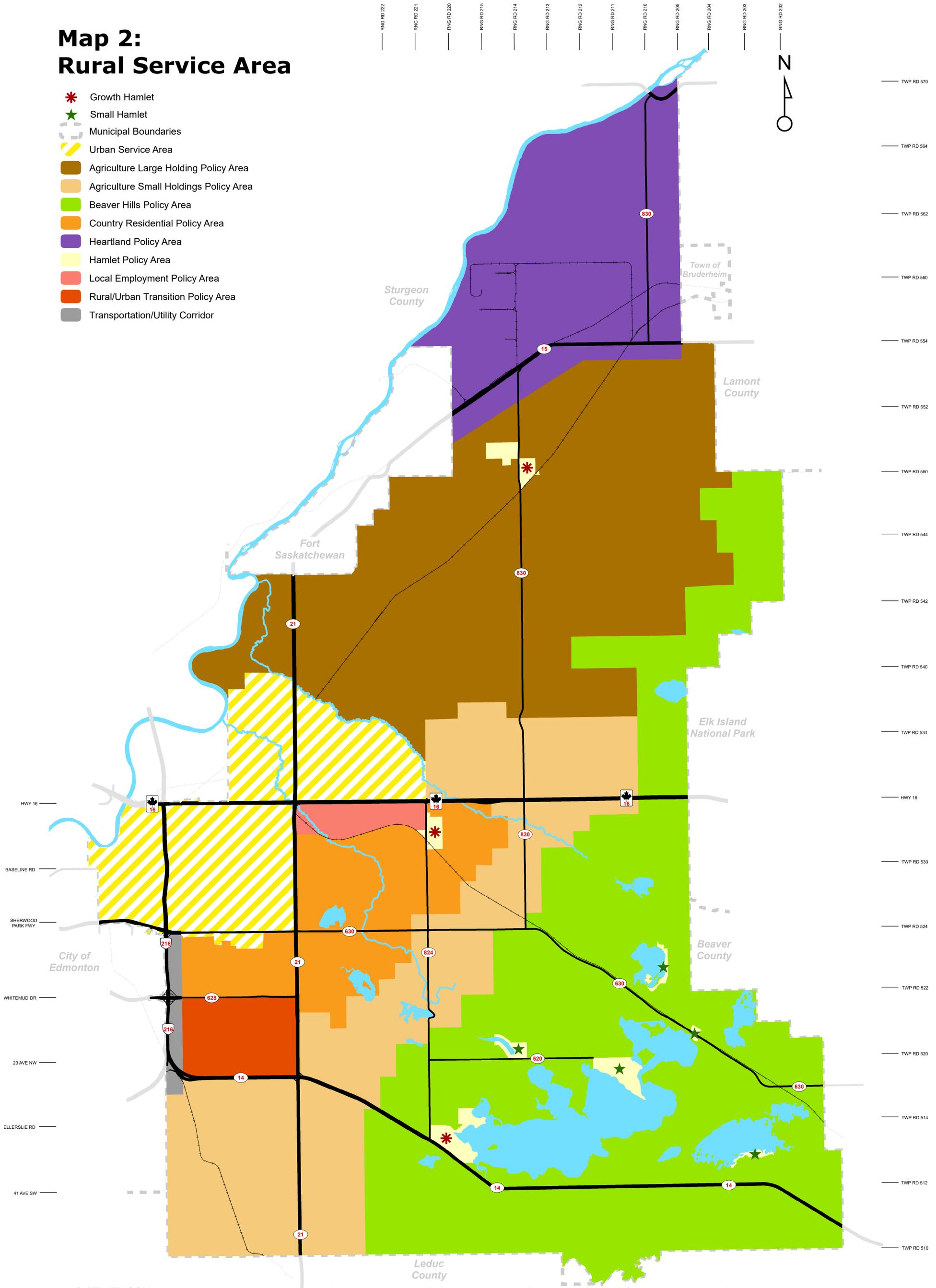


-  Municipal Boundaries
-  Strathcona County
-  Sherwood Park Urban Service Area
-  Elk Island National Park
-  First Nations Reservations
-  Provincial Highways



Map 2: Rural Service Area

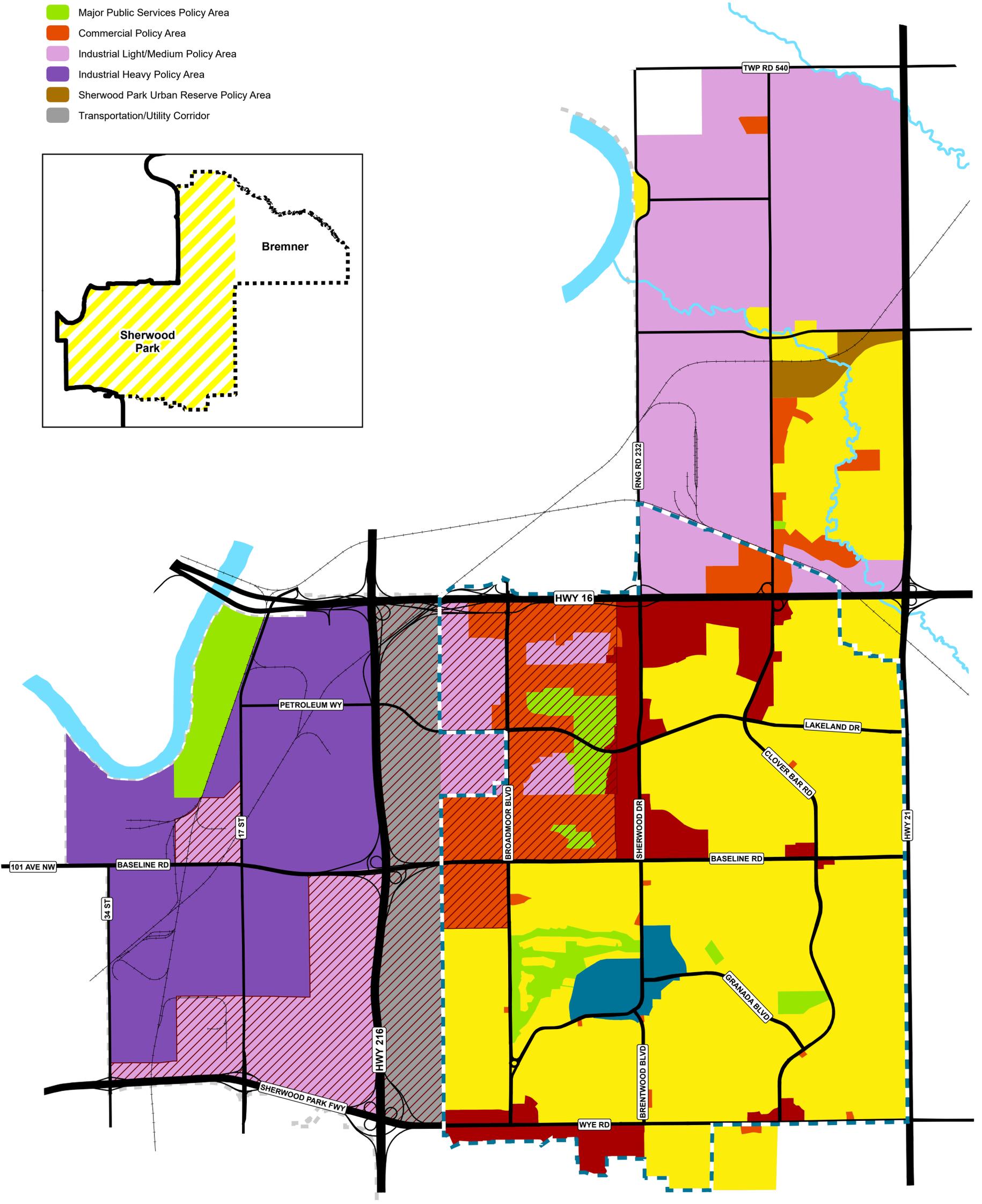
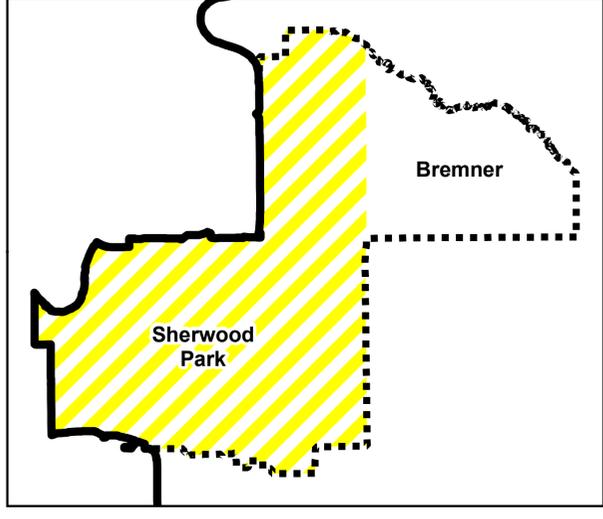
-  Growth Hamlet
-  Small Hamlet
-  Municipal Boundaries
-  Urban Service Area
-  Agriculture Large Holding Policy Area
-  Agriculture Small Holdings Policy Area
-  Beaver Hills Policy Area
-  Country Residential Policy Area
-  Heartland Policy Area
-  Hamlet Policy Area
-  Local Employment Policy Area
-  Rural/Urban Transition Policy Area
-  Transportation/Utility Corridor



Map 3: Urban Service Area-Sherwood Park

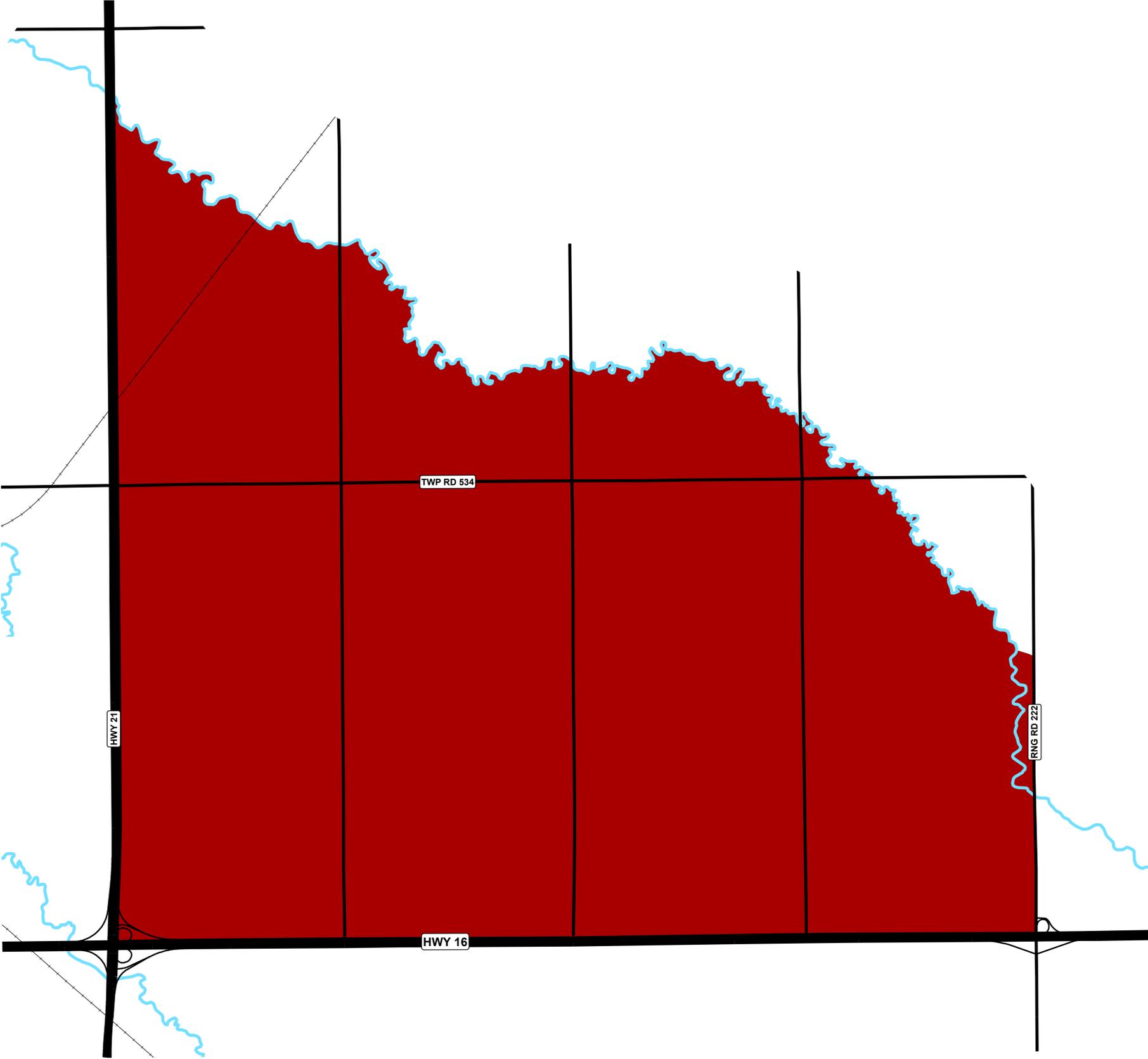
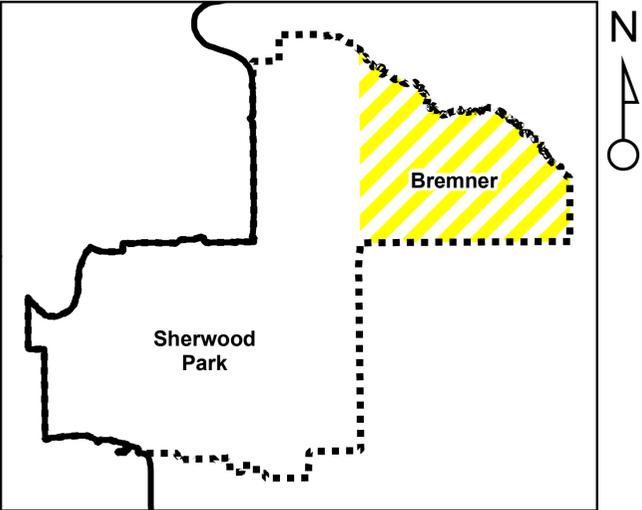


-  Strathcona County Municipal Boundary
-  Built-Up Urban Area
-  Heavy Industrial Transition Overlay (IH-O)
-  Urban Centre Policy Area
-  Compact Development Policy Area
-  Residential Policy Area
-  Major Public Services Policy Area
-  Commercial Policy Area
-  Industrial Light/Medium Policy Area
-  Industrial Heavy Policy Area
-  Sherwood Park Urban Reserve Policy Area
-  Transportation/Utility Corridor



Map 4: Urban Service Area-Bremner

 Bremner Urban Reserve Policy Area



Map 5: Environmentally Significant Areas



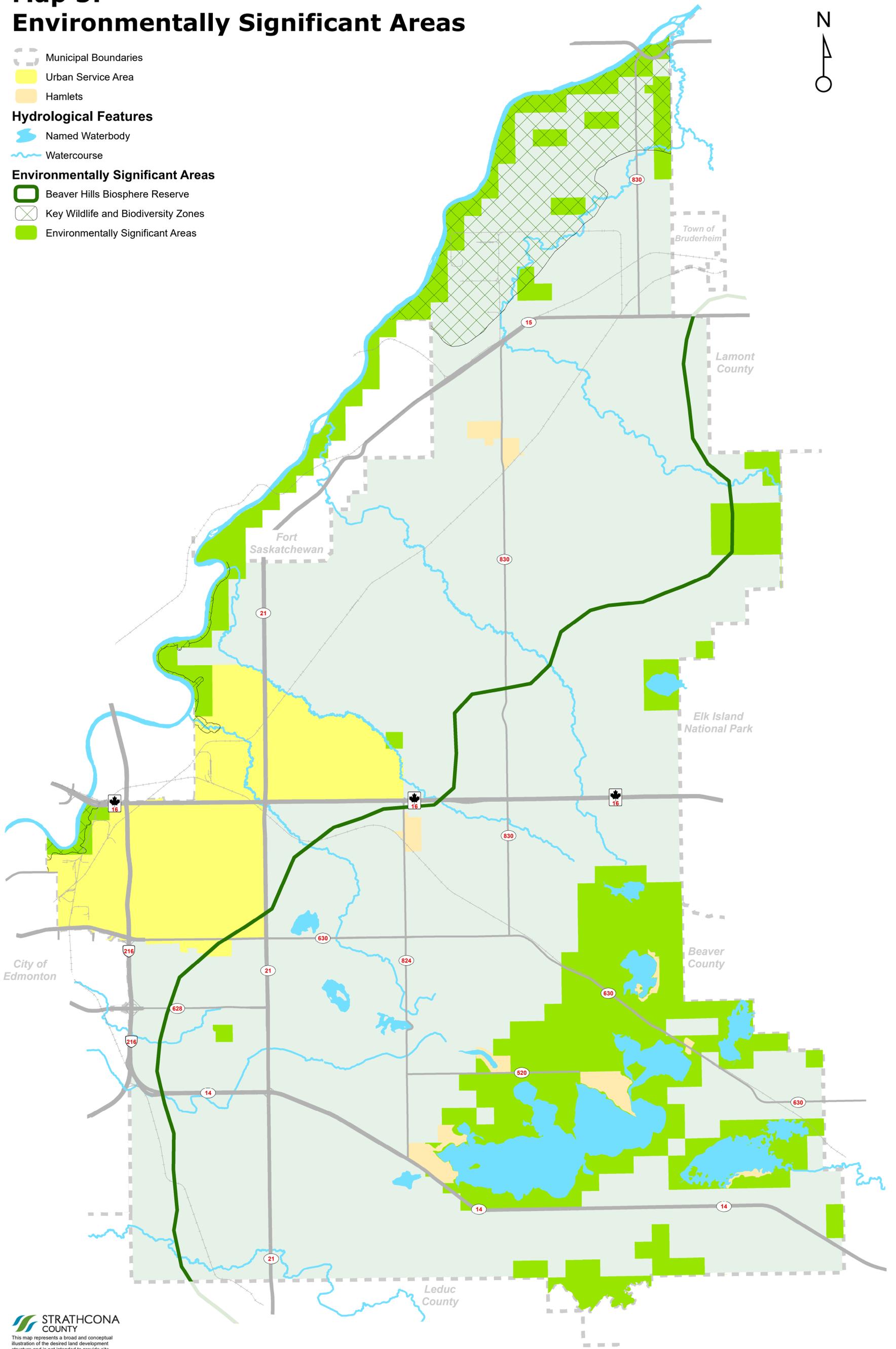
-  Municipal Boundaries
-  Urban Service Area
-  Hamlets

Hydrological Features

-  Named Waterbody
-  Watercourse

Environmentally Significant Areas

-  Beaver Hills Biosphere Reserve
-  Key Wildlife and Biodiversity Zones
-  Environmentally Significant Areas

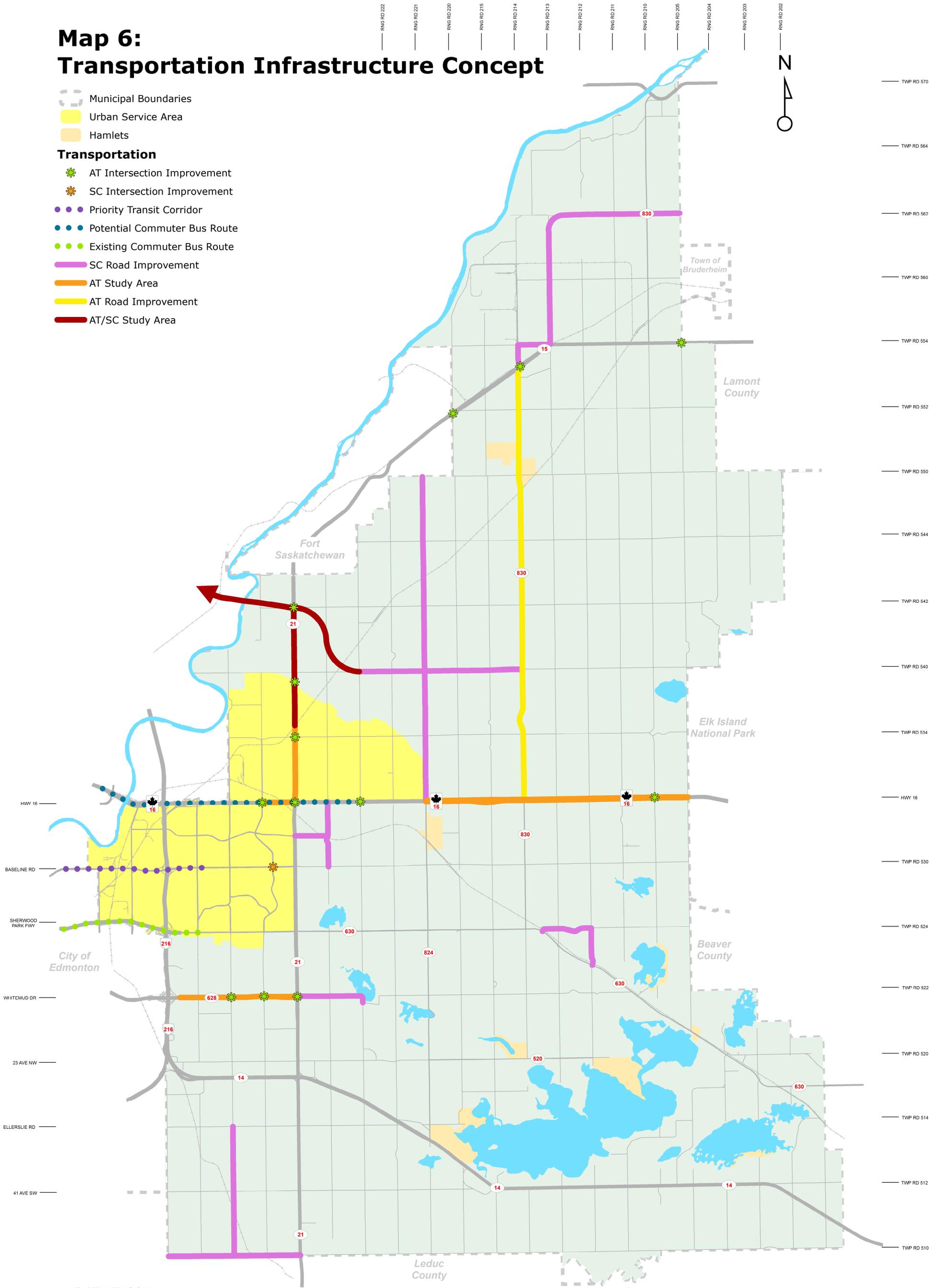


Map 6: Transportation Infrastructure Concept

- Municipal Boundaries
- Urban Service Area
- Hamlets

Transportation

- AT Intersection Improvement
- SC Intersection Improvement
- Priority Transit Corridor
- Potential Commuter Bus Route
- Existing Commuter Bus Route
- SC Road Improvement
- AT Study Area
- AT Road Improvement
- AT/SC Study Area



Map 7: Wastewater Infrastructure Concept



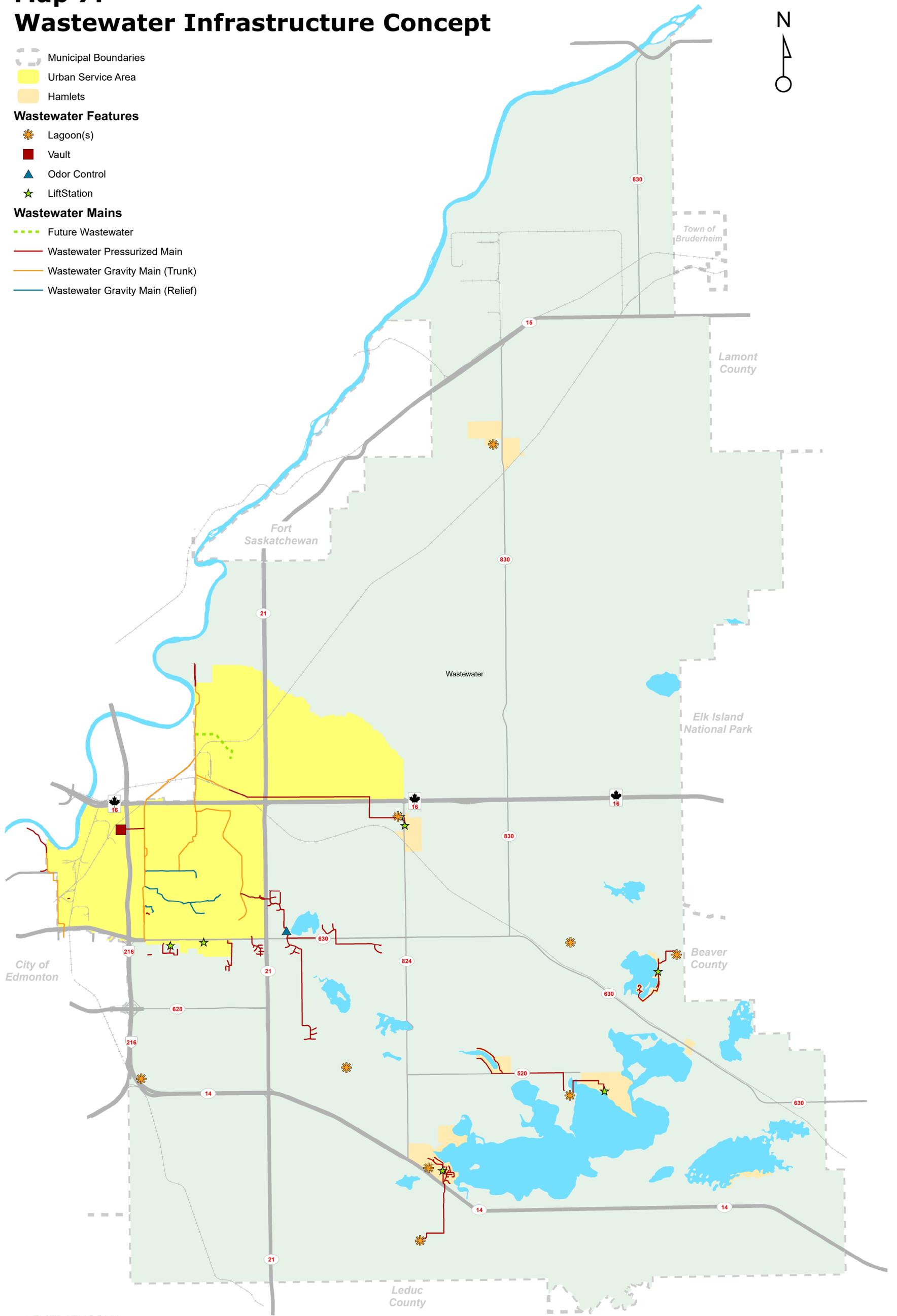
-  Municipal Boundaries
-  Urban Service Area
-  Hamlets

Wastewater Features

-  Lagoon(s)
-  Vault
-  Odor Control
-  LiftStation

Wastewater Mains

-  Future Wastewater
-  Wastewater Pressurized Main
-  Wastewater Gravity Main (Trunk)
-  Wastewater Gravity Main (Relief)



Map 8: Water Infrastructure Concept



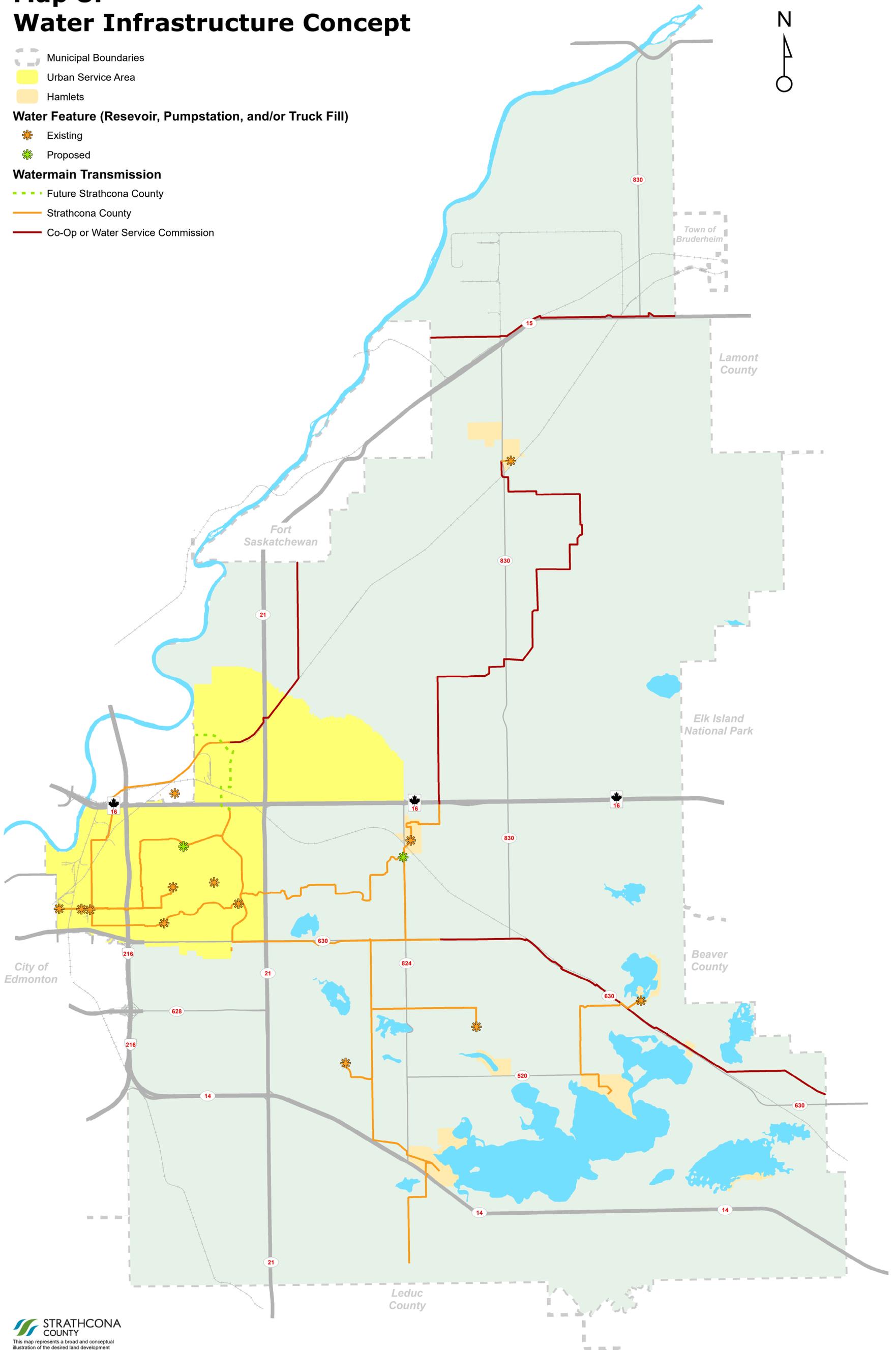
-  Municipal Boundaries
-  Urban Service Area
-  Hamlets

Water Feature (Reservoir, Pumpstation, and/or Truck Fill)

-  Existing
-  Proposed

Watermain Transmission

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



Map 9: Pipeline Corridors



-  Municipal Boundaries
-  Urban Service Area
-  Hamlets
- Transportation/Utility Corridor**
-  Transportation/Utility Corridor
- Heartland Pipeline Area**
-  Heartland Pipeline Area
- Pipeline Corridors**
-  North
-  Northeast
-  Northeast Alternate
-  Northeast Penetrator Pipeline
-  South

