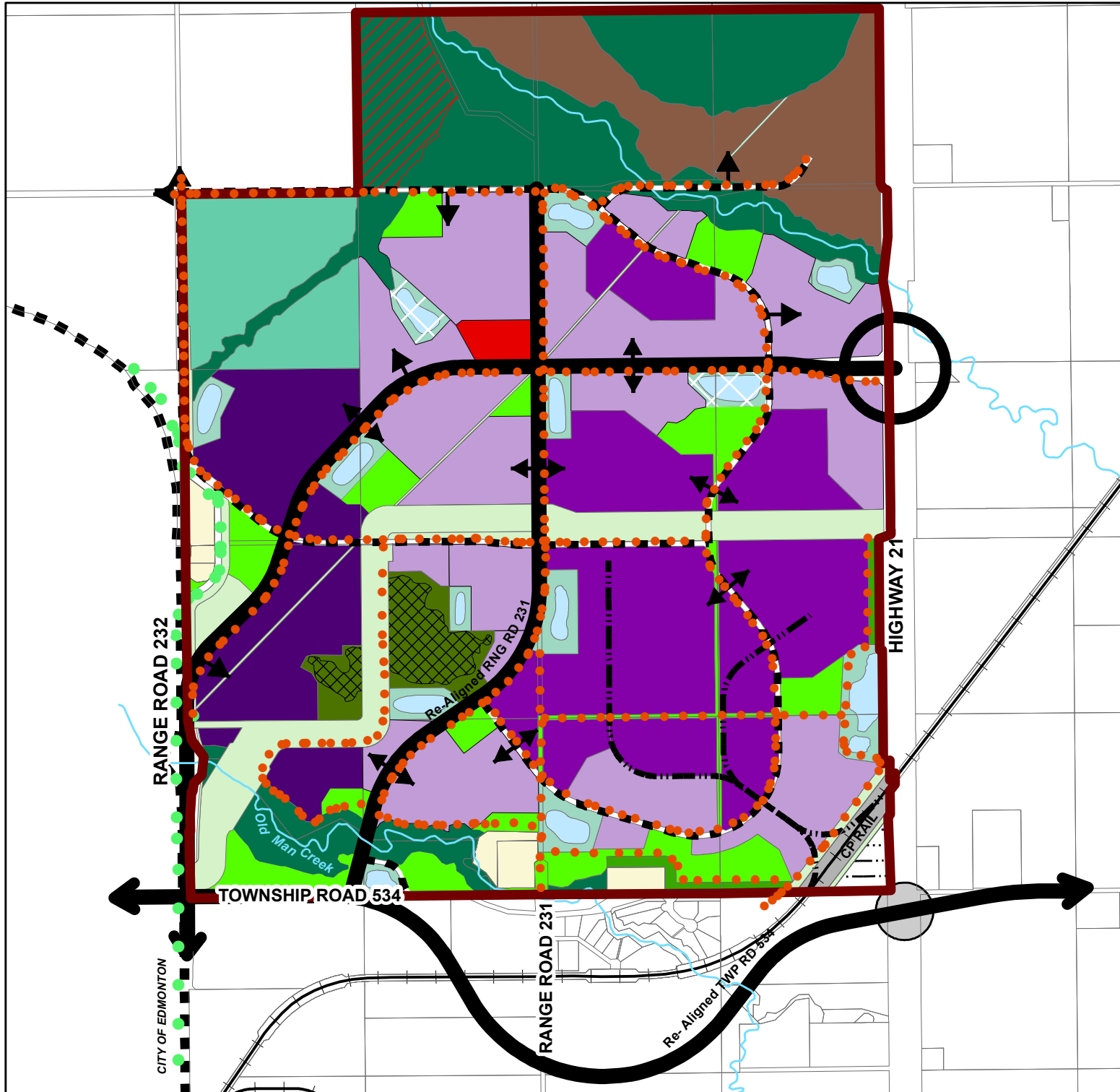




West of 21 Area Concept Plan

Bylaw : 2-2015

Date of Adoption: July 3, 2015

	Business Employment		Environmental Reserve
	Light Industrial		Canadian Pacific Railway
	Medium Industrial		Existing Golf Course
	Park		Aggregate Extraction Operation
	Public Utility Lot		Wetland
	Buffer		SWMF
	Existing Homesite		SWMF Constructed Over Wetland
	Commercial Retail		Agriculture Large Holdings Policy Area
	Natural Area		

	Rail Spur
	Arterial Road
	Industrial Collector
	Potential Access
	Proposed Trans Canada Trail
	Proposed Trans Canada Trail
	Future Interchange
	Planned Interchange
	Potential Interchange
	ACP Boundary



BYLAW 1-2015

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING THE WEST OF 21 AREA CONCEPT PLAN.

WHEREAS it is deemed advisable to adopt the West of 21 Area Concept Plan;

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

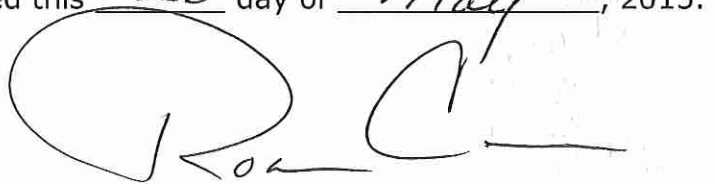
1. That this Bylaw 1-2015 is to be cited as the "West of 21 Area Concept Plan".
2. That Schedule "A" attached hereto is hereby adopted as part of this Bylaw.
3. This Bylaw comes into effect after third reading and upon being signed.

Read a first time this 20th day of January, 2015.

CAPITAL REGION BOARD APPROVAL this 22nd day of April, 2015.

Read a second time this 26 day of May, 2015.

Read a third time and finally passed this 26 day of May, 2015.



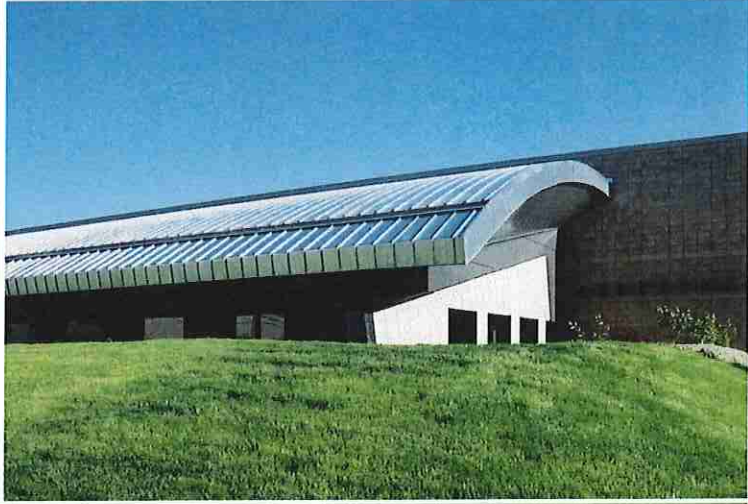
Mayor


Director, Legislative and Legal Services

Date Signed: July 3, 2015



Bylaw 1-2015
Schedule "A"



West of 21 Area Concept Plan (ACP)

December 2014



Contents

Figures.....	3
1 Administration	4
1.1 Purpose	4
1.2 Authority	4
1.3 Timeframe.....	4
1.4 Policy Conformance	4
1.4.1 Capital Region Growth Plan	4
1.4.2 Strathcona County Sustainability Frameworks	6
1.4.3 Strathcona County Strategic Plan	8
1.4.4 Municipal Development Plan (Bylaw 1-2007).....	10
1.4.5 Industrial Land Strategy	12
1.4.6 Cumulative Risk Assessment.....	12
1.5 Interpretation.....	12
1.6 Amendments.....	12
1.7 Orientation.....	13
2 Plan Context.....	14
2.1 Location.....	14
2.2 Background	14
2.3 Land Ownership	14
2.4 Site Context.....	15
2.4.1 Existing Land Uses	15
2.4.2 Surrounding Land Uses	15
2.4.3 City of Edmonton	16
2.4.4 Existing Vegetation and Water Features	16
2.4.5 Topography	17
2.4.6 Geology and Soil.....	17
2.4.7 Energy and Natural Resources	18
2.4.8 Utilities	18
2.4.9 Railways	18
2.5 Existing Transportation Network	19
3 Public Consultation	20
3.1 Consultation Process.....	20
3.2 Public Information Program #1.....	20
3.3 Public Information Program #2.....	20
3.4 Public Information Program #3.....	20
3.5 Public Hearing and Capital Region Board	21
4 Development Concept.....	22
4.1 Vision.....	22

4.2	Development Concept	22
4.2.1	Agricultural.....	22
4.2.2	Existing Country Residential.....	23
4.2.3	Industrial	24
4.2.4	Medium Industrial.....	26
4.2.5	Light Industrial	27
4.2.6	Business Employment / Light Industrial.....	27
4.2.7	Resource Extraction	28
4.2.8	Commercial	29
4.2.9	Parks, Open Space, and Natural Areas.....	29
4.2.10	Transportation	31
4.2.11	Servicing	34
4.2.12	Emergency Services.....	36
5	Implementation	37
5.1	Development Staging.....	37
5.2	Rezoning and Subdivision	37
5.3	Additional Requirements	37
	Appendix I - Development Statistics	53
	Appendix II – Land Ownership	54
	Appendix III – Oil & Gas Pipeline Information	55

Figures

Figure 1: Location Plan	39
Figure 2: Regional Context	40
Figure 3: Land Ownership	41
Figure 4 : Existing Land Use Districts	42
Figure 5.1: Site Features	43
Figure 5.2: Ecological Value	44
Figure 6: Site Contours.....	45
Figure 7: Development Concept	46
Figure 8: Transportation Plan	47
Figure 9: Stormwater Servicing Concept	48
Figure 10.1: Water Servicing Concept Option 1.....	49
Figure 10.2: Water Servicing Concept Option 2.....	50
Figure 11: Sanitary Servicing Concept.....	51
Figure 12: Staging Plan.....	52
.....	55

1 Administration

1.1 Purpose

The purpose of the West of Highway 21 Area Concept Plan (ACP) is to establish a policy framework for future land use planning, and the provision of municipal infrastructure, services and amenities in conformance with established planning policies and regulations, objectives and requirements of Strathcona County, as well as the characteristics and opportunities contained within the site.

This Area Concept Plan describes:

- The general sequence of development proposed for the area;
- The land uses proposed for the area;
- The general location of major transportation routes and public utilities; and
- Other matters considered necessary by Council.

1.2 Authority

Preparation of an ACP for the study area was authorized by Strathcona County's Municipal Council through the adoption of the Municipal Development Plan, Bylaw 1-2007, designating the area as a Transition Urban Reserve Policy Area. The West of Highway 21 ACP will be adopted through a bylaw passed by Council.

The West of Highway 21 ACP has been prepared in accordance with Section 633 of the Municipal Government Act which enables municipalities to adopt Area Structure Plans to provide a framework for future development of a defined area of land. Strathcona County considers Area Concept Plans as higher order Area Structure Plans for larger tracts of land. Area Concept Plans must still comply with the requirements of Section 633 of the Municipal Government Act, but generally provide less detailed information that would be subsequently further refined within an Area Structure Plan.

1.3 Timeframe

There is no specific timeframe forecasted for the West of Highway 21 ACP. It is anticipated that the first Area Structure Plan will proceed immediately following plan approval and subsequent ASP's will commence within the next 5 to 30 years dependent on landowner desires to proceed to the ASP planning level.

1.4 Policy Conformance

1.4.1 Capital Region Growth Plan

The Capital Region Board (CRB) was established on April 15, 2008 and consists of representatives from the 24 municipalities in the Alberta Capital Region. The board was created to jointly develop a long range regional growth management plan that addresses land use, transit, housing and geographic information systems (GIS) at the regional level.

The Capital Region Growth Plan: Growing Forward was approved by the Government of Alberta on March 11, 2010. The Growth Plan provides a vision for how the Capital Region will grow in the future, minimizing the Region's footprint by identifying priority growth areas within the region. The West of Highway 21 ACP is located within the Capital Region's Priority Growth Area 'F'. These growth areas are

intended to capture the majority of new development in the region in an effort to use land and resources more efficiently.

The purpose of the Capital Region Growth Plan is to manage sustainable growth in a manner that protects the region's environment and resources, minimizes the regional development footprint, strengthens communities, increases transportation choice and supports economic development. This Plan meets the purpose and intent of the Capital Region Growth Plan, and will be reviewed by the Capital Region Board.

Capital Region Growth Plan	West of Highway 21 ACP
I. Protect the Environment and Resources	
Principle A – Preserve and Protect the Environment	The West of Highway 21 ACP preserves and protects the major tributaries which are within the plan area and adjacent, including Old Man Creek, Pointe-Aux-Pins Creek, and the North Saskatchewan River Valley Ravine. As well, significant ecological areas such as wetlands and natural areas have been identified for conservation.
II. Minimize Regional Footprint	
Principle B – Concentrate New Growth within Priority Growth Areas	The West of Highway 21 ACP is located within Priority Growth Area “F” and therefore has been identified as an area for expansion of more intense urban development. The ACP will provide prime economic and employment uses, while extending infrastructure and services in a logical manner.
III. Strengthen Communities	
Principle B – Support Healthy Communities	The West of Highway 21 ACP supports the preservation of natural corridors. Greenways and trails are planned for the area, providing opportunities for residents to walk or cycle to work as well as provide for connections to the North Saskatchewan River Valley.
IV. Increase Transportation Choices	
Principle A – Integrate Transportation Systems with Land Use	The opportunity for extending bus transit into this employment area will better support the neighbouring communities providing additional modes of transportation. Linkages from shared use paths are also provided within/adjacent to natural areas and stormponds to sidewalks and pedestrian connections which will increase the likelihood of commuters choosing active modes of transportation methods, such as biking or walking.

V. Ensure Efficient Provision of Services	
Principle A – Design Integrated Physical Infrastructure within the Region. Principle B – Maximize Utilization of Existing Infrastructure.	The West of Highway 21 ACP is the logical extension of physical infrastructure and services. Potable water connections extend existing infrastructure northward. The sewage system connects to the existing sanitary trunk line located northwest of the ACP lands, and will flow southeast to northwest. Avoiding leap-frog development reduces the burden of costs to maintain underutilized infrastructure.
VI. Support Regional Economic Development	
Principle A – Ensure a Supply of Land to Sustain a Variety of Economic Development Activities Principle B – Attract and Retain Individuals and Families with a Diverse Range of Skills to the Capital Region to Satisfy the Region’s Economic Development Goals Principle C – Support Regional Prosperity Principle D – Position the Capital Region Competitively on the World Stage	The West of Highway 21 ACP area supports a variety of industrial, business, and commercial uses that will support regional prosperity. Locating industries and businesses in close proximity improves logistical and integration considerations, creating opportunities to share resources or create economically feasible partnerships between industries. The West of Highway 21 ACP is located in close proximity to the Alberta Industrial Heartland with opportunities for synergies and compatible uses at a smaller scale. The provision of additional types of industrial lands will also help in attracting different types of skilled workers to the Region.

1.4.2 Strathcona County Sustainability Frameworks

Strathcona County’s supports a triple bottom line approach to sustainability to encourage a balance of environmental, economic and social elements to sustain a healthy and vibrant community for the benefit of all Strathcona County residents. Between 2007 and 2011, Strathcona County approved Sustainability Frameworks for the three pillars of sustainability—social, environmental, and economic.

Together, the three Sustainability Frameworks provide a foundation for the Strathcona County’s Strategic Plan.

Policy 1. Social Sustainability

Social Inclusion

The process by which efforts are made to ensure that everyone, regardless of their experiences and circumstances, can achieve their potential in life.

Community Connectedness

The sense of belonging to a community that occurs through the formal and informal networks developed when people come together for social, educational, recreational, spiritual, cultural and/or work-related purposes.



Social Responsibility

The experience and appreciation of our interdependence and connectedness with others. Social responsibility includes acceptance of consequences of one's own actions, a caring attitude towards others, acceptance of individual and cultural diversity and recognition of human rights.

Health and Well-Being

A state of physical, emotional, mental and social wellness.

Safe, Helping, and Caring Community Everyone has the right to feel safe in their community and their home. Policing, fire services, and emergency services ensure this is achievable.

Policy 2. Environmental***Land***

Strathcona County's urban areas are surrounded and connected by open green space and healthy natural areas, which are home to wildlife and provide recreation opportunities to County residents

Air Emissions

Air quality in Strathcona County supports the health and well-being of its citizens.

Energy

Strathcona County employs advanced technology and sound management practices in its continuous efforts to improve energy efficiency.

Water

Strathcona County's watersheds provide an adequate supply of quality freshwater for public and private use while ensuring a healthy ecosystem for future generations.

Material Use

Strathcona County uses leading procurement and waste management practices, which result in reduced and responsible use of resources and materials.

Policy 3. Economic***Long-term Financial Sustainability***

Strathcona County is in sound financial condition and has the fiscal capacity to deliver services and infrastructure on a sustainable basis.

Strong Economic Drives

Strathcona County's economy includes a world-leading integrated energy sector, thriving small- and medium-sized businesses and a strong agricultural sector.

Green Economy

Strathcona County enables and promotes the diversification of its economy through the development of green jobs and investment with the goal to be a model for sustainable development.

Growth Through Partnerships

Strathcona County partners with community organizations, municipalities in the region, other orders of government, and the private sector to promote sustainable economic development.

1.4.3 Strathcona County Strategic Plan

Strathcona County's Strategic Plan provides a framework for governing community development and a framework for decision making. In an effort to maintain a current vision and monitor the corporate goals for the development and progress of Strathcona County, the Municipal Council cyclically reviews its Strategic Plan every five years. In April of 2013 Strathcona County Council approved its most recent Strategic Plan, *Strathcona County 2030: Powering our New Tomorrow*. The West of Highway 21 ACP aligns with *Strathcona County 2030: Powering our New Tomorrow*, particularly by attracting and diversifying industrial and commercial development, providing regional employment opportunities and generating tax revenue, strengthening the County's economic prosperity.

Economy	
Effective and efficient municipal infrastructure	The West of Highway 21 plans for growth in industry and commercial business that requires the extension and improvement of municipal infrastructure. Within the plan area, this ACP encourages business partnerships and shared services and facilities to reduce materials and costs and by developing in an efficient manner by implementing the logical extension of services and staging development in an effective manner.
Governance	
Cooperative partnerships with community, business, industry and neighbouring governments	The West of Highway 21 ACP is located at two major crossroads, nestled into the North Saskatchewan River and its tributaries. The intent of the West of Highway 21 ACP is to utilize the area's prime location to encourage synergies with industrial development to the north in the Alberta Industrial Heartland as well as provide employment opportunities to the region. Collaboration is necessary to ensure transition between uses while respecting the natural features and adjacent residential communities.

Social	
Helping, caring and safe community Healthy and Active Community	The West of Highway 21 ACP promotes a diversity of employment opportunities with unique natural amenities, such as Old Man Creek, Pointe-Aux-Pins Creek, and the North Saskatchewan River Valley. These features will be made accessible to the public and enhanced with trails, sidewalks and landscaping for the enjoyment of employees, nearby residents and visitors. Several parks are also proposed within the plan area, providing for additional open space for both passive and active recreation. Protection services and crime preventative neighbourhood design will ensure the safety of community members. The ASP will be serviced by an appropriate level of fire protection and police service. CPTED principles will be utilized to inhibit opportunities for criminal activities.
Culture	
Vibrant, Creative community	The West of Highway 21 ACP provides residents access to the County's natural resources such as the North Saskatchewan River Valley, Old Man Creek and Pointe-Aux-Pins Creek through trail systems. Access to these natural features provides social gather spaces to foster social interaction and identity building.
Environment	
Protect our environment	Careful consideration has been given to the West of Highway 21 ACP area in ensuring the environment is protected. The development of this employment area carefully allocates transitional uses between more sensitive uses to mitigate impacts on land and air quality, while encouraging businesses to share facilities and resources will help reduce energy consumption and material waste. The proximity of the employment area to residents also decreases travel time and provides opportunities for alternative modes of transportation such as walking or biking. Also, environmentally sensitive areas have been identified within the plan area for retention. Natural features, such as the Old Man Creek and some larger wetlands, will be maintained by providing adequate buffers, setbacks, and erosion control measures, which will be provided at time of subdivision/detailed design stage. The

	incorporation of these features will ensure water quality; important wildlife habitat and diverse flora are preserved throughout the plan area. Ground water penetration and retention measures will also be identified for preservation at subdivision/detailed design stage and vetted through the County.
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1.4.4 Municipal Development Plan (Bylaw 1-2007)

Municipal Development Plans (MDP) are regulatory tools used to guide long-term planning and development that express the municipality's vision for the future and describes the means by which the vision will be realized. In accordance with the Municipal Government Act, Strathcona County approved its MDP on May 22, 2007.

Within the MDP the West of Highway 21 ACP is designated as the Transition Urban Reserve Policy Area. This Policy Area is intended to provide a transition from the heavier industrial development to the west (City of Edmonton) and agricultural uses to the east. The MDP encourages the development of non-residential land uses within the Transition Urban Reserve Policy Area. *Policy 17.18 states: "Those lands situated north of the existing boundary of Sherwood Park and west of Highway 21 will be the subject of an ACP, to be prepared with the participation of the City of Edmonton. The plan area will accommodate predominantly non-residential land uses and therefore, will acknowledge development constraints relative to: the existing pipeline corridor; heavy industrial separation of uses; future transportation upgrades to the highway network and the construction of a new bridge crossing; environmental integrity; proximity to urban reserve uses east of Highway 21; and residential uses existing in the City of Edmonton, across the North Saskatchewan River."*

The MDP emphasizes that new growth will be fiscally responsible in the use of land, infrastructure and services and would promote sustainable development practices, among other strategies. The West of Highway 21 ACP supports the MDP's policies for developing a strong, diversified and sustainable economy by accommodating development in an efficient manner and by providing for a range of employment opportunities that continues to retain, expand and attract new industry and business to Strathcona County. The West of Highway 21 ACP specifically complies with the following policies of the MDP:

MDP Policy	West of Highway 21 ACP
7.1 Support industrial development as a means of providing Strathcona County citizens with a greater choice of employment opportunities;	The West of Highway 21 ACP proposes both light and medium industrial land uses, providing additional choices for residents to work close to where they live.
7.2 Encourage a more diverse and expanded industrial tax base to supplement the commercial and residential tax base;	The West of Highway 21 ACP provides additional business employment and light and medium industrial lands in Strathcona County providing a more diverse and expanded industrial tax base.

7.4 Promote synergistic relationships between industries, such as those that make use of the waste products of neighbouring facilities;	The West of Highway 21 ACP encourages synergistic relationships within the plan area, as well as with heavier industry due to its proximity to Alberta's Industrial Heartland.
7.5 Ensure the North Saskatchewan River Valley is protected from industrial activities by requiring adequate setbacks from the top of bank;	Areas adjacent to the North Saskatchewan River Valley are currently developed with existing residences. Park space has been proposed in close proximity to provide both a buffer and access to the North Saskatchewan River Valley. Further assessment in regards to adequate setbacks will be completed if and when these lands are redeveloped.
7.6 Require industrial uses to have an adequate setback distance from lakes, drainage courses, environmentally significant and sensitive areas;	Both a Biophysical Assessment and Design Brief have been completed in support of the West of Highway 21 ACP to ensure adequate setbacks.
7.7 Ensure minimal impact on the natural and built environment in terms of wildlife habitat and water contamination/consumption due to industrial initiatives;	Buffers, open space and less intrusive uses such as light industrial have been placed adjacent to environmental features to minimize impacts.
7.9 Encourage existing and future industries to implement green initiatives which will maintain or enhance the quality of air, water and land resources, to reduce greenhouse gases;	The West of Highway 21 ACP encourages green initiatives to be explored.
7.15 Maintain and/or enhance the quality of life of citizens by providing a buffer between industrial development and other 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;	A buffer as well as open park space is proposed between industrial uses and the existing country residential subdivisions to the south.
7.18 Continue to allow agricultural production on lands that provide a buffer between industrial land uses and other, more sensitive land uses;	The West of Highway 21 ACP provides a framework for future development of the area. Agricultural uses are permitted and encouraged to continue until such time the landowner wishes to redevelop their lands. Park space and buffers are proposed in between industrial and existing residential uses.

1.4.5 Industrial Land Strategy

On May 21, 2013, Strathcona County Council approved the Industrial Land Strategy. The purpose of the Industrial Land Strategy is to provide a high level forecast of industrial supply needs for the County, through 2044, to both maintain and expand the present tax base.

The Industrial Land Strategy indicates that from 2012 to 2044, industrial lands are expected to accommodate 46% of the County's employment growth. The West of Highway 21 ACP, which is predominantly light and medium industrial, will contribute to providing additional employment opportunities to current and future residents of Strathcona County. Strathcona County currently has an insufficient supply of light, medium and prestige industrial lands within the Urban Service Area to meet the long-term needs to 2044. The Strategy identifies the Transition Urban Reserve Policy Area, which covers the boundaries of the West of Highway 21 ACP plan area, to be appropriate for urban industrial uses.

1.4.6 Cumulative Risk Assessment

Strathcona County is currently completing a Cumulative Risk Assessment for this area. Once approved, any future subdivision and or development permit will be subject to the Cumulative Risk Assessment and any applicable setbacks as set out by Strathcona County's Land Use Bylaw. Any development shall meet or exceed MIACC criteria as determined through Strathcona County's Cumulative Risk Assessment. Safety, risk and environmental management issues associated with potential recreational and trail development within, or in proximity to, heavy industrial areas, pipeline/utility corridors, well sites and seismic operations be addressed to the satisfaction of the County, other regulatory agencies, and industry.

1.5 Interpretation

All map symbols, locations, and boundaries contained within the West of Highway 21 ACP shall be interpreted as approximate unless otherwise specified in the plan, or coincide with clearly recognizable physical features or fixed (i.e. legal) boundaries.

1.6 Amendments

Policies, text and mapping information contained within the West of Highway 21 ACP may be amended from time to time in order to remain current and up-to-date in response to broader or more specific issues affecting the lands within the ACP boundary.

Any change to policy, text or mapping information contained within the West of Highway 21 ACP shall be in accordance with the *Municipal Government Act* and the *Municipal Development Plan (Bylaw 1-2007)*, and all other applicable bylaws, policies and procedures.

1.7 Orientation

This document contains four sections and three appendices:

- Section 1 provides administrative information and orientation to the plan.
- Section 2 describes the location of West of Highway 21 and the overall plan context.
- Section 3 describes the public consultation component for West of Highway 21.
- Section 4 describes the land use, transportation and servicing concepts for West of Highway 21
- Appendix 1 contains the development statistics
- Appendix 2 contains land ownership information
- Appendix 3 contains oil and gas pipeline information

2 Plan Context

2.1 Location

The West of Highway 21 ACP encompasses 1,231 hectares (ha) of land located within the western portion of Strathcona County (**Figure 1: Location Plan**). The plan area is defined by the following general boundaries:

- Northern Boundary: Quarter section north of Township Road 540
- Eastern Boundary: Highway 21
- Southern Boundary: Existing alignment of Township Road 534
- Western Boundary: Range Road 232 / North Saskatchewan River Valley

The ACP is located within the Transition Urban Reserve Policy Area of Strathcona County's Municipal Development Plan Policy Areas (**Figure 2: Regional Context**).

In the regional context, The West of Highway 21 ASP is ideally located between Highway 21 and Anthony Henday Drive, the regional ring road. Respectively, these two major transportation corridors provide convenient access northward to the Alberta Industrial Heartland as well a direct route to Highway 2, the main north-south connection between Calgary and Edmonton.

2.2 Background

The majority of the plan area is undeveloped and currently used (2013) for agricultural purposes with numerous farmsteads, rural acreages, and estate residential development. In addition, a portion of a golf course is located within the plan area. The eastern quarter section of the Legends Golf and Country Club is located in the northwest portion of the plan area. An aggregate extraction operation is located in the northwest portion of the plan area. None of these uses pose any particular constraints to future development. Future development of any and all properties within the plan area is at the discretion of the respective landowners.

The County's Municipal Development Plan (MDP) (2007) acknowledges that the majority of residential growth will occur within the boundaries of the Urban Service Area, which is anticipated to be fully built out by 2021. The need to begin the long range planning process for its Urban Reserve Areas was needed and after a comprehensive review and consultation process, future economic growth areas were identified to supplement the growing need of land for development.

2.3 Land Ownership

The West of Highway 21 ACP was prepared on behalf of several private developers who own approximately 370 ha of the plan area at the time of plan preparation. The plan proponent's lands are within the eastern half of the ACP. The ownership pattern demonstrates the feasibility of development initiating in a timely manner and in a logical extension of infrastructure and services.

Current (2013) land ownership is shown in **Figure 3: Land Ownership** and a listing of the legal parcels are described in **Appendix II**.

2.4 Site Context

2.4.1 Existing Land Uses

The Land Use Bylaw (LUB) is a tool used to regulate the use and development of land. **Figure 4: Existing Land Use Districts** illustrates the current LUB districts that apply to the ACP area. The West of Highway 21 ACP is predominantly districted for Agricultural uses under AG – Agricultural General. This district is meant to foster large scale agricultural uses outside of the Urban Service Area. In the northwest, the Legends Golf Course is districted under the PG – Golf Course district. Further north, two areas are districted under PC – Conservation district, for the purpose of preserving and protecting environmentally sensitive areas for park and open space. An existing gravel extraction site is currently operating in this area and is to be reclaimed once operation is concluded. The southeast corner of the plan area is currently districted DC (2007-9) – Direct Control, for the purpose of operating a landscaping business. None of these existing land uses pose any particular constraints to future urban development.

Existing land uses within the plan area include:

- A portion of the Legends Golf Course and Country Club, located in the northwest corner of the plan area. The ACP anticipates the continued operation of the golf course.
- Private agricultural operations.
- Rural residential acreages.
- Aggregate extraction operations mainly located in the northern portion of the plan area.

2.4.2 Surrounding Land Uses

The West of Highway 21 ACP is located immediately north of the Sherwood Park Urban Service Area boundary. Lands to the north and east are designated under the MDP as Agriculture Large Holdings Policy Area, and are primarily used for agricultural purposes. Lands to east, across Highway 21 (Bremner), have been identified as Urban Reserve and are anticipated for future urban development in the long term.

The North of Yellowhead ACP, approved on January 25, 2011, provides a land use policy framework for the development lands to the south; south of the existing Township Road 534. The North of Yellowhead ACP was previously designated for industrial use (2003), and has since been re-evaluated to include a mix of residential, commercial and industrial land uses. Communities within the North of Yellowhead ACP include the Akenside and Old Man Creek Estates, bordering the southern boundary of the West of Highway 21 ACP.

Existing land uses adjacent to the plan area include:

- Akenside and Old Man Creek Estates to the south
- Residential and Industrial development located within the North of Yellowhead ACP in the south
- Capital Region Sewage Plant to the west
- City of Edmonton's Aurum Industrial Business Park to the west

2.4.3 City of Edmonton

The City of Edmonton is located west of the North Saskatchewan River. The City's Municipal Development Plan, *The Way We Grow*, currently designates the lands to the west as North Saskatchewan River Valley and Ravine System and Industrial / Business.

The City of Edmonton's Aurum Industrial Area Structure Plan is located west of this ACP boundary and south of the North Saskatchewan River. The Aurum Industrial ASP provides a land use framework for light to heavy industrial development in this area of the City. The Aurum Industrial ASP was initially adopted in 1991 and is now beginning to see development along Aurum Road (Township Road 534) and 33 Street NW (City Boundary).

2.4.4 Existing Vegetation and Water Features

A biophysical assessment was completed for the West of Highway 21 ACP area to identify the ecological features present within the plan area to determine suitability for conservation. The assessment included a desktop review of available literature, vegetation mapping. A depiction of the existing wetlands and natural features are located in **Figure 5.1: Site Features**.

The natural features identified in the ACP area included ninety-nine wetlands, seven dugouts, one oxbow, seven large woodlots and thirteen tree stands located within a matrix of agricultural land. Old Man Creek and Pointe-Aux-Pins Creek intersect the south and north portions of the plan, respectively, and the North Saskatchewan River is located along the west border. The desktop information indicated that all three water bodies are fish bearing and there is an area of Class A fish habitat located north of the ACP.

The wetlands identified include 32 Class I Ephemeral Ponds, 29 Class III Seasonal Ponds, 27 Class II Temporary Ponds, 8 Class IV Semi-permanent Ponds and 3 Class V Permanent Ponds. The largest wetland (W12) was a Class V wetland located on the west side of the plan area. The native upland habitat was primarily located along the ravine systems and the majority of the native upland tree stands were classified as Aspen Poplar Alliance and White Spruce Woodland Alliance. These communities are dominated by trembling aspen and white spruce, respectively. The upland habitat associated with the ravine systems appeared to be healthy communities with a range of shrub layers beneath the tree canopy that provides vertical stratification. These features provide habitat and connectivity for wildlife and may provide habitat for some of the sensitive terrestrial wildlife that were identified in the desktop review including Canadian toad, eastern phoebe, least flycatcher and peregrine falcon. The desktop review also identified a record of crowfoot violet, a S2 ranked plant, within WL5, near the golf course.

Of the natural features identified within the ACP the areas ranked as high value for conservation were Old Man Creek and Pointe-Aux-Pins Creek and the upland vegetation surrounding them, the oxbow and associated upland vegetation, the treed area through the golf course (WL4, WL5, WL6), the large Class IV wetland on the west side of the plan (W12) and some of the smaller Class IV wetlands located in the north portion of the property. These features were assigned a high value for conservation based on their large size, which influences post-development sustainability, minimal fragmentation, vegetation diversity, provision of habitat and connectivity for wildlife and because they are unique features on the landscape. Under the direction of the County, provisions for ungulate and predator movement and

connectivity to the larger extent of the region will be provided at time of subdivision/detailed design, which will be undertaken concurrently with any geotechnical study requirements. In addition, field studies will be required at a later stage of development to verify the wetland classification and conservation values for the inaccessible lands. Water quality of Old Man Creek and Pointe-Aux-Pins Creek will be maintained through the utilization of buffers, and setbacks for erosion control. Water quality protection measures for these features will be provided at time of subdivision and detailed design stage.

The biophysical recommended that W12 and areas associated with the creeks be conserved as Environmental Reserve and that appropriate buffers and setbacks should be incorporated. The Strathcona County Land Use Bylaw (8-2001) states that a minimum setback of 50 m is required from the top of bank on the North Saskatchewan River Valley and a minimum setback of 30 m is required from the top of bank of any other watercourse.

The largest wetland has been conserved in the ACP, while several other wetlands have been incorporated into stormwater management facilities. It is recommended that these features be designed as constructed wetlands to provide stormwater treatment and a diversity of wildlife habitat. Old Man Creek is a fish bearing stream that feeds into the North Saskatchewan River so considerations pertaining to the quality of water entering the ravine system will be required to protect fish habitat including treatment of stormwater and appropriate erosion protection during construction to prevent the release of sediment.

2.4.5 Topography

The topography in the area is generally flat to gently undulating and is illustrated in **Figure 6: Site Contours**. The land falls from 657 m in the southeast to 635 m in the northwest. There is a steeper ridge in the southeast with a slope in the range of 6 percent, while the land to the northwest has minimal grade variation. The land generally slopes towards the North Saskatchewan River to the west and Pointe-Aux-Pins Creek to the north. North of the Pointe-Aux-Pins Creek, the elevations drop to a minimum of 610m along the oxbow. There are a number of small wetlands and one large wetland located within the northwestern half of the site as well as a man-made lake located along Highway 21. There are a number of natural low areas and dugouts within the plan area which will be integrated into the stormwater management system where practical.

2.4.6 Geology and Soil

The surficial geology of the area consists of glacial till deposits overlying Disturbed Saskatchewan gravels and sands to approximately 20 m in depth. The underlying bedrock, known as the Edmonton Formation, consists of interbedded bentonic shales and sandstones with intermittent coal seams.

The plan area consists of a mixture of soils, which are generally dominated by Othic Black Chernozems on uplands sites, Solonchic soils on lowland sites, and Humic and Orthic Gleysols in the wetland areas.

Natural Regions are the broadest levels of ecological classification of Alberta's landscape and are areas that have similar physical qualities and attributes. A Natural Subregion is defined on the basis of landscape patterns, notably vegetation, soils, physical features, climate, topography and geology. This

area is located within the Central Parkland Natural Subregion. Generally, this subregion's combination of good climate and rich soil has been suitable for agriculture (Class 1 and 2). As a result, this area has been predominantly cultivated for agricultural purposes, leaving very little of the natural vegetation. It is anticipated that development will proceed in a logical and contiguous manner, enabling agricultural uses to remain in production until such time as more intensive uses are to be developed.

2.4.7 Energy and Natural Resources

There is a large pipeline corridor that generally runs north from the southwest corner of the site to the center of the site, and then east across the site. This pipeline corridor is approximately 125 m wide and contains multiple oil and gas pipelines. A second major pipeline corridor transects the southeast corner of the plan containing multiple pipelines. Smaller pipeline corridors are present within the ACP boundary, generally located in **Figure 5.1: Site Features**. Section 10 of Strathcona County's Municipal Development Plan outlines Industrial risk management practices adopted by the County. Buffers between heavy industrial development and other land uses must be utilized to reduce the risk to the public and minimize nuisance associated with heavy industrial development and facilitate emergency management in the event of an industrial incident.

Prior to rezoning, proprietors must ensure that the proposed use is compatible with adjacent land uses. Any development shall meet or exceed MIACC criteria as determined through Strathcona County's Cumulative Risk Assessment. Limitations of uses placed on lands within the Urban Service Area include those that increase density or intensification of a number of uses. In the Urban Service Area, large assemblies of people are discouraged from locating within the first 1.5km from of heavy industrial development.

Strathcona County's Land Use Bylaw details minimum setback requirements for petroleum product pipelines. Adequate separation between pipelines, oil and gas wells and adjacent non-industrial land uses must be ensured. Refer to Strathcona County's Cumulative Risk Assessment for requirements pertaining to development near energy and natural resources facilities. For information regarding pipeline licenses and details, see **Appendix III**.

2.4.8 Utilities

Utility corridors are generally located in **Figure 5.1: Site Features**. One major power line corridor (138/144 kV), transects the plan area in the southeastern corner, adjacent to the CP Railway. Future development adjacent to this power line corridor will be required to comply with the applicable and relevant regulations and policies.

2.4.9 Railways

A Canadian Pacific (CP) railway transects the south east corner of the plan area and intersects Township Road 534 at grade and crosses Highway 21 via an underpass. The orientation of the active railway isolates a small triangular piece of land near the future interchange location of Highway 21 and the existing Township Road 534.

The railway presents an opportunity for business industrial development to utilize the railway. Some industrial uses in the southeast corner of the ACP area may wish to develop a railway spur line. A connection of a rail spur line to the CP rail line shall be referred to Canadian Pacific Railway. Appropriate mitigating measures for spur lines and adjacent development proposals shall be required at the time of development.

2.5 Existing Transportation Network

Provincial Highway 21 flanks the eastern boundary of the plan area with access to Highway 16 via an interchange. In terms of its importance to the development area, Highway 21 provides regional access to the City of Fort Saskatchewan and Alberta's Industrial Heartland. Local access to Highway 21 is currently provided from Township Road 540 which is near the plan's northern boundary, Township Road 534 which borders the plan to the south, and a service road located at the midpoint between Township Road 534 and Township Road 540.

The Alberta Government retains a degree of influence over lands within 800 m of Highway 21. Alberta Transportation also restricts all access and egress to the Highway from adjacent lands. Any accesses to Highway 21 will require approval from Alberta Transportation.

Township Road 534 currently abuts the southern boundary of the plan, however it is anticipated that this roadway will be realigned south of Akenside and Old Man Creek estates and upgraded as a future regional connector road to link Highway 21 and Anthony Henday Drive, the regional ring road. Access to Township Road 534 is provided by Range Road 232 which borders the plan to the west.

Range Road 231 currently bisects the plan area. This road will be realigned along with Township Road 534. North of Township Road 534, Range Road 231 swings west off its existing alignment to provide a connection to Township Road 534.

Further west of this ACP and within the City of Edmonton, Anthony Henday Drive is currently under construction, with the final leg nearing completion. Once completed, this transportation corridor will provide a 27 km bypass around the City of Edmonton's core, providing convenient access to major transportation corridors, such as Highway 2 and Highway 16.

Within the City of Edmonton, between Anthony Henday Drive and the east City Limit, Township Road 534 (Aurum Road) is identified as an arterial roadway. It has been protected as a 6 lane divided urban arterial roadway that serves the Cloverbar and Aurum Plan areas. The roadway is currently constructed to a 2 lane urban arterial standard between Range Road 232 and 17 Street NE.

3 Public Consultation

3.1 Consultation Process

In November of 2012, the West of Highway 21 Area Concept Plan (ACP) was initiated on behalf of a major land owner within the plan area. All landowners in the plan area were notified prior to plan initiation and invited to participate in the process. Stantec prepared a Public Information Program (PIP) which set out the means by which key stakeholders and the public are engaged in the preparation of the ACP. The PIP was approved by County Council.

All affected landowners in the area have been notified in accordance with the County's policies and application requirements for new statutory plans.

3.2 Public Information Program #1

An Open House was held on December 6, 2012, inviting the general public to view, discuss and provide input on two options of the preliminary development concept as well as the goals of the proposed ACP. The event was advertised in the Sherwood Park Strathcona County News, on November 23 and November 30, 2012. A notice was also mailed to the affected landowners, as well as landowners beyond the standard 100m of the plan area. Approximately 50 people attended the public open house.

3.3 Public Information Program #2

A public meeting hosted by Stantec was held on June 6, 2013 to review the submitted ACP. The purpose of the meeting was to provide an update on the proposed plan and planning process followed to date, and to hear from attendees regarding their questions, comments and concerns. Mailed notification letters were sent to landowners in the plan area as well as within a larger notification area over and above the standard 100 m surrounding the ASP area advising of this meeting.

Two additional meetings were held with adjacent landowners (June 25, 2013 and October 10, 2013) (City of Edmonton and Akenside residents) to provide information and receive feedback from the landowners.

3.4 Public Information Program #3

A public meeting hosted by Strathcona County was held on November 27, 2013. The purpose of the meeting was to provide clarification about the proposed land uses as well as provide an opportunity and to hear from stakeholders regarding their questions, comments and concerns.

Mailed notification letters were sent to landowners in the plan area and a larger notification area over and above the standard 100m surrounding the ACP area advising of this meeting.

3.5 Public Hearing and Capital Region Board

In accordance with the MGA, a public hearing was held on January 20, 2015, in order to hear representations made by parties affected by the proposed bylaw and to receive a decision by Council. Council approved first reading of the West of Highway 21 ACP, and the application was forwarded to the Capital Region Board (CRB) for review. On April 22, 2015, the CRB gave final approval to the application pursuant to the Regional Evaluation Framework (REF).

4 Development Concept

4.1 Vision

The West of Highway 21 ACP provides an excellent opportunity for industrial, business and commercial activity to create a strong economic node immediately north of Sherwood Park and west of the proposed Bremner development area, further strengthening the economic presence in Strathcona County and the Capital Region. The intent of this ACP is to facilitate responsible industrial development that encourages business synergies and partnerships, accommodates efficient infrastructure systems and multi-modal transportation, integrates ecologically sensitive features, and provides local and regional employment opportunities. The West of Highway 21 ACP will be developed as a successful business employment centre that provides excellent opportunities for business synergies and partnerships proximal to Alberta's Industrial Heartland.

4.2 Development Concept

The West of Highway 21 ACP has been prepared in accordance with the policies and principles expressed in the Capital Region Growth Plan, Municipal Development Plan and other relevant municipal policies.

The plan area will consist of light and medium industrial uses, business employment, commercial services, and the continuation of existing residential and recreational uses. The intent of this ACP is to facilitate responsible industrial development that accommodates efficient infrastructure systems, integrates environmentally sensitive features, and provides local employment opportunities. The following principles were developed to provide direction for implementing the development concept, portrayed in **Figure 7: Development Concept**. Development for lands within the West of Highway 21 ACP will be further defined and articulated within required Area Structure Plans. The West of Highway 21 development concept statistics can be found in **Appendix I**.

4.2.1 Agricultural

The ACP area has historically been used for agricultural purposes and is currently predominantly cultivated for extensive agriculture. The purpose of the plan is to transition the undeveloped land into a prosperous and well utilized employment district. This plan is to be used to guide development decision-making to ensure that agricultural uses are well integrated until more intensive uses are planned for development. The current use of the land for agricultural purposes may continue to be practiced at the discretion of the landowner.

Goal

To support existing agricultural uses and avoid the premature subdivision or fragmentation of agricultural land, and where appropriate, create synergies between new developments for agri-business opportunities.

Objectives

- ✓ Promote the continued use of agricultural production.
- ✓ Minimize the fragmentation of agricultural land.
- ✓ Encourage the integration of agriculture and appropriate industrial businesses.



Policies

- Policy 1.** Existing agricultural uses shall be permitted to continue in accordance with existing land use regulations.
- Policy 2.** Prevent premature fragmentation of agricultural land prior to the extension of cost effective urban services with appropriate and contiguous development phasing. Developing phasing will be identified at the Area Structure Plan stage.
- Policy 3.** Explore opportunities for agri-business synergies, including but not limited to the (re)use of by-products or value-added food processing.

4.2.2 Existing Country Residential

There are two existing home sites within the plan area as well as two country residential areas identified in and adjacent to the plan area. The two home sites are located in the south portion of the plan area along Old Man Creek in SW¼ 25-53-23-W4. The home sites within the plan area are expected to be removed as development proceeds. One of the home sites adjacent to the plan area lies between the top of bank of the North Saskatchewan River Valley and Range Road 232, in the northwest portion of the plan area, in SE¼ 34-53-23-W4.

Old Man Creek Estates and Akenside form the second residential node outside of the ACP Boundary, south of Township Road 534. Residential areas, as well as existing acreages within and adjacent to the plan area, are to be retained until landowners choose to redevelop. An updated Design Brief will be required to support the extension of municipal services should landowners choose to redevelop.

Adjacent business and industrial developments shall provide adequate buffering, landscaping, appropriate lighting and sensitive site planning. The approach to integrating residential with industrial development is possible by ensuring an appropriate transition between adjacent land uses. The Light Industrial land use emphasizes reducing impacts and nuisances on existing residential developments.

Goal

To transition to industrial land uses within the plan area by preventing new residential development within the plan area, and ensuring appropriate transitions are integrated into new developments adjacent to existing residential uses.

Objectives

- ✓ Ensure adequate buffering between existing residential and new industrial uses to minimize impacts and nuisances, including highway noise and light pollution from industrial development.
- ✓ Ensure new residential development is not permitted within the plan area.

Policies

- Policy 1.** Existing residential areas shall be buffered from future industrial uses. Appropriate buffering strategies may include setbacks, shelterbelts, berming, and fencing. Specific buffer requirements shall be detailed in each respective Area Structure Plan.



- Policy 2.** Accommodate the continuing use, form, and character of existing residential acreages while allowing for future redevelopment of these lands if and when the owners choose to pursue that opportunity.
- Policy 3.** Prevent the expansion or development of residential land uses within the plan area beyond that which is already approved.
- Policy 4.** Should landowners of the existing residential developments within or adjacent to the plan area choose to redevelop, an Engineering Design Brief shall be required.

4.2.3 Industrial

The Transition Urban Reserve Policy Area provides the ideal location to supplement Strathcona County's prominent employment base with a diversity of business and industrial opportunities. This ACP provides large tracts of undeveloped land, suitable access to Highway 21, Anthony Henday Drive and potential railway connections to provide intermodal opportunities for industrial and business employment uses. The development of industrial and business employment uses is strategically important in helping Strathcona County's goal of diversifying its economic base, offering a wide range of business and employment opportunities.

The ACP designates approximately 60 percent of the gross developable area for Business Employment and Light and Medium industrial uses (Appendix I). The proposed plan area relies on full urban municipal services to facilitate the higher densities of land uses, and therefore the ACP lands are a major employment area within the CRB's Priority Growth Area. Medium Industrial uses are primarily located internal to the plan area with access provided to industrial local and collector roadways. Light Industrial is typically designated along major transportation corridors, benefitting from high traffic volumes and high visibility, and used as a transitional land use between less intensive land uses (residential) or naturally significant areas. Business Employment / Light Industrial uses are located in west portion of the plan area with appropriate access to arterial and collector roads.

When clustering a range of diverse business uses, certain synergies and partnerships may be utilized to reduce the amount of resources used or waste created. The West of Highway 21 ACP encourages these opportunities to support eco-industrial principles in the development of this plan area.

The goals, objectives, and policies in this section provide overall guidance for the Medium Industrial, Light Industrial and Business Employment / Light Industrial land uses. Specific goals, objectives, and policies for each of these land uses are described in the following sections.

Goal

To accommodate a range of business employment and industrial uses, mitigate impacts and cooperative opportunities with neighbouring uses, and to meet the needs of Strathcona County's growing population and business community.

Objectives

- ✓ Ensure that industrial land uses are the predominant land use in the ACP area.
- ✓ Provide an adequate supply, diversity, and range of employment opportunities.
- ✓ Industrial developments adjacent to residential uses and prominent roadways shall be designed to a high standard of appearance.
- ✓ Limit the impacts of new development on existing residential land uses.
- ✓ Encourage green initiatives to enhance the quality of air and water, and reduce impacts on land resources.

Policies

- Policy 1.** The majority of the developable area within the plan shall be designated for industrial and business employment development.
- Policy 2.** Industrial uses shall be in accordance with an approved Area Structure Plan (ASP) and the Strathcona County Land Use Bylaw.
- Policy 3.** Heavy Industrial Zoning shall not be permitted within the plan area.
- Policy 4.** Site design of lots along highway corridors shall provide high quality visual appeal through screening and enhanced building facades.
- Policy 5.** Industrial lighting shall adhere to Strathcona County's Light Efficient Community Policy (SER-009-038) by minimizing light pollution and light trespass onto adjacent properties. Also refer to Strathcona County's Land Use Bylaw for specific requirements regarding lighting requirements.
- Policy 6.** Industrial development shall be separated from residential development through the use of buffering strategies, such as setbacks or landscaping.
- Policy 7.** All loading and storage facilities shall be located away from any adjacent residential uses, where feasible, or appropriately screened from view.
- Policy 8.** All businesses are encouraged to foster shared use synergies between facilities to exchange resources, facilities and/or by-products.
- Policy 9.** Consideration for enhanced urban design, buffering and transitional land uses are to be used adjacent to residential land uses. Guidelines should be determined at the time of Area Structure Plan.
- Policy 10.** Outdoor storage areas shall be screened from roadways and adjacent existing residential uses using methods such as landscaping, berming, fencing, or a combination thereof.
- Policy 11.** Strathcona County may restrict land uses normally listed within the Land Use Bylaw in association with the cumulative risks posed by existing and future pipelines within the plan area. These use restrictions may be imposed in addition to existing setbacks within the Land Use Bylaw.

4.2.4 Medium Industrial

The Medium Industrial designation is extensively used throughout the ACP and permits a large number of uses. Land designated as Medium Industrial will be developed as per the (IL) Local Industrial and (IM) Medium Industrial Zones in the Strathcona County Land Use Bylaw.

These industrial uses tend to create minor nuisances (i.e. noise, odour, or visual impacts) that extend outside of the building but not beyond the property boundary. Permitted uses may include manufacturing, processing, distribution or repair services that may not operate fully within the confines of a building and may require outdoor storage. Medium Industrial designations have been allocated in areas that provide rail way connection, and are located internal to major transportation corridors, reducing the visual impacts on more sensitive uses and the traveling public. Medium industrial land uses will conform to Strathcona County's Land Use Bylaw, which currently requires a minimum lot width of 50 metres, and a maximum building height of 18 metres. The maximum Floor Area Ratio for the Medium Industrial Use is 2.

Goal

To provide employment opportunities within medium industrial development uses located in areas that will minimize potential impacts on adjacent uses and major traffic corridors.

Objectives

- ✓ Provide an adequate supply of land for Medium Industrial uses and a range of employment opportunities.
- ✓ Provide buffering and the appropriate transitioning of Medium Industrial uses from incompatible uses.
- ✓ Encourage the development of eco-industrial and agri-business opportunities.

Policies

Policy 1. Medium Industrial uses should be located in interior locations within sub-areas of the ACP.

Policy 2. Where Medium Industrial development is located near arterial roadways or Highway 21, added visual control will be required, including landscaping, fencing, berming, or combination thereof, and enhanced building facades.

Policy 3. Nuisances created by Medium Industrial land uses shall not create an effect beyond the property boundary.



4.2.5 Light Industrial

The West of Highway 21 ACP has been designed to allocate light industrial uses along major roadway corridors to capitalize on easy access and high visibility. Lands designated as Light Industrial development are expected to be developed as per the (ILT) Light Industrial Zone in the Strathcona County Land Use Bylaw. Uses may include business support offices, small-scale manufacturing or assembly, distribution and warehousing, or other uses that are primarily carried out within an enclosed building with no nuisance beyond the building envelope. This designation is particularly appropriate for areas adjacent to more sensitive uses, such as existing country residential. Light industrial land uses will conform to Strathcona County's Land Use Bylaw, which currently requires a Minimum Lot Width of 30 metres, a Minimum Lot Depth of 35 metres, and Maximum Building Height of 15 metres. The Maximum Floor Area Ratio permitted in the Light Industrial District is 0.5.

Goal

To provide light industrial opportunities that does not create outdoor nuisances, are aesthetically pleasing, and conveniently located in high traffic areas.

Objectives

- ✓ Light Industrial uses should be located along highways and arterial roads, major traffic corridors and around existing residential uses.
- ✓ Ensure that appropriate transitions are designed between business land uses and adjacent residential uses.

Policies

- Policy 1.** Provide light industrial uses abutting Highway 21, adjacent to arterial and/or collector roadways, and adjacent to existing country residential uses.
- Policy 2.** Office uses should be located adjacent to arterial or collector roadways, transit routes and/or parks and open space amenities.
- Policy 3.** Ensure adequate separation distance is provided between existing residential development and business/industrial uses.
- Policy 4.** Encourage building design with increased high aesthetic appeal, landscaping, attention to façade articulation and building massing.
- Policy 5.** Support the use of (by-) products from neighbouring agricultural and industrial uses to promote economic viability.

4.2.6 Business Employment / Light Industrial

The Business Employment / Light Industrial land uses are located in the west portion of the plan area along the arterial and collector roads. The permitted uses in the Business Employment / Light Industrial area will be limited to professional office buildings, retail, wholesale suppliers, personal services, uses that assist in the development of products or services of light industrial uses, and those uses which do not create a nuisance beyond an enclosed building. Outdoor storage facilities and manufacturing will not be permitted.



The Business Employment / Light Industrial land use designation will be implemented through a new land use district or direct development control provision.

Goal

To provide employment opportunities within the plan area that minimizes noise and visual nuisances.

Objectives

- ✓ Ensure that appropriate transitions and buffers are designed between business land uses and residential uses.
- ✓ Mitigate visual and noise nuisances associated with Business Employment / Light Industrial land uses.

Policies

Policy 1. Business Employment / Light Industrial land uses shall not have associated nuisance factors.

Policy 2. Encourage building design with increased high aesthetic appeal, landscaping, attention to façade articulation and building massing.

4.2.7 Resource Extraction

Strathcona County recognizes the importance of resource extraction on the local and regional economy. Aggregate extraction continues to be in high demand as development continues throughout the County, Region and Province. While balancing the need for aggregate extraction, this ACP recognizes that existing and future aggregate extraction will need to be carefully mitigated with surrounding land uses and the environment, and needs to be further explored within subsequent Area Structure Plans.

Goal

To identify areas which could be conserved for future aggregate extraction operations while minimizing the potential for hazardous risk, nuisances, and environmental contamination.

Objectives

- ✓ Coordinate with provincial agencies to identify potential locations of aggregate resources.
- ✓ Ensure that potential extraction areas are compatible with surrounding uses.
- ✓ Improve and reclaim land after resource extraction activities are concluded.

Policies

Policy 1. Existing operations will be permitted to continue.

Policy 2. Potential for future resource extraction may be considered and further explored within an Area Structure Plan.

Policy 3. Aggregate resource extraction activities will minimize any negative impacts on the environment and avoid environmentally significant areas, where feasible.

Policy 4. Prior to the approval of an aggregate extraction permit, a development and reclamation plan shall be submitted, in accordance with Alberta Environment and Strathcona County policies and bylaws.

4.2.8 Commercial

There are limited opportunities for commercial services and general retail to allow a wider scope of business opportunities in key locations within the plan area. A Commercial Retail node is identified internal to the plan area, with access from arterial and collector roadways. This location provides good visibility and convenient access to support the industrial uses in the plan area by providing a range of services and general retail uses to meet the daily needs of area businesses.

Goal

To provide limited commercial opportunities intended to support the surrounding industrial uses and employees in the Area Concept Plan, as well as the travelling public.

Objectives

- ✓ Provide limited commercial uses that are intended to support the industrial businesses located in their vicinity.
- ✓ Locate commercial sites along major commercial corridors to ensure high visibility and to provide easy access.

Policies

- Policy 1.** The commercial area should be located to ensure high visibility and convenient access, and located at the intersection of arterial or collector roadways.
- Policy 2.** Commercial uses should serve the daily needs of employees within the plan area.
- Policy 3.** Design of commercial developments shall have regard for building placement and internal traffic patterns to ensure pedestrian safety and reduce potential vehicular conflicts.
- Policy 4.** Strathcona County may restrict land uses normally listed within the Land Use Bylaw in association with the cumulative risks posed by existing and future pipelines within the plan area. These use restrictions may be imposed in addition to existing setbacks within the Land Use Bylaw.

4.2.9 Parks, Open Space, and Natural Areas

The West of Highway 21 ACP provides numerous natural amenities within or in close proximity to the plan area. The area located with easy access to the North Saskatchewan River Valley, Old Man Creek and Pointe-Aux-Pins Creek, the Legends Golf and Country Club, as well as utility corridors and stormwater management facilities. These amenities provide significant active and passive recreational opportunities, unique landscape features, and habitat for wildlife. Where appropriate, the natural areas identified in this plan (**Figure 5.1: Site Features**) are to be conserved by using Environmental Reserve or Municipal Reserve dedication, in accordance with the Municipal Government Act.

The Water Act of Alberta stipulates that the Government of Alberta may require mitigation for the loss of wetlands. In addition, Strathcona County's Wetland Conservation Policy promotes the conservation of wetlands during the land development process with the goal of "No Net Loss" to wetland functions. Where disturbance to a wetland or loss of a wetland function is contemplated, enhancement or mitigation activities will be required. Compensation for wetland loss must be paid at a 3:1 replacement value.

Strathcona County's Tree Conservation Development Policy (SER-009-034) requires that all development initiated by a private developer must ensure the conservation of trees during the process of developing land and constructing buildings and infrastructure. This is accomplished by preparing a Tree Conservation Report and a Tree Protection Plan. Additionally, the Tree Management Policy (SER-009-035) ensures the conservation of trees after development by establishing procedures to inspect and manage trees on County lands. This will help to conserve the urban and rural forests within Strathcona County based on municipal, community and environmental needs.

This ACP has designated approximately 90 hectares of park and open space throughout the plan area. Parks have been strategically located to provide transitional areas and enhance natural areas to benefit both humans and wildlife. The park spaces provide space for active and passive recreational opportunities for employees and area residents, including walking, and cycling, and gardening. Programming for the park spaces will be determined through consultation with Strathcona County Recreation Parks and Culture and Planning and Development Services.

In areas where there is existing country residential development, a buffer—such as berms, enhanced landscaping, fencing or a combination thereof—will be provided to reduce surrounding industrial nuisances, protect privacy, and ensure a compatible transition in land use.

The eastern half of the Legends Golf and Country Club is located in the northwest corner of the plan area and the ACP anticipates the continued operation of the golf course. As such, the Legends golf course will be integrated into the plan area and will provide interesting views and vistas. Landscaping plays an important part of the public realm in the West of Highway 21 ACP. Scenic views of the Legends golf course, as well as the adjacent North Saskatchewan River Valley, all add to the appeal of the planned adjacent business employment areas.

While the primary purpose of pipeline utility rights-of-way and stormwater management facilities are to accommodate important utilities and drainage infrastructure, these lands can also serve as naturalized open space areas and provide recreational opportunities to the working population in the plan area. Public utility corridors also offer a unique opportunity to create a continuous trail network between residential, employment and other parks, ravines, and amenity areas.

Goal

To provide environmental conservation and recreational opportunities which integrate natural areas and wetlands to create a network of open space in the plan area as well as the region.

Objectives

- ✓ Facilitate the conservation of natural areas and river valley ravines within the plan area.
- ✓ To protect ecologically significant wetlands from adjacent development and ensure mitigation is completed or compensation is acquired where necessary.
- ✓ Establish a network of corridors and open space for active and passive recreation.



Policies

- Policy 1.** Park spaces will be determined through consultation with Strathcona County Recreation Parks and Culture, and Planning and Development Services.
- Policy 2.** Park space should be designed to accommodate both active and passive recreation opportunities.
- Policy 3.** Public spaces, multi-use trails, and stormwater management facilities should be designed to be visually and physically accessible and aesthetically pleasing. Linkages and viewpoints to the North Saskatchewan River Valley should be emphasized as area focal points.
- Policy 4.** Class III, IV, and V wetlands should be conserved and integrated into the ecological network system. Where the loss of a wetland is contemplated by a development, enhancement or mitigation activities will be required prior to subdivision approval.
- Policy 5.** Ensure compatible land uses for the Pointe-Aux-Pins Creek. Strathcona County's Municipal Development Plan States that no permanent structures are allowed within the 1:100 year flood plain of the County's rivers, streams, lakes, and natural watercourses, which will be addressed at time of subdivision. Adequate setbacks and buffers will be determined at time of detailed design in conjunction with geotechnical requirements. Wildlife corridor use and wildlife connectivity mitigation will be determined at time of subdivision and detailed design.

4.2.10 Transportation

The ACP envisions a well-connected hierarchy of arterial, industrial collector and industrial local roadways to facilitate the efficient movement of vehicular traffic within the plan area and provide connections to adjacent communities as well as regional infrastructure. **Figure 8 – Transportation Plan** conceptually illustrates the proposed transportation network within the ACP area. A joint Traffic Impact Assessment (TIA) has been completed in support of the entire West of Highway 21 ACP plan area, and the Horizons North ASP. The transportation network is subject to change following further analysis at each ASP stage and the final alignments and right of way width are subject to approval by Strathcona County.

The arterial roadway network will accommodate the major traffic into and out of the neighbourhood at major intersections and interchanges. Industrial collector intersections will be spaced at appropriate distances to accommodate left- and right-turning movements while facilitating traffic patterns through the plan area. The collector roadway network provides efficient and convenient access to local roads to provide direct access to land uses.

Township Road 540 currently provides access to Highway 21 in the northeast corner of the plan area. This intersection may be closed as development occurs and relocated between the major utility corridor and existing Township Road 540, subject to further review and confirmation by AT. The CRB Transportation Plan's conceptual alignment of Township Road 540 and its interchange location with Highway 21 has yet to be supported by Alberta Transportation (AT). In addition, the service roads on the west side of Highway 21 will ultimately be removed as development occurs, with access gained through the internal roadway network within the plan area.

The Alberta Government has also identified Township Road 534 as a regional connector from Anthony Henday Drive to Highway 21. Ultimately, Township Road 534 will be realigned south of Akenside

Estates, with an interchange at Highway 21. Range Road 231 currently provides a north-south connection to Township Road 534. Akenside and Old Man Creek Estates will be connected to the realigned Range Road 231 by what is anticipated to be a Class II rural road. A portion of Range Road 231 will be closed and amalgamated into adjacent development, ensuring traffic generated within the ACP will not significantly impact the Akenside and Old Man Creek Estates. The new alignment of Township Road 534 right-of-way will be in accordance with the North of Yellowhead Design Services – Range Road 231 and Township Road 534 and will allow for interchange construction and roadway improvements. The new interchange will be constructed at the intersection of Township Road 534 and Highway 21. The planned interchange location will be beneficial to the West of Highway 21 ACP lands as well as to the Bremner Growth Area. Access to Highway 21 as well as its final road classification is subject to Alberta Transportation's approval. Should Alberta Transportation not approve the required intersection upgrades to Township Road 534, alternative access can be provided to the ACP lands via the re-aligned Range Road 231, connecting to the re-aligned Township Road 534, as shown on **Figure 8: Transportation Plan**.

A Transportation Impact Assessment (TIA) was completed to assess the West of Highway 21 ACP. The TIA included a high level ACP build out analysis focusing on the external roadways at a 2044 horizon. A TIA was also completed to assess the impact of the Horizons North ASP on the surrounding road network. The TIA looked at the existing Township Road 535 access point to Highway 21, and determined that 20 percent of development using Township Road 535 as an access would maintain an intersection Level of Service 'D' within a twenty year horizon. While AT has indicated this is an acceptable minimum standard, access into the plan area cannot solely rely upon Township Road 535, and access to Range Road 231 must be completed.

In addition to AT's requirements, any non-residential development within the plan area shall require the County to design and construct the realignment and construction of Township Road 534 and Range Road 231, including the relocation of the intersection of Range Road 231 and Township Road 534. This event shall require a number of undertakings through the establishment of a capital project, including but not limited to: land acquisition, roadway design, relocation of utilities, and construction of the realigned road. Funding of the capital project shall be recovered through developer contributions and levies, to be determined at the Land Use Bylaw amendment, subdivision, or development permit stage, whichever occurs first.

As such, the existing access to Highway 21 will remain in the interim, providing business/industrial traffic access into the plan area from Highway 21. The access to Highway 21 is to be improved and will provide access to the plan area until an ultimate roadway network is established. Alberta Transportation will continually be involved in the development of the ultimate access and intersection construction along Highway 21. As development occurs, additional access will be provided via the internal collector and local roadway network through to the realigned Range Road 231. Internal collector and local roadways and intersections will be constructed consistent with the standards specified by the County's Engineering Servicing Standards.

The ACP and ASP TIA submissions have been reviewed by both Alberta Transportation and Strathcona County.



The overall ACP road network, excluding the Horizons North ASP, will need to be revisited at the time of preparation of future Area Structure Plans for the remaining lands within the ACP, identified as Areas 2, 3, and 4 on **Figure 12.0 Staging Plan**. Transportation Impact Assessments will also need to be prepared for all future Area Structure Plan applications.

The proposed active transportation network will provide connections across the plan area and region for pedestrians, and cyclists, as well as those using strollers, wheelchairs, or other mobility aids, as per the Integrated Transport Master Plan (ITMP). Multi-use trails will be incorporated along arterial, and will be considered along major collectors and local roads. The active transportation network will connect with the Trans Canada Trail, which runs adjacent to Range Road 232 to provide regional active transportation connections with Sherwood Park (including Cambrian Crossing and the existing country residential developments to the southeast of the ACP), Edmonton and Fort Saskatchewan. The active transportation network will also provide connections to the River Valley Alliance trail network along the North Saskatchewan River. The conceptual alignment of the active transportation network is illustrated in Figure 8.0: Transportation Plan.

The connections to the greater ACP lands and Strathcona County provide alternatives to auto use and allow for ubiquitous travel. Trails will be built to Strathcona County standards, and detailed at time of subdivision.

The CP railway intersects the southeast corner of the plan area, crossing Township Road 534 at grade and continuing under Highway 21. This ACP envisions a connection to this main line to support the intermodal capabilities of industrial businesses. Increased rail traffic generated by new industrial development may require future rail crossing improvements. Local road design including any proposed internal rail crossings will be established at time of subdivision.

Goal

To provide a logical hierarchy of roads creating an efficient transportation system, incorporating transit service considerations and providing opportunities for rail connectivity.

Objectives

- ✓ Develop a logical, internal roadway system that provides efficient and safe vehicle movement.
- ✓ Reduce vehicular trips by considering active transportation and transit service to employment nodes.
- ✓ Provide for intermodal transportation opportunities to medium industrial uses.
- ✓ Provide active transportation facilities throughout the plan area and provide connections to regional active transportation facilities.

Policies

Policy 1. Direct vehicular access to industrial businesses from perimeter highways and arterial roadways shall not be permitted unless otherwise approved by the respective road authority.

Policy 2. Construction of roadways shall be per the approved Design and Construction Standards, Urban Service Area, and generally located as conceptually shown in **Figure 8: Transportation Plan**. Sidewalks shall be included along all local industrial roadways.



- Policy 3.** A Noise Attenuation Study shall be prepared prior to subdivision to reduce the noise impacts of existing and planned truck routes on existing residential developments. Appropriate noise attenuation facilities shall be constructed in accordance with the recommendations from the study to reduce the noise impacts of existing and planned truck routes.
- Policy 4.** Continuous access to existing country residential properties shall be provided to the existing or an improved standard.
- Policy 5.** Bus transit opportunities will be considered as part of subsequent stages of development, subject to employment densities and development staging.
- Policy 6.** Railway linkages shall be subject to the required technical studies and regulations of the Alberta Government and Strathcona County.
- Policy 7.** Any new development adjacent to existing or future rail lines shall be developed with appropriate setbacks and buffers to minimize risk.
- Policy 8.** The West of Highway 21 development will provide multi-use trails along all major roadways for pedestrian and cyclist use throughout the plan area and provide connections to regional active transportation facilities.

4.2.11 Servicing

A servicing and engineering design brief has been prepared by Stantec Consulting Ltd (2013) on behalf of the plan proponents, in support of this ACP. The plan area currently does not have stormwater, sanitary, or water servicing. Future development will necessitate the extension of the services into the plan area. The proposed servicing concept for the West of Highway 21 ACP meets the Strathcona County's Design and Construction Standards.

Stormwater Services

The major storm drainage includes fourteen constructed wetland stormwater management facilities to provide adequate storage volumes under critical rainfall events. The general location of these facilities is conceptually shown in **Figure 9: Stormwater Servicing Concept**. The ponds which are located in the proximity of rivers and streams may be relocated to accommodate slope stability setback distance from the river or creek subject to the slope stability requirements in the geotechnical report; this may require an amendment to the ACP. The facilities have been located on the basis of natural drainage patterns and pre-development drainage basin boundaries in the ACP area.

The ACP area is within five drainage basins. The northern portions of the plan area, north and south of the Pointe-Aux-Pins Creek, generally drains directly into the creek. The east portion of the plan area drains into an existing manmade lake that funnels stormwater into the ditch along Highway 21, which then drains to the Pointe-Aux-Pins Creek. The southern area drains into a Class IV wetland located in the southwest quadrant of the plan area, which generally drains southward into the Old Man Creek and west into the North Saskatchewan River. The remaining area in the northwest portion of the plan drains west to the North Saskatchewan River.

Low Impact Development principles are proposed to be incorporated into the stormwater servicing concept. Low Impact Development refers to a collection of engineering and landscape architecture strategies to manage and improve stormwater drainage in an urban environment by replacing



conventional stormwater management strategies with natural processes. Some LID strategies include constructed wetlands, bioswales, and rain gardens.

Water Services

Water services for the area will be extended from the south via a water main. **Figure 10.1 and Figure 10.2: Water Servicing Concept** generally illustrates the servicing concept options for the plan area. An existing 16" water main exists along Range Road 232 and then follows the railway to Highway 21. Water servicing within the ACP area will be designed to provide peak hour flows and fire flows for light and medium industrial uses. The recommended option will be determined upon finalization of the design for the North of Yellowhead Offsite Servicing project. A Hydraulic Network Analysis will be submitted under a separate cover in support of this ACP.

Sanitary Services

The existing Southeast Regional Trunk Sewer (SERTS) line runs north along Range Road 232, connecting to the Alberta Capital Region Wastewater Commission (ACRWC) Sewage Treatment Plant located northwest of the ACP area. The existing gravity sewer pipe transitions from a 1500 mm to 900 mm pressure pipe, along Range Road 232 as it approaches Legends Golf Course.

The flow for the sanitary system designed for the ACP area will ultimately move from the southeast to the northwest. Sewage will be conveyed westerly into the existing sanitary trunk along Range Road 232 which flows north to the Capital Region Sewage Treatment Plant. The sanitary servicing system is conceptually shown in **Figure 11: Sanitary Servicing Concept**.

Shallow Utilities

All shallow utilities will be extensions of those already in place in adjacent developments. Power, gas and telecommunication services are all located within close proximity West of Highway 21 ACP and will be extended as required. Adequate infrastructure is available to accommodate the proposed development.

Goal

To ensure that the plan area is serviced to a full urban standard, in an efficient, contiguous and staged manner.

Objectives

- ✓ Provide urban services to allow development to proceed.
- ✓ Incorporate Low Impact Development strategies into the stormwater servicing concept to support the development of an eco-industrial park.

Policies

Policy 1. The stormwater servicing concept should incorporate low impact development strategies.

Policy 2. All water, sanitary, and stormwater servicing will be provided in general accordance with the relevant technical studies to be submitted as part of an Area Structure Plan.

4.2.12 Emergency Services

The West of Highway 21 ACP recognizes the need to ensure all residents and employees within the plan area enjoy an appropriate level of emergency service. Further discussions with Strathcona County will determine whether new facilities within the plan area are required, or whether existing emergency services in adjacent communities are within an appropriate response time and provide appropriate service for the area.

Goal

To ensure an appropriate level of police and fire protection and emergency services is provided to serve the proposed land uses.

Objectives

- ✓ Provide appropriate emergency services within the plan area or provide appropriate accesses for emergency service.

Policies

Policy 1. Provision for police, fire, and other emergency services shall be addressed in consultation with service agencies as part of future stages of planning.



5 Implementation

5.1 Development Staging

It is estimated that the lands within the ACP boundary will be developed within 5 to 30 years. It is anticipated that development will demonstrate the logical extension of municipal infrastructure and services. **Figure 12: Staging Plan** generally demonstrates the conceptual direction of development which may be adjusted as development applications are submitted and approved. The first ASP, Horizons North, is anticipated to be approved in 2014.

Some development and/or servicing applications, especially adjacent to Highway 21, may require additional review and approval from Alberta Transportation. The initial Engineering Design Brief addresses the flexibility of staging and the implementation of water, sanitary, and stormwater facilities. The implementation process will require further planning, including submission of Area Structure Plans, rezoning, and subdivision approvals, as well as acquiring detailed engineering, development, and buildings permits.

5.2 Rezoning and Subdivision

Existing zoning within the ACP includes, but is not limited to lands zoned Agriculture General (AG), Golf Course (PG), and Conservation (PC). Rezoning and subdivision of lands are to conform to the land uses designated in the West of Highway 21 ACP, and subsequent ASPs will be undertaken when necessary.

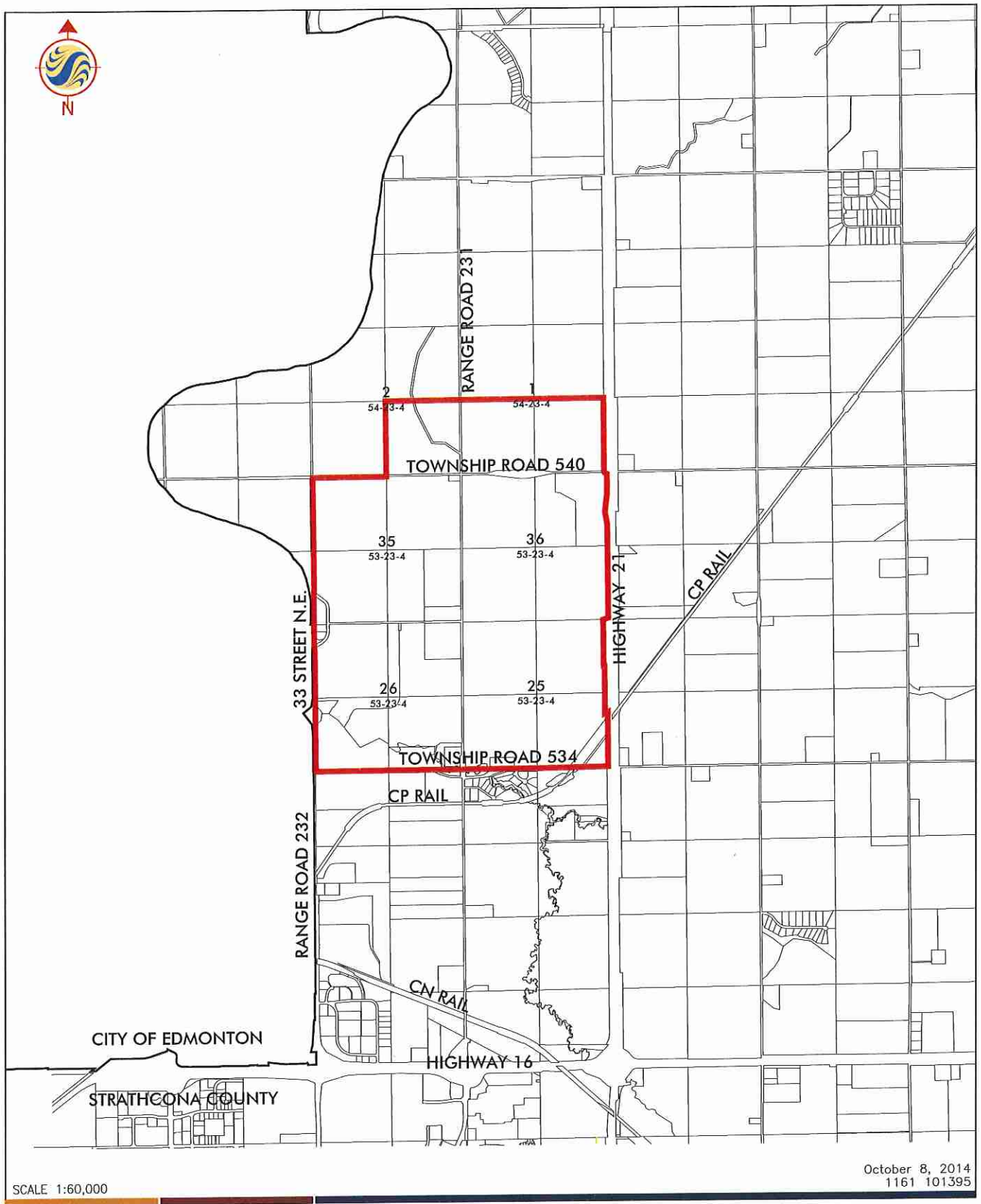
Development within the West of Highway 21 ACP will have regard for the preservation of historical, archaeological, and paleontological resources. Prior to rezoning, a Statement of Justification will be prepared for lands within the ACP boundary and submitted to Alberta Culture for review and approval. Where required, Historical Resources Impact Assessments (HRIA) will need to be prepared and submitted to Alberta Culture for review and approval.

5.3 Additional Requirements

A Development Officer may require any additional information required elsewhere by the Strathcona County's Land Use Bylaw or by the nature and magnitude of a proposed development or use. This may include, but not be limited to, information such as a geotechnical report in a potentially hazardous or unstable area, a biophysical assessment on the desirability of tree clearing, a hydrogeological report for a proposed intensive livestock agricultural use, a reclamation plan for aggregate extraction or site grading and excavation, an environmental site assessment to determine potential contamination and mitigation, or an environmental impact assessment for a development with potential significant environmental effects, or a flood plain impact study.

A Development Officer may also increase any required setback or yard for any permitted or discretionary use where the regulation in the District would allow development that may be detrimental to the preservation of shore land or environmentally sensitive areas, may be affected by being in a floodplain or in proximity to steep or unstable slopes, or may increase the degree of hazard.

Figures



SCALE 1:60,000

October 8, 2014
1161 101395

Legend

-  Municipal Boundary
-  ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

1.0

Title

LOCATION PLAN



Stantec



NOT TO SCALE

October 8, 2014
1161 101395

Legend

- | | | | |
|--|------------------------|--|--------------------|
| | Municipal Boundary | | Urban Service Area |
| | ACP Boundary (1231 ha) | | Rural Service Area |
| | Heliport Approach Zone | | |
| | Urban Reserve | | |

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

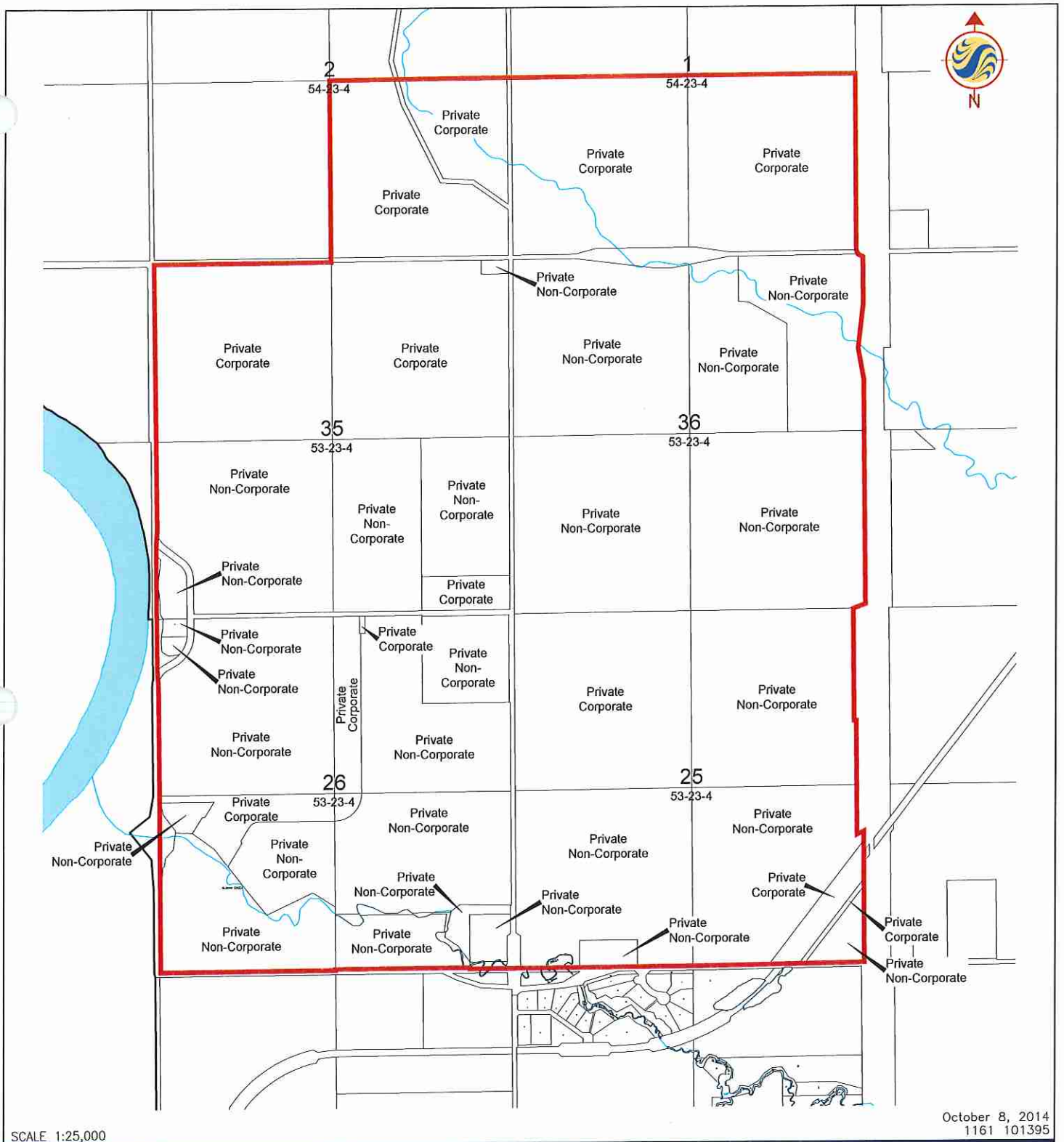
2.0

Title

REGIONAL CONTEXT



Stantec



Legend

— ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

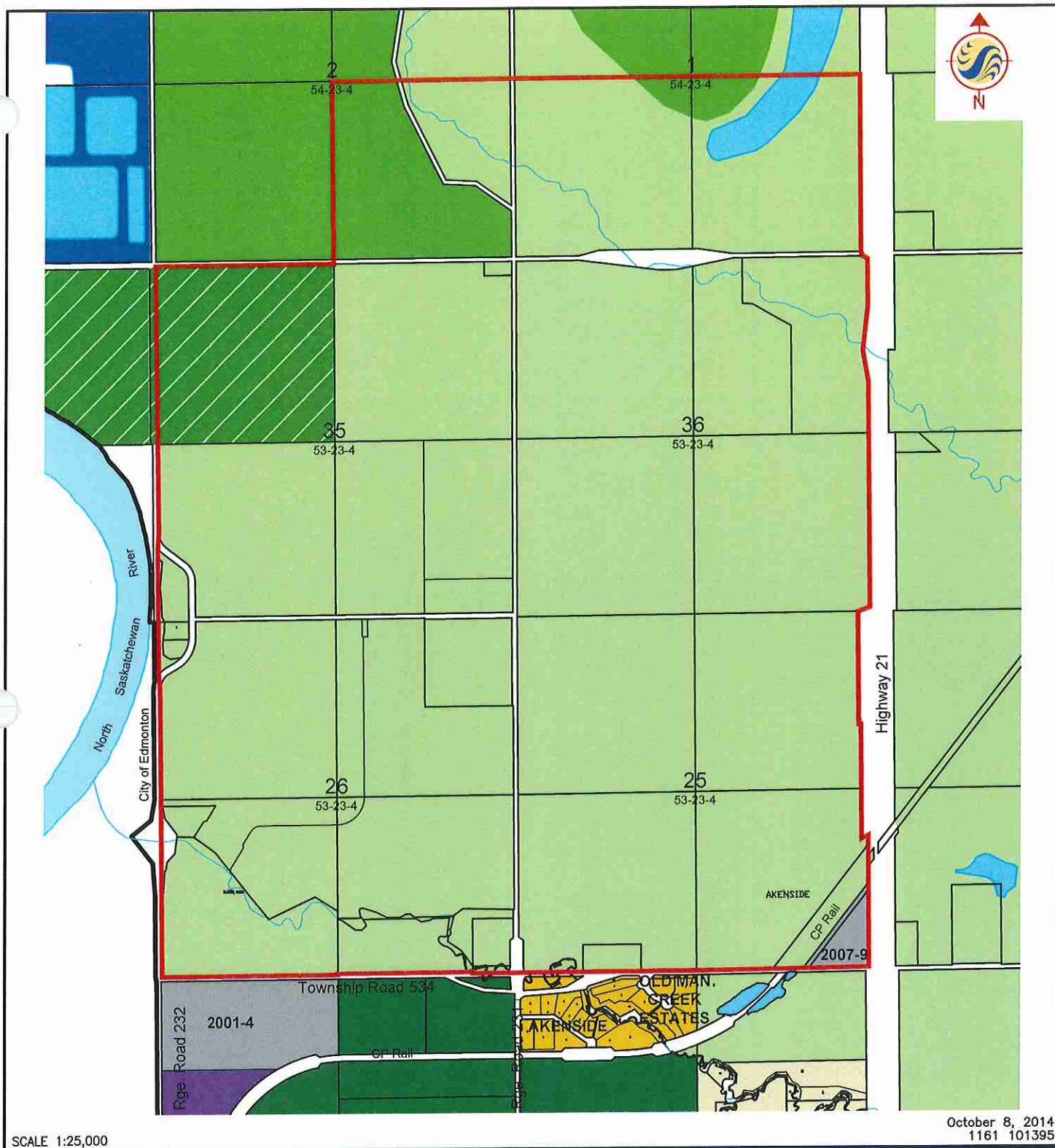
3.0

Title

LAND
OWNERSHIP



Stantec



Legend

	AG Agriculture: General		RC Country Residential
	AD Agriculture: Future Development		IM Medium Industrial
	PC Conservation		ACP Boundary (1231 ha)
	DC Direct Control		
	PG Golf Course		
	PU Utilities		
	RA Rural Residential/Agriculture		

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

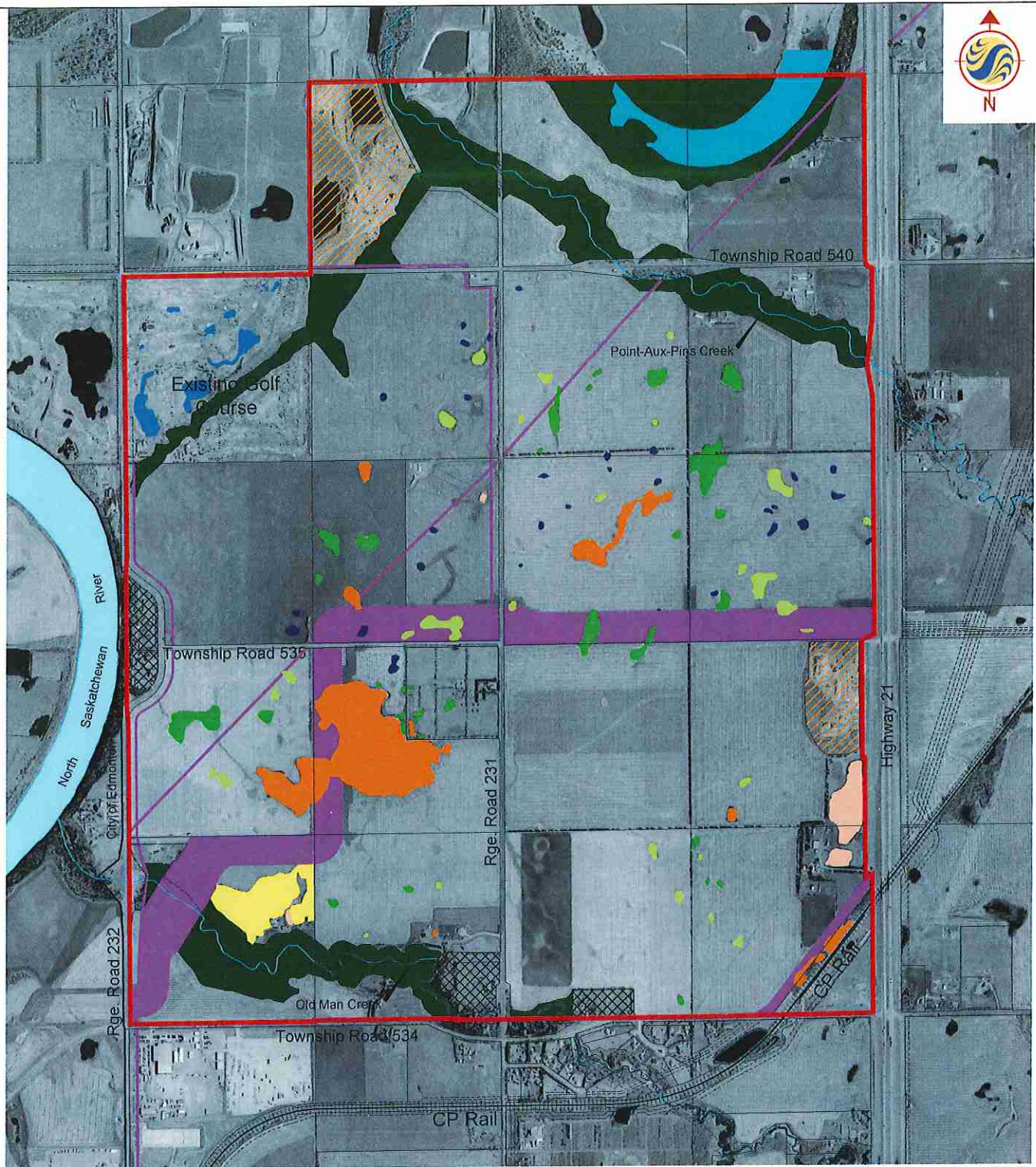
4.0

Title

EXISTING LAND USE
DISTRICTS



Stantec



SCALE 1:25,000

October 8, 2014
1161 101395

Legend

	Environmental Reserve		Class V - Permanent Pond
	Pipeline/Power Line Right of Way		Dugout
	Existing Homesite		Open Water (Golf Course)
	Class I - Ephemeral Pond		Tree Stand
	Class II - Temporary Pond		Aggregate Extraction Operation
	Class III - Seasonal Pond		ACP Boundary
	Class IV - Semi-Permanent Pond		

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

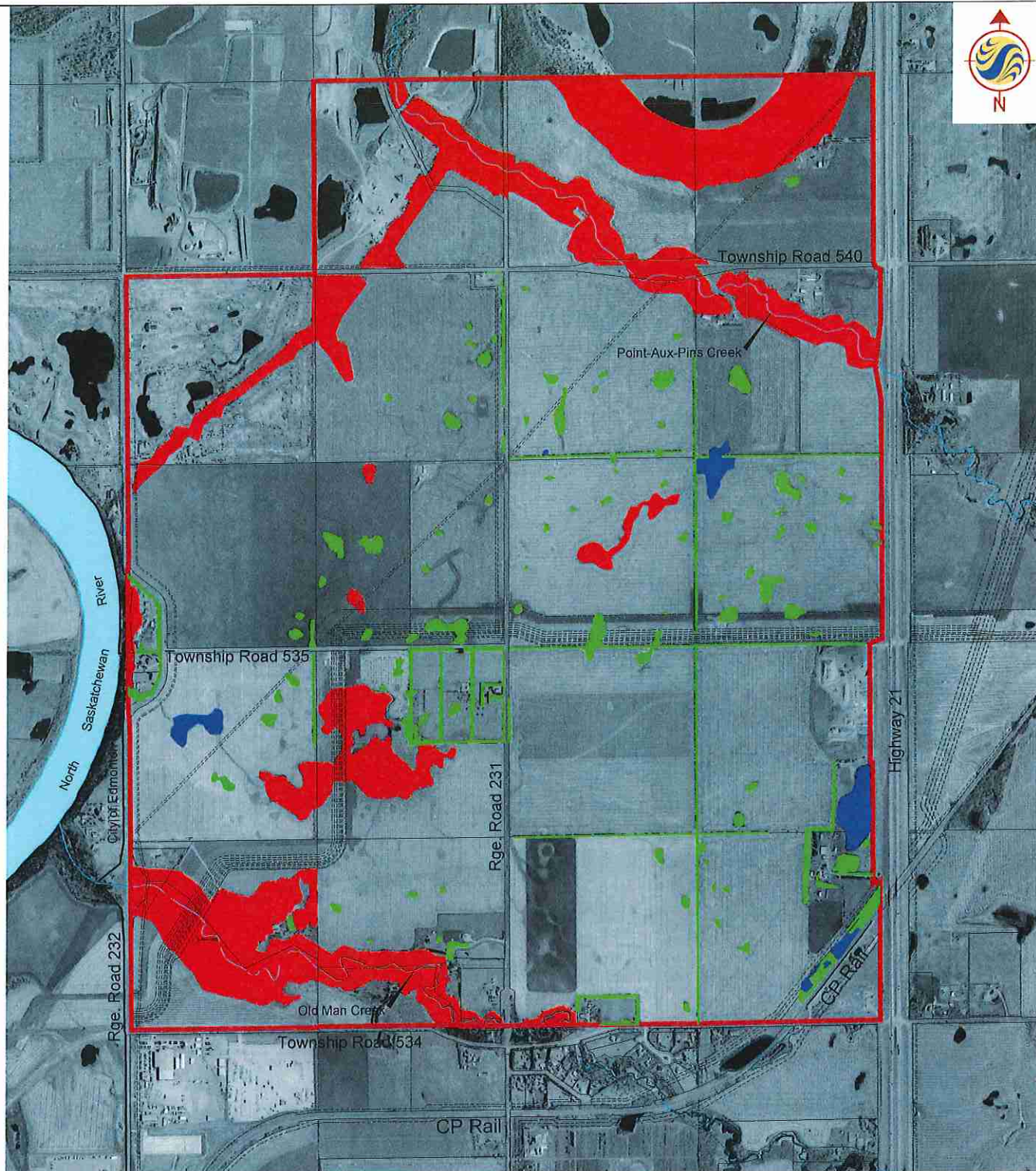
5.1

Title

SITE FEATURES



Stantec



October 8, 2014
1161 101395

SCALE 1:25,000

Legend

— ACP Boundary

Ecological Value

- Low
- Moderate
- High

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

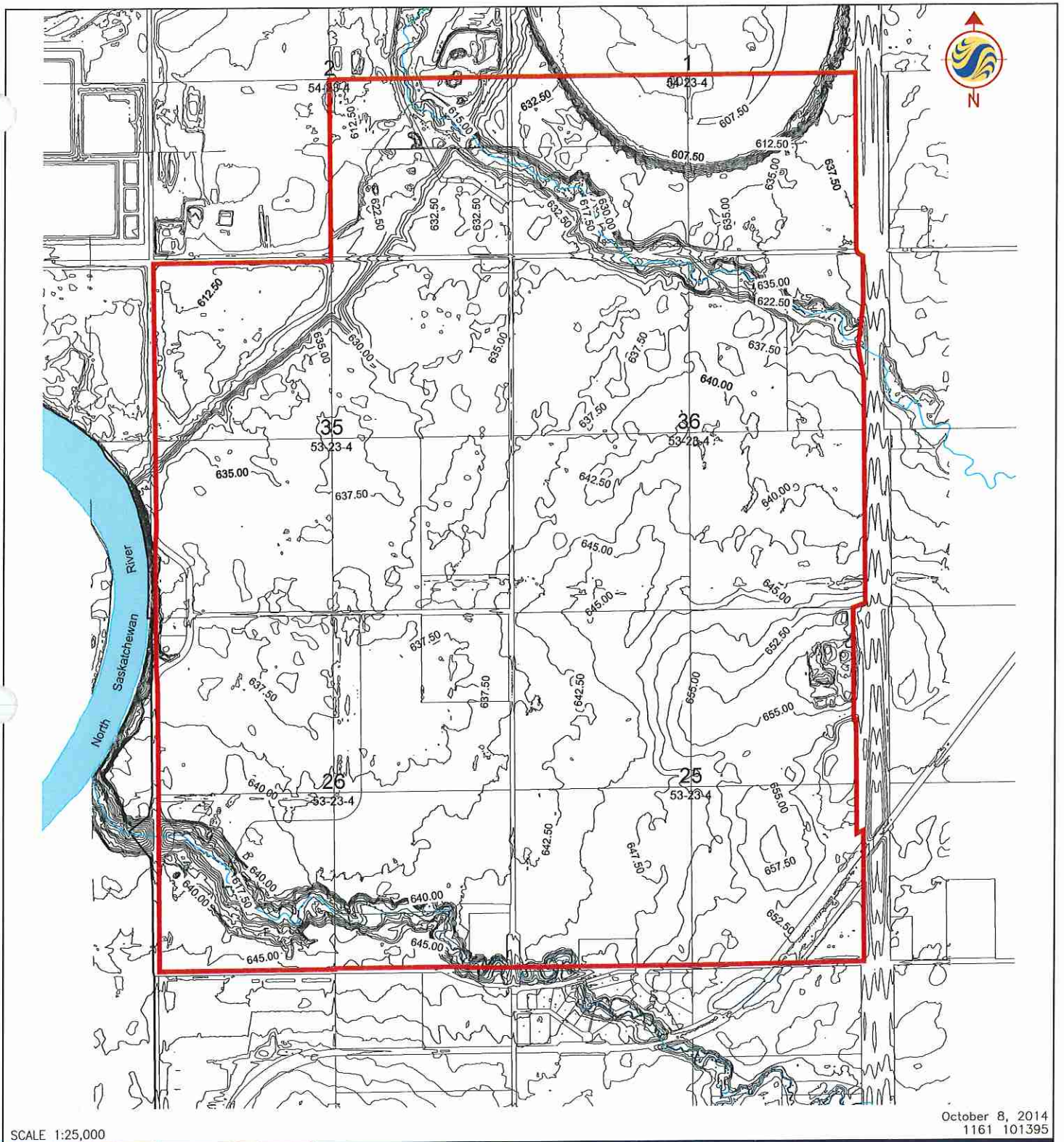
5.2

Title

ECOLOGICAL VALUE



Stantec



Legend

— ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

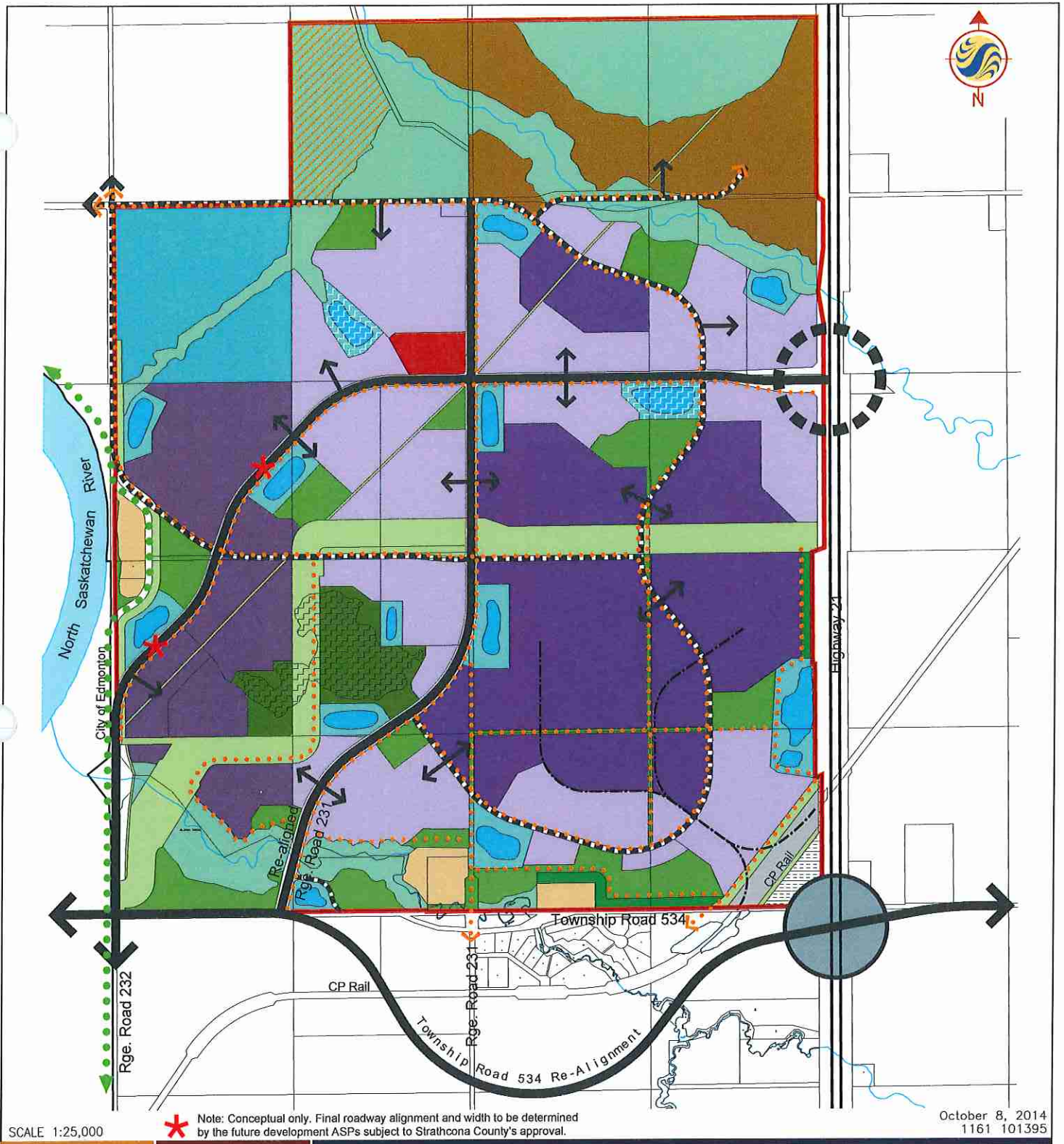
6.0

Title

SITE CONTOURS



Stantec



Legend

- | | | | |
|--|-------------------------------|--|--|
| | Commercial Retail | | Agriculture Large Holdings Policy Area |
| | Light Industrial (LI) | | Aggregate Extraction Operation |
| | Business Employment / LI | | Wetland |
| | Medium Industrial | | Rail Spur |
| | SWMF | | Arterial Road |
| | SWMF Constructed Over Wetland | | Industrial Collector |
| | Park | | Potential Access |
| | Public Utility Lot | | Proposed Trans Canada Trail |
| | Environmental Reserve | | Proposed Pedestrian Connections |
| | Buffer | | Future Interchange |
| | Natural Area | | Planned Interchange |
| | Existing Golf Course | | Potential Interchange |
| | Existing Homesite | | ACP Boundary |
| | Canadian Pacific Railway | | |

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

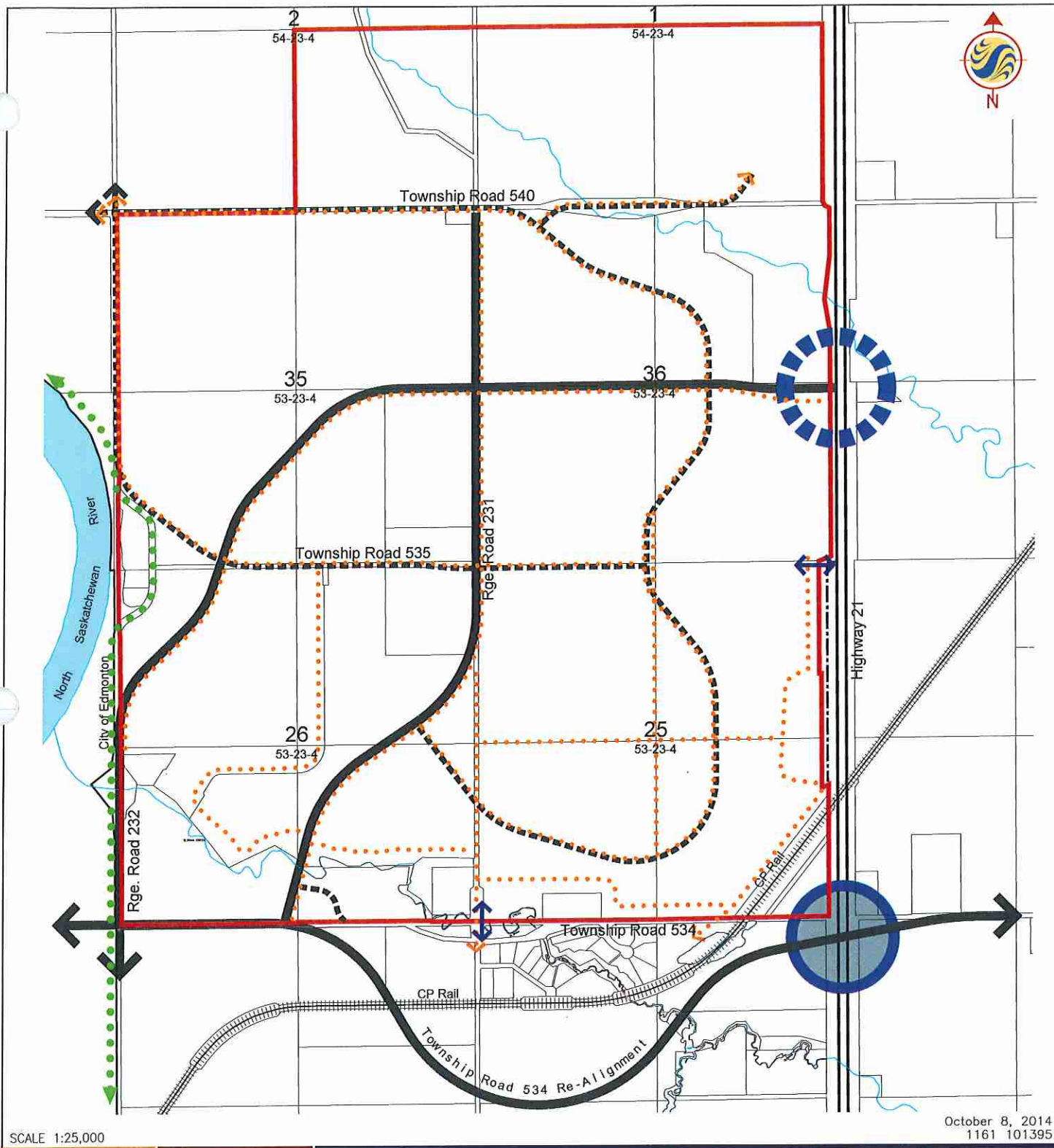
7.0

Title

DEVELOPMENT
CONCEPT PLAN



Stantec



Legend

- Highway
- Existing Service Road
- Proposed Collector Road
- Proposed Arterial Road
- Existing Access Point
- Railway
- Planned Interchange
- Potential Interchange

- Proposed Pedestrian Connections
- Proposed Trans Canada Trail
- ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

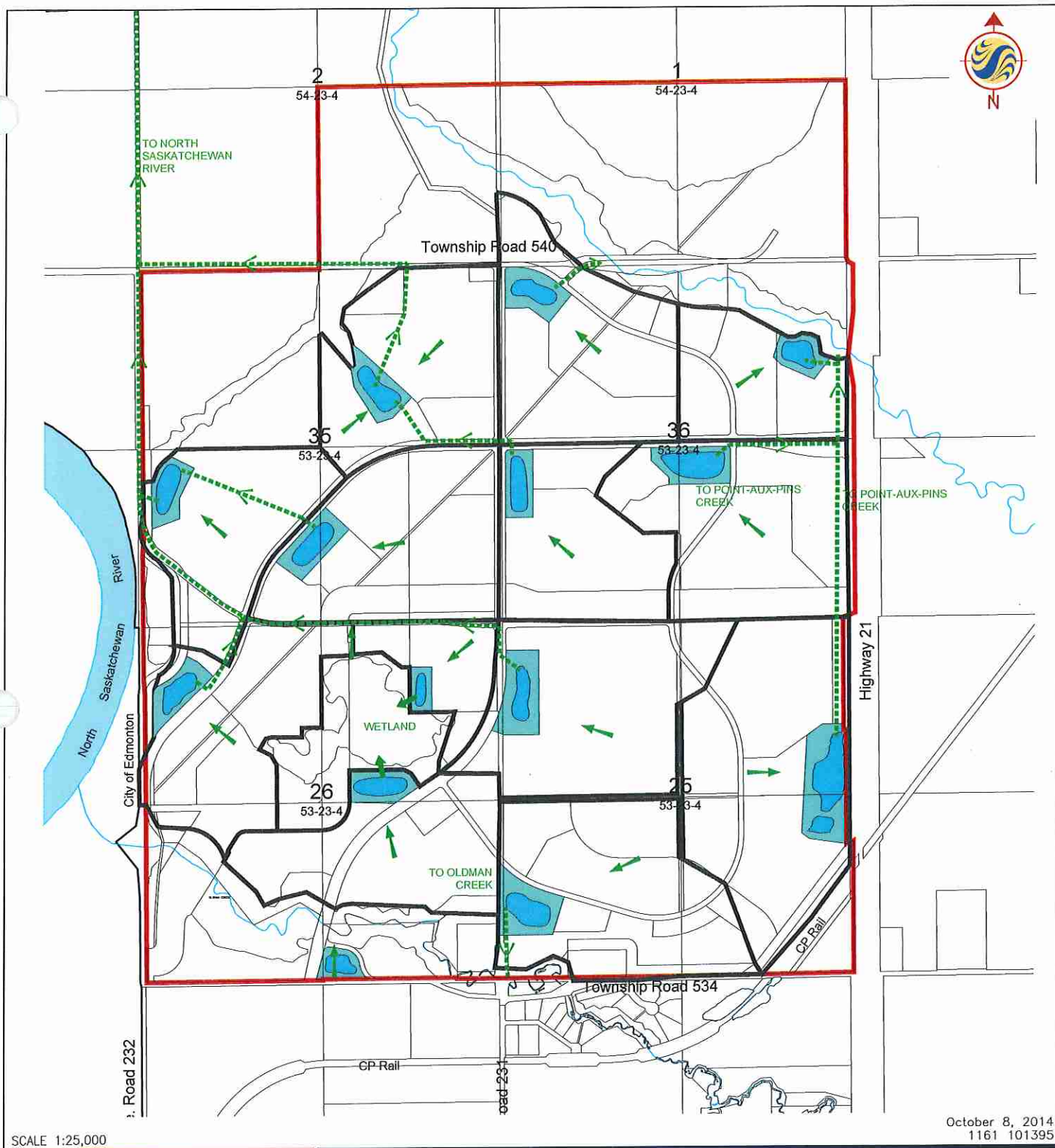
8.0

Title

TRANSPORTATION
PLAN



Stantec



Legend

- Storm Basin Boundary
- Storm Drainage
- Direction of Flow
- ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

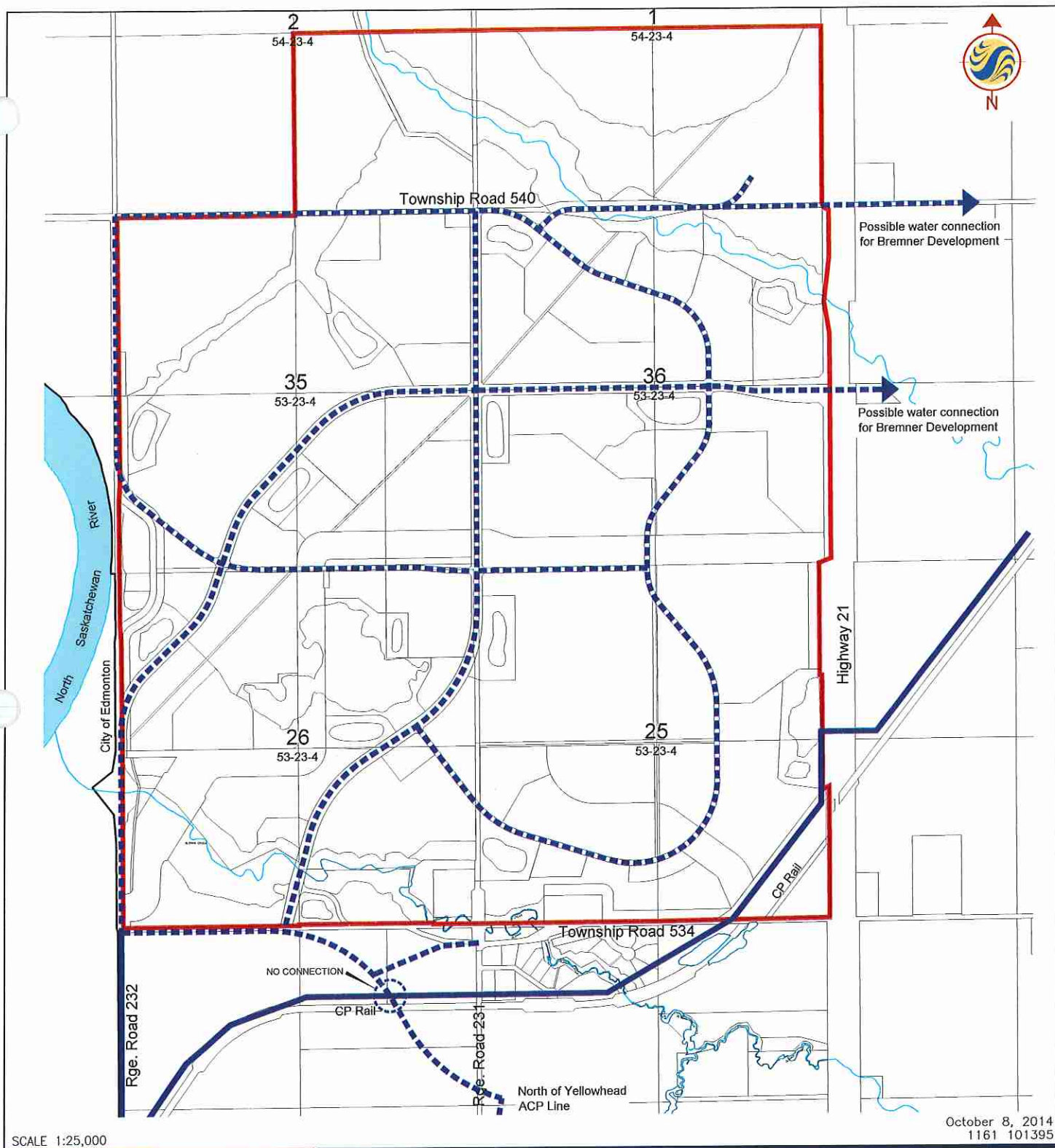
9.0

Title

**STORMWATER
SERVICING CONCEPT**



Stantec



Legend

- Future Watermain
- Existing Watermain
- ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

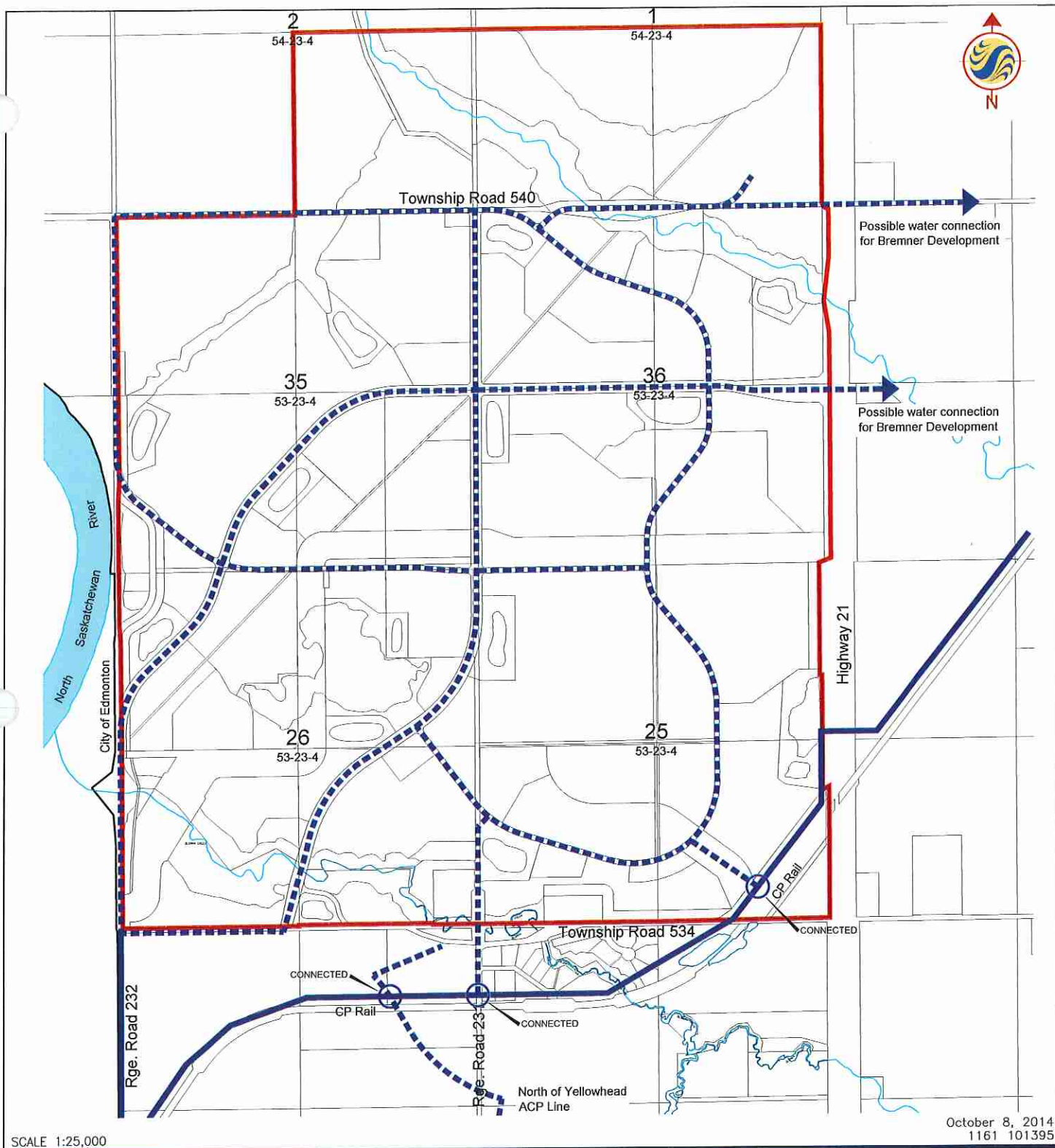
10.1

Title

WATER SERVICING
CONCEPT OPTION 1



Stantec



Legend

- Future Watermain
- Existing Watermain
- ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

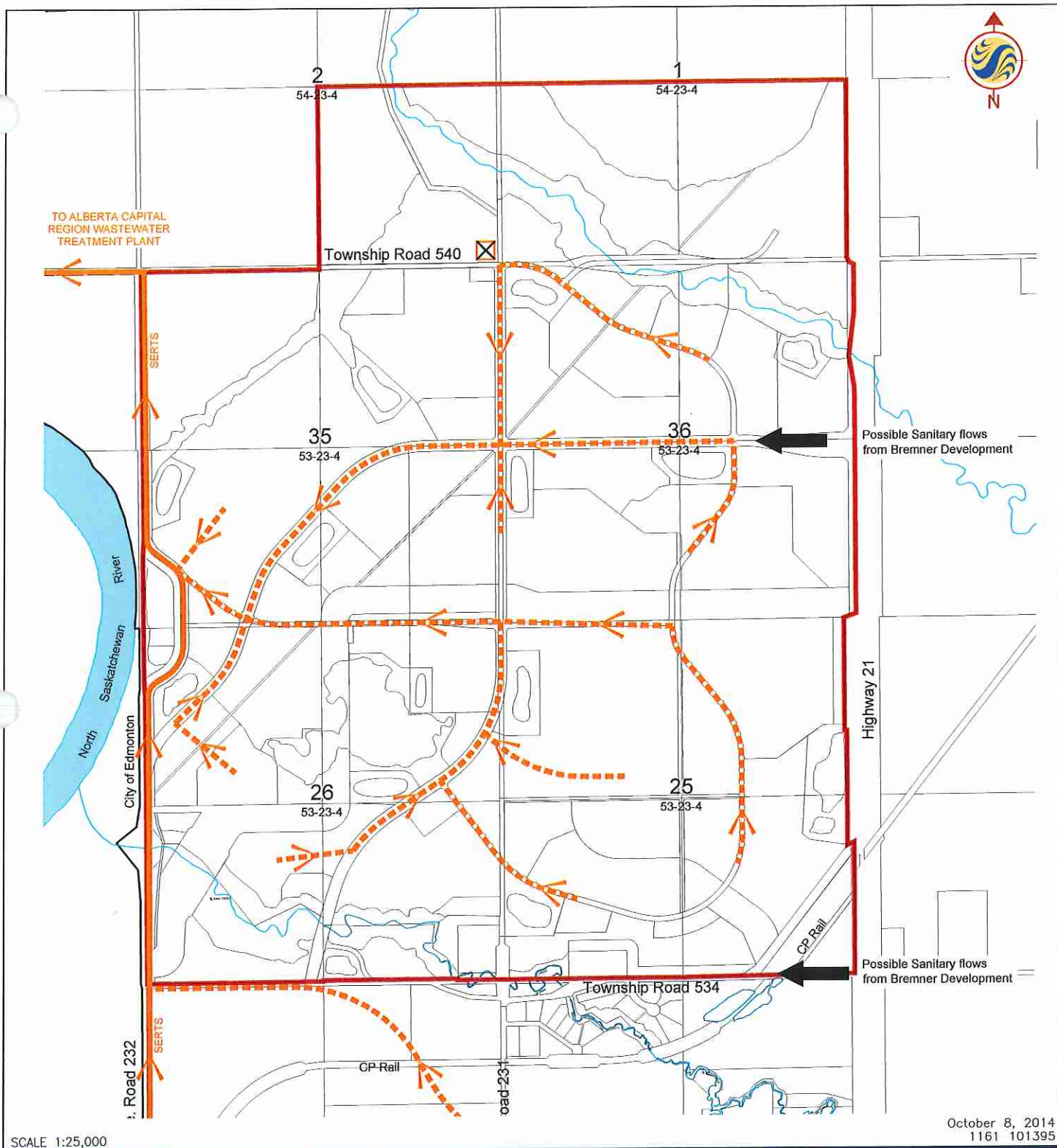
10.2

Title

**WATER SERVICING
CONCEPT OPTION 2**



Stantec



Legend

- Future Sanitary Main
- Existing Sanitary Main (SERTS)
- X Proposed Lift Station
- ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

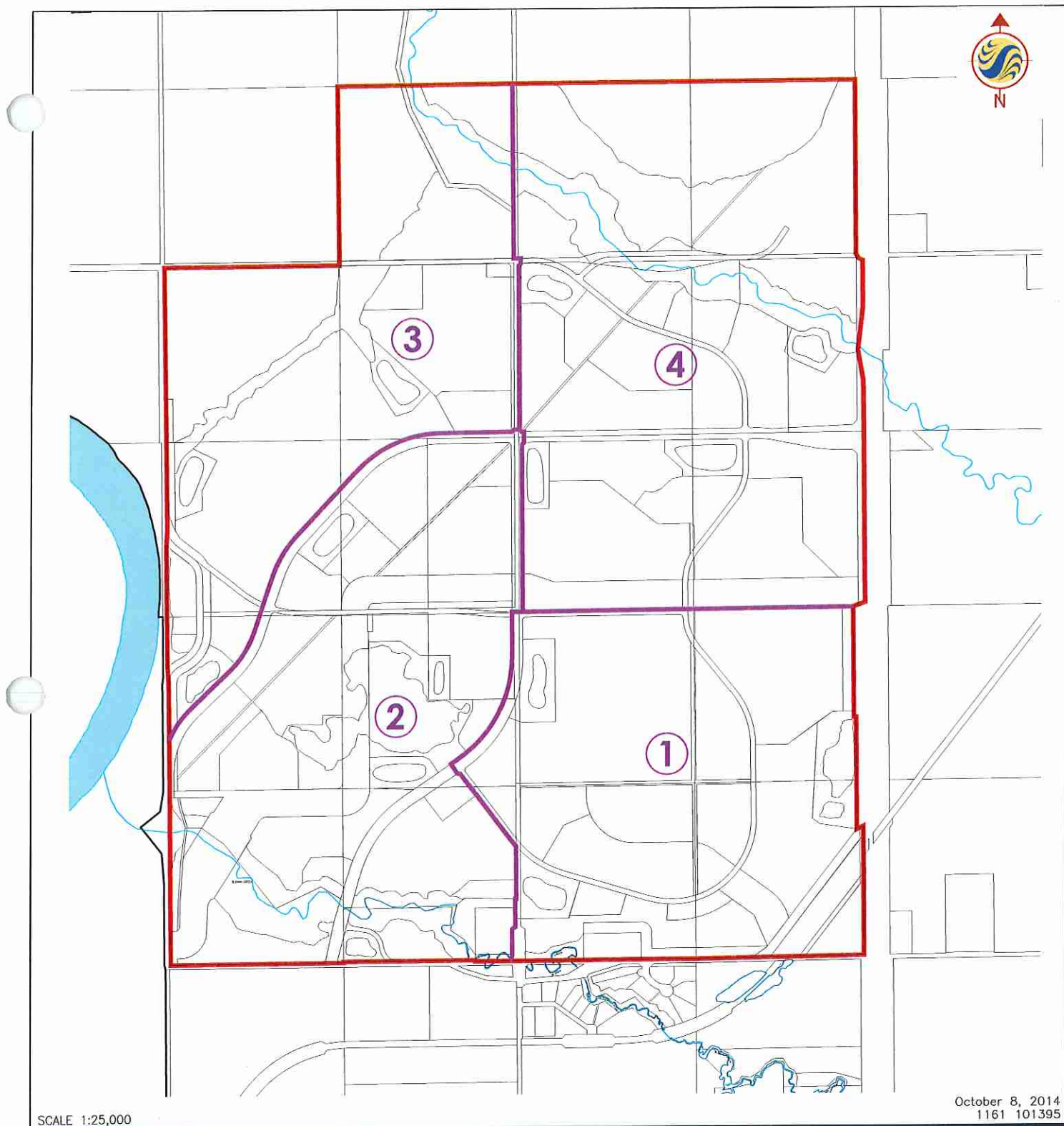
11.0

Title

**SANITARY SERVICING
CONCEPT**



Stantec



Legend

- Development Staging Boundary
- ACP Boundary (1231 ha)

Client/Project

STRATHCONA COUNTY
WEST OF HIGHWAY 21
AREA CONCEPT PLAN

Figure No.

12.0

Title

STAGING PLAN



Stantec

Appendix I - Development Statistics

Gross Area	1,231.02	100%
Environmental Reserve*	169.92	13.80%
Gross Developable Area	1,061.10	100%
Highway 21	9.61	0.9%
CP Railway	6.09	0.6%
Arterial Road Right-of-Way	42.89	4.0%
Pipeline & Public Utility Right-of-Way	77.65	7.3%
Agriculture Large Holdings Policy Area	86.60	8.2%
Commercial Retail	5.84	0.6%
Medium Industrial (MI)	180.93	17.1%
Light Industrial (LI)	242.01	22.8%
Business Employment/Light Industrial	83.61	7.9%
Circulation		
Collector Roadway	26.36	2.5%
Local Roadway	44.04	4.2%
Parks and Open Space	81.69	7.7%
Buffer/Linear Park	7.06	0.7%
Natural Area (NA)	26.31	2.5%
Stormwater Management Facility (SWMF)	67.02	6.3%
Legends Golf Course	58.55	5.5%
Existing Country Residential	14.84	1.4%
Net Developable Area (Area of MI, LI, & Business Employment)	512.39	48.3%
MR	115.06	

Appendix II – Land Ownership

Owner	Legal Description
Strathcona County	Plan 2101MC, Lot R
Strathcona County	Plan 2100MC, Lot R
Private Non-Corporate	Plan 8722319, Lot 1
Private Non-Corporate	Plan 5998MC, Lot H
Private Non-Corporate	SW 36-53-23-W4
Private Non-Corporate	NW, NE, SE-25-53-23-W4
Province Of Alberta	Plan 8220578, Block RW, Lot 53
Private Non-Corporate	Plan 0322617, Block 1, Lot 1
Private Non-Corporate	Plan 2101MC, Lob B
Private Corporate	NE-35-53-23-W4
Private Corporate	SE 1-54-23-W4
Private Non-Corporate	SE-1-54-23-W4
Private Non-Corporate	Plan 2100MC, Lot A
Private Non-Corporate	Plan 9523068, Lot C
Private Non-Corporate	SE-35-53-23-W4
Private Non-Corporate	Plan 1135TR, Lot A
Private Corporate	NW 25-53-23-W4
Private Non-Corporate	Plan 4628RS, Lot A
Private Non-Corporate	NW-36-53-23-W4
Private Non-Corporate	SE-36-53-23-W4
Province of Alberta	Plan 8220578, Lot OT
Private Non-Corporate	SE-2-54-23-W4
Private Non-Corporate	SW-26-53-23-W4
Private Non-Corporate	Plan 9121383, Lot B
Private Non-Corporate	Plan 9123258, Lot 1
Private Non-Corporate	Plan 3519HW, Lot A
Private Non-Corporate	SW-35-53-23-W4
Private Non-Corporate	Plan 9121383, Lot A
Private Corporate	NW-35-53-23-4
Private Non-Corporate	NW-26-53-23-W4
Private Non-Corporate	SW-25-53-23-W4
Private Corporate	SW-1-54-23-W4
Private Non-Corporate	SE-35-53-23-W4
Private Non-Corporate	SE-35-53-23-W4
Private Non-Corporate	SE-35-53-23-W4
Private Non-Corporate	SE-35-53-23-W4
Private Non-Corporate	Plan 6842MC, Lot A
Private Non-Corporate	SE-25-53-23-4
Province of Alberta	Plan 3519HW, Lot A
Private Corporate	Plan 690E0, Block RLY, Lot 53
Private Corporate	NE, SE 26-53-23-W4
Private Non-Corporate	NE-25-53-23-W4

Appendix III – Oil & Gas Pipeline Information

The following table provides information regarding ERCB pipeline licenses within the West of Highway 21 ACP area.

ERCB LIC/ #	COMPANY NAME	LICENCE DATE	FR LSD	FR SEC	FR TWP	FR RGE	FR WOF	FR FAC	TO LSD	TO SEC	TO TWP	TO RGE	TO WOF	TO FAC	LGTH (kms)	STS	SUB CODE	H2S (mol/ kmol)	OD (mm)	WT (mm)	MAT	TYPE	GRADE (MPa)	MOP (MPa)	JOINTS	INTL COAT
13023-12	ALBERTA ETHANE DEVELOPMENT COMPANY LTD.	AUG 2 1978	14	24	S3	23	4	PL	6	31	S3	22	4	PL	3	O	HV	0.06	323.9	6.93	S	Z245.5	56.2	9930	W	U
14763-32	NOVA CHEMICALS CORPORATION	AUG 21 1996	13	24	S3	23	4	PL	6	31	S3	22	4	PL	3.99	O	HV	0	323.9	6.93	S	Z245.5	3862	9930	W	U
16723-31	ATCO GAS AND PIPELINES LTD. (SOUTH)	OCT 30 1998	2	31	S3	22	4	PL	5	26	S3	23	4	PL	4.79	O	NG	0	762	12.7	S	Z245.2	4482	8450	W	U
16723-32	ATCO GAS AND PIPELINES LTD. (SOUTH)	MAY 4 1994	5	26	S3	23	4	PL	5	26	S3	23	4	PL	0.18	O	NG	0	762	12.7	S	Z245.2	4482	8450	W	U
16723-33	ATCO GAS AND PIPELINES LTD. (SOUTH)	AUG 21 1996	5	26	S3	23	4	PL	3	21	S3	23	4	MR	4.9	O	NG	0	762	12.7	S	Z245.2	4482	8450	W	U
16723-51	ATCO GAS AND PIPELINES LTD. (SOUTH)	MAY 2 1984	1	35	S3	23	4	PL	1	2	S4	23	4	PL	1.7	O	NG	0	114.3	3.96	S	Z245.3	2901	8450	W	U
16723-52	ATCO GAS AND PIPELINES LTD. (SOUTH)	AUG 21 1996	1	2	S4	23	4	PL	4	3	S4	23	4	MR	2.65	O	NG	0	88.9	3.18	S	Z245.3	2901	8450	W	U
16723-73	ATCO GAS AND PIPELINES LTD. (SOUTH)	FEB 14 2003	2	54	S3	23	4	BE	2	2	S4	23	4	MR	0.2	A	NG	0	60.3	3.9	S	Z245.1	2901	0	W	U
19112-10	IMPERIAL OIL RESOURCES LIMITED		5	26	S3	23	4	PL	2	31	S3	22	4	PL	4.79	O	LV	0.16	168.3	3.96	S	Z245.3	3172	4960	W	U
19112-8	IMPERIAL OIL RESOURCES LIMITED		8	5	S3	23	4	PL	5	26	S3	23	4	PL	9.48	O	LV	0.16	168.3	3.96	S	Z245.3	3172	4960	W	U
19112-9	IMPERIAL OIL RESOURCES LIMITED		5	26	S3	23	4	PL	5	26	S3	23	4	PL	0.16	O	LV	0.16	168.3	3.56	S	Z245.3	3172	4960	W	U
19113-48	IMPERIAL OIL RESOURCES LIMITED		5	26	S3	23	4	PL	5	26	S3	23	4	PL	0.16	O	LV	0	323.9	6.35	S	Z245.1	3592	10200	W	U
19113-49	COLD LAKE PIPELINE LTD.	JUL 4 2008	5	26	S3	23	4	PL	5	26	S3	23	4	PL	0.16	O	LV	0	323.9	7.92	S	Z245.1	3592	10200	W	U
19113-50	COLD LAKE PIPELINE LTD.	JUL 4 2008	8	5	S3	23	4	PL	5	26	S3	23	4	PL	9.48	O	LV	0	323.9	6.35	S	Z245.1	3592	10200	W	U
19780-12	SHELL CANADA LIMITED	MAR 17 1983	6	31	S3	22	4	PL	5	26	S3	23	4	PL	4.91	O	LV	0	273.1	5.28	S	Z245.5	3593	9930	W	U
19780-14	SHELL CANADA LIMITED	MAR 17 1983	5	26	S3	23	4	PL	11	16	S3	23	4	PL	5.36	O	LV	0	273.1	5.28	S	Z245.5	3593	9930	W	U
19780-31	SHELL CANADA LIMITED	MAR 17 1983	6	31	S3	22	4	PL	5	26	S3	23	4	PL	4.91	O	LV	0	219.1	4.54	S	Z245.5	3593	9930	W	U
19780-33	SHELL CANADA LIMITED	MAR 17 1983	5	26	S3	23	4	PL	11	16	S3	23	4	PL	5.36	O	LV	0	219.1	4.54	S	Z245.5	3593	9930	W	U
21025-11	COLD LAKE PIPELINE LTD.	SEP 12 1985	11	29	S7	19	4	PL	5	4	S3	23	4	PL	65.82	O	CO	0	610	7.14	S	Z245.1	4482	8395	W	U
27896-12	PRAXAIR CANADA INC.		11	16	S3	23	4	PL	4	3	S5	22	4	PL	21.83	O	MG	0	219.1	4.8	S	Z245.1	3592	6800	W	U
33529-1	INTER PIPELINE (CORRIDOR) INC.	NOV 6 2002	7	31	S5	21	4	PS	3	5	S3	23	4	PT	42.9	O	CO	0	508	7.92	S	Z245.1	4141	9920	W	U
33530-1	INTER PIPELINE (CORRIDOR) INC.	NOV 6 2002	3	5	S3	23	4	PS	7	31	S5	21	4	PT	42.9	O	LV	0	406.4	6.35	S	Z245.1	4141	9920	W	U
34335-1	SUNCOR ENERGY LOGISTICS CORPORATION	MAR 27 2000	15	31	S8	22	4	PL	2	5	S3	23	4	PT	13.8	O	LV	0	406.4	5.16	S	SIX	X52	7290	W	U
37342-258	ALBERTA OIL SANDS PIPELINE LTD.	JUL 9 2004	16	32	S7	19	4	PL	15	17	S3	23	4	PL	67.6	O	CO	0	609.6	8.28	S	Z245.1	4481	8400	W	U
43179-1	NOVA CHEMICALS CORPORATION	AUG 15 2008	16	11	S5	22	4	PL	6	35	48	23	4	PL	73.79	O	HV	0	273.1	6.4	S	Z245.1	3592	9930	W	U
46674-12	ACCESS PIPELINE INC.		4	18	S6	21	4	TF	5	4	S3	23	4	PL	47.97	O	LV	0	762	12.7	S	Z245.1	4832	9930	W	U
46674-30	ACCESS PIPELINE INC.	DEC 19 2008	11	16	S5	23	4	PL	8	18	S5	21	4	PL	28.4	O	LV	0	406.4	7.14	S	Z245.1	4482	9930	W	U
48998-7	ENBRIDGE PIPELINES (ATHABASCA) INC.	FEB 20 2009	9	56	21	4	PS	7	5	S3	23	4	TF	47.09	O	CO	0	762	9.8	S	Z245.1	4831	9930	W	U	
49580-1	INTER PIPELINE (CORRIDOR) INC.	JAN 14 2009	7	31	S5	21	4	PS	8	5	S3	23	4	PL	42.58	O	CO	0	508	9.5	S	Z245.1	3591	9930	W	U
50483-2	KEYERA ENERGY LTD.	JUN 20 1980	6	31	S3	22	4	PL	14	24	S3	23	4	PL	3.08	O	HV	0	168.3	4.78	S	Z245.3	3172	9930	W	U
51709-1	AIR PRODUCTS CANADA LTD.	AUG 26 2010	8	8	S3	23	4	PL	8	12	S5	22	4	PL	28.83	O	MG	0	323.9	10.3	S	Z245.1	3592	6720	W	U
52760-4	KEYERA ENERGY LTD.	FEB 17 1983	1	25	S3	23	4	PL	5	30	S3	22	4	PL	0.36	O	HV	0	406.4	5.56	S	Z245.5	3591	4960	W	U
52760-6	KEYERA ENERGY LTD.	FEB 17 1983	1	25	S3	23	4	PL	11	5	S3	23	4	TF	10.08	O	HV	0	406.4	4.78	S	SIX	X46	4960	W	U
54419-12	ENBRIDGE PIPELINES (WOODLAND) INC.	FEB 17 1983	7	24	S9	20	4	PL	5	4	S3	23	4	TF	92.12	P	CO	0	914	12.7	S	Z245.1	4831	10725	W	U
8478-4	KEYERA ENERGY LTD.	FEB 17 1983	1	25	S3	23	4	PL	5	30	S3	22	4	PL	0.36	O	HV	0	219.1	4.78	S	Z245.5	3591	6230	W	U
8478-7	KEYERA ENERGY LTD.	FEB 17 1983	5	30	S3	22	4	PL	1	25	S3	23	4	PL	0.36	A	HV	0	219.1	3.18	S	SIX	X52	0	W	U
8478-8	KEYERA ENERGY LTD.	FEB 17 1983	1	25	S3	23	4	PL	11	5	S3	23	4	TF	10.08	O	HV	0	219.1	3.18	S	SIX	X52	6230	W	U
8538-1	KEYERA ENERGY LTD.	DEC 13 1976	11	5	S3	23	4	TF	1	25	S3	23	4	PL	10.08	O	HV	0	323.9	3.96	S	SIX	X52	4960	W	U
8538-3	KEYERA ENERGY LTD.	FEB 17 1983	1	25	S3	23	4	PL	5	30	S3	22	4	PL	0.36	O	HV	0	323.9	4.78	S	Z245.5	3591	4960	W	U
8538-6	KEYERA ENERGY LTD.	FEB 17 1983	1	25	S3	23	4	PL	5	30	S3	22	4	PL	0.36	A	HV	0	323.9	3.96	S	SIX	X52	0	W	U
8570-7	KEYERA ENERGY LTD.	FEB 17 1983	5	30	S3	22	4	PL	1	25	S3	23	4	PL	0.36	A	HV	0	406.4	4.78	S	SIX	X46	0	W	U
9570-7	PIANIS MIDSTREAM CANADA LLC	FEB 13 2003	5	30	S3	22	4	PL	2	5	S3	23	4	PT	9.8	O	HV	0	406.4	5.56	S	SIX	X52	4740	W	U

West of 21 Area Concept Plan (ACP)

December 2014

