

Municipality Plan Review

New Plan Amendment

Board Reference Number: REF2017-010

Proposed Municipality Bylaw No.: 20-2017

Introduction

The Province has adopted the Regional Evaluation Framework (REF) as the criteria for the Capital Region Board's evaluation of statutory plans. The purpose of the REF is to allow the Capital Region Board to evaluate new statutory plans and statutory plan amendments to ensure consistency with the Capital Region Growth Plan (Growth Plan) and Capital Region Board Regulations.

Pursuant to Section 3.1 of the REF:

A Municipality must refer to the Board any proposed new Intermunicipal Development Plan, Municipal Development Plan and any proposed amendment to an Intermunicipal Development Plan or Municipal Development Plan.

An application to adopt a new statutory plan, *Forwarding Our Future. Together Municipal Development Plan (MDP) Bylaw 20 -2017* by Strathcona County has been submitted to the CRB for a REF review and evaluation. As a Specialized Municipality, Strathcona County includes a large rural service area and two urban service areas including Sherwood Park and Bremner. The preparation of the proposed MDP was initiated in 2014 with the objective of reflecting the community's current values and that of the region. The proposed MDP once adopted will repeal and replace the existing MDP which was adopted in 2007.

Background and Purpose

Municipality:	Strathcona County
Applicant:	Strathcona County
First Reading Date:	June 13 th , 2017
Area of Municipality:	All lands within municipal boundary
Current Population:	98,044 (2016)
Population Projection:	138,000 (Low) to 160,000 (High) <i>Source: Consolidated CRB Accepted Population and Employment Projections, 2014-2044</i>
Proposed Changes: (Amendments Only)	NA

Purpose: the purpose of the proposed MDP Bylaw 20-2017 is to repeal and replace existing Municipal Development Bylaw 1-2007. The MDP describes the way in which orderly growth and future development of Strathcona County may be carried out

Recommendation

That Strathcona County's *Municipal Development Plan Bylaw 20 -2017* be **APPROVED**.

Summary/Discussion

Strathcona County is classified as a specialized municipality and contains a unique blend of urban and rural areas and land uses within its boundaries. The County's urban areas include Sherwood Park, the urban service area, and the Bremner Urban Reserve slated for future urban development. All these areas provide a wide variety of housing options and employment opportunities for the County and the Capital Region. Rural areas within the County include eight hamlets, country residential developments, and agricultural holdings both large and small. A large part of the County is within the Beaver Hills Moraine, an environmentally sensitive area. The County also has a large industrial component in the Heartland Industrial Area along the North Saskatchewan river providing a large employment base supporting the petrochemical industry. Together these areas provide the County and the Capital Region with a variety of housing choices, amenities, natural features, employment opportunities, and lifestyles. Each area has specific policies and goals in the proposed Strathcona County MDP. The goals for each area provide the overall intent of the policy area and high-level alignment with the Growth Plan land use objectives for the Capital Region.

Section 4: Urban Service Area includes policies covering the general urban service area, Sherwood Park, and the Bremner Urban Reserve area. Policies within this section focus on ensuring that redevelopment in Sherwood Park and the urban service area in general strive for complete communities, compact development, and green infrastructure and building practices. Higher densities will be achieved by improving multi-modal transportation and continuing to provide residents with business and employment opportunities, services, amenities and housing choice for a variety of ages, incomes and abilities. The Bremner Urban Reserve area has been designated to absorb much of the future growth in Strathcona County and provide options for residents from across the Capital Region. It is envisioned that Bremner will be a complete community that is green, connected, and diverse. To align with the Capital Region Growth Plan the planning for the Bremner urban service area will incorporate green infrastructure, open space, urban agriculture, and multi-modal transportation options. Neighbourhoods within Bremner will be designed for compact, mixed use, higher density communities structured around the principles of transit oriented development. Policies within these sections align with the growth principles of *II. Minimize the Regional Footprint, III. Strengthen Communities, and IV. Increase Transportation Choice* in the Growth Plan

Section 5: Rural Service Area includes policies covering the County's hamlets, country residential areas, agricultural holdings areas, the Beaver Hills area, and the Heartland industrial area. The MDP recognizes that there are two types of hamlets, growth hamlets and small hamlets. These hamlets provide choice for individuals who wish to live in a small town or rural lifestyle outside the urban service area in the

County and Capital Region. Growth hamlets, because of their proximity to the urban service area and existing infrastructure, will be allowed to grow and expand their boundaries while small hamlet service will be maintained but growth will be limited to existing boundaries. These hamlet policy areas and policies help the MDP align with the *II. Minimize the Regional Footprint*, *III. Strengthen Communities*, and *I. Protect the Environment and Resources* growth principles.

Country residential areas represent the historical residential growth pattern and provide an opportunity for residents wanting a rural lifestyle. It is intended primarily for single family homes, some home-based businesses, and agricultural uses to encourage a rural lifestyle. The large and small agricultural holdings policy areas are in place to support and promoted agricultural operations in the County and to protect high quality soils within the County. Agricultural policies and residential policies found in these sections align the MDP with the *III. Strengthen Communities*, and *I. Protect the Environment and Resources*, and *VI. Support Regional Economic Development* growth principles in the Growth Plan.

Beaver Hills Moraine, a United Nations Educational, Scientific, and Cultural Organization Biosphere, is intended as a conservation area that will support existing agricultural operations, recreation opportunities, tourism, and limited rural residential. It aligns with the *I. Protect the Environment* land use principles of the Growth Plan.

A major industrial area, the Heartland Policy area, is a major employment centre for the County and the Capital Region. It is intended to house industrial development with a focus on heavy industrial and petrochemical operations. A transition zone or buffer has been outlined to ensure that land uses within the County and in adjacent municipalities are minimized. There are provisions to conserve the environmentally significant areas surrounding the Heartland area, including the North Saskatchewan River Valley. This policy area aligns with the *VI. Support Regional Economic Development* and *I. Protect the Environment and Resources* land use principles.

There are also two other policy areas within the proposed MDP, the Transportation Utility Corridor and Local Employment policy areas. They are intended to provide areas for future employment and space for transportation and utility infrastructure to reduce conflicts with other land uses. They align with the *II. Minimize Regional Footprint*, *IV. Increase Transportation Choice*, and *V. Ensure Efficient Provision of Services* land use principles.

Strathcona County has leveraged its unique position as a specialized municipality with a wide range of land uses, residential development patterns, and natural features to create an MDP that aligns very closely with the growth principles and overall intent of the CRB *Growth Plan*.

Evaluation Criteria

Section 5.4 of the REF outlines the criteria which must be considered in the review and evaluation of a statutory plan or statutory plan amendment.

5.4(a) Compatibility of the development with the objectives of the Capital Region Growth Plan as set out in Section 11 of the Regulation;

11(a) to promote an integrated and strategic approach to planning for future growth in the Capital Region;

The proposed MDP aims to position Strathcona County as a key player within the Capital Region, as a priority growth area. The proposed MDP is premised on the population projection of the CRB and has identified a new urban service area (Bremner) to accommodate and concentrate future growth in addition to the existing Urban Service Area of Sherwood Park. The proposed MDP contains a number of policy areas that integrate planning for regional infrastructure such as intermunicipal transit services, transportation and utility corridors containing regional pipelines, regional air transportation systems, conservation of regionally significant environmental significant areas and networks, and managing a responsible and proactive collaborative relationship with heavy industry which is significant source of employment for Strathcona County.

11(b)(i) to identify the overall development pattern and key future infrastructure investments that would best complement existing infrastructure, services and land uses in the Capital Region;

The proposed MDP contains progressive policies for the future planning and growth within existing built up urban areas, country residential policy areas as well specific growth objectives for the hamlets and nonresidential areas.

Based on the proposed MDP, the existing development patterns are consistent with the Capital Region Board Growth Plan. The urban service area is located in close proximity to the City of Edmonton allowing for collaboration and easy access for transit services, infrastructure, and employment opportunities for both municipalities. Other policy areas have specific goals and land uses and are located in appropriate areas. Agricultural land uses are located in areas that make sense for this type of land and protect high quality soils and employment opportunities while the Heartland Policy Area is removed from higher density residential areas and includes buffer zones for further conflict minimization.

Sherwood Park and the Bremner Urban Reserve are consistent with the priority growth areas in the Growth Plan. They are well connected to the City of Edmonton and to each other and will allow for cooperation in planning for, and building, transportation and utility corridors between the municipalities and within the urban service area itself. Bremner Urban Reserve is a logical extension to the urban service area within Strathcona County. It will take advantage of existing

infrastructure such as Highway 16 and 21 and the overpasses along the corridor, as well as servicing infrastructure from the north side of Sherwood Park and the industrial area to the west of the policy area.

11(b)(ii) to identify the overall development pattern and key future infrastructure investments that would maximize benefits to the Capital Region;

The Proposed MDP has proposed the expansion of the urban service area to the Bremner Urban Reserve to accommodate new growth within the County and the Capital Region as a whole. Policies within the MDP have called for an Area Concept Plan and Sub-Area Structure Plan to ensure orderly development and the area will meet the goals of compact, mixed-use, and transit oriented development with a distinct town centre and smaller village centres.

In addition to the expansion of the urban service area several hamlets have been identified as growth hamlets to absorb some of the expected growth and locate it outside the urban area. Having both the urban service area expansion and the growth hamlets provides residents options within the Capital Region; both urban living and small town or country living with a wide variety of housing typologies.

11(c) to co-ordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment;

The proposed MDP contains many policies regarding economic growth, strong communities, and a healthy environment. To sustain economic growth there are industrial areas designated both in the urban service area and a major industrial area in the Heartland policy area. The urban service area and new Bremner policy area are directed to include commercial components in town centres, commercially oriented shopping centres, and mixed-use development. Agriculture and agricultural related industries have been promoted in the large and small agriculture holdings policy areas. This ensures there is high quality land and soils available to continue with and expand the industry in the County.

Strong communities and a healthy environment is coded into the MDP throughout the document. This includes policies regarding promotion of public transit service and locations, creating opportunities for multi-modal transportation, providing housing and amenities for a wide range of ages and abilities, and having housing choice that caters to differing wants and needs. Open spaces, parks, environmental reserves, and recreational areas not only provide places for residents to meet and enjoy the County but offer important protection and conservation of important habitat and wildlife corridors. Further to this the MDP has encouraged the use of alternative energy sources and green building techniques to lessen the environmental footprint of new and existing development.

5.4(b) Whether approval and full implementation of the statutory plan amendment would result in development consistent with all of the following:

5.4(b)(i) Land Use Principles and Policies of the Capital Region Growth Plan including the provisions for:

i) Buffer areas as shown on the Regional Buffers Area Map in the Capital Region Growth Plan;

Safety and Risk Management Buffer

Strathcona County contains lands within the Safety and Risk Management Buffer as well as lands in proximity to the Safety and Risk Management Buffer Source as identified on **Figure 3: Regional Buffers** map of the Growth Plan. The proposed MDP is consistent with the policies of the Growth Plan by including policies under **Section 4.3.8 Heavy Industrial Policy Area** for responsible management of risks associated with industrial development which includes maintaining a cumulative risk assessment for the policy area. In addition, as shown on **Map 3: Urban Service Area – Sherwood Park**, the MDP identifies two Heavy Industrial Transition Overlay areas that extend up to 1.5 km and 3.0 km from the heavy industrial uses, allowing for the development of land uses compatible with industrial uses while also providing a transition towards non-industrial uses. The proposed MDP sets clear standards for risk assessment to be in accordance with the standards established by Major Industrial Accidents Council of Canada.

Compatibility Buffer

The Province has designated a portion of the Transportation Utility Corridor (TUC) within Strathcona County for the purposes of accommodating various oil and gas pipelines, water and wastewater mains, telecommunication sites and other utilities. **Section 5.9.1** of the MDP calls for ensuring the protection of the TUC as shown on **Map 2: Rural Service Area**, by limiting development activity and protecting the TUC for infrastructure purposes only.

Section 3.4.17 of the MDP calls for ensuring the viability of active transportation systems by requiring compliance with the Edmonton Garrison Heliport Zoning Regulations.

Conservation Buffer

The proposed MDP identifies the conservation buffer areas on **Map 7: Environment**, consistent with the Growth Plan. As shown on **Map 7**, a significant portion of the lands within the County fall under the Beaver Hills Moraine, which is a distinct geomorphological feature representing boreal forest and hummocky knob and kettle terrain supporting wetlands, lakes and creeks. This area is also designated as a Biosphere Reserve area by the United Nations Educational, Scientific and Cultural Organization that demonstrates excellence in the conservation of biodiversity and sustainable development practices.

The MDP also identified portions of land along the North Saskatchewan River as Key Wildlife and Biodiversity zones which provide natural habitat and serve as important wildlife connectivity

corridors. Policies under **Section 3.2 Environment** and policies under **Section 5.7.19** call for responsible use of the natural landscapes as well as identification and conservation of environmentally significant areas. Statutory plans and development proposals shall be required to have supporting environmental and technical studies to ensure conservation of environmentally significant areas is prioritized.

ii) Priority Growth Areas as shown on the Priority Growth Areas and Cluster Country Residential map in the Capital Region Growth Plan;

The proposed MDP is consistent with the policies for Priority Growth Areas of the Growth Plan. Strathcona County contains lands within the priority growth areas B and F as identified on **Figure 1: Priority Growth Area and Cluster Country Residential Areas** map of the Growth Plan. These include the Sherwood Park Urban Service Area and the County's new growth node Bremner. The Proposed MDP identifies these Urban Service Areas in **Map 3: Urban Service Area-Sherwood Park** and **Map 4: Urban Service Area - Bremner**.

The Sherwood Park Urban Service Area is a developed urban area that offers major public services through provision of parks, community centre, the County Hall, and recreation centres. Sherwood Park contains medium to high density residential, mixed use development, education and health care services, retail and office space also offers transit connections to the City of Edmonton. Policies under **Section 4.3.2** anticipate the preparation of an Area Redevelopment Plan for the Urban Centre Policy area within Sherwood Park as shown on **Map 3: Urban Service Area** where intensification through redevelopment and infill at a higher density is anticipated.

iii) Cluster Country Residential Areas as shown on the Priority Growth Areas and Cluster Country Residential map in the Capital Region Growth Plan;

Section 5.3 of the proposed MDP contains policies for Country Residential Policy Area as shown on **Map 2: Rural Service** area, consistent with the Cluster Country Residential Area S as shown on **Figure 1: Priority Growth Area and Cluster Country Residential Areas** map of the Growth Plan. the General policies under **Section 5.3** address key requirement for Country Residential Area Concept Plan that address issues pertaining to transitioning and buffering, conservation design principles, agricultural and environmental impacts and servicing amongst other requirements.

iv) Density targets as outlined in the Capital Region Growth Plan;

Strathcona County contains lands within the priority growth areas B and F, the Sherwood Park Urban Service Area and Strathcona County new growth node (Bremner) as identified on **Figure 1: Priority Growth Area and Cluster Country Residential Areas** map of the Growth Plan. The proposed MDP identifies these Urban Service Areas in **Map 3: Urban Service Area-Designations**. The proposed MDP is consistent with the policies of the Growth Plan by including policies under **Section 4.4.16 Bremner Urban Reserve Policy Area** calling for Bremner Area Concept Plan and

Bremner Sub-Area Structure Plans to be designed according to the required minimum greenfield density targets as set by the Regional Growth Plan.

The Proposed MDP specifies under **Section 4.3.2 Sherwood Park-Urban Centre Policy Area** that the Urban Centre Area Redevelopment Plan incorporate centres density target outlined in the Regional Growth Plan and that all new residential is to be high density residential. Policies under **Section 4.3.3 Compact Development** and **4.3.4 Residential Policy** call for intensification within the built up urban area of Sherwood Park where identified within an Area Redevelopment Plan.

The MDP does not designate specific planned future densities for the Urban Service Areas as identified in the Growth Plan.

v) Outside Priority Growth Areas.

As shown on **Map 2: Rural Service Area**, the proposed MDP has identified three growth hamlets as well as five small hamlets which are mostly located in the Beaver Hills Moraine policy area, where growth and development is anticipated. Proliferation of new multi-family country residential developments into agricultural lands is restricted by directing new multi-parcel Country Residential subdivision to occur only within the Country Residential Policy Area.

Section 5.2 identifies the role of the growth hamlets for providing a range of services to meet the day to day needs of residents in the Rural Service Area as well as providing housing choice with the rural service area for all ages, incomes and abilities. **Policy 5.1.1 and 5.1.3** ensures the long-term viability of the growth hamlets by directing new schools, community services and major public services for the Rural Service Area to locate within the Urban Service Area or growth hamlets. Policies under **Section 5.2.5 and 5.2.6** will ensure hamlets develop in an orderly manner through requiring Area Structure Plans and Hamlet Design Guidelines that address the scale and character of the community. Policies pertaining to conservation in the Rural Service Area promote the conservation and integration of wetlands into stormwater management facilities, while biophysical assessments are required at the time of subdivision to identify environmentally significant features and to determine environmental reserves or easements.

On the opposite spectrum, the small hamlets are required to contain growth within existing boundaries and have a population limit of 500 – 700 residents only. The MDP policies support the development of housing diversity as well as community commercial, open space and other infrastructure needs in alignment with the applicable area structure plans.

5.4(b)(ii) The regional population and employment forecasts in the Capital Region Growth Plan.

The proposed MDP does not specifically contain any population or employment forecast. However, other supporting municipal documents such as the Bremner Growth Management Strategy adopt the population and employment projections of the CRB as the basis for future planning for growth within Strathcona County.

5.4(b)(iii) The regional transportation network as shown in the Regional Transportation Infrastructure map in the Capital Region Growth Plan.

The Capital Region Land Use Plan established a policy for the protection of corridors within the Capital Region: *Section V.A (ii)* of the Land Use Principles and Policies states, “Identify and protect corridors for transportation, transit and infrastructure requirements”. The Proposed MDP identifies a Transportation Utility Corridor Policy Area Identified in **Map 3: Urban Service Area-Sherwood Park**, consistent with the Growth Plan.

5.4(b)(iv) The Intermunicipal Transit Network Plan of the Capital Region Growth Plan (Figure 8, 9, or 10 of the Capital Region Intermunicipal Transit Network Plan), and a Transportation Master Plan as approved by the City of Edmonton.

The Growth Plan identifies Long Term Intermunicipal Bus service routes in *Figure 10: Capital Region Intermunicipal Transit Network Plan*. The MDP is consistent with the Intermunicipal Transit Network Plan in that it reflects the existing intermunicipal bus system identified as the Priority Transit Corridor and Existing Commuter Bus Route connecting to Edmonton and identifies additional potential commuter bus route options as shown on **Map 8: Transportation Infrastructure Concept**. Policy **Section 3.4.16** of the MDP requires studying future opportunities for higher order transit, commuter transit and transit corridors in cooperation with surrounding municipalities and the Capital Region Board. In addition, **Section 3.4.3** of the MDP calls for the coordination and integration of local, regional, inter-provincial, and intra-provincial transportation networks and facilities.

5.4(b)(v) The regional infrastructure, and recreation, transportation and utility corridors as identified in the Regional Transportation Infrastructure, Regional Water and Wastewater Infrastructure, Regional Power Infrastructure, and Regional Corridors maps of the Capital Region Growth Plan.

As discussed above, the proposed MDP is consistent with the regional transportation infrastructure as reflected on **Map 8: Transportation Infrastructure Concept**.

The proposed MDP does not reflect the regional Power Corridor and Bulk System substation identified in *Figure 3 Regional Power Infrastructure* map of the Growth Plan.

Map 10: Water Infrastructure of the proposed MDP consistent with the Growth Plan reflects the network of waterlines operated by Strathcona County and Co-op or Water Service Commission. The map also identifies located of existing and proposed reservoirs, pump station and truck fill locations.

Consistent with the Growth Plan, the proposed MDP shows the location of the waste water infrastructure in **Map 9 Wastewater Infrastructure Concept**.

As shown in **Map 2: Rural Service Area and Map 3: Urban Service Area-Sherwood Park**, the MDP is consistent with the Growth Plan and identifies a Transportation Utility Corridor Policy Area.

As shown in **Map 11: Pipeline Corridors**, the MDP indicates the location of all pipeline Corridor's and Corridor Alignments with provision of a Transportation/Utility Corridor for responsible management of risks associated with transportation/utility/pipeline development. In addition, Under Policy **Section 3.5.24** the MDP promotes the integrity of utility and pipeline corridors by encouraging cooperation with the province, surrounding municipalities and utility companies to create new integrated utility corridors as well as support and maintain existing integrated utility corridors.

Figure 4: Regional Corridors of the Growth Plan identifies existing and future Trans Canada Trail system linkages within Strathcona County lands. The MDP is consistent with the Growth Plan through inclusion of a policy under **Section 3.4.9** which states that the design and development of active transportation infrastructure within Strathcona County should be consistent with adjacent capital region municipalities active transportation linkages including the Trans Canada Trail and River Valley Alliance Trail network.

5.4(b)(vi) The boundaries of policies of Alberta's Industrial Heartland Area Structure plans and the Edmonton International Airport Area Structure Plan.

Map 3: Urban Service Area- Sherwood Park, Map 2: Rural Service Area and Map 11: Pipeline Corridor identify the location of those areas of Alberta's Heartland Industrial Area Structure Plan that fall within Strathcona County and are identified as major source of employment. The boundaries of the Heartland policy area consistent with the boundaries of the Alberta's Industrial Heartland Area Structure plans.

Edmonton International Airport Area Structure plan boundaries are not applicable.

In addition, the statutory plan must be consistent with the Land Use Principles and Policies of the Regional Growth Plan. [Capital Region Land Use Plan Appendix 2 March 2009 pg. 9-24]

Regional Growth Plan Land Use Principles and Policies	Consistent ✓ ✗ n/a	Evaluation/Comments
Protect Environment and Resources		
a) Preserve and protect the environment	✓	<p>Almost every policy area within the MDP has some mention of preserving and protecting the environment. This ranges from ensuring there is environmental open space conservation to pollution control technologies in Section 3.2. Under Section 3.2 the MDP identifies the conservation of environmentally sensitive areas through environmental reserves and Conservation easements.</p> <p>Section 3.2 of the MDP promotes active participation by the County in environmental stewardship organizations and commitment to various environmental management plans and partnerships to further the goal of environmental protections.</p> <p>Section 3.2 as well as Section 4.3 Sherwood Park and 4.4 Bremner Urban Reserve also detail the County's participation in and commitment to green infrastructure programs and standards.</p> <p>Section 4.3 Urban Centre Policy Area, of the MDP encourages multi-modal transportation including public transportation as well as transit oriented development to reduce reliance on the automobile.</p> <p>Section 3.2.23 encourages the use of Green Building programs to reduce energy consumption and a more sustainable community.</p>
b) Preserve agricultural lands	✓	<p>The MDP identifies under policy Section 5.1.8 their commitment to re-designate prime agricultural lands for agricultural purposes. To achieve this the MDP indicates in Map2: Rural Service Area, the Agriculture Small and Large Holdings Policy Areas. Section 5.5.23 encourages consideration of agricultural lands in development of transportation/utility corridors to reduce fragmentation.</p>
c) Protect natural resources	✓	<p>The growth principles in the CRB Growth Plan aim to reduce the incompatibility between resource extraction and growth. Section 3.3.10 identifies of opportunities to expand and diversify the existing</p>

<p>d) Minimize the impact of development on regional watersheds and airsheds</p>	<p>✓</p>	<p>petrochemical cluster while including buffers to reduce conflicts.</p> <p>Section 5.4.28 of the MDP requires pipelines to locate within the alignments as specified on Map 11: Pipeline Corridors. The MDP is consistent with the Growth Plan and Figure 4: Regional Corridor. This ensures that any future growth cannot infringe upon pipelines and possible cause land use conflicts.</p> <p>Section 5.4.27 of the MDP ensures viability in the long run by requiring new aggregate extraction to mitigate nuisance impacts on adjacent agricultural lands through a number of techniques while Section 5.7.13 suggests that all new aggregate extraction development takes place within an area deemed to have an acceptable level of industrial risk.</p> <p>In order to reduce the impact on watersheds and airsheds the MDP includes a number of policies that encourage minimum development setbacks from unstable slopes, floodplains, hazard lands and waterbodies (Section 3.2.5). Section 3.2.12 aligns with wetland conservation policy and provincial legislation addressing wetland loss and Section 3.2.13 promotes watershed stewardship in cooperation with partner watershed planning and advisory councils.</p> <p>Section 3.2.17-18 encourages a regional ambient air quality monitoring network and participating actively with provincial agencies and industry partners to implement a capital region air quality management framework.</p>
<p>e) Minimize the impact of heavy industrial developments.</p>	<p>✓</p>	<p>To minimize the impact of heavy industrial development Section 4.3.8.3 requires that a Heavy Industrial Overlay and Transition Overlay based on the County’s cumulative risk assessment be incorporated into the Land Use Bylaw in the location identified on Map 3: Urban Service Area-Sherwood Park. In addition to this Section 5.7.9 directs heavy industrial developments to locate within the Heartland Policy Area or heavy industrial policy area.</p> <p>The MDP under policy Section 5.7.19 looks to ensure the conservation of environmentally significant areas within the Heartland Policy Area by requiring biophysical assessment where the environmental feature is within or adjacent to an environmentally Significant Area. Section 3.2.16 discusses</p>

		<p>intermunicipal programs which aid in the conservation of environmentally sensitive areas.</p> <p>Section 5.6.31 Beaver Hills Policy Area, calls for location of new resource extraction and new oil and gas facilities to locate outside of the Beaver Hills Policy Area.</p> <p>In Section 5.7.3 the MDP calls for responsible management of risk associated with industrial development by requiring Industrial Area Structure Plans to provide direction on risk management, transitioning and buffering.</p>
<p>Minimize Regional Footprint</p>		
<p>a) Identify, protect, and prioritize lands for regional infrastructure</p>	<p>✓</p>	<p>A portion of the Transportation/Utility Corridor has been designated by the province within Strathcona County to accommodate crude oil pipelines, natural gas pipelines, product pipelines, water lines, wastewater mains, telecommunication sites and other utilities.</p> <p>Policy under Section 5.9.1 identifies the Transportation Utility Corridor and protects the corridor for infrastructure purposes only, as shown on Map 11: Pipeline Corridors. Map 11 also identifies other transportation, utilities, oil and gas as well as hydrocarbon pipelines for the purposes of corridor protection.</p> <p>The Sherwood Park Urban Service Area currently serviced by Priority Transit bus service connecting to Edmonton. The MDP identifies Highway 16, Baseline Road and Sherwood Park Freeway for the purposes to maintaining current and additional potential commuter bus routes to Edmonton.</p> <p>Policies under Sections 3.4.17 and 3.4.18 ensure the viability of aviation transportation systems through provision of airport protection overlays near Warren Thomas Aerodrome, South Cooking Lake Airport as well compliance with the Edmonton Garrison Heliport Zoning Regulations.</p>
<p>b) Concentrate new growth within Priority Growth Areas</p>	<p>✓</p>	<p>The proposed MDP is consistent with the Growth Plan in that it identifies two urban service areas, Sherwood Park and Bremner to concentrate new growth. Development in these areas is planned through the preparation of statutory plans such as area structure</p>

<p>c) Allow growth outside of Priority Growth Areas</p>	<p>✓</p>	<p>plans and area redevelopment plans where intensification and redevelopment is anticipated.</p> <p>The proposed MDP is consistent with the policies of the Growth Plan pertaining to densities by including policies under Section 4.4.16 Bremner Urban Reserve Policy Area calling for Bremner Area Concept Plan and Bremner Sub-Area Structure Plans to be designed according to the required minimum greenfield density targets as set by the Regional Growth Plan.</p> <p>The Proposed MDP specifies under Section 4.3.2 Sherwood Park-Urban Centre Policy Area that the Urban Centre Area Redevelopment Plan incorporate centres density target outlined in the Regional Growth Plan and that all new residential is to be high density residential.</p> <p>As shown on Map 2: Rural Service Area, the proposed MDP has identified three Growth Hamlets as well as five small hamlets which are mostly located in the Beaver Hills Moraine policy area, where growth and development is anticipated. Proliferation of new multi-family country residential developments into agricultural lands is restricted by directing new multi-parcel Country Residential subdivision to occur only within the Country Residential Policy Area.</p> <p>Section 5.2 identifies the role of the growth hamlets for providing a range of services to meet the day to day needs of residents in the Rural Service Area as well as providing housing choice with the rural service area for all ages, incomes and abilities. Section 5.1.1 and 5.1.3 ensures the long-term viability of the growth hamlets by directing new schools, community services and major public services for the Rural Service Area to locate within the Urban Service Area or growth hamlets. Policies under Sections 5.2.5 and 5.2.6 will ensure hamlets develop in an orderly manner through requiring Area Structure Plans and Hamlet Design Guidelines that address the scale and character of the community.</p>
<p>d) Support expansion of medium and higher density residential housing forms</p>	<p>✓</p>	<p>Policies for new residential housing forms are consistent with the policies of the Growth Plan. Policies under Section 4.3.4.36 to 4.3.4.38 under the Residential, Planned Areas call for maintaining character defining elements, limit the percentage of low density residential areas to current standards,</p>

<p>e) Support cluster country residential development</p>	<p>✓</p>	<p>increase the percentage of medium density residential housing forms, introduce a maximum of 70% for low density residential in new areas and require a balanced distribution of housing throughout the neighbourhood. Policies for Built-Up Urban Area also call for intensification through medium density and mixed use development, integration of Transit Oriented Development, multi-modal transportation choice amongst other requirements.</p> <p>Section 5.3 of the proposed MDP contains policies for Country Residential Policy Area as shown on Map 2: Rural Service Area, consistent with the Cluster Country Residential Areas as shown on Figure 1: Priority Growth Area and Cluster Country Residential Areas map of the Growth Plan. the General policies under Section 5.3 address key requirement for Country Residential Area Concept Plan that address issues pertaining to transitioning and buffering, conservation design principles, agricultural and environmental impacts and servicing amongst other requirements.</p>
<p>Strengthen Communities</p>		
<p>a) Create inclusive communities</p>	<p>✓</p>	<p>There are policies throughout the proposed MDP that endeavor to create inclusive communities. Sections 4.3.2.18-19 ensure the incorporation of walkability and areas for social interaction by requiring new or redeveloped sites to incorporate pedestrian oriented design and social gathering spaces. Sections 4.3.2.23-24 promotes walkability and areas for interaction. Section 4.3.3 require residential to be within close proximity to mixed use development, commercial, local community services, schools or major community services. Section 4.3.3.14 promotes the evolution of complete communities.</p>
<p>b) Support healthy communities</p>	<p>✓</p>	<p>To achieve the goal of supporting healthy communities the County wants to encourage reduction of roadway costs by having more walking and bicycling options (Section 3.4.6) and a call for an Active Transportation Strategy in Section 3.4.8.</p> <p>Section 3.4.9 encourages integrated transportation infrastructure in the County that links to adjacent municipalities, the Trans Canada Trail. And the River Valley Alliance Trail.</p>

Sections 5.2.68-73 provides direction on Open Space including parks, environmental reserve, and natural areas in Hamlets including a requirement for a diversity of parks in terms of size, scale, and activities throughout the County (**Section 4.1.4**).

Under **Sections 4.3.2.10-25** priority is put on having interconnected active transportation infrastructure networks and promoting public transportation through maintaining transit service, adding express services, and ensuring that transit infrastructure is included in new developments early on.

In **Sections 4.3.2.30-39** and **Sections 4.3.3.36-40** Urban Centres and Compact Developments are required to have centrally located public open spaces, connect open spaces to transportation infrastructure, and promote green infrastructure such as public agriculture or edible landscapes.

Sections 4.3.2.40-48 and **Sections 4.3.3.47-55** require that within the Urban Centres and Compact Development areas there are connections between active transportation infrastructure and public transit that are safe for pedestrians and bicyclists the provide ease unobstructed access to this infrastructure.

Sections 4.3.4.16-32 discuss the need for parks and open space that are connected to development areas and include green elements such as public agriculture and community gardens. These policies also mention the creation of pedestrian infrastructure to improve safety as well as connect to active transportation and public transportation locations.

Section 4.3.5.38-47 discuss incorporating open spaces, pedestrian infrastructure, and active transportation that connects to other policy areas and to public transportation in Commercial Policy Areas.

Light and medium industrial lands covered under **Sections 4.3.7.20-21** require access to public transit and active transportation infrastructure.

In the Bremner Urban Reserve area, **Sections 4.4.52-59** encourage parks and open spaces to be located through the Bremner area that are appropriately sized, have connections to neighborhoods and

environmental reserve, and are accessible by public transportation.

In **Section 4.4.63-64** there are requirements for public agriculture in the form of community gardens and edible landscapes or rooftop gardens and urban farms.

Section 5.2.22-34 discusses requirement for parks, open spaces, and conservation areas within Growth Hamlets.

Within **Section 5.2.49-59** the MDP discusses transportation related to pedestrian infrastructure, active transportation connections, and design for pedestrian infrastructure.

Small hamlets in **Sections 5.2.66-75** call for parks and open spaces that contain public agriculture, active transportation that link to regional trail systems, and encouraging opportunities for active transportation.

The Country Residential policies in **Section 5.3.16** require that parks and active transportation infrastructure are provided and connect open space and environmental reserves with significant natural features.

To help protect the environment in **Section 3.2.7** the County encourages the use of pollution prevention and control technologies while **Sections 3.2.21 and 23** call for the use of alternative building methods, innovation, and sustainable housing using green building programs.

To supplement green building programs **Section 3.5.22** encourages the design and development of alternative energy supplies and district energy in the County. Low impact Development for cold climates and alternative energy systems are required throughout the policies in **Sections 4 and 5**.

The development of communication infrastructure that provides technological advances for residents and reduce the visual and environmental impacts of facilities is encouraged in **Sections 3.5.29-31** and **Section 3.5.33**.

Within the Urban Service Area **Section 4.3.15 and 16** encourage alternative energy systems and district energy as well as building orientation to optimize solar warming.

<p>c) Support public transit</p>	<p>✓</p>	<p>Policies encouraging express commuter bus systems, local transit service, and identification of future opportunities for higher order transit are found in Sections 3.4.13-16.</p> <p>Sections 4.3.1.14-25 promotes transit through the provision of transit infrastructure, incorporating transit into new developments early in the process, and maintain transit service within the County.</p> <p>Transit oriented development, active transportation infrastructure, and multi-modal transportation are required in Section 4.3.2.6, Section 4.3.3.1, and Section 4.3.4.1.</p> <p>Schools should be built along new, existing or planned transit corridors as mentioned throughout Section 4.3 along with the utilization of transit oriented development concepts.</p> <p>This transit oriented development is supported by creating transit transfer facilities, extra capacity in dense residential areas, and express transit services as outline in Sections 4.3.2.41-54 and Sections 4.3.3.49-62.</p> <p>In Section 4.3.6.8 the County will continue the operation and improvement of the Bethel Transit Terminal and any new Transit Terminals must be located close to high density residential, seniors housing, employment areas, and linkages to other transportation networks as seen in Section 4.3.6.18. Section 4.3.6.32 requires these and any other transit controlled location within 250 metres of a major public service.</p> <p>Section 4.4.22-24 requires that high density, mixed use, and seniors housing be within close proximity to transit controlled locations along transit corridors. This includes Sections 4.4.65-79 which require and encourage transit oriented development and the creation of transit infrastructure throughout the Bremner area to support transit corridors and an interconnected transit system that is accessible to all residents in the area. Transit Hubs and Park and Rides are to be considered for hamlets in Section 5.2.49.</p>
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<p>d) Support innovative and affordable housing options</p>	<p>✓</p>	<p>The County will, within the various policy areas identified below, provide opportunities for development for all ages, provide community and seniors housing, incorporate inclusionary housing, and intensification of existing areas:</p> <ul style="list-style-type: none"> ○ Section 4.3.2.5 and 6 ○ Section 4.3.2.12 and 14 ○ Section 4.3.3.1 ○ Section 4.3.3.7-10 ○ Section 4.3.4.3-5 <p>Section 4.3.4.35-39 calls for the net density of low and medium density planned areas to stay the same or increase along with a balanced housing diversity and inclusionary housing.</p>
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Increase Transportation Choice

<p>a) Integrate transportation systems with land use</p>	<p>✓</p>	<p>In order to integrate transportation with land use the Josephburg and South Cooking Lake airports are to follow the Edmonton Garrison Heliport regulations and the airport protection overlays for in Section 3.4.17-18.</p> <p>Strathcona County has included provisions for coordination of local, regional, and provincial transportation networks, encouraging multi-modal transportation, active transportation, and public transportation service and infrastructure. There is mention that these transportation policies should work with existing and future policy areas to ensure easy access and close proximity to users throughout the entire MDP but in particular Sections 3, 4, and 5.</p>
<p>b) Support the expansion of transit services in various forms</p>	<p>✓</p>	<p>To encourage transportation choice through the use of transit oriented development, development of a multi-modal transportation system, and promoting connections between transportation systems within the County there are policies throughout the MDP as seen in Sections 3.4.3-11 and below.</p> <p>Sections 3.4.13-16 encourage continuing transit service and examining opportunities for future higher order transit.</p> <p>An interconnected and multi-modal transit system for Sherwood Park is encouraged in Sections 4.3.1.2-8 and Sections 4.3.1.10-25. They include policies for accessibility, safety features, priority for transit corridors, and innovative transit strategies.</p>

		<p>Sections 4.3.2.41-54 discuss providing safe and efficient transportation connections, pedestrian infrastructure, and continuing transit service.</p> <p>Policies in the following sections mention incorporating transit oriented design, transit connections, safety measures for pedestrians and active transportation, using multi-modal transportation where possible, and continuing transit service to other policy areas:</p> <ul style="list-style-type: none"> • Sections 4.3.3.47-61 • Sections 4.3.4.23-32 • Sections 4.3.4.62-73 • Sections 4.3.5.12-24 • Sections 4.3.5.41-533 <p>In Section 4.3.6.8 the County will continue the operation and improvement of the Bethel Transit Terminal. In addition to this Sections 4.3.6.12-19 includes policies that encourage transit terminals to provide pedestrian oriented design, that they be located connected to new transit infrastructure, and transit corridors be in close proximity to transit terminals.</p> <p>The policy in Section 4.3.6.31 and 32 requires that major community services are accessible by public transit by having a transit controlled location within 250 metres of the service.</p> <p>Similarly, Section 4.3.7.20 and 21 require light/medium industrial have access to public transportation and have close proximity to a transit controlled location.</p> <p>Because the Bremner policy area is a greenfield area, Section 4.4.9 and 4.4.28 and 4.4.39 require the Bremner policy area to have transit oriented development, multi-modal transportation, and transit infrastructure. Additionally, Sections 4.4.65-79 discuss designing neighbourhoods in Bremner to support a cost effective transit system, contain and interconnected multi-modal transportation system, and include transit priority corridors.</p>
Ensure Efficient Provision of Services		
<p>a) Design integrated physical infrastructure within the region</p>	<p>✓</p>	<p>Under Section 3.4.5 and 7 cooperation between Strathcona County and local, regional, provincial, and federal governments is encouraged to create</p>

<p>b) Maximize utilization of existing infrastructure</p>	<p>✓</p>	<p>transportation networks and transportation corridors that are integrated across the Capital Region and reduce competition for capital funding.</p> <p>Section 3.5.11 calls for joint wastewater system planning with the Alberta Capital Region Wastewater Commission and the City of Edmonton and Section 3.5.17 discusses cooperating with surrounding municipalities on planning and development of a regional solid waste management system.</p> <p>Section 3.5.24 calls for cooperating with the province and surrounding municipalities to create new integrated utility corridors and maintain existing corridors including Section 5.9.1 that ensures that any land designated as a Transportation Utility Corridor Policy Area is protected for those uses.</p> <p>In order to optimize infrastructure that is already existing Section 3.4.5 and 7 generally encourage cooperation between Strathcona County and local, regional, provincial, and federal governments to create transportation networks and transportation corridors. Section 3.5.11 calls for joint wastewater system planning with the Alberta Capital Region Wastewater Commission and the City of Edmonton. To reduce costs and get the best value from investment Section 3.5.17 discusses cooperating with surrounding municipalities on planning and development of a regional solid waste management system</p> <p>Energy efficiency is encouraged in Section 3.5.22 with the possible use of alternative energy supplies or district energy in the County. Section 4.2.15-17 encourages the use of alternative energy systems or district energy in the urban service area, calls for buildings to be oriented so they facilitate solar warming to optimize energy efficiency, and include landscaping to reduce energy demands.</p>
<p>Support Regional Economic Development</p>		
<p>a) Ensure a supply of land to sustain a variety of economic development activities</p>	<p>✓</p>	<p>Strathcona County’s proposed MDP outlines several strategies and policies for ensuring an adequate land supply for all type of land uses. The Bremner Urban Reserve Policy Area, Section 4.4 and Map 4 outlines an urban reserve containing a greenfield area to become a future complete community in the County. It will include residential, commercial, urban</p>

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

✓

agriculture, a business park, and parks and open spaces.

Sections 5.4 Agriculture Small Holdings Policy Area, Section 5.5 Agriculture Large Holdings Policy Area, and Section 5.6 Beaver Hills Policy Area along with **Map 2: Rural Service Area**, designate land and lay out policies to support the County’s agriculture industry.

Section 5.7 Heartland Policy Area ensures there is land available for light, medium, and heavy industrial activities and to further the petrochemical sector in the County that ties into **Section 5.8 Local Employment Policy Area** and **Map 2: Rural Service Area**, where the County has designated lands for employment activities such as business parks, interim extensive agricultural operations, and local employment opportunities.

To attract and retain families and people requires a diverse set of amenities, strategies, and housing options. Part of the strategy to attract and retain people is in **Section 3.1** promoting the creation and support of arts and culture, heritage and historic resources, and cultural vibrancy in the County.

Section 3.3.2-10 encourages a strong and diversified economy with tourism, recreation, agriculture, commercial, and industrial sectors to provide employment and business opportunities to prospective residents and merchants.

Throughout **Section 4** there are policies that speak to communities and policy areas providing schools, community amenities, range of housing typologies for a range of ages, provision of transit services, recreation facilities and opportunities, and complete community guidelines. All of these are attractive to prospective residents and provide a high quality of life for current residents.

Sections 5.4 Agriculture Small Holdings Policy Area, Section 5.5 Agriculture Large Holdings Policy Area, and Section 5.6 Beaver Hills Policy Area along with **Map 2: Rural Service Area**, designate land and lay out policies to support the County’s agriculture industry providing options for both living and employment to current and prospective residents.

Section 5.7 Heartland Policy Area ensures there is land available for light, medium, and heavy industrial

c) Support regional prosperity

✓

activities and to further the petrochemical sector in the County. To supplement this, in **Section 5.8 Local Employment Policy Area** and **Map 2: Rural Service Area**, the County has designated lands for employment activities such as business parks, interim extensive agricultural operations, and local employment opportunities.

To support regional prosperity, the County will cooperate with Edmonton Airports and industry to identify economic opportunities at airports within the County (**Section 3.4.19**).

Sections 5.4 Agriculture Small Holdings Policy Area, Section 5.5 Agriculture Large Holdings Policy Area, and Section 5.6 Beaver Hills Policy Area along with **Map 2: Rural Service Area**, designate land and lay out policies to support the County’s agriculture industry and ensure that agriculture remains and important and thriving industry in the Capital Region.

Section 5.7 Heartland Policy Area ensures there is land available for light, medium, and heavy industrial activities and to further the petrochemical sector in the County. To supplement this, in **Section 5.8 Local Employment Policy Area** and **Map 2: Rural Service Area**, the County has designated lands for employment activities such as business parks, interim extensive agricultural operations, and local employment opportunities.

Under **Sections 3.4.5 and 7** cooperation between Strathcona County and local, regional, provincial, and federal governments is encouraged to create transportation networks and transportation corridors.

Under **Section 5.8 Local Employment Policy Area** and **Map 2: Rural Service Area**, the County has designated lands for employment activities such as business parks, interim extensive agricultural operations, and local employment opportunities.

<p>d) Position the Capital Region competitively on the world stage</p>	<p>✓</p>	<p>Overall the Strathcona County MDP contains a myriad of policies that will create vibrant inclusive communities that attract a wide range of people. Section 4 contains polices for the provision of transit service, community amenities, recreation opportunities and housing choices that can attract a wide variety of people and create inclusive communities. Section 3.1 ensures the region will continue to support and promote culture, heritage and the arts while Section 3.2 along with polices in every section ensure that the natural environment is care for through the creation of environmental reserves, open spaces, and risk mitigation. A variety of employment opportunities are created with land and policies geared toward agriculture (Sections 5.4 and 5.5); light, medium, and heavy industrial land uses (Section 5.7), and many polices throughout that encourage business parks, commercial opportunities, and home-based business.</p>
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