



CONCEPTUAL SCHEME

Section 34-52-26-W4M

Adopted by Parkland County
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Acheson Zone 6



ACKNOWLEDGEMENT PAGE

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1. INTRODUCTION

1.1 Purpose

The purpose of this Conceptual Scheme (hereinafter referred to as the CS) is to describe and provide a rationale for the land use framework, development objectives, proposed land use, engineering, phasing and vision for Section 34-52-26-W4M (see Figure 1 – Location and Context Map). The CS serves as a comprehensive policy framework to guide future redistricting, subdivision and development proposals within the CS area in a manner that maintains consistency with other statutory planning documents.

1.2 Background

The CS was developed in response to the desire of three (3) landowners within the CS area (see Figure 2 – Land Ownership). While the lands in the south east corner are included in the proposed CS the existing planning framework envisions no changes to its current use and designation.

The CS is supported by the following technical reports and studies under separate cover:

- Preliminary Geotechnical Investigation NE 34 52-26-W4M (Shelby Engineering)
- Geotechnical Investigation for W½ 34-52-26-W4M (Shelby Engineering)
- Historical Resource Overview Section 34-52-26-W4M (Bison)
- Biophysical Impact Assessment Report NE, NW & SW 34-52-26-W4M (GreenPlan Ltd.)
- Phase 1 Environmental Site Assessment NE 34-52-26-W4M (GreenPlan Ltd.)
- Phase 1 Environmental Site Assessment W½ 34-52-26-W4M (Kriedo)
- Phase II Environmental Site Assessment W½ 34-52-26-W4M (Kriedo)
- Decommissioning Strategy Report W½ 34-52-26-W4M (Kriedo)
- Stormwater Management Report 34-52-26-W4M (V3 Companies of Canada Ltd.)
- Water and Sanitary Sewer Servicing Report 34-52-26-W4M (V3 Companies of Canada Ltd.)
- Traffic Impact Assessment 34-52-26-W4M (Bunt & Associates Engineering Ltd.)
- Decommissioning Strategy Report NE¼-34-052-26 W4M (Trace Associates)

1.3 Location and Conceptual Scheme Boundaries

The CS applies to the entire Section 34-52-26-W4M lying east of Provincial Highway 60, south of Highway 16A, and west of Pinchbeck Road within the Acheson Industrial Area in Parkland County, Alberta. The project development area encompasses effectively four quarter sections of land, with an existing golf course located in the south-east quadrant of the section. While the golf course is within the scope and boundaries of this CS, the current use will remain in place and no changes to this quarter section are being proposed at this time.

Policy 1.3.1	<i>Policies contained within the Section 34-52-26-W4M Conceptual Scheme shall apply to all lands within the Conceptual Scheme area.</i>
Policy 1.3.2	<i>This Conceptual Scheme shall enable redistricting of the County's Land Use Bylaw in accordance with the designated land uses outlined in Figure 6.</i>

1.4 Vision

The CS area will be predominantly developed as a fully serviced, vibrant and successful business and industrial area that accommodates a broad range of employment and business activities. When completed, the development will provide approximately 401 acres (162.33 ha) of industrial land uses, implemented through a logical sequence of subdivision and development phases, resulting in a master-planned business industrial development that accommodates a variety of

strategic economic development opportunities in keeping with the Parkland County Technical Growth Study.

1.5 The Conceptual Scheme Objectives

The objectives of the CS are:

- To identify constraints related to development of the lands and develop policy on how to mitigate, remedy or avoid the constraints during development.
- To outline the engagement process carried out in the development of the CS.
- To demonstrate the consistency of the CS with other relevant Municipal and Regional statutory and non-statutory planning documents.
- To outline how the site will be serviced by roads, sanitary, water and stormwater.
- To outline how the development will be generally phased.
- To develop a policy framework that will enable development of the lands for industrial and commercial purposes.

1.6 Public Engagement

Engagement Plan

In November 2017, a formal public engagement plan was submitted to Parkland County for review and approval. On November 27, 2017, the public engagement plan was approved.

Identified Stakeholders

The following parties were identified as key stakeholders in the drafting of the CS:

- Surrounding property owners;
- The general public and residential or business organizations in the Acheson area;
- Parkland County administration;
- Alberta Transportation;
- Alberta Energy Regulator;
- Alberta Environment;

Meetings were held with a number of stakeholders including Parkland County administration in working through the Conceptual Scheme direction and Alberta Transportation in relation to access points and road configuration from Highway 60 and 16A.

Open House Sessions

An Open House was held on 28th of November, 2018 at the Acheson Fire Hall and was attended by V3 staff, Parkland County administration. Based on the attendance record there were 16 people in attendance.

Results of Open House Sessions

The majority of people attending the open house were interested in what was happening and future use of the lands. No written comments were received in opposition to the proposal.

2. POLICY FRAMEWORK

2.1 Edmonton Metropolitan Region Growth Plan

The Edmonton Metropolitan Region Growth Plan (EMRGP) (effective October 26, 2017) contains an integrated policy framework that requires a holistic approach to planning. In context to the Plan, the proposed lands are located within the Metropolitan Area which is defined as the area surrounding the metropolitan core. Figure 3 Schedule 3A within the EMRGP– Major Employment Areas indicates that the Conceptual Scheme (CS) area is designated as a Major Employment Area. Consequently, the CS area will be a contiguous extension of existing similar uses located nearby and therefore a compatible development which will support current and future employment.

The following policies identified in the EMRGP Plan are viewed as the most predominant that support the County's Acheson Area Structure Plan and are considered applicable to the subject lands. The key policies relate to the site being acknowledged within a Major Employment Area.

"Objective 1.2: Promote job growth and the competitiveness of the Regions employment base.

Policies:

- 1.2.1 An adequate supply of lands shall be identified and protected by member municipalities to accommodate the employment projections in Schedule 1 and provide a variety of employment types and support economic diversification.
- 1.2.2 Employment growth will be accommodated in:
 - a. major employment areas and centres indicated on Schedule 3A.
- 1.2.3 within major employment areas, growth will be accommodated by:
 - a. supporting employment intensive land uses with a range of employment types including commercial, industrial and institutional uses;
 - c. planning and coordinating infrastructure to support current and future employment and diversification opportunities."

The proposed development is located within the Major Employment Area and the proposed uses of industrial are consistent with this policy that supports employment. In relation to Schedule 1 referred to in policy 1.2.1 of projection employment in Parkland County is based on the projections that were included through the development of the adopted Acheson Area Structure Plan.

Policy 2.1.1 *The Conceptual Scheme and the land development it generates shall conform to both the Edmonton Metropolitan Region Growth Plan and the Municipal Government Act.*

2.2 Municipal Development Plan

POLICY #	POLICY STATEMENT	DEMONSTRATED CONFORMANCE WITH POLICY
5.0.2.(a)	Major employment areas shall be located as shown on Figure 7: Development Concept.	The Conceptual Scheme (CS) area is located within the Major Employment area as depicted on Figure 7 contained within the Municipal Development Plan.
5.0.2.(b)	Major Employment Areas will support a range of intensive land uses including commercial, industrial and institutional uses that require full municipal servicing.	The CS includes policy regarding the development of adequate infrastructure and transportation networks.

5.0.2.(d)	The County will encourage the extension of municipal services to the Acheson Business Park and Fifth Meridian Business Park.	The servicing of the CS relies on the extension of municipal services.
5.0.6.(a)	Development along highways and major roads shall be planned in a comprehensive manner and be concentrated at highway intersections, near interchanges and in consideration of service road locations.	The CS is located at the highway intersection of Hwy 60 and Hwy 16A and is being designed in a comprehensive manner as detailed in the CS.
9.1.2.(b)	The Transportation Master Plan will identify and prioritize transportation and infrastructure upgrades, trade corridors and corridor routes for alignment.	The Transportation Master Plan identifies the ultimate roadway classification and the Acheson Industrial Transportation Study provides greater detail of the future roadway alignment which the CS is consistent with.
9.1.3.(b)	Developers will be responsible to front-end the costs of on-site and off-site infrastructure system. The County will, where applicable, endeavor to assist in the cost recovery of oversizing the extension of municipal improvements that accommodate future development.	The developer will carry out the capital works required to service the CS area and beyond to Parkland's County standards where required. The arterial route extending east of Highway 60 falls within the County's off-site levy program.
9.2.2.(a)	Development that is highly visible from a major transportation corridor may be required to reduce the visual impact of the development through design features such as landscaping, fencing, buffering and other site design features.	The nature of the land uses being planned from along the Highway are dependent on high visibility. It is expected the level of control on visibility will be regulated through the Land Use Bylaw for the district and Alberta Transportation requirements.
9.2.4.(d)	The County will require roadways to be developed to the current Engineering Design Standards of the County.	The CS currently shows a road layout based on the classification of the road and required Right-of-Way, including tangents on the curves of the roads.
9.3.1	Support a safe, reliant and reliable transit service that provides connections to the County's major employment areas, including Acheson Industrial Area.	Policy is provided for accommodating for a future planned transit system.
9.6.1 (e)	The County shall develop and maintain a Water and Wastewater Master Plan to guide future servicing strategies, decision-making and investment in the County.	The servicing of water and wastewater of the CS area is based on the Acheson and Big Lake Area Water Servicing Study 2015 and the Acheson and Big Lake Area Wastewater Servicing Study Update 2016.
9.6.9.(a)	A storm water management plan, to be prepared by a qualified engineer, may be required to consider development impacts both on-site and within the larger surrounding drainage catchment area.	The CS includes a stormwater management concept that has been prepared by a qualified engineer that is based on the Acheson/Big Lake Area Master Drainage Plan Amendment.
9.6.9.(b)	When the need for a constructed stormwater management facility is identified within a development proposal, these facilities should be	The CS includes stormwater management concept and at detail design stage it will need to comply with the County's stormwater standards

designed with a naturalized appearance and may form part of the open space aspects of a development.

require the ponds to be designed with a naturalized appearance and provide open space for tenants of the area. Policy 7.3.7 addresses this matter.

9.6.9.(c)	Development should incorporate low impact development techniques to maintain surface water quality and manage surface water quantity. These techniques may include rain gardens, swales, planters, trenches, cisterns and permeable pavement or other techniques.	The CS includes Policy 7.3.8 that encourages development to consider incorporating low impact design where possible subject to meeting County engineering design standards.
9.6.10.(a)	On-site wetlands and low-lying areas should be incorporated into new subdivision planning and development to the greatest extent possible as a mean to managing stormwater and mitigating the potential for overland flooding.	The CS includes Policy 5.5.2 which encourages retaining wetlands and if possible, the incorporation into the management of stormwater.
9.6.10.(b)	All future subdivisions shall adhere to County Policy C-ES04 = Storm Water Management Facility Naturalization as a condition of subdivision approval.	The CS includes Policy 7.3.8 that encourages development to consider incorporating low impact design where possible subject to meeting County engineering design standards.
9.6.10.(c)	Alternative water conservation measure such as rain water collection and reuse are encouraged in new developments.	The CS includes Policy 7.3.8 that encourages development to consider incorporating low impact design where possible subject to meeting County engineering design standards.
10.1.1.	c. Planning and development projects initiated by the County or private developers that require municipal approvals will be required to undertake the following technical assessments related to environmental as requested or required by the County. i. The County's Biophysical Assessment process, as outlined in Appendix 2: Requirements for Technical Reports and Studies, either a desktop or comprehensive biophysical assessment completed by a qualified professional.	A Biophysical Assessment was carried out on the subject lands and the recommendations of the assessments is incorporated in to Policy outline in Section 5.5. of the CS.
10.1.1.(c)	iv. A Phase 1 Environmental Site Assessment (ESA) as outlined in Appendix 2: Requirements for Technical Reports and Studies. If the results of the phase 1 ESA indicate that a Phase 2 ESA is required, the Phase 2 ESA shall be completed as outlined in Appendix 2.	Both Environmental Phase 1 and Environmental Phase 2 were carried out on the lands and identified environmental remediation required around oil and gas facilities located on the lands. Policies contained in Section 9.0 of this CS address with oil and gas reclamation.
10.1.1.(c)	d. All planning and development projects initiated by the County or private developers shall adhere to relevant federal and provincial acts, standards and regulations.	The Policy contained within this CS addresses the requirement for development to adhere to federal and provincial acts, standards and regulations.
10.1.1.(c)	f. Best Management Practices, as outlined in the County's Environmental Conservation Master Plan, should be incorporated whenever possible to protect Natural Ecological Capital and support	Policies contained within Section 5.5 Environmental Reserve and Wetland Compensation and 7.3 Stormwater Management are consistent with encouraging best

healthy ecosystems.

management practices.

10.1.3	a. The dedication of Environmental Reserve and Environmental Reserve Easements shall be required as per Parkland County Policy C-PD15 Dedication and Use of MR, ER and ERE.	The Policy contained under 5.5.6 addresses this requirement.
10.1.3	b. A Desktop of Comprehensive Biophysical Assessment and/or Parkland County's Riparian Setback Matrix model may be required to delineate the boundaries of Environmental Reserve or Environmental Reserve Easement parcels.	A Biophysical Assessment was carried out on the subject lands and the recommendations of the assessments is incorporated in to Policy outline in Section 5.5. of the CS.
10.1.3	c. The County encourages the conservation of Environmentally Significant Areas and High value wetlands that do not qualify for environmental reserve dedication under the Municipal Government Act through environmental or conversation easements, transfers of development credits, Alternative Land Use Services (ALUS) and Green Acres Programs. Environmentally Significant Areas are identified on Figure 5: Environmentally Significant Areas.	A Wetland Assessment and Impact Report (WAIR) was carried out on the subject lands and the recommendations of the assessment is incorporated into the Policy outlined in Section 5 of the CS.
12.0.6.(c)	County planning projects, initiatives and processes shall conform to the County's Public Engagement Policy and requirements under the Municipal Government Act.	Public Engagement Plan was approved by the County and developed in accordance with Policy C-AD51. The outcomes of the engagement are covered in this CS.

2.3 Area Structure Plan

Approved in 2015, the Acheson Industrial Area Structure Plan (ASP) is intended to guide the Acheson area for the next twenty (20) to thirty (30) years by setting out the general location of major land uses, roadways and utility servicing. The Acheson Industrial Area is recognized as one of the region's major employment centres. The ASP area is located on the eastern edge of the Parkland County and encompasses approximately 5,019 ha (12,402 acres) of land.

Acheson Industrial Lands are serviced by provincial highways 16, 16A, 60 and 628. A series of local arterial and collector roads, coupled with a developing internal road network provides good access for industrial and commercial users. Acheson is also located west of Canadian National Rail's Edmonton Intermodal Yard. The CNR's main line transects Acheson with several spurs providing rail access to Acheson. Acheson is located 32 kilometers from Edmonton International Airport.

Land Use

In terms of land uses that make up the Acheson Industrial ASP, apart from a large portion dedicated to agriculture, industrial land uses makeup approximately 2,489 hectares. According to the regulations within the ASP, heavy industrial uses are prohibited, while uses that are encouraged include manufacturing, research and testing facilities, processing facilities, and logistics and distribution centres.

The CS area is located within southeastern area of the Acheson ASP south of Highway 16A, east of Highway 60 and three-quarter sections are designated Business Industrial District with one quarter section (existing golf course) being designated Recreational. The CS area also has Overlay Boundaries that apply to them being within an Industrial Frontage Overlay and the Acheson Industrial Commercial Overlay.

Industrial Frontage overlay

An Industrial Frontage Overlay is identified along Highway 60, 16 and 16A (Figure 7 – Acheson Overlay Boundaries of ASP) that indicates that development along the highways that have a high level of exposure should be Business Industrial

uses and are characterized by having a higher quality building and site design standard, and higher landscaping standards. The policy contained within the Acheson Area Structure Plan seeks to create Design Overlays through amending the Land Use Bylaw. To implement the Industrial Frontage Overlay as identified in the ASP, the County has approved a new Industrial Frontage Overlay in the Land Use Bylaw. The purpose of the new overlay is to elevate the Highway corridor experience in Acheson and will have buildings and sites that are of high aesthetic standard, contributing positively to the general corridor area and encouraging diverse economic growth.

Acheson Industrial Commercial Area Overlay

The Acheson Industrial Commercial Area Overlay is identified as a buffer surrounding the residential subdivision of Osborne Acres, Agriculture Area B and the existing golf course within SE-34-52-26-W4M (Figure 7 – Acheson Overlay Boundaries of the ASP). The purpose of the overlay is to ensure the integrity of Osborne Acres is maintained and to provide an appropriate buffer from the golf course and Agriculture Area B. The overlay currently extends 250m from the existing golf course and Agriculture Area B. As the Conceptual Scheme proposes a site-specific development concept, the boundary of the overlay has been revised in Figure 6 Development Concept to more appropriately buffer the existing golf course. The County will update the Land Use Bylaw overlay at its earliest convenience to reflect this change.

Potential Future Commercial Nodes

Portions of the CS area are subject to the Potential Local Service Commercial Overlay (Figure 7 – Acheson Overlay Boundaries of ASP). Two commercial nodes identified in the ASP area are located at north-west corner and south-west of the CS area. The commercial nodes are intended to provide local commercial services for the local employees such as general retail, restaurants, etc. One of these nodes is located in the north west corner of the site and because of access limitations from Highway 60 and 16A the CS is recommending that this area purely retains as Business Industrial nature, however, the commercial node indicated to the south where future 96 Ave intersects with Highway 60 is being proposed to create a small commercial node where greater access is available. To implement the Potential Local Service Commercial Overlay Areas as identified in the Acheson ASP, the County has approved a new Highway Commercial-Industrial Corridor District. This new Commercial District provides direction on landscaping, building design and overall pedestrian circulation to the Development Authority for those highly visible, commercial parcels located adjacent to Highway 60 and 16A. The HCIC District is proposed for lands located at the future 96 Ave and Highway 60 intersection.

Policy 2.3.1

As part of the subdivision approval process the developer shall provide documentation to the County, where applicable, which confirms:

- a) The developer has obtained all Alberta Transportation approvals and roadside development permits, and complies with applicable Alberta Transportation plans.*
- b) All Alberta Energy Regulator setback requirements and applicable federal and provincial health and safety regulations for development near oil infrastructure have been met.*
- c) All on-site decommissioning or land reclamation required for non-operational infrastructure on a particular site has been completed and certificates of reclamation issued by Alberta Environment and Parks has been provided to Parkland County.*

2.4 Land Use Bylaw

The Parkland County Land Use Bylaw 2017-18 establishes regulations for the use of land and buildings in Parkland County. It regulates the type, location and intensity of land use and buildings, and outlines the process for redistricting land and applying for permits to develop the property. The CS area is currently identified as an IRD – Industrial Reserve District on three quarter sections and AGR - Agricultural Restricted District on the remaining quarter section. The Land Use Bylaw also identifies two overlays within the CS area: the Industrial Frontage Overlay and the Acheson Industrial Commercial Area Overlay. Effectively the Land Use Bylaw recognizes the future land uses will be for Industrial and Commercial purposes (exception being the AGR districted quarter section) and is held in a reserve status until the adoption of the CS that would enable redistricting to move forward.

- Policy 2.4.1** *Prior to any land development activities occurring within the Conceptual Scheme area, amendments to the districting of the Land Use Bylaw shall be completed to ensure the districting is consistent with the designated purposes outlined in Figure 6 of this Conceptual Scheme.*
- Policy 2.4.2** *All future subdivision and development activities in the Conceptual Scheme area shall comply to Land Use Bylaw districting regulations in effect at the time of a complete application.*
- Policy 2.4.3** *All future subdivision and development activities in the Conceptual Scheme area as indicated on Figure 5 shall comply with Section 10.1 Acheson Industrial Commercial Area Overlay and with Section 10.4 Industrial Frontage Overlay contained within the Parkland Land Use Bylaw No. 2017-18.*

3. SITE CONTEXT

3.1 Legal Description and Ownership

This Conceptual Scheme (CS) applies to the entire Section 34-52-26-W4M lying east of Provincial Highway 60, south of Highway 16A, and west of Pinchbeck Road within the Acheson Industrial Area in Parkland County, Alberta. The project development area encompasses effectively three-quarter sections of land and also includes an existing golf course located in the south-east quadrant of the section. The following table 2 & Figure 2 shows the current legal description of land areas and ownership status:

Table 2: Legal Description and Ownership

LAND OWNER	LEGAL DESCRIPTION	TITLE NUMBER	AREA (HECTARES)	AREA (ACRES)
1369900 ALBERTA LTD.	Block 1 Lot 2 Plan 0822816	082 229 545	8.43	20.83
	Block 1 Lot 3 Plan 0822816	082 229 545 +1	51.80	128.00
ALLEN GEORGE WILD	Block B Plan 7820795	122 166 777	18.50	45.71
	Block C Plan 7820795	122 166 778	19.87	49.10
ALLEN GEORGE WILD AND SHIRLEY-ANNE WILD	Block A Plan 7820795	122 166 779	35.00	86.49
927094 ALBERTA LTD.	Block D Plan 7820795	172 284 007	37.21	91.95
THE RANCH GOLF & COUNTRY CLUB LTD.	Meridian 4 Range 26 Township 52 Section 34 Quarter South East	942 320 452 +3	64.66	159.78
TOTAL LAND AREA			235.47	581.86

3.2 Adjacent Land Uses

The lands to the north of Highway 16A are currently districted as IRD – Industrial Reserve District, with portions of lands, zoned as MI – Medium Industrial District and BI – Business Industrial District. These lands are currently in agriculture use. The lands to the east of the site are currently agricultural and rural residential use. The City of Edmonton, Parkland County and Enoch Cree First Nation have adopted a Boundary Interface Protocols and Strategies document which establishes communication protocols for all three jurisdictions to more effectively discuss and mitigate land use planning and development on shared borders. The lands to the south of the site are in agriculture use and districted as IRD – Industrial Reserve District (adjoining Highway 60) and AGR – Agricultural Restricted District. West of Highway 60 the lands are districted as MI – Medium Industrial District and BI – Business Industrial District. Section 28-52-26-W4M is currently approved as an outline plan – Highlands Business Park and will develop as a BIR – Regional Business Industrial District and MI – Medium Industrial District.

3.3 Site Conditions

The CS area proposed for development is effectively being used for farmland purposes and is covered by a number of existing oil and gas activities at various stages of operation, abandonment and reclamation. The land is generally flat

with slight undulation in those areas being farmed with greater slope occurring in the southeast quarter section currently containing a golf course. The golf course has more vegetation cover than the other three-quarter sections. There is an existing farmstead located in the north-west plan area adjoining 100 Ave (Highway 16A service road).

Site constraints of the undeveloped land as it relates to the CS area include:

- The oil and gas infrastructure located across the three-quarter sections.
- The steep slope and stormwater pond on the adjoining property that exists along the eastern boundary of the Block 1 Lot 2 Plan 0822816.
- Ponding that naturally occurs in portions of the lands.
- The existing golf course location creates challenges in the ability to provide a major collector road from the western entrance.

Policy 3.3.1 *The golf course located in SE 34-52-26-W4M shall remain within its current designation and use.*

3.4 Historical Uses of the Site

A Historical Resource Overview report was prepared by Bison Historical Services Ltd on March 29, 2018 and subsequently submitted to Alberta Culture and Tourism for approval. The overview indicated that there were no archaeological sites located within the CS area. However, research did indicate characteristics and a previously recorded Historical Structure (HS 52221) that may be impacted by the development along with previously unrecorded, Historic Period structures. Based on these findings it is recommended that a Historical Resources Impact Assessment be completed prior to construction occurring. The Bison report was submitted to Alberta Culture and Tourism and approved subject to conditions as outlined in the approval.

APPROVAL	APPROVAL NO.	ISSUE DATE	LANDS COVERED	APPROVAL HOLDER
Historical Resources Act	4835-18-0037-001	June 13, 2018	LSD 4, 13 and 16, 34-52-26-W4	Clish Development

Policy 3.4.1 *In accordance with Section 5 (5) of the Subdivision and Development Regulations prior to carrying out subdivision and development within the Conceptual Scheme area, a detailed Historic Resources Impact Assessment shall be required to assess the status of any previously unrecorded historic structures, recorded historic structures and high potential landforms for the discovery of intact archaeological sites within the project Conceptual Scheme area. The recommendations arising from this assessment and any required approvals including Historical Resource Act Approvals shall be carried out by the developer.*

4. PHYSICAL SITE FEATURES

NOTE: As SE1/4, SEC 34, TWN 52, RGE 26, MER 4 (known as the Golf Course) is not being developed the following technical reports referenced do not apply to this parcel of land.

4.1 Topography

Topography is flat to moderately undulating over the three quarters sections that are currently farmed with the land being more undulating within the golf course lands. Topography ranges from 730 m to 747 m above sea level (2010 LIDAR).

4.2 Hydrology and Geotechnical

Two Preliminary Geotechnical Investigations were completed by Shelby Engineering, one on the NE ¼ Sec. 34-52-26-W4M quarter section (January 2018) and the other on the remaining two quarter sections legally described as W1/2 Sec. 34-52-26-W4M lands (July 2016).

In the 2018 report for NE ¼ Sec. 34-52-26-W4M Shelby Engineering conducted a 9 test holes and the 2016 report involved 18 test holes. Both reports provide recommendations for development including the design of underground utilities, industrial building foundations, and guidelines for roadway subgrade preparation. The investigation was intended to provide preliminary geotechnical recommendation regarding the general suitability of the study area for the proposed development. The report speaks to the soil profile and groundwater table and recommends that surface grades adjacent to buildings are imperative to prevent water from ponding adjacent to the building and penetrating below the grade. Thicker pavement sections will generally be required due to thaw weakening of silt subgrade in the spring. Additional recommendations are made for when construction is carried out. Additional geotechnical investigations and environmental assessments may be required at the subdivision and development of each site.

In view of the geotechnical conditions encountered at the test hole locations, the proposed development is considered generally feasible.

Policy 4.2.1 *Subdivision applications and development permits shall be consistent with the recommendations outlined in the geotechnical studies, to the satisfaction of the Parkland County.*

Policy 4.2.2 *For the development of individual lots, site-specific geotechnical investigation shall be provided at the Subdivision and Development Application stage.*

4.3 Vegetation

The Biophysical and Wetland Assessment was carried out by GreenPlan (2018) and provides information regarding the vegetation contained within the three-quarter sections being proposed for development within the CS area. In summary the site area is predominantly comprised of cultivated bare field (approximately 84%). It also contains mid-seral to mature mixed tree stands, cleared residential and industrial areas (with associated access roads and shelterbelts), and several wetlands. The project area has therefore been divided into five vegetation communities. Vegetation observed on-site is summarized in the following Table 3.

Table 3 – Vegetation Communities

Vegetation Community ID	Community	Size (Ha)
VC1	Cultivated Field	145.09
VC2	Mature Deciduous Forest	12.15
VC3	Cleared Residential and Industrial Area	13.71

VC4	Marsh	1.88
VC5	Shallow-Open Water Wetland	0.77

The deciduous forest occupies approximately 12% of the proposed development area. It consists of mainly deciduous mid-seral to mature deciduous trees (i.e., trembling aspen and balsam poplar (dominant). Understory vegetation consisted mainly of beaked hazelnut, prickly rose, low-bush cranberry, bracted honeysuckle, bunchberry, and sweet-scented bedstraw amongst others. Residential, industrial, and road clearings are scattered throughout the proposed development. Combined they take up approximately 14% of the proposed development area. The areas being proposed for development have effectively been completely cleared of native vegetation.

4.4 Environmental Considerations

A number of technical reports were carried out covering wetland, biophysical and environmental phase 1 and 2 assessments that combine to cover the Environmental considerations and the key elements are summarized below.

Wetland Assessment

The Wetland Assessment and Impact Report was prepared by Green Plan in 2018 and revised in February 2020 and October 2020 in order to document baseline wetland information within the vicinity of the project, provide information and mitigation to assist with engineering planning. The study report addresses that heavy agricultural activity altered the topography/hydrology of the area which leads to soil compaction, restricting porosity and preventing soils from draining quickly. By altering these natural features via agriculture, water has been pooling in areas that were not naturally occurring wetlands. The number of wetlands present and wetland area in each year varied with the amount of annual precipitation. Eight wetlands were assessed as part of the field assessment (Figure 3). All eight wetlands combine for a total of 2.16 ha of wetland habitat (W1: 0.293 ha; W12: 0.407 ha; W13: 0.260 ha; W46: 0.276 ha; W47: 0.430 ha; W49: 0.279 ha; W50: 0.212 ha).

Biophysical

A Biophysical Assessment Report was prepared in August 2018 and revised in February 2020 and October 2020 by Green Plan Ltd. The objective of the Biophysical Assessment was to determine the importance and conservation value of various natural areas contained within the CS area. The report also provided general recommendations for mitigation of potential adverse environmental effects resulting from the development on the site. The investigation consisted of a biophysical survey to assess and determine the significance of any identified wetlands and woodlots. Finally, the investigation also included a general vegetation and wildlife survey, a review of existing reports, maps, and an aerial photograph review.

With the completion of the biophysical investigation and accompanying assessment, document review, and aerial photograph review, it was concluded that:

- Land within the subject property is highly developed with minimal natural vegetation remaining. Land uses include agricultural, residential, and industrial.
- Heavy agricultural activity altered the topography/hydrology of the area and leads to soil compaction, restricting porosity and preventing soils from draining as quickly. By altering these natural features via agriculture, water has been pooling in areas that were not naturally occurring wetlands.
- The report identified that the assessment area is located within a sensitive raptor range, a sharp-tailed grouse survey range and within other sensitive and endangered species ranges. The report recommends that a preconstruction wildlife survey is completed prior to construction.
- The subject property does not fall within an Environmentally Significant Area (ESA).
- A Fish and Wildlife Management (FWMS) search was completed on February 26, 2018, for the area within a radius of 1.25 km of the project location. No fish and wildlife species have been documented within the search radius.
- The Alberta Conservation Information Management System (ACIMS) database search revealed no sensitive element occurrences, or protected areas within the assessment area, or the immediately surrounding lands.

- Section 4.6.4 of the Biophysical recommends that any clearing of vegetation between April 15th to August 31st be avoided, or requires the employment of a qualified biologist to verify that no nesting birds are harmed, or harmfully disturbed.

Environmental Assessments

In February 2018, Green Plan Ltd. conducted a Phase I Environmental Site Assessment (ESA) on a property located in the northeast portion of Section 34, Township 052, Range 26, West of the 4th Meridian (NE 34-052-026 W4M). Based on the results of Phase I ESA, a Phase II ESA is recommended for NE 34-052-026 W4M land parcel. The study report also recommended that the completion of Phase II ESA sampling would be best conducted after demolition of remaining buildings on the farmstead. Surface staining and/or evidence of spills and leaks was observed on three of the wellsite's, and at the satellite facility. The fourth wellsite was unable to be observed due to snow cover. Based on the age (i.e., 1950s) of the wellsite's, there is the potential for contaminated sump material on or around the wellsite's.

In February 2020, Trace Associates conducted a Decommissioning Strategy Report for the northeast portion of Section 34, Township 052, Range 26, West of the 4th Meridian (NE 34-052-026 W4M). The objectives of conducting the Decommissioning Strategy Report were to provide closure timelines and associated costs for the site. The study report provided two main conclusions in regards to closure timelines and associated costs: 1. Non-oil and gas infrastructure at the Site includes an old farmstead and nine water wells. No setback considerations are required for this infrastructure. The estimated cost to decommission this infrastructure would be approximately \$169,000, and the closure timeline could be within one year of project initiation. 2. Oil and gas infrastructure at the Site includes four AER-licensed wells, one AER-licensed facility, and 14 AER-licensed pipelines. The only setback considerations required for this infrastructure include a 5 m setback from the abandoned and reclaimed wells, with a consideration for future access to those wellbores. The estimated cost to decommission and reclaim this infrastructure would be approximately \$1,109,000, and the closure timeline would entirely depend on the plans of Maga and Inplay.

It is strongly recommended that the facility licensee is contacted prior to development to determine the pipeline rights-of-way restrictions, abandonment status (i.e., in place or removed), and if the wellsite and satellite facility facilities are classified as "sour gas" facilities. AER or licensee development restrictions may impede development plans for active, inactive, and abandoned facilities.

In August 2016, C Squared Development Corporation (C Squared) retained Kriedo to conduct a Commercial Phase I Environmental Site Assessment (ESA) at the Acheson Development Site (Plan 7820795, Blocks A, B, C, D) which is located within W ½ -34-052-26W4 and is privately owned. The Phase I Environmental Site Assessment revealed evidence of potential contaminants of concern associated with nine oil and gas sites and with two areas associated with historical land owner use, and suggests that a Phase II Environmental Site Assessment is required to investigate the contamination and determine the remediation requirements. The Phase I ESA Study Report provided a summary of areas of potential environmental concern (APEC) and the contaminants of concern (COC), based on the findings of the Phase I investigation. The study report also recommends that the investigation should include soil samples from all of the APECs which should be analyzed for the listed COCs. If contamination is found, groundwater monitoring may be required at a later date.

In September 2016, Kriedo conducted a Phase II Environmental Site Assessment (ESA) at the Acheson Development Site (Plan 7820795, Blocks A, B, C, D). The objectives of the study were to identify, quantify, and vertically and horizontally delineate impacts from contaminants of potential concern (CoPC) identified in the Phase I ESA (Kriedo, 2016), which have resulted from historical and present site use activities and production facility operations. The report assessed potential soil and groundwater contamination associated with the following areas of potential environmental concern (APEC): Well center (hydrocarbons), Drilling waste disposal area (DWDA) (hydrocarbons, metals, salt) and underground storage tanks (UST) and above ground storage tanks (AST) (hydrocarbons, salt). The details of the findings have been represented in the Phase II Environmental Site Assessment (ESA).

Additionally, Decommissioning Strategy Report for the Plan 7820795, Blocks A, B, C, D has been completed in August, 2016. The objectives conducting the Decommissioning Strategy Report were to outline the requirements for the decommissioning of the oil and gas infrastructure and any other potentially contaminated located on the site. The study identified there are four wells requiring abandonment, seven areas requiring remedial excavation and 6.03 km of pipeline requiring removal. In addition, the report recommended that the C Squared should plan with the operators to have all

oil and gas infrastructure removed from the site by the end of 2017. The total cost is expected to be approximately \$2,050,000, which should be primarily borne by the operators.

Policy 4.4.1	<i>All decommissioning of oil and gas infrastructure shall be carried out in accordance with the following technical reports:</i> <i>a. September 2016, Kriedo, Phase II Environmental Site Assessment (ESA) (Plan 7820795, Blocks A, B, C, D);</i> <i>b. August 9, 2016, Kriedo, Decommissioning Strategy for the W1/2-34-52-26-W4M; and</i> <i>c. February 2020, Trace Associates, Decommissioning Strategy for the northeast portion of Section 34, Township 052, Range 26, West of the 4th Meridian (NE 34-052-026 W4M).</i>
Policy 4.4.2	<i>All future developments in the Conceptual Scheme area shall be required to protect the environment at all development stages. Onsite containment systems, where applicable, are to be used by developments to minimize seepage of materials into groundwater systems.</i>

4.5 Existing Transportation and Utility Considerations

Roads

The CS area is bordered to the north by Highway 16A, to the west by Highway 60 and to the east Pinchbeck Road (Local Road). Pinchbeck Road extends to connect into 100 Ave and 262 Street (Local Roads) that acts as a service road that borders the north and west of the CS area. Opposite the site to the west is 96 Ave which is considered a Major Industrial Collector. It is from this intersection where the proposed main road into the CS area is being proposed.

Water and Wastewater Servicing

The CS area is currently not serviced by water, sanitary sewer or storm sewer. However, there is an existing 400mm watermain located on the east side of Highway 60 at 92 Ave., approximately 200m south of the south limit of the proposed development. Additionally, the proposed development can be serviced through a 400mm line to the north from the existing Zone 4 reservoir.

In relation to the sanitary network there is an existing 450 mm diameter gravity sanitary sewer trunk main located 380 metres to the north of Highway 16A along Bevington Road. There also exists along the service road to the west of the development a 900mm gravity storm trunk main.

4.6 Existing Oil and Gas Infrastructure

A search of Alberta Energy Regulator (AER) pipeline and oil well information, using the Abacus Data graphics website (Abadata), indicates that there are six active oil and gas wells, two flowing gas wellheads, fourteen abandoned/suspended, 34 pipelines, and one active oil battery facility within the site boundary. Decommissioning Strategy Report (NE1/4-34-052-26 W4M) Section 3.0 Infrastructure confirms that there are 2 Active Well Site, 2 Suspended Wellsites and 1 Oil Satellite site present on the quarter section. There are 14 licensed pipelines at the NE1/4-34-052-26 W4M: 9 licensed to Maga, 4 licensed to Inplay Oil Corp. (Inplay), and 1 licensed to Pembina Pipeline Corporation (Pembina). The associated AER pipeline license numbers, current pipeline statuses, and current pipeline licensees are outlined in the Decommissioning Strategy Report (NE1/4-34-052-26 W4M) Section 3.0 Infrastructure Table B. All facilities and pipelines are proposed to be discontinued, abandoned and removed with the exception of the Pembina Pipeline (AER License No. 23216-2), which would not be abandoned and removed due to length, size of pipe and substance carried. The setback consideration for this pipeline would be the pipeline right-of-way.

Decommissioning Strategy Report for the Plan 7820795, Blocks A, B, C, D confirms there are four wells requiring abandonment, seven areas requiring remedial excavation and 20 licensed pipelines (6.03 km) requiring removal. There are three operating pipelines which cannot be removed until the battery site at 100/05-34-052-26 W4 has been shut down. The detailed summary of the cost the estimate to remediate the impacted and potentially impacted areas on site including well sites and pipelines are outline in the Decommissioning Strategy Report (Plan 7820795, Blocks A, B, C, D)

Section 3.0 – Table 2 and Table 3.

These facilities and their operational status, as well as pipeline rights-of-way, are shown in Figure 4 – Oil & Gas Infrastructure map. However, these locations may be subject to change based on more detailed surveys and studies at the subdivision and rezoning stages. As per the provincial Subdivision and Development Regulations, a subdivision application or a development application shall not be approved if it would result in a permanent dwelling, public facility or unrestricted country residential development as defined by the AER, being located within 100 metres of a gas or oil well or within a lesser distance approved in writing by the AER. For abandoned wells, surface structures on top of an abandoned well are not permitted and a minimum 5 m setback radius around the well must be maintained. Future development surrounding the active and non-active oil/gas well sites and pipeline corridors will adhere to the policies and requirements established by the AER and Parkland County.

5. DEVELOPMENT CONCEPT

5.1 Land Use Concept

In accordance with the Acheson Industrial Area Structure Plan, the location of anticipated land uses within the Conceptual Scheme (CS) area is illustrated in Figure 5 – General Land Use Concept

- **Policy Area 'A' – Business Industrial Area** will accommodate those uses under the Business Industrial District of the Land Use Bylaw.
- **Policy Area 'B' – Commercial** will accommodate those uses under the Highway Commercial-Industrial Corridor District within the Land Use Bylaw.
- **Policy Area "C" - Agriculture** will retain its existing use as a golf course and no changes to the designation or land use district will occur.

Policy5.1.1	<i>Land uses within the Conceptual Scheme area shall include a full range of business uses involving commercial and industrial developments and recreational uses which are consistent with the policies of the Acheson Industrial Area Structure Plan.</i>
Policy5.1.2	<i>Land uses within Policy Area "A" shall include a variety of lot sizes and parcel configurations that can accommodate a wide range of Business Industrial Uses.</i>
Policy5.1.3	<i>Land Uses within Policy Area "B" shall include uses of a Commercial nature that provide services to the future tenants of the Conceptual Scheme, traveling public and beyond the site.</i>
Policy5.1.4	<i>Land Uses within Policy Area "C" shall retain the existing function as an operating golf course or other agricultural purposes.</i>

5.2 Subdivision & Development Concept Design

The majority of the CS area includes Business Industrial along with a small Commercial lands, Public Utility Lots and potential Environmental Reserve area. For convenient access, a Commercial area is proposed at the intersection of Highway 60 & future 96 Avenue extension east. The Commercial area will be districted HCIC – Highway Commercial-Industrial Corridor District, which accommodates highly visible commercial development adjacent to Highway 60 and 16A. Parkland County's Engineering Design Standards restricts access with a minimum of 100 metre spacing along the 96 Ave extension. Therefore, to limit accesses onto 96 Ave, the proposed Commercial area will have only access from the proposed 260 St (Minor Industrial Collector Roadway). BI - Business Industrial District prohibits heavy industrial uses, and only permits manufacturing, research & testing facilities, processing facilities, and logistics and distribution centres. This district is characterized by being directly serviced, light industrial in nature, and requiring high-visibility from the highway, and typically include higher quality building and site design standards, and higher landscaping standards. Lands fronting along highway corridors that are districted BI – Business Industrial fall within the Industrial Frontage Overlay. This overlay is intended to promote higher building design standards along the highway corridors and future

development within this overlay shall comply with the overlay regulations as outlined in the Land Use Bylaw.

Policy 5.2.1	<i>Future lots sizes and configurations shall be determined at the time of subdivision and may include a mix of small, medium, and large lots for industrial and commercial development based on market demand at the time of development.</i>
Policy 5.2.2	<i>Proposed parcels shall include Commercial, and Business Industrial development that shall be in accordance with the policies of the Acheson Industrial Area Structure Plan and minimum requirements of the applicable District as outlined in the Parkland County Land Use Bylaw.</i>
Policy 5.2.3	<i>Proposed parcels within the Industrial Frontage Overlay or the Acheson Industrial Commercial Overlay shall comply with the regulations outlined in Section 10.1 and 10.4 of the Parkland County Land Use Bylaw.</i>
Policy 5.2.4	<i>All developments in the Conceptual Scheme area shall be required to meet landscaping standards as per the Land Use Bylaw, and where possible are encouraged to enhance site landscaping of individual lots where lots have high visibility.</i>
Policy 5.2.5	<i>Individual landowners may negotiate to buy-out existing oil and gas leases to facilitate and expedite development.</i>

5.3 Development Statistics

The following Table 4 – Conceptual Scheme Area Land Use Calculations describes the total Gross Area and Net Developable Areas of the proposed conceptual scheme.

Table 4 – Development Statistics

LAND USE STATISTICS		AREA (HA)	% of GA	% of GDA
GROSS AREA (HA) – Undeveloped Lands		237.60	100%	
Existing Golf Course		64.60	27.19%	
Existing Roadway (Pinchbeck Road)/Modified Industrial Collector (Option A)		2.98	1.25%	
GROSS DEVELOPABLE AREA		170.02	71.56%	100.00%
Development Cells				
Cell A	Business Industrial District	19.50	8.21%	11.47%
	Highway Commercial-Industrial Corridor District	3.74	1.57%	2.20%
Cell B	Business Industrial District	31.52	13.27%	118.54%
Cell C	Business Industrial District	44.79	18.85%	26.34%
Cell D	Business Industrial District	26.27	11.06%	15.45%
PUL/SWMP		15.02	6.32%	8.83%
Potential Environmental Reserve (ER)		5.03	2.14%	2.98%
Proposed Public Roads				

Major Industrial Collector	7.13	3.03%	4.22%
Minor Industrial Collector	7.45	3.16%	4.41%
Local Industrial	9.57	4.03%	5.63%

Note: All land areas in this table are based on cadastral information and may vary (+/-) from legal land titles.

5.4 Municipal Reserve and Open Spaces

In accordance with Parkland County Policy C-PD15 and the Municipal Government Act Section 666, 10% Municipal Reserve will be provided as money in the absence of land. During development situations may arise where the developers owns other lands within the Acheson Area that are considered beneficial to the County's Municipal Reserve Policy and could be dedicated in exchange for money payment required at the sole discretion of Council

Policy 5.4.1 *In accordance with Parkland County Policy PD15, developers of the Conceptual Scheme may pay money-in-place of Municipal Reserve dedication in lieu of land dedication. Parkland County Council may consider accepting equivalent value for lands beyond the site within Acheson they own that the County consider of Municipal Reserve value.*

Policy 5.4.2 *At each phase of development, payments of Money-in-Place of Municipal Reserve contribution shall be determined prior to conditional approval of subdivision for the phase of development being carried out and shall be paid to the County prior to subdivision endorsement.*

5.5 Environmental Reserve and Wetland Compensation

Wetland area will be lost as a result of the proposed development throughout the CS area, however, three wetland areas will potentially be retained and are designated for Environmental Reserve (Figure 3). The Environmental Reserve was established based on what was identified in the Acheson Area Structure Plan as a depressional area and considered of environmental significance. Further analysis has identified two wetlands within the depression and one of the few remnants of vegetation cluster on the quarter section.

Prior to making an application to the County for subdivision and development the developer will obtain approval from Alberta Environment and Parks under the Water Act for removal, mitigation or retention of any significant wetlands. Further, the developer will survey the bed and shore of any claimed natural features under the Public Land Act.

Wetland Compensation

A total of 2.16 ha was identified in the Wetland Assessment. To fulfill the replacement obligation detailed in the Alberta Wetland Mitigation Directive (Government of Alberta 2018), the developer proposes to make a payment to a Wetland Replacement Agent via the in-lieu fee program related to the wetlands that are required to be removed. Wetlands W1, W49 and W50 are being protected through the creation of an Environmental Reserve unless the County requires Pinchbeck Road to be realigned and constructed through W1 for connection purposes to Highway 16A. The desire is to avoid this line of construction and to retain W1.

Wetlands W12/13/23/46/47 will require approval of the Alberta Environment and Parks in accordance with their regulations governing wetlands. The report concludes that the impact from the removal of these wetlands will have insignificant impact on the broader environment and will not have an additional wetland loss or have anticipated measurable impact on the wetland-dependent species. Recommendations regarding the stripping of topsoil are intended to be followed during construction.

Policy 5.5.1	<i>Landowners shall obtain the necessary Water Act approvals prior to construction and/or development permit.</i>
Policy 5.5.2	<i>Where possible existing wetlands shall be avoided or retained and if possible incorporated into the management of stormwater. However, in the event wetlands cannot be retained they shall be compensated in accordance with Provincial wetland policies and regulations.</i>

Policy 5.5.3	<i>Wetland compensation arrangements with the Province shall be established prior to subdivision application.</i>
Policy 5.5.4	<i>In accordance with the recommendations of the Biophysical Impact Assessment (BIA) Report, prior to construction the developer shall carry out wildlife surveys to manage the potential impact on wildlife in the area.</i>
Policy 5.5.5	<i>Any clearing of vegetation should occur between September 1 through to January 31 and clearing of vegetation beyond this timeframe shall require the employment of a qualified biologist to verify that no nesting migratory birds are harmed or disturbed.</i>
Policy 5.5.6	<i>In accordance with Parkland County Policy C-PD15 the Environmental Reserve area as identified on Figure 3 (Environmental Features) within SW 34-52-26-W4M shall be delineated by a qualified surveyor based on the biophysical assessment and Parkland County's Riparian Setback Matrix Model and form part of a subdivision application at the time of development showing the lands designated for Environmental Reserve purposes.</i>
Policy 5.5.7	<i>All development carried out within the Conceptual Scheme shall comply with the Parkland County's Dark Sky Outdoor Lighting Policy C-ES06. In addition, the installation of outdoor lighting shall avoid light spill onto adjoining neighbouring properties.</i>

6. TRANSPORTATION

6.1 Transportation Concept

The transportation concept has been largely guided by the alignment of the proposed 96 Avenue extension and is in alignment with Parkland County's Transportation Master Plan. The remaining roads have been aligned based on the existing location of gas and oil lines and potential lot depths envisaged for the development of the overall site. Parkland County will look to provide transit service to the CS area once build out occurs and there is demand for such services.

6.2 Transportation Impact Assessment (TIA)

Parkland County engaged Bunt & Associates to prepare a Traffic Impact Assessment that was completed on July 30, 2018. This TIA covered the Acheson and Big Lakes areas and took into account the potential traffic generation arising from the development of the CS area. In particular, it focuses on three key intersections and identified what work would need to be carried out to address the near and long-term development. Recommendations of the TIA were to have 96 Avenue extended to Pinchbeck Road prior to full build-out of the Conceptual Scheme to alleviate pressure on the 96 Avenue/Highway 60 intersection. It is anticipated that approximately 60% of the Conceptual Scheme could be developed prior to requiring the connection of 96 Avenue to Pinchbeck Road. 96 Avenue should be developed as a two-lane industrial collector and Pinchbeck Road should be developed as a three-lane modified industrial collector.

Policy 6.2.1	<i>The future roadway network and key intersections in the Conceptual Scheme area shall be designed and constructed to accommodate all roadway users at a safe and satisfactory level of transportation services.</i>
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6.3 Vehicular Access to the Conceptual Scheme Area

Intersection A27 – Highway 16A and Bevington Road or Pinchbeck Road are currently off-set and while an alignment is proposed along the eastern boundary of the Block 1 Lot 2 Plan 0822816 quarter section, the topography and existing water feature could inhibit the ability to construct. The CS has therefore considered two options for determination at the time development occurs in this area.

Intersection A35 – 96 Avenue and Highway 60 is currently signalized and improvements to enable left-turns heading southbound and right-hand turns heading north will be required. These turning lanes will enable south and north-

bound traffic to move without being inhibited by turning traffic. There is sufficient existing right of way width to accommodate the changes required to the intersection to accommodate for the new lanes and storage. The main road entering the site from the intersection has already been designed to accommodate sufficient space for two left turning lanes exiting at the traffic lights and sufficient space for queuing (Figures 7 & 7A).

A46 – 96 Avenue and Pinchbeck Road is a long-term intersection that is anticipated to operate as ‘unsignalized with stop control’ on the east and west approaches when developed.

Policy 6.3.1	<i>Prior to construction Alberta Transportation shall approve the detail design for improvements to the Highway 60 and 96 Avenue intersection and the Highway 16A and Pinchbeck/Bevington Road intersection.</i>
Policy 6.3.2	<i>Parkland County working with Alberta Transportation and the landowners on both sides of Highway 16A shall continue to work on identifying a suitable corridor for a consolidated intersection of Pinchbeck Road and Bevington Road with Highway 16A.</i>
Policy 6.3.3	<i>The development of the intersection of 96 Avenue and Pinchbeck Road shall be in accordance with the Acheson & Big Lake Traffic Impact Assessment prepared by Bunt & Associates.</i>
Policy 6.3.4	<i>Parkland County's Off-site Transportation Levy shall be calculated and applied at the time of subdivision and/or development permit.</i>
Policy 6.3.5	<i>The CS Area's industrial arterial roadway shall be designed to accommodate potential future transit stops.</i>

6.4 Internal Vehicular Circulation and Access

Local Industrial Roadways

The main alignment of the industrial major collector road east/west and the alignments of Pinchbeck Road (modified Industrial Collector) to the north have created the framework for the remaining road layout shown in Figure 7. The remaining road network has been developed on the consideration of potential lot depths along with the regulations that govern access onto a major collector or modified industrial collector.

Policy 6.4.1	<i>Internal road alignments shall be determined and finalized at the time of subdivision. Changes to the internal road layout identified in Figure 7 – Transportation Network shall not require amendments to this Conceptual Scheme, as long as the internal road is classified as a Local Road. Any changes to a Collector Road shall require an amendment to the Conceptual Scheme.</i>
Policy 6.4.2	<i>All internal roadways shall meet the specifications determined in Parklands Engineering Design Standards.</i>
Policy 6.4.3	<i>All dead-end roads, whether temporary or permanent, shall include a cul-de-sac turnaround, with a minimum radius as required under Parkland County's Engineering Design Standards.</i>

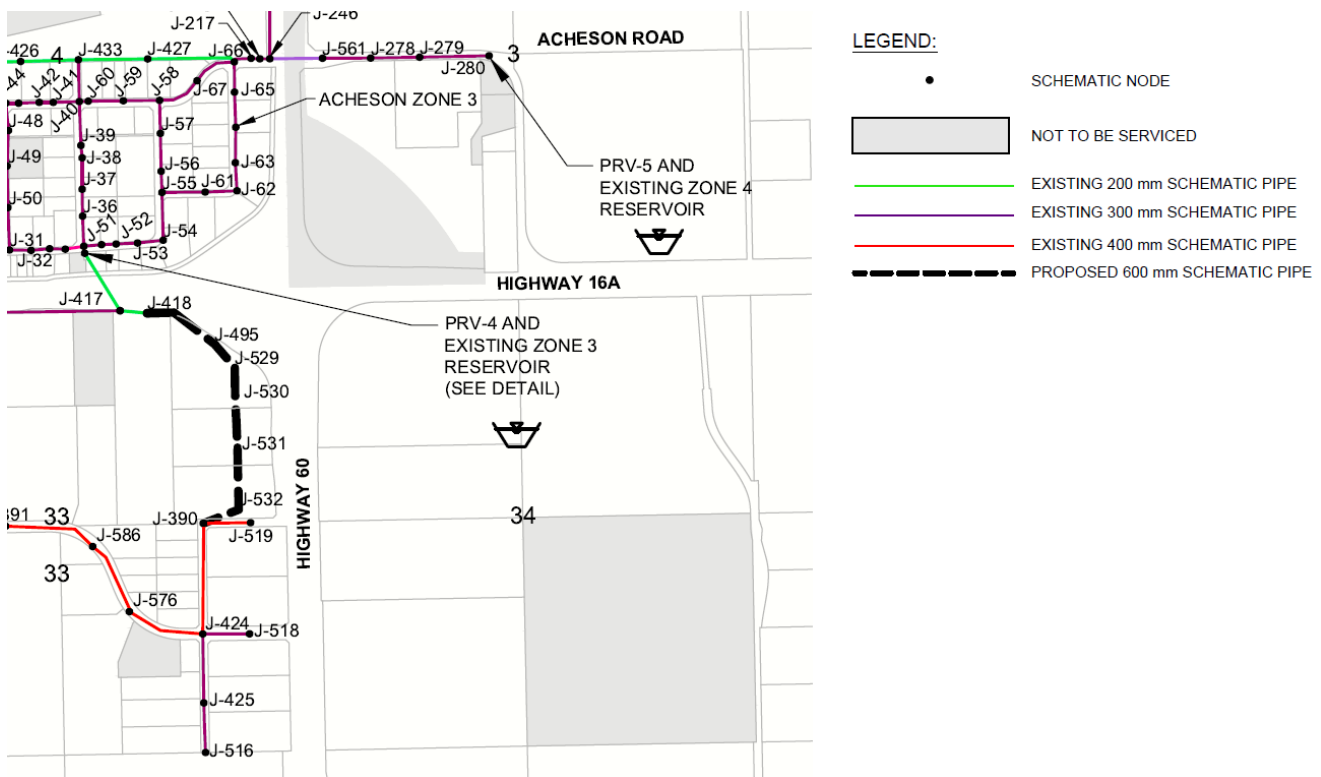
7. SERVICING SCENARIO

The servicing provided for in the Conceptual Scheme is largely based on studies already completed for the Acheson area. These studies are referenced in the following. The CS recognizes development implementation will require infrastructure improvements within, and external to, the CS area. The costs incurred by development of the lands may be covered by the developer or the County, through a variety of funding sources including off-site levies. The need, cost and timing of infrastructure will be determined upon detailed design completed at the subdivision stage and through the execution of the Development Agreements.

- Policy 7.1** *The developer prior to subdivision endorsement shall be required to enter into a Development Agreement with the County regarding all off-site infrastructure and construction.*
- Policy 7.2** *As part of the subdivision process the identification, timing and funding of any required off-site infrastructure shall be agreed upon between the developer and Parkland County.*
- Policy 7.3** *Interim infrastructure may be considered by Parkland County at the time of subdivision.*
- Policy 7.4** *Parkland County's Off-Site Levy shall be calculated and applied at the time of subdivision and/or development permit.*

7.1 Potable Water Supply

Figure 9 -Water Network provides the layout and sizing for the proposed water distribution mains throughout the entire development, as well as identifying the existing water mains that the CS area will connect to. The sizing of the water mains shown on Figure 9 – Water Network is reflected in the exhibits shown in Acheson and Big Lake Area Water Servicing Study 2015 prepared by AECOM. Two connections will be provided for the proposed development. The first connection will be at an existing 400mm water main located on the east side of Highway 60 at 92 Ave. approx. 200m south of the south limit of the proposed development. The second connection will be a 400mm water main that will connect to the Zone 4 reservoir north of the proposed development. This connection will need to be made under Highway 16A which is an Alberta Transportation right-of-way.



Modified from Figure 4.1 Acheson and Big Lake Area Water Servicing Study 2015 Project No. 60439828 Date: September 2016, prepared by AECOM

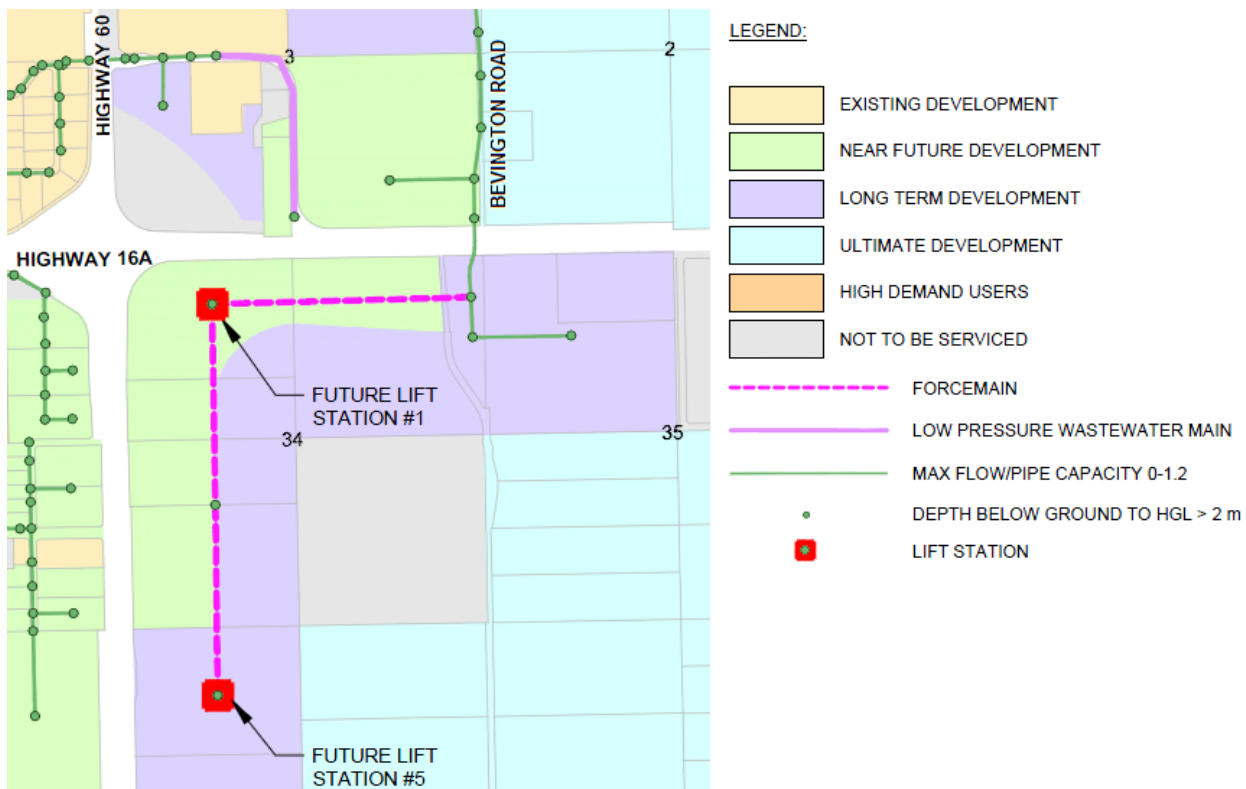
- Policy 7.1.1** *The Conceptual Scheme area shall be serviced with potable water by Parkland County Acheson and Big Lake Area Water System.*

Policy 7.1.2	<i>All portable water infrastructure within the Conceptual Scheme area shall be constructed by the developer to the satisfaction of Alberta Environment and Parks and Parkland County in accordance with the most current Acheson and Big Lakes Area Water Servicing Study.</i>
Policy 7.1.3	<i>The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.</i>
Policy 7.1.4	<i>During the detailed design of the proposed subdivision, Parkland County's Hydraulic Network Analysis model shall be utilized to confirm pipe sizing. The general configuration of the water infrastructure system required to service the Conceptual Scheme area is illustrated in Figure 9 - Water Network.</i>

7.2 Waste Water Management

Figure 10 – Sanitary Network provides the conceptual routing of the sanitary sewer collection system. The system proposes two lift stations and a force main within the development. These lift stations are known as Future Lift Station #1 and #5, as shown in Acheson and Big Lake Area Sanitary Servicing Study Update 2016 prepared by AECOM. The force main will discharge into the Bevington Road Trunk extension that will extend south of Highway 16A. During the detailed design of the subdivision, the lift station and force main capacity will be confirmed with Parkland County.

Depending on the phasing of this project a significant amount of off-site infrastructure might be required. For instance, if Cell 1 were to develop first Future Lift Station #5 would need to be built as well as the force main and mainline sewer shown on Figure 10. Each lift station shall be constructed within a public utility lot (PUL) to be dedicated to the County at the time of subdivision.

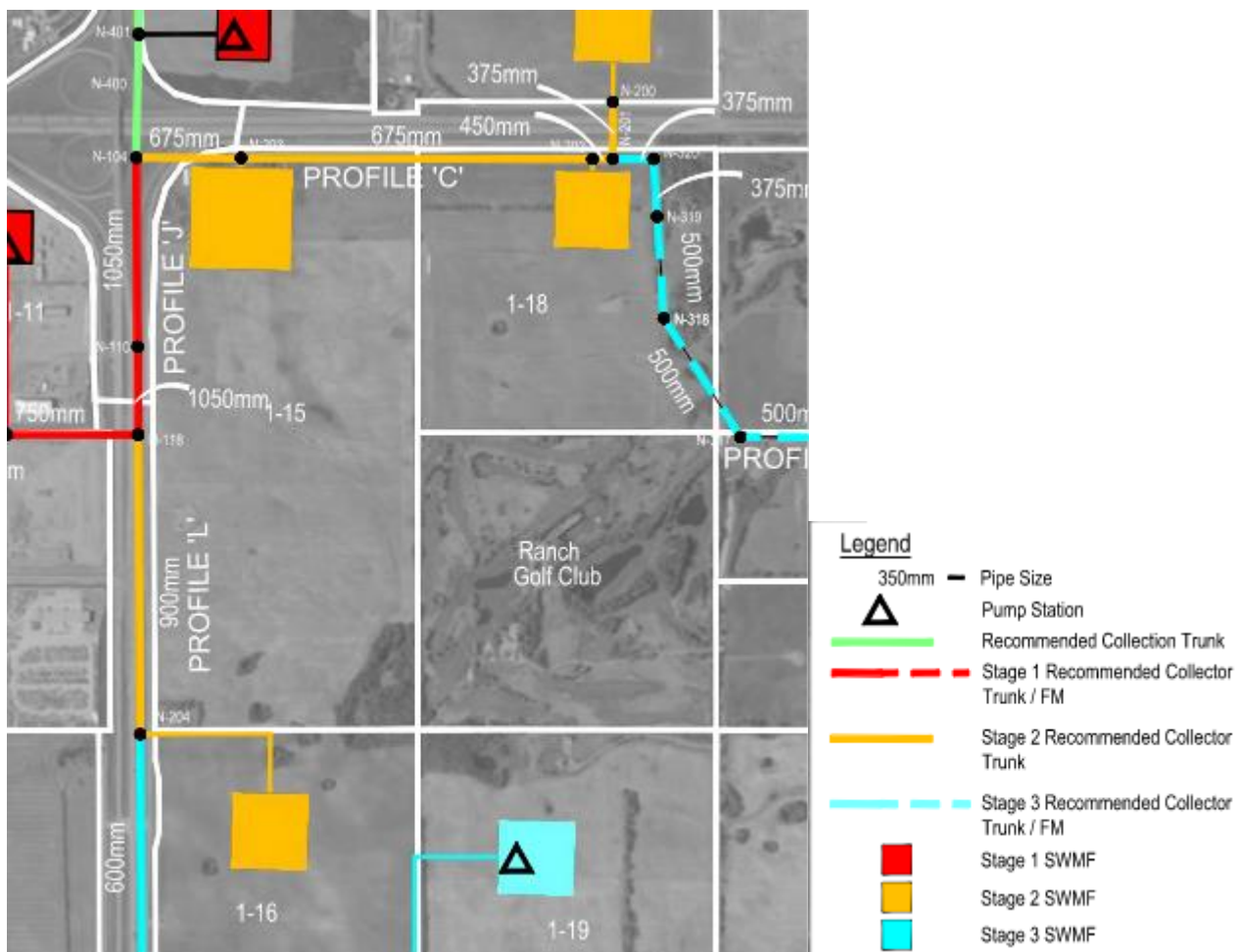


Modified from Figure 5.5 Acheson and Big Lake Area Sanitary Servicing Study Update Project No. 60481223 Date: September 2016, prepared by AECOM.

- Policy 7.2.1** *The Conceptual Scheme area shall be serviced by the Bevington Road Trunk Line. The general configuration of the waste water infrastructure system required to service the Conceptual Scheme area is illustrated in Figure 10 – Sanitary Network.*
- Policy 7.2.2** *All wastewater infrastructure within the Conceptual Scheme area shall be constructed by the developer to the satisfaction of Alberta Environment and Parks and Parkland County in accordance with the most current Acheson and Big Lake Area Sanitary Sewer Servicing Study.*

7.3 Stormwater Management

The proposed stormwater collection system will collect the storm flows in roadside ditches and deliver the storm water to the proposed stormwater management ponds located as shown in Figure 8. There are three proposed storm ponds, based off the Acheson/Big Lake Area Master Drainage Plan Amendment-Application Document prepared by ISL. All three ponds will release into to the storm trunk line that is directed to Big Lake. Conceptual sizing of the storm ponds is shown on Figure 8, and will be confirmed by computer modeling during the detailed design phase. The lands are located within the County's Fenceline Water Act Approval No. –28756-00-00 and the requirements of this approval must be met.



Modified from Figure 4.2 Acheson/Big Lake Area Basin 1 Stormwater Summary Report), prepared by ISL.

- Policy 7.3.1** *The proposed stormwater management collection system within the Conceptual Scheme area is generally illustrated in Figure 8 – Stormwater Management Plan. The final location and size of the stormwater ponds shall be determined at detailed design.*

Policy 7.3.2	<i>Each stormwater management facility shall be constructed within a Public Utility Lot (PUL) to be dedicated to the County at the subdivision stage.</i>
Policy 7.3.3	<i>Stormwater management facilities completed within the Conceptual Scheme area shall be designed and constructed in accordance with Alberta Environment and Parks and Parkland County Standards. Any costs associated with the construction of on-site stormwater management infrastructure shall be borne by the developers.</i>
Policy 7.3.4	<i>The stormwater management system shall be designed and constructed to meet or exceed Parkland County Engineering Design Standards and Fenceline Water Act Approval No. 00287756-00-00 as well as Alberta Environment and Parks stormwater management and stormwater quality requirements for Acheson Big Lake Storm Basin.</i>
Policy 7.3.5	<i>Release rates for the proposed stormwater network shall conform to the rates per the most current Acheson/Big Lake Area Master Drainage Plan.</i>
Policy 7.3.7	<i>Stormwater Management Facilities shall be designed to comply with Council Policy C-ES04 – Stormwater Management Facility Naturalization.</i>
Policy 7.3.8	<i>Developers are encouraged to incorporate low impact development techniques to maintain surface water quality and managed surface water quantity. There are a wide range of techniques that could be implemented subject to meeting County design standards.</i>

7.4 Community Support Infrastructure

Fire Response:

The Conceptual Scheme area is located within a 10-minute response of the Acheson Fire Hall located on at the intersection of 114 Ave and 279 Street.

Police Response:

Police service will be provided by the nearest Royal Canadian Mounted Police (Detachments in Spruce Grove and Stony Plain) and supplemented by the County's Peace Officers.

Emergency Service Response:

Emergency services will be provided through 911 call and serviced from Stony Plain or City of Edmonton.

Solid Waste Management:

Solid Waste Management will be the responsibility of each property owner.

7.5 Shallow Utilities

Shallow utilities will be provided to the proposed development from the providers currently servicing Parkland County. Details of the servicing will be determined during the detailed design of the subdivision phases.

Policy 7.5.1	<i>Shallow utilities shall be provided within the Conceptual Scheme area at the sole expense of the developer within appropriate road right-of-way and within easements on private property established at the detailed subdivision design stage to the satisfaction of the utility providers for Parkland County.</i>
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7.6 Site Grading

The grading for this site has been proposed in a manner that would allow this site to develop in 3 separate phases with 3 separate stormwater management facilities. A preliminary grading scenario is shown on Figure 6A. This shows preliminary design elevation at all proposed intersections. This scenario will also allow the sanitary sewer piping to follow the grading of the roadway above. It also complies with the stormwater servicing concept mentioned in section 7.3 and shown on Figure 8.

Policy 7.6.1	<i>Prior to stripping and grading of the site, a grading plan and erosion and sediment control report shall be submitted to the satisfaction of Parkland County. This plan shall depict road and swale grades and include public utility lot areas, stormwater management plans and an erosion and sediment control plan and shall be approved by Parkland County.</i>
Policy 7.6.2	<i>Site grading is to take into consideration existing topography to minimize grading requirements over the Conceptual Scheme area.</i>
Policy 7.6.3	<i>A stripping and grading permit issued by Parkland County shall be in place prior to any soils being removed from the Conceptual Scheme Area.</i>

8. IMPLEMENTATION

8.1 Development Phasing

Figure 6 - Development Concept shows the different development Cells and the overall phasing and direction of development within the three main quarter sections. Starting in the south west corner from Highway 60 it is anticipated that development will progress from Cell A and slowly progress through to Cell B and then either continue at the same or different stages over Cells C and D. Phasing of development within each cell will be determined during the detailed design stages. The overall timing of development is anticipated between 15 to 20 years dependent on market demand.

Considerations to Apply to All Development Cells:

CONSTRAINT	ISSUE	MITIGATION STRATEGY
Oil and Gas Pipelines and wellheads (Operating)	Development cannot occur within certain distances or construction over operating oil and gas pipelines. For operating wells a 100m setback is required as per AER Directive 56. Refer to Figure 4.	Prior to any development occurring on the lands the operating oil and gas pipelines will need to be decommissioned and environmental investigations and clean up carried out.
Oil and Gas wellheads (Suspended or Inactive)	Where existing oil and gas wells are suspended or inactive that may be retained within the ground. Development cannot occur with 100m of a decommissioned well head as per AER Directive 56. Refer to Figure 4.	The Conceptual Scheme has been designed where the well heads are either located on or just within the boundary line of the right-of-way or within the right-of-way but not in an area where the actual asphalt required for the road would cover the well-head.
Oil and Gas Battery sites	There is an active battery site as indicated on Figure 4 Oil & Gas Infrastructure that will require full remediation work prior to the site	The development of these lands will not occur until such time as full remediation of the site is completed. The lot created around the battery site may remain vacant until such time as funding becomes available to carry

	being able to be developed.	out the remediation work.
Grading, vegetation and migratory birds	The biophysical analysis indicates that the lands have been used by birds and other invertebrate.	Policy contained with the CS outlines appropriate times to carry out disturbance of the land and clearance or engagement of a biologist to develop a management plan prior to any construction occurring.
Unknown access arrangement to Highway 16A	Through discussions with Alberta Transportation and the County there is still uncertainty regarding the nature and alignment of the future access to Highway 16A from Pinchbeck Road.	Two options for the alignment of this future connection have been provided because of physical constraints along the eastern boundary. The development of these lands is considered in the latter stages of the build out at which time the finalization on how the intersection will be created is anticipated to be determined.
Historical and Archaeological	A historical and archaeological analysis was carried out and identified a potential farm building.	A full archaeological impact assessment will be required prior to the development of Cell D.
Sanitary line connection to first phase of development.	The first phases of development will start from the western boundary from the 97 Avenue lighted intersection. The connection to the County's sanitary system is located along the north eastern boundary towards Highway 16A. The Conceptual scheme is made up of three land owners and will require both cost sharing and land crossing agreements to enable the construction and connection to the wastewater services.	The landowners will need to establish a mutual agreement regarding cost sharing for construction and crossing of each other's land that will not only apply to the wastewater but all over services.

8.2 Development Cell A

Access

Access will be achieved through the initial development of the major collector roadway (96 Ave) extending east from Highway 60 as shown on Figure 7 Transportation Network. 96 Avenue will extend through to the boundary of Block C Plan 7820795. This access will require changes to the existing intersection of 96 Ave at Highway 60 and require approval from Alberta Transportation.

Oil and Gas

As indicated on Figure 4 – Oil and Gas Infrastructure the majority of the wellheads have been abandoned. There are some oil and gas pipeline ROWs that run in a north and south direction that will need to be decommissioned.

INFRASTRUCTURE	Cell A	Action
Operating Pipelines	2	Seek approval for decommissioning
Abandoned Wellheads	3	No change and leave them capped.
Garbage Pit Slough	1	The debris material in the garbage

pit slough should be excavated prior to the Site development and disposed of at an approved landfill facility.

Other Constraints

The other main constraint on these lands relates to cost effective connection to the sanitary line in general accordance with the Acheson/Big Lake Master Plan. Figures 10 and 10A show the ultimate sanitary layout, however, to service Cell A will require significant investment across lands that won't be developed for a considerable period of time. The costs incurred by development of the lands may be covered by the developer or the County, through a variety of funding sources including off-site levies. The need, cost and timing of infrastructure will be determined upon detailed design completed at the subdivision stage and through the execution of the Development Agreements.

Alternatively, both the developer and Parkland County may need to identify an interim solution such as a forcemain from Lift station #5 being directed along the industrial major collector and then directed north to connect up with the Bevington Road Trunk extension until such time as Cell D is developed.

Cell A also contains four delineated wetlands of which two will potentially be protected (W49 and W50) through the creation of an Environmental Reserve while two will be removed through approval of Alberta Environment and Parks (W47 and W46).

8.3 Development Cell B

Access

Access to Cell B will be from Cell A to the south with an Industrial Minor Collector roadway (260 St) extending off from 96 Avenue to the north. In addition, 96 Ave will continue to be constructed from Cell A in the south in a north east direction.

Oil and Gas

INFRASTRUCTURE	Cell B	Action
Operating Pipelines	2	It is likely that one of the pipelines will remain operational to provide access to the battery site. It is anticipated that development on the western portion of the site may be delayed until the battery and pipeline can become decommissioned.
Abandoned Wellheads	2	No change and leave them capped.
Suspended Wellhead	1	Seek to have the wellhead decommissioned
Active Oil Wellhead	1	It will remain in operation and development will respect the 100m setback until such time as it is decommissioned.
Battery Site	1	Currently operational and once decommissioned the site will need to be remediated prior to development occurring on the lands.
Potential Drilling Waste Disposal Areas	3	The debris material of the potential drilling waste disposal area should be excavated prior to the Site development and disposed of at an approved landfill facility.

Other Constraints

There is a wetland (W23) that will need to be removed and require approval from Alberta Environment and Parks. It is anticipated that this Cell may take longer to develop while approvals for the decommissioning of oil and gas wells and lines is carried out. However, the eastern portion enables the continuation of the Industrial Major Collector Road to enable continuation of development within Cell C.

8.4 Development Cell C

Access

The main access will be from the continuation of developing 96 Avenue from Cells A & B that will extend through to Pinchbeck Road to the east. Access in some form is also anticipated from the north off of Highway 16A. Exactly what form of access will be created has yet to be determined along with the final alignment and therefore two options have been presented as shown on Figure 7 – Transportation Network

Oil and Gas

INFRASTRUCTURE	Cell C	Action
Active Oil Wellhead	4	Eventually, when development occurs the wellheads will need to be decommissioned.
Oil and Gas Pipelines	3	The pipeline indicated along the southern boundary of Cell C will be retained as the Industrial Major Collector will be constructed just to the north of the line. The setback consideration for this pipeline would be the existing right-of-way plan 882 1865. The other two pipelines will need to be decommissioned prior to development occurring.

Other Constraints

There are two wetlands (W12 & W13) that will need to be removed when development occurs in the area and Alberta Environment and Parks approval will be required. There is a third wetland located on the adjoining eastern property that encroaches into Cell C that could be affected depending on the final outcome of the road alignment. This is currently shown as potential Environmental Reserve ER.

8.5 Development Cell D

Access

Access to Cell D will extend from the south (Cell B) and east (Cell C) resulting in the connection of the overall road system as indicated in Figure 7 – Transportation Network.

Oil and Gas

INFRASTRUCTURE	Cell C	Action
Abandoned Wellhead	4	Unless required the wellheads will remain capped in their original location.
Flowing gas wellhead	2	Will need to be decommissioned prior to development occurring in the area.
Oil and Gas Pipelines	3	

Other Constraints

An old farmstead exists on the lands that was identified as a potential historical feature requiring that a full archaeological impact assessment be carried out prior to development occurring.

9. OIL AND GAS RECLAMATION PLAN

The Alberta Energy Regulator (AER) regulates reclamation activities on both private and public land. Before the subdivision approval process, developer must provide a reclamation plan to AER to return the land back to how it looked and how it was used (or similarly) before development took place. Developers should start decommissioning and reclaiming an energy site immediately after operations have ceased or after the disturbed land is no longer required for operations.

A search of Alberta Energy Regulator (AER) pipeline and oil well information, using the Abacus Datagraphics website (Abadata), indicates that there are six active oil and gas wells, two flowing gas wellheads, fourteen abandoned/suspended, 34 pipelines and one active oil battery facility within the site boundary. There are 20 pipelines (6.03 kilometres) on the W 1/2 -34-052-26W4 which will require removal prior to site development. Three companies operate the pipelines on the site: Inplay Oil Corporation (3.58 km of pipeline), Leddy Exploration Ltd. (0.28 km of pipeline) and Penn West Petroleum Ltd. (2.59 km of pipeline). Three pipelines are still operating: a natural gas pipeline providing fuel to the Inplay Battery site at 100/05-34-052-26 W4 from the northeast, an oil pipeline from the well at 102/06-34-052-26 W4 to the battery site, and a salt water pipeline transporting produced water from the battery to a disposal location south of the site. These pipelines will be required to remain in operation until the facility is removed from operation.

On the NE1/4-34-052-26 W4M land parcel there are 14 licensed pipelines out of which 9 licensed to Maga, 4 licensed to Inplay Oil Corp. (Inplay), and 1 licensed to Pembina Pipeline Corporation (Pembina). The associated AER pipeline licence numbers, current pipeline statuses, and current pipeline licensees are outlined in the Decommissioning Strategy Report (NE1/4-34-052-26 W4M) Section 3.0 Infrastructure Table B. All facilities and pipelines are proposed to be discontinued, abandoned and removed with the exception of the Pembina Pipeline (AER License No. 23216-2), which would not be abandoned and removed due to length, size of pipe and substance carried. The setback consideration for this pipeline would be the pipeline right-of-way plan 882 1865.

These facilities and their operational status, as well as pipeline rights-of-way, are shown in Figure 4 – Oil & Gas Infrastructure.

Policy 9.1.1	<i>Reclamation of oil and gas infrastructure shall be completed prior to the time of subdivision application, with Alberta Environment and Parks reclamation certificates provided to Parkland County prior to subdivision endorsement. Development will continue around the oil and gas infrastructure applying the setbacks as required by the Alberta Energy Regulator, should infrastructure remain in place.</i>
Policy 9.1.2	<i>Developers and the oil and gas facility operators shall work together to ensure a plan is in place to accommodate the flow lines to the operating oil and gas well for as long as they remain in the area and prior to any directly impacted subdivision being approved.</i>
Policy 9.1.3	<i>Subdivisions adjacent to an operating or suspended oil and gas well shall accommodate suitable access to the well site from a municipal roadway for operation and maintenance of the well site, such that there is minimal impact on adjacent businesses. Secondary access to the satisfaction of the County and oil and gas operator may be required for subdivision located adjacent to oil and gas wells. Such arrangements may be temporary until such time as the wellhead has been abandoned or reclaimed.</i>
Policy 9.1.4	<i>At a minimum, the existing oil and gas facilities shall be separated from development by the required Alberta Energy Regulator setbacks. In each case, no subdivision to create public facilities within the Conceptual Scheme area shall be allowed within 100 metres of any wellhead. At such time that the wells are no longer required, the well will be capped, any required environmental restoration will be undertaken in accordance with Alberta Environment and Parks and Alberta Energy Regulator, and the reclaimed site will be utilized for development in accordance with the Development Concept.</i>
Policy 9.1.5	<i>Future development surrounding abandoned well sites shall adhere to the policies and requirements</i>

established by the Alberta Energy Regulator. For abandoned well sites, a Phase II Environmental Site Assessment, proof of abandonment, provision of access, and demonstration of how the abandoned well can be accommodated within the subdivision plan must be provided prior to approval to adhere to the policies and requirements of the Alberta Energy Regulator.

10. SUMMARY OF POLICY STATEMENTS

Policy 1.3.1	<i>Policies contained within the Section 34-52-26-W4M Conceptual Scheme shall apply to all lands within the Conceptual Scheme area.</i>
Policy 1.3.2	<i>This Conceptual Scheme shall enable redistricting of the County's Land Use Bylaw in accordance with the designated land uses outlined in Figure 6.</i>
Policy 2.1.1	<i>The Conceptual Scheme and the land development it generates shall conform to both the Edmonton Metropolitan Region Growth Plan and the Municipal Government Act.</i>
Policy 2.3.1	<i>As part of the subdivision approval process the developer shall provide documentation to the County, where applicable, which confirms:</i> <i>a) The developer has obtained all Alberta Transportation approvals and roadside development permits, and complies with applicable Alberta Transportation plans.</i> <i>b) All Alberta Energy Regulator setback requirements and applicable federal and provincial health and safety regulations for development near oil infrastructure have been met.</i> <i>c) All on-site decommissioning or land reclamation required for non-operational infrastructure on a particular site has been completed and certificates of reclamation issued by Alberta Environment and Parks has been provided to Parkland County.</i>
Policy 2.4.1	<i>Prior to any land development activities occurring within the Conceptual Scheme area, amendments to the districting of the Land Use Bylaw shall be completed to ensure the districting is consistent with the designated purposes outlined in Figure 6 of this Conceptual Scheme.</i>
Policy 2.4.2	<i>All future subdivision and development activities in the Conceptual Scheme area shall comply to Land Use Bylaw districting regulations in effect at the time of a complete application.</i>
Policy 2.4.3	<i>All future subdivision and development activities in the Conceptual Scheme area as indicated on Figure 5 shall comply with Section 10.1 Acheson Industrial Commercial Area Overlay and with Section 10.4 Industrial Frontage Overlay contained within the Parkland Land Use Bylaw No. 2017-18.</i>
Policy 3.3.1	<i>The golf course located in SE 34-52-26-W4M shall remain within its current designation and use.</i>
Policy 3.4.1	<i>In accordance with Section 5 (5) of the Subdivision and Development Regulations prior to carrying out subdivision and development within the Conceptual Scheme area, a detailed Historic Resources Impact Assessment shall be required to assess the status of any previously unrecorded historic structures, recorded historic structures and high potential landforms for the discovery of intact archaeological sites within the project Conceptual Scheme area. The recommendations arising from this assessment and any required approvals including Historical Resource Act Approvals shall be carried out by the developer.</i>
Policy 4.2.1	<i>Subdivision applications and development permits shall be consistent with the recommendations outlined in the geotechnical studies, to the satisfaction of the Parkland County.</i>
Policy 4.2.2	<i>For the development of individual lots, site-specific geotechnical investigation shall be provided at the Subdivision and Development Application stage.</i>
Policy 4.4.1	<i>All decommissioning of oil and gas infrastructure shall be carried out in accordance with the following technical reports:</i> <i>a. September 2016, Kriedo, Phase II Environmental Site Assessment (ESA) (Plan 7820795, Blocks A, B, C, D);</i>

	b. August 9, 2016, Kriedo, Decommissioning Strategy for the W1/2-34-52-26-W4M; and c. February 2020, Trace Associates, Decommissioning Strategy for the northeast portion of Section 34, Township 052, Range 26, West of the 4th Meridian (NE 34-052-026 W4M).
Policy 4.4.2	<i>All future developments in the Conceptual Scheme area shall be required to protect the environment at all development stages. Onsite containment systems, where applicable, are to be used by developments to minimize seepage of materials into groundwater systems.</i>
Policy 5.1.1	<i>Land uses within the Conceptual Scheme area shall include a full range of business uses involving commercial and industrial developments and recreational uses which are consistent with the policies of the Acheson Industrial Area Structure Plan.</i>
Policy 5.1.2	<i>Land uses within Policy Area "A" shall include a variety of lot sizes and parcel configurations that can accommodate a wide range of Business Industrial Uses.</i>
Policy 5.1.3	<i>Land Uses within Policy Area "B" shall include uses of a Commercial nature that provide services to the future tenants of the Conceptual Scheme, traveling public and beyond the site.</i>
Policy 5.1.4	<i>Land Uses within Policy Area "C" shall retain the existing function as an operating golf course or other agricultural purposes.</i>
Policy 5.2.1	<i>Future lots sizes and configurations shall be determined at the time of subdivision and may include a mix of small, medium, and large lots for industrial and commercial development based on market demand at the time of development.</i>
Policy 5.2.2	<i>Proposed parcels shall include Commercial, and Business Industrial development that shall be in accordance with the policies of the Acheson Industrial Area Structure Plan and minimum requirements of the applicable District as outlined in the Parkland County Land Use Bylaw.</i>
Policy 5.2.3	<i>Proposed parcels within the Industrial Frontage Overlay or the Acheson Industrial Commercial Overlay shall comply with the regulations outlined in Section 10.1 and 10.4 of the Parkland County Land Use Bylaw.</i>
Policy 5.2.4	<i>All developments in the Conceptual Scheme area shall be required to meet landscaping standards as per the Land Use Bylaw, and where possible are encouraged to enhance site landscaping of individual lots where lots have high visibility.</i>
Policy 5.2.5	<i>Individual landowners may negotiate to buy-out existing oil and gas leases to facilitate and expedite development.</i>
Policy 5.4.1	<i>In accordance with Parkland County Policy PD15, developers of the Conceptual Scheme may pay money-in-place of Municipal Reserve dedication in lieu of land dedication. Parkland County Council may consider accepting equivalent value for lands beyond the site within Acheson they own that the County consider of Municipal Reserve value.</i>
Policy 5.4.2	<i>At each phase of development, payments of Money-in-Place of Municipal Reserve contribution shall be determined prior to conditional approval of subdivision for the phase of development being carried out and shall be paid to the County prior to subdivision endorsement.</i>
Policy 5.5.1	<i>Landowners shall obtain the necessary Water Act approvals prior to construction and/or development permit.</i>
Policy 5.5.2	<i>Where possible existing wetlands shall be avoided or retained and if possible incorporated into the management of stormwater. However, in the event wetlands cannot be retained they shall be compensated in accordance with Provincial wetland policies and regulations.</i>
Policy 5.5.3	<i>Wetland compensation arrangements with the Province shall be established prior to subdivision</i>

	<i>application.</i>
Policy 5.5.4	<i>In accordance with the recommendations of the Biophysical Impact Assessment (BIA) Report, prior to construction the developer shall carry out wildlife surveys to manage the potential impact on wildlife in the area.</i>
Policy 5.5.5	<i>Any clearing of vegetation should occur between September 1 through to January 31 and clearing of vegetation beyond this timeframe shall require the employment of a qualified biologist to verify that no nesting migratory birds are harmed or disturbed.</i>
Policy 5.5.6	<i>In accordance with Parkland County Policy C-PD15 the Environmental Reserve area as identified on Figure 3 (Environmental Features) within SW 34-52-26-W4M shall be delineated by a qualified surveyor based on the biophysical assessment and Parkland County's Riparian Setback Matrix Model and form part of a subdivision application at the time of development showing the lands designated for Environmental Reserve purposes.</i>
Policy 5.5.7	<i>All development carried out within the Conceptual Scheme shall comply with the Parkland County's Dark Sky Outdoor Lighting Policy C-ES06. In addition, the installation of outdoor lighting shall avoid light spill onto adjoining neighbouring properties.</i>
Policy 6.2.1	<i>The future roadway network and key intersections in the Conceptual Scheme area shall be designed and constructed to accommodate all roadway users at a safe and satisfactory level of transportation services.</i>
Policy 6.3.1	<i>Prior to construction Alberta Transportation shall approve the detail design for improvements to the Highway 60 and 96 Avenue intersection and the Highway 16A and Pinchbeck/Bevington Road intersection.</i>
Policy 6.3.2	<i>Parkland County working with Alberta Transportation and the landowners on both sides of Highway 16A shall continue to work on identifying a suitable corridor for a consolidated intersection of Pinchbeck Road and Bevington Road with Highway 16A.</i>
Policy 6.3.3	<i>The development of the intersection of 96 Avenue and Pinchbeck Road shall be in accordance with the Acheson & Big Lake Traffic Impact Assessment prepared by Bunt & Associates.</i>
Policy 6.3.4	<i>Parkland County's Off-site Transportation Levy shall be calculated and applied at the time of subdivision and/or development permit.</i>
Policy 6.3.5	<i>The CS Area's industrial arterial roadway shall be designed to accommodate potential future transit stops.</i>
Policy 6.4.1	<i>Internal road alignments shall be determined and finalized at the time of subdivision. Changes to the internal road layout identified in Figure 7 – Transportation Network shall not require amendments to this Conceptual Scheme, as long as the internal road is classified as a Local Road. Any changes to a Collector Road shall require an amendment to the Conceptual Scheme.</i>
Policy 6.4.2	<i>All internal roadways shall meet the specifications determined in Parklands Engineering Design Standards.</i>
Policy 6.4.3	<i>All dead-end roads, whether temporary or permanent, shall include a cul-de-sac turnaround, with a minimum radius as required under Parkland County's Engineering Design Standards.</i>
Policy 7.1	<i>The developer prior to subdivision endorsement shall be required to enter into a Development Agreement with the County regarding all off-site infrastructure and construction.</i>
Policy 7.2	<i>As part of the subdivision process the identification, timing and funding of any required off-site infrastructure shall be agreed upon between the developer and Parkland County.</i>

Policy 7.3	<i>Interim infrastructure may be considered by Parkland County at the time of subdivision.</i>
Policy 7.4	<i>Parkland County's Off-Site Levy shall be calculated and applied at the time of subdivision and/or development permit.</i>
Policy 7.1.1	<i>The Conceptual Scheme area shall be serviced with potable water by Parkland County Acheson and Big Lake Area Water System.</i>
Policy 7.1.2	<i>All portable water infrastructure within the Conceptual Scheme area shall be constructed by the developer to the satisfaction of Alberta Environment and Parks and Parkland County in accordance with the most current Acheson and Big Lakes Area Water Servicing Study.</i>
Policy 7.1.3	<i>The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.</i>
Policy 7.1.4	<i>During the detailed design of the proposed subdivision, Parkland County's Hydraulic Network Analysis model shall be utilized to confirm pipe sizing. The general configuration of the water infrastructure system required to service the Conceptual Scheme area is illustrated in Figure 9 – Water Network.</i>
Policy 7.2.1	<i>The Conceptual Scheme area shall be serviced by the Bevington Road Trunk Line. The general configuration of the waste water infrastructure system required to service the Conceptual Scheme area is illustrated in Figure 10 – Sanitary Network.</i>
Policy 7.2.2	<i>All wastewater infrastructure within the Conceptual Scheme area shall be constructed by the developer to the satisfaction of Alberta Environment and Parks and Parkland County in accordance with the most current Acheson and Big Lake Area Sanitary Sewer Servicing Study.</i>
Policy 7.3.1	<i>The proposed stormwater management collection system within the Conceptual Scheme area is generally illustrated in Figure 8 – Stormwater Management Plan. The final location and size of the stormwater ponds shall be determined at detailed design.</i>
Policy 7.3.2	<i>Each stormwater management facility shall be constructed within a Public Utility Lot (PUL) to be dedicated to the County at the subdivision stage.</i>
Policy 7.3.3	<i>Stormwater management facilities completed within the Conceptual Scheme area shall be designed and constructed in accordance with Alberta Environment and Parks and Parkland County Standards. Any costs associated with the construction of on-site stormwater management infrastructure shall be borne by the developers.</i>
Policy 7.3.4	<i>The stormwater management system shall be designed and constructed to meet or exceed Parkland County Engineering Design Standards and Fenceline Water Act Approval No. 00287756-00-00 as well as Alberta Environment and Parks stormwater management and stormwater quality requirements for Acheson Big Lake Storm Basin.</i>
Policy 7.3.5	<i>Release rates for the proposed stormwater network shall conform to the rates per the most current Acheson/Big Lake Area Master Drainage Plan.</i>
Policy 7.3.6	<i>Stormwater Management Facilities shall be designed to comply with Council Policy C-ES04 – Stormwater Management Facility Naturalization.</i>
Policy 7.3.7	<i>Developers are encouraged to incorporate low impact development techniques to maintain surface water quality and managed surface water quantity. There are a wide range of techniques that could be implemented subject to meeting County design standards.</i>
Policy 7.5.1	<i>Shallow utilities shall be provided within the Conceptual Scheme area at the sole expense of the developer within appropriate road right-of-way and within easements on private property</i>

	<i>established at the detailed subdivision design stage to the satisfaction of the utility providers for Parkland County.</i>
Policy 7.6.1	<i>Prior to stripping and grading of the site, a grading plan and erosion and sediment control report shall be submitted to the satisfaction of Parkland County. This plan shall depict road and swale grades and include public utility lot areas, stormwater management plans and an erosion and sediment control plan and shall be approved by Parkland County.</i>
Policy 7.6.2	<i>Site grading is to take into consideration existing topography to minimize grading requirements over the Conceptual Scheme area.</i>
Policy 7.6.3	<i>A stripping and grading permit issued by Parkland County shall be in place prior to any soils being removed from the Conceptual Scheme Area.</i>
Policy 9.1.1	<i>Reclamation of oil and gas infrastructure shall be completed prior to the time of subdivision application, with Alberta Environment and Parks reclamation certificates provided to Parkland County prior to subdivision endorsement. Development will continue around the oil and gas infrastructure applying the setbacks as required by the Alberta Energy Regulator, should infrastructure remain in place.</i>
Policy 9.1.2	<i>Developers and the oil and gas facility operators shall work together to ensure a plan is in place to accommodate the flow lines to the operating oil and gas well for as long as they remain in the area and prior to any directly impacted subdivision being approved.</i>
Policy 9.1.3	<i>Subdivisions adjacent to an operating or suspended oil and gas well shall accommodate suitable access to the well site from a municipal roadway for operation and maintenance of the well site, such that there is minimal impact on adjacent businesses. Secondary access to the satisfaction of the County and oil and gas operator may be required for subdivision located adjacent to oil and gas wells. Such arrangements may be temporary until such time as the wellhead has been abandoned or reclaimed.</i>
Policy 9.1.4	<i>At a minimum, the existing oil and gas facilities shall be separated from development by the required Alberta Energy Regulator setbacks. In each case, no subdivision to create public facilities within the Conceptual Scheme area shall be allowed within 100 metres of any wellhead. At such time that the wells are no longer required, the well will be capped, any required environmental restoration will be undertaken in accordance with Alberta Environment and Parks and Alberta Energy Regulator, and the reclaimed site will be utilized for development in accordance with the Development Concept.</i>
Policy 9.1.5	<i>Future development surrounding abandoned well sites shall adhere to the policies and requirements established by the Alberta Energy Regulator. For abandoned well sites, a Phase II Environmental Site Assessment, proof of abandonment, provision of access, and demonstration of how the abandoned well can be accommodated within the subdivision plan must be provided prior to approval to adhere to the policies and requirements of the Alberta Energy Regulator.</i>

11. LIST OF FIGURES

- 1) Location and Context Map
- 2) Land Ownership Map
- 3) Environmental Features Map
- 4) Oil & Gas Infrastructure Map
- 5) General Land Use Concept
- 6) Development Concept Map (includes Development Cells)
- 7) Transportation Network
- 7A) Roadway Cross Sections
- 8) Stormwater Management Plan
- 8A) Grading Concept
- 9) Water Network
- 10) Sanitary Network
- 10A) Sanitary Tie-in Key Plan

CONCEPTUAL SCHEME

Planning & Development Services
Phone: 780-968-844 Fax: 780-968-8444

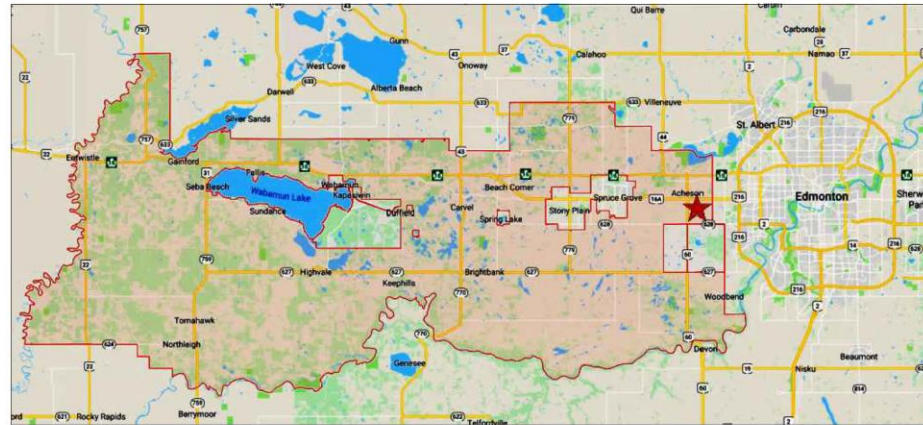


FIGURE 1: LOCATION & CONTEXT MAP



FIGURE 2 – LAND OWNERSHIP

CONCEPTUAL SCHEME

Planning & Development Services
Phone: 780-868-8444 Fax: 780-868-8444

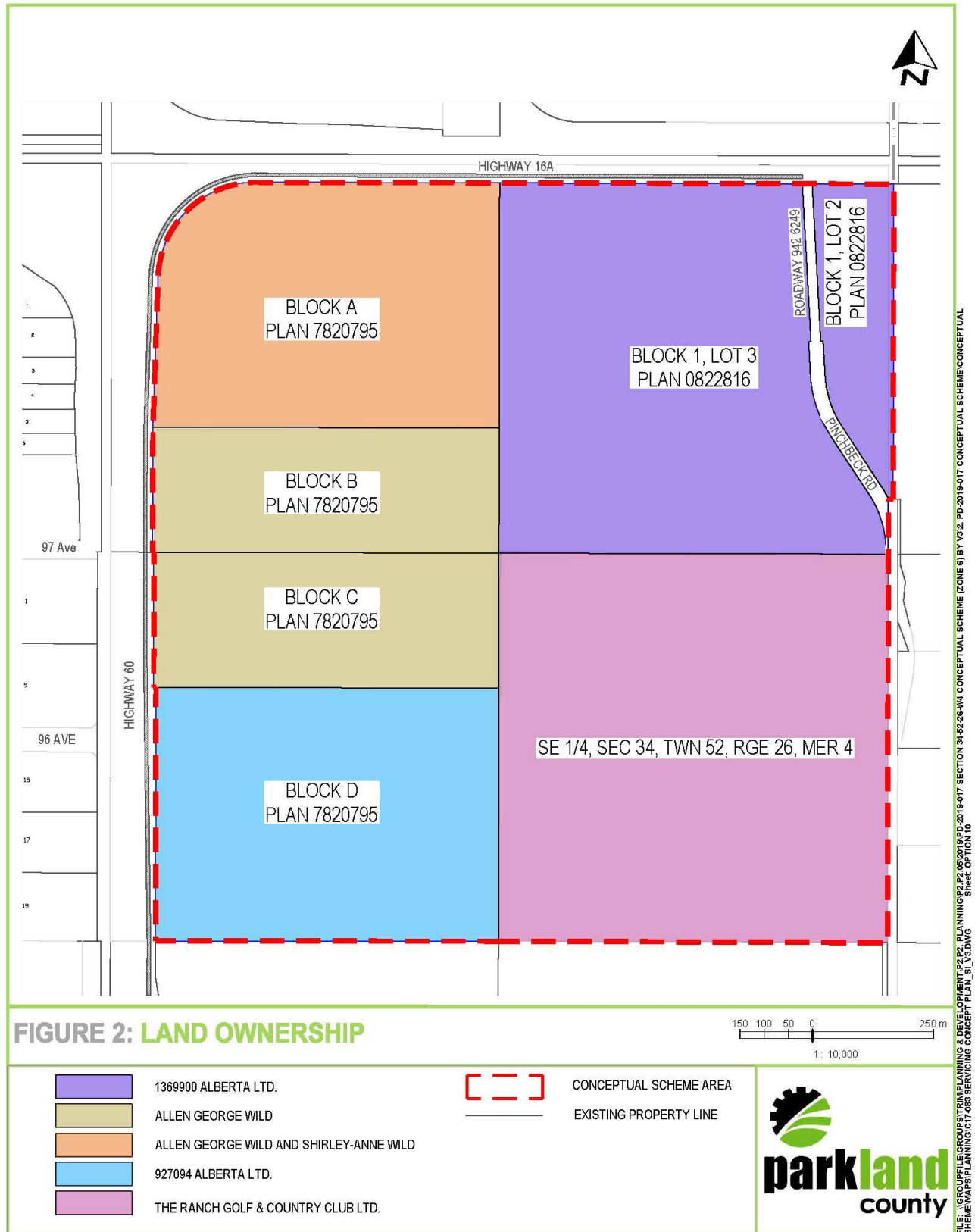


FIGURE 4 – OIL & GAS INFRASTRUCTURE

CONCEPTUAL SCHEME

Planning & Development Services
Phone: 780-968-844 Fax: 780-968-8444

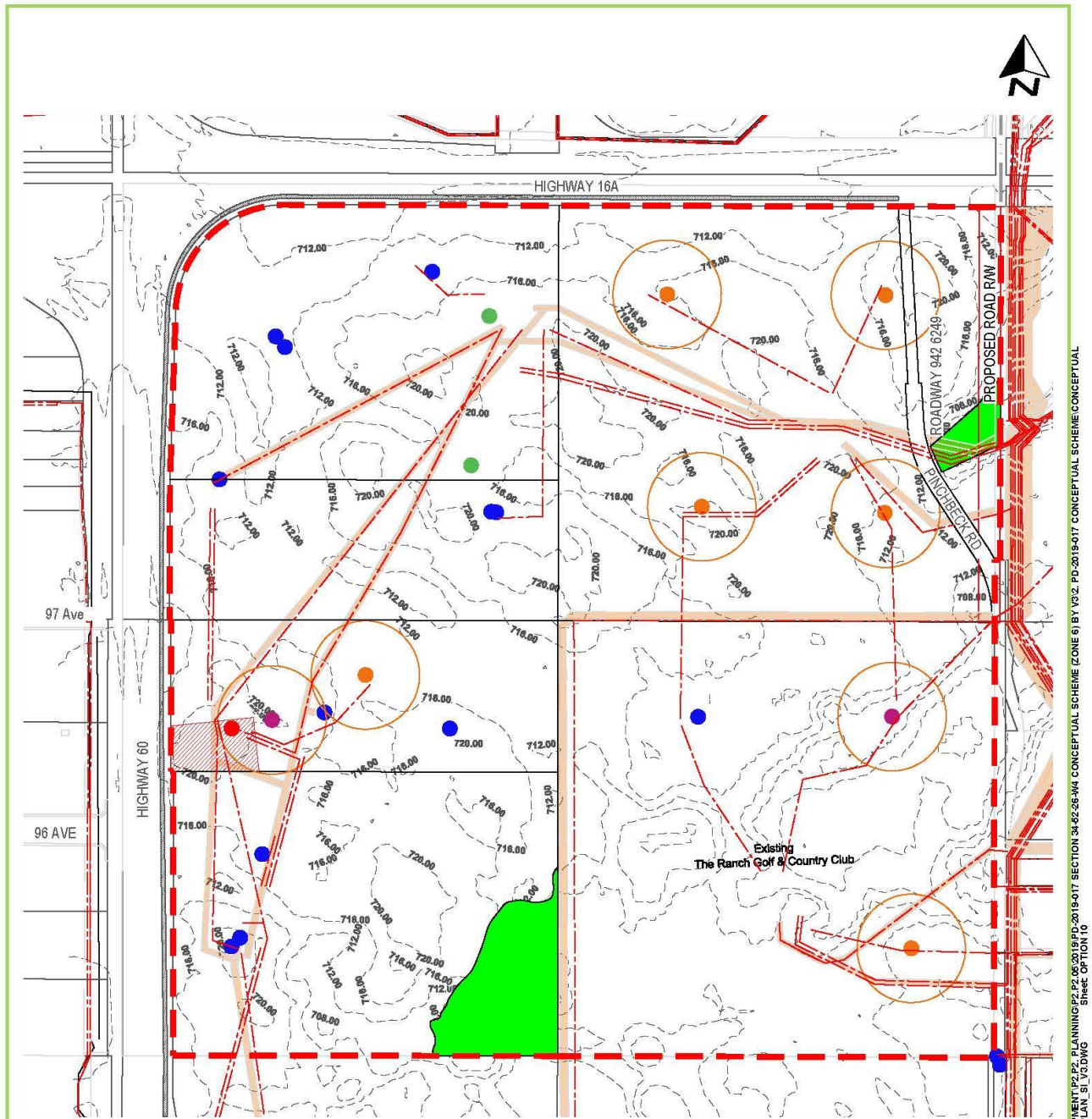
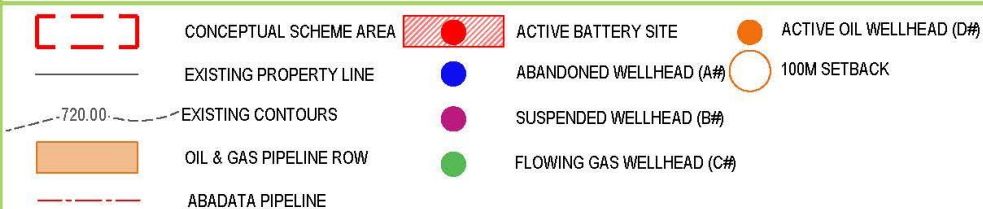


FIGURE 4: OIL & GAS INFRASTRUCTURE

150 100 50 0 250 m
1: 10,000



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FIGURE 5 – GENERAL LAND USE CONCEPT

CONCEPTUAL SCHEME

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FIGURE 5: GENERAL LAND USE CONCEPT

- CONCEPTUAL SCHEME AREA
- PROPOSED ROADWAY
- POLICY AREA "A" - BUSINESS INDUSTRIAL
- POLICY AREA "B" - COMMERCIAL
- POLICY AREA "C" - AGRICULTURE (EXISTING GOLF COURSE)



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FIGURE 7 – TRANSPORTATION NETWORK

CONCEPTUAL SCHEME

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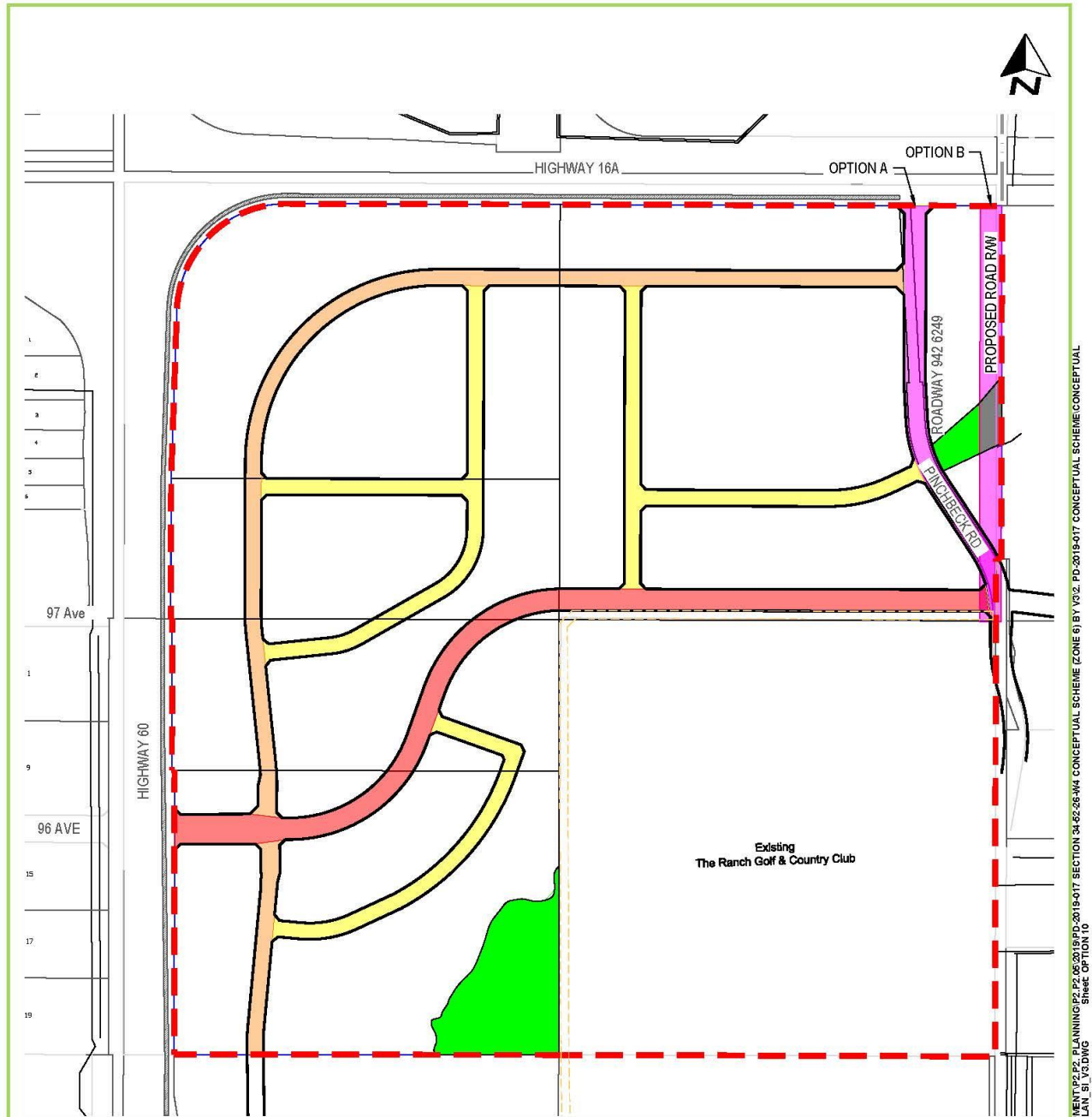


FIGURE 7: TRANSPORTATION NETWORK

150 100 50 0 250 m
1: 10,000

- CONCEPTUAL SCHEME AREA
- POTENTIAL ENVIRONMENTAL RESERVE
- EXISTING PROPERTY LINE

- LOCAL INDUSTRIAL ROADWAY
- INDUSTRIAL MAJOR COLLECTOR
DWG 7.4 IN FIGURE 7A
- INDUSTRIAL MINOR COLLECTOR
DWG 7.3 IN FIGURE 7A
- 3-LANE MODIFIED
INDUSTRIAL COLLECTOR



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FIGURE 7A – ROADWAY CROSS-SECTIONS

CONCEPTUAL SCHEME

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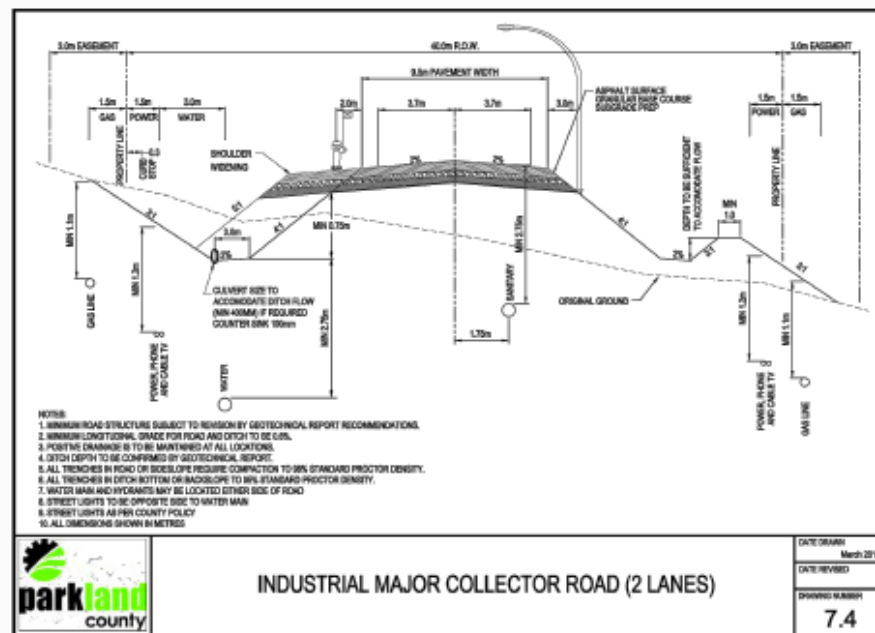
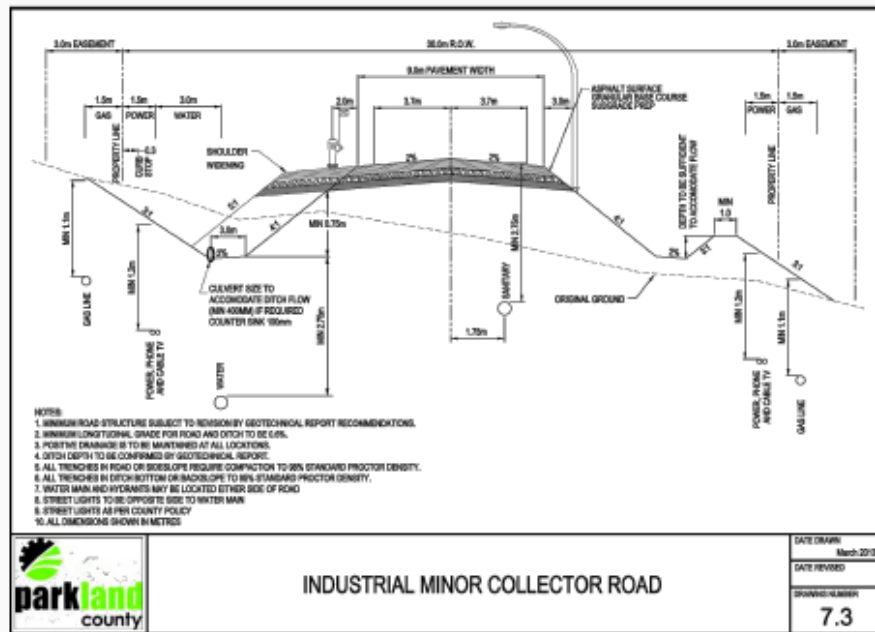


FIGURE 7A: ROADWAY CROSS-SECTIONS

FIGURE 8 – STORMWATER MANAGEMENT PLAN

CONCEPTUAL SCHEME

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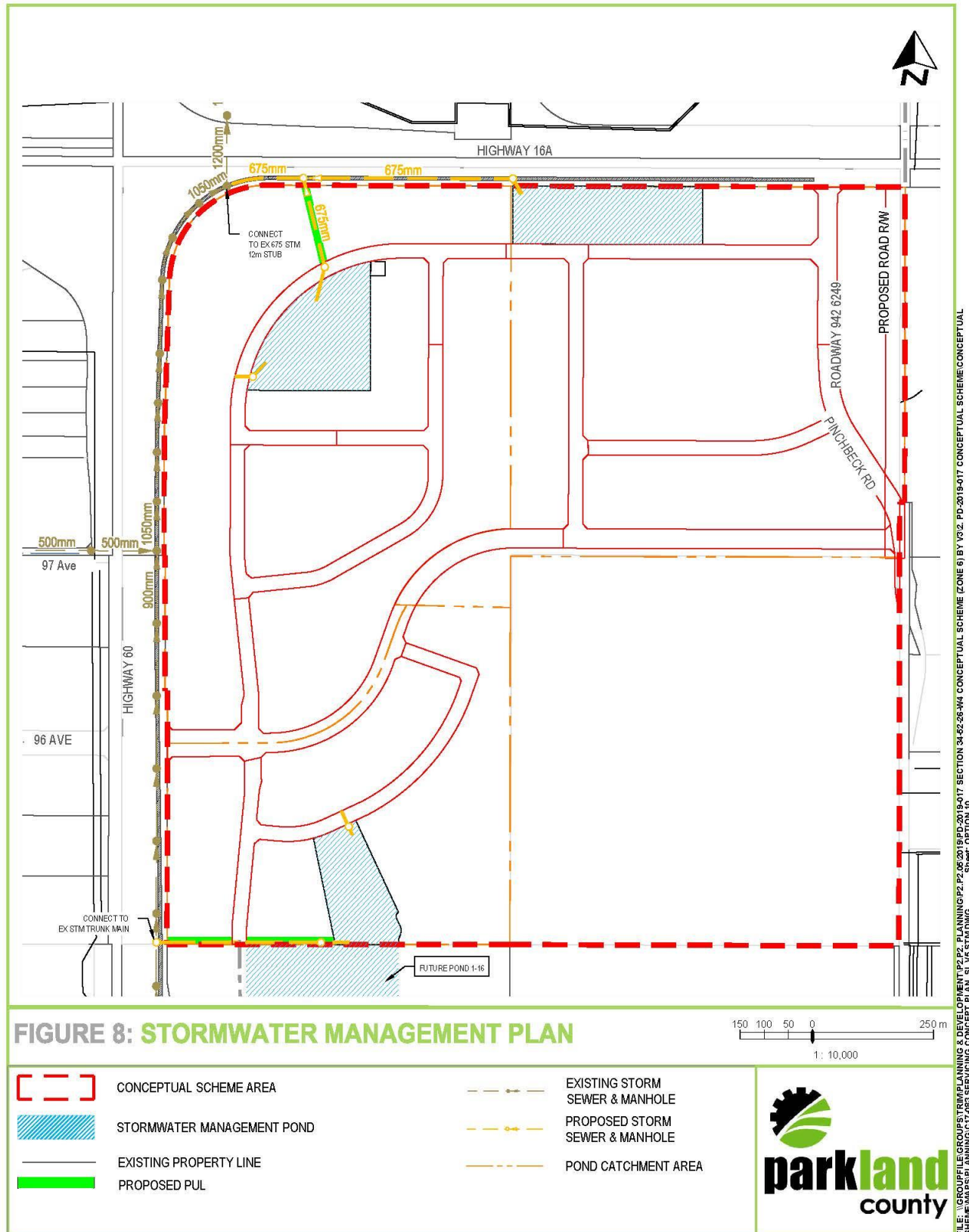


FIGURE 8A – GRADING CONCEPT

CONCEPTUAL SCHEME

Planning & Development Services
Phone: 780-968-8444 Fax: 780-968-8444

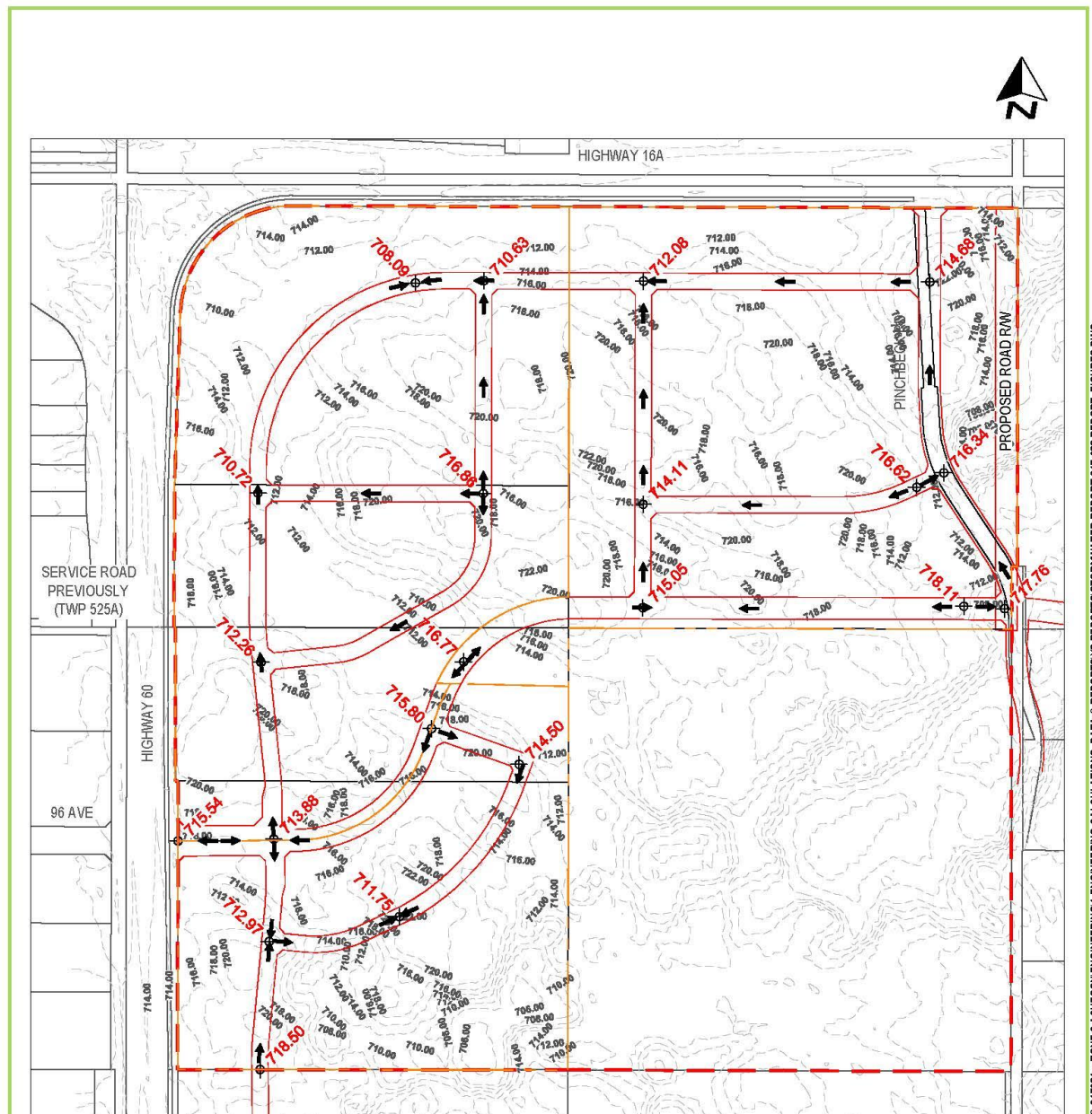
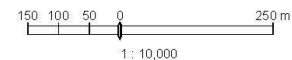


FIGURE 6A: GRADING CONCEPT



CONCEPTUAL SCHEME AREA
EXISTING PROPERTY LINE

720.00

EXISTING CONTOURS

701.60

DESIGN ELEVATION

DESIGN OVERLAND
FLOW

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Sheet: OPTION 10

FIGURE 9 – WATER NETWORK

CONCEPTUAL SCHEME

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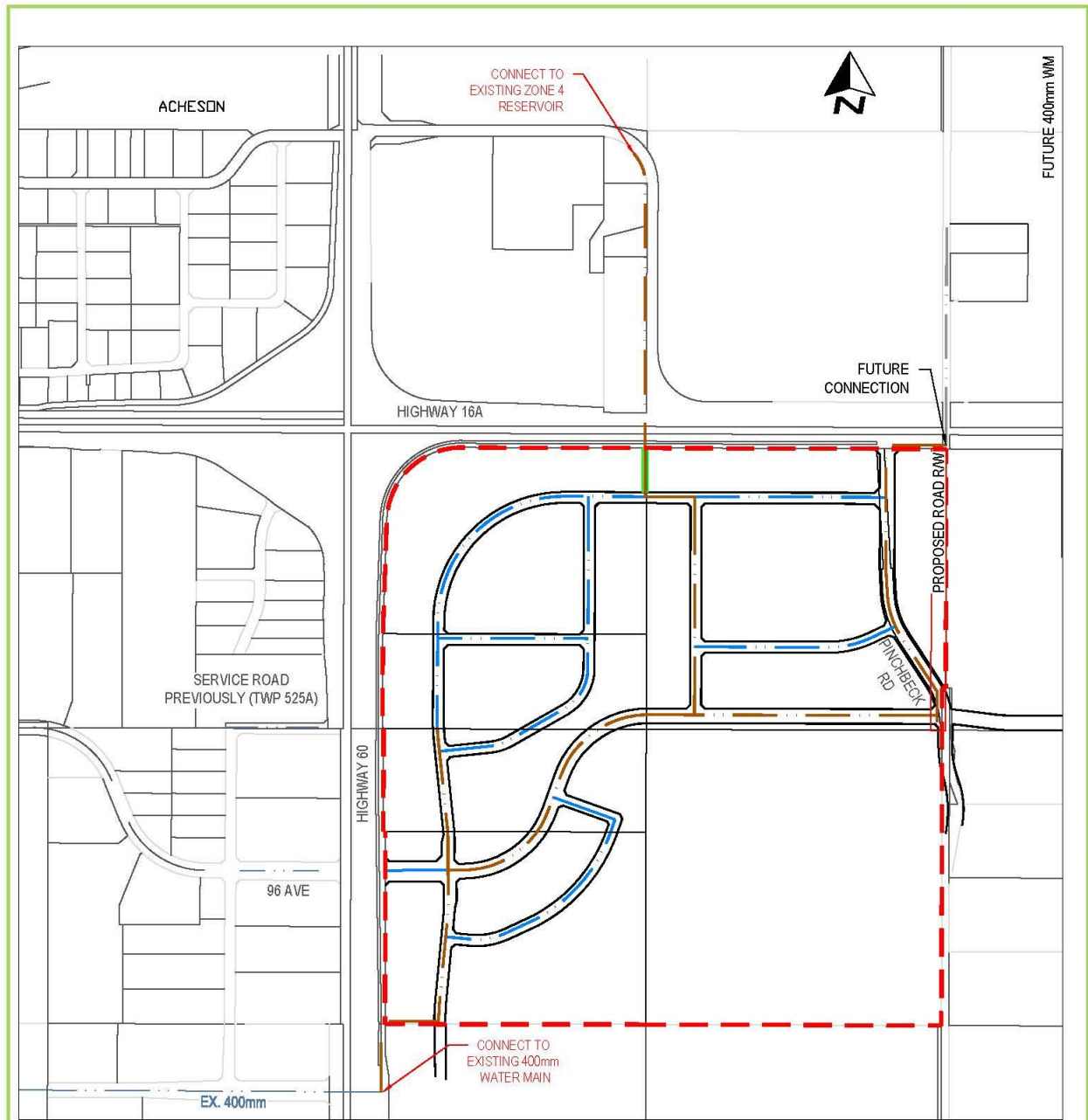
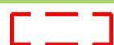
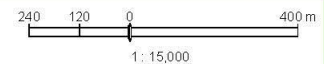


FIGURE 9: WATER NETWORK



CONCEPTUAL SCHEME AREA



EXISTING PROPERTY LINE

PROPOSED PUL

EXISTING WATER MAIN

PROPOSED 300mm
WATER MAIN

PROPOSED 400mm
WATER MAIN



FIGURE 10 – SANITARY NETWORK

CONCEPTUAL SCHEME

Planning & Development Services
Phone: 780-988-844 Fax: 780-988-8444

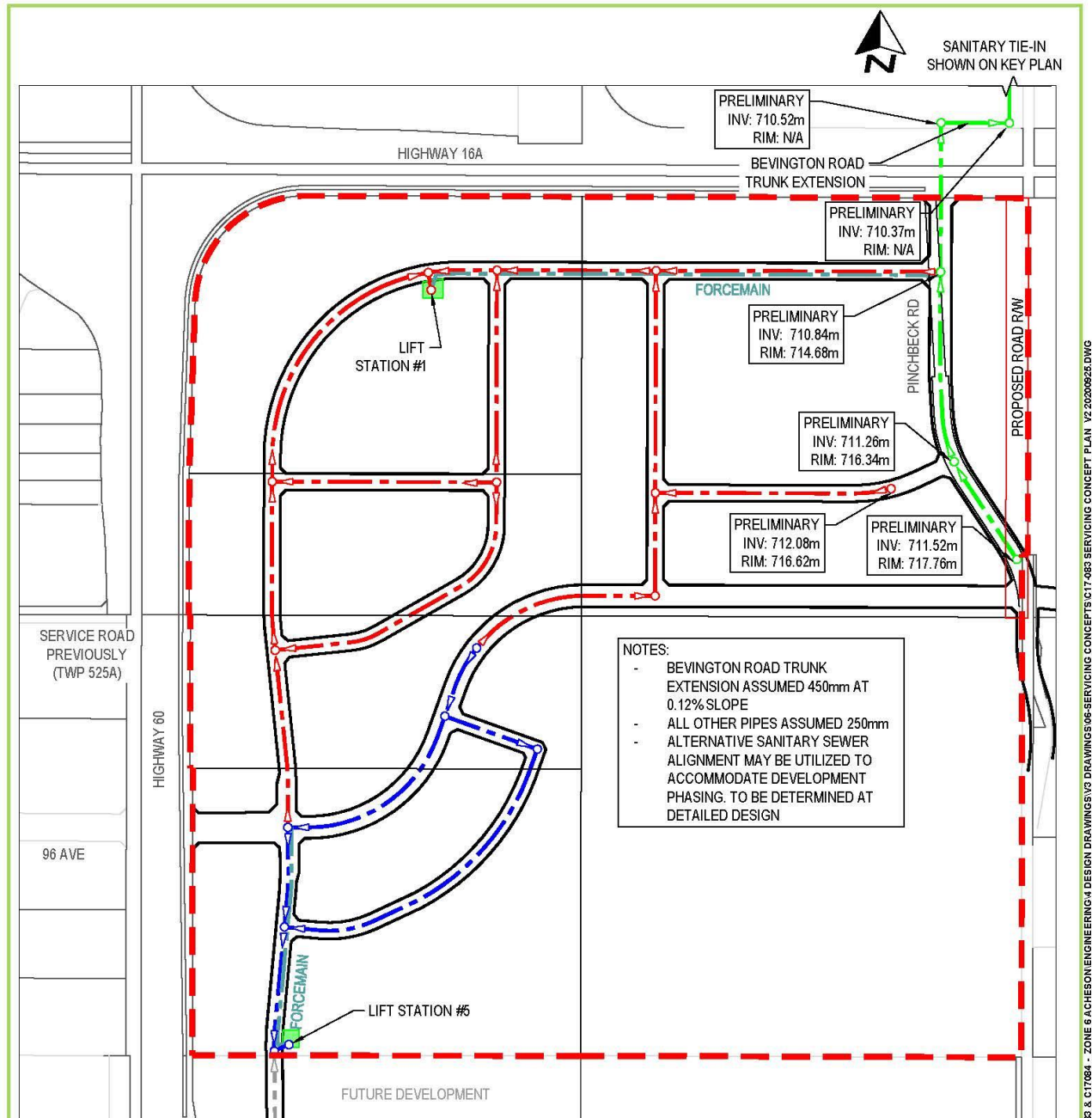
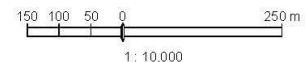


FIGURE 10: SANITARY NETWORK



CONCEPTUAL SCHEME AREA

EXISTING PROPERTY LINE



GRAVITY SEWER TO BEVINGTON ROAD TRUNK EXTENSION



GRAVITY SEWER TO LIFT STATION #1



GRAVITY SEWER TO LIFT STATION #5



EXISTING SANITARY SEWER & MANHOLE



PROPOSED SANITARY SEWER & MANHOLE



PROPOSED SANITARY FORCEMAIN



PROPOSED PUL



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FIGURE 10A – SANITARY TIE-IN KEY PLAN

CONCEPTUAL SCHEME

Planning & Development Services
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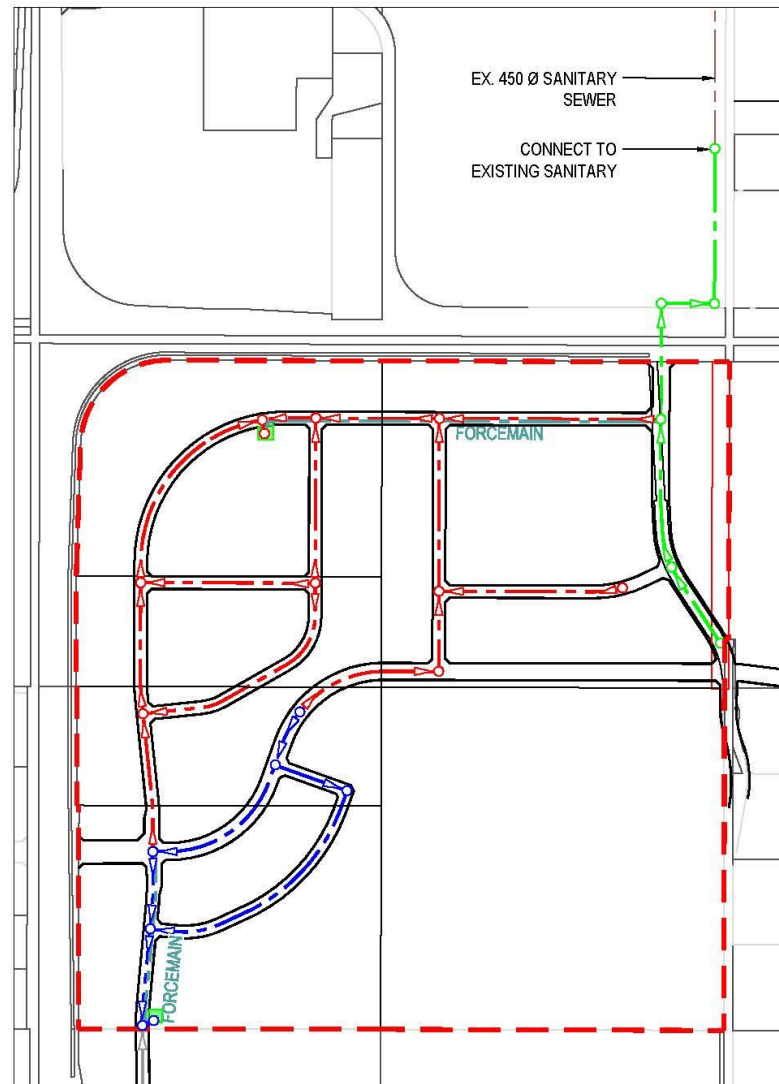


FIGURE 10A: **SANITARY TIE-IN KEY PLAN**

240 120 0 400 m
1:15,000



CONCEPTUAL SCHEME AREA
EXISTING PROPERTY LINE



GRAVITY SEWER TO BEVINGTON ROAD TRUNK EXTENSION



GRAVITY SEWER TO LIFT STATION #1



GRAVITY SEWER TO LIFT STATION #5



EXISTING SANITARY SEWER & MANHOLE



PROPOSED SANITARY SEWER & MANHOLE



PROPOSED SANITARY FORCEMAIN



PROPOSED PUL

