

AGENDA

SUBDIVISION AND DEVELOPMENT APPEAL BOARD

Monday, May 5, 2025 – 10:00 a.m.

Council Chambers – 53109A Hwy 779, Parkland County, AB

Virtual attendance option available via Teams

Please email SDAB@parklandcounty.com no later than 9:00 a.m. on Monday, May 5, 2025 to register for attendance via Teams

- 1) Call to order
- 2) Members Present
- 3) Adoption of Agenda
- 4) Adoption of Minutes
- 5) 10:00 a.m. Appointment
 - I. The appeal of permit Conditionally Approved located at:
Legal Location: SW-16-53-27-W4
Permit Number: PLDPC20240788
 - II. Applicant: Jonathan Bauer
 - III. Appellant: Jonathan Bauer
- 6) Adjournment

APPEAL OF DEVELOPMENT PERMIT CONDITIONALLY APPROVED:

PERMIT APPLICATION PLDPC20240788

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MINUTES OF THE PARKLAND COUNTY SUBDIVISION & DEVELOPMENT APPEAL BOARD (THE "BOARD") MEETING HELD AT PARKLAND COUNTY CENTRE AT 10:00 A.M., March 10, 2025

1. CALL TO ORDER/TERRITORIAL LAND ACKNOWLEDGEMENT

Chairperson, L. Foy called the meeting to order at 10:05 a.m. and on behalf of the Board offered a territorial land acknowledgement.

2. PRESENT

Members: B. Bundt, L. Foy, L. Helton, C. Lamoureux, A. Tollenaar

Clerk: R. Coupal

Recording Secretary: S. Harris

Legal Counsel: G. Stewart-Palmer, Shores-Jardine LLP

3. ADOPTION OF AGENDA

Moved by B. Bundt that the 10:00 a.m., March 10, 2025 agenda be adopted, as presented.

Carried

4. ADOPTION OF MEETING MINUTES

Board Member L. Helton moved that the January 22, 2025, Annual Organizational Meeting Minutes be adopted, as presented.

Carried

Board Member B. Bundt moved that the January 27, 2025, 10:00 a.m., Subdivision and Development Appeal Board Meeting Minutes be adopted, as presented.

Carried

Board Member C. Lamoureux moved that the January 27, 2025, 11:00 a.m., Subdivision and Development Appeal Board Meeting Minutes be adopted, as presented.

Carried

5. NEW BUSINESS

10:00 a.m. Appointment

The appeal of permit approval located at:

Legal Location: 2421282/1/2, NW-35-51-26-4

Permit Number: PLDPC20230804

Applicant: Rob Chomiak/GraceLife Church of Edmonton/Agent: B. Trevelyan

Appellant #1/Laurie Thurlbeck/Agent J. Agrios

Appellant #2/Enoch Cree Nation/Agent E. Duffy

6. DEVELOPMENT AUTHORITY

Aman Jhaver, Senior Planner, Development Planning, Parkland County

Amy Jones, Environmental Coordinator

Reginald Downing, Engineering Officer

7. HEARING

The Chairperson, L. Foy, asked if anyone affected by the appeal had any objection to the Board Members present. There were no objections.

The Subdivision and Development Appeal Board Clerk stated that on March 10, 2025, Appellant #2/Enoch Cree Nation/Agent: E. Duffy withdrew their Appeal.

The Chairperson asked if anyone in attendance had not received or reviewed the agenda package prior to the hearing. There were no persons present in the meeting that came forward.

The Chairperson asked those in attendance at the meeting if anyone wished to submit materials that were not included in the agenda package. J. Agrios, Agent for Appellant #1 came forward to submit additional information.

RECESS – The Chairperson adjourned the hearing at 10:18 a.m. and reconvened the hearing at 10:24 a.m.

The Chairperson asked those in attendance if there were any objections to the additional documents provided by J. Agrios, Agent for Appellant #1. B. Trevelyan, Agent for the Applicant asked the Chairperson for a 15 minute recess to review the materials that were provided.

RECESS – The Chairperson adjourned the hearing at 10:26 a.m. and reconvened the hearing at 10:45 a.m.

The Chairperson asked those in attendance if there were any objections to the additional documents provided by J. Agrios, agent for Appellant #1. B. Trevelyan, Agent for GraceLife Church of Edmonton and Darcy Paulichuk, asked the Chairperson to have the additional documents deemed inadmissible.

RECESS – The Chairperson adjourned the hearing at 10:56 a.m. and reconvened the hearing at 10:58 a.m.

The Chairperson asked B. Trevelyan, Agent for GraceLife Church of Edmonton if they had any further comments regarding the additional materials being submitted. B. Trevelyan, Agent for GraceLife Church of Edmonton provided additional comments.

RECESS – The Chairperson adjourned the hearing at 11:02 a.m. and reconvened the hearing at 11:26 a.m.

The Chairperson states that the Board will accept the additional information that was provided by J. Agrios, Agent for Appellant #1.

8. PRESENTATIONS

Development Authority

The Chairperson called on the Development Authority to make their presentation. A. Jhaver for Parkland County's Development Authority provided a verbal presentation and referred to materials within the agenda package.

The Subdivision and Development Appeal Board asked questions of the Development Authority. The Development Authority provided responses to the Board's questions.

RECESS – The Chairperson adjourned the hearing at 11:59 a.m. and reconvened the hearing at 12:50 p.m.

Appellant #1/Agent

The Chairperson called on Appellant #1/Agent J. Agrios to make their presentation. J. Agrios, agent for Appellant #1 provided a verbal presentation and referred to materials within the agenda package. Mark Huberman, Transportation Consultant made his presentation. H. Currie, affected neighbor, made his presentation.

The Subdivision and Development Appeal Board asked questions of J. Agrios, agent for Appellant #1 and Mark Huberman. J. Agrios, agent for Appellant #1 and Mark Huberman provided responses to the Board's questions.

RECESS – The Chairperson adjourned the hearing at 2:08 p.m. and reconvened the hearing at 2:21 p.m.

Applicant/Agent

The Chairperson called on the Applicant/B. Trevelyan, Agent for GraceLife Church of Edmonton to make their presentation. B. Trevelyan, Agent for GraceLife Church of Edmonton provided a verbal presentation and referred to materials within the agenda package. D. Paulichuk, Transportation Consultant made his presentation.

The Subdivision and Development Appeal Board asked questions of B. Trevelyan, Agent for GraceLife Church of Edmonton and D. Paulichuk. B. Trevelyan, Agent for GraceLife Church of Edmonton and D. Paulichuk provided responses to the Board's questions.

A. Pillidge, Pastor of GraceLife Church of Edmonton made his presentation.

The Subdivision and Development Appeal Board asked questions of A. Pillidge.

RECESS – The Chairperson adjourned the hearing at 3:28 p.m. and reconvened the hearing at 3:58 p.m.

The Subdivision and Development Appeal Board asked questions of J. Agrios, agent for Appellant #1.

J. Agrios, agent for Appellant #1 responded to the Applicants/Agent B. Trevelyan's presentation. Mark Huberman, Transportation Consultant responded to D. Paulichuk's presentation.

The Subdivision and Development Appeal Board asked questions of J. Agrios, agent for Appellant #1.

9. CLOSING REMARKS

The Applicant/Agent B. Trevelyan and Appellant #1/Agent J. Agrios provided closing remarks.

RECESS – The Chairperson adjourned the hearing at 4:59 p.m. and reconvened the hearing at 5:05 p.m.

10. ADJOURNMENT

At 5:05 p.m., the Chairperson declared the hearing closed. The Board will not hear any further information regarding this appeal. The Chair advised that a written decision will be issued within 15 days.

The Chairperson closed this March 10, 2025, Subdivision and Development Appeal Board meeting at 5:05 p.m.

Chairperson

Site and appellant information (fill out completely)			
Site Information		Clerk Subdivision and Development Appeal Board Legislative Services 53109A Hwy 779 Parkland County, AB T7Z 1R1 Email: SDAB@parklandcounty.com Date Received: 3579554 April 11, 2025 Appeal Fee: Development Permit \$200 Stop Order \$500 Subdivision Application \$250	
Municipal address of site			
53203 RGE RD 274			
Legal land description of site ('plan, block, lot' and/or 'range-township-section-quarter')		RECEIVED APR 11 2025 Parkland County	
SW - 16 - 53 - 27 - W4			
Development permit number or subdivision application number			
PLDPC20240788			
Appellant Information			
Name of appellant		Agent name (if applicable)	
Jonathan Bauer			
Street Address			
6-25015 Township Road 544A			
City	Province	Postal Code	Day Phone Number
Sturgeon County	AB	T8T0B9	780-231-2800
Evening Phone Number	Fax Number	Email Address	
780-231-2800		crosswaydevelopments@gmail.com	

Appeal Against (check one box only)

Development Permit	Subdivision Application	Order
☐ Approval ☒ Conditions of approval ☐ Refusal	☐ Approval ☐ Conditions of approval ☐ Refusal	☐ Notice of order

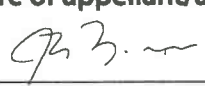
Reasons for appeal

Sections 678 and 686 of the *Municipal Government Act* require that the written Notice of Appeal must contain specific reasons for the appeal.

The appeal is herein launched for the following reasons: (attach a separate page if required)
 See attached page.

Collection and use of personal information

Personal information is being collected under the authority of the *Municipal Government Act (MGA)* and the *Freedom of Information and Protection of Privacy Act (FOIP)* and is managed in accordance with the provisions of FOIP. This information will be used to process your request for a hearing before the Subdivision and Development Appeal Board. Your information will form part of a file available to the public. If you have any questions about the collection of your personal information, contact Odessa Bartel, FOIP Coordinator at 780-968-3229.

Signature of appellant/agent	Date (YYYY/MM/DD)
	2025/04/10

I appeal portions of condition #4

Security for Landscaping and Approach - Prior to the commencement of the Development, the applicant shall provide the following: - security in the amount of 100% of the cost estimate of the landscaping, as outlined in the approved plan. The security shall be in the form of an irrevocable letter of credit. This security shall be held to ensure that the landscaping is provided, installed and maintained in accordance with Parkland County's Land Use Bylaw 2017-18. Landscaping inspection / Security return can be requested following one growing season to ensure plantings are established. - The projected cost of the landscaping shall be calculated by the developer/owner and shall be based on information provided in the approved landscape plan.



Parkland County
53109A HWY 779
Parkland County, AB T7Z 1R1
Phone: 780-968-8888 Fax: 780-968-3226

OFFICIAL RECEIPT

BAUER, JOHN

GST Reg. #: R106989189
Receipt #: 3579554
Receipt Date: 2025/04/11
Page: 1
Received by: MP

Account #	Description	Opening Balance	Payment	Amount Due
1725	Develop Appeal Fee-Non Residen	200.00	200.00	.00

Tender Type & Description	Reference	Amount	Total Tax:	.00
MC BAUER, JOHN		200.00	Total Amount Paid:	200.00
			- Tender Received:	200.00
			= Change Given:	

THANK YOU FOR YOUR PAYMENT. THE MAYOR AND COUNCIL'S
COMMITMENT TO YOU IS TO SPEND YOUR TAX DOLLARS RESPONSIBLY.

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT****Application No:** PLDPC20240788**Roll:** 651000**Applicant(s)**

Jonathan Bauer
6-25015 Township Road 544A
Sturgeon County, AB T8T 0B9

On October 23, 2024, the Development Authority deemed your application complete. In reviewing your application and associated submittals for the Development described as “existing RV Storage expansion to include an additional 400 units for trailers/boats.”, the Development Authority determined the use to be for **RECREATIONAL VEHICLE STORAGE**.

The subject property is located at 53203 RGE RD 274 , legally described as W4-27-53-16-SW, and is within the Agricultural Restricted District.

This Development Permit APPROVAL authorizes the RECREATIONAL VEHICLE STORAGE as a DISCRETIONARY USE in accordance with Section 4.4(2)(c) of Parkland County Land Use Bylaw 2017-18. In accordance with Section 16.14.1 of Parkland County Land Use Bylaw 2017-18, this Development Permit is not valid unless and until:

- Any conditions, except those of a continuing nature, have been fulfilled; and,
- No notice of appeal has been served by the Applicant or adjacent landowners on the Subdivision and Development Appeal Board in accordance with the *Municipal Government Act* s.686(1).

This approval is subject to the following conditions:

CONDITIONS	
1.	The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2.	Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
3.	Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.
4.	Prior to the commencement of the Development, the applicant shall provide the following: - security in the amount of 100% of the cost estimate of the landscaping, as outlined in the approved plan. The security shall be in the form of an irrevocable letter of credit. This security shall be held to ensure that the landscaping is provided, installed and maintained in accordance with Parkland County's Land Use Bylaw 2017-18. Landscaping inspection / Security return can be requested following one growing season to ensure plantings are established. - The projected cost of the landscaping shall be calculated by the developer/owner and shall be based on information provided in the approved landscape plan.
5.	There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
6.	There shall be no storage of hazardous materials or goods on site.
7.	No day use or over-night accommodation shall be allowed on site.
8.	This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted;
9.	As per Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
10.	USE OF EXISTING APPROACH: a. The existing commercial approach to TWP RD 532A is acceptable to Engineering Services as currently constructed (existing approach application currently under warrantee period). As per Bylaw 2023-02, Section 6, the owner shall be responsible for any damage/alterations resulting from construction equipment/traffic use of the existing approach over the development period for the site. b. The owner shall be responsible for ensuring vegetation inside the property line does not impede visibility of westbound traffic on TWP RD 532A from the existing property access approach for a minimum of 160m to the southeast. No trees/shrubs within a 5m setback from the property line for the area adjacent to the proposed storm pond. Grass on berm and roadside side-slope must be periodically mowed/maintained as necessary.
11.	EMERGENCY ACCESS: a. The gate on the internal drive aisle must meet Fire Services requirements for Emergency Access.

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT****Application No:** PLDPC20240788**Roll:** 651000

12.	GRADING/STORMWATER a. As per the Bolson Engineering "Stormwater Design Parameter for Property", dated April 2, 2025, the storm pond discharge pump shall be set at 200gpm (0.0126m³/s). Any changes to the proposed system must not exceed a 0.0131m³/s discharge rate, which represents a pre-development flow rate of 3.5L/s/Ha. b. As per Policy C-PD17 – Lot Grading, the applicant must provide a Lot Grading Certificate and/or as-built Record Drawings to the Development Authority following the completion of work. The Lot Grading Certificate shall represent the final grading work completed within the development boundary and shall be certified by a qualified Alberta Land Surveyor or Professional Engineer registered in good standing with APEGA. c. As per Parkland County Engineering Standards Section 1.6, all Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. ESC plan to be updated/changed to show both the location and type of measures being used as necessary. All measures shall be placed within the titled property. d. As per Section 6.2.3.2.2, the Applicant is responsible for Alberta Environment and Parks (AEP) Water Act approval as required to support the discharge of stormwater to ROW in the Atim Creek drainage basin. A copy of the approval must be provided to Parkland County for review and acceptance prior to construction commencement. e. All infill material shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines
13.	There shall be adequate on-site parking for clients and employees.
14.	The site shall be kept in a neat and orderly manner.
15.	A sign requires a separate Development Permit. The display or placement of signage on the premises shall be in accordance with Subsection 15.3 as per Parkland County's Land Use Bylaw 2017-18.

The applicant is advised of the following permit notes:

PERMIT NOTES	
1.	The applicant is responsible to ensure compliance with the Restrictive Covenant(s) registered on Title.
2.	The applicant is responsible to obtain any Provincial approval which may be required.
3.	The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).
4.	The applicant is responsible to ensure compliance with the Environmental Protection & Enhancement Act regarding dust and air quality.
5.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
6.	As per Alberta Transportation and Economic Corridors (ATEC) "Highway Development and Protection Regulations (HDPR) regulation. Section 5 of the HDPR, prohibits ATEC from issuing permits along "Prescribed Freeway Developments" until the municipality has designated/defined road connections along designated Freeways. The applicant has provided a copy of Transportation and Economic Corridors Development Permit approval for the subject site.
7.	As per Parkland County Lot Grading Policy (C-PD17) no person or owner shall cause or allow the Surface Elevation or Surface Grade on a Lot or County Property to be altered or otherwise complete any grading on a Lot or County Property, unless a Lot Grading Plan has been approved by the CAO (or their designate)
8.	Engineering Services may request a post-construction survey of the completed work as necessary to confirm elevations of the Rough and/or Final Grading in correlation to the Lot Grading Plan and Grading Certificate required with this application. At a minimum, grade stakes shall be established or approved by an Alberta Land Surveyor or qualified Professional Engineer.
9.	As detailed in Section 1.4.5, it is recommended that all fill areas be compacted to the standard established in a Geotechnical Report, prepared by a qualified Profession Geotechnical Engineer registered in good standing with APEGA.
10.	A haul agreement with Public Works is required for any material or heavy equipment being hauled onto or off site on County roadways. Contact Shawn Satz at 780-968-8888 ext. 8217 or shawn.satz@parklandcounty.com .
11.	Adhere to the Integrated Weed Management plan submitted as part of this application. It appears that some vegetation clearing may have occurred in the 20 m buffer, the applicant should re-vegetate as soon as possible. As per Parkland County's Engineering Design Standards, "Grass seed shall be Canada #1 certified seed meeting the requirements of the "Canadian Seeds Act". Seed Certificates must be supplied and approved by the County prior to planting. The establishment of vegetation will help reduce weed encroachment and maintain ecosystem services. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT****Application No:** PLDPC20240788**Roll:** 651000

12.	Implement soil erosion and control measures, such as silt fencing, during construction activities to minimize any potential for soil sediments to migrate offsite.
13.	Any future clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (which is generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist before and within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present. If occupied nests are discovered, species-appropriate setback buffers should be established around them until they are no longer occupied or for the designated wait time listed in Schedule 1 of the MBCA.
14.	The applicant must provide a copy of the Environmental Protection & Enhancement Act approval for the stormwater management facility and provincial authorization under the Water Act to discharge outside of property.
15.	As this site was historically used for agriculture, the applicant should adhere to the Alberta Clubroot Management Plan. This plan articulates the following Best Management Practices.
16.	(BMP's) for controlling the spread of clubroot (Alberta Clubroot Management Committee, 2014). -Clean and sanitize equipment, vehicles, and machinery to restrict the movement of contaminated soil - Minimize traffic in fields, especially during wet conditions. -Discourage recreational vehicles from crossing land with signage, fencing and gates.
17.	Any proposed sanitation dump shall be in accordance with the Alberta Safety Code.

This decision was issued on April 09, 2025

If no notice of appeal is served, **the permit will come into effect on:**
(April 30, 2025)Aman Jhaver
Senior Planner, Development Planning
Development Authority

The development must be started and diligently pursued within **twelve (12) months** from the Date of Decision, unless otherwise specified on this development permit approval or in the conditions of the development permit approval. If the authorized development is not commenced, the approval ceases and this permit is deemed void, expired and without effect

DO YOU WISH TO APPEAL THIS DECISION?

This decision may be appealed to the Subdivision and Development Appeal Board within twenty-one (21) days after the Date of Decision pursuant to Section 686 of the *Municipal Government Act, RSA 2000, CM-26*.

For inquiries regarding the appeal process or to submit an appeal, please contact Parkland County Legislative Services at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of **\$200.00** must be paid for an appeal served on the Subdivision and Development Appeal Board by the applicant.

Subdivision and Development Appeal Board

April 14, 2025

Crossway Records Inc.



NOTICE OF SUBDIVISION AND DEVELOPMENT APPEAL BOARD HEARING

Appeal of:	Development Permit – Conditions of Approval Permit Number: PLDPC20240788
Location:	Legal Address: SW-16-53-27-W4
Appeal Received:	April 11, 2025
Applicant:	Jonathan Bauer
Appellant:	Jonathan Bauer
Appeal Hearing Date:	Monday May 5, 2025 at 10:00 a.m.
Appeal Hearing Location:	Council Chambers – 53109A Hwy 779, Parkland County, AB <i>Virtual attendance also available</i>
Submissions Deadline:	Tuesday April 29, 2025

On October 23, 2024 the Development Authority deemed your application complete for the Development described as “existing RV Storage expansion to include an additional 400 units For trailers/boats.” The Development Permit was Conditionally Approved on April 9, 2025.

Correspondence was received appealing the development permit – conditions of approval and in accordance with Section 686.2 of the *Municipal Government Act*, a hearing will be held at Parkland County Centre in Council Chambers on **Monday, May 5, 2025 at 10:00 a.m.**

All written submissions for the agenda package must be sent via email to sdab@parklandcounty.com , or dropped off at the Parkland County Centre building during regular business hours on or before Tuesday April 29, 2025.

The agenda package for this hearing will be available for viewing on our website: www.parklandcounty.com/sdab no later than April 30, 2025. Prior to the start of the hearing, a copy of the application and supporting documentation is available for inspection at Parkland County Centre, during regular business hours. Please contact Legislative Services at 780-968-8471 or by email at sdab@parklandcounty.com to schedule an appointment to view these documents.

Please Note:

This meeting will be conducted in person at the Parkland County Council Chambers. However, for those unable to attend in person the option to attend via Teams conferencing is available. Should you wish to attend via Teams conferencing please contact SDAB Clerk staff by email at SDAB@parklandcounty.com no later than 9:00 a.m. on Monday, May 5, 2025.

Please contact the Clerk's Office at the above should you require assistance or have any questions/concerns.

Yours truly,

A handwritten signature in cursive script that reads "Rachel Coupal".

Rachel Coupal
Clerk, Subdivision and Development Appeal Board
sdab@parklandcounty.com

Development Authority Report

Appealed?	YES
Appeal Details	Appeal Hearing Date: Monday, May 05, 2025 at 10:00 a.m. Appellant(s): Jonathan Bauer/Crossway Records Inc.

Application Details

Applicant(s)	Jonathan Bauer
Landowner(s)	CROSSWAY RECORDS INC.,
Application Date	August 16, 2024
Deemed Complete Date	October 23, 2024
Decision Date	April 09, 2025
Description of Development	To expand existing RV Storage Facility for RV Storage to include an additional 400 units for trailers/boats.
Submittals	1. Planning Application Submittal 1.1. Land Title Certificate 1.2. Landowner Authorization Form 1.3. Adjacent Landowners Response Summary 1.4. Site Plan 1.5. Landscape Plan 1.6. SWEPT Analysis 1.7. Engineering Plans (Grading Plan, Erosion and Sediment Control Plan and Storm Pond Detail) 1.8. Desktop Biophysical Assessment 1.9. Integrated Weed Management Plan 1.10. Traffic Impact Brief 1.11. Transportation and Economic Corridors Permit 1.12. Stormwater Management Report 1.13. Dark Sky Lighting Details
Variance Requested?	No
Reasonings for Variance (as provided by Applicant)	N/A

Site Information

Title Area	30.64 (ha)
Current Land Use District	Agricultural Restricted District
Use of Adjacent Parcels	Agricultural, Country Residential, Urban Residential (Spruce Grove)
Environmental Considerations	The site is within a High Priority Landscape and is immediately adjacent to the Regionally Significant Atim Creek Environmentally Significant Area (ESA), as per Parkland County's Environmental Conservation Master Plan. This ESA is considered to have a very high environmental sensitivity, largely due to high susceptibility to drainage alteration and loss of riparian vegetation. Parkland County's 2013 Current Wetland Inventory captured a wetland complex which consists of bog, fen and marsh and has a "very good" valuation. Atim Creek is adjacent to the parcel and encompassed within the wetland area from the Inventory.
Gas wells and pipelines abandoned and active within Title Area	No
Instruments Registered on Title	4949MI Utility ROW Grantee – Altalink Management Ltd. 772 034 003 Utility ROW Grantee – Atco Gas and Pipelines Ltd. 172 216 326 UTILITY RIGHT OF WAY - ALBERTA CAPITAL REGION WASTEWATER COMMISSION. 882 279 805 Caveat Re: Lease Interest 222 148 035 Caveat Re: Purchasers Interest

Legislative History and Higher Order Planning Documents

Regional Plan	None.
Edmonton Metropolitan Region Growth Plan	Identified within Rural Area of Metropolitan Region Structure.
Intermunicipal Development Plan	None.
Municipal Development Plan Bylaw 2017-14 (MDP)	In reference to Figures of the MDP, the subject parcel is identified in the following classifications:

Figure 7 – Development Concept Designation	Rural Agricultural Area
Figure 9 – Prime Agricultural Areas	☐ Yes / ☒ No
Figure 11 – Prime Recreation and Tourism Areas	☐ Yes / ☒ No
Figure 14 – High Priority Landscapes	☒ Yes / ☐ No

Area Structure Plan

The Lands are governed by the Atim Creek Area Structure Plan (ASP) and are identified as within the “Fringe Area”.

- Lands within the “Fringe Area” are considered agricultural lands. When approving a development for non-agricultural use the County will seek to conserve agricultural land by minimizing the parcel size and area to be developed for the non-agricultural use.

Land Use Bylaw 2017-18 Regulation

Use Class Determination

Current Land Use District	Agricultural Restricted District, Atim Creek/Big Lake Overlay Expand existing RV Storage Facility on an existing parcel permitted for RV Storage to include an additional 400 units for trailers/boats.
Description of Development	Expand existing RV Storage Facility on an existing parcel permitted for RV Storage to include an additional 400 units for trailers/boats.
Determined Use Class	RECREATIONAL VEHICLE STORAGE
Use Class Definition (LUB s.20.3)	<i>...means development of a yard for the outdoor storage of more than five Recreational Vehicles or Recreational Equipment or combination thereof. This use does not include the sale, service, restoration, inspection and/or mechanical repair of the recreational units.</i>
Is Use Class a Listed Use in District?	Discretionary
Applicable Specific Use Regulations	Yes – see Chart 1 “Applicable Land Use Regulations Related to the Specific Appeal”.

Chart 1: Applicable Land Use Regulations Related to the Specific Appeal (i.e. Condition #4)

S12.14.1(l)	Landscaping, if required by the Development Authority, shall be as follows: i. On sites larger than 1.0 ha, a minimum of 60%, or as otherwise	Provided see the attached Landscape Plan.
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required by the Development Authority, of the required front and side yard Setbacks of the site shall be landscaped;

- ii. One tree for every 40.0m² of landscaped area, to a minimum of four trees, at a proportion of approximately 1:1 deciduous and coniferous trees, provided that where new tree plantings are otherwise required, existing trees that comply with the minimum tree sizes can be used;
- iii. One shrub for every 60.0m² of landscaped area shall be provided to a minimum of six shrubs, at a proportion of approximately 2:1 of deciduous and coniferous shrubs;
- iv. Deciduous trees shall be a minimum of 63.0mm caliper measured 450.0mm from ground level. Coniferous trees shall be 2.5m in height.

S13.6

1. As a condition of a development permit approval, a guaranteed security is required from the property developer/owner in the form of an irrevocable and automatically renewable letter of credit in the amount of 100% of the estimated landscaping cost, to ensure that the landscaping is provided and installed in accordance with recognized horticultural practices.
4. In the event that the developer/owner does not complete the required landscaping or fails to maintain the landscaping in a healthy condition, and the proceeds from the letter of credit are insufficient for Parkland County to complete the required work, should it elect to do so, then the developer/owner shall pay such deficiency to Parkland County immediately upon being invoiced. Parkland County shall provide an accounting to the developer/owner indicating how the proceeds of the letter of credit were applied, within sixty (60) days of completing or maintaining the

Rationale for Condition #4 Requirement (Landscaping Security):

- **Ensuring Compliance:** The primary purpose of the security, as explicitly stated in LUB Section 13.6.1, is to guarantee that the required landscaping is completed according to the approved plans and accepted horticultural standards. Requiring landscaping security via an irrevocable letter of credit is a standard and mandated procedure outlined directly in Section 13.6.1 of the Land Use Bylaw for developments where landscaping is required. Landscaping is a legal and permanent obligation tied to the development permit (Section 13.1.2(a)).
- **Protecting County Interests:** The security protects Parkland County financially. If the developer fails to complete or properly maintain the landscaping within the required timeframe, the County can use the funds from the letter of credit to potentially undertake the work itself, and ensuring the permit conditions are met without cost to taxpayers (Section 13.6.4).
- **Viability Assessment:** Landscaping, particularly trees and shrubs, can fail shortly after planting due to various factors (improper planting techniques, inadequate watering,

- landscaping.
5. Upon receipt of a written request from the parties involved in the development, including but not limited to the property developer/owner, condominium association or the issuer of the letter of credit, an inspection of the finished landscaping may be scheduled by the Development Authority. Landscaping inspections shall comply with the following:
- a) inspections shall be conducted only during the normal growing season, approximately May 15th through October 15th;
 - b) the Development Authority shall perform the landscaping inspection within thirty (30) days of receipt of the inspection request subject to
 - a) above; and
 - c) upon approval of the landscaping by the Development Authority, the letter of credit, unless otherwise drawn upon, shall be fully released.

shock, poor stock quality). Releasing the security before the plants have demonstrated viability over a growing season would negate the security's purpose, as the County could be left with dead or dying landscaping that the developer is no longer obligated (via the security) to replace. The condition in the permit specifically states the hold is "to ensure plantings are established".

- **Growing Season Inspections:** Section 13.6.5(a) restricts landscaping inspections to the "normal growing season". This implicitly recognizes that plant health and establishment can only be properly assessed during periods of active growth, further supporting the need to wait until after at least one such season has passed since installation.

Comments Received from Internal/External Circulation

Public Pre-Consultation Comments

Was public pre-consultation required prior to development permit application? ☒ Yes / ☐ No

If yes, was Public Engagement Summary submitted as part of application submittals? ☒ Yes / ☐ No

Referral Agency Comments

Agency	Response Received	Comments
Parkland County Community Sustainability	☒ Yes / ☐ No	Comments have been incorporated in Permit Conditions and Notes.
Parkland County Engineering Services	☒ Yes / ☐ No	Comments have been incorporated in Permit Conditions and Notes.

Development Authority Decision

Reasons for Decision

In the opinion of the Development Authority, condition#4 on the approved development permit meets the intent of the landscaping regulations established in Parkland County's Land Use Bylaw 2017-18. While an inspection can be requested upon completion of the physical installation (Section 13.6.5), the security's purpose (Section 13.6.1) is best served by confirming plant establishment after one growing season, as reflected in Condition #4. This ensures the landscaping is viable and meets recognized horticultural standards beyond initial planting.

The Development Authority took into consideration the following:

- **Ensuring Compliance:** The primary purpose of the security, as explicitly stated in LUB Section 13.6.1, is to guarantee that the required landscaping is completed according to the approved plans and accepted horticultural standards.: Requiring landscaping security via an irrevocable letter of credit is a standard and mandated procedure outlined directly in Section 13.6.1 of the Land Use Bylaw for developments where landscaping is required.
- **Protecting County Interests:** The security protects Parkland County financially. If the developer fails to complete or properly maintain the landscaping within the required timeframe, the County can use the funds from the letter of credit to potentially undertake the work itself, and ensuring the permit conditions are met without cost to taxpayers (Section 13.6.4).
- **Viability Assessment:** Landscaping, particularly trees and shrubs, can fail shortly after planting due to various factors (improper planting techniques, inadequate watering, shock, poor stock quality). Releasing the security before the plants have demonstrated viability over a growing season would negate the security's purpose, as the County could be left with dead or dying landscaping that the developer is no longer obligated (via the security) to replace. The condition in the permit specifically states the hold is "to ensure plantings are established".
- **Growing Season Inspections:** Section 13.6.5(a) restricts landscaping inspections to the "normal growing season". This implicitly recognizes that plant health and establishment can only be properly assessed during periods of active growth, further supporting the need to wait until after at least one such season has passed since installation.

Closing Statement

The Development Authority submits that the SDAB uphold the decision of the Development Authority to keep Condition#4 on the approved Development Permit.

EXHIBITS

- Exhibit A: Development Permit Decision
- Exhibit B: Location Map
- Exhibit C: Approved Landscaping Plan
- Exhibit D: Development Authority's PowerPoint Presentation

Prepared by: Parkland County Development Authority

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT****Application No:** PLDPC20240788**Roll:** 651000**Applicant(s)**Jonathan Bauer


On October 23, 2024, the Development Authority deemed your application complete. In reviewing your application and associated submittals for the Development described as "existing RV Storage expansion to include an additional 400 units for trailers/boats.", the Development Authority determined the use to be for **RECREATIONAL VEHICLE STORAGE**.

The subject property is located at 53203 RGE RD 274 , legally described as W4-27-53-16-SW, and is within the Agricultural Restricted District.

This Development Permit APPROVAL authorizes the RECREATIONAL VEHICLE STORAGE as a DISCRETIONARY USE in accordance with Section 4.4(2)(c) of Parkland County Land Use Bylaw 2017-18. In accordance with Section 16.14.1 of Parkland County Land Use Bylaw 2017-18, this Development Permit is not valid unless and until:

- Any conditions, except those of a continuing nature, have been fulfilled; and,
- No notice of appeal has been served by the Applicant or adjacent landowners on the Subdivision and Development Appeal Board in accordance with the *Municipal Government Act* s.686(1).

This approval is subject to the following conditions:

CONDITIONS	
1.	The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2.	Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
3.	Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.
4.	Prior to the commencement of the Development, the applicant shall provide the following: - security in the amount of 100% of the cost estimate of the landscaping, as outlined in the approved plan. The security shall be in the form of an irrevocable letter of credit. This security shall be held to ensure that the landscaping is provided, installed and maintained in accordance with Parkland County's Land Use Bylaw 2017-18. Landscaping inspection / Security return can be requested following one growing season to ensure plantings are established. - The projected cost of the landscaping shall be calculated by the developer/owner and shall be based on information provided in the approved landscape plan.
5.	There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
6.	There shall be no storage of hazardous materials or goods on site.
7.	No day use or over-night accommodation shall be allowed on site.
8.	This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted;
9.	As per Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
10.	USE OF EXISTING APPROACH: a. The existing commercial approach to TWP RD 532A is acceptable to Engineering Services as currently constructed (existing approach application currently under warrantee period). As per Bylaw 2023-02, Section 6, the owner shall be responsible for any damage/alterations resulting from construction equipment/traffic use of the existing approach over the development period for the site. b. The owner shall be responsible for ensuring vegetation inside the property line does not impede visibility of westbound traffic on TWP RD 532A from the existing property access approach for a minimum of 160m to the southeast. No trees/shrubs within a 5m setback from the property line for the area adjacent to the proposed storm pond. Grass on berm and roadside side-slope must be periodically mowed/maintained as necessary.
11.	EMERGENCY ACCESS: a. The gate on the internal drive aisle must meet Fire Services requirements for Emergency Access.

DISCRETIONARY USE APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20240788

Roll: 651000

12.	GRADING/STORMWATER a. As per the Bolson Engineering "Stormwater Design Parameter for Property", dated April 2, 2025, the storm pond discharge pump shall be set at 200gpm (0.0126m³/s). Any changes to the proposed system must not exceed a 0.0131m³/s discharge rate, which represents a pre-development flow rate of 3.5L/s/Ha. b. As per Policy C-PD17 – Lot Grading, the applicant must provide a Lot Grading Certificate and/or as-built Record Drawings to the Development Authority following the completion of work. The Lot Grading Certificate shall represent the final grading work completed within the development boundary and shall be certified by a qualified Alberta Land Surveyor or Professional Engineer registered in good standing with APEGA. c. As per Parkland County Engineering Standards Section 1.6, all Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. ESC plan to be updated/changed to show both the location and type of measures being used as necessary. All measures shall be placed within the titled property. d. As per Section 6.2.3.2.2, the Applicant is responsible for Alberta Environment and Parks (AEP) Water Act approval as required to support the discharge of stormwater to ROW in the Atim Creek drainage basin. A copy of the approval must be provided to Parkland County for review and acceptance prior to construction commencement. e. All infill material shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines
13.	There shall be adequate on-site parking for clients and employees.
14.	The site shall be kept in a neat and orderly manner.
15.	A sign requires a separate Development Permit. The display or placement of signage on the premises shall be in accordance with Subsection 15.3 as per Parkland County's Land Use Bylaw 2017-18.

The applicant is advised of the following permit notes:

PERMIT NOTES	
1.	The applicant is responsible to ensure compliance with the Restrictive Covenant(s) registered on Title.
2.	The applicant is responsible to obtain any Provincial approval which may be required.
3.	The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).
4.	The applicant is responsible to ensure compliance with the Environmental Protection & Enhancement Act regarding dust and air quality.
5.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
6.	As per Alberta Transportation and Economic Corridors (ATEC) "Highway Development and Protection Regulations (HDPR) regulation. Section 5 of the HDPR, prohibits ATEC from issuing permits along "Prescribed Freeway Developments" until the municipality has designated/defined road connections along designated Freeways. The applicant has provided a copy of Transportation and Economic Corridors Development Permit approval for the subject site.
7.	As per Parkland County Lot Grading Policy (C-PD17) no person or owner shall cause or allow the Surface Elevation or Surface Grade on a Lot or County Property to be altered or otherwise complete any grading on a Lot or County Property, unless a Lot Grading Plan has been approved by the CAO (or their designate)
8.	Engineering Services may request a post-construction survey of the completed work as necessary to confirm elevations of the Rough and/or Final Grading in correlation to the Lot Grading Plan and Grading Certificate required with this application. At a minimum, grade stakes shall be established or approved by an Alberta Land Surveyor or qualified Professional Engineer.
9.	As detailed in Section 1.4.5, it is recommended that all fill areas be compacted to the standard established in a Geotechnical Report, prepared by a qualified Profession Geotechnical Engineer registered in good standing with APEGA.
10.	A haul agreement with Public Works is required for any material or heavy equipment being hauled onto or off site on County roadways. Contact Shawn Satz at 780-968-8888 ext. 8217 or shawn.satz@parklandcounty.com .
11.	Adhere to the Integrated Weed Management plan submitted as part of this application. It appears that some vegetation clearing may have occurred in the 20 m buffer, the applicant should re-vegetate as soon as possible. As per Parkland County's Engineering Design Standards, "Grass seed shall be Canada #1 certified seed meeting the requirements of the "Canadian Seeds Act". Seed Certificates must be supplied and approved by the County prior to planting. The establishment of vegetation will help reduce weed encroachment and maintain ecosystem services. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT**

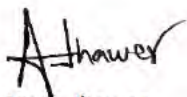
Application No: PLDPC20240788

Roll: 651000

12.	Implement soil erosion and control measures, such as silt fencing, during construction activities to minimize any potential for soil sediments to migrate offsite.
13.	Any future clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (which is generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist before and within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present. If occupied nests are discovered, species-appropriate setback buffers should be established around them until they are no longer occupied or for the designated wait time listed in Schedule 1 of the MBCA.
14.	The applicant must provide a copy of the Environmental Protection & Enhancement Act approval for the stormwater management facility and provincial authorization under the Water Act to discharge outside of property.
15.	As this site was historically used for agriculture, the applicant should adhere to the Alberta Clubroot Management Plan. This plan articulates the following Best Management Practices.
16.	(BMP's) for controlling the spread of clubroot (Alberta Clubroot Management Committee, 2014). -Clean and sanitize equipment, vehicles, and machinery to restrict the movement of contaminated soil - Minimize traffic in fields, especially during wet conditions. -Discourage recreational vehicles from crossing land with signage, fencing and gates.
17.	Any proposed sanitation dump shall be in accordance with the Alberta Safety Code.

This decision was issued on April 09, 2025

If no notice of appeal is served, the permit will come into effect on:
(April 30, 2025)



Aman Jhaver
Senior Planner, Development Planning
Development Authority

The development must be started and diligently pursued within **twelve (12) months** from the Date of Decision, unless otherwise specified on this development permit approval or in the conditions of the development permit approval. If the authorized development is not commenced, the approval ceases and this permit is deemed void, expired and without effect

DO YOU WISH TO APPEAL THIS DECISION?

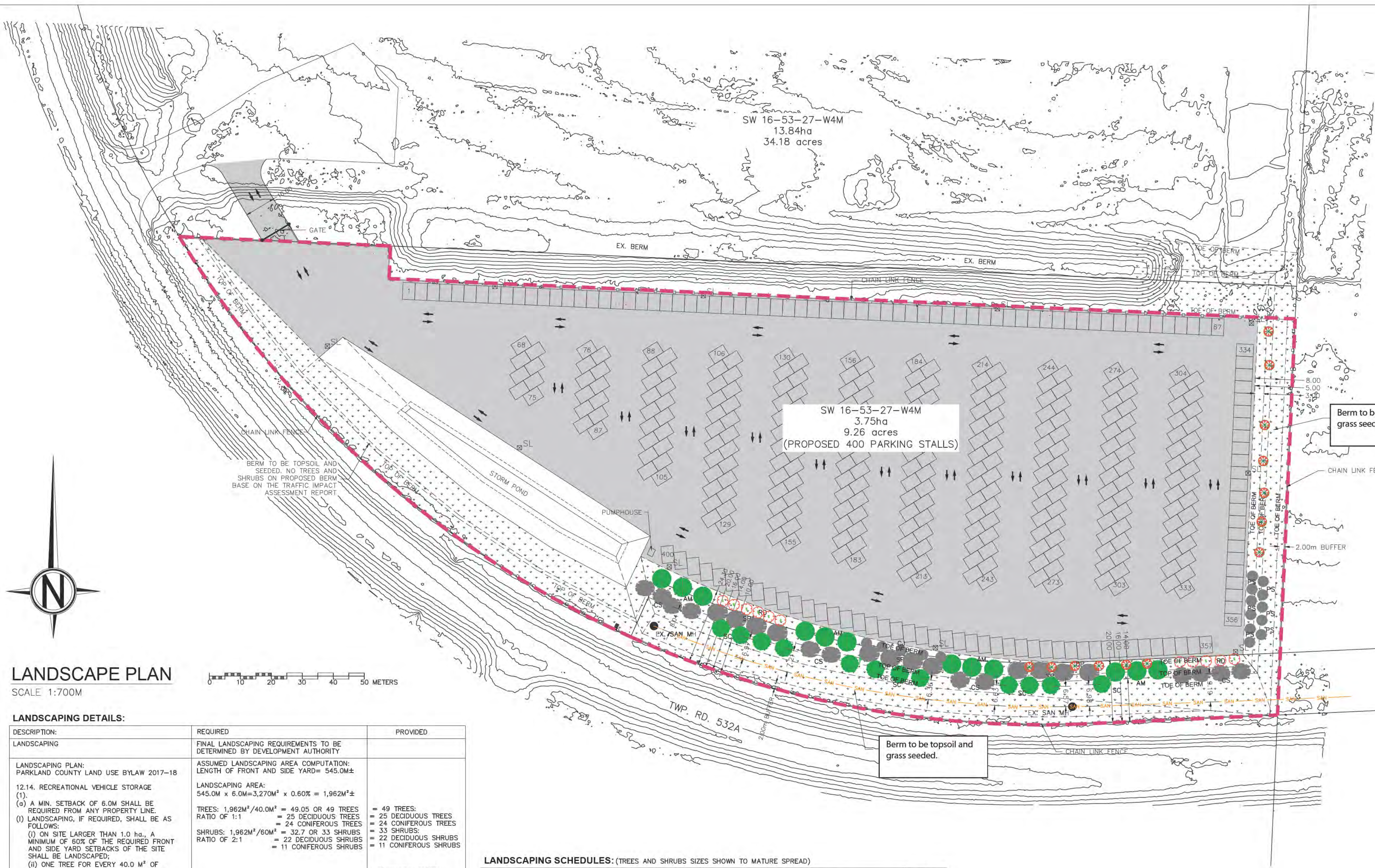
This decision may be appealed to the Subdivision and Development Appeal Board within twenty-one (21) days after the Date of Decision pursuant to Section 686 of the *Municipal Government Act, RSA 2000, CM-26*.

For inquiries regarding the appeal process or to submit an appeal, please contact Parkland County Legislative Services at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of **\$200.00** must be paid for an appeal served on the Subdivision and Development Appeal Board by the applicant.



Legend

- Provincial Highways
- Paved Surface Highway
- Gravel Surface Highway
- County Roads
- Paved Surface Road
- Gravel Surface Road
- Paved Surface Road - Under Developer War
- Gravel Surface Road - Under Developer War
- Non-County Roads
- Paved Surface Road
- Gravel Surface Road
- TWP and RGE Road Names
- Flagged Properties
- Parcels
- Parkland County Crown Lease
- Crown Land
- County Land
- Municipalities/Hamlets (Large Scale)
- Industrial Areas
- Provincial Boundaries
- Natural Area/Crown Reserve
- Grazing Reserve
- Provincial Park
- Indian Reserves
- Railways
- Rivers, Streams and Creeks
- Major
- Minor
- Lakes



LANDSCAPE PLAN
SCALE 1:700M

LANDSCAPING DETAILS:

DESCRIPTION:	REQUIRED	PROVIDED
LANDSCAPING	FINAL LANDSCAPING REQUIREMENTS TO BE DETERMINED BY DEVELOPMENT AUTHORITY	
LANDSCAPING PLAN: PARKLAND COUNTY LAND USE BYLAW 2017-18	ASSUMED LANDSCAPING AREA COMPUTATION: LENGTH OF FRONT AND SIDE YARD= 545.0M±	
12.14. RECREATIONAL VEHICLE STORAGE	LANDSCAPING AREA: 545.0M x 6.0M=3,270M² x 0.60% = 1,962M²±	
(1) A MIN. SETBACK OF 6.0M SHALL BE REQUIRED FROM ANY PROPERTY LINE.	TREES: 1,962M²/40.0M² = 49.05 OR 49 TREES	= 49 TREES:
(I) LANDSCAPING, IF REQUIRED, SHALL BE AS FOLLOWS:	RATIO OF 1:1 = 25 DECIDUOUS TREES	= 25 DECIDUOUS TREES
(i) ON SITE LARGER THAN 1.0 ha., A MINIMUM OF 60% OF THE REQUIRED FRONT AND SIDE YARD SETBACKS OF THE SITE SHALL BE LANDSCAPED;	= 24 CONIFEROUS TREES	= 24 CONIFEROUS TREES
(ii) ONE TREE FOR EVERY 40.0 M² OF LANDSCAPED AREA, TO A MINIMUM OF 4 TREES, AT A PROPORTION OF APPROX. 1:1 DECIDUOUS AND CONIFEROUS TREES, PROVIDED THAT WHERE NEW TREE PLANTING ARE OTHERWISE REQUIRED, EXISTING TREES THAT COMPLY WITH THE MIN. TREE SIZES CAN BE USED;	SHRUBS: 1,962M²/60M² = 32.7 OR 33 SHRUBS	= 33 SHRUBS:
(iii) ONE SHRUB FOR EVERY 60.0 M² OF LANDSCAPED AREA SHALL BE PROVIDED TO A MINIMUM OF SIX SHRUBS, AT A PROPORTION OF APPROX. 2:1 OF DECIDUOUS AND CONIFEROUS SHRUBS.	RATIO OF 2:1 = 22 DECIDUOUS SHRUBS	= 22 DECIDUOUS SHRUBS
(iv) DECIDUOUS TREES SHALL BE MIN. 63.0MM CALIPER MEASURED 450.0MM FROM GROUND LEVEL. CONIFEROUS TREES SHALL BE 2.5 M IN HEIGHT.	= 11 CONIFEROUS SHRUBS	= 11 CONIFEROUS SHRUBS
SITE AREA= 3.75 ha. > 1.0 ha.		

LANDSCAPING SCHEDULES: (TREES AND SHRUBS SIZES SHOWN TO MATURE SPREAD)

SYMBOL	DESCRIPTION	QUANTITY	SYMBOL	DESCRIPTION	QUANTITY
DECIDUOUS TREES					
AM	- AMUR MAPLE (SINGLE STEM) - (ACER GINNALA) - 3M - 6M HEIGHT - 3M - 6M SPREAD	12	CONIFEROUS TREES		
SC	- SCHUBERT CHOKECHERRY (PRUNUS VIRGINIANA 'SCHUBERT') - 6M - 7.6M HEIGHT - 4.88M - 6M SPREAD	13	SP	- SWISS STONE PINE (PINUS CEMBRA) - 6M - 12M HEIGHT - 3M - 5.5M SPREAD	12
DECIDUOUS SHRUBS					
RD	- RED OSIER DOGWOOD (CORNUS SERICEA 'KELSEY')	11	CS	- COLORADO BLUE SPRUCE (PICEA PUNGENS) - 3.65M - 7.3M HEIGHT - 3M - 4.87M SPREAD	12
PS	- PURPLE LEAF SANDCHERRY (PRUNUS X CISTENA)	11	CONIFEROUS SHRUBS		
			CJ	- CALGARY CARPET JUNIPER (JUNIPERUS SABINA 'CALGARY CARPET')	5
			DP	- DWARF PINE (PINUS STROBUS 'NANA')	6

- HATCHING DEPICTS NEW SEEDED AREA ON PREPARED MIN. 100MM (4") TOP SOIL
- ALL TREES AND SHRUBS TO BE ON PLANTING BEDS TO INCLUDE MIN. 75mm DEPTH OF CEDAR/BARK CHIPS OR WASHED ROCK
- ALL PLANTING BED SHALL ENCLOSED WITH PVC EDGING EXCEPT WHEN THEY ABUT SIDEWALK, ETC.
- LANDSCAPE CONTRACTOR SHALL MAINTAIN NEW LANDSCAPING FOR MIN. 4-WEEKS AND SHALL PROVIDE A WRITTEN 1-YEAR WARRANTY ON ALL TREES, SHRUBS AND GRASS ITEMS INSTALLED.

NOTES

- THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

DEVELOPMENT PERMIT
APPROVED
04/08/2025

Development Authority

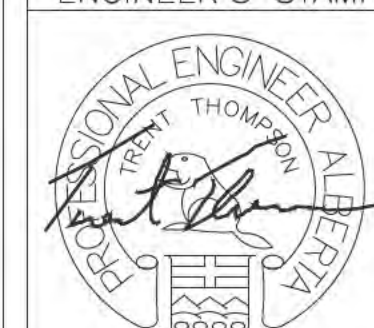
Land Use Bylaw
2017-18



LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - GRAVEL SURFACE
 - TOP SOIL AND SEEDED
 - LIGHT POLE
 - FENCE
 - BERM
 - EX. SANITARY LINE

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: [Signature]
Date: MARCH 28, 2025
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M

LANDSCAPING PLAN

SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

9703-199 ST.
EDMONTON, AB
T5T-6E8
www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

JOB NUMBER:
110-2470

DWG NUMBER:
110-2470-C5

REV:
1



SUBDIVISION AND DEVELOPMENT APPEAL BOARD DEVELOPMENT APPEAL

SDAB HEARING DATE: MONDAY, MAY 05, 2025

PRESENTED BY: AMAN JHAWER, DEVELOPMENT AUTHORITY

PARKLAND COUNTY FILE: PLDPC20240788

SITE LOCATION

Municipal Address:
53203 RGE RD 274

Legal Description:
W4-27-53-16-SW

District:
AGR - Agricultural
Restricted District



APPLICATION DETAILS

On August 21, 2024, a Commercial Development Permit application was received " to expand existing RV Storage Facility to include an additional 400 units for trailers/boat storage..."

Parkland County Land Use Bylaw 2017-18:

Determined Use Class: RECREATIONAL VEHICLE STORAGE

Use Type: Discretionary Use

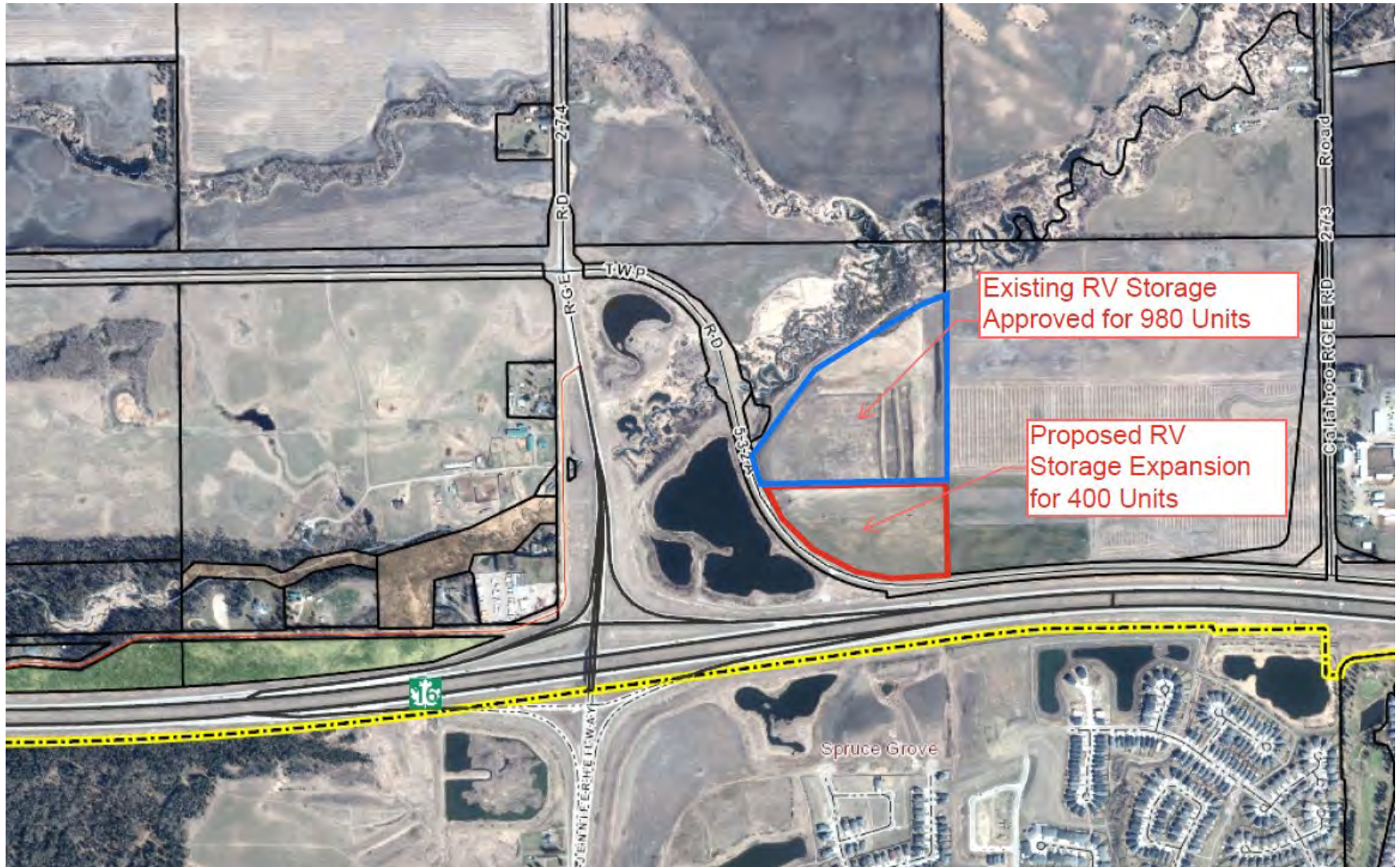
Use Class Definition: ...means development of a yard for the outdoor storage of more than five Recreational Vehicles or Recreational Equipment or combination thereof. This use does not include the sale, service, restoration, inspection and/or mechanical repair of the recreational units.

APPLICATION DETAILS – SUBMISSION DOCUMENTS

Application Items Included:

1. Landowner Authorization Form
2. Land Title
3. Adjacent Landowners Response Summary
4. Site Plan
5. Landscape Plan
6. SWEPT Analysis
7. Engineering Plans (Grading Plan, Erosion and Sediment Control Plan and Storm
8. Pond Detail)
9. Desktop Biophysical Assessment
10. Integrated Weed Management Plan
11. Traffic Impact Brief
12. Transportation and Economic Corridors Permit
13. Stormwater Management Report
14. Dark Sky Lighting Details

PROPOSED DEVELOPMENT SCOPE

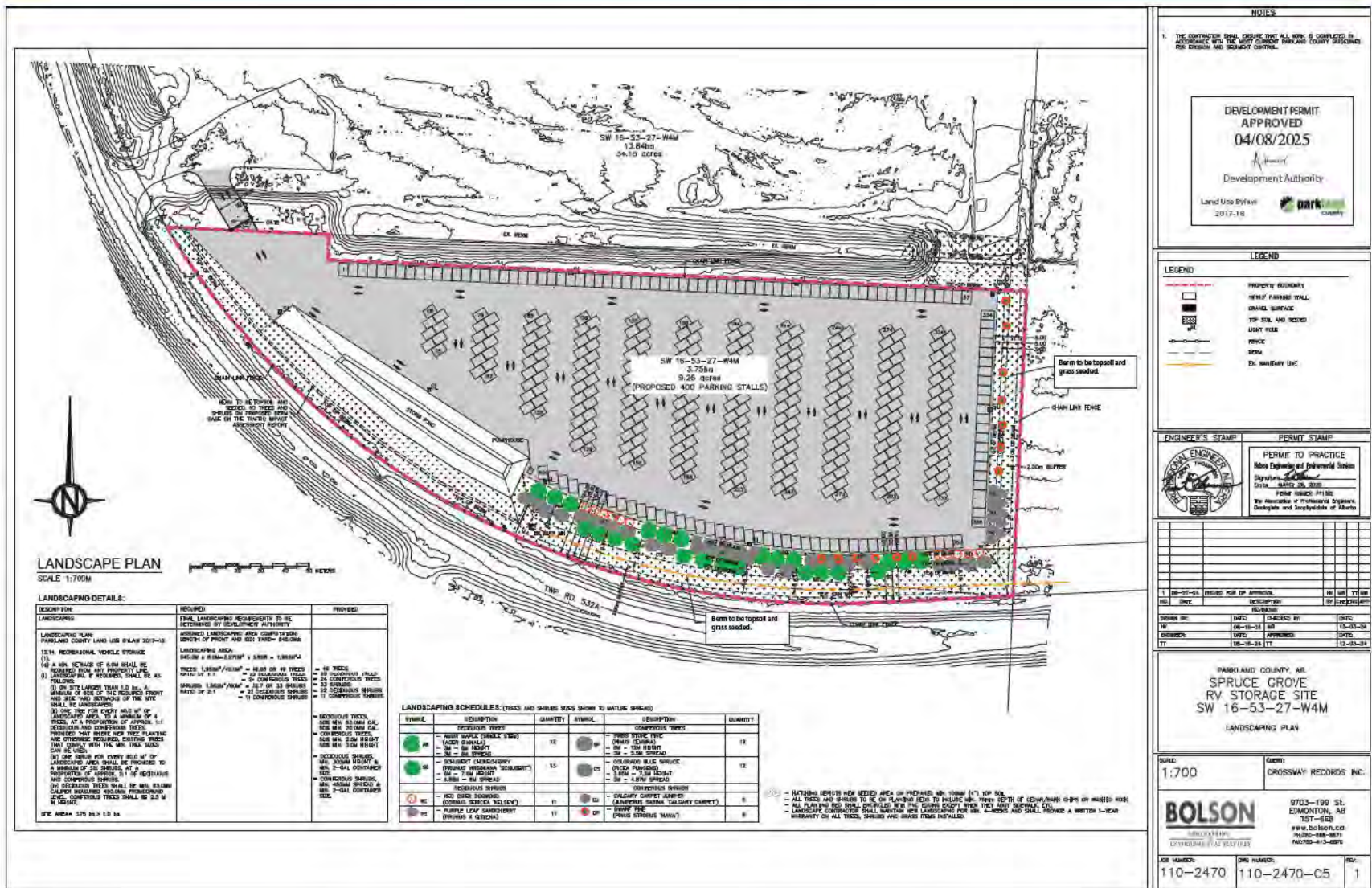


LAND USE BYLAW 2017-18 - REGULATIONS

Applicable Land Use Regulations Related to the Specific Appeal (i.e. Condition #4)

- S12.14.1(I) Landscaping Requirements
- S13.6 Letter of Credit for Landscaping





DEVELOPMENT AUTHORITY DECISION

- **Land Use Bylaw 2017-18, S13.6**, Letter of Credit for Landscaping, requires adding Condition# 4 to the approved Development Permit due to the following reasons:
 - Ensuring Compliance
 - Protecting County Interests
 - Viability Assessment
 - Growing Season Inspections

DEVELOPMENT AUTHORITY DECISION

- The Development Authority submits that the SDAB uphold the decision of the Development Authority to keep Condition#4 on the approved Development Permit.

Questions?

PARKLAND COUNTY
PROVINCE OF ALBERTA

BYLAW 2024-22

BEING A BYLAW FOR THE PURPOSE OF ADOPTING PARKLAND COUNTY MUNICIPAL DEVELOPMENT PLAN

WHEREAS the Municipal Government Act, RSA 2000, c.M-26 authorizes council to pass bylaws for municipal purposes with respect to rescinding and adopting municipal development plans; and

WHEREAS Council of Parkland County wishes to pass a bylaw for the purpose of adopting the Parkland County Municipal Development Plan to direct and guide uses;

NOW THEREFORE the Council of Parkland County, duly assembled and under the authority of the Municipal Government Act, as amended, hereby enacts the following:

TITLE

1. This Bylaw shall be known as the "Parkland County Municipal Development Plan Bylaw".

INTERPRETATION

2. The headings in this Bylaw are for reference purposes only.

ENACTMENT

3. That the "Parkland County Municipal Development Plan", attached hereto and forming part of this Bylaw, is hereby adopted.
4. That Bylaw 2017-14, being the existing "Municipal Development Plan" and its amending Bylaws 2019-15 and 2022-17 are hereby repealed.
5. This Bylaw shall come into force and take effect on the day of third reading and signing thereof.

READ A FIRST TIME this 22nd day of October, 2024.

READ A SECOND TIME this 26th day of November, 2024.

READ A THIRD TIME and finally passed this 25th day of February, 2025.

SIGNED AND PASSED this 25th day of February, 2025.



Mayor



Chief Administrative Officer



Parkland County

Municipal Development Plan

We acknowledge that we are located on the lands of Treaty 6 which is the traditional home of the Cree, Dene, Saulteaux, Blackfoot, Nakota Sioux nations, members of the Métis Nation of Alberta, Inuit, and all First Nations sharing this land for generations. We recognize the long history and contributions of Indigenous peoples who have cared for this land from time immemorial to the present. We acknowledge that we are all treaty people bound to one another by the spirit and intent of treaty as long as the sun shines, the grass grows, and the river flows.

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1 Vision and Goals

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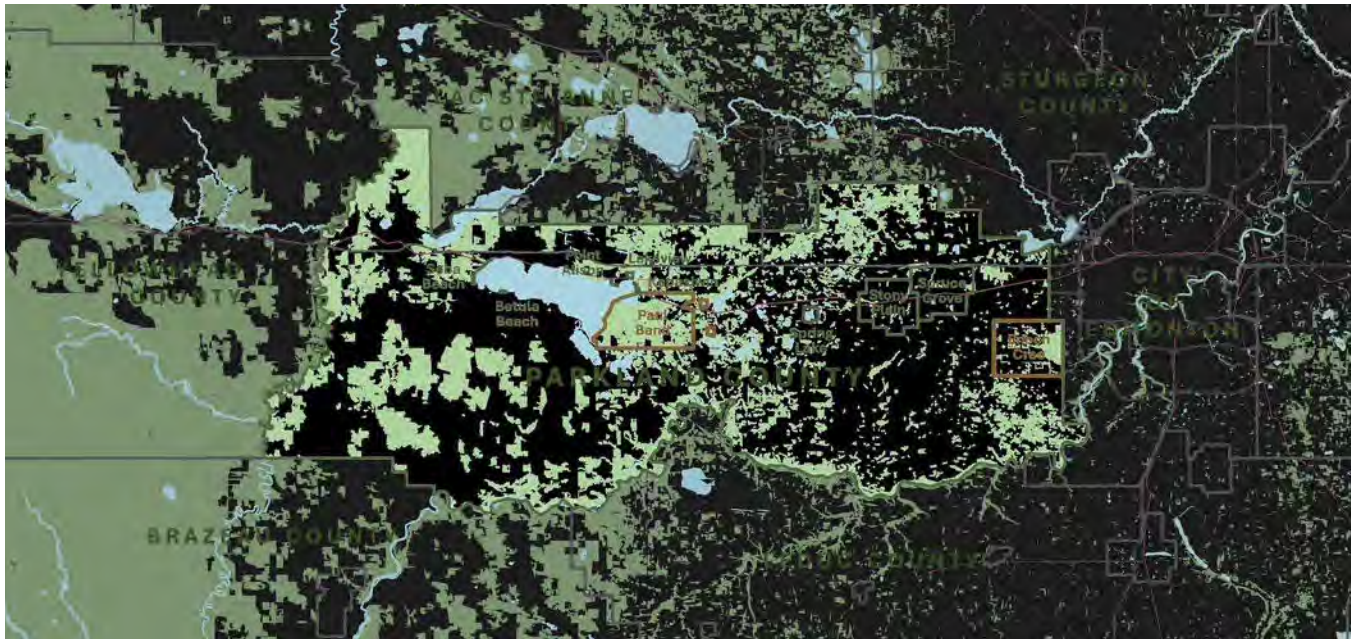


Figure 1. Parkland County Regional Map

1 Vision & Goals

1.1 Parkland County's Municipal Development Plan

Purpose

The Parkland County Municipal Development Plan (MDP) is a 30-year growth and development vision for Parkland County. The MDP sets out a plan for the county's natural systems, agricultural land, employment areas, residential development, and recreation spaces. It is a shared road map that helps the community navigate important decisions, ensuring that the natural areas conserved, houses constructed, and money invested in Parkland County builds on the County's strengths.

Our County

Parkland County is a large rural county located in central Alberta. It is bordered to the south by Leduc and Brazeau Counties, to the west by Yellowhead County, to the north by Lac Ste. Anne County and Sturgeon County, and to the east by

the City of Edmonton. Parkland County surrounds the Town of Stony Plain and the City of Spruce Grove, and is neighbours with the Paul and Enoch Cree First Nations Reserves. Parkland County also encloses the Village of Spring Lake and five Summer Villages: Betula Beach, Kapasiwin, Lakeview, Point Alison, and Seba Beach. Parkland County is a member of the Edmonton Metropolitan Regional Board (EMRB), which enables responsible growth in the region.

Parkland County contains diverse natural landscapes, including forests, lakes, wetlands, and riparian areas. These natural features play critical roles supporting healthy water systems, habitat, and wildlife movement for the region.

The County is bisected by inter-provincial highways, railways, and pipelines. It is also home to several regional power generation facilities. Former coal mines that fuelled these facilities were closed in 2020 as part of the Canada-wide coal phase-out, leaving large post-industrial reclamation landscapes.

Parkland County is home to a wide range of development types, including rural agriculture, recreational properties, country residential, hamlets, industrial, and urban fringe. Development intensity is concentrated on the east side of the County, near Edmonton. This growth pressure fades westward through the county, revealing high quality agricultural soils to the south; unique natural landscapes, lakes, and wetland complexes; and wilder grazing lands. Hamlets provide service to rural areas throughout the County.

Parkland County residents enjoy a high quality of life driven by the area's natural and agricultural riches and strong sense of rural community.

1.2 How This Plan is Organized

The Parkland County Municipal Development Plan is organized into four chapters.

Chapter 1: Vision & Goals

Chapter 1 sets out the MDP's 30-year vision, describing a desired future. It presents shared responsibilities that are the basis for policies throughout the rest of the document.

Chapter 2: Development Concept

Parkland County contains diverse landscapes and development conditions. Chapter 2 presents the Development Concept Map, which divides the County into **Plan Areas** and identifies map categories referenced throughout the Plan.

Chapter 3: Development Policies

Chapter 3 contains policies that apply to all development. It sets out requirements to ensure that growth in Parkland County is safe, sustainable, and well-organized.

Chapter 4: County Initiatives

Chapter 4 contains policies addressed to County Council and administration, outlining key actions, programs, and commitments that the County government will undertake to enable good development.

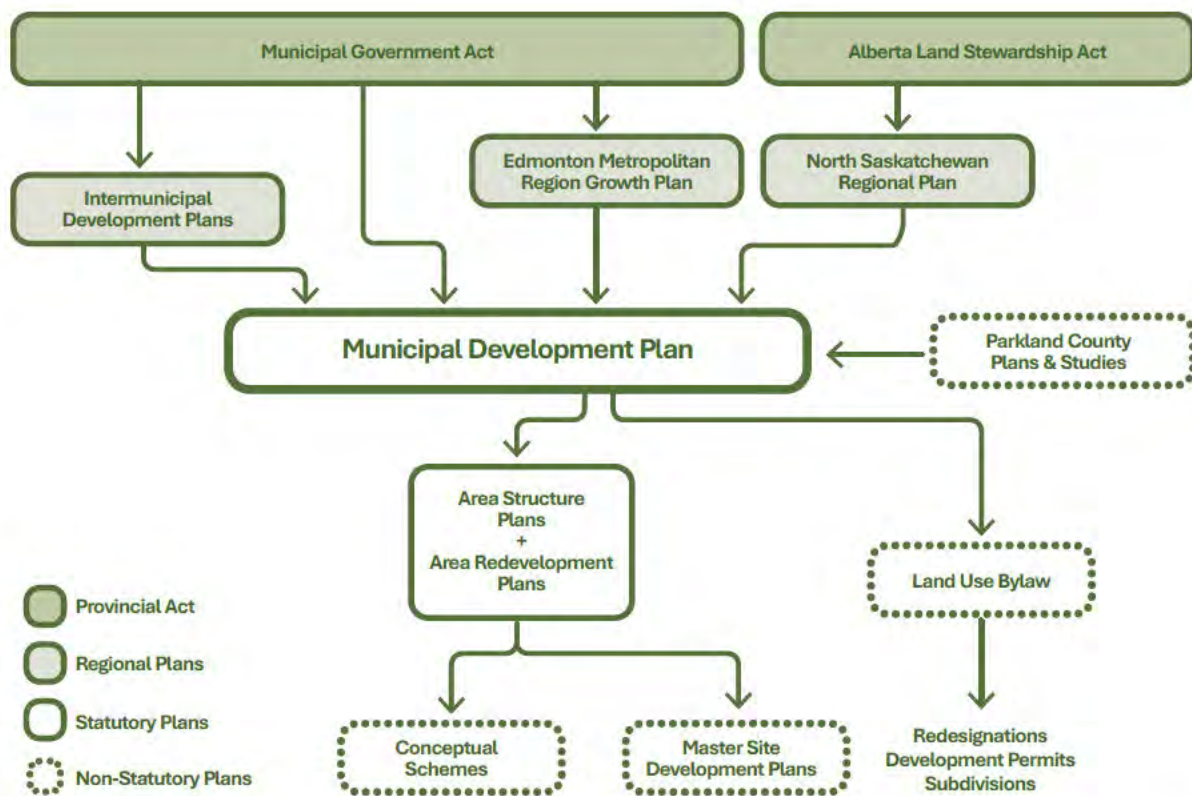


Figure 2. Plan Hierarchy

1.3 Powers of the Municipal Development Plan

The Municipal Government Act (MGA) requires that every Alberta municipality adopt a Municipal Development Plan as its highest-level planning document. The MDP must align with higher level legislation, including the MGA and Alberta Land Stewardship Act, and regional plans, including Intermunicipal Development Plans (IDPs), the Edmonton Metropolitan Region Growth Plan (EMRGP), and the North Saskatchewan Regional Plan (NSRP).

All other plans and regulations in Parkland County must align with the adopted MDP's direction:

- **Statutory Plans:** **Area Structure Plans (ASPs)** and **Area Redevelopment Plans (ARPs)** which provide additional planning detail for a specific area;
- **Non-Statutory Local Plans:** **Conceptual Schemes** and **Master Site Development Plans** which provide detail for a smaller planning area than an ASP or ARP; and
- **The Land Use Bylaw (LUB):** a regulatory document that sets out the most specific regulations for development.

1.4 Vision and Values

The MDP is guided by a vision and values. The policies and initiatives presented in this Plan are all in service of this vision.

Vision

Parkland County is a thriving rural community known for its rich natural landscapes and productive farmland.

Values

Thriving

Parkland County values:

- A business-friendly environment.
- Local wealth creation.
- Preparedness and proactive response in the face of economic and natural changes.

Rural Community

Parkland County values:

- Agriculture as the heart of economy and identity.
- Infrastructure and servicing that is modest and affordable.
- A sense of community based in local relationships, organizations, and businesses.
- Communities connected through arts, culture, and recreation.

Rich Natural Landscapes and Productive Farmland

Parkland County values:

- Natural systems that are protected from being degraded, destroyed, or fragmented.
- Clean air and water for people, nature, and recreation.
- Farmland that is protected and a sustainable and viable agricultural industry.

1.5 Shared Responsibilities

The remainder of this Plan describes how Parkland County can achieve the vision described on the previous page. It is organized according to six shared responsibilities. These responsibilities are shared by everyone participating in development in Parkland County. The Development Policies outlined in Chapter 3 and the County Initiatives outlined in Chapter 4 are both organized into these six categories:

Build Safe and Resilient Places

Enable development that is well-located and safe for residents.

Protect Natural Functions

Protect important natural systems and features that provide water, food, habitat, and other important functions.

Conserve Agriculture

Conserve agricultural landscapes and activities that support food quality and security.

Manage Growth

Manage growth strategically to respond to local conditions and balance priorities for long-term sustainability.

Deliver Efficient Infrastructure and Services

Ensure infrastructure is well planned, sensibly scaled, and aligned to growth and change.

Support Tourism & Recreation

Share the experience of Parkland County's natural beauty, economy, and amenity with residents and visitors.

1.5.1 Build Safe and Resilient Places

Parkland County has a responsibility to make sure all development is safe and resilient. This means identifying and avoiding development near hazards, mitigating risks from hazards to people and the environment, and proactively planning for response and recovery from major disasters or other emergencies.

Outcomes

- Development is located away from highest risk areas and hazards.
- Risks from hazards are reduced for people and the environment.
- Development is adaptive to changing conditions or disruptions—including increased drought, flooding, and wildfires.
- The County has effective emergency services and response plans.

1.5.2 Protect Natural Functions

Parkland County has a responsibility to protect important natural systems that provide food, habitat, water, clean air, and other important functions. Conserving and connecting natural areas supports the health and wellbeing of today's residents and will preserve the use and enjoyment of these landscapes for future generations.

Outcomes

- Parkland County's natural systems are healthy, connected, and functional.
- Parkland County's surface and groundwater quality and quantity is protected and improved.
- All new development is **Nature Positive**, minimizing impacts on natural function.
- Cumulative effects of development on natural functions are monitored and used to evaluate new development.
- Parkland County's biodiversity flourishes and species-at-risk are protected.
- Landscapes disturbed by historical industrial activity are restored.

1.5.3 Conserve Agriculture

Parkland County has a responsibility to conserve farmland, prevent fragmentation, and retain agricultural operations. Agriculture contributes to food security, anchors the local economy, and sits at the heart of the region's rural experience. In the context of growth, it is critical to set clear rules for protecting agricultural land and its many benefits.

Outcomes

- The County's highest quality farmland is not broken up into small pieces or converted to other uses.
- The County's protection of farmland supports viable, sustainable, and multi-generational agricultural operations.
- Parkland County's soils are healthy and produce high quality food and agricultural products.
- **Country Residential Development** supports a rural experience and contributes to the area's agricultural and agritourism economy.
- The value-added agri-food sector grows, adding new employment and economic diversity for current and future generations.

1.5.4 Manage Growth

Parkland County has a responsibility to coordinate growth across the county in alignment with the other shared responsibilities. The County must balance growth with protecting the things that make Parkland County a great place to live, play, and do business – including natural areas, agricultural lands, and infrastructure. Focusing growth where it is best aligned to local conditions and opportunities is strategic, ensuring efficient use of land that provides the most benefit to Parkland County in the long term.

Outcomes

- Development in Parkland County contributes to the sustainable growth of the region.
- The county has diverse and affordable housing to support the needs of current and future residents.
- **Country Residential Development** makes efficient use of land and reduces new fragmentation of natural and agricultural lands.

- Commercial investment is attracted to the County, supporting a diverse and growing employment base.
- Industrial growth is clustered and leverages existing investments and infrastructure.
- The development process is streamlined.

1.5.5 Deliver Efficient Infrastructure & Services

Parkland County has a responsibility to ensure that infrastructure and servicing is well planned, sensibly scaled, and aligned to growth and change. The County has a strong base of infrastructure—it is close to the City of Edmonton and Edmonton International Airport; it is bisected by the Canadian National (CN) railway mainline, national highways and pipelines; and it is home to large-scale power generation and distribution networks. Coordinating with these assets will ensure that growth and development is efficient, sustainable, and affordable and infrastructure is viable long-term.

Outcomes

- Parkland County's roads and rail lines are safe and well-connected.
- Utility investments support expected growth.
- New growth leverages existing infrastructure investments and capacity and considers impacts on municipal operations and service delivery.
- Long-term planning ensures infrastructure servicing is efficiently integrated with land use.
- Effective community services are enabled across the county.

1.5.6 Support Recreation and Tourism

Parkland County has a responsibility and opportunity to share its remarkable natural, recreational, and cultural qualities with residents and visitors. The County has premier amenities for all-season recreation and is home to treasures of arts and culture. Building on this strong base with purposeful policy and investment can unlock a meaningful and thriving network of experiences that supports exploration and connects the community across land and water. By developing key areas for recreation and tourism, Parkland County can focus its investments and encourage community activity.

Outcomes

- Parkland County offers high quality recreational and cultural experiences for its residents and visitors.
- Nature-based activities connect residents and visitors to Parkland County's natural landscapes in all seasons.
- Amenities are linked by pathways and trails.
- Former industrial landscapes are leveraged to create new opportunities for energy, recreation, and tourism.
- Opportunities for arts and culture are fostered, enabling broader participation and sharing.

1.6 Development Decision-Making Framework

The decision-making framework provides a high-level path to evaluate how well development aligns with the vision of the MDP. The framework is organized into the vision's six shared responsibilities (Chapter 1) and is applied to development based on its location and role (Chapter 2). A "YES" at any stage of the framework means a development achieves the shared responsibility and its associated policies, and a "YES IF" means the development achieves the shared responsibility with the support of additional criteria or requirements (Chapter 3). The MDP also describes County Initiatives, which are activities the municipal government can undertake to achieve the MDP's vision and make it easier for development to align with the MDP (Chapter 4).

Inherited Responsibilities

Treaty Rights
Federal and Provincial Legislation
Regional Coordination



Shared Responsibilities

Does the development...

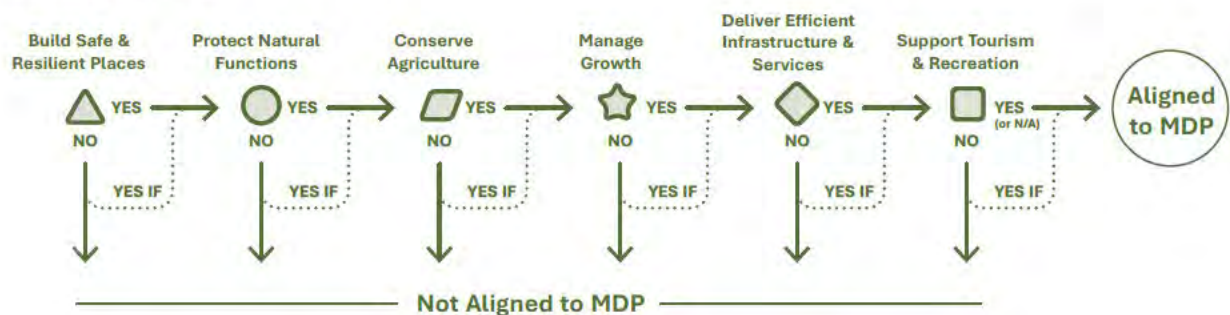
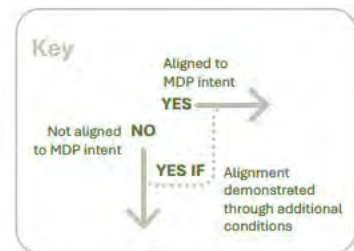


Figure 3. MDP Decision Making Framework

2 Development Concept

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2 Development Concept

The Development Concept Map describes how Parkland County will manage and direct future growth and development. The layers on the map identify important features within the county that are referenced in policies throughout the MDP.

2.1 Map Layers

The following section categorizes components of the Development Concept Map (Figure 4). These categories are referenced throughout the policies and initiatives in the Plan.

The Development Concept Map is driven by the 2024 Technical Growth Study.

2.1.1 Area Categories

- a. **Environmentally Significant Areas (ESAs) and High Priority Landscapes** are identified on Figure 4 – Development Concept Map.
- b. **Rural Agricultural Areas and Prime Agricultural Areas** are identified in Figure 4 – Development Concept Map.
- c. Parkland County's **Major Employment Areas** are:
 - i. Acheson Industrial Area; and
 - ii. Fifth Meridian Business Park.
- d. Parkland County's **Local Employment Areas** are:
 - i. All hamlets; and
 - ii. Keephills and Sundance generation stations.
- e. Parkland County's **Growth Hamlet** is Wabamun Hamlet.
- f. Parkland County's **Rural Hamlets** are the hamlets of Entwistle, Tomahawk, Duffield, Gainford, Fallis, Keephills, and Carvel.
- g. **Country Residential Areas** are shown on Figure 4 – Development Concept Map.

2.2 Plan Areas

On top of these layers, the Development Concept Map sets out nine “**Plan Areas**”, each of which plays a unique role in the Development Concept:

2.2.1 Wabamun Hamlet – Growth Hamlet

Wabamun Hamlet is envisioned as a hub for housing, employment, and recreation—a base camp for adventure in Wabamun Country. It presents some of the best opportunities for housing diversity, including more affordable and seniors housing options. Wabamun Hamlet's waterfront has the potential to become a magnet for investment, growth, and visitors, providing high quality public access to Wabamun Lake.

2.2.2 Acheson Industrial Area

The Acheson Industrial Area will continue to support ongoing development in the rural industrial and commercial sectors. The focus of the area is industrial growth coordinated with existing residential uses and sensitive natural areas.

*The Acheson Industrial Area is subject to an **Area Structure Plan** that outlines specific planning direction for the area.*

2.2.3 West Parkland

The focus of West Parkland is to support ongoing agricultural activity and rural experience. The area will continue to balance agriculture with well-connected natural systems. Small residential and industrial growth in this area should be primarily concentrated within hamlets.

2.2.4 Agricultural Heartland

The Agricultural Heartland is home to most of the County's **Prime Agricultural Areas**. Agricultural activities should continue to be balanced with the preservation of natural spaces, including lakes and wetlands. The area can support limited residential growth, while maintaining its agricultural focus.

2.2.5 Lake Country

The focus of Lake Country is to accommodate country residential growth in balance with agricultural activity and the health of lakes or other natural spaces, including the unique Carvel Pitted Delta. The area will enable opportunities for recreation and enhanced protection of lakes and natural areas.

2.2.6 River's Edge

Located south of the Enoch Cree First Nation and abutting the City of Edmonton, the focus of River's Edge is to accommodate country residential growth while balancing important natural systems and wetlands. The area will enable recreation opportunities and enhanced access to natural spaces.

2.2.7 Wabamun Country

The focus of Wabamun Country is to leverage its proximity to Wabamun Lake and post-industrial landscapes to unlock unique development opportunities in recreation, residential, and employment. The area is positioned to provide year-round experiences that attract new audiences to Parkland County. The area's success hinges on balancing the health of the Wabamun Lake Watershed with new development.

2.2.8 North Saskatchewan River

The focus of the North Saskatchewan River area is to protect watershed health and the riparian environments of the North Saskatchewan River, while enabling local and regional recreation opportunities.

2.2.9 Pembina River

The Pembina River area focuses on protecting its riparian environments while enabling recreation opportunities.

2.3 Development Concept Map



Figure 4. Development Concept Map

3 Development Policies

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3 Development Policies

Chapter 3 of the Municipal Development Plan presents policies to manage growth and development. These policies provide direction for the location and configuration of different development types and describe requirements for plans and studies. Chapter 3 is organized according to the six shared responsibilities outlined in the Decision-making Framework introduced in Chapter 1.

Development policies in Chapter 3 use one of three terms to indicate the strength of requirement:

Must / Will: The actions outlined are mandatory and apply to all situations.

Should: A preferred course of action that must be applied unless it is not feasible or an alternative solution meets the policy intent.

May: The County can choose to apply the policy when and where it is appropriate.

3.1 General Development Policies and Plan Requirements

3.1.1 General Standards

- a. Development must adhere to federal and provincial acts, standards and regulations.
- b. All engineering requirements must be completed by a qualified engineer with Association of Professional Engineers and Geoscientists of Alberta (APEGA), licensed to practice in the Province of Alberta.
- c. All environmental study requirements must be completed by a qualified environmental professional who has a minimum of three years relevant experience to the subject matter and is licensed to practice in the Province of Alberta.
- d. All technical reports and studies must be completed by a qualified professional.
- e. All infrastructure and utilities must be developed to County standards.

3.1.2 Plan Requirements

Area Structure Plans (ASP), Area Redevelopment Plans (ARP), Conceptual Schemes (CS), and Master Site Development Plans (MSDP) are planning tools that help Parkland County make informed decisions about future development.

Area Structure Plans and Area Redevelopment Plans are statutory planning documents that are adopted by bylaw at Council after three readings and a mandatory Public Hearing. The plans describe land uses, densities, the location

of major infrastructure, and development phasing. **Area Structure Plans** are typically used for new development and **Area Redevelopment Plans** are typically County led plans for redevelopment of existing developed areas.

Conceptual Schemes and **Master Site Development Plans** are non-statutory planning documents. The County determines what needs to be included in the plans and which studies are required to support them. Typically, these plans provide: (a) additional detailed planning for a smaller area within an existing ASP, or (b) replace the function of an ASP for smaller scale areas. A **Conceptual Scheme** is used for planning multi-lot development and a **Master Site Development Plan** is typically used for planning a single larger site or a few adjacent sites.

- a. Development must occur within an **Area Structure Plan** or **Area Redevelopment Plan** if one or more of the following conditions apply:
 - i. it is in a **Major Employment Area**; or
 - ii. it is in a **Growth Hamlet**; or
 - iii. it is located outside of **Country Residential Areas** and includes 17 or more lots or units.
- b. Development must occur within a **Conceptual Scheme** if it includes 5 or more lots or units and any part of the development is:
 - i. within 800 m of a Crown-claimable **Water Body**; or
 - ii. within or adjacent to an **Environmentally Significant Area**; or
 - iii. within a **Prime Agricultural Area**.
- c. Development should occur within a **Conceptual Scheme** if it includes 5 or more lots or units.
- d. **Infill** development typically does not require a **Conceptual Scheme**. A **Conceptual Scheme** may be required when **Infill** development:
 - i. increases density beyond the capacity of existing or planned infrastructure; or
 - ii. proposes to change the intent of an approved statutory plan.
- e. Development should occur within a **Master Site Development Plan** if it is on 4 or less parcels and meets any of the following criteria:
 - i. is a multi-building development; or
 - ii. is a phased development; or
 - iii. involves shared or phased utilities.
- f. **Area Structure Plans, Area Redevelopment Plans, Conceptual Schemes, and Master Site Development Plans** should be prepared in close consultation with landowners, impacted communities, municipal service providers, and interested parties.

3.2 Development Policies to Build Safe & Resilient Places

Parkland County has a responsibility to ensure that development is safe and resilient. This means locating development away from known hazards such as flood areas, steep slopes, or contaminated sites. It also includes ensuring development is designed to reduce risks and impacts to human and environmental health, quality of life, property, and business continuity.

3.2.1 Flooding

- a. Development must be located outside of the **Floodway**.
- b. Development within a Provincially defined Flood Hazard Area, or within the 1:200 inundation area of a **Water Body**, must address flood risk through a Flood Hazard Study.
- c. Development must address overland flooding risks and manage on-site drainage so that the rate and volume post development is the same as prior to development.
- d. Development in known or suspected shallow water table areas must conduct shallow water table or percolation testing to determine appropriate water and sewer servicing.

3.2.2 Fire

- a. Development should account for wildfire risk. Supporting studies may be required, including a Wildfire Hazard Study or a Wildfire Protection Plan.
- b. Development must demonstrate it meets County standards for emergency fire servicing.

3.2.3 Steep Slopes

- a. Development subject to unstable terrain or steep slopes (>15%) must address ground stability risks through a Geotechnical Assessment.

3.2.4 Contaminated Sites

- a. Development subject to potential contamination must address these risks through Phase 1 or 2 Environmental Site Assessments.
- b. Development activity must ensure no spread of contaminants off site or into the environment.
- c. Development should not dedicate lands that contain contaminants over acceptable guidelines as reserve, public utility lot, or right-of-way.

3.2.5 Railways

- a. Sensitive or incompatible land uses, including residential uses, should avoid siting near railway lines.
- b. Development of residential or other sensitive uses near railway lines must address rail hazards. Supporting studies, including noise and vibration studies and risk assessments, may be required.

FireSmart Canada offers a free library of resources, including principles for site and building design that help reduce risk and increase wildfire resilience.

Federation of Canadian Municipalities and the Railway Association of Canada has published 'Guidelines for New Development in Proximity to Railway Operations' to guide development near railway lines.

- c. Development within 30m of railway main lines must ensure that safety measures such as setbacks, berms and security fencing are provided to the satisfaction of the County and in consultation with the railway operator.

3.2.6 Airports and Aerodromes

- a. Development on airport and aerodrome lands must comply with all relevant federal, provincial, and municipal requirements.
- b. Subdivision and development near private airports, airstrips and aerodromes must enable the safe operation of those facilities.

3.2.7 Energy & Pipelines

- a. Sensitive or incompatible land uses, including residential uses, should be located away from major energy infrastructure and corridors.
- b. Development in the vicinity of energy infrastructure and multi-use corridors should mitigate safety risks through setbacks, buffers, and landscaping.

3.2.8 Sour Gas

- a. Development must meet or exceed the Alberta Energy Regulator (AER) setback for sour gas, pursuant to the Subdivision and Development Regulation, unless Parkland County receives written approval from AER for a reduced setback.
- b. Developments that are appropriate near sour gas facilities include:
 - i. Industrial uses;
 - ii. Agricultural uses; and
 - iii. Open spaces that do not involve high levels of human activity.

3.2.9 Confined Feeding Operations

- a. Confined Feeding Operations should be located where there are minimal conflicts with non-complementary or sensitive land uses, as identified in Figure 4 - Development Concept Map.
- b. Residential subdivisions may be restricted in the vicinity of Confined Feeding Operations.

Licences, permits, approvals or other authorizations granted by Natural Resources Canada (NRC), the Canada Energy Regulator (CER), the Alberta Energy Regulator (AER), or the Alberta Utilities Commission (AUC) prevails over any statutory plan, Land Use Bylaw, subdivision decision or development decision by a municipality.

Confined Feeding Operations are regulated by Alberta's Natural Resources Conservation Board (NRCB) under the Agricultural Operation Practices Act (AOPA).

3.3 Development Policies to Protect Natural Functions

Parkland County's natural systems have intrinsic value and provide functions that support the health and wellbeing of people and wildlife, like purifying water, pollinating crops, and providing habitat. The County has a responsibility to protect these functions so that they continue to support the region for generations to come. The County's **High Priority Landscapes, Environmentally Significant Areas, and High Value Natural Features** are the highest priority areas for protecting natural functions.

Development can support this shared responsibility by being nature-positive. Nature-positive means activities and developments that, on balance, protect, conserve, and/or enhance the beneficial functions of the natural features within

the County more than they impair, degrade, or nullify them. The best way for development to be nature-positive is to avoid the significant disruption of natural functions in the first place. This is the best option because it is very difficult to replicate the function of established, intact natural areas. When avoidance is not viable, the next best approach is to mitigate or reduce the impacts of a development. As a final option, when disturbance is unavoidable and mitigation is not viable, impacts to natural functions can be offset. Offsetting natural functions generally includes replacing or restoring part of the removed functions.

3.3.1 Nature Positive Development

- a. Development should protect and avoid impacts to natural features and functions. Where disturbance cannot be avoided, development must mitigate or offset impacts to natural features and functions by achieving nature-positive design.
- b. Development must complete a Biophysical Impact Assessment when requested by the County.
- c. When the potential for species-at-risk are identified through the Biophysical Impact Assessment, development must provide additional species studies and protection measures as requested by the County and according to all relevant Federal and Provincial requirements.
- d. Where carrying capacities, measures of cumulative effects, or development limits are defined in an **Area Structure Plan, Conceptual Scheme, or Master Site Development Plan**, development must demonstrate that it is within defined limits.

3.3.2 Environmentally Significant Areas and High Priority Landscapes

- a. Development must protect and enhance natural features and their functions in **High Priority Landscapes** and **Environmentally Significant Areas** through incorporation of nature-positive operations.
- b. Development in or adjacent to **High Priority Landscapes** and **Environmentally Significant Areas** must complete a Biophysical Impact Assessment.
- c. Development in **Environmentally Significant Areas** and **High Priority Landscapes** must maintain landscape connectivity and wildlife corridors as identified by Parkland County.

3.3.3 Reserves & Easements

- a. Development must dedicate the following areas as **Environmental Reserve** as part of subdivision at the request of the County:
 - i. a swamp, gully, ravine, coulee or natural drainage course;
 - ii. land that is subject to flooding or is, unstable;
 - iii. **High Value Wetlands**, wetlands hydrologically connected to **High Value Wetlands**, or wetlands that cross property boundaries; or
 - iv. a strip of land, not less than 6 metres in width, abutting the bed and shore of any body of water.

Natural features are the key components of natural systems. They include things like forests and tree-stands, lakes, wetlands, drainage paths, and native vegetation.

Natural functions are the beneficial processes enabled by natural systems. They keep natural systems vital and provide goods and services that include provisioning services, regulating services, habitat services, and cultural and spiritual services.

*Parkland County's ESAs are recognized as the backbone of the ecological networks that span the County. As part of a green network approach, **High Priority Landscapes** have also been identified that connect **Environmentally Significant Areas**.*

Environmental Reserve, Environmental Reserve Easement, Conservation Reserve, and Conservation Easements are all defined in the *Municipal Government Act (MGA)*. Detailed requirements for MR and other reserve types are located in *Parkland County Policy C-PD15 Dedication and Use of MR, Environmental Reserve (ER) and Environmental Reserve Easement (ERE)*.

- b. At the time of subdivision, development must provide a minimum of 30 metres of shoreline buffer as **Environmental Reserve**, **Environmental Reserve Easements**, or **Conservation Easements** from Crown-claimable water bodies, unless the County provides site-specific setbacks for the area.
- c. Development may, at the discretion of the County, provide an **Environmental Reserve Easement** instead of **Environmental Reserve** when:
 - i. public access is not required; or
 - ii. the area is not deemed **Hazardous** or undevelopable.
- d. Development may be required to provide **Conservation Reserve** or a **Conservation Easement** as part of subdivision where:
 - i. The land cannot be taken as **Environmental Reserve**;
 - ii. The land has **Environmentally Significant Areas** or **High Value Natural Features**; and
 - iii. The County identifies value in protecting and conserving the land.
- e. Development should be setback from **Environmental Reserve**, **Environmental Reserve Easement**, **Conservation Reserve**, and **Conservation Easement** areas.

3.3.4 Water Bodies

- a. Development along water bodies should implement:
 - i. **Conservation by Design** principles;
 - ii. **Low Impact Development** (LID) for storm water management;
 - iii. appropriate naturalization and bioengineering for bank stability;
 - iv. communal wastewater or self-contained tank and haul systems; and
 - v. other measures that reduce nutrient discharge and sedimentation.

3.3.5 Wetlands

- a. In addition to Provincial requirements, development must avoid and retain **High Value Wetlands**, including areas necessary to support hydrological connections and recharge.
- b. Development must avoid or mitigate impacts to **Moderate Value Wetlands**, including areas necessary to support hydrological connections and recharge.
- c. Development should contribute to the net-gain of wetlands in Parkland County by:
 - i. prioritizing wetland avoidance and retention over minimization or replacement;
 - ii. replacing or enhancing wetlands within the watershed using permittee-responsible means rather than paying a replacement fee; and
 - iii. designing stormwater management facilities as constructed wetlands where feasible.

3.3.6 Ground and Surface Water

- a. Development must protect groundwater quality and quantity. Supporting studies may be required, including hydrology or hydro-geology studies, water balance studies, wetland assessment and impact report, and flow rate/discharge quantity and quality studies.

*Under the Municipal Government Act, **Environmental Reserves** may be taken by the County to preserve natural features, prevent pollution of land and water bodies, provide necessary public access to a water bodies, and mitigate risk of personal injury or property damage from undevelopable or hazardous lands.*

*The Parkland County Riparian Setback Matrix Model can be used to determine site-specific setbacks from Crown-claimable water bodies and watercourses, especially in grandfathered areas where there may be existing development without a current buffer along a **Water Body**.*

*LID measures have substantive positive impacts on the long-term health of the **Water Body**, often provide improved amenity, and may lower maintenance costs compared to non-naturalized approaches.*

The Alberta Wetland Policy recommends that the development strategy for wetlands should be, in order: avoidance, minimization, and replacement.

- b. Development must protect surface water quality quantity, and the health of aquatic ecosystems. Supporting studies may be required, including hydrology or hydro-geology studies, water balance studies, wetland assessment and impact reports, and flow rate/discharge quantity and quality studies.
- c. Development should maintain natural drainage patterns by:
 - i. implementing naturalization, retention and enhancement of natural drainage patterns in the development process;
 - ii. managing peak and overall stormwater volumes leaving the development area;
 - iii. reducing impermeable surfaces within a development area; and
 - iv. implementing **Low Impact Development** techniques for storm water management.

*Alberta's Public Lands Act claims public ownership of the bed and shore of all wetlands deemed to be permanent or semi-permanent. Development activity within a Crown-owned **Water Body** requires Provincial approval.*

High Value Wetlands means wetlands scoring "Good", "Very Good", and/or "Excellent", as identified in the Parkland County Wetland Inventory & Historical Loss Assessment.

3.4 Development Policies to Conserve Agriculture

Agricultural lands are one of Parkland County's most important resources, contributing to the region's economy, food security, and culture. The County has a responsibility to conserve agricultural lands and the viability of agricultural operations for future generations. This means balancing the needs of farmers and their families while limiting the fragmentation of farmland caused by subdivisions for non-agricultural purposes.

The MDP defines two types of agricultural land, shown on the Development Concept Map (Figure 4):

- **Rural Agricultural Areas;** and
- **Prime Agricultural Areas.**

Rural Agricultural Areas make up most of the county's agricultural lands—in these areas, agricultural uses take priority over other types of development.

Prime Agricultural Areas are areas with the highest quality soils—in these areas, conservation of agricultural land and operations is the highest priority.

Permittee-responsible replacement is defined under the Alberta Wetland Policy by the Province as restorative replacement in accordance with the criteria and guidance of the Province.

3.4.1 Rural Agricultural Areas

Rural Agricultural Areas are the base district across most of the county. These areas prioritize a range of agricultural and agriculture-supporting uses. Subdivision is limited to protect agricultural lands from fragmentation while allowing flexibility and multi-generational farm-living.

- a. In **Rural Agricultural Areas**, agricultural operations and uses will have precedence over other land uses.
- b. Development and subdivision in **Rural Agricultural Areas** should avoid breaking up large, continuous stretches of farmland into smaller, disconnected pieces.
- c. Development in **Rural Agricultural Areas** should minimize impacts to agricultural operations.
- d. A quarter section in a **Rural Agricultural Area** may be subdivided into a maximum of four total parcels.

- e. Development should cluster **Agriculture-Related Uses, Value-added Agricultural Uses**, and non-agricultural uses to minimize impact on agricultural lands.
- f. Major energy development within the **Rural Agricultural Areas** should provide an Agricultural Impact Assessment to address co-location of agriculture with energy facilities.

3.4.2 Prime Agricultural Areas

Prime Agricultural Areas are the highest value agricultural lands in the county that are a priority for conservation. These areas have additional subdivision limitations and study requirements to limit fragmentation and retain existing agricultural uses.

- a. **Prime Agricultural Areas** should be conserved for agricultural uses.
- b. Development of the following uses is allowed in **Prime Agricultural Areas**, where they can mitigate impacts to agricultural land and operations:
 - i. **Agriculture-related Uses**;
 - ii. **Value-added Agricultural Uses**; and
 - iii. **On-farm Diversified Uses**.
- c. Development of a use not related to agriculture in **Prime Agricultural Areas** must provide an Agricultural Impact Assessment.
- d. A quarter section in a **Prime Agricultural Area** may be subdivided into a maximum of three total parcels.

3.5 Development Policies to Manage Growth

Parkland County is expected to grow from 33,000 to 40,000 residents between 2023 and 2051. This growth, when managed effectively, will help the County expand opportunities and grow its tax base.

Responsible and coordinated growth involves prioritizing and concentrating higher intensity development in strategic locations, including employment areas and hamlets. Focused hamlet growth supports effective service provision, unlocks new types of housing, and builds employment momentum while supporting rural areas. Concentrating commercial and industrial growth in employment areas leverages servicing and builds economic diversity and capacity.

3.5.1 General Growth and Land Use

- a. All growth and development in the County must align with the Edmonton Metropolitan Region Growth Plan policies, including density targets.
- b. Secondary and garden suites will be allowed throughout the County.
- c. Home-based businesses will be allowed throughout the County where they are well-suited to their context and do not significantly impact neighbouring properties.

- d. Development of multi-parcel residential subdivisions adjacent to existing non-residential uses should incorporate buffering and landscaping elements to minimize impacts.
- e. Compatible land uses may be mixed within buildings or on individual sites.

3.5.2 Hamlet Development

Hamlets provide housing, services, and local employment that serves both the hamlet community and the surrounding rural area. The MDP defines two types of hamlets, shown on the Development Concept Map (Figure 4):

- **Rural Hamlets;** and,
- **Growth Hamlets.**

The following policies apply to both **Rural Hamlets** and **Growth Hamlets**.

- a. Hamlets will allow a full range and mixing of land uses, including but not limited to:
 - i. residential uses;
 - ii. local commercial retail uses;
 - iii. employment uses;
 - iv. institutional and community uses such as schools, community halls, and religious assemblies;
 - v. recreational and cultural uses; and
 - vi. light industrial uses where they are compatible with neighbouring land uses.
- b. Hamlets will allow for a diverse range of housing forms, including but not limited to:
 - i. single detached dwellings;
 - ii. duplexes, tri-plexes, and four-plexes;
 - iii. manufactured homes;
 - iv. low rise apartments; and
 - v. seniors' housing and continuing care facilities.
- c. Development in hamlets should:
 - i. incorporate a range of housing types and densities;
 - ii. provide or connect to adequate servicing;
 - iii. be well-connected to the existing hamlet road and pathway networks;
 - iv. provide amenities or additional non-residential uses that will benefit the hamlet and contribute to a complete community;
 - v. use native vegetation and low-impact stormwater techniques; and
 - vi. incorporate public open spaces and support low impact recreational activities, such as community playgrounds, interpretive trails and facilities, parks and community gardens.
- d. New residential subdivision within hamlets should be adjacent to existing development.

3.5.3 Growth Hamlets

Growth Hamlets are selected as priority locations for growth in housing, employment, servicing, and amenities. Their location and infrastructural capacity supports growth, and they take on a larger regional role compared to **Rural Hamlets**. **Growth Hamlets** are opportunities for tight-knit, walkable communities where residents can access most needs without a vehicle.

- a. Development in **Growth Hamlets** must be connected to municipal servicing.
- b. Regional-scale commercial and institutional uses will be allowed in **Growth Hamlets**.
- c. New residential subdivisions in **Growth Hamlets** must provide a minimum density of 20 dwelling units per net residential hectare.
- d. Development in **Growth Hamlets** should connect to surrounding areas with trails, open spaces and recreational uses.

*Wabamun Hamlet is Parkland County's **Growth Hamlet**. It has an active **Area Redevelopment Plan** called the **Wabamun Hamlet Area Redevelopment Plan (WHARP)**.*

3.5.4 Employment Areas

Employment areas are concentrated areas of commercial, institutional, and industrial uses that provide diverse economic opportunities and employment for residents. The MDP defines two types of employment areas, shown on the Development Concept Map (Figure 4):

- **Major Employment Areas**; and,
- **Local Employment Areas**.

- a. All Employment Areas will allow **Urban Agricultural** uses.
- b. **Major Employment Areas** will allow large and regional-scale commercial, industrial, and institutional uses.
- c. Development in **Major Employment Areas** must be connected to municipal servicing.
- d. **Local Employment Areas** will allow commercial, retail, light industrial, and service uses that provide everyday needs and employment.

*Parkland County's **Major Employment Areas** are Acheson Industrial Area and Fifth Meridian Business Park.*

*Parkland County's **Local Employment Areas** include all hamlets and the Keephills and Sundance generation stations, shown on the Development Concept Map.*

3.5.5 Country Residential Areas

Country Residential Development is the subdivision of rural lands to create multiple unserviced residential lots in which households are responsible to provide their own on-site water and private sewage system. In the MDP, **Country Residential Areas** refer to parcels that have Country Residential land use designation, as shown in the Development Concept Map (Figure 4).

- a. All **Country Residential Development** must occur in **Country Residential Areas** or in areas already designated as Country Residential in the **Land Use Bylaw** at the time of adoption of this Plan.
- b. Existing agricultural uses will retain the right to farm.
- c. **Country Residential Development** must not exceed 50 lots per quarter section.
- d. **Country Residential Development** should minimize fragmentation and impacts to natural and agricultural lands by implementing:
 - i. compact and clustered development patterns;
 - ii. **Conservation by Design** principles; and
 - iii. shared systems or servicing.

The limit of 50 lots per quarter section is set out by the Edmonton Metropolitan Region Board Growth Plan.

- e. **Country Residential Development** should include multi-purpose trails that:
 - i. are located in **Municipal Reserve** parcels or along subdivision road rights-of-way; and
 - ii. support connectivity to other trail segments, parks, public amenities, hamlets, and subdivisions.

3.5.6 Lakefront Residential

- a. **Lakefront Residential** development must be located in areas already designated as **Lakefront Residential** in the **Land Use Bylaw** at the time of this Plan or in areas determined by an **Area Structure Plan**.

3.5.7 Municipal Reserve

Municipal Reserve (MR) lands are County-owned parcels used for community uses such as schools, recreation facilities, or utilities. A portion of development lands or their value as a payment are typically transferred to the County through the subdivision process.

- a. Development must identify **Municipal Reserve** at the **Area Structure Plan**, **Conceptual Scheme**, and Subdivision stages.
- b. Development must dedicate **Municipal Reserve** (MR) per County policy. At the time of subdivision, development must:
 - i. dedicate lands as **Municipal Reserve** where there is immediate benefit for public use; or
 - ii. defer the **Municipal Reserve** by caveat when the Reserve land is not needed at present but may be provided through future subdivision; or
 - iii. provide payment of cash-in-lieu in place of reserve land when the Reserve land is not required at present or in the future; or
 - iv. provide a combination of land and cash-in-lieu.
- c. **Municipal Reserve** parcels should be located adjacent to **Environmental Reserve** areas, other **Municipal Reserve** parcels, or near water bodies and watercourses to promote responsible access, use, and enjoyment.

3.5.8 Development in Highway Corridors

- a. Development oriented to highways and major roads should be located with consideration for access and services.
- b. Industrial development fronting a major highway or corridor may incorporate design elements like fencing and landscaping to reduce negative visual impacts on the corridor.

3.5.9 Natural Resource Development

Natural resource development is an important part of Parkland County's economy. These operations are regulated by provincial and federal bodies, which determine requirements for siting, impacts, and remediation. Parkland County works with operators and regulating bodies to ensure natural resources are developed in a way that aligns with the County's growth strategy.

- a. All natural resource extraction operations must comply with provincial and federal regulations and permitting.

Detailed requirements for MR and other reserve types are located in Parkland County Policy C-PD15 Dedication and Use of Municipal Reserve (MR), Environmental Reserve (ER) and Environmental Reserve Easement (ERE).

- b. Development of new or expanded natural resource operations must conduct public consultation in accordance with County policy.
- c. Development of new or expanded natural resource extraction operations must demonstrate how proposed activities:
 - i. respond to the existing land use context and environmental characteristics;
 - ii. mitigate off-site impacts; and
 - iii. implement best practices for resource extraction.
- d. Uses developed adjacent to existing and known future aggregate extraction areas must be compatible with aggregate resource extraction and its impacts.

3.5.10 Energy Development

Energy Development has a long history in Parkland County and remains a significant economic driver. Similar to resource extraction, large scale energy development is regulated by other orders of government. The County works with energy providers and government bodies to ensure energy developments are located in places where they are compatible with surrounding and planned development.

- a. Development of energy projects must align with federal and/or provincial authorities and permitting processes.
- b. Development of **Renewable Energy Microgeneration** will be allowed in all areas of the County.
- c. Major energy development will not be allowed in **Environmentally Significant Areas, High Priority Landscapes, and Prime Agricultural Areas**.
- d. Major energy development should be prioritized in disturbed or brownfield sites.

3.5.11 Heavy Industrial Development

- a. Development proposing heavy industrial uses must work with the County to determine site suitability. To be considered, heavy industrial must demonstrate mitigation of negative impacts on:
 - i. natural functions;
 - ii. agriculture land and operations;
 - iii. sensitive uses, including existing and planned residential development; and
 - iv. tourism and recreation areas and activities.
- b. Development that includes heavy industrial uses must be sited away from:
 - i. **Environmentally Significant Areas or High Priority Landscapes;**
 - ii. **Prime Agricultural Areas;** and
 - iii. hamlets, villages, or other residential settlements and subdivisions.

Microgeneration refers to the small-scale generation of electricity or heat by individuals, small businesses, or small communities focused on meeting their own energy needs. Microgeneration is typically smaller in scale and owned by individuals. It does not operate commercially or provide energy to the region. Its output is typically measured in kilowatts (kW) of energy. Major energy development refers to large-scale facilities that produce substantial amounts of energy, usually for distribution to a broader region. Its output is typically measured in megawatts (MW) of energy.

3.6 Development Policies to Deliver Efficient Infrastructure & Services

The County has a responsibility to leverage existing and planned infrastructure in a fiscally and environmentally sustainable way. County infrastructure includes roads, power utilities, stormwater management facilities, and water and wastewater servicing. Development must be planned and serviced in support of the long-term viability of infrastructure.

3.6.1 Roads

- a. Development of new roads should be coordinated with other modes of transportation, including the rail network, transit systems, airports and aerodromes.
- b. Development of new roads should limit the disturbance and fragmentation of **Environmentally Significant Areas**.
- c. Development must provide legal and physical access for any subdivision or development.
- d. All external and internal roads serving a residential subdivision or major development must:
 - i. be developed to the County's current engineering standards; and
 - ii. complete any buffering, fencing or landscaping requested by the County to enhance public safety and mitigate noise.
- e. Development should incorporate road networks that ensure direct access to all properties from public routes, avoiding the use of 'panhandle' access roads.
- f. Where the County has identified road widening rights-of-way, development must account for these rights-of-way for all parcels adjacent to municipal roads at the time of subdivision.

3.6.2 Servicing Costs

- a. Development must pay all levy fees as a condition of subdivision and/or development, where fees have been established by the County.
- b. Development must front-end the costs of on-site and off-site infrastructure systems to support their development, and bear the costs of the extension of municipal services.
- c. Development may be required to oversize infrastructure to support future growth. In cases where infrastructure oversizing is required to support future growth, the County will work with developers to explore cost sharing and recovery models.

3.6.3 Utility Corridors

- a. Energy and utility infrastructure, including high-pressure pipelines, sour gas facilities and major power transmission lines, should be located within existing utility corridors wherever possible.

3.6.4 Water and Wastewater Utility

- a. Development in **Major Employment Areas** must connect to piped municipal water and wastewater systems where existing services are available.

Parkland County's Transportation Master Plan sets out many more detailed policies about the current and future transportation system.

A panhandle is a narrow, elongated parcel of land extending from a main body of a property to an adjacent public roadway, providing private access to the property. These road types can impact access and land use efficiency.

Development levies are detailed in County Policy C-PD05 – Offsite Infrastructure Levies.

- b. Multi-parcel subdivisions with access to high-pressure water systems must connect to those systems.
- c. Multi-parcel subdivisions with access to low-pressure water systems should connect to those systems.
- d. Multi-parcel subdivisions with access to wastewater systems should connect to those systems.

3.6.5 Private Communal Utility Systems

- a. Private on-site water and wastewater systems must comply with:
 - i. all relevant provincial legislation and regulations (e.g. Alberta Health Act, Private Septic Regulations, Alberta Environment);
 - ii. all relevant Alberta Building Code regulations; and
 - iii. all applicable County standards, bylaws, procedures, policies including this Municipal Development Plan and the County **Land Use Bylaw**.
- b. Development should provide full or partial **Private Communal Utility Systems** to service multi-parcel subdivisions in:
 - i. areas near built-up areas, including hamlets;
 - ii. areas with an identified high susceptibility of groundwater contamination or a high water table;
 - iii. areas within 100 metres of a Crown-claimable **Water Body**;
 - iv. intensive multi-parcel developments where municipal water and wastewater systems are not available; and
 - v. areas deemed unsafe or not suitable for on-site water or sanitary systems for reasons of safety, natural systems health, or other considerations.
- c. Infrastructure associated with communal systems must be located on commonly held property.
- d. Development of communal systems must submit for County review a plan for capital replacements, major rehabilitation, maintenance, and construction. It must also complete a fiscal impact assessment that considers life-cycle costs of maintaining the infrastructure required to service the subdivision or development.

3.6.6 Stormwater Management

- a. Development must account for stormwater impacts to the parcel and surrounding area. The County may require supporting evidence that these impacts have been addressed, including a stormwater management plan.
- b. When stormwater infrastructure is required, development should design naturalized stormwater management facilities that add amenity, natural functions, and that compliment existing natural spaces.
- c. Development may incorporate **Low Impact Development** techniques to maintain surface water quality and manage surface water quantity, including the use of rain gardens, swales, planters, trenches, cisterns, and permeable pavement or other techniques.
- d. Development of stormwater management facilities may make use of existing natural features where permitted. Stormwater management facilities may not be constructed in **Crown-claimable water bodies**.

High-pressure water systems supply water at a pressure level that is higher than typical residential systems.

Low-pressure water systems supply water at lower pressure, typically relying on pressure-boosting equipment at the point of distribution. The West Inter Lake District (WILD) Water System is an example of a low-pressure water system.

Areas susceptible to groundwater contamination are identified in the Environmental Conservation Master Plan.

County Policy C-ES04 – Storm Water Management Facility Naturalization provides more detailed requirements applicable to subdivisions.

3.7 Development Policies to Support Recreation & Tourism

Parkland County is home to significant recreation and tourism opportunities, drawing on the area's beautiful natural landscapes, rural experience, and proximity to Edmonton. The County has a responsibility to support recreation and tourism development, growing and diversifying the region's economy and sustaining the qualities that draw people to live in and visit the county. Recreation in particular provides positive social, health, economic, and environmental benefits to the community.

Development of recreation and tourism facilities should be sensitive to their environmental and agricultural context and promote enjoyment of the County's natural assets. Amenities should be designed to support all ages and abilities.

3.7.1 Recreation and Tourism Development

- a. Development of recreation and tourism developments, including local service commercial, hospitality, or institutional uses, should:
 - i. have appropriate transportation and utility infrastructure;
 - ii. integrate with surrounding land uses; and
 - iii. mitigate any off-site impacts.
- b. Development of small-scale **agri-tourism** and **eco-tourism** amenities should be allowed throughout the County.
- c. Large-scale recreation, tourism, and resort development should be located in Wabamun Country, North Saskatchewan River, and Pembina River **Plan Areas**.
- d. Major recreation, tourism, and resort developments may be allowed in Lake Country and River's Edge **Plan Areas** where the following conditions are met:
 - i. Proposed developments are compatible with existing land uses and do not limit the long-term residential development of the area; and
 - ii. Site servicing and transportation access can be adequately addressed.
- e. Campgrounds, cabins, equestrian facilities and other recreation and tourism supportive uses should locate in Wabamun Country, Lake Country, and River's Edge **Plan Areas**.
- f. Development along Crown-claimable water bodies and water courses should identify opportunities to enhance public access for water-based recreation.

3.7.2 Parks & Trails

- a. Development may be required to dedicate rights-of-way at the time of subdivision to create strategic links for the County's wider parks, recreation, and open space network.
- b. Development of trails in **Environmentally Significant Areas** and **High Priority Landscapes** will be restricted to non-motorized uses.
- c. Development of motorized recreation trails and facilities must be located to minimize disruption to residents and **Environmentally Significant Areas, High Priority Landscapes**, and **Prime Agricultural Areas**. Supporting studies may be required.

- d. Development of new parks, open spaces, and recreation facilities should:
 - i. be planned for multi-use areas;
 - ii. ensure activities are available to people of all ability levels; and
 - iii. locate to leverage adjacent complimentary uses.
- e. Multi-parcel residential development should include public gathering places such as parks, open spaces and community facilities that are safe, accessible, and linked to existing pathways and open spaces.
- f. Development of public facilities, including recreation centres, campgrounds, and playgrounds, should address safety through site design, lighting, and other Crime Prevention Through Environmental Design (CPTED) measures.

Parkland County's Parks, Recreation and Culture Master Plan contains additional detail and direction on parks and open space development requirements.



4 County Initiatives

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4 County Initiatives

Chapter 4 of the Municipal Development Plan directs the planning initiatives of the Parkland County municipal government. It describes actions that enable good development, meet the obligations of higher-level policies, and help fulfill the MDP's six shared responsibilities. Chapter 4 is organized into the same high-level sections as Chapter 3, and it adds a final section focused on implementation.

Policies in this chapter are worded to instruct the Parkland County government. They indicate a preferred course of action that must be applied unless it is not feasible or an alternative solution meets the intent of the initiative.

The County Initiatives listed in this MDP will not be all be immediately undertaken by the County. Each initiative is subject to budget process and Council direction.

4.1 County Initiatives to Build Safe & Resilient Places

4.1.1 Hazards

- a. Educate residents and developers about legislated requirements related to development near natural and built hazards.
- b. Collaborate with the Provincial Government to keep flood hazard mapping and regulations up to date.
- c. Collaborate with regional watershed groups to fill knowledge gaps around groundwater hazards.
- d. Consider adjacent land uses when providing recommendations to the National Resource Conservation Board (NRCB) on applications for expansion of confined feeding operations.
- e. Ensure County land holdings comply with the Alberta Tier 1 and Tier 2 Soil and Groundwater Remediation Guidelines.

4.2 County Initiatives to Protect Natural Functions

4.2.1 Nature Policy Framework

- a. Develop and maintain a Nature Policy Framework to guide conservation-based activities, decision-making and investment in the County, and provide options to achieve nature-positive development that maintains the functions of natural features.
- b. Update the Conservation Master Plan to include guidance on County-led conservation and restoration initiatives, as well as partnerships, education, and outreach.
- c. Maintain a Wetland Replacement Program working in partnership with county landowners, the Government of Alberta, and non-government organizations.
- d. Update **Environmentally Significant Area** boundaries and natural asset inventories every 5 years and use **Environmentally Significant Areas** to prioritize areas for conservation, restoration and ecological enhancement.
- e. Establish **Area Structure Plans** with defined outcomes, development limits, and carrying capacities to manage the cumulative impacts of development and uses on **Environmentally Significant Areas**, **High Priority Landscapes**, and **High Value Natural Features**.

4.2.2 Protecting Natural Landscapes

- a. Implement tools to protect, mitigate, and offset impacts to natural features and their functions.
- b. Where County projects may impact natural landscapes, offset the impact to achieve nature-positive outcomes.
- c. Explore the potential for ecosystem service credits on County-owned natural assets.
- d. Conserve natural features using tools in the following order of priority:
 - i. **Environmental Reserve** or **Environmental Reserve Easement**
 - ii. **Conservation Easement**; then
 - iii. **Conservation Reserve**.
- e. Acquire **Environmental Reserve** strategically to:
 - i. preserve natural features;
 - ii. prevent pollution of land and water bodies;
 - iii. provide necessary public access to a water bodies; and
 - iv. mitigate risk of personal injury or property damage from undevelopable or hazard lands.
- f. Consider **Environmental Reserves**, **Environmental Reserve Easements**, **Conservation Reserves**, and perpetual **Conservation Easements** as protected natural areas.
- g. Establish a Local Conservation Fund and natural asset investment plan to:
 - i. acquire **Environmentally Significant Areas** and land within **High Priority Landscapes** through **Conservation Reserve**;

- ii. incentivize **Conservation Easements** with Land Trust partners as part of the development process; and
 - iii. conserve and restore **High Value Natural Features** acquired by the County.
- h. Use education and enforcement to conserve the natural state of **Environmental Reserve** lands and easements.

4.2.3 Water Bodies and Wetlands

- a. Protect, enhance and restore the water quality, water quantity, and aquatic ecosystems in the region by:
 - i. retaining buffers in their natural state along water bodies;
 - ii. incorporating best practices to minimize soil erosion, protect and enhance riparian zones, conserve and enhance areas that contain habitat for federally or provincially listed plant or wildlife species; and
 - iii. conserving wetlands and establishing riparian setbacks around wetlands.
- b. Encourage net gain of wetlands in the county through a wetland replacement program and tools to proactively conserve **high value wetlands**.
- c. Review opportunities to protect **Environmentally Significant Areas** along the North Saskatchewan River.

4.2.4 Climate Mitigation & Adaptation

- a. Develop and implement a Climate Change Adaptation Plan that addresses climate risks and vulnerabilities and prioritizes nature-based solutions.
- b. Measure and reduce Parkland County operational greenhouse gas emissions to achieve net-zero by 2050.
- c. Collaborate with organizations working toward outcomes aligned with the County's climate change initiatives.
- d. Support the growth, development and implementation of sustainable infrastructure or development projects including, but not limited to:
 - i. **Low Impact Development**;
 - ii. energy efficient and climate resilient buildings;
 - iii. LEED ND neighbourhood certification;
 - iv. **Alternative Fuel Vehicle** charging; and
 - v. eco-industrial parks, compact community design, or other innovative development models that reduce the overall environmental footprint of a development.
- e. Provide incentives for **Renewable Energy Microgeneration** in all areas of the county, including the use of agricultural buildings or infrastructure for small scale production of renewable energy.
- f. Incentivize the development of sustainable infrastructure and renewable energy.
- g. Investigate the carbon sink capacity of Parkland County's natural assets and their potential to offset urban emissions in the broader region.
- h. Monitor new protocols to develop and trade carbon credits in the metropolitan region.

The New National Urban Park Proposal provides guidance on the opportunities in this area.

LEED ND is the Canada Green Building Council's certification for neighbourhood development.

4.2.5 Education & Incentives

- a. Incentivize private land stewardship through education, grants, and by enabling third-party **Conservation Easements**.
- b. Promote the use of educational and community engagement programs to inform and educate residents on initiatives to conserve, enhance or restore the function of natural assets.

4.2.6 Collaboration

- a. Partner with the Government of Alberta, Indigenous communities, neighbouring municipalities, industry, non-government organizations and the public to ensure the protection of regional natural features and functions.
- b. Work within the Alternative Land Use Services (ALUS) program toward conservation and restoration objectives.
- c. Support regional air quality monitoring.
- d. Participate in regional environmental planning initiatives.
- e. Participate in regional watershed groups and support regional watershed planning initiatives.
- f. Collaborate with lake management groups to monitor and manage lake health and encourage lake stewardship.

*External partners and the tools they implement are actively engaged in conserving priority areas such as **Environmentally Significant Areas, High Priority Landscapes, and High Value Natural Features**.*

4.3 County Initiatives to Conserve Agriculture

4.3.1 Preserving Agricultural Land

- a. Explore Transfer of Development Credits (TDC) systems that incentivize development:
 - i. away from **Prime Agricultural Areas**; and
 - ii. away from **High Priority Landscapes** and **Environmentally Significant Areas**.
- b. Consider the use of **Conservation Reserve** to protect **Prime Agricultural Areas** that also support natural assets and functions.

4.3.2 Encouraging Agricultural Activity

- a. Use flexible subdivision and development practices to accommodate emerging agricultural sectors.
- b. Prepare an **Urban Agricultural** plan for the County's **Growth Hamlets** and **Major Employment Areas**.
- c. Enable multi-generational housing and supportive uses on agricultural land.

4.3.3 Education

- a. Increase public awareness, support, and understanding of agricultural operations and businesses, emphasizing their importance to:
 - i. food security;
 - ii. employment and the economy;
 - iii. the environment; and
 - iv. rural quality of life.

4.4 County Initiatives to Manage Growth

4.4.1 Growth and Transition

- a. Support healthy, affordable, innovative, and diverse housing forms throughout Parkland County.
- b. Collaborate with housing developers and non-profit organizations to help deliver affordable housing and housing for seniors.

4.4.2 Hamlets

- a. Provide incentives for **Infill** and redevelopment of vacant, brownfield, and underutilized lots in hamlets.
- b. Consider acquiring vacant or underused lots to provide additional amenity space in hamlets when a need is identified.
- c. Sustain existing infrastructure in **Rural Hamlets**.

4.4.3 Growth Hamlets

- a. Encourage growth and development in the County's **Growth Hamlets**.
- b. Maintain a Hamlet **Area Redevelopment Plan** for all growth hamlets.
- c. Prioritize growth and development of the following uses in **Growth Hamlets**, where appropriate levels of servicing are available:
 - i. Local and regional employment, commercial, and residential growth,
 - ii. New social, institutional, and community services, and
 - iii. New protective services infrastructure.
- d. Consider the expansion of **Growth Hamlet** boundaries when:
 - i. proposed or existing developments are located adjacent to the hamlet boundary;
 - ii. insufficient **Infill** capacity exists to meet market demands;
 - iii. employment or economic growth requires additional lands;
 - iv. orderly and sequential development is supported; and
 - v. there are viable infrastructure and servicing solutions for the additional lands.

Wabamun is designated as a Growth Hamlet.

Hamlet Area Redevelopment Plans should identify inter-departmental projects that support implementation of the County's Hamlet Reinvestment Strategy at the County level that will revitalize and support hamlets for long-term vitality.

4.4.4 Country Residential Growth

- a. Create and maintain an inventory of **country residential development** and permissions in Parkland County that enables more detailed analysis of growth, vacant lots, distribution, type, and cumulative impact.
- b. Investigate density bonusing incentives to encourage **country residential development** to conserve more natural functions on site.

4.4.5 Municipal Reserve

- a. Acquire, defer and dispose of reserve land and use cash-in-lieu in adherence with County Policy, agreements with local school boards, and the requirements of the Municipal Government Act.
- b. Update the **Municipal Reserve** policy to establish an approach that considers **High Priority Landscapes** and natural features during **Municipal Reserve** allocation.
- c. Partner with community groups to adapt underused **Municipal Reserve** land to benefit the local community.

4.4.6 Employment Growth & Diversification

- a. Collaborate with community organizations to grow economic development initiatives.
- b. Support commercial and employment growth in **Major Employment Areas** and **Local Employment Areas**.
- c. Maintain an **Area Structure Plan** or **Area Redevelopment Plan** for all **Major Employment Areas**.

4.4.7 Energy Development

- a. Develop a long-term strategy to grow and diversify Parkland County's energy tax base. This strategy may include:
 - i. a marketing strategy that promotes the advantages of locating large-scale energy projects in the county;
 - ii. proposed tax incentives for energy development;
 - iii. recommendations for supporting infrastructure; and
 - iv. development guidance.
- b. Promote the adaptive reuse of existing energy infrastructure, including previously disturbed lands and transmission networks.
- c. Explore incentives for **Renewable Energy Microgeneration** in all areas of the county, including the use of agricultural buildings and infrastructure for small scale production of renewable energy.

4.4.8 Industrial Growth

- a. Support complementary industrial growth that enables the transfer or reuse of materials and energy and unlocks the potential for shared systems and services.
- b. Establish development standards for key industrial and commercial growth corridors.
- c. Complete an Aggregate Resource Management Plan to guide the extraction of aggregate resources throughout the county.

- d. Support the continued operation and adaptive reuse of power generation facilities within Parkland County as an important source of local employment.
- e. Support the development of alternative and renewable energy industry as an economic generator and partnerships with industry and education institutions to establish energy pilot projects in Parkland County.

4.4.9 Collaboration

- a. Build and maintain relationships with industry that:
 - i. promote economic opportunities within Parkland County;
 - ii. identify gaps where municipal support would unlock new opportunities; and
 - iii. share relevant data and development plans.
- b. Foster relationships with Provincial departments to attract development opportunities that are aligned with Government of Alberta priorities and action plans.
- c. Collaborate with neighbouring municipalities on initiatives that address regional barriers to attracting new development.
- d. Develop post-secondary partnerships to increase opportunities for residents, businesses and agricultural producers.
- e. Partner with stakeholders to sponsor workforce initiatives that attract and retain labour and talent in Parkland County.

4.5 County Initiatives to Deliver Efficient Infrastructure & Services

4.5.1 Community Services & Social Development

- a. Consider cost-recovery mechanisms for providing community services, including off-site levies for new and expanded community facilities, as enabled by the Municipal Government Act.
- b. Maintain the Parkland County Social Development Plan.

4.5.2 Schools

- a. Collaborate with the Parkland School Division and the Evergreen Catholic Separate School Division to determine the locations, sizes and configuration of future school sites.
- b. Encourage the shared use of existing County school sites for community and recreational programs, continuing and distance education, and training and entrepreneurship programs.

4.5.3 Childcare

- a. Support childcare uses in all residential, commercial, and mixed-use areas of Parkland County through the **Land Use Bylaw**.
- b. Advocate for the creation of childcare facilities providing supports for current and future childcare operators to identify needs, access funding, and navigate provincial licensure.

4.5.4 Fire & Protective Services

- a. Support and maintain mutual-aid agreements with adjacent municipalities and First Nations communities to ensure the provision of protective services, fire and medical service provision for all county residents.
- b. Maintain a high standard of fire protection and protective services to support all parts of the county.
- c. Collaborate with the Royal Canadian Mounted Police (RCMP) and community groups to promote community policing in all parts of the county.
- d. Collaborate with Provincial health providers to ensure emergency and community health services are available to all parts of the county, and to assist in identifying the need for new or expanded community services or facilities.

4.5.5 Infrastructure Investment & Cost Recovery

- a. Assist, where feasible, in the cost recovery of oversizing and extension of municipal utility infrastructure that will accommodate future development.
- b. Recover infrastructure costs through off-site levies or other cost recovery mechanisms where possible.
- c. Explore partnerships with Home Owners Associations (HOAs) to provide and maintain local amenities.
- d. Explore alternative fuel options for the County fleet.

4.5.6 Transportation

- a. Protect long-term transportation corridors to maintain a safe, coordinated, efficient and cost effective road network.
- b. Consider the safe, efficient and cost-effective provision of transportation infrastructure services when making land use and development decisions.
- c. Work with Alberta Transportation and Economic Corridors to facilitate network improvements where County roadways and provincial highways intersect.
- d. Collaborate with Alberta Transportation and Economic Corridors to support the development of grade-separated crossings at strategic locations within the county.
- e. Aim to upgrade collector and local roadways to provide sufficient shoulders for safe non-motorized use and **Active Transportation**.
- f. Improve **Active Transportation** infrastructure in **Growth Hamlets**, including provision of sidewalks and pathways.
- g. Consider **Alternative Fuel Vehicle** strategies in the next update to the Transportation Master Plan.

4.5.7 Transit

- a. Create and implement a Regional Transit Plan.
- b. Ensure that **Area Structure Plans** account for potential future transit service.

- c. Explore the provision of a safe, resilient and reliable transit service that provides connections between the County's **Growth Hamlets, Major Employment Areas**, and nearby municipalities.
- d. Support community-led transit service programs, especially those for the elderly and people with accessibility needs.
- e. Raise awareness of established transit service among county residents and visitors.

4.5.8 Rail

- a. Collaborate with CN Railway and Transport Canada to optimize rail access in **Major Employment Areas**.
- b. Consider purchasing abandoned railway rights-of-way for the creation of public pathways, parks or other public use.

4.5.9 Aviation

- a. Support airport and aerodromes and compatible development adjacent to them.
- b. Collaborate with Transport Canada to ensure any new private airports, airstrips and aerodromes are compatible with existing and future development and follow current design and consultation guidelines.

4.5.10 Utilities

- a. Ensure the regular maintenance of County-owned and operated facilities and infrastructure.
- b. Develop extensions to utility infrastructure when they:
 - i. support and enhance capacity in growth areas such as **Major Employment Areas, Local Employment Areas, Growth Hamlets**, and populated multi-parcel subdivision areas;
 - ii. are supported by the appropriate Commission or governing body and its members;
 - iii. align with the overall direction outlined in this MDP and Council Strategic Plan; and
 - iv. align with overall policy direction in the Edmonton Metropolitan Growth Plan.
- c. Consider extending municipal water and wastewater servicing to the Entwistle Business Industrial Park and implementing an off-site levy bylaw or other cost recovery mechanisms.
- d. Protect long-term energy, infrastructure and multi-use corridors in collaboration with federal and provincial regulators, regional partners and utility and energy providers.
- e. Establish and maintain membership with regional water and wastewater infrastructure system organizations.
- f. Ensure that the development of future municipal water and wastewater systems complies with the Edmonton Metropolitan Growth Plan.

4.5.11 Digital Connectivity

- a. Support the development of digital connectivity across the county through:
 - i. Creation of a long-term digital connectivity strategy; and
 - ii. Collaboration with regional, provincial, and federal governments, organizations, and operators.

4.5.12 Waste

- a. Collaborate with adjacent municipalities to create and manage regional waste management, compost, and recycling systems.
- b. Support sustainable waste services through e-waste diversion.
- c. Expand awareness and education programs to encourage:
 - i. home composting and residential recycling; and
 - ii. commercial and industrial business recycling and by-product re-use.
- d. Implement Extended Producer Responsibility in **Growth Hamlets**, in **Country Residential Areas**, and at transfer stations, where most applicable.

4.6 County Initiatives to Support Recreation & Tourism

4.6.1 Parks and Recreation

- a. Develop a Parks Classification System to support the future development of park areas within the county.
- b. Establish viable standards for recreation facilities and open spaces in hamlets.
- c. Coordinate recreation infrastructure across jurisdictions to support:
 - i. activities across boundaries;
 - ii. land uses compatibility;
 - iii. environmental areas protection;
 - iv. preservation of viewpoints; and
 - v. minimization of impacts from traffic, noise and other nuisances.
- d. Support regional and intermunicipal partnerships and cost-sharing arrangements that provide recreational opportunities for county residents.
- e. Consider public-private funding arrangements where recreation and tourism development provides opportunities for public use.
- f. Collaborate with schools and other public space providers to provide multi-purpose recreation facilities.
- g. Support age-friendly recreation initiatives.
- h. Enable pilot projects to explore unstructured recreation as part of reclamation activities.

*Consider an Age-Friendly
Community Assessment*

4.6.2 Access to Natural Areas

- a. Ensure public water access is managed through the design and management of subdivision and development adjacent to Crown-claimable water bodies and watercourses.
- b. Coordinate and plan **Active Transportation** connections between hamlets and nearby provincial parks, protected areas and recreation areas.
- c. Educate the public and visitors about safe and responsible use of natural areas.

4.6.3 Trails

- a. Collaborate with regional stakeholders, neighbouring municipalities and adjacent provincially designated areas to develop integrated regional trail connections wherever possible.
- b. Explore opportunities to connect multi-use trails along and around water bodies.
- c. Develop more explicit guidance on the location, timing, and quality of **Municipal Reserve**, **Environmental Reserve**, and **Conservation Reserve** trails.
- d. Support the development of trail systems on existing **Municipal Reserve** and **Environmental Reserve** parcels to enhance public access to natural and recreational areas.
- e. Explore opportunities to connect trails between employment areas and residential areas.
- f. Explore partnerships to identify waterway recreation and tourism opportunities and encourage **eco-tourism** and recreation opportunities along the North Saskatchewan River and Pembina River.
- g. Identify opportunities for trail development to enhance resilience and increase safety in the face of hazards like flooding, wildfires, and rail.

4.6.4 Off-Highway Vehicles

- a. Maintain policies and regulations for off-highway vehicles that mitigate impacts to:
 - i. sensitive natural features including **Environmentally Significant Areas** and water bodies;
 - ii. **Prime Agricultural Areas**;
 - iii. existing agricultural operations; and
 - iv. existing or planned residential development.
- b. Collaborate with off-highway vehicle groups to identify needs and potential locations for off-highway staging and recreation use.
- c. Explore opportunities for off-highway vehicle recreation use in the former Highvale Coal Mine area.

4.6.5 Arts, Culture, & Heritage

- a. Encourage growth of arts and culture throughout the county.
- b. Complete a Municipal Heritage Plan to investigate ways to inventory, preserve and maintain historic sites and historic districts.
- c. Collaborate with local arts and culture groups to support arts and culture across the county.
- d. Explore ways to integrate art into planning and development, particularly on County-owned infrastructure.

4.7 Implementation of County Initiatives

4.7.1 Plans & Studies

- a. Maintain plans and reports as required, in alignment with the Edmonton Metropolitan Region Growth Plan and this Municipal Development Plan, including plans and master plans related to natural systems, land use, and infrastructure.
- b. Review **Area Structure Plans** to determine their functional status and alignment with the Municipal Development Plan. Update or rescind **Area Structure Plans** as necessary.
- c. Consider undertaking the following inventories and analysis to support future growth:
 - i. feasibility analysis for communal servicing and locations;
 - ii. groundwater analysis, including high water table and recharge/discharge areas; and
 - iii. feasibility analysis for the location of potential transfer of development credit programs.
- d. Ensure the **Land Use Bylaw** aligns with the Municipal Development Plan.

4.7.2 Fiscal Sustainability

- a. Recover the capital cost of providing roads, sanitary sewer, water, storm water systems and other services to new developments through off-site levies which developers must pay as a condition of development.
- b. Create an asset management plan to:
 - i. determine the life-cycle costing of the County's built and natural assets;
 - ii. assist with establishing infrastructure priorities; and
 - iii. understand the impacts of climate change on built and natural infrastructure.

4.7.3 Regional Collaboration

- a. Partner with neighbouring First Nations and Métis Nations on joint economic, community and planning projects that provide a mutual benefit to all residents.
- b. Circulate statutory plans and amendments, subdivision applications, and applications for a discretionary use to adjacent municipalities or First Nations when the application affects lands:
 - i. within 800 m of an adjacent municipality; or
 - ii. within 1600 m of the City of Edmonton; or
 - iii. in any case when the County identifies relevant off-site impacts; or
 - iv. when circulation is a requirement of an active IDP.
- c. Participate in the Edmonton Metropolitan Region Board and updates to the Edmonton Metropolitan Region Growth Plan.
- d. Complete and maintain Intermunicipal Collaboration Frameworks (ICFs) and Intermunicipal Development Plans (IDPs) with adjacent municipalities that are non-members of the Edmonton Metropolitan Region Board as required by the Municipal Government Act.
- e. Support intermunicipal partnerships that facilitate the provision of joint transportation, utility and community infrastructure, and environmental and recreational initiatives.

- f. Resolve intermunicipal or intergovernmental issues or disputes with an intent to achieve a resolution on the issue that is to the benefit of both parties.
- g. Follow an escalating process of mediation to resolve an intermunicipal dispute or disagreement over a development application. Proceed to a formal mediation, when necessary, prior to proceeding to the Land and Property Rights Tribunal.

4.7.4 Engagement

- a. Support open, responsible and transparent governance.
- b. Conduct regular reviews of the County's Public Engagement Policy to ensure it is effectively addressing community needs.
- c. Share information with residents and stakeholders on major planning and development initiatives and decisions and be transparent in communicating opportunities for feedback.
- d. Partner with community committees, associations and other community organizations to support the implementation of the Municipal Development Plan at the local scale.

4.7.5 Monitoring

- a. Monitor and review the MDP through an annual report prepared by the County Administration for Council review.
- b. Complete a preliminary MDP review every four years to ensure the goals and policy directions denoted in the MDP reflect current growth forecasts, market trends and community values. Conduct a major update every eight years or when prompted by a preliminary review.

4.7.6 Alignment with the Municipal Development Plan

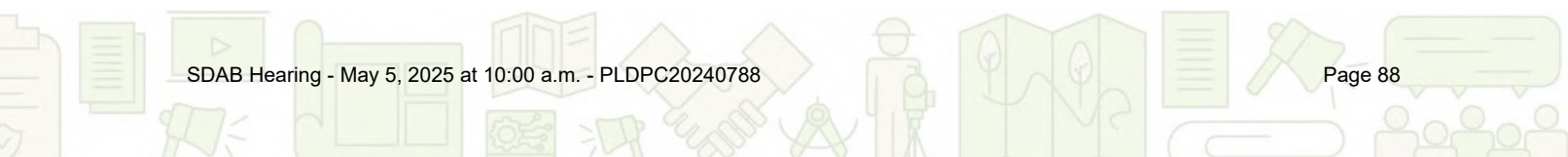
- a. Reference the Municipal Development Plan and its goals and policies in strategic plans, budget presentations, and other administrative submissions to Council, as appropriate.
- b. Update statutory plans approved before the adoption of this MDP to align with MDP direction.
- c. In progress amendments to statutory plans and **Conceptual Schemes**, or to the **Land Use Bylaw** must be revised to align with this MDP if their date of approval is more than two years after the adoption of this MDP.
- d. In progress applications for subdivision must be revised to align with this MDP if their date of approval is more than 6 months after the adoption of this MDP. Extensions to the one-year approval period for subdivision may not be granted under this clause.

Glossary

Term	Definition
Active Transportation	Human powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power assisted devices moving at a comparable speed.
Agriculture-related use	A use directly related to agriculture that primarily supports agriculture, benefits from being in close proximity to agriculture, and provide direct products and/or services to agriculture. In the MDP, this definition excludes high-impact uses, including seed cleaning, agricultural equipment sales, and uses that would be considered 'heavy industrial'.
Agri-tourism	Tourism facilities or activities in agricultural areas, where visitors engage in farm-based experiences including tours, harvesting, farm work, and agricultural education.
Alternative fuel vehicle	Vehicles that use non-conventional fuels, including electric vehicles and vehicles powered by other energy sources such as hydrogen fuel cells, biofuels, and compressed natural gas.
Area Redevelopment Plan	A statutory plan adopted by bylaw that provides a framework for the redevelopment of an area of land. When completed for a hamlet, it is referred to as a Hamlet Area Redevelopment Plan (HARP).
Area Structure Plan	A statutory plan adopted by bylaw at Council after three readings and a mandatory Public Hearing. At minimum, it describes land uses, densities, the location of major infrastructure, and development phasing.
Conceptual Scheme	A non-statutory planning document that is approved by Council resolution without a Public Hearing. It may contain a range of planning information at the County's discretion. It is typically used to: (a) add new information or detail to an area within an existing ASP, or (b) replace the function of an ASP. A Conceptual Scheme typically addresses smaller areas compared to an ASP.
Conservation by Design	An approach to land subdivision that incorporates consideration of economic, social, and environmental factors. It typically includes: (a) identification of conservation areas, (b) identification of development areas, (c) identification of building sites, and (d) design of roads, trails, and lot lines.
Conservation Easement	A Conservation Easement as defined and enabled by the Alberta Land Stewardship Act Sec 28, as amended.
Conservation Reserve	A Conservation Reserve as defined and enabled by the Municipal Government Act Sec 664.2(1), as amended.

Term	Definition
Country Residential Area	Lands within Parkland County with zoning that allows for County Residential development.
Country Residential Development	The subdivision of rural lands to create multiple unserviced residential lots in which households are responsible to provide their own on-site water and private sewage systems.
County Initiative	A policy addressed to County Council and Administration, outlining key actions, programs, and commitments that the County government should bring to bear to enable good development.
Crown-claimable Water Body	As identified in the Public Lands Act, the Province of Alberta owns any permanent water bodies, including permanent wetlands. These are referred to as “Crown-claimable” water bodies.
Development	In the Municipal Government Act, development means: a) an excavation or stockpile and the creation of either of them; b) a building or an addition to or replacement or repair of a building and the construction or placing of any of them on, in, over or under land; c) a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or d) a change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building.
Development Concept Map	A high-level schematic map that outlines key development factors and regional development roles across Parkland County.
Development Policy	A policy that applies to development. It sets out requirements to ensure growth in Parkland County is safe, sustainable, and well-organized.
Eco-tourism	Tourism facilities or activities in natural areas, designed to minimize impact on natural systems while promoting conservation and education.
Environmental Reserve	Lands defined as Environmental Reserve in the Municipal Government Act.

Term	Definition
Environmental Reserve Easement	An easement created for the purposes specified in the Municipal Government Act.
Environmentally Significant Area	An area with important or unique environmental characteristics, as identified in Parkland County's Environmental Conservation Master Plan.
Floodway	A flood hazard designation that represents the area of highest hazard, where design flood flows are deepest, fastest, and most destructive. New development in floodways is typically prohibited.
Growth Hamlet	A hamlet identified by the municipality as a location to accommodate growth, with servicing capacity or the ability to tie into servicing.
Hazardous	Presenting a significant risk of personal injury or property damage occurring during development or use of the land.
High Priority Landscape	An area characterized by overlapping features of ecological importance including Environmentally Significant Areas, wetland complexes, biodiversity hotspots, landscape connectivity, sensitive surface and groundwater features, and sensitive landforms.
High Value Natural Feature	A natural feature considered by Parkland County to have high conservation value.
High Value Wetland	A wetland scoring "Good", "Very Good", or "Excellent", as identified in the Parkland County Wetland Inventory & Historical Loss Assessment.
Infill	Development on previously unused or underutilized land located within an existing developed area.
Land Use Bylaw	The Land Use Bylaw regulates development within Parkland County with a goal of ensuring that neighboring land uses are compatible. The LUB is an important tool to ensure that local development aligns with the County's vision. Land use regulations can help preserve prime agricultural lands, protect environmentally sensitive areas, support diverse economic growth and help families age in place within their community.
Lakefront Residential	An area already designated as Lakefront Residential in the Land Use Bylaw at the time of this Plan or in areas determined by an Area Structure Plan.

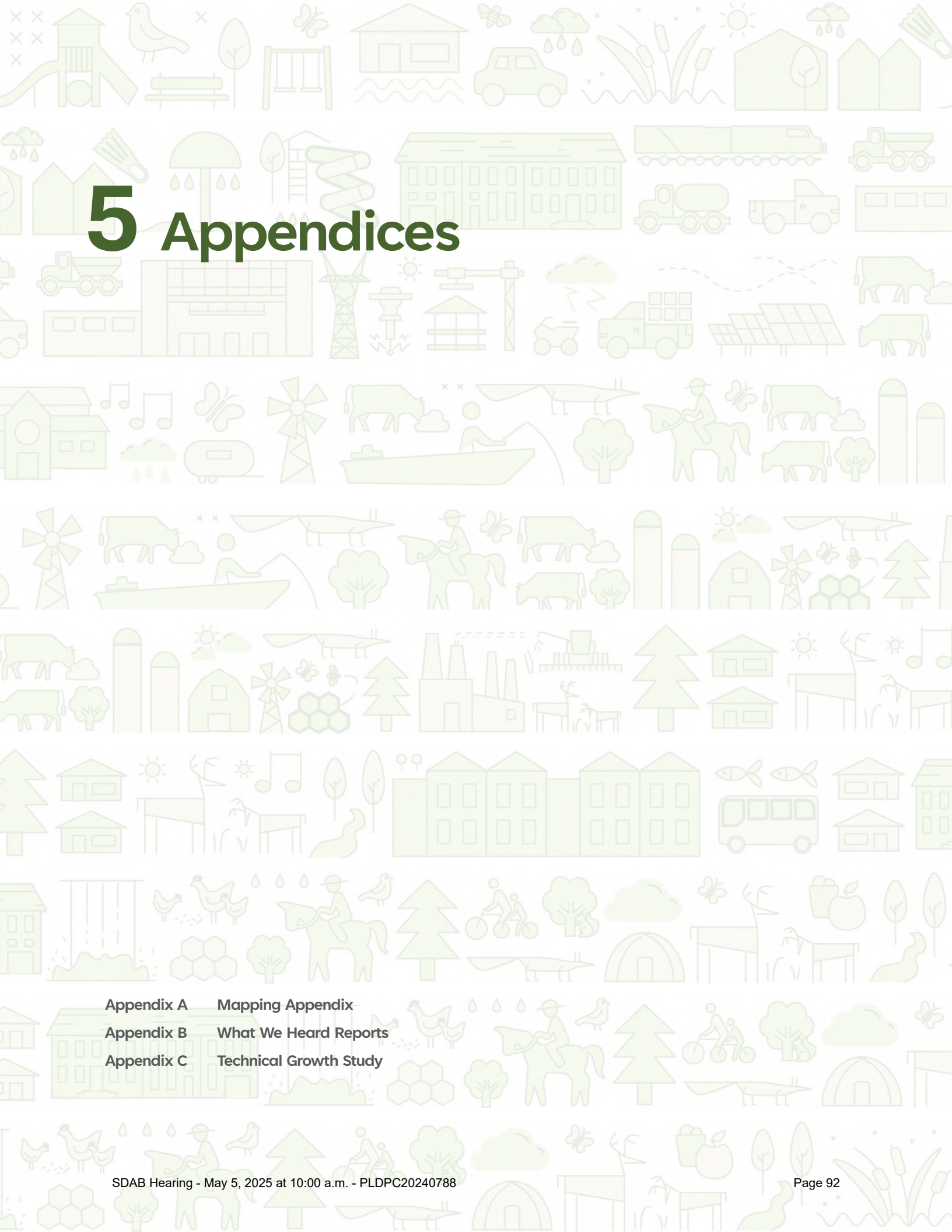


Term	Definition
Local Employment Area	An area with a concentration of industrial, commercial, and/or institutional uses that have locally significant business and economic activities and generate a small concentration of employment for the local area; or, rural areas with existing resource-based economic assets resulting in employment in agricultural, mining, or forestry.
Local Plan	A non-statutory plan that describes planning intent for a defined local area. It may supplement or replace of statutory secondary plans in the approval process. In Parkland County, Conceptual Schemes and Master Site Development Plans are examples of Local Plans.
Low Impact Development	A land planning and engineering design approach for managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small scale hydrologic controls to replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.
Major Employment Area	An area with a concentration of industrial, commercial, and/or institutional land uses that have regionally significant business and economic activities and high levels of employment.
Master Site Development Plan	A design proposal for how a large property will look when development and construction is complete, or how a resource/aggregate extraction business will operate. <- these two conditions seem like very different things.
May	The County can choose to apply the policy when and where it is appropriate.
Moderate Value Wetland	A wetlands identified in the Parkland County Wetland Inventory & Historical Loss Assessmet as having moderate value.
Municipal Reserve	Lands defined as Municipal Reserve in the Municipal Government Act.
Must	The actions outlined are mandatory and apply to all situations.
Natural Features	Key components of natural systems. They include things like forests and tree-stands, lakes, wetlands, drainage paths, and native vegetation.
Natural Functions	The beneficial processes enabled by natural systems. They keep natural systems vital and provide goods and services that include provisioning services (like raw materials and fresh water), regulating services (like pollination, carbon capture, and microclimates), habitat services (supporting biodiversity) and cultural and spiritual services (enriching the human experience of landscape and place).

Term	Definition
Nature Positive	Nature-positive means activities and developments that, on balance, protect, conserve, and/or enhance the beneficial functions of the natural features within the County more than they impair, degrade, or nullify them.
On-farm Diversified Use	A secondary use, limited in area to the principal agricultural use, and compatible with the principal agricultural use and agricultural uses in the adjacent area. On-farm diversified uses may include but are not limited to home occupations, agri-tourism uses, and uses that produce value-added agricultural products.
Prime Agricultural Areas	Lands that include Class 2 and 3 soils according to the Land Suitability Rating System (LSRS) used by the Government of Alberta. In the MDP, Prime Agricultural Areas account for Prime Agricultural Lands identified in the Edmonton Metropolitan Region Board's Regional Agriculture Master Plan.
Private Communal Utility System	A shared infrastructure for water or sewage treatment that is owned, operated, and maintained by a private entity rather than a public authority.
Renewable Energy Development	The planning, construction, and operation of facilities and infrastructure that generate energy from renewable resources such as solar, wind, biomass, and hydroelectric power. <- do we need to make this more of a 'utility' definition, to contrast microgeneration?
Renewable Energy Microgeneration	Refers to the small-scale generation of electricity or heat by individuals, small businesses, or small communities focused on meeting their own energy needs. Microgeneration is typically smaller in scale, is owned by individuals, and does not operate commercially or provide energy to the region.
Rural Agricultural Areas	Lands that host a wide range of agricultural operations, rural subdivisions, farmsteads, rural businesses, park, environmental areas, recreational amenities, and other uses. The primary land use is agriculture. Aligns with Policy Area 1 in the Regional Agriculture Master Plan.
Rural Hamlet	A hamlet not classified as a growth hamlet.
Should	A preferred course of action that must be applied unless it is not feasible or an alternative solution meets the policy intent.
Plan Area	A large area designated in the Parkland County MDP Development Concept that plays a unique role in the future of Parkland County.
Subdivision	The division of a parcel of land by an instrument, either a plan of subdivision or an instrument as defined in the Land Titles Act.

Term	Definition
Urban Agriculture	Agricultural activities that occur in a built-up area. May include community and rooftop gardens, edible landscapes in public spaces, and indoor production. Opportunities for urban agriculture in the Acheson Plan Area reflect Policy Area 4 in the Regional Agriculture Master Plan.
Value-added Agricultural Use	A use that adds a process or a service to an agricultural raw material. It may include some form of processing, such as milling, drying, cleaning, sorting, slaughtering, distilling, refining, or direct marketing and distribution.
Water body	Any location where water flows or is present, whether or not the flow or the presence of water is continuous, intermittent or occurs only during a flood, and includes but is not limited to wetlands and aquifers but does not include certain irrigation features. See the Alberta Water Act for the precise definition.
Will	The actions outlined are mandatory and apply to all situations.

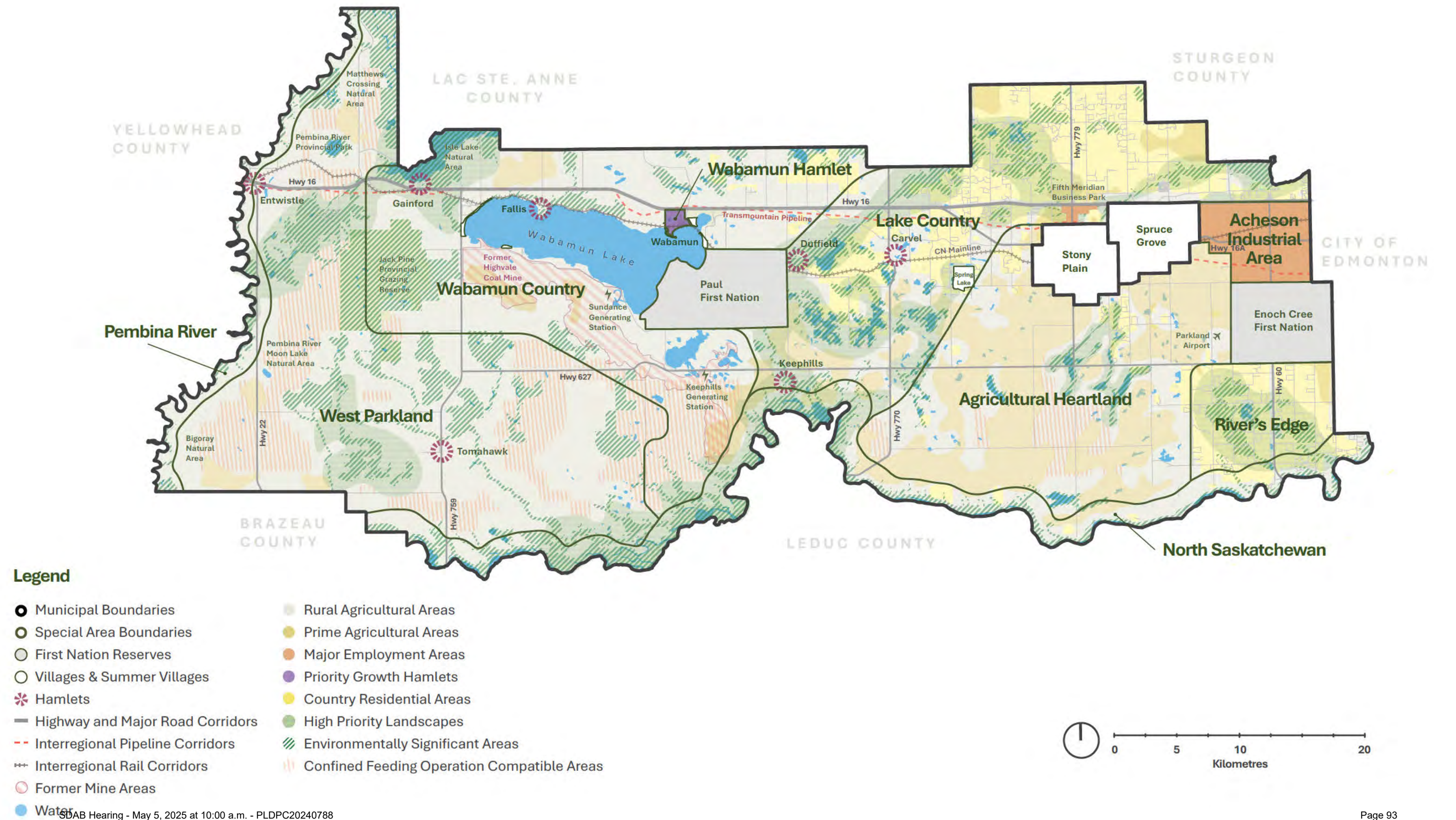




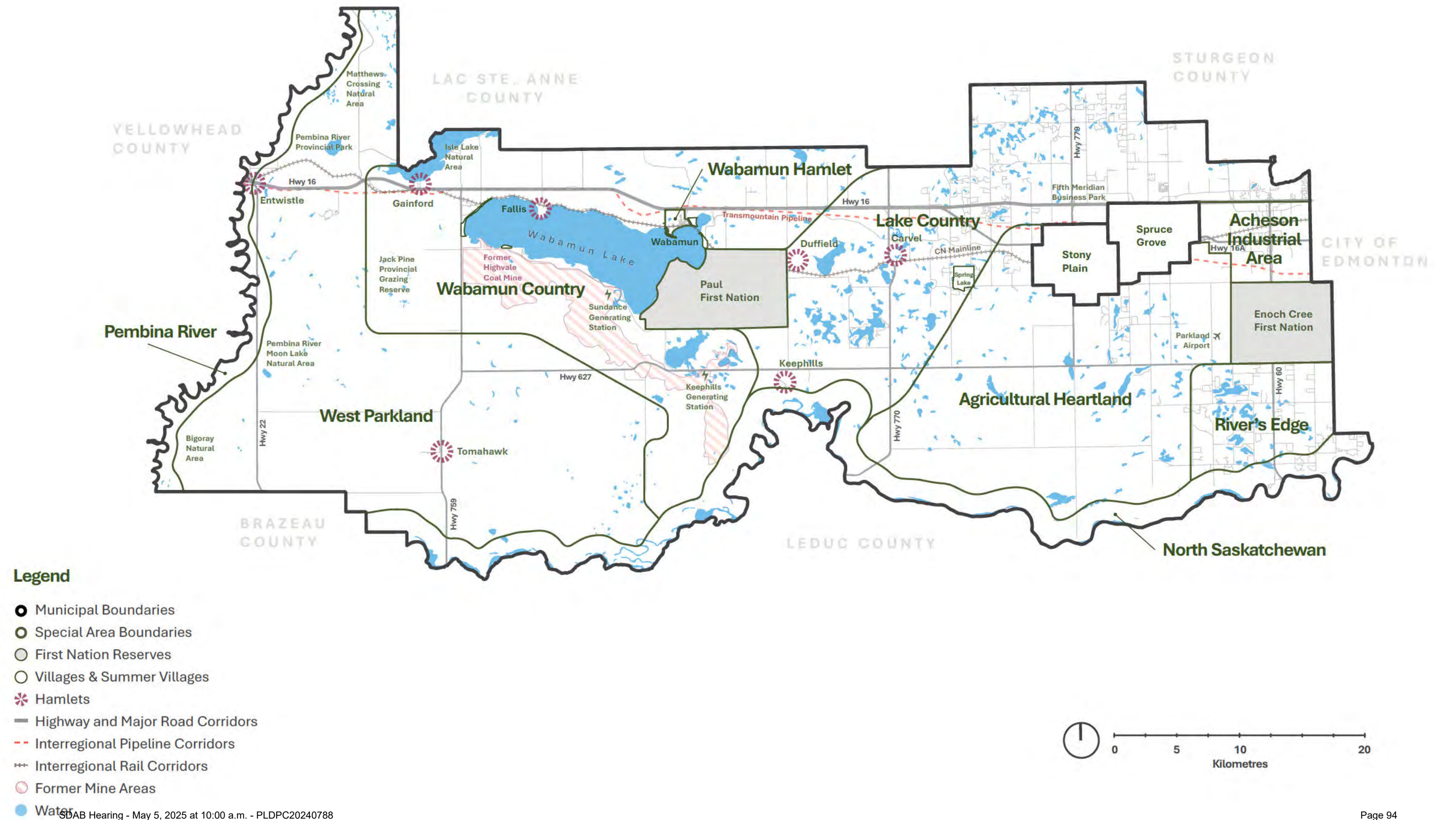
5 Appendices

- Appendix A Mapping Appendix
- Appendix B What We Heard Reports
- Appendix C Technical Growth Study

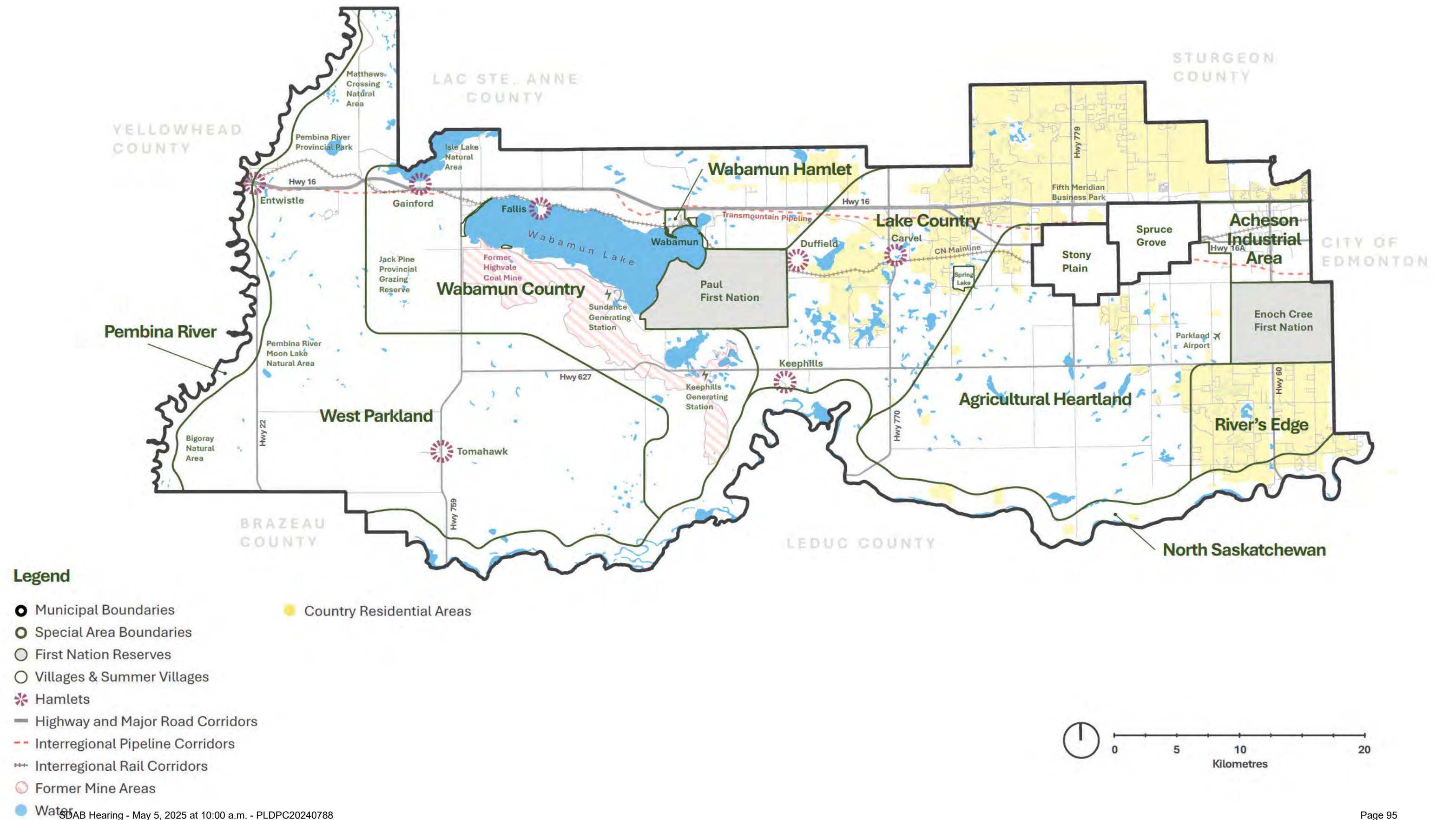
A. Development Concept



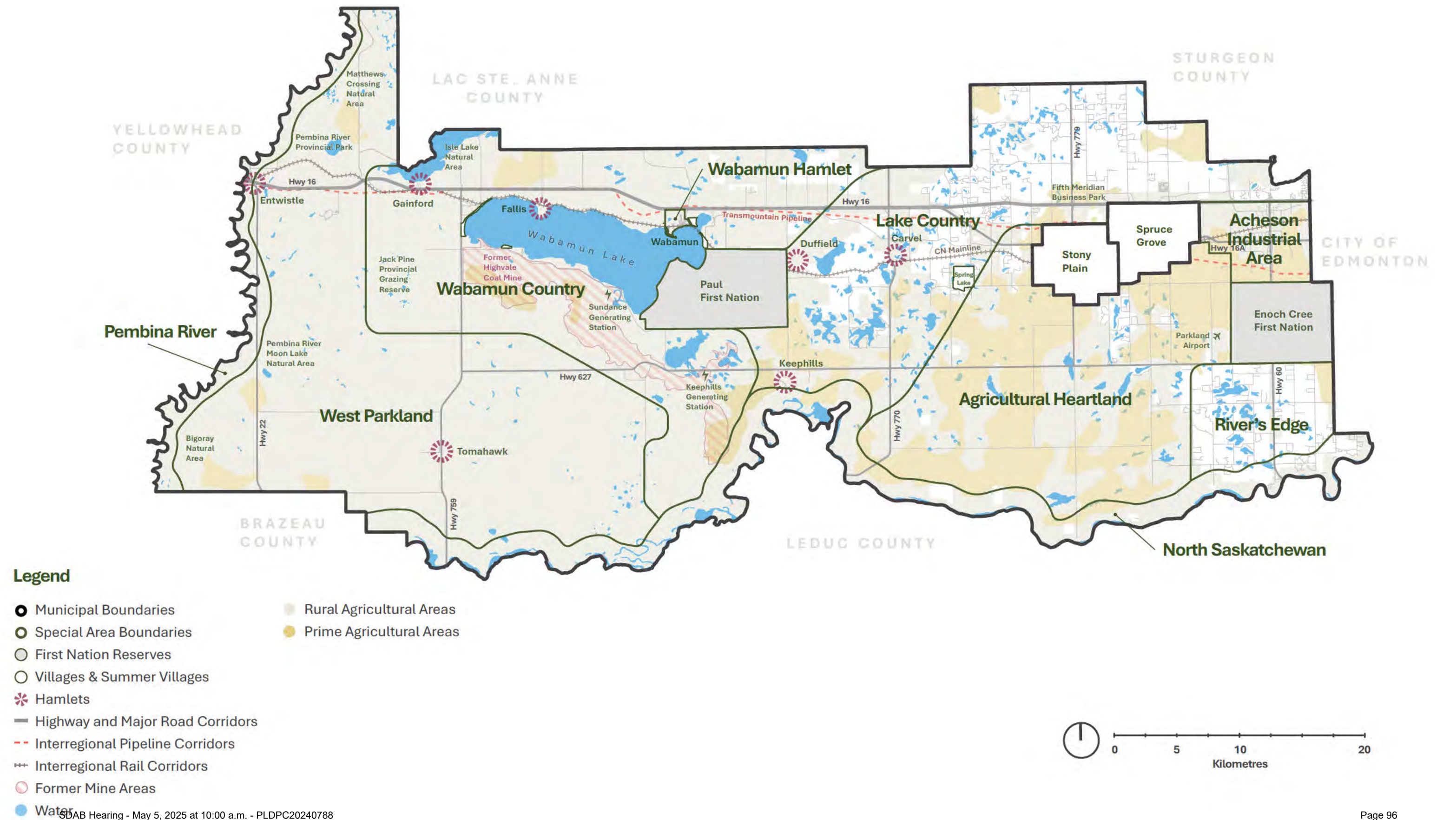
B. Major Infrastructure



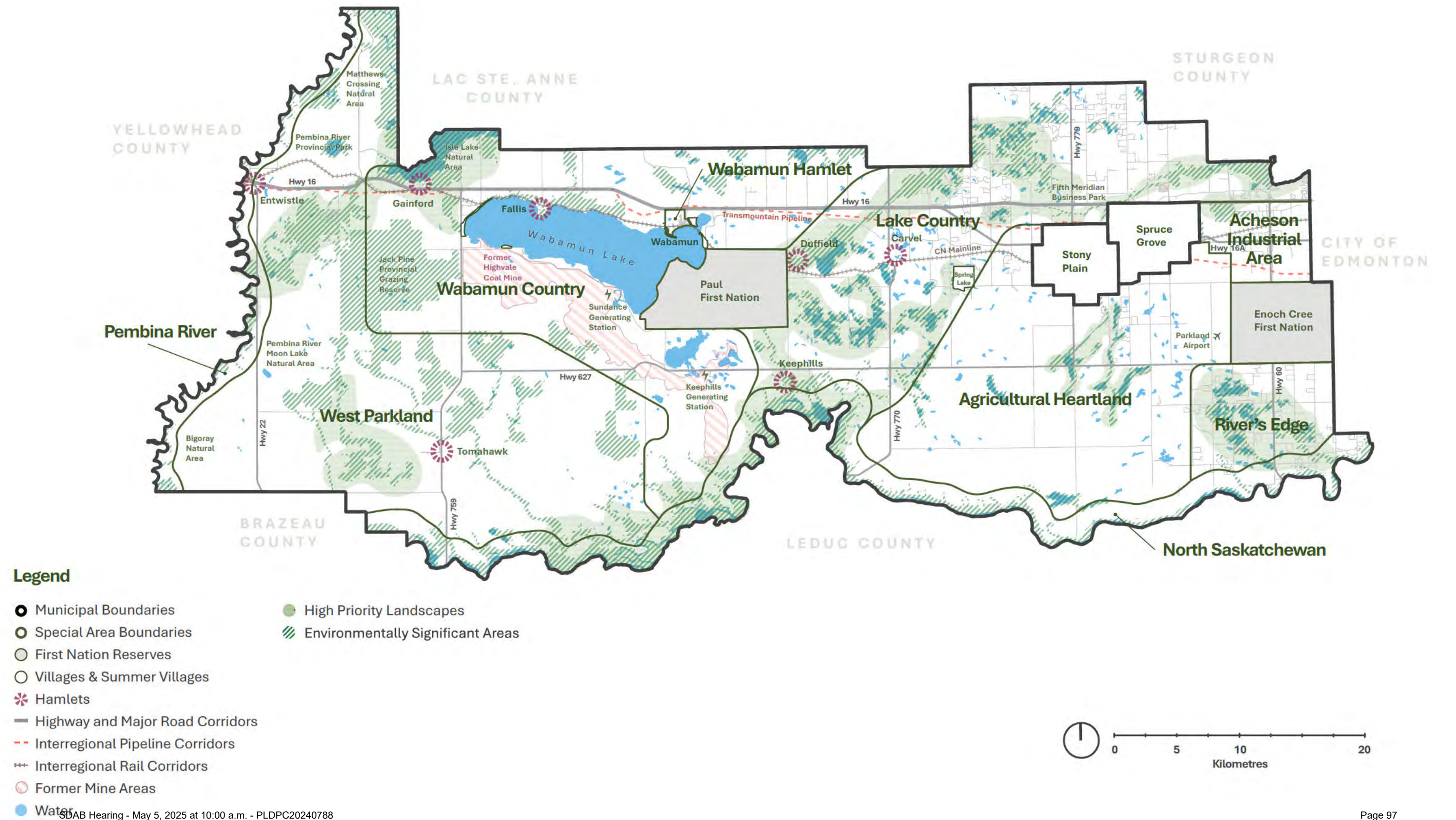
C. Country Residential Areas



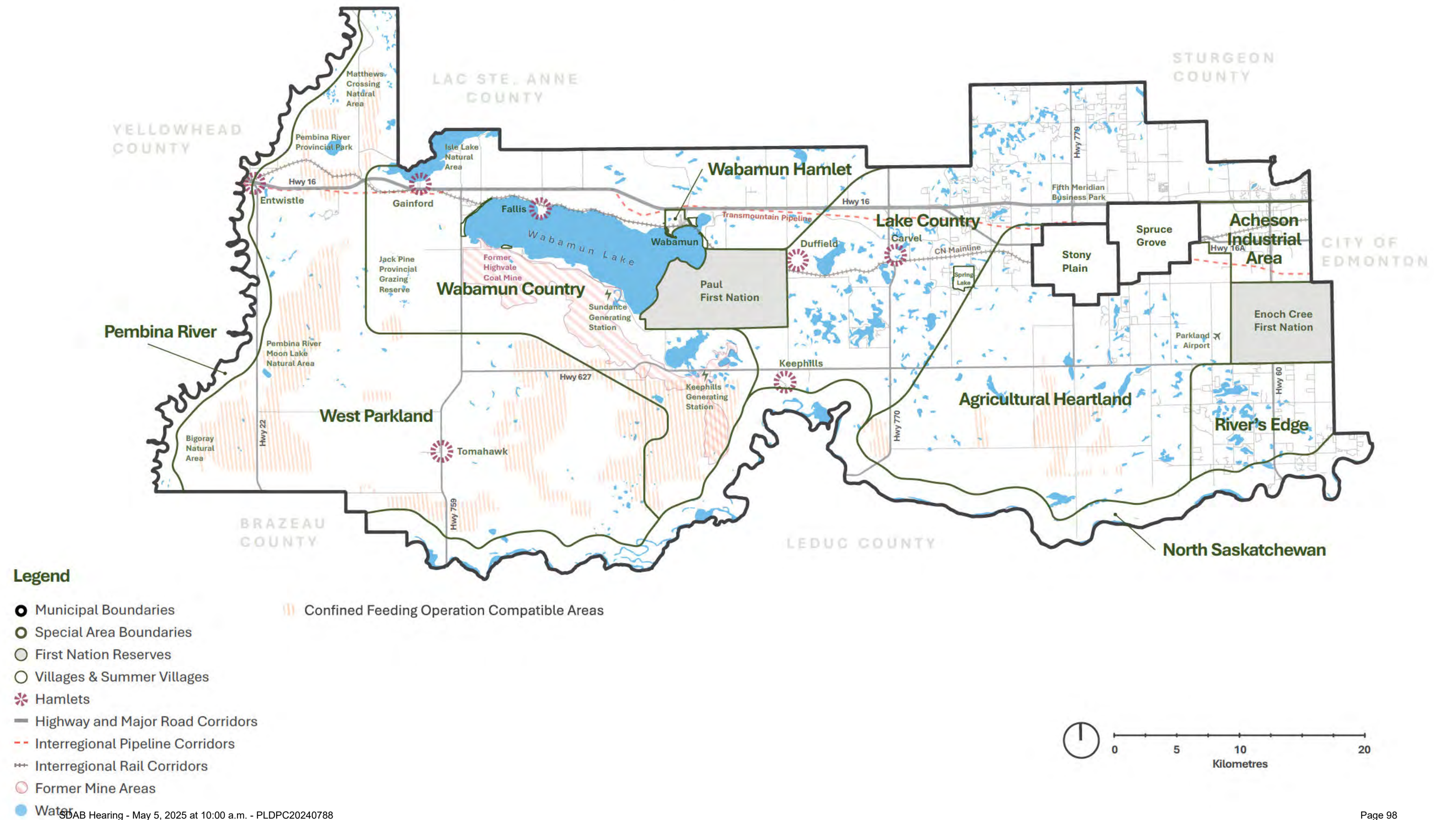
D. Rural Agricultural Areas & Prime Agricultural Areas



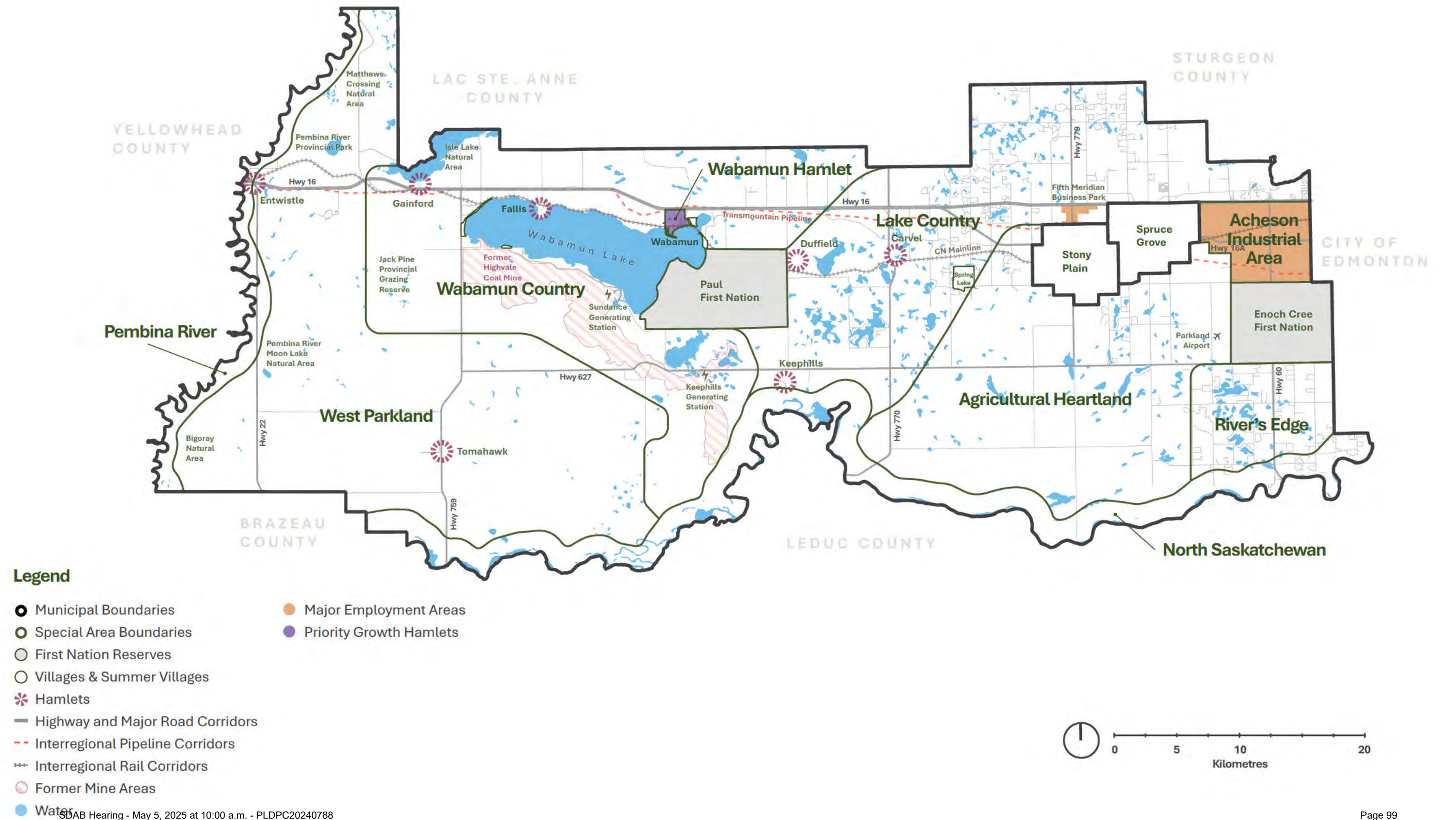
E. Environmentally Significant Areas & High Priority Landscapes



F. Confined Feeding Operation Compatible Areas



G. Priority Growth Hamlets & Major Employment Areas





Parkland County

Municipal Development Plan

Stage 1 Public Engagement Summary
January 2024

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Project Introduction

Parkland County is updating its Municipal Development Plan (MDP) to guide County growth and economic diversification. The MDP is a high-level plan that establishes a vision for the County's growth over the next 30 years and provides direction on how land is used, where services go, and how communities expand.

It sets this future direction by identifying where different types of growth and development will occur, including residential, employment, recreation, and community service development. In addition to future land use, the MDP sets out policies to guide infrastructure, transportation, and environmental protection.

The MDP update process started in Spring 2023 and will be completed in Spring of 2025. Understanding and learning from local knowledge and community feedback is critical for creating plans that will serve Parkland County residents effectively.

There are three main stages of engagement as part of the planning process.



Stage 1: | Fall 2023

The first stage of engagement, shared in this report, gathered community feedback to support the Technical Growth Study and updates to the MDP vision and priorities.

Stage 2: | Winter 2024

The second stage of engagement will gather community feedback on suggested policies based on the results of the previous stage and technical studies.

Phase 3: | Summer 2024

The third stage will involve showcasing the updated Municipal Development Plan draft and an opportunity for the community to provide final input.

Engagement Approach

Why We Engaged

The purpose of Stage 1 engagement was to introduce the Municipal Development Plan (MDP) project and to learn about community values and priorities relating to growth in the County. This feedback will inform updates to the vision of the MDP and updates to the growth scenarios within the Technical Growth Study.

Who We Engaged

We engaged with the general public, including Parkland County residents, community organizations, and industry stakeholders.

A total of 143 people completed the online survey and 32 people attended one of the three in-person drop-in open houses / information sessions. Eight community organizations participated in the community workshop and two stakeholders participated in a virtual industry session.

What We Asked

In this first stage, we asked participants about:

Vision

- What they value the most about Parkland County today and would like to see protected or enhanced in the future
- What the greatest challenges facing Parkland County are that need to be addressed

Growth Priorities

For each of the following six topics, we asked about top priorities for each type of growth and where that growth should be prioritized.

- Housing & Community Services
- Water & Environment
- Transportation & Mobility
- Recreation & Parks
- Employment & Economic Development
- Agriculture & Food Security

How We Engaged

Stage 1 engagement involved both in-person events and online engagement from September 20 to November 22, 2023. All of these events, activities, and communication tactics are summarized on the following page.

143
ONLINE SURVEY
RESPONSES

500+
UNIQUE VISITORS
TO THE WEBSITE

32
PUBLIC SESSION
ATTENDEES

11
COMMUNITY &
INDUSTRY
SESSION
PARTICIPANTS

RESOURCES	DESCRIPTION	STATS	AUDIENCE
Engagement Opportunities			
	Public Survey The survey ran from September 20 to October 29, 2023. Paper copies of the survey were also available by request at the County Centre and Entwistle Community Centre.	143 survey respondents	Public
	In Person Drop-in Public Open House / Info Fairs At the three in-person sessions, participants could stop by at anytime during the session to learn about the project and participate in three activity stations. These events were hosted on: - October 26, 2023 from 6-8 PM at Parkland County Centre - November 21, 2023 from 5-7 PM at Entwistle Community Centre - November 22, 2023 from 3-7 at Parkland County Centre	32 participants	Public
	Virtual Industry Session At the zoom session, participants received a presentation about the project and participated in a discussion. The event was hosted on November 2 from 12-1 PM.	2 participants	Industry Stakeholders
	Community Stakeholder Workshop The project team hosted a workshop with invited community stakeholders to share information about the project and collect feedback on values, challenges, and priorities in a discussion based format. The workshop was hosted on October 27 from 6-8 PM.	8 participants	Community Stakeholders
	Discussion Guides Discussion guides were distributed to invitees of the industry and community stakeholder sessions to provide feedback for groups that could not attend.	1 participant	Community & Industry Stakeholders
Communications Tactics			
	Project Webpage All project information was available on the project website at yourparkland.ca/mdp .	522+ unique webpage visits	Public
	Social Media Posts on Facebook and Twitter throughout September to October 2023 directed people to the public events and online survey.	5 posts, 7 likes, 34 interactions, 11 shares, 5000+ views	Public
	Email Updates 7 email posts with the link to the website/survey and event reminders were sent to those subscribed to the Your Parkland MDP update list from September to November, 2023.	68 subscribers	Public
	Newsletter An ad was included in the County Newsletter on September 15th.	21,307 recipients	Public
	Digital Signs The Entwistle Community Recreation Centre and Parkland County Centre digital signs ran from September 20 to October 27.	2 digital signs	Public
	Newspaper Ads A newspaper ad ran on October 8 and November 14, 2023 in the Community Voice, in the Pembina Post on October 22 & November 13, 2023, and the Stony Plain Reporter / Spruce Grove Examiner on November 10 and 17.	6 newspaper ads	Public
	Public Calendar All scheduled public engagement events were posted on the County's event calendar.	3 calendar events	Public

Engagement Findings

Key Findings

Preserve natural areas for ecological health and connection to nature

Parkland County's natural landscapes are its most valued asset. These natural areas are valued for their beauty, ecological functions, and recreational role. Having access to nature and a wide range of land and water based recreational opportunities is seen as a primary draw for living in the County. When asked about priorities for growth, participants said they want to see natural areas protected and enhanced as the County grows. This includes protecting both land, water, and wildlife from degradation or loss due to development.

Protect agricultural lands and activities

Agriculture is seen as both a valued economic driver in the region and part of the rural experience of the County. Protection of agricultural lands from fragmentation and urban encroachment is a high priority for participants. Additionally, many want to see more diversity of agricultural uses allowed and encouraged, such as value-add tourism uses and community-based agricultural activities like community gardens.

Support a rural experience and flexibility

Maintaining the rural experience and experience of Parkland County is important. Many participants expressed how they value rural living and the ways that it is different from living in the city. These differences include having more greenspace, less light pollution, less noise, lower taxes, more housing choices, and more access to recreation and nature. Another value was the development flexibility that comes with living on larger rural lots and the lower level of government involvement. Another part of the rural experience is the sense of community. Participants want to see this rural experience maintained by ensuring there are still a variety of rural living options, open spaces, and the appropriate levels of rural servicing.

Focus industrial and commercial growth

Industrial and commercial growth are key drivers of Parkland County's economy and are valued for the jobs they provide and their tax revenue which keeps mill rates low and supports County services. At the same time, participants have concerns about the encroachment of major employment uses on rural residential areas, agricultural lands, and environmentally sensitive areas. In order to reduce encroachment, many participants wanted to see buildout of existing employment areas prioritized first over new areas. Attracting new industrial and commercial businesses was a priority, including making it easier to develop and do business in the County.

Vision

Participants provided feedback on what they value most about the County and what the biggest challenges are that the County is facing. The results below contain responses from both the survey and in-person sections.

Values

Through the survey and in person engagement, the team received 82 values comments.

Natural Landscapes and Recreation

The largest theme arising from the values responses was Parkland County's diverse natural areas and landscapes. These were valued both for their beauty and recreational benefits to residents and visitors.

Rural Experience and Flexibility

Many participants said they value the rural experience that Parkland County provides. Specifically, participants value quiet areas, friendly culture, low density living, dark skies, and more freedom to do what you want on your own property.

Agriculture

Agriculture is another key attribute that participants value in the County. There is a desire to see agriculture protected and enhanced, especially family-run farms.

Economic Opportunity

Many participants value the economic opportunities available in the County. Values include low mill rates, County progressiveness, and specific industrial opportunities in Acheson.

Other Values

- Well planned development
- County engagement with community
- Education & healthcare
- Water / sewer servicing
- Buffers between residential / employment uses

82
VALUES

80
CHALLENGES

Challenges

The team received 80 comments about challenges facing the County.

Loss of Natural and Agricultural Areas

A main challenge noted in the comments was the loss and fragmentation of natural landscapes and agricultural lands from development. Participants cited increasing growth pressure from the City of Edmonton and concerns about both residential sprawl and commercial and industrial development. Related to this were overall concerns about filling in wetlands and water quality impacts.

Quality of County Services

Another main challenge is the quality of servicing, specifically road condition and internet access. A few comments also indicated a desire for upgraded water/sewer, power, and community facilities.

Crime and Security

Many participants felt that a growing challenge was increasing crime in the County. This included concerns about speeding, illegal dumping, illegal ATV use, drug-use, and theft/break-ins. Several participants wanted to see more enforcement and police presence in the County.

Maintaining Rural Experience

Several participants felt maintaining the rural nature of the County is a challenge. The loss of natural areas and agricultural areas, commercial/industrial encroachment on residential areas, and more urban subdivisions (denser / more services) impact the rural experience. Changing demographics and values were also mentioned as contributing factors. Some participants were also concerned about increasing regulation and controls on properties as well as influence by the City / Edmonton Metropolitan Region on County affairs.

Expanding County Tax Base

Participants felt that the County is facing a challenge of balancing its tax base with costs. The comments indicated a desire to see an increased tax base through new employment and residential development as well as reduced government spending to keep taxes low. There was also a concern that the County could focus too much on expanding its tax base at the cost of the environment or established residential communities.

Other Challenges

- Homelessness
- Accessibility
- Affordability / Cost of living
- Education and healthcare
- Wildfire response
- Communications between County and residents
- Poor process for selecting engineering / construction consultants
- New online permit system
- High costs / fees to develop
- Lack of amenities for families
- RV and boat storage not currently allowed
- Chem trails
- Green energy transition
- Costly hamlets
- County having to take on Prov / Fed responsibilities



Growth Priorities

Participants were asked to rank their priorities and priority areas for six types of growth:

- Housing and Community Services
- Water and Environment
- Transportation and Mobility
- Recreation & Trails
- Employment & Economic Development
- Agriculture & Food Security

The following sections combine the results from the survey and in-person events.

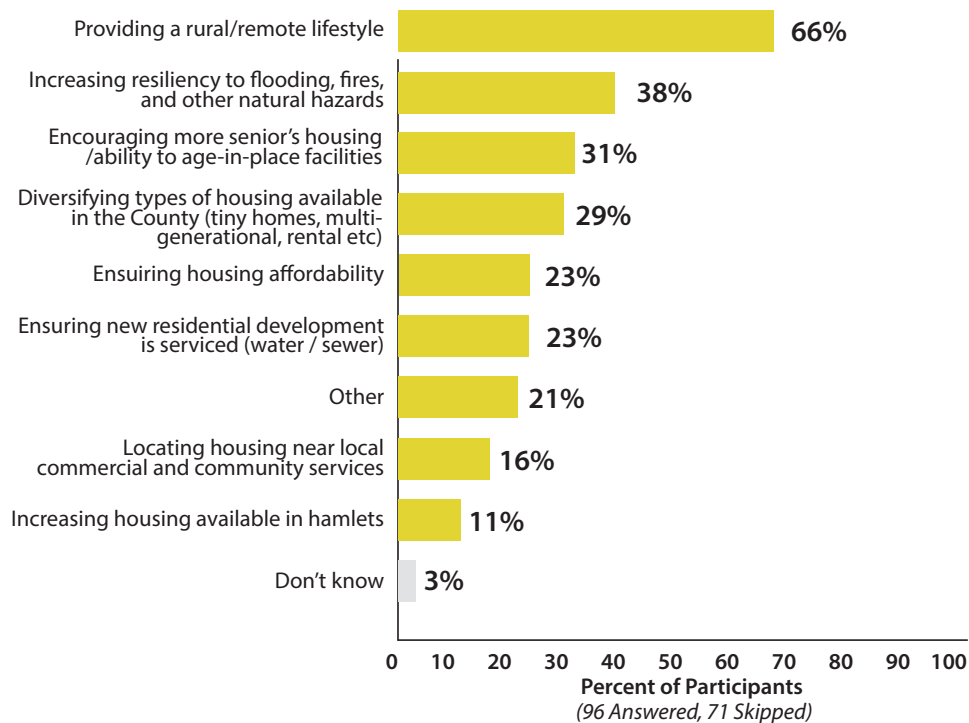


Housing and Community Services

Growth Priorities

The most important priority under the Housing and Community Services topic was to provide a rural / remote experience (66%). This aligns with what was heard in the previous 'values' section. The lowest priority was increasing housing available in hamlets (11%). About a fifth of participants provided an 'other' response, which is summarized below.

Which of the following three Housing and Community Services priorities are the most important to you?



OTHER PRIORITIES

- Servicing existing residents with water and sewer
- Supporting farmers
- Upgrading internet service
- Preserving natural areas for wildlife and human enjoyment / protecting from encroachment
- Preventing new industry from establishing near residential areas
- Reducing red tape

Priority Areas for Residential Growth

The top ranked areas for residential growth were those closest to the City of Edmonton on the east side of the County, with Big Lake the top selected option (39%). This was followed by the County's two priority growth hamlets, Wabamun (30%) and Entwistle (24%). The lowest ranked area was Tomahawk. A few 'other' locations were suggested, which are summarized to the right.

Reasons for Selecting Priority Residential Areas

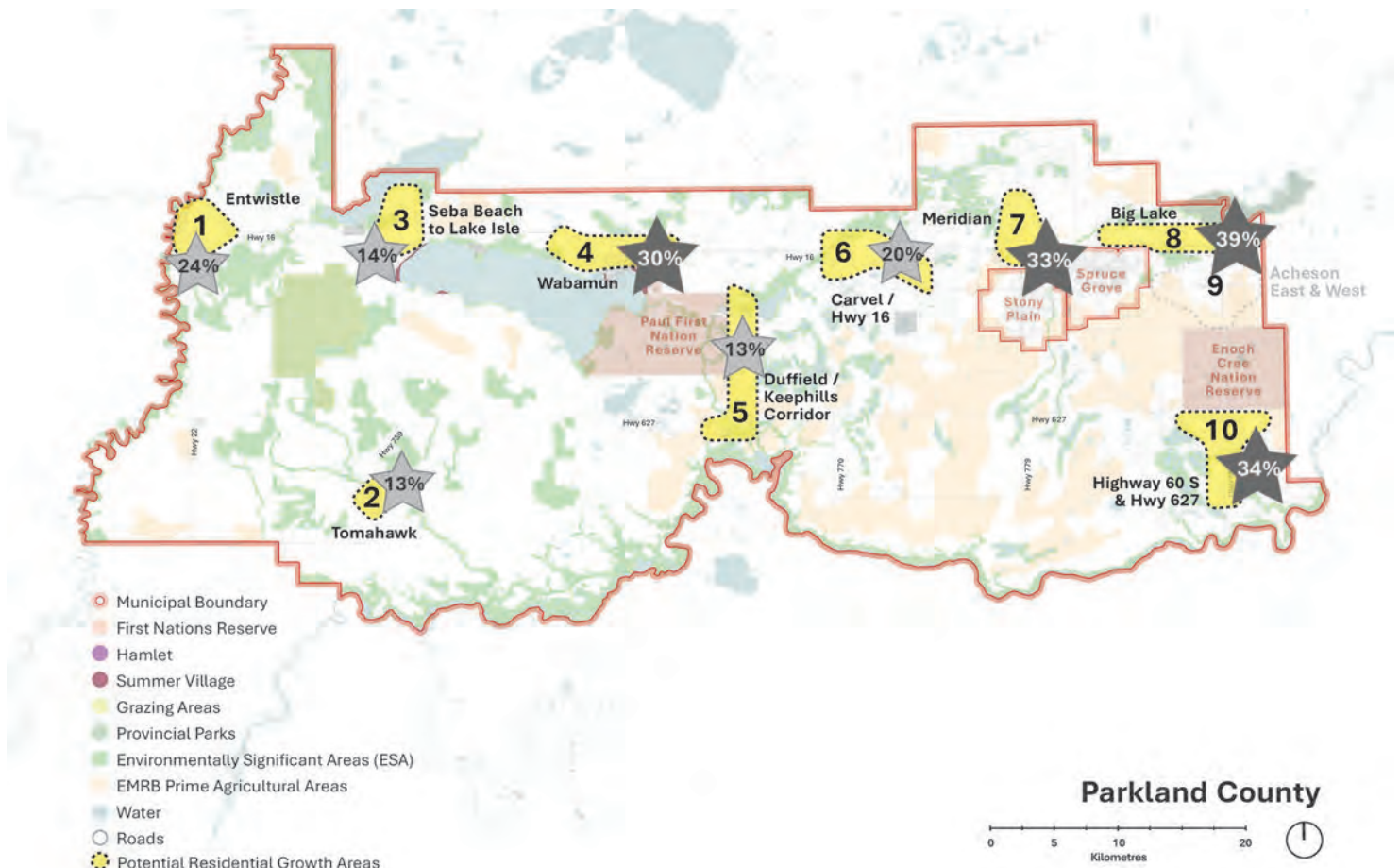
When asked why they selected priority areas, participants indicated that they wanted to see residential growth directed near existing residential areas and hamlets. This was for several reasons, including:

- proximity to existing services and amenities
- proximity to roads and municipal servicing
- shorter commutes to Edmonton
- protection of agricultural land and natural areas
- available and affordable land

OTHER PRIORITY AREAS

- South slopes Wabamun
- None / limit residential growth or prioritize employment growth first
- All areas along the Hwy 628 corridor
- Allow secondary suites

Which areas should the County prioritize for residential growth?



Additional place-specific comments were provided for some of the growth locations, which are summarized below.

1 - Entwistle

- Distributed growth to take pressure off other areas

3 - Seba Beach to Lake Isle

- Business potential such as tourism and recreation to support residential growth
- Maintains growth in existing hamlets

4 - Wabamun

- Ideal location in relation to other municipalities
- Access to nature
- Business potential such as tourism and recreation to support residential growth (like Sylvan Lake or Pigeon Lake)
- Large parcels of land available to develop
- Ideal location for seniors

5 - Duffield / Keephills Corridor

- Located along a busy corridor
- Existing services, stores, and shops
- Residential growth could lead to investments and improvements in the area

6 - Carvel / Hwy 16

- Close to other municipalities / centres (Acheson, the Tri-Region and Edmonton)
- Ideal for people looking for rural living and proximity to city amenities

7 - Meridian

- Proximity to existing urban centres, Tri-Region and Edmonton and shorter commute times
- Ideal for rural living and open space access
- Close to schools, medical facilities and groceries
- Aligns with highway upgrade and improvement project
- Opportunity for Net Zero development

8 - Big Lake

- Proximity to Tri-Region and Edmonton
- Balanced rural living with access to amenities
- Ideal for recreation-oriented residential development

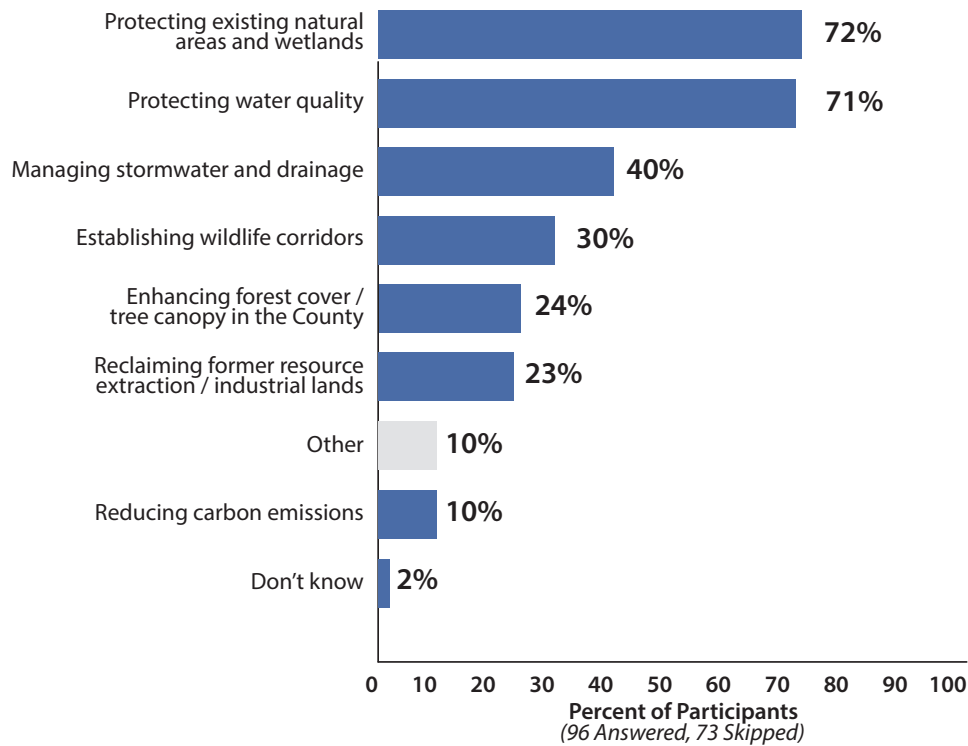
10 - Hwy 60 & Hwy 627

- Aligns with highway upgrades
- Proximity to amenities and jobs in Tri-Region and Edmonton while promoting rural living
- Potential to create a tourism industry

Water & Environment

The highest ranked water and environment priorities were protecting existing natural areas and wetlands (72%) and protecting water quality (71%). The lowest ranked priority was reducing carbon emissions (10%). Other suggested priorities are summarized below.

Which of the following three Water and Environment priorities are the most important to you?



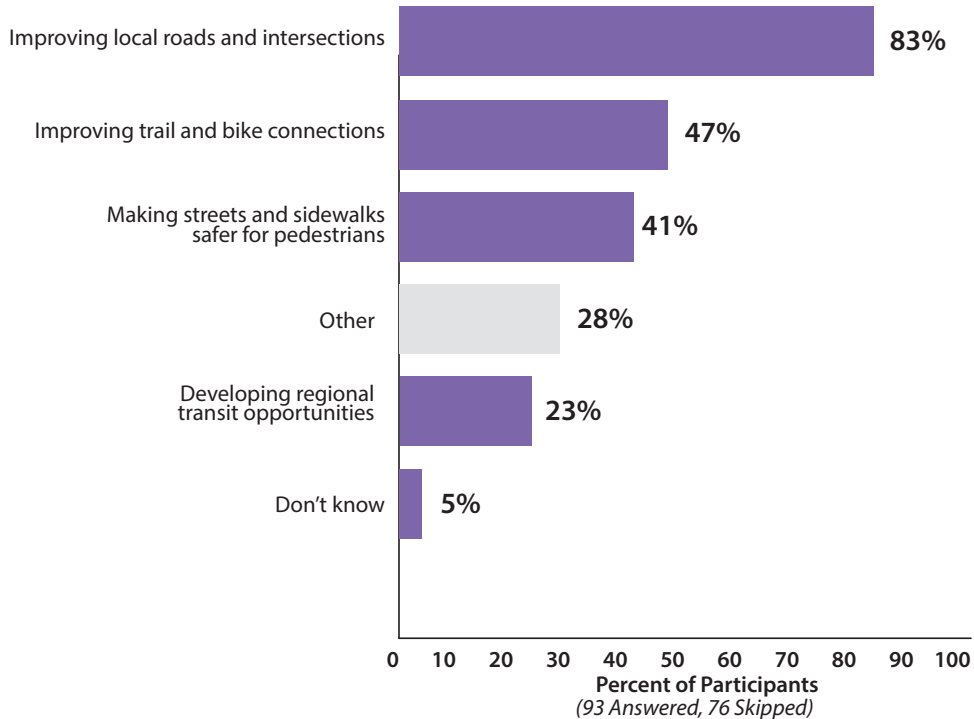
OTHER PRIORITIES

- Protecting municipal water supply
- Creating wildlife corridors and underpasses
- Implementing controlled burns
- Supporting regenerative farming practices
- Ensuring industry prioritizes water and environmental health
- Planting trees
- Do not waste resources on reducing carbon emissions

Transportation & Mobility

The highest ranked transportation and mobility priority was improving local roads and intersections (83%) and the lowest was developing regional transit opportunities (23%).

Which of the following three Transportation and Mobility priorities are the most important to you?



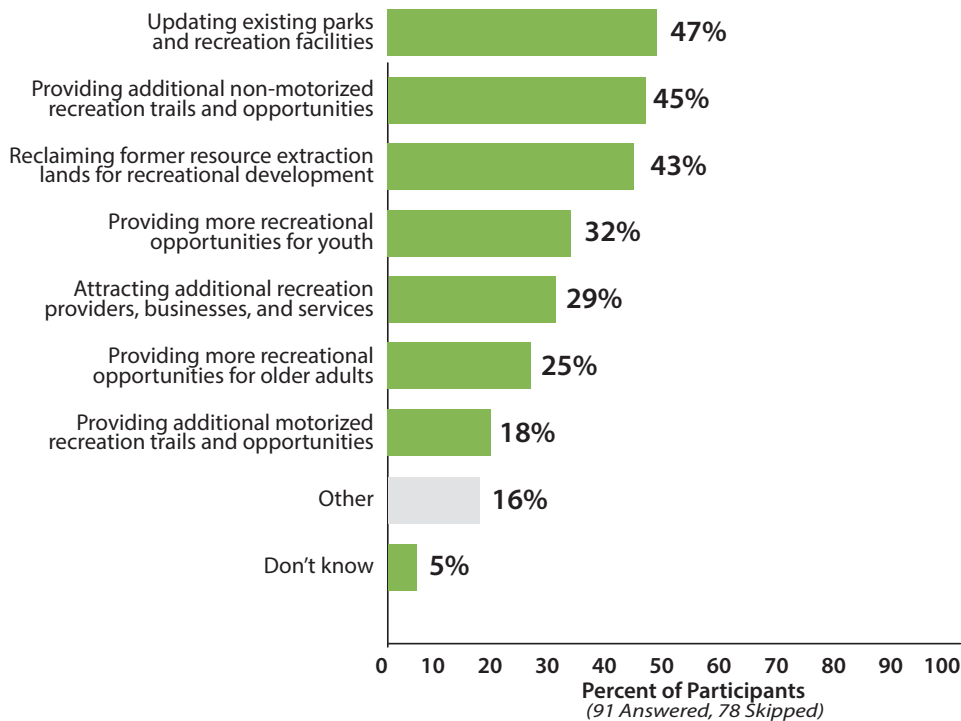
OTHER PRIORITIES

- Connecting local and rural roads to the rest of Parkland County
- Ensuring bridges are in good repair and properly maintained
- Widening roads to support large agriculture equipment
- Building wildlife crossings
- Providing railway crossings
- Improving the airport
- Allowing ATVs on trails
- Extending the Edmonton LRT to Spruce Grove or Stony Plain
- Returning unused Registered Road Dispositions to the former land owner
- Reducing traffic speeds and enforcing speed restrictions without camera surveillance
- Not investing in additional transit

Recreation & Parks

The three top recreation and parks priorities were updating existing parks and recreation facilities (47%), providing additional non-motorized recreation trails and opportunities (45%), and reclaiming former resource extraction lands for recreational development (43%). The lowest ranked was providing additional motorized recreation trails and opportunities (18%).

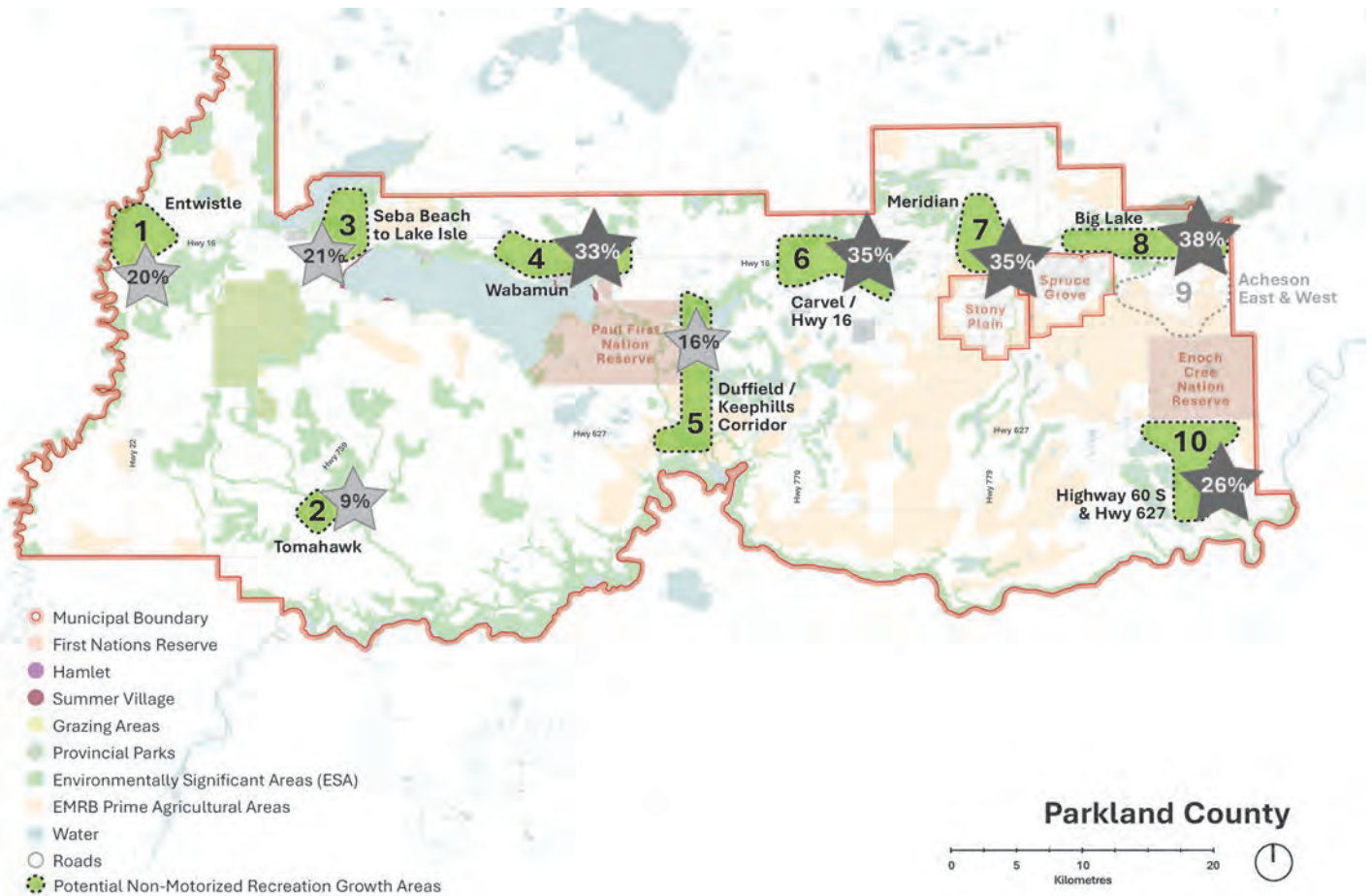
Which of the following three Recreation & Parks priorities are the most important to you?



OTHER PRIORITIES

- Partnering with regional municipalities / conservation organizations for recreation and education
- Adding more parks
- Adding trails to keep pedestrians off highways, connect subdivisions, and use municipal reserve land
- Providing water access and water play opportunities (paddle boarding / kayaking)
- Getting private sector to provide recreation and park development
- Removing user restrictions and allowing horses on trails
- Limiting development to keep lands natural

Which areas should the County prioritize for non-motorized recreation growth?



Priority Areas for Non-Motorized Recreation

Participants were asked about priority areas for non-motorized recreation. The top ranked areas were Big Lake (38%), Carvel / Hwy 16 (35%), Meridian (35%), and Wabamun (33%).

Participants wanted to see non-motorized recreation areas located close to residents and visitors and developed in a way to reduce impacts on environmentally sensitive and agricultural lands. Although some residents felt non-motorized recreation investments should be in locations with existing recreation, others felt it should be prioritized in areas without existing options. Several comments mentioned leveraging non-motorized recreation opportunities to enhance tourism in the region.

Additional place-specific comments were provided for some of the growth locations, which are summarized on the following page.

OTHER PRIORITY AREAS

- Chickakoo
- Former Highvale and Whitewood mines
- All areas
- None / limit new parks and trails as they are expensive to build and maintain and negatively impact environment
- None / not a priority because many people use private land for recreation and enjoyment

1 - Entwistle

- Adventure sport opportunities
- Proximity to water

4 - Wabamun

- Avoids conflict with residents
- Partially established for non-motorized activity including recreation and tourism

5 - Duffield / Keephills Corridor

- Attracts visitors within Tri-Region
- Not overly developed and minimal conflict with residents
- Proximity to water

6 - Carvel / Hwy 16

- Attract visitors from Edmonton and Tri-Region and requires less travel from other centres
- Not overly developed
- Currently does not have many non-motorized recreation options
- Opportunities for horse riding trails

7 - Meridian

- Enhance with bike and walking trails that connect to a larger network
- Not overly developed
- Close to Tri-Region and existing Parkland County residents
- Chickakoo

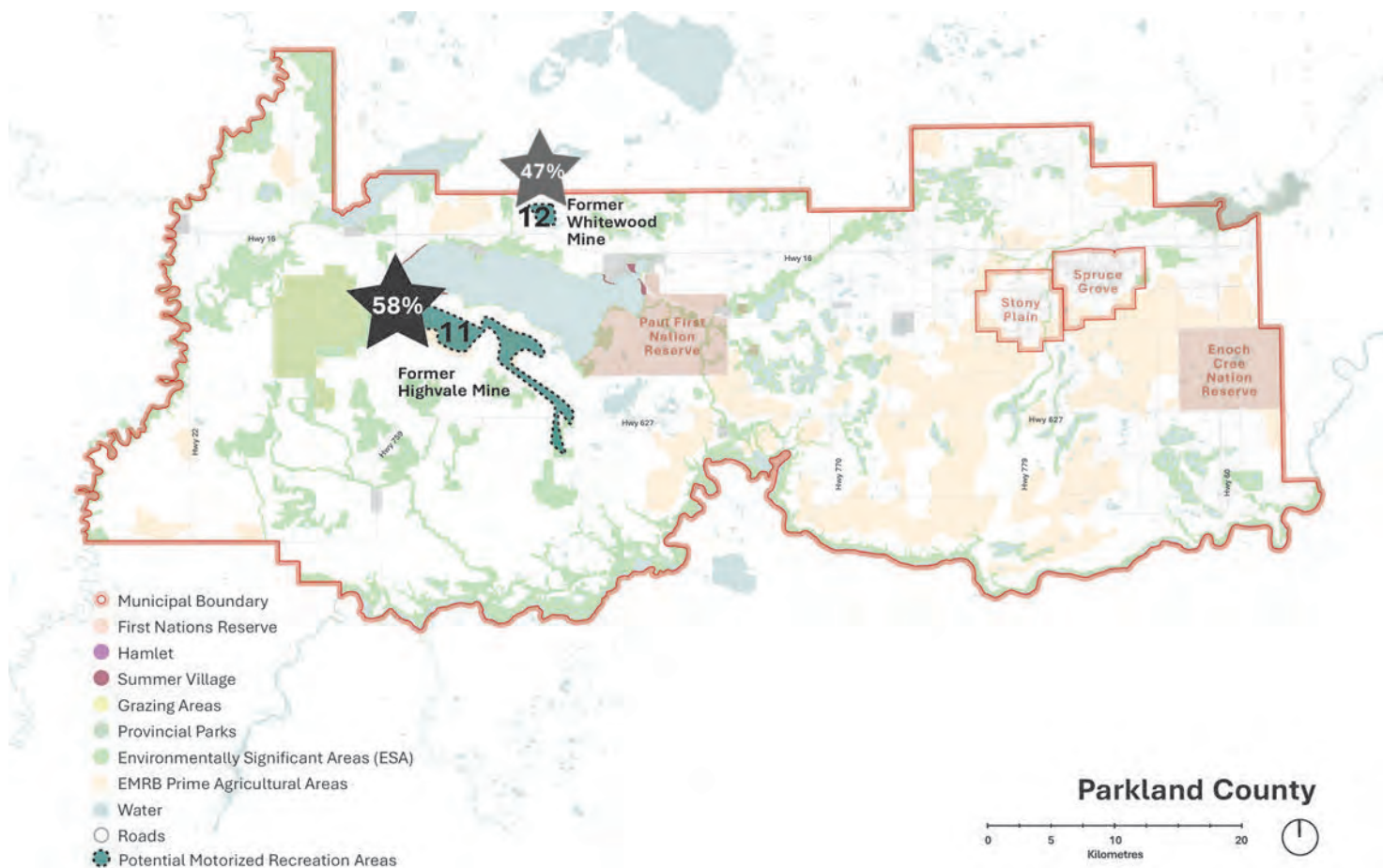
8 - Big Lake

- Near established residential or populated areas in Parkland County and Tri-Region
- Opportunity to improve existing natural trails for walking, jogging, mountain biking and hiking
- Connect to a larger recreation trail system or network (Lois Hole Park and St Albert)

10 - Hwy 60 & Hwy 627

- Near larger population
- More bike and walking trails to enhance natural areas
- Leverage University of Alberta Botanical Gardens
- Close to Edmonton and urban centres and provides visitors country feel and outdoor experience
- Doesn't have existing recreation

Which areas should the County prioritize for motorized recreation growth?



Priority Areas for Motorized Recreation

Two former mine areas were presented as options for motorized recreation prioritization. The Highvale Mine was ranked as a priority by 58% of participants and Whitewood Mine was 47%.

Many respondents felt redeveloping or reclaiming former mines for motorized recreation was a great idea. At the same time, some respondents felt motorized recreation should not be prioritized anywhere because it is too destructive to the environment and a nuisance to residents. Other comments included:

- Prioritize mines for non-motorized activity, not just motorized
- Spread out motorized activity in both areas to minimize intensity and damage
- Restrict motorized recreation and prioritize these areas for other uses (agriculture / employment)
- Do not prioritize off-highway vehicles (unsustainable, a noise nuisance, fire hazards, disruptive)
- Feel recreation in these areas attracts tourists rather than residents

Additional place-specific comments were provided for the growth locations, which are summarized below.

11 - Former Highvale Mine

- Large enough area to support the activity
- Central to Parkland County and close to Wabamun Lake
- Opportunity for wildlife sightings

12 - Former Whitewood Mine

- Smaller in size and less chance of excessive destruction
- Far enough from the lake to minimize damage

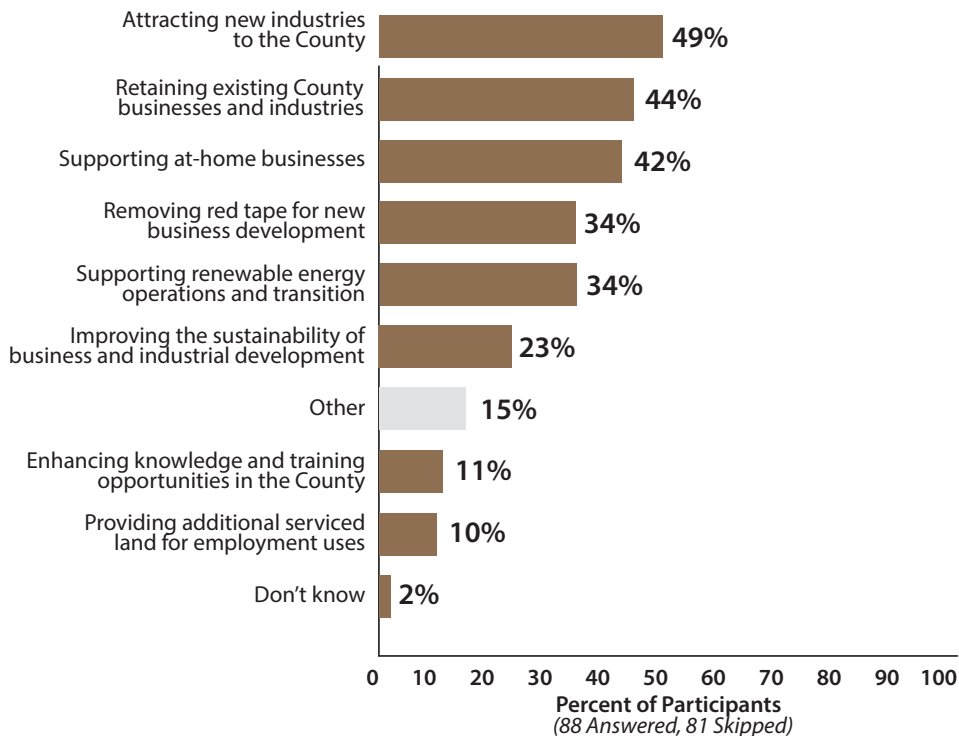
OTHER PRIORITY AREAS

- Crown land
- None / restrict motorized recreation
- None / continue to allow motorized recreation in ditches rather than prioritizing former mines

Employment & Economic Development

Just under half of participants chose attracting new industries to the County as a priority (49%). The lowest ranked priority was providing additional serviced land for employment uses (10%). Other suggested priorities are provided below.

Which of the following three Employment & Economic Development priorities are the most important to you?



OTHER PRIORITIES

- Develop existing industrial lands first
- Avoid Acheson annexation
- Streamline development, permitting and licensing
- Regulate home-based businesses (prevent nuisances / limit the number permitted on one property)
- Remove barriers to solar power and other renewable energy vs limit renewable energy (not reliable / harms wildlife)
- Support farming and agriculture
- Support and incentivize small and mid-sized businesses
- Establish Parkland County as part of Alberta's economic corridors
- Ensure industrial growth does not negatively impact water quality and ecological integrity is maintained

Priority Areas for Industrial Growth

Acheson was the highest ranked priority area for industrial growth (80%). Most participants wanted to see industrial growth where industry is already established, there is infrastructure / transportation to support it, and it is away from residential, natural, and agricultural areas. Additional place-specific comments were provided for some of the growth locations, which are summarized below.

1 - Entwistle

- Ideal for light and medium industrial uses
- Avoids industrial development near water
- Strengthens and supports surrounding community
- Already invested for industrial and should be used as such

7 - Meridian

- Avoids industrial development near water
- Disperses industry throughout the County

8 - Big Lake

- Close to urban centres

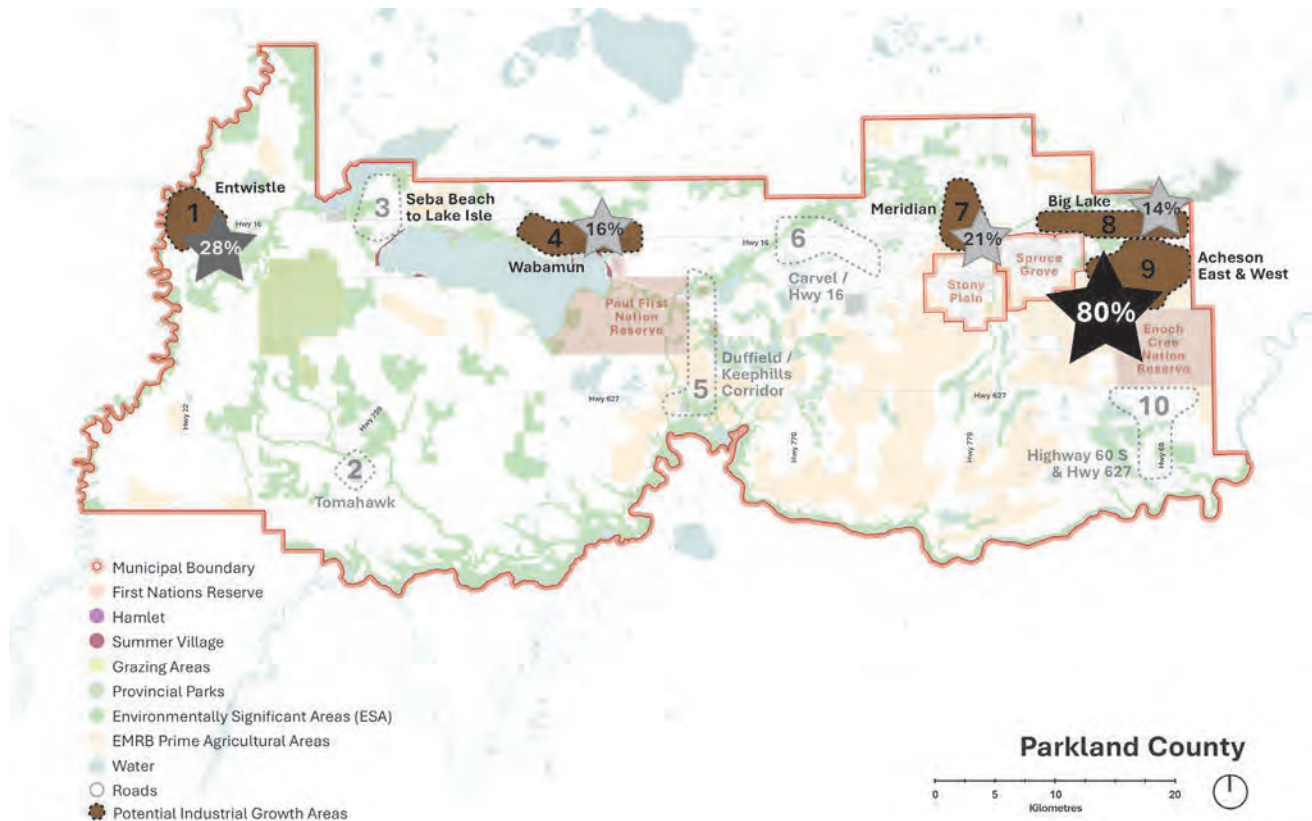
9 - Acheson East & West

- Strategic location near Edmonton
- Keeps industrial clustered or concentrated rather than spread out

OTHER PRIORITY AREAS

- None / limit or stop industrial growth
- All / spread out for more opportunity
- Area 10 and Acheson East to Winterburn

Which areas should the County prioritize for industrial growth?



Priority Areas for Commercial Growth

Acheson was the highest ranked priority area for commercial growth (57%). The County's two priority growth hamlets, Wabamun and Entwistle, were ranked as second and third priority (33% and 30%). Comments indicated a desire to see commercial growth aligned with residential growth and highways, where the population and servicing can support it. Additional place-specific comments were provided for some of the growth locations, which are summarized below.

1 - Entwistle

- Give more choices and convenience
- Strengthens surrounding community

2 - Tomahawk

- Opportunity for a tourism-based economy

3 - Seba Beach to Lake Isle

- Spread out commercial so there are more options for residents and less distance to travel

4 - Wabamun

- Central location
- Close to nearby residents
- Opportunity for tourism-based businesses

6 - Carvel / Hwy 16

- Not much existing and could benefit from commercial
- Well located, but requires a highway interchange to be successful

7 - Meridian

- Central location to catch commuters
- Would benefit from a variety of commercial uses (offices, medical, restaurants, retail, shopping, and hotels)

8 - Big Lake

- Would benefit from a variety of commercial (offices, medical services, day care restaurants, retail, shopping, hotels, and gyms)
- Has a population to support commercial
- Close to the city and access to industry and roads

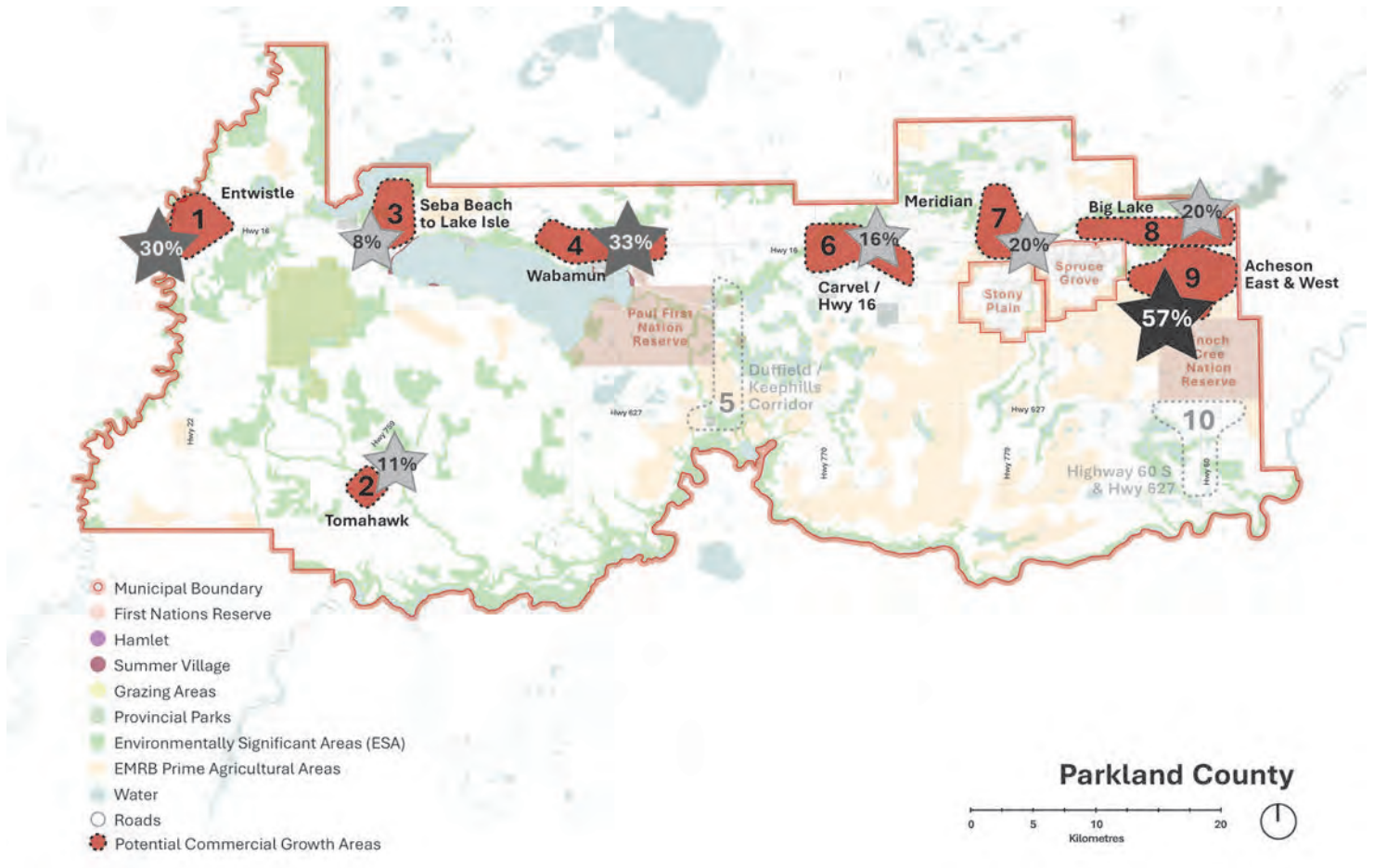
9 - Acheson East & West

- Good location and in proximity to services, labour and other industries
- Minimal residential impact to maintain rural country living
- Main roads and transportation routes
- Would benefit from medical services
- Nearby population and commuter traffic to support it
- Avoids development in agricultural land and green space

OTHER PRIORITY AREAS

- All areas / Prioritize commercial growth everywhere
- Existing commercial areas / limit sprawl
- In proximity to larger centres in the region

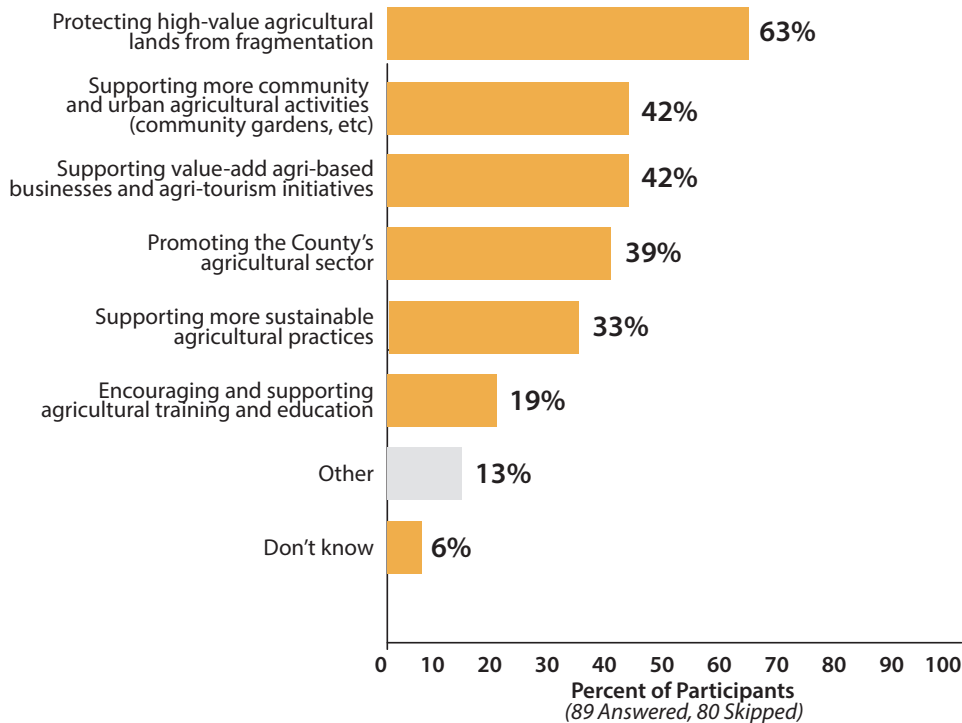
Which areas should the County prioritize for commercial growth?



Agriculture & Food Security

The top agricultural and food security priority was protecting high-value agricultural lands from fragmentation (63%). Encouraging and supporting agricultural training and education was the lowest priority (19%). Additional suggested priorities are summarized below.

Which of the following three Agriculture & Food Security priorities are the most important to you?



OTHER PRIORITIES

- Promote modern agricultural practices and technologies, regenerative agriculture, agrivoltaics farming
- Support and protect small scale farmers and family farmers
- Reduce regulations and government oversight and follow what farmers need
- Prevent encroachment
- Encourage succession

Community Stakeholder Workshop & Discussion Guides

The Community Stakeholder Workshop focused on high level growth priorities and challenges that the County is facing. A Discussion Guide was sent to all invited groups to complete with the same questions as the workshop, for any organizations that could not attend the session.

The following groups were represented at the session or submitted a discussion guide:

- Brightbank Community Association
- Duffield Community Association
- Carvel Ukrainian Cultural Society
- Clymont Community Association
- Edmonton Area Land Trust (EALT)
- North Saskatchewan Watershed Alliance (NSWA)
- Parkland Big Lakes Area Community Association (PBLACA)
- Smithfield Community Association
- Wagner Natural Area Society

9 ORGANIZATIONS REPRESENTED

Housing & Community Services

ASSETS / OPPORTUNITIES	CHALLENGES	PRIORITIES
• Health and medical services • Recreation (parks, playing, fishing, birding) • Sense of community • Library network • Community hall events • Country experience compared to infill developments in the City of Edmonton • Opportunities for youth inclusion in community hall events • Opportunities for joint recreation with Indigenous and non-Indigenous youth	• Residential proximity to natural resource operations is a nuisance • Protecting farmland • Insufficient seniors' healthcare and supports • Concerns with safety/vandalism/ crime and lack of reporting theft • Lack of hall activity (Smithfield) • Concerns with development dollars overriding community input • Waste treatment • Indigenous relations	• Fiber optic access • Seniors care centre, aging in place • Consider what constitutes "improvement" and impact on assessment • Don't penalize verandas without assessment impact • Data centres as job opportunities • Don't over regulate agritourism • Building standards for housing renovations and new buildings • Offer municipal mail postage free • Tiny home subdivision • Restrict short-term rental uses



Water & Environment

ASSETS / OPPORTUNITIES

- ALUS
- Work with producers to reduce environmental impact
- Carvel and Delta have a mix of pristine and higher productivity natural areas
- Wetland inventory
- Could have stronger teeth in Land Use Bylaw
- Could have offsets from other areas
- Lake and wetland health key to local identity
- Wetland role for maintaining groundwater recharge
- Municipal water line extension along Hwy 16
- Better water quality
- Alternative energy developments
- Power generation transition
- Existing County support for maintenance of Bunchberry Meadows Conservation Area and Glory Hills Conservation Land, including snake relocation project.
-

CHALLENGES

- Power generation transition
- Air quality
- Potential impacts on bed and shore
- Water quantity to support development
- Development and approval from Alberta Energy Regulator
- Not enough groundwater data collection or evaluation
- Flood and drought mitigation
- Big motor boat speed and disruptions on pot-hole lakes
- Enforcement on Municipal Reserve
- Property taxes on land trust (charities) owned conservation lands can be high, but these provide a public benefit to Parkland County citizens.

PRIORITIES

- That residential developments need to respect wetlands
- Third party environmental assessment
- Exempt charitable/non-profit organizations from property taxes for conservation lands open to the public
- Collaborate with land trusts on conserving natural spaces

Transportation & Mobility

ASSETS / OPPORTUNITIES

- Well positioned and served by highway infrastructure
- Hwy 16 corridor and major connector
- Hwy 628

CHALLENGES

- Vehicle and wildlife conflicts
- Emergency services
- Traffic volume with growth
- Traffic gravel truck on roads

PRIORITIES

- Focus development along corridors
- County must insist on better communications about transportation from Province
- Paving Township Road 540 would prevent traffic on Hwy 16

Recreation & Parks

ASSETS / OPPORTUNITIES

- Variety of space and areas
- Proximity to provincial park
- Connected trails

CHALLENGES

- Risk of shutdown if underused
- Maintenance to avoid vandalism
- Water diversion
- How to make trail networks and amenities equitable across the County
- Capacity of County to meet everyone's recreation needs

PRIORITIES

- River Valley Alliance's trail system as an economic development opportunity
- Clustered trail development in built up areas
- Do not surrender active recreation facilities / lands

Employment & Economic Development

ASSETS / OPPORTUNITIES

- Acheson is a big economic driver
- Community-minded business
- Corporate volunteerism in the community
- Opportunity for solar to power the County
- Take advantage of underutilized lands
- Attract big businesses, then smaller service ones will come
- Opportunity for diversified agriculture like hydroponics

CHALLENGES

- Hwy 60 rail crossing is a safety issue
- Expansion of industrial areas
- Protecting prime agricultural lands and wetlands
- Agricultural lands being subdivided for residential use
- Resistance to energy diversification and lack of incentives

PRIORITIES

- Clean energy improvement plan (CETP)

Agriculture & Food Security

ASSETS / OPPORTUNITIES

- Reduce fragmentation of prime agricultural land
- Small-scale producers
- Diversity in agricultural production
- Opportunity to use stormwater for irrigation

CHALLENGES

- Loss of agricultural land to residential and urban growth
- Nature areas lost to agricultural land
- Increasing scale has impacted roads
- Agri-business needs to allow farm and storefront
- Engineering standards for access and ROW onto farms
- Chemicals in agriculture spray and runoff
- Excess nutrients in water
- Competing water resources for irrigation and livestock watering

PRIORITIES

- Limit subdivision until thresholds are met in existing serviced areas
- Key corridors for large improvements
- New markets for agriculture
- Why are we planning for growth? Why not focus on quality of life

Industry Session

Two industry stakeholders participated in a virtual discussion about values, challenges, and priorities. The following questions were asked:

- What are the greatest opportunities for growth in Parkland County?
- What makes developing in Parkland unique from other locations in the region?
- Are there any existing barriers to development that you would like to see addressed through the MDP update?
- What priorities do you want to see highlighted in the MDP?
- Are there particular areas where you'd like to see growth prioritized?

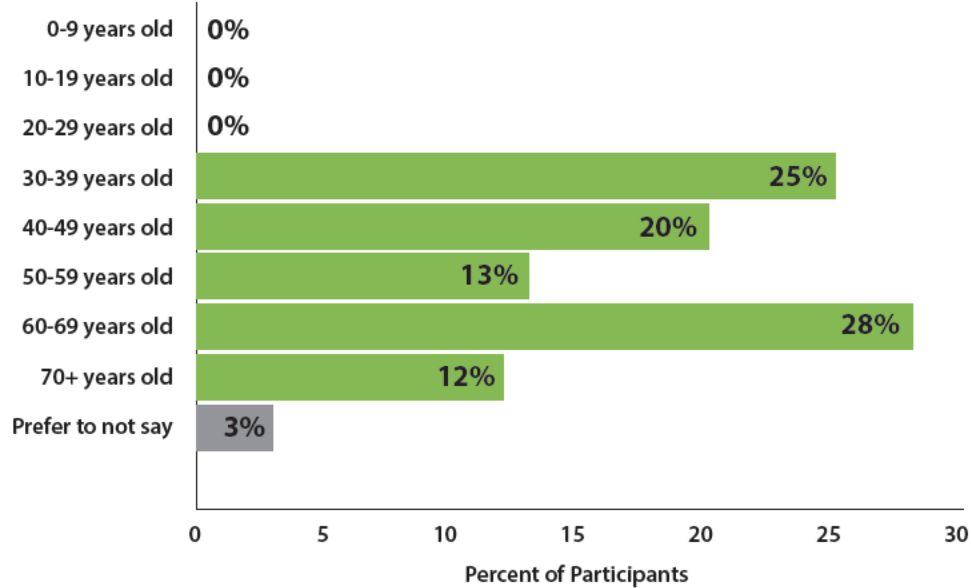
The two participants indicated that priorities were to:

- Make it easier to develop and staying competitive by reducing red tape / providing clearer processes
- Clearly identify what is or isn't allowed on a property upfront to assist in decision-making and save costs / time
- Clearly identify which studies / assessments are required upfront in the development process
- Focus growth, buildout, and promotion of existing employment areas like Acheson
- Enable residential growth and balance the protection of wetlands with development needs

Demographics

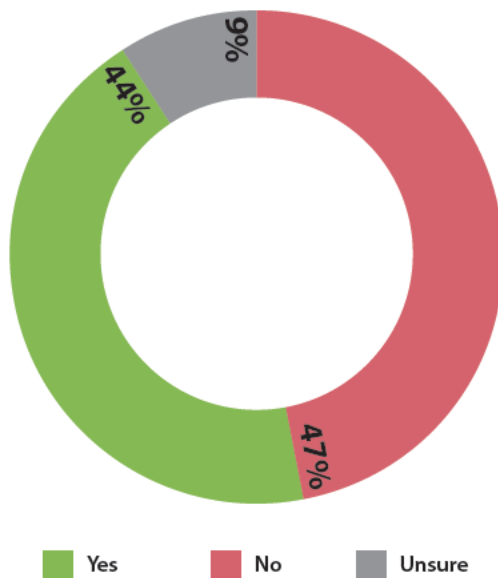
The following demographics questions were asked in the online survey to better understand who was participating.

What is your age?



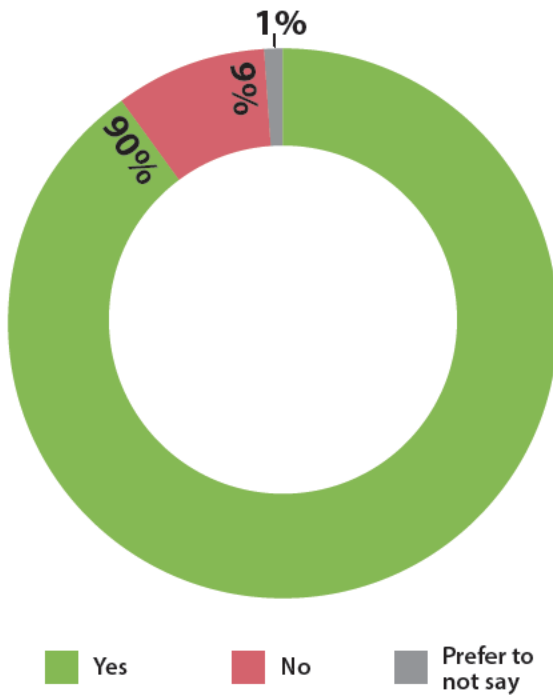
The largest age group was 60-69 years old (28%). The next largest age group was 30-39 years old (25%). There was zero representation from anyone under the age of 30 in the online survey.

Have you ever read or used the Municipal Development Plan before?



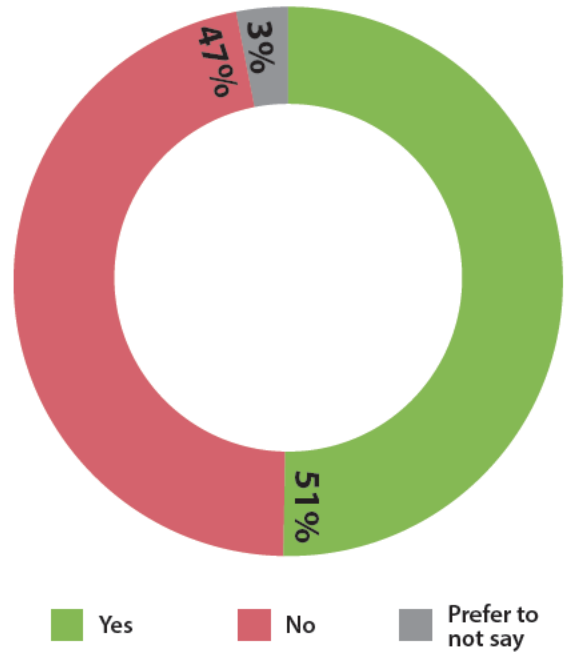
Just under half of participants said they had not read or used the MDP before (47%). 44% said that they had and 9% were unsure.

Do you live in Parkland County?



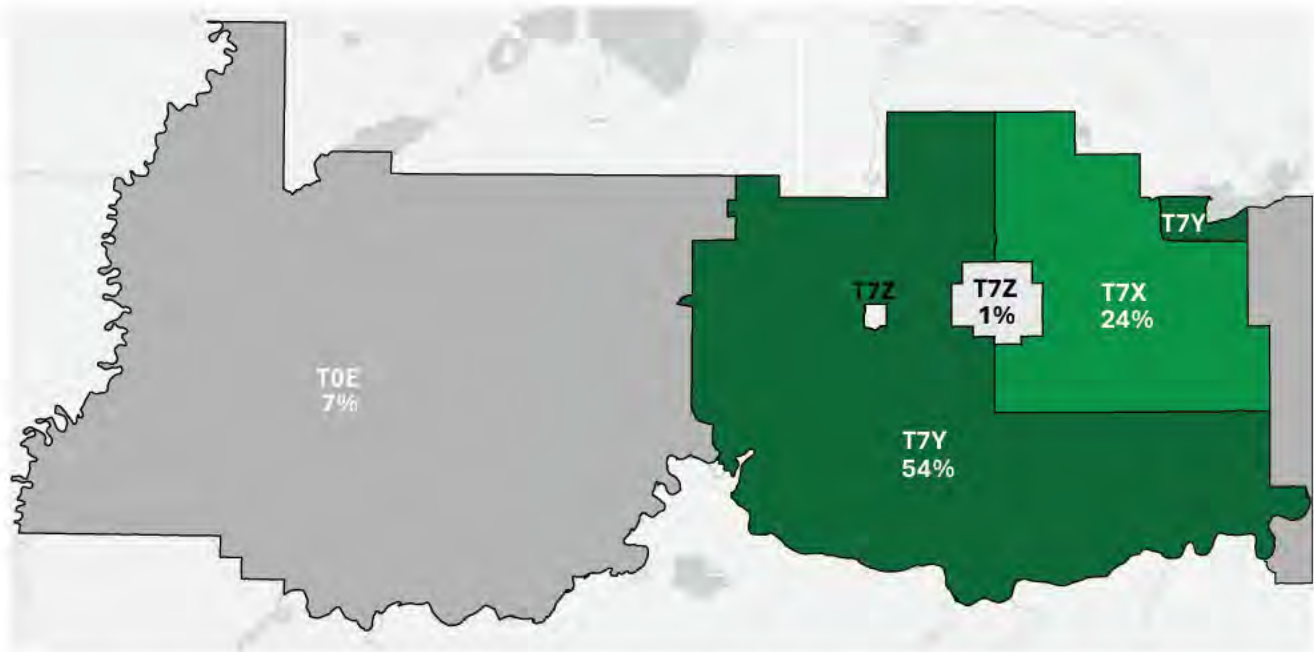
The majority of participants (90%) said that they live within Parkland County, indicating that most responses were residents. Nine percent said they did not live in the County.

Do you work in Parkland County?



There was almost an equal split between participants who worked in the County (51%) and those who did not (47%).

What are the first 3 digits of your postal code?



Most of the participants in the online survey were from the east half of the County in areas T7Y (57%) and T7X (24%). Another 7% were from the west half of the County. Outside of Parkland County, participants were from St. Albert (3%), Edmonton (3%), Hinton (1%), and Stony Plain / Spruce Grove (1%).

Next Steps

Thank you to everyone who participated in Stage 1!

Your feedback will be used to inform the Technical Growth Study scenarios and updates to the vision and priorities in the Municipal Development Plan. Stay tuned to yourparkland.ca/mdp for updates and future engagement opportunities.



Parkland County

Municipal Development Plan

Stage 2 Public Engagement Summary

May 2024

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Project Introduction

Parkland County is updating its Municipal Development Plan (MDP) to guide County growth and economic diversification. The MDP is a high-level plan that establishes a vision for the County's growth over the next 30 years and provides direction on how land is used, where services go, and how communities expand.

It sets this future direction by identifying where different types of growth and development will occur, including residential, employment, recreation, and community service development. In addition to future land use, the MDP sets out policies to guide infrastructure, transportation, and environmental protection.

The MDP update process started in Spring 2023 and will be completed in Spring of 2025. Understanding and learning from local knowledge and community feedback is critical for creating plans that will serve Parkland County residents effectively.

There are three main stages of engagement as part of the planning process.



Stage 1: | Fall 2023

The first stage of engagement gathered community feedback to support the Technical Growth Study and updates to the MDP vision and priorities.

Stage 2: | Winter 2024

The second stage of engagement, summarized in this report, gathered community feedback on the draft vision and goals, Development Concept, Bold Moves, and policy directions for the MDP. Feedback from this stage will inform the draft MDP.

Stage 3: | Summer 2024

The third stage will involve showcasing the updated Municipal Development Plan draft and an opportunity for the community to provide final input.

Engagement Approach

Why We Engaged

The purpose of Stage 2 engagement was to report back on what we heard in Stage 1 and present updated draft concepts for the Municipal Development Plan (MDP). This feedback will inform the draft MDP.

Who We Engaged

We engaged with the general public, including Parkland County residents, community organizations, and industry stakeholders.

A total of 101 people completed the online survey and 56 people attended the in-person drop-in open house. Eight community organizations participated in the community workshop, three community organizations completed a discussion guide, and four stakeholders participated in a virtual industry session.

What We Asked

The second stage of engagement focused on the following content.

Vision & Goals

The guiding vision statement and four goals for the plan. We asked about:

- How well the draft vision and goals align with their wishes for the future of the County
- Which of the four goals resonates the most
- Suggestions to improve the draft vision and goals

Development Concept

The draft Development Concept map divides the County into seven areas with proposed future roles and functions. We asked about:

- Level of agreement with the seven areas on the map and their primary roles
- Suggestions for improving the draft Development Concept

Bold Moves & Potential Policy Actions

Six Bold Moves were presented with a series of potential policy actions. We asked about:

- Level of support for each of the potential policy actions
- Any additional policy actions

101
SURVEY
RESPONSES

56
OPEN HOUSE
ATTENDEES

9
COMMUNITY
ORGANIZATIONS

4
INDUSTRY
PARTICIPANTS

How We Engaged

Stage 2 engagement involved both in-person events and online engagement from March 20 to April 14, 2024. All of these events, activities, and communication tactics are summarized on the following page.

RESOURCES	DESCRIPTION	STATS	AUDIENCE
Engagement Opportunities			
 Public Survey	The survey ran from March 20 to April 14, 2024. Paper copies of the survey were also available by request at the County Centre and Entwistle Community Centre.	101 survey respondents	Public
 In Person Drop-in Public Open House	At the in-person open house on April 3 at the County Centre (5-8 PM), participants could stop by at anytime during the session to learn about the project and participate in the activity stations for both the MDP and the County's Land Use Bylaw Redesign projects.	56 participants	Public
 Virtual Industry Session	At the zoom session, participants received a presentation about the project and participated in a discussion. The event was hosted on April 3 from 12-1 PM.	13 invited 4 participants	Industry Stakeholders
 Community Stakeholder Workshop	The project team hosted a workshop with invited community stakeholders to share information about the project and collect feedback in a discussion based format. The workshop was hosted on April 4 from 5-8 PM.	50 invited 8 participants	Community Stakeholders
 Discussion Guides	Discussion guides were distributed to invitees of the industry and community stakeholder sessions to provide feedback for groups that could not attend.	3 participants	Community & Industry Stakeholders
Communications Tactics			
 Project Webpage	All project information was available on the project website at yourparkland.ca/mdp .	608 unique webpage visits	Public
 Social Media	Posts on Facebook, X (Twitter), and LinkedIn throughout March to April 2024 directed people to the public events and online survey.	4 posts, 59 likes, 128 interactions, 29 shares, 9000+ views	Public
 Email Updates	Six email posts with the link to the website/survey and event reminders were sent to those subscribed to the Your Parkland MDP update list from March to April 2024.	141 subscribers	Public
 Newsletter	An ad was included in the County Newsletter the week of March 25.	22,600 recipients	Public
 Digital Signs	The Entwistle Community Recreation Centre and Parkland County Centre digital signs ran from March to April 2024.	2 digital signs	Public
 Newspaper Ads	A newspaper ad ran on March 27th and April 3rd, 2024 in the Community Voice, in the Pembina Post on March 25th 2024, and the Stony Plain Reporter / Spruce Grove Examiner on March 22nd and 29th, 2024.	5 newspaper ads	Public
 Public Calendar	The open house event was posted on the County's event calendar.	1 calendar event	Public

Key Findings

Key Findings

The following themes were drawn from across all the engagement activities and audiences.

Protect natural and agricultural areas from cumulative impacts

A significant theme throughout all engagement was the need to protect natural and agricultural lands. Specifically, many comments spoke to the need to look at cumulative impacts of development, acknowledging that what happens on an individual property or across multiple properties over time can have many off-site impacts on water bodies, natural systems, species, soils, and agricultural viability. Recreation, including trails, also has impacts on these lands. Several participants noted the important relationships between agricultural lands and natural areas for water recharge and habitat. Protecting waterbodies and water recharge areas was a specific topic of concern raised, especially considerations for climate change and drought. A few participants also wanted to see inclusion of Indigenous Peoples in stewardship of natural areas. Both agricultural and natural lands are important to the quality of life and economy of the County, and therefore need to be considered a priority in decision-making.

Keep Parkland rural

“Rural” was the draft goal that resonated the most with most participants and was a re-occurring theme heard throughout the engagement activities. Natural areas and agricultural lands and activities were seen as a significant part of what makes Parkland rural, but many participants suggested that there is more to what makes the County rural. Rather than talking about rural being an experience, it is seen as a way of life. Sense of community and connection were considered important, as well as culture, diversity, and heritage. Economic development, including commercial and industrial development, was considered part of being rural. Rural was also tied to expectations around levels of service and keeping tax rates low and competitive. Quality of life, safety, self-sufficiency, and the ability to do many things with ones’ land were also considered important, as was limiting government overreach and influence. Development encroachment on residential areas, loss of agricultural and natural lands, and urban levels of servicing, like street lights, were seen as threats to keeping the County rural.



Concentrate residential development to prevent further fragmentation

Many participants spoke to their concerns around extent and location of development happening in the County. In particular, participants were concerned about the fragmentation and loss of agricultural and natural areas and impacts to existing residents from development, especially along the east side of the County. Many participants want to see more clustering of development and building out of existing subdivisions, prior to subdivision and development of additional land. There was also general agreement with concentrating residential density and employment uses in the Hamlet of Wabamun. There was a tension between public and industry perspectives around whether a more urban level of service and density should be allowed close to the borders with Edmonton and Spruce Grove. Generally, most participants were not supportive of major changes in density to existing built-out subdivisions, except for secondary dwelling units which were supported.

Balance clarity and flexibility in development rules

There were multiple perspectives on regulations for development, with some participants calling for more strict and clear rules and others wanting to see more flexibility to account for unique situations and entrepreneurial opportunities. Requests for stricter rules and enforcement were typically about protecting natural areas and natural drainage patterns. Asks for clearer rules and less discretion were often tied to the desire to eliminate the amount of studies required and reduce multiple interpretations. Scale was also a factor, with some participants wanting to see more rules and permit requirements for large subdivisions or developments but less permits and processes for single properties. For agricultural lands specifically, participants wanted to see rules to prevent fragmentation but did not want rules that restrict what farmers can do on their lands, especially the ability to subdivide for multi-generational farming and living.

Allowing for additional types of uses, from housing types to other business opportunities or agricultural uses, was generally supported. There were also several specific comments calling for the updating of Area Structure Plans to provide clearer rules and align with modern best practices for agricultural and environmental protection.



Public

The following summaries include the results from the in-person open house and the public survey.

Vision and Goals

The draft MDP vision and goals were presented for feedback and refinement. These were informed by feedback from Stage 1 Engagement.

49
COMMENTS

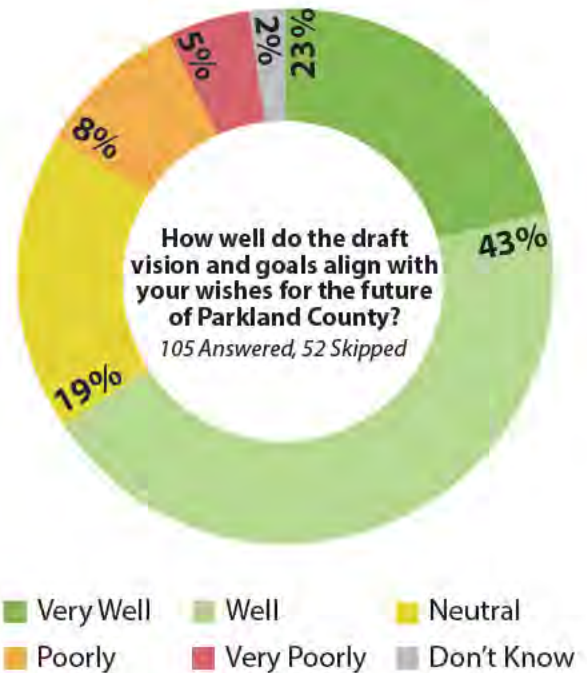
Draft Vision

A thriving, rural community with reliable systems and prosperous economy.

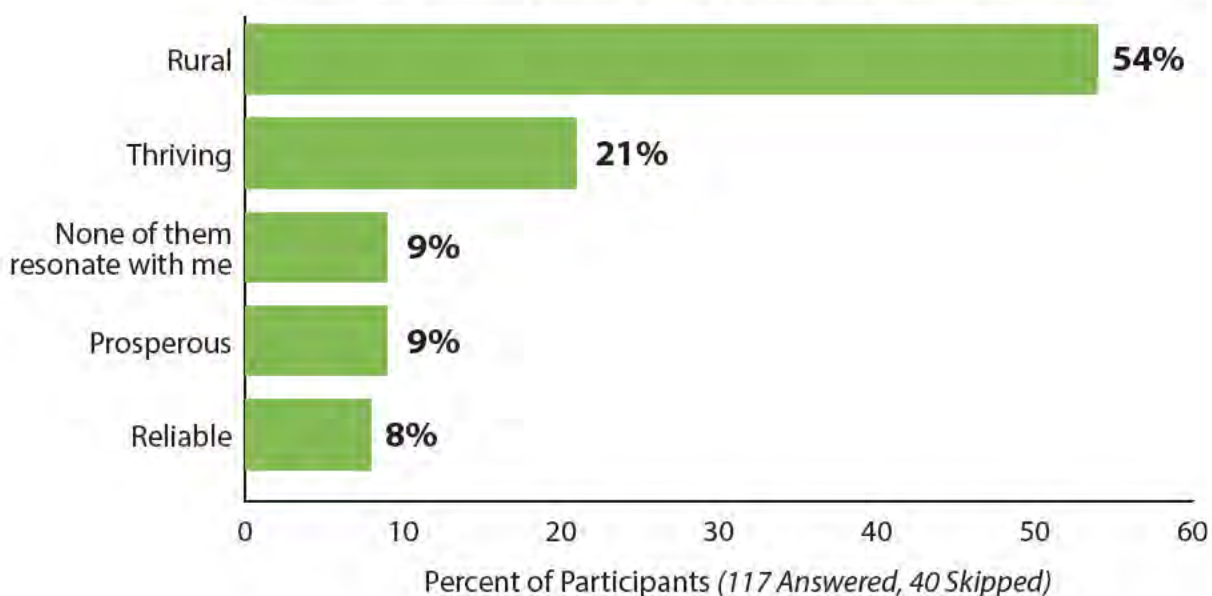
Draft Goals

- Parkland is Thriving: Residents of all ages enjoy an excellent quality of life.
- Parkland is Rural: Agriculture and natural landscapes are the defining characteristics of the community.
- Parkland is Reliable: County systems recover quickly from and withstand difficulties.
- Parkland is Prosperous: The local economy cultivates a diverse and growing tax base.

There was a generally positive response to the draft vision and goals with 66% of participants saying that these align with their wishes for the future of Parkland County. Of the positive responses, 23% of participants selected that they align "very well".



Of the four goals, which one resonates with you the most?



Fourteen percent of participants said that the vision and goals did not align with their wishes, with 5% selecting “very poorly”.

For the goals, “Rural” resonated the most with participants and “Reliable” the least. Nine percent of participants said that none of the goals resonated with them.

There were 49 suggestions for improving the vision and goals. Many of the comments were about keeping Parkland County rural and what that means. Some specific wording changes were also suggested.

Keeping Parkland rural

- Natural areas are protected
- Agricultural areas, heritage, and operations are preserved for food security and the economy
- More than just rural and natural features that define the County
- Impacts from industrial and residential development are mitigated for residents
- There is a sense of community and people support each other
- Spending and taxes are low
- Government does not get in the way / reduced red tape, rules, and permits
- Residents have the ability to be self-sufficient
- Ability to live, work, and play in rural context
- Families and succession / multigenerational living is supported
- Gives land back to Indigenous farmers

Wording Choice

- Add protect and enhance land and waters
- Add broader environmental sustainability, which includes wildlife
- Add community spirit
- Add safe and secure
- Add connected
- Add resilient
- Add inclusive and diverse from a economic, business, social, environmental, and geographical perspective
- Focus on local agriculture
- Reliable is not proactive enough
- Rural experience is too subjective
- Connect agriculture to quality of life

General

- Natural areas should be first
- Answer seems pre-determined
- Not written as goals but as attributes / too operational / not measurable
- Seems too restrictive
- Don't understand the diagram / can't see the actual plan
- On the right track / resonates

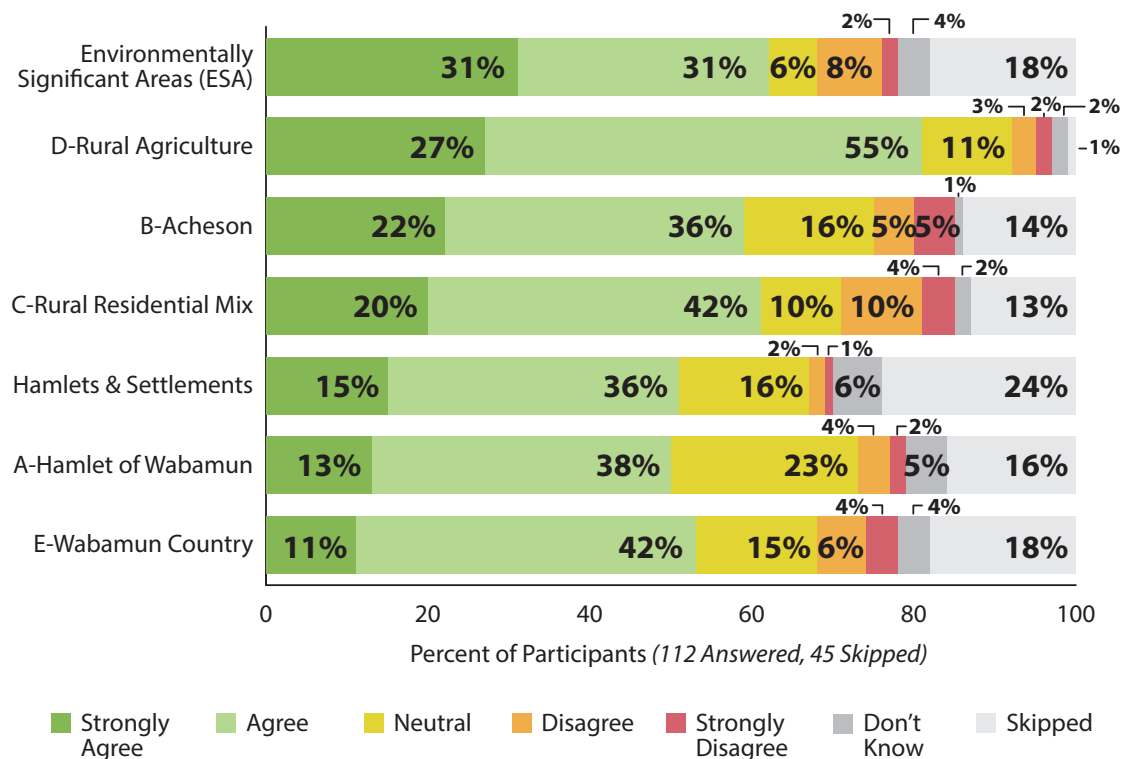
Draft MDP Development Concept

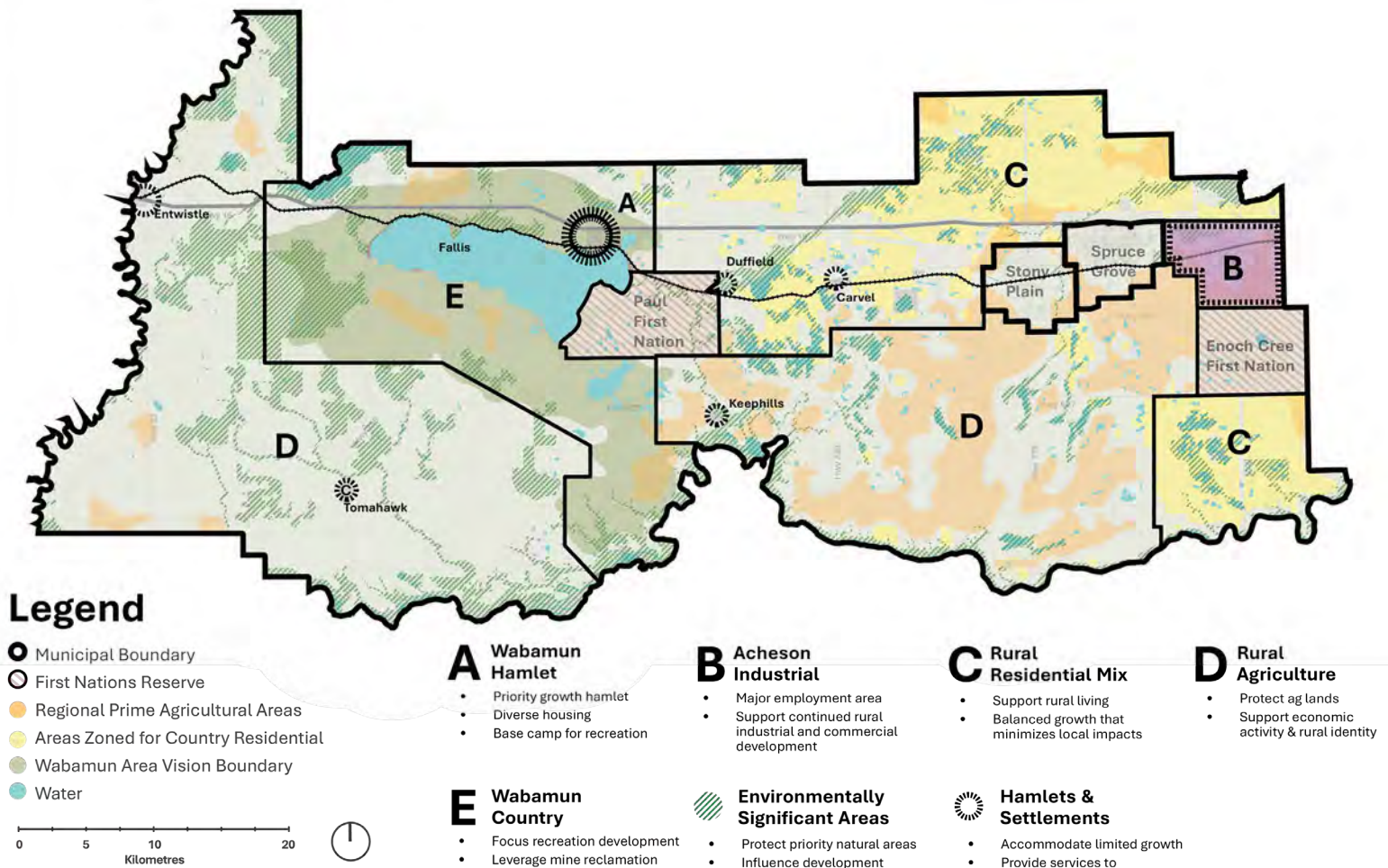
78
COMMENTS

There was an overall level of agreement with all seven areas and their primary roles in the draft MDP Development Concept. Environmentally Sensitive Areas (ESA) received the highest number of “strongly agree” responses, however, Rural Agriculture had the highest level of agreement overall at 81%. Rural Residential Mix, though 61% agreed with, had the highest level of disagreement at 14%. Wabamun Hamlet had the lowest level of agreement, but this was primarily due to having the highest number of “neutral” responses. Hamlets and Settlements was skipped by the most participants at 24%.

There were 78 suggestions for how to improve the draft Development Concept. These are organized by the different areas in the concept.

What is your level of agreement with the seven areas and their primary roles identified in the draft MDP Development Concept?





County-wide Comments

There were several comments related to development in the County as a whole:

- Too much development
- Concerns about gravel operation being extended
- Against spread of low density residential – should be focused in hamlets and towns
- Several comments spoke to the overall approach of the draft Development Concept:
 - Need to balance development, agricultural, and natural areas
 - Have overlays versus distinct areas, to be more flexible
 - 30 years is too long to plan for given rate of technological change
 - Plan needs to define ‘protection’ and ‘impact’ to help with consistent interpretation
 - Allow small homes
 - Should allow small industrial in other places too

Additional comments spoke to financial considerations for the County:

- Do not assume federal or provincial servicing costs
- Do not subsidize projects in other municipalities (rec centre)
- Do not subsidize development that is not revenue positive, consider fiscal impacts
- Get rid of permitting and fees
- Consider the impacts of climate change on operations and maintenance such as impacts on roads and water
- Concerns that County chooses gravel over ESAs because of profit

Three additional areas were suggested for identification in the Development Concept:

- Should be an area similar to Wabamun Country along the North Saskatchewan River and Pembina River
- Jackfish area should be its own area, expand ASP, allow some opportunities from C, D, and E
- Need to consider Parkland airport and the economic opportunities for tourism and industry

A - Hamlet of Wabamun

The Hamlet of Wabamun and its role, though supported by 50% of participants had the lowest level of agreement in the concept. This was primarily due to more “neutral” responses than any other area. The following comments were tied to the Hamlet of Wabamun:

- Need recreation and economic development to sustain business and diverse population
- Good to see County moving forward with 2011 plans for development
- Need recreation centre instead of a marina
- Do not cater to just Edmontonians recreating
- Focus on services for residents
- Need more industrial development

B – Acheson

Acheson had 58% agreement overall and 10% disagreement. The comments for Acheson indicated several tensions existing for the area and the aspirations for its future role in the County. On one hand, many participants wanted to see the expansion of industrial and commercial uses in the area to support Parkland County’s tax base. On the other hand, there were comments calling for more recognition and mitigation of impacts to existing residential neighbourhoods, including Osborne Acres, in the future role of Acheson. Several comments also specifically mentioned the need for both protection of prime agricultural lands and natural areas, including Wagner bog and its re-charge areas.

- Mitigate impacts to existing residents
 - Existing residential here needs to be protected (Osborne Acres)
 - Wish that Acheson role was same as C & D (agriculture and residential)
 - Need to enforce dark sky policies
 - Enforce speed limits and no-thru traffic to protect residents of Osborne Acres
 - Concerns about intersection improvements at 16A and Spruce Valley Rd and future overpass of Highway 60, bringing more traffic to Osborne Acres
- Wagner Natural Area needs to be protected (no new trails), as well as its recharge areas
- Expand residential in Acheson and allow higher density transitional residential along 231 Street

- Allow heavy industrial and manufacturing in Acheson
- The land between RR 265 and Hwy 60, between 16A and 628 is already zoned industrial and should be included in the Acheson Area (B)
- Never give Acheson to Edmonton

C - Rural Residential Mix

Rural Residential mix had 61% agreement and 14% disagreement overall. There were many perspectives on the role of these areas, including wanting to see more clustered or limited development, wanting greater diversity of housing options, and supporting more small-scale agricultural activities.

Residential Rules

- Cluster residential development around existing development
- Make sure density doesn’t get too high (keep rural)
- Too much development, shouldn’t be allowing more
- Need to develop amenities on the east edge to attract Edmontonians
- Add diverse housing and services to promote aging in place and support people continuing to live in their community
- Allow more housing options (multi-generational, suites)
- Slope analysis should not be required for country residential
- Don’t allow streetlights in residential areas
- More rules and enforcement about drainage, wetlands being filled, and ESAs

Agriculture

- Protect Agricultural lands from fragmentation
- Promote agricultural advantage
- Should still be agricultural role
- Help people who are trying to prioritize agricultural / natural lands / ESA functions through policy, grants, and reducing red tape for small scale agriculture, horticulture, agritourism

D - Rural Agriculture

Rural Agriculture was the most agreed upon area within the draft Development Concept at 81% agreement overall, indicating the importance of agriculture in the future of Parkland County to participants. Comments for this area included:

- There is a lack of ESAs in this area
- Leave it as Agriculture
- Provide an off-road vehicle staging area (north)
- Encourage highway commercial
- Encourage agritourism
- Clearly define uses on agricultural lands
- Allow multigenerational housing on farms
- Recognize other non-high quality agricultural lands as well

E - Wabamun Country

Wabamun Country, though still 53% supported, received the second lowest level of agreement after Wabamun Hamlet. Like the hamlet, this was primarily because of its high number of neutral and skipped responses. There were different perspectives on the recreation focus for the area, with some comments indicating that they wanted to see more agricultural focus in the area instead. Comments for this area included:

- Limit recreation and focus on Agriculture
- Need recreation and economic development to sustain business and diverse population
- Protect the lake and its health
- Reclaim the TransAlta lands

Environmentally Significant Areas (ESA)

ESAs had the highest number of strongly agree responses, and the second highest level of agreement after rural agriculture, with 62% support. Comments for this area included:

- ESAs need to be the priority for protection over development
- Please explain ESA
- Make sure ESA don't become too invasive for adjacent properties
- ESAs should not influence mid-sized Agricultural development
- Federal ESAs impact residential and agricultural waterbodies
- Protect Wagner natural area and recharge areas

Hamlets and Settlements

Hamlets and Settlements received 51% support overall. This was the most skipped question of the seven areas. The comments for this area included:

- Make the hamlets less of an eyesore
- Demonstrate the costs and benefits of initiatives in hamlets
- Support aging infrastructure in hamlets



Bold Moves

Potential policy directions were provided for feedback under six Bold Moves. Participants indicated their level of support for each of the proposed actions and had an opportunity to provide additional suggested actions.



Protect Agricultural Land & Activities

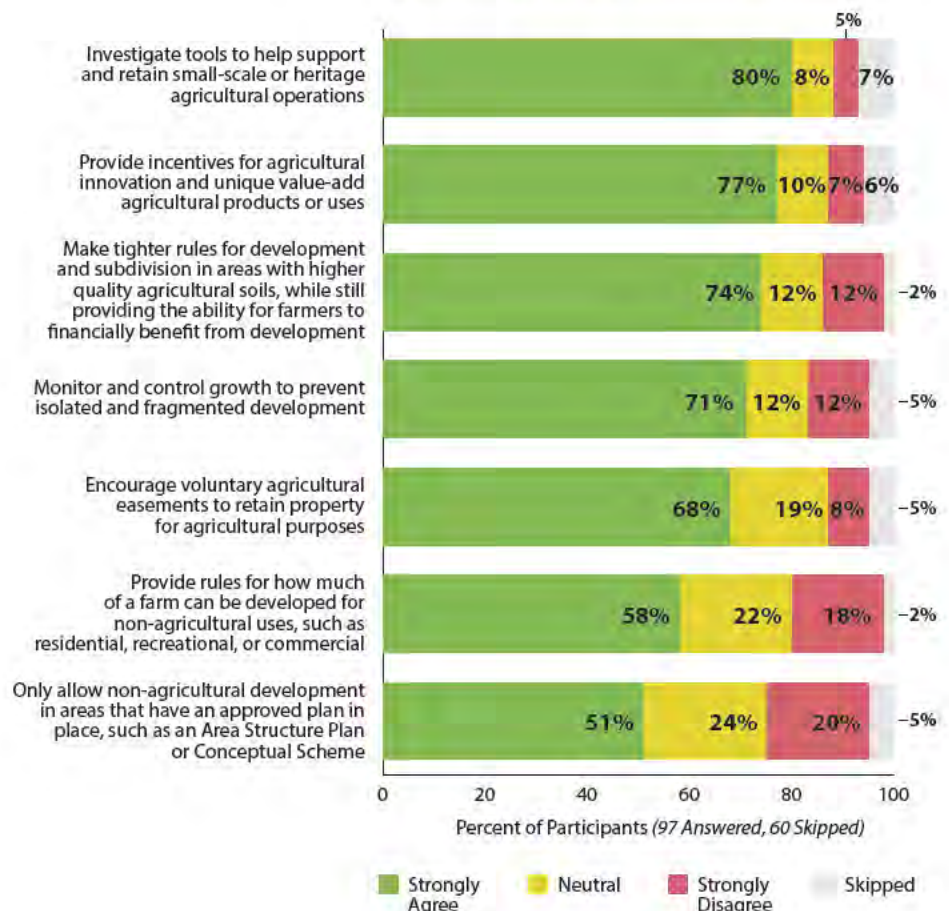


Participants were generally supportive of the actions proposed for this Bold Move. Investigating tools to help support and retain small scale or heritage agricultural operations was the most supported at 80%, followed by incentives for agricultural innovation and unique value-add agricultural products or uses at 77%. Though still supported by over half of participants, only allowing non-agricultural development in areas with an approved Area Structure Plan or Conceptual Scheme was the least supported of the actions, with 20% of participants not supporting.

44
COMMENTS

There were 44 comments on the actions for this Bold Move, which are summarized by theme.

What is your level of support for the following actions to protect agricultural lands and activities?



Expanding / not limiting property rights

- Do not tell farmers what to do on their lands
- Allow for change to existing farm operations and for moderate development on farms for succession planning and family operation expansion
- Allow and encourage small scale agricultural activities in residential subdivisions, including live-stock, micro-farming, indoor farming
- Support modernized equestrian opportunities on large properties
- Provide tax incentives for farms and agritourism
- Offset the cost of farming with community growth
- Create the process for communal agriculture
- Remove barriers versus using incentives
- Don't eliminate opportunities for entrepreneurs
- Allow indoor recreation and agritourism on agricultural lands

Protecting natural areas

- Protect Wagner Bog
- Protect small waterbodies / ponds and reduce fill to preserve natural drainage patterns
- Recognize the importance of agricultural land for natural areas, wildlife, and water recharge zones for ecologically sensitive areas

Development requirements

- More evaluation of subdivisions
- Tax business development on agricultural lands at the commercial versus agricultural rates
- Limit number of development permits on agricultural lands
- Rules should encourage development while mitigating impacts on agriculture (preservation not protection)
- Landscape buffer between residential and agriculture to deter recreation use
- Small business should be allowed as of right

Concentrate development

- Where it already exists
- Along main roads / existing infrastructure
- In existing buildings (industrial)
- Away from top quality soils

Area Structure Plans

- Many ASPs will need to be updated to reflect new priorities / ways of planning
- Concerns that ASPs can be done by developers without consideration for agricultural lands

Land Use Bylaw

- Remove minimum house size rules to allow for tiny homes
- Provide clarity and ensure certainty in LUB by tightening up discretionary land uses so decisions are not being made by staff who have little/no knowledge and/or experience or ties to farms and farmers.
- Approach each case as unique and allow flexibility
- Allow solar panels on roofs without a permit

Other

- Don't sell land to foreigners
- Don't use pesticides
- All good proposals
- Consider social fabric
- Whitewood and Highvale should be converted to agriculture

Conserve & Connect Natural Landscapes

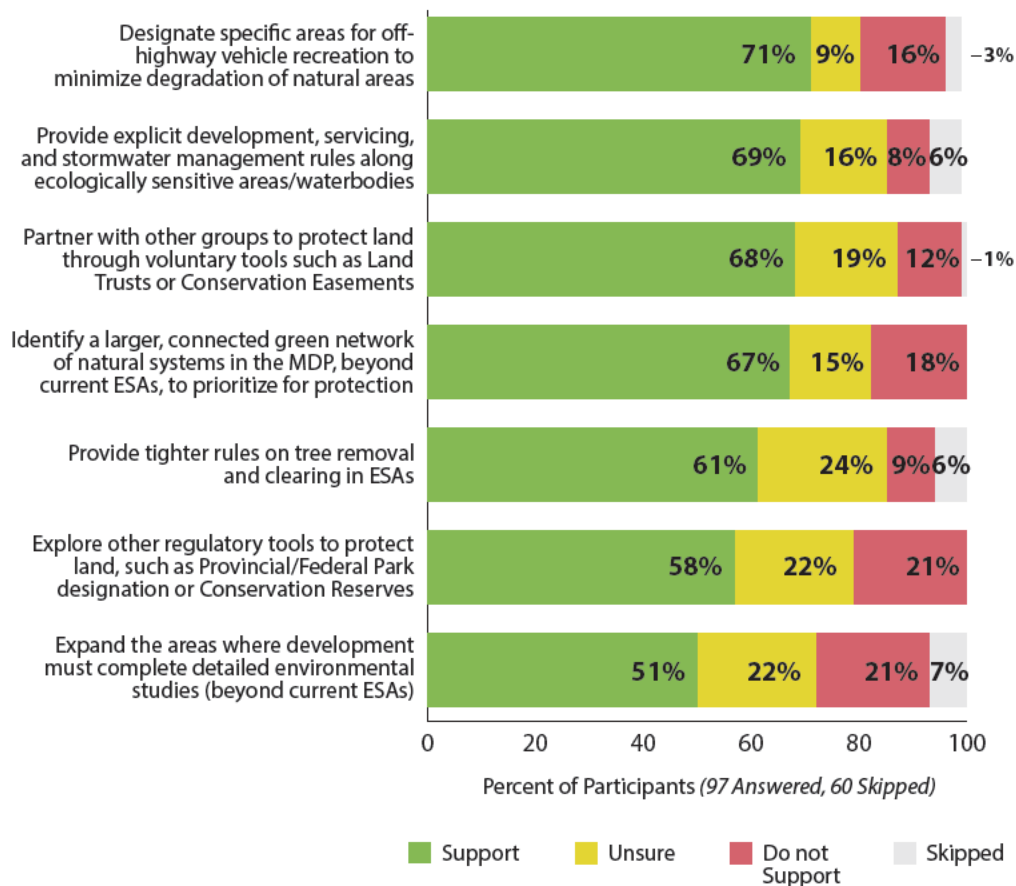


Overall, all of the potential actions within this Bold Move had 50% support or greater. Designating areas for off highway vehicles was the highest supported at 71%. The least supported action was expanding areas where development must complete detailed environmental studies at 51%.

There were 35 comments, which are summarized by theme.

35
COMMENTS

What is your level of support for the following actions to conserve and connect natural landscapes?



Proposed actions

- Don't agree with connecting ESAs
- Minimize other government involvement
- Clarification that a Land Trust such as Edmonton and Area Land Trust can conserve land through conservation easements or through (fee simple) ownership of land.

Development rules and enforcement

- Should be about mitigation, not preventing development
- Need to balance environmental protection with support for agriculture and rural economic development
- Need more explicit but reasonable rules (yes / no) for development versus study after study
- Ensure flexibility for specific situations
- Environmental studies should be required for industrial and commercial development but not small-scale housing renovations
- Need more comprehensive studies, including drainage studies
- Need more enforcement of existing rules, like tree removal
- Do not allow filling of wetlands and ensure fill has no hazardous material
- Maximize opportunities in the Provincial Wetland Replacement Program
- Better enforcement and monitoring of encroachment on ESAs and water bodies, including removal of vegetation or use of lake water

Operations and maintenance

- Designate specific areas for ATV
- Ban all ATV use
- Provide signage for protected areas
- Proactive wildfire prevention on County lands

Other actions

- Protect Wagner Bog / Acheson forest
- Tax incentives to conserve
- Clean up the gravel pit at Range Road 33
- Clean up / restore mine sites
- Connect Wabamun Provincial Park to Hamlet via trails
- Build wildlife corridors over highways

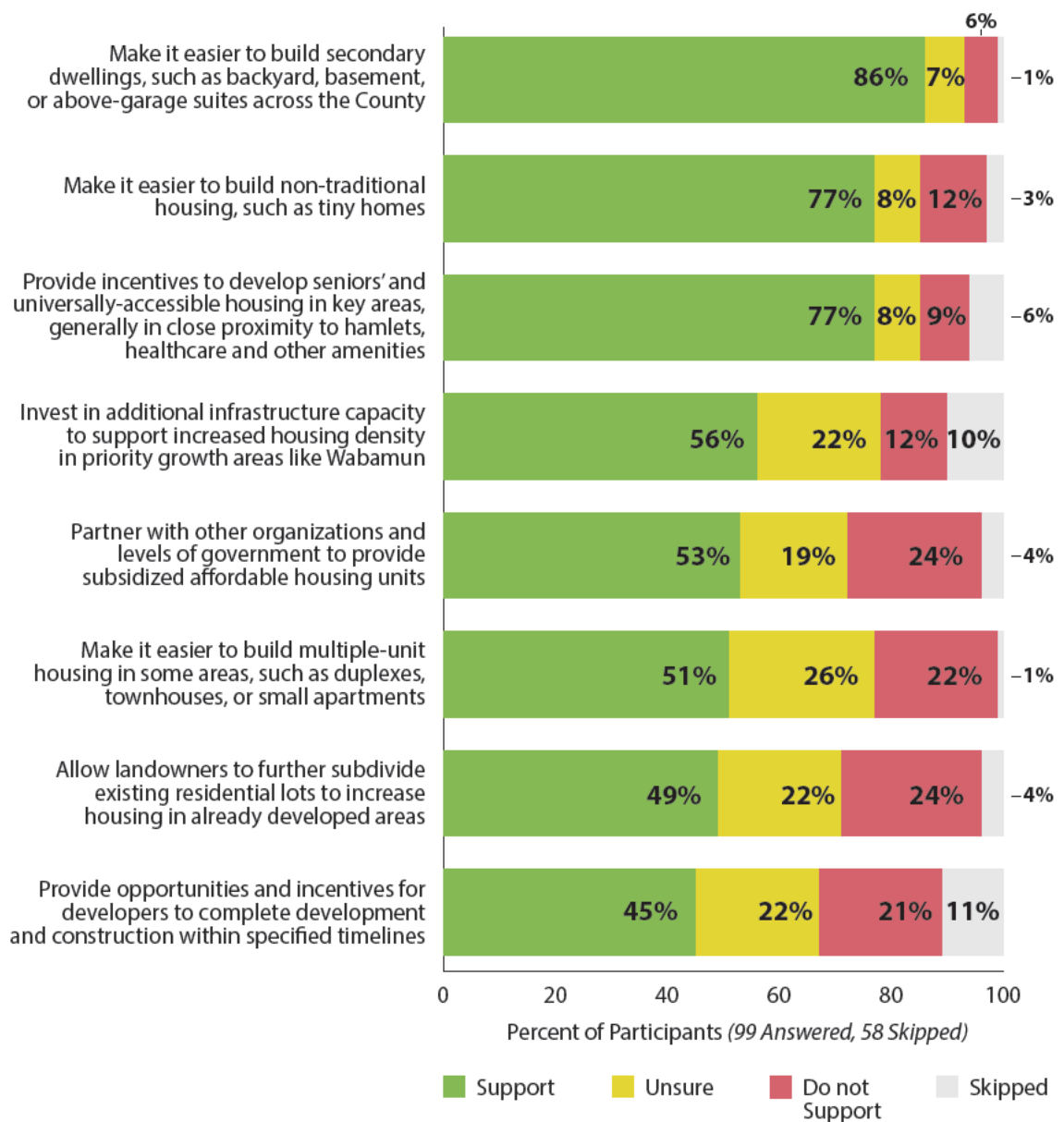
Increase Housing Diversity



There was a wider range in support for the actions in this Bold Move, with two receiving less than 50% support from participants. Generally, participants were more supportive of actions that allowed for or incentivized more types of housing to be built on properties.

34
COMMENTS

What is your level of support for the following actions to **increase housing diversity**?



The most supported actions were about making it easier to build secondary dwellings and non-traditional housing. There was also interest in providing incentives to develop seniors' and universally accessible housing. There was less support for allowing further subdivision of existing areas and providing incentives to developers to meet construction timelines.

There were 34 comments, which are summarized by theme.

Housing types

- Look at what other communities are doing
- Need a range of dwelling sizes for all ages / stages and succession
- More focus on multigenerational housing and age in place versus large senior complexes
- Allow temporary homes (tiny, trailer, mobile, etc) and enable these as secondary dwellings
- Make it easier and encourage for eco-friendly improvements like solar
- Do not increase housing diversity / too big of a problem for Parkland to solve
- County should not take on non-market housing
- Locating density

Clustering development and density

- Certain areas should not allow high density development (natural areas like Wagner)
- Only allow density in hamlets, including apartments and row housing
- Density belongs in cities
- Concerns about crime with additional density

Infill development

- Opposing views on whether to allow more density or subdivision of existing large lots and sub-divisions
- Allow farmers to subdivide
- Infrastructure
- Need to increase infrastructure capacity to support additional density in Big Lake

- Developers should pay for servicing

Development rules and enforcement

- Update Area Structure Plans based on new environmental practices
- Enforce / have penalties for bylaws and permits and timelines versus incentives
- Rushing developers does not ensure quality housing
- Suggest taxing the project at the finished tax rate by the deadline
- Housing needs to incorporate fire prevention / fire smart
- Buffer between residential and industrial uses
- Healthcare and natural healthcare availability

Cultivate a Rural Experience

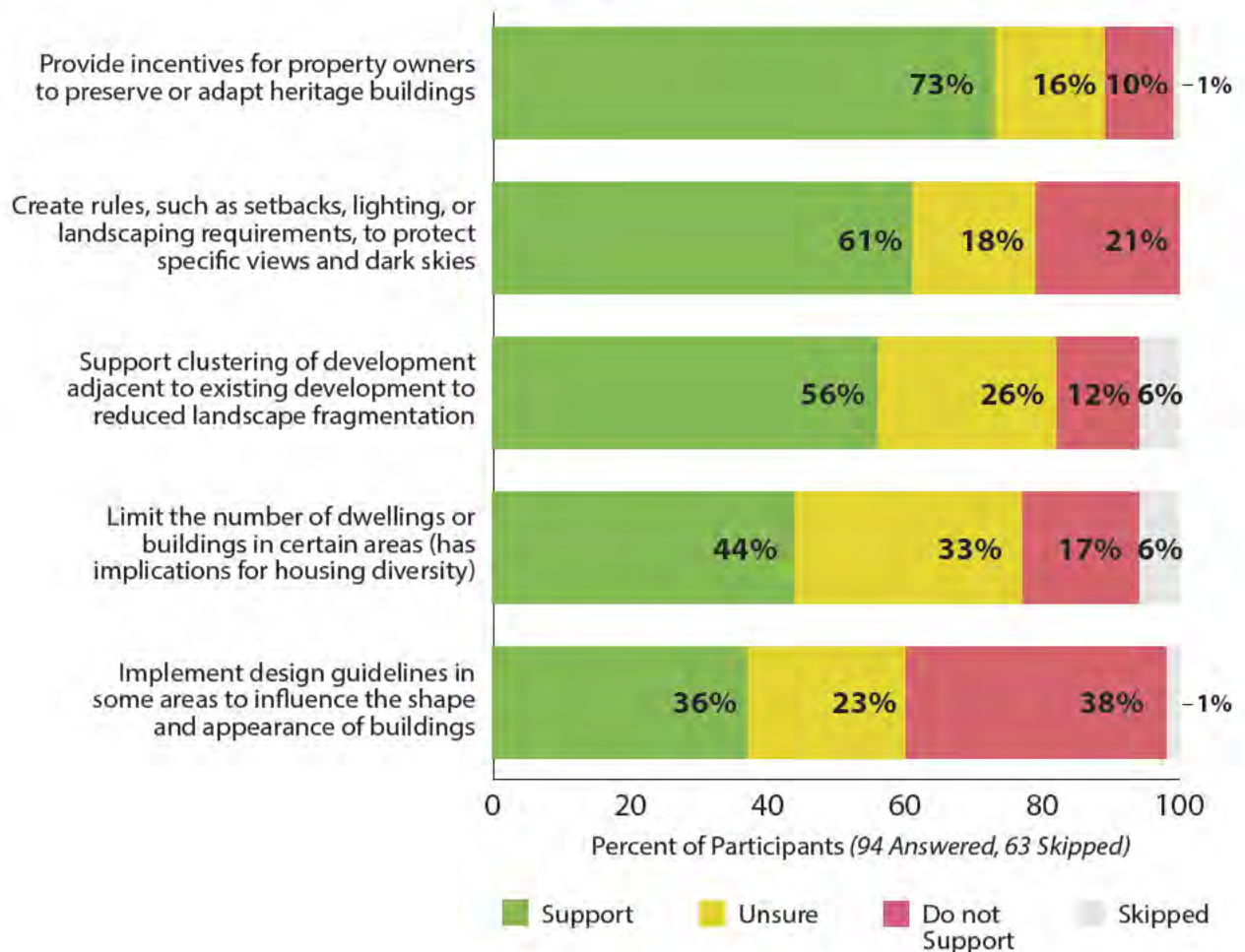


Three of the five actions in this old move were supported by over half of participants, with heritage preservation incentives being most supported. Implementing design guidelines was one of two actions across all the Bold Moves that had more opposed than supporting responses, with 38% opposed. However, creating specific rules for setbacks, lighting, and landscaping was supported by 61% of participants. A third of participants said they were unsure about limiting the number of dwelling units on a property.

38
COMMENTS

There were 38 comments, many of them speaking to impacts of development on residential areas.

What is your level of support for the following actions to cultivate a rural experience?



Lighting and Impacts

- Protect residents from impacts of industry / resource extraction
- No streetlights in country residential areas
- Enforce dark sky policies along Highway 16
- Stricter lighting standards for industrial and commercial

Residential development

- Protect ESAs
- Cluster development
- Focus on existing housing and country residential
- Fill in country residential lots already subdivided and do not allow additional subdivision
- More eco-friendly and fire smart building and incentives

Supporting rural experience

- Not just about agriculture
- Support industrial and commercial
- Support agriculture as a way of life, not an experience
- About building community
- Rural version of live, work, play
- Celebrate culture and history
- Support and allow rural activities (horses, ATV, greenhouses)
- Build a demonstration farm

Development rules and enforcement

- Do not enforce unless more than one complaint
- Do not want landscaping requirements or design guidelines
- Do not interfere with landowner rights / choices
- Notify residents by mail of new subdivision proposals
- Concerns about the wealthy influence on Council decisions
- Concerns with heritage program incentives and think it could be abused

Inspire Recreation

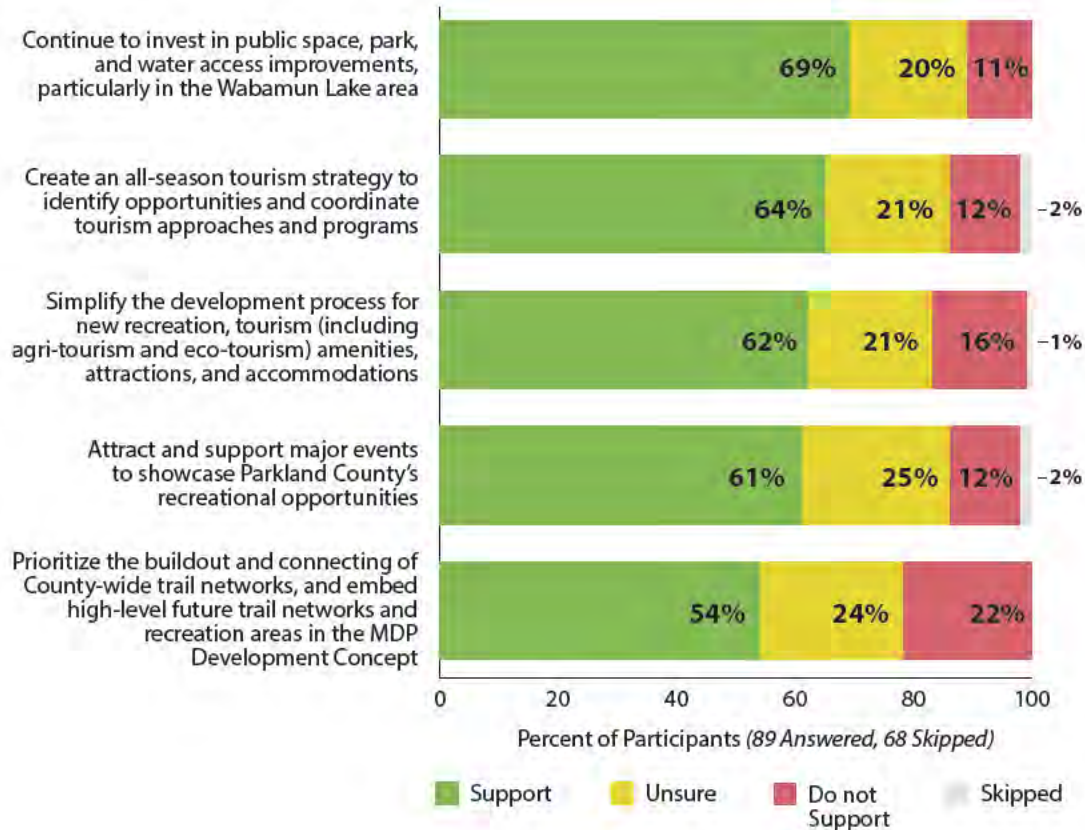


The actions proposed for this Bold Move were generally supported. The top supported action was continuing to invest in public space, park, and water access improvements, particularly in the Wabamun Lake area. Though supported by 54% of participants, connecting trail networks had the highest number of participants that selected do not support.

41
COMMENTS

There were 41 comments about the actions. Many of these were about trails and the protection of natural areas.

What is your level of support for the following actions to inspire recreation in the county?



Trails

- Do not want more trails in natural areas due to negative impacts (fire, theft, etc)
- Concerns about trails through residential areas / private property and crime
- Need to maintain / enhance current trails and parks
- Tension between creating designated ATV trails and areas or not allowing ATVs at all
- Concerns about maintenance costs of trails and ability of County to support this
- Connect the whole County with trails and expand on types of trails (bike trails, cross country, horse, interpretive)
- Trails should be along highway or railway

Protecting natural and agricultural areas

- More enforcement for motorized recreation, trespassing, littering
- Make natural areas more accessible to public
- Simplify building process for agricultural buildings on large parcels

Tourism and recreation

- Not a priority / No more money into recreation (focus on core services)
- Capitalize on the airport for tourism
- Do not subsidize tourism
- Provide more tourism opportunities and make it easier in the LUB
- Let industry create their own tourism strategies
- Need more camping areas to reduce illegal camping
- Don't hurt other communities to support Wabamun (farmer's market, Seba)

Location specific

- North Saskatchewan River and Pembina River should be recreation destinations
- Want to see river access in Black Hawk area
- Want to see more trail access to lakes (Big Lake, Hubble Lake)
- No more trails in Wagner
- Glad to see waterfront development in Wabamun progressing



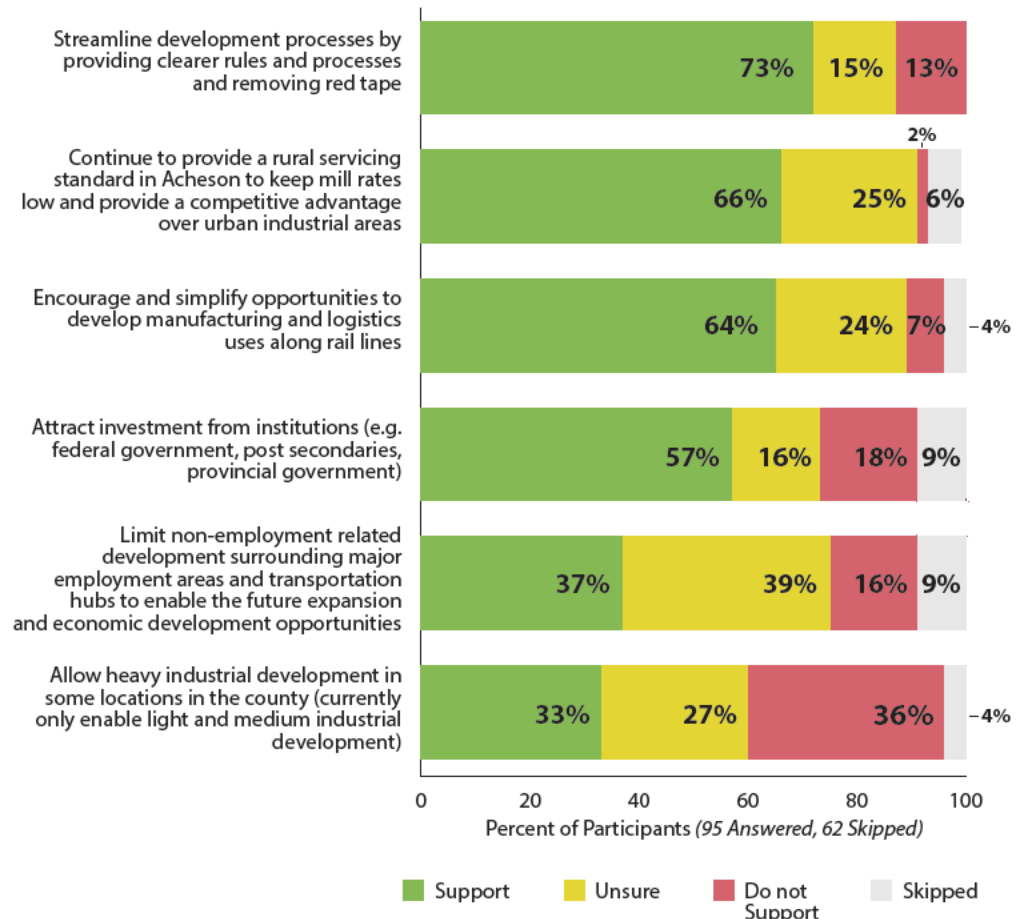
Drive Economic Momentum



Four of the six actions under this Bold Move were supported. Streamlining development processes by providing clearer rules and processes and removing red tape was the most supported at 73%. Limiting non-employment related development surrounding major employment areas and hubs had the most 'unsure' selections, indicating that this action may have not been clearly understood. Allowing heavy industrial development had the most disagreement, with 36% participants not supporting. Attracting investment from institutions notably also had 18% of disagreement from participants.

31
COMMENTS

What is your level of support for the following actions to drive economic momentum?



Development rules and enforcement

- Tighter rules for large businesses near residential to mitigate impacts like noise, yard maintenance, traffic speeds
- Less rules, fees, regulations, and taxes versus providing incentives
- Less red tape, but at the cost of the environment
- Standardized development application forms and staff approach, highlighting all supporting studies, reports etc to make this easier
- Religious institutions should pay taxes
- Support diversification of home-based businesses
- Too much commercial in residential areas
- Incentives to build in west end of County
- Want to see a few strip malls
- Need employment areas near residential areas
- Allow other places to have employment development (not just Acheson and Wabamun) if they can be properly serviced
- Provide job growth incentives for Wabamun area

Partnerships

- Partner regionally, but not at the cost to Parkland
- No federal involvement
- Alberta Transportation should honour commitment for highway 628 from city limits west
- Attract investment from businesses (not just government and institutions)

Priority economic areas

- Focus on growth markets: technology, aviation, health, alternative energy
- Agritourism and eco-tourism
- Encourage development of south Acheson off Highway 60
- More focus on business vs residential development (tax base)

Industrial

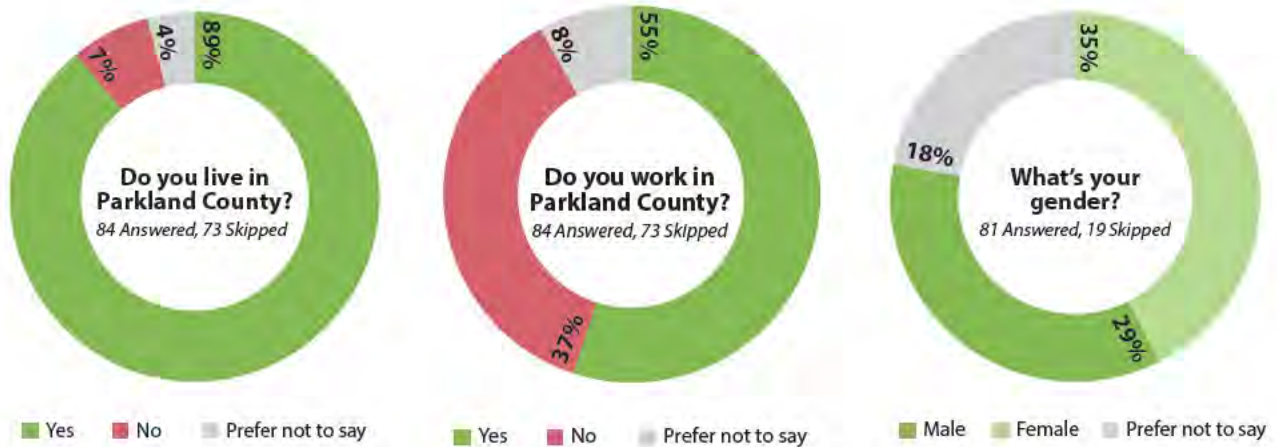
- Do not allow heavy industry near rural communities, consider existing residential
- Concentrate heavy industry into very specific locations
- Need more industrial areas Entwistle, Wabamun, Tomahawk (former mine lands)
- Push development to Wabamun area
- Only allow clean industrial
- Unclear what rural servicing standard means

Demographics

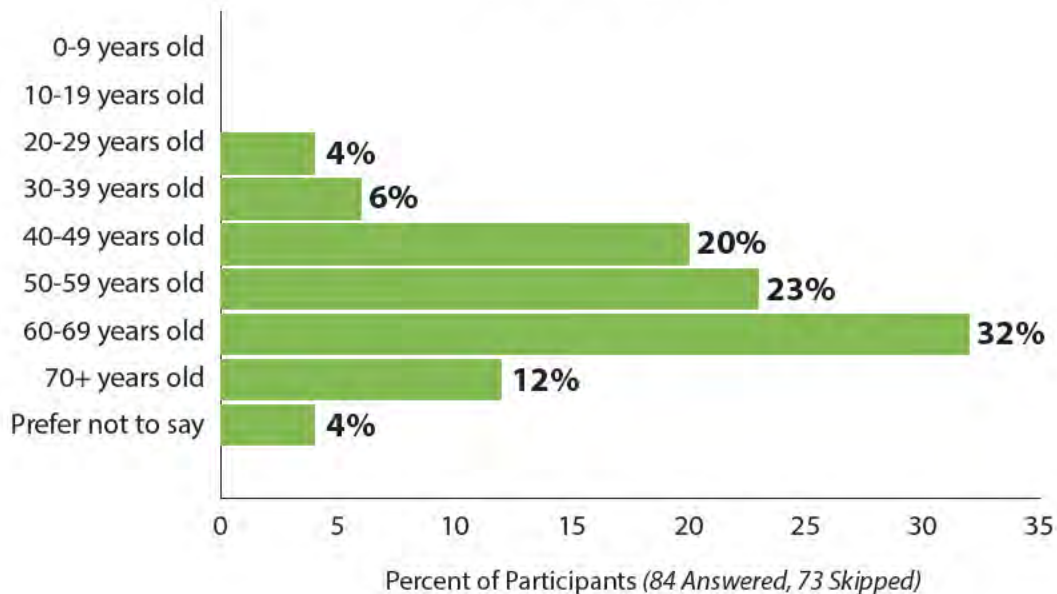
The following demographics questions were asked in the survey to better understand who was participating. These statistics do not include in-person participants.

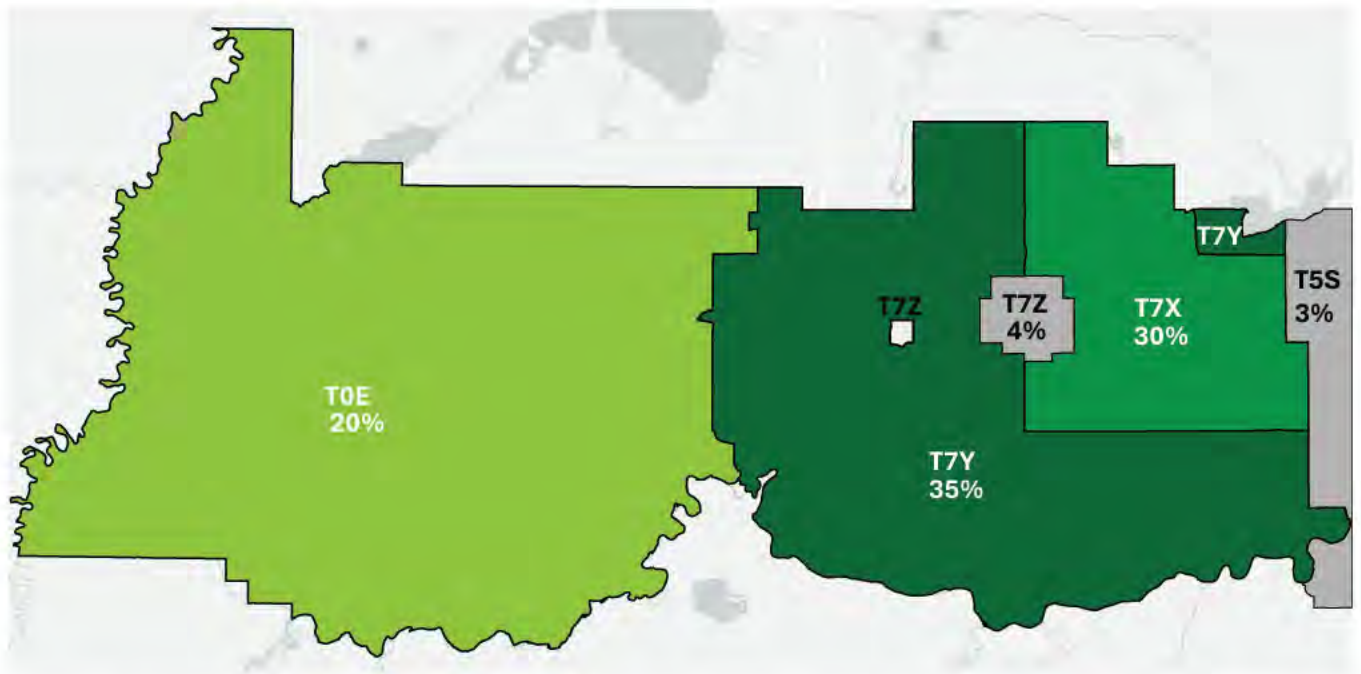
Most survey participants live in Parkland County.

There was no representation of 0-19 year olds in the survey results. The majority of respondents were above the age of 40, with the highest proportion being between 60 to 69 years old.



How old are you?





The postal codes with the greatest representation in the survey were T7Y(35%), T7X (30%), and T0E (20%), which are within the County. Edmonton made up 9% of the postal codes. There were also a few responses from Stony Plain, Spruce Grove, and south of Edmonton.

Interested Parties

The following summaries are from the Community Workshop and Industry Session.

Community Organization Engagement

In addition to the public engagement process, a workshop was hosted with invited community organizations. A brief presentation was provided, giving an update on the project, then participants were divided into two groups for two discussion based activities.

For organizations that could not attend, there was an option to provide feedback through a discussion guide, which had similar questions to the in-person session.

We heard from the following organizations:

- Carvel Hall Association
- Clifford E Lee Nature Sanctuary
- Committee on Keephills Environment
- Edmonton River Valley Conservation Coalition
- Farming Forward Association
- Jackfish Lake Management Association
- Mayatan Lake Management Association
- Nature Conservancy of Canada
- Wabamun Watershed Management Council
- Wagner Natural Area Society

Overview presentation and questions

The following feedback was received during the presentation:

- The MDP needs to set out clear direction and priorities for the next 30 years. Needs to guide decision making and help with discretionary interpretation in the Land Use Bylaw.
- Need to get it right at this level and ensure that ASPs get updated to reflect the MDP
- Need to consult with Indigenous peoples on new development
- Need to consider cumulative impacts (not just individual properties)
- Need accountability for requirements at the time of development
- Concerns that we are not asking the public the right questions (in reference to the What We Heard Report)
- What does priority growth area mean?
- Questions around the level of influence of the EMRB on the MDP and forthcoming updates to the regional growth plan.
- Countywide concerns about drought and crime

Vision & Goals

- Agree generally
- Should be 'resilient' vs 'reliable' / don't like reliable
- Should include diversity (geography, people, economy)
- 'Systems' needs to be defined better
- Emphasize environmental leadership and protection
- Don't agree with prosperous, as it conflicts with environmental protection
- Should recognize ecological goods and services

Development Concept

The groups were provided with a large printout of the draft MDP Development Concept. Groups were asked about their level of agreement with areas and roles identified in the concept and if they had any areas of concern about the concept. The feedback on the Development Concept is summarized below.

General Concept

- Direction looks fine overall, as long as there are clear policies to go along with the areas, clear implementation strategy, and enforcement of the plan
- Desire to see more recreation development along riverbanks
- Keep plan process manageable
- Want to see the linkages between the MDP and LUB

Acheson

- Concerns about area B-Acheson's role and impacts on Wagner Bog recharge areas and agricultural lands and desire to see buffer or transition areas around industrial development

ESAs

- Need to recognize and consider the role of agricultural land and soils in recharge for natural areas (importance of pervious landcover)
- Need to ensure holistic view of ESAs that is connected to the broader landscape. Different functions and needs for Grassland, wetland, riparian, forest.
- Need to consider species at risk and wildlife corridors, (migratory birds require eco islands, more species moving north due to climate change)

- Recognize the Great Waters Area as an environmentally significant region to protect the Carvel Pitted Delta
- Add connected area linking between C and D that links significant Carvel Pitted Delta
- TransAlta plans may not align with suggested concept
- Need proper planning in Wabamun area to deal with rising levels of tourism and recreation pressure so the area is not loved to death

Bold Moves

Each group was given a worksheet and printouts of the proposed policy actions under each of the Bold Moves. Groups were asked to choose two of the Bold Moves to discuss, answering which actions should be a priority, which actions should be added or removed, and if there are any tensions between the Bold Move and other priorities for the County.

Protect agricultural lands and activities

- Desire to see incentives for small-scale agriculture
- Need to track and manage cumulative impacts (across many properties)
- Agree with all actions
- Disagreement with farmer's deserving to "cash in" on profits from subdivision of land
- Should require wildlife friendly agricultural practices

Conserve and connect natural landscapes

- Agree with identifying larger landscape areas to protect and connect ESAs
- Need to update existing ASPs to improve environmental protection
- Add "water" to conserve and connect natural landscapes Bold Move
- Suggest providing additional rules such as sensitive area setbacks, lighting requirements tied to wildlife impacts, addressing nutrient loading
- Add some enforcement and education actions and policies to Conserve & Connect Natural Landscapes
- Existing tree protection requirements need to be enforced
- Add working with Indigenous peoples on the stewardship of natural areas
- Add tighter rules for development in ESAs, specifically around water bodies
- Regulatory tools should be the priority for natural landscapes

- Issue that when an ESA is designated, it gets demolished
- Need to incentivize conservation such as a fund to conserve ESAs or a tax credit
- Work with other partners to align conservation goals (Ducks Unlimited, NCC)
- Increasing housing diversity puts pressure on using agriculture and ESA lands
- Concerns about regional / other municipalities having different regional conservation goals

Cultivate a rural experience

- Disagree with design guidelines
- Heritage should not be a priority

Inspire recreation

- Add "culture" to inspire recreation Bold Move to capture heritage and other elements of culture
- Suggest that the County support a cultural centre
- Take extreme care when "simplifying the development of new recreation, tourism" to ensure natural areas remain protected
- Be mindful of the impacts of large events

Drive economic momentum

- Need to clearly define heavy industrial development and what it means / what the impacts are. If there is pollution, noise, smell, there will be conflicts.
- Don't want to see heavy industrial
- Need to ensure that streamlining the development process doesn't come at the cost of protecting natural and agricultural areas
- Rail spreads invasive species

Increase housing diversity

- For housing, need to ensure that farmers can still have two parcels to enable multigenerational farming
- Need clearer rules for secondary units
- County can be too rigid with rules. Need to re-assess approaches more frequently.
- Disagree with incentivizing development to be completed on time. Should be a requirement.
- Agree with infill and clustering of development

Industry Engagement

A workshop was hosted with invited industry organizations. A brief presentation was provided, giving an update on the project, then participants participated in a series of discussion questions about the Development Concept and two of the Bold Moves.

For organizations that could not attend, there was an option to provide feedback through a discussion guide, which had similar questions to the in-person session.

Streamlining Development

The main topic of discussion on this topic was the requirements for Conceptual Schemes (CS) for development. Participants noted that from their experience, the CS often duplicates content already provided in Area Structure Plans (ASP) and are time consuming. Additionally, the engagement requirements can be challenging, time consuming, and costly, as they require getting all property owners in a quarter section involved. The first developer doing the CS often ends up paying for the CS on their own to the benefit of other property owners in the plan area.

Some suggestions on how to improve the process were to:

- More clearly define different roles and requirements between the ASP and CS
- Require enough detail at the ASP level that a CS is not required
- Require a more detailed ASP and make CS only for areas smaller than a quarter section

Development Concept

Generally, participants were supportive of the draft Development Concept. The discussion mainly focused on Acheson (Area B) in the concept and ideas to have transition areas on the west side (with Spruce Grove) and the east side to 231 Street (with Edmonton). It was suggested that a future transition area could include:

- Urban residential development to provide live / work opportunities
- Some commercial development that supports the industrial areas
- Non-medium industrial uses to transition between industrial and residential

Bold Moves

Due to time constraints, the group was asked to select two out of the six Bold Moves to discuss. The two moves selected were increase housing diversity and drive economic momentum.

Increase Housing Diversity

The main themes of the discussion on housing diversity were:

- Wanting to see more urban types of housing allowed near the border with Edmonton along 231 Street, similar to development in Balzac in Rocky View County or Melcor's developments outside of Calgary. City has plans to upgrade the rest of 231 Street in the next 2-3 years.
- Agreement with focusing additional residential density in Wabamun but believe there is demand to support additional residential density in Special Study Area B in the Acheson ASP.
- Won't be community support for allowing lots in existing subdivisions to subdivide further or add additional units
- Challenges with current Rural Country Residential 2.13m water table requirements. There are engineered solutions to allow for areas with shallower water tables to be considered developable, such as septic tanks.

Drive Economic Momentum

The main themes of the discussion on driving economic momentum were:

- Need to be careful of the impacts of allowing Heavy Industrial, given the setbacks required can interfere with other medium industrial development. Suggest that any heavy industrial development must purchase the setback areas at development potential rates.
- Have not had any issues with the medium industrial use and requirements
- Connecting to rail a challenge as CN won't do anything unless they know the user and the CN mainline is a highway, so moving smaller volumes on that line is too difficult and a spur line would be needed.
- The County has been really good at keeping all infrastructure plans up to date which has been good for guiding development. Please continue this.
- The economic advantage of Acheson is being eroded by levies. Starting to see others give precedence to other municipalities (such as Spruce Grove) due to difficulty of developing in Acheson.
- Need to get the Hwy 60 overpass built

Next Steps

Thank you to everyone who participated in Stage 2!

This feedback will be used to inform updates to the Municipal Development Plan. In Stage 3, the project team will be sharing the draft Municipal Development Plan for feedback. Stay tuned to yourparkland.ca/mdp for updates and future engagement opportunities.



Parkland County **Municipal Development Plan**

Stage 3 Public Engagement Summary
August 2024

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Project Introduction

Parkland County is updating its Municipal Development Plan (MDP) to guide county growth and economic diversification. The MDP is a high-level plan that establishes a vision for the county's growth over the next 30 years and provides direction on how land is used, where services go, and how communities expand.

It sets this future direction by identifying where different types of growth and development will occur, including residential, employment, recreation, and community service development. In addition to future land use, the MDP sets out policies to guide infrastructure, transportation, and environmental protection.

The MDP update process started in Spring 2023 and will be completed in Spring of 2025.

Understanding and learning from local knowledge and community feedback is critical for creating plans that will serve Parkland County residents effectively.

There are three main stages of engagement as part of the planning process.



Stage 1: | Fall 2023

The first stage of engagement gathered community feedback to support the Technical Growth Study and updates to the MDP vision and priorities.

Stage 2: | Winter 2024

The second stage of engagement, gathered community feedback on the draft vision and goals, Development Concept, Bold Moves, and policy directions for the MDP. Feedback from this stage will inform the draft MDP.

Stage 3: | Summer 2024

The third involved providing an overview of the updated Municipal Development Plan draft and an opportunity for the community to provide final input.

Public Hearing | Winter 2024

As part of the MDP Council approval process, the County will host a public hearing. Members of the public may submit written feedback on the plan or sign up to speak to Council in person.

Engagement Approach

Why We Engaged

The purpose of Stage 3 engagement was to share an updated draft Municipal Development Plan (MDP) for public and organizational input. This feedback will inform final revisions to the draft MDP.

Who We Engaged

We engaged with the general public, including Parkland County residents, community organizations, and industry stakeholders.

A total of 28 people completed the online survey and 11 people attended the in-person drop-in open house. Eight community organizations participated in the community workshop, three community organizations completed a discussion guide, and four stakeholders participated in a virtual industry session.

What We Asked

The third stage of engagement focused on the following content.

- Vision & Values (for information)
- Development Concept (for information)
- Decision-making framework
- Key changes to Development Policies and County Initiatives

How We Engaged

Stage 3 engagement involved both in-person events and online engagement from July 17 to August 14, 2024. All of these events, activities, and communication tactics are summarized on the following page.

28
SURVEY
RESPONSES

11
OPEN HOUSE
ATTENDEES

6
COMMUNITY
ORGANIZATIONS

2
INDUSTRY
PARTICIPANTS

The tactics used to engage and communicate in Stage 3 Engagement are summarized below.

RESOURCES	DESCRIPTION	STATS	AUDIENCE
Engagement Opportunities			
 Public Survey	The survey ran from July 17 to August 7, 2024. Paper copies of the survey were also available by request at the Parkland County Centre and Entwistle Community Centre.	28 survey respondents	Public
 In Person Drop-in Public Open House	At the in-person open house on July 23 at the Parkland County Centre (5-8 PM), participants could stop by at any time during the session to learn about the project and participate in the MDP activity stations.	11 participants	Public
 Virtual Industry Session	At the zoom session, participants received a presentation about the project and participated in a discussion. The event was hosted on July 24 from 12-1 PM.	6 invited 2 participants	Industry Organizations
 Community Organization Workshop	The project team hosted a workshop with invited community stakeholders to share information about the project and collect feedback in a discussion-based format. The workshop was hosted on July 24 from 5:30-8 PM at Carvel Hall.	50 invited 5 participants	Community Stakeholders
 Discussion Guides	Discussion guides were distributed to invitees of the industry and community organization sessions to provide feedback for groups that could not attend.	2 participants	Community & Industry Stakeholders
 Chat with a Planner	The project team hosted a virtual session for residents to ask questions regarding the changes proposed in the Draft MDP. The LUB ReDesign team was present to support discussion on implementation and regulation for policy.	3 participants	Public
Communications Tactics			
 Project Webpage	All project information was available on the project website at yourparkland.ca/mdp .	816 unique webpage visits	Public
 Social Media	Posts on Facebook, X (Twitter), and LinkedIn throughout March to April 2024 directed people to the public events and online survey.	16 posts, 225 interactions, 13,000+ views	Public
 Email Updates	Seven emails with the link to the website/survey and event reminders were sent to those subscribed to the Your Parkland MDP update list from July to August 2024.	141 subscribers	Public
 Newsletter	The newsletter was mailed on June 13, 2024.	22,567 copies mailed	Public
 Newspaper Ads	A newspaper ad ran on July 10 and 17, 2024 in the Community Voice, in the Pembina Post on July 22, 2024, and the Stony Plain Reporter / Spruce Grove Examiner on July 12 and 19, 2024.	5 newspaper ads	Public
 Public Calendar	The open house event was posted on the County's event calendar.	2 calendar events	Public

Key Findings

Key Findings

The following themes were drawn from across all the engagement activities and audiences.

Strength of Development Requirements

One of the main themes identified in the Stage 3 feedback was how strict the County should or should not be with its development requirements, particularly in natural and agricultural areas. Some participants expressed a desire to see even stronger restrictions or prohibitions of development along waterbodies than those proposed in the draft MDP. Similarly, some participants wanted to see stronger limitations on how many times agricultural lands can be subdivided and more protection for agricultural areas that are not captured by the Prime Agricultural Lands definition.

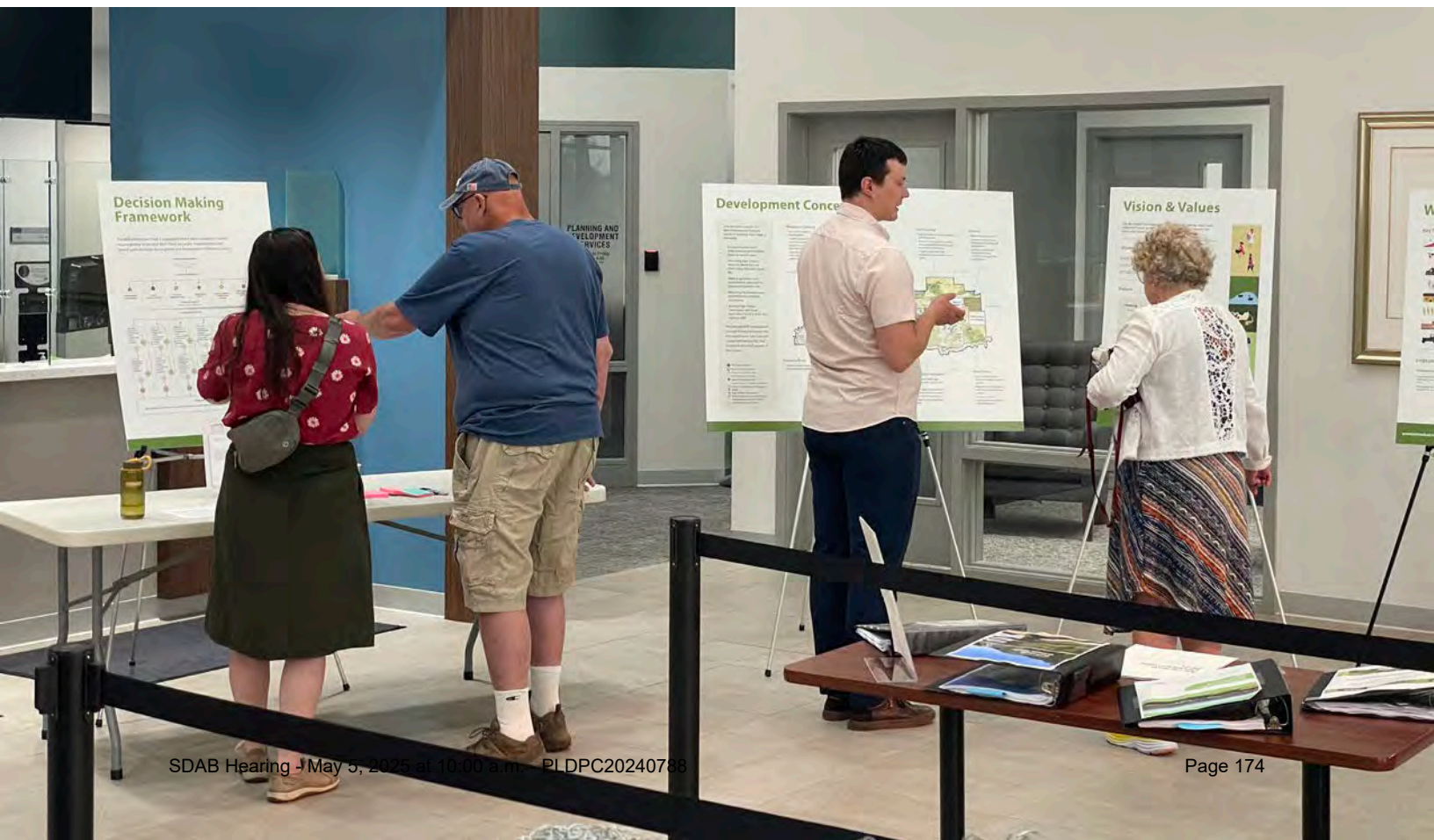
At the same time, some participants felt that the requirements were already too restrictive for property owners. Some of these participants wanted to see less restrictive subdivision rules for agricultural lands to allow for more multi-generational farming and living. They also recommended having more area-specific requirements for agriculture so that agricultural areas like the West side of the

county were not subject to the same level of restrictions. Some participants expressed that the conservation of natural areas should be incentivized rather than required. There were also some general concerns about requirements creating too much red tape for development, which could impact development interest and viability.

Clarity of Interpretation

There were some suggestions for improving the overall clarity and consistent interpretation of the document. One of the suggestions was completing a glossary of terms to ensure that definitions are consistently applied and understood. Some key terms that were asked to be defined better were “adequate mitigation” and “innovative measures”, “floodplain”, “lakefront”, “arts and culture”, and “hazard”. The use of plain language was also recommended.

Additionally, some participants wanted to see more clarity around the requirements for development and the decision making framework. Some felt an accompanying guide would be helpful. Others wanted to see more explicit connections to the framework and the policies in the MDP. A few



participants also wanted to see clearer policies around study or planning requirements. It was felt that if the policies use “may” there was a risk that they would always be required if left up to the County’s discretion. Providing more certainty in the policies was seen as beneficial for both development and the community to know what to expect when a decision is made.

Implementation

Many participants expressed that they agreed with the statements and policies within the draft MDP, but that they were concerned about follow-through and implementation. Some participants suggested providing measurable outcomes in the MDP to track implementation and the success of the plan. Others wanted to see more enforcement and monitoring, especially when it comes to the protection of natural areas. To track success, some participants suggested that the County conduct some baseline studies to determine the cumulative impacts of development over time.



Public

The following summaries include the results from the in-person open house and the public survey together. Comments have been summarized by main themes.

Draft MDP Decision Making Framework

21
COMMENTS

The draft MDP Decision Making Framework was presented for feedback and refinement. Just over half of participants, 55%, agreed with the decision making framework, while 24% disagreed. Another 21% of responses were neutral.

Most liked parts of the framework

The two main things that participants liked about the decision-making framework were the overall structure and what was prioritized.

Structure

- Clear, simple, and easy to follow.
- Uses questions in decision gates instead of rules.
- Good visuals.
- Ability to move from a “no” to a “yes”.

Priorities

- Prioritizes conservation of natural and agricultural lands.
- Includes focus on recreation.
- Supports business growth in areas like Wabamun.
- Tied to impacts and viability of development.
- Includes sustainable resource management including infrastructure and public services.

Suggested changes to the framework

Participants had suggestions to improve the understanding and interpretation of the decision-making framework as well as feedback on what is prioritized in the framework. There was a difference of opinion within the comments between the desire to protect and restrict development on natural and agricultural lands and the desire to protect development rights.



Communication and Clarity

- Include a glossary of terms.
- “Adequately mitigate” is too vague to interpret or enforce.
- Specify what “innovative measures” mean in the context of mitigating impacts to natural functions.
- Concerned there may be loopholes in how agriculture is defined. Need to protect not just prime agricultural lands/soils, but all agricultural lands.

Priorities

- Don’t agree with the focus on agriculture.
- Don’t agree with the focus on protecting natural areas.
- Should be clearer how high priority natural areas are a key mandate of the plan.
- Would like to see more innovative sustainable development encouraged.
- Need more focus on enhancing and growing more business.
- Reevaluate the focus on agriculture and natural areas; balance with other priorities.

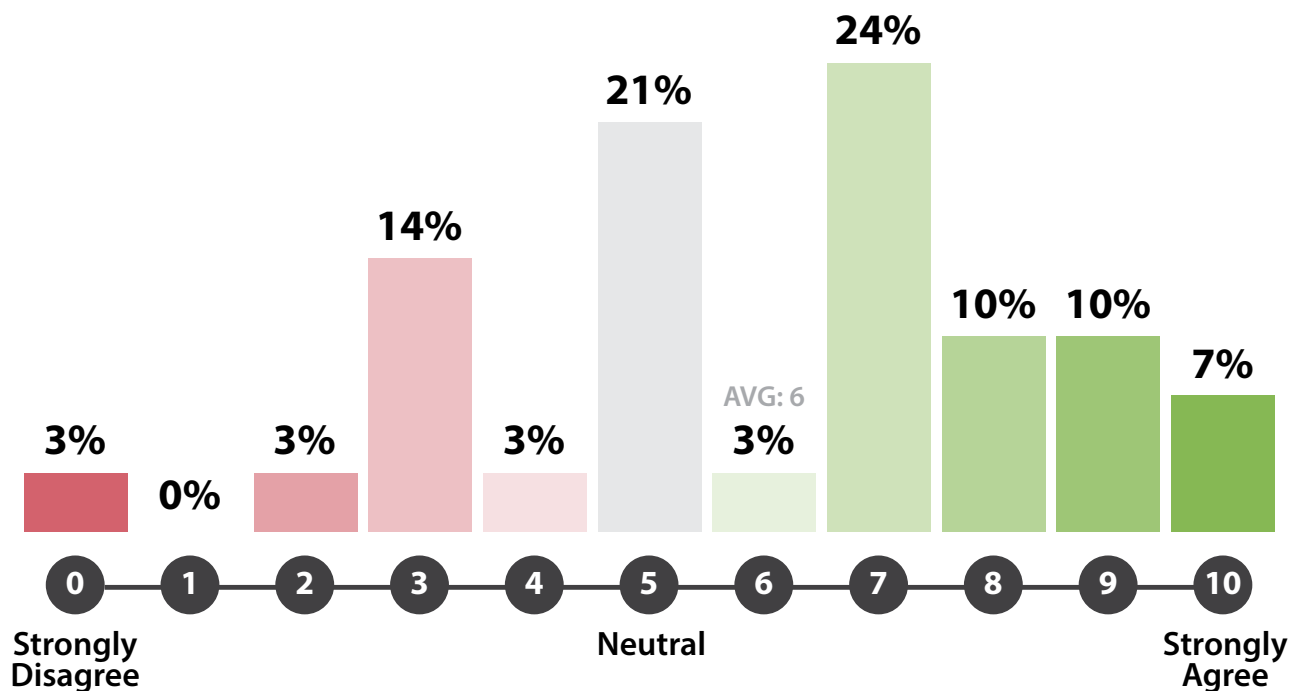
Development Rights

- Avoid excessive red tape.
- Ensure the framework protects landowner rights and avoids overly restrictive rules.
- Clarify how the framework affects specific areas.

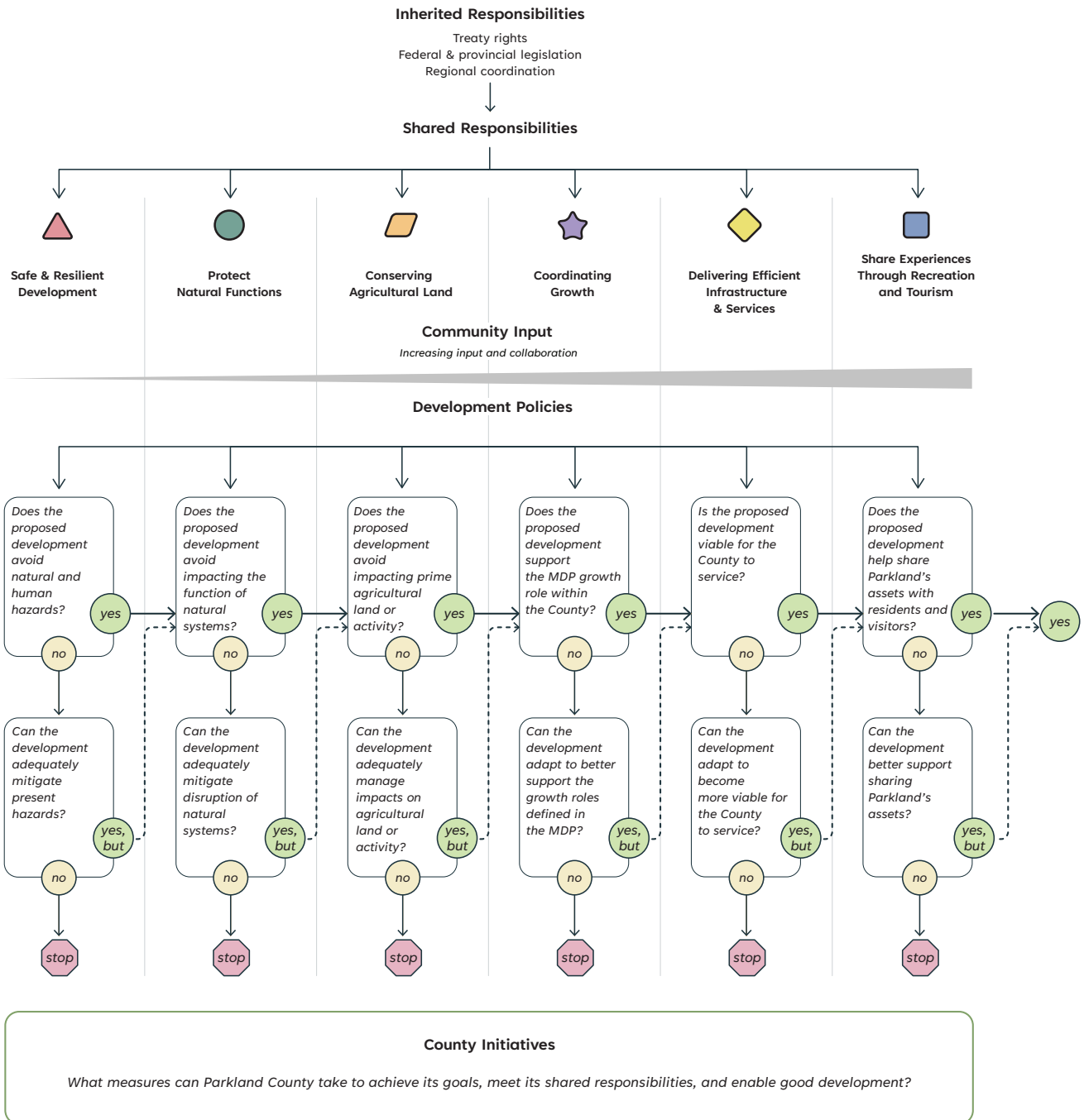
Suggested changes to the Development Concept

The Development Concept was provided for context in the survey, but there was not a specific question associated with it. Some participants provided feedback on the Development Concept within the Decision Framework section, which are summarized below:

- Like the designation of the North Saskatchewan River and Pembina River as special areas with protective buffer zones.
- Rural agriculture could be used to protect wetlands and lakes.



Percentage of Respondents (39 Respondents/10 Skipped)



Safe & Resilient Development

Participants were asked what their level of agreement was with the updates and direction to policies within the “Safe and Resilient Development” Shared Responsibility. Over half, 65%, of survey participants agreed with most of the policy changes. An additional 29% were neutral and 7% were in disagreement with most of the changes.

Do you have any additional feedback to help refine this direction?

The suggestions for the Safe & Resilient Development Section focused on studies and development requirements as well as education and awareness.

Studies & Requirements

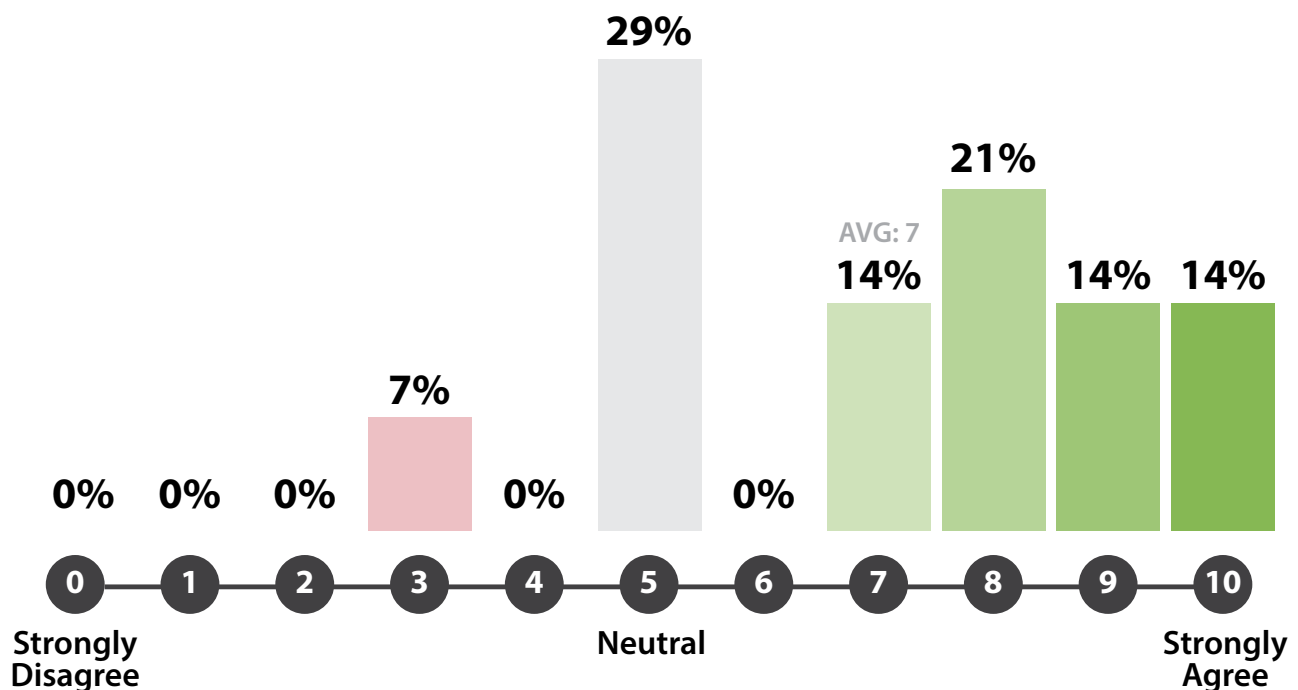
- Make the floodway definition clearer.
- Ensure environmental studies are done by experts and at the right times, based on science and local conditions. Concerned that current provincial study best practices are not adequate.
- Avoid increasing development costs too much with new restrictions; balance protection with economic feasibility.

8
COMMENTS

- Provide clear guidelines for residential development and avoid unsuitable concepts like the 15-minute city.
- Require commercial and industrial developments to use traditional infrastructure instead of relying on local groundwater wells.

Education & Awareness

- Like the idea of educating residents on preserving natural assets and think the County should offer incentives like tax breaks for those who do so.
- Suggest using “inform” or “share” instead of “educate” to make communication about natural asset preservation more collaborative.
- Highlight companies that protect natural assets on the County website for promotional benefits.



Percentage of Respondents (39 Respondents/25 Skipped)

Key Policy Changes

	Key Development Policies	Level of Change
Floodway	No development allowed in a floodway.	Same as current MDP.
Natural Hazards	Development is responsible for addressing risks from natural hazards, including flooding, shallow water table, fire, and steep slopes. The County may request supporting studies.	Strengthened language on addressing risks but provided flexibility on how they are addressed in a development and when studies are required.
Built Hazards	Development is restricted or has additional requirements near built hazards, including railways, airports, utilities, pipelines, sour gas facilities, confined feeding operations, and contaminated sites.	Strengthened language on addressing risks but provided flexibility on how they are addressed in a development and when studies are required.
	Key County Initiatives	Level of Change
Education	Educate residents and developers about legislative requirements for development near built and natural hazards.	New policy.
Flood Information	Collaborate with the Province to keep flood mapping and regulations updated.	New policy.
Collaboration	Collaborate with regional watershed groups to fill knowledge gaps around groundwater hazards.	New policy.



Protecting Natural Functions

The policies under the “Protection of Natural Functions” Shared Responsibility received the second highest level of agreement from participants, with 85% indicating agreement with many or most of the changes. An additional 8% of responses were neutral and 8% were in disagreement with the changes.

Do you have any additional feedback to help refine this direction?

Comments in this section were generally related to the level of studies and requirements, overall enforcement, and stormwater management.

One of the differences of opinions in the responses was around how strict the County should be about natural protection. Some responses indicated a desire for even stronger requirements or fully prohibiting development in sensitive areas, while others felt rules should be less restrictive and more focused incentives.

Studies & Requirements

- Ensure that environmental studies are appropriate and based on clear and updated guidelines. The Province’s current guidelines are insufficient.
- Use natural asset data to incentivize property owners, not restrict their rights.
- Clearly prohibit development in Environmentally Sensitive Areas (ESAs) and High Priority Landscapes.
- Change the wording from “may” to “should” to offset the impacts on natural systems.

Development Near Water

- Define the required setback distance from riparian areas and water bodies and reduce development in buffer zones around water bodies.
- Prohibit natural resource development within ~1 km buffer of water bodies.
- Consider adding specific parameters for maintaining waterbody health.
- Add stipulations that cabins/houses near water bodies cannot have septic systems to reduce nutrient runoff and blue/green algae blooms (e.g., Pigeon Lake).

11

COMMENTS

Enforcement & Monitoring

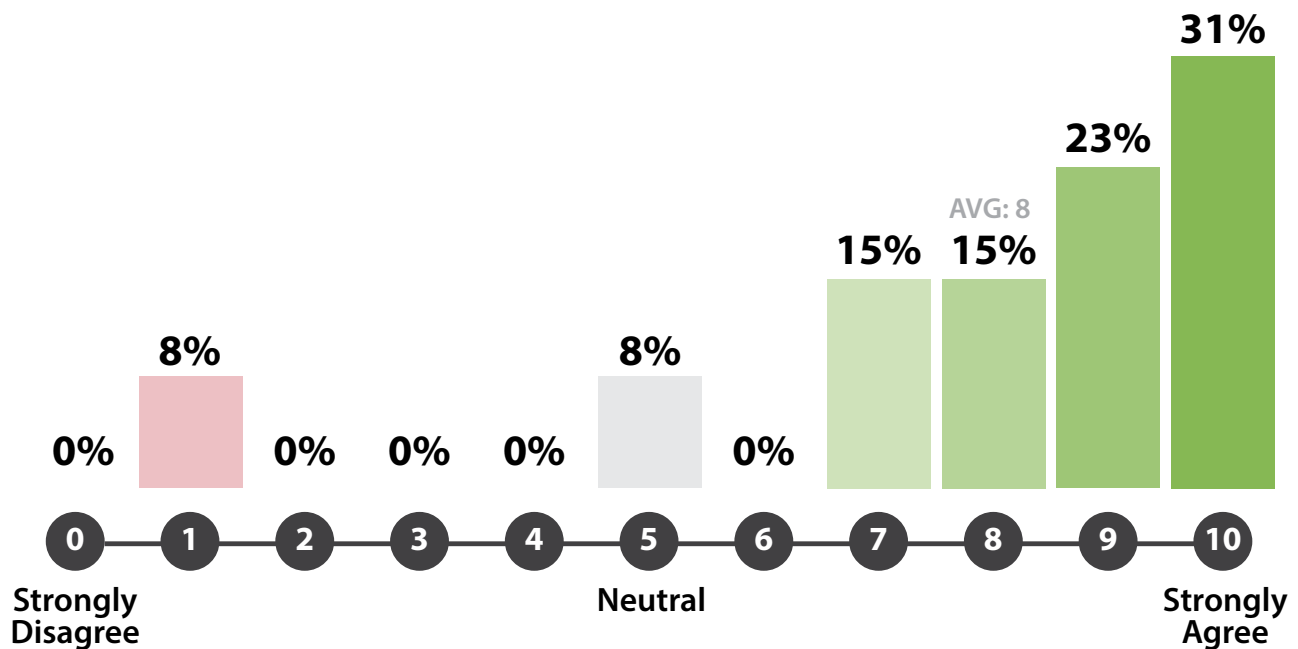
- Ensure that new changes are enforced effectively.
- Monitor areas like Chickakoo Lake to prevent negative impacts on watersheds and drainage patterns.
- Respect existing uses and investments in Municipal Reserve, Environmental Reserve, and Conservation Reserve lands. Consider the impact of changes on residents who use and invest in these areas.

Stormwater Management

- Recommend designing stormwater management facilities to mimic natural wetland functions, including specific slopes, reuse of live soils, and wetland vegetation, rather than just focusing on appearance.
- Allow development in most areas if stormwater management is properly engineered to handle water movements.

Other

- Implement stricter fines for littering.
- Establish a glass recycling plant.
- Focus on practical environmental solutions like solar panels in parking lots, rooftop gardens, increased green space, and native plants.



Percentage of Respondents (39 Respondents/26 Skipped)

Key Policy Changes

	Key Development Policies	Level of Change
Natural Function	Development must protect natural systems and their functions. The County may request supporting studies.	Strengthened language on protection but provided flexibility on how it is addressed in a development and when studies are required.
Environmental Reserve / Easements	Development must dedicate as environmental reserve / easements for: setbacks from waterbodies, steep slopes and ravines, areas identified by the County for pollution prevention, and hazard areas.	Updated location criteria.
Environmentally Sensitive Areas & High Priority Landscapes	Development in ESA and High Priority Landscape must: achieve no net loss of natural features and functions, maintain natural systems connectivity and wildlife corridors, and provide conservation reserve or conservation easements as required. Should: avoid disturbance or alteration of natural systems and naturalize, retain, or enhance natural drainage patterns. May: offset impacts to natural systems if disturbance cannot be avoided.	Strengthened language for environmental requirements in ESAs and High Priority Landscapes.

	Key Development Policies	Level of Change
Water	Development must: • protect surface water and not increase nutrient runoff. • protect groundwater from contamination. • be buffered and setback from riparian areas using environmental reserve, environmental reserve easements, or conservation easements. • demonstrate enough waterbody carrying capacity to support the density of proposed development. Supporting studies may be required.	Strengthened language about development's responsibility to protect surface & ground water, while providing greater flexibility on when studies are required.
Wetlands	Development must avoid and retain high value wetlands, avoid or mitigate impacts to moderate value wetlands, and should contribute to net-gain of wetlands in the county.	Stronger language on development's responsibility to protect / mitigate impacts to wetlands, tied to the County's Wetland Inventory.
Natural Function	Implement tools to protect, mitigate, and offset natural features, their functions, and the services they provide.	Strengthened language for County protection.
Cumulative Impacts	Establish Area Structure Plans to manage cumulative impacts of development on Environmentally Sensitive Areas, High Priority Landscapes, and water bodies.	New policy.
Reserves & Easements	Acquire land to protect natural features in the following order of priority: Environmental reserve or environmental reserve easement; Conservation easement; then Conservation reserve. Establish a Conservation Reserve Fund and natural asset investment plan.	New policy.
Waterbodies & Wetlands	Protect, enhance and restore the water quality, water quantity, and aquatic ecosystems in the region by retaining buffers in their natural state, using best practices, and conserving wetlands. Encourage net gain of wetlands.	Minor language edits and additional policy on net-gain of wetlands.
Climate mitigation and Adaptation	Develop a Climate Change Adaptation Plan, support energy transition, collaborate on climate change initiatives, and support sustainable infrastructure.	New policies and strengthening of previous policies.
Education, Incentives, and Collaboration	Provide education and incentives for sustainable initiatives and land stewardship and partner with the Government of Alberta, Indigenous communities, neighbouring municipalities, industry, non-government organizations. Support regional air quality monitoring, regional watershed planning, and lake monitoring and management.	Minor language updates and new policy to support air quality monitoring.

Conserving Farmland

There was an overall level of agreement with the “Conserving Farmland” Shared Responsibility, with 67% agreeing with many or most of the proposed changes. Neutral and disagree responses were equal to each other at 17% each.

Do you have any additional feedback to help refine this direction?

Two key themes were reflected in the comments: how Prime Agricultural Lands are defined in the MDP and subdivision requirements for agricultural areas.

A key difference in opinion in the responses was whether the County should be more or less strict about the subdivision of agricultural lands. Those wanting to see stricter rules felt it was important to protect the lands from fragmentation. Those wanting to see more flexible rules felt that it was important to allow more multi-generational housing and farming or have different rules for different parts of the county.

Definition of Prime Agricultural Lands

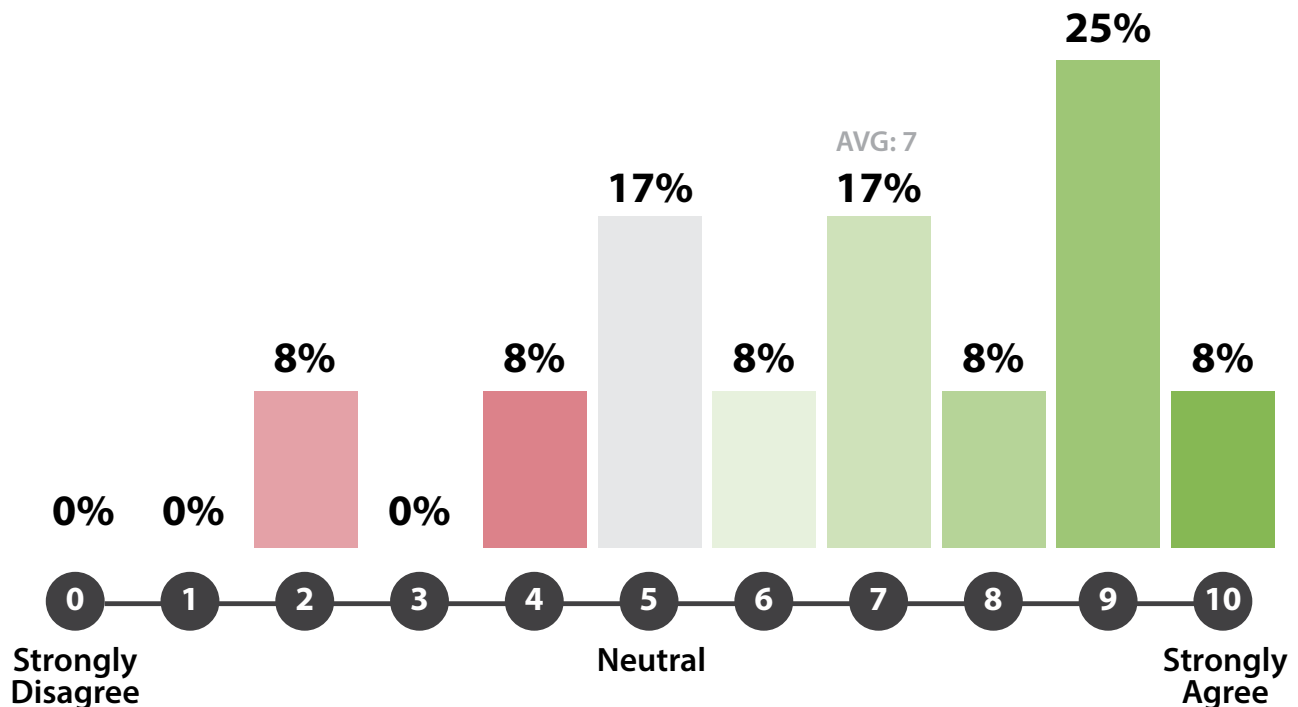
- Avoid using the term “Prime Agricultural Land” as it can be exploited by developers.

6
COMMENTS

- The County should protect all farmland and address inconsistencies in definitions with the Regional Agriculture Master Plan.
- Focus on protecting the most fertile agricultural land, which is located in the east end of the county, rather than imposing restrictions on land in the west end.

Subdivision of Agricultural Lands

- Allow flexible land use and subdivision on the west side of the county.
- Do not allow new subdivisions on prime agricultural lands. Direct development to less productive natural areas.
- Remove restrictions on the number of homes on family farms to accommodate multi-generational farming needs and diverse living arrangements.



Percentage of Respondents (40 Respondents/28 Skipped)

Key Policy Changes

	Key Development Policies	Level of Change
Rural Agricultural Areas	In rural agricultural areas: • Agriculture is the primary land use and existing agricultural operations have priority over other land uses. • Agriculture-related, value-add, or diversified uses are supported, but should be clustered away from Prime Agricultural Lands. • Quarter sections can be subdivided into 4 parcels.	Removal of specific sizing requirements for different subdivisions. Language updated to align with Regional Agriculture Master Plan.
Prime Agricultural Areas	These are West Parkland and Agricultural Heartland. In these areas: • Prime Agricultural Lands must be protected and conserved for agricultural uses (demonstrated through Agricultural Impact Assessments). • Non-agricultural uses should be clustered in hamlets and employment areas. • Undivided quarter sections can be subdivided into 3 parcels.	Prime Agricultural Areas are the same, but “small holdings” distinction has been removed. Updated language and strengthened protection of Prime Agricultural Lands within Prime Agricultural Areas aligning with the Regional Agriculture Master Plan.
Agriculture in Country Residential Areas	In Country Residential areas: • Existing agricultural uses have the right to farm. • New subdivisions on Prime Agricultural Lands should be clustered and directed to the least agriculturally productive site on the quarter section.	Updated language to align with the Regional Agriculture Master Plan.
	Key County Initiatives	Level of Change
Conserving Agricultural Land	Enable transfer of development credits in new Area Structure Plans within Environmentally Significant Areas and High Priority Landscapes to conserve agricultural and natural lands. Use conservation reserve to conserve agricultural lands that support natural assets / their functions.	Strengthened policy on transfer of development credits and new policy for conservation reserve.
Encouraging Agricultural Activity	Accommodate emerging agricultural sectors. Prepare an urban agricultural plan for the County's Growth Hamlet and Employment Area. Enable multi-generational housing and supportive uses on agricultural land.	New policy for urban agriculture plan in alignment with the Regional Agriculture Master Plan.
Education	Increase public awareness, support, and understanding of agricultural operations and businesses	Minor language edits.

Coordinating Growth

For the “Coordinating Growth” Shared Responsibility, all responses indicated either agreement or neutrality with the changes: 75% agreed and 25% were neutral. No one selected that they disagreed with this section.

8
COMMENTS

Do you have any additional feedback to help refine this direction?

Suggestions for “Coordinating Growth” were about how uses are defined and mixed, lakefront development, and comments on specific areas within the county.

Use Definition and Mixing

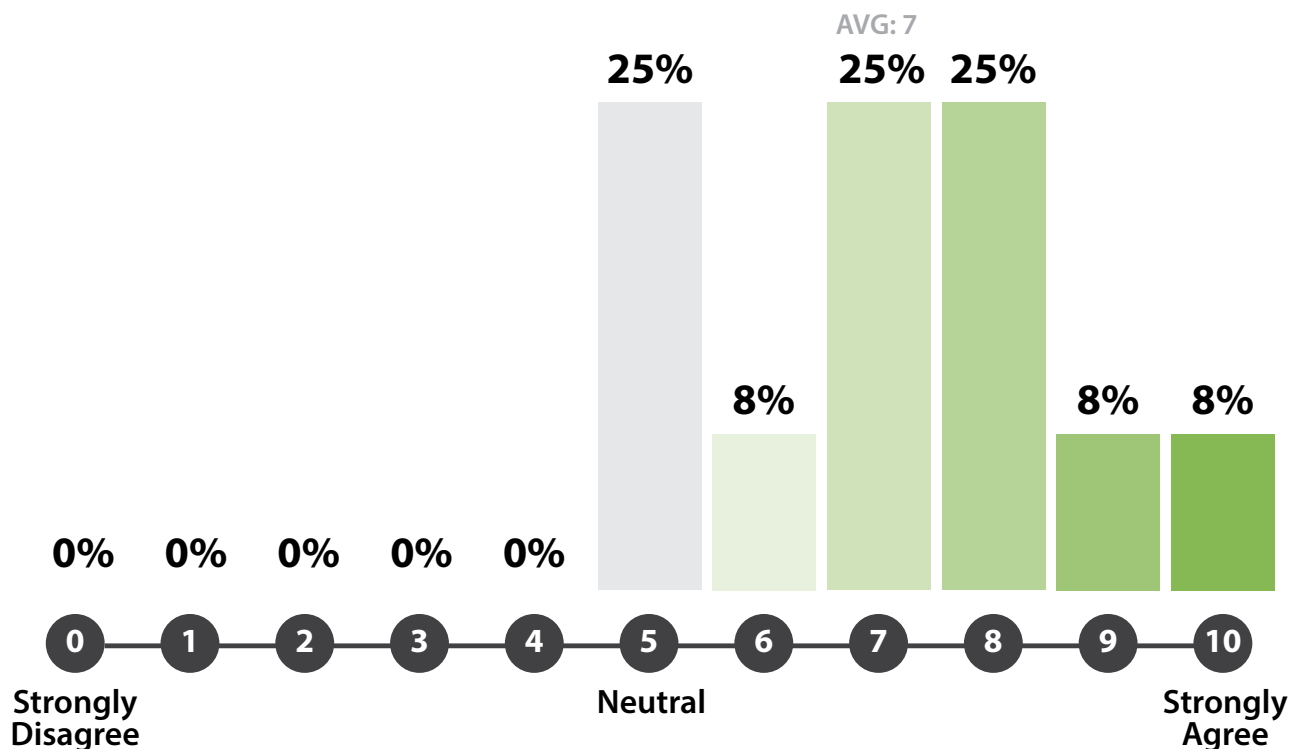
- Clarify the definition of prime agricultural land by breaking it down into categories (soils 1, 2, 3) and considering potential uses for soils 3, 4, and 5 with appropriate planning.
- Consider diversified uses for large Country Residential (CR) parcels and differentiate development potential based on size.
- Allow businesses to include employee housing on their land to support growth, attract quality employees, and reduce County costs for infrastructure.
- Support renewable energy.

Lakefront Development

- Prohibit lakefront development.
- Ensure water bodies are publicly accessible when possible.
- Enforce strict septic system guidelines to protect water quality near lakes.

Specific Areas

- Identify strengths, weaknesses, and areas for improvement in all hamlets.
- Address aging infrastructure in hamlets and future resource management.
- Clarify what changes will affect the Hubbles Lake subdivision and the implications of including it back in the plan.
- Development of Fifth Meridian Business Park is 20 years away and the cost is high. Should not be a priority.
- Do not require more lakefront development in Wabamun.



Percentage of Respondents (39 Respondents/27 Skipped)

Key Policy Changes

	Key Development Policies	Level of Change
Employment Areas	Acheson and Fifth Meridian Business Park are the Major Employment Areas, which support intensive commercial, industrial, and institutional uses.	No change to Major Employment Areas.
	Local Employment Areas are hamlets and Keephills and Sundance generation stations, which allow commercial and light industrial uses to support everyday needs and employment.	Light industrial uses allowed in Local Employment Areas.
Hamlets	Wabamun is the County's Growth Hamlet. All other hamlets are considered Rural Hamlets.	Entwistle has been updated to a Rural Hamlet.
	All hamlets should support a range of residential uses and densities, open spaces, pathways, recreation.	Minor updates to hamlet policies.
Country Residential	Country residential development must be located within an approved Area Structure Plan or on lands already zoned for Country Residential. Infill Country Residential must be guided by an Area Structure Plan (ASP) or Local Plan.	New policy for infill development.
Lakefront Development	Lakefront development should be limited to Wabamun Country, as well as locations identified within existing Area Structure Plans.	Minor language updates.
Renewable Energy	Microgeneration supported everywhere.	No change to microgeneration policy.
	Energy development should be located on low quality, disturbed sites and not on Environmentally Sensitive Areas or Prime Agricultural Lands.	New policies directing where large energy development is appropriate.
	Key County Initiatives	Level of Change
Hamlets	Support a full range of land uses within hamlets and maintain a Hamlet Area Redevelopment Plan for all Growth Hamlets.	Only Wabamun Hamlet subject to Hamlet Area Redevelopment Plan requirement.
Employment Areas	Maintain an Area Structure/Redevelopment Plan for all Major Employment areas.	Updated language.
Energy Development	Develop a long-term strategy to grow and diversify Parkland County's energy tax base and explore incentives for the microgeneration of renewable energy sources.	New policies.
Collaboration	Build and maintain relationships with industry, the Province, neighbouring municipalities, and post-secondary institutions to increase and promote economic opportunities within the county.	Updated language.

Delivering Efficient Infrastructure and Services

10
COMMENTS

Changes to the “Delivering Efficient Infrastructure and Services” policies had 58% agreement and 17% disagreement, as well as 25% neutral responses.

Do you have any additional feedback to help refine this direction?

Roads & Servicing

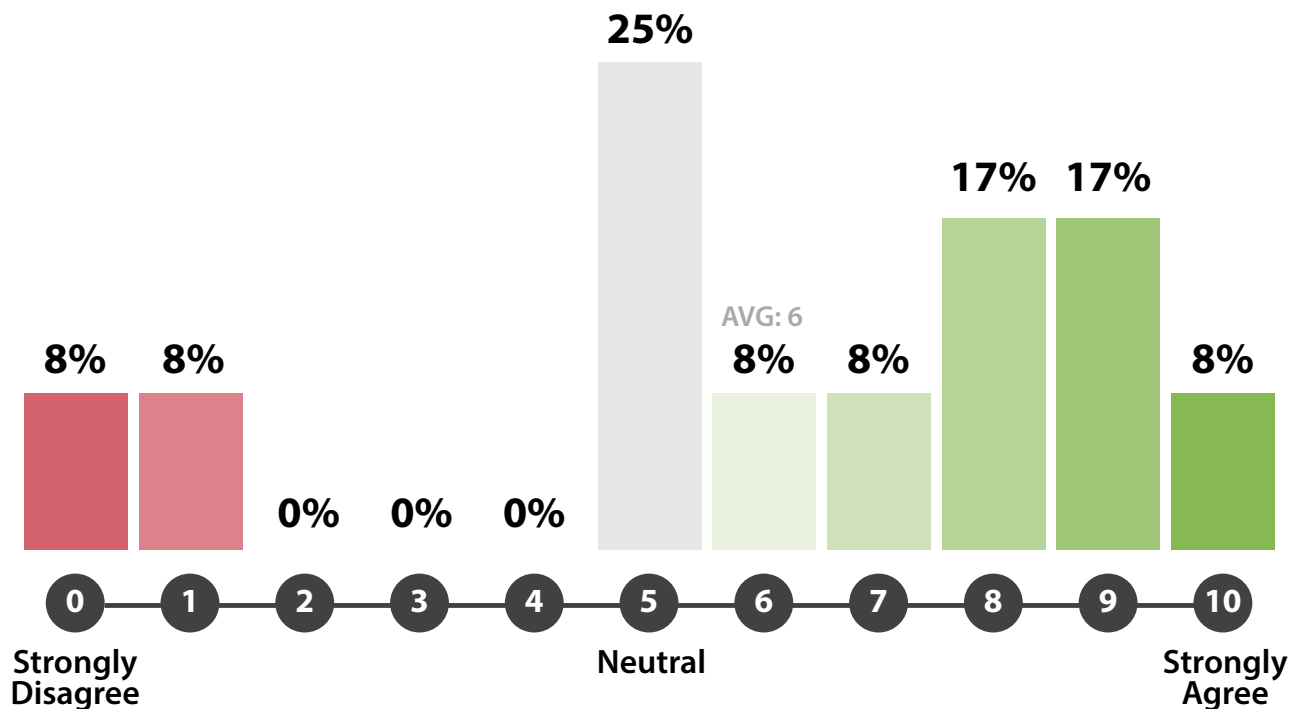
- Require subdivisions in water body buffer zones to connect to municipal wastewater systems.
- Require new country residential subdivisions with over 6 lots to install a community waste collection system and explore community well systems.
- Align County road standards with provincial minimums, avoiding overbuilding for private single-dwelling projects.
- Focus on maintaining roads, providing waste management, and controlling weeds.

Community Services

- Allow and encourage childcare facilities in residential and general agricultural districts.
- Increase the availability and accessibility of mental health services in rural areas.

Digital Connectivity

- Prioritize 4G over 5G for rural areas.
- Improve rural internet services including Fallis, Seba Beach, Wabamun, Ascot Beach, Rizzie Beach, Whitewood Sands, and Keephills/Jackfish Lake areas.
- Explore better solutions with academic experts rather than industry representatives.
- Work with businesses to provide fiber optic infrastructure.



Percentage of Respondents (39 Respondents/27 Skipped)

Alternative Transportation

- For County fleets, consider local context and feasibility of electric vehicles and consider self-generating power solutions instead, due to Alberta's unreliable energy production.
- Ensure transit projects are profitable and don't place an extra financial burden on taxpayers.

Other

- Focus on real estate growth to ensure investment values increase.

Key Policy Changes

	Key Development Policies	Level of Change
Roads	Development of new roads should limit the disturbance and fragmentation of Environmentally Significant Areas.	New policy.
Servicing Costs	Development is responsible to pay all servicing levies and front end the cost of connection to municipal servicing.	Simplifications and removal of redundant policies.
Water and Wastewater	Multi-parcel development must connect to high-pressure water systems where available and should connect where low-pressure water systems are available. Multi-parcel subdivisions should connect to wastewater systems where existing services are available.	Strengthened.
Stormwater Management	Development of stormwater management facilities may make use of existing natural features where permitted. Stormwater management facilities may not be constructed in crown-claimable wetlands.	Clarified.
	Key County Initiatives	Level of Change
Childcare	Support childcare uses in all residential, commercial, and mixed use areas of the county.	New policy.
Electric Vehicles	Explore electrification of the County fleet and EV strategy updates to the Transportation Master Plan.	New policy.
Transit	Ensure that Area Structure Plans account for potential future transit service and raise awareness of established transit services.	New policy.
Airports	Support airport and aerodromes and compatible development adjacent to them	Updated language.
Digital Connectivity	Support the development of digital connectivity across the county through the creation of a long-term digital connectivity strategy and collaboration with regional, provincial, and federal governments, organizations, and operators.	Modernized language.
Waste	Review possible requirements for Extended Producer Responsibility in growth hamlets, in country residential, and at transfer stations.	New Policy.

Sharing Experiences Through Tourism and Recreation

7
COMMENTS

Changes to the “Sharing Experiences Through Tourism and Recreation” policies were all on the agreement side of the slider. There were no neutral or disagree responses.

Do you have any additional feedback to help refine this direction?

The main concerns include establishing designated areas for off-highway vehicles and recreational activities, ensuring environmentally responsible development for lakefront residential areas, and increasing public access to lakes with potential for public-private partnerships to enhance services and revenue. There is a need for clearer definitions of art and culture, alongside support for restricting motorized vehicles in environmental reserves and improving education on responsible use of natural areas.

Off-Highway Vehicle Areas

- Designate areas for off-highway vehicles, with potential for horseback riding and mountain biking.
- Review motorized trail planning in Keephills/Jackfish, considering similar treatment to Wabamun for resident recreation.

Lakefront Residential and Public Access

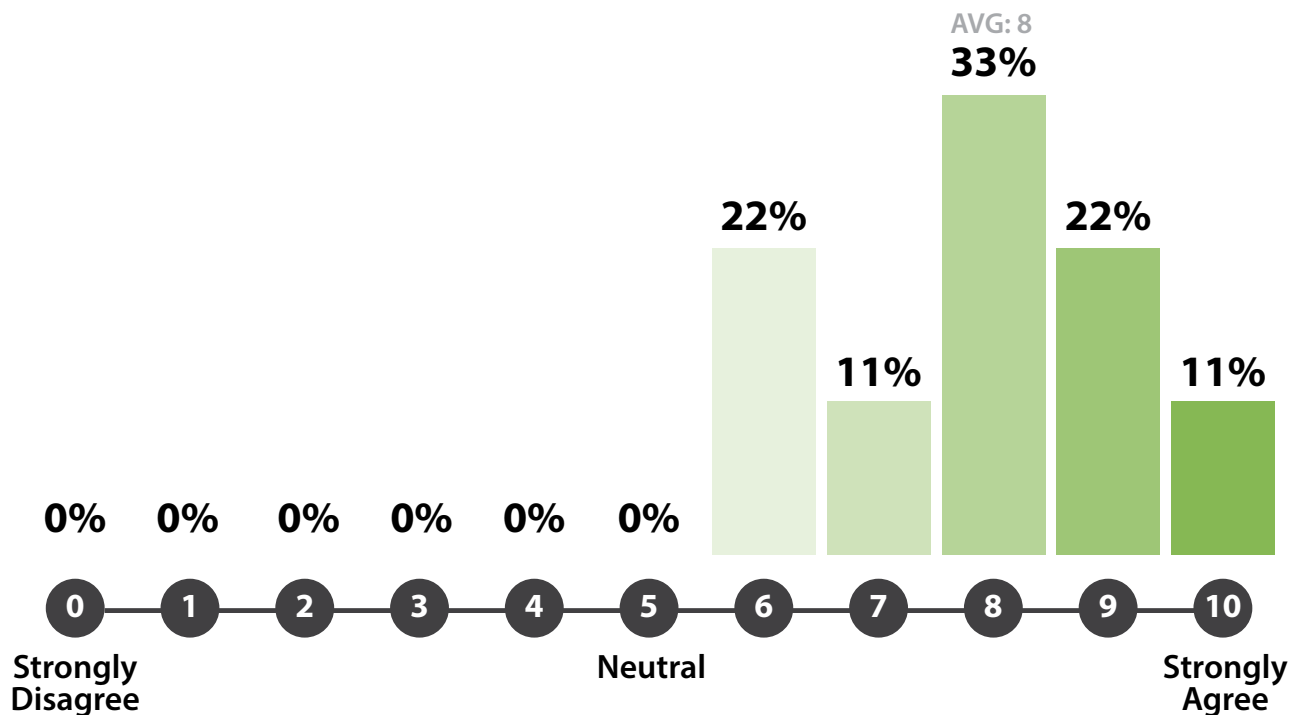
- Develop lakefront residential areas only if environmentally responsible and land is sufficient.
- Increase public access to lakes from areas like Hamlet of Wabamun or the new Sundance Boat Launch.
- Explore public-private partnerships (P3) for commercial services at the boat launch to benefit residents and generate revenue.

Arts and Culture

- Seek clarity on what qualifies as art and culture, addressing concerns that some local art is viewed as ideology rather than genuine art.

Environmental Protection and Education

- Support restrictions on motorized vehicles in environmental easements and reserves.
- Advocate for increased education and enforcement on safe and responsible use of natural areas.



Percentage of Respondents (39 Respondents/27 Skipped)

Parks and Trails

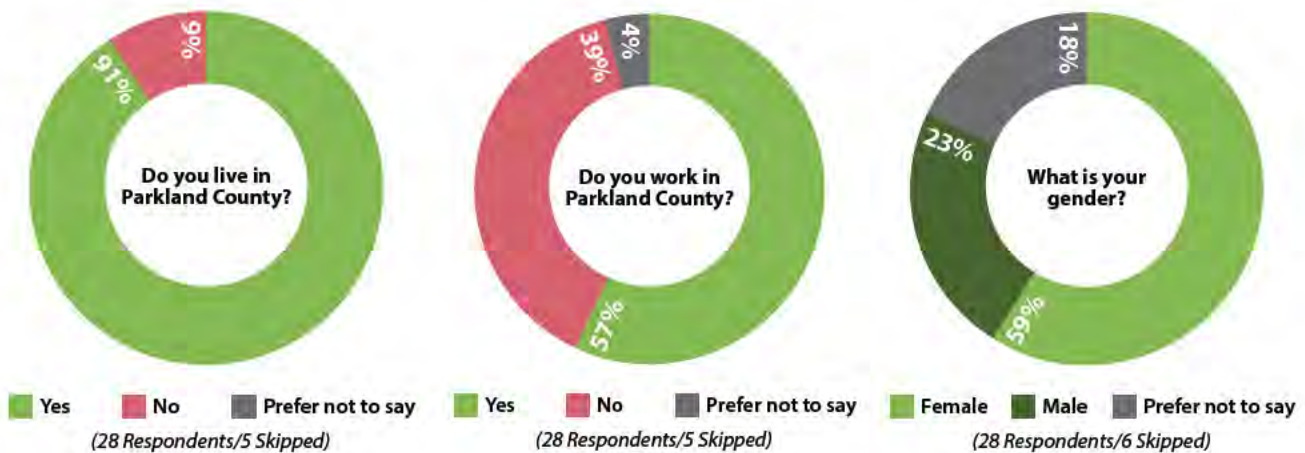
- Require new residential subdivisions with over 10 lots to include usable recreational spaces, such as parks and trails, not just empty municipal reserves.

Key Policy Changes

	Key Development Policies	Level of Change
Prime Tourism Areas	Focus major tourism and recreation investment in the Prime Recreation and Tourism areas of Wabamun Country, North Saskatchewan River, and Pembina River.	Updates to the areas classified as Prime Recreation and Tourism Areas.
Agri and Eco-tourism	Development of agri-tourism and eco-tourism amenities is supported throughout the county.	No change.
Former Mine Lands	Reclaimed natural resource extraction areas should be considered for future recreational, tourism and resort purposes.	No change.
Water Access	Development of Lakefront Residential should enhance public access to the lake. Development of resort, tourism, and recreation facilities should be sensitive to their environmental context and promote the enjoyment of the county's environmental assets.	Minor language updates.
Motorized Access	Development of motorized recreation trails and facilities must be located to minimize disruption to residents and sensitive natural areas. Motorized trails are not allowed on Environmental or Conservation Reserves or Easements.	New policy.
	Key County Initiatives	Level of Change
Parks	Establish standards for recreation facilities and open spaces in hamlets.	No change.
Education	Educate the public and visitors about safe and responsible recreational use of natural areas.	No change.
Former Mine Lands	Explore opportunities for off-highway vehicle recreation use in the former Highvale Coal Mine area.	New policy.
Arts & Culture	Encourage growth of arts and culture throughout the county and collaborate with local arts and culture groups. Explore ways to integrate art into planning and development, particularly on County-owned infrastructure.	New policy.

Demographics

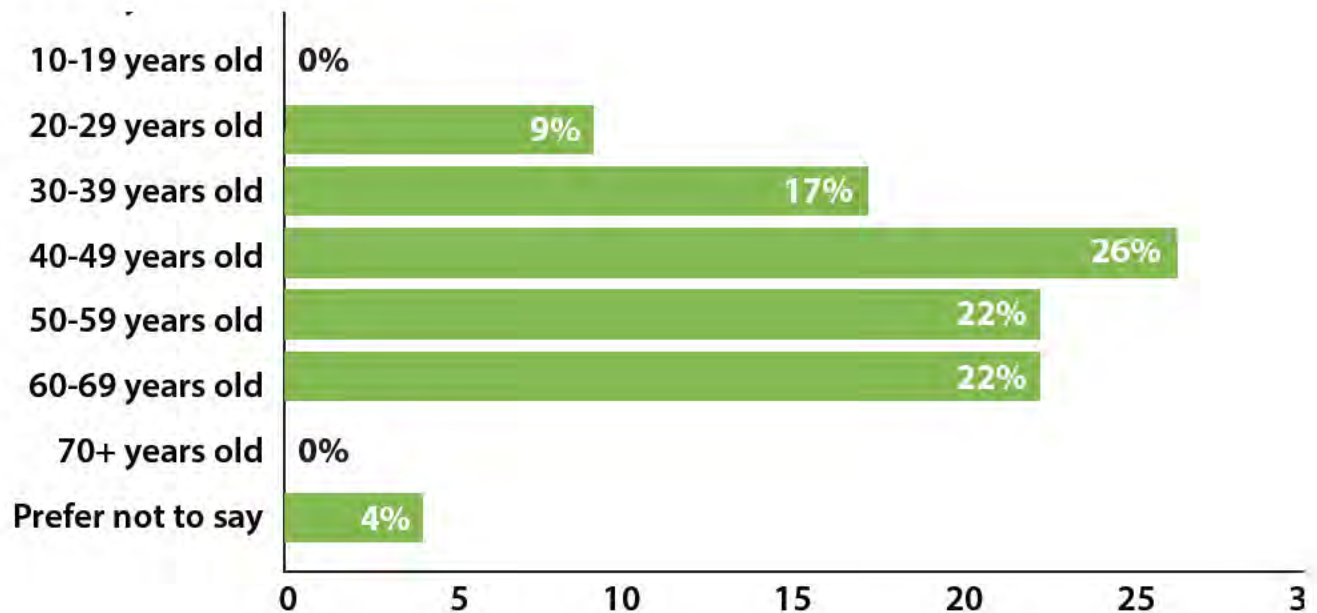
The following demographics questions were asked in the survey to better understand who was participating. These statistics do not include in-person participants.



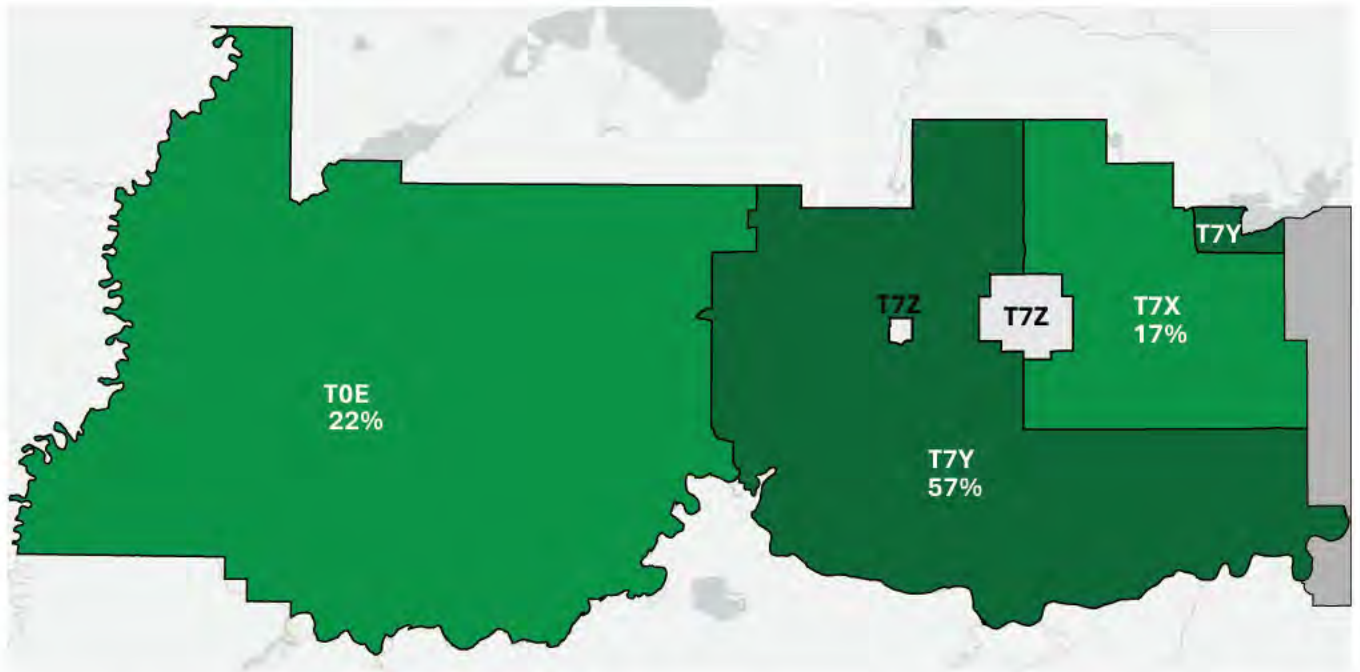
90% of survey participants live in Parkland County.

56% of survey participants work in Parkland County while 40% of participants work outside Parkland County.

The majority of survey participants identified as female.



There was no representation of 0-19 year olds in the survey results. The majority of respondents were above the age of 40, with the highest proportion being between 40 to 49 years old.



The postal codes with the greatest representation in the survey were T7Y(57%), T7X (17%), and T0E (22%), which are within the county.

Interested Parties

The following summaries are from the Community Workshop and Industry Session and the accompanying discussion guides..

Community Organization Engagement

6 ORGANIZATIONS

In addition to the public engagement process, a workshop was hosted with invited community organizations. A brief presentation was provided and then participants engaged in a discussion-based activity. For organizations that could not attend, there was an option to provide feedback through a discussion guide, which had similar questions to the in-person session.

We heard from the following organizations:

- Brightbank Community
- Carvel Pitted Delta
- Ducks Unlimited
- Mayatan Lake Management Association
- Wabamun Watershed Management Council
- Wagner Natural Area Society

The following sections summarize the themes from the feedback heard in both the in-person workshop and the discussion guides.

Development Concept

- The “Lake Country” boundary should be adjusted to align with natural contours and incorporate lakes that are currently bisected at the southern edge.
- Watersheds should be clearly defined for each waterbody.

Safe & Resilient Development

Like

- Strengthened language and education on natural hazard risks.

Suggestions

- Refine definition of “hazard” to consider impacts on habitat, not just human safety. The current definition undermines their role in ecosystem functions such as flood management and drought resilience.

Protecting Natural Functions

Likes

- Conservation of natural systems is prioritized early in the decision process, recognizing the importance of these systems for ecosystem sustainability and human use.
- The protection of Environmentally Sensitive Areas and aquatic systems.
- The focus on water features and information gathering for development decisions.
- Strengthened language on respecting natural features and integrating them into development planning.
- Language on prioritizing avoidance of wetlands, given their critical role and the ongoing loss of these ecosystems.

Suggestions

- Provide “Biodiversity Loss” as a metric or policy parameter to better address ecological impacts.
- Measure and define the cumulative impacts of different types of development on landscapes to manage long-term ecological effects.
- Build a database for all ecosystem types to be used as a development viability metric.
- Add definitions for key terms such as “Development Credit”.
- Provide more explicit guidance to the Land Use Bylaw on the difference between ‘lake lands’ and ‘non-lake lands’.
- Limit certain types of recreation in certain types of natural areas.
- Add guidance on managing impacts to low-value wetlands and recommending avoidance or mitigation.
- Baseline studies should be provided by the County for each watershed and additional studies required from developers for comprehensive analysis.

Conserving Agricultural Land

Likes

- Retention of agricultural lands, particularly prime agricultural lands.

Concerns

- Potential land speculation that could undermine agricultural land preservation.

Suggestions

- Encourage agriculture-related, value-added, and diversified land uses within relevant areas (vs county wide). Clustering activities away from their primary sources may reduce their value and effectiveness.
- Recognize that Prime Agricultural Land retains its value only if owners and operators are supported through diversification and allowable services in those areas.

Coordinating Growth

Suggestions

- Add questions to assess if the development provides economic benefits and aligns with the decision framework long-term.
- Continue developing open spaces, pathways, and recreation in all Hamlets (not just growth hamlets).

Delivering Efficient Infrastructure & Services

- While electrifying the County fleet is a forward-thinking initiative, addressing gaps in digital connectivity and aging-in-place support is more important.

Sharing Experiences Through Tourism & Recreation

Like

- Having specific motorized use areas.
- Sensitivity to natural landscapes in relation to recreation.

Suggestions

- Define how the impact of encouraging growth in arts and culture for all ages will be measured to effectively evaluate its success.

General

Likes

- Decision making framework guidance on applying and implementing the six shared responsibilities.
- Engagement opportunities and the improvements in the MDP update process.

Suggestions

- Assess the feasibility of responsibilities assigned in the development process to ensure practical and effective implementation.
- Provide criteria to evaluate how competing priorities will be assessed by the County.
- Unclear how “mitigate” will be interpreted or fulfilled.
- Clarify how to implement and measure community input and collaboration.
- Provide more policy to achieve net wetland gain through development. Use data collected by community organizations for further assistance and analysis.
- Use plain language, provide measurable outcomes, and remember that transparency involves more than just sharing information.
- A more comprehensive user guide for the Decision Making Framework is needed to enhance clarity.
- The Decision Making Framework should be aligned with policy subsections to better evaluate if developments align with intentions of the MDP.
- The current MDP version is lacking in clarity for developers.
- Issuing the document glossary as an addendum would be beneficial for clarity.

Industry Engagement

A workshop was hosted with invited industry organizations. A brief presentation was provided, giving an update on the Draft MDP, followed by two discussion questions.

- What is your feedback on the table of required plans?
- What is your feedback on the flexible approach to study requirements?

The discussion is captured thematically below.

Conceptual Scheme Requirements

- There is ambiguity about when a conceptual scheme (CS) is required in the draft MDP (“may” in most cases), which could result in it always being required. This impacts development timelines and could affect competitiveness.
- In areas like Acheson, where detailed Area Structure Plans (ASPs) and water network studies already exist, a Conceptual Scheme may be redundant, as the ASP already provides sufficient detail. ASPs vary in detail however, so some older ones may not support streamlined processes effectively.
- Suggest that conceptual schemes requirements are removed where detailed ASPs are already in place.
- Should reduce the scope and size of Conceptual Schemes to one property owner or quarter section.
- Consider adding conditions to subdivision approvals rather than requiring a full Conceptual Scheme, especially when only one condition is required.
- Pre-application meetings could be used to decide on a case-by-case basis whether a Conceptual Scheme is needed, although this approach may not be ideal for all applicants.

Comparisons and Perceptions

- The process in Parkland County is perceived as more cumbersome compared to neighboring areas like Stony Plain and Spruce Grove, where development processes seem less complicated.
- In Spruce Grove, detailed ASPs eliminate the need for additional conceptual schemes, allowing developers to proceed directly to subdivision and engineering phases.
- There is a perception that Parkland County is difficult to work with compared to other municipalities, impacting business satisfaction and timelines.

2 ORGANIZATIONS

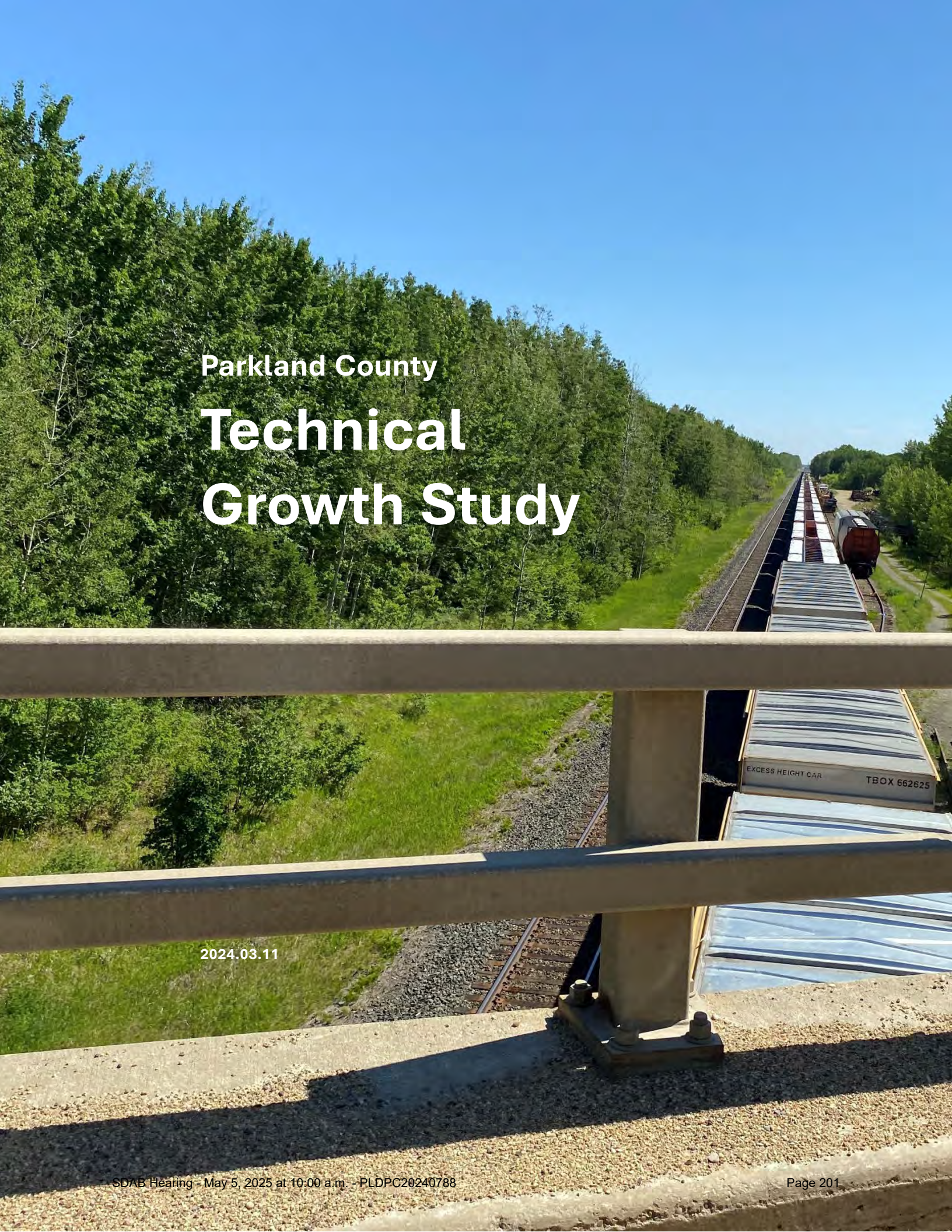
General Feedback and Suggestions:

- Developers need more certainty about when a Conceptual Scheme is or is not required to avoid planning for worst-case scenarios unnecessarily.
- Streamlining the process to provide clarity and reduce ambiguity would help address concerns about slow timelines and bureaucratic hurdles.
- Adopting successful practices from other municipalities, such as the streamlined approach in Spruce Grove, could improve the process in Parkland County.

Next Steps

Thank you to everyone who participated in Stage 3!

This feedback will be used to inform updates to the Municipal Development Plan. Stay tuned to yourparkland.ca/mdp for updates and information about the Public Hearing.



Parkland County Technical Growth Study

2024.03.11

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1. Introduction

1.1. Purpose

This growth study was undertaken in 2023 to help inform an update to Parkland County's Municipal Development Plan. Since the last County Growth Study was completed in 2017, Parkland County has experienced new growth rates, shifting priorities, and the absorption of Wabamun Hamlet. The County required an updated growth concept to address these major shifts in assumptions, ideas, and jurisdiction.

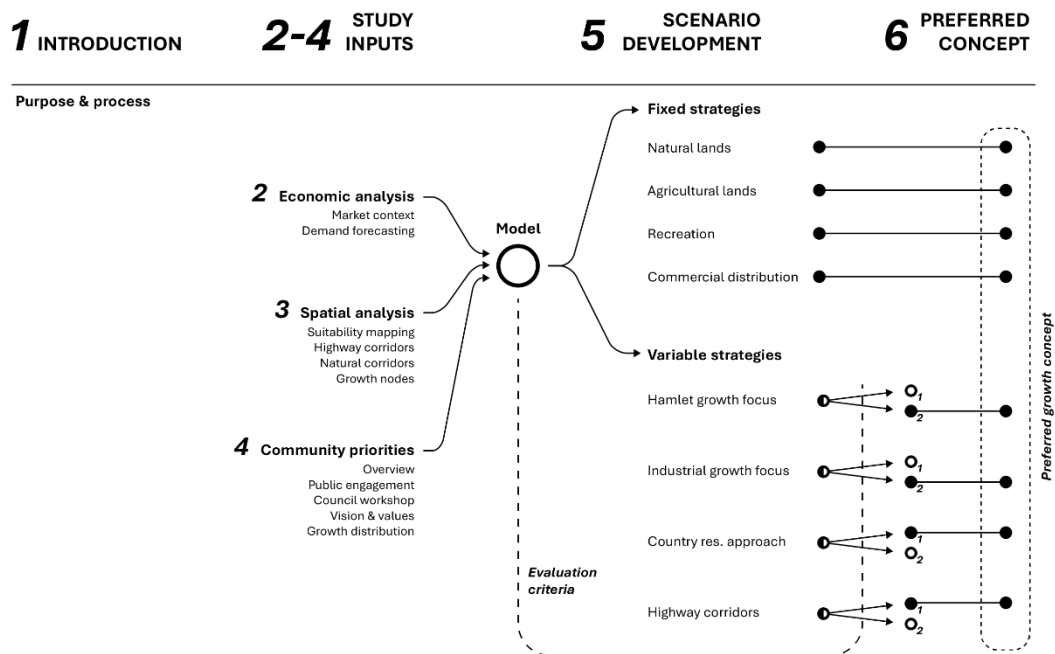
This study merges technical analysis with input from the public and County leadership. Together, these streams identify options, assess direction, and ultimately recommend a preferred growth scenario for Parkland County.

The recommendations in this study are not statutory. However, they do play an important role informing the Parkland County Municipal Development Plan (MDP). The MDP positions its spatial concept and policies toward achieving the study's preferred concept.

1.2. Process

This growth study process is summarized in the following diagram. The diagram is divided into sections that correspond to the chapters in the study.

Chapters 2-4 outline the inputs that inform the growth study. Chapter 2 presents the economic analysis, which includes projections of the type, intensity, and regions of growth. Chapter 3 undertakes a spatial suitability analysis. This is a modelled, information-driven approach that identifies expected growth potential for key uses, based on a range of measured factors. Chapter 4 summarizes the qualitative input received from workshops and surveys conducted with County Council, the project's administrative advisory committee, and the broader public of Parkland County.



These inputs are compiled into a model that then outputs:

- + A set of 'fixed strategies' that present a clear preferred approach across scenarios.
- + A set of 'variable strategies' that capture decision points between directions.
- + Evaluation criteria comprised of technical recommendations and community priorities.

Chapter 5 uses these outputs to develop and evaluate the variable strategies. It reviews each variable strategy for performance against both technical parameters and alignment with community priorities. For each strategy, this evaluation identifies a preferred option. As a final step, Chapter 6 merges the preferred

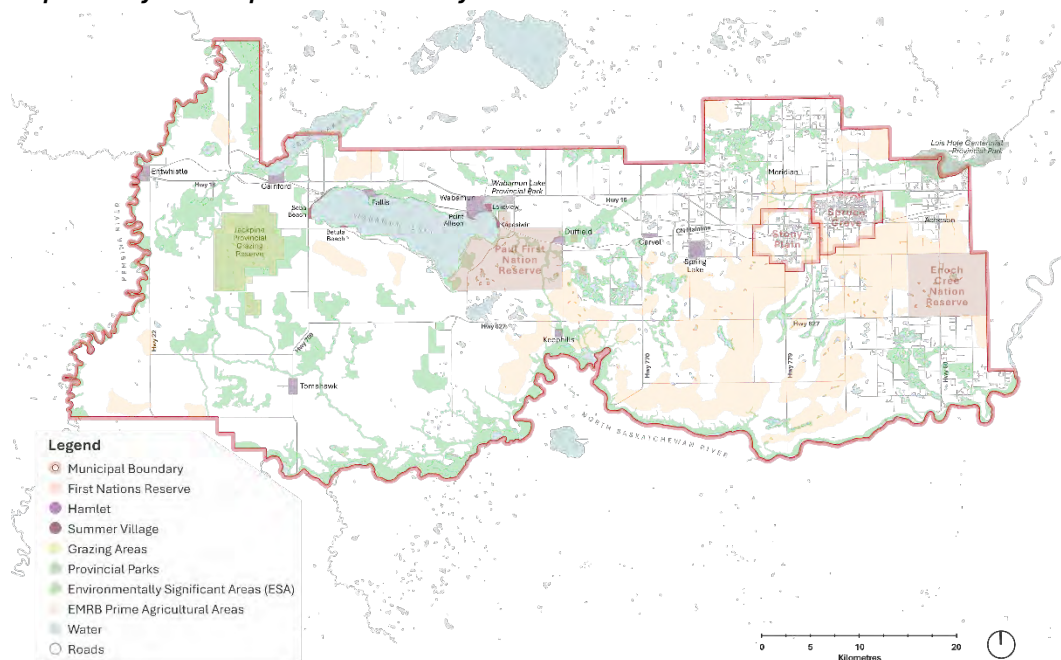
variable strategies with the fixed strategies to produce the preferred growth concept.

More detailed packages of work supporting the project inputs are collected in appendices at the end of the report.

1.3. Study Area

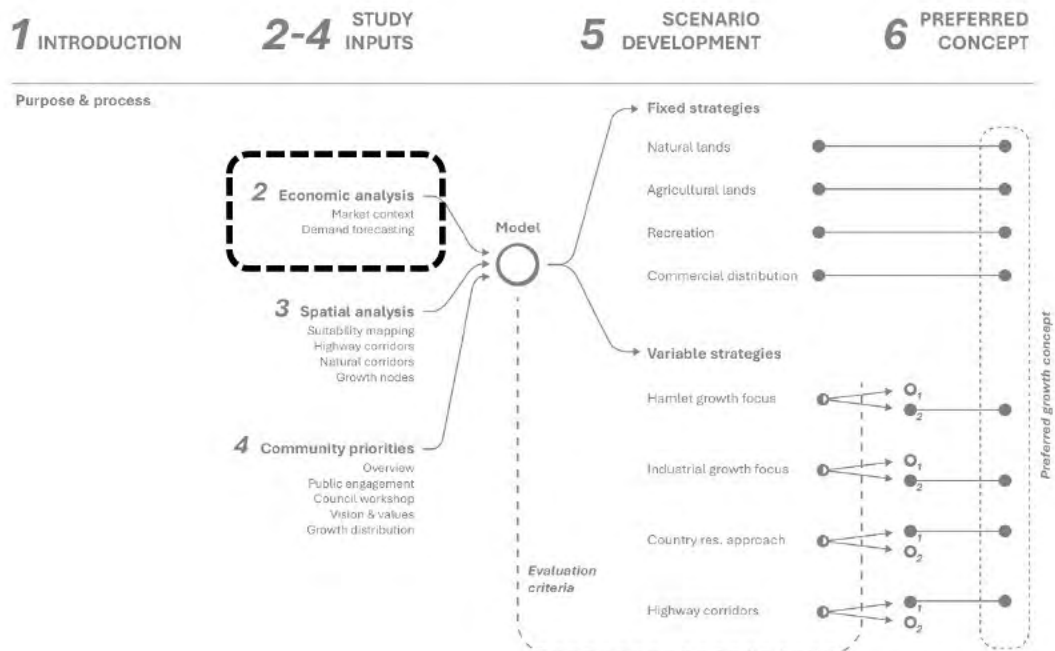
The growth study encompassed the entirety of Parkland County. The municipalities of Stony Plain and Spruce Grove were omitted from the total areas shown in the economic analysis, unless otherwise noted. Suitability mapping accounted for the presence of these municipalities, but the study does not make recommendations about growth within their jurisdiction.

Map 1. Study Area Map – Parkland County





2. Economic Analysis



Overview

The first growth study input was an economic analysis. This analysis is comprised of two components: market context, which sets out the key parameters within which growth is occurring, and demand forecasting, which provides an overall assessment of the growth profile of various sectors. More specific spatial distributions emerging from this analysis are outlined in the growth nodes section of Chapter 3.

2.1. Market Context

Methodology

The core economic analysis of this study was carried out from March 2023 through October 2023 with the delivery of a “Backgrounder” Summary Report in September 2023 and a “Demand & Allocation” Summary Report in January 2024. To support the analysis, the project team undertook detailed on-the-ground fieldwork, engagement with staff and Council, and desktop review of a variety of sources.

In assessing the future opportunities, demand, positioning, and allocation of land use, the study examined several background documents to establish a baseline of historical and current context for land use. These included:

- + EMRB Growth Plan (2017)
- + Tri-Municipal Regional Transit Plan (2018)
- + Tri-Municipal Regional Plan (2021)
- + Parkland County Technical Growth Study (2017)
- + Parkland County Sustainability Plan (2017)
- + Parkland County Municipal Development Plan (2017)
- + Edmonton Metropolitan Region Board (EMRB) Population Projections (2023)

Industrial and commercial market demand in Parkland County, and the projected future development of floorspace and corresponding land needs, was forecast up to the year 2051 based on three population growth scenarios (low, medium, and high).

Within those three growth scenarios, four different approaches were used to forecast the demand for additional commercial industrial space in Parkland County. These include an examination of:

- + Historic annual absorption
- + Employment forecasts by sector
- + Forecast of working age population
- + Application of current space per capita ratio against future population growth

All four of the methodologies were blended to produce a weighted average.

2.1.1. Industrial Context

Acheson

Acheson currently contains 12,579,000 sf of industrial floorspace. This is broken down into three categories:

- + Specialized: 5.67 million sf
- + Logistics: 5.64 million sf
- + Flex 1.28 million sf

The area has a 0.5% vacancy (as of June 2023). This is lower than the historical average of 3.1% and the forecasted 2.4%. Based on historic data (CoStar June 2023), current 5-year forecasts for average annual net absorption and deliveries of industrial property in Parkland County are estimated to be in the range of 20,000 sf per year.

Parkland County (including Spruce Grove and Stony Plain)

Across the rest of Parkland County, there is 3,970,000 sf of industrial space. 70% of this is in Spruce Grove. The space is comprised of:

- + Specialized: 1.92 million sf
- + Logistics: 1.09 million sf
- + Flex: 954,100 sf

The area has a 0.8% vacancy (as of June 2023). This is lower than the historical average of 3.6% and in line with the forecasted 0.8%. Based on historic data (CoStar June 2023), current 5-year forecasts for average annual net absorption and deliveries of industrial property in Acheson are estimated to be in the range of 230,000 sf per year.

Spruce Grove has assigned 642 gross acres for industrial space in ASPs for future development.

2.1.2. Commercial Context

Outlying Edmonton Suburbs – Retail

- + Average vacancy: 2.7%
- + Historical average annual new space: ~440,000 sf

"Outlying" Edmonton Suburbs -Office

- + Average vacancy: 5.4%
- + Historical average annual new space: ~88,500 sf

Spruce Grove

- + Major regional shopping & service hub

- + 3.16 million sf of retail floor space (8.5% vacancy)
- + 420,000 sf of office space (23.7% vacancy as of January 2022)
- + ~637,000 sf of future/imminent retail development

Stony Plain

- + Secondary shopping & service destination
- + ~ 1 million sf of retail floor space (<3% vacancy)
- + ~ 150,000 sf of office space (<5% vacancy)

2.2. Demand Forecasting

2.2.1. Method

The following demand forecasts combine multiple demand methodologies combined with EMRB 30-year low, medium, and high population forecasts. Market-driven demand draws on available data and historic trends as predictors for prospects. Economic development driven demand accounts for external factors and attraction strategies designed to alter the pace of growth. The following forecasts exclude Spruce Grove and Stony Plain. There will be strong ongoing demand for both industrial and commercial development in Parkland County in the period to 2051.

2.2.2. Industrial Demand Forecast

Forecasting industrial demand considers traditional factors such as overall labour supply, employment by industry as well current per capita space ratios. But in the case of Parkland County, historic and forecasted trends of net absorption and new deliveries has also been layered into demand estimates. There are however outliers to annual net absorption that are not likely to happen very often and therefore forecast must reflect certain market realities. For example, in the third quarter of 2022, the Acheson submarket welcomed one of Canada's four Amazon robotic picking/packing/shipping buildings. The Amazon Acheson building measures 2.9 million square feet over five floors and is the largest building in the submarket. This building will no doubt stimulate ancillary development, but the likelihood of another building of that scale is very low. That being said, Parkland County can quickly turn around development applications, and more logistic-style buildings are expected to be coming to the market. Large-scale retailers, like Home Depot and the Brick, are soon to complete new builds that amount to 1.1 million sf. Given Acheson's location in Parkland County, and Parkland's commitment to offering quick turnarounds in the planning process to compete with other jurisdictions, construction can follow announcements relatively quickly. More announcements will no doubt follow on new builds to the area. In combination with forecasted net absorption, the average site coverage (or Floor Area Ratio) of industrial buildings in Parkland County, and more specifically

Acheson averages between 15% to 20%. All of these considerations have been incorporated into the demand forecasting specifically for industrial land and building uses in Parkland County (excluding Spruce Grove & Stony Plain).

Highlights – Industrial Demand Forecast

- + Gross land demand for approximately 202 to 327 hectares by 2051
- + New floorspace by 2051 between 3.3 million – 5.3 million sf
- + Average new floorspace per year between 110,000 – 176,000 sf

Low Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Forecast avg net absorption & deliveries (sf)	250,000	7,500,000
Employment growth forecast (sf)	105,023	3,150,693
Labour force growth (sf)	49,598	1,487,937
Per capita population growth	17,685	530,550
Average (sf/yr) / Total	108,524	3,255,720
Average Industry Standard FAR		0.18
Gross Land Area Required (acres)		498.2
Gross Land Area Required (hectares)		201.6

Medium Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Forecast avg net absorption & deliveries (sf)	250,000	7,500,000
Employment growth forecast (sf)	105,990	3,179,696
Labour force growth (sf)	92,536	2,776,068
Per capita population growth	35,925	1,077,750
Average (sf/yr) / Total	78,150	2,344,505
Average Industry Standard FAR		0.18
Gross Land Area Required (acres)		583.5
Gross Land Area Required (hectares)		236.2

High Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Forecast avg net absorption & deliveries (sf)	250,000	7,500,000
Employment growth forecast (sf)	108,199	3,245,969
Labour force growth (sf)	205,812	6,174,360
Per capita population growth	84,045	2,521,350
Average (sf/yr) / Total	132,685	132,6853,980,560
Average Industry Standard FAR		0.18
Gross Land Area Required (acres)		808.1
Gross Land Area Required (hectares)		327.0

2.2.3. Retail Demand Forecast

Highlights – Retail Demand Forecast

- + Gross land demand for approximately 10 to 11 hectares by 2051
- + New floorspace by 2051 between 260,000 – 302,000 sf
- + Average new floorspace per year between 8,600 – 10,100 sf

Low Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Employment growth forecast (sf)	19,924	597,716
Labour force growth (sf)	576	17,272
Per capita population growth	5,432	162,958
Average (sf/yr) / Total	8,644	259,315
Average Industry Standard FAR		0.30
Gross Land Area Required (acres)		23.8
Gross Land Area Required (hectares)		9.6

Medium Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Employment growth forecast (sf)	20,085	602,563
Labour force growth (sf)	1,391	41,716
Per capita population growth	5,797	173,904
Average (sf/yr) / Total	9,091	272,728
Average Industry Standard FAR		0.30
Gross Land Area Required (acres)		25.0
Gross Land Area Required (hectares)		10.1

High Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Employment growth forecast (sf)	20,455	613,640
Labour force growth (sf)	3,540	106,202
Per capita population growth	6,186	185,586
Average (sf/yr) / Total	10,060	301,809
Average Industry Standard FAR		0.30
Gross Land Area Required (acres)		27.7
Gross Land Area Required (hectares)		11.2

2.2.4. Office Demand Forecast

Highlights – Office Demand Forecast

- + Gross land demand for approximately 1.5 – 2.4 hectares by 2051
- + New floorspace by 2051 between 71,500 – 129,000 sf
- + Average new floorspace per year between 2,900 – 4,300 sf

Low Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Employment growth forecast (sf)	5,476	164,285
Labour force growth (sf)	491	14,738
Per capita population growth	1,179	35,370
Average (sf/yr) / Total	2,893	71,464
Average Industry Standard FAR		0.50
Gross Land Area Required (acres)		3.3
Gross Land Area Required (hectares)		1.4

Medium Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Employment growth forecast (sf)	5,507	165,223
Labour force growth (sf)	826	24,782
Per capita population growth	2,395	71,850
Average (sf/yr) / Total	3,288	87,285
Average Industry Standard FAR		0.50
Gross Land Area Required (acres)		4.1
Gross Land Area Required (hectares)		1.7

High Scenario

Forecast Model	Projected Annual Growth 2021-2051	Projected Total Growth 2021-2051
Employment growth forecast (sf)	5,579	167,368
Labour force growth (sf)	1,709	51,278
Per capita population growth	5,603	168,090
Average (sf/yr) / Total	4,329	128,912
Average Industry Standard FAR		0.50
Gross Land Area Required (acres)		6.0
Gross Land Area Required (hectares)		2.4

2.2.5. Residential Demand Forecast

The residential market in Parkland County is dominated by single family housing and that will likely be the case for the long-term. However, a broader spectrum of demand will emerge as household sizes gradually decline, downsizing into multi-unit housing increases, and new efforts are made to attract residents from outside the county. These new typologies will likely range from duplex and compact lot to traditional and country residential formats.

Based on market-driven dynamics and population growth scenarios, the future demand for single family housing is expected to grow to between 2,651 units in a low growth scenario to over 8,000 dwelling units in a high growth scenario. The resulting land needs to accommodate this growth will be between 322 to 981 ha. Supply will need to focus on providing a mix of housing options, where density increases emerge subtly as natural extensions abutting the City of Edmonton boundaries in the north and south parts of Parkland County's east edge.

Single Family Housing Demand Forecast

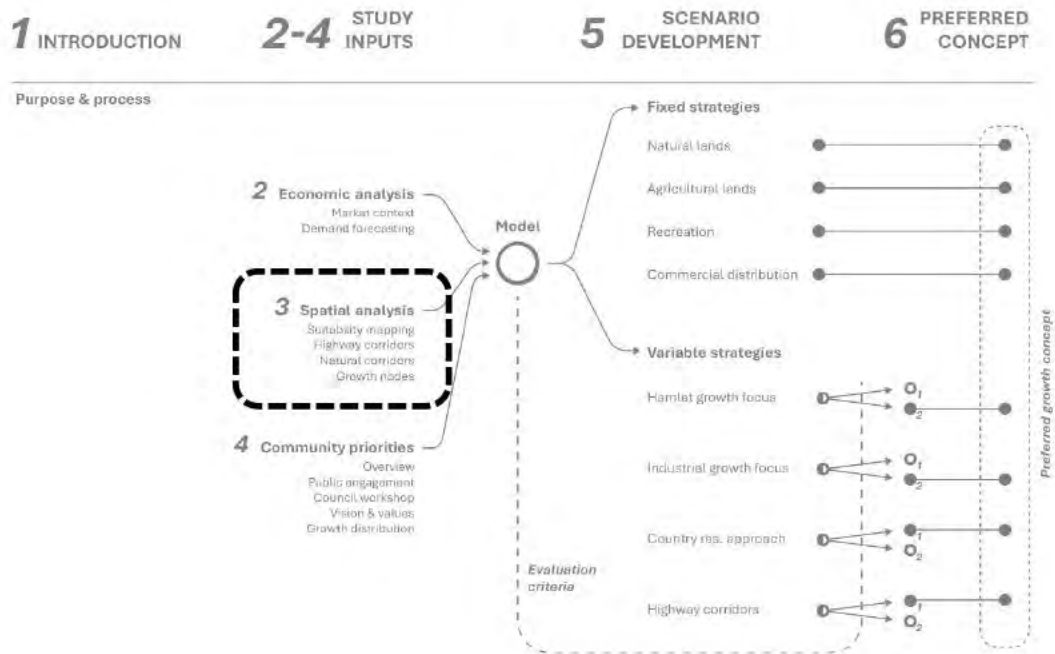
	Low	Medium	High
Single Family Housing			
Total dwelling units	2,651	4,139	8,079
Total Gross land (ac)	795.2	1,241.7	2,423.6
Total Gross land (ha)	321.8	502.5	980.8
Density (units/ac)		3.3	
Density (units/ha)		8.2	
Large Lot			
Total dwelling units	795	1,242	2,424
Gross land (ac)	397.6	620.8	1,211.8
Gross land (ha)	160.9	251.2	490.4
Density (units/ac)		2.0	
Density (units/ha)		4.9	
Medium Lot			
Total dwelling units	1,325	2,069	4,039
Gross land (ac)	331.3	517.4	1,009.8
Gross land (ha)	134.1	209.4	408.7
Density (units/ac)		4.0	
Density (units/ha)		9.9	
Small Lot			
Total dwelling units	530	828	1,616
Gross land (ac)	66.3	103.5	202.0
Gross land (ha)	26.8	41.9	81.7
Density (units/ac)		8.0	
Density (units/ha)		19.8	

Multi-Unit Residential Demand Forecast

	Low	Medium	High
Multi-Unit Housing			
Total dwelling units	282	441	861
Total Gross land (ac)	13.7	21.3	41.7
Total Gross land (ha)	5.5	8.6	16.9
Density (units/ac)		20.7	
Density (units/ha)		51.1	
Duplex/Triplex			
Total dwelling units	113	176	344
Gross land (ac)	7.5	11.8	23.0
Gross land (ha)	3.0	4.8	9.3
Density (units/ac)		15.0	
Density (units/ha)		37.1	
Row/Townhomes			
Total dwelling units	113	176	344
Gross land (ac)	4.5	7.1	13.8
Gross land (ha)	1.8	2.9	5.6
Density (units/ac)		25.0	
Density (units/ha)		61.8	
3 Storey Low Rise			
Total dwelling units	56	88	172
Gross land (ac)	1.6	2.5	4.9
Gross land (ha)	0.7	1.0	2.0
Density (units/ac)		35.0	
Density (units/ha)		86.5	



3. Spatial Analysis



Overview

The spatial analysis component of the growth study is comprised of suitability mapping, a series of corridor reviews, and a more detailed look at growth nodes. These components work together to describe the expected intensity and distribution of use types across the county and speak to the various roles that nodes and corridors will have in Parkland's overall growth profile.

3.1. Suitability Mapping

3.1.1. Method

Suitability mapping provides the growth study with a spatial understanding of the expected distribution of growth for different use types. Each use type is assigned a series of push and pull factors that shape its distribution. For example, commercial uses are pulled toward existing servicing and infrastructure, highways and highway intersections, existing commercial uses, and existing residential. They are pushed away from areas of environmental significance, historic resource value, and steep slopes.

Using a digital model, the push/pull factors for each use are weighted for relative importance, and then run through a multi-layered spatial model of the county. The result is a “heat map” for each use showing the suitability of that use across Parkland County. Agricultural suitability is not mapped in this way, as the project inherited strong suitability maps from the EMRB’s Regional Agricultural Master Plan (RAMP). These maps are shown and discussed in Section 5.1.

Benefits

The suitability method provides several key benefits:

- + It provides a clear reading of expected growth distribution across the county that accounts for technical constraints and drivers, including servicing and infrastructure.
- + It accounts for key development constraints, including the protection of high potential agricultural land and environmentally sensitive areas, in alignment with key Council priorities.
- + It identifies areas of overlapping suitability where two or more uses are well-suited to the same location. This can present opportunities for productive combinations of uses and might also indicate areas of potential conflict. Both conditions can be passed forward to the Municipal Development Plan to help direct policy.

Limitations

Like all models, the suitability mapping approach is an imperfect representation of on-the-ground conditions. There are always cases where the utility of the model finds its limit. The process also tends to privilege current conditions over future conditions. For example, it assumes that growth will tend to happen nearer to existing infrastructure. While this trend usually plays out, there are also situations where unanticipated factors drive growth and infrastructure trails. Finally, some key factors (like small wetland complexes or other minor environmental characteristics not captured in the ESA layer) are too fine-grained to register at this scale of analysis. For these factors, which drive direction more at the Area Structure Plan and site scale, recommendations have been passed forward to the Municipal Development Plan process to ensure that these important site-scale influences remain a key consideration in development.

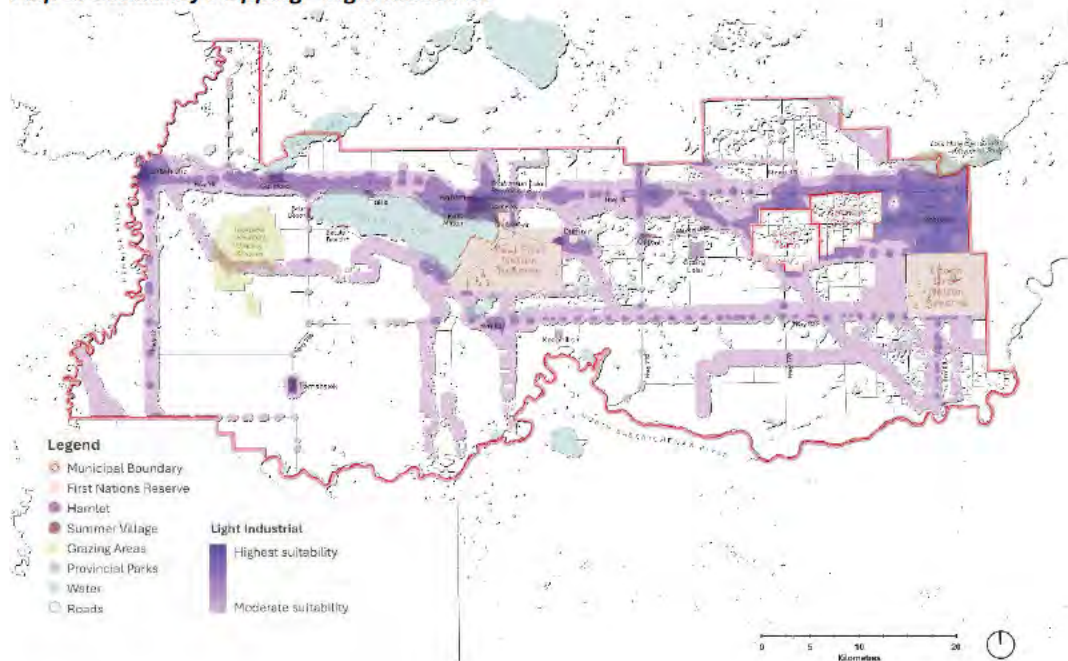
This study manages the impact of these limitations in the way it characterizes the suitability outputs. The outputs are never presented as a pure guide or direct influence on an outcome. Instead, they form a well-informed and supportive scaffolding that interacts with other measures to identify and verify a preferred direction. This preferred direction accounts for both model limitations and desired future conditions not found in the current landscape.

3.1.2. Industrial Suitability – Light Industrial

Summary

Light industrial suitability was identified based on proximity to existing industrial uses and infrastructure and distance from significant natural areas and existing residential/commercial development. The result is a suitability map that shows a clear focus in Acheson, with ancillary spaces in Wabamun. The Highway 16 corridor stands out with several primary opportunities, while smaller nodes have the capacity to emerge along other secondary corridors.

Map 2. Suitability Mapping – Light Industrial



Pull Factors – Light Industrial

	Strength
Existing Industrial	1.00
Highway Intersections	1.00
Existing Potable Water Infrastructure	1.00
Existing Electrical Lines	1.00
Existing Wastewater Infrastructure	1.00
Existing Rail	0.75
Existing City Boundaries	0.75

Push Factors – Light Industrial

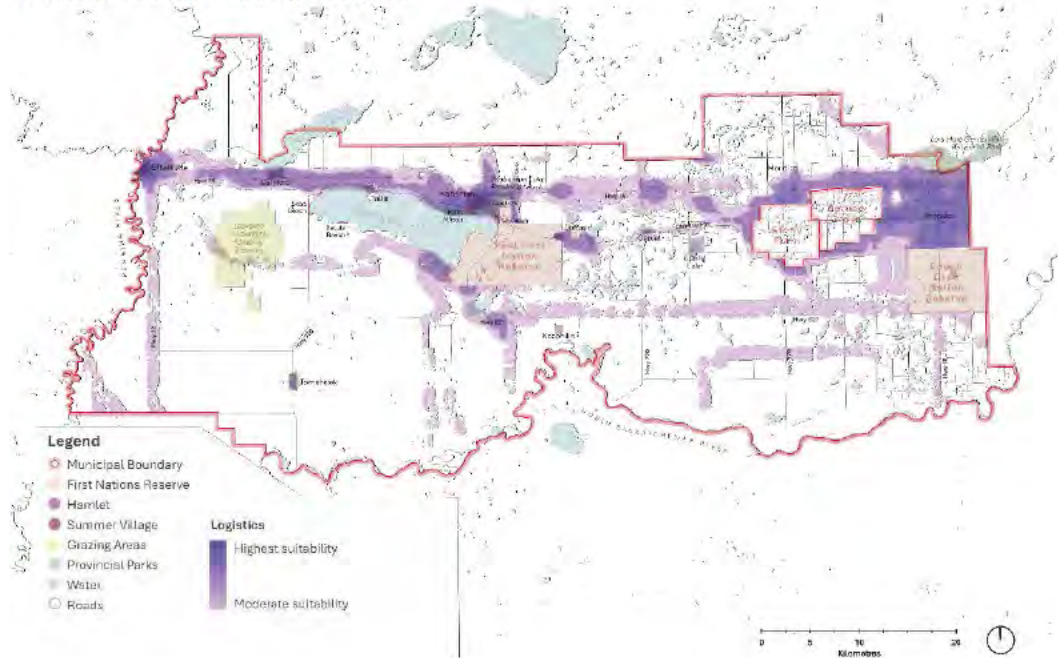
	Strength
ESA Score	-1.00
Historic Resource Value	-1.00
Steep Slopes	-1.00
Existing Commercial	-1.00
Existing Residential	-0.75

3.1.3. Industrial Suitability – Logistics

Summary

The suitability of logistics uses was mapped using similar factors to light industrial. Here, however, there is a tighter accumulation of uses near the highway corridors, as well as in Acheson.

Map 3. Suitability Mapping – Logistics



Pull Factors – Logistics

	Strength
Existing Industrial	1.00
Existing Electrical Lines	1.00
Existing Rail	1.00
Existing City Boundaries	1.00
Existing Wastewater Infrastructure	1.00
Highway Intersections	0.50
Existing Potable Water Infrastructure	0.50

Push Factors – Logistics

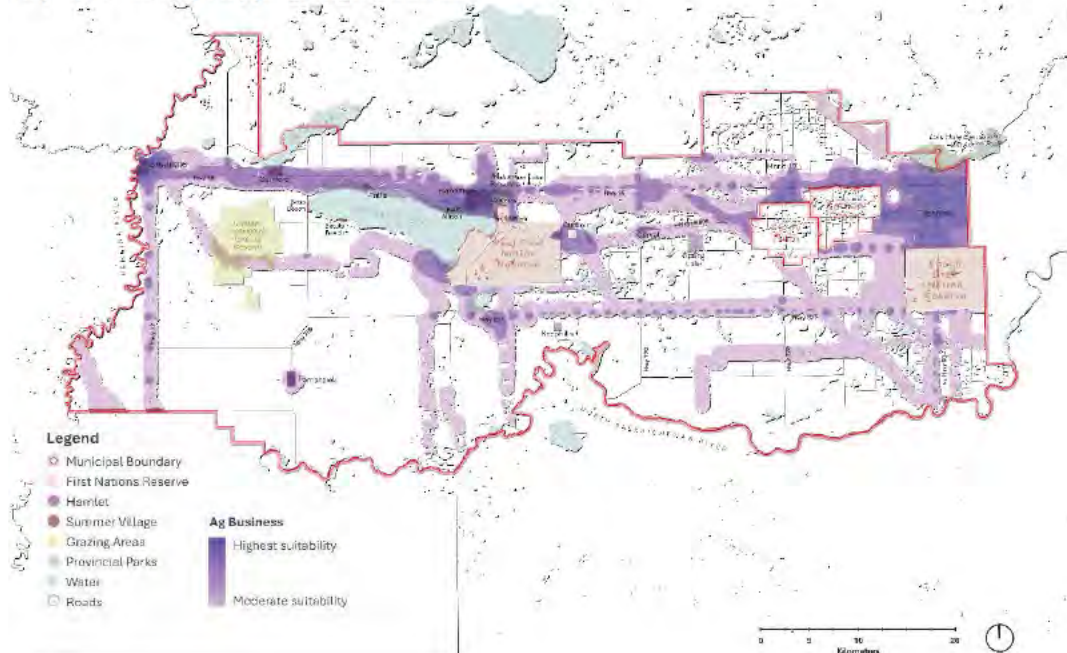
	Strength
ESA Score	-1.00
Historic Resource Value	-1.00
Steep Slopes	-1.00
Existing Residential	-1.00
Existing Commercial	-0.75

3.1.4. Industrial Suitability – Agribusiness

Summary

Agribusiness was isolated in this study to account for reduced pull from existing industrial, and reduced push from existing commercial and residential uses. The distribution map reinforces development suitability along Highway 16, with more clustering in Entwistle, Wabamun, and Acheson. Nodes along corridor 627 reflect these opportunities through an area of high agricultural suitability.

Map 4. Suitability Mapping – Agribusiness



Pull Factors – Agribusiness

	Strength
Existing Electrical Lines	1.00
Existing Rail	1.00
Existing Potable Water Infrastructure	1.00
Existing Wastewater Infrastructure	0.75
Existing Industrial	0.75
Highway Intersections	0.50
Existing City Boundaries	0.25

Push Factors – Agribusiness

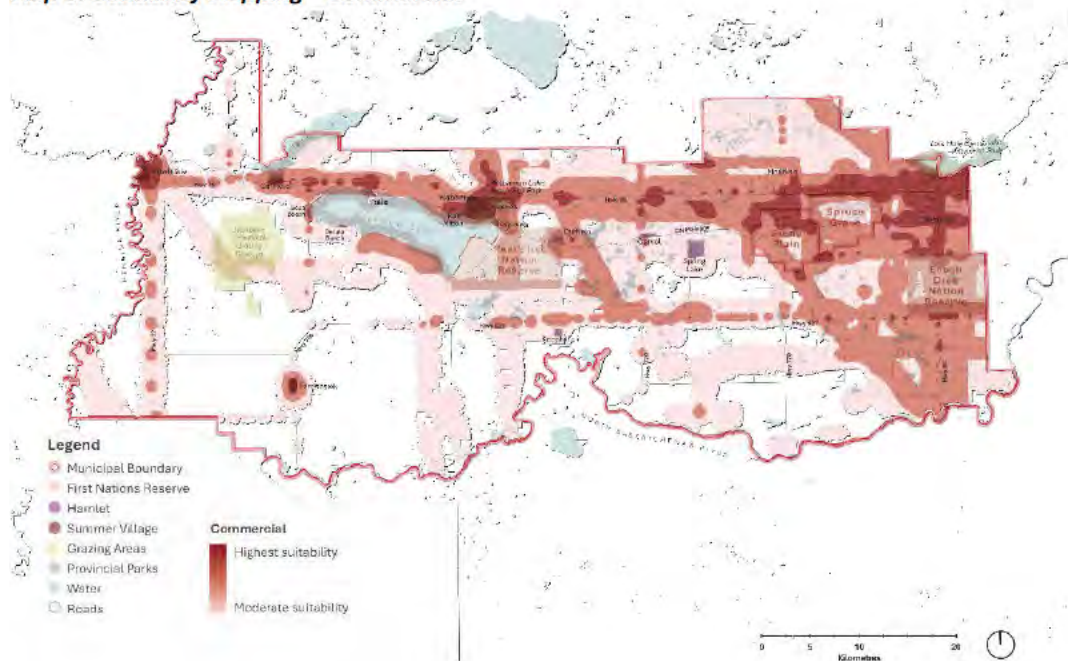
	Strength
ESA Score	-1.00
Historic Resource Value	-1.00
Steep Slopes	-1.00
Existing Residential	-0.75
Existing Commercial	-0.25

3.1.5. Commercial Suitability

Summary

Commercial suitability was driven by a mix of parameters. It was drawn toward servicing infrastructure and existing supporting uses and pushed away from natural and significant areas. The result is a series of nodes largely clustered around Acheson, the perimeter of Stony Plain and Spruce Grove, development in the hamlets of Wabamun and Entwistle, and patches that emerge along the Highway 16 corridor.

Map 5. Suitability Mapping – Commercial



Pull Factors – Commercial

	Strength
Existing Potable Water Infrastructure	1.00
Existing Electrical Lines	1.00
Existing Wastewater Infrastructure	1.00
Existing Residential	0.75
Existing Commercial	0.75
Existing City Boundaries	0.75
Highway Intersections	0.50

Push Factors – Commercial

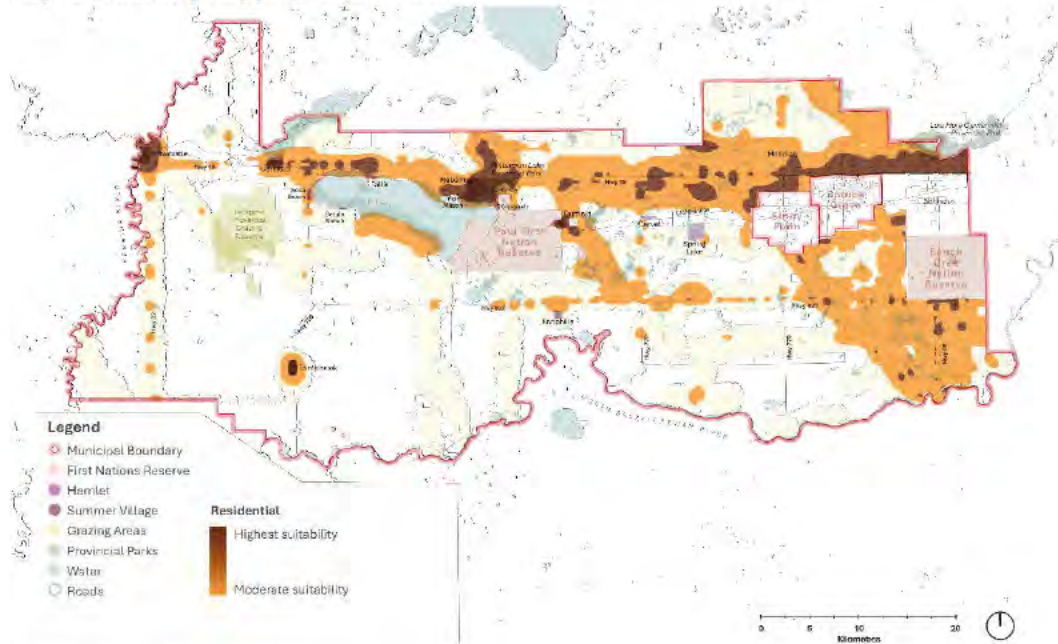
	Strength
ESA Score	-1.00
Historic Resource Value	-1.00
Steep Slopes	-1.00

3.1.6. Residential Suitability

Summary

Residential suitability was driven by infrastructure, access, and existing commercial. It pushed away from sensitive natural areas, industrial suitability, rail, and steep slopes. The resulting map indicates high growth potential in the Big Lake area north of Highway 16 and along the boundaries of Stony Plain and Spruce Grove, and in the hamlets of Wabamun and Entwistle. Secondary suitability highlights increasing development on the east side of the county.

Map 6. Suitability Mapping - Residential



Pull Factors – Residential

	Strength
Existing Residential	1.00
Existing Potable Water Infrastructure	1.00
Existing Electrical Lines	1.00
Existing Wastewater Infrastructure	1.00
Existing Commercial	0.75
Highway Intersections	0.25
Existing City Boundaries	0.25
Internet Towers	0.25

Push Factors – Residential

	Strength
ESA Score	-1.00
Historic Resource Value	-1.00
Steep Slopes	-1.00
Existing Industrial	-1.00
Rail	-1.00
Future Industrial	-0.75

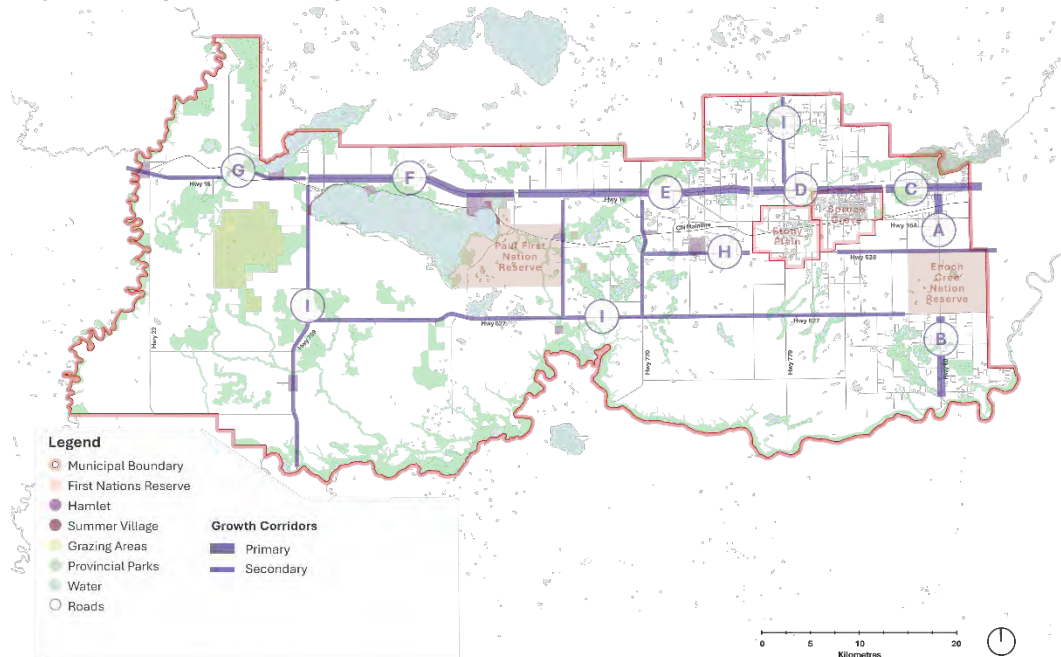
3.2. Growth Corridor Review

3.2.1. Corridor Map

Highway corridors form a frame for rural places. They are conduits that move people and goods, landmarks that provide wayfinding and orientation, and magnets that attract and drive a wide range of development types.

A corridor analysis was undertaken as part of the spatial review. Highways were first categorized into primary and secondary corridors based on volume and classification. Additional context drove further distinction into corridor segments. Each of these segments has a unique set of priorities and opportunities, outlined below.

Map 7. Primary and Secondary Growth Corridors



3.2.2. Primary Corridors

The following section recommends positioning for each corridor segment based on its context and opportunities. For many of these primary corridors, even with additional development intensity, agricultural equipment will remain a key corridor user. In growth corridors, there will be an increasing need to manage potential conflicts and ensure safety between residential traffic and agricultural equipment.

A. Highway 60 - Acheson Core

- + Maintain and invest in safe and easy access to industrial employment opportunities that brings jobs closer to residents.
- + Prioritize development and growth that improves the movement of people and goods within Parkland County and across the region.

B. Highway 60 - South Community Corridor

- + Prioritize the development and growth of social infrastructure such as schools, health care, community centres and sports to complement the residential growth expected around this corridor.
- + Cluster these amenities and services to ensure they are accessible through linkages, pathways, and shared parking lots for pedestrians and vehicles.

C. Highway 16 - Acheson/Big Lake Transition

- + Support the development and growth of transitions between industrial and residential uses. This includes commercial development such as highway-oriented retail, office parks, light industrial, as well as landscaping buffers.
- + Support clean and safe access and connections between Parkland County and across the region and create jobs closer to residents.
- + Given proximity to Altalink transmission line, additional opportunities for wind and solar projects in this corridor (pending Provincial approval).

D. Highway 16 - Spruce Grove/Stony Plain Fringe

- + Support the development of commercial uses that are visible and accessible from the highway to encourage activity from local and regional residents.
- + Promote compact developments and intensification that builds up this corridor.

E. Highway 16 -Mid-country Duffield/Carvel Transition

- + Establish a rural corridor with distinct and attractive landscapes and views.
- + Provide screening through fencing or landscaping to maintain high quality views.
- + Support the development of nodes with local commercial options within this corridor.
- + Given proximity to Altalink transmission line, seek opportunities for wind and solar projects (pending Provincial approval).

F. Highway 16 - Wabamun Country

- + Create gateway features that provide a sense of arrival including wayfinding and signage features in highly visible areas.
- + Provide screening through fencing or landscaping to maintain high quality views and a sense of immersion in a natural recreation area.
- + Protect naturalized spaces along the corridor and support the development of pathways and dedicated recreation areas.

3.2.3. Secondary Corridors

Secondary corridors had more consistent roles across the County. Whereas the primary corridors are more public facing, higher-volume, and concerned with identity and visibility, secondary corridors play a stronger support role in the day-to-day life of the rural communities they serve.

G. Highway 16 West

- + Maintain the rural nature of Parkland County and support the agricultural and agri-food network.
- + Enhance the character, function, and activity level of historic or significant rural and agricultural districts.

H. Highway 628

- + Leverage Provincial upgrades to elevate this corridor to a secondary growth area.
- + Use this corridor to extend the growth potential of Acheson.

I. All Other Rural Secondary Highways

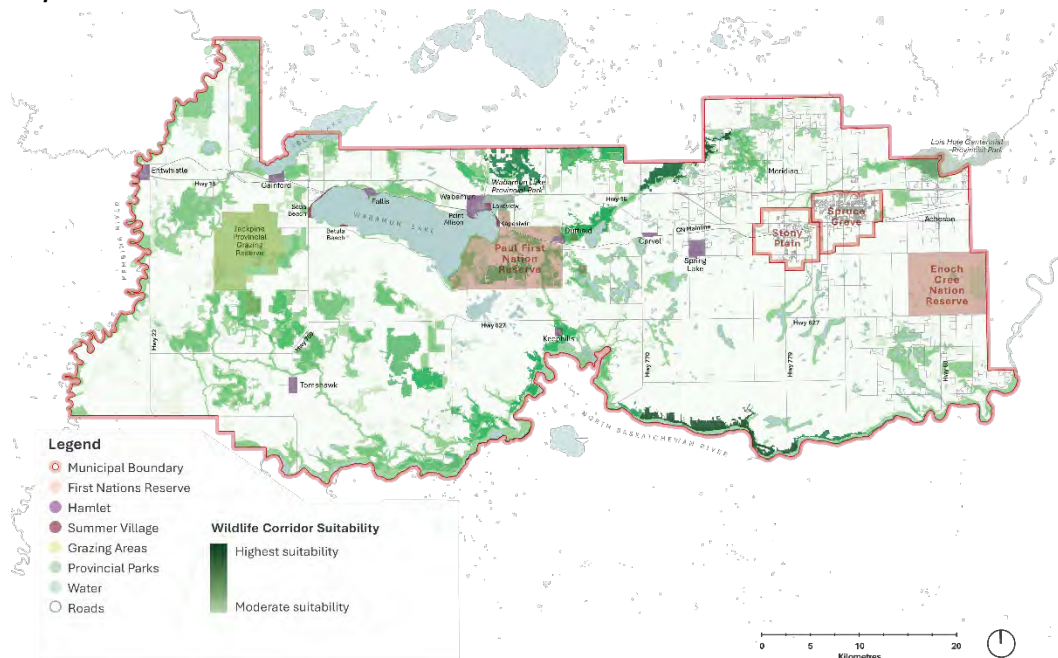
- + Explore trail rights-of-way.
- + Improve transportation options for agriculture and development and linkages to small settlements.
- + Plan for modest growth along these corridors.

3.3. Natural Corridors

3.3.1. Corridor Connectivity Map

Natural corridors are an increasingly important consideration in both urban and rural landscape structure. Natural corridors are continuous or stepped lines of high-quality natural space that provide linkages between larger patches of significant natural landscapes. The following map shows corridor potential across the county. High potential areas largely correspond to ESAs (Environmentally Significant Areas) and waterbodies.

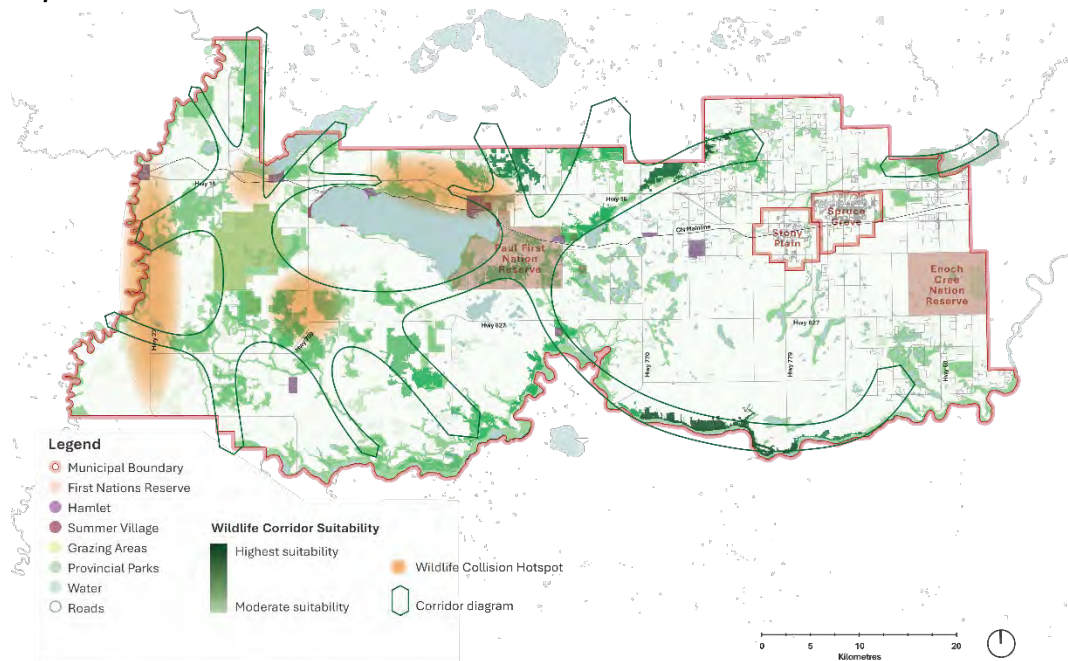
Map 8. Natural Corridor Potential



3.3.2. Corridor Interactions

A high-level review of corridor potential across the county indicates several key areas where there may be a higher instance of conflicts between wildlife movement, development, and highway corridors.

Map 9. Corridor Interactions



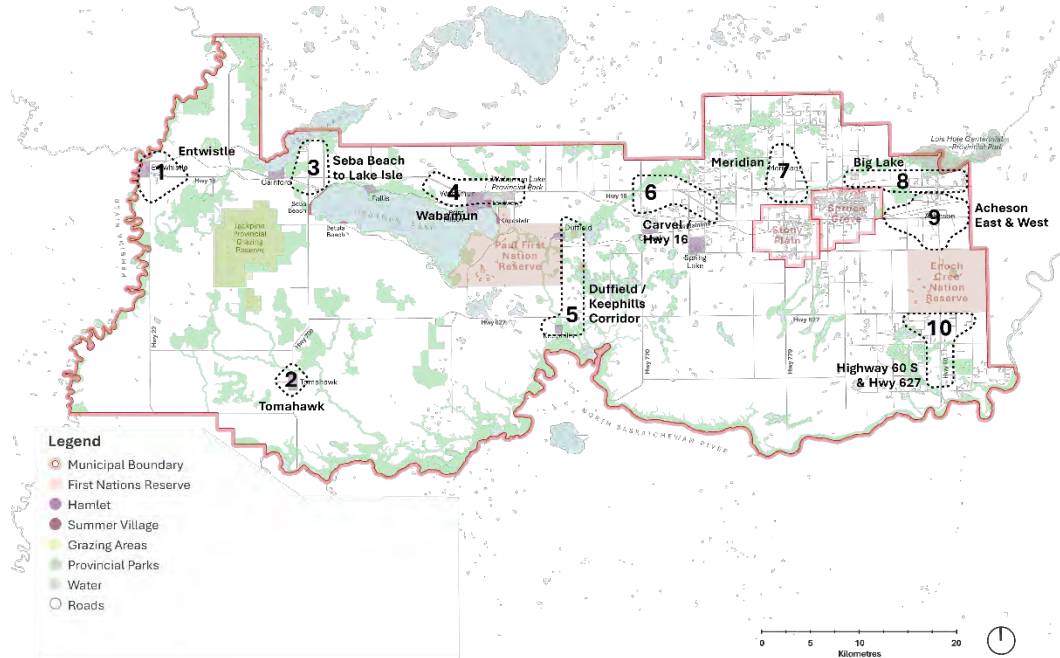
This map diagrams likely high-level corridor routes. The orange patches in the map are drawn from Provincial data showing actual vehicle-wildlife collision hot-spots. Most of the potential conflict areas exist on the west end of the county, away from most development pressures. There is, however, a patch of potential conflict along Highway 16 north of Wabamun Lake. This stretch of highway, within the Wabamun Area Vision’s “Wabamun Country” stretch of road, should receive additional attention as development and highway volume increase to ensure that conflict risks are mitigated.



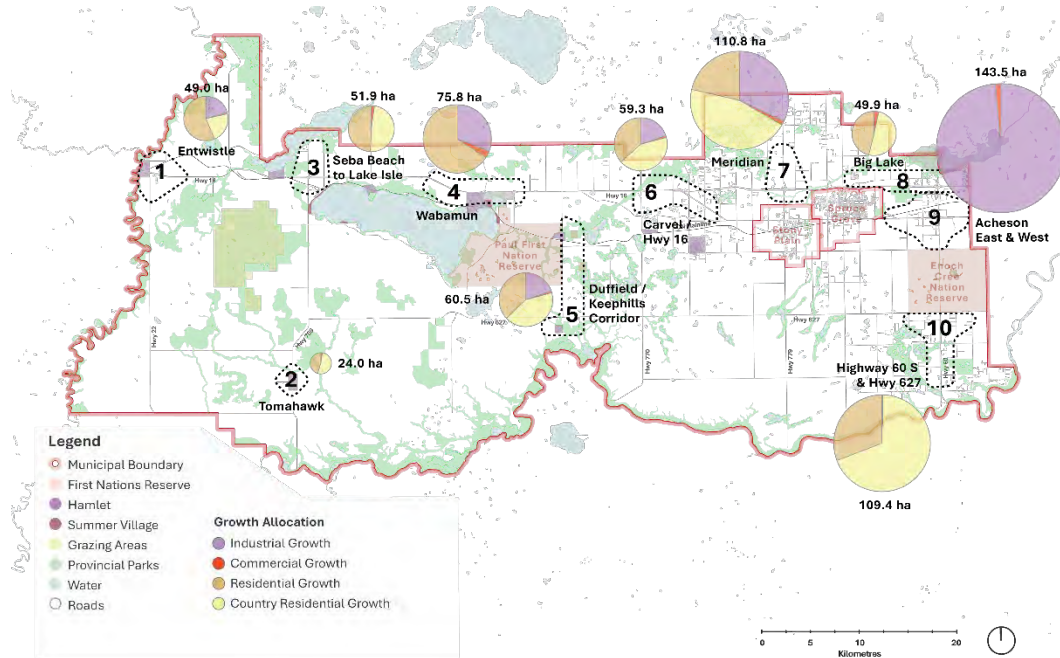
3.4. Growth Nodes

To make more direct recommendations, and to simplify the questions of prioritization for public engagement, the study focused its attention on ten points that represent key growth nodes. The nodes are shown in the following maps. The remainder of this section describes the demand allocation and outlines a recommended positioning/role for each node.

Map 10. Growth Nodes



Map 11. Growth Nodes with Demand Allocation Summary (Medium Scenario)



3.4.1. 1- Entwistle

Demand Allocation

Growth Land Area (ha)	Low	Medium	High
TOTAL	35.7	49.0	88.5
Industrial	10.1	11.8	16.4
Commercial	0.5	0.6	0.7
Country Residential	8.0	12.6	24.5
Medium Lot Single Unit	13.4	20.9	40.9
Small Lot Single Unit	2.7	1.7	3.3
Low Density Multi-Unit	0.7	1.1	2.2
Low Rise Apartment	0.2	0.3	0.5

Positioning

- + Already established as a local hub for shops, services, and older residential.
- + Future growth could include smaller scale, local light industrial businesses supporting local employment.
- + Housing opportunities include more medium and small lot single family, along with increasing low density multi-unit (duplex, triplex, townhomes).
- + Village core is well positioned for low rise apartment to add supportable, diverse housing in the hamlet core.

3.4.2. 2- Tomahawk

Demand Allocation

Growth Land Area (ha)	Low	Medium	High
TOTAL	15.5	24.0	46.4
Industrial	-	-	-
Commercial	0.5	0.6	0.7
Country Residential	8.0	12.6	24.5
Medium Lot Single Unit	6.7	10.5	20.4
Small Lot Single Unit	-	-	-
Low Density Multi-Unit	0.2	0.4	0.7
Low Rise Apartment	-	-	-

Positioning

- + Limited opportunities outside of small-scale, local business.
- + Residential growth may occur in the form of country residential and medium lot single unit development.
- + Growth likely to occur in the latter part of the projected timeframe (toward 2050).

3.4.3. 3- Seba Beach to Lake Isle

Demand Allocation

Growth Land Area (ha)	Low	Medium	High
TOTAL	37.5	51.9	100.3
Industrial	-	-	-
Commercial	1.1	1.2	1.4
Country Residential	16.1	25.1	49.0
Medium Lot Single Unit	13.4	20.9	40.9
Small Lot Single Unit	6.7	4.2	8.3
Low Density Multi-Unit	0.2	0.4	0.7
Low Rise Apartment	-	-	-

Positioning

- + Will supporting seasonal and full-time residents in country residential and cottages, eventually also supporting medium and small-lot housing.
- + Commercial uses will be limited to small shops due to proximity to both Wabamun and Entwistle.
- + Industrial growth not targeted at this node.

3.4.4. 4- Wabamun

Demand Allocation

Growth Land Area (ha)	Low	Medium	High
TOTAL	57.5	75.8	132.7
Industrial	20.2	23.6	32.7
Commercial	2.2	2.4	2.7
Country Residential	-	-	-
Medium Lot Single Unit	26.8	41.9	81.7
Small Lot Single Unit	5.4	3.4	6.6
Low Density Multi-Unit	2.4	3.8	7.4
Low Rise Apartment	0.5	0.8	1.5

Positioning

- + Strong long-term growth opportunity, establishing a sub-regional node for residential, community commercial, small and medium-scale industrial formats, and tourism.
- + Wabamun's primary infrastructure is in good shape, positioning the hamlet well for future growth. Recent investments include upgrades to the wastewater treatment system, and the extension of the WILD Water Commission to the area.

- + The likelihood of Wabamun usurping Spruce Grove as the primary regional node for commercial shops and services is unlikely over the next 30-years, particularly since the concentration of population is not expected to occur beyond the timeline of this growth study. It does not however discount the important role that Wabamun can and should play in becoming a more prominent secondary market with a provision of commercial shops and services that better caters to its own nearby consumer and visitor segments, particularly those within a 15-minute drive time.
- + Major assets influencing strong growth include:
 - + distance from Edmonton, Spruce Grove and Stony Plain
 - + access from Highway 16
 - + proximity to recreational amenities.
- + Growth will attract full-time and seasonal residents with high amenity value for work-from-home segment.
- + Residential growth driven by medium lot single family, low density multi-unit housing, and low-rise apartment/mixed use in the Hamlet, as noted in the Wabamun Hamlet Area Redevelopment Plan and Wabamun Waterfront Area Structure Plan.

3.4.5. 5- Duffield-Keephills Corridor

Demand Allocation

Growth Land Area (ha)	Low	Medium	High
TOTAL	43.1	60.5	111.0
Industrial	1.1	11.8	16.4
Commercial	0.5	0.6	0.7
Country Residential	16.1	25.1	49.0
Medium Lot Single Unit	13.4	20.9	40.9
Small Lot Single Unit	2.7	1.7	3.3
Low Density Multi-Unit	0.2	0.4	0.7
Low Rise Apartment	-	-	-

Positioning

- + Focus on country residential and medium/small lot housing to support local village retail.
- + Opportunity for specialized industrial and manufacturing to take advantage of multiple rail lines and potential spurs. This may involve economic development and collaboration opportunities with Paul First Nation.
- + Lesser-travelled corridor provides future opportunity for connecting the area with Wabamun and future Carvel/Spring Lake nodes.

- + Over the long-term, Keephills could become a relevant sub-node along Highway 627, following investments in recreation south of Wabamun Lake.
- + Duffield and Keephills can play important roles in Wabamun's growth as a regional service centre.
- + There are strong potential synergies between development in Wabamun and on Paul Band that could see benefits to both areas. Ongoing outreach to Paul Band should explore potential collaborations in the area.

3.4.6. 6- Carvel / Highway 16

Demand Allocation

Growth Land Area (ha)	Low	Medium	High
TOTAL	41.5	59.3	108.6
Industrial	10.1	11.8	16.4
Commercial	0.5	0.6	0.7
Country Residential	16.1	25.1	49.0
Medium Lot Single Unit	13.4	20.9	40.9
Small Lot Single Unit	1.3	0.8	1.7
Low Density Multi-Unit	-	-	-
Low Rise Apartment	-	-	-

Positioning

- + The convergence point of Highway 43 and Highway 16 presents a strong opportunity for smaller light industrial growth.
- + Continued country residential and medium lot single-family residential in and around Carvel.
- + Seasonal residential opportunities in the Summer Village of Spring Lake with small scale supporting shops and services.

3.4.7. 7- Meridian

Demand Allocation – Meridian

Growth Land Area (ha)	Low	Medium	High
TOTAL	80.7	110.8	194.9
Industrial	30.2	35.4	49.1
Commercial	1.6	1.8	2.0
Country Residential	32.2	50.2	98.1
Medium Lot Single Unit	13.4	20.9	40.9
Small Lot Single Unit	2.7	1.7	3.3
Low Density Multi-Unit	0.5	0.8	1.5
Low Rise Apartment	-	-	-

Positioning

- + Focus on a wide mix of housing providing supportive growth for Stony Plain and Spruce Grove.
- + Smaller neighbourhood or community-scale retail can emerge in the long term to support residential growth.
- + Near term industrial and business park growth along Highway 16.

3.4.8. 8- Big Lake

Demand Allocation – Big Lake

Growth Land Area (ha)	Low	Medium	High
TOTAL	34.1	49.9	96.0
Industrial	-	-	-
Commercial	1.6	1.8	2.0
Country Residential	16.1	25.1	49.0
Medium Lot Single Unit	13.4	20.9	40.9
Small Lot Single Unit	2.7	1.7	3.3
Low Density Multi-Unit	0.2	0.4	0.7
Low Rise Apartment	-	-	-

Positioning

- + Housing focus, with a wide range of types supporting growth.
- + Opportunity to leverage services and amenities in Spruce Grove, including new multipurpose event centre and Westwind commercial development).
- + Can support community-scale shops and services anchored on grocery, including a small component of professional and personal services.
- + Need to balance growth with regionally- and nationally-significant natural areas.

3.4.9. 9- Acheson

Demand Allocation – Acheson

Growth Land Area (ha)	Low	Medium	High
TOTAL	122.6	143.5	198.3
Industrial	121.0	141.7	196.2
Commercial	1.6	1.8	2.0
Country Residential	-	-	-
Medium Lot Single Unit	-	-	-
Small Lot Single Unit	-	-	-
Low Density Multi-Unit	-	-	-
Low Rise Apartment	-	-	-

Positioning

- + High travel east-west and north-south corridor will continue to attract regional employment base.
- + Focus on industrial growth in logistics and supply chain, manufacturing and production, construction, and natural resources, especially oil and gas service providers.
- + Large-format and specialized users continue as a growth sector and a major employment node within the Edmonton Region.
- + Should have a lower housing priority to avoid user group conflicts.
- + Opportunity to integrate office and retail commercial uses within the area to support ancillary worker needs.

3.4.10. 10- South Highway 60

Demand Allocation – South Highway 60

Growth Land Area (ha)	Low	Medium	High
TOTAL	71.9	109.4	213.2
Industrial	-	-	-
Commercial	0.5	0.6	0.7
Country Residential	43.8	75.4	147.1
Medium Lot Single Unit	20.1	31.4	61.3
Small Lot Single Unit	2.7	1.7	3.3
Low Density Multi-Unit	0.2	0.4	0.7
Low Rise Apartment	-	-	-

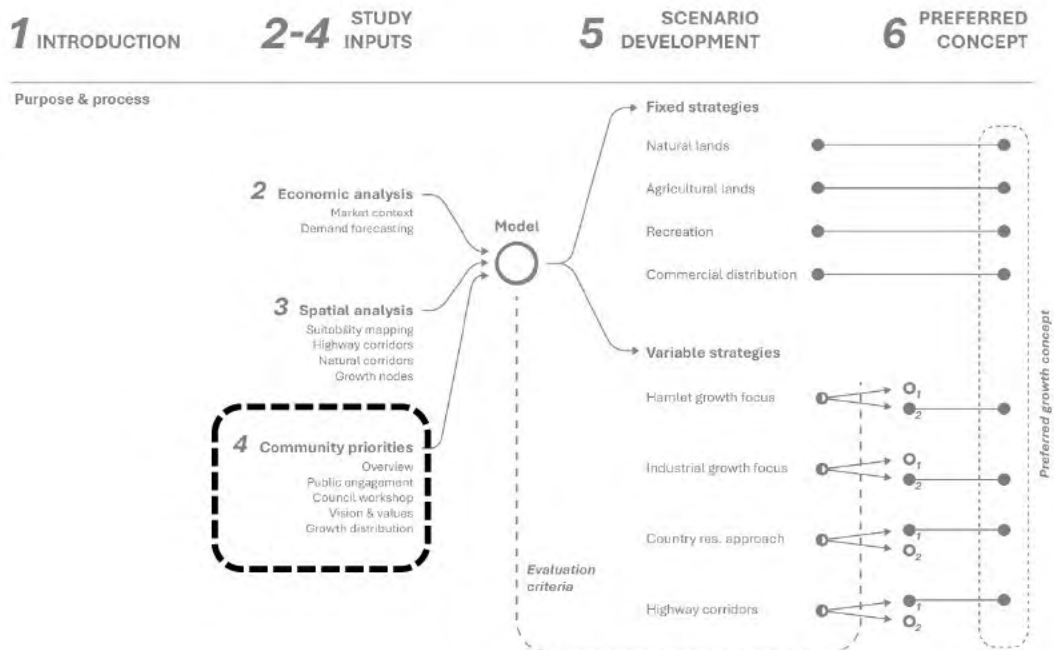
Positioning

- + Will continue to provide residential growth supporting Acheson and Spruce Grove.

- + High travel north-south corridor will experience natural expansion from Edmonton, with a focus on country residential and medium-lot single family types.
- + There is limited future opportunity for neighbourhood-scale commercial development to follow residential growth, given fragmented land ownership in this area.
- + Industrial profile will continue to support agricultural uses, green energy research, and potential opportunities around the existing airport.
- + This region used to be a large wetland complex, leading to a range of drainage challenges. These issues, especially those flagged by administration, should be investigated further to better understand the need for coordinated management through the area.



4. Community Priorities



Overview

The community priorities section captures the final leg of input into the growth study. It describes the results of a Council workshop and public engagement and organizes them into growth value statements and spatial prioritization. The outputs of this chapter help form the strategies and are a key element in evaluating the presented options.

4.1. Council Workshop

Overview

On September 19, 2023, the project team hosted a workshop with Parkland County Council. The group reviewed the growth projections, suitability maps, and growth nodes, and engaged in discussion about prioritization.

The first exercise produced a series of vision-level concepts. Councillors were asked to describe in three words their aspirational future of Parkland County. The themes from the responses were:

- + Progressive / leader
- + Fiscally responsible
- + Liveable / residential growth
- + Sustainable / nature-focused

Growth Priorities

Participating councillors were asked to identify use specific priorities as well as growth priority areas on the growth node map. In addition to discussing concern over future annexation of County lands, they identified the following priorities:

- + Focusing on Acheson for industrial and commercial growth.
- + Better protecting and conserving Environmentally Significant Areas (ESA).
- + Focusing hamlet growth in Wabamun to leverage ongoing investments and location.
- + Clustering residential and providing efficient servicing.

The top prioritized growth nodes from the session were:

- + Acheson
- + Big Lake
- + Highway 60 S & Highway 627
- + Meridian
- + Wabamun

Councillors expressed a desire to present a business- and investment-friendly face to encourage development across the county, while incentivizing efficient and serviceable growth nodes.

4.2. Community & Stakeholder Engagement

4.2.1. Purpose & Approach

The focus of the first stage of public engagement for the Municipal Development Plan and Technical Growth Study update was to gather community values and priorities relating to growth. Feedback from this engagement, summarized below, has been incorporated into the development of the growth scenarios within this Technical Growth Study. It will also inform updates to the vision of the updated Municipal Development Plan (MDP).

Audience

The project engaged with the public, including Parkland County residents, community organizations, and industry stakeholders.

A total of 143 people completed the web survey and 32 people attended one of the three in-person drop-in open houses and information sessions. Eight community organizations participated in an in-person community workshop and two stakeholders participated in an online industry-focused session.

Engagement Opportunities

The project offered a range of opportunities for community members to have their voices heard. These included:

- + A public survey hosted online and available in paper copy.
- + Three in-person drop-in open houses and information sessions.
- + A virtual interactive industry session.
- + An in-person community stakeholder workshop.
- + Paper discussion guides that enabled input from groups unable to attend the stakeholder or virtual sessions.

4.2.2. Topics

In the public engagement, we asked participants about:

Vision

- + What they value the most about Parkland County today and would like to see protected or enhanced in the future
- + What the greatest challenges facing Parkland County are that need to be addressed

Growth Priorities

For each of the following six topics, we asked about top priorities for each type of growth and where that growth should be prioritized.

- + Housing & Community Services
- + Water & Environment
- + Transportation & Mobility
- + Recreation & Parks
- + Employment & Economic Development
- + Agriculture & Food Security

4.3. Vision & Values

The feedback gathered across all engagement sessions was compiled into a What We Heard report, which is attached to this report as an appendix. The report goes into greater detail about the engagement tactics and results. The following summary highlights key findings, values, and challenges that emerged from the conversations. A summary of the interrelated community values that emerged from these conversations is captured in the following diagram.



4.3.1. Key Findings

Overall direction

- + Preserve natural areas for ecological health and connection to nature.
- + Protect agricultural lands and activities.
- + Support a rural experience and flexibility.
- + Focus industrial and commercial growth.

Principal Values

- + Natural landscapes and recreation.
- + Rural experience and flexibility.
- + Agriculture.
- + Economic opportunity.

Principal Challenges

- + Loss of agricultural and natural areas.
- + Quality of County services.
- + Crime and security.
- + Maintaining rural experience.
- + Expanding the County tax base.

4.4. Growth Priorities

The engagement asked specific questions about growth priorities. Participants were asked to rank their priorities for six types of uses. The top three responses are summarized here:

Housing and Community Services

- + Providing a rural/remote lifestyle.
- + Increasing resilience to natural hazards, including flooding and fires.
- + Encouraging more seniors housing to enable aging-in-place.

Water and Environment

- + Protecting existing natural areas and wetlands.
- + Protecting air quality.
- + Managing stormwater and drainage.

Transportation & Mobility

- + Improving local roads and intersections, including better shoulder space, infrastructure for pedestrians, and upgrades to accommodate increased traffic. Residents acknowledged that some of the traffic patterns were the result of construction in the Highway 16 corridor and were likely temporary.
- + Improving bike and trail connections.
- + Making streets and sidewalks safer for pedestrians.

Recreation and Parks

- + Updating existing parks and recreation facilities.
- + Providing additional non-motorized recreation trails and opportunities.
- + Reclaiming former resource extraction lands for recreational development.

Employment and Economic Development

- + Attracting new industries to the County.
- + Retaining existing County businesses and industries.
- + Supporting at-home businesses.

Agriculture and Food Security

- + Protecting high-value agricultural lands from fragmentation.
- + Supporting more community and urban agricultural activities like community gardens, food-bearing plants in public space, and food-based events.
- + Supporting value-add agriculture-based businesses and agri-tourism initiatives.

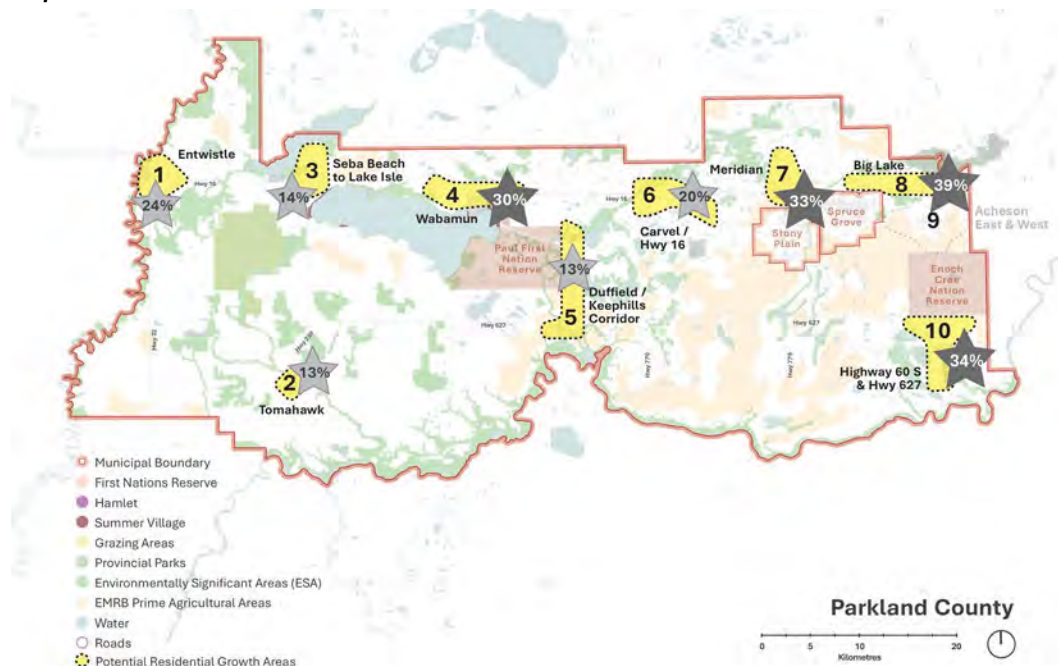
4.5. Growth Distribution

Participants were asked to indicate on maps where certain types of growth should be prioritized. The following maps highlight the distributions recommended throughout the engagement.

4.5.1. Residential Growth Distribution

The top ranked areas for residential growth were those closest to the City of Edmonton on the east side of the County, with Big Lake the top selected option (39%). This was followed by the County's two priority growth hamlets, Wabamun (30%) and Entwistle (24%). The lowest ranked area was Tomahawk.

Map 12. Residential Growth Distribution Results

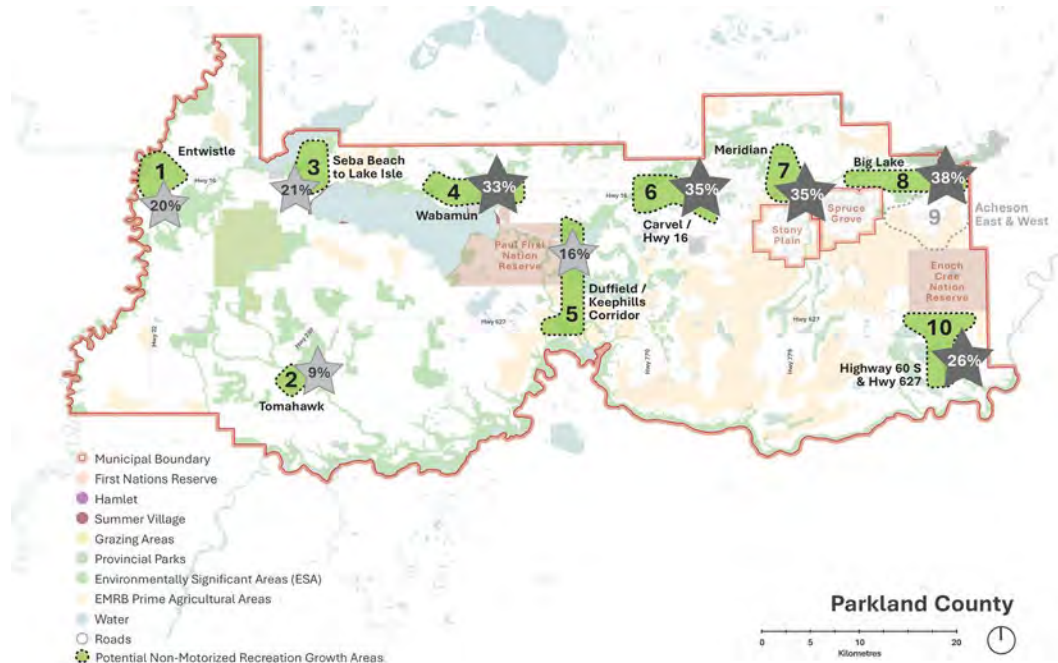


4.5.2. Non-motorized Recreation Growth Distribution

Participants wanted to see non-motorized recreation areas located close to residents and visitors and developed in a way to reduce impacts on environmentally sensitive and agricultural lands. Although some residents felt non-motorized recreation investments should be in locations with existing recreation, others felt it should be prioritized in areas without existing options. Several comments mentioned leveraging non-motorized recreation opportunities to enhance tourism in the region.

While it wasn't part of the nodal growth structure used in this engagement, there are additional opportunities for recreation development in the Highvale Mine area south of Wabamun Lake. These opportunities are outlined in greater detail in the Wabamun Area Vision document.

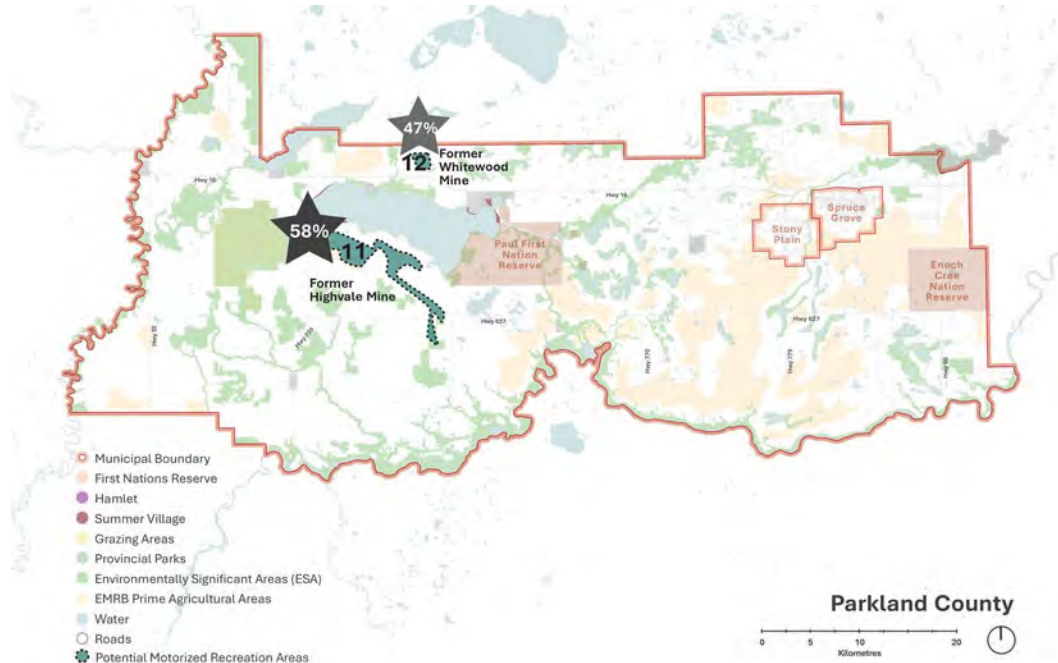
Map 13. Non-motorized Recreation Growth Distribution Results



4.5.3. Motorized Recreation Growth Distribution

Two former mine areas were presented as options for motorized recreation prioritization. The Highvale Mine was ranked as a priority by 58% of participants and Whitewood Mine was 47%. Many respondents felt redeveloping or reclaiming former mines for motorized recreation was a great idea. At the same time, some respondents felt motorized recreation should not be prioritized anywhere because it is too destructive to the environment and a nuisance to residents.

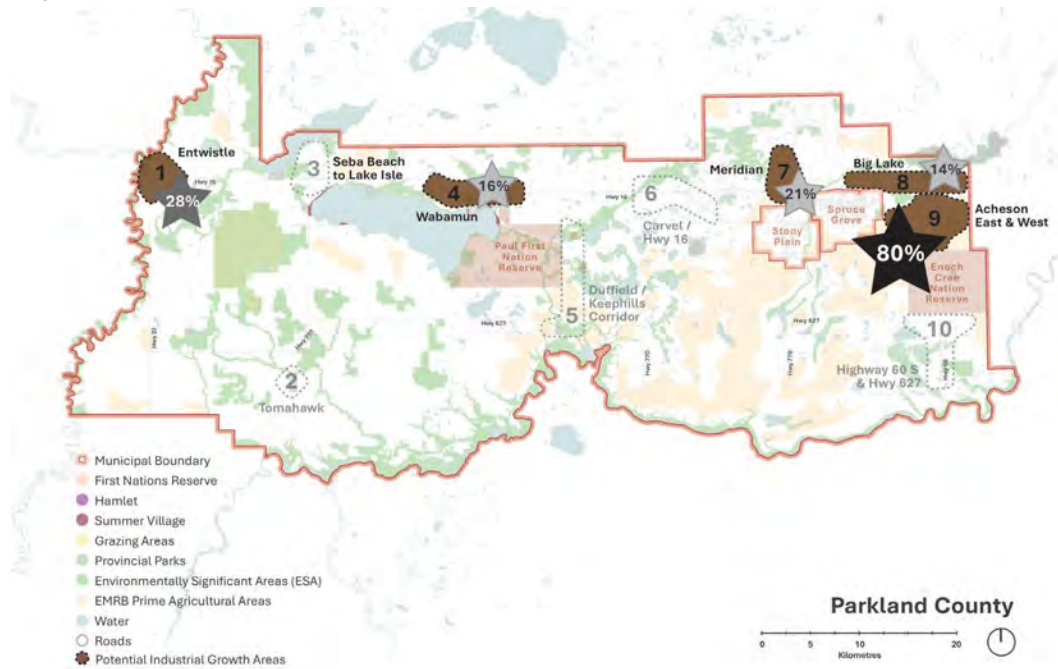
Map 14. Motorized Recreation Growth Distribution Results



4.5.4. Industrial Growth Distribution

Acheson was the highest ranked priority area for industrial growth (80%). Most participants sought industrial growth where industry is already established, there is infrastructure / transportation to support it, and it is away from residential, natural, and agricultural areas.

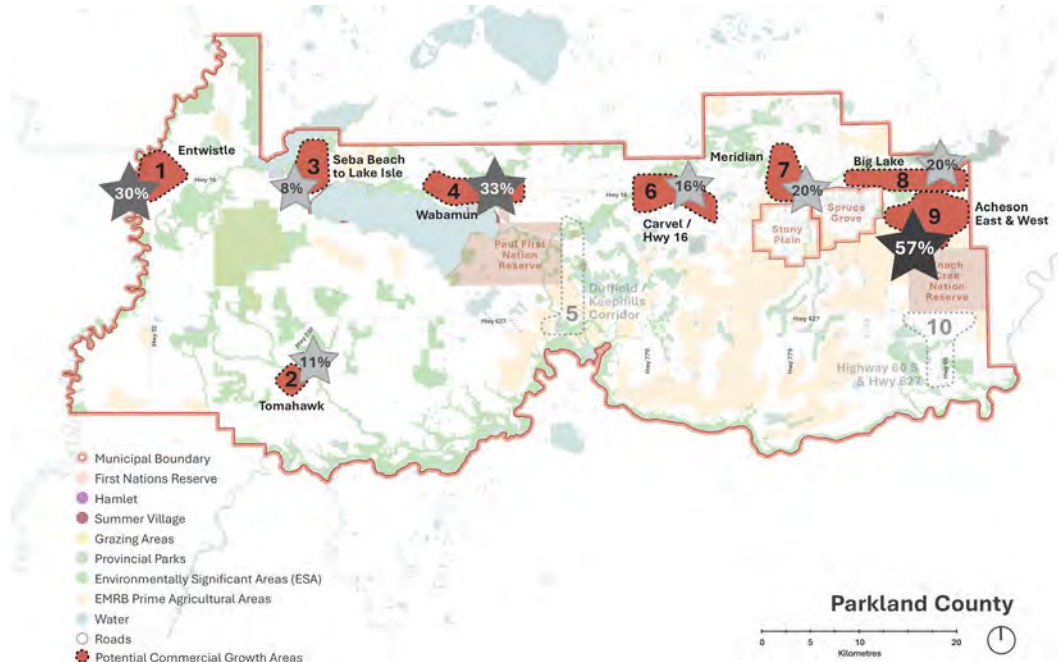
Map 15. Industrial Growth Distribution Results



4.5.5. Commercial Growth Distribution

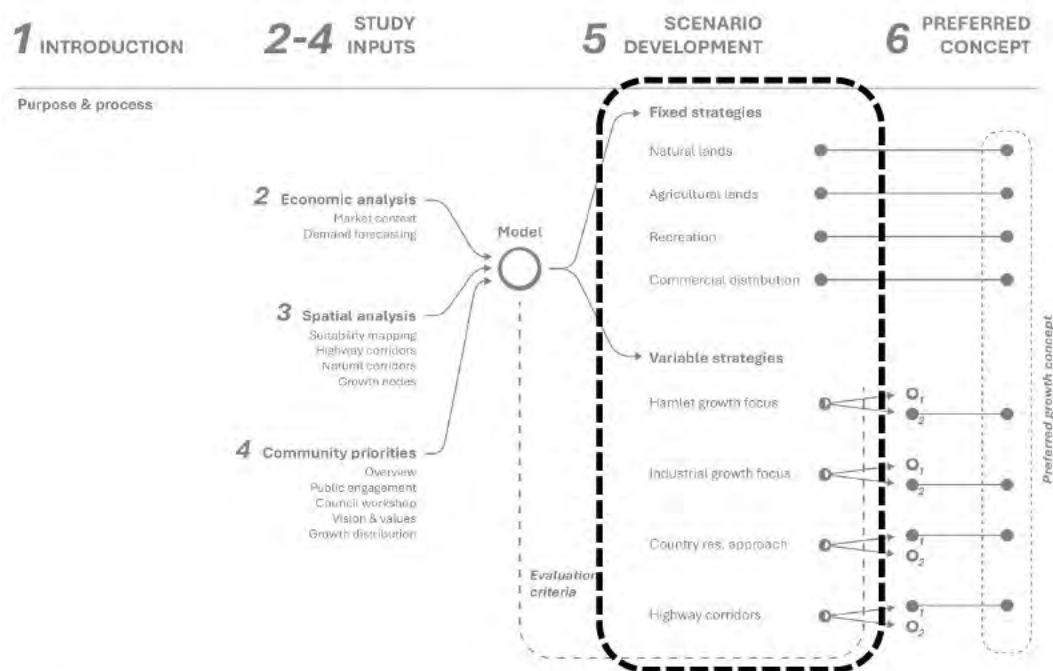
Acheson was the highest ranked priority area for commercial growth (57%). The County's two priority growth hamlets, Wabamun and Entwistle, were ranked as second and third priority (33% and 30%). Comments indicated a desire to see commercial growth aligned with residential growth and highways.

Map 16. Commercial Growth Distribution Results





5. Scenario Exploration



Overview

Chapters 2-4 outlined the inputs that inform the present study. The following two chapters combine these inputs, translating them into a series of strategies that comprise the preferred direction. This study presents two types of strategies: fixed and variable. Section 5.1 outlines fixed strategies. These describe topics that did not show a wide range of difference between potential scenarios—there is a single clear strategic approach. Section 5.2 outlines variable strategies. These describe dimensions of growth that present multiple alternatives that require evaluation and decision.

5.1. Fixed Strategies

Some strategy areas were considered as ‘fixed’ because they did not require strategic variation across scenarios and there was broad consensus across the technical and community inputs to support them.

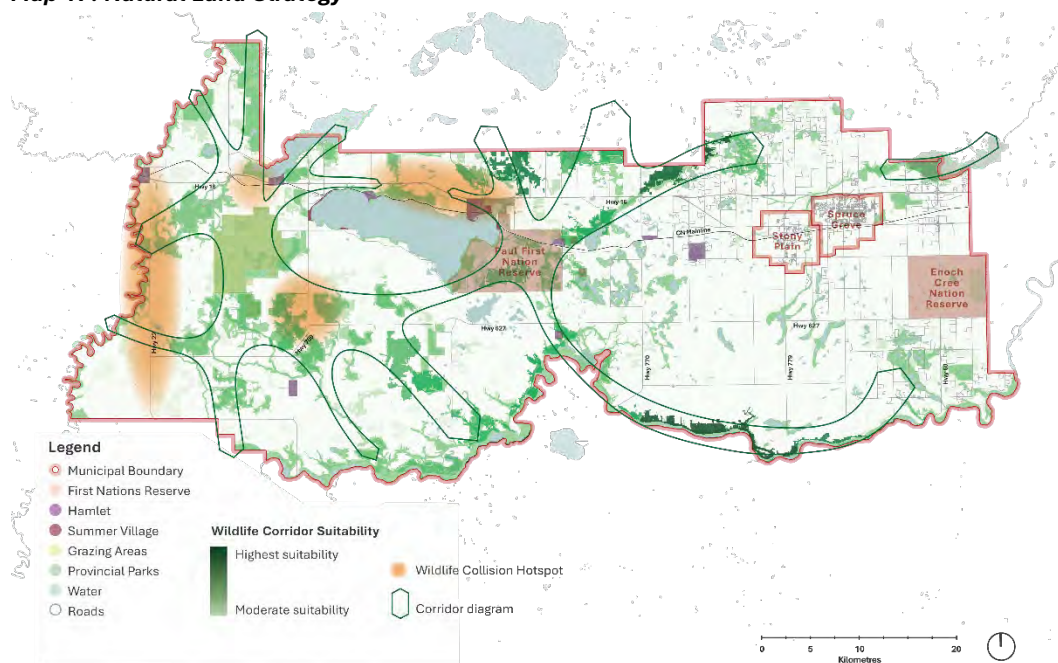
5.1.1. Natural Lands

The protection of high-quality natural landscapes was one of the highest-ranked priorities identified by Council and the community. This is part of a commonly held vision for growth in Parkland County. Proponents of natural protection made the case for the value of natural landscapes based on benefits to residents (including recreation, quality of life, identity, and rural experience), the healthy function of ecological systems (including water quality, microclimates, and pollination) and impact on the economy (including agricultural potential, recreation, and resident/workforce attraction).

The following map shows Environmentally Significant Areas (ESA) and natural corridor suitability. Together, these layers describe the areas in which development comes at a higher ecological cost. The distribution of other forms of growth in this growth study further accounts for ecological well-being by baking environmental sensitivity in as a ‘push’ factor in the suitability analysis.

Development and growth should respond to ESAs locally and as part of broader systems. Calculation of the ecological cost of developing these spaces should be key in informing development decisions across the county. Where possible, development should be clustered in existing nodes and disturbed parcels.

Map 17. Natural Land Strategy

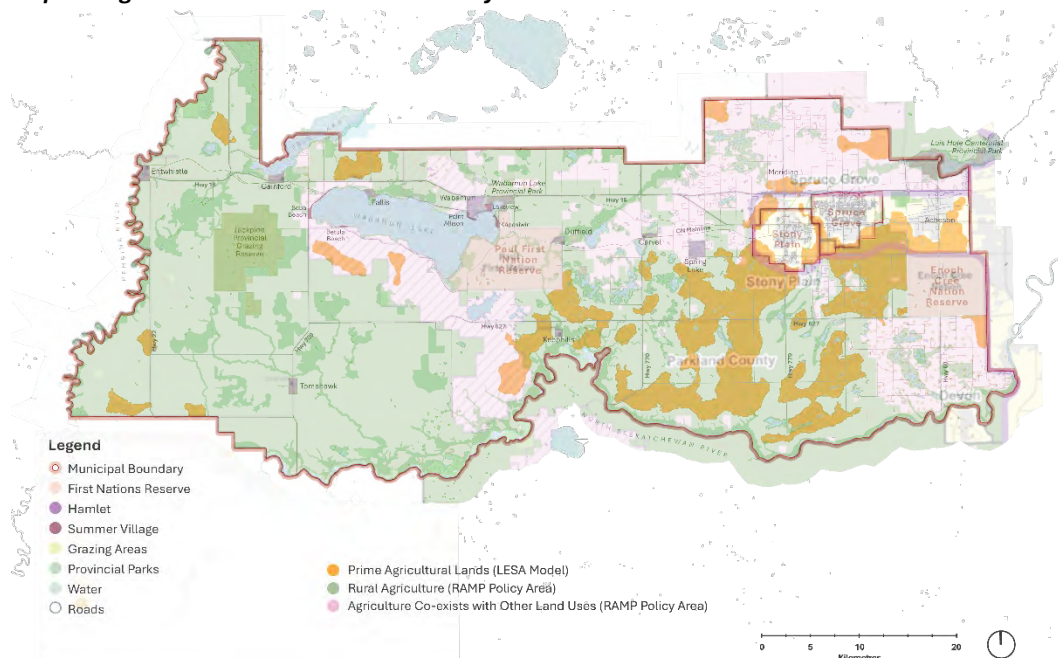


5.1.2. Agricultural Lands

Protection of high potential agricultural landscapes was among the top-rated priorities shared by Council and the public. This directive also aligns with regional priorities as described through the Edmonton Metropolitan Region Board's (EMRB) Regional Agricultural Master Plan (RAMP).

Agricultural land plays a significant role in Parkland County's economy, is vital to its identity and ongoing value-proposition as a rural place, and plays a key role in increasing food security. Protecting these landscapes reinforces what community members valued most about Parkland County. Due to consensus about the importance of agricultural land, the growth study did not explore any scenario variations in which agricultural land was strategically degraded in favour of other uses. The map below shows prime agricultural lands from the LESA model (Land Evaluation and Site Assessment) and two RAMP policy areas: one area in which protection of agricultural is the principal priority, and one in which agricultural land is encouraged to continue alongside other forms of development.

Map 18. Agricultural Lands and RAMP Policy Areas



There are key regions in which priority should be given to large, contiguous agricultural uses. This component of the strategy is reinforced by other strategic elements that seek to incentivize clustering of non-agricultural land around existing growth—reducing sprawl and further fragmentation. Most of Parkland's best agricultural land is in the southeast between the North Saskatchewan River and Stony Plain, but every major development decision should give due consideration to the protection of contiguous, high-quality agricultural lands. Where agricultural land shares the landscape with other uses, notably country

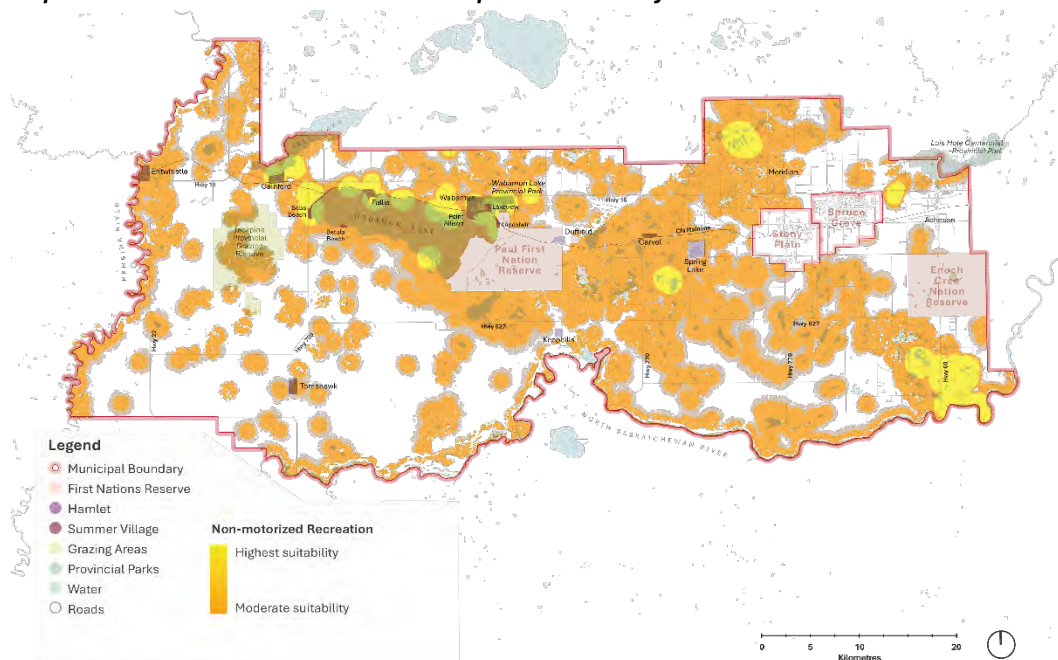
residential in the county's northeast, protection of this land will be lower, but should nonetheless remain a factor in development decisions.

5.1.3. Recreation

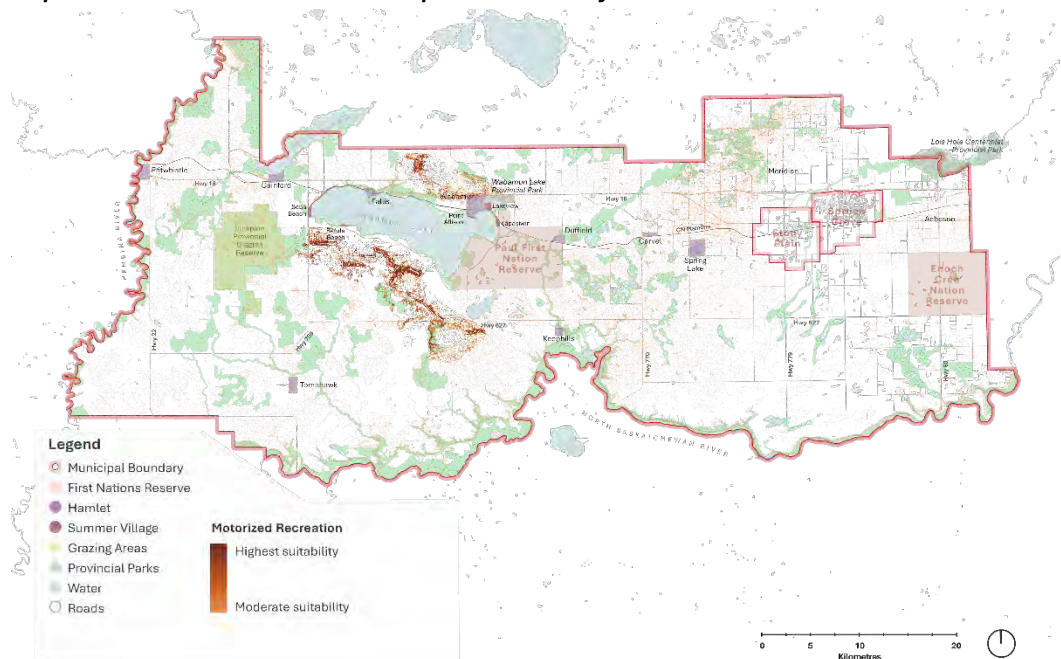
Engagement participants identified the importance of recreation in Parkland County as a key factor in the region's identity, quality of life, and economic transition. Recreation is positioned as a foundational opportunity for the region's transformation and is a key part of servicing existing populations and attracting new residents.

The recreation profile of Parkland County includes both motorized and non motorized recreation opportunities, both of which draw on the region's natural assets. Wabamun Lake is the heart of recreation for the county. Recreation development should leverage the opportunities of the area around the lake, including mine land reclamation and new trail connections that link recreation nodes, including river access points inside and outside the Highvale Mine.

Map 19. Non-motorized Recreation Development Suitability



Map 20. Motorized Recreation Development Suitability



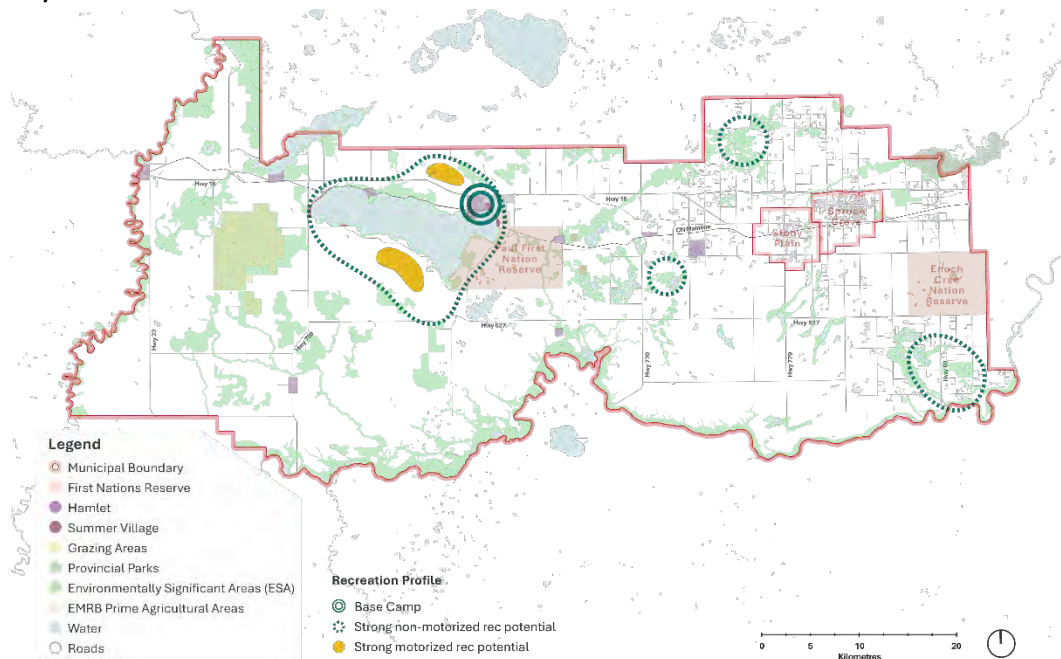
Wabamun Country provides several key opportunities for year-round motorized recreation uses, both on and off the water. Wabamun Lake will remain a key destination for recreational boaters throughout the summer. Wabamun Lake Provincial Park, Wabamun Hamlet, and the recently built south boat launch (near the Sundance Generating Station) all provide public access for boaters.

In the winter, snowmobiles are a popular motorized activity, on the frozen lake and throughout nearby trails. The former mine lands at Whitewood and Highvale (both north and south of the lake) provide strong opportunities for motorized recreation for ATVs, dirt bikes, and snowmobiles throughout the year.

At the core of these activities, Wabamun Hamlet should be positioned as a basecamp for regional recreation. It can bolster this role through the development of additional commercial, hospitality, and recreation infrastructure that connects it to the region. Increasing use of e-bikes, which unlock cycling infrastructure for a wider range of people throughout the year, can be expected to make use of both roads and trails in the area.

Outside of Wabamun, there are opportunities for new trails and recreation development throughout the Highway 16 corridor. A county-wide trail strategy is currently underway and will help guide recreation focus and investment across the county.

Map 21. Recreation Growth Profile



5.1.4. Commercial Distribution

Commercial growth increases the County’s tax base and brings employment and services to residents. Good commercial development has strong growth potential across the county.

The technical growth study inputs outlined in Chapters 2-4 included both projections and spatial suitability for commercial uses. Together, these inputs paint a picture of the distribution, volume, and form of commercial growth across the County. According to the economic analysis, commercial uses will tend to follow other growth types, building on residential and employment growth and distribution. Because of this “following” tendency, the commercial growth strategy is largely dependent on other growth patterns. For this reason, it is positioned as a “fixed” element in the scenario creation and evaluation. Strategically, Parkland County can evaluate commercial growth according to how well supports existing development or based on how it aligns with future growth priorities. There are some more detailed implications for commercial distribution along the highways, but these are captured in the variable strategies outlined for highway corridors in Section 5.2.

Legend

- Municipal Boundary
- First Nations Reserve
- Hamlet
- Summer Village
- Grazing Areas
- Provincial Parks
- Water
- Roads

0 5 10 20 Kilometres

5.2. Variable Strategies

There are four components of the growth concept for which there are distinct strategic options. In the following section, each of these components is outlined and evaluated, resulting in a collection of preferred direction. Taken together, these preferred strategies and the fixed strategies outlined in Section 5.1 work together to comprise the preferred growth concept. Variable strategies address the following topics:

- + Hamlet growth prioritization areas.
- + Industrial growth prioritization areas.
- + Corridor development focus.
- + Country residential development areas.

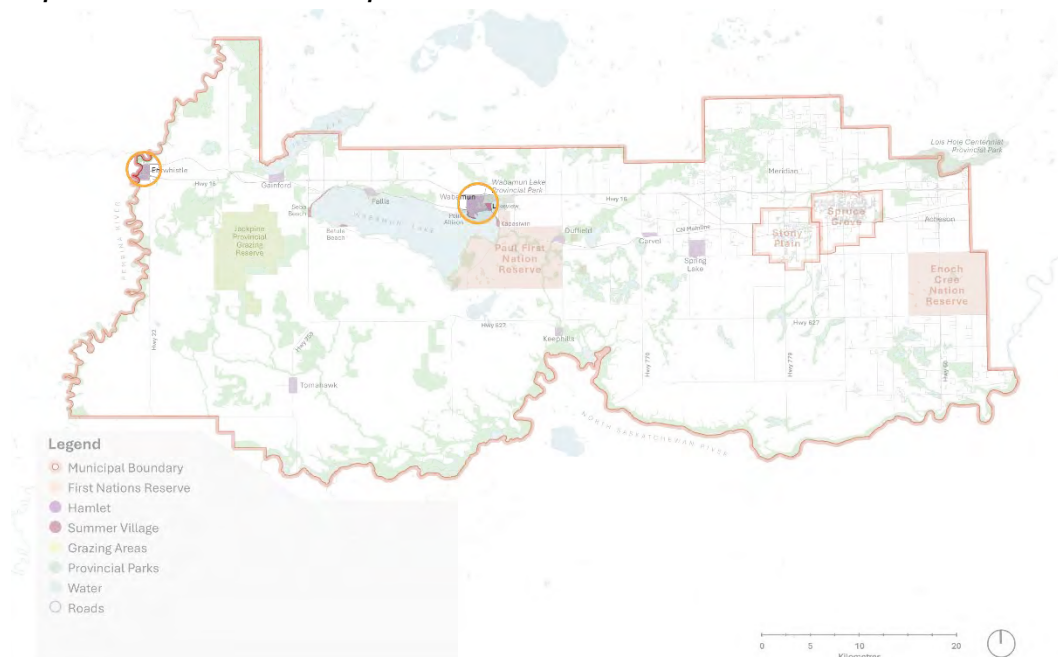
5.2.1. Hamlet Growth Focus

Overview

The incorporation of Wabamun Hamlet into Parkland County in 2021 is a key factor that precipitated this study. The inclusion of Wabamun into the fabric of the County has led to new conversations about the role that Wabamun might play—especially in contrast to Entwistle. The suitability analysis uncovered that both hamlets had some characteristics that made them well-suited to be a growth focus. Through the technical review and community engagement, two options emerged:

- + **Option 1:** Allow growth to occur organically between both Wabamun and Entwistle. Do not incentivize growth and continue to expand servicing as required between the hamlets.
- + **Option 2:** Classify Wabamun as a priority growth hamlet. Allow growth to continue in both hamlets but incentivize Wabamun investment. Focus on expanding servicing and amenity in Wabamun.

Map 23. Hamlet Growth Focus Options



Technical Assessment

On the topic of hamlet growth focus, the technical analysis supports **Option 2**. It identified Wabamun as the most prominent long-term growth opportunity for creating a strong regional node for residential, community commercial, small, and medium scale local industrial formats and tourism opportunities. This position was bolstered by:

- + Wabamun's proximity to Spruce Grove and Stony Plain
- + The area's access from Highway 16, and centrality to future outdoor recreational amenities.
- + A high capacity for full-time and seasonal work-from-home segments.
- + Good opportunities for medium-density housing, setting the stage for a more diverse housing mix.

In the suitability analysis, Wabamun presented a wide range of opportunities for growth among different uses. As described in the Wabamun Area Vision, the hamlet is well positioned to grow into a new role as a regional anchor, and the basecamp for recreation development throughout "Wabamun Country". New investments in the hamlet's waterfront on Wabamun Lake also promise to unlock new housing segments and activate broader recreational draws to the area. Growth should be directed to Wabamun to make good on these investments.

Alignment with Community Priorities

Community survey results indicated a slight preference for prioritization of growth in Wabamun over Entwistle for residential (indicated by 30% vs 24% of

participants) and commercial (indicated by 33% vs 30% of participants). Evaluation of the two options against broader community values and priorities yields a slight advantage for **Option 2**. This was premised on the advantages clustering development has on increased infrastructure efficiency and reduced impact on natural and agricultural land.

Preferred Direction

Based on the technical assessment and alignment with community priorities, the growth study recommends that Parkland County pursue **Option 2**. This option designates Wabamun as a priority growth hamlet and explores incentives to focus and expand the hamlet's development profile. The study recommends that Parkland County continue to enable growth in Entwistle.

5.2.2. Industrial Growth Focus

Overview

Parkland County is home to a wide range of industrial development. Some of this development is clustered into industrial zones, while other development is more dispersed, largely following resource extraction operations. Among industrial zones, Acheson Industrial Area is the largest and most developed in Parkland County. Acheson has strategic advantages in its proximity to Edmonton, strong air, rail, and highway connections, and labour market access. Parkland County is also home to the Entwistle Industrial Area and the Meridian Business Park. These areas are smaller in scale, but still offer acres of developable space and strong industrial connectivity. Through the technical review and community engagement, two options emerged:

- + **Option 1:** Allow growth to occur organically between Acheson, smaller industrial parks, and corridor lands along Highway 16. Do not incentivize growth and continue to expand servicing to support more decentralized growth.
- + **Option 2:** Focus on Acheson as a priority industrial growth area. Incentivize industrial growth and support intensification and expansion of industrial uses in the Acheson area.

Technical Assessment

On the topic of industrial growth focus, the technical analysis supports **Option 2**. Acheson presents the most viable long-term growth opportunity, and it is in Parkland County's best interest to further solidify it as a strong anchor for industrial growth. This position was bolstered by:

- + Acheson's well-established infrastructure and access. The area has extensive existing services and long-term investment in place to address long-term capacity. Growth in this area will leverage several hundred million dollars of infrastructure investment.

- + The area's ability to accept intensification of high-quality developments.
- + The area's lack of residential growth, which reduces the potential for growth conflicts.
- + The opportunity to continue to integrate office and retail commercial uses that support workforce needs.

Alignment with Community Priorities

The community survey results showed a strong preference for prioritizing industrial growth in Acheson (indicated by 80% of participants) compared to Meridian (21% of participants) and Entwistle (28% of participants). Evaluation of the two options against broader community values and priorities also yields an advantage for **Option 2**. This edge is premised on the advantages in focusing investment attraction, minimizing the costs of new servicing and infrastructure, and limiting impacts on natural and agricultural landscapes.

Preferred Direction

Based on the technical assessment and alignment with community priorities, the growth study recommends that Parkland County pursue **Option 2** for industrial growth focus. This option focuses industrial development in Acheson, incentivizing growth and expanding the area's existing role as an industrial growth anchor. The study recommends that Parkland County continue to enable industrial growth in Entwistle and Meridian.

Map 24. Industrial Growth Focus Options



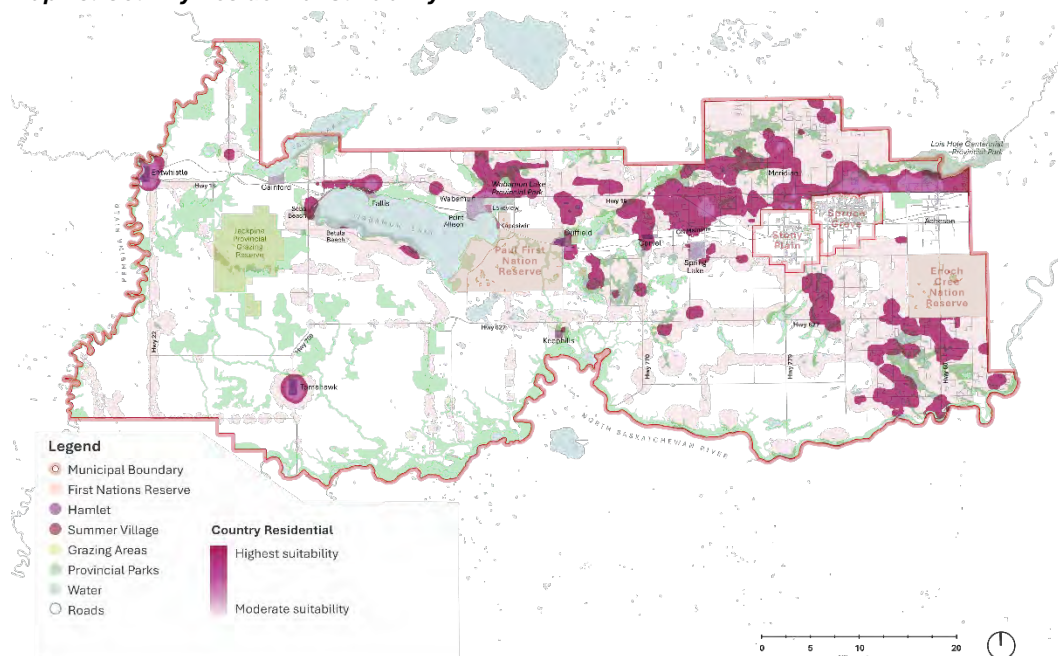
5.2.3. Country Residential Approach

Overview

Parkland County is subject to strong country residential growth pressure due to its proximity and connectivity to Edmonton. This form of development fulfills an in-demand housing segment, but also tends to fragment natural and agricultural lands, increase expectations of service levels, and shift the experience of rural places. Demand for country-style housing, either permanent or temporary, tends to gather around waterbodies, presenting additional ecological management challenges. The technical analysis presented questions about the distribution, intensification, and types of country residential growth. These questions were reflected in conversations with administration, which centred on appropriate forms, densities, and infill strategies for country residential. These conversations resulted in the following two strategic options.

- + **Option 1:** Allow country residential growth to continue in areas with existing demand. Do not incentivize growth locations based on specific patterns or nodes. Provide additional guidance within the MDP to prioritize lower-impact country residential forms and guide suitable areas for Country Residential at the scale of the Area Structure Plan and site.
- + **Option 2:** Recommend the development of a suite of higher-level rules and incentives to give shape to country residential growth patterns across Parkland County. Focus growth to support nodes of existing commercial and community amenity, and deter growth in other areas, regardless of demand.

Map 25. Country Residential Suitability



Technical Assessment

On the topic of country residential direction, the technical review recommends **Option 1**. The economic analysis identified a series of higher-potential areas in which country residential demand is highest. These areas included the Seba Beach/Isle Lake node, the Duffield/Keephills area, along Highway 60 south of Acheson, and in the county's northeast near Edmonton. There is little gained in trying to coordinate regional growth dynamics for this type. Instead, the study recommends focusing on site-scale qualities of this development type that can increase its financial viability and reduce its negative impact.

Alignment with Community Priorities

Community input on low density and country residential growth focused more on quality than distribution. There was **no distinct direction toward Option 1 or 2**. Key ideas that emerged from the community conversation included:

- + Preservation of rural experience: participants mentioned that development of lots smaller than ½-acre tended to feel like suburban extensions of Edmonton, rather than rural. Residents of these places were perceived to bring higher expectations for level of service level of service, including elements like street lighting.
- + There was a desire to support more diverse housing types across the County, especially in ways that supported aging in place.
- + Participants remained concerned with the impacts of residential growth on natural and agricultural land.

Preferred Direction

Based on the technical assessment and alignment with community priorities, the growth study recommends that Parkland County pursue **Option 1** for its country residential approach. Development should align with emerging regional housing strategies. Additional community concerns and internal conversations regarding the qualities of country residential are best addressed through updates to the Municipal Development Plan and Land Use Bylaw.

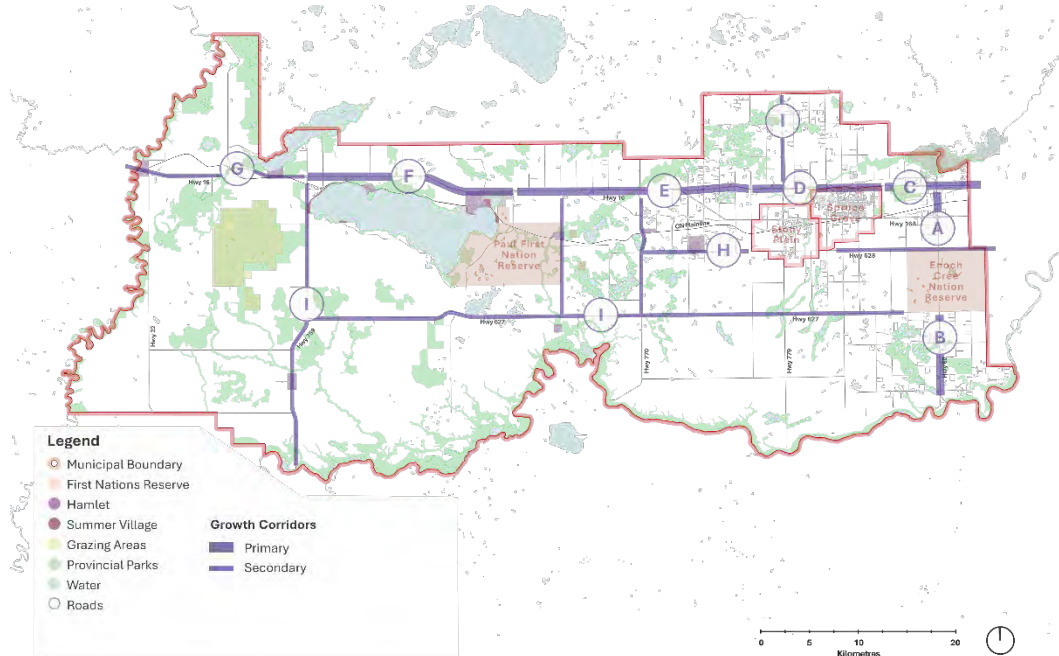
5.2.4. Highway Corridors

Overview

Highway corridors tend to attract development, largely due to access, servicing and visibility. The suitability mapping shown in this report largely reflects this trend—the shape of growth in Parkland County is largely focused on these areas. As discussed in the corridor review in Section 3.2 of this report, Parkland has both primary and secondary growth corridors that run through the county. Primary growth corridors include Highway 16 running east-west through the county, and Highway 60, which runs north-south near the county's east extent. Conversations through the technical and community components of this growth study reflected two potential corridor strategies:

- + **Option 1:** Allow highway corridor growth to continue according to market demand and within policy constraints, with growth expected to largely cluster at key intersections and near existing development.
- + **Option 2:** Recommend measures to direct highway corridor development toward specific nodes, supported by incentives and land use planning.

Map 26. Primary and Secondary Growth Corridors



Technical Assessment

As growth along the highway corridors in Parkland County is largely anticipated to occur near existing and planned development, the technical assessment recommends **Option 1**. There is little reason to expend effort incentivizing growth toward a smaller set of nodes, and adding local access off of Highway 16 is not a priority given the road's regional role. That said, given the range of corridor types in the county, there is an opportunity to shape highway development through infrastructure investment and within the Municipal Development Plan. Highway growth often requires a supporting parallel road network to enhance accessibility. Investment in this form of infrastructure can be used as a gentle strategy to improve the suitability of highway commercial in desirable areas. Policies at the MDP and LUB level can support outcomes along the corridors related to aesthetics, district identity and character, and site suitability for highway-oriented commercial. These outcomes are directed at a finer level of detail than what is directed by this growth study.

Alignment with Community Priorities

The public and stakeholder engagement sessions did not ask directly about highway corridors. We received no specific feedback that directed a particular distribution of growth among the corridor areas. For this reason, community

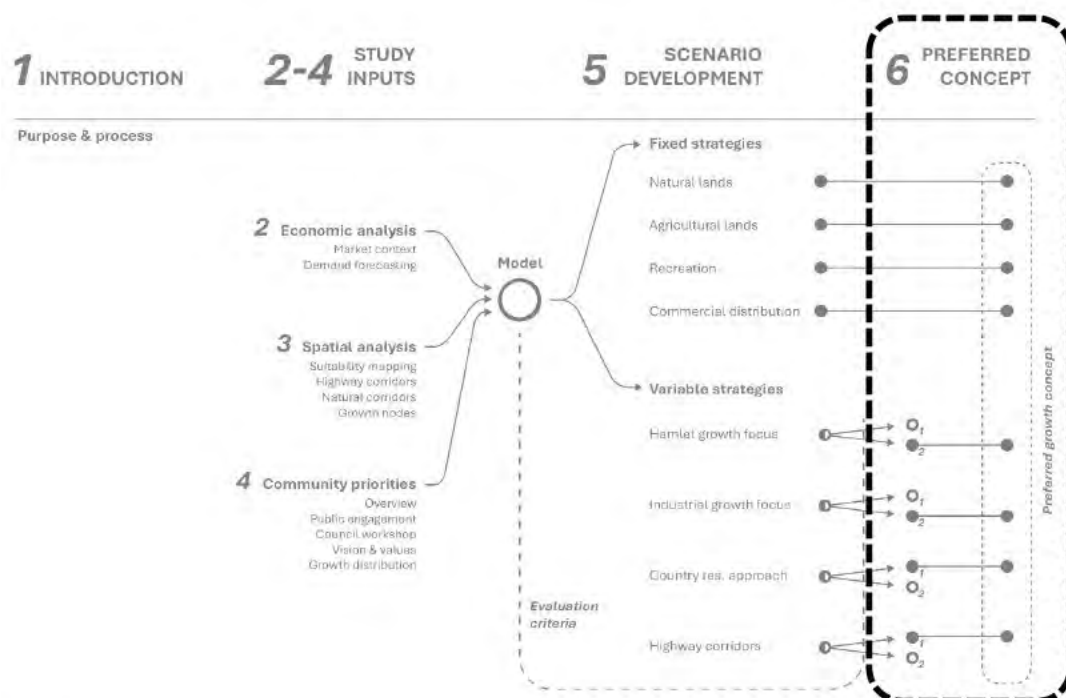
priorities provided **no distinct direction toward Option 1 or 2**. Community input on Parkland's highways was more focused on the function and quality of the roadways themselves. On secondary highways, participants raised concerns about the mix of traffic on highways, including high-speed vehicles, pedestrians walking along the highway or ditch, and large farm implements. Most people wanted to see commercial development focused on highways, to minimize its interruption of agricultural, natural, and residential spaces farther from these corridors.

Preferred Direction

Based on the technical assessment and alignment with community priorities, the growth study recommends that Parkland County pursue **Option 1** for its highway corridor approach. Development in these areas should continue to be market-led and given appropriate shape by policies in the Municipal Development Plan and Land Use Bylaw.



6. Preferred Growth Concept



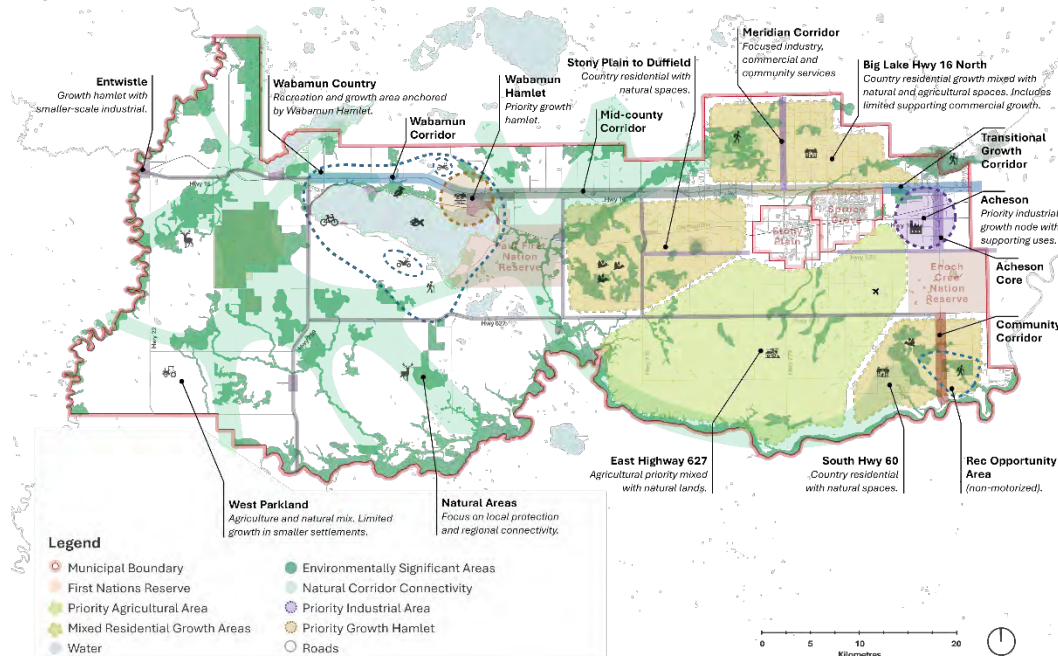
Overview

The preferred growth concept is an aggregation of the directions described in Chapter 5. It presents a summary map and then focuses directly on the recommended direction in each leg of the growth strategy.

6.1. Growth Concept

The following map is a diagrammatic summary of high-level direction included within the technical study. The section following the map summarizes key direction from the strategies, which are described in greater detail in Chapter 5.

Map 27. Preferred Growth Concept



6.2. Strategy Summary

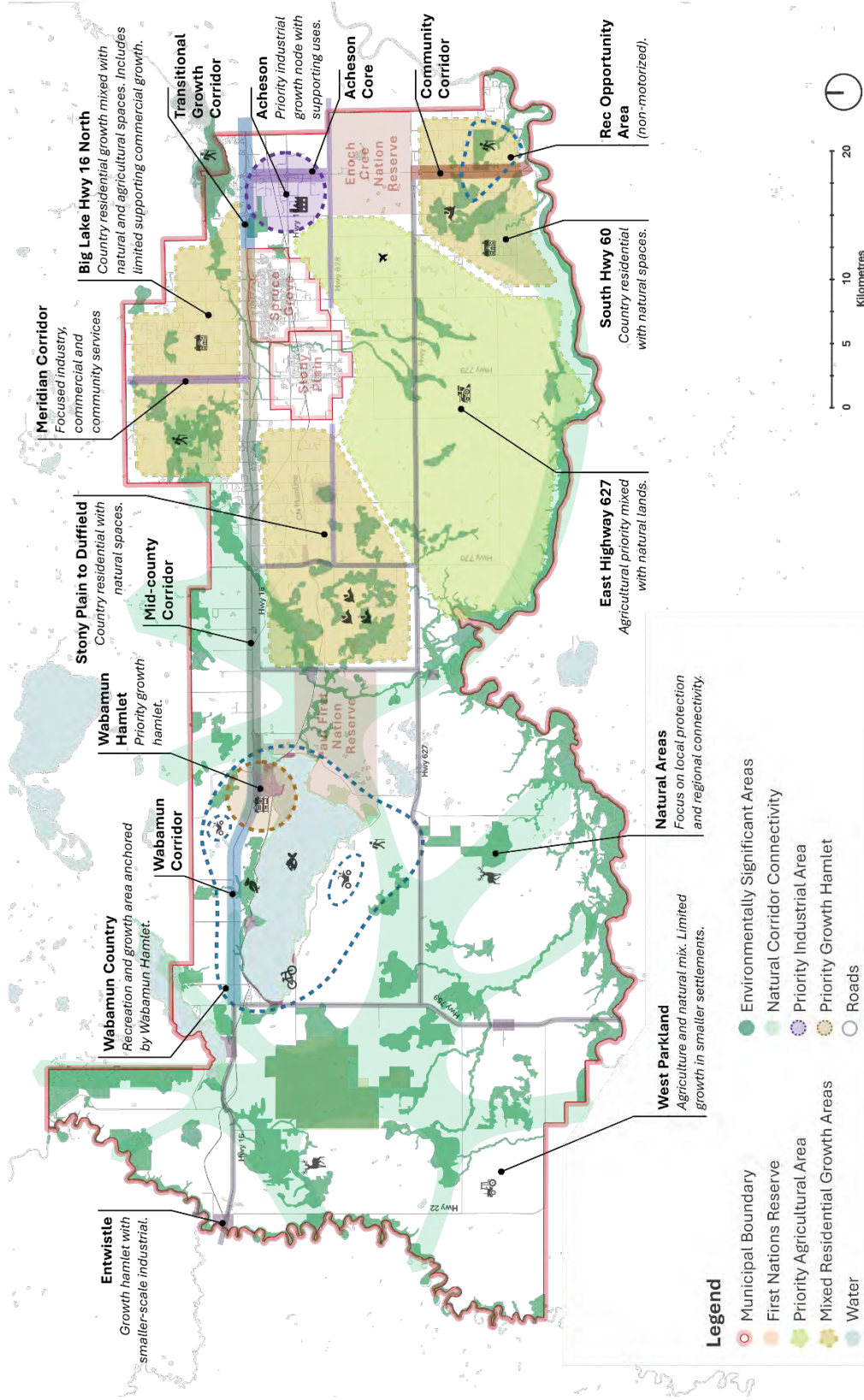
6.2.1. Natural Spaces

In the preferred growth scenario, development and growth should respond to Environmentally Significant Areas (ESA) locally and as part of broader systems. Calculation of the ecological cost of developing these spaces should be key in informing development decisions across the county. Where possible, development should be clustered in existing nodes and disturbed parcels.

6.2.2. Agricultural Land

In the preferred growth scenario, priority should be given to large, contiguous agricultural uses as indicated in the RAMP. Every major development decision should give due consideration to the protection of contiguous, high-quality agricultural lands. Where agricultural land shares the landscape with other uses, notably country residential in the county's northeast, protection of land in high ag-potential area should remain a factor in development decisions.

Map 28. Preferred Growth Concept (large)



6.2.3. Recreation

In the preferred growth scenario, recreation development and growth are centred in Wabamun Country, the area around Wabamun Lake. Wabamun Hamlet is positioned as a base camp for recreation across the region, which can include both motorized and non-motorized activities on and off the lake.

6.2.4. Commercial

In the preferred scenario, Parkland County supports commercial growth when it responds to other growth, especially in Acheson, Wabamun, and in suitable locations along highway corridors. Access to and from the highways will become a key consideration supporting commercial growth nodes.

6.2.5. Hamlet Growth Focus

Based on the technical assessment and alignment with community priorities, the growth study recommends that Parkland County pursue a strategy that designates Wabamun as the sole priority growth hamlet and explores incentives to focus and expand the hamlet's development profile. This recommendation includes demoting Entwistle from its current status as a priority growth node. The study recommends that Parkland County continue to enable growth in Entwistle and other settlements, but without additional incentive. This strategy leverages existing investments across the county while focusing near-term effort on enhancing Wabamun's role in the county.

6.2.6. Industrial Growth Focus

Based on the technical assessment and alignment with community priorities, the growth study recommends that Parkland County pursue a strategy for industrial growth that focuses development in Acheson, incentivizing growth and expanding the area's existing role as an industrial growth anchor. The study recommends that Parkland County continue to enable industrial growth in Entwistle and Meridian.

6.2.7. Country Residential

Based on the technical assessment and alignment with community priorities, the growth study recommends that Parkland County not pursue a particular incentive structure to shape growth at this time. Instead, the County should wait to align an approach with the EMRB's upcoming regional strategy. Questions related to the qualities (rather than distribution) of country residential are best addressed through the update to the Municipal Development Plan and Land Use Bylaw.

6.2.8. Highway Corridors

Based on the technical assessment and alignment with community priorities, the growth study recommends that Parkland County not pursue a particular incentive structure to shape highway corridor growth. Development in these areas should continue to be market-led and given appropriate shape by policies in the Municipal Development Plan and Land Use Bylaw.

7. Appendices

NOTE: Appendices attached separately while in draft.

7.1. Engagement Report

7.2. Market Research Backgrounder

7.3. Demand and Growth Scenarios

7.4. Economic Scenario Memorandum



Parkland County

Municipal Development Plan

Stage 1 Public Engagement Summary
January 2024

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Project Introduction

Parkland County is updating its Municipal Development Plan (MDP) to guide County growth and economic diversification. The MDP is a high-level plan that establishes a vision for the County's growth over the next 30 years and provides direction on how land is used, where services go, and how communities expand.

It sets this future direction by identifying where different types of growth and development will occur, including residential, employment, recreation, and community service development. In addition to future land use, the MDP sets out policies to guide infrastructure, transportation, and environmental protection.

The MDP update process started in Spring 2023 and will be completed in Spring of 2025. Understanding and learning from local knowledge and community feedback is critical for creating plans that will serve Parkland County residents effectively.

There are three main stages of engagement as part of the planning process.



Stage 1: | Fall 2023

The first stage of engagement, shared in this report, gathered community feedback to support the Technical Growth Study and updates to the MDP vision and priorities.

Stage 2: | Winter 2024

The second stage of engagement will gather community feedback on suggested policies based on the results of the previous stage and technical studies.

Phase 3: | Summer 2024

The third stage will involve showcasing the updated Municipal Development Plan draft and an opportunity for the community to provide final input.

Engagement Approach

Why We Engaged

The purpose of Stage 1 engagement was to introduce the Municipal Development Plan (MDP) project and to learn about community values and priorities relating to growth in the County. This feedback will inform updates to the vision of the MDP and updates to the growth scenarios within the Technical Growth Study.

Who We Engaged

We engaged with the general public, including Parkland County residents, community organizations, and industry stakeholders.

A total of 143 people completed the online survey and 32 people attended one of the three in-person drop-in open houses / information sessions. Eight community organizations participated in the community workshop and two stakeholders participated in a virtual industry session.

What We Asked

In this first stage, we asked participants about:

Vision

- What they value the most about Parkland County today and would like to see protected or enhanced in the future
- What the greatest challenges facing Parkland County are that need to be addressed

Growth Priorities

For each of the following six topics, we asked about top priorities for each type of growth and where that growth should be prioritized.

- Housing & Community Services
- Water & Environment
- Transportation & Mobility
- Recreation & Parks
- Employment & Economic Development
- Agriculture & Food Security

How We Engaged

Stage 1 engagement involved both in-person events and online engagement from September 20 to November 22, 2023. All of these events, activities, and communication tactics are summarized on the following page.

143
ONLINE SURVEY
RESPONSES

500+
UNIQUE VISITORS
TO THE WEBSITE

32
PUBLIC SESSION
ATTENDEES

11
COMMUNITY &
INDUSTRY
SESSION
PARTICIPANTS

RESOURCES	DESCRIPTION	STATS	AUDIENCE
Engagement Opportunities			
	Public Survey The survey ran from September 20 to October 29, 2023. Paper copies of the survey were also available by request at the County Centre and Entwistle Community Centre.	143 survey respondents	Public
	In Person Drop-in Public Open House / Info Fairs At the three in-person sessions, participants could stop by at anytime during the session to learn about the project and participate in three activity stations. These events were hosted on: - October 26, 2023 from 6-8 PM at Parkland County Centre - November 21, 2023 from 5-7 PM at Entwistle Community Centre - November 22, 2023 from 3-7 at Parkland County Centre	32 participants	Public
	Virtual Industry Session At the zoom session, participants received a presentation about the project and participated in a discussion. The event was hosted on November 2 from 12-1 PM.	2 participants	Industry Stakeholders
	Community Stakeholder Workshop The project team hosted a workshop with invited community stakeholders to share information about the project and collect feedback on values, challenges, and priorities in a discussion based format. The workshop was hosted on October 27 from 6-8 PM.	8 participants	Community Stakeholders
	Discussion Guides Discussion guides were distributed to invitees of the industry and community stakeholder sessions to provide feedback for groups that could not attend.	1 participant	Community & Industry Stakeholders
Communications Tactics			
	Project Webpage All project information was available on the project website at yourparkland.ca/mdp .	522+ unique webpage visits	Public
	Social Media Posts on Facebook and Twitter throughout September to October 2023 directed people to the public events and online survey.	5 posts, 7 likes, 34 interactions, 11 shares, 5000+ views	Public
	Email Updates 7 email posts with the link to the website/survey and event reminders were sent to those subscribed to the Your Parkland MDP update list from September to November, 2023.	68 subscribers	Public
	Newsletter An ad was included in the County Newsletter on September 15th.	21,307 recipients	Public
	Digital Signs The Entwistle Community Recreation Centre and Parkland County Centre digital signs ran from September 20 to October 27.	2 digital signs	Public
	Newspaper Ads A newspaper ad ran on October 8 and November 14, 2023 in the Community Voice, in the Pembina Post on October 22 & November 13, 2023, and the Stony Plain Reporter / Spruce Grove Examiner on November 10 and 17.	6 newspaper ads	Public
	Public Calendar All scheduled public engagement events were posted on the County's event calendar.	3 calendar events	Public

Engagement Findings

Key Findings

Preserve natural areas for ecological health and connection to nature

Parkland County's natural landscapes are its most valued asset. These natural areas are valued for their beauty, ecological functions, and recreational role. Having access to nature and a wide range of land and water based recreational opportunities is seen as a primary draw for living in the County. When asked about priorities for growth, participants said they want to see natural areas protected and enhanced as the County grows. This includes protecting both land, water, and wildlife from degradation or loss due to development.

Protect agricultural lands and activities

Agriculture is seen as both a valued economic driver in the region and part of the rural experience of the County. Protection of agricultural lands from fragmentation and urban encroachment is a high priority for participants. Additionally, many want to see more diversity of agricultural uses allowed and encouraged, such as value-add tourism uses and community-based agricultural activities like community gardens.

Support a rural experience and flexibility

Maintaining the rural experience and experience of Parkland County is important. Many participants expressed how they value rural living and the ways that it is different from living in the city. These differences include having more greenspace, less light pollution, less noise, lower taxes, more housing choices, and more access to recreation and nature. Another value was the development flexibility that comes with living on larger rural lots and the lower level of government involvement. Another part of the rural experience is the sense of community. Participants want to see this rural experience maintained by ensuring there are still a variety of rural living options, open spaces, and the appropriate levels of rural servicing.

Focus industrial and commercial growth

Industrial and commercial growth are key drivers of Parkland County's economy and are valued for the jobs they provide and their tax revenue which keeps mill rates low and supports County services. At the same time, participants have concerns about the encroachment of major employment uses on rural residential areas, agricultural lands, and environmentally sensitive areas. In order to reduce encroachment, many participants wanted to see buildout of existing employment areas prioritized first over new areas. Attracting new industrial and commercial businesses was a priority, including making it easier to develop and do business in the County.

Vision

Participants provided feedback on what they value most about the County and what the biggest challenges are that the County is facing. The results below contain responses from both the survey and in-person sections.

Values

Through the survey and in person engagement, the team received 82 values comments.

Natural Landscapes and Recreation

The largest theme arising from the values responses was Parkland County's diverse natural areas and landscapes. These were valued both for their beauty and recreational benefits to residents and visitors.

Rural Experience and Flexibility

Many participants said they value the rural experience that Parkland County provides. Specifically, participants value quiet areas, friendly culture, low density living, dark skies, and more freedom to do what you want on your own property.

Agriculture

Agriculture is another key attribute that participants value in the County. There is a desire to see agriculture protected and enhanced, especially family-run farms.

Economic Opportunity

Many participants value the economic opportunities available in the County. Values include low mill rates, County progressiveness, and specific industrial opportunities in Acheson.

Other Values

- Well planned development
- County engagement with community
- Education & healthcare
- Water / sewer servicing
- Buffers between residential / employment uses

82
VALUES

80
CHALLENGES

Challenges

The team received 80 comments about challenges facing the County.

Loss of Natural and Agricultural Areas

A main challenge noted in the comments was the loss and fragmentation of natural landscapes and agricultural lands from development. Participants cited increasing growth pressure from the City of Edmonton and concerns about both residential sprawl and commercial and industrial development. Related to this were overall concerns about filling in wetlands and water quality impacts.

Quality of County Services

Another main challenge is the quality of servicing, specifically road condition and internet access. A few comments also indicated a desire for upgraded water/sewer, power, and community facilities.

Crime and Security

Many participants felt that a growing challenge was increasing crime in the County. This included concerns about speeding, illegal dumping, illegal ATV use, drug-use, and theft/break-ins. Several participants wanted to see more enforcement and police presence in the County.

Maintaining Rural Experience

Several participants felt maintaining the rural nature of the County is a challenge. The loss of natural areas and agricultural areas, commercial/industrial encroachment on residential areas, and more urban subdivisions (denser / more services) impact the rural experience. Changing demographics and values were also mentioned as contributing factors. Some participants were also concerned about increasing regulation and controls on properties as well as influence by the City / Edmonton Metropolitan Region on County affairs.

Expanding County Tax Base

Participants felt that the County is facing a challenge of balancing its tax base with costs. The comments indicated a desire to see an increased tax base through new employment and residential development as well as reduced government spending to keep taxes low. There was also a concern that the County could focus too much on expanding its tax base at the cost of the environment or established residential communities.

Other Challenges

- Homelessness
- Accessibility
- Affordability / Cost of living
- Education and healthcare
- Wildfire response
- Communications between County and residents
- Poor process for selecting engineering / construction consultants
- New online permit system
- High costs / fees to develop
- Lack of amenities for families
- RV and boat storage not currently allowed
- Chem trails
- Green energy transition
- Costly hamlets
- County having to take on Prov / Fed responsibilities



Growth Priorities

Participants were asked to rank their priorities and priority areas for six types of growth:

- Housing and Community Services
- Water and Environment
- Transportation and Mobility
- Recreation & Trails
- Employment & Economic Development
- Agriculture & Food Security

The following sections combine the results from the survey and in-person events.

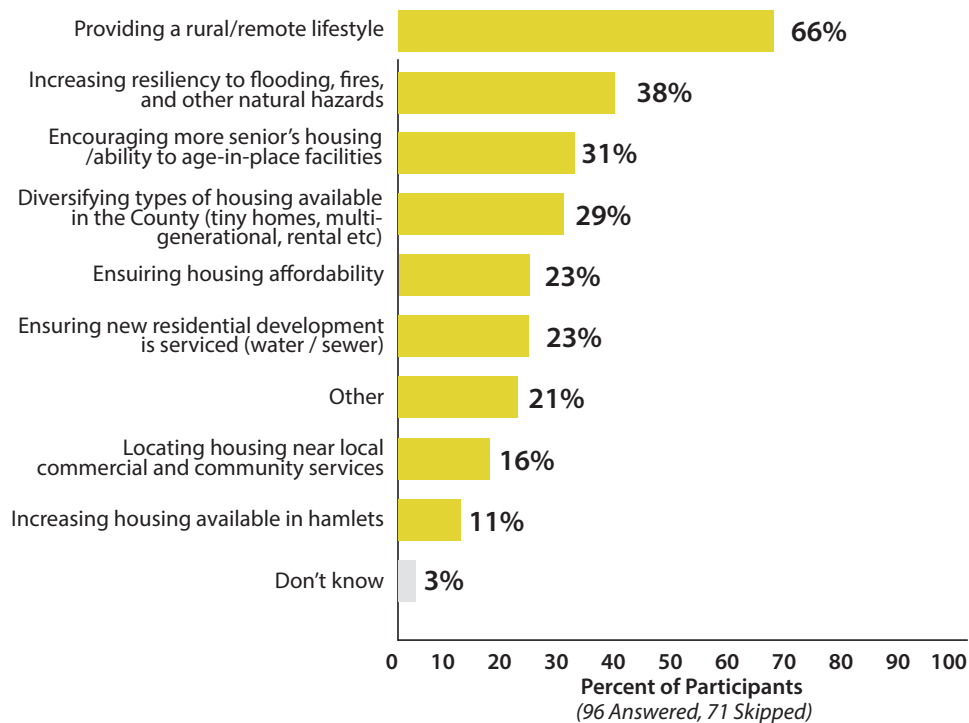


Housing and Community Services

Growth Priorities

The most important priority under the Housing and Community Services topic was to provide a rural / remote experience (66%). This aligns with what was heard in the previous 'values' section. The lowest priority was increasing housing available in hamlets (11%). About a fifth of participants provided an 'other' response, which is summarized below.

Which of the following three Housing and Community Services priorities are the most important to you?



OTHER PRIORITIES

- Servicing existing residents with water and sewer
- Supporting farmers
- Upgrading internet service
- Preserving natural areas for wildlife and human enjoyment / protecting from encroachment
- Preventing new industry from establishing near residential areas
- Reducing red tape

Priority Areas for Residential Growth

The top ranked areas for residential growth were those closest to the City of Edmonton on the east side of the County, with Big Lake the top selected option (39%). This was followed by the County's two priority growth hamlets, Wabamun (30%) and Entwistle (24%). The lowest ranked area was Tomahawk. A few 'other' locations were suggested, which are summarized to the right.

Reasons for Selecting Priority Residential Areas

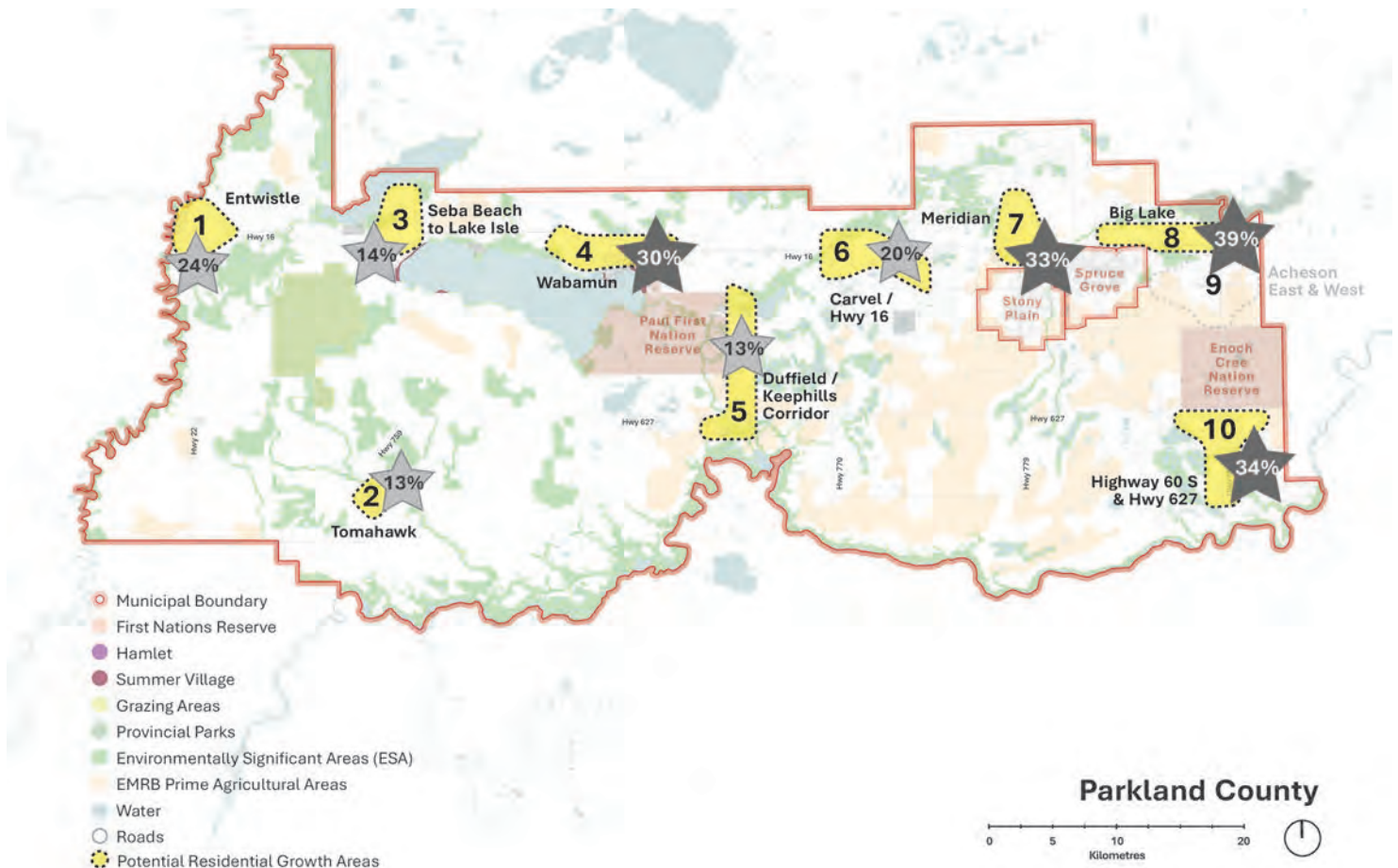
When asked why they selected priority areas, participants indicated that they wanted to see residential growth directed near existing residential areas and hamlets. This was for several reasons, including:

- proximity to existing services and amenities
- proximity to roads and municipal servicing
- shorter commutes to Edmonton
- protection of agricultural land and natural areas
- available and affordable land

OTHER PRIORITY AREAS

- South slopes Wabamun
- None / limit residential growth or prioritize employment growth first
- All areas along the Hwy 628 corridor
- Allow secondary suites

Which areas should the County prioritize for residential growth?



Additional place-specific comments were provided for some of the growth locations, which are summarized below.

1 - Entwistle

- Distributed growth to take pressure off other areas

3 - Seba Beach to Lake Isle

- Business potential such as tourism and recreation to support residential growth
- Maintains growth in existing hamlets

4 - Wabamun

- Ideal location in relation to other municipalities
- Access to nature
- Business potential such as tourism and recreation to support residential growth (like Sylvan Lake or Pigeon Lake)
- Large parcels of land available to develop
- Ideal location for seniors

5 - Duffield / Keephills Corridor

- Located along a busy corridor
- Existing services, stores, and shops
- Residential growth could lead to investments and improvements in the area

6 - Carvel / Hwy 16

- Close to other municipalities / centres (Acheson, the Tri-Region and Edmonton)
- Ideal for people looking for rural living and proximity to city amenities

7 - Meridian

- Proximity to existing urban centres, Tri-Region and Edmonton and shorter commute times
- Ideal for rural living and open space access
- Close to schools, medical facilities and groceries
- Aligns with highway upgrade and improvement project
- Opportunity for Net Zero development

8 - Big Lake

- Proximity to Tri-Region and Edmonton
- Balanced rural living with access to amenities
- Ideal for recreation-oriented residential development

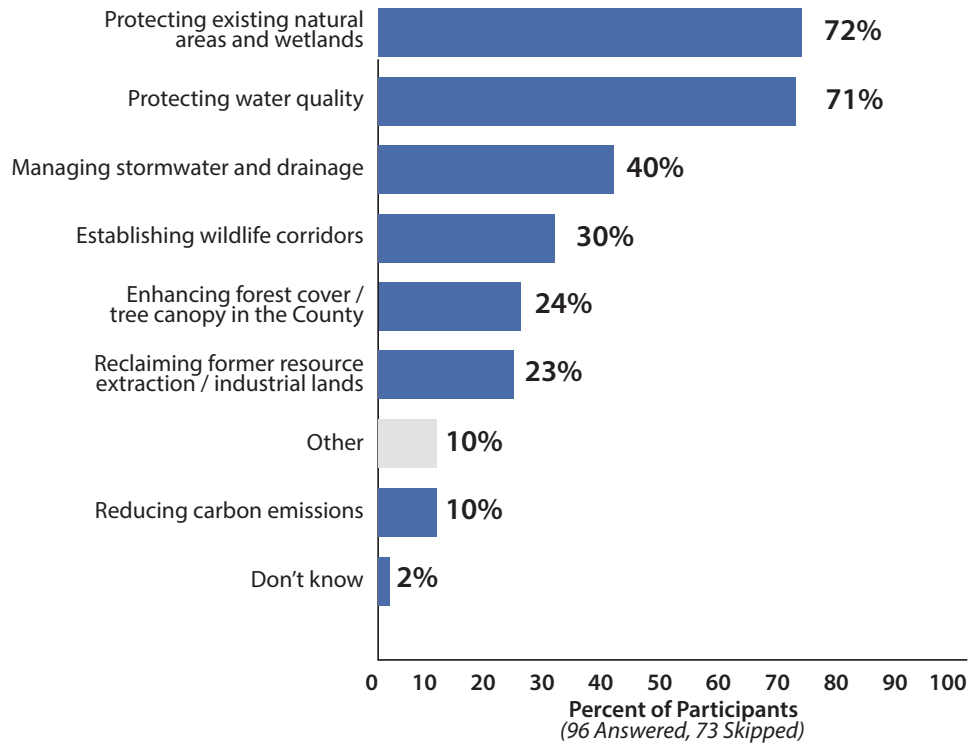
10 - Hwy 60 & Hwy 627

- Aligns with highway upgrades
- Proximity to amenities and jobs in Tri-Region and Edmonton while promoting rural living
- Potential to create a tourism industry

Water & Environment

The highest ranked water and environment priorities were protecting existing natural areas and wetlands (72%) and protecting water quality (71%). The lowest ranked priority was reducing carbon emissions (10%). Other suggested priorities are summarized below.

Which of the following three Water and Environment priorities are the most important to you?



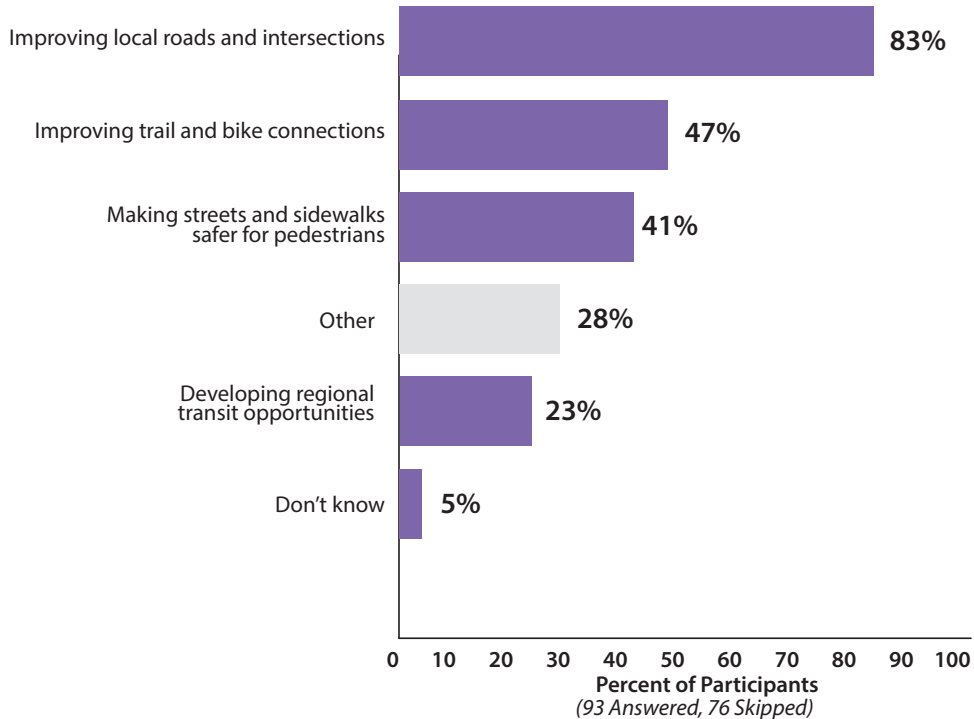
OTHER PRIORITIES

- Protecting municipal water supply
- Creating wildlife corridors and underpasses
- Implementing controlled burns
- Supporting regenerative farming practices
- Ensuring industry prioritizes water and environmental health
- Planting trees
- Do not waste resources on reducing carbon emissions

Transportation & Mobility

The highest ranked transportation and mobility priority was improving local roads and intersections (83%) and the lowest was developing regional transit opportunities (23%).

Which of the following three Transportation and Mobility priorities are the most important to you?



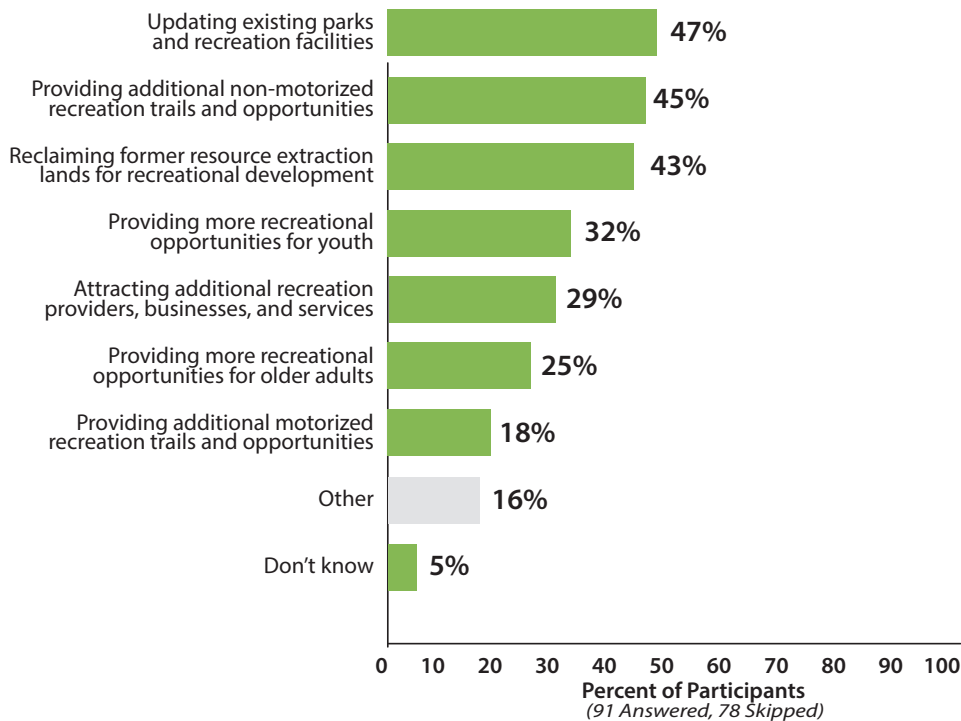
OTHER PRIORITIES

- Connecting local and rural roads to the rest of Parkland County
- Ensuring bridges are in good repair and properly maintained
- Widening roads to support large agriculture equipment
- Building wildlife crossings
- Providing railway crossings
- Improving the airport
- Allowing ATVs on trails
- Extending the Edmonton LRT to Spruce Grove or Stony Plain
- Returning unused Registered Road Dispositions to the former land owner
- Reducing traffic speeds and enforcing speed restrictions without camera surveillance
- Not investing in additional transit

Recreation & Parks

The three top recreation and parks priorities were updating existing parks and recreation facilities (47%), providing additional non-motorized recreation trails and opportunities (45%), and reclaiming former resource extraction lands for recreational development (43%). The lowest ranked was providing additional motorized recreation trails and opportunities (18%).

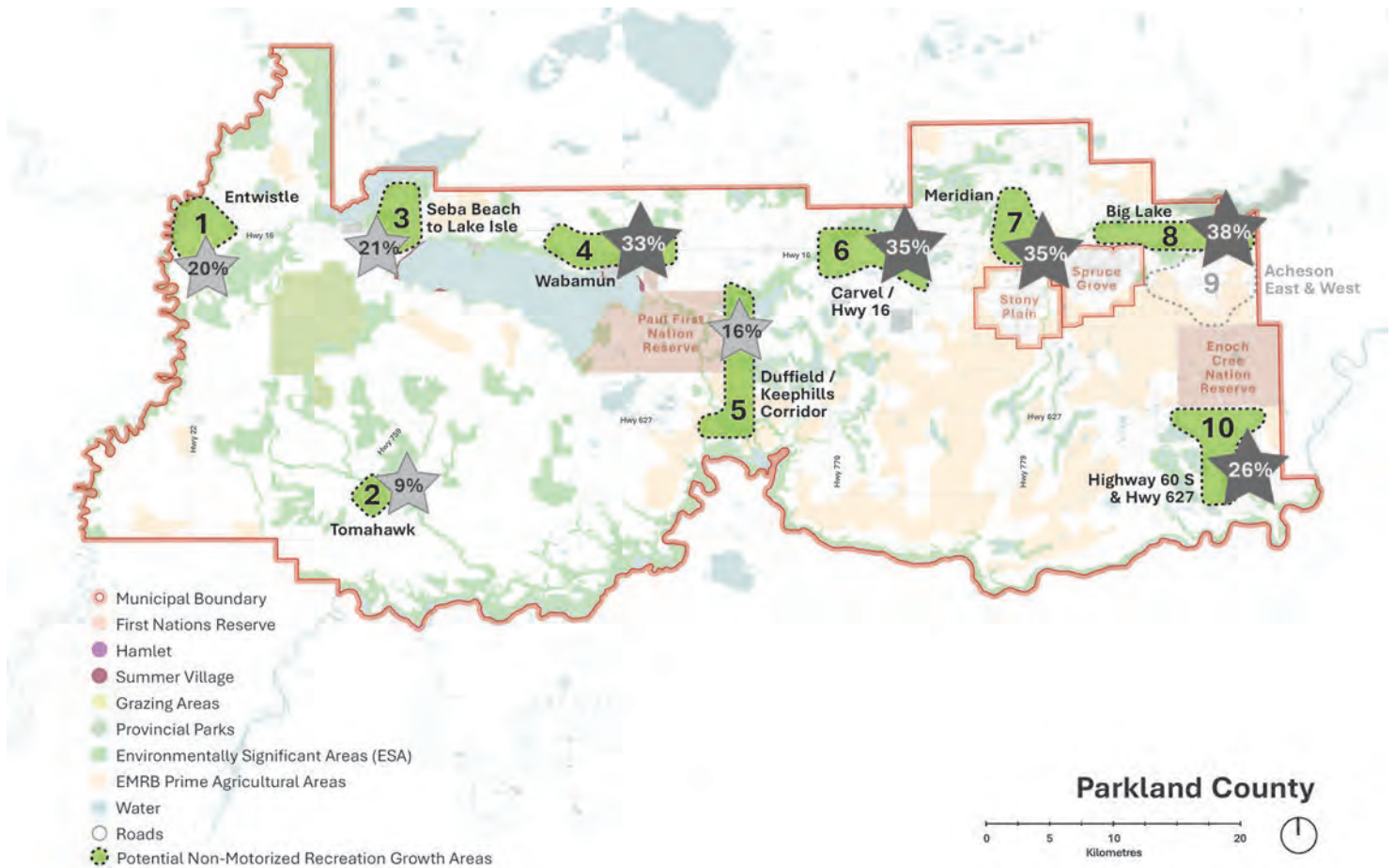
Which of the following three Recreation & Parks priorities are the most important to you?



OTHER PRIORITIES

- Partnering with regional municipalities / conservation organizations for recreation and education
- Adding more parks
- Adding trails to keep pedestrians off highways, connect subdivisions, and use municipal reserve land
- Providing water access and water play opportunities (paddle boarding / kayaking)
- Getting private sector to provide recreation and park development
- Removing user restrictions and allowing horses on trails
- Limiting development to keep lands natural

Which areas should the County prioritize for non-motorized recreation growth?



Priority Areas for Non-Motorized Recreation

Participants were asked about priority areas for non-motorized recreation. The top ranked areas were Big Lake (38%), Carvel / Hwy 16 (35%), Meridian (35%), and Wabamun (33%).

Participants wanted to see non-motorized recreation areas located close to residents and visitors and developed in a way to reduce impacts on environmentally sensitive and agricultural lands. Although some residents felt non-motorized recreation investments should be in locations with existing recreation, others felt it should be prioritized in areas without existing options. Several comments mentioned leveraging non-motorized recreation opportunities to enhance tourism in the region.

Additional place-specific comments were provided for some of the growth locations, which are summarized on the following page.

OTHER PRIORITY AREAS

- Chickakoo
- Former Highvale and Whitewood mines
- All areas
- None / limit new parks and trails as they are expensive to build and maintain and negatively impact environment
- None / not a priority because many people use private land for recreation and enjoyment

1 - Entwistle

- Adventure sport opportunities
- Proximity to water

4 - Wabamun

- Avoids conflict with residents
- Partially established for non-motorized activity including recreation and tourism

5 - Duffield / Keephills Corridor

- Attracts visitors within Tri-Region
- Not overly developed and minimal conflict with residents
- Proximity to water

6 - Carvel / Hwy 16

- Attract visitors from Edmonton and Tri-Region and requires less travel from other centres
- Not overly developed
- Currently does not have many non-motorized recreation options
- Opportunities for horse riding trails

7 - Meridian

- Enhance with bike and walking trails that connect to a larger network
- Not overly developed
- Close to Tri-Region and existing Parkland County residents
- Chickakoo

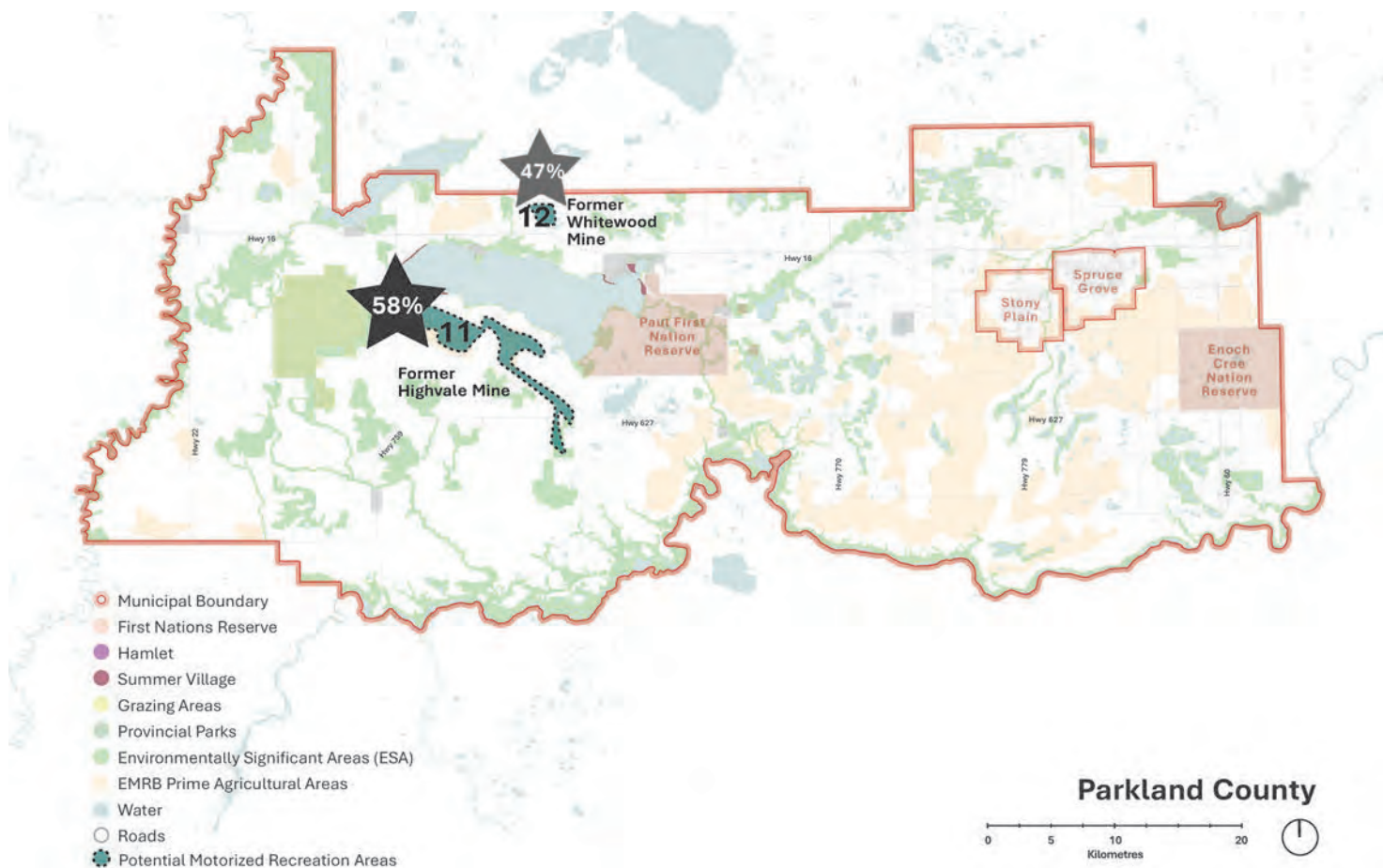
8 - Big Lake

- Near established residential or populated areas in Parkland County and Tri-Region
- Opportunity to improve existing natural trails for walking, jogging, mountain biking and hiking
- Connect to a larger recreation trail system or network (Lois Hole Park and St Albert)

10 - Hwy 60 & Hwy 627

- Near larger population
- More bike and walking trails to enhance natural areas
- Leverage University of Alberta Botanical Gardens
- Close to Edmonton and urban centres and provides visitors country feel and outdoor experience
- Doesn't have existing recreation

Which areas should the County prioritize for motorized recreation growth?



Priority Areas for Motorized Recreation

Two former mine areas were presented as options for motorized recreation prioritization. The Highvale Mine was ranked as a priority by 58% of participants and Whitewood Mine was 47%.

Many respondents felt redeveloping or reclaiming former mines for motorized recreation was a great idea. At the same time, some respondents felt motorized recreation should not be prioritized anywhere because it is too destructive to the environment and a nuisance to residents. Other comments included:

- Prioritize mines for non-motorized activity, not just motorized
- Spread out motorized activity in both areas to minimize intensity and damage
- Restrict motorized recreation and prioritize these areas for other uses (agriculture / employment)
- Do not prioritize off-highway vehicles (unsustainable, a noise nuisance, fire hazards, disruptive)
- Feel recreation in these areas attracts tourists rather than residents

Additional place-specific comments were provided for the growth locations, which are summarized below.

11 - Former Highvale Mine

- Large enough area to support the activity
- Central to Parkland County and close to Wabamun Lake
- Opportunity for wildlife sightings

12 - Former Whitewood Mine

- Smaller in size and less chance of excessive destruction
- Far enough from the lake to minimize damage

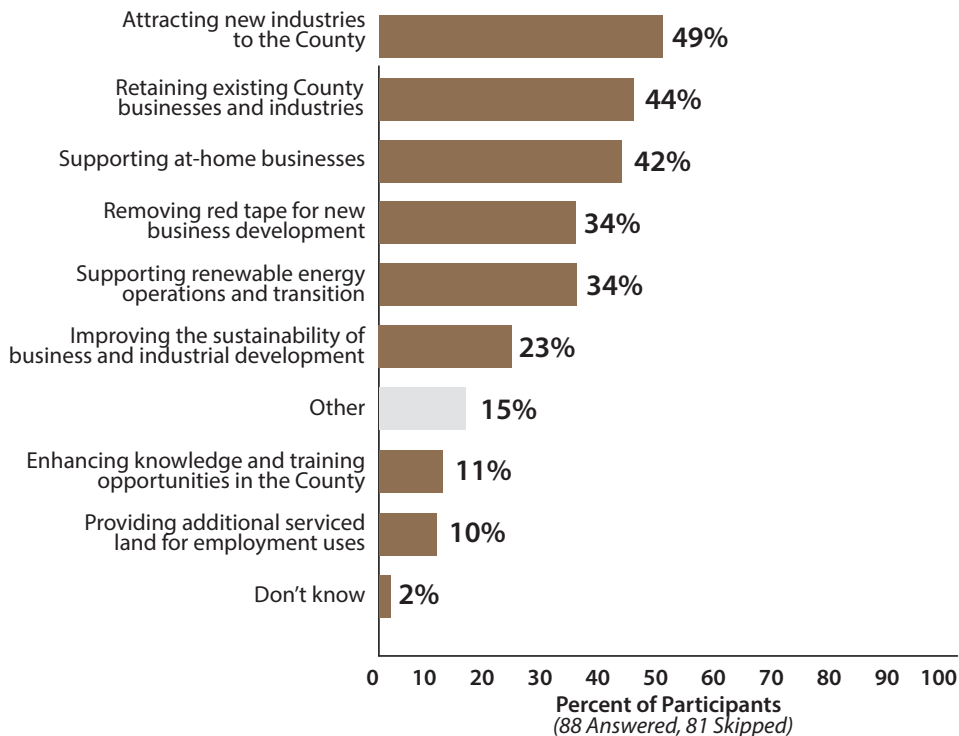
OTHER PRIORITY AREAS

- Crown land
- None / restrict motorized recreation
- None / continue to allow motorized recreation in ditches rather than prioritizing former mines

Employment & Economic Development

Just under half of participants chose attracting new industries to the County as a priority (49%). The lowest ranked priority was providing additional serviced land for employment uses (10%). Other suggested priorities are provided below.

Which of the following three Employment & Economic Development priorities are the most important to you?



OTHER PRIORITIES

- Develop existing industrial lands first
- Avoid Acheson annexation
- Streamline development, permitting and licensing
- Regulate home-based businesses (prevent nuisances / limit the number permitted on one property)
- Remove barriers to solar power and other renewable energy vs limit renewable energy (not reliable / harms wildlife)
- Support farming and agriculture
- Support and incentivize small and mid-sized businesses
- Establish Parkland County as part of Alberta's economic corridors
- Ensure industrial growth does not negatively impact water quality and ecological integrity is maintained

Priority Areas for Industrial Growth

Acheson was the highest ranked priority area for industrial growth (80%). Most participants wanted to see industrial growth where industry is already established, there is infrastructure / transportation to support it, and it is away from residential, natural, and agricultural areas. Additional place-specific comments were provided for some of the growth locations, which are summarized below.

1 - Entwistle

- Ideal for light and medium industrial uses
- Avoids industrial development near water
- Strengthens and supports surrounding community
- Already invested for industrial and should be used as such

7 - Meridian

- Avoids industrial development near water
- Disperses industry throughout the County

8 - Big Lake

- Close to urban centres

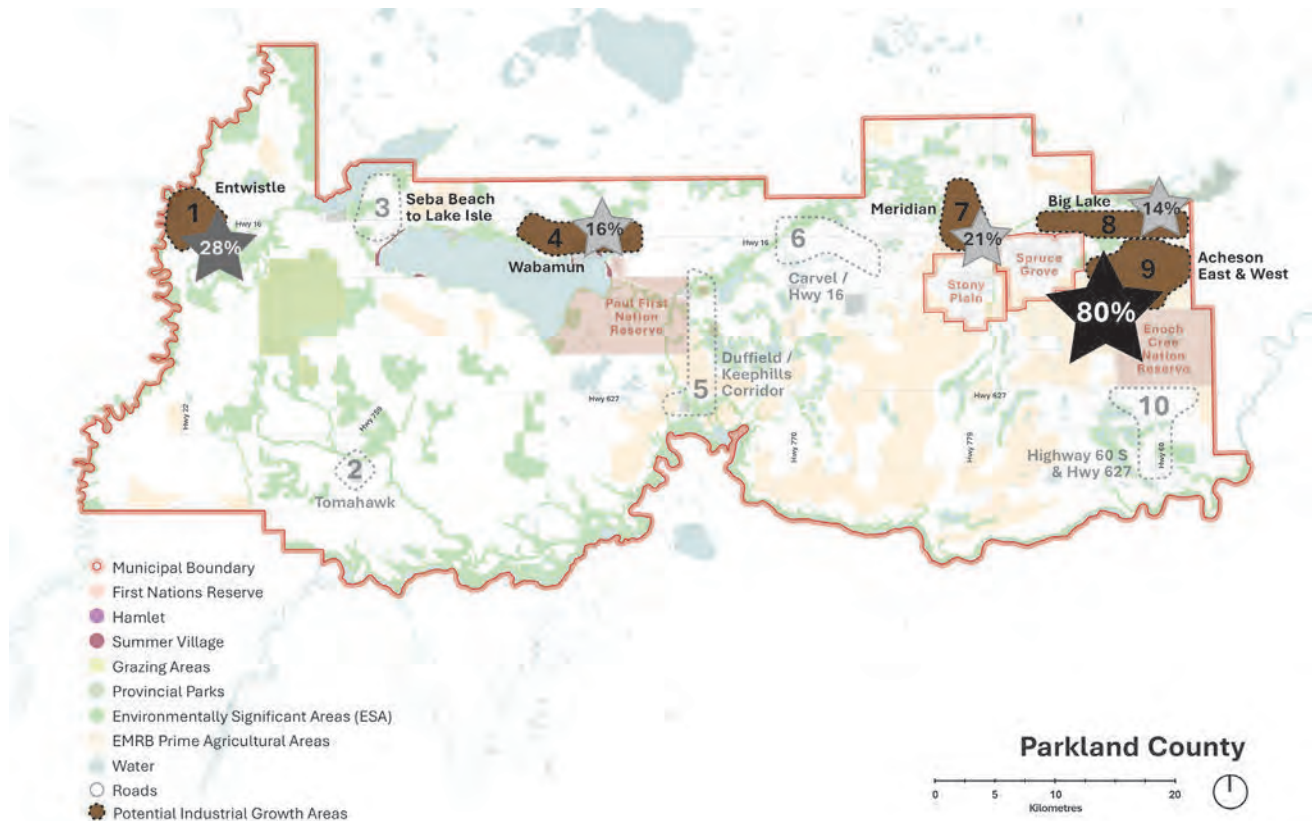
9 - Acheson East & West

- Strategic location near Edmonton
- Keeps industrial clustered or concentrated rather than spread out

OTHER PRIORITY AREAS

- None / limit or stop industrial growth
- All / spread out for more opportunity
- Area 10 and Acheson East to Winterburn

Which areas should the County prioritize for industrial growth?



Priority Areas for Commercial Growth

Acheson was the highest ranked priority area for commercial growth (57%). The County's two priority growth hamlets, Wabamun and Entwistle, were ranked as second and third priority (33% and 30%). Comments indicated a desire to see commercial growth aligned with residential growth and highways, where the population and servicing can support it. Additional place-specific comments were provided for some of the growth locations, which are summarized below.

1 - Entwistle

- Give more choices and convenience
- Strengthens surrounding community

2 - Tomahawk

- Opportunity for a tourism-based economy

3 - Seba Beach to Lake Isle

- Spread out commercial so there are more options for residents and less distance to travel

4 - Wabamun

- Central location
- Close to nearby residents
- Opportunity for tourism-based businesses

6 - Carvel / Hwy 16

- Not much existing and could benefit from commercial
- Well located, but requires a highway interchange to be successful

7 - Meridian

- Central location to catch commuters
- Would benefit from a variety of commercial uses (offices, medical, restaurants, retail, shopping, and hotels)

8 - Big Lake

- Would benefit from a variety of commercial (offices, medical services, day care restaurants, retail, shopping, hotels, and gyms)
- Has a population to support commercial
- Close to the city and access to industry and roads

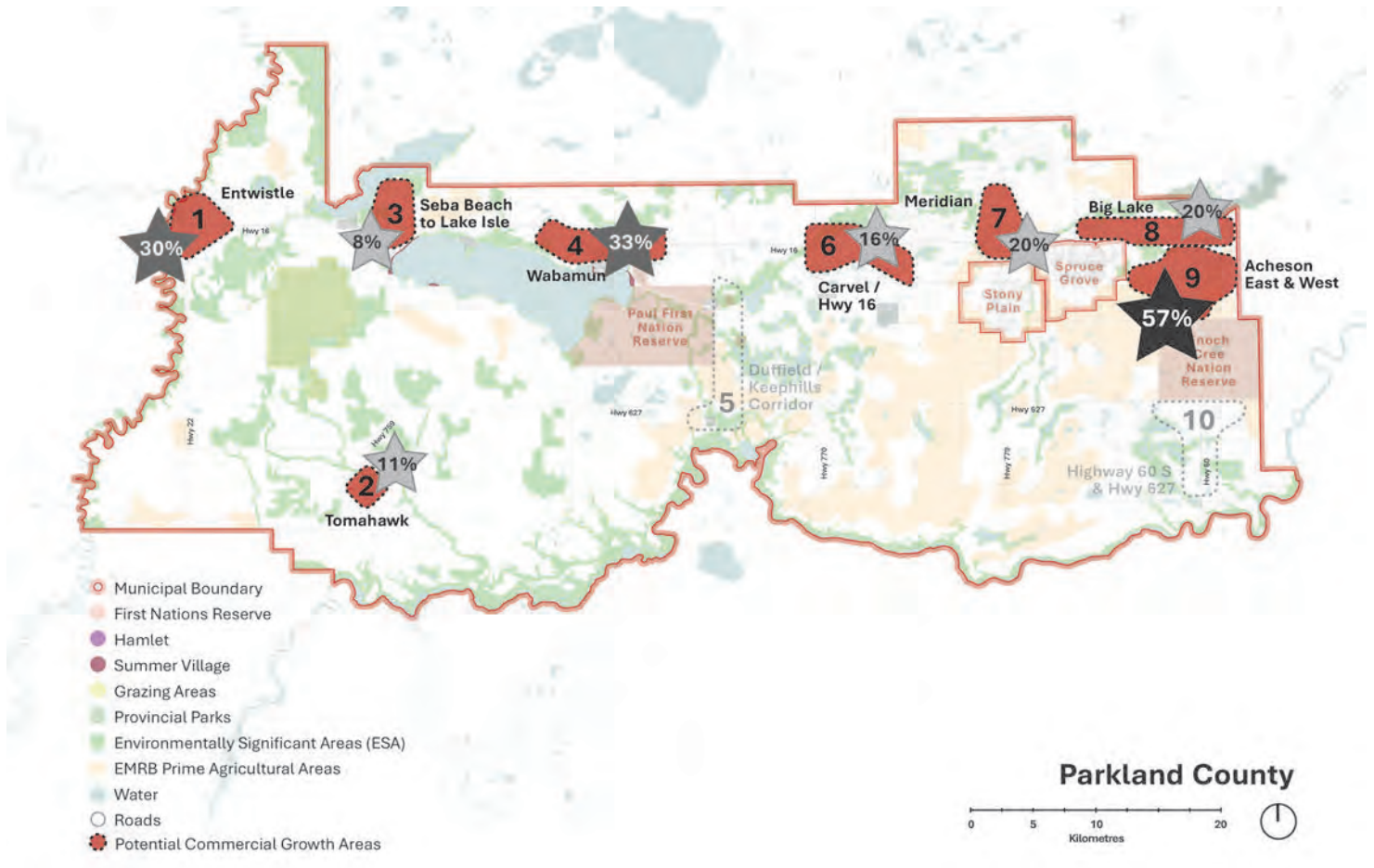
9 - Acheson East & West

- Good location and in proximity to services, labour and other industries
- Minimal residential impact to maintain rural country living
- Main roads and transportation routes
- Would benefit from medical services
- Nearby population and commuter traffic to support it
- Avoids development in agricultural land and green space

OTHER PRIORITY AREAS

- All areas / Prioritize commercial growth everywhere
- Existing commercial areas / limit sprawl
- In proximity to larger centres in the region

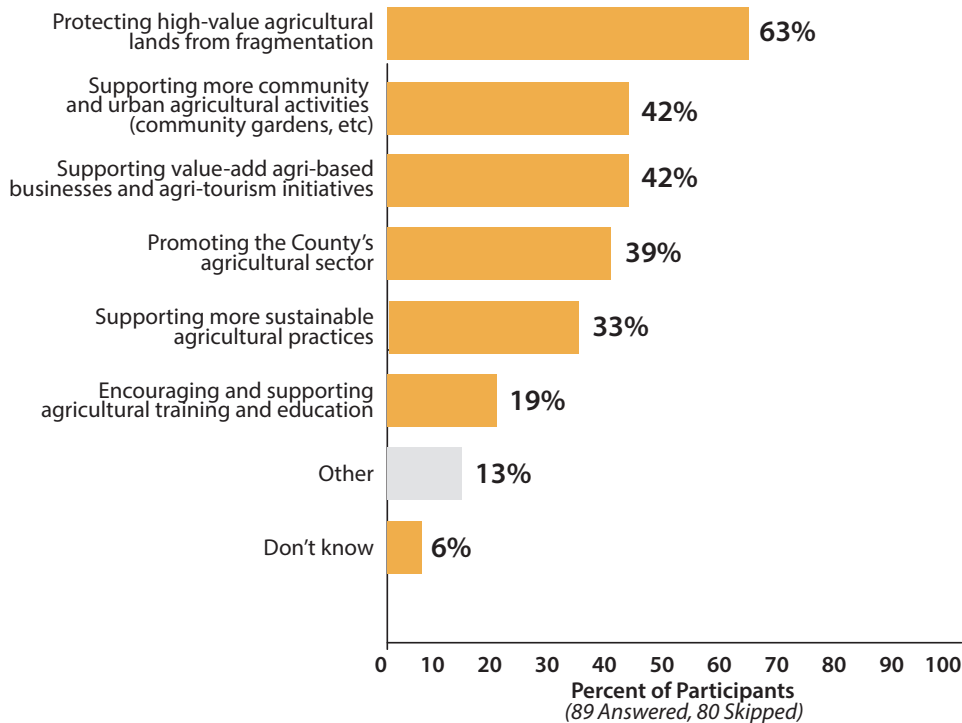
Which areas should the County prioritize for commercial growth?



Agriculture & Food Security

The top agricultural and food security priority was protecting high-value agricultural lands from fragmentation (63%). Encouraging and supporting agricultural training and education was the lowest priority (19%). Additional suggested priorities are summarized below.

Which of the following three Agriculture & Food Security priorities are the most important to you?



OTHER PRIORITIES

- Promote modern agricultural practices and technologies, regenerative agriculture, agrivoltaics farming
- Support and protect small scale farmers and family farmers
- Reduce regulations and government oversight and follow what farmers need
- Prevent encroachment
- Encourage succession

Community Stakeholder Workshop & Discussion Guides

The Community Stakeholder Workshop focused on high level growth priorities and challenges that the County is facing. A Discussion Guide was sent to all invited groups to complete with the same questions as the workshop, for any organizations that could not attend the session.

The following groups were represented at the session or submitted a discussion guide:

- Brightbank Community Association
- Duffield Community Association
- Carvel Ukrainian Cultural Society
- Clymont Community Association
- Edmonton Area Land Trust (EALT)
- North Saskatchewan Watershed Alliance (NSWA)
- Parkland Big Lakes Area Community Association (PBLACA)
- Smithfield Community Association
- Wagner Natural Area Society

9 ORGANIZATIONS REPRESENTED

Housing & Community Services

ASSETS / OPPORTUNITIES

- Health and medical services
- Recreation (parks, playing, fishing, birding)
- Sense of community
- Library network
- Community hall events
- Country experience compared to infill developments in the City of Edmonton
- Opportunities for youth inclusion in community hall events
- Opportunities for joint recreation with Indigenous and non-Indigenous youth

CHALLENGES

- Residential proximity to natural resource operations is a nuisance
- Protecting farmland
- Insufficient seniors' healthcare and supports
- Concerns with safety/vandalism/ crime and lack of reporting theft
- Lack of hall activity (Smithfield)
- Concerns with development dollars overriding community input
- Waste treatment
- Indigenous relations

PRIORITIES

- Fiber optic access
- Seniors care centre, aging in place
- Consider what constitutes "improvement" and impact on assessment
- Don't penalize verandas without assessment impact
- Data centres as job opportunities
- Don't over regulate agritourism
- Building standards for housing renovations and new buildings
- Offer municipal mail postage free
- Tiny home subdivision
- Restrict short-term rental uses



Water & Environment

ASSETS / OPPORTUNITIES

- ALUS
- Work with producers to reduce environmental impact
- Carvel and Delta have a mix of pristine and higher productivity natural areas
- Wetland inventory
- Could have stronger teeth in Land Use Bylaw
- Could have offsets from other areas
- Lake and wetland health key to local identity
- Wetland role for maintaining groundwater recharge
- Municipal water line extension along Hwy 16
- Better water quality
- Alternative energy developments
- Power generation transition
- Existing County support for maintenance of Bunchberry Meadows Conservation Area and Glory Hills Conservation Land, including snake relocation project.
-

CHALLENGES

- Power generation transition
- Air quality
- Potential impacts on bed and shore
- Water quantity to support development
- Development and approval from Alberta Energy Regulator
- Not enough groundwater data collection or evaluation
- Flood and drought mitigation
- Big motor boat speed and disruptions on pot-hole lakes
- Enforcement on Municipal Reserve
- Property taxes on land trust (charities) owned conservation lands can be high, but these provide a public benefit to Parkland County citizens.

PRIORITIES

- That residential developments need to respect wetlands
- Third party environmental assessment
- Exempt charitable/non-profit organizations from property taxes for conservation lands open to the public
- Collaborate with land trusts on conserving natural spaces

Transportation & Mobility

ASSETS / OPPORTUNITIES

- Well positioned and served by highway infrastructure
- Hwy 16 corridor and major connector
- Hwy 628

CHALLENGES

- Vehicle and wildlife conflicts
- Emergency services
- Traffic volume with growth
- Traffic gravel truck on roads

PRIORITIES

- Focus development along corridors
- County must insist on better communications about transportation from Province
- Paving Township Road 540 would prevent traffic on Hwy 16

Recreation & Parks

ASSETS / OPPORTUNITIES

- Variety of space and areas
- Proximity to provincial park
- Connected trails

CHALLENGES

- Risk of shutdown if underused
- Maintenance to avoid vandalism
- Water diversion
- How to make trail networks and amenities equitable across the County
- Capacity of County to meet everyone's recreation needs

PRIORITIES

- River Valley Alliance's trail system as an economic development opportunity
- Clustered trail development in built up areas
- Do not surrender active recreation facilities / lands

Employment & Economic Development

ASSETS / OPPORTUNITIES

- Acheson is a big economic driver
- Community-minded business
- Corporate volunteerism in the community
- Opportunity for solar to power the County
- Take advantage of underutilized lands
- Attract big businesses, then smaller service ones will come
- Opportunity for diversified agriculture like hydroponics

CHALLENGES

- Hwy 60 rail crossing is a safety issue
- Expansion of industrial areas
- Protecting prime agricultural lands and wetlands
- Agricultural lands being subdivided for residential use
- Resistance to energy diversification and lack of incentives

PRIORITIES

- Clean energy improvement plan (CETP)

Agriculture & Food Security

ASSETS / OPPORTUNITIES

- Reduce fragmentation of prime agricultural land
- Small-scale producers
- Diversity in agricultural production
- Opportunity to use stormwater for irrigation

CHALLENGES

- Loss of agricultural land to residential and urban growth
- Nature areas lost to agricultural land
- Increasing scale has impacted roads
- Agri-business needs to allow farm and storefront
- Engineering standards for access and ROW onto farms
- Chemicals in agriculture spray and runoff
- Excess nutrients in water
- Competing water resources for irrigation and livestock watering

PRIORITIES

- Limit subdivision until thresholds are met in existing serviced areas
- Key corridors for large improvements
- New markets for agriculture
- Why are we planning for growth? Why not focus on quality of life

Industry Session

Two industry stakeholders participated in a virtual discussion about values, challenges, and priorities. The following questions were asked:

- What are the greatest opportunities for growth in Parkland County?
- What makes developing in Parkland unique from other locations in the region?
- Are there any existing barriers to development that you would like to see addressed through the MDP update?
- What priorities do you want to see highlighted in the MDP?
- Are there particular areas where you'd like to see growth prioritized?

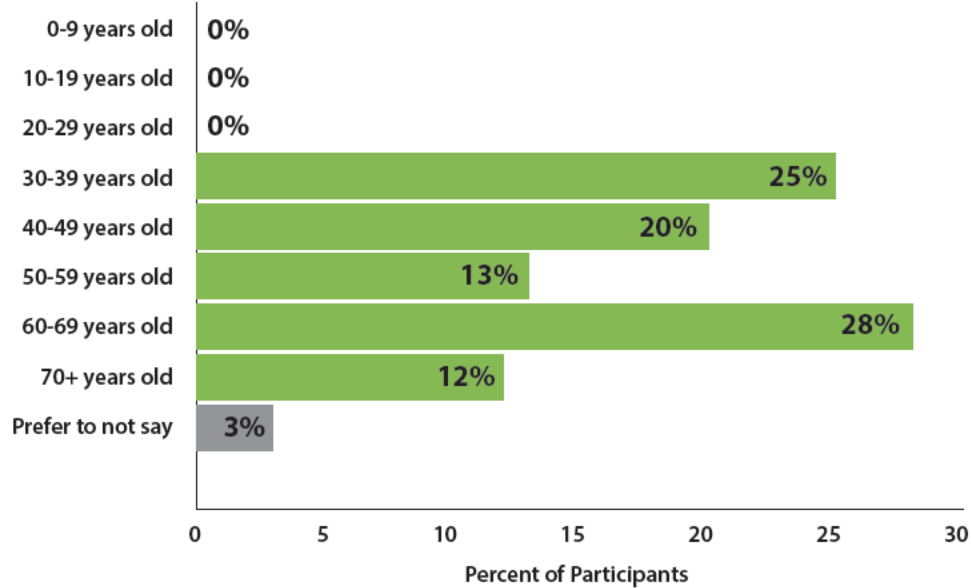
The two participants indicated that priorities were to:

- Make it easier to develop and staying competitive by reducing red tape / providing clearer processes
- Clearly identify what is or isn't allowed on a property upfront to assist in decision-making and save costs / time
- Clearly identify which studies / assessments are required upfront in the development process
- Focus growth, buildout, and promotion of existing employment areas like Acheson
- Enable residential growth and balance the protection of wetlands with development needs

Demographics

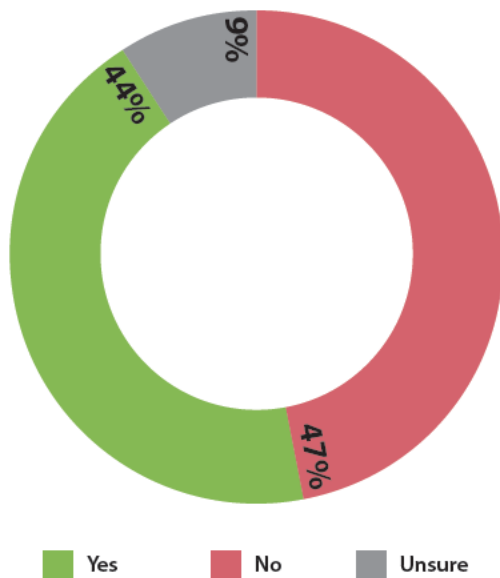
The following demographics questions were asked in the online survey to better understand who was participating.

What is your age?



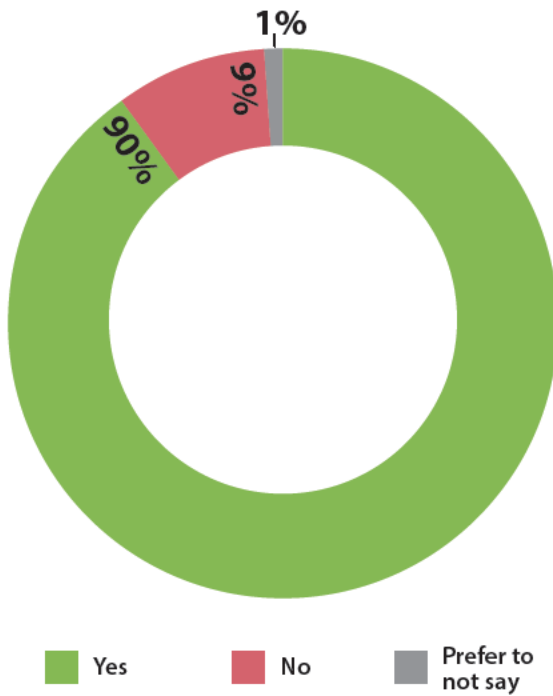
The largest age group was 60-69 years old (28%). The next largest age group was 30-39 years old (25%). There was zero representation from anyone under the age of 30 in the online survey.

Have you ever read or used the Municipal Development Plan before?



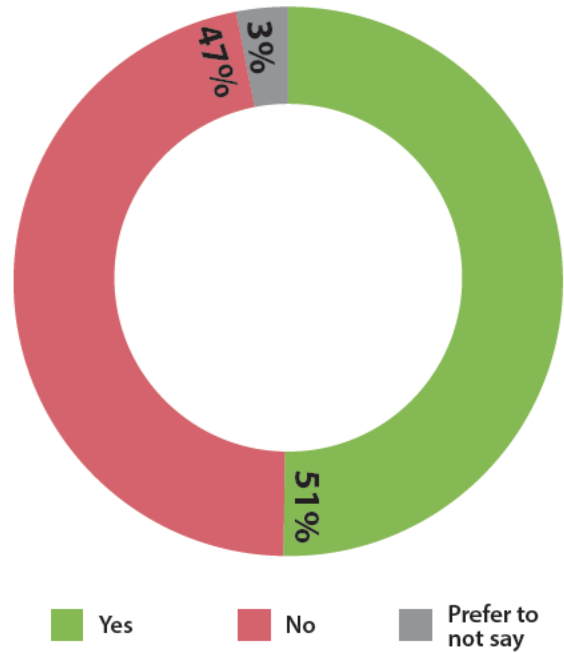
Just under half of participants said they had not read or used the MDP before (47%). 44% said that they had and 9% were unsure.

Do you live in Parkland County?



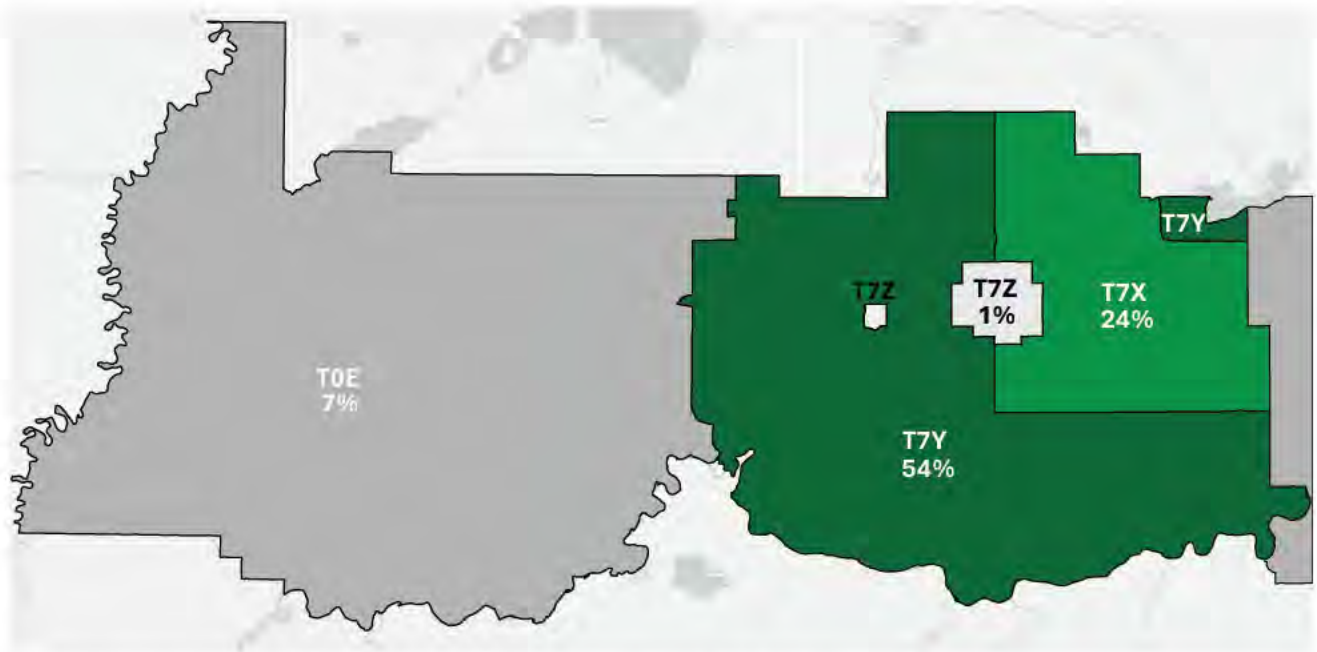
The majority of participants (90%) said that they live within Parkland County, indicating that most responses were residents. Nine percent said they did not live in the County.

Do you work in Parkland County?



There was almost an equal split between participants who worked in the County (51%) and those who did not (47%).

What are the first 3 digits of your postal code?



Most of the participants in the online survey were from the east half of the County in areas T7Y (57%) and T7X (24%). Another 7% were from the west half of the County. Outside of Parkland County, participants were from St. Albert (3%), Edmonton (3%), Hinton (1%), and Stony Plain / Spruce Grove (1%).

Next Steps

Thank you to everyone who participated in Stage 1!

Your feedback will be used to inform the Technical Growth Study scenarios and updates to the vision and priorities in the Municipal Development Plan. Stay tuned to yourparkland.ca/mdp for updates and future engagement opportunities.

Parkland County Market Analysis Summary Backgrounder Report

**Prepared for:
02 Planning + Design
For Parkland County Strategic
MDP Amendment &
Technical Growth Study**

January 2024

Scope of Work

Assist in preparing the Technical Growth Study to informing the MDP Update

- Existing economic conditions
- Economic trends
- Growth demand and allocation
- Input into economic indicators for spatial analysis
- Inform development of three growth scenarios

Presentation Contents

1. Parkland County Context
2. Residential Hamlets inventory and demand
3. Employment Areas inventory and demand

Part 1 – Parkland County Context

- EMRB Growth Plan (2017)
- Regional Context (Spruce Grove, Stony Plain, Enoch First Nation & Paul First Nation)
- Tri-Municipal Regional Transit Plan (2018)
- Tri-Municipal Regional Plan (2021)
- Parkland County Technical Growth Study (2017)
- Parkland County Sustainability Plan (2017)
- Parkland County Municipal Development Plan (2017)
- EMRB Population Projections

EMRB Growth Plan

- 30yr plan with 50 yr vision established in 2017 and updated in 2020
- Vision: “The Edmonton Metropolitan Region is the dominant hub for northern Alberta and is recognized globally for its economic diversity, entrepreneurialism, leadership in energy development, environmental stewardship and excellent quality of life. The Region is anchored by a thriving core that is interconnected with diverse urban and **rural communities**. The Region is committed to growing collaboratively through the efficient use of infrastructure, **building compact communities**, and fostering economic opportunities and healthy lifestyles” (p iii)



EMRB Growth Plan

Economic

Obj 1.2: “Promote job growth and the competitiveness of the Region’s employment base”

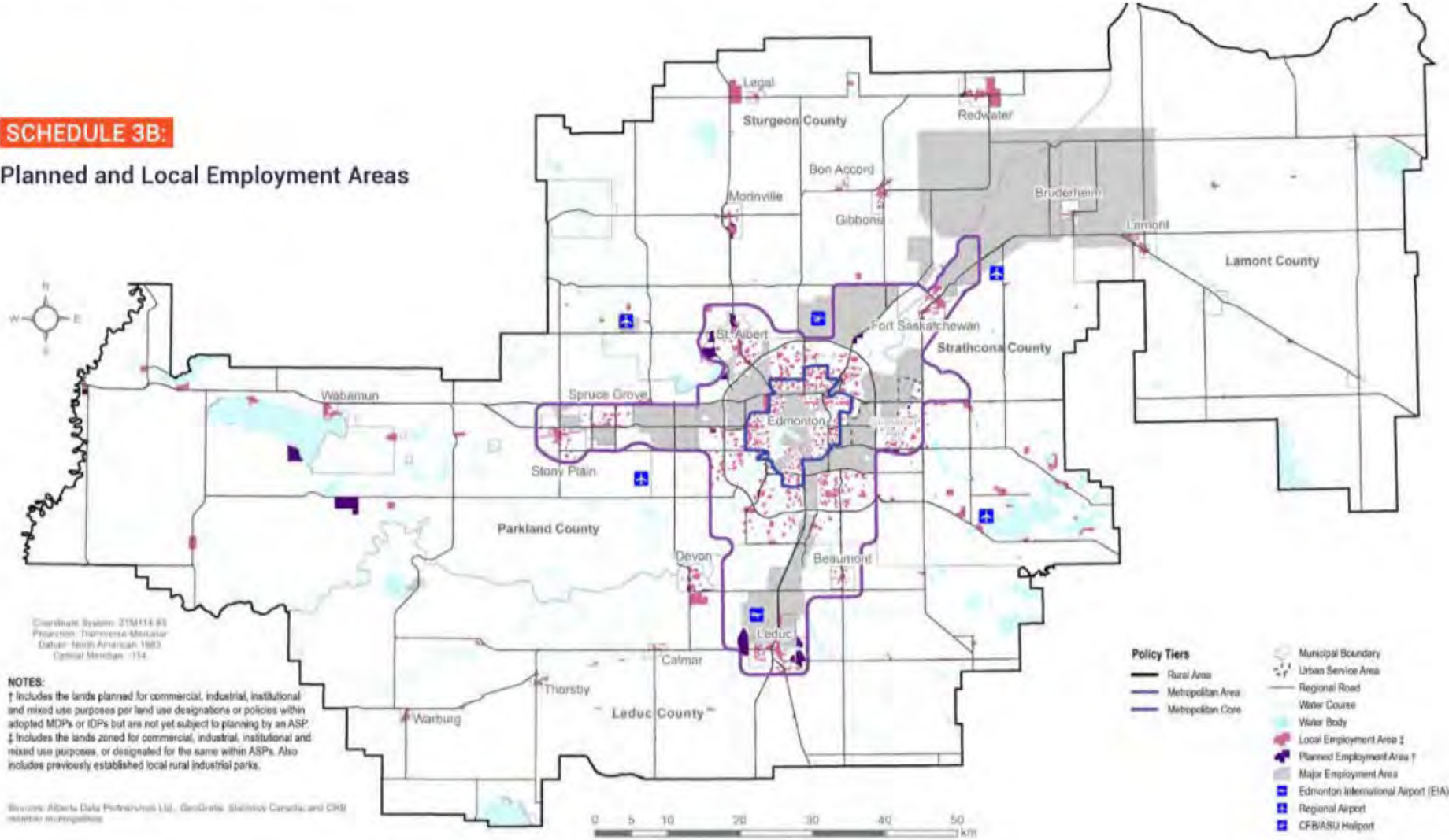
“1.2.6 Employment growth **outside of major employment areas** will be accommodated by

- a) supporting the designation and growth of local employment areas, generally in accordance with Schedule 3B, for locally relevant business and economic activities to support **complete communities** and strive for a diversified tax base;
- b) promoting the growth of the **agricultural** sector and **resource-based economic activities** to optimize resource-based assets, generally in accordance with Schedule 3C; and
- c) directing **higher density commercial, institutional and office uses to mixed use areas** and corridors with multi-modal transportation access within urban communities including centres and encouraging the intensification of these areas” (plan p 37)

EMRB Growth Plan

SCHEDULE 3B:

Planned and Local Employment Areas



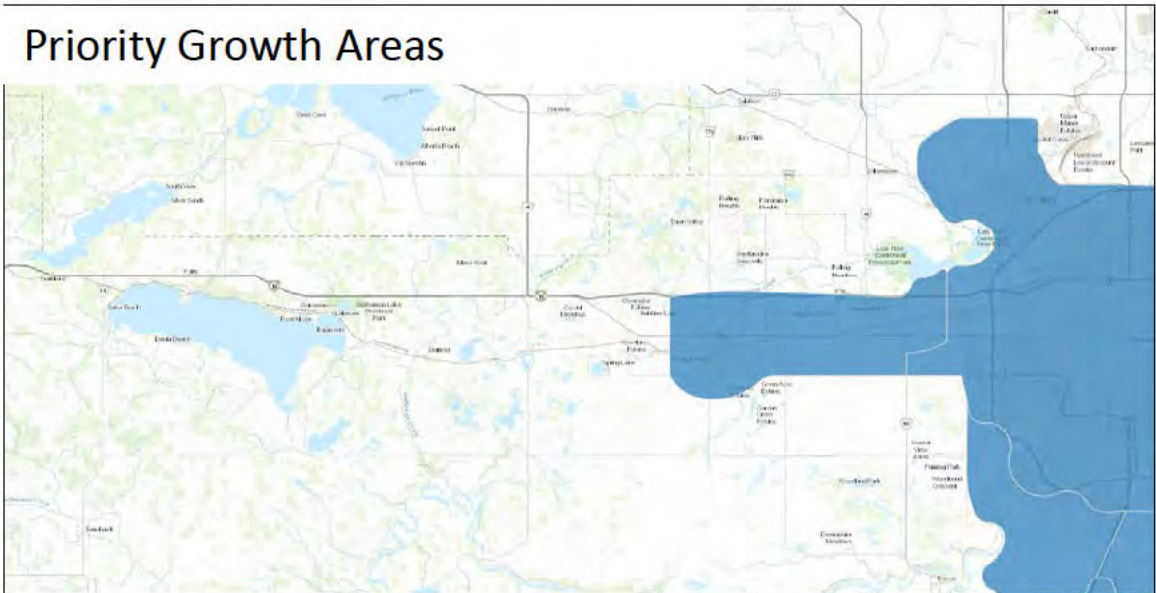
EDMONTON METROPOLITAN REGION GROWTH PLAN RE-IMAGINE. PLAN. BUILD.

EMRB Growth Plan

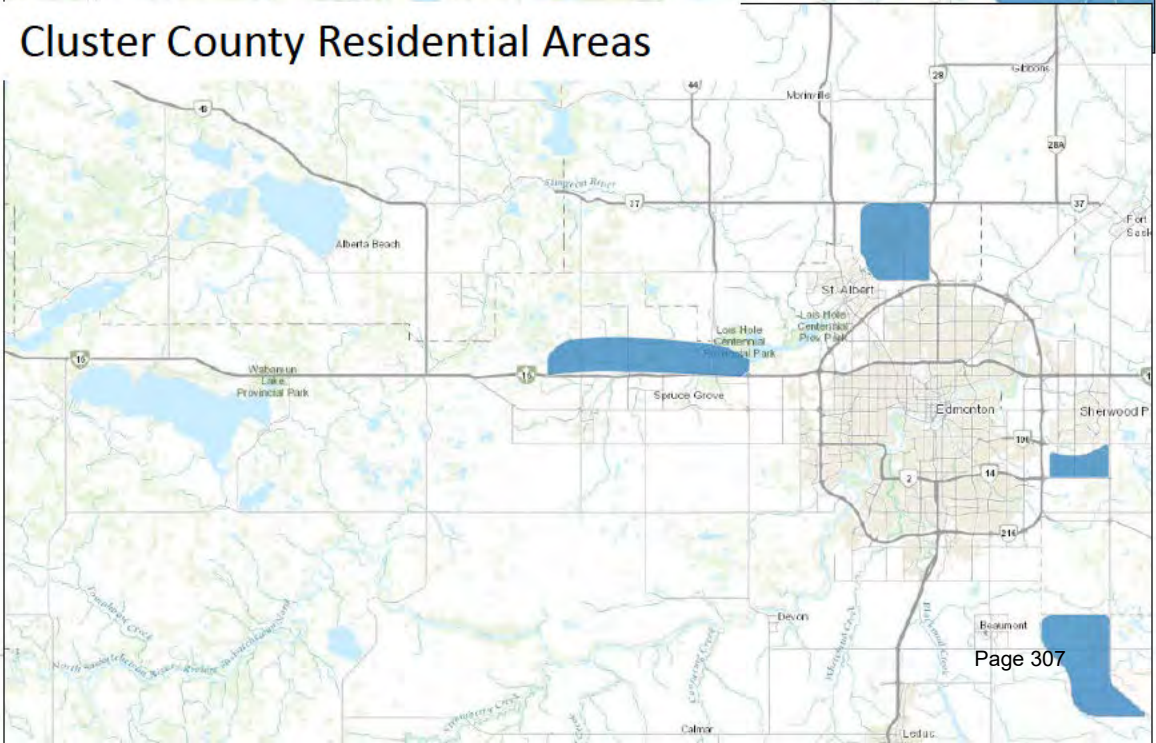
Planned Employment Areas



Priority Growth Areas



Cluster County Residential Areas



Edmonton Metropolitan Region Growth Plan (EMRGP)

Housing

Obj 3.1

“3.1.3 In the rural area, greenfield areas will be planned and developed as **complete communities** that”:

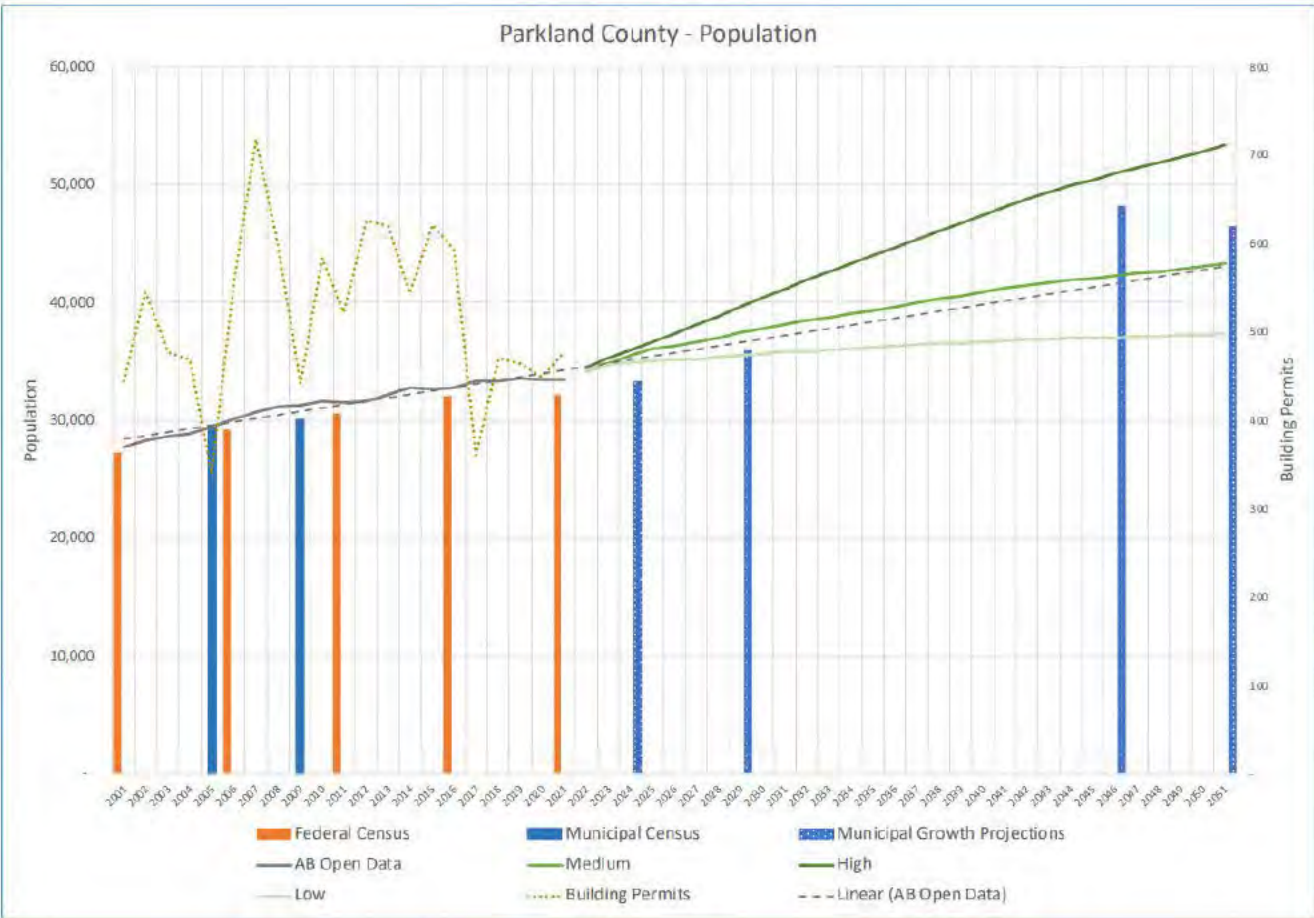
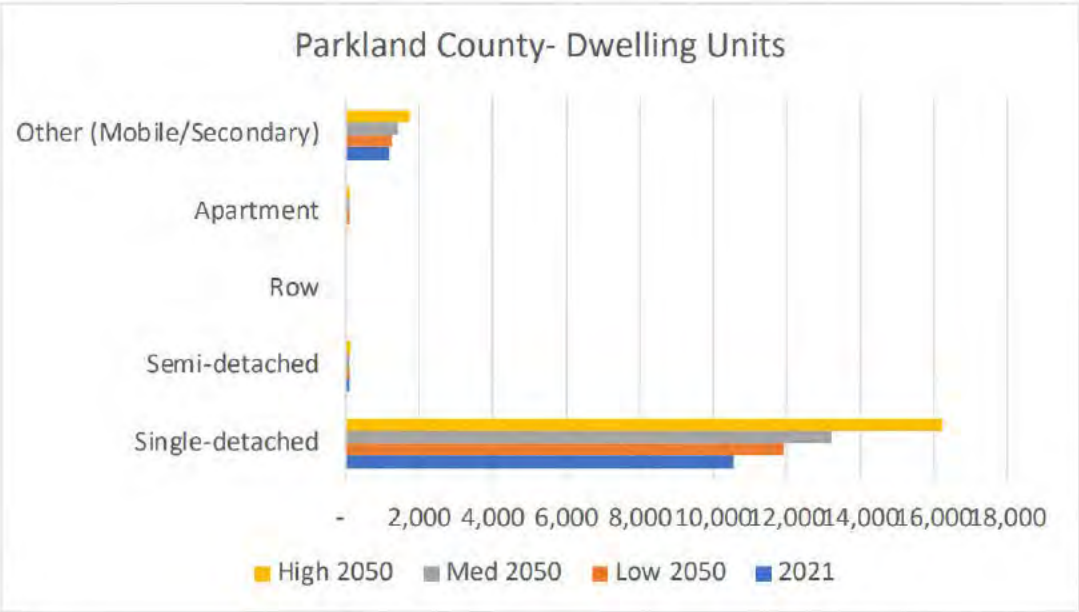
- a) are **compact** and contiguous;
- b) are accessible and age-friendly;
- c) provide a diversity of **housing options** in terms of density and built form;
- d) achieve the minimum greenfield density in accordance with Schedule 6;
- e) incorporate an interconnected street network to support active transportation;
- f) include access to **jobs and local services and amenities**, where appropriate; and
- g) connect to regional trails and open spaces, where appropriate” (plan p 51)

Obj 3.2 “Plan for and promote a **range of housing options**”

3.2.1 Housing will be planned and developed to address the changing demographics in the Region by including housing that offers a diversity of types, forms and levels of affordability to support a variety of lifestyle options, income levels and to meet the needs of all residents” (p 51)

EMRB DRAFT Population Growth Scenarios

- Draft forecasts provided to EMRB’s Growth Plan Five-Year Interim Review Task Force in Feb 2023
- Finalized report expected to be supplied to the Board for review and approval in June 2023



Notes

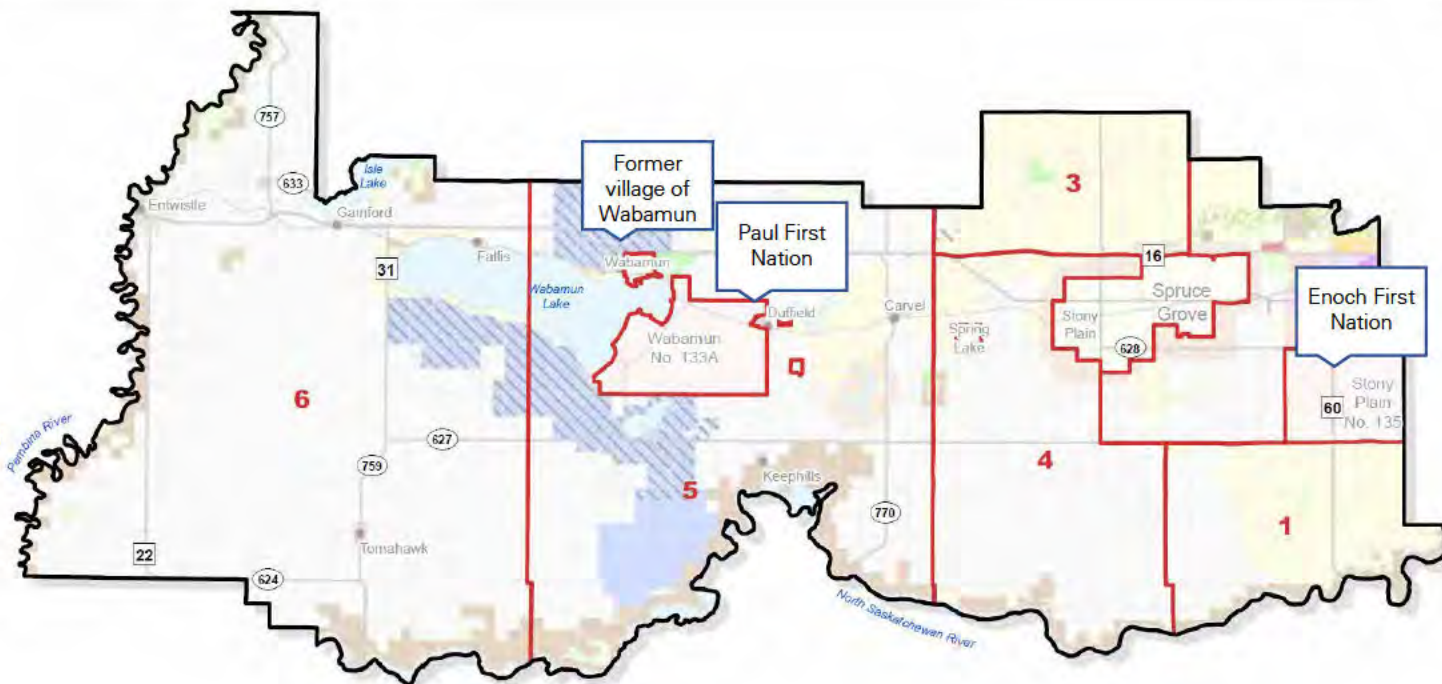
- ▶ Alberta Open Data Historical Population*
- ▶ Federal Census: 2021 Federal Census is subject to change
- ▶ Municipal Census: 2005, 2009
- ▶ Municipal Growth Projections: Parkland County Technical Growth Study (2017) - Status Quo Scenario: 2046.Tri-Municipal Regional Growth Plan (2020): 2024, 2029, 2051
- ▶ Building Permit Data (Historical where available)*

*Data Source: <https://regionaldashboard.alberta.ca/#/>

Regional Profile

Adjacent to Parkland County are:

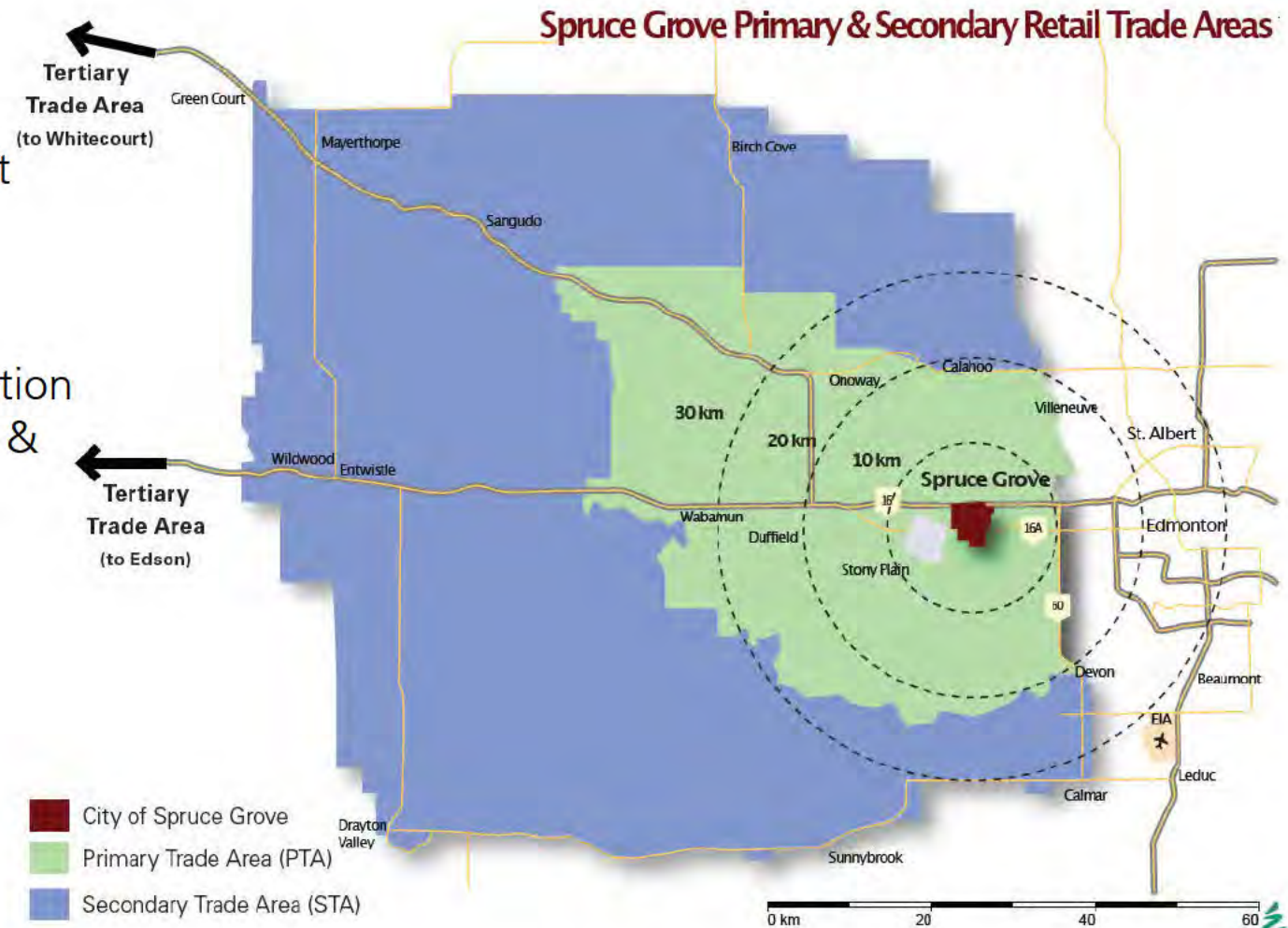
- The City of Spruce Grove
 - 2021 population: 37,645
 - Population change: (2016-2021): 10.4%
- The Town of Stony Plain
 - 2021 population: 17,993
 - Population change: (2016-2021): 4.7%
- Enoch Cree First Nation
 - 2021 population: 1,825
 - Population change (2016-2016): 8.0%
- Paul First Nation
 - 2023 population: 1,370



Together, Parkland County, Spruce Grove and Stony Plain represent the Tri-Municipality which have a joint Transit Plan (2018) & a Regional Plan (2021)

Regional Profile – City of Spruce Grove

- Industrial (south of Hwy 16)
 - 1,700 ac gross industrial lands (575 ac net developed and occupied M1 lands)
 - +/- 2.79 mill sq. ft. building space
 - +/- 666 ac developed and occupied
 - Top NAICS: Construction (36), Transportation & Warehousing (32), Other Services (28), & Manufacturing (26)
 - Close connection to oil and gas sector
- Commercial (along Hwy 16)
 - 3.02 mill sq. ft. retail inventory
 - 416,000 sq. ft. office inventory
 - Regional market: 151,035 residents



Source: Spruce Grove Retail-Office Market Analysis (2022)

Regional Profile – City of Spruce Grove

Business listings overview

- Industrial buildings (south of Hwy 16A)
 - 65 Alberta Ave (14,043 sq. ft. / \$2.25 mill / 35 DOM*)
 - 30 Diamond Ave (4,800 sq. ft. / \$1.59 mill / 248 DOM)
 - #107 301 Saskatchewan Ave (1,581 sq. ft. / \$435,000 / 5 DOM)
- Commercial buildings (north of Hwy 16A)
 - #24 308 Westgrove Dr (1,730 sq. ft. / \$349,000 / 269 DOM)
- Commercial infill
 - 6 McLeod Ave (0.67 ac / \$798,000 / 101 DOM)
 - 144 Century CX (0.8 ac / \$599,000 / 796 DOM)
- Residential (~274 listings) including vacant land

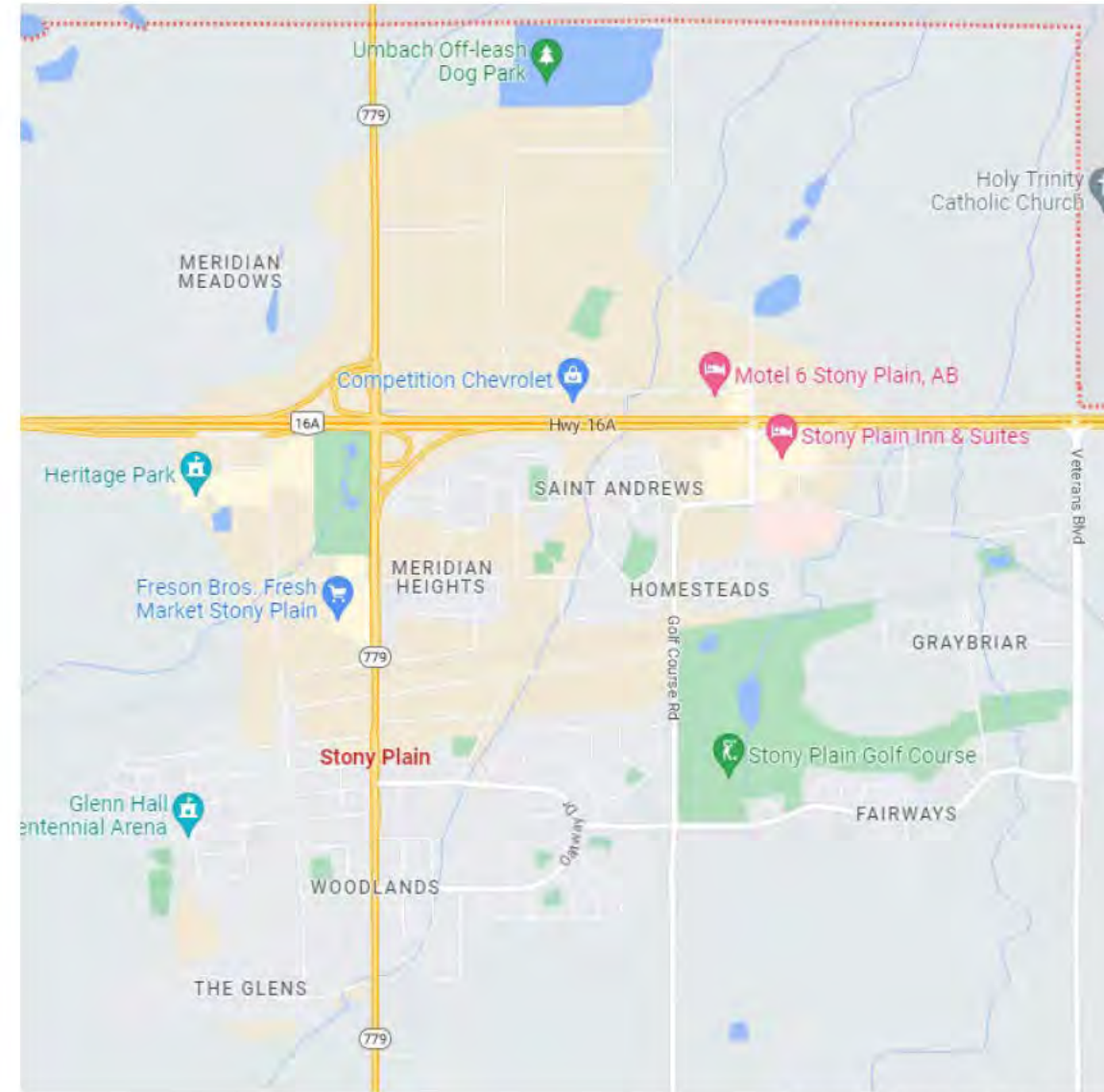
Real estate sales (2021-2023)

- Residential dwelling
 - Average price: \$401,250 (\$357,500-\$445,000)
 - Average DOM: 19 (8-30)
 - Type: 100% detached
- Commercial: *No data available*
- Industrial (1)
 - 70 Diamond Av (Diamond Industrial Park) - \$1.95 million (2.72 ac) 45 DOM (-9.3% price change)

*DOM: Days on Market as of mid-May 2023 (all the following listings)

Regional Profile – Town of Stony Plain

- Key sectors
 - Agrifood
 - Energy and support services
 - Life sciences and health related services
 - Professional services
 - Shopping, dining and arts
- Industrial
 - English Bay Blending & Fine Chocolates relocating and expanding with new 120,000 sq. ft. food manufacturing facility (will be one of the largest argi-food facilities in EMR and largest investment in Town's history)
 - Agri-food campus in Stony Plain North Business Park (coming soon)
- Commercial
 - Downtown celebrated grand re-opening in May 2022 after a 5yr Redevelopment Project aimed at revitalizing the area (\$15.8 million)



Source: Google Satellite

Regional Profile – Town of Stony Plain

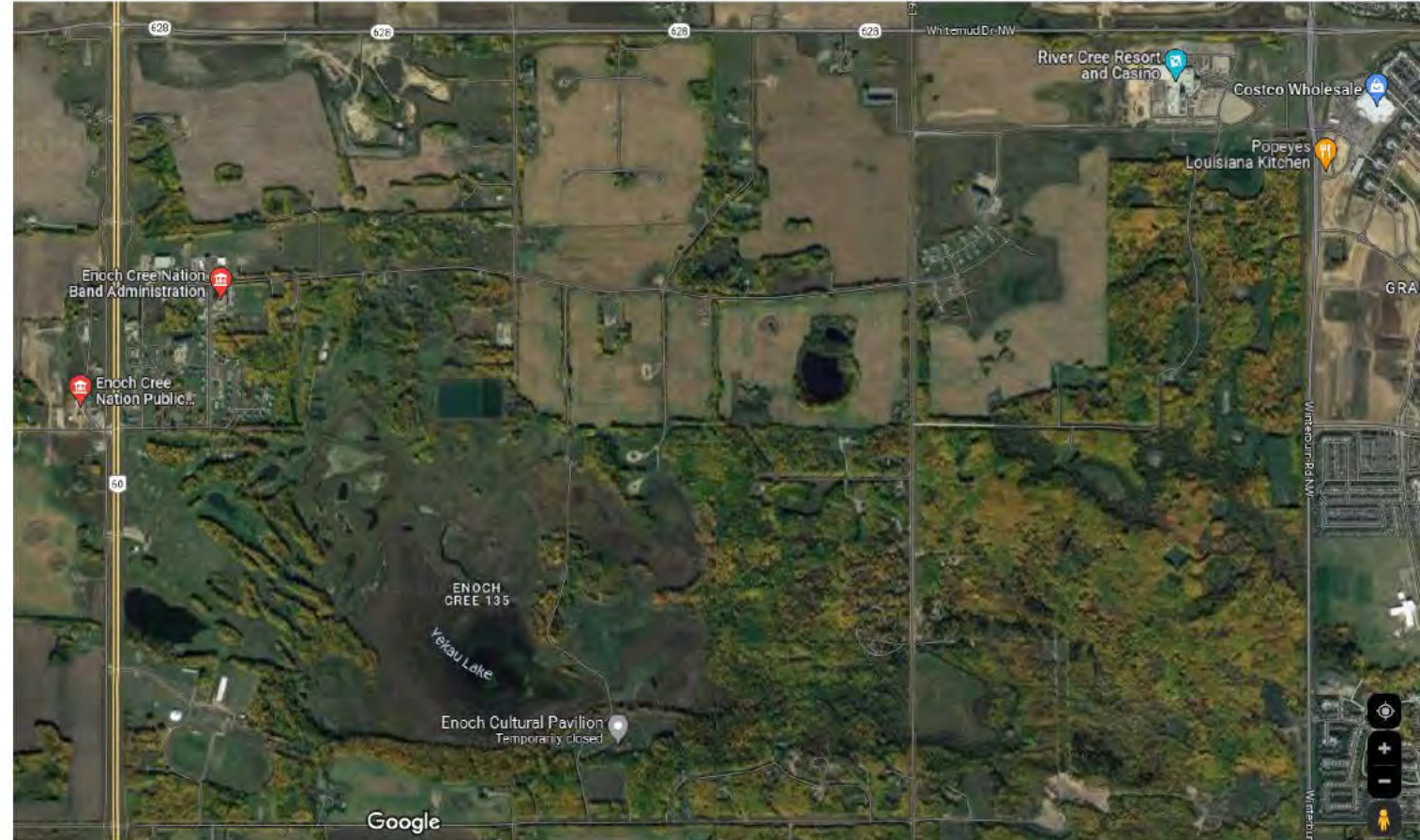
Business listings overview

- Industrial buildings
 - 24 Boulder Av (2,996 sq. ft. / 1.5 ac / \$1.2 mill / 283 DOM)
 - #101 79 Boulder Blvd (4,800 sq. ft. / \$1.2 mill / 364 DOM)
 - 33 Boulder Bv (11,050 sq. ft. / \$1.75 mill / 5 DOM)
 - 52529 Glory Hills Rd (4.9 ac / \$1.8 mill / 79 DOM)
 - 3830 49 Av (12,272 sq. ft. / \$2.9 mill / 13 DOM)
 - 86 Boulder Bv (1.49 ac / \$3.2 mill / 231 DOM)
- Industrial land
 - 4911 49 Av (43,560 sq. ft. / \$598,000 / 11 DOM)
 - 3828 49 Av (0.99 ac / \$650,000 / 13 DOM)
- Retail
 - #105 4911 44 Av (6,405 sq. ft. / \$337,590 / 451 DOM)
- Commercial land
 - 4917 47 Av (1 ac / \$399,900 / 453 DOM)
 - 5405 48 St (0.34 ac / \$399,000 / 80 DOM)
 - 3909 49 Av (1 ac / \$548,000 / 221 DOM)
 - 1017 79 Av (7.3 ac / \$995,000 / 173 DOM)
 - 4002 50 St (1.8 ac / \$1.32 mill / 40 DOM)
 - 4202 Veterans Bv (1.2 ac / \$1.7 mill / 307 DOM)
 - 52532 Glory Hills Rd (113 ac / \$3.97 mill / 73 DOM)
- Residential (~120 listings) inc vacant land

*DOM: Days on Market as of mid-May 2023 (all the following listings)

Regional Profile – Enoch First Nation

- Preparing strategic economic development plan (expected fall 2023)
- Located south of Acheson and bordered by Edmonton residential to the east
- Community primarily has residential and institutional uses
- River Cree Resort and Casino (near Costco) is a major employer industry, with some supporting retail adjacent in City of Edmonton.



Regional Profile – Paul First Nation

- Community primarily has residential and institutional uses.
- Nearby Duffin provides a small local neighbourhood retail and services cluster.

OBJECTIVES OF THE COMMUNITY

The P.F.N. Economic Development is committed to the on going development of First Nation's land, fiscal, hydrocarbon reserves, and human resources

The P.F.N. Economic Development will seek for business, and employment opportunities within the province and abroad for the benefit of the P.F.N members

The P.F.N. Economic Development is also committed to the P.F.N. members for a fair distribution of benefits, and opportunities

The P.F.N. Economic Development is further committed in working with Chief and Council, and all departments for the betterment of the Paul First Nation

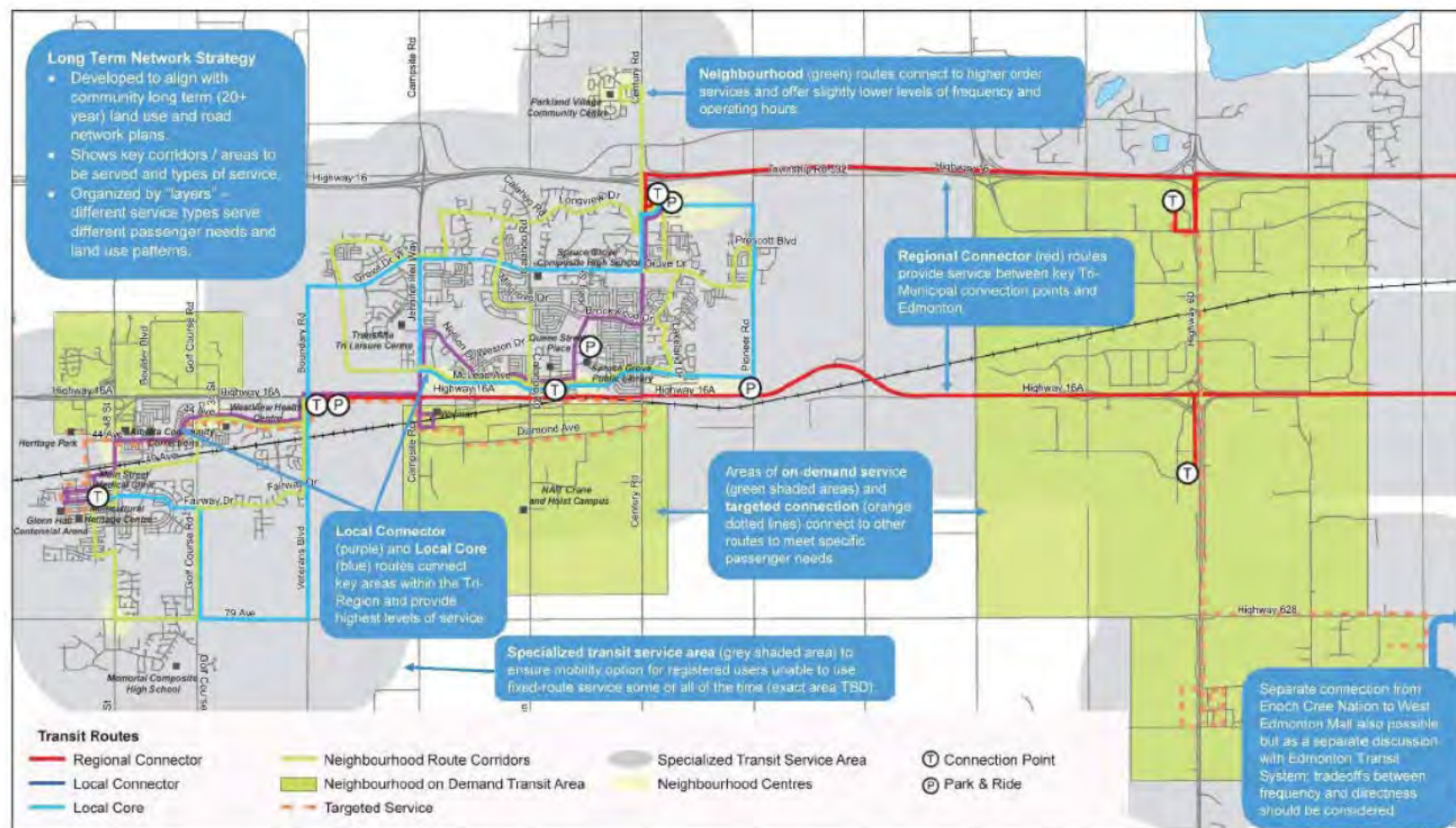
PRINCIPLES

1. The Paul First Nation are an aboriginal people with rights that are protected under treaty, covenants, charters, and laws with respect to Sections 91 and 92 of the Constitution Act 1867, and Section 35 of the Constitution Act 1982.
2. That the people of the PFN continue to practice the ancient customs, rituals, and practices with respect to hunting, fishing, trapping, and gathering.
3. That the PFN have the inalienable right to determine their own social, cultural, and economic pursuits as defined by international laws and covenants. There must be a commitment from companies to respect the aspirations of the PFN with reference to their choices of employment and vocation by providing opportunities to the PFN in a meaningful and prudent manner within the principles of good faith and fair dealings.
4. That the PFN hunting, fishing, trapping, and gathering take precedence over other uses in the said lands, and that the PFN must be afforded first consideration in the planning of industrial activity.

Regional Profile – Tri-Municipality

Tri-Municipal Regional Transit Plan (2018)

- Focusing transit services on Acheson (Parkland County), Spruce Grove and Stony Plain with connections to EMR (Regional Connector)
- Varying levels of service with industrial areas having on demand transit
- Shifting to focus on youth, seniors and families in addition to commuters



Regional Profile – Tri-Municipality

Tri-Municipal Labour Market Strategy & Action Plan (2018)

- Parkland County represented 43% of the estimated 35,000 jobs in the municipality, and 39% of the labour force residing in the Tri-Municipality (~47,500 workers)

Industry (employees)	Small (<50)	Medium (50-199)	Large (200+)	Total (All)
11 Agriculture, forestry, fishing and hunting	—	—	—	0
21 Mining, quarrying, and oil and gas extraction	21	—	—	21
22 Utilities	4	—	—	4
23 Construction	—	280	—	280
31-33 Manufacturing	66	25	—	91
41 Wholesale trade	17	22	130	169
44-45 Retail trade	25	50	—	75
48-49 Transportation and warehousing	240	16	—	256
51 Information and cultural industries	—	—	—	0
52 Finance and insurance	14	—	—	14
53 Real estate and rental and leasing	18	10	—	28
54 Professional, scientific and technical services	—	—	—	0
55 Management of companies and enterprises	—	—	—	0
56 Administrative and support, waste management and remediation services	7	—	—	7
61 Educational services	4	—	12	16
62 Health care and social assistance	—	—	—	0
71 Arts, entertainment and recreation	33	12	—	45
72 Accommodation and food services	36	—	—	36
81 Other services (except public administration)	9	—	—	9
91 Public administration	—	—	12	12
Total	493	415	154	1,063

Parkland County: Number of employees who left as a result of voluntary turnover in the 12 months prior to the survey

Industry	Parkland County	Spruce Grove	Stony Plain	Total
11 Agriculture, forestry, fishing and hunting *	600	76	30	706
21 Mining, quarrying, and oil and gas extraction	1,252	47	36	1,335
22 Utilities	932	68	7	1,006
23 Construction	2,553	1,598	847	4,998
31-33 Manufacturing	1,115	481	194	1,790
41 Wholesale trade	1,449	84	149	1,682
44-45 Retail trade	1,069	2,074	839	3,981
48-49 Transportation and warehousing	1,053	485	225	1,763
51 Information and cultural industries	26	253	146	425
52 Finance and insurance *	244	548	317	1,108
53 Real estate and rental and leasing	237	408	70	714
54 Professional, scientific and technical services	289	989	888	2,167
55 Management of companies and enterprises *	38	7	6	51
56 Administrative and support, waste management and remediation services	562	242	232	1,036
61 Educational services	252	1,088	868	2,207
62 Health care and social assistance *	779	1,299	1,715	3,793
71 Arts, entertainment and recreation	221	294	101	616
72 Accommodation and food services	108	1,411	500	2,019
81 Other services (except public administration)	819	730	267	1,816
91 Public administration *	403	576	783	1,762
Total	15,178	12,221	7,577	34,975

Source: Data has been estimated based on scaled Tri-Municipal Region employer survey results.

Regional Profile – Tri-Municipality

Tri-Municipal Labour Market Strategy & Action Plan (2018)

- Parkland County reported 556 vacant positions including:
 - 178 in Transportation and Warehousing
 - 107 in Construction
 - 65 in Other services
- “Overall, 21% of Tri-Municipal Region employers reported having difficulty recruiting qualified employees in the prior year”

Tri-Municipality: Top 10 Occupations that have been the most difficult to fill

NOC Code	Occupation	%
7511	Truck drivers	15%
7312	Heavy duty equipment mechanics	9%
4212	Community and social service workers	4%
6421	Retail salespersons	4%
7237	Welders and related machine operators	4%
7321	Automotive service technicians, truck and bus mechanics and mechanical repairers	3%
7611	Construction trades helpers and labourers	3%
8612	Landscaping and grounds maintenance labourers	3%
1522	Storekeepers and parts clerks	2%
2242	Electronic service technicians (household and business equipment)	2%

Tri-Municipality: Labour Force by Municipality

Industry	Parkland County	Spruce Grove	Stony Plain	Total
11 Agriculture, forestry, fishing and hunting	789	147	120	1,056
21 Mining, quarrying, and oil and gas extraction	1,105	877	596	2,578
22 Utilities	426	325	216	968
23 Construction	3,204	3,091	1,552	7,847
31-33 Manufacturing	1,013	1,091	422	2,527
41 Wholesale trade	883	1,173	506	2,562
44-45 Retail trade	1,752	2,533	1,072	5,357
48-49 Transportation and warehousing	1,033	921	534	2,488
51 Information and cultural industries	133	209	69	410
52 Finance and insurance	483	531	217	1,231
53 Real estate and rental and leasing	317	327	218	862
54 Professional, scientific and technical services	1,299	1,014	419	2,733
55 Management of companies and enterprises	40	30	20	90
56 Administrative and support, waste management and remediation services	729	638	314	1,681
61 Educational services	888	1,205	456	2,550
62 Health care and social assistance	1,466	1,888	884	4,238
71 Arts, entertainment and recreation	368	392	192	951
72 Accommodation and food services	809	1,338	633	2,780
81 Other services (except public administration)	1,022	948	473	2,443
91 Public administration	812	873	399	2,084
Total	18,571	19,552	9,313	47,436

Source: Data has been developed from the Federal Census and advanced from 2016 to 2018.

Regional Profile – Tri-Municipality

Tri-Municipal Labour Market Strategy & Action Plan (2018)

Tri-Municipality: Top 20 Growth Occupations 2017-22 (4 digit NAICS)

Rank			Occupation			
2017	2022	+/-		2017	2022	Change
1	1		6421 Retail salespersons	1,388	1,466	79
2	2		0621 Retail and wholesale trade managers	834	882	47
6	5	+1	7611 Construction trades helpers and labourers	597	640	43
3	3		7511 Transport truck drivers	641	683	42
4	4		6711 Food counter attendants, kitchen helpers and related support occupations	630	667	36
7	7		6611 Cashiers	555	587	32
5	6	-1	3012 Registered nurses and registered psychiatric nurses	610	639	30
14	13	+1	7271 Carpenters	387	416	30
18	17	+1	7241 Electricians (except industrial and power system)	371	400	29
19	19		0711 Construction managers	364	391	26
8	8		1221 Administrative officers	548	574	26
9	9		1411 General office support workers	506	530	24
15	15		6513 Food and beverage servers	380	403	23
17	16	+1	7452 Material handlers	379	401	22
12	12		1111 Financial auditors and accountants	395	417	21
10	10		1241 Administrative assistants	433	454	21
23	23		6731 Light duty cleaners	327	346	19
13	14	-1	3413 Nurse aides, orderlies and patient service associates	389	408	19
22	22		6322 Cooks	330	349	19
16	18	-2	0733 Janitors, caretakers and building superintendents	380	399	19

Source: Data has been projected using Applications Management Consulting Ltd's Employment Demand Forecasting Model.

Tri-Municipality: Employment by NAICS Forecast

Industry	2017	2018	2019	2020	2021	2022	Net
11 Agriculture, forestry, fishing and hunting	706	715	720	726	732	737	31
21 Mining, quarrying, and oil and gas extraction	1,335	1,298	1,260	1,223	1,187	1,150	-185
22 Utilities	1,006	992	977	959	941	927	-79
23 Construction	4,998	5,076	5,158	5,236	5,314	5,401	403
31-33 Manufacturing	1,790	1,814	1,838	1,862	1,886	1,911	121
41 Wholesale trade	1,682	1,703	1,723	1,739	1,756	1,777	95
44-45 Retail trade	3,981	4,035	4,081	4,120	4,159	4,208	227
48-49 Transportation and warehousing	1,763	1,791	1,820	1,849	1,878	1,909	146
51 Information and cultural industries	425	429	433	437	441	445	20
52 Finance and insurance	1,108	1,120	1,130	1,137	1,145	1,156	48
53 Real estate and rental and leasing	714	722	728	733	738	745	31
54 Professional, scientific and technical services	2,167	2,197	2,242	2,285	2,330	2,377	210
55 Management of companies and enterprises	51	51	52	52	52	53	2
56 Administrative and support, waste management and remediation services	1,036	1,051	1,064	1,076	1,088	1,102	66
61 Educational services	2,207	2,230	2,249	2,263	2,278	2,298	91
62 Health care and social assistance	3,793	3,832	3,868	3,903	3,939	3,978	185
71 Arts, entertainment and recreation	616	624	632	640	648	657	41
72 Accommodation and food services	2,019	2,046	2,071	2,092	2,113	2,140	121
81 Other services (except public administration)	1,816	1,839	1,861	1,879	1,897	1,920	104
91 Public administration	1,762	1,782	1,799	1,812	1,824	1,842	80
Total	34,975	35,347	35,706	36,023	36,346	36,733	1,758

Source: Data has been projected using Applications Management Consulting Ltd's Employment Demand Forecasting Model.

Regional Profile – Tri-Municipality

Tri-Municipal Labour Market Strategy & Action Plan (2018)

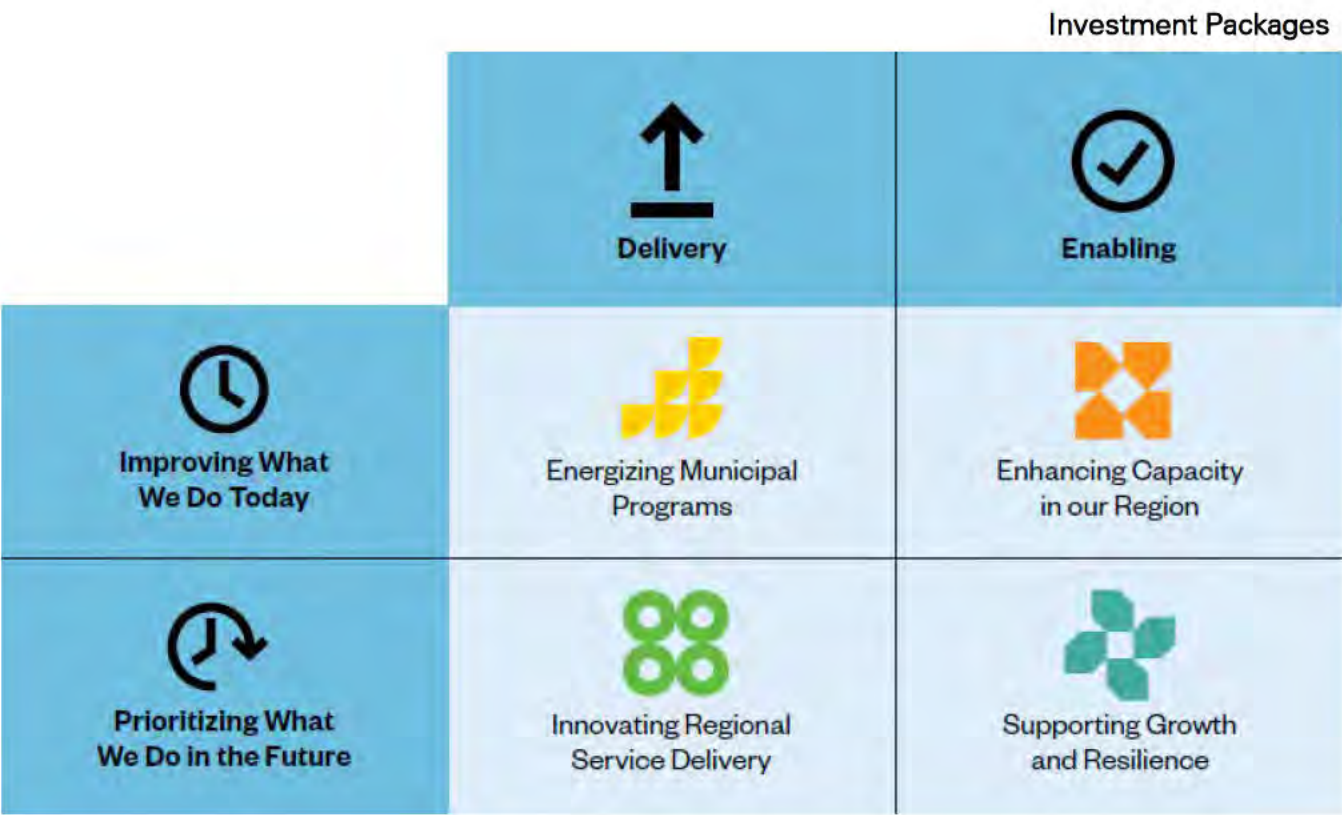
- Action Plan intended for use by regional stakeholders
- Notable themes related to policy
 - Employ a diverse workforce
 - Increase training opportunities (including career planning, especially for transitioning workers affected by the coal phase out)



Regional Profile – Tri-Municipality

Tri-Municipal Regional Plan (2021)

- Spurred by the phase out of coal-fired electricity and funding for community economic diversification
- Represents recommendations from 8 secondary regional plans including Housing Needs Assessment and Strategy, and Economic Development Strategy
- Focused on municipal collaboration and driving investment in the region (includes investment packages)



Regional Profile – Tri-Municipality

Tri-Municipal Regional Plan (2021)

Note: Supporting Growth and Resilience package aims to reduce 'red tape' in programs and development focus is on infill and mixed land development

- Foundational (1-5 yrs)
 - Review partnerships with Indigenous communities (45)
 - Advocate for affordable housing (56)
 - Encourage more affordable housing options (72)
 - Build regional fibre network that addresses infra gaps and provides the connectivity required to be competitive (85)
 - Support the creation of a Start-Up Business Support Network (93)
 - Develop an approach to encourage and facilitate urban infill development (179)
 - Development of common municipal design standards and guidelines (184)
 - Leverage access to Hwy 16 A (196)
 - Develop areas with mixed land use and tighter transportation grid (200)

Regional Profile – Tri-Municipality

Tri-Municipal Regional Plan (2021)

- Developmental (6-10yrs)
 - Advocate for housing allowance and rental supplements (60)
 - Engage developers in review of municipal regulation and development standards to improve housing affordability (71)
 - Establish policy to locate new non-market housing throughout the municipalities (74)
 - Focus new non-market housing on lone parents and non-elderly single person households (75)
 - Adopt regional policies to guide non-market housing (78)
 - Improve non-market funding capacity through partnerships (79)
 - Implement expanded ASP model (252) – *for waste management included long-term potential for shared recycling facility for the region*

Parkland County Technical Growth Study (2017)

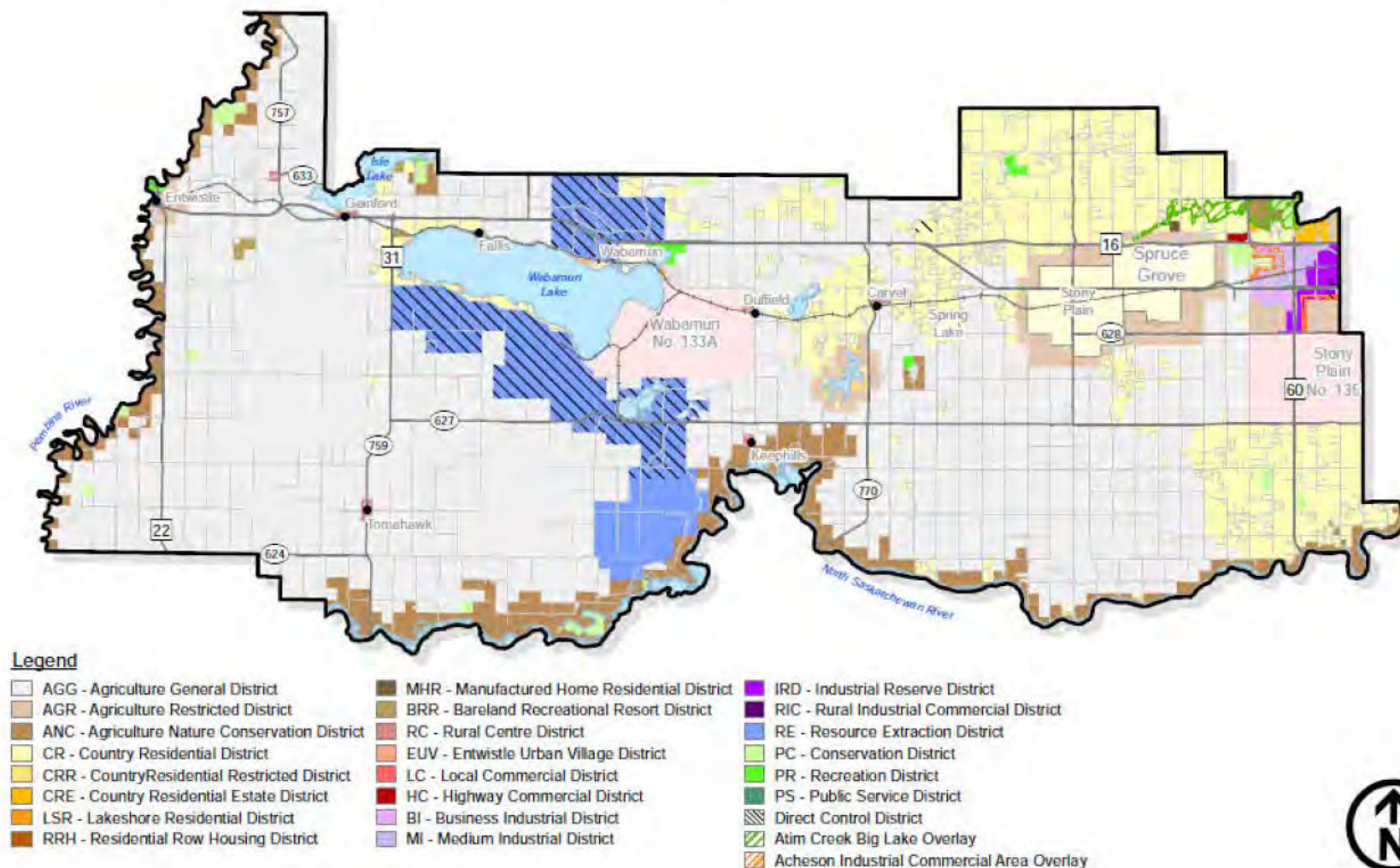
- Informs the Sustainability Plan and MDP by identifying growth opportunities and desirable development patterns, and supporting economic diversification
- Growth scenarios to 2046 (*people / jobs*) based on the Capital Regions forecasts
 - 1) Status quo scenario (*48,270 / 16,341*)
 - Capital Region economy continues to be centered on energy sector and related support industries
 - 2) Economic diversification – High scenario (*50,760 / 17,185*)
 - “Value added” agriculture, tourism, and specialized manufacturing play a larger role; energy sector plays a smaller role
 - 3) Economic diversification – Low scenario (*45,913 / 15,544*)
 - Similar to high scenario but with slower growth in key industries.
- Specifically encourages **concentrated growth** in identified hamlets and employment areas
- Encourages promoting **Entwistle** as sub-regional hub which would slightly increase the western population (total population forecasts would remain the same)

Technical Growth Study (2017)

Parkland County is subject to Edmonton Metropolitan Regional Growth Plan, specifically

- The Metropolitan area (inc. Acheson Industrial)
 - “Intensification of existing development areas;
 - Compact and contiguous greenfield areas; and
 - Concentrated growth areas such as employment areas” (p 22)
- Rural area
 - “Growth in existing towns and hamlets;
 - Mixed land uses; and
 - Growth and diversification of the agricultural sector” (p 22)

FIGURE 2 | PARKLAND COUNTY EXISTING LAND USE

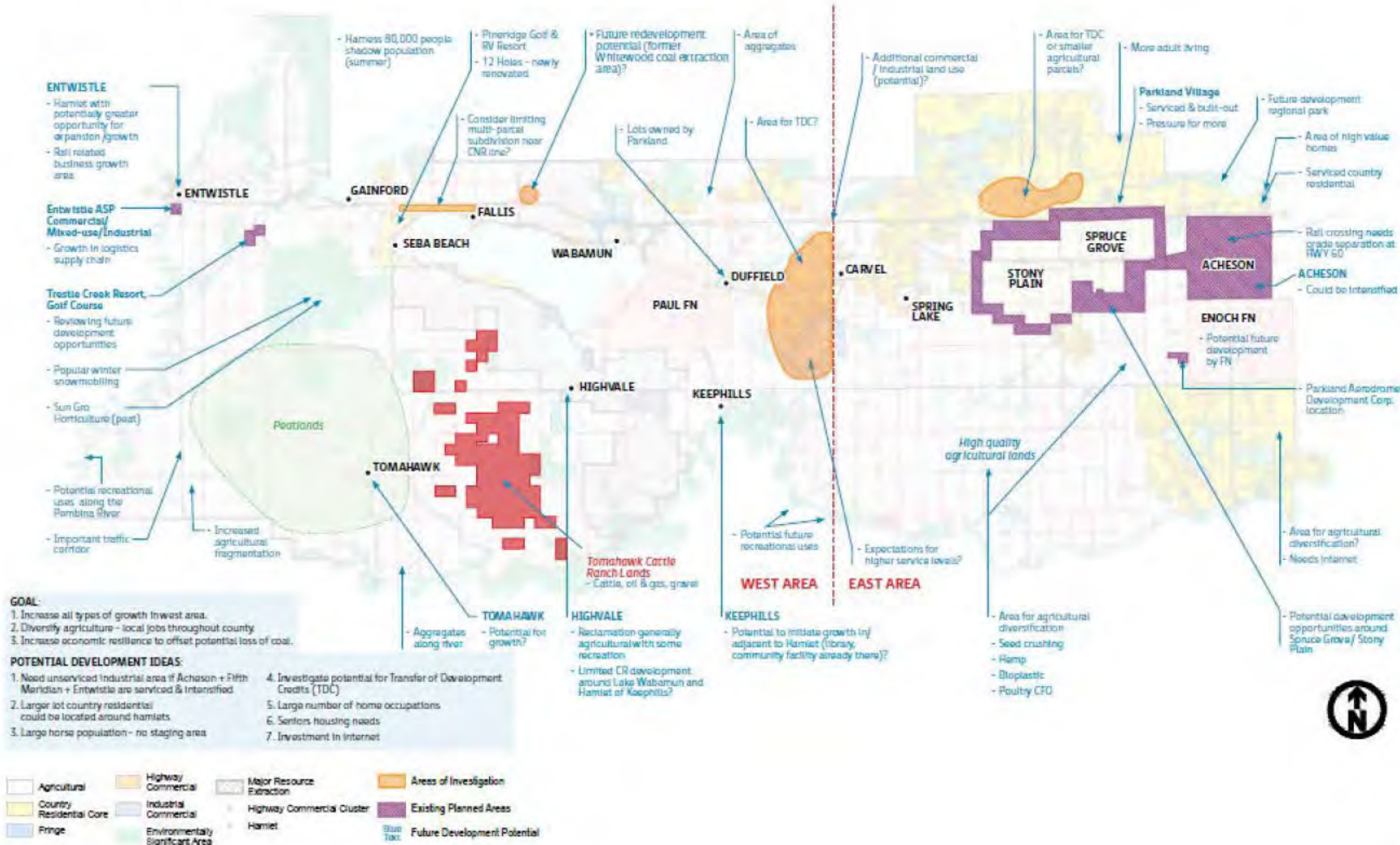


Technical Growth Study (2017)

FIGURE 4 | OPPORTUNITIES AND CONSTRAINTS ANALYSIS

Areas of investigation

- North of Stoney Plain (Transfer of Development Credits?)
- Between Duffield and Carvel, south of Hwy 16
- Northeast of Fallis (former Whitewood area)
- Northwest of Fallis along Hwy 16



Technical Growth Study (2017)

Strategic Development Areas (SDAs) cover the entire County.

It is unclear how the preferred development scenarios connect with the SDAs.

FIGURE 6 | STRATEGIC DEVELOPMENT AREAS

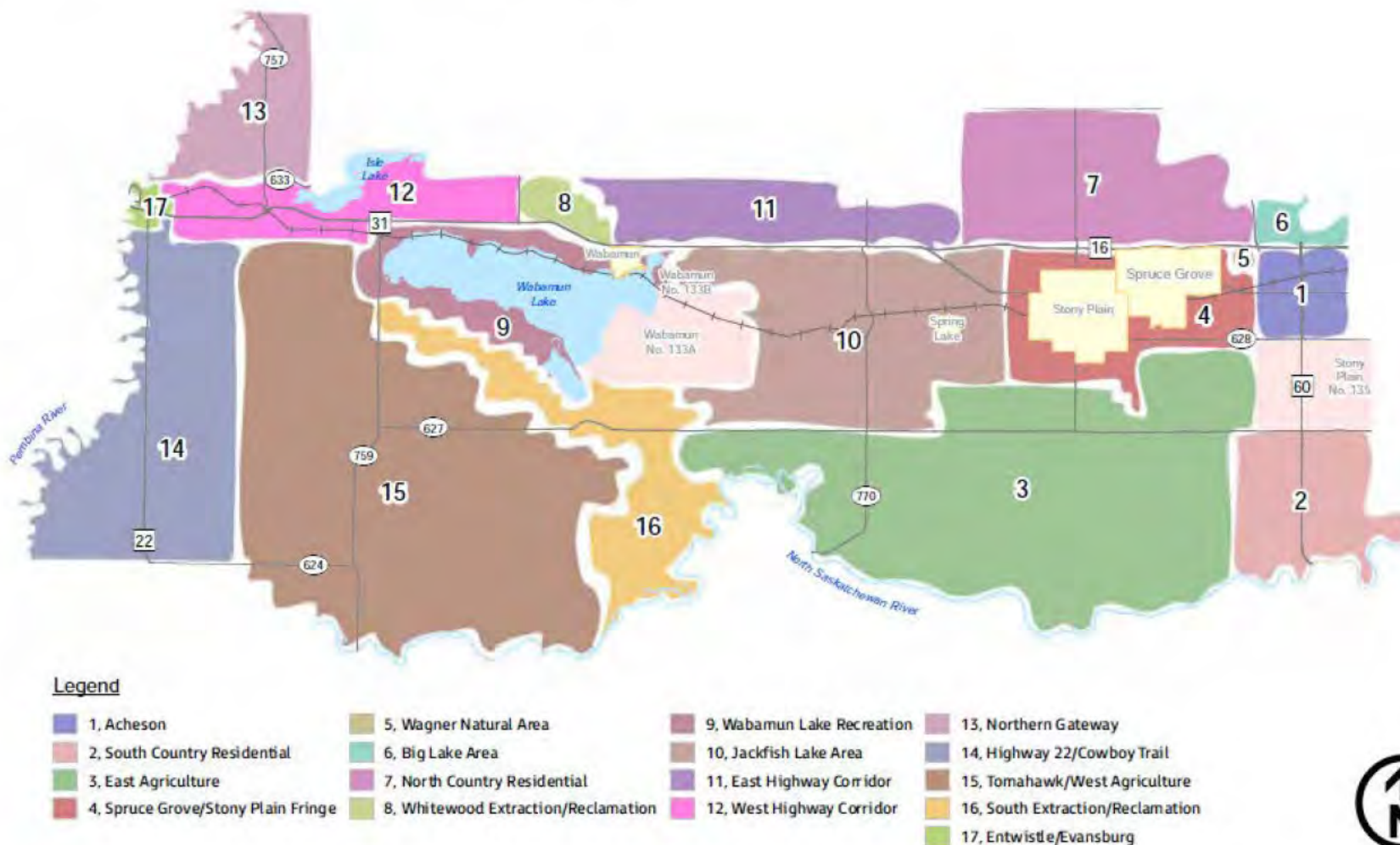
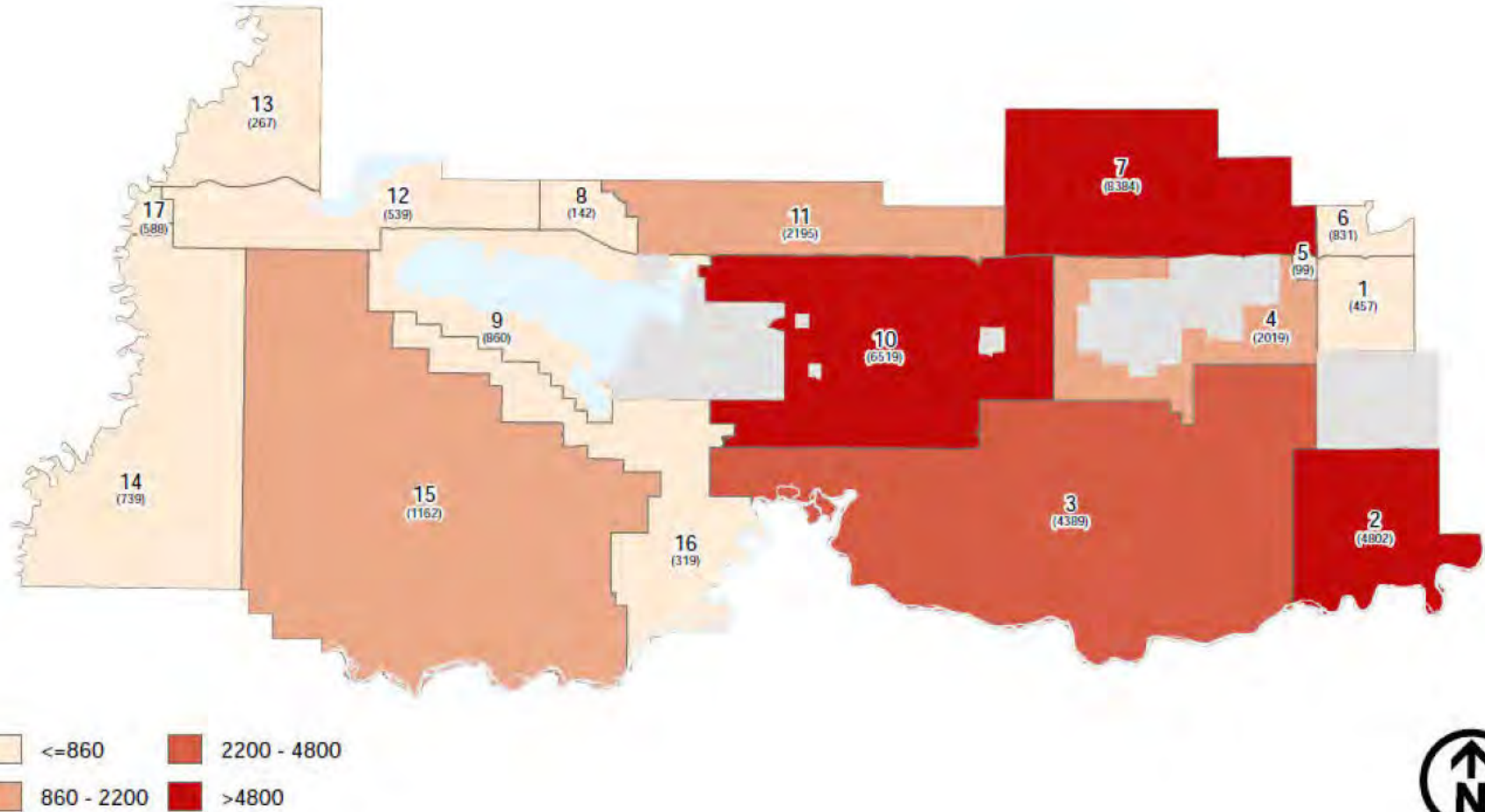


FIGURE 8 | 2015 POPULATION ALLOCATION BY SDA

**Technical Growth Study
(2017)**



Technical Growth Study (2017)

Residential development trends

- Eastern portion of County – dispersed county residential
- Southwest – agricultural land fragmentation for larger-lot residential (especially near highways)
- Southeast – some mixed-use development including diverse agri-operations and home occupations
- Future reconsideration of Entwistle, Tomahawk and Duffield as growth Hamlets may wish to be undertaken to ensure compact, cost-efficient long-term growth

TABLE 5 | HAMLET RANKING & PRIORITIZATION RESULTS SUMMARY

Hamlet	Score	Hamlet Characteristics	Hamlet Type Designation
Entwistle	13	• All growth is municipally serviced • Accommodates a range of housing types and densities • Has a range of residential and non-residential land uses • Is a priority area for County investment • Acts as a sub-regional centre • Infills and intensifies over time • Is planned through Area Structure Plans or Outline Plans	Priority Growth Hamlet
Tomahawk	11	• Characterized by some degree of municipal servicing • Growth is municipally serviced when possible	Growth Hamlet
Duffield	10	• Accommodates some diversity of housing types and densities	
Carvel	9	• Is a location for non-residential growth • Has potential to provide sub-regional level of services over time	
Gainford, Keephills & Fallis	7	• Development has private, on-site servicing • Development occurs on a site-by-site basis • May have non-residential development	Rural Hamlet

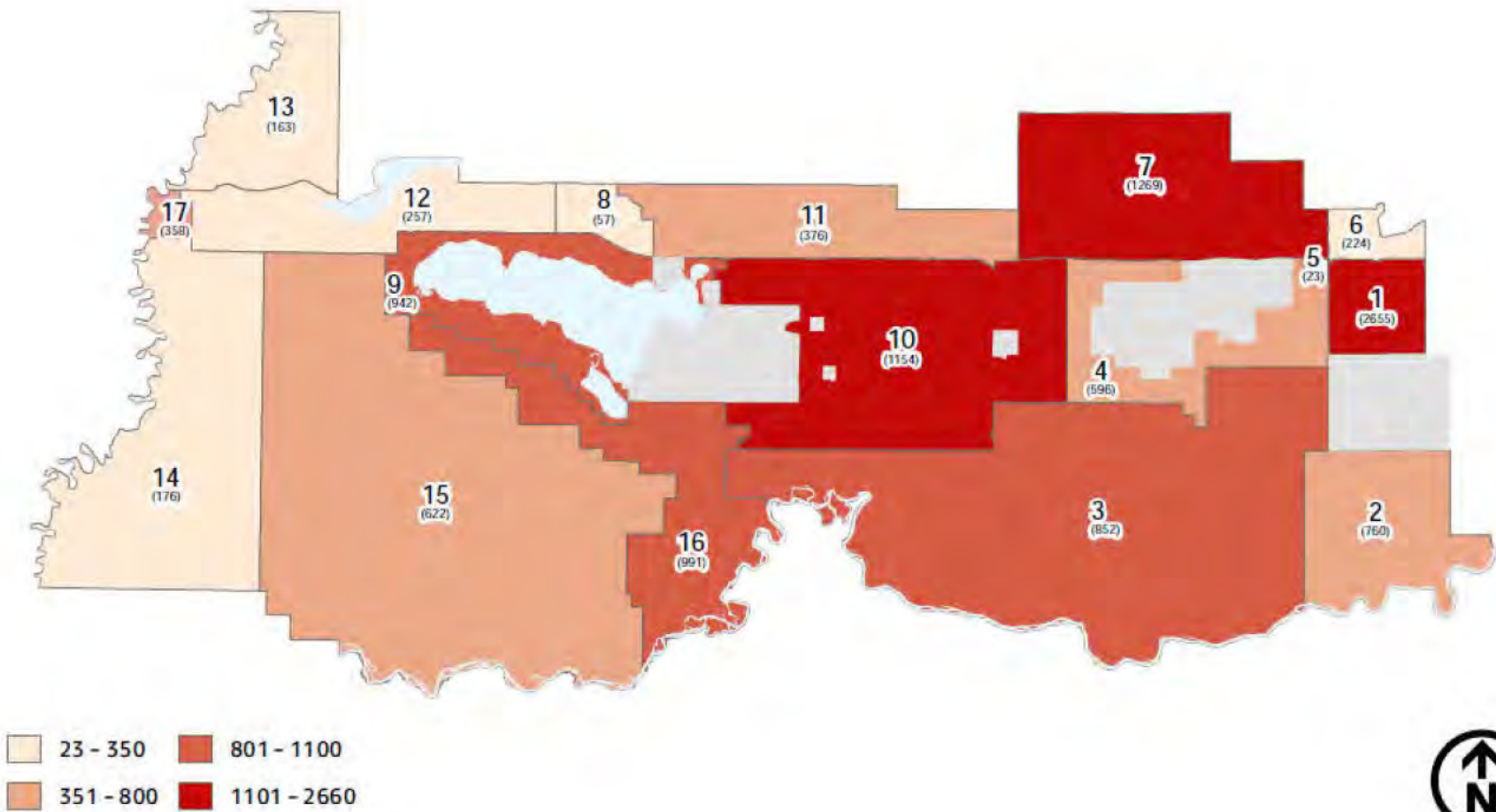


KEY RECOMMENDATION

Designate Entwistle as a Priority Growth Hamlet and Tomahawk and Duffield as Growth Hamlets.

FIGURE 7 | 2015 EMPLOYMENT ALLOCATION BY SDA

Technical Growth Study
(2017)



Technical Growth Study (2017)

Employment development trends

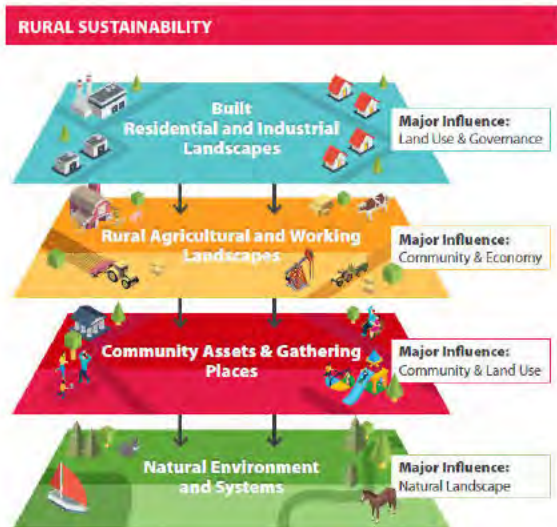
- Yellowhead Hwy (Hwy 16) – scattered business development
- Rural areas - scattered business development with a focus on natural resource extraction and agri-business development

TABLE 7 HAMLET RANKING & PRIORITIZATION RESULTS SUMMARY			
Non-Residential Area	Score	Characteristics	Employment Area Type Designation
Acheson	12	• Growth is municipally serviced • Provides strong assessment value	Major Employment Area
Fifth Meridian	10	• Infills and intensifies over time • Accommodates higher intensity and density of growth	
Entwistle*	9	• Is planned through Area Structure Plans • Requires good proximity to transportation corridors and regional markets	
Highvale North	6	• Accommodates outdoor storage or low service development • Provides moderate assessment value	Local Employment Area
Manly Corner (Hwy 43 & 16)	6	• Has ability to provide sub-regional or regional level of service • Future growth may be municipally serviced when possible	
Wabamun North	5	• May infills and intensifies over time and transition to a Major Employment Area • Future planning would occur through Area Structure Plans	

* Entwistle is identified as a local employment area currently, but is expected to be a major employment area over time

Parkland County Sustainability Plan (2017)

- 30yr plan to building a resilient and sustainable community with a diverse economy
- Rural sustainability foundation
 - “Parkland County will steward our natural environment and foster a sustainable and diverse economy while maintaining our rural character. We will be innovative and creative in growing a healthy community that provides equitable opportunities for all, and we will celebrate our heritage and culture” (p 19)



Rural sustainability, from a land use perspective, is the interplay of all these layers

LONG-TERM SUSTAINABILITY OBJECTIVES



Parkland County Sustainability Plan (2017)

- Concepts of interest
 - Economic diversification beyond oil and gas-related companies
 - Agricultural heritage
 - Rural character
 - Complete communities
- Challenges
 - Population decline in some rural hamlets and outlying areas. Youth attracted to urban centres
 - Competing land uses including agriculture (primary use), resource extraction, residential and electrical power generation
 - Reliable internet connectivity
 - High risk for drought, water quality issues and localized flooding
- Opportunities
 - Increased job diversification, rural development and community networks can support youth
 - “incorporate natural landscapes and small agricultural holdings into urban development in order to retain the rural character and limit the fragmentation of agricultural lands and ecosystems” (p 37)
 - Increase waste diversion from landfills

Parkland County Sustainability Plan (2017)

Economic workplan



ECONOMY

A state in which the community's economy is able to generate prosperity now and in the future.



BROAD OBJECTIVE: Innovative and diversified industrial and commercial development.

STRATEGY: Plan for strategic infrastructure development and collaborate regionally to support diverse business opportunities.

- RECOMMENDED ACTIONS:**
- Develop an Economic Diversification Strategy to identify economic assets and evaluate gaps and barriers for economic expansion.
 - Establish dedicated industrial and commercial development zones through Municipal Development Plan policy.
 - Continue to establish and support regional economic partnerships.
 - Define and develop policies that enable **green businesses** and alternative energy production.
 - Continue to maintain a competitive advantage in business and development processes.



BROAD OBJECTIVE: A vibrant agricultural and food-producing economy.

STRATEGY: Establish policies, programs, and training to support agricultural operations and advance value-added activities in agriculture.

- RECOMMENDED ACTIONS:**
- Develop and implement a Value-added Agriculture Action Plan including actions that support primary, secondary, and tertiary food-related business.
 - Identify opportunities for clustering agriculture producers and industry to establish a **circular economy**.



BROAD OBJECTIVE: A diverse and prosperous recreation and tourism market.

STRATEGY: Support emerging and existing recreational and tourism markets, including eco-friendly options.

- RECOMMENDED ACTION:**
- Develop, implement, and monitor a Tourism Action Plan.



BROAD OBJECTIVE: Widespread entrepreneurship and rural diversification of business opportunities.

STRATEGY: Provide support for new businesses, including small business, cottage industry, and knowledge-based sector opportunities.

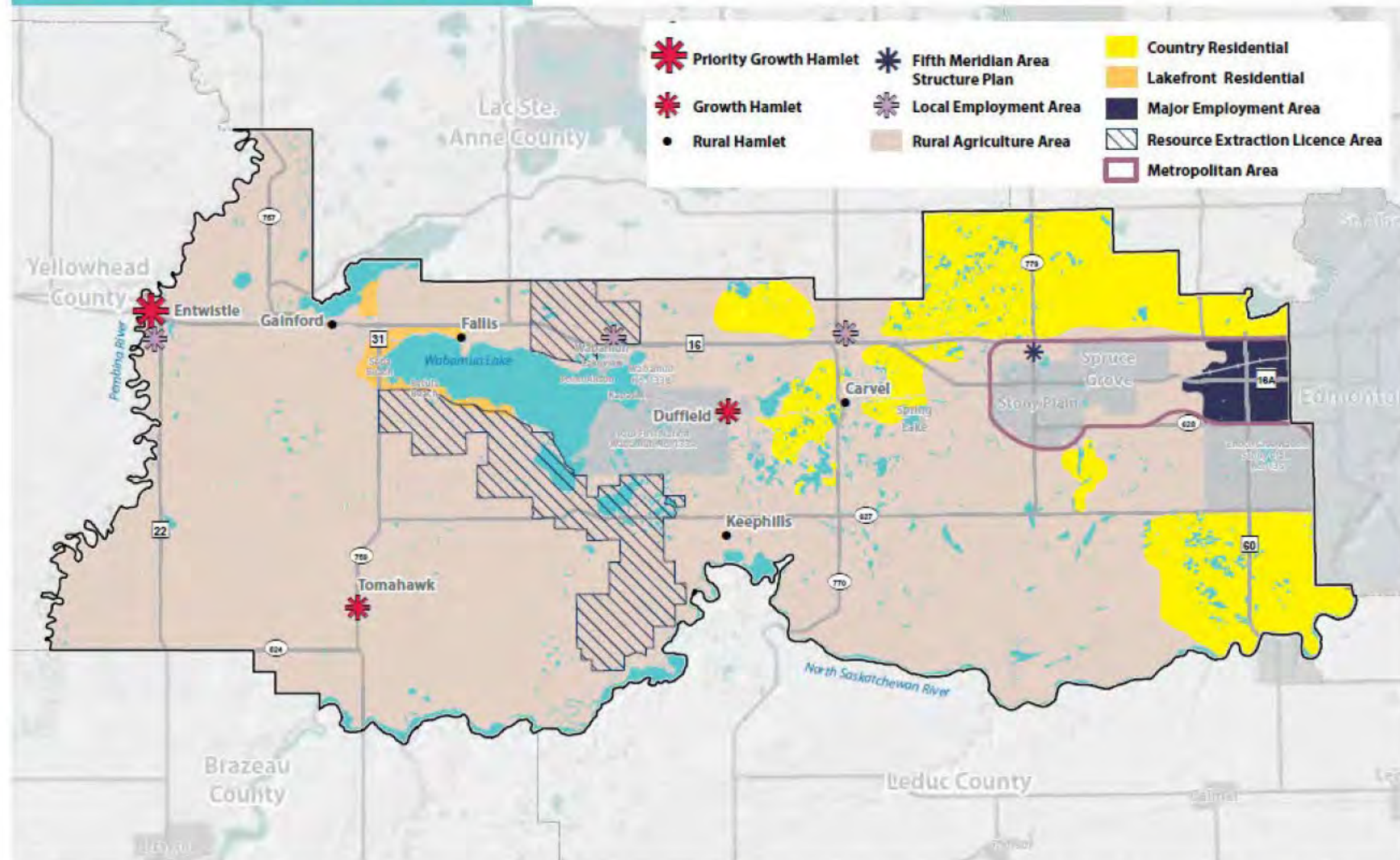
- RECOMMENDED ACTIONS:**
- Connect people to opportunities that support entrepreneurship development and community investment.
 - Develop a Rural Business Development Action Plan, in collaboration with the local business community, to identify and reduce barriers for small businesses.
 - Update the Land Use Bylaw to enable small businesses and cottage industry.

Parkland County MDP (2017)

- 30 yr plan with the vision of “One Parkland: Powerfully Connected”
- Connection to **EMRB Growth Plan**: Compact growth, connectivity to infrastructure, retention of agricultural land, and complete communities (with a range of housing options) are prominent themes. (Note the prescribed residential densities for urban municipalities do not apply to Parkland County)
- Connection to **Sustainability Plan**: “In Parkland County, *rural sustainability* means building effective relationships between the rural and urban residential and industrial landscapes to the benefit of both; One Parkland: Powerfully Connected. Urban areas require and benefit from the environmental, natural and agricultural resources found in rural areas while rural areas require the local, regional and international markets and employment created by urban centres”
- MDP encourages efficient, **clustered** and contiguous growth, and for housing, focuses on nodal development (through intensification and densification) of existing hamlets and development areas

Parkland County MDP (2017)

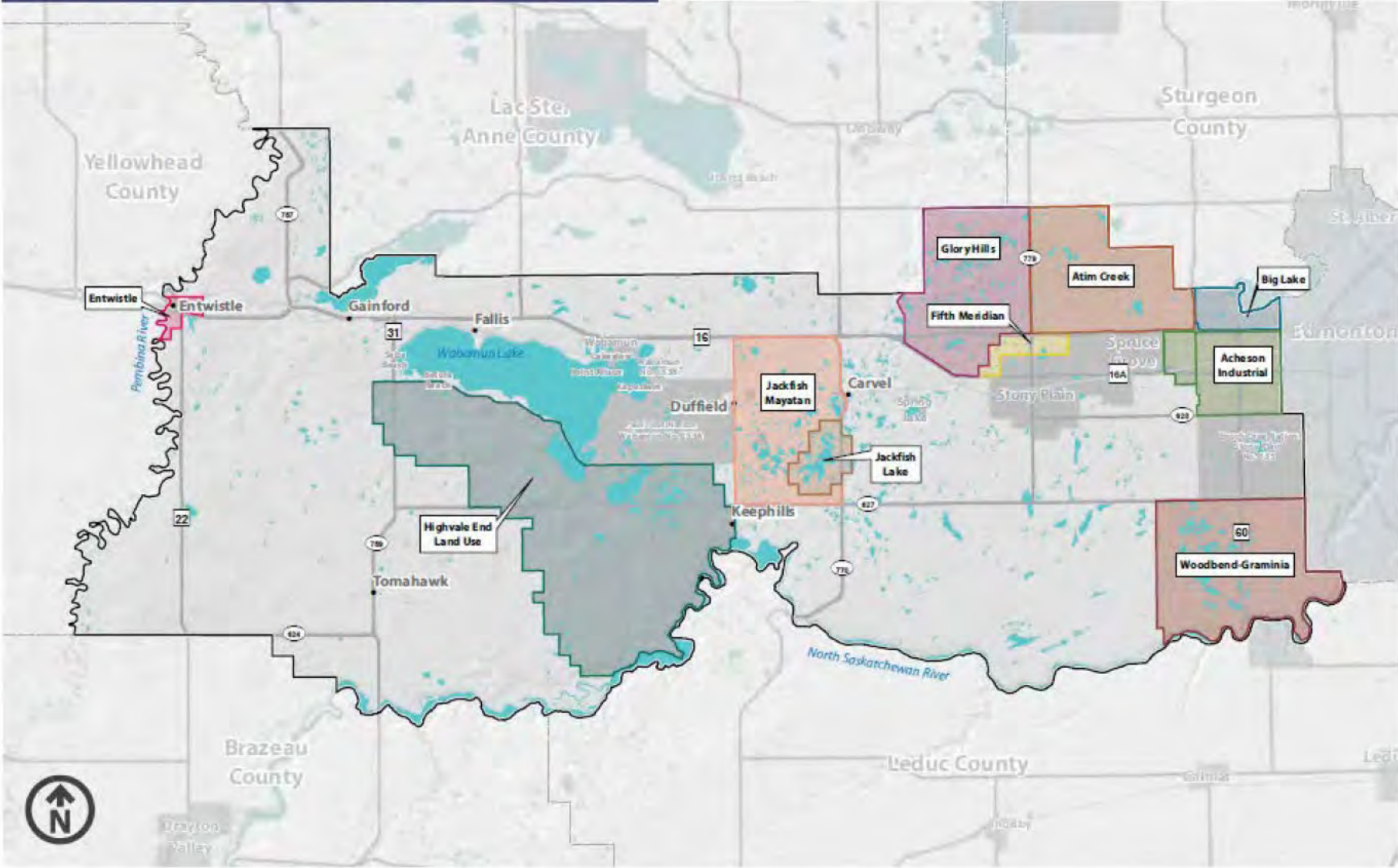
FIGURE 7 | DEVELOPMENT CONCEPT



*NOTE: Interpretation of Figure 7: Development Concept shall be considered in conjunction with policy overlay areas as depicted in Figure 9: Prime Agriculture Areas, Figure 11: Prime Recreation and Tourism Areas, and Figure 14: High Priority Landscapes.

Parkland County MDP (2017)

FIGURE 3 | APPROVED AREA STRUCTURE PLANS



Parkland County MDP (2017)

- **Economic competitiveness** is one of the focus areas. **Acheson** industrial and **Fifth Meridian** industrial are major employment areas, while Entwistle is considered a local employment area. Local services and jobs are located in hamlets.
 - Aggressively pursue economic diversification and innovation to strengthen the County's resiliency
 - Encourage a range of serviced and unserved employment opportunities throughout all areas of the County
 - Support **eco-industrial** as a way to create synergies between businesses

ECONOMIC DIVERSIFICATION & INNOVATION



Economic diversification and innovation requires the interplay of four (4) areas. Focus of growth in all four (4) areas requires coordinated efforts to:

- ✓ ATTRACT EMPLOYMENT
- ✓ RETAIN & EXPAND BUSINESS
- ✓ INCREASE CONNECTIVITY
- ✓ GROW KNOWLEDGE WORKFORCE

Parkland County MDP (2017)

- **Hamlet growth** is a focus area. The only priority growth hamlet is Entwistle (full-service rural community) followed by Duffield and Tomahawk as growth hamlets (some servicing). Rural hamlets are Gainford, Fallis, Keephills and Carvel which do not require municipal servicing. *Notably the MDP update will need to include the former village of Wabamun which is now part of Parkland County.*
 - A variety of **hamlet housing** is encouraged inc. "detached dwellings, duplexes, tri-plexes and four-plexes, manufactured home, multi-residential dwellings (low rise apartments), secondary suites and garden suites". Mixed use development in hamlets along with infill is also encouraged.
- **Rural communities** and housing was a separate focus area which focused on county residential and lakefront residential which also encouraged mixed land uses and rural complete communities

HAMLET GROWTH

Priority Growth Hamlets | Priority Growth Hamlets are full-service rural communities with a range of land uses, housing types, rural services and minimum density requirements. Development in Priority Growth Hamlets is guided by the policies of this Municipal Development Plan and the Edmonton Metropolitan Region Growth Plan for growth hamlets. *Entwistle is identified as the County's only Priority Growth Hamlet.*

Growth Hamlets | Growth hamlets are smaller than Priority Growth Hamlets in size. They have some municipal servicing, amenities and alternative forms of housing. Prioritization for investment in Growth Hamlets will follow after Priority Growth Hamlets. These growth hamlets are anticipated to grow at or above traditional rates of growth. Growth Hamlets support a range of land uses and services where appropriate transportation and utility servicing are available. *Duffield and Tomahawk are identified as the County's Growth Hamlets.*

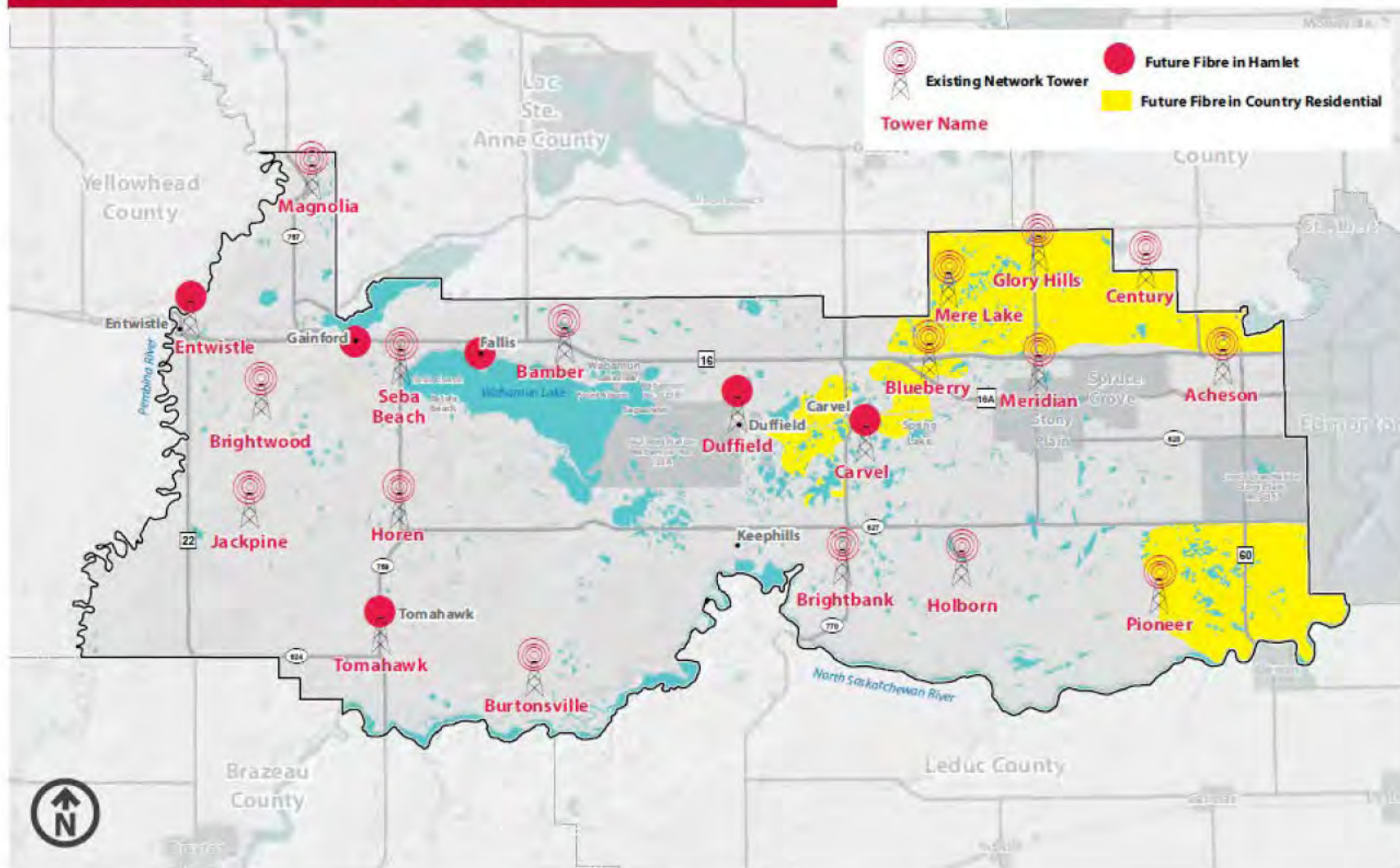
Rural Hamlets | Rural hamlets are communities that have been identified for growth that do not require municipal servicing and additional amenities. *Gainford, Fallis, Keephills and Carvel are identified as the County's Rural Hamlets.*

Greenfield Areas | Greenfield Areas in Parkland County shall be located in existing hamlets or where hamlet boundaries can be expanded to incorporate new growth. Greenfield Areas provide an opportunity for serviced residential development in a compact urban form which supports a mix of land uses. These areas are expected to be higher density in nature. Residential density and development in greenfield areas shall comply with the Edmonton Metropolitan Region Growth Plan.

Parkland County MDP (2017)

- Investing in communication and digital networks through partnerships and advocacy is also covered in the MDP
- All hamlets identified in the MDP will have fibre in the future.

FIGURE 15 | SMART PARKLAND NETWORK



Parkland County Strategic Plan (2022-2025)

- Priorities (goal 1): "To explore strategies that encourage **new businesses** to locate in Parkland County. Priority strategy: Solidify an **investment strategy** for **Acheson** lands to ensure **maximum build-out** can be achieved"
- Pillar B: "Strategic Economic Diversification- We support the continuation and evolution of **traditional economic activities**, while pursuing new opportunities for diversified and sustainable growth". Goals:
 - To explore strategies that encourage **new businesses** to locate in Parkland County
 - To add emphasis to **recreation** and agri-tourism as economic drivers
 - To increase **revenue generation** through new **business** and **industrial** development
 - To support **energy transition and diversification**
 - To support existing businesses in Parkland County with a focus on **micro** and **small** businesses

Population Projections Comparison -

	2015	2016	2017	2018	2019	2020	2021	2022	2023		Low 2051	Med 2051	High 2051		2046 Low scenario	2046 Status Quo	2046 High scenario
Statistics Canada		32,737					32,205										
Alberta Dashboard			32,097	32,097	32,097	32,097	32,205										
Polaris									33,303								
PC Technical Growth Study	34,310	32,097													45,913	48,270	50,760
EMRB Draft growth rate							33,519				36,568	39,950	48,982				

Most recent data

Part 2 – Residential Hamlets

- Market trends
- Inventory
- Hamlet profiles

Residential Market Trends

- National home sales have been stable since summer 2022 (CREA)
- Greater Edmonton Region - Strong beginning to the spring 2023 real estate



NEW LISTINGS



Current Month
3,348 ↑ 32.4%

Month-over-Month

YTD
8,121 ↓ -22.0%

Year-over-Year



SALES

Current Month
1,834 ↑ 42.3%

Month-over-Month

YTD
4,106 ↓ -44.6%

Year-over-Year

SELLING PRICE

AVERAGE **\$390K** MEDIAN **\$370K**

Month-over-Month 5.7% 3.9%

Year-over-Year -9.5% -8.0%



All Residential

AVERAGE **\$486K** MEDIAN **\$445K**

MoM 5.7% 3.7%

YoY -6.4% -6.9%



Detached

AVERAGE **\$365K** MEDIAN **\$365K**

MoM 2.2% 0.5%

YoY -4.1% -2.9%



Semi-Detached

AVERAGE **\$248K** MEDIAN **\$232K**

MoM -1.4% -6.6%

YoY -7.4% -12.5%



Row/Townhouse

AVERAGE **\$193K** MEDIAN **\$170K**

MoM 2.9% -1.4%

YoY -5.2% -4.8%



Apartment Condominium

Residential Market Trends – Greater Edmonton Area

MLS® HOME PRICE INDEX

\$378K
Benchmark Price

↑ 1.7%
Month-over-Month

↓ -7.8%
Year-over-Year

\$390K
Average Sales Price

↑ 5.7%
Month-over-Month

↓ -9.5%
Year-over-Year

\$370K
Median Sales Price

↑ 3.9%
Month-over-Month

↓ -8.0%
Year-over-Year

BENCHMARK PRICE TREND




\$430K Benchmark Price

↑ 1.8%
Month-over-Month

↓ -7.7%
Year-over-Year

SINGLE FAMILY


\$183K Benchmark Price

↑ 2.5%
Month-over-Month

↓ -0.5%
Year-over-Year

APARTMENT


\$230K Benchmark Price

↑ 1.0%
Month-over-Month

↓ -6.2%
Year-over-Year

TOWNHOUSE

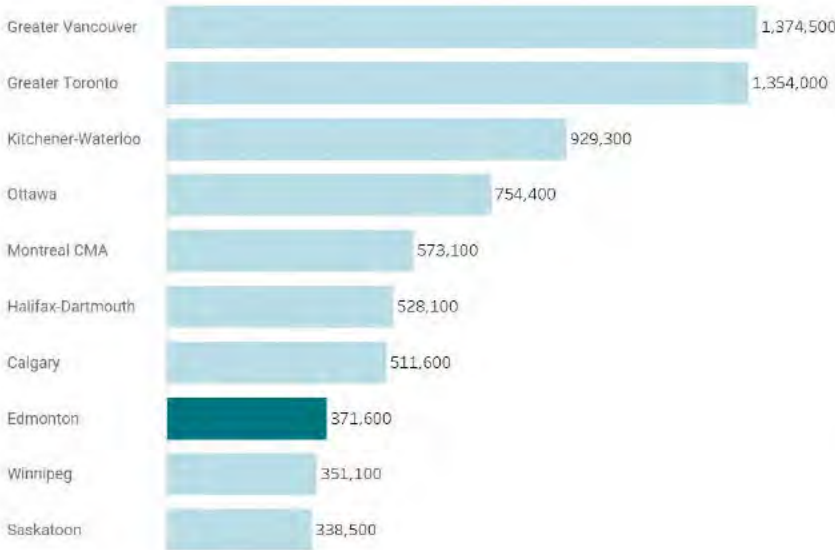
For more information about the Home Price Index (HPI) and benchmark price visit www.crea.ca

MLS®
Home Price Index

Residential Market Trends – Edmonton Region

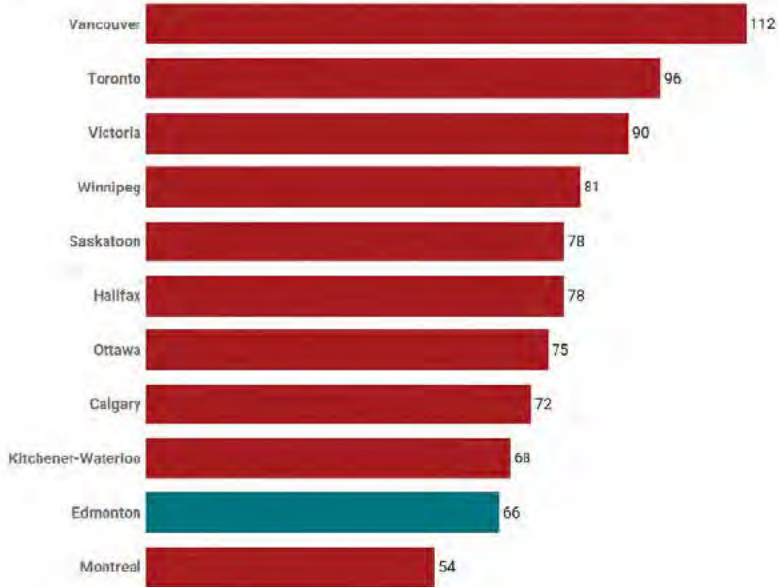
- The Edmonton region has higher housing affordability than many major Canadian cities
- Contributing factors include the City of Edmonton’s efficient permitting approvals process and the consistently high number of housing starts

Figure 3. Benchmark Housing Prices by Canadian City (CAD- January 2022)



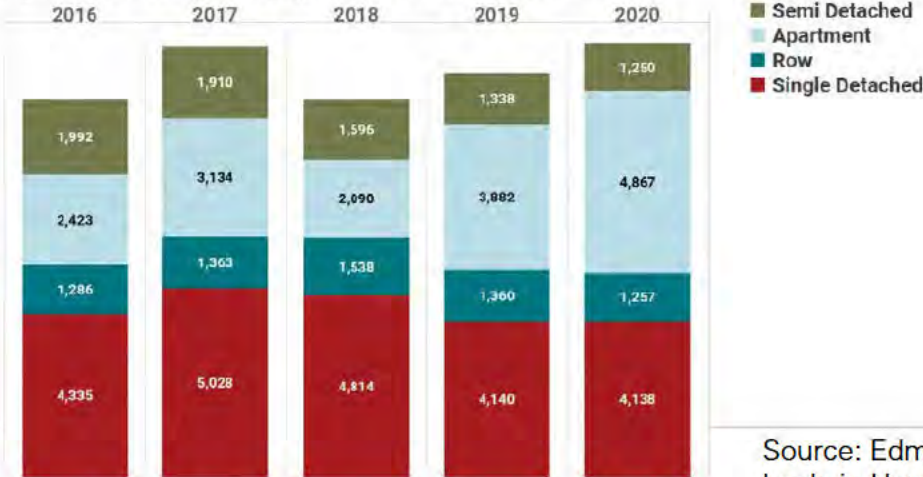
Source: Canadian Real Estate Association

Figure 6. Hours per Week to Afford a 2 Bedroom Apartment at Minimum Wage



Source: Canadian Centre for Policy Alternatives, 2022

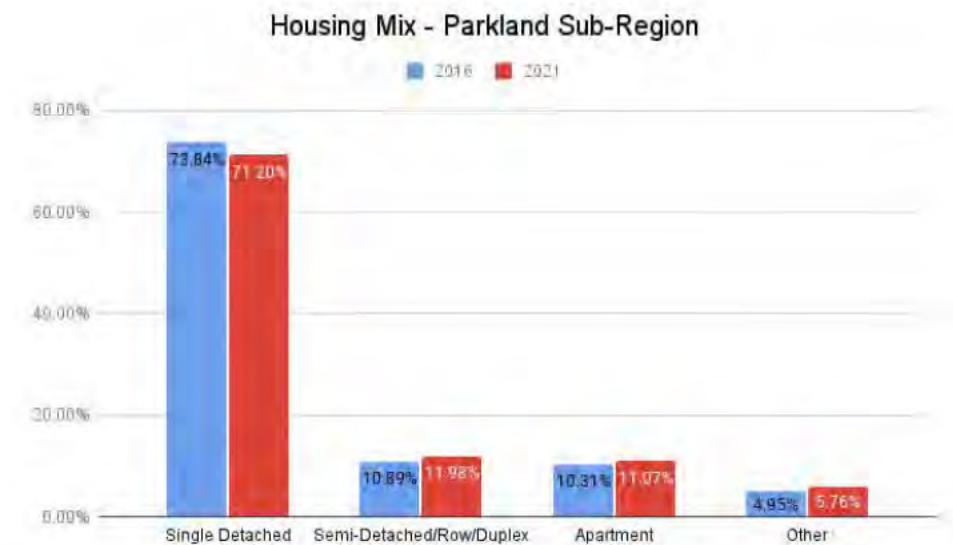
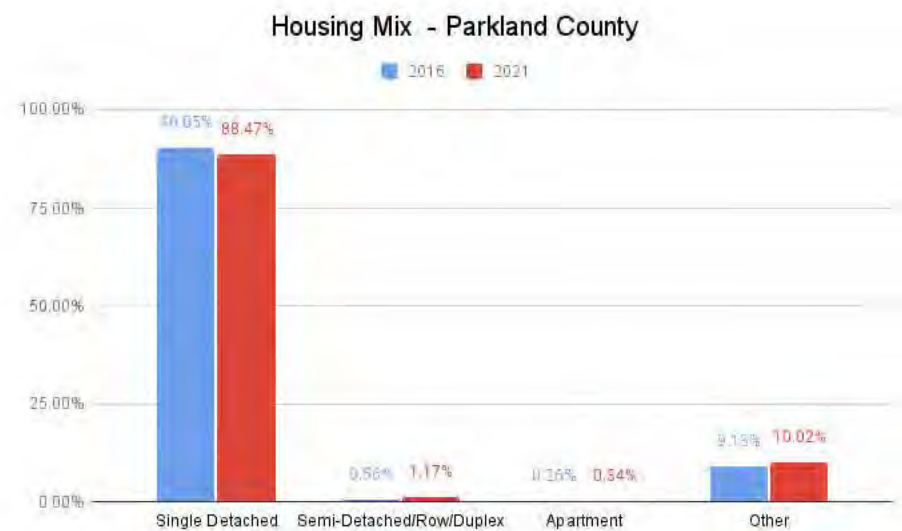
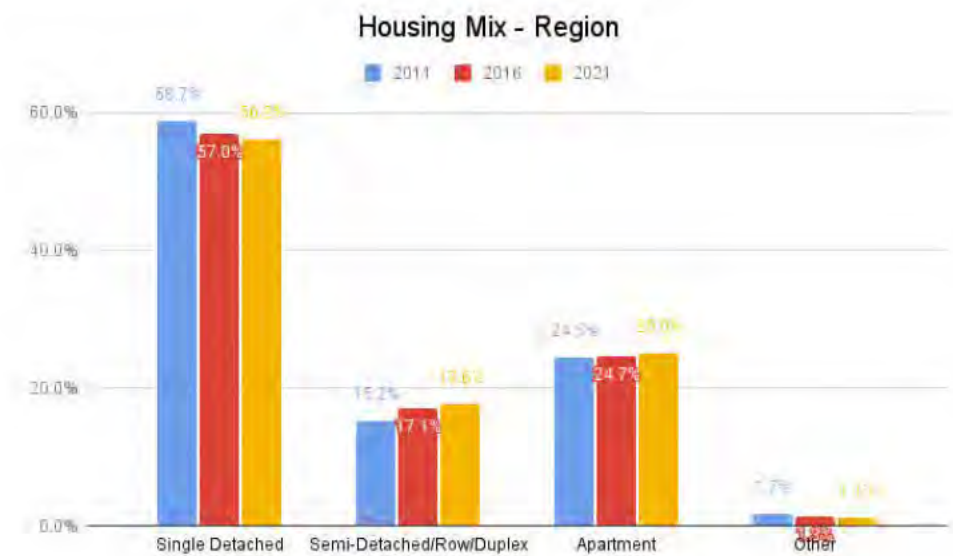
Figure 10. Total Housing Starts by Type in the Edmonton Region Over Time



Legend
 Semi Detached
 Apartment
 Row
 Single Detached

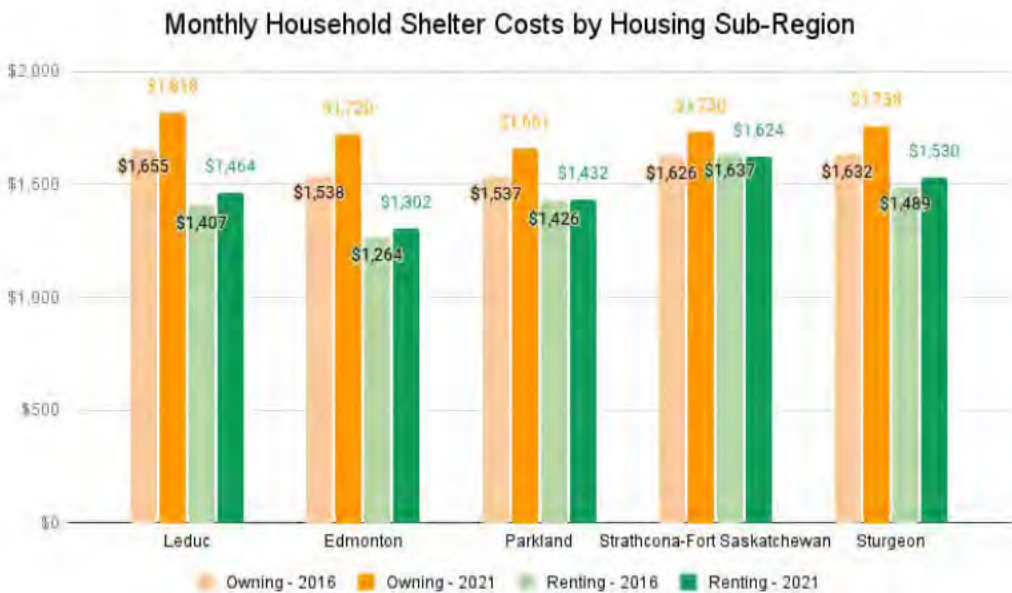
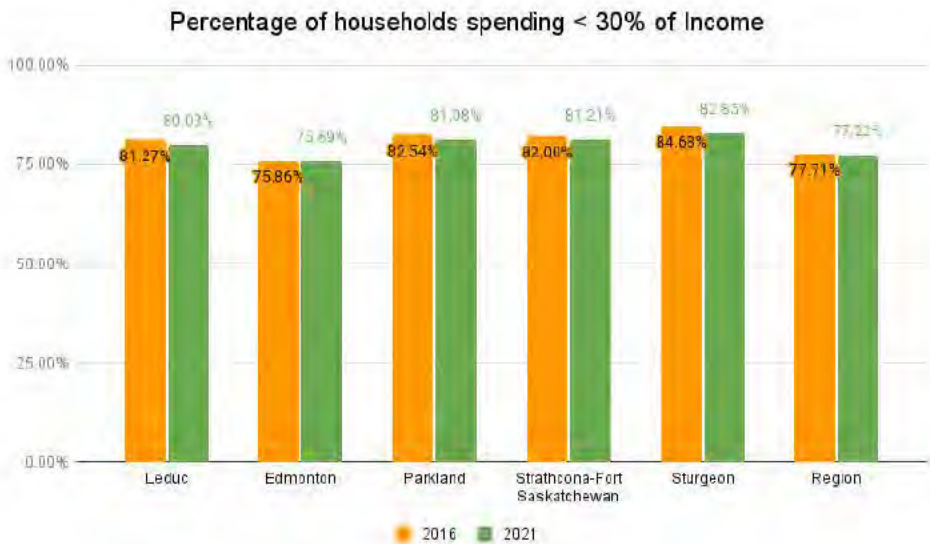
EMRB Housing Mix (KPI Dashboard)

- Like the broader EMR, Parkland County’s housing mix is predominantly single detached



EMRB Housing Affordability (KPI Dashboard)

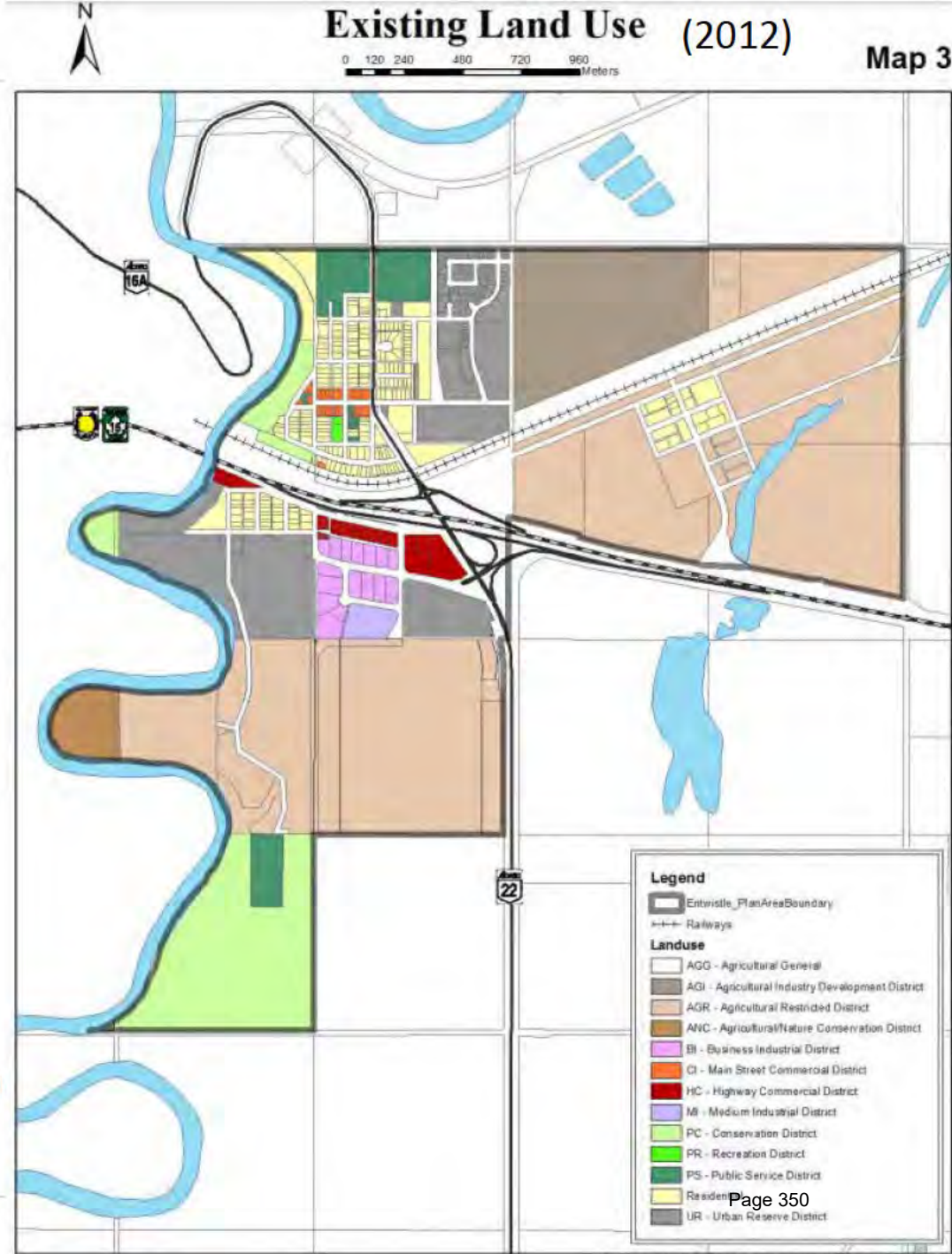
- 82.52% of households in Parkland County spent less than 30% of their income on housing in 2016 (compared to 81.08% in 2021)



Hamlet Profiles - Entwistle

- Population: 429 (2021 vrs 480 in 2016)
- Prominent features (resident & visitor focused)
 - Fully serviced by piped water and sanitary sewer (Service connection with Evansburg to the west)
 - Residential as dominant use (single family detached, manufactured homes, handful of 2-3 story apartments)
 - Gateway to Pembina Provincial Park
 - Proximity to the Evansburg hamlet (Yellowhead County)
- Classifications:
 - EMRB GP: Hamlet, Local & Planned Employment Area
 - MDP: Priority Growth Hamlet
 - LUB: Entwistle Urban Village District, and others
 - Technical Growth Study: Sub-regional hub
- Residential market overview (2)
 - Apartment complex (3 story): \$1.8 mill (314 DOM*)
 - Vacant, serviced land for residential: \$25,000 (91 DOM*)

*DOM: Days on Market as of mid-April 2023 (all the following listings)



Hamlet Profiles - Entwistle

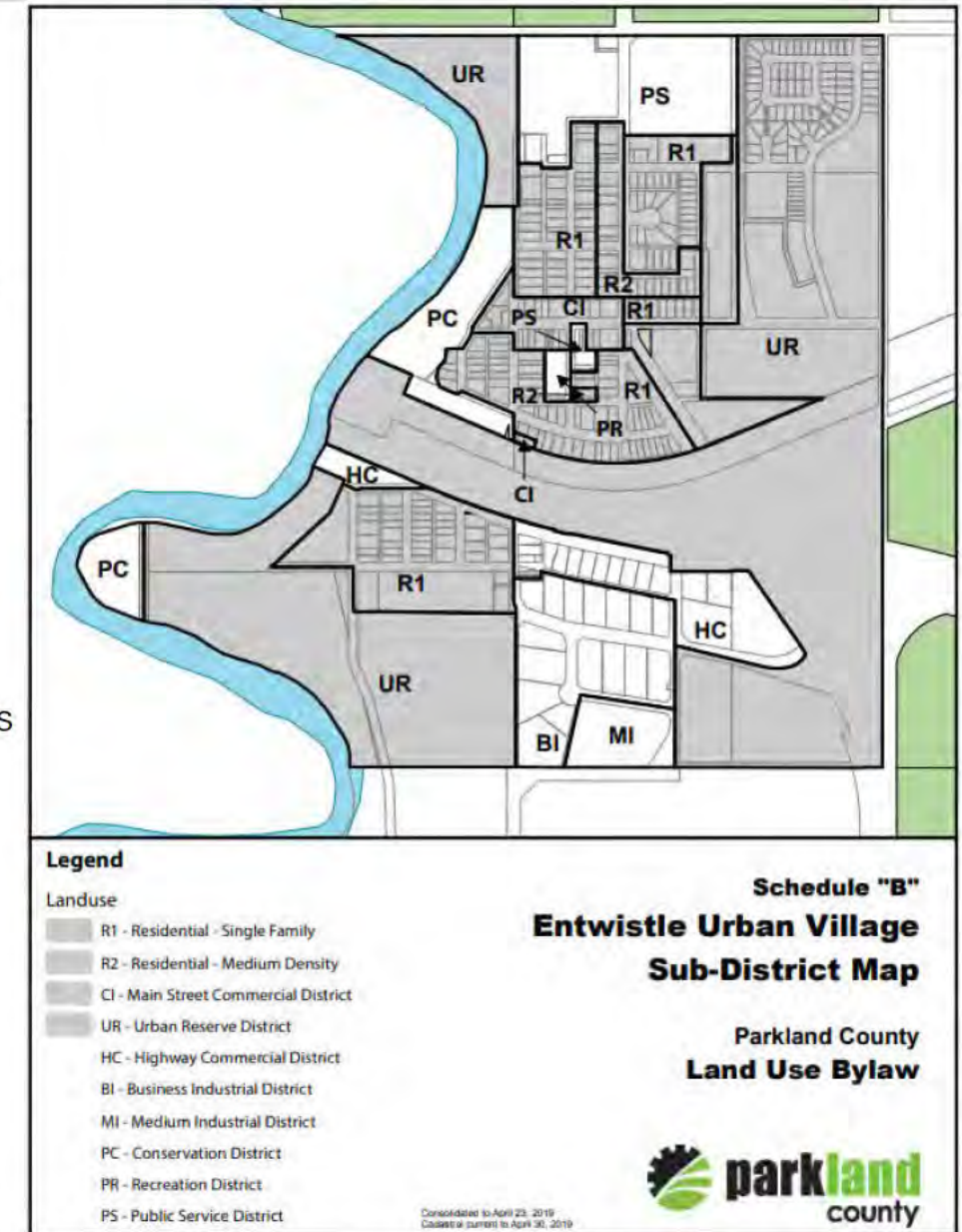
Town is bound by Highways, and setbacks from river valley, railway, sewage lagoon, and resource extraction

Residential goals

- 4.2.1 "i. To promote orderly and logical residential growth by encouraging **infill** development of vacant residential sites within the Hamlet boundaries as well as Old Entwistle **prior to extending outside** these defined areas.
- ii. To support a **variety of housing opportunities** for **families** within the Hamlet boundary that will be connected to municipal servicing.
- iii. To support a friendly, unique, and safe community that provides residents and families with **access to essential goods, and services**, such that their basic needs are met. "

Future residential growth

- Infill on vacant sites
- Range of housing types including multi-family, assisted living, continuing care facilities and affordable housing
- Single family dwellings with private on-site sewer and water services in Old Entwistle
- Future growth site: undeveloped subdivison



Hamlet Profiles - Tomahawk

- Population: 113 (2021 vs 99 in 2016)
- Prominent features
 - Residential
 - Agricultural
- Classifications:
 - EMRB GP: Hamlet & Local Employment Area
 - MDP: Growth Hamlet
 - LUB: Rural Centre District
- Active bareland residential listings (2 @ 231 DOM)
 - 5004 & 5006 50 St: \$35,000
 - 5008 50 St: \$35,000
- Real estate sales 2021-2023
 - Use: 100% agricultural
 - Average price: \$354,500 (\$300,000-\$409,000)
 - Average DOM: 58 (50-66)



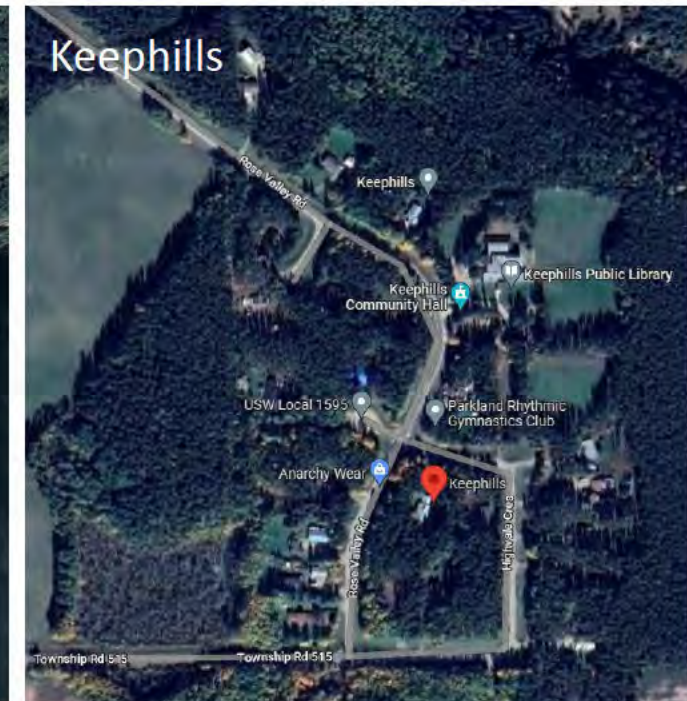
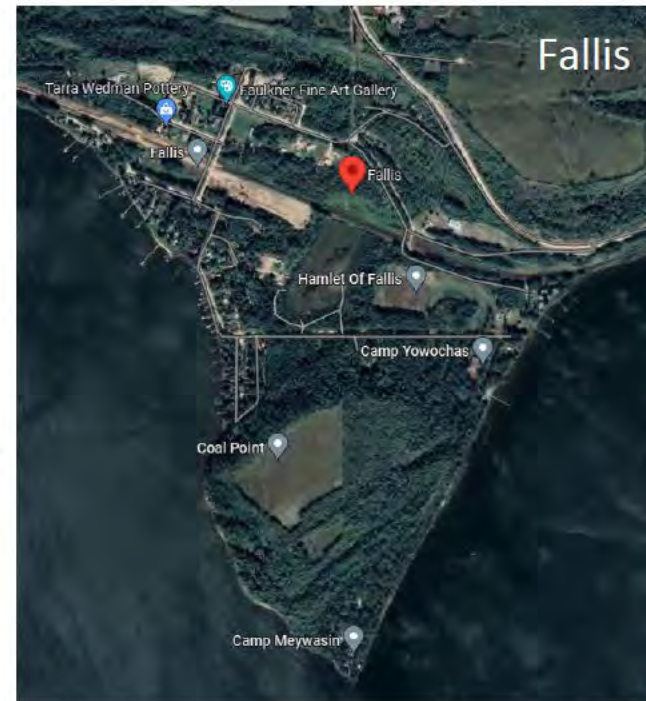
Hamlet Profiles - Duffield

- Population: 60 (2021 vs 67 in 2016)
- Prominent features
 - Active rail line proximity
 - Proximity to Paul First Nations (southwest)
- Classifications:
 - EMRB GP: Hamlet & Local Employment Area
 - MDP: Growth Hamlet
 - LUB: Rural Centre District
- Active residential listings (0)



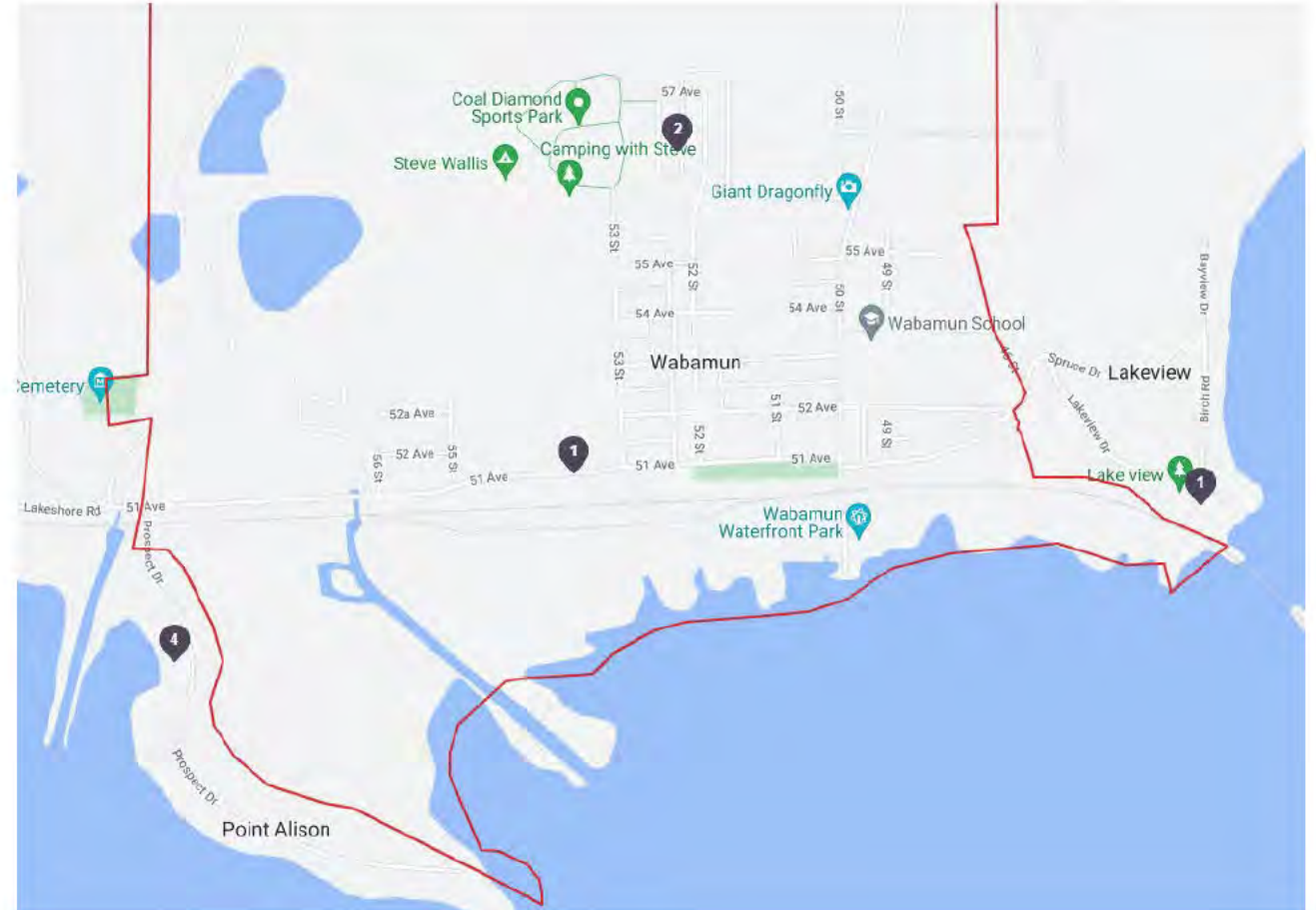
Hamlet Profiles – Gainford, Keephills & Fallis

- Population:
 - Gainford: 118 (2021 vs 99 in 2016)
 - Keephills: 57 (2021 vs 48 in 2016)
 - Fallis: *no data*
- Classifications:
 - EMRB GP: Hamlet & Local Employment Area
 - MDP: Rural Hamlet
 - LUB: Rural Centre District
- Active residential listings
 - Gainford (0)
 - Fallis (4): \$550,000 - \$1.59 million (9-238 DOM). One listing at \$185,025 (304 DOM).
 - Keephills (1): \$249,000 (95 DOM)



Hamlet Profiles – Wabamun

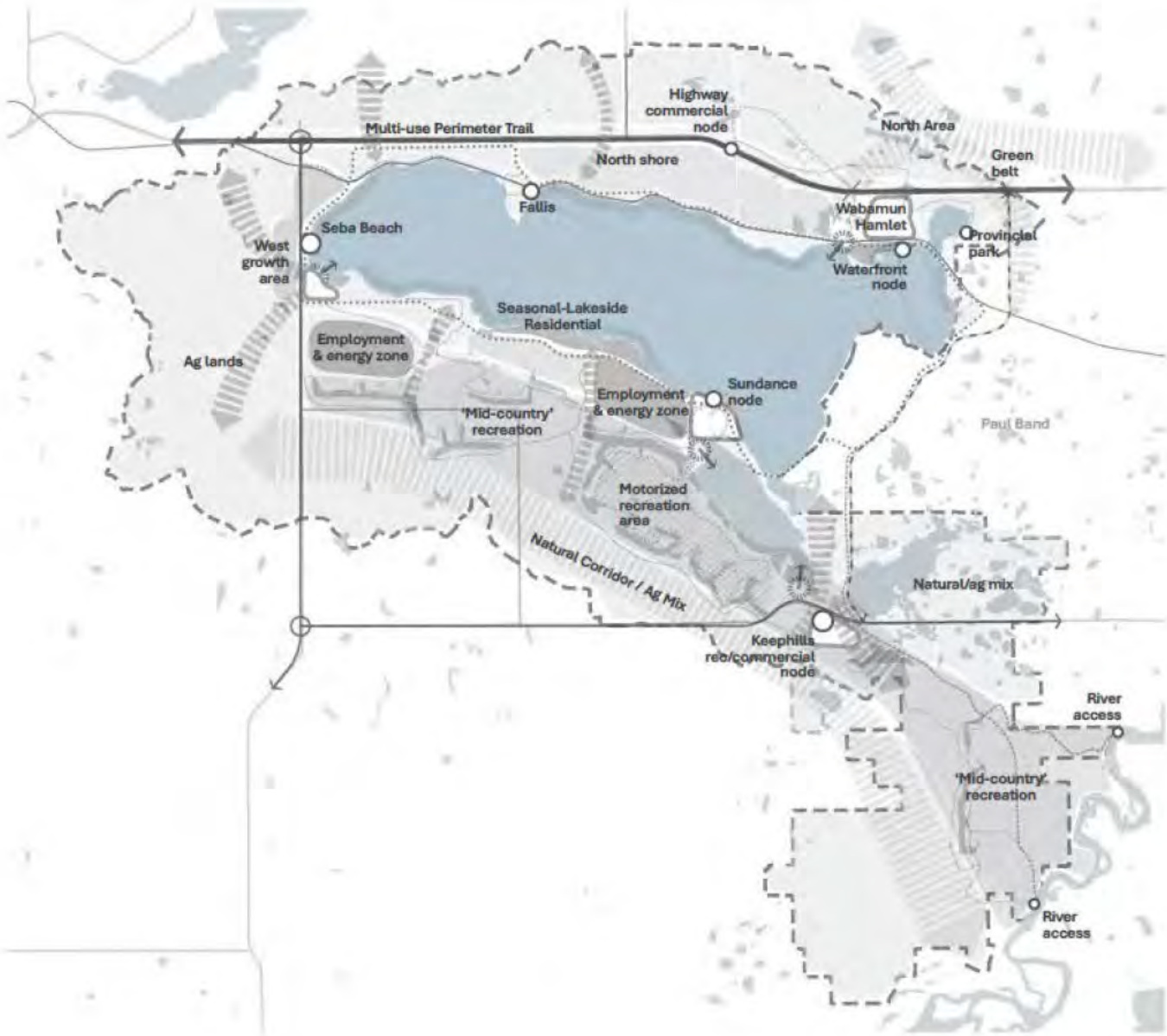
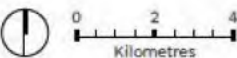
- Classifications:
 - EMRB GP: Hamlet & Local Employment Area
 - MDP: NA (former village)
- Active residential listings in Wabamun
 - Homes (2): \$349,900-\$499,000 (154-295 DOM)
 - Bareland (1): \$67,500 (23 DOM)



Wabamun Area Vision (2023)

Map 01 Wabamun Area Concept

The Wabamun Area Concept builds directly on the project’s analysis and public engagement. The development opportunities outlined in Chapter 4 were generalized into key areas and these were brought to the public in the second stage of engagement. Refinement and prioritization for each opportunity helped spark conversations about the coordination of development across the Wabamun Area.



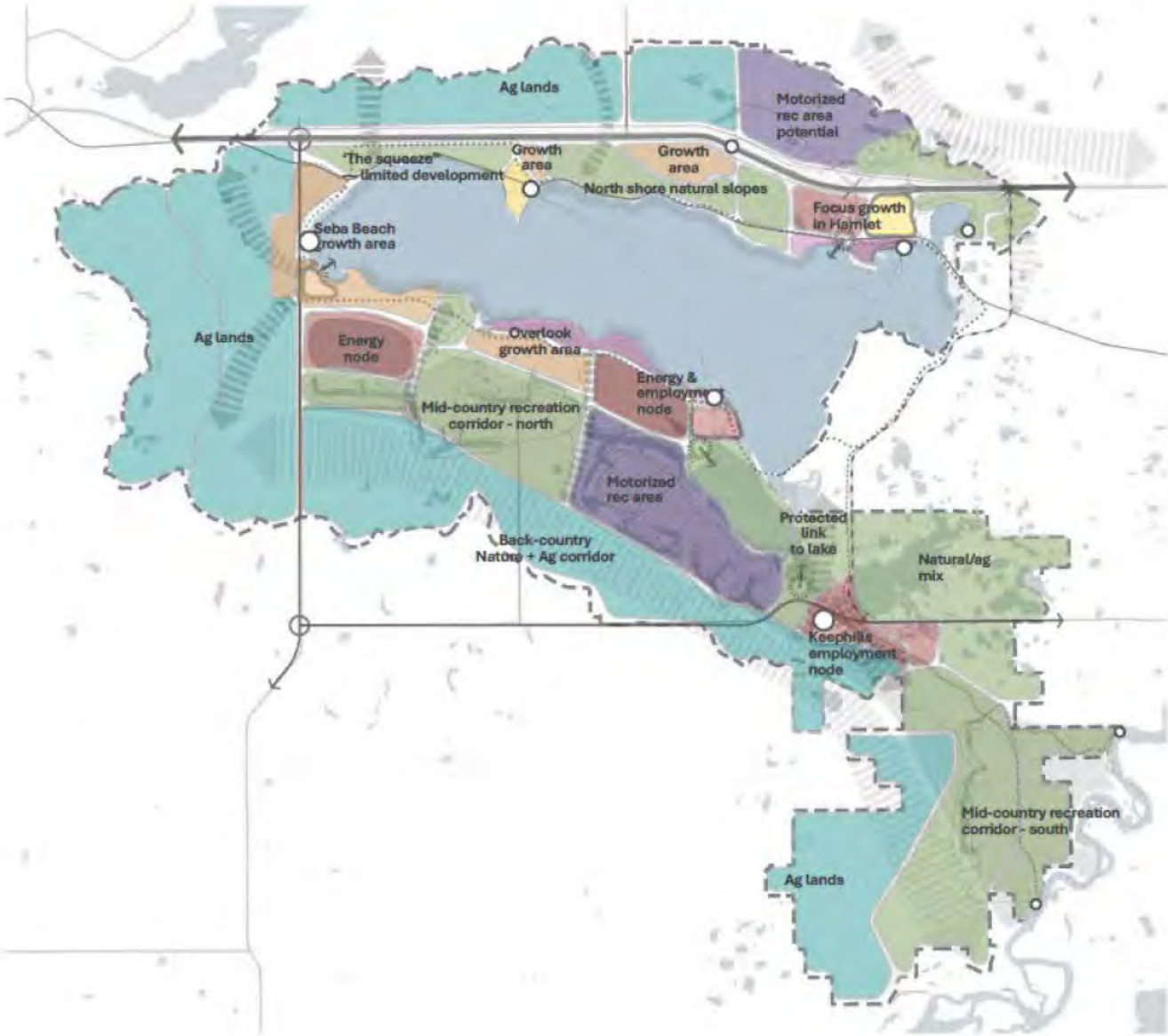
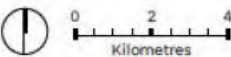
Wabamun Area Vision (2023)

Map 02 Wabamun Area Concept – Use Priorities

The use concept breaks down the area into subregions that capture the range of activities imagined for the future of the Wabamun Area. These subregions were drawn based on natural or human-made barriers, difference in existing role and use, or different potentials that emerged from the site analyses.

Legend

- Ag/Nature priority
- Nature/Rec priority
- Motorized Rec priority
- Employment priority
- Residential/Commercial priority
- Resort priority
- Vacation/Nature priority



Wabamun Area Vision (2023) Economic Vision



Parkland County

2.5 Economic Diversity

Goal M Wabamun Country attracts new mainstay employment opportunities.

Wabamun Country is undergoing an economic transition. The legacy of its infrastructure offers opportunities to draw new mainstay employment, such as renewable energy, light industrial, manufacturing, and local entrepreneurship.

Goal N Wabamun Country provides a variety of hospitality options and experiences.

Wabamun Country is becoming a sought after visitor destination. Encouraging a wide variety of hospitality options and experiences will enable the area to host a more diverse visitor base and contribute to the region's economic development.

Goal O Agricultural uses are integrated and protected.

Agriculture will remain a mainstay use in the Wabamun Area and a key part of its identity. It is important to protect the highest quality lands for this use, and to continue to foster innovation in agriculture as well as complimentary uses that can contribute to the region's other goals.

Wabamun Area Vision (2023)

Current conditions *(our work informed this)*

3.7 Residential and Recreation Market Conditions

Overview

The following section provides highlights from an assessment market conditions in the Wabamun Area for full time residential and recreational properties. For a more detailed and comprehensive report, please see Appendix F.

Full Time Residential

Parkland County is an active regional hub, however small areas such as Seba Beach, Wabamun and Betula Beach have slower year-to-date activity. Based on the Greater Edmonton Real Estate Association, there are limited new builds year over year in Wabamun highlighting the historic lack of new housing development:

- + 98.9% of residents live in single family units (rental and for sale) creating a highly homogeneous housing stock.
- + Single family residential demand forecasts predict a slight decline in single family homes between 2020-2050, with a slight increase in multi-unit living.

Average sale prices in rural areas continue to increase, suggesting a potential marketplace for multi-unit dwellings in rural communities. However, average rural housing prices in the greater Edmonton area remain more affordable than comparable rural properties or recreational properties elsewhere in Alberta.

Forecasted Market Demand by 2050 for the identified Wabamun/ Parkland County Trade Area forecasts approximately 6,240 Single Family Units including an estimated 15% of demand anticipated from outside of the Trade Area.

Full time residential nodes will likely be targeted towards existing areas as well as possible new resort-growth areas where a mix of seasonal residential may likely be prevalent:

- + Wabamun Hamlet and Point Allison
- + Fallis
- + Seba Beach, and
- + Betula Beach

Single family residential for full time residents is a strong opportunity for the Wabamun Area Vision and could be located in a few targeted areas around the lake to varying degrees, pending compatibility with seasonal residents and amenities. Several market share scenarios (conservative, moderate and aggressive) would dictate the total forecasted land required for new single family residential development.

Single Family Home Growth Projections

Conservative

Assuming an estimated single family density of 3 units per acre (which would account for an average range of formats from estate housing to lower density lots, and a provision of smaller lot single family homes), the total

forecasted land required for single family residential at a conservative market share of 35% would be in the range of 730 acres (295.4 ha).

Moderate

Assuming an estimated single family density of 3 units per acre (which would account for an average range of formats from estate housing to lower density lots, and a provision of smaller lot single family homes), the total forecasted land required for single family residential at a moderate market share of 50% would be in the range of 1,040 acres (420.9 ha).

Aggressive

Assuming an estimated single family density of 3 units per acre (which would account for an average range of formats from estate housing to lower density lots, and a provision of smaller lot single family homes), the total forecasted land required for single family residential at aggressive market share of 65% would be in the range of 1,350 acres (546.3 ha).

Multi-Unit Residential Demand

Multi-unit residential is not forecasted to be a major component of the desired residential format in Wabamun based on current market pricing of residential. However, if residential price points escalate, as can be the case in recreational resort communities (e.g. Sylvan Lake, Canmore etc.), there may be an opening for greater demand in multi-unit housing. Regardless, the land needs are not expected to be great and most of this housing will be desirable in and around the Wabamun Hamlet. Assuming only modest growth in the ratio of multi-unit to single family units, forecasted

Market Demand by 2050 for the identified Wabamun/ Parkland County Trade Area in the order of only 54 Multi-Units including an estimated 5% of demand anticipated from outside of the Trade Area.

The reality of the multi-unit market is that single family residential price points will dictate the future share or ratio of multi-unit housing, so this future figure could likely change after the next 10-year horizon and may need to be revisited.

Recreational Property

2022 has shown a continued recovery in sales for "Acreages with homes" and "Vacant Acreage and Recreational" properties in the greater Edmonton region, resulting in quicker selling times for those desirable properties

Existing market conditions emphasize a limited supply of "recreational housing", implying there is demand for housing in areas which provide recreational amenities

Average sale prices in rural areas continue to increase suggesting a potential marketplace for multi-unit dwellings in rural communities however average rural housing prices remain more affordable than comparable rural properties or recreational properties elsewhere in Alberta

"If Wabamun townsites gets a few more working class homes, apartments, row houses and some more commercial it could become a semi self-sustained viable, even walkable town again after the plant closures. But not if everything is spread out with new developments at highway junctions 4km away from town."

- Engagement participant

Wabamun Area Vision (2023)

Strategic Actions

Wabamun has the potential to be prioritized as a primary growth hamlet

- Goal H Residential and commercial growth is focused in Wabamun Hamlet**

Focusing growth within Wabamun Hamlet will reinforce its position as the largest fully serviced community in Wabamun Country and a gateway to adventure in the region. Focusing growth will also make efficient use of existing services and amenities, while supporting a full-time residential population in the area.

 - Action H-1 Direct compact, walkable, mixed-use growth through HARP policies.
 - Action H-2 Extend Wabamun Hamlet growth to the west.
 - Action H-3 Meet with lending institutions to help remove financial barriers to new commercial/retail.
 - Action H-4 Work with service providers to improve internet service and connectivity.

6.5 Community Growth

- Goal J Wabamun Country supports a year-round population with diverse housing types and supporting services.**

The population of Wabamun Country is growing as many people continue to discover what the region has to offer. Focused actions within this goal will ensure that there are diverse housing options available and that the necessary services and amenities are in place to support a high quality of life for residents.

 - Action J-1 Provide residential construction incentives.
 - Action J-2 Update MDP and LUB to remove barriers for development.
 - Action J-3 Leverage grant programs to attract seniors housing developers and operators.
 - Action J-4 Provide economic incentives for private sector (TIF program to stimulate economy).
 - Action J-5 Convert village office to a community hub/service centre.

6.6 Economic Diversity

- Goal M Wabamun Country attracts new mainstay employment opportunities.**

Wabamun Country is undergoing an economic transition. Its industrial legacy offers opportunities to draw new mainstay employment, such as renewable energy, light industrial, manufacturing, and local entrepreneurship.

 - Action M-1 Identify and delineate new employment areas.
 - Action M-2 Create co-working/business incubator space.
 - Action M-3 Develop municipally provided youth employment support programs/work placements.
 - Action M-4 Explore opportunities for a hydrogen hub in the former mine site.
 - Action M-5 Work with TransAlta to explore opportunities for solar generation plants in former mine site.
 - Action M-6 Explore economic partnerships with Paul First Nation.
 - Action M-7 Create local business partnerships/working groups (entrepreneurship opportunities).

Wabamun Area Vision (2023)

Strategic Actions

Goal N
Wabamun Country provides a variety of hospitality options and experiences.

Wabamun Country is becoming a sought after visitor destination. Encouraging a wide variety of hospitality options and experiences will enable the area to host a more diverse visitor base and contribute to the region's economic development.

Action N-1

Develop strong relationships with employment and hospitality developers/operators.

Action N-2

Attract a wellness facility/spa.

Action N-3

Create opportunities for destination resorts/hotels.

Action N-4

Attract a brewery/distillery or other destination production facility.

Goal O
Agricultural uses are integrated and protected.

Agriculture will remain a mainstay use in the Wabamun Area and a key part of its identity. It is important to protect the highest quality lands for this use and to continue to foster innovation in agriculture as well as complimentary uses that can contribute to the region's other goals.

Action O-1

Protect high quality farming lands for continued agricultural use.

Action O-2

Support ancillary farm uses, such as farm to table, tours, events, etc.

Action O-3

Host Alberta Open Farm Days Gathering/Festival/Meeting Point.

Part 3 – Employment Areas

- Industrial market trends
- Inventory/ metrics
- Employment area profiles

Business Trends

Risk reduction

- Reporting requirements: Canada's federal government is introducing **mandatory ESG reporting** for federally regulated financial institutions beginning in 2024. This is expected to significantly impact the Canadian economy as banks and other financial institutions collect climate risk, exposure and emissions data from their clients in order to provide financing.
- Reducing **oil & gas GHG emissions**: the Canadian industry is facing significant political and social pressure to decarbonize through rapid upstream and downstream abatement measures. The long-term future of the industry is under debate.
- Alberta's **economic diversification** efforts into technology and creative industries are succeeding, though the need for youth retention and job training continue to be hot topics.

Connectivity

- COVID-19 highlighted the crucial importance of reliable **internet** for accessing work, school, health care and more.
- After an initial surge in **working from home** (WFH) during the pandemic, remote work is here to stay with many workers preferring to WFH 2-3 days a week if able.

CoStar Industrial Market Context

Acheson – 12,579,000 sf of floorspace

- Specialized – 5.67 million sf
- Logistics – 5.64 million sf
- Flex – 1.28 million sf

- 0.5% vacancy (as of June 2023) / Historical Avg 3.1% / Forecast 2.4%
- 7-year net avg annual absorption – 569,628 sf (2016 to 2022)

Parkland County (inc SG and SP) - 3,970,000 sf (70% of which is in SG)

- Specialized – 1.92 million sf
- Logistics – 1.09 million sf
- Flex – 954,100 sf

- Spruce Grove has 642 gross acres of future ASP for Industrial
- 0.8% vacancy (as of June 2023) / Historical Avg 3.6% / Forecast 0.8%
- 7-year net avg annual absorption – 75,747 sf (2016 to 2022)

CoStar Industrial Market Context – Parkland County

Acheson provides easy access to the Edmonton's northwest and southwest portions, as well as a short drive to the Edmonton International Airport. In addition, Canadian National Railway's main line passes through Acheson on its way to Kamloops and, ultimately, the Port of Vancouver. The total industrial and flex building inventory is 12.7 million sq. ft. As the area is located just outside of Edmonton, within Parkland County, it can offer lower industrial tax rates while at the same time drawing skilled labour to the area from the overall metro Edmonton region. A wide range of businesses utilizes space with Acheson, including manufacturing, service providers to the energy sector, transportation, logistics and agricultural firms.

Of the eight submarkets that make up the metro Edmonton area, Acheson has by far the lowest vacancy rate, sitting at 0.9%. That rate isn't expected to unwind for the foreseeable future as the 1.1 million sq. ft. under construction (as of May 2023) are already spoken for by major retailers (The Brick & Home Depot).

Rental rates will continue to climb throughout 2023, potentially plateauing at 5% for the balance of 2023 and into 2024. Currently, rates have risen by 4.8% when compared to 12 months prior, a rate of growth that outpaces the other seven submarkets that make up the Edmonton region.

Except for Amazon's 2.9 million sq. ft. building, Parkland County (excl Spruce Grove and Stony Plain) has seen virtually no new square footage come to market. Newly built, fully occupied distribution buildings have been at the top of investor wish lists, often taking investors away from the Acheson area.

Commercial Market Context

"*Outlying*" Edmonton Suburbs - retail

- Average vacancy 2.7%
- Historical average annual new space ~440,000 sf

"*Outlying*" Edmonton Suburbs - office

- Average vacancy 5.4%
- Historical average annual new space ~88,500 sf

Spruce Grove – Major Regional Shopping & Service Hub

- 3.16 million sf of retail floorspace (8.5% vacancy)
- 420,000 sf of office space (23.7% vacancy as of January 2022)
- ~637,000 sf of future/imminent retail development

Stony Plain – Secondary Shopping & Service Destination

- ~ 1 million sf of retail floorspace (<3% vacancy)
- ~ 150,000 sf of office space (<5% vacancy)

Colliers

Greater Edmonton Industrial Market Context

- 10.43 million sq. ft. of inventory in Acheson
- High leasing activity and continually declining vacancy in Q3 2023 (Edmonton total 4.3% - Acheson 1.0%)
- Anticipated that >207,361 will come onto the market in Q3 2024 (Home Depot started construction on a distribution facility in Acheson).

Market	Total Inventory (SF)	Total Vacant Space (SF)	Vacancy Rate	Direct Available Space (SF)	Sublease Available Space (SF)	Total Available Space (SF)	Availability Rate	Net Absorption (SF)	New Supply (SF)	Under Construction (SF)
Northwest	61,010,970	2,701,275	4.4%	3,713,889	895,132	4,609,021	7.6%	127,879	252,801	727,397
Northeast	6,461,245	252,017	3.9%	390,789	43,650	434,439	6.7%	-60,730	0	0
Southeast	53,113,965	2,155,058	4.1%	4,467,236	293,587	4,760,823	9.0%	332,946	59,000	672,482
Central	3,738,414	91,683	2.5%	121,738	25,856	147,594	3.9%	1,514	0	0
Edmonton Proper	124,324,594	5,200,033	4.2%	8,693,652	1,258,225	9,951,877	8.0%	401,609	311,801	1,399,879
Leduc / Nisku	22,510,460	1,405,811	6.2%	2,742,186	111,807	2,853,993	12.7%	259,238	53,130	518,413
St. Albert	4,328,529	54,950	1.3%	770,966	196,400	967,366	22.3%	-19,817	0	423,481
Sherwood Park	4,141,255	341,253	8.2%	520,794	0	520,794	12.6%	39,792	0	121,181
Acheson	10,431,986	99,938	1.0%	219,229	88,160	307,389	2.9%	-29,492	0	207,361
Surrounding Markets	41,412,230	1,901,952	4.7%	4,253,175	396,367	4,649,542	11.5%	249,721	53,130	1,270,436
Edmonton Total	165,736,824	7,101,985	4.3%	12,946,827	1,654,592	14,601,419	8.9%	651,330	364,931	2,670,315

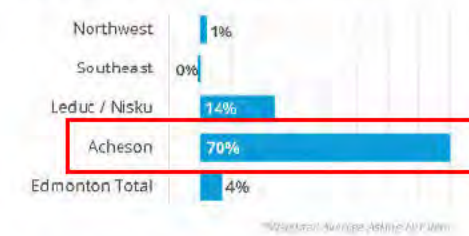
01 Rental Rates by Market

Weighted Average Asking Net Rent (PSF)



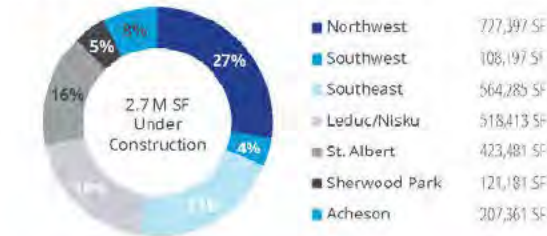
02 Rental Rate Growth*

By Market | Q3 2022 – Q3 2023



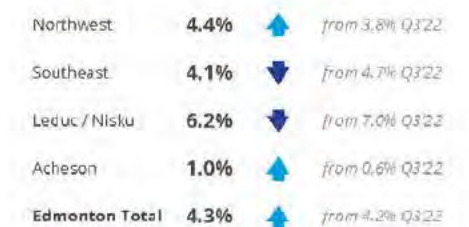
03 Under Construction by Market

By Building Area (SF)



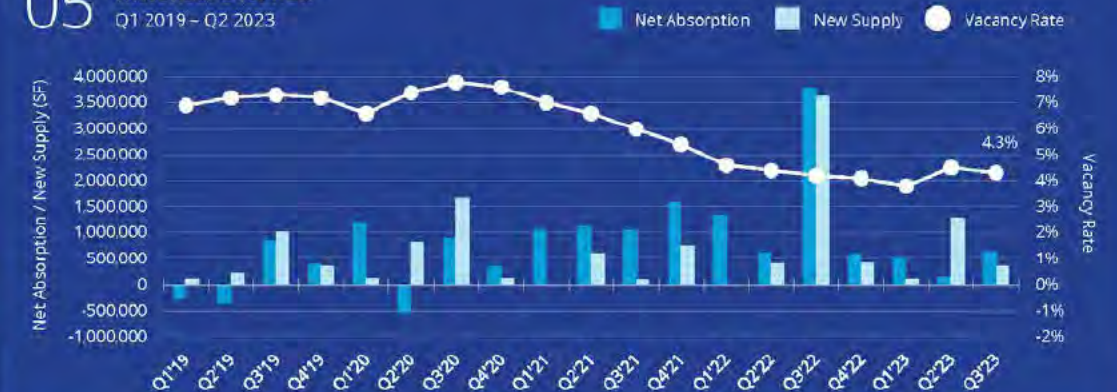
04 Vacancy Rate

By Market | Q3 2022 – Q3 2023



05 Historical Overview

Q1 2019 – Q2 2023



CBRE Greater Edmonton Industrial Market

- 11.29 million sq. ft. of inventory
- Acheson had the lowest vacancy rate at 0.0% and availability rate at 5.1%, which is attributable to an increase in sub-lease space
- 2.9 mill sq. ft. facility completed and leased to Amazon in Acheson's Highlands Business Park in Q4 2022, which is why absorption was so high

FIGURE 4: Under Construction (MSF)

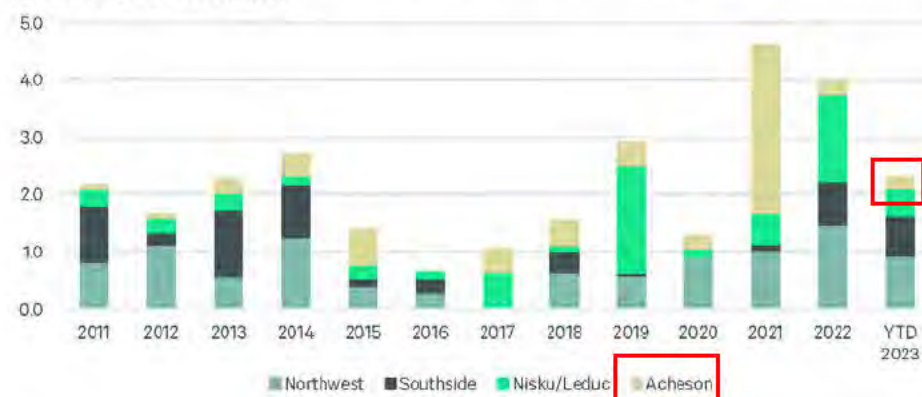


FIGURE 2: Net Absorption (MSF)

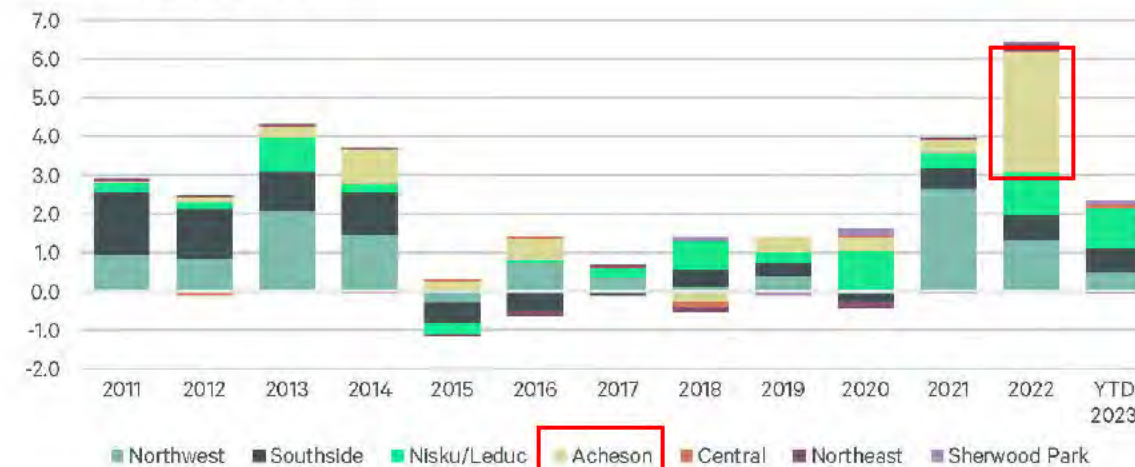


FIGURE 3: Edmonton Industrial Market Statistics

	Inventory (SF)	Vacancy Rate (%)	Sublease Space (SF)	Availability Rate (%)	Net Absorption (SF)	YTD Net Absorption (SF)
Central	7,366,600	0.3%	0	0.5%	0	108,485
Northwest	56,007,071	2.5%	677,756	5.2%	521,107	489,974
Northeast	2,396,988	2.4%	0	6.8%	(5,128)	(2,476)
Southside	51,514,287	3.4%	273,657	5.6%	168,189	636,410
Nisku/Leduc	21,002,635	4.4%	111,807	7.2%	(82,231)	1,032,186
Acheson	11,292,950	0.0%	88,160	1.9%	52,672	(28,306)
Sherwood Park	7,005,911	0.9%	42,561	3.9%	62,338	67,452
Total Market	156,586,442	2.7%	1,193,941	5.1%	716,947	2,303,725

Avison Young Greater Edmonton Industrial Market

- 11.39 million sq. ft. of inventory
- 1.6% vacancy in Acheson
- Market is very competitive across region, but lowest vacancy continues to be in Acheson

Edmonton	Existing inventory (sf)	Direct vacancy (sf)	Sublease vacancy (sf)	Quarterly absorption (sf)	Total vacancy		Direct vacancy		Vacancy sublease		Serviced land cost per acre
South/Southeast	53,969,457	2,280,845	315,030	482,314	4.8%	(0.9%)	4.2%	(0.8%)	0.6%	(0.1%)	\$675,000 - \$850,000
Northwest	62,913,070	2,077,962	495,685	58,486	4.1%	0.5%	3.3%	0.1%	0.8%	0.4%	\$650,000 - \$850,000
Northeast	6,809,847	158,280	0	24,301	2.3%	(0.4%)	2.3%	(0.2%)	0.0%	(0.1%)	\$550,000 - \$700,000
Central	3,959,926	138,751	67,050	-53,077	5.2%	1.3%	3.5%	1.0%	1.7%	0.3%	-
Edmonton total	127,652,300	4,655,838	877,765	512,024	4.3%	(0.1%)	3.6%	(0.3%)	0.7%	0.1%	\$550,000 - \$850,000
Surrounding municipalities	Existing inventory (sf)	Direct vacancy (sf)	Sublease vacancy (sf)	Quarterly absorption (sf)	Total vacancy		Direct vacancy		Vacancy sublease		Serviced land cost per acre
Acheson	11,387,036	96,145	88,160	-22,421	1.6%	0.2%	0.8%	0.2%	0.8%	-	\$450,000 - \$700,000
Sherwood Park	6,365,000	200,134	0	-100,063	3.1%	1.6%	3.1%	1.6%	0.0%	-	\$650,000 - \$750,000
Nisku	22,055,398	1,496,701	92,987	334,112	7.2%	(0.8%)	6.8%	(0.4%)	0.4%	(0.3%)	\$450,000 - \$550,000
Surrounding total	39,807,434	1,792,980	181,147	211,628	5.0%	(0.1%)	4.5%	0.1%	0.5%	(0.2%)	\$450,000 - \$750,000
Overall total	167,459,734	6,448,818	1,058,912	723,652	4.5%	(0.1%)	3.9%	(0.2%)	0.6%	0.1%	\$450,000 - \$850,000

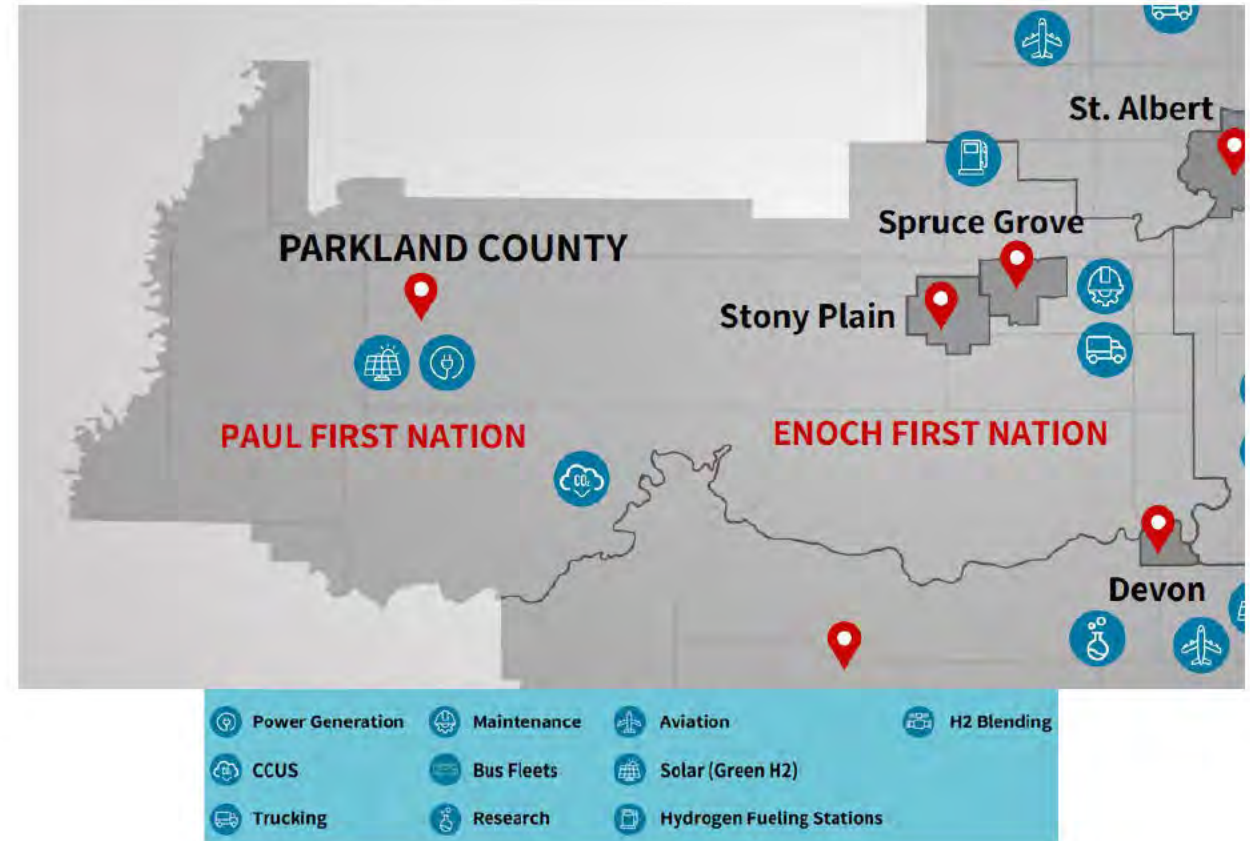
EMR Economic Recovery Working Group Priorities and Recommended Actions (2023)

- Priority 1: Economic diversification
 - **Hydrogen**, AI, life sciences, pharmaceutical infrastructure, and mining and mineral processing research
- Priority 2: Talent retention and attraction
 - High-quality **education** institutions, and attract and retain top talent
- Priority 3: Investment attraction and marketing
 - Lower cost of utilities, establish specific economic zones, expand market access, and **market the region**
- Priority 4: **Indigenous economic sovereignty**
 - Invest in Indigenous-led economic development and investment strategy, support entrepreneurship, establish procurement committee and increase representation
- Priority 5: Downtown vibrancy and social supports
 - Bring people back to the core, accelerate beautification, and increase mental health and addictions support

EMR Economic Recovery Working Group Priorities and Recommended Actions (2023)

Parkland County

- Former Highvale Mine
 - Solar
 - Power generation
 - Carbon Capture, Usage and Storage (CCUS)
- North of Stony Plain & Spruce Grove
 - Hydrogen fueling station
- Acheson industrial and south
 - Maintenance
 - Trucking



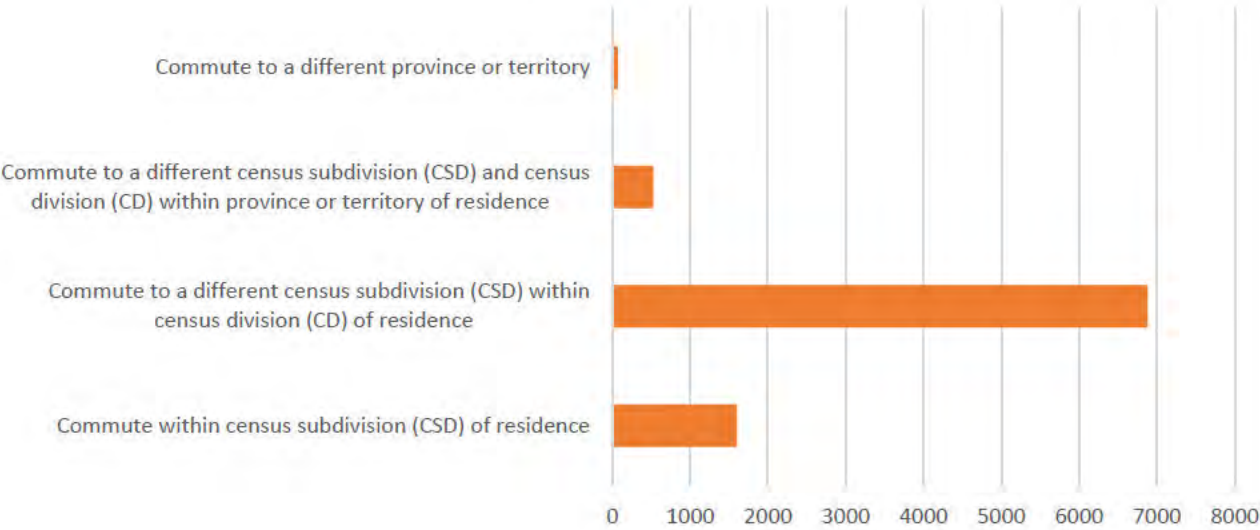
Industrial Trend- Eco-Industrial Parks

- Eco-industrial parks primarily offer spaces for industrial facilities, featuring green energy systems and efficient water management systems.
- Eco-industrial parks aim for efficient use of land. In more urban locations or in some areas, smaller geographically constrained communities where land is at a premium, such consideration could include vertical or multi-storey buildings with green roofs or living walls, while providing a format for multiple businesses to share overall building operational costs and property taxes.
- Eco-industrial parks are intended to offer integrated systems. For example, the waste from one business is used by another business sector in their production process.

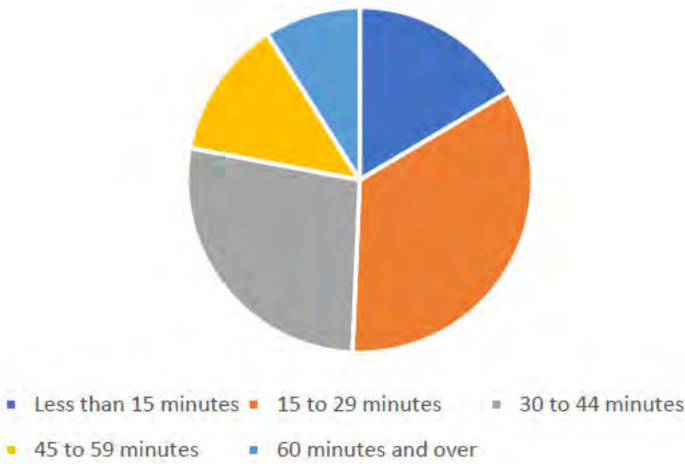
Statistics Canada (2021) Parkland County

- Population
 - 32,205 (-1.6% from 2016)
- Employment
 - 26,330 people aged 15 or older
 - 17,135 people in the labour force
 - 15,460 employed
- Commute
 - 93% of worker commutes are done by vehicle
 - 76% of commuters travel to a different CSD or CD than the one they work in (e.g. Spruce Grove, Stony Plain, Leduc, St. Albert or Edmonton)
 - 34% of commutes are 15-29 minutes
 - 27% of commutes are 30-44 minutes

Commuting Destination



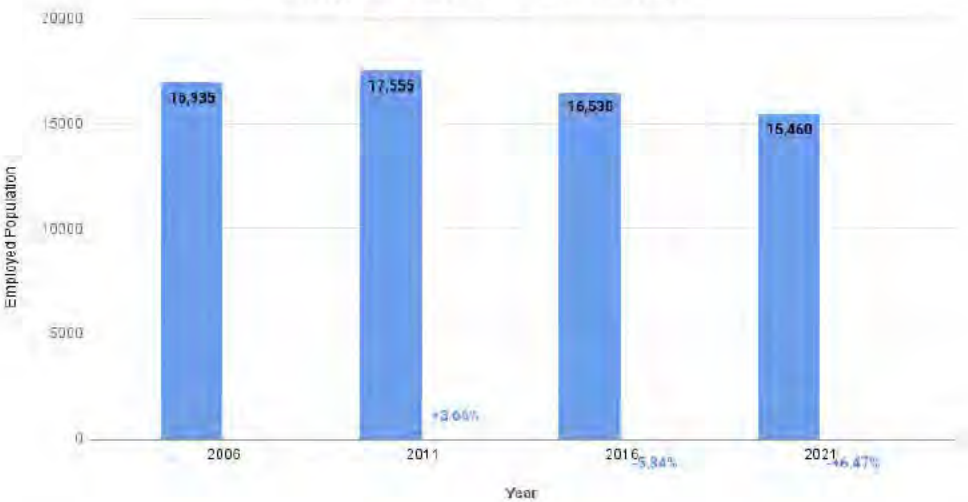
Commuting Duration



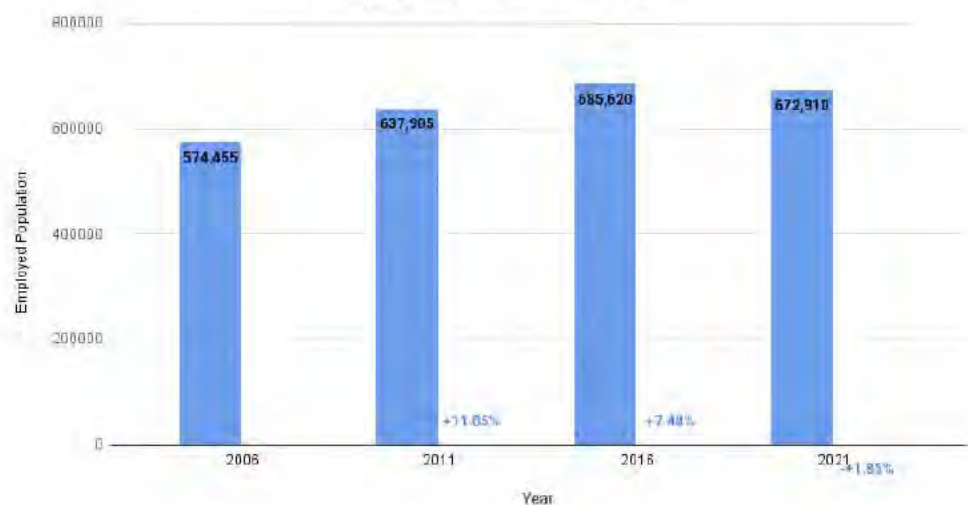
EMRB Employment Growth (KPI Dashboard)

- Reduction in employment growth in both the EMR and Parkland County
- Notably EMRB statistics count Spruce Grove, Stony Plain, Paul First Nation and Enoch First Nation separately from Parkland County

Employment Growth - Parkland County



Employment Growth - Region



EMRGP DRAFT Employment Growth– Employment Projections

(as of March 2023)

- Parkland County employment forecast to grow from 15,705 to as much as 28,045 by 2051, with avg annual growth rates from 0.6% (low) to 2.0% (high)
- Combined with communities that make up the Parkland Trading Region (e.g. Spruce Grove, Stony Plain, Enoch Cree Nation and Paul First Nation), total employment forecast to grow from 39,854 to as much as 72,985 by 2051, with avg annual growth rates from 0.8% (low) to 2.0% (high).

EMPLOYMENT BY MUNICIPALITY

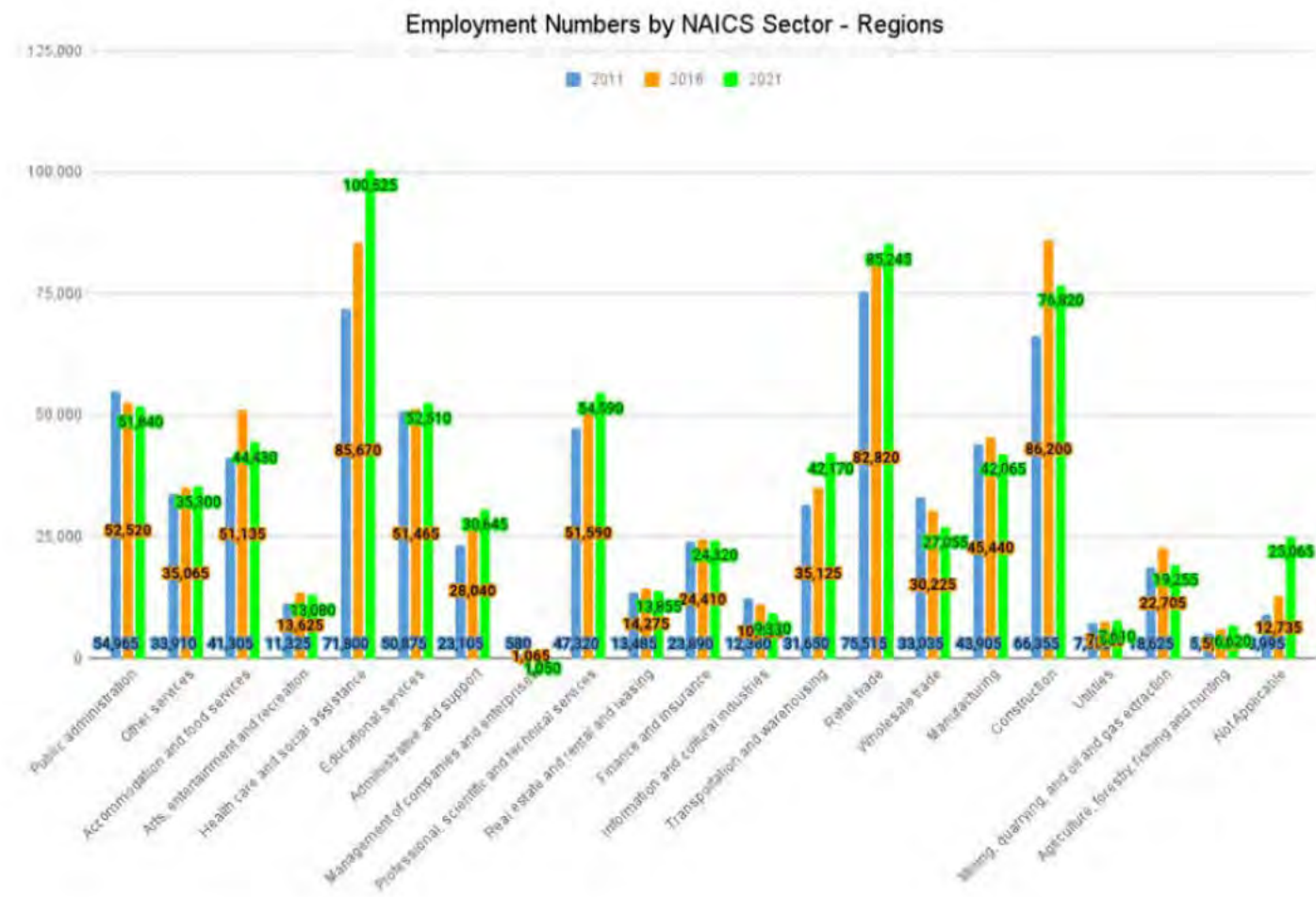
Employment Projections – Summary

Municipality	2021	Low 2051	Med 2051	High 2051
Beaumont	4,963	6,692	7,901	9,732
Bon Accord	199	199	210	248
Bruderheim	213	213	218	264
Calmar	557	608	695	780
Devon	1,968	2,067	2,467	2,867
Edmonton	580,427	787,761	868,996	1,046,404
Fort Saskatchewan	10,753	15,367	18,306	23,023
Gibbons	664	720	789	859
Lamont	780	780	886	990
Lamont County	903	903	994	1,077
Leduc	16,476	23,125	27,492	33,280
Leduc County	17,950	23,849	28,406	33,757
Legal	332	351	383	408
Morinville	3,429	4,129	4,836	5,633
Parkland County	15,705	18,696	22,962	28,045
Redwater	2,163	2,163	2,322	2,746
Spruce Grove	14,488	20,111	24,113	28,598
St. Albert	25,867	28,267	32,098	39,277
Stony Plain	7,430	9,388	11,147	13,600
Strathcona County	47,255	60,008	74,543	82,958
Sturgeon County	9,046	12,310	14,464	17,998
Thorsby	680	692	714	786
Warburg	380	380	426	522
Total	765,126	1,021,322	1,147,993	1,376,909
Alexander First Nation	267	278	295	315
Enoch Cree Nation	1,025	1,057	1,114	1,309
Paul First Nation	1,206	1,206	1,217	1,433

EMRGP Employment Diversity (KPI Dashboard) - Region

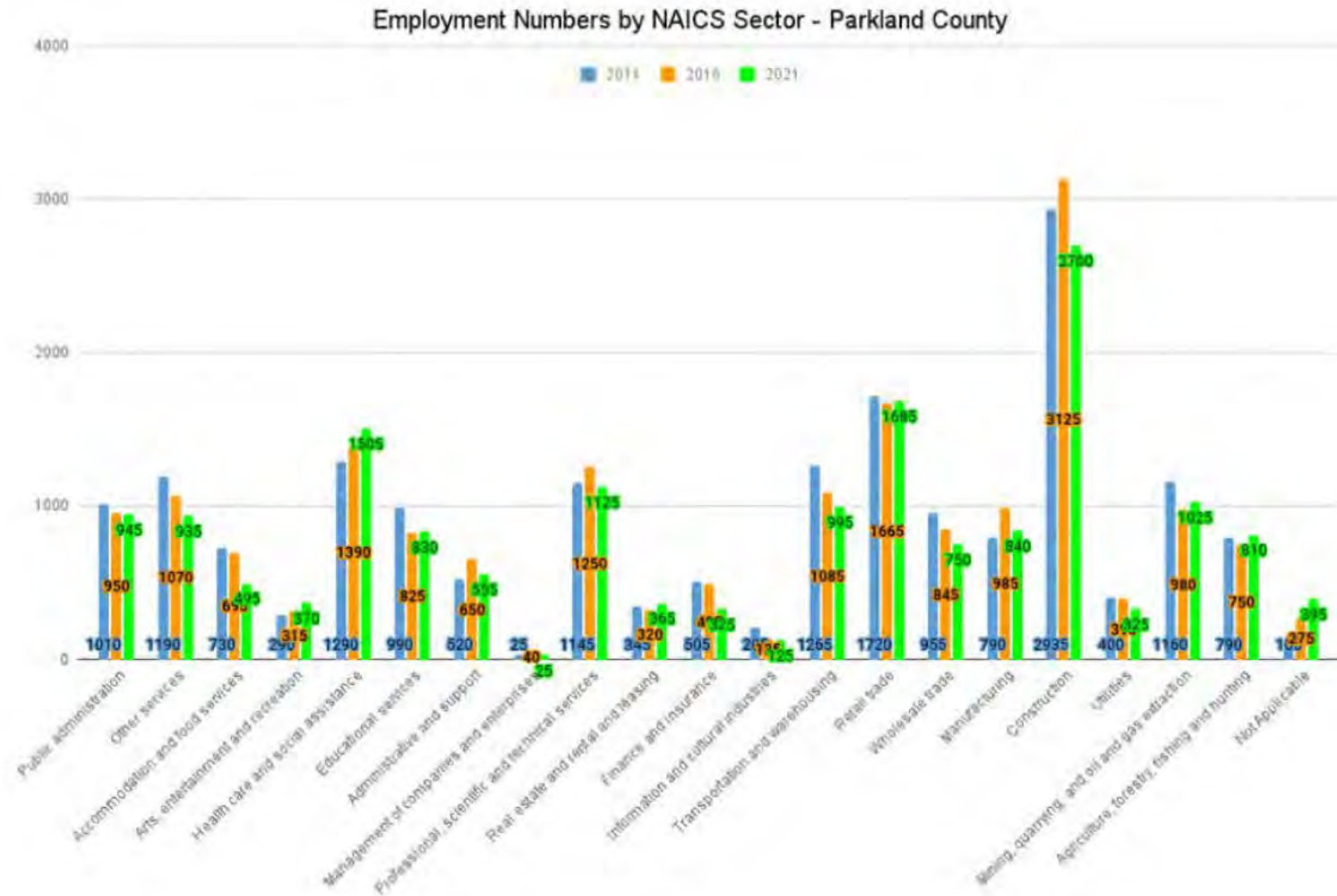
Top categories

- Health care and social assistance (increase from 2016)
- Retail trade
- Construction



EMRGP Employment Diversity (KPI Dashboard) - Parkland County

- Construction (decrease from 2016)
- Retail trade
- Health care and social assistance



Employment Area Profiles

As identified by Parkland County's MDP

- Acheson
- Fifth Meridian
- Manly Corner
- *Additional EMR identified areas*

Local Employment Areas under hamlet profiles

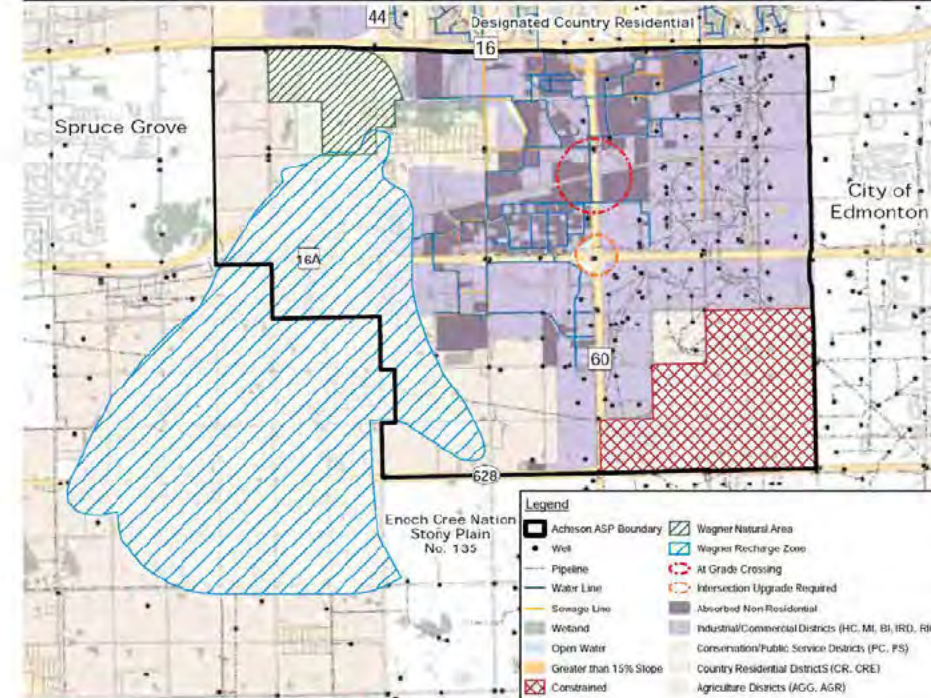
- Tomahawk
- Duffield
- Gainford
- Keephills
- Fallis

*Entwistle and Wabamun are profiled both as hamlets and employment areas

Employment area profiles - Acheson

- Prominent features
 - Adjacent to City of Edmonton and Spruce Grove
 - Active trail line proximity
- Classifications:
 - EMRGP
 - Priority Growth Area
 - Major Employment Area
 - Local Employment Area
 - Planned Employment Area
 - Commuter Shed
 - MDP: Major Employment Area
 - LUB: mainly Medium Industrial, Business Industrial and Industrial Reserve Districts in the centre with Agriculture General and Agriculture Restricted Districts surrounding

FIGURE 20 | OPPORTUNITIES AND CONSTRAINTS IN ACHESON BUSINESS PARK



KEY RECOMMENDATION

Conduct a detailed review of the land supply and land absorption rate in Acheson Business Park to ensure sufficient available lands to support the County's longer-term growth requirements.

Employment area profiles - Acheson

VISION | Acheson Industrial ASP

The Acheson Industrial Area Structure Plan provides a comprehensive land use planning framework to guide the continued and future development of the Acheson Industrial Area in an orderly and efficient manner. The Acheson Industrial Area encourages a variety of employment opportunities and is responsive to changing local and regional economic trends, while recognizing the ecological benefits of environmental significant areas within the Plan area.

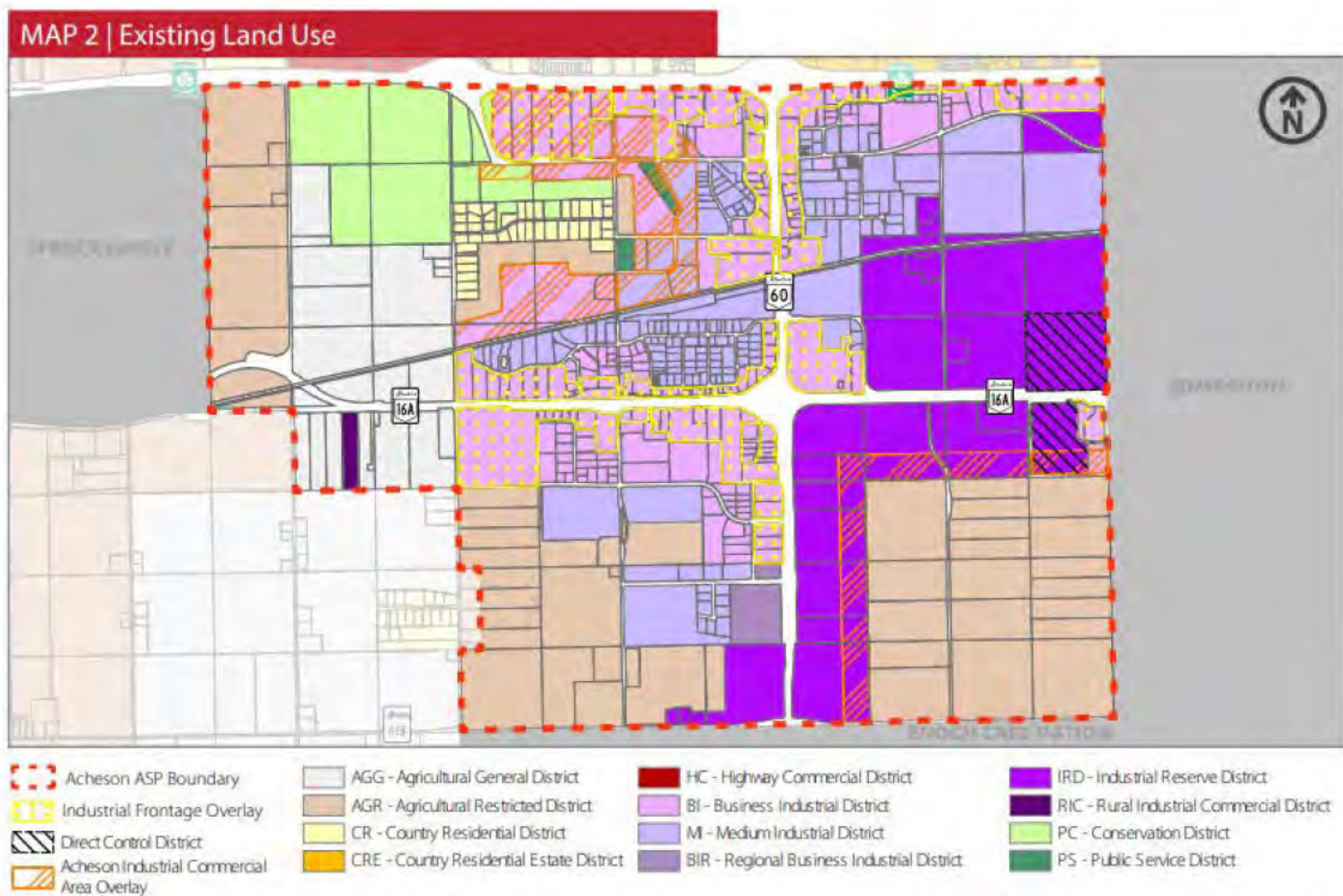
OBJECTIVES | Acheson Industrial ASP

1. Establish an orderly and efficient approach to planning for the Acheson area that balances existing and future land uses.
2. Capitalize on the strategic location of Acheson in the Edmonton Metropolitan Region to support the regional economy while being responsive to changing market trends.
3. Establish policies that support future industrial and commercial "serviced" development in Acheson that are sensitive to non-industrial uses that currently exist within the Plan area.
4. Recognize and protect the Wagner Natural Area Environmentally Significant Area and Recharge Zone.
5. Enhance open space opportunities by maximizing the use of Municipal Reserve, Environmental Reserve and conservation areas for community and recreational uses and new trail networks.
6. Recognize the importance of existing and future transportation and servicing plans, and the need to phase development in a systematic manner.

Employment area profiles - Acheson

Acheson ASP (2020)

- 12,402 ac (5,019 ha) in area
- Established development
 - Agricultural
 - Industrial & commercial: ~525 ha (Medium Industrial) + ~770 ha (Business Industrial & Regional Business Industrial) + ~839 ha (Industrial Reserve) for future commercial and industrial development
 - Residential: Osborne Acres to the north includes 41-parcels (inc 200m buffer from industrial uses)
 - Parks, Rec & Culture: Wagner Natural Area, golf course, & former landfill turned soccer field



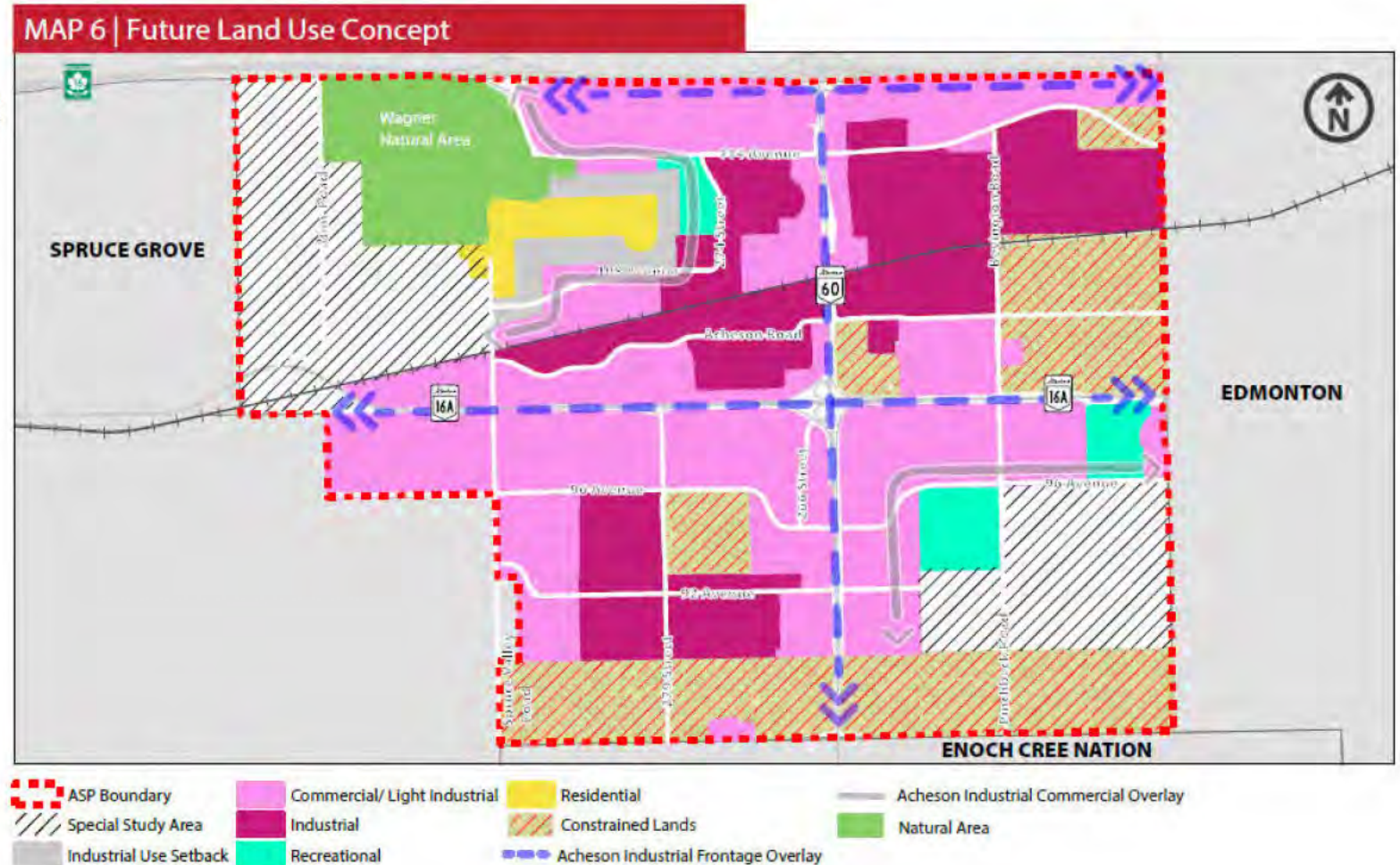
Note: The land use districts shown are current as of October 2020. For up-to-date districting, refer to Parkland County Land Use Bylaw 2017-18.

ACHESON INDUSTRIAL AREA STRUCTURE PLAN

Employment area profiles - Acheson

Acheson ASP (2020)

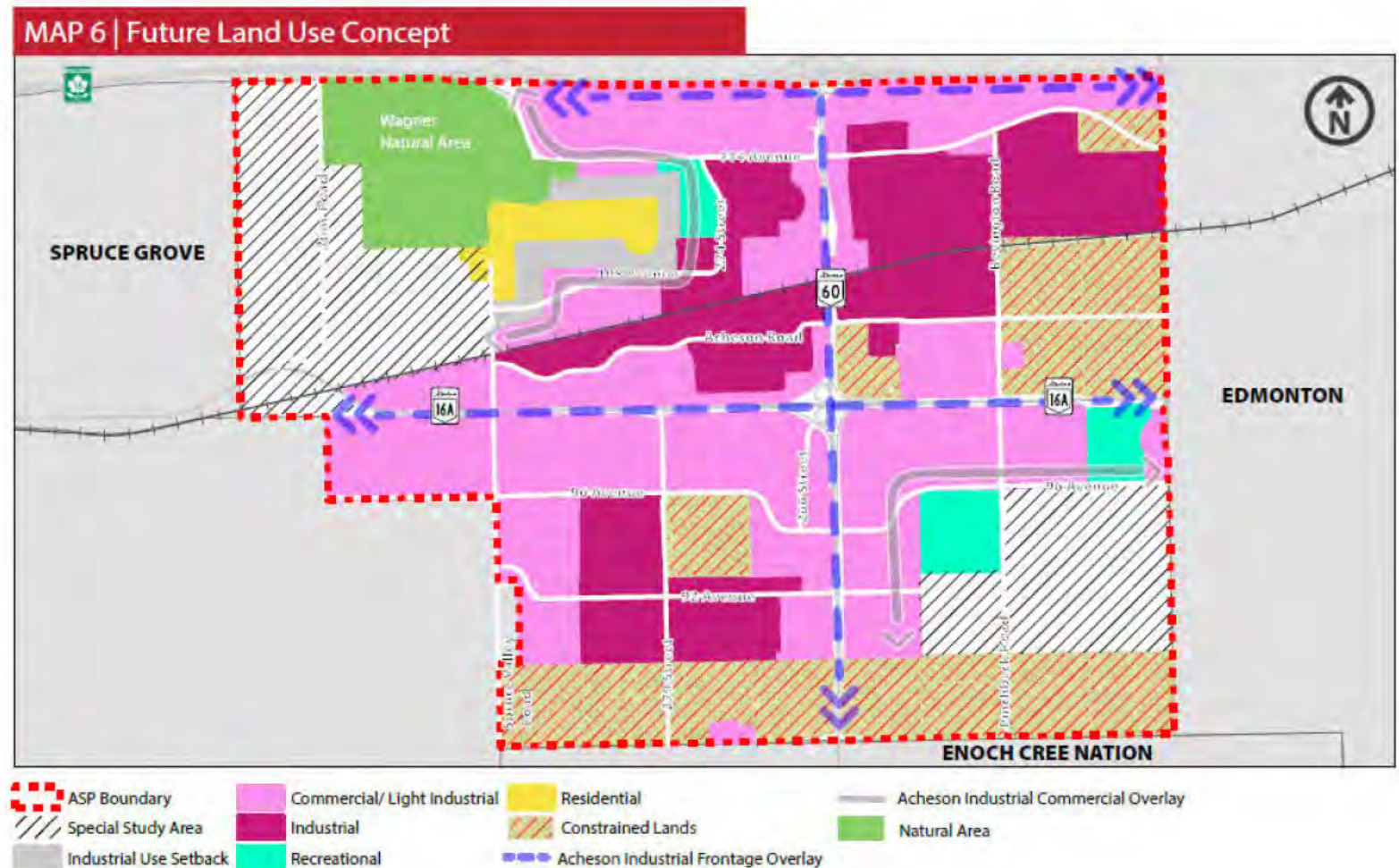
- **Commercial** purpose: Support continued commercial development within the Plan area to accommodate the growth of Acheson as a Major Employment Area.
- **Industrial** purpose: Support continued light industrial and medium industrial development within the Plan area to accommodate the growth of Acheson as a Major Employment Area.



Employment area profiles - Acheson

Acheson ASP (2020)

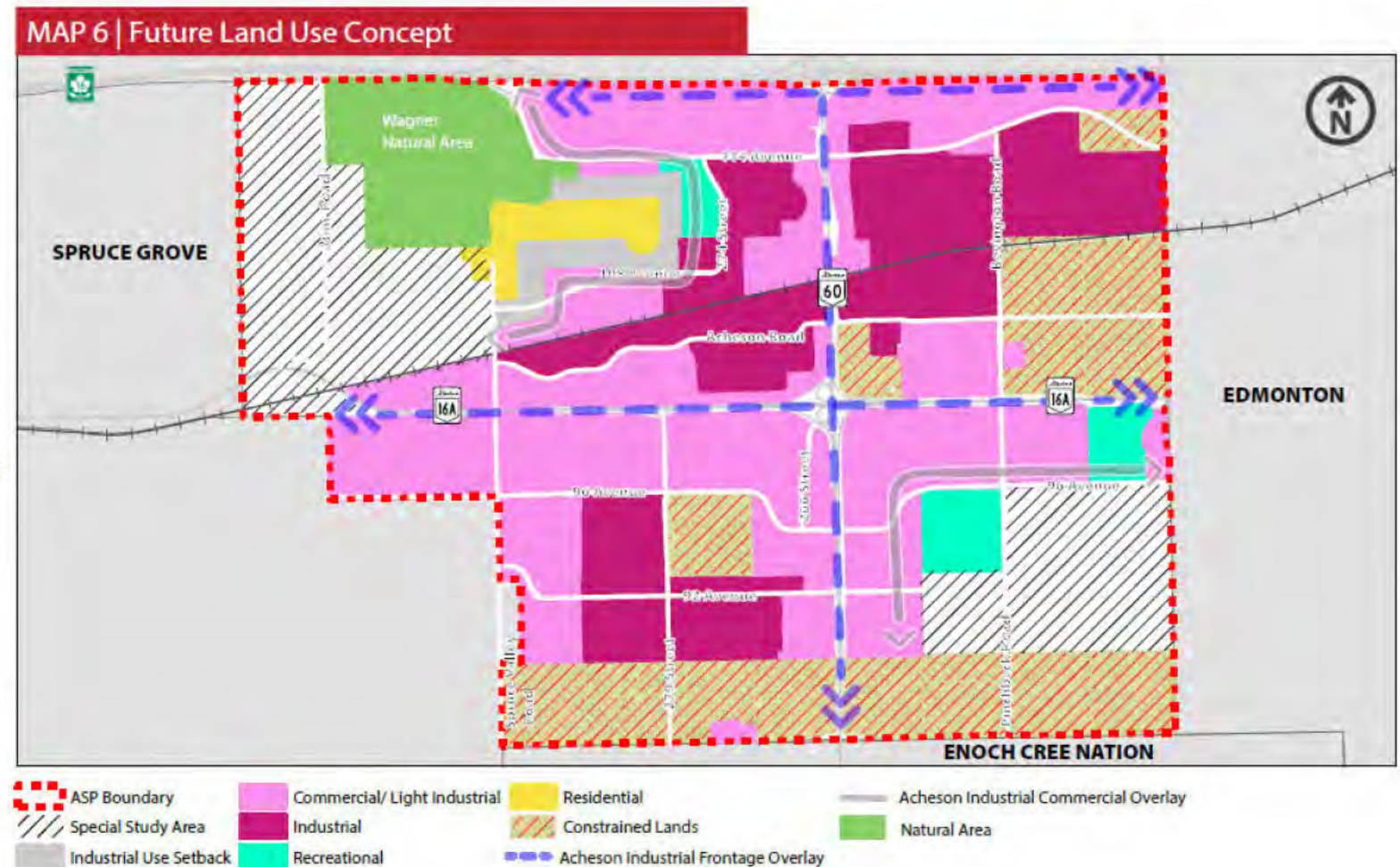
- **Agricultural** purpose: Preserve the existing agricultural lands within the Plan area until such time that the lands are developed for industrial, commercial and other uses in accordance with the goals of this ASP.
- **Residential** purpose: Support the continued use and enjoyment of existing residential properties within the Plan area by minimizing land use conflicts between the residential lands and new industrial and commercial development.



Employment area profiles - Acheson

Acheson ASP (2020)

- **Infill** purpose: Encourage existing developed commercial and industrial areas in the Plan area to redevelop through the intensification of under-utilized lands and buildings.
- **Building & Site Design** purpose: Support a higher aesthetic standard for building and site design in areas highly visible from Provincial highways.
- **Special Study Areas** purpose: Preserve the special areas in the Plan area currently used for non-industrial or commercial uses until such time that they can be developed in accordance with the goals and policies of this ASP.



Employment area profiles - Acheson

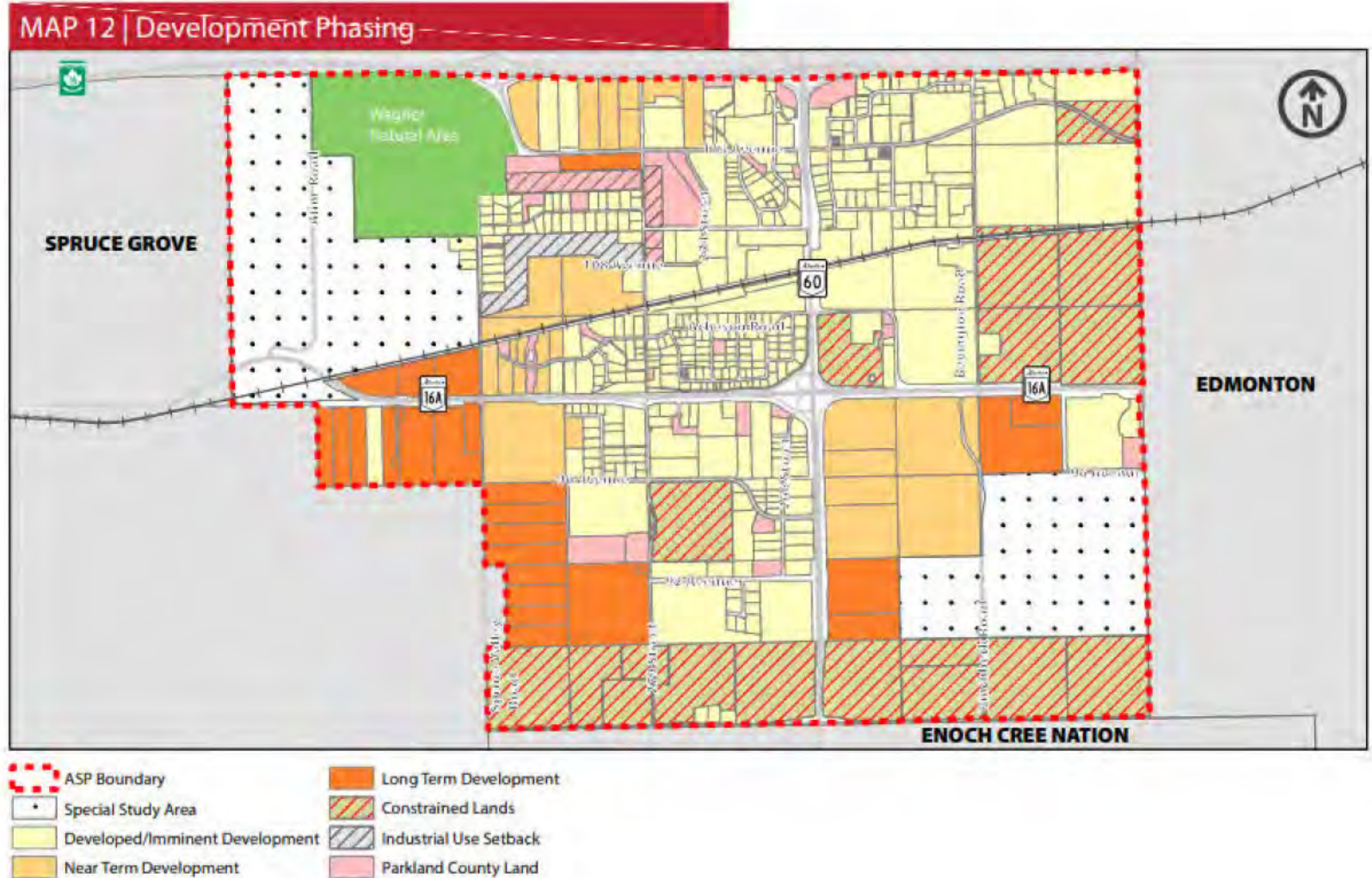
Note: This ASP does not predict the rate of development within the Plan area. Ultimately, growth is determined by market demand and reflects the overall economic climate of the region. The timeline and milestones here are intended to assist with guiding development as it occurs.

Developed / Imminent Development means lands that have already been developed or will be in an immediate future, typically referring to the next several years.

Near Term Development means lands that will likely be developed within a typical span of 5 to 10 years.

Long Term Development means lands that may be developed in approximately 10 years or more.

Constrained Lands means lands where future development is delayed due to current land uses or servicing constraints. Lands in this category will be reviewed for their development potential at future updates of the ASP.



Employment area profiles - Acheson

Business listings overview

- Buildings
 - 11292 269 St (Acheson Business Park).
Shop/warehouse with 23 offices and fenced yard / \$5.25 million / 30 DOM/ built 2013
- Largely Undeveloped Land
 - 10302 255 St (adjacent to future industrial, Hwy 16A frontage). TOTAL (3 parcels): 11.4ac / \$4.197 million / 32 DOM
 - 26516A Highway 16A (annexed into Acheson Industrial Park – west end). Agricultural with two rented dwellings on 27.3 ac site / \$1.89 million / 1,237 DOM
 - 26301 515A Township Rd (South of Acheson).
Approved development plan in place for 408 stall RV storage on 12.26 ac site + opportunity for future residential expansion/ \$2.195 million / 404 DOM



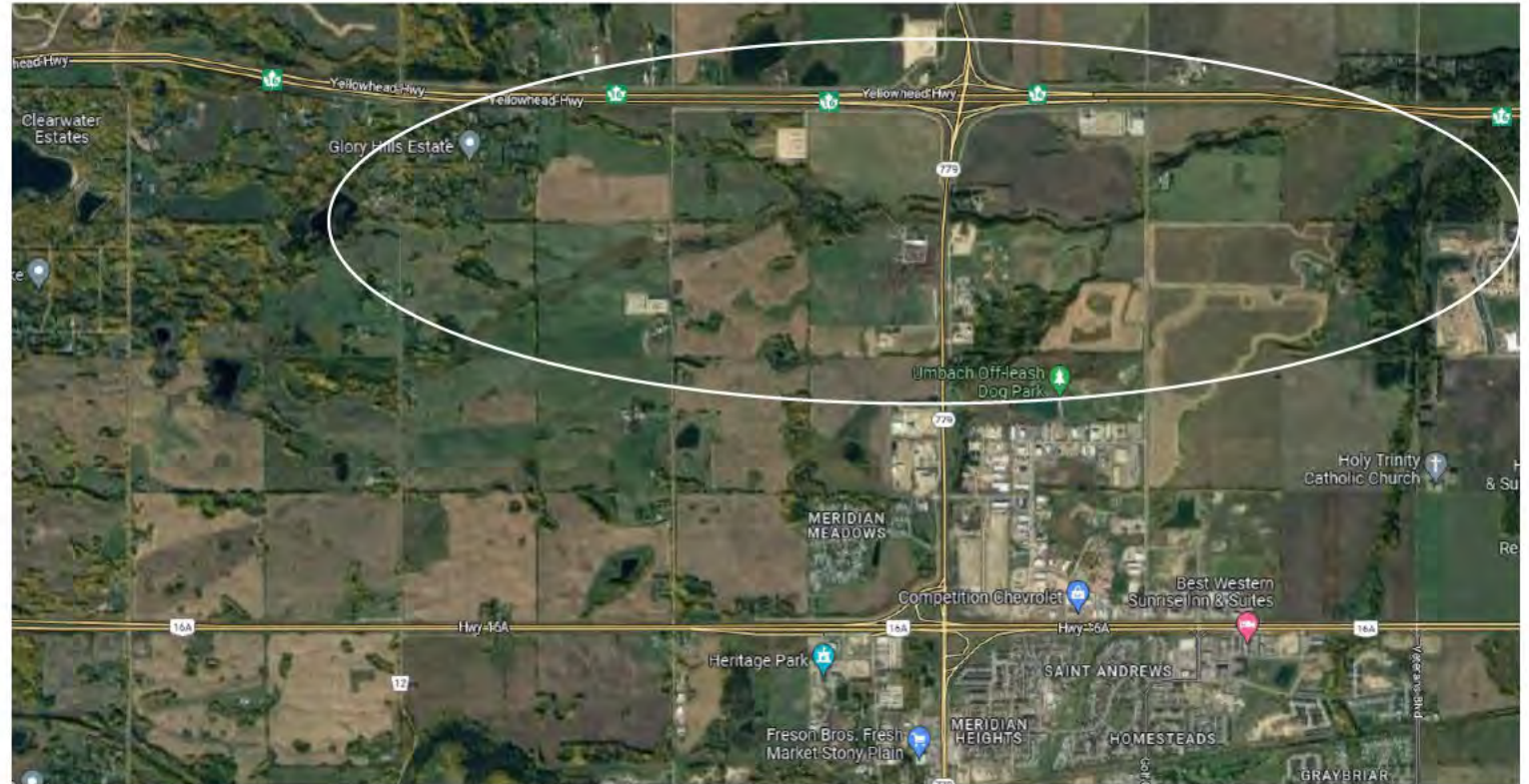
11292 269 Street. Source: CDN Global, Apr 2023



10302 255 Street. Source: Realtor.ca, Apr 2023

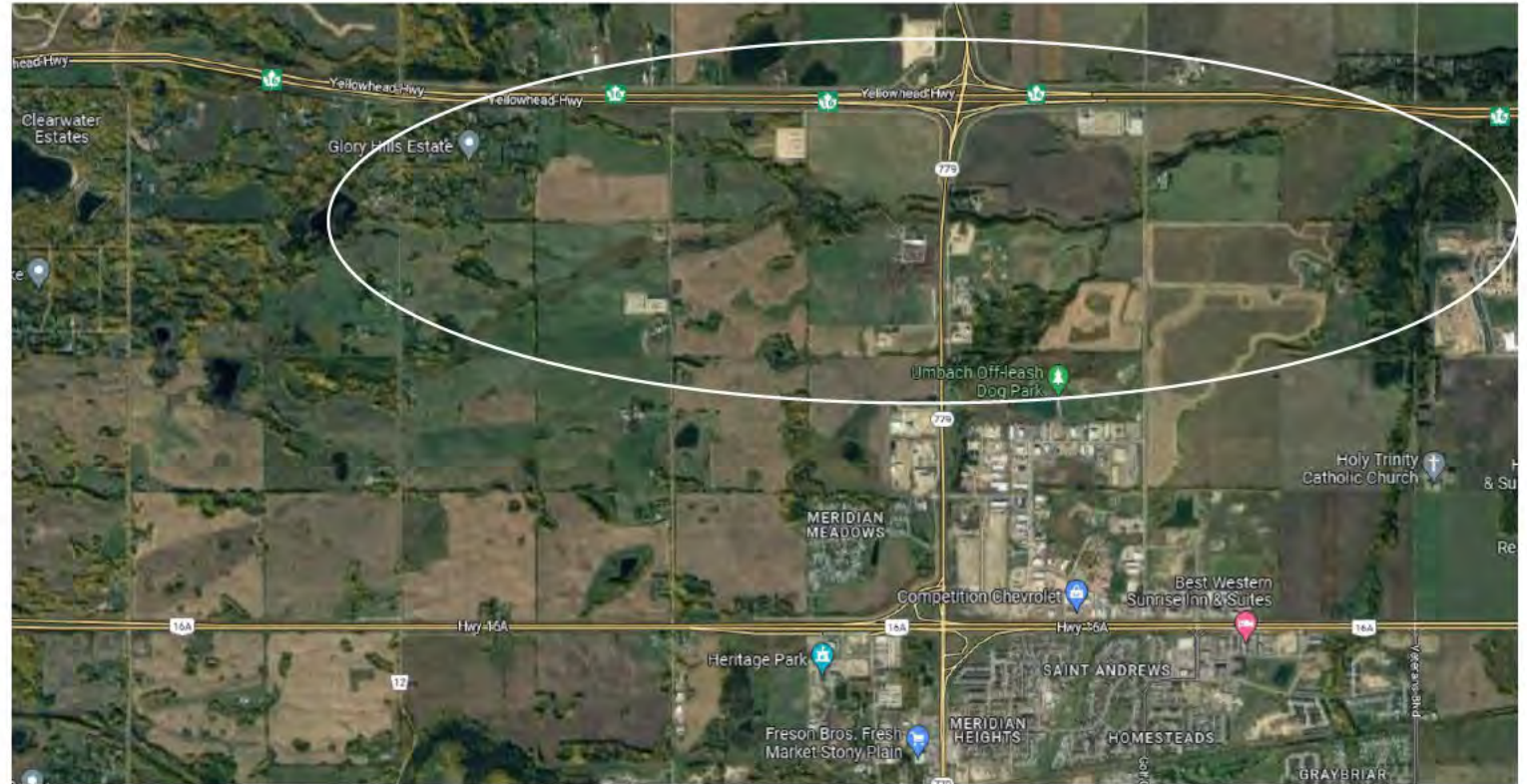
Employment area profiles – Fifth Meridian

- Prominent features
 - Between county residential (north) and Town of Stony Plain (south)
 - Proximity to Yellowhead Hwy & Hwy 16A
- Classifications:
 - EMRB GP: Major & Local Employment Area, Priority Growth Area & Commuter Shed
 - MDP: Local Employment Area
 - LUB: Agriculture Restricted District
 - Technical Growth Study: Major Employment Area



Employment area profiles – Fifth Meridian

- Business listings overview
 - Agriculture and res land (25+ ac) with Hwy 16 frontage: \$1.275 mill (359 DOM)
 - Agriculture restricted bareland: \$995,000 (314 DOM)
 - RV storage business (13ac) : \$2.8 mill (37 DOM)
 - Industrial shop with residential acreage: \$1.5 mill (42 DOM)
- Active bareland listings (marketed as County residential): 3
 - Median price: \$459,000
 - Median DOM: 266

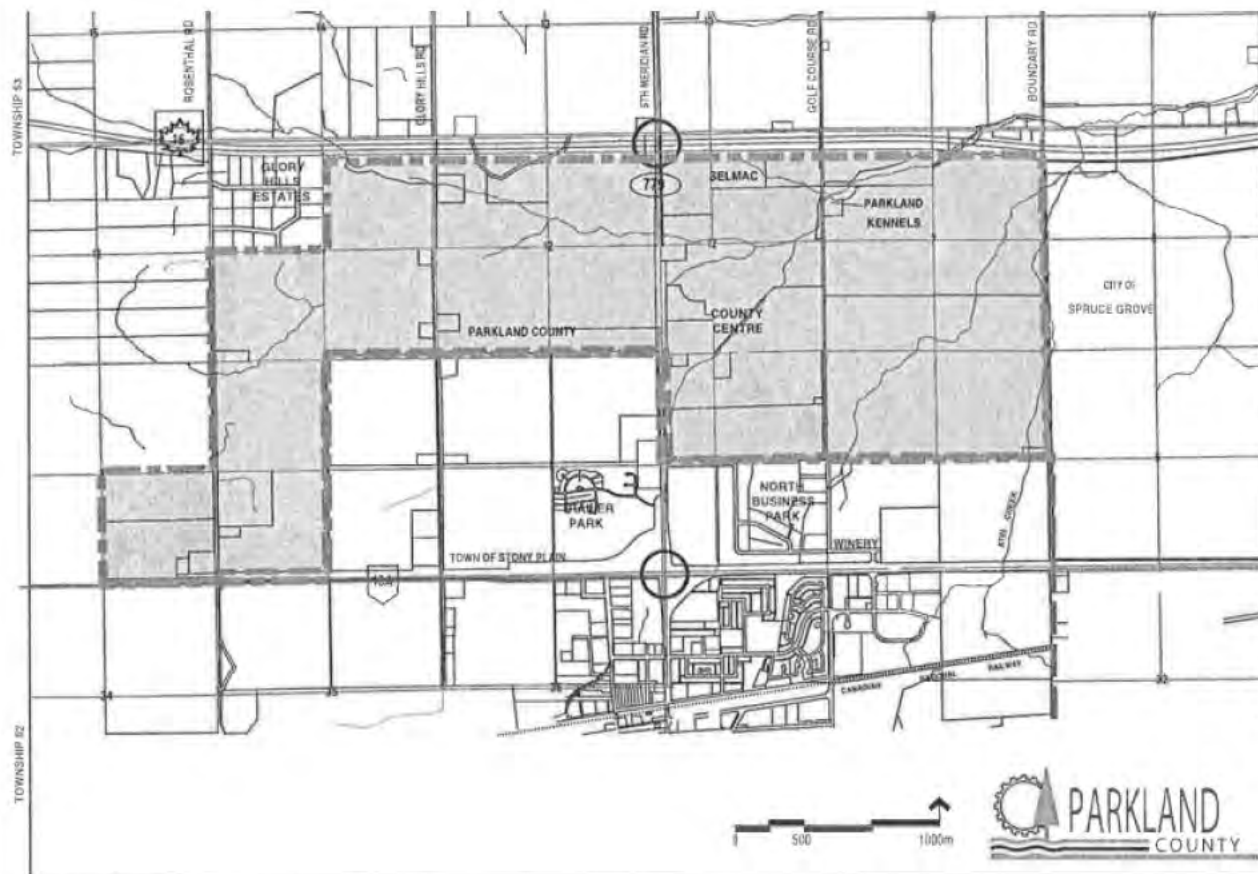


Employment area profiles – Fifth Meridian

- Fifth Meridian ASP (2001, consolidated 2013)
 - ~1,455 ha land (~20 full quarter sections)
 - 20 yr timeframe to 2020 (*currently not updated*)
 - Proposed land uses
 - Highway commercial (20 ha)
 - Business/industrial (247.5 ha)
 - Country residential (234.8 ha)
 - Estate residential (139.2 ha)

Table 5 - Population Forecast

Land Use	Area (ha)	Units/(ha)	Units	Pop/Unit	Population
Country Residential	333.20	2.2	733.04	3.2	2345.72
Estate Residential	139.20	5	696	3.2	2227.20
Total	472.40		1429.04		4572.92

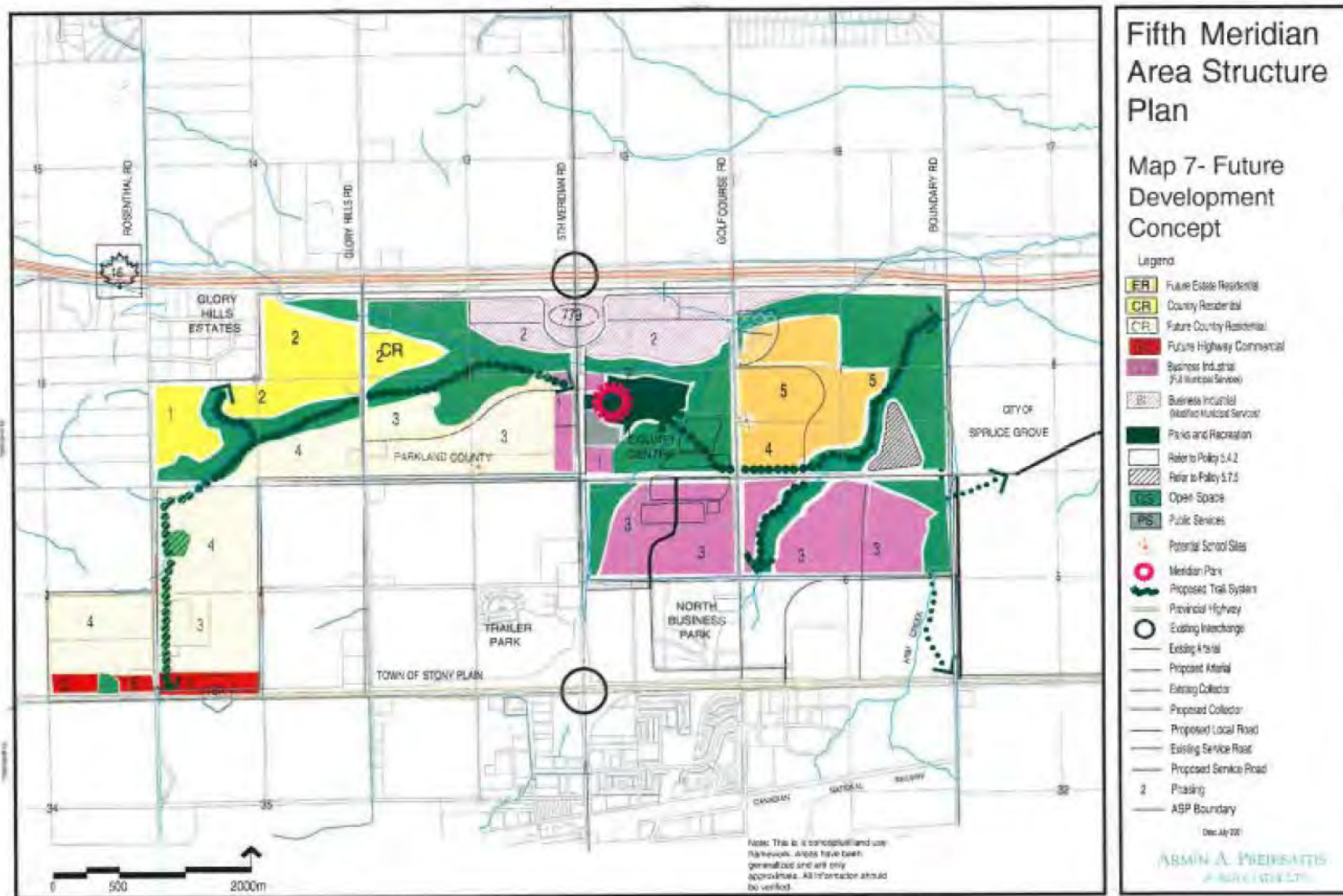


Fifth Meridian Area Structure Plan

- Legend**
- Existing Interchange
 - Town of Stony Plain Boundary
 - - - ASP Boundary

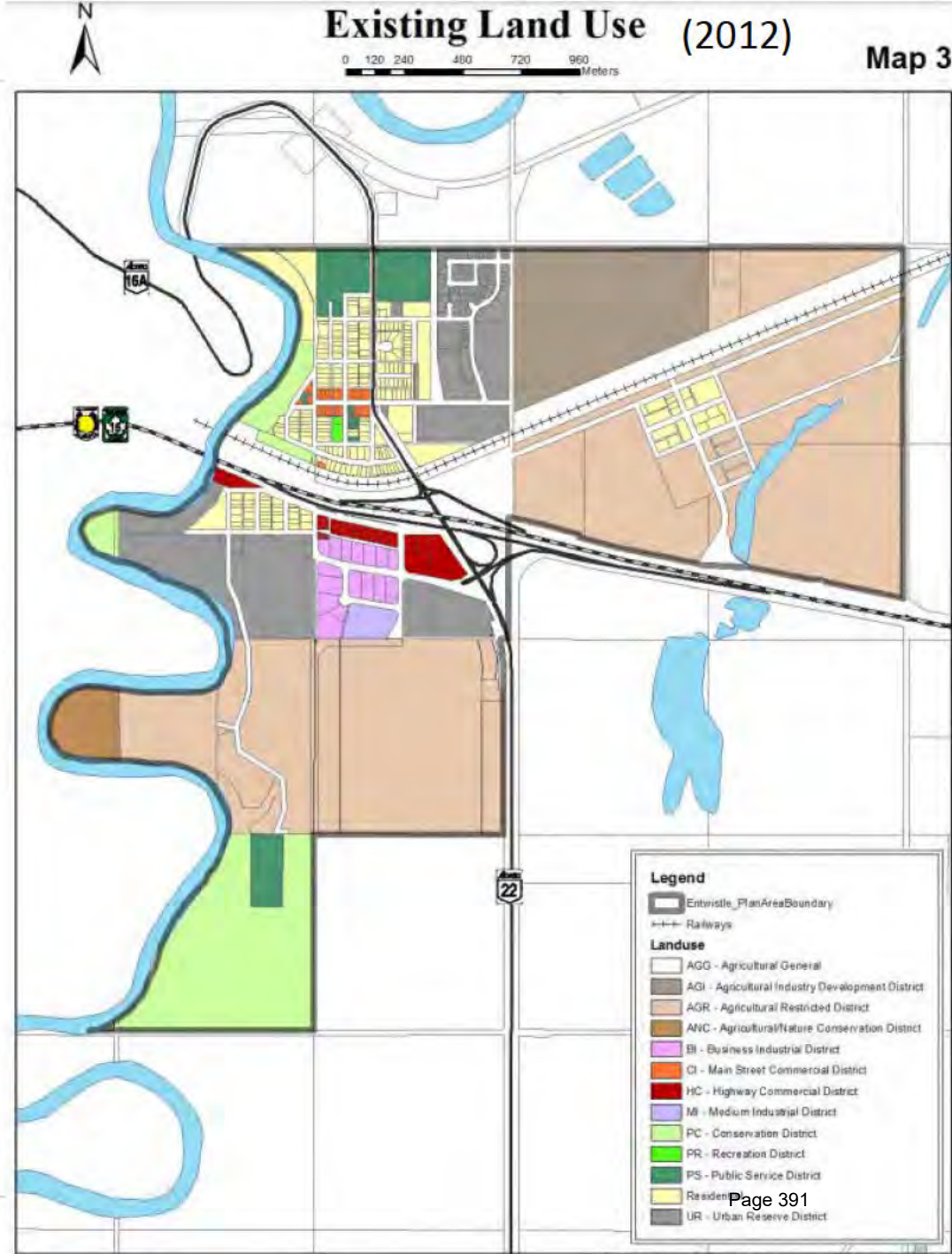
Employment area profiles – Fifth Meridian ASP

- ASP directs growth to:
 - Rangeroad 280 (service road) parallel to Hwy 16
 - West side of Hwy 779
 - County Centre (agricultural uses)
- 1998 MDP classified the area as 'fringe' which is "an area of land of intermunicipal importance between the County and an adjacent urban municipality" in this case, Stony Plain



Employment area profiles - Entwistle

- Prominent features
 - Main Street
 - Mixed use commercial (along Hwy 16)
 - Highway Commercial (Hwy 16 & 22)
 - Industrial Park & active rail line proximity
- Classifications:
 - EMRB GP: Hamlet, Local & Planned Employment Area
 - MDP: Priority Growth Hamlet
 - LUB: Entwistle Urban Village District, and others
 - Technical Growth Study: Sub-regional hub & Major Employment Area
- Business listings overview (1)
 - Grocery store (only one in Town): \$590,000 (201 DOM)



Employment Profiles – Entwistle ASP

Commercial/Industrial goals

4.2.2 “i. To encourage economic **diversification** and **expansion** of existing businesses.

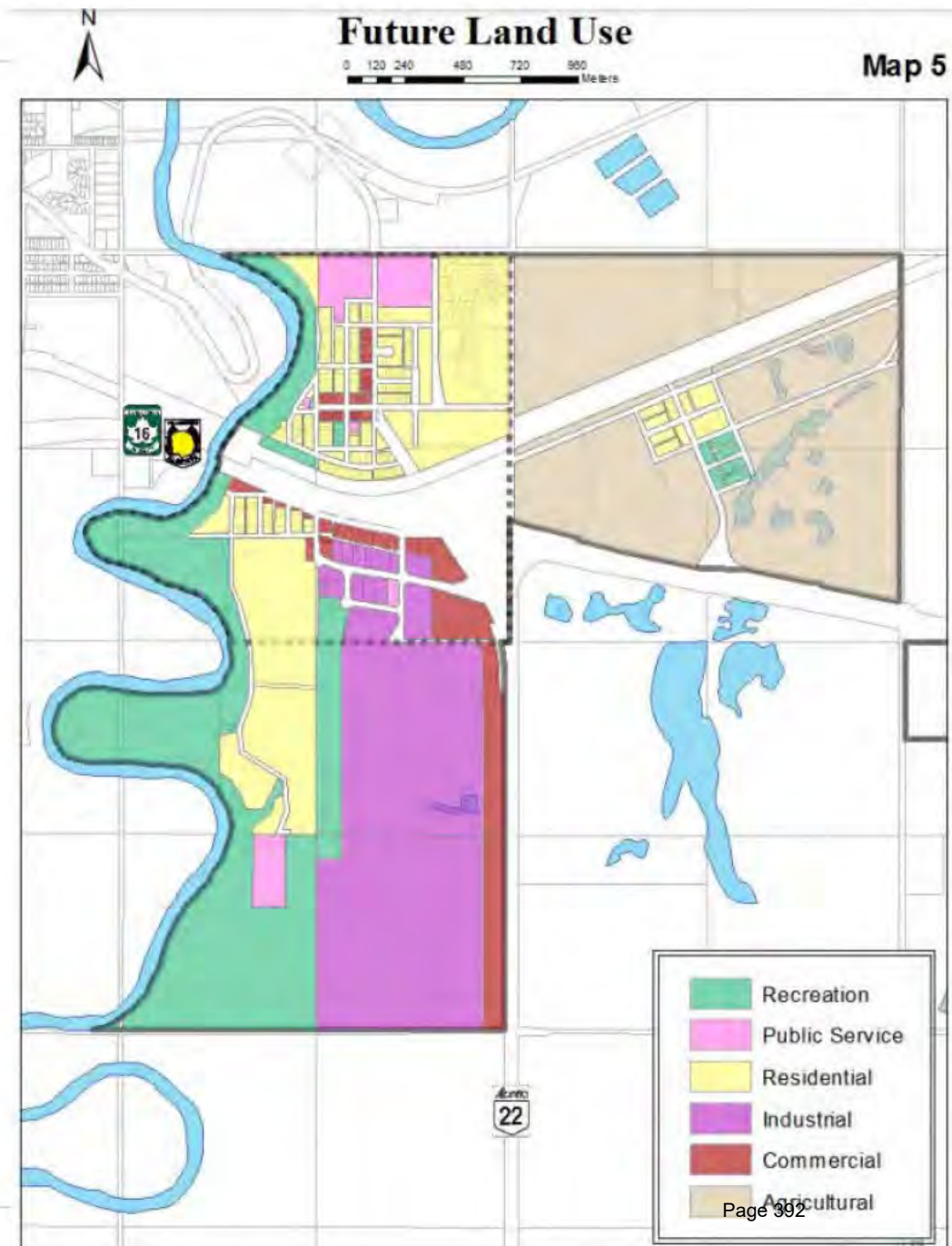
ii. To continue to encourage a range of **industrial, and commercial development** south of the Yellowhead Highway and west of Highway 22 (i.e. **Entwistle Industrial Business Park**) in an efficient manner that is sensitive to the nearby natural environment and existing residential uses.

iii. To promote the enhancement and safety of **Highway commercial** corridors by locating designated parking areas, implementing landscaping standards and additional visual enhancements.

iv. To promote the **revitalization of the main street** core area by encouraging infill development, aesthetic improvements, and increasing opportunities to conduct business, recreate, gather and socialize in order to help unify the Hamlet.

v. To increase small business opportunities in Entwistle by promoting **mixed use commercial development along Highway 16A**.

vi. To promote **Agricultural Industrial development** east of the Hamlet boundary and north of the CN Railway”



Employment Profiles – Entwistle ASP

Main Street Revitalization

- Heart and focal point of Entwistle
- Aiming to become a regional centre to meet the residential, service, and community needs of the County's western residents
- Encourage vertical mixed use with ground-oriented retail and office with residential above
- Objectives (6.2.1)
 - “6.2.3 Create a **pedestrian-oriented** environment featuring wide sidewalks, buildings oriented to the street, benches, street trees, and landscaped boulevards.
 - 6.2.4 Encourage new businesses to locate along Main Street, **infill** of underutilized lots as well as redevelopment of existing buildings will be a priority.
 - 6.2.5 Provide the Hamlet's required **neighbourhood retail and office services**”



Employment Profiles – Entwistle ASP

Highway Commercial Corridor (Yellowhead Hwy & Hwy 22)

- Gateway moment for the hamlet- desire to incorporate character defining elements to attract visitors
- Contains most of the hamlet's restaurants
- Tunnel underneath Yellowhead Hwy for pedestrians accessing north and south portions of the hamlet
- Intended to service residents and travelers with highway commercial, and is not intended to replace main street commercial



Employment Profiles – Entwistle ASP

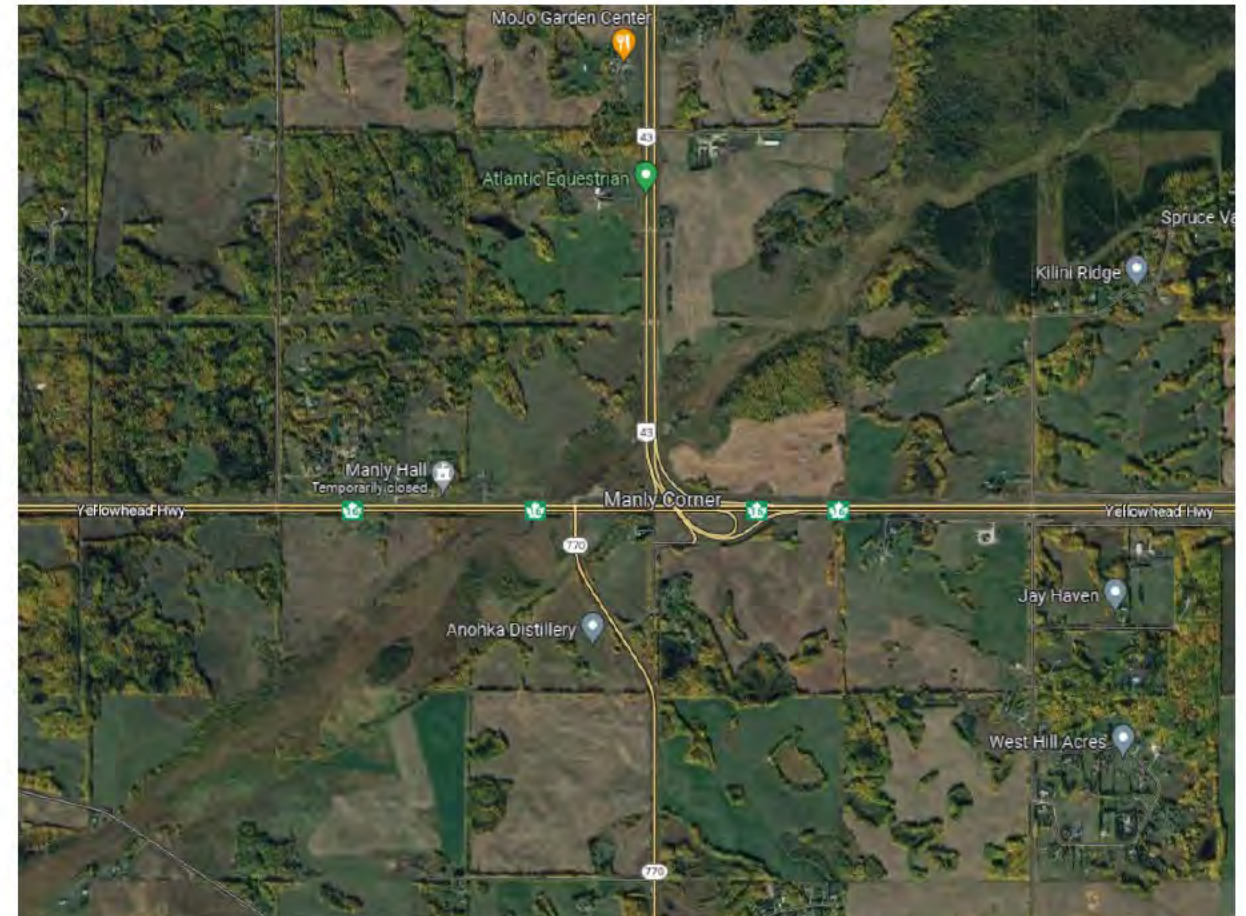
Entwistle Industrial Park

- Support growth of small industrial and commercial businesses phased in over time (at time of writing, a gravel extraction was occurring)
- Intended to connect to existing servicing to the north and have visibility along Highways
- Objectives
 - “9.2.1 Support the development of a **fully serviced** commercial/industrial park within the Plan Area.
 - 9.2.2 Allow un-serviced **medium industrial** development on a temporary basis until these lands can be accessed by municipal water and sewer.
 - 9.2.3 Plan for development and servicing to be completed in a logical and cost-effective manner to support **business park expansion**....
 - 9.2.6 Develop the industrial business park with **eco-industrial** performance standards to enhance the environment, attract an additional market for business users, and to create a more amenable site for adjacent landowners.”



Employment area profiles – Manly Corner (Hwy 43 & 16)

- Prominent features
 - Largely undeveloped with agricultural lands surrounding
 - Community hall west of the interchange
 - Development likely restricted by Kilini Creek ESA which runs underneath Hwy 16, 43 & 770
- Classifications:
 - EMRB GP: Commuter Shed (not identified as an employment area)
 - MDP & Technical Growth Study: Local Employment Area
 - LUB: Agriculture General District
- No active industrial or commercial listings



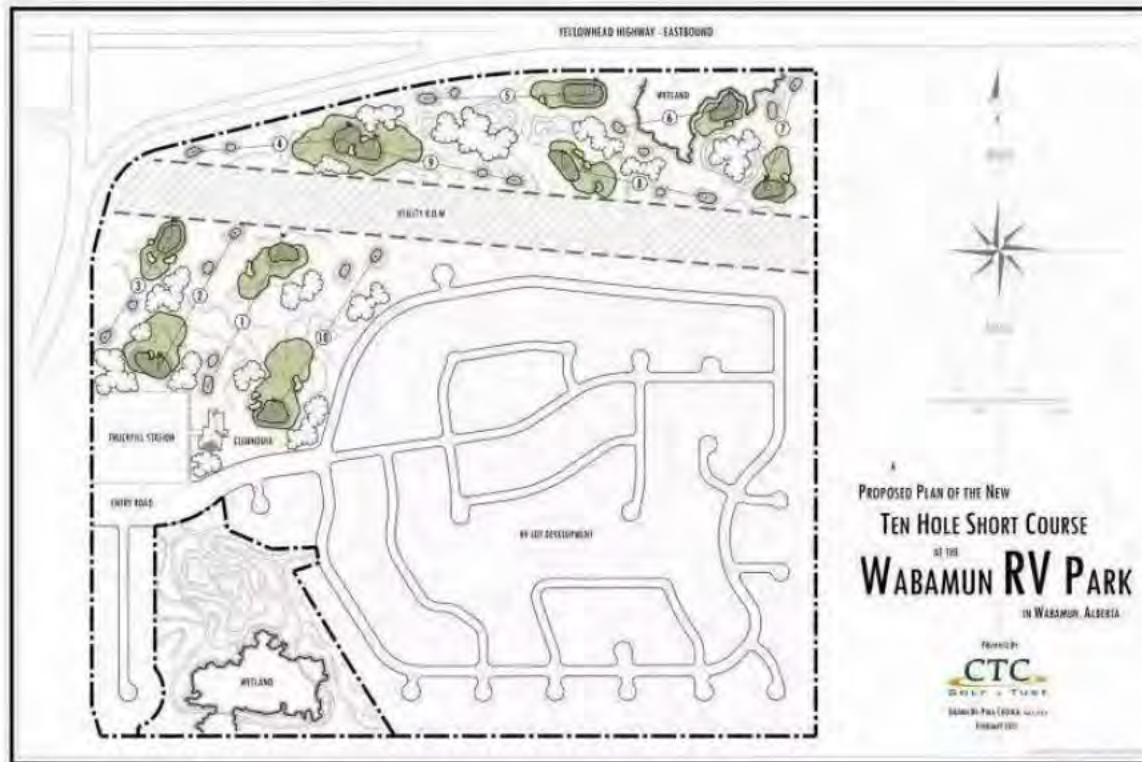
Employment area profiles – Wabamun

- Prominent features
 - Established village
 - Proximity to Wabamun Lake and Provincial Park
 - Surrounding communities of Point Alison and Lakeview bolster population base
- Classifications
 - EMRB GP
 - Wabamun North: none
 - Wabamun: Hamlet & Local Employment Areas
 - MDP & Technical Growth Study: Local Employment Area (Wabamun North)
- Business listings overview (4)
 - 5140 51 Av – Wabamun Hotel on waterfront (\$825,000 / 16,275 sq.ft / 184 DOM)
 - 5215 51 Av – small commercial strip mall (\$359,000 / 3,500 sq.ft / 49 DOM)
 - 5221 52 St – retail storefront, former liquor store (\$495,000 / 2,971 sq.ft/ 139 DOM)
 - 5114 52 St – commercial storefront (\$269,900 / 1,860 sq.ft / 59 DOM)



Employment Area Profiles – Wabamun

- Business listing spotlight: Land for Wabamun RV Park (\$899,999 / 38 DOM)
 - Frontage on Hwy 16
 - Proximity to Wabamun Lake Provincial Park





Employment area profiles – Others

Within Parkland County, EMB also identified:

- The former Highvale Mine's Sundance Power Generation and Keephills areas (south of Wabamun Lake) as Major & Planned Employment Areas
 - **Note:** TransAlta's Highvale Mine ceased operating in Dec 2021 and is being reclaimed, with a portion becoming a large-scale solar farm
- Carvel as Local Employment Area at the edge of the commuter shed
- North of Spruce Grove between Hwy 16, Hwy 44 and Township Road 532 A as Local Employment Area
- Intersection of Range Road 65 & Township Road 534A (between Entwistle and Gainford) as Local Employment Area



Growth Scenarios

Following the completion of our individual layer analysis, we will create 2-3 growth scenarios for consideration. These scenarios will include high and low growth.

Beyond a high and low growth scenario, what other scenarios/options should be considered?

Ex. Balanced hamlet growth, corridor focused growth

How does market demand factor into growth and allocation?



Land Use Demand Forecasting

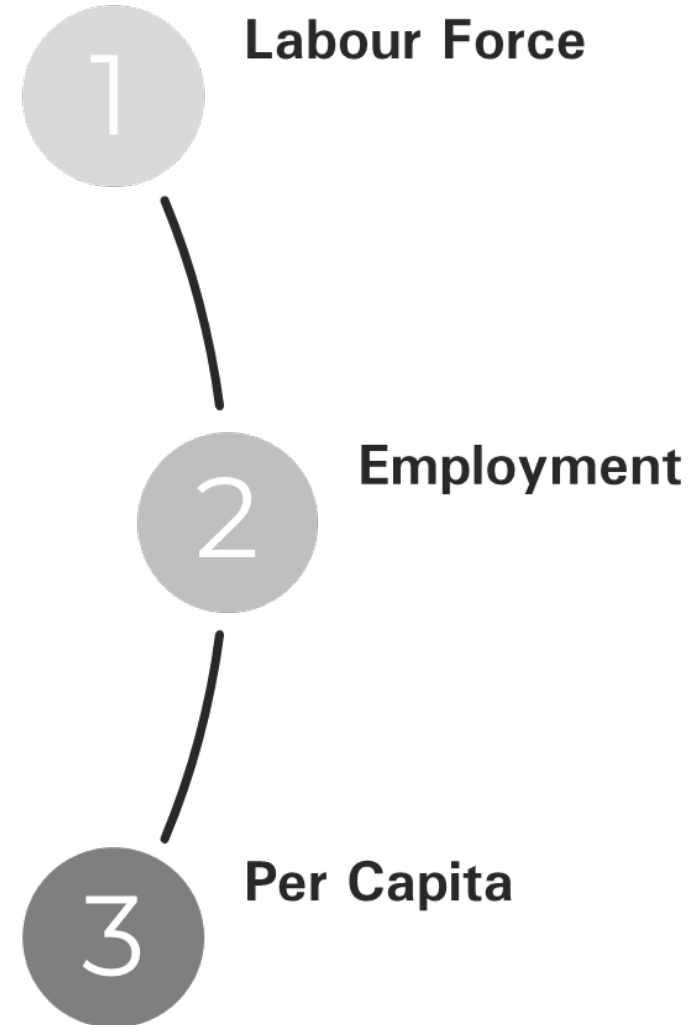
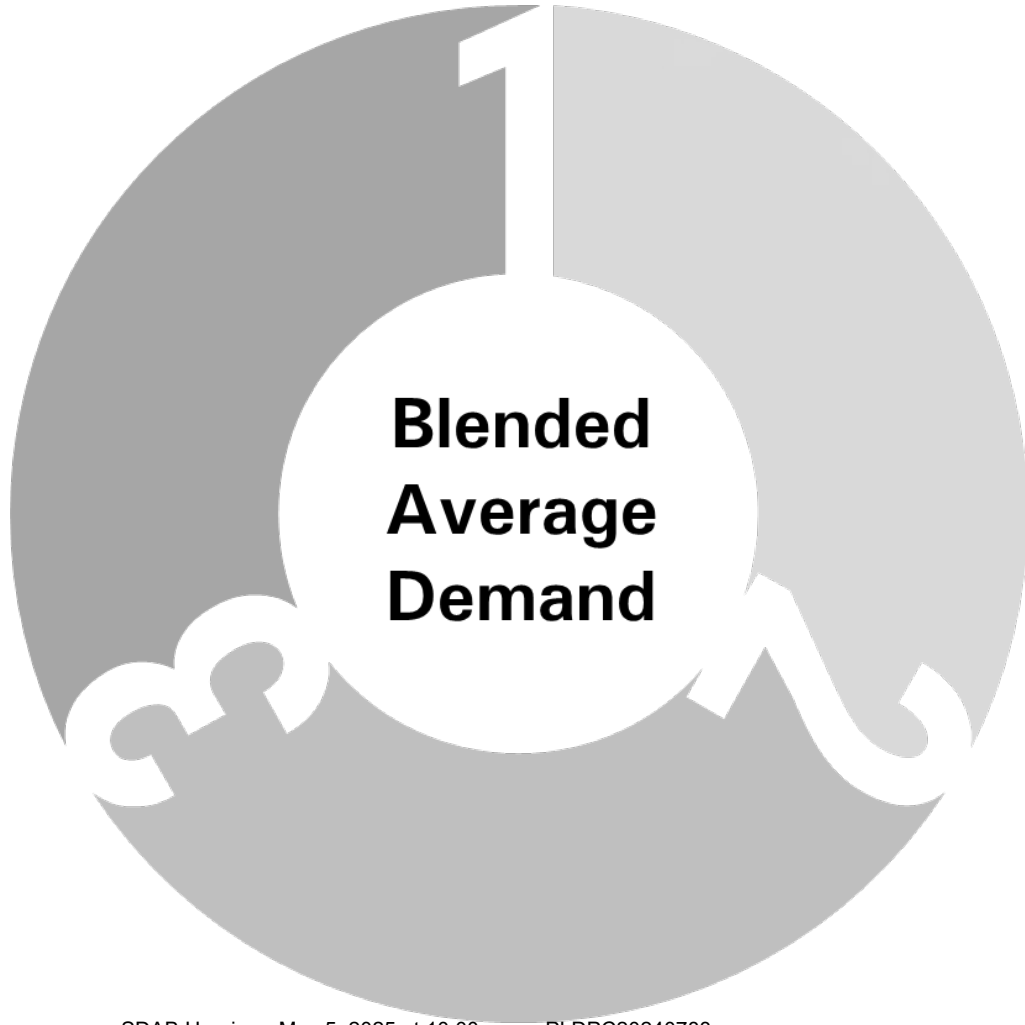
Factoring in multiple demand methodologies, combined with EMRB 30-year low, medium and high population forecasts, "market-driven" demand can be estimated for industrial, retail and office uses (retail and office are combined under "commercial").

"Market-driven" demand means that which can be accounted for by using available data and historic trends/averages as a predictor for realistic future prospects.

"Economic development-driven" demand pertains to external factors such as local, provincial or federal attraction strategies that can have a singular or cumulative large impact (e.g. 2.9 million sf Amazon Warehouse).

Commercial and industrial forecasts EXCLUDE Spruce Grove and Stony Plain and are specific for Parkland County.

Commercial & Industrial Demand Forecasting



Land Use Demand Forecasting – Industrial

LOW			MEDIUM			HIGH		
Forecast Model	2021 - 2051 Projected Average Annual Growth	2021 - 2051 Projected Total Growth	Forecast Model	2021 - 2051 Projected Average Annual Growth	2021 - 2051 Projected Total Growth	Forecast Model	2021 - 2051 Projected Average Annual Growth	2021 - 2051 Projected Total Growth
Employment Growth Forecast (sf)	105,023	3,150,693	Employment Growth Forecast (sf)	105,990	3,179,696	Employment Growth Forecast (sf)	108,199	3,245,969
Labour Force Growth (sf)	49,598	1,487,937	Labour Force Growth (sf)	92,536	2,776,068	Labour Force Growth (sf)	205,812	6,174,360
Per Capita Population Growth	17,685	530,550	Per Capita Population Growth	35,925	1,077,750	Per Capita Population Growth	84,045	2,521,350
Average (sf/yr) / Total	57,435	1,723,060	Average (sf/yr) / Total	78,150	2,344,505	Average (sf/yr) / Total	132,685	3,980,560
Avg Industry Standard Floor Area Ratio (FAR)		0.25	Avg Industry Standard Floor Area Ratio (FAR)		0.25	Avg Industry Standard Floor Area Ratio (FAR)		0.25
Gross Land Area Required (acres)		189.9	Gross Land Area Required (acres)		258.3	Gross Land Area Required (acres)		438.6
Gross Land Area Required (hectares)		76.8	Gross Land Area Required (hectares)		104.5	Gross Land Area Required (hectares)		177.5

Gross land demand for approximately 77 to 180 hectares by 2051

New floorspace by 2051 in range of 1.7 million sf to 4.0 million sf

Average new floorspace per year in range of 57,400 sf to 132,700 sf

Land Use Demand Forecasting - Retail

Forecast Model	2022 - 2032 Projected Average Annual Growth	2021 - 2051 Projected Total Growth	Forecast Model	2022 - 2032 Projected Average Annual Growth	2021 - 2051 Projected Total Growth	Forecast Model	2022 - 2032 Projected Average Annual Growth	2021 - 2051 Projected Total Growth
Employment Growth Forecast (sf)	19,924	597,716	Employment Growth Forecast (sf)	20,085	602,563	Employment Growth Forecast (sf)	20,455	613,640
Labour Force Growth (sf)	576	17,272	Labour Force Growth (sf)	1,391	41,716	Labour Force Growth (sf)	3,540	106,202
Per Capita Population Growth	5,432	162,958	Per Capita Population Growth	5,797	173,904	Per Capita Population Growth	6,186	185,586
Average (sf/yr) / Total	8,644	259,315	Average (sf/yr) / Total	9,091	272,728	Average (sf/yr) / Total	10,060	301,809
Avg Industry Standard Floor Area Ratio (FAR)		0.30	Avg Industry Standard Floor Area Ratio (FAR)		0.30	Avg Industry Standard Floor Area Ratio (FAR)		0.30
Gross Land Area Required (acres)		23.8	Gross Land Area Required (acres)		25.0	Gross Land Area Required (acres)		27.7
Gross Land Area Required (hectares)		9.6	Gross Land Area Required (hectares)		10.1	Gross Land Area Required (hectares)		11.2

Gross land demand for approximately 10 to 11 hectares by 2051

New floorspace by 2051 in range of 260,000 sf to 302,000 sf

Average new floorspace per year in range of 8,600 sf to 10,100 sf

Land Use Demand Forecasting - Office

LOW			MEDIUM			HIGH		
Forecast Model	2021 - 2051 Projected Average Annual Growth	2021 - 2051 Projected Total Growth	Forecast Model	2021 - 2051 Projected Average Annual Growth	2021 - 2051 Projected Total Growth	Forecast Model	2021 - 2051 Projected Average Annual Growth	2021 - 2051 Projected Total Growth
Employment Growth Forecast (sf)	5,476	164,285	Employment Growth Forecast (sf)	5,507	165,223	Employment Growth Forecast (sf)	5,579	167,368
Labour Force Growth (sf)	491	14,738	Labour Force Growth (sf)	826	24,782	Labour Force Growth (sf)	1,709	51,278
Per Capita Population Growth (@ sf per capita)	1,179	35,370	Per Capita Population Growth (@ sf per capita)	2,395	71,850	Per Capita Population Growth (@ sf per capita)	5,603	168,090
Average (sf/yr) / Total	2,893	71,464	Average (sf/yr) / Total	3,288	87,285	Average (sf/yr) / Total	4,329	128,912
Avg Industry Standard Floor Area Ratio (FAR)		0.5	Avg Industry Standard Floor Area Ratio (FAR)		0.5	Avg Industry Standard Floor Area Ratio (FAR)		0.5
Gross Land Area Required (acres)		3.3	Gross Land Area Required (acres)		4.1	Gross Land Area Required (acres)		6.0
Gross Land Area Required (hectares)		1.4	Gross Land Area Required (hectares)		1.7	Gross Land Area Required (hectares)		2.4

Gross land demand for approximately 1.5 to 2.4 hectares by 2051

New floorspace by 2051 in range of 71,500 sf to 129,000 sf

Average new floorspace per year in range of 2,900 sf to 4,300 sf

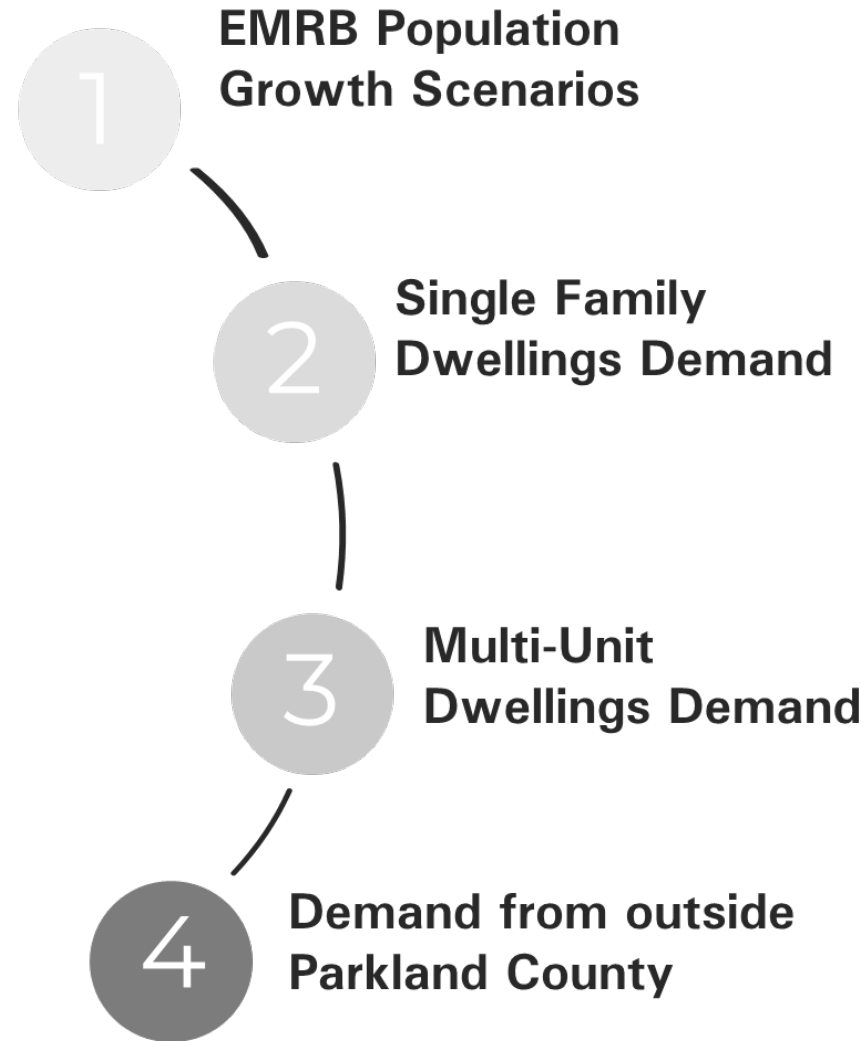
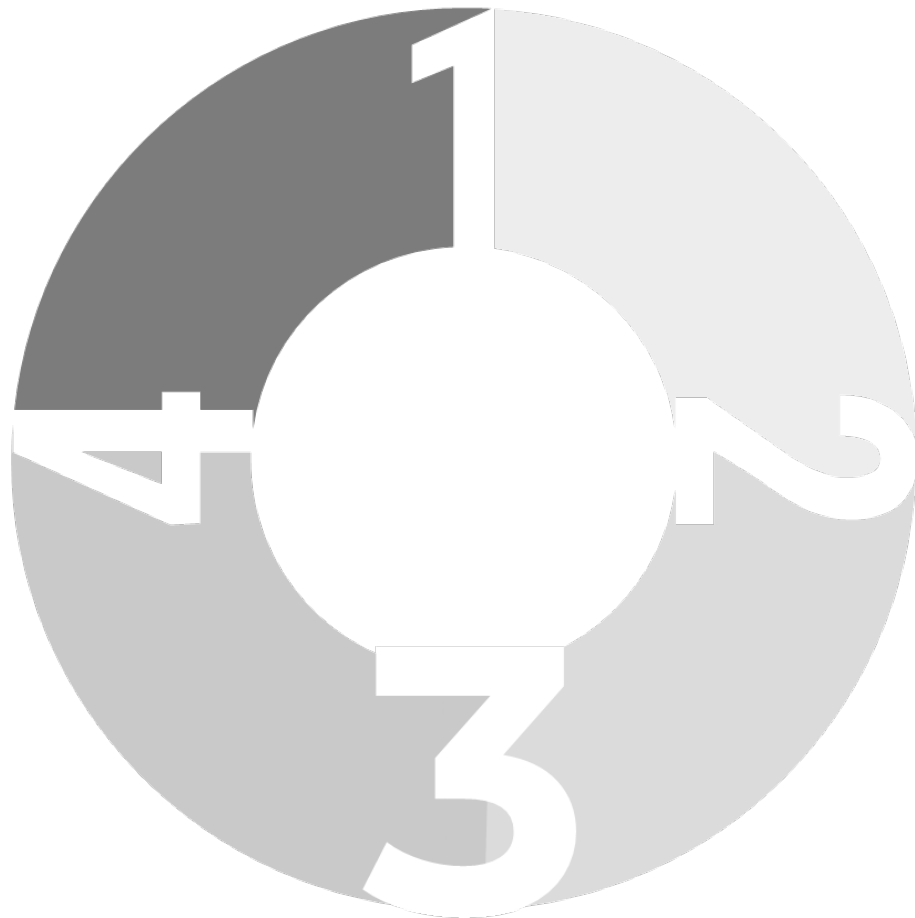
Growth Scenarios – Commercial & Industrial

	LOW	MEDIUM	HIGH
INDUSTRIAL			
floorspace (sf)	1,723,060	2,344,505	3,980,560
gross land (ac)	189.9	258.3	438.6
gross land (ha)	76.8	104.5	177.5
OFFICE			
floorspace (sf)	71,464	87,285	128,912
gross land (ac)	3.3	4.1	6.0
gross land (ha)	1.4	1.7	2.4
RETAIL			
floorspace (sf)	259,315	272,728	301,809
gross land (ac)	23.8	25.0	27.7
gross land (ha)	9.6	10.1	11.2
COMMERCIAL (retail + office)			
floorspace (sf)	330,780	360,013	430,721
gross land (ac)	27.2	29.1	33.7
gross land (ha)	11.0	11.8	13.7
TOTAL			
floorspace (sf)	2,053,840	2,704,517	4,411,281
gross land (ac)	217.0	287.5	472.3
gross land (ha)	87.8	116.2	191.2

Total gross land required for commercial and industrial land uses by 2051 based on "market-driven" forecasts could be 88 ha to 191 ha

Total floorspace could be in range of 2.1 million sf to 4.4 million sf by 2051

Residential Demand Forecasting



Land Use Demand Forecasting – Single Family

Low

PARKLAND COUNTY FULL TIME RESIDENTIAL TRADE AREA	2030	2040	2051
(1) PARKLAND COUNTY Population Growth	36,258	37,433	38,769
(1) Avg Household Size	2.67	2.60	2.52
(1) Households	13,554	14,406	15,405
(1) Annual Growth in Households	82	88	94
(1) % Living in Single Family Multi Units (Rental & For-Sale)	89.7%	89.5%	89.2%
(1) PARKLAND COUNTY			
Annual Demand for Single Family Units	74	78	83
Cumulative Demand for Single Family Units	650	1,413	2,305
% of Demand Anticipated from Outside Market	15%	15%	15%
Total Demand for Single Family Housing in the Market	85	90	95
Cumulative Total Demand for Single Family Housing in the Market	748	1,625	2,651
TOTAL TRADE AREA ANNUAL DEMAND FOR SINGLE FAMILY UNITS	85	90	95
TOTAL TRADE AREA CUMULATIVE DEMAND FOR SINGLE FAMILY UNITS	748	1,625	2,651

Medium

PARKLAND COUNTY FULL TIME RESIDENTIAL TRADE AREA	2030	2040	2051
(1) PARKLAND COUNTY Population Growth	37,249	39,626	42,417
(1) Avg Household Size	2.67	2.60	2.52
(1) Households	13,925	15,250	16,854
(1) Annual Growth in Households	126	138	153
(1) % Living in Single Family Multi Units (Rental & For-Sale)	89.7%	89.5%	89.2%
(1) PARKLAND COUNTY			
Annual Demand for Single Family Units	113	123	136
Cumulative Demand for Single Family Units	981	2,166	3,599
% of Demand Anticipated from Outside Market	15%	15%	15%
Total Demand for Single Family Housing in the Market	130	141	156
Cumulative Total Demand for Single Family Housing in the Market	1,128	2,491	4,139
TOTAL TRADE AREA ANNUAL DEMAND FOR SINGLE FAMILY UNITS	130	141	156
TOTAL TRADE AREA CUMULATIVE DEMAND FOR SINGLE FAMILY UNITS	1,128	2,491	4,139

High

PARKLAND COUNTY FULL TIME RESIDENTIAL TRADE AREA	2030	2040	2051
(1) PARKLAND COUNTY Population Growth	39,606	45,105	52,041
(1) Avg Household Size	2.67	2.60	2.52
(1) Households	14,806	17,359	20,678
(1) Annual Growth in Households	234	274	326
(1) % Living in Single Family Multi Units (Rental & For-Sale)	89.7%	89.5%	89.2%
(1) PARKLAND COUNTY			
Annual Demand for Single Family Units	210	245	291
Cumulative Demand for Single Family Units	1,774	4,061	7,025
% of Demand Anticipated from Outside Market	15%	15%	15%
Total Demand for Single Family Housing in the Market	242	282	335
Cumulative Total Demand for Single Family Housing in the Market	2,040	4,670	8,079
TOTAL TRADE AREA ANNUAL DEMAND FOR SINGLE FAMILY UNITS	242	282	335
TOTAL TRADE AREA CUMULATIVE DEMAND FOR SINGLE FAMILY UNITS	2,040	4,670	8,079

	LOW	MEDIUM	HIGH
SINGLE FAMILY DWELLINGS			
Total Dwelling Units	2,651	4,139	8,079
Gross Land (ac)	795.2	1,241.7	2,423.6
Gross Land (ha)	321.8	502.5	980.8
Density (units/ha) 3.3			
Density (units/ha) 8.2			

Estate Housing

Dwelling Units	795	1,242	2,424
Gross Land (ac)	397.6	620.8	1,211.8
Gross Land (ha)	160.9	251.2	490.4
Density (units/ac) 2.0			
Density (units/ha) 4.9			

Medium Lot

Dwelling Units	1,325	2,069	4,039
Gross Land (ac)	331.3	517.4	1,009.8
Gross Land (ha)	134.1	209.4	408.7
Density (units/ac) 4.0			
Density (units/ha) 9.9			

Small Lot

Dwelling Units	530	828	1,616
Gross Land (ac)	66.3	103.5	202.0
Gross Land (ha)	26.8	41.9	81.7
Density (units/ac) 8.0			
Density (units/ha) 19.8			

Land Use Demand Forecasting – Multi-Unit

Low

PARKLAND COUNTY FULL TIME RESIDENTIAL TRADE AREA	2030	2040	2051
(1) PARKLAND COUNTY Population Growth	36,258	37,433	38,769
(1) Avg Household Size	2.67	2.60	2.52
(1) Households	13,554	14,406	15,405
(1) Annual Growth in Households	82	88	94
(1) % Living in Multi Units (Rental & For-Sale)	10.3%	10.5%	10.8%
(1) PARKLAND COUNTY			
Annual Demand for Multi-Units	8	9	10
Cumulative Demand for Multi-Units	72	-	-
% of Demand Anticipated from Outside Market	5%	5%	5%
Total Demand for Multi-Unit Housing in the Market	8	9	11
Cumulative Total Demand for Multi-Unit Housing in the Market	76	170	282
TOTAL TRADE AREA ANNUAL DEMAND FOR MULTI-FAMILY UNITS	8	9	11
TOTAL TRADE AREA CUMULATIVE DEMAND FOR MULTI-FAMILY UNITS	76	170	282

Medium

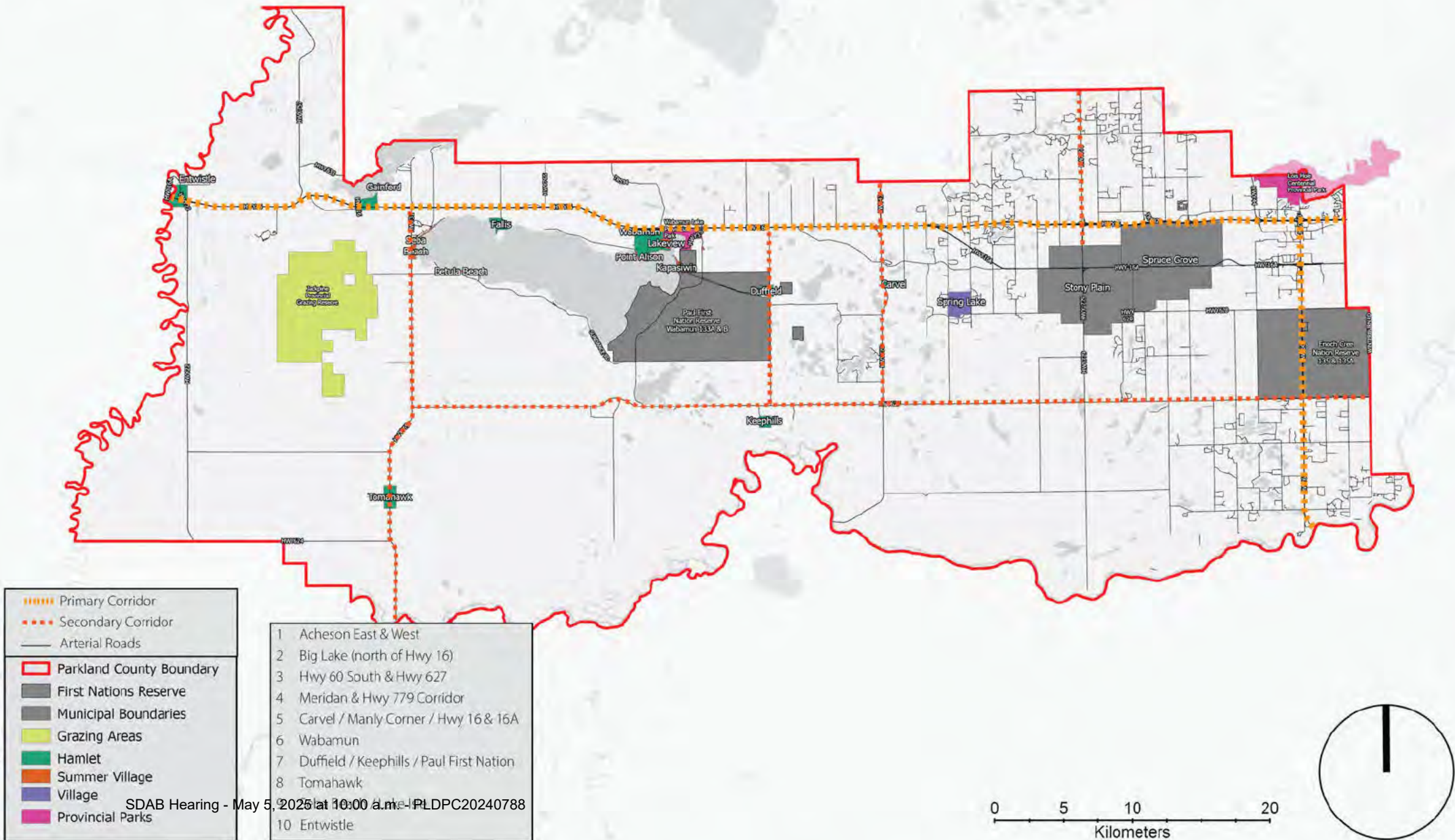
PARKLAND COUNTY FULL TIME RESIDENTIAL TRADE AREA	2030	2040	2051
(1) PARKLAND COUNTY Population Growth	37,249	39,626	42,417
(1) Avg Household Size	2.67	2.60	2.52
(1) Households	13,925	15,250	16,854
(1) Annual Growth in Households	126	138	153
(1) % Living in Multi Units (Rental & For-Sale)	10.3%	10.5%	10.8%
(1) PARKLAND COUNTY			
Annual Demand for Multi-Units	13	15	16
Cumulative Demand for Multi-Units	111	-	-
% of Demand Anticipated from Outside Market	5%	5%	5%
Total Demand for Multi-Unit Housing in the Market	14	16	17
Cumulative Total Demand for Multi-Unit Housing in the Market	117	261	441
TOTAL TRADE AREA ANNUAL DEMAND FOR MULTI-FAMILY UNITS	14	16	17
TOTAL TRADE AREA CUMULATIVE DEMAND FOR MULTI-FAMILY UNITS	117	261	441

High

PARKLAND COUNTY FULL TIME RESIDENTIAL TRADE AREA	2030	2040	2051
(1) PARKLAND COUNTY Population Growth	39,606	45,105	52,041
(1) Avg Household Size	2.67	2.60	2.52
(1) Households	14,806	17,359	20,678
(1) Annual Growth in Households	234	274	326
(1) % Living in Multi Units (Rental & For-Sale)	10.3%	10.5%	10.8%
(1) PARKLAND COUNTY			
Annual Demand for Multi-Units	24	29	35
Cumulative Demand for Multi-Units	201	-	-
% of Demand Anticipated from Outside Market	5%	5%	5%
Total Demand for Multi-Unit Housing in the Market	25	30	37
Cumulative Total Demand for Multi-Unit Housing in the Market	211	489	861
TOTAL TRADE AREA ANNUAL DEMAND FOR MULTI-FAMILY UNITS	25	30	37
TOTAL TRADE AREA CUMULATIVE DEMAND FOR MULTI-FAMILY UNITS	211	489	861

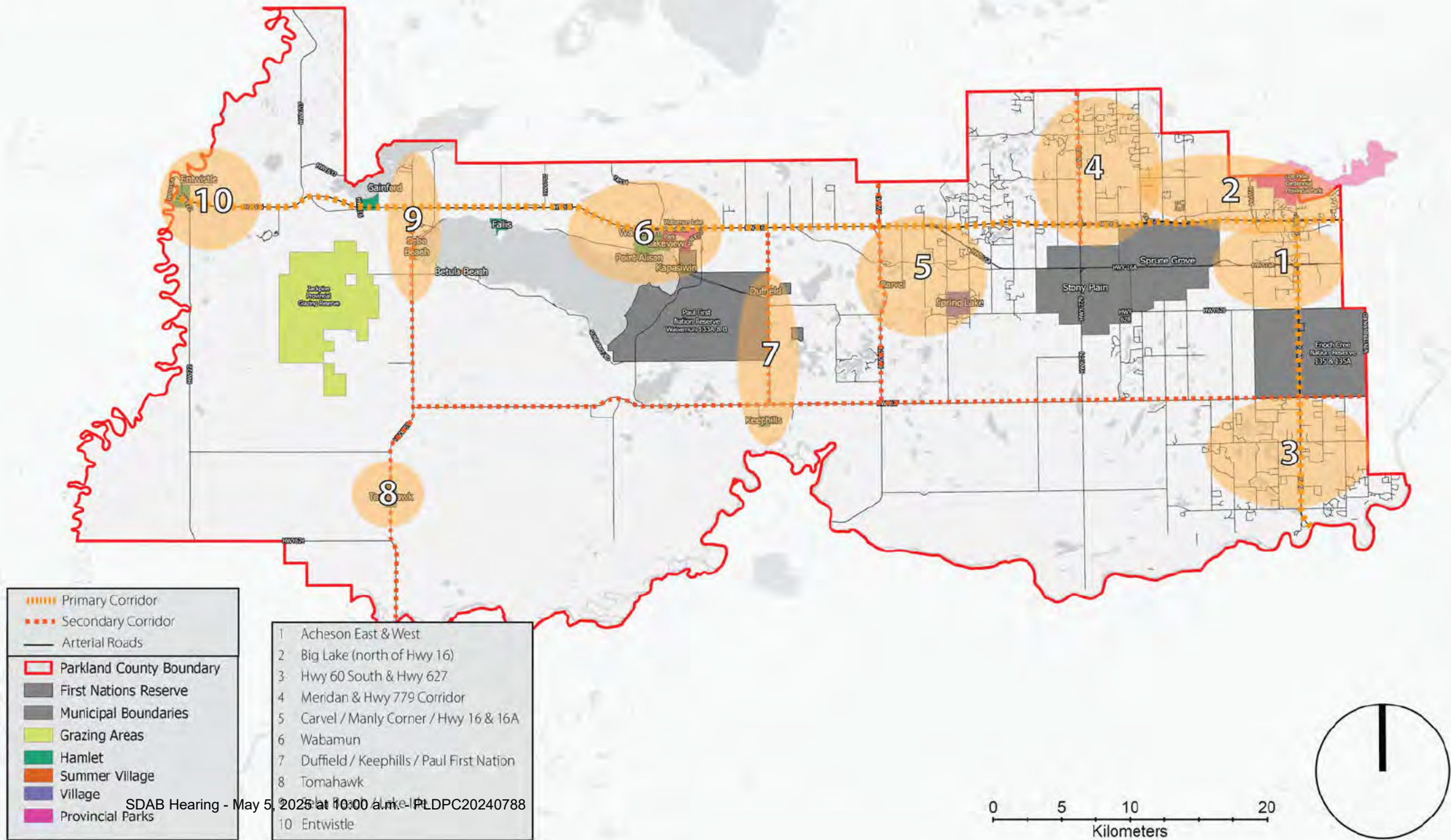
	LOW	MEDIUM	HIGH
MULTI UNIT DWELLINGS			
Total Dwelling Units	282	441	861
Gross Land (ac)	13.7	21.3	41.7
Gross Land (ha)	5.5	8.6	16.9
Density (units/acre) 20.7			
Density (units/ha) 51.1			
Duplex/Tiplex			
Dwelling Units	113	176	344
Gross Land (ac)	7.5	11.8	23.0
Gross Land (ha)	3.0	4.8	9.3
Density (units/acre) 15.0			
Density (units/ha) 37.1			
Row/Townhomes			
Dwelling Units	113	176	344
Gross Land (ac)	4.5	7.1	13.8
Gross Land (ha)	1.8	2.9	5.6
Density (units/acre) 25.0			
Density (units/ha) 61.8			
3 Storey Low Rise			
Dwelling Units	56	88	172
Gross Land (ac)	1.6	2.5	4.9
Gross Land (ha)	0.7	1.0	2.0
Density (units/acre) 35.0			
Density (units/ha) 86.5			

Land Use – Growth Corridors

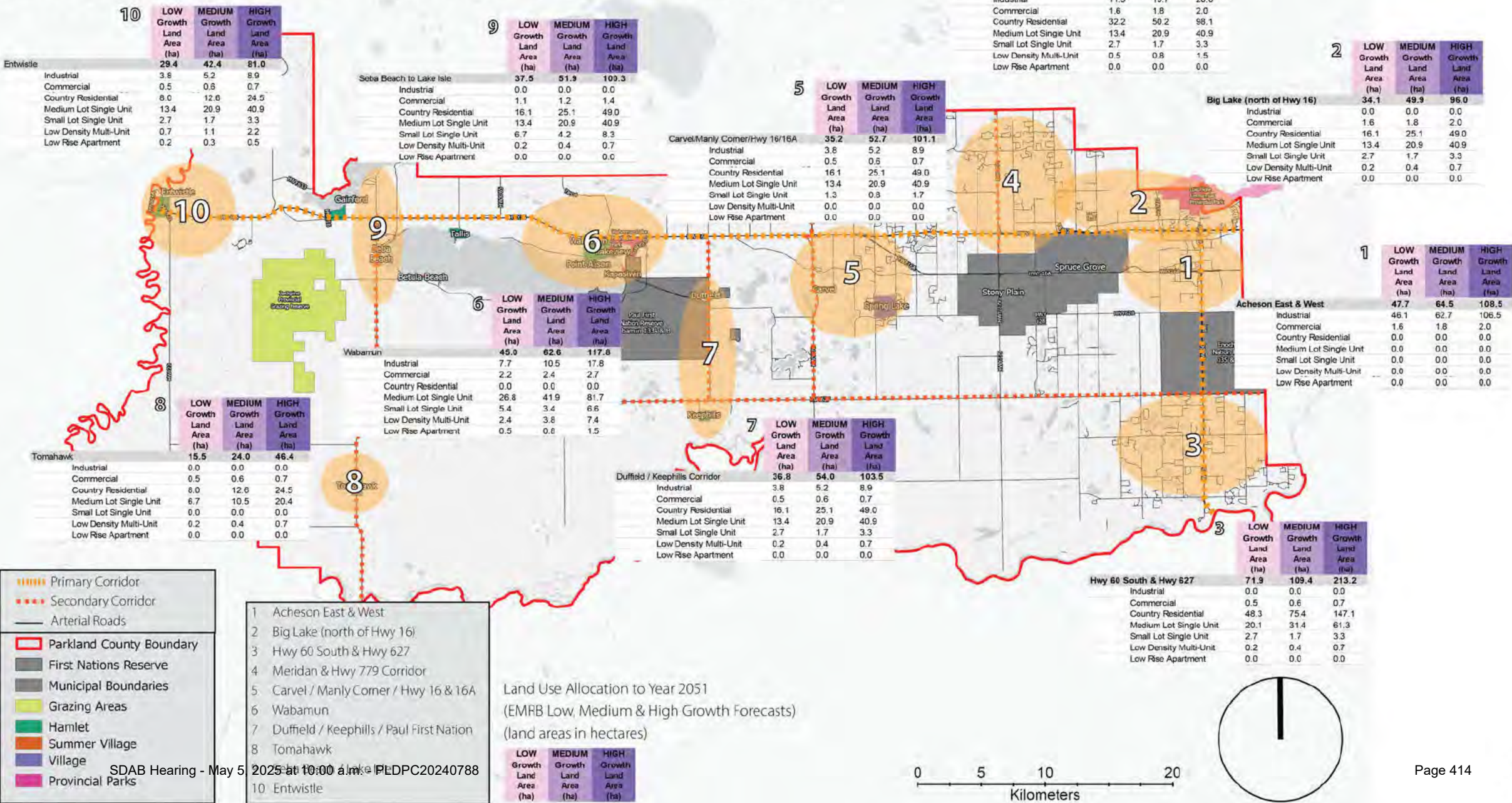


SDAB Hearing - May 5, 2025 at 10:00 a.m. - PLDPC20240788

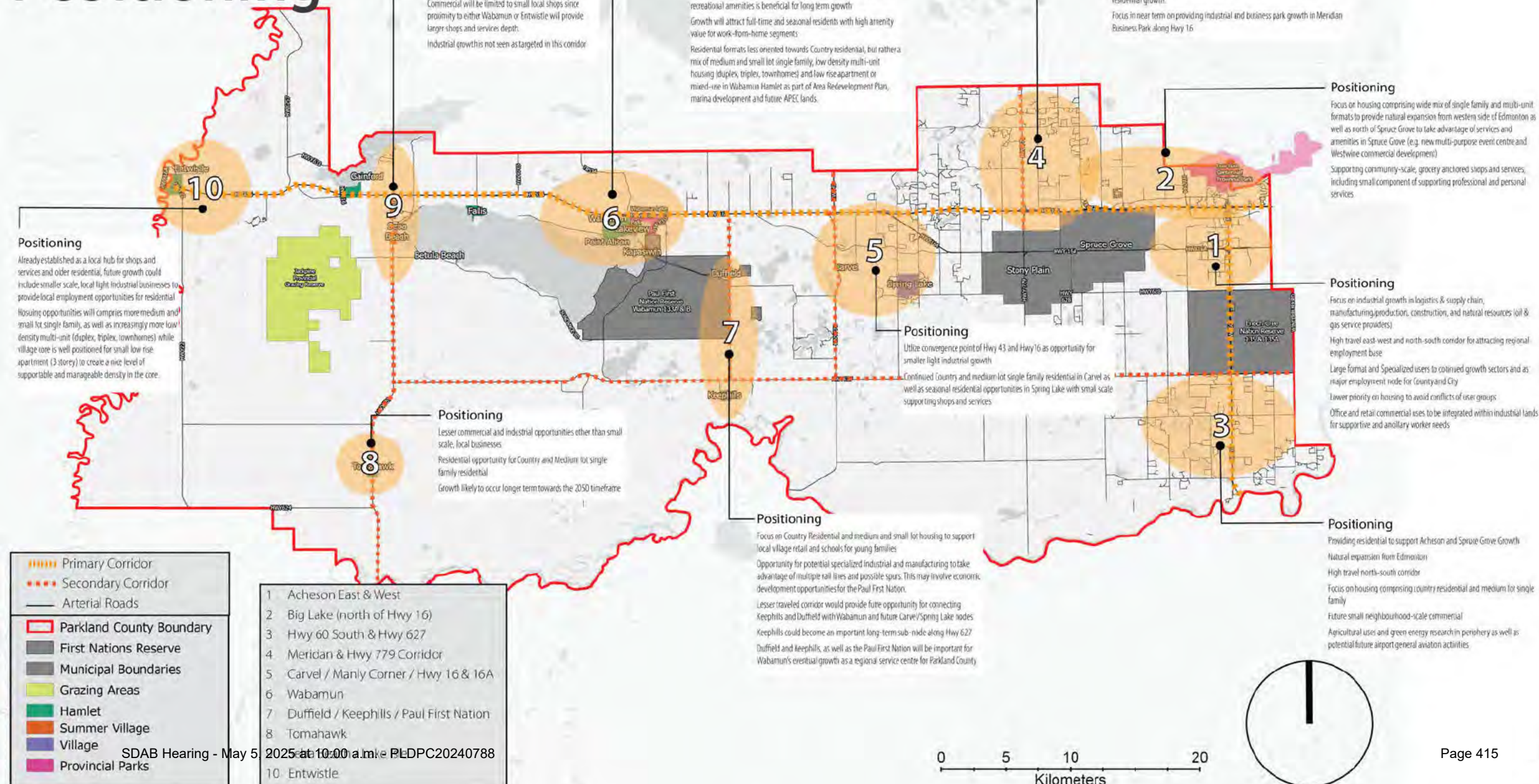
Land Use – Growth Nodes



Land Use – Demand Allocation



Land Use – Positioning



Land Use Concept Ideas

As identified in various County studies:

- Acheson intensification
- Specialized manufacturing
- Eco-industrial
- Value-added agriculture
- Green businesses
- Circular economy
- Rural diversification
- Rural sustainability
- Alternative energy production/ energy transition
- Complete communities
- Entrepreneurship
- Tourism

Parkland County MDP – Market Analysis

MEMORANDUM

TO: Matt Knapik

FROM: Kieron Hunt

DATE: January 5, 2024

SUBJECT: Market Analysis Summary Positioning Rationale

Introduction

FBM Planning Ltd. (“FBM”) working in collaboration with O2 Planning + Design was tasked with preparing a Residential, Industrial and Commercial Market Analysis as part of the development of a Technical Growth Study in support of the Parkland County Strategy MDP Amendment. More specifically, the FBM work is intended to assist in preparing the Technical Growth Study to informing the MDP Update pertaining to the following areas:

- Existing economic conditions
- Economic trends
- Growth demand and allocation
- Input into economic indicators for spatial analysis
- Inform development of three growth scenarios

The core work of this study was carried out from March 2023 through October 2023 with the delivery of a “Backgrounder” Summary Report and a “Demand & Allocation” Summary Report in January 2024. To support the analysis, the FBM Team undertook detailed on-the-ground fieldwork as well as participation in a Council workshop to discuss potential land use allocation and future growth nodes.

It should be noted that this market study is a long-term real-estate analysis as part of the MDP, providing projections for the next 30+ years; it differs from a near-term growth plan, which typically looks at growth over a 10 years or less. In this regard, utilizing a 10-year timeline typically allows the potential for more accurate market-driven predictions.

FBM does not warrant that any estimates contained within the study will be achieved over the identified time horizons but that they have been prepared conscientiously and objectively on the basis of information obtained during the course of this study. Demand forecasts are based on “market-driven” methodologies take into account historic patterns of growth, population growth, employment, and patterns of development and absorption. These figures are considered baseline conservative figures and are not subject to influences that are often referred to as “economic development-driven” which can usurp or exceed forecasts. Although the longer-term outlook also encapsulates market-driven forecasts, it cannot account for larger economic development-driven results, which means that any future land forecasts should be viewed as the minimum needed for long-term planning. A good example would be the recent 1.9 million sq. ft. Amazon facility, which cannot be accounted for in traditional market-based forecasting.

Data Resources

In assessing the future opportunities, demand, positioning, allocation and typologies of residential, commercial and industrial land uses, the study examined a number of background resource documents to establish a baseline of historical and current context for land use. These included:

- EMRB Growth Plan (2017)
- Regional Context (Spruce Grove, Stony Plain, Enoch First Nation & Paul First Nation)
- Tri-Municipal Regional Transit Plan (2018)
- Tri-Municipal Regional Plan (2021)
- Parkland County Technical Growth Study (2017)
- Parkland County Sustainability Plan (2017)
- Parkland County Municipal Development Plan (2017)
- EMRB Population Projections

To further support the market analysis, additional resources used in the course of the study to ascertain and “triangulate” important demographic and market performance metrics for the various land uses included data from, but not limited to the following companies and/or organizations:

- Statistics Canada
- Manifold Data Mining Inc.
- EMRB
- Conference Board of Canada
- Realtors Association of Edmonton
- Canadian Realtors Association
- Prospects Realtors App
- CoStar
- FBM (Spruce Grove, Stony Plain, Wabamun, St. Albert Market Studies)
- Colliers
- Avison Young
- CBRE
- Cushman Wakefield

Demand Methodology & Highlights

Industrial & Commercial Demand Overview

Industrial market demand in Parkland County (excluding the City of Spruce Grove and Town of Stony Plain) and the projected future development in terms of floorspace and corresponding land needs in the County were forecast up to the year 2051 based on three (3) population growth scenarios (low, medium and high).

Within those four growth scenarios, four (4) different approaches were used to forecast the demand for additional commercial industrial space in Parkland County. These include an examination of 1) historic annual absorption, 2) employment forecasts by sector, 3) the forecast of working age population, and 4) application of current space per capita ratio against future population growth.

Each of these singular methods will produce its own forecast, but to most accurately and realistically ensure sound market-driven forecasts over the MDP horizon, all of the methodologies are blended together for a weighted average. It is important to acknowledge the role that labour and population growth play in attracting demand, since no project can have success if it doesn't have the requisite labour force, skilled or otherwise to support the business.

Industrial & Commercial Demand Forecasting Summary

Based on the forecasting methodology, the following table summarizes the future floorspace and land demand based on typical industry standards for site coverage and typologies. Accordingly, the total gross land required for commercial and industrial land uses by 2051, based on market-driven forecasts could be in the range of 2.1 million sq. ft. to 4.4 million sq. ft. requiring 88 to 191 ha. Since these are market-driven forecasts, these should be considered the minimum thresholds whereby additional land should be reserved above and beyond to ensure that growth can be maintained in a pragmatic and complementary manner.

	LOW	MEDIUM	HIGH
INDUSTRIAL			
floorspace (sf)	1,723,060	2,344,505	3,980,560
gross land (ac)	189.9	258.3	438.6
gross land (ha)	76.8	104.5	177.5
OFFICE			
floorspace (sf)	71,464	87,285	128,912
gross land (ac)	3.3	4.1	6.0
gross land (ha)	1.4	1.7	2.4
RETAIL			
floorspace (sf)	259,315	272,728	301,809
gross land (ac)	23.8	25.0	27.7
gross land (ha)	9.6	10.1	11.2
COMMERCIAL (retail + office)			
floorspace (sf)	330,780	360,013	430,721
gross land (ac)	27.2	29.1	33.7
gross land (ha)	11.0	11.8	13.7
TOTAL			
floorspace (sf)	2,053,840	2,704,517	4,411,281
gross land (ac)	217.0	287.5	472.3
gross land (ha)	87.8	116.3	191.2

Single Family & Multi-Unit Residential Demand Overview

The residential market in Parkland County is largely dominated by single family housing and that is likely to be the case for the long-term. However, as household sizes gradually decline and those choosing to downsize into multi-unit housing increases, as well as the ongoing desire for attracting new residents from within and outside of the region, the need will be more evident for a broader spectrum of single-family typologies that would range from duplex to compact lot to traditional lot as well as existing country estate formats.

Based on market-driven dynamics and various population growth scenarios, the future demand for single family housing is expected to grow to between 2,651 units in a low growth scenario to over 8,000 dwelling units in a high growth scenario. The resulting land needs could thus be 322 ha to almost 1,000 ha (981 ha). These totals can and should be focused on providing a mix of housing options, where much of the subtle density increases would be seen as natural extensions abutting the City of Edmonton boundaries in the north and south parts of the eastern edge of Parkland County.

	LOW	MEDIUM	HIGH
SINGLE FAMILY DWELLINGS			
Total Dwelling Units	2,651	4,139	8,079
Gross Land (ac)	795.2	1,241.7	2,423.6
Gross Land (ha)	321.8	502.5	980.8
Density (units/ha) 3.3			
Density (units/ha) 8.2			

Estate Housing

Dwelling Units	795	1,242	2,424
Gross Land (ac)	397.6	620.8	1,211.8
Gross Land (ha)	160.9	251.2	490.4
Density (units/ac) 2.0			
Density (units/ha) 4.9			

Medium Lot

Dwelling Units	1,325	2,069	4,039
Gross Land (ac)	331.3	517.4	1,009.8
Gross Land (ha)	134.1	209.4	408.7
Density (units/ac) 4.0			
Density (units/ha) 9.9			

Small Lot

Dwelling Units	530	828	1,616
Gross Land (ac)	66.3	103.5	202.0
Gross Land (ha)	26.8	41.9	81.7
Density (units/ac) 8.0			
Density (units/ha) 19.8			

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people driven design.

Based on market-driven dynamics and various population growth scenarios, and taking into account that a driving force for Parkland County's attractiveness is the idea of "space" and housing opportunity, the future demand for multi-unit housing is expected to be less robust than for single family housing, but nonetheless could grow to between 282 units in a low growth scenario to over 860 dwelling units in a high growth scenario. The resulting land needs could thus be approximately 6 ha to 17 ha. These totals can and should be focused on providing a mix of housing formats, but generally the density will be lower than in larger urban centres with some multi-unit demand in targeted hamlets like Wabamun and potentially Entwistle. Though similar to single family density increases, demand would be seen as natural extensions abutting the City of Edmonton boundaries in the north and south parts of the eastern edge of Parkland County. These areas of residential growth will be better positioned to support employment centres in Acheson, Spruce Grove and Stony Plain, while being more cost-efficient for servicing and infrastructure capacities and capital operating budgets.

	LOW	MEDIUM	HIGH
MULTI UNIT DWELLINGS			
Total Dwelling Units	282	441	861
Gross Land (ac)	13.7	21.3	41.7
Gross Land (ha)	5.5	8.6	16.9
Density (units/acre) 20.7			
Density (units/ha) 51.1			
Duplex/Tiplex			
Dwelling Units	113	176	344
Gross Land (ac)	7.5	11.8	23.0
Gross Land (ha)	3.0	4.8	9.3
Density (units/ac) 15.0			
Density (units/ha) 37.1			
Row/Townhomes			
Dwelling Units	113	176	344
Gross Land (ac)	4.5	7.1	13.8
Gross Land (ha)	1.8	2.9	5.6
Density (units/ac) 25.0			
Density (units/ha) 61.8			
3 Storey Low Rise			
Dwelling Units	56	88	172
Gross Land (ac)	1.6	2.5	4.9
Gross Land (ha)	0.7	1.0	2.0
Density (units/ac) 35.0			
Density (units/ha) 86.5			

Allocation & Positioning Summary Rationale

The County through multiple past and current studies has identified the following as foundational elements for future planning and consideration:

- Acheson intensification

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people driven design.

- Specialized manufacturing
- Eco-industrial
- Value-added agriculture
- Green businesses
- Circular economy
- Rural diversification
- Rural sustainability
- Alternative energy production/ energy transition
- Complete communities
- Entrepreneurship
- Tourism

Each of these elements have been considered in the positioning and allocation of future demand for residential, commercial and industrial formats. Additionally, and more specifically for commercial and industrial land uses our study applied industry-recognized site location criteria that informed and added a further layer of analysis. These factors have been incorporated into O2's master land base compatibility modelling and include, but are not limited to:

- Servicing capacity (water, sewer, gas, power)
- Local and regional road networks
- Proximity to community and protective services
- Existing residential areas
- Existing commercial area
- Major employment nodes
- Land and environment suitability

With these as factors, the priority nodal areas of growth identified as most compatible, complementary and realistic for future long-term growth and planning in the County have been identified in the MDP strategy, and which are supported by the following broad nodal positioning statements:

Acheson East & West

- Focus on industrial growth in logistics & supply chain, manufacturing/production, construction, and natural resources (oil & gas service providers)
- High travel east-west and north-south corridor for attracting regional employment base
- Large format and Specialized users to continued growth sectors and as major employment node for County and City
- Lower priority on housing to avoid conflicts of user groups
- Office and retail commercial uses to be integrated within industrial lands for supportive and ancillary worker needs

Big Lake (North of Hwy 16)

- Focus on housing comprising wide mix of single family and multi-unit formats to provide natural expansion from western side of Edmonton as well as north of Spruce Grove to take advantage of services and amenities in Spruce Grove (e.g. new multi-purpose event centre and Westwine commercial development)
- Supporting community-scale, grocery anchored shops and services, including small component of supporting professional and personal services

Highway 60 South & Hwy 627

- Providing residential to support Acheson and Spruce Grove Growth
- Natural expansion from Edmonton
- High travel north-south corridor
- Focus on housing comprising country residential and medium lot single family
- Future small neighbourhood-scale commercial
- Agricultural uses and green energy research in periphery as well as potential future airport general aviation activities

Meridian & Hwy 779 Corridor (north of Hwy 16 – Stony Plain & Spruce Grove)

- Focus on housing comprising wide mix of single family and some lower density multi-unit formats to provide supportive growth for Stony Plain and Spruce Grove
- Smaller neighbourhood or community-scale retail in long-term to support residential growth.
- Focus in near term on providing industrial and business park growth in Meridian Business Park along Hwy 16

Carvel/Manly Corner/Hwy 16 & 16A

- Utilize convergence point of Hwy 43 and Hwy 16 as opportunity for smaller light industrial growth
- Continued Country and medium lot single family residential in Carvel as well as seasonal residential opportunities in Spring Lake with small scale supporting shops and services

Wabamun

- The most prominent long term growth opportunity for creating a strong regional node for residential, community commercial, small and medium scale local industrial formats and tourism opportunities.
- Distance from Spruce Grove/Stony Plain, access from Hwy 16 and centrality relative to its location near natural current and future outdoor recreational amenities is beneficial for long term growth
- Growth will attract full-time and seasonal residents with high amenity value for work-from-home segments
- Residential formats less oriented towards Country residential, but rather a mix of medium and small lot single family, low density multi-unit housing (duplex, triplex, townhomes) and low rise apartment or mixed-use in Wabamun Hamlet as part of Area Redevelopment Plan, marina development and future APEC lands.

Duffield/Keephills/Paul First Nation

- Focus on Country Residential and medium and small lot housing to support local village retail and schools for young families
- Opportunity for potential specialized industrial and manufacturing to take advantage of multiple rail lines and possible spurs. This may involve economic development opportunities for the Paul First Nation.
- Lesser traveled corridor would provide future opportunity for connecting Keephills and Duffield with Wabamun and future Carvel/Spring Lake nodes
- Keephills could become an important long-term sub-node along Hwy 627
- Duffield and Keephills, as well as the Paul First Nation will be important for Wabamun's eventual growth as a regional service centre for Parkland County

Tomahawk

- Lesser commercial and industrial opportunities other than small scale, local businesses
- Residential opportunity for Country and Medium lot single family residential
- Growth likely to occur longer term towards the 2050 timeframe

Seba Beach/Lake Isle

- Seen as a hotbed for supporting seasonal and full-time residents in Country residential, cottages and eventually medium and smaller lot housing.
- Commercial will be limited to small local shops since proximity to either Wabamun or Entwistle will provide larger shops and services depth.
- Industrial growth is not seen as targeted in this corridor

Entwistle

- Already established as a local hub for shops and services and older residential, future growth could include smaller scale, local light industrial businesses to provide local employment opportunities for residential
- Housing opportunities will comprise more medium and small lot single family, as well as increasingly more low density multi-unit (duplex, triplex, townhomes) while village core is well positioned for small low rise apartment (3 storey) to create a nice level of supportable and manageable density in the core.

Conclusion

The overall rationale for identifying the nodes and their respective allocation of demand in the MDP are based on creating maximum economic value and cost-efficiency for the County in its planning and operating budgets. The economic basis for demand forecasting indicates healthy opportunities for residential, commercial and industrial land uses, but they must be located in areas that can take advantage of where the realistic movement of people, goods and industry is likely to gravitate. Therefore, the market-driven economic land use planning suggest that growth should be focused in the early stages of the MDP's plan at the eastern edge to meet up and continue growth from the west side of the City of Edmonton. From there, growth can and should cluster around the City of Spruce Grove and Town of Stony Plain as these two communities grow towards each other and collectively become a major regional node. As growth continues westward, the next logical investment for future growth should be in and around the hamlet of Wabamun where a more localized full-time and seasonal resident base can flourish along with supporting industry as an emerging employment node.

Respectfully submitted

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Kieron Hunt



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people driven design.

Appendix H. Regional Agriculture Master Plan

AGRICULTURE

Our Legacy & Our Future

Regional Agriculture Master Plan

POLICY FRAMEWORK • POLICY DEFINITIONS • POLICIES



Edmonton Metropolitan
Region Board

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Think broadly about what agriculture is. Especially in Alberta, agriculture is a well-established piece of the province, and we want to continue that, but don't get too narrowly focused on what agriculture is at the moment. Think about the entire spectrum of agriculture, the really small stuff and the new things that haven't been considered yet. A broad-spectrum lens that opens us up to new opportunities in the future. Agriculture isn't just growing things, it's also the value-added piece. We don't know what agriculture will look like in 20 years, or even 200 years. It's nice to think this will last for 200 years, but this document will set up whatever comes next.

RAMP ENGAGEMENT STAKEHOLDER

December 2020

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Message from Board Chair



Mayor of Stony Plain, EMRB Board Chair

Edmonton Metropolitan
Region Board
SDAB Hearing - May 5, 2025 at 10:00 a.m.



Message from the RAMP Chair

On behalf of the Task Force, I am pleased to present the Regional Agriculture Master Plan. Our work on RAMP began in 2018 and is the first agricultural plan of its kind in the prairie provinces. RAMP is a significant policy achievement for the Region and the 13 member municipalities of the EMRB. Through regional collaboration, we have created a policy framework that identifies prime agricultural land and the importance of the value-added sector to the agriculture industry.

As a core policy area in the growth plan, decisions on land use in the Region now need to consider impacts on agricultural land. RAMP provides certainty to producers, protecting valuable, productive agricultural lands throughout the Region, and secures these lands to ensure a local food source for future generations. As an agricultural region, RAMP is necessary to support the agriculture industry and to enable it to continue to grow and become an ever-more important part of our regional economy.

RAMP also recognizes that the greater goal is to take advantage of the Region's potential to become a major producer of food and other agricultural products, and to support the agri-food sector so that it may reach its full economic potential. RAMP is about creating the conditions for a sustainable and prosperous agricultural sector, because agriculture is economic development. By successfully implementing RAMP, we have the potential to increase the Region's economic prosperity by an estimated \$10 billion, supporting vibrant communities and economies.

RAMP is the first major policy initiative of the EMRB that involved a robust public engagement process. Task Force members realize that RAMP is a stronger document because of the diverse, thoughtful and constructive feedback received from all stakeholders, and in particular, the input received from the agricultural producers and rural landowners.

I would like to thank members of the Task Force, working group, stakeholders, and EMRB Administration for their collaborative expertise, vision, and leadership in building a truly regional plan for the future of agriculture in the Region.

ROD SHAIGEC

Mayor of Parkland County, RAMP Chair

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How to Read and Interpret This Document

The contents of this Plan include a number of components that together represent the framework of the first Regional Agriculture Master Plan (RAMP) for the Edmonton Metropolitan Region (EMR). The RAMP framework includes policy area maps, policy definitions, policy area policies, implementation and monitoring and reporting.

The policy area maps, policy definitions, and policy area policies must be read together to ensure context and understanding as an integrated policy framework.

The policies in RAMP apply to all lands in the EMR, except for those lands under provincial and federal jurisdiction, such as provincial parks, airports, military bases and First Nations Reserves.

Terms or phrases in *italics* throughout the document are defined under policy definitions, or in the glossary of the regional growth plan *Reimagine. Plan. Build.*

The introductions to the policy area policies provide context and background and are intended to assist in understanding the intent of the policies and are not policy.

The policies apply to the geographical area within the policy areas as identified. If no policy area is specified, the policies apply in all policy areas.

The starting point for RAMP is the Edmonton Metropolitan Region Growth Plan *Re-Imagine. Plan. Build.* approved by the Province of Alberta in October 2017. RAMP supports the implementation of the growth plan and responds to the three objectives identified in Section 6 (Agriculture) in the growth plan with more detailed policies to address the objectives. This work is the beginning with further work contemplated as part of the implementation of RAMP and scoping of the other considerations identified in an appendix in this document.

RAMP establishes a policy framework based on identified criteria, to inform land use decisions. Where RAMP policies contain a list of sub-policies, all sub-policies shall be required to be met in their entirety, unless specified otherwise.

The RAMP framework establishes four discrete geographic policy areas to identify the agricultural lands in the Region. RAMP policy areas consider existing land uses in the Region and the three policy tiers in the growth plan – metropolitan core, metropolitan area and the rural area.

Policy Area 1 - Rural Agriculture is generally defined as the lands within the rural area policy tier in the growth plan and may include some areas within the metropolitan area tier.

Policy Area 2 - Agriculture Co-exists with Other Land Uses is defined based on existing land use designations and zoning (within existing statutory plans), includes country residential areas, major employment areas, and resource extraction areas, as examples.

Policy Area 3 - Agriculture in Future Transition Lands is defined based on approved statutory plans of member municipalities as of August 2021 and may include lands designated for future growth in the next 25 – 50 years.

Policy Area 4 - Urban Agriculture is defined as the built-up urban area within member municipalities as of August 2021.

HOW TO READ AND INTERPRET THIS DOCUMENT

The applicable areas of policy in RAMP include.

Section 2 - Land Evaluation and Site Assessment–Prime Agricultural Land Map

Section 3 - Policy Definitions

Section 4 - Policy Area Policies and Maps

Section 5 - Implementation

Section 6 - Monitoring and Reporting

RAMP policies are supplemental to the agriculture policies in the growth plan and are intended to advance and support the implementation of the agriculture policy area.

Policies in RAMP set the minimum requirements and member municipalities are encouraged to exceed those requirements, wherever possible.

All instances of the word “must”, “shall”, or “will” are elements municipalities must conform with through their statutory plans to fully implement RAMP. All instances of “should” or “encourage” are elements expressing recommendations. Use of the word “support” is not meant to be interpreted as providing financial support on the part of the EMRB or member municipalities.

The EMR Land Evaluation and Site Assessment model (LESA) and resulting map identifies the prime agricultural lands in the Region and may include specialty agriculture lands. The LESA map informs where policies regarding prime agriculture lands apply. Lands not identified as prime agricultural lands are defined as all other agricultural lands in RAMP.

RAMP maps are presented at a regional scale. A more detailed understanding of a specific land area will require a review of municipal statutory plans and/or land use bylaws.

RAMP policy areas may include both prime agricultural lands and areas identified as all other agriculture lands.

Urban municipalities generally include areas inclusive of policy area 3 and policy area 4.

The appendices are provided as tools to assist with implementing RAMP and provide context to support further work.

The completion of the monitoring and reporting framework is recommended as the first priority upon approval of RAMP by the EMRB.

Once RAMP is approved by the EMRB and Province of Alberta, RAMP will come into effect and will be integrated into the growth plan.

Background

Agriculture is one of the six policy areas in the regional growth plan *Re-imagine. Plan. Build.* approved by the Province of Alberta in October 2017. The EMRB recognized the need to address increasing fragmentation and conversion of prime agricultural lands to non-agricultural uses, which is eroding the economic potential of the sector. RAMP represents one of the most significant opportunities for growth planning in the Region. As the Region grows to an estimated 2.2M citizens by 2044, a plan is needed to balance the demands growth will place on land uses. A strong future for agriculture starts with land, and the Region is home to some of the most productive lands in the province.

"...the EMRB is providing regional leadership and setting the groundwork for future collaboration. Regional growth includes a healthy and expanding agricultural sector which depends on conserving a supply of prime agricultural land. The sector contributes to economic diversification within the Region and is an important component of an integrated growth management strategy". Reimagine. Plan. Build.

Why a Plan for Agriculture?

As the Region grows, rural area lands face unique challenges, particularly when it comes to the future growth and sustainability of the agricultural sector and rural communities. These growing pains are shared by many towns, cities and counties and were identified as important issues in the growth plan. Agriculture is a significant part of this Region's cultural heritage and economic history and will continue to be important and essential to our future.

As our local and global populations grow, there will be more demand for food, fibre and fuel, which requires a secure supply of productive agricultural land for producers and to attract foreign direct investment. The EMR has some of the richest soils and productive agricultural lands in the country. Agriculture is the single largest land use in the Region, approximately 1.7 million acres, and represents over 85% of the total land base in this Region and over a 10- year period from 2002-2012, 38,250 hectares of farmland in the Region were converted to non-agricultural uses – 60% of this loss being high quality farmland.



We need to produce in the next 40 years the equivalent of all food produced in the last 10,000 years

MURAD AL-KATIB
President and CEO, AGT Food and Ingredients



The agricultural sector in this Region has shown strength and resiliency due to the dedication of farmers, ranchers, and producers who have committed to making their livelihood from the land, many for several generations, shaping the present and future landscape of this Region. The future viability and sustainability of the sector also depends on access to water and predictable climate, access to global markets and fewer regulatory barriers for agricultural products to meet local and global demand.

Regional growth includes a healthy and expanding agricultural sector which depends on conserving prime agricultural land. As the second largest economic sector in the province after oil and gas, the agricultural sector is well positioned to contribute to the provincial goals of economic diversification, growing GDP, creating jobs, and attracting investment. In fact, agriculture production and food processing together generate over \$4.5 billion in direct annual revenues.

There is an unprecedented opportunity for this Region to expand its focus on the opportunities both in urban and rural areas to produce food, fibre and fuel to meet the needs of future generations and support the growth and diversification of our provincial economy. Land is the foundation of all these activities - an irreplaceable

resource that is essential for the future of the Region's agriculture and food system. Beyond agricultural production, agriculture is increasingly recognized as a major contributor to environmental well-being given its inherent ability to sequester carbon, protect surface and ground water, protect biodiversity and mitigate the risks of climate change.

Development of RAMP could not come at a more important time in our history as the global population grows and the demand for food increases, this Region is well positioned to contribute to feeding the world.

The Regional Growth Plan

Pursuant to Policy 6.1.1a., the growth plan directs that the EMRB prepare a Regional Agriculture Master Plan to conserve and maintain a secure supply of prime agricultural lands with the aim to support the regional food system, diversify the agri-food production base, contribute to the growth of the value-added sector of the agri-economy and guide agriculture supportive infrastructure investment.

By 2044, the Edmonton Metropolitan Region is estimated to grow by over 1.0 million residents reaching a population of 2.2 million and grow by 750,000 jobs for a total of 1.1 million jobs.

SECTION 1.0 BACKGROUND

The growth plan focuses on responsible growth and includes policies to direct the future growth of municipalities in the Region with an emphasis on compact and contiguous growth, opportunities for infill development and making efficient use of infrastructure. The growth plan also supports the build out of existing employment areas and country residential areas. Implementing the policies in the growth plan is estimated to conserve 250 quarter sections of agricultural land over the long term as a result of growth being accommodated by building up before out and infilling existing lands designed for employment.

The growth plan also identifies the need for responsible growth throughout the Region and recognizes the interconnectedness between urban and rural communities. Historically, agriculture has not been recognized for its economic, social and ecological value and for its contributions in sustaining rural communities. RAMP provides an unprecedented opportunity to plan for agriculture at a regional level, as opposed to planning around it.

The viability of the agricultural sector is critically important to the future prosperity of the Region and depends on conserving a supply of prime agricultural lands to enable

the growth of agricultural and agri-foods sector. RAMP is meant to be inclusive and requires a commitment from every member municipality in the Region because all lands have value for agriculture.

An outcome of RAMP is to create more certainty for producers and raise the awareness and understanding among citizens and decision makers of the value of agriculture and its importance to our global economic competitiveness and prosperity. Agriculture and agri-foods sectors are seen as key contributors to the regional and provincial plans for diversification, and economic recovery and growth and their value for environmental sustainability and resilience, contributions to our culture and heritage, social cohesion, and food security and sovereignty. Addressing the growth of agriculture as the largest land use in the Region will inform all other policy areas of the growth plan - Economic Competitiveness and Employment, Natural Living Systems, Communities & Housing, Transportation Systems, and the Integration of Land Use and Infrastructure. RAMP is the first ever plan for agriculture, and once approved will be integrated into the regional growth plan, and will continue to be an important influence on decisions for how and where to grow.

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As a potential future net producer of food, there is a need to ensure that this Region is preserving and protecting not only agriculture but the ability to maintain agriculture as an economic driver within the Region. Humanity will always need food. Alberta can produce food.

RAMP ENGAGEMENT STAKEHOLDER
June 2021

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Approach

RAMP provides a framework and policies to address the objectives for agriculture set out in the growth plan. These objectives recognize all forms of agriculture are critically important and focuses on capitalizing on opportunities for agriculture and agri-foods.

Objectives

- 6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations.
- 6.2 Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses.
- 6.3 Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system.

Pursuant to Policy 6.1.1, Prime agricultural lands shall be assessed to identify and conserve a supply of prime agricultural lands and will be pursued through the following measures.

Policy 6.1.1.b. develop a Land Evaluation and Site Assessment tool (LESA) to assess land quality and contextual factors and identify and quantify a supply of prime agricultural lands.

The results of the LESA tool provide a consistent framework for identifying those lands within the Region to be designated as prime agricultural lands and the remaining lands as all other agricultural lands. The regional map of these areas is intended to replace Schedule 11 in the growth plan as directed by Policy 6.1.1.c which states "use Schedule 11 to identify prime agricultural lands until the land evaluation and site assessment tool is completed".

This initial work on RAMP will provide further policy direction on the issue of fragmentation and conversion of prime agricultural lands for non-agricultural uses and will provide the foundation to advance the understanding of the agricultural system in the Region, provide direction for infrastructure priorities and identify strategies to promote the diversification and value-added agricultural sector and regional food system.



SECTION 1.1 APPROACH

In developing the first ever RAMP, the EMRB has made it a significant priority to seek input and advice from regional stakeholders on the framework and policies of RAMP through two rounds of stakeholder engagement including several validation sessions. The intent was to hear from those who could be most impacted by RAMP and included farmers, ranchers, producers, landowners and others working in the agriculture and agri-food sector. Both rounds of engagement resulted in further insights into the challenges, opportunities and priorities for RAMP.

Overall stakeholders expressed strong support for the objectives and geographic approach for RAMP. Stakeholders also supported conserving prime agricultural land for agricultural use. Several stakeholders noted in addition to conserving large contiguous lands in prime agricultural areas, it was important to protect specialty and intensive crop areas, pastureland, and open spaces for wildlife. Many highlighted the significance of the rich soils in this Region, making it unique from anywhere else in

Canada, and not well understood by decision makers and the public given its importance to the future of the agricultural sector.¹

There are three First Nations in the EMR – Alexander, Enoch and Paul as well as Metis Nation of Alberta and an Inuit community. All Indigenous Communities in the Region are important stakeholders with a long history with the land. Outreach to the Indigenous Communities was initiated during the first round of stakeholder engagement and efforts are ongoing to build a long standing relationship. Indigenous peoples have valuable worldviews regarding the importance of protecting the natural environment- land, water, air and all other natural resources for future generations, and their views will be important to include in future work on RAMP and in the regional growth plan.

Finally, agriculture plans and strategies completed by member municipalities, particularly the City of Edmonton and the counties of Leduc, Parkland, Strathcona and Sturgeon were considered.

¹ See *What We Heard Report 1*, December 2020 and *What We Heard Report 2*, June 2021, for further insights from RAMP Stakeholder Engagement.



Policies with teeth to protect farmland must be put in place while there's still time. While there's a "pause," there's a chance to re-think what is expendable and what is actually needed for growth. There's still an opportunity to protect what can never be replaced. We should be long past the time when rural areas are simply seen as land banks for nearby urban centers and developers who like wide-open farmland.

**RAMP ENGAGEMENT
STAKEHOLDER,**
December 2020



RAMP Task Force

Work to develop RAMP began in February of 2018 when the EMRB approved the Project Charter and appointed a seven-member Task Force to oversee its completion. Over time non-voting members were added to ensure appropriate ties to agriculture priorities at the federal and provincial level as well as regional economic development and investment attraction being led by Edmonton Global.

Mayor Rod Shaigec
Parkland County, Chair

Councillor Michael Walters
City of Edmonton, Vice Chair

Mayor Tanni Doblanko
Leduc County

Mayor Alanna Hnatiw
Sturgeon County

Mayor Barry Turner
Town of Morinville

Councillor Kathy Barnhart
City of Beaumont

Councillor Paul Smith
Strathcona County

Malcolm Bruce
CEO, Edmonton Global (non-voting)

Karen Sundquist
Ministry of Agriculture & Forestry,
Government of Alberta (non-voting)

Candice Vanin
Land Use Specialist,
Agriculture and Agri-Food Canada
(non-voting)



Vision and Guiding Principles



Agriculture is our legacy and our future. RAMP is a land use plan specifically for agriculture and specific to the Edmonton Metropolitan Region. RAMP is a future-forward plan that recognizes the complexity of the sector and is intended to be a responsive and adaptable to the changes facing the agriculture and agri-foods sectors.

The vision and the supporting guiding principles for RAMP recognize the important role agriculture and agri-foods plays in growing the economy, protecting the environment and Region's *natural capital*, sustaining rural communities and supporting food sovereignty. RAMP is a plan that builds on our strengths – rooted in heritage, resilience, and innovation to enable future opportunities for a thriving agriculture and agri-food sector for the next 50-100 years.

Vision for RAMP

A thriving, globally recognized agriculture economy embraced by the community and characterized by:

- *A secure agricultural land base*
- *Leadership in innovation*
- *Environmental stewardship*

Guiding Principles to support the Vision for RAMP:

1. Agriculture is a vital sector. It contributes to the economic, environmental and social wellbeing of the Region. Its long-term future requires a set of environmentally sustainable land use, economic development, infrastructure and implementation policies and requires a holistic approach to stewardship and governance.
2. Agricultural land is a permanent feature of the Region's landscape and is a scarce and irreplaceable resource that must be protected.
3. A thriving agricultural economy requires strategic investment in both hard and soft infrastructure to develop entrepreneurship and provide leadership to foster a dynamic agricultural business culture.
4. Broad regional public support is critical. Agriculture will be embraced by the community through the understanding of the relationships with food, the economy, and the environment.
5. Success requires a collaborative approach including all orders of government, public and private agencies, and Non-Government Organizations (NGOs). EMRB should be seen as a leader but cannot achieve the vision alone.

Characteristics of Agriculture in the Region²

Productive soils

The Edmonton Metropolitan Region is, in fact, the most productive agricultural region in Alberta.



- It is home to high quality black soils – 35% of the top producing soils in Alberta are found in the Region.
- 69% of the Region is comprised of 'prime' agricultural soils (LSRS 2, 3)³.
- The Region boasts a favourable climate – some areas in the Region have not experienced a crop failure in 100 years⁴.

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Conserving and stewarding our prime agricultural areas is critically important

**RAMP ENGAGEMENT
STAKEHOLDER**
December 2020

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²RAMP Situation Analysis July 2018

³Land Suitability Rating System (LSRS) Classes 2, 3 and 4 is highly correlated to Canada Land Inventory (CLI) 1, 2 and 3. These land classes, often referred to as prime, provide farmers the greatest flexibility with respect to the choices of crop to be grown and resilience with respect to variable weather conditions.

⁴RAMP Situation Analysis, July 2018, Comments received from individual farmers during the consultation process.

SECTION 1.4 CHARACTERISTICS OF AGRICULTURE IN THE REGION

Strong agricultural sector

The Region is home to 4,655 farm operations. These farms:

- generate 40% more revenue per acre than their counterparts in the rest of the province (\$499 vs. \$352 per acre),
- are smaller in size compared to the provincial average (523 acres vs. 1,237 acres),
- have rates of invested capital per acre that are almost twice the Alberta average (\$5,581 vs. \$2,863 per acre).



Agriculture, food and bioeconomy can be a long term regional economic driver—agricultural land and processing facilities should be prioritized.

RAMP ENGAGEMENT STAKEHOLDER,
December 2020



Experienced, innovative and skilled workforce

The Region has a great number of farmers who are rapidly expanding their operations; food processors who have developed successful businesses supplying customers both nationally and internationally; and an emerging class of entrepreneurs who are developing new food businesses and events.

Vibrant food processing sector

An estimated 25% of the province's food and beverage processing industry is located in the Region. The sector includes two major poultry processors, several dairy processing plants, a large oil seed crusher, a feed milling sector as well as numerous specialty food and beverage processing businesses which have grown to become major national and international players. This sector generates an estimated \$3.76⁵ billion in annual revenues and employs over 6,000 people.

World leading research

We are home to several world leading institutions and special-purpose facilities established to support the agriculture and food industry. These include:

- University of Alberta and the Edmonton Research Farm
- St. Albert Research Farm
- University of Alberta Botanical Garden
- Agri-Food Discovery Place
- Alberta Agriculture & Forestry with the Food Processing Development Centre in Leduc
- Crop Development Centre in northeast Edmonton
- NAIT and the Culinary Program
- Pioneer DuPont Seed Research Farm in Strathcona County

Existing critical infrastructure

In addition, the Region has high quality supporting infrastructure equipped with the necessary facilities and logistics to ship fresh or frozen food products to destinations both nationally and internationally including superior roadways, rail-lines, and the Edmonton International Airport.

⁵ The economic multiplier (Alberta Treasury Board and Finance) for food and beverages – direct, indirect and induced is 2.308. Thus, this revenue multiplies to \$8.5 billion in total economic impact.

Economic Potential of Agriculture in the Region

The characteristics of agriculture in the region illustrate the importance of agriculture and the agri-food sector to the regional economy. The EMRB has determined that the potential exists to grow the agri-food sector and increase its contribution to the regional economy.⁶

The EMRB Economic Imperative report identified the opportunity for the Region to achieve significant growth in value-added production of agricultural products growing the size of the agri-food sector and the regional economy. The ratio of farm gate sales to value-added agricultural product sales in the Region has historically been on a 1:1 basis. With a focus on investing in value-added production, the potential exists to increase the ratio of value-added production to 2:1 and even 3:1 for agricultural products.

Total direct economic output from the agricultural sector in the Region has the potential to more than double in terms of GDP from a combined farm gate sales and food and beverage of \$11.42 billion in 2021 to an estimated \$27 billion by 2046.⁷

2021
\$11.42B

2046
\$27B

⁶ The EMR Economic Imperative for Agriculture, 2019

⁷ The EMR Economic Imperative for Agriculture, 2019



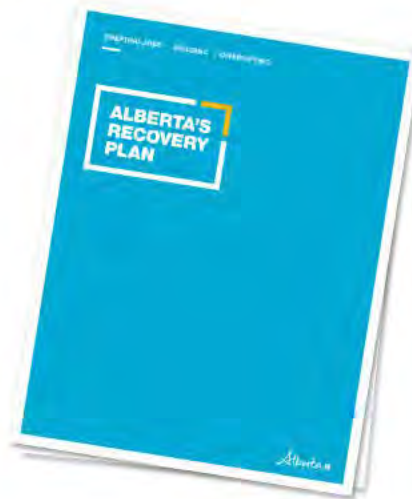
SECTION 1.5 ECONOMIC POTENTIAL OF AGRICULTURE IN THE REGION

The importance of agriculture in the Region, and the potential for growth, has been recognized by the province as being important sector to contribute to the economic recovery for the Region and the province. Minister Devin Dreeshen, Alberta Agriculture & Forestry, affirms its importance.



Agriculture in Alberta will lead our economic recovery in Alberta. Alberta's farmers, ranchers and processors are global leaders in innovation - making Alberta the best place in the world to invest.

MINISTER DEVIN DREESHEN,
Alberta Agriculture & Forestry



The global COVID-19 pandemic has also highlighted the importance of food security and food sovereignty and the need to protect the local food supply chains. There is an opportunity for the Region to increase its internal food security and lessen its dependence on external supply chains through the work on RAMP. Agriculture's potential is recognized as part of the *Alberta Recovery Plan*⁸ which includes increased "value-added processing capacity" in the agriculture sector as a focus for economic diversification and growth.

There is also a growing recognition that this sector can be a major contributor to the environmental well-being of the Region with its inherent ability to sequester carbon, contribute to the local water table through water filtration and flood protection and foster biodiversity.

The agricultural sector has always been an important part of the Alberta economy. Humanity will always need food. Alberta can produce food. As an important productive agricultural region in the province, the Region has an opportunity to make an existing regional economic strength even stronger. RAMP is a key step towards this promising future.

⁸ Government of Alberta, 2020

Assumptions

In preparing RAMP, a range of assumptions were identified to guide and inform the development of the policy framework.

1. Agricultural land is a finite and irreplaceable resource.
2. Prime agricultural land is a key component of the agricultural land base and must be conserved for future generations.
3. All other agricultural lands in the Region are part of the agricultural land base, have value for agriculture, and must be managed responsibly to maintain their agricultural capacity.
4. Where possible, agriculture must be given priority as a predominant land use.
5. Agricultural land is not uniform in quality. Any given quarter section may have pockets of lower capability soil, as well as seasonal or permanent water bodies, wooded areas, or steep slopes; land that may be of limited or no utility for agricultural purposes. (The land in question will likely have value from an ecological goods and services perspective).
6. A secure agricultural land base enables agricultural producers to make long-term investment decisions related to their operations.
7. A secure agricultural land base is one of three pillars in the agricultural system in the Region, the others being the agricultural producers and the products they produce, and the agri-food and value-added processing sectors that process and distribute the products.
8. The agricultural system approach will support a thriving agriculture and agri-food sector, based on all types and sizes of agriculture, and on agri-related development in appropriate locations across the Region.
9. Agriculture changes constantly and will continue to evolve over time. Therefore, the agricultural system is dynamic, and consideration must be given to both the current and future needs of the agriculture sector.

SECTION 1.6 ASSUMPTIONS

10. Land use policies in support of agriculture must be outcome oriented, setting the minimum requirements to be attained. (Municipalities are encouraged to exceed the minimum requirements). Land use policies must also be sufficiently flexible to reflect agriculture in all its diverse forms across the Region, as well as the specific context in each rural and urban municipality.
11. Development and subdivision opportunities that support agriculture, agricultural producers and agri-food producers in rural areas also support and strengthen the rural way of life and rural communities.
12. RAMP is a land use policy document for agricultural lands within the Edmonton Metropolitan Region and acknowledges the role, authority and relationship of existing policy frameworks and legislation. Examples include but are not limited to:
 - *Alberta Land Stewardship Act* and related Land Use Framework Regional Plans
 - *Agricultural Operation Practices Act (AOPA)*,
 - Various environmental legislation such as the *Soil Conservation Act, Water Act, Environmental Protection and Enhancement Act, Wilderness Areas, Ecological Reserves, Natural Areas and Heritage Rangelands Act, the Provincial Parks Act and Weed Act*.
13. Agriculture is integrated within other EMRB Strategic Initiatives which recognize the needs of agriculture and agri-food sectors identifying essential infrastructure as part of planning for the Region. For example, the need for digital infrastructure in the rural area to support the sector has been identified through a Regional Broadband Situation Analysis completed in 2020. The need for transportation connectivity - road, rail and air to support day to day operations, growth and diversification have been identified in the Integrated Regional Transportation Master Plan (IRTMP) approved by the EMRB in June 2021. The IRTMP also includes policies to further limit fragmentation of agricultural lands from infrastructure planning to minimizing the impact on agricultural operations. The importance of minimizing fragmentation on agricultural lands has also been taken into consideration as part of the transportation prioritization process.

Land Evaluation and Site Assessment (LESA)

Pursuant to Policy 6.1.1.b. the Edmonton Metropolitan Region Growth Plan specifies the requirement to develop a *land evaluation and site assessment tool (LESA)* to assess land quality and contextual factors, and identify and quantify a supply of *prime agricultural lands* for conservation in the Region. The results of the LESA evaluation will provide an essential foundational component of RAMP, in the identification of prime agricultural lands and support the growth plan guiding principle: **Ensure the wise management of prime agricultural resources.**

The development of the EMR LESA tool involved a rigorous, scientific process with input from local, regional, national and international agricultural experts. The LESA tool provides a consistent methodology to identify prime agricultural lands and included site specific validation of the final results.

There are two main components to a LESA evaluation:

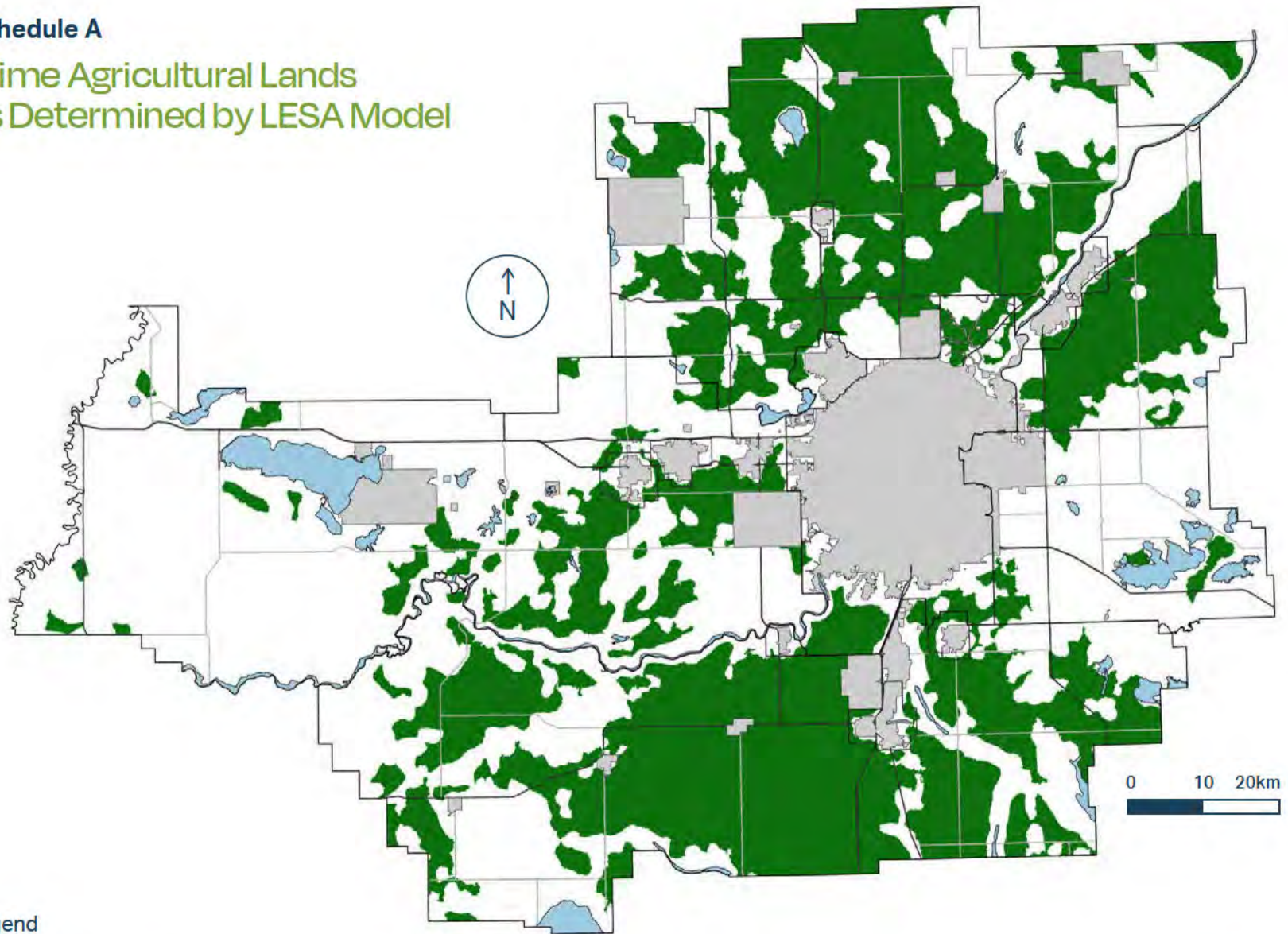
1. Land Evaluation (LE) measures the land's biophysical considerations including soil, climate, and topography in relation to agricultural use.
2. Site Assessment (SA) measures other important geographic, economic and social factors.

LE and SA components are combined to provide an overall LESA score for each landscape unit evaluated. *For a detailed explanation of the LESA model development please see Appendix D.*

Prime agricultural lands identified in Schedule 11 of the growth plan is based solely on the provincial Land Suitability Rating System (LSRS) and included 1,949,110 acres identified as prime agricultural lands. The LESA model and evaluation provides a more precise delineation of prime agricultural lands and identifies a total of 359,506.54 hectares (888,360 acres) of land, 45% of the area identified in the growth plan.

Schedule A

Prime Agricultural Lands as Determined by LESA Model



Legend

- PRIME AGRICULTURAL LANDS
- EMRB-MEMBER BOUNDARY
- WATERBODIES
- NON-STUDY AREA

- ROADS
- PRIMARY HIGHWAY
 - SECONDARY HIGHWAY

Data Sources: Prime Agricultural Areas as identified by the LESA model under the parameters specified in the June 2021 LESA Model Technical Report. Non-Study Area includes identified federal lands, non-EMRB member municipalities, and RAMP Policy Area 4. Waterbodies are as identified by AGRASID 4.1 as a W3 large waterbody and are also excluded from the Study Area.

SECTION 2

LAND EVALUATION AND SITE ASSESSMENT (LESA)

Schedule A identifies the prime agricultural lands identified by the LESA evaluation that meets or exceed the threshold score of 87.9 (or 58th percentile of LESA scores). Lands with a score below the threshold are considered all other agricultural lands in RAMP. Prime agricultural lands identified by LESA may include specialty agriculture lands and areas of lower capability lands.

The LESA validation process included a review of identified priority agricultural areas in existing MDPs for each of the counties, compared to the results of the prime agricultural lands identified by LESA. Overall, there is a strong correlation with only a couple of minor exceptions. The results of LESA are considered the minimum thresholds for prime agriculture lands and municipalities may designate additional areas for conservation.

The summary and distribution of parcel size within the prime agricultural areas identified by the LESA model is an important element of the agricultural land base. The following tables provide further context of the parcel sizes in Policy Area 1 for each of the four counties in the Region.

Table A

**Policy Area 1 Prime
Agricultural Land Parcel
Size Summary**

NOTE: Refer to the EMRB planning toolkit for accurate land area when using prime agricultural lands to designate prime agricultural areas locally.

Parcel Size	Sturgeon	Leduc	Parkland	Strathcona	Total
150+	141,831 (57,397 ha)	196,767 (79,629 ha)	40,272 (16,298 ha)	37,156 (15,037 ha)	416,027 (168,360 ha)
80-150	42,407 (17,162 ha)	59,733 (24,173 ha)	18,394 (7,444 ha)	15,488 (6,268 ha)	136,021 (55,046 ha)
40-80	62,107 (25,134 ha)	60,409 (24,447 ha)	9,339 (3,779 ha)	8,382 (3,392 ha)	140,237 (56,752 ha)
0-40	8,655 (3,503 ha)	12,034 (4,870 ha)	3,631 (1,469 ha)	4,293 (1,737 ha)	28,613 (11,579 ha)
Total	255,001 (103,195 ha)	328,943 (133,119 ha)	71,636 (28,990 ha)	65,319 (26,434 ha)	720,898 (291,737 ha)

**Note: Rounding may impact accuracy*



SECTION 2
LAND EVALUATION
AND SITE ASSESSMENT (LESA)

Table B

Percentage of Total Prime Agricultural Land
in Policy Area 1

Parcel Size	Sturgeon	Leduc	Parkland	Strathcona
150+	48%	53%	43%	42%
80-150	14%	16%	20%	18%
40-80	21%	16%	10%	9%
0-40	3%	3%	4%	5%

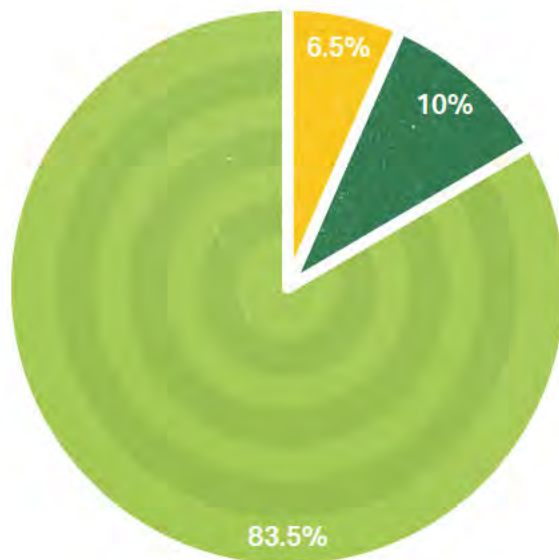


Chart A

Percentage of Prime Agricultural Lands
by Policy Area

Legend

- POLICY AREA 1
- POLICY AREA 2
- POLICY AREA 3

RAMP Framework



RAMP recognizes agriculture as a significant contributor to the Region's past, present and future and its contribution to the economic, social, environmental, cultural and historical fabric of the Region. RAMP acknowledges the unique forms of agriculture that can occur in all parts of the Region, because all lands have value for agriculture.

The RAMP policy framework is adaptable and responsive to future growth and is not intended to limit or interfere with existing approval processes. It gives direction for future growth to allow agricultural operations to exist and even co-exist within other land uses for as long as possible. The intent is to provide certainty for producers and investors for the next 25-50 years.

The RAMP Framework consists of three interrelated components that need to be read together and form the basis of the policy framework of RAMP.

- Policy Area Maps
- Policy Definitions
- RAMP Policies

The **Policy Area Maps** are not intended to create an agricultural boundary, but instead establishes unique agricultural areas that allow for tailored policies to support the growth and continuation of all forms of agriculture. In general, the policy area map approach is consistent with the policy area approach in the regional growth plan. The policy area map is conceptual and includes some geographic features and not all topographical features that currently exists on the ground.

The policy area approach is intended to be adaptable and responsive to the demands of future growth for both rural and urban municipalities. The policy area map identifies specific lands in the Region, based generally on existing and designated future land uses. The policy area maps are at a regional scale, and for a more detailed understanding of a specific land area will require a review of municipal land use bylaws or a view of the lands using the Edmonton Metropolitan Region Geographic Information Services (EMRGIS). The RAMP policy areas in **Schedule A** show the prime agricultural lands and all other agricultural lands identified by the LESA evaluation.

The **Policy Definitions** are intended to provide consistency in the application and support the interpretation of the policy statements.

The **RAMP Policies** are tailored to specific policy areas and support the specific outcomes for each. Policy statements may include policy definitions.

The RAMP policy area map is the starting point for RAMP. Each policy area map delineates the area in which specific policies apply. The policies in RAMP apply to all lands in the EMR, except for those lands under provincial and federal jurisdiction, such as provincial parks, airports, military bases and First Nations Reserves. The policy area maps are presented at a regional scale and include some contextual land base features and may require further analysis using the EMRGIS or a review of municipal land use bylaws.



Schedule B

RAMP Agriculture Policy Areas

Legend

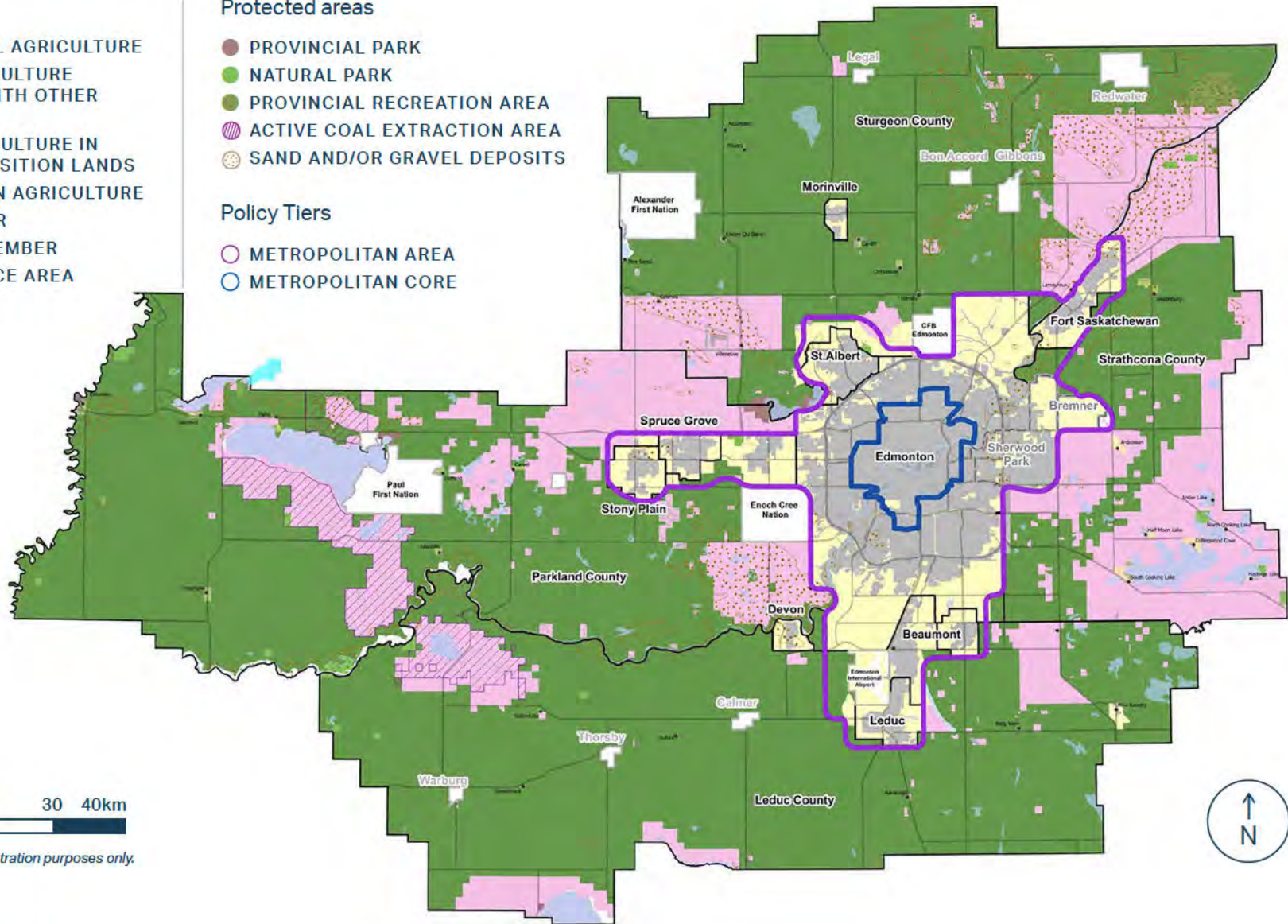
- AREA 1 RURAL AGRICULTURE
- AREA 2 AGRICULTURE CO-EXISTS WITH OTHER LAND USES
- AREA 3 AGRICULTURE IN FUTURE TRANSITION LANDS
- AREA 4 URBAN AGRICULTURE
- EMRB MEMBER
- EMRB NON-MEMBER
- URBAN SERVICE AREA

Protected areas

- PROVINCIAL PARK
- NATURAL PARK
- PROVINCIAL RECREATION AREA
- ACTIVE COAL EXTRACTION AREA
- SAND AND/OR GRAVEL DEPOSITS

Policy Tiers

- METROPOLITAN AREA
- METROPOLITAN CORE



0 5 10 20 30 40km

NOTE: This map is for illustration purposes only.

Table C

Land Area by Policy Area

The land area of the Edmonton Metropolitan Region is approximately 946,091 hectares or over 2.3 million acres. The approximate size of each policy area is shown below:

		Hectares	Acres	Percentage of Land Base
Policy Area 1	Rural Agriculture	605,152.76	1,495,362.73	64%
Policy Area 2	Agriculture – Coexisting with Other Land Uses	206,778.59	510,960.23	22%
Policy Area 3	Agriculture in Future Transition Lands	57,507.42	142,103.70	6%
Policy Area 4	Urban Agriculture	76,751.92	189,410.73	8%
Total		946,090.69	2,337,837.39	

Policy Area 1 represents the largest policy area and is closely aligned to the rural policy area tier in the growth plan and includes some lands within the metropolitan tier. This land area is the priority focus area for RAMP based on existing land uses primarily for agriculture. This area generally contains both large continuous tracts of land and areas containing unique climate and soil

conditions suited for specialty crops, a range of intensive livestock operations and grazing, recreation areas and environmentally sensitive areas. Policy Area 1 contains 83.5% of the prime agricultural lands in the Region.

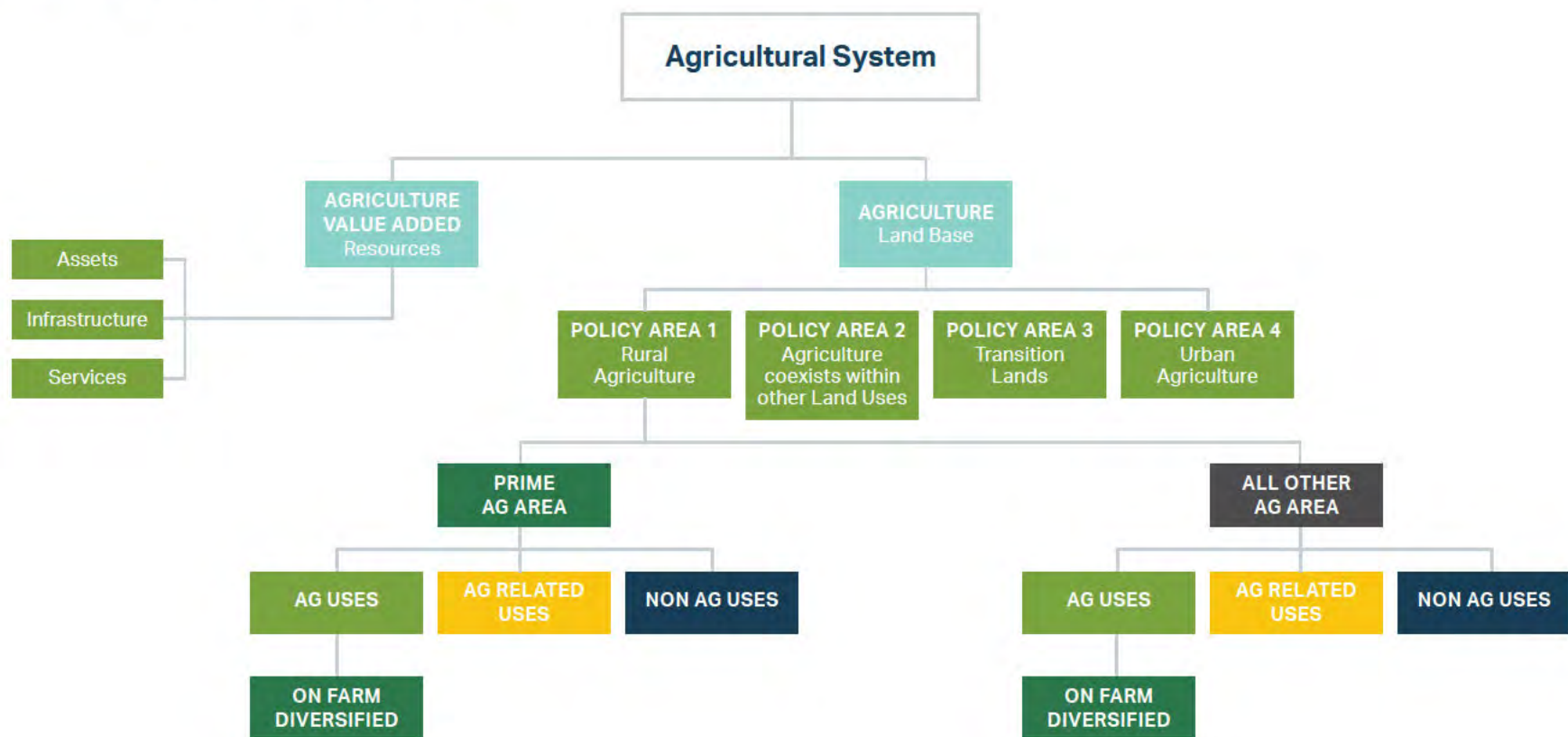
Policy Area 2 is the second largest policy area and includes lands which have specific land use designations and operate under existing planning approvals. This policy

area includes a range of land uses including country residential, lakeshore residential, industrial sites and employment areas, and resource-based extraction areas for coal, sand and gravel. Land areas within this policy area may contain unique climate and soil conditions well suited for specialty crops. Policy Area 2 contains 10% of the prime agricultural lands in the Region.

Policy Area 3 includes agricultural lands generally within the metropolitan area policy area of the growth plan and includes agricultural lands identified for future growth. These lands may be planned and are recognized within RAMP as lands approved within a statutory plan for future growth for the next 25- 50 years. Lands within this policy area may contain unique climate and soil conditions and well suited for specialty crops. Policy Area 3 contains 6.5% of the prime agricultural lands in the Region.

Policy Area 4 supports the emerging urban agriculture sector and its potential for growth in the built-up urban areas within urban centers in the Region. This policy area is included in all three tiers of the growth plan and may include cities, towns, growth hamlets and hamlets.

Chart B
Policy Definition Structure



The following policy definitions are listed to align with the policy definition structure shown on the previous page. The policy definitions are ordered to begin with the most general and foundational terms and progress to more specific uses or terms.

The visuals accompanying the policy definitions are included for illustrative purposes only and intended to provide visual assistance in showcasing the differences between the different types of activities that may be associated with the uses defined.

Agricultural System

A group of inter-connected elements that collectively create a viable and vital agricultural sector. The system has three components; a) an agricultural land base comprised of prime agricultural areas and all other agricultural areas that together constitute a continuous functional and productive land base for agriculture, b) agricultural operations and practices producing food, feed, fibre, and energy products, and c) an agriculture and agri-food network that includes infrastructure, services, and assets important to the viability of agriculture and the agri-food sector.

Agriculture

The growing, raising, managing and/or sale of livestock, crops, horticulture and agriculture related products or services including food, feed, fibre, energy and other complementary value-added activities.

Agri-food

All aspects related to the production, sale, and distribution of agricultural food including a system of producers, businesses, suppliers, transporters, retailers, and consumers.

Agricultural Land

Land that is or can be used for agriculture.

Prime Agricultural Land

Agricultural lands identified through the EMR Land Evaluation Site Assessment tool (LESA) that meet or exceed the identified threshold.

Land Evaluation and Site Assessment tool (LESA)

An analytical tool to evaluate land capability land and inform the identification of lands for conservation. LESA includes two components:

1. Land Evaluation (LE) measures the land's biophysical considerations; and
2. Site Assessment (SA) measures other important geographic, economic and social factors.

Prime Agricultural Areas

An area where prime agricultural lands predominate and may include lands considered as all other agricultural lands if they are contiguous to prime agricultural lands. Prime agricultural areas will be delineated in detail by member municipalities in municipal development plans.

Specialty Agriculture Land

Provides optimum conditions for agricultural production due to unique factors including but not limited to soils, water supply, and climatic conditions. Specialty agriculture land may be located in prime agricultural areas and in all other agricultural areas.

All Other Agricultural Areas

Agricultural lands outside of prime agricultural areas.



Agricultural Uses

Land uses directly associated with agriculture and includes buildings and structures accessory to and supportive of the activities.



Agriculture-related Uses

Are uses directly related to agriculture, primarily support agriculture, benefit from being in close proximity to agriculture and provide direct products and/or services to agriculture.



On-farm Diversified Uses

Are secondary uses and limited in area to the principal agricultural use and are compatible with the principal agricultural use and agricultural uses in the adjacent area. On-farm diversified uses may include but are not limited to home occupations, agri-tourism uses, and uses that produce value-added agricultural products.

Non-agricultural Uses

Land uses other than agricultural uses, agriculture-related uses or on-farm diversified uses.



Agri-Tourism Uses

Farm related tourism uses, including limited accommodation, direct-to-consumer sales, agricultural education, recreation and activities that involve observation and participation in the farming operations.



Value Added Agriculture

The addition of a process or service to an agricultural raw material being produced by the (farmer) producer. This may include some form of processing (such as milling, drying, cleaning, sorting, slaughtering, distilling, refining, or direct marketing through farm gate sales, farmers' markets or direct distribution).



Cluster Site

An area or node identified in the growth plan for growth such as a major, planned or local employment area, a rural or urban centre, growth hamlet or hamlet. A cluster site may also include a local agricultural services area designated under an area structure plan, or other existing areas with appropriate designation and/or districting.

Development

Means the same as Section 616 (b) of the Municipal Government Act RSA 2000 M-26, as amended.

Ecological Goods and Services

Ecological goods and services (EG&S) are the environmental benefits resulting from physical, chemical and biological functions of healthy ecosystems and include market goods produced from ecosystems (such as food, fibre, fuel, fresh water, genetic resources, etc.), the benefits from ecosystem processes, (ex: nutrient cycling, climate regulation, water purification, waste treatment, pollination, etc.) and non-material benefits (ex: aesthetic values, recreation, etc.).

Farmstead

Existing development, including a habitable dwelling, accessory buildings, and structures located in a rural area.

Generally Accepted Agricultural Practice

A practice that is conducted in a manner consistent with appropriate and accepted customs and standards as established and followed by similar agricultural operations under similar circumstances, and without restricting the generality of the foregoing includes the use of innovative technology used with advanced management practices.

Infrastructure

Infrastructure provides services related to, and including but not limited to, sewage, water, irrigation, storm water management, waste management, electricity (generation, transmission, and distribution), communications/telecommunications, broadband, transit and transportation modes (including road, rail, air, and airports), oil and gas pipelines and associated facilities.

Natural Capital

The land and water resources that anchor our quality of life and support economic activity including agriculture, forestry, recreation, tourism, and energy generation. It also includes resources – minerals, timber, oil and gas as well as the ecosystems – grasslands, wetlands, rivers and forests – that produce valuable ecological goods and services.

Urban Agriculture

Is the growing, processing, and distribution of food and other products through intensive plant cultivation and animal husbandry in and around cities.⁹



⁹ Bailkey and Nasr. 2000. From Brownfields to Greenfields: Producing Food in North American Cities. Community Food Security News. Fall 1999/Winter 2000:6

RAMP Policies

The work of RAMP has elevated the important role of agriculture in enabling resilience, sustainability, mitigating the effects of climate change, economic competitiveness, food security and sovereignty, and quality of life for all residents of the Region and should have greater visibility and recognition in the growth plan.

Policy statements are identified for each policy area and provide direction to EMRB member municipalities consistent with the outcomes for each policy area specific to agriculture. The policy statements are criteria-based and can include terms included in the policy definitions and correspond to the specific geographic areas on the policy area map.

An example of this is the subdivision policy criteria in Policy Area 1. In RAMP, subdivision policy is expressed by a number of criteria designed to meet the outcomes of Policy Area 1.

This is in contrast to subdivision policy at the municipal level that is often expressed in numeric terms, i.e., the number of subdivisions allowed per quarter section. This approach was considered more appropriate for RAMP as it would enable regional consistency for considering planning approvals across the four counties while allowing for some flexibility in implementation. Most importantly, a criteria-based approach is also seen as an effective approach to limit the cumulative impacts of subdivisions and minimize the impacts on existing agricultural operations in prime agricultural areas.

Policy Area 1 Rural Agriculture

Introduction

Policy Area 1 is key to the success of RAMP.

Policy Area 1 is the largest of the four policy areas, accounting for approximately 63% of the regional land base. Policy Area 1 includes much of the best agricultural land in the Region, other agricultural lands of varying capabilities, and the majority of the intact contiguous tracts of agricultural land that are essential for the future of agriculture in the Region.

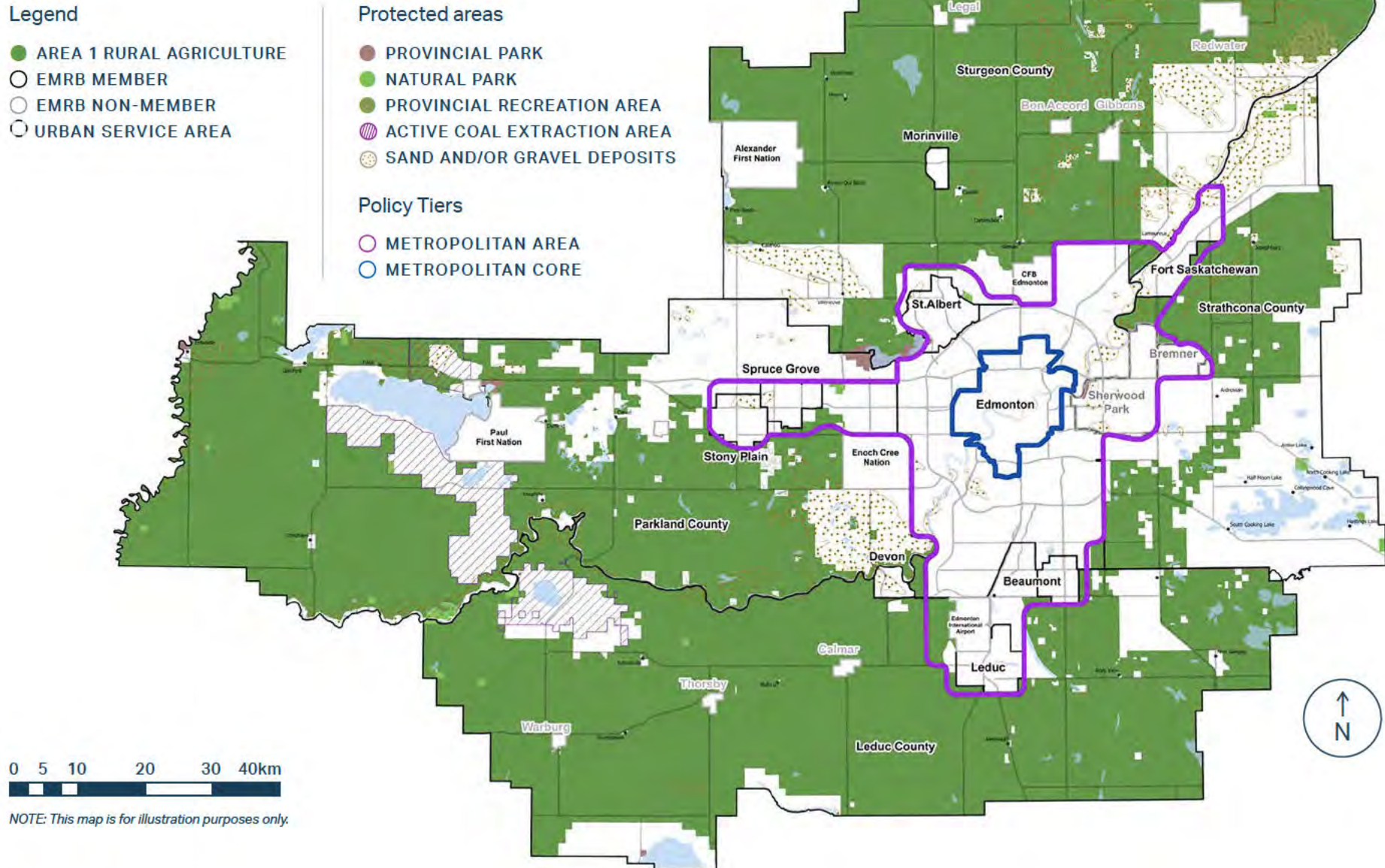
Policy Area 1 also includes a wide range of diverse and innovative agricultural operations of varying sizes and types. The three objectives of Section 6 of the growth plan, as well as the RAMP vision and guiding principles, can be most fully realized within Policy Area 1.

The first policy in this section establishes agriculture as the priority land use in Policy Area 1. This means that Policy Area 1 enables agriculture and that the remaining policies are supportive of and “in service” to agriculture and agricultural land uses throughout the policy area. Conversely, the extent to which agricultural lands may be used for non-agricultural land uses is to be minimized.

In addition to the recognizing *prime agricultural lands* in the growth plan, RAMP also recognizes those agricultural lands remaining in Policy Area 1 as *all other agricultural areas*. This effectively establishes two distinct areas of agricultural land throughout Policy Area 1 as foundational to the criteria-based policy approach in RAMP.

Schedule C

Policy Area 1 – Rural Agriculture



Goal

A wide range of agricultural enterprises and types of agricultural production are the central component in an agricultural system that includes a secure land based, and a network of infrastructure, services and communities that support agriculture and agri-food sector.

Objectives

- That agriculture is the priority land use and regional and municipal policies support agriculture and the related agricultural system.
- Prime agricultural lands are to be conserved by limiting their fragmentation and conversion through subdivision to non-agricultural uses. Direct similar agriculture uses to cluster sites.
- A full range of agricultural uses takes place at present and in the future by planning through an agricultural system approach.

Policies

1. *Agriculture* is the priority land use in Policy Area 1.
2. Policies must be included in statutory plans to enable the continuation, development, and expansion of all types, sizes and intensities of *agriculture* throughout Policy Area 1.

3. *Agricultural uses* that follow generally accepted agricultural practices must be able to operate in suitable locations without being unduly encumbered or hindered by *non-agricultural development*, or by adjacent land uses in neighbouring Policy Areas.

Designation of Agricultural Areas

4. *Prime agricultural lands* will be conserved in *prime agricultural areas* to provide a secure, long-term local food source for future generations.
5. *Prime agricultural areas* and *all other agriculture areas* will be informed by the outcomes of the *Land Evaluation and Site Assessment (LESA)* tool and designated in statutory plans. (refer to EMRB planning toolkit)
6. *Specialty agricultural land* may be identified in either *prime agricultural areas* or in *all other agricultural areas*.
7. Two or more municipalities that share a *prime agricultural area(s)* must coordinate the designation of the area to recognize the geographic continuity.

Agricultural Land Uses

8. *Agricultural uses, agriculture-related uses, value-added agriculture uses, and on-farm diversified uses* are supported throughout Policy Area 1.

9. Notwithstanding Policy 8, *agriculture-related uses* and *value-added agriculture uses* must not hinder agricultural operations in the surrounding area.
10. *Agriculture-related uses* and *value-added agriculture uses* should be directed to lower capability *agricultural lands* when possible.
11. *Development of agriculture-related uses* and *value-added agriculture uses* should minimize the amount of *agricultural land* taken out of production.
12. Consideration should be given to directing *agriculture-related, and value-added agricultural uses* to *cluster sites*.

Non-Agricultural Land Uses

13. *Non-agricultural uses* are discouraged in *prime agricultural areas*.
14. *Non-agricultural uses* may be considered in *all other agricultural areas* and should be minimized to maintain *agriculture* as the priority land use pursuant to Policy 1.
15. Consideration should be given to directing *non-agricultural uses* to lower capability land, where possible or to *cluster sites*.

SECTION 4.1

POLICY AREA 1

RURAL AGRICULTURE

16. In *prime agricultural areas*, development of in-situ, resource-based economic assets such as coal, sand and/or gravel, marl, and peat may be considered. Reclamation of lands after resource-based activities must be to a soil rating equivalent to or higher than its original state.
17. In *prime agricultural areas*, other *non-agricultural uses* may only be considered, preferably on lower capability land if it can be demonstrated that other locations in *all other agricultural areas* or at *cluster sites* are not feasible. An *Agricultural Impact Assessment* is required to confirm the proposed use will not hinder the agricultural operations in the surrounding area.

Subdivision of Agricultural Land

Objective 6.2 of the growth plan – minimize the fragmentation and conversion of *prime agricultural land* for *non-agricultural uses* – is key to policies related to subdivision of *agricultural land*.

Policies in this section do not apply to country residential subdivision as defined in the growth plan. Country residential policies are addressed in section 4.4.4 of the growth plan.

Policies for subdivision of *agricultural land* are based on two distinctions:

- *Prime agricultural land*, and *all other agricultural areas*
- *Agricultural vs non-agricultural land uses*

Policy 18 below, refers to the types of subdivisions that can be considered in *prime agricultural* and *all other agricultural areas*. Policy 18 does not prescribe or imply density of parcels per quarter section.

18. Subdivision Policy Criteria:

Prime agricultural areas

- a. Subdivision of a residential parcel for an existing *farmstead* should be considered.
- b. Subdivision of land for *agriculture*, *agriculture-related*, and *value-added agriculture uses* may be considered.
- c. Subdivision for a new residential parcel from a quarter section with no existing residential use may be considered subject to Policy 15.
- d. Subdivision for *non-agricultural uses* is discouraged and may only be considered subject to Policies 15 and 17.

All other agricultural areas

- e. Subdivision of a residential parcel for an existing *farmstead* should be considered.
- f. Subdivision of land for *agriculture*, *agriculture-related*, and *value-added agriculture uses* may be considered.
- g. Subdivision for a new residential parcel from a quarter section with no existing residential use may be considered subject to Policy 15.

- h. Subdivision for *non-agricultural uses* may be considered subject to Policy 15.

Depending on the type of subdivision, the following criteria apply:

- 19. Subdivision of *agricultural land* should result in parcels sized appropriately for the type of *agriculture use(s)* common in the area and sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations.
- 20. Subdivision for any purpose should minimize the amount of *agricultural land* taken out of production and must not hinder the operation of surrounding *agricultural land uses*.
- 21. Consideration must be given to directing subdivision for *agriculture-related*, *value-added* and *non-agricultural land uses* to *cluster sites* and wherever possible to lower capability land.
- 22. Subdivision policies for *prime agricultural areas* apply to specialty agriculture land.

Policy Area 2

Agriculture Co-exists with Other Land Uses

Introduction

A basic principle of RAMP is that agricultural lands have value for agriculture. RAMP also recognizes not all agricultural lands in the Region can be conserved for agriculture, and some agricultural lands may need to be fragmented and converted to other land uses. While agriculture remains an important land use for Policy Area 2, this policy area includes a range of designated land uses from country residential, lakeshore residential uses, industrial, to resource-based extraction uses such as coal, sand and gravel.

Lands in Policy Area 2 comprise 22% of the regional land base, with a significant portion designated as agriculture use. These lands are recognized in statutory plans, Land Use Bylaws and districting.

Although this policy area recognizes various planned land uses, this does not mean that all of the land designated is currently in use for the designated land use and that agricultural uses can exist in the interim.



Schedule D

Policy Area 2 – Agriculture Co-Exists with Other Land Uses

Legend

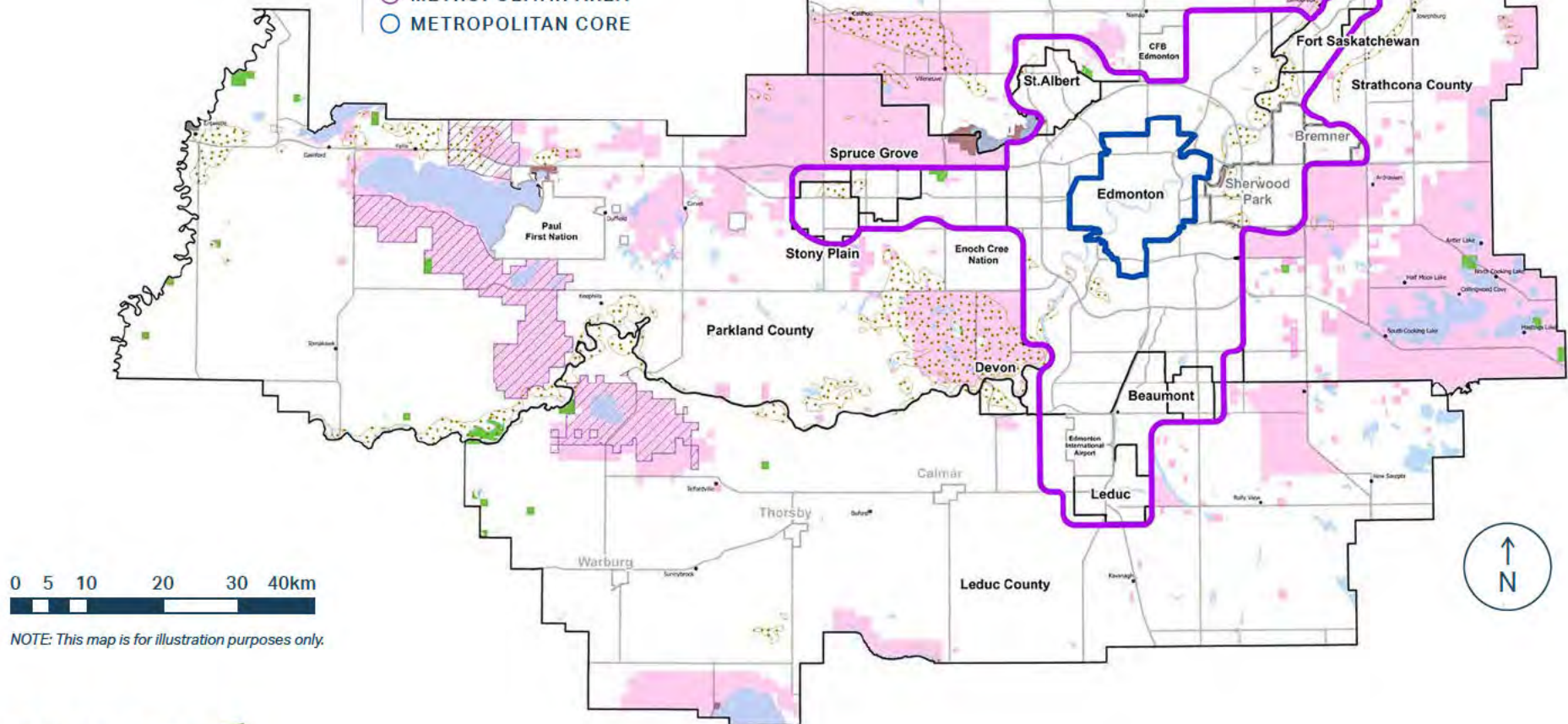
- AREA 2 AGRICULTURE CO-EXISTS WITH OTHER LAND USES
- EMRB MEMBER
- EMRB NON-MEMBER
- URBAN SERVICE AREA

Protected areas

- PROVINCIAL PARK
- NATURAL PARK
- PROVINCIAL RECREATION AREA
- ACTIVE COAL EXTRACTION AREA
- SAND AND/OR GRAVEL DEPOSITS

Policy Tiers

- METROPOLITAN AREA
- METROPOLITAN CORE



0 5 10 20 30 40km

NOTE: This map is for illustration purposes only.

Goal

Cultivation of productive agricultural areas over the long-term on lands that co-exist with lands with other designated uses.

Objectives

- Acknowledge agriculture can coexist with other designated land uses and will not constrain or restrict the designated priority use.
- Maximize the opportunities for the continued presence of agriculture and related activities and, where possible, encourage re-designation of lands back to agriculture if they are not needed for the priority land use.
- Ensure agricultural lands and associated landscapes are managed through the application of best management practices specific to soil, water and the environment.

Policies

1. *Agricultural lands* co-exist with existing designated land uses and shall remain in *agricultural use* until required for conversion.
2. Reclaimed lands should be rehabilitated for *agriculture uses*. Where it may be more appropriate, reclaimed lands may be rehabilitated for environmental or ecological purposes, or for commercial, industrial, institutional or recreational uses that can leverage existing *infrastructure*.
3. When applications are made to re-designate and/or re-district non-agricultural lands, consideration must be given to re-designating and/or re-districting the lands for *agricultural uses*.
4. *Agriculture related* and *value-added agriculture uses* may be considered but must not hinder the operation of agricultural uses in the surrounding area, nor hinder the development of a designated *non-agricultural use*.
5. Existing *agricultural uses* shall be given consideration to be kept as an existing land use within statutory plans.
6. Encourage public education about the daily and seasonal operational needs of *agriculture* and agricultural operators, fostering awareness, understanding and reducing potential land use conflicts.

Policy Area 3 Agriculture in Future Transition Lands

Introduction

Lands in Policy Area 3 have been identified for future growth throughout the Region with much of this growth expected to come within the metropolitan area tier.

The future growth recognized in Policy Area 3 is based primarily on work by the cities, towns and specialized municipalities to determine their future municipal land requirements. When these lands will be required depends on the rate of growth in the Region which, in turn, is dependent on the growth of the regional, provincial and national economies. Growth in the Region will also be influenced by the policies of the growth plan. For example, the growth directions in the growth plan state "promote the diversification and growth of the agricultural sector including urban agriculture in an urban context". Future growth is not expected to be consistent in all directions in the Region, nor is it expected that all of the lands identified in this policy area will be needed for growth by 2044. The growth plan directs more intensive and compact and contiguous urban growth to reduce the rate at which agricultural land is lost to development.

Most of the lands outside of the built-up areas within urban centers in this policy area are currently in agricultural use. Responsible growth, a core principle in the growth plan strongly encourage prime agricultural areas to be kept in production until they are required for growth and that new growth be built to a higher density. RAMP is intended to provide greater certainty for agricultural producers in terms of knowing when their agricultural lands will be needed for growth.



Schedule E

Policy Area 3 – Agriculture in Future Transition Lands

Legend

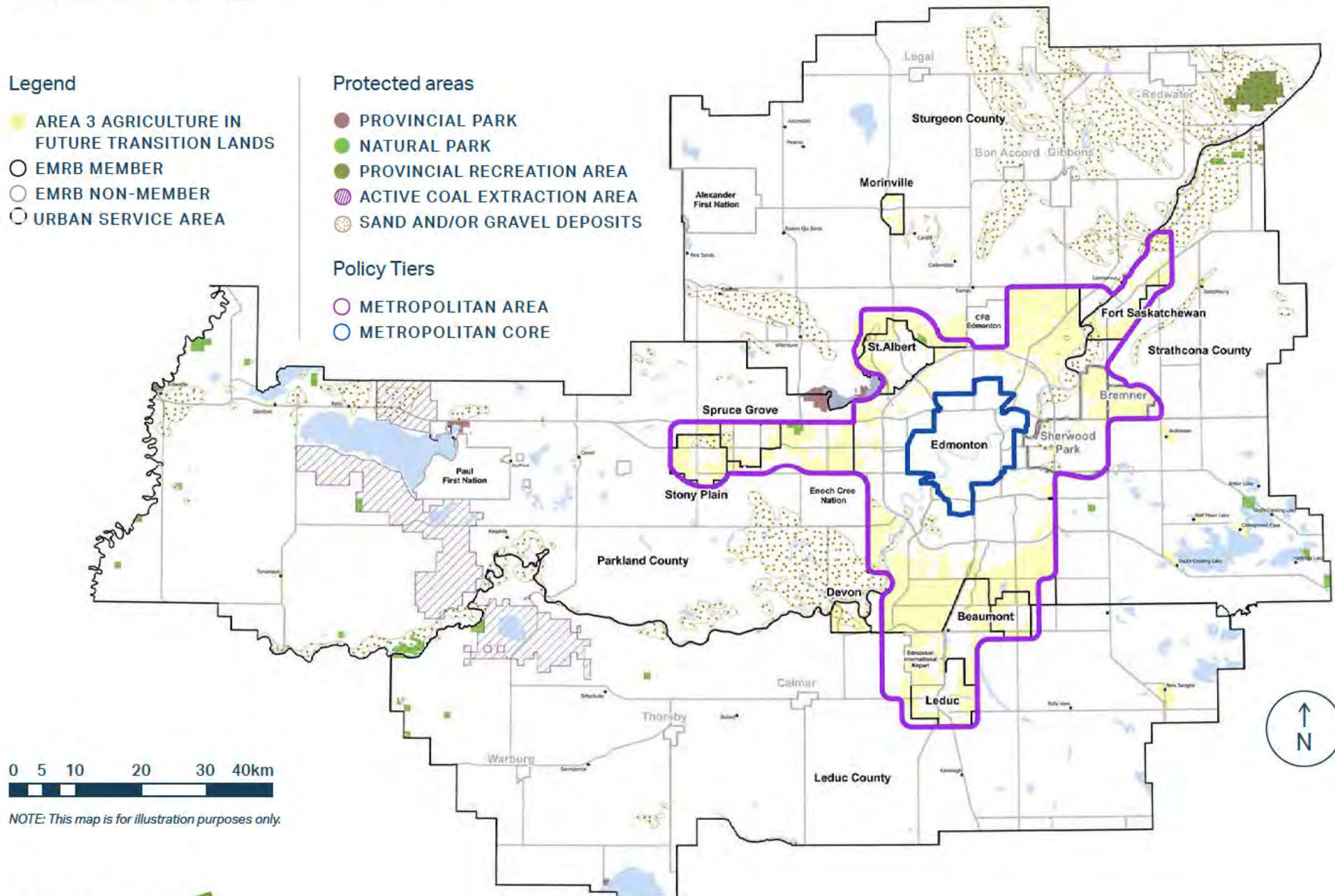
- AREA 3 AGRICULTURE IN FUTURE TRANSITION LANDS
- EMRB MEMBER
- EMRB NON-MEMBER
- URBAN SERVICE AREA

Protected areas

- PROVINCIAL PARK
- NATURAL PARK
- PROVINCIAL RECREATION AREA
- ACTIVE COAL EXTRACTION AREA
- SAND AND/OR GRAVEL DEPOSITS

Policy Tiers

- METROPOLITAN AREA
- METROPOLITAN CORE



0 5 10 20 30 40km

NOTE: This map is for illustration purposes only.

SECTION 4.3
POLICY AREA 3
AGRICULTURE IN FUTURE TRANSITION LANDS

Goal

Agricultural lands in the vicinity of the built-up urban area are kept in production and managed under principles of good land and environmental stewardship until required for future growth.

Objectives

- Retain agriculture as a complementary use and minimize fragmentation so as not to constrain or restrict the designated priority use.
- Maximize the opportunities for the continued presence of agriculture and related agriculture activities as a complementary use for the long term.
- Ensure that agricultural lands and associated landscapes are managed through the application of best management practices specific to soil, water and environment.

Policies

1. *Agricultural lands* in Policy Area 3 will remain in *agriculture use* until the lands are needed for population and/or employment growth.
2. Subdivision and development should be limited to maintain large parcel sizes to support ongoing *agriculture uses* until the lands are needed for population and/or employment growth.
3. Until the lands are needed for population and/or growth, agricultural producers must have access to their *agricultural lands* to farm their lands. This includes but is not limited to maintaining field approaches and local roads sufficient to accommodate agricultural machinery.
4. Consideration must be given to public education about the daily and seasonal operational needs of agriculture and agricultural operators, to increase awareness and understanding and reduce conflict.
5. Existing *agricultural uses* shall be given consideration to be kept as an existing land use supported by an urban agriculture plan.

Policy Area 4 Urban Agriculture

Introduction

Urban areas have not historically been seen as conducive to agricultural production, however, when considering the regional food system, it's clear, urban areas and their businesses and residents play a vital role. This is further emphasized with the advent of community and rooftop gardens, introduction of edible landscapes in parks, and improvements in hydroponic and other technologies, the possibilities in urban agriculture continues to grow.

The potential of urban agriculture has been recognized in the Region. *Fresh* – Edmonton's Food and Urban Agriculture Strategy – was approved by City Council in 2012. Implementation of *Fresh*, including the formation of the Edmonton Food Council, has been underway since then. Strathcona County completed an Agriculture Master Plan in 2015 that proposed, among other things, the development of "a strategy and policies to foster urban agriculture" with relevance to the urban service area of Sherwood Park. Similar agriculture master plans have been developed or are in development in Leduc, Parkland and Sturgeon Counties.

Urban centres in the Region have important assets to support both rural and urban agriculture. Urban utilities, including water and sewer services, can support food processing plants and value-added



Figure 1: EMRB Regional Food System

agricultural production. Agricultural processing uses that generate negative externalities can be directed to fully serviced commercial and industrial areas. Institutions such as the provincial government's Food Processing Centre in Leduc, can support development of the agriculture industry. Post-secondary institutions (e.g., University of Alberta, NAIT) can support agricultural research and education. The University of Alberta has extensive landholdings in the Region to support agriculture research.

Urban residents often have limited opportunities to learn where their food comes from and, as a consequence, may have little understanding of agriculture. Establishing urban agriculture in urban municipalities across the Region will reverse this trend. Increased interactions between all producers and consumers of food, rural and urban, will build support for the regional agricultural economy.

Schedule F

Policy Area 4 – Urban Agriculture

Legend

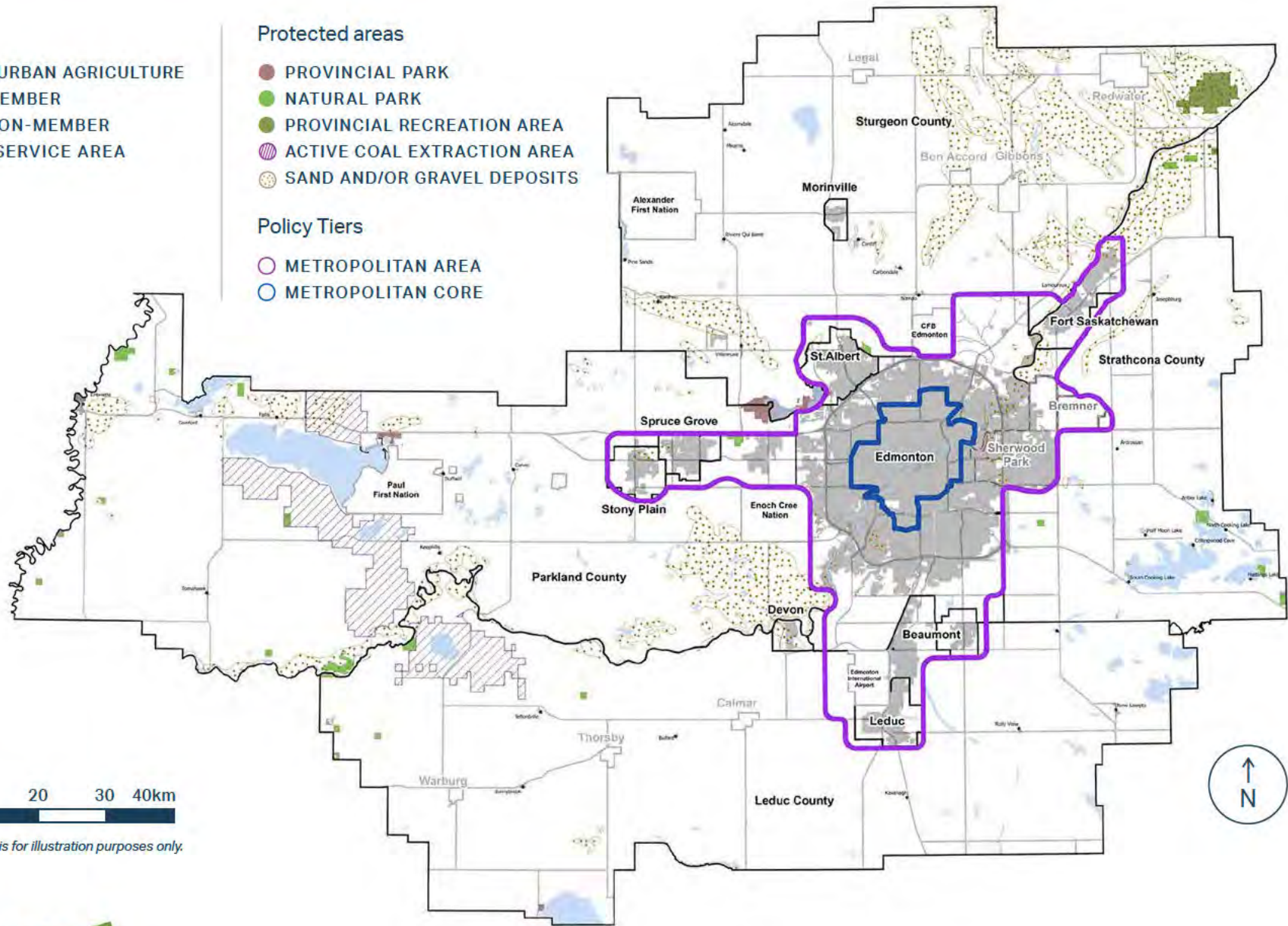
- AREA 4 URBAN AGRICULTURE
- EMRB MEMBER
- EMRB NON-MEMBER
- URBAN SERVICE AREA

Protected areas

- PROVINCIAL PARK
- NATURAL PARK
- PROVINCIAL RECREATION AREA
- ACTIVE COAL EXTRACTION AREA
- SAND AND/OR GRAVEL DEPOSITS

Policy Tiers

- METROPOLITAN AREA
- METROPOLITAN CORE



0 5 10 20 30 40km

NOTE: This map is for illustration purposes only.

Goals

Urban agriculture is established and thriving and reflects the individual characteristics of each municipality. Urban agriculture is fostered by engaged communities that support a wide range of agricultural activities, public and private, and involve residents, businesses, communities, and organizations.

Objectives

- Urban agriculture connects people to the food they eat, is accessible and visible in member municipalities, and increases awareness and understanding of the importance of agriculture to the Region.
- Urban agriculture contributes to the role agriculture plays in growing the regional economy.
- The ecological and social benefits urban agriculture provides to communities include quality local food, increased food security, active and productive use of green space in urban areas, enhanced natural living systems and mitigating the effects of climate change.

Policies

1. Urban agriculture plans will be prepared for each member municipality with an urban or rural center and is encouraged for Hamlets with a minimum population of 500. (*See Appendix A – Urban Agriculture Plan Guidelines*).
2. Existing *agricultural uses* shall be given consideration to be kept as an existing land use and supported by an urban agriculture plan.
3. Policies must be included in statutory plans to enable *urban agriculture* in suitable locations throughout Policy Area 4.
4. *Value-added agriculture uses* will be considered in this policy area.

Implementation

The implementation of RAMP will require ongoing collaboration among the EMRB member municipalities, the Government of Alberta, other regional stakeholders and EMRB. This section includes additional policies and direction to support the ongoing work of implementation.

5.1 Agricultural Land and Soils

RAMP establishes the importance of agricultural land in the Region. Maintaining the health and productivity of the soil is essential to maintaining the quality of the agricultural land.

1. Soil should be recognized as a limited non-renewable resource and managed accordingly.
2. Soil management, including its reuse and recycling, should be considered as part of an area structure plan for greenfield areas.
3. Soils should be managed in the municipality in which they originate. Where soils are exported to another municipality, the municipality in which the soils originated is encouraged to engage with the municipality receiving the soil to ensure effective soil management.

SECTION 5.0 IMPLEMENTATION

5.2 Land Use

Through the Land Evaluation and Site Assessment evaluation, prime agricultural lands have been identified in the Region. The LESA Map will inform the direction of future growth while continuing to create certainty for the future for agricultural producers in the EMR.

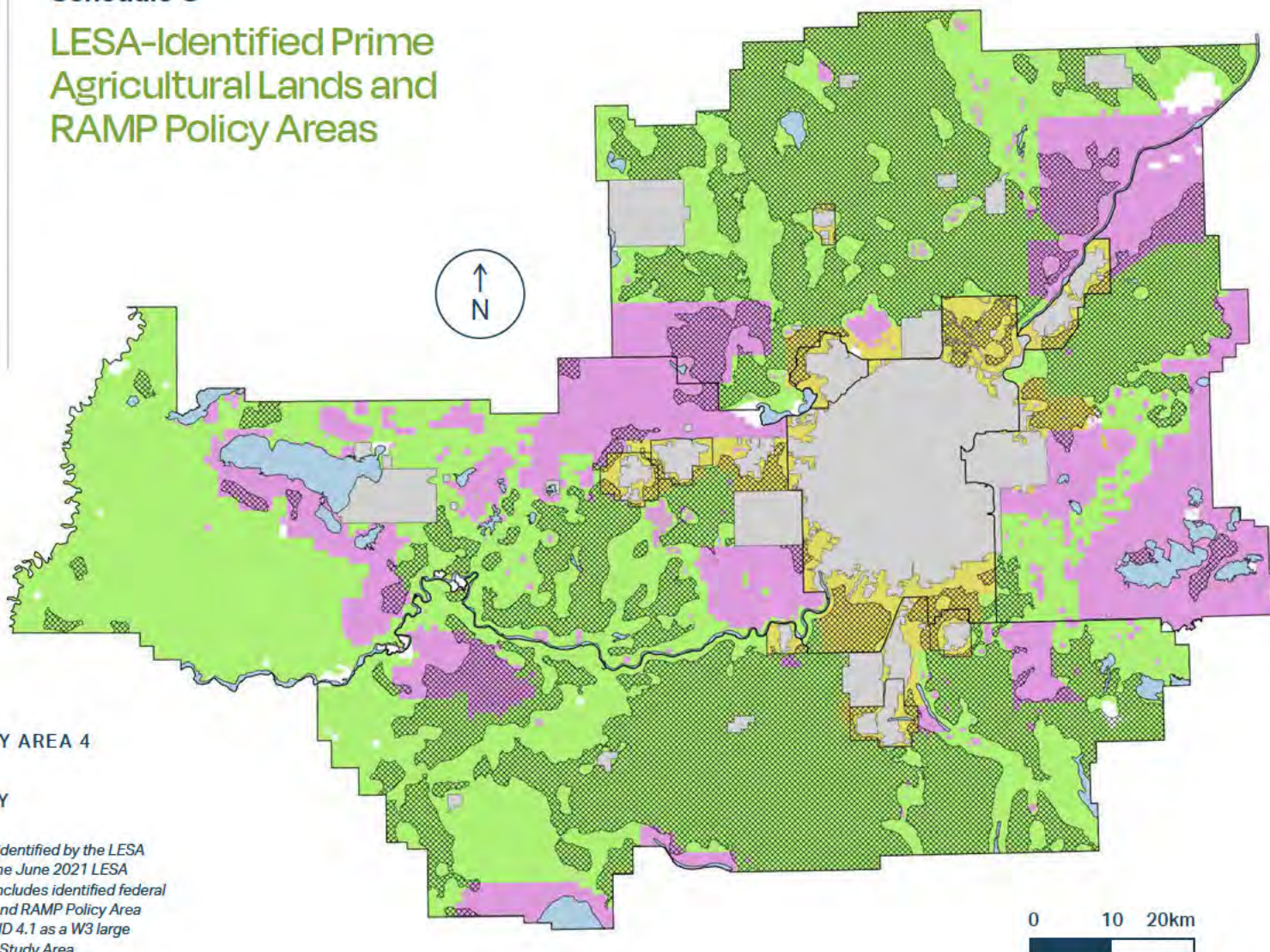
Schedule G

LESA-Identified Prime Agricultural Lands and RAMP Policy Areas

Legend

-  PRIME AGRICULTURAL LANDS
-  POLICY AREA 1
-  POLICY AREA 2
-  POLICY AREA 3
-  NON-STUDY AREA/POLICY AREA 4
-  WATERBODIES
-  EMRB-MEMBER BOUNDARY

Data Sources: Prime Agricultural Areas as identified by the LESA model under the parameters specified in the June 2021 LESA Model Technical Report. Non-Study Area includes identified federal lands, non-EMRB member municipalities, and RAMP Policy Area 4. Waterbodies are as identified by AGRASID 4.1 as a W3 large waterbody and are also excluded from the Study Area.



SECTION 5.0 IMPLEMENTATION

1. The policies and outcomes of RAMP and all other policies in the growth plan to achieve responsible growth, will be considered, as part of the EMRB 5-year interim review of the growth plan, specifically to:
 - a. Complete a regional growth study to update and inform the rate of land consumption. The results of the regional growth study will consider the alignment of the metropolitan area policy line in conjunction with RAMP policy area 3. The resulting analysis should strive for a no net increase in land within the metropolitan area policy tier of the regional growth plan to 2044;
 - b. The regional growth study should inform the identification of thresholds for % build out of area structure plans and infill development before new lands (unplanned /greenfield) are considered for development to conserve agricultural lands for as long as possible and ensure responsible growth. (Includes both residential and non-residential); and
 - c. The regional growth study should inform the direction of future growth in the Region, in all policy areas, to protect prime agricultural lands identified through the EMR LESA analysis, for as long as possible, and in accordance with the objectives for each policy area.
2. Update RAMP Objective 6.1 to broaden the scope to include the global opportunity to supply food, fiber and fuel.
3. Member municipalities will be responsible to ensure compatible land uses are achieved, particularly in areas where agricultural uses and non-agricultural uses interface. Mitigation measures shall be incorporated within the area being developed to reduce conflicts.
4. Member municipalities shall strive for reclaimed lands to benefit the agricultural system as a priority in all policy areas with appropriate consideration for the environment, land, water resources and surrounding agricultural operations.
5. Member municipalities shall be responsible to ensure compatibility and connectivity to natural areas. Particularly in areas where agricultural uses and non-agricultural uses interface. Consider the ecological integration of biodiversity, wildlife corridors and conservation of ecological areas. Mitigation measures may include buffers / setbacks between agriculture and natural areas including water features (rivers, streams, and lakes) to protect water quality and mitigate the effects of climate change.

5.3 Agricultural System

1. Member municipalities are encouraged to implement strategies to support and enhance the agricultural system when undertaking integrated planning for growth management, including goods movement and transportation planning and identify priority infrastructure to enable growth in agri-foods and value-added agriculture. Ensuring any adverse impacts to the agricultural system are avoided, or if avoidance is not possible, efforts are applied to minimize and mitigate impacts.

SECTION 5.0 IMPLEMENTATION

2. Member municipalities are encouraged to support the growth and development of agricultural and agri-food sectors by:
 - a. Considering the impacts on the agricultural system when municipal decisions are made on investments, growth, infrastructure, programs, policies, bylaws and services;
 - b. Review and align economic development and tourism strategies with opportunities to promote agriculture and elevate the agri-food sector and a vibrant food culture in the Region contributing to a sense of community connection and placemaking. (e.g. Open Farm Days, Support Local Food hubs, Farm to Fork connections, cultural diversity and heritage);
 - c. Adopt an agricultural lens as part of urban planning: to ensure water conservation/ reclamation/ recharge and encourage a range of approaches to support various forms of agriculture;
 - d. Member municipalities are encouraged to adopt policies fostering “buy local” first approach, including procurement of food and landscaping products;
 - e. Recognize urban agriculture as a land use contributing to municipal resiliency and sustainability helping to mitigating the effects of climate change; and
 - f. Recognize and celebrate the diverse populations that contribute to the heritage and culture of the Region.
3. Member municipalities are encouraged to support the long-term economic prosperity and viability of agriculture and the agri-food sector, for example through:
 - a. Integrate agricultural economic development, infrastructure, goods movement and freight considerations with land use planning;
 - b. Encourage clustering diversified and value-added agriculture to create efficiencies, synergies and economies of scale in support of the growth of the sector;
 - c. Support new forms of agriculture enabled through technology and innovation;
 - d. Engage with producers and agri-food experts, forming advisory committees; and
 - e. Providing outreach and education opportunities to promote the sector and local food connection.
4. Member municipalities are encouraged to adopt policies, incentives and to identify partnerships to leverage agriculture as a source of renewable energy, bio-mass energy, and /or carbon sequestration.
5. Member municipalities are encouraged to develop a regional approach to addressing the disposal of agricultural waste and municipal waste management services to increase composting, lower costs, and divert organics from landfills.

Monitoring and Reporting

To ensure that RAMP policies are having their desired effect and that the objectives of RAMP are being achieved, a RAMP monitoring and reporting framework is required as a foundation to track RAMP outcomes. Regional monitoring and reporting of agricultural related data and information is an incredibly complex and unique challenge. Currently in the Region, each municipality is at a different starting point for the datasets that are collected and each deploy a different approach to collection, recording, and reporting. This results in an inconsistent approach to monitoring and reporting throughout the Region.

The RAMP monitoring and reporting framework is a critical first step to establish a consistent methodology and approach to data collection, establishing consistent measures across the Region, identifying the frequency of reporting, defining recommended geographies, and identifying potential data sources. *Refer to Appendix B: Monitoring and Reporting Framework: Terms of Reference* for more detailed guidance on the approach and scope required in developing the framework.

→ Work on the RAMP monitoring and reporting framework will be initiated directly following Board approval of RAMP with the goal of having the framework completed and approved by the Board within a year. Once this foundation is established, RAMP monitoring and reporting is enabled through implementation of the framework.

Advocacy

Recognizing the value and economic potential of the agriculture and agri-foods sector in the Region, the EMRB is in a unique position to provide coordinated leadership in building a unified advocacy strategy. One of the challenges facing the sector that has long been recognized is that it is not only resilient and adaptable, it is also diversified, complex, and ever changing in response to technology, innovation and economic opportunities. A prevailing trend is fewer but larger farms resulting in fewer voices to represent the interests of agriculture, and in a lack of a unified voice. An advocacy strategy based on the learnings from RAMP stakeholders should consider the following:

1. Promote the economic importance of agriculture and the agri-foods sector by encouraging the establishment of programs by other orders of government to stimulate investment in technologies to enhance the performance of the sector.
2. Highlight the need to address gaps in essential infrastructure such as rural broadband, irrigation systems and small and medium sized processing facilities and increased investment in agriculture focused research to enable innovation across the sector.
3. Advocate for provincial leadership in areas that will contribute to transformational change in the sector through artificial intelligence, and robotics, as examples.
4. Promote prioritizing the investment in agriculture and value-added food processing as part of local and provincial plans for diversifying the economy and creating jobs.
5. Advocate and take action to ensure greater collaboration and coordination among member municipalities to create the conditions for a favorable investment climate, inclusive of a transparent, predictable and timely regulatory framework to attract investment to grow the sector.
6. Advocate for an increase in and a sustainable level of investment funding in post-secondary institutions for both research and development and skills training to keep pace with new and emerging technological advances in the agriculture sector and to attract more youth into the sector.
7. Advocate for keeping export channels open for agricultural commodities and value added agri-foods.
8. Advocate for the creation of incentive programs that recognize the contributions of the agricultural sector as an important sector to sequester carbon through sustainable practices and stewards of the rural lands and to recognize the value of the sector in mitigating the impacts of climate change.

Recommendations to the Province

While the work in developing RAMP was led by the EMRB, the implementation of RAMP requires approval by the Government of Alberta. The EMRB has shown true leadership in developing the first of its kind plan for agriculture and recognizes the important contribution of the province in completing this work. Much has been learned throughout this process, and the EMR sees this work as part of a longer journey. Agriculture is recognized as our legacy and our future, and at the same time a significant part of the economic potential for this Region.

1. Approval of RAMP to be included as an amendment to the regional growth plan in accordance with Policy 5.2.4.3.
2. That consideration be given to the policy directions and outcomes of the growth plan as part of annexation applications.



Roles and Responsibilities

Government of Alberta

To implement the Regional Agriculture Master Plan directed in the agriculture policy area in the growth plan the EMRB is looking for support from the Government of Alberta to:

- Approve RAMP;
- Support the completion of Regional Context Statements by member municipalities to be submitted to the EMRB for information within one year of RAMP being approved by the Government of Alberta;
- Support the request to have the growth plan be considered in annexation decisions;
- Collaborate with the EMRB in the implementation of the vision, guiding principles, policy framework, and policies in RAMP;
- Collaborate with the EMRB on regional advocacy identified in RAMP;
- Support the further work identified for RAMP as part of future reviews of the regional growth plan;

- Consider the RAMP vision, guiding principles, policy framework and policies when planning future investments in infrastructure, programs and enabling legislation for the growth of agriculture and value added agri-foods sector;
- Consider the broader adoption of a Land Evaluation and Site Assessment (LESA) analysis in other areas of the Province, in support of the growth of the agriculture sector.

Edmonton Metropolitan Region Board will need to:

- Maintain the momentum of RAMP and prioritize resources to complete further work identified to define the monitoring and reporting framework for RAMP and work to define the agricultural system in the Region, identify the areas of comparative and competitive advantage in value added agri-foods and develop strategies to enable the growth across the agriculture sector.
- Receive and review RAMP Regional Context Statements, as information.
- Provide comments on Agriculture Master Plans, as specified in the growth plan.

SECTION 9

ROLES AND RESPONSIBILITIES

- Receive and review amendments to statutory plans, for approval, through Regional Evaluation Framework (REF).
- Collaborate with regional stakeholders in the implementation of an advocacy strategy for agriculture.
- Oversee the integration of RAMP into the regional growth plan, as part of the 5-year interim review.
- Oversee the development and implementation of the monitoring and reporting on the RAMP key performance indicators and provide ongoing assessment of the effectiveness of the RAMP Policies.
- Facilitate future EMRB work based on an evidence-based approach to include and not limited to:
 - Consider the policies and outcomes of RAMP in the 5-year interim review of the regional growth plan and REF.
 - Complete a regional growth study to inform future land requirement for urban growth and to inform the direction of growth considering the economic value and contributions of prime agricultural lands in proximity to urban areas. Further, to support work to delineate the metropolitan area policy tier in conjunction with the RAMP policy area 3.
- Lead further work to:
 - Identify the criteria and governance process to move lands between agricultural policy areas.
 - Review and refine the Terms of Reference for Agricultural Impact Assessment in the growth plan to align with the RAMP Policies.
 - Inform further work on regional policies within the growth plan as a result of the EMR agricultural system work to support the growth in value-added agri-foods sector.
 - Advance the understanding of the issues and opportunities for RAMP identified in *Appendix C*, other considerations for Infrastructure, Digital Infrastructure, Education, Awareness & Communication, Stewardship and Ecological Goods and Services, and Climate Change.
 - Incorporate the worldviews of the First Nation and Metis cultures in the Region with respect to protecting and conserving land and natural resources in further work on RAMP.
 - Future updates to RAMP will be completed in conjunction with updates to the growth plan, starting with the 5-year interim review of the growth plan.
 - Coordinate future updates to LESA, as required.
 - Support to member municipalities in the implementation of RAMP.

EMRB member municipalities will need to:

- Complete a RAMP Regional Context Statement within one year of RAMP approval by the Government of Alberta and submit it to EMRB for information.
- Update their Municipal Development Plan (MDP) to include RAMP within two years of approval by the Government of Alberta, or as part of any updates required by the 5-year interim review of the growth plan, whichever occurs first.
- If required by RAMP, prepare an Urban Agriculture Plan within 2 years of approval by the Government of Alberta and submit it to the EMRB for review and comment.
- Implement the RAMP guiding principles, objectives, policy definitions, and policies of RAMP through statutory plans, and non-statutory plans including agriculture master plans.
- Enable and support the implementation of RAMP.
- Support RAMP advocacy strategy efforts.
- If required, participate in the development of the monitoring and reporting framework for RAMP. Thereafter, submit data and information required to the EMRB on established key performance indicators to support the monitoring and reporting of the effectiveness of RAMP policies.

Urban Agriculture Plan Guidelines

Urban Agriculture Plan Context

Policy 1 in Policy Area 4 (Urban Agriculture) of the RAMP requires urban municipalities to prepare an Urban Agriculture Plan (UAP).

The UAP should support the following outcomes:

- Create awareness and public support for urban agriculture,
- Identify opportunities and constraints for urban agriculture specific to each municipality,
- Identify how urban agriculture will be supported in the municipality, with particular attention to the needs of public and private forms of urban agriculture, and
- Ensure that urban agriculture is a vital component of complete communities and is integrated into the social fabric of the municipality.

Recommended Plan Content

Each municipality may consider providing the following in their UAP:

- Land use policies in support of agriculture.
- Land use policies in support of growth in the value-added sector.
- Policy direction to identify and coordinate infrastructure and services that are needed to support urban agriculture and the value-added sector.
- Policy direction to create a public engagement process for public education about urban agriculture and to minimize conflict over land uses associated with urban agriculture.
- A description of the potential range of urban agricultural uses that could be considered in the municipality and uses that may not be suitable in the municipality.
- Policy direction to ensure that appropriate forms of urban agriculture become an accepted part of complete communities to integrate urban agriculture into the social fabric of the municipality.
- Where appropriate, policy direction to embed urban agriculture as a land use in the municipal planning system of statutory plans and Land Use Bylaws.
- As noted in Policy Area 4 – Urban Agriculture, municipalities are encouraged to prepare Urban Agriculture Plans that reflect the unique attributes and specific characteristics of the municipality.

RAMP Monitoring & Reporting – Terms of Reference

Background

Pursuant to Part B. Regional Policies, Policy 6.1.1a of the Edmonton Metropolitan Region Growth Plan, a Regional Agriculture Master Plan (RAMP) is required to support implementation of the growth plan guiding principle: *Ensure the wise management of prime agricultural resources*. Further, following approval of RAMP, Section 6: Monitoring and Reporting, details the critical need for municipalities to monitor and report on land use decisions and changes at the local level to ensure that RAMP is being implemented throughout the Region. Monitoring and reporting will give EMRB and member municipalities evidence and data to understand if RAMP policies are having their desired effect and achieving its objectives. This work should also include understanding the extent to which RAMP contributes to the metrics identified as part of the economic imperative – increase in GDP, and jobs in the Region.

- 6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations.
- 6.2 Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses.
- 6.3 Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system.

Existing KPIs in growth plan (for Policy Area 6: Agriculture), are the starting point for RAMP Monitoring and Reporting. With the approval and adoption of RAMP it is recognized that the KPIs within the growth plan require further work to refine and ensure alignment with RAMP.

1. Total Prime agricultural land consumed
2. Distribution of subdivision acres by land class
3. Value of farm receipts

Regional monitoring and reporting is an incredibly complex and unique challenge. Currently in the Region, each municipality is at a different starting point for the datasets that are collected, and deploy different approaches to collect, record, and store data, resulting in an inconsistent approach to monitoring and reporting.

The RAMP Task Force has defined the intent of RAMP monitoring and reporting (the 'why') and identified the baseline and consistent data that is desired to be monitored (the 'what'). Further work is required and outlined below, in defining the framework to enable a clear and consistent regional approach and process for the data to be collected (the 'how') and reported.

APPENDIX B

Proposed Scope and Approach of the RAMP Monitoring and Reporting Framework

The Board will determine the governance structure through the development and approval of a Project Charter and Workplan. It is recommended that this work be completed utilizing the EMRB's existing network of regional land use planners and GIS experts. The Project Charter must consider and enable the successful completion of the identified items below.

The monitoring and reporting outcomes have been determined by the RAMP Task Force, and require further work to define the specific measure (or measures) to achieve each outcome. The work, in defining the specific measures, will be critical for the Board to understand if RAMP policies are having the effect and if RAMP is achieving its objectives.

- 6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations.
 - Total area of all agricultural land available (baseline)
 - Total area of prime agricultural areas (baseline)

6.2 Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses.

- Subdivision of agricultural land (including size and reason)
- Change in land use on agricultural land (agricultural use to non-agricultural use)
- Policy Area 1
- Policy Area 2
- Policy Area 3
- Reclamation of land back to agriculture

6.3 Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system.

- Urban agriculture master plans completed.
- Agriculture farm gate sales
- Value-added agriculture sales
- Agriculture-related uses (agribusiness)
- Infrastructure investment beneficial to the agricultural sector (transportation, irrigation, broadband, etc.)
- Number of jobs

Note: the bullets above do not represent a specific measure (or measures), but the rather the intent or outcome that the measure should achieve. Further work is required to define the specific measure (or measures) required to achieve the above outcomes, outlined below (including methodology, collection, frequency, unit of measure, etc.)

In developing the framework (and defining the 'how'), the following is an outline of the proposed scope of work.

1. Use existing EMRB monitoring and reporting, data collection process and platform.
2. Utilize and draw upon the expertise of EMRB's existing regional network of land use, agricultural, GIS experts, and provincial representation.
3. For each of the outcomes identified above, the Framework needs to clearly define a consistent methodology and approach to collection, monitoring, and reporting as follows:
 - a. Define and establish baseline data and year;
 - b. Define consistent data items to be collected for each item (particular data piece, format, methodology);
 - c. Establish a recommended geography (statutory plan, municipal, sub-regional, regional, etc.);
 - d. Establish a consistent unit of measurement for each measure;
 - e. Establish frequency of reporting (annual, bi-annual, five years, etc.); and
 - f. Determine the potential source(s) of data including municipalities, provincial and federal governments, and external organizations.
4. Recommend a final RAMP Monitoring and Reporting Framework for Board approval for implementation within one year.

Other Considerations

In its work on RAMP, the Task Force recognized a range of considerations that are closely connected to agriculture. The considerations in question are complex, and they speak to the complexity of agriculture.

These considerations could not be addressed in a meaningful way in the preparation of the inaugural RAMP. They are described in this Appendix for consideration in future iterations of RAMP.



We are ideally situated for value-added production. We have the best farmland in western Canada, have access to road, rail, and air, and are close enough to an urban environment that we could create jobs. We are the perfect candidate for value-added industries.

RAMP ENGAGEMENT STAKEHOLDER
December 2020



Value Added Agriculture

Although RAMP identifies **value-added agriculture** as a type of land use, the true importance of value-added agriculture is in its role as a type of economic activity in the Region.

The *EMR Economic Imperative for Agriculture* report highlights the importance of the value-added agriculture sector and the potential it has to grow the regional economy. That report is the starting point for further work to enable the economic potential of value-added agriculture.

The work must be led by individuals with expertise in the fields of agricultural production, agricultural economics, economic development and market development. This work could include (but is not limited to):

- Developing a regional view of the value-added agriculture sector;
- Developing a regional view of the agricultural system in the EMR;
- Identifying the Region's existing strengths in the value-added agriculture sector;
- Identifying area(s) with the greatest potential for growth, and what supports may be required; and
- Identifying areas for legislative or regulatory changes to create a more flexible and adaptive business environment for investment.

Further work on value-added agriculture should also recommend the most appropriate role for the EMRB in supporting future growth in value-added agriculture.

Infrastructure

Infrastructure that serves agriculture in the Region includes (but is not limited to) road, rail, air services, irrigation, and a host of utilities including broadband.

A combination of RAMP and the Integrated Regional Transportation Master Plan (IRTMP) will help to identify the future actions and measures related to infrastructure that need to support the agriculture and agri-food sector in the Region. RAMP and the IRTMP will inform each other in making significant contributions to the forthcoming growth plan 5-year interim review (s.5.2.5.2).

Other EMRB projects related to infrastructure (e.g., Metropolitan Regional Servicing Plan [MRSP], Broadband Situational Analysis) will inform the infrastructure needed to support the growth and sustainability of the agriculture sector in the Region. Referral of non-statutory agricultural and transportation master plans to the EMRB per s.5.2.3 of the growth plan will also support the industry.

At a grassroots level, the EMRB is aware of the importance of local road networks for agricultural producers. This was identified in the first RAMP engagement process in November and December 2020. Agricultural producers spoke frequently about the lack of understanding in the general public about the critical importance of local roads for day-to-day operations, including but not limited to the movement of agricultural equipment.

Digital Infrastructure

Agriculture relies on digital infrastructure. Big data, robotics, artificial intelligence, virtual and augmented reality, the Internet of Things, Blockchain, and adaptive systems are emerging as the fourth industrial revolution that is having a major impact on agriculture and the agri-food sector.

Rural access to reliable broadband is increasingly important for the sustainability and growth of the agriculture sector. Agricultural producers are focused on achieving efficiencies and increasing yields and profitability through the adoption of new and innovative technologies. Broadband is key to their ability to do this.

Work completed by the EMRB on the state of broadband in the Region confirmed that rural areas are at a disadvantage in their ability to access reliable broadband. Following the adoption of RAMP, and as future iterations of RAMP are developed, the EMRB will need to develop partnerships with other orders of government, educational institutions, agricultural organizations, and economic development organizations, among others, to advocate for improved broadband services in rural areas of the Region to better serve agricultural producers and rural communities.

Education, Awareness & Communication

During the first RAMP engagement process in November and December 2020, many stakeholders spoke to the general public's lack of knowledge about agriculture, and where food comes from.

Following the adoption of RAMP, and as future iterations of RAMP are developed, the Board will need to develop partnerships with other orders of government, educational institutions, agricultural organizations, and economic development organizations, among others, to increase public awareness and understanding of the importance of agriculture to the Region:

- As a secure local food source.
- As a major economic activity that creates primary commodities and value-added agricultural products for export regionally, nationally, and globally.
- As a major economic activity that creates employment and contributes to the economic growth of the Region.
- A contributor to mitigating the impacts of climate change.

Increased public awareness will provide the social license that agriculture and the agricultural sector will need to be able to operate with public support, and for RAMP to succeed.

Stewardship, and Ecological Goods and Services

RAMP creates a policy framework for conserving prime agricultural lands, and for maintaining all other agricultural areas in the Region for agriculture uses. RAMP builds on the stewardship carried out by agricultural producers who protect their land to maintain its agricultural viability.

When RAMP is integrated into the growth plan, it will complement Policy Area 2 – Natural Systems – and the policies that address air, water quality and quantity, land and watershed management. Combining these measures with a secure agricultural land base will allow producers to make long-term investment decisions for their agricultural operations, and to continue to use their lands sustainably.

This framework can be enhanced with greater knowledge and understanding of the ecological goods and services (EG&S) that are provided by natural living systems in the Region. Ecological goods and services such as water filtration, flood protection, wildlife habitat, climate regulation, carbon capture, and pollination are economically and socially valuable. Ecological goods and services provide important benefits to agriculture and to the Region.

Following the adoption of RAMP, and as future iterations of RAMP are developed, the

Board will need to develop partnerships with other orders of government, educational institutions, agricultural organizations, and economic development organizations, among others, to increase knowledge and understanding of ecological goods and services in the Region.

Climate Change

Climate change is already effecting agriculture in the Region and will continue to do so.

The challenge for the EMRB will be to acquire greater knowledge and understanding of how climate change currently impacts agriculture and the regional agricultural system, in order to identify specific actions, initiatives and policies that can be taken at a regional level to mitigate the impacts of climate change on agriculture and agricultural producers.

Following the adoption of RAMP, and as future iterations of RAMP are developed, the Board will need to develop partnerships with other orders of government, educational institutions, agricultural organizations, and economic development organizations, among others, to identify the specific regional actions, initiatives and policies that will mitigate the impacts of climate change.

Land Evaluation and Site Assessment (LESA) Technical Analysis

To review the Land Evaluation and Site Assessment (LESA)
Technical Report in its entirety, please visit
www.emrb.ca/agriculture.

[VIEW THE REPORT](#)

RAMP Regional Context Statement Template

Following approval of RAMP, regional context statements will be a critical component to support implementation by identifying how the objectives and policies within the RAMP will impact municipal plans.

This template is intended to provide member municipalities with a basic structure for the completion of a RAMP regional context statement in accordance with RAMP Section 9: Roles and Responsibilities. EMRB member municipalities will need to, *Complete a RAMP Regional Context Statement within one year of RAMP approval by the Government of Alberta, and Update their Municipal Development Plan (MDP) within two years of approval by the Province of Alberta, or as part of any updates required by the 5 Year Interim Review of the growth plan, whichever occurs first.*

Members are required to demonstrate how their existing municipal development plans (MDPs) conform with or diverge from the new policies and objectives within RAMP, and indicate how they plan to bring their MDPs into compliance. This template represents the minimum information required to be submitted, members may choose to provide a more detailed regional context statement. In some cases, municipalities may consider changes to their land use bylaws, as a way to implement RAMP policies.

In Part 1: RAMP Framework, Policy Areas and Agricultural Areas, members are required to indicate the relevant RAMP policy areas and identification of prime agricultural areas that apply to their municipality as per Schedule B and Schedule G. Additionally, municipalities are to review MDPs to ensure consistency with the RAMP framework, including policy definitions and policies that have been developed.

In Part 2: RAMP Policies, under 'Consistency Requirements' members are required to identify the policies that are applicable based on the relevant policy area and identification of prime agricultural areas.

Part 1 RAMP Framework, Policy Areas and Agricultural Areas

RAMP Framework	Consistency Requirement	MDP Response	Action Required
Policy Definitions			
Identify relevant RAMP Policy Areas			
Identify relevant Prime Agricultural Areas			
Identify relevant All Other Agricultural Areas			
Identify relevant Specialty Agriculture Lands			

Part 2 RAMP Policies

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
Policy Area 1: Rural Agriculture	1. Agriculture is the priority land use in Policy Area 1.			
	2. Policies must be included in statutory plans to enable the continuation, development, and expansion of all types, sizes and intensities of agriculture throughout Policy Area 1.			
	3. Agricultural uses that follow generally accepted agricultural practices must be able to operate in suitable locations without being unduly encumbered or hindered by non-agricultural development, or by adjacent land uses in neighbouring Policy Areas.			
	4. Prime agricultural lands will be conserved in prime agricultural areas to provide a secure, long-term local food source for future generations.			
	5. Prime agricultural areas and all other agriculture areas will be informed by the outcomes of the Land Evaluation and Site Assessment (LESA) tool and designated in statutory plans.	<i>Designation of Prime Agricultural Areas</i>		
	6. Specialty agricultural land may be identified in either prime agricultural areas or in all other agricultural areas.			

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
	7. Two or more municipalities that share a prime agricultural area(s) must coordinate the designation of the area to recognize the geographic continuity.	<i>Identification of relevant areas</i>		
	8. Agricultural uses, agriculture-related uses, value-added agriculture uses, and on-farm diversified uses are supported throughout Policy Area 1.			
	9. Notwithstanding Policy 8, agriculture-related uses and value-added agriculture uses must not hinder agricultural operations in the surrounding area.			
	10. Agriculture-related uses and value-added agriculture uses should be directed to lower capability agricultural lands when possible.			
	11. Development of agriculture-related uses and value-added agriculture uses should minimize the amount of agricultural land taken out of production.			
	12. Consideration should be given to directing agriculture-related, and value-added agricultural uses to cluster sites.	<i>Identification of cluster sites</i>		
	13. Non-agricultural uses are discouraged in prime agricultural areas.			

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
	14. Non-agricultural uses may be considered in all other agricultural areas and should be minimized to maintain agriculture as the priority land use pursuant to Policy 1. Designation of All Other Agricultural Areas			
	15. Consideration should be given to directing non-agricultural uses to lower capability land, where possible or to cluster sites			
	16. In prime agricultural areas, development of in-situ, resource-based economic assets such as coal, sand and/or gravel, marl, and peat may be considered.			
	17. In prime agricultural areas, other non-agricultural uses may only be considered, preferably on lower capability land if it can be demonstrated that other locations in all other agricultural areas or at cluster sites are not feasible. An Agricultural Impact Assessment is required to confirm the proposed use will not hinder the agricultural operations in the surrounding area.			

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
	14. Non-agricultural uses may be considered in all other agricultural areas and should be minimized to maintain agriculture as the priority land use pursuant to Policy 1. Designation of All Other Agricultural Areas			
	15. Consideration should be given to directing non-agricultural uses to lower capability land, where possible or to cluster sites			
	16. In prime agricultural areas, development of in-situ, resource-based economic assets such as coal, sand and/or gravel, marl, and peat may be considered.			
	17. In prime agricultural areas, other non-agricultural uses may only be considered, preferably on lower capability land if it can be demonstrated that other locations in all other agricultural areas or at cluster sites are not feasible. An Agricultural Impact Assessment is required to confirm the proposed use will not hinder the agricultural operations in the surrounding area.			

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
	18. Subdivision Policy Criteria: Prime agricultural areas a. Subdivision of a residential parcel for an existing Farmstead should be considered. b. Subdivision of land for agriculture, agriculture-related, and value-added agriculture uses may be considered. c. Subdivision for a new residential parcel from a quarter section with no existing residential use may be considered subject to Policy 15. d. Subdivision for non-agricultural uses is discouraged and may only be considered subject to Policies 15 and 17. All other agricultural area e. Subdivision of a residential parcel for an existing Farmstead should be considered. f. Subdivision of land for agriculture, agriculture-related, and value-added agriculture uses may be considered. g. Subdivision for a new residential parcel from a quarter section with no existing residential use may be considered subject to Policy 15. h. Subdivision for non-agricultural uses may be considered subject to Policy 15.	<i>Identify MDP subdivision policy and how RAMP subdivision criteria will be implemented</i>		

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
	19. Subdivision of agricultural land should result in parcels sized appropriately for the type of agriculture use(s) common in the area and sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations.			
	20. Subdivision for any purpose should minimize the amount of agricultural land taken out of production and must not hinder the operation of surrounding agricultural land uses.			
	21. Consideration must be given to directing subdivision for agriculture-related, value-added and non-agricultural land uses to cluster sites and wherever possible to lower capability land.			
	22. Subdivision policies for prime agricultural areas apply to specialty agriculture land.			

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
Policy Area 2: Agriculture Co-exists with Other Land Uses	1. Agricultural lands co-exist with existing designated land uses and shall remain in agricultural use until required for conversion.			
	2. Reclaimed lands should be rehabilitated for agriculture uses. Where it may be more appropriate, reclaimed lands may be rehabilitated for environmental or ecological purposes, or for commercial, industrial, institutional or recreational uses that can leverage existing infrastructure.			
	3. When applications are made to re-designate and/or re-district non-agricultural lands, consideration must be given to re-designating and/or re-districting the lands for agricultural uses.			
	4. Agriculture related and value-added agriculture uses may be considered but must not hinder the operation of agricultural operations in the surrounding area, nor hinder the development of a designated non-agricultural use.			
	5. Existing agricultural operations shall be given consideration to be kept as an existing land use within statutory plans.			

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
Policy Area 3: Agriculture in Future Transition Lands	1. Agricultural lands in Policy Area 3 will remain in agriculture use until the lands are needed for population and/or employment growth.			
	2. Subdivision and development should be limited to maintain large parcel sizes to support ongoing agricultural operations until the lands are needed for population and/or employment growth.			
	3. Until the lands are needed for population and/or growth, agricultural producers must have access to their agricultural lands to farm their lands. This includes but is not limited to maintaining field approaches and local roads sufficient to accommodate agricultural machinery.			
	4. Consideration must be given to public education about the daily and seasonal operational needs of agriculture and agricultural operators, in order to increase awareness and understanding and reduce conflict.			
	5. Existing agricultural operations shall be given consideration to be kept as an existing land use supported by an urban agriculture plan.			

Policy Area	RAMP Policy	Consistency Requirement	MDP Response	Action Required
Policy Area 4: Urban Agriculture	1. Urban agriculture plans will be prepared for each member municipality with an urban or rural center and is encouraged for Hamlets with a minimum population of 500. (See Appendix 1 – Urban Agriculture Plan Guidelines).	<i>Identify the requirement for an Urban Agriculture Plan</i>		
	2. Existing agricultural operations shall be given consideration to be kept as an existing land use and supported by an urban agriculture plan.	<i>Identify potential operations for consideration</i>		
	3. Policies must be included in statutory plans to enable urban agriculture in suitable locations throughout Policy Area 4.			
	4. Value-added agriculture uses will be considered in this policy area.			
Implementation	5.1 Agricultural Land and Soils			
	5.2 Land Use			
	5.3 Agricultural System			

Contributors

The development of the Edmonton Metropolitan Region Regional Agriculture Master Plan was made possible through the contributions of many. On behalf of the RAMP Task Force, we wish to thank everyone for their contributions in completing this work.

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APPENDIX F

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References and Contributions

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- Stony Plain Seed Cleaning Association, retrieved online, 2021
- Unsplash, retrieved online, 2021

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- City of Beaumont
- City of Edmonton
- Strathcona County
- Sturgeon County

ATIM CREEK NORTH AREA STRUCTURE PLAN Bylaw No. 26-2002

August 2002



CONSOLIDATION SUMMARY

Bylaw	Date	Subject
26-2002	27/08/2002	Adoption of Atim Creek Area structure Plan
23-2003	04/04/2003	Amendment to 7.5.1 Concerning Sewage <i>(Only at SW 22-53-27-W4M)</i>
44-2004	12/07/2004	Amendment to Section 7.1.1 concerning subdivision <i>(Only at Pt. SE 17-53-27-W4M)</i> Amendment to Map 5 <i>(Fringe area to Country Residential Core at Pt. SE 17-53-27-W4M)</i>
12-2009	14/07/2009	Amendment to Section 7.1.3 concerning multiple housing units <i>(Only at Pt. NW 35-53-27-W4M)</i> Amendment to Section 7.2.1 concerning money in place of reserve <i>(Only at Pt. NW 35-53-27-W4M)</i>

ATIM CREEK NORTH AREA STRUCTURE PLAN
August 2002

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3. Natural Features
4. Man-Made Features
5. Land Use Strategy

ATIM CREEK NORTH AREA STRUCTURE PLAN

1.0 INTRODUCTION

1.1 Regional Context and Area

The Atim Creek North Area Structure plan area is located in the northeast corner of Parkland County (see Map 1). The plan area contains approximately one township (36 square miles) and is bounded by Highway 44 on the east, Highway 16 on the south, Highway 779 on the west and Sturgeon County on the north. The City of Spruce Grove and the Town of Stony Plain are to the south and southwest, while the City of Edmonton is four miles to the east.

The Atim Creek North Area Structure plan area has a key location within Parkland County. The area has excellent access via major highways and secondary roads, and is in immediate proximity to Edmonton, Parkland County's Acheson Industrial Area, Spruce Grove, Stony Plain and St. Albert. There is also an abundance of visual amenities and natural features, which make it attractive for country residences, there already being a significant number of grouped subdivisions in the area.

1.2 Plan Impetus

The Municipal Development Plan indicates that upon completion of a drainage study, which was completed in 2000, the Atim Creek North area should have an area structure plan. The preparation and adoption of the Atim Creek North Area Structure Plan (hereinafter also referred to as the ASP) is mindful of the planning directions in the Municipal Development Plan adopted in 1998 by the County.

Given the area's location, accessibility and amenities, Parkland County anticipates continued and potentially increased development pressure in the coming years. The County wishes to be proactive to guide development through the adoption of a land use strategy and related policies that provides for the expansion of country residential development and the retention of agriculture until development occurs.

1.3 Purposes of the Plan

The purposes of the area structure plan are:

- (1) to provide a land use strategy and related policies which provide a framework to guide the use of land in the plan area;
- (2) to promote the effective implementation of the land use strategy and policies, including cooperation with adjoining municipalities.

2.0 PLANNING PROCESS AND CONSULTATION

2.1 Planning Process

The planning process to prepare the Atim Creek North Area Structure Plan consisted of five phases. Phases 1 and 2 commenced in April 2001. These phases included background research and initial contacts with agencies and stakeholders to identify planning issues and opportunities for the area. Phase 3 was oriented to public participation, primarily through a landowner questionnaire and public meetings. The Atim Creek North Background Report presented the results of the research, contacts and public participation during phases 1 to 3.

Phase 4 focused the preparation of the draft area structure plan. This included further consultation with landowners, the general community, agencies and other stakeholders.

In Phase 5 the comments and suggestions received on the draft plan were used by the Steering Committee to evaluate the draft plan. Where felt appropriate by the Steering Committee, the draft plan was revised and subsequently recommended to Council as the proposed area structure plan. Following first reading of the bylaw to adopt the proposed area structure plan, a public hearing was held in accordance with the requirements of the Municipal Government Act. Unlike input received during the earlier phases of the plan process, submissions at the public hearing were more in favor of forms of non-agricultural development and outnumbered the submissions that supported the proposed plan. Based upon feedback at the public hearing, Council directed that the proposed plan be revised to accommodate country residential development throughout most of the plan area and provide for some highway commercial development in the southeast corner.

2.2 Consultation

Stakeholder consultation was a major part of the plan preparation process. The term 'stakeholder' is used in the broadest sense, and refers to landowners, community groups, farm based associations, environmental interest groups, government departments and agencies and municipalities.

Throughout the planning process, the objectives of stakeholder consultation were:

- To build public awareness and interest in the area structure plan;
- To utilize various mechanisms to involve the public throughout the planning process;
- To identify pertinent planning issues;
- To identify land use opportunities in the plan area;
- To identify a community vision and land use strategy for the planning area;
- To identify planning goals and policies related to the vision and land use strategy; and
- To build understanding of the recommended/adopted area structure plan.

During the initial phases of the plan preparation process, various consultation formats were used to encourage and facilitate widespread public involvement. These included news releases, contact letters, personal meetings/interviews, a mail-out

questionnaire to all landowners and two public open houses combined with community meetings. The questionnaire was mailed to nearly 1,500 landowners within the County in and immediately adjacent to the plan area. There were 201 completed responses to the questionnaire, representing a 14% response. Two community meetings were also held, with 77 residents in attendance. Public input from the questionnaire responses and community meetings was used to draft the planning vision for the area (see Section 1.4) and to outline a land use strategy generally favored by a strong majority of the participants.

Departments and agencies contacted for background information, views and insights included: Parkland School Division #70, Evergreen Catholic Separate Regional Division No. 2, Westview Regional Health Authority, Telus Access Planning, UtiliCorp, Alberta Agriculture, Food and Rural Development, Alberta Environment, Alberta Transportation, Alberta Community Development, and Alberta Energy and Utilities Board. Adjacent municipalities consulted were the City of Spruce Grove, the Town of Stony Plain and Sturgeon County.

Other stakeholders contacted for information and views on the draft plan were: the City of St. Albert, the City of Edmonton, Edmonton Regional Airport Authority (including NavCanada and Transport Canada), Alberta Capital Regional Wastewater Commission, Capital Region Parkland Water Services Commission, Parkland Village Community Association, Muir Lake Community Group, Alberta Fish and Game Association, Big Lake Environmental Support Society (BLESS), Wagner Bog Environmental Association, Spruce Grove Chamber of Commerce, Edmonton Real Estate Board, R.C.M.P., Parkland Ambulance Authority, and Alberta Sand and Gravel Association, as well as cattle and seed cleaning associations, the regional library and Spruce Grove Gun Club.

At the draft area structure plan stage, consultation was also multi-faceted. Included were news releases, the mail-out of the draft plan to all landowners and one public open house combined with community meetings, as well as referral of the draft plan to adjacent municipalities and government departments. The input received during this phase was used to review and revise the draft area structure plan.

An open house and public meeting were held on March 5, 2002 at the Parkland Village School. A total of 88 people attended. An opportunity for discussion and questions was provided. Attendees also were provided the opportunity to submit comments and suggestions for changes to the plan on comment sheets. Of the 34 returned comment sheets, 14 expressed support for the draft plan, 15 raised objections to certain aspects of the plan, and 5 stated neutral or general views.

The Phase 4 Report provides a thorough synopsis of the discussions and feedback on the draft plan. The majority of input related to the land use concept, most often in the context of country residential development (where and how much) within the agricultural portions of the plan area. Comments on the lack of commercial nodes along Highway 16 were also raised.

In general there was considerable support for the plan, but a number of respondents requested changes in the land use allocation for their property (i.e. the majority from agricultural to country residential, with some from agricultural to tourism/commercial). Others questioned the use of the potential overlay district.

Following the review of public feedback, the Steering Committee reviewed the draft plan's land use concept, goals and policies in light of the responses and made changes consistent with the Plan's vision and guiding principles. The Steering Committee recommended that the revised area structure plan be considered by Council for adoption as the Atim Creek North Area Structure Plan.

Following first reading of the bylaw to adopt the proposed area structure plan, a public hearing was held in accordance with the requirements of the Municipal Government Act. Unlike input received during the earlier phases of the plan process, submissions at the public hearing were more in favor of forms of non-agricultural development and outnumbered the submissions that supported the proposed plan. Based upon feedback at the public hearing, Council directed that the proposed plan be revised to accommodate country residential development throughout most of the plan area and provide for some highway commercial development in the southeast corner.

3.0 PLANNING FRAMEWORK

3.1 Enabling Legislation

Section 633(1) of the Municipal Government Act (Statutes of Alberta, 1994, Chapter M-26.1) provides for a municipality to adopt an area structure plan for the purpose of providing a framework for the subsequent subdivision and development of an area of land. The section prescribes that an area structure plan must describe the land uses proposed for the area, either generally or with respect to specific parts of the area, the proposed sequence of development, the density of population and the location of major transportation routes and public utilities. An area structure plan may also contain other matters pertinent to the planning framework for the plan area.

3.2 Parkland County

3.2.1 Municipal Development Plan

The Municipal Development Plan states Parkland County's Planning Intent is:

To facilitate choices for rural residential living and beneficial economic development, including measures to promote the continued viability of agriculture, through the allocation of compatible land uses, the conservation of resources and the environment, and the effective provision of municipal services and infrastructure.

The Atim Creek North Area Structure Plan responds accordingly to this strategic community planning intent, mindful of the location, resources, land uses, activities and residents - both present and future - in the plan area.

The strategic planning intent is further defined by seven key strategies. These are reviewed in Section 5.2 of this area structure plan, including how each relates to the Atim Creek North plan area.

A major planning direction in the MDP is to separate rural residential opportunities from productive farmland areas. This is reflected in the MDP Land Use Concept, which designates broad core areas for country residential development, primarily within the northeast and southeast corners of the County. By allocating country residential lands within existing core country residential areas, the plan promotes the protection of productive agricultural lands elsewhere in the County from encroachment by country residential subdivisions. The Land Use Concept also recognizes the need for alternate country residential areas by assigning other areas within the County as future country residential areas.

The MDP Land Use Concept allocates three general land use areas within the Atim Creek North plan area. These are the country residential core area in the west portion of the plan area, an urban fringe area along Highway 16 and the country residential future area, which covers the remainder of the plan area.

The general purpose of the Country Residential Core area is to provide for multi-lot country residential development, while recognizing extensive agriculture and forms of horticultural operations are compatible in this area. As such, the northwest portion of the Atim Creek North plan area is one of the broad areas within the County that should be the primary focus of country residential development.

The Fringe Area is a strip of land, one-half mile wide, along the north side of Highway 16 of intermunicipal importance to both the County and the City of Spruce Grove. The Fringe Area is restricted to agricultural uses unless otherwise provided for in an amendment to this area structure plan or through another more site specific area structure plan. In either case, the process will require extensive participation by the City of Spruce Grove.

The general purpose of the Country Residential Future area is to maintain the lands therein as a productive agricultural area until multi-lot residential development is approved, in the longer-term, by the County. For the Atim Creek North plan area, the allocation of the large Country Residential Future area within the Municipal Development Plan was subject to a drainage study for Big Lake drainage basin and a future area structure plan. Therefore, the Country Residential Future allocation in the MDP was subject to change pursuant to the completion of the Water Management Plan for the Upper Big Lake Basin and the Atim Creek North Area Structure Plan.

3.2.2 Adjacent Parkland County Area Structure Plans

Glory Hills Area Structure Plan (1979)

The country residential area west of the Atim Creek North plan area is within the Glory Hills ASP. These lands are predominantly districted for rural residential living. As well, the ASP makes provision for open space areas, potential future school sites, servicing and municipal reserves.

Big Lake Area Structure Plan (1991)

The Big Lake ASP provides a land use planning framework for the area of Parkland County east of the Atim Creek North area. It sets aside the majority of the plan area for country residential development. The major exception is the lands along Big Lake and Atim Creek, which are allocated for agriculture and nature conservation since these are significant environmentally sensitive lands.

Acheson Area Structure Plan (1997)

The Acheson Industrial Area is one of six major industrial areas in metropolitan Edmonton. Lying to the southeast of the Atim Creek North area, the Acheson Area Structure Plan allocates most of the area for industrial development, although portions are to remain in agriculture. The portion of the Wagner Bog ecosystem, which lies within the northwest corner of the ASP, is allocated for conservation open space. The Acheson Industrial Park area is the primary focus area for industrial development on serviced land in Parkland County.

Fifth Meridian Area Structure Plan (2001)

The Fifth Meridian Area Structure Plan area is to the southwest of the Atim Creek North plan area. This ASP provides a planning framework for a portion of the fringe lands south of Highway 16 adjacent to Stony Plain and Spruce Grove. It allocates lands for various densities of country residential development and accommodates business industrial areas, including on lands along the south side of Highway 16. Also, open space areas are provided for along Atim Creek and its tributaries.

3.2.3 Land Use Bylaw

The Parkland County Land Use Bylaw No. 15-00 divides the County into Land Use Districts. Each District specifies the permitted and discretionary uses of land, as well as standards, regulations and other provisions to administer the use, development and subdivision of land within the district. In the Atim Creek North plan area, five land use Districts are designated. These include: AGG – Agricultural General District; AGR – Agricultural Restricted District; AIL – Agricultural Intensive Livestock District; CRC – Country Residential Core District; and MHR – Mobile Home Residential District. The primary land use intent for each district is clear from the name of the district, being either general (extensive) agriculture, intensive agriculture, country residential or manufactured home community.

3.3 Adjacent Municipalities

City of Spruce Grove

The City of Spruce Grove borders the plan area for three miles along Highway 16. Within the City, the Municipal Development Plan designates future residential development and environmental management areas. The latter category includes the environmentally significant Atim Creek, the terrain immediately adjacent to the creek and some upland areas along the stream course. A portion of the residential lands includes open space for the existing golf course. The City of Spruce Grove MDP contains policies that promote intermunicipal co-operation and communication on development matters. The goal is to foster cooperation where mutual interests are at stake. Some of the objectives include the conservation of shared natural environmental assets, to encourage the protection of rural vistas outside the City's boundary, to discourage incompatible land uses in the fringe areas and to ensure continuity in transportation systems.

Sturgeon County

The Future Land Use concept in Sturgeon County's Municipal Development Plan allocates land adjacent to the Atim Creek North plan area mostly for agriculture. Land use designations along the north side of Big Lake include Environmental Protection and Recreation. Recently, the County adopted the Calahoo-Villeneuve Sand and Gravel Extraction Area Structure Plan for an extensive area north of the Atim Creek North plan area. This new area structure plan allocates the lands adjoining Parkland County for agriculture, but also provides for potential sand and gravel resource extraction in the area south of Highway 633, including in the vicinity of Gladu Lake.

4.0 PRESENT SITUATION

4.1 Land Use

Map 2 presents the existing land uses (June 2001) in the plan area. Agricultural lands predominate, including farmstead and first parcel out sites. Farming operations are mostly extensive in nature (mixed, grain, cattle, horse operations), but there are six dairy operations and a number of nurseries and greenhouses.

Grouped country residential areas are primarily clustered in the northwest portion of the plan area, essentially west of Campsite road, although there are other grouped developments scattered throughout the plan area. Parcel sizes normally range from 0.40 to 1.21 ha (one to three acres). In these grouped subdivisions, each parcel usually has individual private water and sewer services. In the plan area, there currently are approximately 770 residential parcels in grouped subdivisions, not all of which are developed.

Most grouped subdivisions have municipal or environmental reserve. There is only one small municipal park in the plan area, located on the northeast shore of what is locally referred to as Muir Lake (NW 32; 53-27-W4). Facilities include picnic tables and privies.

The Parkland Village manufactured home community, north of Spruce Grove on Century Road, is a higher density rural residential development. Containing 623 sites, it has common water and sewer services. There are three recreation vehicle storage sites along Highway 16 and a construction business located south of Muir Lake.

4.2 Natural Features

The most significant natural features in the plan area are shown on Map 3. The Atim Creek 1:100 year floodplain and floodway are very important features in land use planning for the area. Other wetland features include lakes, sloughs and lands that are poorly drained, including those lands which are north of the neighbouring Wagner Natural Area. Other features include the hilly lands in the northwest corner of the plan area from which there are many vantage points to view the countryside, Spruce Grove, Stony Plain and, even, Edmonton. There are also extensive treed areas within the plan area, including clusters and corridors.

4.3 Soil Ratings

The Municipal Development Plan for Parkland County does not differentiate between higher and lower, or better and poorer, soils. Instead, in order to preserve the integrity of productive agricultural areas and the conservation of agricultural land, all land in the County is deemed to be agricultural unless it has a non-agricultural designation in the Land Use Bylaw.

Lands with higher quality soils, being classes 1, 2 and 3, are generally located on the lower, gently undulating lands in the southern half of the plan area, as shown on Map 3. As well, there is an area of very high soil quality in the northeast corner

of the plan area. The remaining lands in the plan area have lower capability soils, generally being associated with steeper slopes or poorly drained lands.

4.4 Groundwater

While municipal water systems are close by, the distances (and therefore the costs) involved in extending municipal water system and the density of development required to justify the costs, are not compatible with the land use strategy for the Atim Creek north area outlined in this plan. Therefore, like most rural areas the availability of groundwater in the Atim Creek North plan area is very important.

Background groundwater reports for Parkland County indicate that the plan area has some of the highest yielding groundwater aquifers in the County. Key aquifers are associated with the buried Beverly valley (generally coincides with the Atim Creek plain) and linear bedrock lows. In the plan area, groundwater yields in the vicinity of Atim Creek can exceed 45 imperial gallons per minute (300 m³ per day). However, groundwater yields can be extremely variable from location to location. Yields are usually much lower, and more variable, in the hilly lands in the northwest corner of the plan area, which is the primary core country residential area, and thus the impact of country residential development on groundwater resources is an important planning consideration.

4.5 Roads

The plan area is completely bordered by paved highways (Map 2). Highway 16 (the Yellowhead Highway) forms the south boundary and Highway 44 the east boundary. Along the west and north boundaries are Highways 779 and 633. Through the plan area, Highway 16 is twinned, divided and has expressway status, such that in the future all local access to the highway will be closed. All access and egress will be limited to major interchanges. There currently are three interchanges (Highway 44, Century Road and Highway 779). Another is planned for Campsite Road.

Map 2 shows where service roads 'along' Highway 16 have been built. The back service road between Century Road and Highway 44 is paved, as is the frontage service road between Highway 779 and Golf Course Road. The other existing service road links are gravel.

The municipal road system consists of local roads in subdivisions and municipal and collector roads (Map 4) along the township grid pattern. In the newer grouped country residential subdivisions, the local roads are paved, while in the older subdivisions the local roads are graveled. The local and minor collector roads are usually oiled (cold mix) but portions are graveled. The arterial collector north of Spruce Grove past Parkland Village is paved (seal coat) but gravel further to the north. The municipal roads are a combination of cold mix (usually the higher traveled roads serving the concentrated country residential areas) and gravel.

4.6 Energy Infrastructure

As shown on Map 4 there is a major high voltage transmission line that transects the plan area. Running parallel to Highway 16, this line is located along the quarter

section boundaries one-half mile north of the highway. Also shown on Map 4 are major oil/gas pipelines (non-sour) running through the plan area.

4.7 Utility Services

Significant utility infrastructure is located within the plan area are shown on Map 4, one being a major fibre optic line that zigzags from the northeast corner of the plan area to Century Road.

The Capital Region Sewage Line, which serves Stony Plain, Spruce Grove, the Acheson Industrial Area and the Fifth Meridian development area. To date, other than the Parkland Village manufactured home community, there are no developments in the Atim Creek North plan area that utilize the regional line. A sewage transfer site is located where the line leaves the eastern boundary of the plan area.

Although still operational, the Spruce Grove's wastewater treatment site and related outfall line from Spruce Grove are not used except for back-up purposes.

4.8 Community Services

There are a number of community facilities within the plan area. An elementary school is located in Parkland Village, although the Muir Lake School is immediately adjacent to the west boundary of the plan area. Parkland Village also contains a community recreation centre and fire hall. There is a small County recreation facility on the northeast shore of Muir Lake. Health facilities, middle and senior schools, police and ambulance services are located nearby in Spruce Grove and Stony Plain.

4.9 Major Planning Issues

During the course of community consultation a number of land use and related planning issues were identified. The more significant are summarized below by general category.

Considerable development pressure

- proximity to cities and towns and accessibility via paved highways
- scenic rural amenities attractive for country residential development
- cost implications for the County regarding road upgrades and other infrastructure improvements
- for sites that have limitations for farming, but often similarly for development
- marginal agricultural lands interpreted as having high potential for non-agricultural development

Utilities

- adequacy of private sewage disposal systems
- future use of existing sewage lagoons; setback implications
- regional water and sewer lines have capacity for additional use
- sufficiency of groundwater supplies

Security of Agriculture

- increasing land value (inhibits farm expansion; promotes sale of land for non-farm uses)
- fragmentation of agricultural land
- encroachment by non-farm uses on farm operations and lands
- increasingly difficult for intensive livestock operations to expand and establish

Environmental impacts, including on:

- Atim Creek, its floodplain and tributary channels
- Big Lake drainage area
- Wagner Bog Natural Area
- Big Lake sensitive environments
- groundwater
- localized habitat and amenity areas

Transportation

- need to eliminate level crossings and accesses along Highway 16
- Highway 44 widening and access management
- conflict between farm and non-farm traffic
- increasing traffic and maintenance costs
- County road standards and maintenance

Services

- accessibility for emergency and protective services – police, fire, ambulance
- growth requires increase in emergency services
- school capacities and locations
- accessibility to health care facilities.

5.0 PLAN CONTEXT AND STRATEGIC DIRECTIONS

5.1 MDP Strategic Planning Intent

Parkland County's Municipal Development Plan (Bylaw #38-98) emphasizes the following strategic community planning intent for the County as a whole:

"Parkland County intends to facilitate choices for rural residential living and beneficial economic development, including measures to promote the continued viability of agriculture, through the allocation of compatible land uses, the conservation of resources and the environment, and the effective provision of municipal services and infrastructure."

The Atim Creek North Area Structure Plan responds accordingly to this strategic community planning intent. While mindful of the location, resources, land uses, and activities in the plan area, the plan emphasizes country residential expansion recognizing the excellent highway access to the plan area and its proximity to major urban centres and the County's Acheson Industrial Area.

5.2 Key County Planning Strategies

The community planning intent is elaborated in the Municipal Development Plan through seven key strategies. These strategies are presented below, together with a synopsis of the land use strategy and policy directions in the Atim Creek North Area Structure Plan that respond to these strategies.

MDP – Residential Strategy: To maintain in existing and potential country residential areas the rural characteristics which are desirable and attractive for healthy, safe and enjoyable rural living.

Area Structure Plan: provides for expansion of country residential subdivisions throughout the majority of the plan area, thus endorsing country residential development on most of the lands identified provisionally in the Municipal Development Plan as a future country residential area.

MDP – Agriculture Strategy: To maintain the significance of agriculture to the economy and way of life of the County, and therefore encourage the enhancement of the viability of the agricultural industry through the conservation of productive farmlands and the diversification of the agricultural industry.

Area Structure Plan: provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses.

MDP - Economic Development Strategy: To strengthen the County's economic base by accommodating in appropriate locations the expansion and diversification of beneficial industrial and commercial land uses.

Area Structure Plan: while supporting 'economic activity' nodes and areas in other parts of the County, the plan provides for some highway commercial development along Highway 16 in the southeast corner of the plan area.

MDP - Infrastructure and Services Strategy: To provide and maintain an effective roadway network and appropriate level of utility services, as well as convenient access to health and education facilities.

Area Structure Plan: promotes the protection and maintenance of the network of roads in the plan area, thus assisting emergency services to readily access the entire plan area, and for residents to access school and health facilities located mostly outside the plan area. In promoting lower density residential areas typical of rural locations, the use of private, mostly individual water and sewer systems is advocated.

MDP – Environment Strategy: To maintain and enhance environment quality throughout the municipality by managing and conserving the lands, features and resources that have greater sensitivity, implications of risk or higher public value.

Area Structure Plan: the plan identifies sensitive environmental features and areas; policies advocate the appropriate management of land uses in response to the level of sensitivity of the feature or area.

MDP - Intermunicipal Cooperation Strategy: To establish and maintain cooperative mechanisms with adjoining municipalities to facilitate compatible land use planning and municipal growth, the development and use of infrastructure and the conservation of the environment.

Area Structure Plan: the plan endorses the cooperative planning for the strip of land (five mile long and one-half mile deep) along the north side of Highway 16 which is of common interest to the County and Spruce Grove. Unless other land uses are approved in one or more area structure plans for the lands within this fringe area, the lands are allocated for agricultural use.

MDP - Implementation, Review and Amendment Strategy: To implement the Municipal Development Plan policies through the administration of the Land Use Bylaw and other County statutory plans.

Area Structure Plan: serves to implement the Municipal Development Plan by establishing a land use strategy and supportive policies for the Atim Creek North area; to achieve consistency between the Atim Creek North Area Structure Plan and the Municipal Development Plan, a number of amendments to the Municipal Development plan are advised.

6.0 LAND USE STRATEGY AND POLICIES

6.1 Key Elements

The key elements of the Atim Creek North Area Structure Plan land use strategy are:

- (1) to provide for country residential expansion in a manner compatible with the infrastructure and water resources of the area;
- (2) to provide for a variety of agricultural operations until the lands they occupy are developed for residential or other non-agricultural uses;
- (3) to conserve sensitive environmental features;
- (4) to protect major transportation and utility infrastructure from encroachment.

While the key element of the Plan is to provide for the expansion of country residential areas, the elements reflect the diversity of the area's topography, amenities and sensitive features while providing for agriculture as a transition use.

6.2 Land Use Strategy

The Land Use Strategy for the plan area is shown on Map 5.

6.2.1 Land is allocated among six Land Use Policy Areas, as shown on Map 5, in which the use and management of land are to be consistent with the policies in Sections 6 and 7 of this Plan. The Land Use Policy Areas are:

- (a) Country Residential Core Area;
- (b) Fringe Area;
- (c) Atim Creek Floodplain Area;
- (d) Manufactured Home Community Area;
- (e) Highway Commercial Cluster Area; and
- (f) Open Space Area.

6.2.2 The boundaries between the Land Use Policy Areas generally follow property lines. Where the boundary does not follow a property line or where there is uncertainty regarding the location of a boundary, the specific boundary location may be determined only by:

- (a) the Council of Parkland County; or
- (b) the County subdivision authority, but only with respect to Open Space Area boundaries when an open space area is to be provided around Muir Lake or Gladu Lake through dedication of municipal reserve, environmental reserve, or both.

6.2.3 Amendments to the Land Use Strategy Map will not be required for:

- (a) minor property boundary adjustments;
- (b) boundary variations acceptable to the County based upon information supplied in specific studies, outline plans or other relevant source materials.

6.3 Country Residential Core Area

Of the approximate 36.5 square miles (94.5 km²) in the Atim Creek North plan area, all but approximately 5.5 square miles (14.25 km²) is allocated for country residential development.

6.3.1 The primary use of land in the Country Residential Core Area is country residential. Country residential development in the Atim Creek North plan area will be directed to the Country Residential Core Area.

6.3.2 Extensive farming operations and horticultural uses are compatible within this Area.

6.4 Fringe Area

The Fringe Area covers lands deemed to be of intermunicipal interest to the County and Spruce Grove. Unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan, the lands in the Fringe Area are for agriculture, preferably extensive in nature, dairy operations or horticulture.

6.4.1 The use of land within the Fringe Area will be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan.

6.5 Atim Creek Floodplain Area

The Atim Creek Floodplain covers the 1:100 year flood plain of Atim Creek. Compatible forms of extensive agriculture and horticulture uses should prevail within these areas, although forms of recreation and/or tourism uses may also be compatible on appropriate lands.

6.5.1 The use of land within the Atim Creek Floodplain Area shall be for extensive agricultural purposes or habitat conservation.

6.5.2 Confined feeding operations are not compatible with the nature of the lands within the Atim Creek Floodplain.

6.6 Manufactured Home Community Area

The Manufactured Home Community Area recognizes that Parkland Village provides an optional form of rural residential living.

6.6.1 The Parkland Village manufactured home community may be allowed to expand to the full potential of the site presently districted Mobile Home Residential District.

- 6.6.2 Only one manufactured home community is to be permitted in the plan area, that being Parkland Village. No land in the plan area may be redistricted to Mobile Home Residential District, except the NE 15; 53-27-W4, being the quarter section on which Parkland Village is located.

6.7 Highway Commercial Cluster Area

The Highway Commercial Cluster Area is applied to the two quarter sections of land in the southeast corner of the plan area, being those lying west of Highway 44 and between Highway 16 and the back service road. In this plan area, highway commercial and related land uses will need to be serviced to the satisfaction of the County by a common water distribution system and a common sewage collection system.

- 6.7.1 Within the Highway Commercial Cluster Area, highway commercial and related land uses may be developed on land in accordance with the provisions of the highway commercial related district applied to the land by the County. One of the requirements of highway commercial and related land use development is that the development will need to be serviced to the satisfaction of the County by a common water distribution system and a common sewage collection system.
- 6.7.2 In this plan area, subdivision and development proposals will require the submission of an outline plan and supporting planning, engineering and transportation studies for consideration and approval by the County and Alberta Transportation.

6.8 Open Space Area

The Open Space Area includes the existing County recreation facility at Muir Lake, and lands for potential expansion thereto, as well as potential public open space around Gladu Lake, including a possible 'node' on the south shore. These areas are limited in both size and potential, thereby being for day-use activities only.

- 6.8.1 The policies in this Section and the applicable policies in Section 7 apply only to public land in the Open Space Area. Presently, the policies only apply to the County recreation site in the northeast corner of Muir Lake, but will apply to other lands around Muir Lake and Gladu Lake if dedicated as municipal or environmental reserve, or purchased by the County or other government authority for open space purposes. Until these other lands become public, if ever, they shall be considered as agricultural land.
- 6.8.2 The lands allocated as Open Space Area on Map 5 are general. The exact size, shape and boundaries of an open space area may vary and may be determined as part of a subdivision application approval, through dedication of municipal and/or environmental reserve, or by land purchase, or both.
- 6.8.3 The use of land within the Open Space Area is to be for day use only outdoor recreation, and may include picnic sites, trails and other low impact facilities appropriate to the capability and capacity of the site.

7.0 GENERAL POLICIES

7.1 Residential Development

Introduction

One of Parkland County's community planning strategies is to facilitate choices for rural residential living, but in doing so to maintain in existing and potential future country residential areas the rural characteristics which are desirable for healthy, safe and enjoyable living. In the plan area there is a variety of rural residential choices. These include a large number of residences on farms, 'first parcel out' residences separated from farm parcels, residences on large parcels (i.e. 4 to 16 ha) usually created in the 1950s to 1970s, residences in small and large multi-lot subdivisions, and manufactured home community residences.

The Atim Creek North land use strategy provides continued opportunity for the creation of single residential parcels from unsubdivided quarter sections and a minor expansion of Parkland Village. By far the majority of opportunities for rural residential living will be in multi-lot country residential subdivisions.

In the Municipal Development Plan, the northwest corner of the plan area is allocated as a Country Residential Core Area, and therefore already one of the focus areas in the county for country residential subdivisions in the short to medium term future. One of the key directions from Council for this Plan is that the majority of the remainder of the plan area also be allocated as Country Residential Core (see Map 5).

Goals

The residential development goals are:

- (1) To provide for the expansion of country residential development.
- (2) To encourage country residential subdivision and development to be mindful of the attractive attributes in the plan area while promoting healthy, safe and enjoyable rural living.

Policies

- 7.1.1 A single residential parcel, either a developed or undeveloped site, may be subdivided from an unsubdivided quarter section in accordance with the Municipal Development Plan.

Bylaw 44-2004 Notwithstanding the foregoing, the County may consider subdividing more than one residential parcel, only on Blocks 1 & 2, Plan 5760 RS, Lot 1, Block 3, Plan 8822401, and Block 3, Plan 7820018, all in Pt. SE 17-53-27-W4M.

- 7.1.2 Only one manufactured home community is to be permitted in the plan area, that being Parkland Village. Other than the remainder of the NE 15; 53-27-W4, being the quarter section on which Parkland Village is located, no other land in the plan area may be redistricted to Mobile Home Residential District.

- 7.1.3 In the plan area multiple unit housing shall not be permitted. Only single detached dwellings will be allowed, including mobile or manufactured homes where provided for in the Municipal Development Plan or Land Use Bylaw.

Bylaw 12-2009 Notwithstanding the foregoing, the County may consider multiple unit housing (duplex only) on Pt. NW 35-53-27-W4M.”

- 7.1.4 As part of an application for a multi-lot country residential subdivision, the County will require the submission of a comprehensive outline plan prepared to a professional standard by a person or persons qualified to do so. Normally the County will require the outline plan to cover the entire quarter section in which the land being proposed for subdivision is located, but may allow the outline plan to cover a smaller area if in the opinion of the County circumstances so warrant.

- 7.1.5 An outline plan must address those matters identified in the Municipal Development Plan and Land Use Bylaw and when required by the County be supported by geotechnical, engineering and other reports. Without restricting the requirements for information addressed elsewhere in this Plan and the Municipal Development Plan, the information and reports required by the County include:

- (a) the nature of the proposed use or uses;
- (b) the suitability of the site for the proposed use or uses;
- (c) site design;
- (d) parcel sizes;
- (e) density;
- (f) impact on the site, on adjacent lands and land uses thereon;
- (g) impact on the environment;
- (h) traffic impacts;
- (i) provisions for road widening, road improvements and intersection improvements for access roads leading to the site;
- (j) provisions for potable water and sewage disposal;
- (k) provisions for stormwater management; and
- (l) open space provisions.

- 7.1.6 The County will require residential development to not exceed the capability of the site. In the opinion of the County, where site conditions are such that the standards in the Country Residential Core District provide for a total number of lots, lot sizes and/or density of lots that may exceed the capability of the site, the County may designate an overlay direct control district in order to apply specific standards and requirements to the area covered by the overlay direct control district.

7.2 Community Open Space

Introduction

The presence of open space adds to the diversity of the settled landscape, helps to maintain the quality of the environment and enhances the quality of life of people

who have the opportunity, both real and perceived, of enjoying the open space. Enjoyment may be both active – playing or picnicking, and passive – such as simply taking a casual stroll to enjoy the scenery or view wildlife. Public feedback during the preparation of this plan confirmed that residents expect open space to be provided when subdivisions are approved, in large part to maintain and enhance the natural beauty of the area.

Community open spaces are public land. This area structure plan provides for two levels of community open space in the plan area. The majority of these are 'local level' lands, usually provided through the dedication of municipal reserves and environmental reserves, to offer open space nodes and corridors within country residential subdivisions. These mostly serve residents in the immediate vicinity. The second is county level open space, intended to provide for recreational enjoyment by people from throughout the plan area and County. In the Atim Creek North area county level sites include the existing lands and facilities at Muir Lake, which have potential for expansion, and a potential area along the south shore of Gladu Lake.

Goals

The community open space goals are:

- (1) To provide for a variety of recreation opportunities in the plan area.
- (2) To assist in the conservation of sensitive features.

Policies

7.2.1 In approving a multi-lot country residential subdivision, the County normally will require the dedication of ten per cent of the developable area as municipal reserve. If the dedication of land as municipal reserve is not warranted due to site characteristics, the proposed low density of the subdivision and the unlikelihood of the expansion or intensification of the subdivision, the County may require money-in-lieu of reserve lands.

Bylaw 12-2009 Notwithstanding the foregoing, the County may consider money-in-place of municipal reserve for a portion of the ten percent of the developable area of municipal reserve owing from Pt. NW 35-53-27-W4M.

7.2.2 The County strongly encourages that the design of a multi-lot residential subdivision provides municipal reserve on lands that merit use as open space, whether for recreation areas, habitat areas, or both. These should be located and aligned, wherever possible, with existing or potential future open space in adjoining subdivisions and unsubdivided lands. Drainage courses to Atim Creek, and associated wetlands, provide opportunities for linking open space while also doubling as habitat corridors.

7.2.3 In place of environmental reserve dedication, where the County deems that circumstances so warrant, the County may accept the registration by caveat of an environmental reserve easement in favor of the County.

7.2.4 The County will require the dedication of environmental reserve or an environmental reserve easement for the following:

- (a) a swamp, gully, ravine, coulee and natural drainage course;
- (b) land that is subject to flooding;
- (c) land that is considered unstable; and
- (d) land that is abutting the bed and shore of a lake, river, stream or other body of water.

7.2.5 Muir Lake and Gladu Lake are to be considered as significant county level open space resources.

7.2.6 When considering the approval of the subdivision of land around and in the immediate vicinity of Muir Lake, the County will require the dedication of reserve lands to add to the land base of the existing County recreation facility. To assist the consideration of reserve land dedication, the County may prepare a conceptual plan for a County park around the entire lake, with potential connections to the small pothole lake to southeast.

7.2.7 The County may consider the preparation of a concept plan, in cooperation with Sturgeon County, for the shorelands of Gladu Lake that illustrates the potential of a continuous open space area around the lake, possibly associated with backland country residential development. The open space area could include a circumference trail, nodes for low impact day-use only, and canoe only accessibility to the lake. If lands adjacent to Gladu Lake within the Parkland County are approved for subdivision, a condition of approval will require the dedication of reserve lands to help form part of a public open space area and system around the lake.

7.3 Commercial and Industrial Development

Introduction

One of Parkland County's key community planning strategies is to strengthen its economic base. The Municipal Development Plan indicates this is to be accomplished, in part, by directing the development of beneficial industrial and commercial land uses to the Acheson Industrial Area and highway commercial cluster sites identified in the MDP Land Use Concept Map (Map 2). Commercial land uses may also be directed to other commercial cluster sites provided for in area structure plans adopted by the County, such as the lands identified for commercial use in the Fifth Meridian Area Structure Plan. For the North Atim Creek Area Structure Plan, Council directed that two quarter sections of land in the southeast corner of the plan area be allocated as a highway commercial cluster area.

Goals

The commercial and industrial goals are:

- (1) To accommodate in the plan area a highway commercial cluster area.
- (2) To prevent scattered industrial and commercial development.

Policies

- 7.3.1 In the Highway Commercial Cluster Area, the County will require a proposal for subdivision and development approval to include the submission of an outline plan and supporting planning, engineering and transportation studies, each prepared to a professional standard by a person qualified to do so, for consideration and approval by the County and Alberta Transportation. Normally the County will require the outline plan to cover the entire quarter section in which the land being proposed for subdivision is located, but may allow the outline plan to cover a smaller area if in the opinion of the County circumstances so warrant.
- 7.3.2 In the Highway Commercial Cluster Area, highway commercial and related land use development will need to be serviced to the satisfaction of the County by a common water distribution system and a common sewage collection system connected to the regional sanitary trunk sewer.
- 7.3.3 An outline plan must address those matters identified in the Municipal Development Plan and Land Use Bylaw and when required by the County be supported by geotechnical, engineering and other reports. Without restricting the requirements for information addressed elsewhere in this Plan and the Municipal Development Plan, the information and reports required by the County include:
- (a) the nature of the proposed use or uses;
 - (b) the suitability of the site for the proposed uses or uses;
 - (c) site design, including parcel sizes;
 - (d) impact on the site, adjacent lands and land uses thereon;
 - (e) impact on the environment;
 - (f) traffic impacts;
 - (g) provisions for road widening, road improvements and intersection improvements for access roads leading to the site;
 - (h) provisions for a common water distribution system and a common sewage collection system;
 - (i) provisions for stormwater management; and
 - (j) provisions for the dedication of municipal reserves or money-in-lieu of land.
- 7.3.4 The County will require commercial development to not exceed the capability of the site. In the opinion of the County, where site conditions are such that the standards in the Highway Commercial District or another appropriate commercial district created by the County provide for a total number of lots, lot sizes and/or density of lots that may exceed the capability of the site, the County may designate an overlay direct control district in order to apply specific standards and requirements to the area covered by the overlay direct control district.
- 7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if:

- (a) the proposed site is suited for the proposed commercial use;
- (b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- (c) the proposed commercial use is compatible with land uses in the vicinity;
- (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and
- (e) the proposed development is consistent with the provisions of this Plan.

7.3.6 The only industrial use that may be allowed in the plan area is a natural resource extraction operation.

7.4 Highways and Roadways

Introduction

The plan area has excellent access from all directions, it being bounded on all sides by highways. Access management is especially important for Highway 16, which is an important interprovincial highway and international transport route. Highway 44 has become a major truck route for hauling sand and gravel from major nearby extraction operations in Sturgeon County. A series of collector and municipal roads provide access into the plan area. Country residential subdivisions are served internally by local roads, for which construction standards have increased such that new country residential areas now have paved roads.

Goals

The transportation infrastructure goals are:

- (1) To promote an effective and safe roadway network.
- (2) To encourage high development standards along major roadways.

Policies

7.4.1 Accesses to and setbacks from highways will be in accordance with the requirements of Alberta Transportation.

7.4.2 Access to Highway 16 will be limited to interchange locations as shown on Map 5. Upon completion of the Campsite Road interchange, the County encourages the closure as soon as possible of the remaining level accesses and crossings within the plan area, and the completion of the Highway 16 north service road network.

7.4.3 From time to time the County will review its roadway classifications and may consider adding to the collector road system in the Atim Creek North area, as outlined on Map 5. Notwithstanding the existing and potential collector road system shown on Map 5, based upon changes of traffic patterns and volumes in the plan area the County may designate other roadways as collectors or eliminate any existing collector road from designation as a collector road.

7.4.4 As a condition of subdivision approval the County may require:

- (a) land to be provided for the widening of all or any portion of a highway, collector and municipal road adjacent to the land proposed to be subdivided;
- (b) rights-of way dedication for internal roads and the construction thereof, including accesses thereto;
- (c) upgrading of municipal roads and intersections that provide access to the subdivision and intersections; this provision may also apply as a condition of development approval; and
- (d) in consultation with Alberta Transportation, improvements to highway intersections affected by the subdivision or development.

7.4.5 The provision of noise attenuation measures and screening may be required by the County as a condition of development approval along highways and collector roads.

7.4.6 The County may consider the adoption of ‘entranceway’ standards for development along Highway 16 in order to promote higher visual appeal of development along this major interprovincial travel corridor. If adopted, these standards will be applied to development along Highway 16 and may also be applied to development along Highway 44 and along collector roads within one-half mile of Highway 16.

7.5 Utility Services and Corridors

Introduction

It is important that utility services are provided, and maintained, in a manner that facilitates healthy living environments and protects the environment – especially water resources. Since this Plan primarily provides for farming and detached homes in country residential areas, parcels are to be serviced by individual utility systems in accordance with the rural, low density nature of the area. The major exception is Parkland Village.

Goals

The goals related to utility services and corridors are:

- (1) To require the provision and maintenance of utility services which maintain public health, as well as minimize impacts on the environment.
- (2) To apply stormwater management standards that meet Alberta Environment Standards and regional requirements for the Big Lake watershed area.
- (3) To protect significant utility, energy and telecommunication corridors from encroachment.

Policies

7.5.1 Except in the Highway Commercial Cluster Area and the Manufactured Home Community Area, unless otherwise approved by the County the development of a parcel is to be individually serviced by:

- (a) an on-site private water well, which may be supplemented by an on-site cistern, and
- (b) an on-site sewage disposal system that must be in accordance with provincial standards.

Bylaw 23-2003 (c) Notwithstanding the foregoing, the County may consider approving a multi-parcel residential subdivision serviced by a common sewage collection system connected to the regional sanitary trunk sewer only on SW 22-53-27-W4M.

7.5.2 In the Highway Commercial Cluster Area and the Manufactured Home Community Area, development will need to be serviced to the satisfaction of the County by:

- (a) a common water distribution system; and
- (b) a common sewage collection system connected to the regional sanitary trunk sewer, unless otherwise approved by the County.

7.5.3 The County recognizes the need for a unified approach to stormwater management in the Upper Big Lake Basin and will continue to participate in the Big Lake Drainage Task Force until recommendations for stormwater management are accepted by the affected municipalities and Alberta Environment.

7.5.4 Development within the plan area will be required to regulate stormwater to not exceed the pre-development flow standard established by Alberta Environment. If the present standard applied by Alberta Environment to development in the plan area is revised based upon the findings and recommendations of the Big Lake Drainage Task Force, upon agreement with the revised pre-development flow standard the County will apply the revised standard to development in the plan area.

7.5.5 The developer will be required to cover the cost of all utility services, including any applicable off-site costs, unless otherwise approved by the County.

7.5.6 Existing major utility, energy and telecommunication corridors will be protected from encroachment that might affect the operation of the infrastructure or the safety of the public.

7.5.7 New pipelines and transmission lines are encouraged to locate within existing pipeline and transmission corridors.

7.6 Community Services

Introduction

Although there is a sizeable rural population residing in the plan area, the majority of community services, including schools, health centres and emergency services are located in or delivered out of nearby urban locations. Within the plan area, there is an elementary school and fire hall within Parkland Village. With continued rural population growth, it will be important that the County monitors the impact of growth on education, health, police, fire and ambulance services and facilities.

Goals

The community services goals are:

- (1) To monitor the impacts of land uses change on education, health and protective services.
- (2) To cooperate with service provider authorities and adjoining municipalities to promote the availability and delivery of community services to enhance the quality of life in the plan area.

Policies

- 7.6.1 The County will cooperate with school authorities to monitor the availability of classroom space to accommodate the school age children anticipated to reside in the plan area. If future demands warrant a new school in the plan area, the County will cooperate with school authorities to determine potential locations.
- 7.6.2 If an identified potential school location is within a parcel of land which is the subject of an application for outline plan, subdivision or development approval, the County will require the application to allocate a site which has location, size and access suitable for the potential school.
- 7.6.3 The County may exercise its subdivision authority to dedicate municipal and/or school reserve land to accommodate a school site.
- 7.6.4 The County will continue to monitor policing services in the plan area with regards to matters related to traffic and unlawful acts affecting persons and properties.
- 7.6.5 As subdivision and development continue in the plan area, the County will continue to monitor the ability of fire and ambulance services to meet generally accepted response times. Monitoring may include, but not be limited to, seeking input from residents in the plan area.
- 7.6.6 The County will continue to seek opportunities to share protective and emergency services with adjoining municipalities. Through consultation with other municipalities and service providers, the County may consider the sharing of the provision of protective and emergency serves.

7.7 Extractive Resources

Introduction

While extensive deposits of sand and gravel occur to the north in Sturgeon County, none have been identified in the plan area to date. Should economic deposits be located, consideration should be given to protect these resources for their future use.

Goal

The extractive resources goal is:

- (1) To consider the protection of sand and gravel resources for future use.

Policies

- 7.7.1 In considering an application to subdivide or develop land, the application may be refused if the subdivision or development would compromise the future recovery of sand and gravel deposits.
- 7.7.2 A resource extractive operation may be approved in the plan area, but any approval shall be with conditions that minimize effects on a sensitive feature, whether on-site, nearby or downstream, and the enjoyment of the use of nearby land.
- 7.7.3 Parkland County may request the Province, Alberta Sand and Gravel Association or other group to study the plan area with the purpose of identifying deposits of sand and gravel. If economic deposits are identified, the County may consider the adoption of an overlay land use district to help ensure that the future extraction of the resource is not compromised.

7.8 Groundwater

Introduction

During the community consultation process, concerns were expressed regarding diminishing groundwater yields in the area. Groundwater supplies in the plan area are variable, generally being the highest along the Atim Creek plain and the lowest in the hilly uplands. The availability of groundwater for farming operations and non-farm land uses is very important. Continued development in the plan area should not be permitted to jeopardize the ability of groundwater to sustain farming operations and existing domestic water wells in the area. More dense forms of land use may require the provision of a common water distribution system.

Goals

The groundwater goal is:

- (1) To provide for development in a manner consistent with the sustainability of groundwater resources.

Policies

- 7.8.1 As part of an application for approval of a proposed subdivision or development that is to be served by groundwater, the County shall require a geotechnical report to be submitted outlining the intended method or methods of water supply and the availability of groundwater supplies. The report must be prepared by a person or persons qualified to do so in accordance with guidelines set out by Alberta Environment.
- 7.8.2 The County will not approve a subdivision or development if the intended supply of water, including where applicable the sufficiency of groundwater, does not meet the requirements of the *Water Act* or is not to the satisfaction of the County.
- 7.8.3 The County may require that water be supplied and/or be supplemented by the use of a cistern or cisterns, and where they do so will require the registration of a restrictive covenant against each parcel so affected.

7.9 Agriculture and Agricultural Land

Introduction

Agriculture is important to the economic base of the County and a desired way of life choice for many County residents. While the majority of the Atim Creek North plan area is allocated for country residential use, farming is viewed as a vital transition use.

Goals

Agriculture and agricultural land goals are:

- (1) To maintain farming as a transition land use, and thereby its contribution to the economic base of the County.
- (2) To provide for agriculture operations to continue on lands whose owners desire to retain farming as a source of income and way of life.
- (3) To provide for diversification of the agricultural industry.

Policies

- 7.9.1 For the purposes of this plan, excepting land on which a non-agricultural use has been approved by the County, agricultural lands are all the lands within the:
 - (a) Atim Creek Floodplain Area, unless otherwise excluded by provisions in this Plan and the Municipal Development Plan;

- (b) Fringe Area, unless an area structure plan adopted by the County in accordance with the provisions of this Plan allocates some or all of the land for non-agricultural uses;
- (c) Highway Commercial Cluster Area, except any land allocated for highway commercial and related land uses in an outline plan approved by the County and Alberta Transportation;
- (d) Country Residential Core Area, except any land allocated for country residential and related land uses in an outline plan approved by the County or land that is subdivided into parcels of 4.04 ha (10 acres) or less in size;
- (e) Open Space Area, unless the land is public land.

7.9.2 A variety of agricultural uses are encouraged in the plan area, but agricultural operations should be consistent with the sustainable use of the lands on which they operate, and practiced in a manner compatible with surrounding land uses and the environment.

7.9.3 Where agricultural operations are in accordance with generally accepted agricultural practices, these operations should not be required to cease or significantly reduce their operation because of objections from other agricultural or non-agricultural uses in the vicinity.

7.9.4 In accordance with the Municipal Development Plan, the basic parcel size for agricultural land is the quarter section. Therefore, on land which is considered as agricultural land in Section 7.9.1 a subdivision to accommodate a non-agricultural use should not be approved except as otherwise provided for in the Municipal Development Plan and Land Use Bylaw, these exceptions including:

- (a) a first residential parcel from an unsubdivided quarter section;
- (b) a non-agricultural use approved in accordance with the provisions the Municipal Development Plan and Land Use Bylaw;
- (c) a small farm pursuant to Section 7.9.5.

7.9.5 The subdivision of agricultural land into parcels of no smaller than 16.2 ha (40 acres) in size for smaller, more specialized farming operations (e.g. nurseries, greenhouses, specialty crops) may be allowed by the County if the following criteria are met to the satisfaction of the County:

- (a) the soil, microclimatic and other conditions related to the proposed agricultural use are conducive to the proposed use;
- (b) the submission of a business plan, or similar document acceptable to the County, which outlines the nature of the operation, including existing and proposed investments in facilities, infrastructure and equipment, and demonstrates the likely viability of the specialized farming operation;
- (c) the operation will not have adverse impacts on neighbouring land uses or the environment;
- (d) the shape of the parcel is closer to square than rectangular.

- 7.9.6 On land which is considered as agricultural land in Section 7.9.1, when approving a subdivision or development for a non-agricultural use the County will seek to conserve agricultural land by minimizing the parcel size and area to be developed for the non-agricultural use.
- 7.9.7 In accordance with the *Agricultural Operation Practices Act*, the authority for the approval of new confined feeding operations and expansions to existing operations lies with the Natural Resources Conservation Board. Because the plan area is primarily allocated for country residential use, the County prefers that confined feeding operations not be approved in the plan area, but does not oppose the expansion of existing operations if, in the opinion of the County, the enlarged operation would not have a deleterious effect on the environment or land uses in the vicinity.

7.10 Conservation of Sensitive Features

Introduction

Parkland County desires to maintain and enhance the quality of the environment throughout the municipality. While conservation does not necessarily preclude development, the County recognizes that conservation measures to protect sensitive features not only add to the rural ambience of the County but also to the overall quality of life of County residents.

The residents of the Atim Creek North area, through the community consultation mechanisms used to prepare this Plan, enunciated the importance of protecting sensitive features, especially the Atim Creek floodplain, wetlands, stream courses and the adjacent Wagner Natural Area. These features are valued as habitat for fish, waterfowl, migratory birds and upland game. Therefore, development is encouraged to be environmentally responsible, including the recognition of hazard lands, sensitive features and historical resources.

Goals

The conservation goals are:

- (1) To protect sensitive features from inappropriate use and encroachment.
- (2) To conserve the natural amenities of the area.
- (3) To promote environmentally responsible development.

Policies

7.10.1 For the purposes of this Plan, sensitive features include:

- (a) Atim Creek, its tributary stream courses and their immediate shorelands;
- (b) the Atim Creek 1:100 year flood plain;
- (c) lakes, and their immediate shorelands;
- (d) wetlands and poorly drained areas; and

- (e) any other features determined by the County to be a sensitive feature based on a report, study or other form of information provided by or to the County, including any submitted to the County as part of an application process for approval of an outline plan, subdivision or development.
- 7.10.2 Map 3 identifies the sites of sensitive features within the plan area. On this map the locations and boundaries of the sensitive features are general, and within the plan area all sensitive features may not be shown. The presence of features and their boundaries need to be determined through detailed site studies.
- 7.10.3 The County encourages that the design for the subdivision and development of a site:
- (a) integrates sensitive features into the design to promote their conservation while enhancing the aesthetics of the subdivision or development;
 - (b) promotes continuity among adjacent sites through the conservation or provision, wherever possible, of habitat and/or open space corridors;
 - (c) protects other site amenities, such as views, steep slopes and drainage courses, to enhance the subdivision or development.
- 7.10.4 Development will be directed away from hazard lands, being:
- (a) lands that are susceptible to erosion, subsidence or slumping;
 - (b) flood prone lands; and
 - (c) lands in proximity to sour gas facilities, if any should be located in the plan area.
- 7.10.5 In the 1:100 year flood plain of Atim Creek, extensive agriculture uses shall predominate. Sites and facilities for habitat conservation and viewing may be provided, but non-agricultural development shall not be permitted unless otherwise provided for in this Plan. No permanent buildings will be permitted within the 1:100 year flood plain.
- 7.10.6 As part of an application for approval of a proposed outline plan, redesignation, subdivision or development, the applicant may be required to provide an environmental review, undertaken by a person or persons qualified to do so, to assess the impacts of the proposal and the means by which impacts may be mitigated. An environmental review may be required to address any or all of the following:
- (a) a description of the proposed undertaking, including its purpose and staging requirements;
 - (b) a description of the features and resources of the site, adjacent properties and nearby lands that may be affected;
 - (c) a description of the environmental sensitivity of these features and resources;

- (d) a description of the predicted effects during construction on the features and resources, including the nature of the impacts on land, vegetation, water, including the quality of water in Atim Creek, wildlife and fish;
- (e) the nature of the impacts of land use activities on land, water, including the quality and quantity of water in Atim Creek, wildlife and fish upon completion of the development, including phases thereof identified by the County;
- (f) an indication of the limitations of the review, criteria used in predicting effects, and interests consulted;
- (g) an environmental mitigation/protection plan to alleviate any adverse impacts, monitor the performance of the mitigation/protection measures and identify the residual impacts and their significance on land, vegetation, water, wildlife and fish;
- (h) a presentation of the results in a framework that can assist decision makers in determining the final course of action; and
- (i) any other matters required by the County.

7.10.7 In a manner consistent with the provisions of Section 7.10.6, the County also may request an applicant to submit information, provided by a person or persons qualified to do so, that:

- (a) identifies impacts on Atim Creek, including but not limited to its flow, downstream habitats and the shoreland environment of Big Lake, and the proposed means to mitigate any adverse impacts;
- (b) identifies impacts on the Wagner Natural Area, including its ecosystems, and the proposed means to mitigate any adverse impacts; and
- (c) identifies impacts on any other sensitive features, and the proposed means to mitigate any adverse impacts.

7.10.8 Where required by the Province, the County will require an application for subdivision or development approval to include a historic resource assessment prepared by a person qualified to do so. If a significant historic resource is identified in the assessment, the site plan must identify the measures that will be used to protect, conserve and/or study the resource as required by provincial legislation or advised by Alberta Community Development and agreed to by the County.

8.0 ADMINISTRATION AND IMPLEMENTATION POLICIES

8.1 Authority of the Plan

The authority for the Atim Creek North Area Structure Plan is through Section 633 of the *Municipal Government Act*. Section 633(1) of the *Municipal Government Act* provides for a municipality to adopt, by bylaw, an area structure plan for the purpose of providing a framework for the subsequent subdivision and development of an area of land.

The Atim Creek North Area Structure Plan has been prepared pursuant to Section 9.4(c) of the Municipal Development Plan to assist the implementation of policies in the MDP in the Atim Creek North plan area. Section 9.4(b) of the Municipal Development Plan indicates the County may adopt an area structure plan to provide for land use changes in the Fringe Area north of Highway 16. The Atim Creek North Area Structure provides guidance that limits land use changes in this area, but in doing so is consistent with Section 9.4(b) of the MDP.

- 8.1.1 The County will administer this Plan to guide the use and subdivision of land, the retention of farming as a transition land use and the conservation of resources in the plan area, thereby assisting the administration of the Municipal Development Plan.

8.2 Consistency Among Plans

Section 638 of the *Municipal Government Act* directs that all statutory plans adopted by a municipality must be consistent with each other. There is consistency among the policies in this Plan and policies in the Municipal Development Plan.

However, the land use allocations in the Land Use Concept (Map 2) of the Municipal Development Plan were generalized for the Atim Creek North plan area awaiting direction from this Plan. Following the study of the plan area and community consultation, the Land Use Strategy (Map 5) in this Plan varies in places from the Land Use Concept (Map 2) in the Municipal Development Plan. In order to have land use concept/strategy consistency, some amendments to the MDP Land Use Concept Map are required.

- 8.2.1 Regarding the area covered by the Atim Creek North Area Structure Plan, the Municipal Development Plan Land Use Concept (Map 2) will require to be amended as follows:
 - (a) add to the Agriculture/Environmentally Significant land use area all lands allocated on the Land Use Strategy Map (Map 5) in this Plan as Atim Creek Floodplain Area, except for the portion within the Fringe Area;
 - (b) add as a potential highway commercial cluster all lands allocated on the Land Use Strategy Map (Map 5) in this Plan as Highway Commercial Cluster Area;
 - (c) add to the Country Residential Core land use area all lands allocated on the Land Use Strategy Map (Map 5) in this Plan as Country Residential Core Area;

(d) add to the Country Residential Core land use area all lands allocated on the Land Use Strategy Map (Map 5) in this Plan as Manufactured Home Community Area and Open Space Area, with these lands being pursuant to the provisions in Section 8.2.2 and 8.2.2(a).

8.2.2 The provisions in the Atim Creek North Area Structure Plan for the lands in the Manufactured Home Community Area and Open Space Area shall take precedence over provisions in the Municipal Development Plan for the Country Residential Core land use area.

(a) The subdivision and development of land for country residential uses are not to be approved in the Manufactured Home Community Area and Open Space Area.

8.2.3 In the implementation of this Plan, when considering an application to approve an outline plan, redesignation, subdivision or development, the County:

- (a) may require a geotechnical report pursuant to Section 9.6 of the Municipal Development Plan and the provisions of this Plan, and
- (b) without limiting the provisions of this Plan should consider the matters listed in Section 9.7 of the Municipal Development Plan.

8.3 Implementation through the Land Use Bylaw and Studies

As a day-to-day tool to put into effect the policies of the County, including those contained within statutory plans, the administration of the Land Use Bylaw is vital to the achievement of the strategies, goals and policies of the Atim Creek North Area Structure Plan.

8.3.1 The Land Use Bylaw will be used to implement the policies of this Plan. A bylaw to redesignate land in the plan area may be adopted by the County where the redesignation is consistent with the Land Use Strategy and the policies of this Plan.

8.3.2 In the opinion of the County, where site conditions are such that the standards in a land use district provide for a subdivision or development that may exceed the capability of the site, the County may designate an overlay direct control district in order to apply specific standards and requirements to the parcel or parcels of land affected by the development. The County will require that any subdivision or development to not exceed the capability of the site on which the subdivision or development is to be located.

8.3.3 The County may study density bonusing for country residential development where the parcels to be subdivided will be serviced with advanced sewage disposal systems that utilize new technologies whereby on-site sewage treatment requires less land is less impactive on the environment.

8.4 Intermunicipal Cooperation

Parkland County desires to maintain cooperative mechanisms with adjoining municipalities to facilitate compatible land use planning, the appropriate development and use of infrastructure, and the conservation of the environment.

- 8.4.1 The County confirms its desire to work cooperatively with adjacent municipalities in a manner in keeping with the provisions of Section 8 of the Municipal Development Plan.

8.5 Plan Monitoring and Review

Because factors affecting land use, development, settlement, farming and resource use are dynamic, the effectiveness and continued relevance of this Plan will be reviewed from time to time.

- 8.5.1 The County will monitor the effectiveness of this Plan:

- (a) as the plan's policies are applied in processing proposed outline plans and applications to redesignate, subdivide and develop land; and
- (b) in communications with other municipalities and authorities dealing with matters of common interest that affect the plan area.

- 8.5.2 The County will review this Plan in accordance with the provisions in the County's Strategic Plan as adopted by Council.

8.6 Plan Amendment

- 8.6.1 The Council of Parkland County or a person or persons having an interest in land in the plan area may initiate an amendment to the Atim Creek North Area Structure Plan.

- 8.6.2 If an amendment is initiated by a person or persons having an interest in land in the Plan area, prior to commencement of the bylaw amendment process the County may require the initiators to support the proposed amendment with a report or reports and other background information.

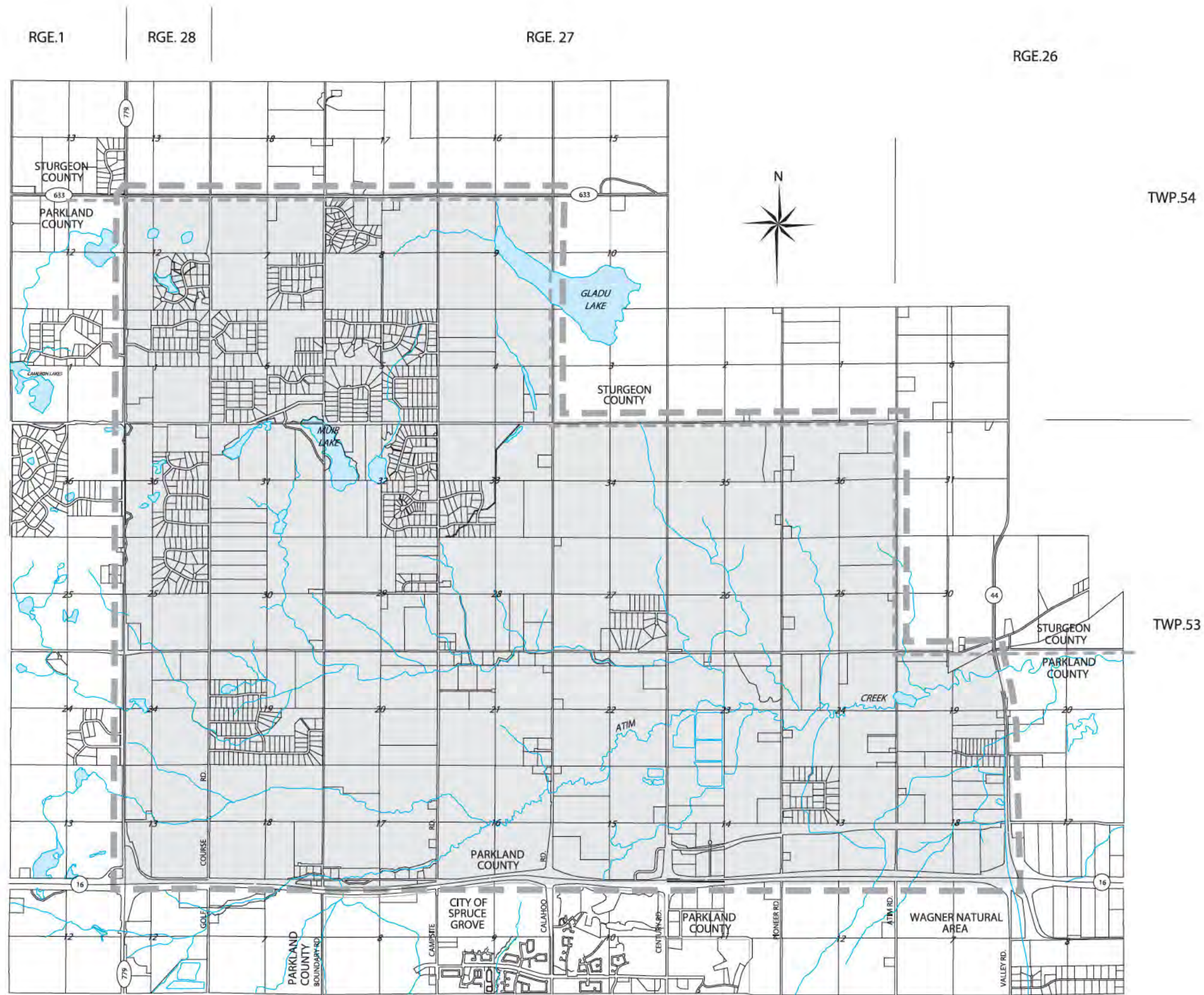
- 8.6.3 The process to approve a proposed amendment to the Plan will be in accordance with the process required in the *Municipal Government Act*. When considering a proposed amendment, the County will:

- (a) consult affected adjoining municipalities in a manner in keeping with Section 8 of the Municipal Development Plan; and
- (b) refer the amendment to any adjoining municipality, school authority, provincial department and agency, and any other person, group or agency the County feels the amendment may affect.

8.7 Plan Repeal

If the County feels that circumstances affecting the plan area have significantly changed, the County may repeal the Plan and may or may not replace the Plan with one or more area structure plans that cover all or only parts of the Atim Creek North plan area.

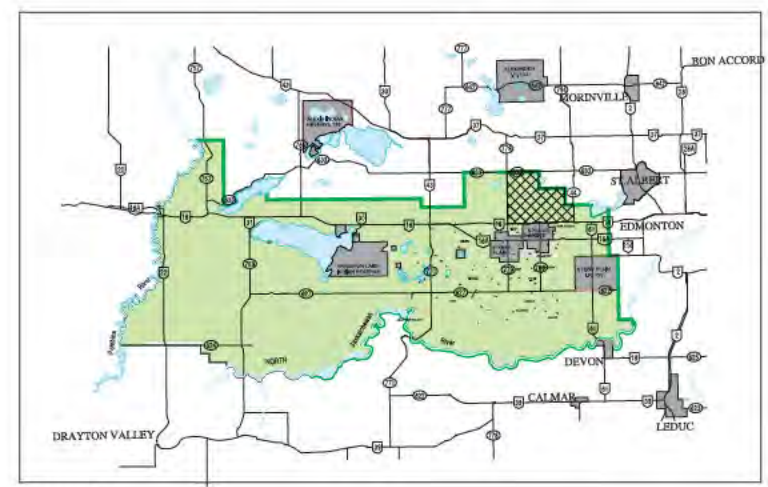
- 8.7.1 The County may take action to repeal Bylaw 26-2002, and amendments thereto, being the bylaw adopting the Atim Creek North Area Structure Plan.
- 8.7.2 The County will provide the City of Spruce Grove and Sturgeon County at least sixty (60) days notice of the County's intention to pass a bylaw to repeal Bylaw 26-2002, and amendments thereto.
- 8.7.3 The County may provide at least sixty (60) days notice to any school authority, provincial department and agency, other authority, agency, group or persons of its intention to pass a bylaw to repeal Bylaw 26-2002, and amendments thereto.



Atim Creek North Area Structure Plan

MAP 1
LOCATION AND REGIONAL CONTEXT

-  PLAN AREA
-  MUNICIPAL BOUNDARY
-  HIGHWAY
-  LAKES AND SLOUGHS



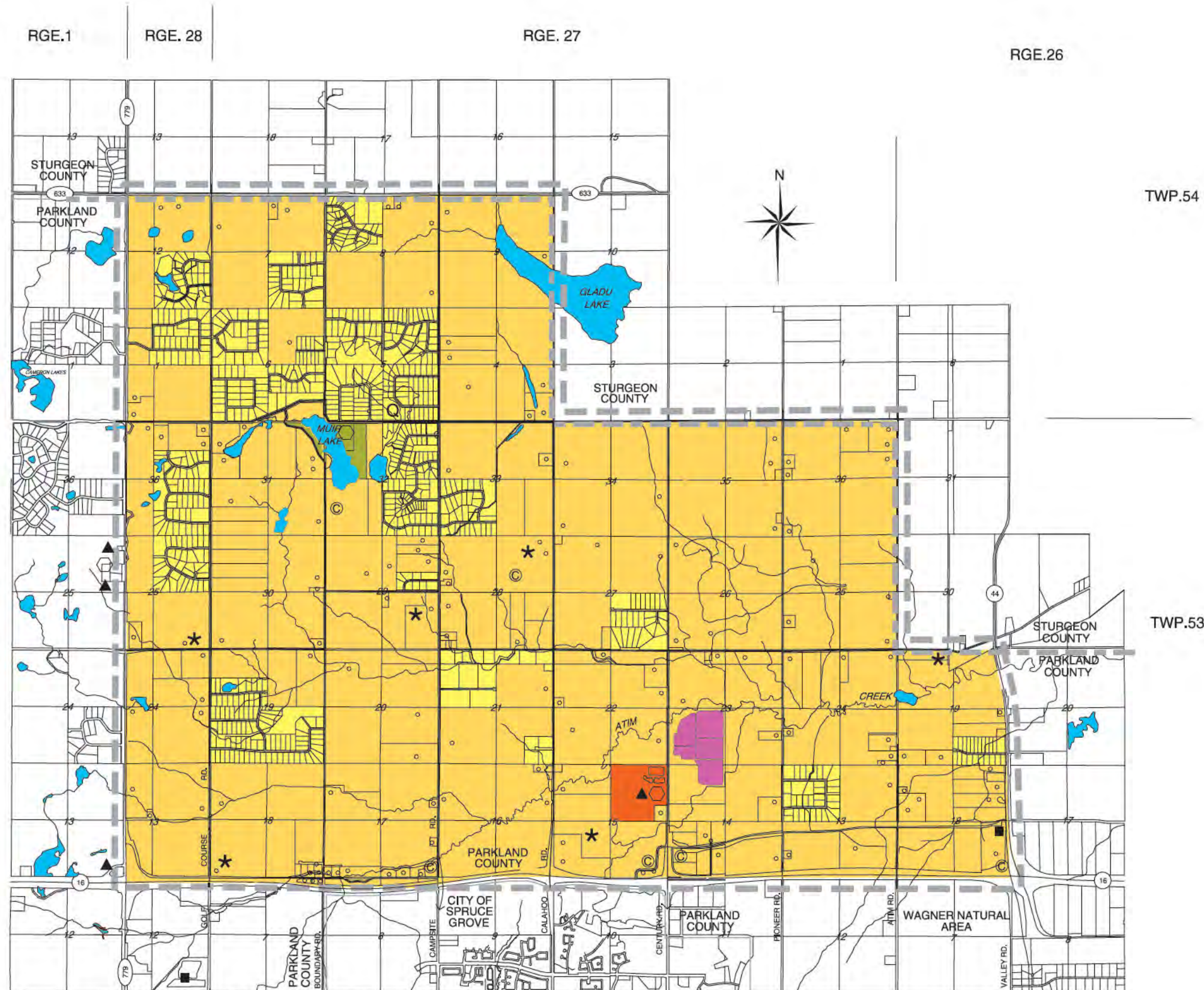
 PLAN AREA

AUGUST 2002

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Atim Creek North Area Structure Plan

MAP 2 EXISTING LAND USE (SUMMER 2001)

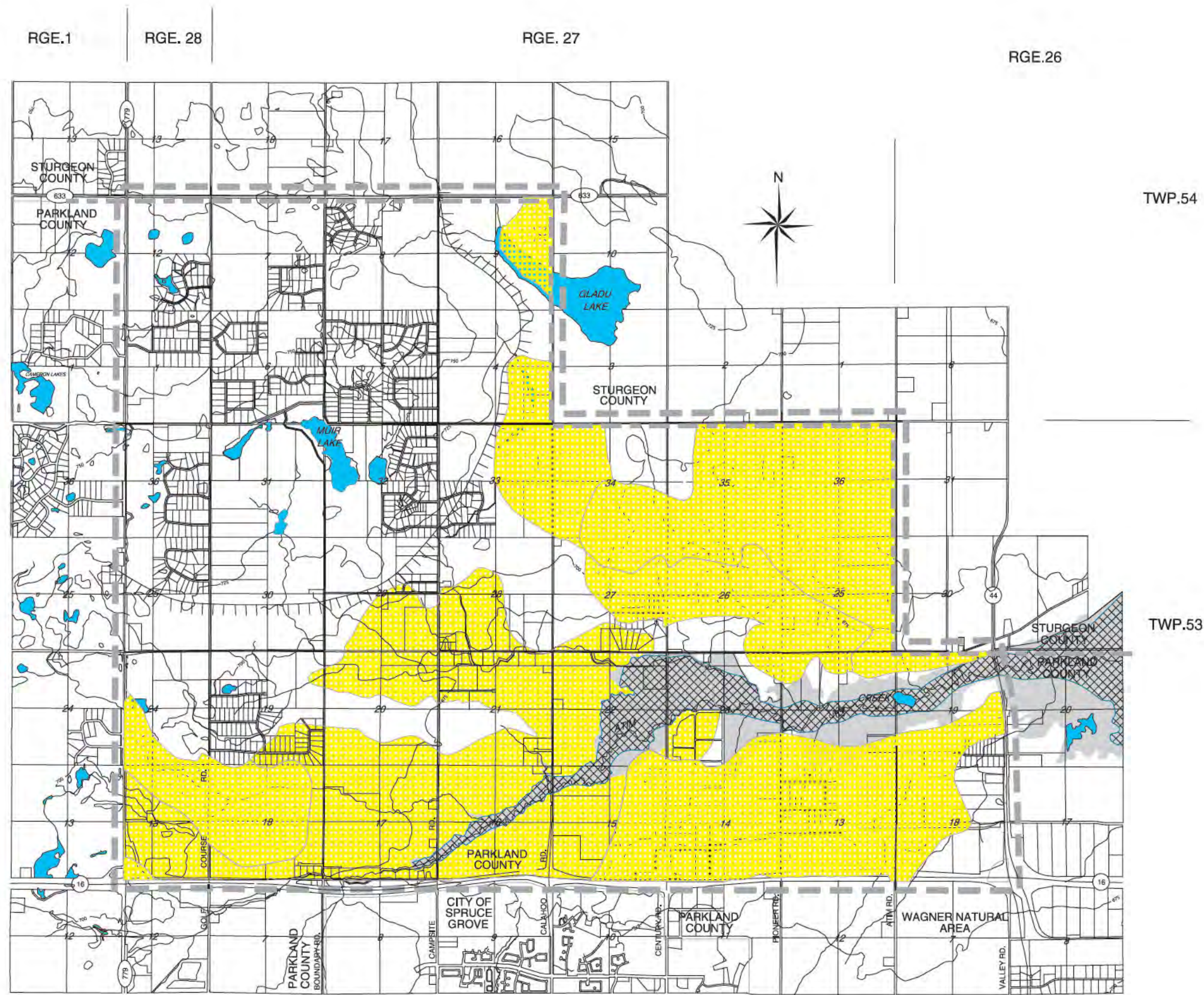


-  PLAN AREA
-  MUNICIPAL BOUNDARY
-  HIGHWAY
-  ROAD
-  LAKES AND SLOUGHS
-  RESIDENCE
-  GROUPED RESIDENTIAL
-  MANUFACTURED HOME RESIDENTIAL
-  COUNTY RECREATION FACILITY
-  AGRICULTURAL
-  COMMUNITY RECREATION FACILITY
-  INSTITUTIONAL
-  DAIRY OPERATION
-  PUBLIC UTILITY
-  COMMERCIAL

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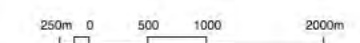
Atim Creek North Area Structure Plan

MAP 3 NATURAL FEATURES



- PLAN AREA
- MUNICIPAL BOUNDARY
- HIGHWAY
- SENSITIVE FEATURES
 - 1:100-YEAR FLOOD PLAIN
 - 1:100-YEAR FLOODWAY
 - LAKES AND SLOUGHS
 - CREEKS AND DRAINAGE COURSES
- OTHER NATURAL FEATURES
 - CONTOUR (25-m interval)
 - HILLY UPLANDS
 - SOIL CLASSES 1-3

NOTE:
Boundaries for wetlands and drainage course alignments are approximate. All features may not be shown. The presence of features and/or the boundaries thereof are subject to site verification.



Atim Creek North Area Structure Plan

MAP 4 MAN-MADE FEATURES

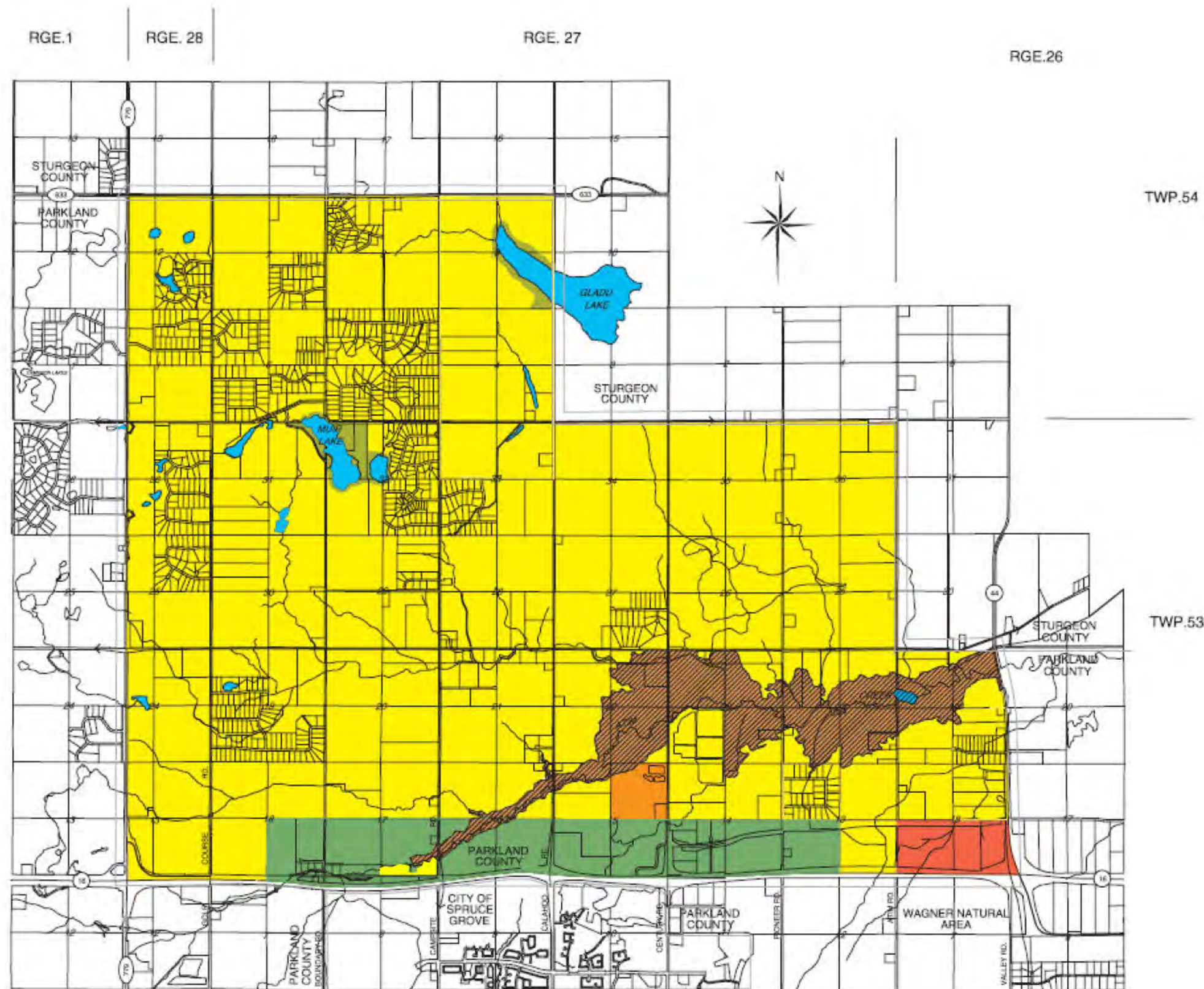


-  PLAN AREA
-  MUNICIPAL BOUNDARY
-  HIGHWAY
-  EXISTING COLLECTOR ROAD
-  EXISTING INTERCHANGE
-  FUTURE INTERCHANGE
-  FUTURE ACCESS REMOVAL
-  SEWAGE LAGOON w/300m SETBACK
-  SEWAGE TRANSFER STATION
-  OIL/GAS WELL/BATTERY
-  MAJOR OIL/GAS PIPELINE
-  TRANSMISSION RIGHT OF WAY
-  SEWER/SEWAGE OUTFALL LINE
-  FIBRE OPTIC LINE

250m 0 500 1000 2000m

Atim Creek North Area Structure Plan

MAP 5 LAND USE STRATEGY



-  PLAN AREA
-  MUNICIPAL BOUNDARY
-  HIGHWAY
-  EXISTING COLLECTOR ROAD
-  POTENTIAL COLLECTOR ROAD
-  LAKES AND SLOUGHS
-  COUNTRY RESIDENTIAL CORE AREA
-  HIGHWAY COMMERCIAL CLUSTER AREA
-  MANUFACTURED HOME COMMUNITY AREA
-  FRINGE AREA
-  ATIM CREEK FLOODPLAIN AREA
-  OPEN SPACE AREA

250m 0 500 1000 2000m

4.4 AGR – Agricultural Restricted District



1. Purpose

To permit agricultural production and related farming activities while providing limited opportunity on a discretionary basis for compatible non-farm related land uses, and to prevent premature or scattered subdivision.

2. Uses

a) Fundamental Use Provisions

The Fundamental Use Provisions as requisite qualifiers for Permitted and Discretionary Uses listed within Subsection 2 b) and c) shall ensure:

- i) That Natural Resource Extraction/Processing shall not be located within a Multi-Parcel Residential Subdivision;
- ii) That notwithstanding 4.4.2 b) and c), the following uses are neither Permitted nor Discretionary Uses within the Jackfish Lake Area Structure Plan and surrounding Osborne Acres:
 - (1) Agricultural Support Services
 - (2) Natural Resource Extraction/Processing
 - (3) Outdoor Participant Recreation Services
 - (4) Tourist Campground, Destination
 - (5) Tourist Campground, Enroute
- iii) That notwithstanding 4.4.2 a) and b) the following are neither Permitted nor Discretionary Uses within the AGR District surrounding Osborne Acres:
 - (1) Dwelling, Single Detached
 - (2) Manufactured Home, Single Wide
 - (3) Secondary Suite (on Parcels smaller than 28.3 ha (70 acres))
 - (4) Out-Buildings
- iv) That Recreational Vehicle Storage shall not be within 150.0 m of a Multi-Parcel Residential Subdivision;
- v) That a Wind Energy Converter System - Minor, as a Permitted Use, is limited to no more than one system; and
- vi) That Wind Energy Converter System(s) - Minor, as a Discretionary Use, are limited to no more than two systems.

b) PERMITTED USES	c) DISCRETIONARY USES
Apiary Bed and Breakfast Home Dwelling, Single Detached Farm Vacation Home Government Services	Agricultural Support Services Animal Health Care Services Boarding House Cemetery Community Recreation Services

b) PERMITTED USES	c) DISCRETIONARY USES
Home Day Care Manufactured Home, Single Wide <i>Not a Permitted or Discretionary Use surrounding Osborne Acres.</i> Wind Energy Converter System – Minor Accessory Uses for the uses listed in 4.4.2 b)	Cottage Industry Cultural Facilities Daycare Services Group Care Facility Group Home, Limited Group Home, Major Home Based Business Level 2 Horticultural Use Kennel Medical Treatment Services Natural Resource Extraction/Processing Natural Science Exhibits Out-Building Outdoor Participant Recreation Services Personal and Health Care Services <i>Only on Lot B, Plan 8421539 Pt. NE-28-52-27-W4M</i> Recreational Vehicle Storage Religious Assembly Riding Arena Secondary Suite Small Animal Breeding and/or Boarding Services Tourist Campground, Destination Tourist Campground, Enroute Wind Energy Converter Systems – Major Wind Energy Converter System – Minor Accessory Uses for the uses listed in 4.4.2 c)

Bylaw No. 2018-09

3. Subdivision

- a) Parcel Area Requirement (for purposes of new Parcel creation only)
 - i) Extensive Agriculture and Extensive Livestock shall have a minimum Parcel area of 60.0 ha, more or less.
 - ii) Manufactured Home (single wide) and Dwelling, Single Detached shall have a minimum Parcel area of 0.8 ha of developable land and a maximum Parcel area of 4.0 ha for a single Parcel residential subdivision, unless greater area is required to include shelterbelts, natural features, private on-site sewage disposal and water

services, buildings or other improvements related to the residential component of a farmstead and the applicant can demonstrate to the satisfaction of the County that existing farming operations will not be restricted. The maximum width:depth ratio for a residential Parcel shall be 1:4.

- iii) Horticultural Use shall have a minimum Parcel area of 16.0 ha more or less.
- iv) For all other Permitted and Discretionary Uses the minimum and maximum Parcel area requirements shall be determined by the Subdivision Authority.
- b) Parcel Density Requirement (for purposes of new Parcel creation only)
 - i) Manufactured home, single wide and dwelling, single detached shall have a maximum of one (1) single Parcel residential subdivision from an un-subdivided quarter section.
 - ii) For all other Permitted and Discretionary Uses, the minimum and maximum Parcel density requirements shall be determined by the Subdivision Authority.

4. Development

- a) Setbacks for Principal Buildings
 - i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.
 - ii) A minimum Setback of 23.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.
 - iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.
 - iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.
 - v) A minimum Setback of 6.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.
 - vi) A minimum Setback of 6.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.
- b) Setbacks for Accessory Buildings
 - i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.
 - ii) A minimum Setback of 13.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.
 - iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.
 - iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.
 - v) A minimum Setback of 3.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.
 - vi) A minimum Setback of 3.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.

ATIM CREEK NORTH AREA STRUCTURE PLAN Bylaw No. 26-2002

August 2002



5.0 PLAN CONTEXT AND STRATEGIC DIRECTIONS

5.1 MDP Strategic Planning Intent

Parkland County's Municipal Development Plan (Bylaw #38-98) emphasizes the following strategic community planning intent for the County as a whole:

"Parkland County intends to facilitate choices for rural residential living and beneficial economic development, including measures to promote the continued viability of agriculture, through the allocation of compatible land uses, the conservation of resources and the environment, and the effective provision of municipal services and infrastructure."

The Atim Creek North Area Structure Plan responds accordingly to this strategic community planning intent. While mindful of the location, resources, land uses, and activities in the plan area, the plan emphasizes country residential expansion recognizing the excellent highway access to the plan area and its proximity to major urban centres and the County's Acheson Industrial Area.

5.2 Key County Planning Strategies

The community planning intent is elaborated in the Municipal Development Plan through seven key strategies. These strategies are presented below, together with a synopsis of the land use strategy and policy directions in the Atim Creek North Area Structure Plan that respond to these strategies.

MDP – Residential Strategy: To maintain in existing and potential country residential areas the rural characteristics which are desirable and attractive for healthy, safe and enjoyable rural living.

Area Structure Plan: provides for expansion of country residential subdivisions throughout the majority of the plan area, thus endorsing country residential development on most of the lands identified provisionally in the Municipal Development Plan as a future country residential area.

MDP – Agriculture Strategy: To maintain the significance of agriculture to the economy and way of life of the County, and therefore encourage the enhancement of the viability of the agricultural industry through the conservation of productive farmlands and the diversification of the agricultural industry.

Area Structure Plan: provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses.

MDP - Economic Development Strategy: To strengthen the County's economic base by accommodating in appropriate locations the expansion and diversification of beneficial industrial and commercial land uses.

Area Structure Plan: while supporting 'economic activity' nodes and areas in other parts of the County, the plan provides for some highway commercial development along Highway 16 in the southeast corner of the plan area.

6.0 LAND USE STRATEGY AND POLICIES

6.1 Key Elements

The key elements of the Atim Creek North Area Structure Plan land use strategy are:

- (1) to provide for country residential expansion in a manner compatible with the infrastructure and water resources of the area;
- (2) to provide for a variety of agricultural operations until the lands they occupy are developed for residential or other non-agricultural uses;
- (3) to conserve sensitive environmental features;
- (4) to protect major transportation and utility infrastructure from encroachment.

While the key element of the Plan is to provide for the expansion of country residential areas, the elements reflect the diversity of the area's topography, amenities and sensitive features while providing for agriculture as a transition use.

6.2 Land Use Strategy

The Land Use Strategy for the plan area is shown on Map 5.

6.2.1 Land is allocated among six Land Use Policy Areas, as shown on Map 5, in which the use and management of land are to be consistent with the policies in Sections 6 and 7 of this Plan. The Land Use Policy Areas are:

- (a) Country Residential Core Area;
- (b) Fringe Area;
- (c) Atim Creek Floodplain Area;
- (d) Manufactured Home Community Area;
- (e) Highway Commercial Cluster Area; and
- (f) Open Space Area.

6.2.2 The boundaries between the Land Use Policy Areas generally follow property lines. Where the boundary does not follow a property line or where there is uncertainty regarding the location of a boundary, the specific boundary location may be determined only by:

- (a) the Council of Parkland County; or
- (b) the County subdivision authority, but only with respect to Open Space Area boundaries when an open space area is to be provided around Muir Lake or Gladu Lake through dedication of municipal reserve, environmental reserve, or both.

6.2.3 Amendments to the Land Use Strategy Map will not be required for:

- (a) minor property boundary adjustments;
- (b) boundary variations acceptable to the County based upon information supplied in specific studies, outline plans or other relevant source materials.

7.2.4 The County will require the dedication of environmental reserve or an environmental reserve easement for the following:

- (a) a swamp, gully, ravine, coulee and natural drainage course;
- (b) land that is subject to flooding;
- (c) land that is considered unstable; and
- (d) land that is abutting the bed and shore of a lake, river, stream or other body of water.

7.2.5 Muir Lake and Gladu Lake are to be considered as significant county level open space resources.

7.2.6 When considering the approval of the subdivision of land around and in the immediate vicinity of Muir Lake, the County will require the dedication of reserve lands to add to the land base of the existing County recreation facility. To assist the consideration of reserve land dedication, the County may prepare a conceptual plan for a County park around the entire lake, with potential connections to the small pothole lake to southeast.

7.2.7 The County may consider the preparation of a concept plan, in cooperation with Sturgeon County, for the shorelands of Gladu Lake that illustrates the potential of a continuous open space area around the lake, possibly associated with backland country residential development. The open space area could include a circumference trail, nodes for low impact day-use only, and canoe only accessibility to the lake. If lands adjacent to Gladu Lake within the Parkland County are approved for subdivision, a condition of approval will require the dedication of reserve lands to help form part of a public open space area and system around the lake.

7.3 Commercial and Industrial Development

Introduction

One of Parkland County's key community planning strategies is to strengthen its economic base. The Municipal Development Plan indicates this is to be accomplished, in part, by directing the development of beneficial industrial and commercial land uses to the Acheson Industrial Area and highway commercial cluster sites identified in the MDP Land Use Concept Map (Map 2). Commercial land uses may also be directed to other commercial cluster sites provided for in area structure plans adopted by the County, such as the lands identified for commercial use in the Fifth Meridian Area Structure Plan. For the North Atim Creek Area Structure Plan, Council directed that two quarter sections of land in the southeast corner of the plan area be allocated as a highway commercial cluster area.

Goals

The commercial and industrial goals are:

- (1) To accommodate in the plan area a highway commercial cluster area.
- (2) To prevent scattered industrial and commercial development.

Policies

- 7.3.1 In the Highway Commercial Cluster Area, the County will require a proposal for subdivision and development approval to include the submission of an outline plan and supporting planning, engineering and transportation studies, each prepared to a professional standard by a person qualified to do so, for consideration and approval by the County and Alberta Transportation. Normally the County will require the outline plan to cover the entire quarter section in which the land being proposed for subdivision is located, but may allow the outline plan to cover a smaller area if in the opinion of the County circumstances so warrant.
- 7.3.2 In the Highway Commercial Cluster Area, highway commercial and related land use development will need to be serviced to the satisfaction of the County by a common water distribution system and a common sewage collection system connected to the regional sanitary trunk sewer.
- 7.3.3 An outline plan must address those matters identified in the Municipal Development Plan and Land Use Bylaw and when required by the County be supported by geotechnical, engineering and other reports. Without restricting the requirements for information addressed elsewhere in this Plan and the Municipal Development Plan, the information and reports required by the County include:
- (a) the nature of the proposed use or uses;
 - (b) the suitability of the site for the proposed uses or uses;
 - (c) site design, including parcel sizes;
 - (d) impact on the site, adjacent lands and land uses thereon;
 - (e) impact on the environment;
 - (f) traffic impacts;
 - (g) provisions for road widening, road improvements and intersection improvements for access roads leading to the site;
 - (h) provisions for a common water distribution system and a common sewage collection system;
 - (i) provisions for stormwater management; and
 - (j) provisions for the dedication of municipal reserves or money-in-lieu of land.
- 7.3.4 The County will require commercial development to not exceed the capability of the site. In the opinion of the County, where site conditions are such that the standards in the Highway Commercial District or another appropriate commercial district created by the County provide for a total number of lots, lot sizes and/or density of lots that may exceed the capability of the site, the County may designate an overlay direct control district in order to apply specific standards and requirements to the area covered by the overlay direct control district.
- 7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if:

- (a) the proposed site is suited for the proposed commercial use;
- (b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- (c) the proposed commercial use is compatible with land uses in the vicinity;
- (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and
- (e) the proposed development is consistent with the provisions of this Plan.

7.3.6 The only industrial use that may be allowed in the plan area is a natural resource extraction operation.

7.4 Highways and Roadways

Introduction

The plan area has excellent access from all directions, it being bounded on all sides by highways. Access management is especially important for Highway 16, which is an important interprovincial highway and international transport route. Highway 44 has become a major truck route for hauling sand and gravel from major nearby extraction operations in Sturgeon County. A series of collector and municipal roads provide access into the plan area. Country residential subdivisions are served internally by local roads, for which construction standards have increased such that new country residential areas now have paved roads.

Goals

The transportation infrastructure goals are:

- (1) To promote an effective and safe roadway network.
- (2) To encourage high development standards along major roadways.

Policies

7.4.1 Accesses to and setbacks from highways will be in accordance with the requirements of Alberta Transportation.

7.4.2 Access to Highway 16 will be limited to interchange locations as shown on Map 5. Upon completion of the Campsite Road interchange, the County encourages the closure as soon as possible of the remaining level accesses and crossings within the plan area, and the completion of the Highway 16 north service road network.

7.4.3 From time to time the County will review its roadway classifications and may consider adding to the collector road system in the Atim Creek North area, as outlined on Map 5. Notwithstanding the existing and potential collector road system shown on Map 5, based upon changes of traffic patterns and volumes in the plan area the County may designate other roadways as collectors or eliminate any existing collector road from designation as a collector road.

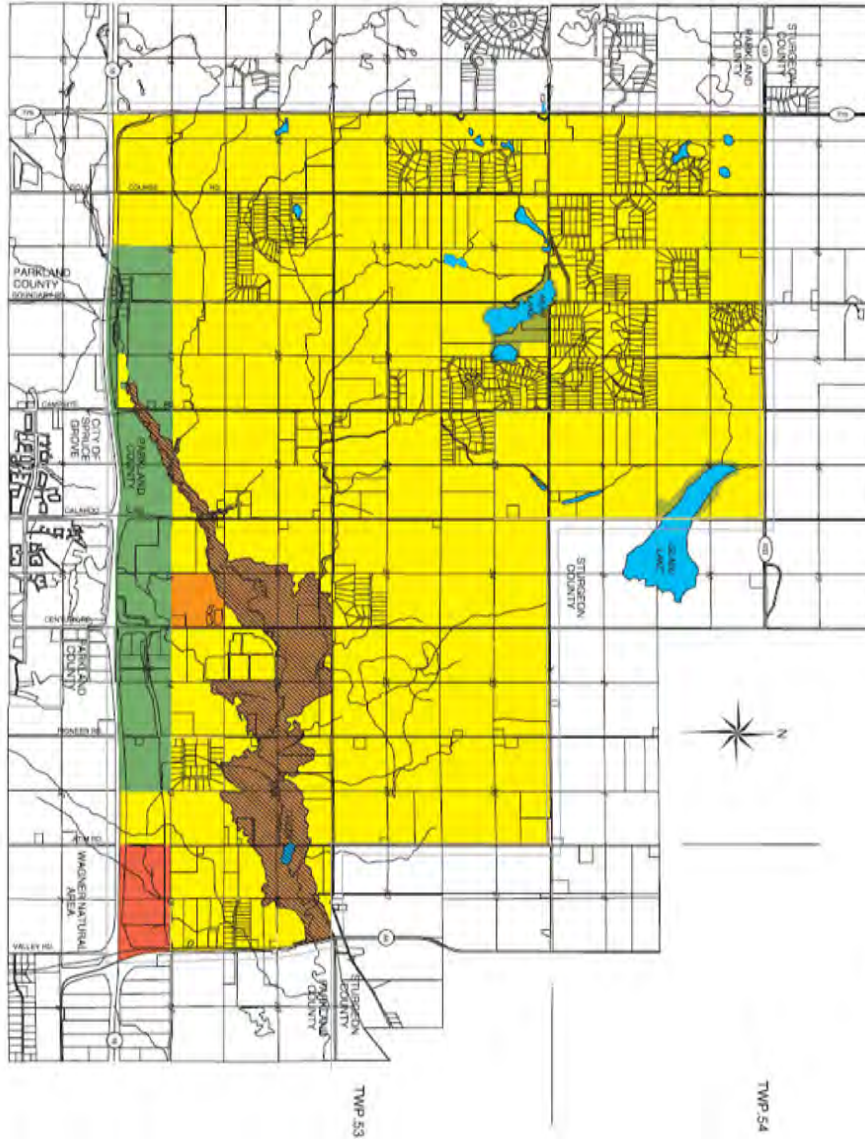
7.4.4 As a condition of subdivision approval the County may require:

RGE 1

RGE 28

RGE 27

RGE 26

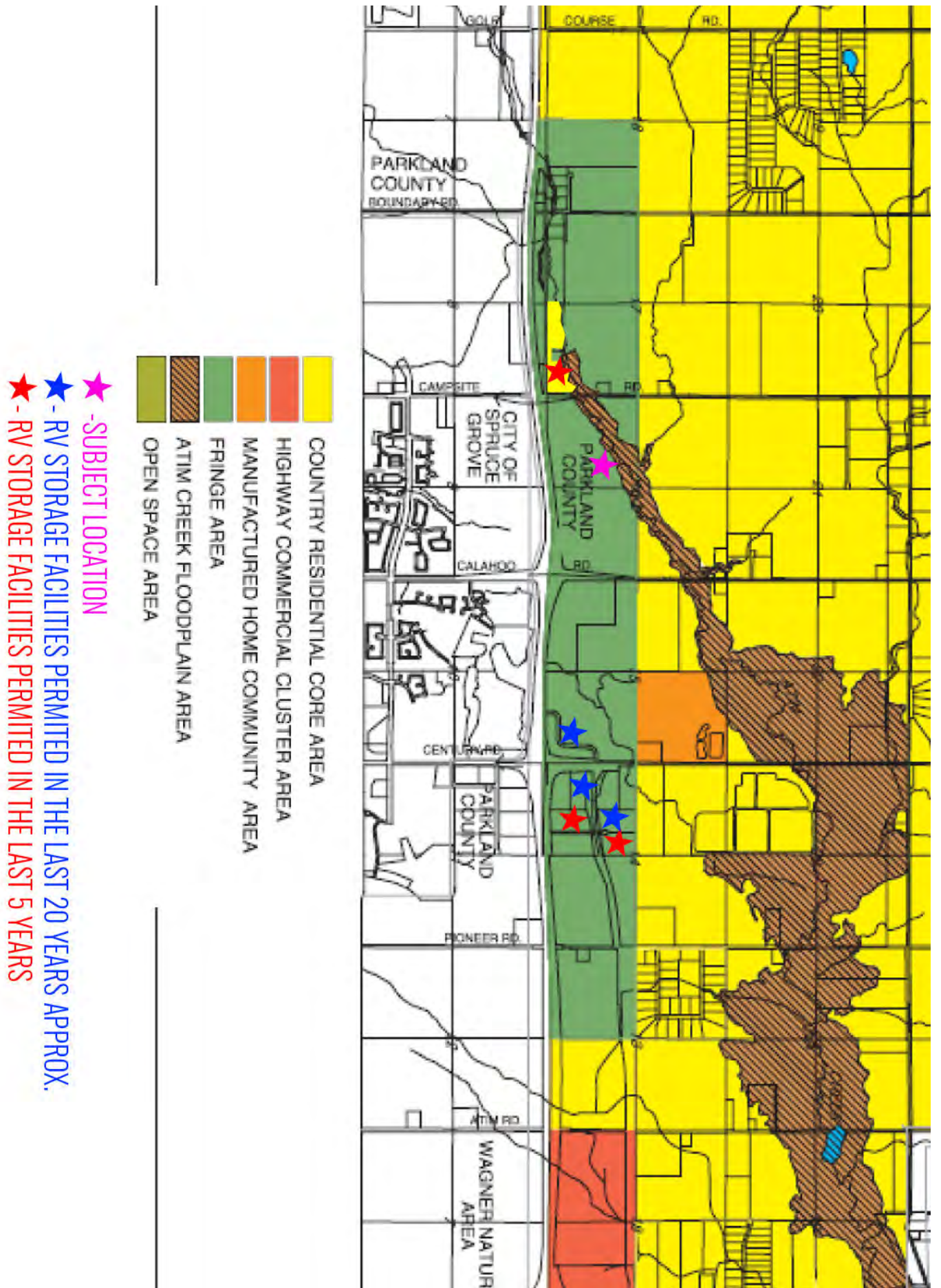


PARKLAND COUNTY
Atim Creek North
Area Structure Plan

MAP 5
LAND USE STRATEGY

- PLAN AREA
- MUNICIPAL BOUNDARY
- HIGHWAY
- EXISTING COLLECTOR ROAD
- POTENTIAL COLLECTOR ROAD
- LAKE AND SLOUGHS
- COUNTRY RESIDENTIAL CORE AREA
- HIGHWAY COMMERCIAL CLUSTER AREA
- MANUFACTURED HOME COMMUNITY AREA
- FRINGE AREA
- ATIM CREEK FLOODPLAIN AREA
- OPEN SPACE AREA





What Is Considered a Purpose for the Diversion of Water Requiring a Water Act Licence?

Article metadata. Revised by Cody Copithorne

This article was updated • 7mo ago7 months ago

This article has 106 views. • 106 Views This article has average rating: 0 out of 5 stars • () () () () ()

Introduction:

This article describes the types of purposes that require a water user to obtain a *Water Act* licence.

A licence provides authority to divert and use surface water or groundwater. The licence identifies source of supply, the locations of diversion sites, an allocation of water to be diverted and used from that source, the purpose the licence is issued for and the priority of the “water right” established by the licence.

Section 11 of the Water Ministerial Regulation, as amended, outlines the purposes for which a licence may be issued.

Knowing the purpose helps the department report against Water for Life outcomes and respond to public requests for water information.

Explanation:

Purposes are generally divided into five categories: Agriculture, Commercial, Industrial, Management, and Municipal.

These categories have areas that fall within their broader ranges.

Agriculture:

- irrigation (district and private)
- stockwatering (confined feeding operations (CFO) (feedlot) and non-CFO operations)
- aquaculture (fish, fish farms and hatcheries)
- gardens and greenhouses (market gardens, U-pick farms, and greenhouses (crops)

Commercial:

- gardening and sod (sod farms, tree farms and greenhouses (trees and plants))
- recreation (golf courses, snow/ice making, and parks and recreation campgrounds)
- construction and transportation (cement and concrete plants, gravel and aggregate mining and washing, railroads, public roads, civil infrastructure and telecom)
- water sourcing (water bottling)
- manufacturing (food processing, slaughterhouse, equipment and industrial equipment)

- service and retail (car washing, hotels, motels, restaurants, cleaners, agricultural, industrial, oilfield services)

Industrial:

- upstream oil and gas (injection, water flood, enhanced oil recovery, SAGD, CSS, thermal, fracturing, hydrostatic testing, O&G plant processing, oil sands upgrader, and plant utility water)
- downstream oil and gas (refineries, upgraders, waste disposal and remediation)
- forestry (pulp and paper mills, sawmills and lumber milling)
- mining (coal, minerals, metals, quarrying and milling)
- processing (petrochemical, chemical and fertilizer plants)
- power generation (thermal, gas, coal, biomass, renewables and hydropower)

Management:

- environmental (storage reservoir for wildlife or fish habitat enhancement, wetlands, and water conservation objective)
- water management (lake level stabilization and flood control)

Municipal

- urban (village, town, city with a population over 2,500, regional waterline/ regional municipal supply systems)
- suburban/rural (hamlets, counties, subdivisions, condominiums, mobile home complexes, cooperatives, colonies)
- institutional (institutions, senior/nursing/childrens homes, correctional centres, training centres, hospitals)

SOURCE:

https://regulatoryassurance.alberta.ca/dras?sys_kb_id=c634905447945550be5d5ae8536d4396&id=kb_article_view&sysparm_rank=1&sysparm_tsqueryId=949346f897ac6dd0099052b00153afd5

January 16, 2023

To Whom it May Concern,

We the below named are pleased to show our support for Jonathan Bauer and his application 22-D-388 for RV Storage in Parkland County at SW-16-53-27-W4.

We are adjacent neighbors to his current location called Parkland RV Storage. He has been a very good neighbor and his RV Storage business is clean, and quiet, and his business has not affected us negatively nor impacted the enjoyment and use of our land. Moreover, whenever we have needed it, Jonathan has lent a helping hand. He is a good neighbor and we have no issues recommending his future development to new neighbors he may be adjacent to.

Sincerely,

Glen Churchill – [REDACTED]

Christy Hill- [REDACTED]

Robert Nagtegaal - [REDACTED]

Nancy Baird – [REDACTED]

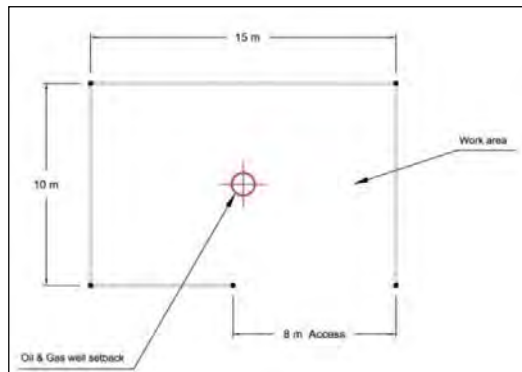
Bruce Lloy – [REDACTED]

Dr. Steven Lynne – Spruce Grove Global Connections Church – [REDACTED]

[REDACTED]

12.13 Reclaimed Gas and Oil Wells

1. The purpose of establishing Setbacks around well sites is to allow for the maintenance of the well site to occur, to protect the well site and to avoid damage to any construction or excavation equipment that may be used in construction of buildings or utilities on the site. Incorporating the Setbacks and access area associated with a well site, into a subdivision and development proposals may help in determining an effective subdivision design, the location of building sites, siting of underground utilities and grading of land.
2. Setbacks from an abandoned well shall be established in accordance with the Subdivision and Development Regulations and the most current Directive as adopted by the Alberta Energy Regulator.
3. Both the subdivision application and development permit application may require the registration of a Restrictive Covenant, against the title of the property that contains a reclaimed well identifying the Setback requirements identified in Section 12.13.2.
4. For all other gas and oil wells, all applicable provisions under Section 11 of the Subdivision and Development Regulation shall be complied with.



12.14 Recreational Vehicle Storage

1. The following provisions shall apply to Recreational Vehicle Storage where allowed for in this Bylaw:
 - a) a minimum Setback of 6.0 m shall be required from any Property Line;
 - b) storage shall be as required under the Alberta Fire Code pertaining to water for fire suppression, fencing and access, etc.;
 - c) vehicle entrances and exits, as well as internal vehicle routes shall be designed in a manner that provides a safe and clearly defined circulation pattern;
 - d) all on-site roadways, parking, loading and storage areas shall have a durable hard surface of asphalt, gravel or similar material and the same shall be drained, developed to the satisfaction of the Development officer and the Parkland County Engineering Department;
 - e) where on-site parking or storage is illuminated, all lighting shall be positioned in such a manner that lighting falling onto abutting properties is minimized;
 - f) any developed portion of the site must be graded, contoured and seeded and shall provide for a satisfactory disposal of surface water by grading and drainage in such a

manner that no surface water shall drain onto public roadway or other neighbouring property;

- g) there shall be no storage of hazardous materials or goods on site;
- h) no day use or over-night accommodation shall be allowed on site;
- i) the storage of Recreational Vehicles shall not include storage for the salvage of, or for derelict Recreational Vehicles;
- j) the Recreational Vehicle compound shall be fenced with a minimum 1.83 m high chain link fence around the periphery of the storage area;
- k) any proposed sanitation dump shall be in accordance with the Alberta Safety Code;
- l) landscaping, if required by the Development Authority, shall be as follows:
 - i) on sites smaller than 1.0 ha a minimum of 10%, or as otherwise required by the Development Authority, of the site shall be landscaped. On sites larger than 1.0 ha, a minimum of 60%, or as otherwise required by the Development Authority, of the required front and side yard Setbacks of the site shall be landscaped;
 - ii) one tree for every 40.0 m² of landscaped area, to a minimum of four trees, at a proportion of approximately 1:1 deciduous and coniferous trees, provided that where new tree plantings are otherwise required, existing trees that comply with the Minimum Tree Sizes can be used;
 - iii) one shrub for every 60.0 m² of landscaped area shall be provided to a minimum of six shrubs, at a proportion of approximately 2:1 of deciduous and coniferous shrubs;
 - iv) deciduous trees shall be a minimum of 63.0 mm caliper measured 450.0 mm from ground level. Coniferous trees shall be 2.5 m in height.

12.15 Recycling Depots

1. The following shall apply to a Recycling Depot – Major:
 - a) A Recycling Depot – Major shall not be approved without the construction of a principal building for the enclosed/interior receiving, sorting and/or processing of materials;
 - b) If outdoor storage is an accessory component of the operation, all outdoor storage areas shall be screened from adjacent properties and roadways;
 - c) All outdoor storage or stockpiles of materials shall not be vertically higher than the approved screening;
 - d) The owner/applicant may be required to provide a Debris and Dust Control Plan;
 - e) If household waste and/or organics are received as an accessory use of the operation, there shall be no outdoor storage. Household waste and organics must be regularly removed from the site;
 - f) The owner/applicant may be required to undertake mitigating measures to minimize any odour escaping the facility, at the discretion of the Development Authority.

12.16 Secondary Suite

1. One Secondary Suite may be developed on a Parcel where allowed.

2. The minimum floor area for a Secondary Suite shall be 30.0 m² and the maximum floor area of a secondary area shall be 92.0 m².
3. The Development Authority shall, in its opinion, be satisfied that there exists on the hosting Parcel, a suitable development site upon which to site the Secondary Suite. The Development Authority shall be satisfied that the Secondary Suite can and will, where possible, be properly connected to services (e.g. gas, power, water, sewage disposal) associated with the existing host residence without jeopardizing existing services associated with either the hosting Parcel or adjacent and neighbouring Parcels.
4. A Secondary Suite shall be designed, sited, constructed and finished in a manner that is visually compatible, in the opinion of the Development Authority, with the residential character of adjacent and neighbouring lands and/or the neighbourhood in general. The following guidelines may be considered by the Development Authority:
 - a) the suite should not be placed in front of the primary residence or placed in a manner which could obstruct the view from a house on an adjacent property ;
 - b) The suite shall not be placed on any easements and shall not be placed on a gas line;
 - c) the suite shall be sited in accordance with Setback regulations for a principal building;
 - d) the site shall be graded to avoid ponding under or around the suite.
5. A Secondary Suite that is a garden suite shall have a separation distance of at least 5.0 m from any other Dwelling.
6. The separate entrance to the Secondary Suite (an additional Dwelling Unit located within and Accessory to a Dwelling, Single Detached) shall be accessed either from a common indoor landing or directly from the side or rear of the building.
7. A Secondary Suite (an additional Dwelling Unit located within and Accessory to a Dwelling, Single Detached) shall be developed in such a manner that the exterior of the principal building containing the Secondary Suite shall appear as a single dwelling.
8. A Secondary Suite shall not be developed within the same principal dwelling containing a Group Home.
9. A Secondary Suite shall not be permitted within the second dwelling located on the same Parcel.
10. A Secondary Suite shall not be subject to separation from the principal dwelling through a condominium conversion or subdivision.

12.17 Service Stations, Gas Bars and Bulk Fuel Stations

1. Minimum Site Area
 - a) A Service Station shall have a minimum site area 1,500.0 m².
 - b) A gas bar shall have a minimum site area of 1,200 m².
 - c) A gas bar or Service Station including a car wash shall have a minimum Site Area of 2,700 m².
 - d) Where a gas bar forms part of a commercial complex or centre, the minimum Site Area containing gas bar buildings and pump areas shall in no case be less than 1,000.0 m².

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT**Application No: 22-D-388
Roll: 651000**Applicant(s)**Jonathan Bauer
[REDACTED]
[REDACTED]

On October 31, 2022, the Development Authority deemed your application complete. In reviewing your application and associated submittals for the Development described as "RV/Boat/Trailer Storage Facility for 980 Units", the Development Authority determined the use to be for RECREATIONAL VEHICLE STORAGE.

The subject property is located at 53203 RGE RD 274 , legally described as W4-27-53-16-SW, and is within the Agricultural Restricted District.

This Development Permit APPROVAL authorizes the RECREATIONAL VEHICLE STORAGE as a DISCRETIONARY USE in accordance with Section 4.4 of Parkland County Land Use Bylaw 2017-18. In accordance with Section 16.14.1 of Parkland County Land Use Bylaw 2017-18, this Development Permit is not valid unless and until:

- Any conditions, except those of a continuing nature, have been fulfilled; and,
- No notice of appeal has been served by the Applicant or adjacent landowners on the Subdivision and Development Appeal Board in accordance with the *Municipal Government Act* s.686(1).

This approval is subject to the following conditions:

CONDITIONS	
1.	The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2.	The site shall be kept in a neat and orderly manner.
3.	As per Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
4.	The display or placement of signage on the premises shall be in accordance with Subsection 15.3 as per Parkland County's Land Use Bylaw 2017-18.
5.	The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
6.	Storage shall be contained to the area as shown on the site plan submitted. This area shall be fenced with a minimum 6' chain link.
7.	The applicant is responsible to ensure the property is securely gated and locked when not in use.
8.	This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted;
9.	There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
10.	The applicant shall preserve all existing stands of trees and shrubbery outside the development area for environmental and sound attenuation purposes.
11.	The applicant must submit a Property Access Approach Application to LDE@parklandcounty.com for the proposed approach improvements to TWP RD 532A. The application must include turning movements to support the 12m width recommended in the August 20, 2022 Traffic Impact Brief.
12.	Both onsite and offsite drainage shall not have a negative impact or direct drainage flow onto adjacent properties, as per Parkland County Engineering Design Standards.
13.	All Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. All measures shall be placed within the titled property.
14.	A Final Grading Certificate (Lot Grading Certificate) authenticated by a Professional Engineer or Alberta Land Surveyor shall be submitted for review and acceptance by Parkland County at the completion of work.
15.	No development shall occur within the Atim Creek / Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model.
16.	Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
17.	Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.

The applicant is advised of the following permit notes:

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT**

Application No: 22-D-388
Roll: 651000

PERMIT NOTES

1.	Soil erosion and control measures should be implemented during construction activities to minimize any potential for soil sediments migrating off the subject property. Revegetate exposed soil areas as soon as practicable. All seed mixes must be certified weed free as per Canadian Standards.
2.	Implement weed control measures as outlined in the approved weed control plan to address noxious or prohibited noxious weeds if they are present on the subject property. Weed management for this site should follow the guidelines for weed management on industrial sites. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.
3.	The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act. The applicant should minimize the amount of undisturbed area required for vegetation clearing. Clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.
4.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
5.	The applicant is responsible to obtain a Haul Agreement from Parkland County Public Works at 780-968-8448.
6.	The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).
7.	The applicant is responsible to obtain any Provincial approval which may be required. All improvements relating to or impacting overland drainage must be compliant with Alberta Environment and Parks (AEP) Regulations, Acts, and Guidelines. The applicant must provide a copy of AEP Water Act approval for any discharge from the stormwater pond into the wetland area north of the site.
8.	All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.

This decision was issued on December 09, 2022

If no notice of appeal is served, the permit will come into effect on :
January 4, 2023



Seghan MacDonald
Development Planner II
Development Authority

The development must be started and diligently pursued within **twelve (12) months** from the Date of Decision, unless otherwise specified on this development permit approval or in the conditions of the development permit approval. If the authorized development is not commenced, the approval ceases and this permit is deemed void, expired and without effect

DO YOU WISH TO APPEAL THIS DECISION?

This decision may be appealed to the Subdivision and Development Appeal Board within twenty-one (21) days after the Date of Decision pursuant to Section 686 of the *Municipal Government Act, RSA 2000, CM-26*.

For inquiries regarding the appeal process or to submit an appeal, please contact Parkland County Legislative Services at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of **\$200.00** must be paid for an appeal served on the Subdivision and Development Appeal Board by the applicant.

**SUBDIVISION AND DEVELOPMENT APPEAL BOARD
PARKLAND COUNTY**

Legislative Services, Parkland County Centre
53109A HWY 779
Parkland County, AB T7Z 1R1
Telephone: (780) 968-8471
Email: sdab@parklandcounty.com

HEARING DATE: January 30, 2023
FILE NO.: 22-D-388

Notice of Decision of Subdivision and Development Appeal Board

INTRODUCTION

[1] The Development Authority of Parkland County (the “Development Authority”) issued a development permit for a Recreation Vehicle Storage (RV/Boat/Trailer/Storage Facility) for 980 Units for property located at 53203 Range Road 274, legally described as SW-16-53-27-W4 (“the Lands”). The applicant for the development permit was Jonathan Bauer as principal for Crossway Records Inc.

[2] On January 3, 2023, Corey Jespersen (the “Appellant”) filed an appeal of the development permit.

[3] The Subdivision and Development Appeal Board (the “Board”) held the appeal hearing on January 30, 2023, in person.

PRELIMINARY MATTERS

A. Board Members

[4] At the outset of the appeal the Chair requested confirmation from all parties in attendance that there was no opposition to the composition of the Board hearing the appeal. None of the persons in attendance had any objection to the members of the Board hearing the appeal.

B. Exhibits

[5] At the beginning of the hearing the Chair asked if everyone in attendance had the hearing package prepared for the hearing.

[6] In response to a Board question about whether any of the parties had any more information they wished to submit, the Applicant advised that he wished to submit his speaking notes. Following distribution of the document, none of the parties in attendance had any objection to the document and the Board marked the Applicant’s speaking notes as exhibit 9.

C. Miscellaneous

[7] There was no request for an adjournment of the hearing.

[8] There were no objections to the proposed hearing process.

DECISION OF THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD

[9] The Board denies the appeal. The Board varies the Development Permit by modifying the conditions. The Development Permit is subject to the following conditions and Permit Notes:

1. The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2. The site shall be kept in a neat and orderly manner.
3. In accordance with Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
4. The display or placement of signage on the premises shall be in accordance with Subsection 15.3 in accordance with Parkland County's Land Use Bylaw 2017-18.
5. The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
6. Storage shall be contained to the area as shown on the site plan submitted. This area shall be fenced with a minimum 6' chain link.
7. The applicant is responsible to ensure the property is securely gated and locked when not in use.
8. This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted.
9. There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
10. With the exception of trees required to be removed as set out in the traffic impact assessment, the applicant shall preserve all existing stands of trees and shrubbery outside the development area, for environmental and sound attenuation purposes.
11. The applicant must submit a Property Access Approach Application to LDE@parklandcounty.com for the proposed approach improvements to TWP RD 532A.

The application must include turning movements to support the 12m width recommended in the August 20, 2022 Traffic Impact Brief.

12. Both onsite and offsite drainage shall not have a negative impact or direct drainage flow onto adjacent properties, as per Parkland County Engineering Design Standards.
13. All Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. All measures shall be placed within the titled property.
14. A Final Grading Certificate (Lot Grading Certificate) authenticated by a Professional Engineer or Alberta Land Surveyor shall be submitted for review and acceptance by Parkland County at the completion of work.
15. No development shall occur within the Atim Creek / Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model.
16. Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
17. Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.
18. Soil erosion and control measures should be implemented during construction activities to minimize any potential for soil sediments migrating off the subject property. Revegetate exposed soil areas as soon as practicable. All seed mixes must be certified weed free as per Canadian Standards.
19. The applicant is responsible to obtain a Haul Agreement from Parkland County Public Works at 780-968-8448.
20. The applicant is responsible to obtain any Provincial approval which may be required. All improvements relating to or impacting overland drainage must be compliant with Alberta Environment and Protected Areas (AEPA) Regulations, Acts, and Guidelines. The applicant must provide a copy of AEPA Water Act approval for any discharge from the stormwater pond into the wetland area north of the site.
21. All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.

PERMIT NOTES

1. Implement weed control measures as outlined in the approved weed control plan to address noxious or prohibited noxious weeds if they are present on the subject property. Weed management for this site should follow the guidelines for weed management on industrial sites.
2. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.
3. The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act. The applicant should minimize the amount of undisturbed area required for vegetation clearing. Clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act.
4. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.
5. It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
6. The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).

SUMMARY OF HEARING

[10] The following is a brief summary of the oral and written evidence submitted to the Board. At the beginning of the hearing, the Board indicated that it had reviewed all the written submissions filed in advance of the hearing.

Development Authority

[11] The subject Lands are legally described as SW-16-53-27-W4 and its municipal address is 53203 Range Road 274. The Lands are located within the AGR – Agriculture Restricted District of the Parkland County Land Use Bylaw No. 2017-18 (the “LUB”), and a portion of the lands are in the ABO – Atim Creek/Big Lake Floodplain Overlay as defined in the LUB.

[12] On September 7, 2022, the Development Authority received an application for a 980-unit RV/Boat/Trailer Storage Facility on the Lands. The Development Authority determined the Use Class to be Recreational Vehicle Storage, which is defined in the LUB as:

Recreational Vehicle Storage – means development of a yard for the outdoor storage of more than five Recreational Vehicles or Recreational Equipment or combination thereof.

This use does not include the sale, service, restoration, inspection and/or mechanical repair of the recreational units.

[13] The LUB categorizes Recreational Vehicle Storage as a discretionary use in the Agriculture Restricted District.

[14] In reviewing the application, the Development Authority considered the following:

- a. the proposed land use;
- b. the relevant planning documents; and
- c. compatibility with adjacent uses.

[15] With respect to proposed land use, Recreational Vehicle Storage is a discretionary use within the AGR – Agriculture Restricted District. The proposed development meets the requirements for Recreational Vehicle Storage as outlined in Section 12.14 of the LUB.

[16] A portion of the parcel is located within the ABO – Atim Creek/Big Lake Floodplain Overlay. The purpose of the Atim Creek/Big Lake Floodplain Overlay is to provide for the safe and efficient use of lands within the defined floodplain area through the regulation of future land use. Recreational Vehicle Storage is not a permitted or discretionary use within the Atim Creek/Big Lake Floodplain Overlay. However, all development was restricted to lands outside of the identified boundaries of the Atim Creek/Big Lake Floodplain Overlay.

[17] With respect to relevant planning documents, the Development Authority considered the Municipal Development Plan 2017-14 (the “MDP”) and the Atim Creek Area Structure Plan (the “ASP”).

[18] The Lands are in the Rural Area and immediately adjacent to the Metropolitan Area as identified in the MDP Development Concept. The Lands have low-capacity soil and are located along Highway 16.

[19] The Lands are within a High Priority Landscape. The Applicant submitted a Desktop Biophysical Assessment to support development within a High Priority Landscape as identified in the MDP. The results of the Desktop Biophysical Assessment indicate that the proposed development is anticipated to have a low to moderate impact on the environment. No development will occur within the Atim Creek/Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model, and erosion and sediment control measures shall be in place throughout the life of the project.

[20] The lands are considered agricultural lands and are located within the Fringe Area as identified in the ASP. Section 7.3.5 of the ASP provides that the County may approve a commercial use if the proposed commercial use is compatible with land uses in the vicinity and if the subject parcel is designated with a land use district which accommodates the commercial land use. Section 7.9.6 of the ASP provides that, when approving a development for a non-agricultural use, the County will seek to minimize the parcel size and area to be developed for non-agricultural use.

[21] With respect to compatibility with adjacent uses, the Development Authority is of the opinion that the proposed development is compatible with surrounding adjacent land uses. The adjacent lands are primarily used for agricultural purposes, the proposed development will have a 10-foot berm surrounding the development for visible screening and noise attenuation, and the Lands are in close proximity to a major highway. The use of the Lands is compatible due to the proposed screening measures, and there is no undue interference on adjacent surrounding parcels.

[22] On December 9, 2022, the Development Authority approved Development Permit 22-D-388. Under Section 16.9 of the LUB, the Development Authority may issue a Development Permit with or without conditions for a discretionary use if the application conforms to the LUB. For this application, the proposed use is a use that can be considered on the Lands, and the items submitted in support of the application met the listed regulations for Recreational Vehicle Storage under Section 12.14 of the LUB.

[23] In response to Board questions, the Development Authority stated:

- a. the Development Authority primarily based its compatibility assessment on the location of the parcel in relation to Highway 16 and the City of Spruce Grove and the fact that there would be no employees coming or going from the Lands;
- b. the Applicant had to reconfigure its site plan in order to accommodate the Atim Creek/Big Lake Floodplain Overlay and the riparian setbacks under the Riparian Setback Matrix Model;
- c. "maintenance" was not a defined term under the ASP or LUB, but it meant that there could only be storage of RV units on the Lands and no work, winterization or fixing up of RVs;
- d. the Development Authority used section 7.3.5 of the ASP to justify granting the Development Permit in the Fringe Area as the proposed site is separated from other commercial uses. Further, the Development Authority took sections 7.9.1 and 7.9.6 of the ASP into consideration by minimizing the parcel area to be developed for the non-agricultural use;
- e. the Development Authority reviewed the entire ASP in making its decision and was not limited to one section. The Development Authority identified section 6.4.1, but took the whole document into consideration, including the part regarding non-agricultural uses in section 7.3.5; and
- f. the Development Authority's consultation with the City of Spruce Grove was sufficient. The Development Authority notified the City of Spruce Grove about the Development Permit decision, and there was no response from the City of Spruce Grove.

Appellant – Corey Jespersen

[24] Mr. Corey Jespersen, the Appellant, made a presentation. The Appellant stated that his family farms the area immediately west of the proposed development.

[25] The Appellant stated that he believes the Development Authority missed key elements in its consideration of the Development Permit and that it must abide by the ASP.

[26] The Appellant believes that allowing recreational vehicle storage on agricultural lands was a mistake by the Development Authority. He believes an argument for recreational vehicle storage can be made for unproductive lands, and this was the intent of allowing a “discretionary use” of Recreational Vehicle Storage on agricultural lands. Otherwise, there would be a complete destruction of farmland for commercial development. He argued that there is no economic benefit if farmland is destroyed and there is little to no economic benefit if commercial development pushes up land values of agricultural land and creates tax inequalities.

[27] The Appellant raised section 3.2.1 of the ASP (Municipal Development Plan) as supporting his position. The Appellant noted that the Fringe Area is restricted to agricultural uses unless otherwise provided for in an amendment to the ASP or through another more site-specific area structure plan.

[28] The Appellant also noted that the Fringe Area is a half-mile-wide strip of land that is important to the County and to the City of Spruce Grove, and the development process requires extensive participation by the City of Spruce Grove. The Appellant doubts that there was extensive participation by the City of Spruce Grove in issuing the Development Permit.

[29] The Appellant cited section 3.3 of the ASP (Adjacent Municipalities) and especially the goal of the City of Spruce Grove MDP to “foster cooperation where mutual interests are at stake”, “to encourage the protection of rural vistas outside the City’s boundaries” and “to discourage incompatible land uses in the fringe areas”. The Appellant noted that the proposed development does not conserve vistas and does not discourage incompatible uses. Rather, it creates the perception that productive agricultural lands are suitable for non-agricultural uses.

[30] The Appellant referenced section 4.9 of the ASP (Major Planning Issues). The Appellant noted that major planning issues identified include “marginal agricultural lands interpreted as having high potential for non-agricultural development”. He summarized that concern as developmental pressure on productive agricultural land for non-agricultural uses, and he believes the Development Authority has intensified that planning issue through its decisions, and the Development Permit makes it worse.

[31] The Appellant also noted the major planning issue of “increasing land values”, which makes farms less competitive. He believes that development approvals exacerbate this issue by driving land values up, more than is sustainable for agricultural use.

[32] The Appellant cited section 5.2 of the ASP (Key County Planning Strategies), and especially the MDP – Agriculture Strategy (to “encourage the enhancement of the viability of the agricultural industry through the conservation of productive farmlands and the diversification of the agricultural industry”). The Appellant stated that it was important to allow farmers to add value, and the conversion to commercial use was not compatible with agricultural uses and the ASP.

[33] The Appellant noted section 6.4 of the ASP (Fringe Area), and especially that “the lands in the Fringe Area are for agriculture, preferably extensive in nature, dairy operations or horticulture”. The Appellant noted that recreational vehicle storage is not agriculture – there is no value to the agricultural community and the need to protect productive agricultural lands.

[34] The Appellant requested that the Board familiarize themselves with the Regional Agriculture Master Plan ("RAMP") as municipalities around Parkland County have identified the same issues that the Appellant raised. The Appellant concluded that, if agriculture is a priority to the County, its decisions need to reflect that.

[35] In response to Board questions, the Appellant stated:

- a. "productive agricultural land" is land that consistently produces and allows for a multitude of crops;
- b. the Lands were relisted for \$100,000/acre. The Appellant has 300 acres so there is no reason the Appellant should consider farming and investing in his lands if the perceived land values are so high;
- c. the Appellant was unsure of the soil classification of the Lands, but any crop in the County can be grown on the Lands;
- d. the Appellant clarified that he actually owns the two quarter sections east of the Lands;
- e. the proposed development will not directly impact agricultural production; however, if the Appellant were told that he could not spread manure or cultivate the soil, that may conflict with his operations. He advised that he could farm around it, but smaller pieces of land are less suitable for his use;
- f. the Appellant's lands are used for farming canola, wheat, barley, oat, corn for silage for the dairy farm and feed, seed potatoes for export and onions. These crops are suited to the sandy soil, and he can maintain production due to the access to water; and
- g. the Appellant's lands adjacent to the Lands are used for farming winter wheat, corn, oats and soybeans as the Appellant is trying to experiment with more lucrative crops than grain, which requires large tracts of land in order to be profitable. The Appellant stated that he could not compete with so many recreational vehicle storage facilities, which has forced him to grow higher value items because he cannot move. He believes that there are so many recreational vehicle storage facilities in the area because the taxes are significantly less than in Edmonton.

[36] The Appellant concluded his presentation by stating that discretionary uses are going to fall between agricultural uses and non-agricultural uses, but the Board should consider what the best use is for the Lands. He noted that he does produce sod, but he uses crop rotation and that sod is part of that rotation, but he also has alfalfa, corn, potatoes and other crops. He stated that there is lots of land suitable for commercial development, but the Lands are productive agricultural lands and have provided his family with generations of revenue and value. The idea that all agricultural lands will be converted to non-agricultural uses will only happen if it is allowed to happen. On the other hand, his having to move farther out for agricultural land is unsustainable. The County has said that agricultural land is valuable, so it should start protecting that land.

Those speaking in favour of the Appeal

Jason Vance

[37] Mr. Jason Vance spoke in favour of the Appeal. He lives to the northwest of the proposed development, and he is opposed to another recreational vehicle storage development using discretionary permits. Mr. Vance stated that there are seven recreational vehicle storage yards already along the highway, and he drives by two every day on Range Road 272. He believes both of those recreational vehicle storage yards are derelict junkyards, but they do have capacity for more recreational vehicles.

[38] Mr. Vance expressed his concern that the Development Permit will ensure that the Lands could not be used for agriculture again, and that the Lands will only satisfy this one use in the future. Mr. Vance argued that it provides no benefit to the County and offers no long-term jobs.

[39] Mr. Vance believes that the proposed development has more visibility than others in the area, even with the berm, which will change the landscape and put pressure on agricultural land.

Randy Jespersen

[40] Mr. Randy Jespersen spoke in favour of the Appeal. He lives to the east of the proposed development. He did not have any new issues to raise but agreed with the Appellant's and Mr. Vance's presentations.

Graham Jespersen

[41] Mr. Graham Jespersen spoke in favour of the Appeal. He is an adjacent landowner of a parcel northwest of the proposed development, and he further owns nine other quarter sections in the productive agricultural area. Although he shares the same surname as the Appellant, he is not associated with the Appellant.

[42] Mr. Graham Jespersen submitted that recreational vehicle storage yards directly impact agricultural operations because they create more flooding and runoff issues and more traffic. With the increase in traffic, people come onto the agricultural lands and take pictures and pick flowers. Although there is no direct impact on farming production, it does affect his ability to farm.

[43] Mr. Graham Jespersen was concerned that there was no consultation in respect of the impact to his operations as a result of the proposed development.

[44] Mr. Graham Jespersen stated that, if his nine quarter sections were worth as much as the Lands, perhaps he should sell his land and move away.

Nancy Goebel

[45] Ms. Nancy Goebel submitted an email to the Board. She attended the appeal by Zoom but did not speak. Ms. Goebel lives adjacent to the Lands.

[46] Ms. Goebel objects to the proposed development on the basis that:

- a. the Lands are prime farmland and a 980-unit RV storage facility adjacent to the highway makes any future residential development less desirable;
- b. there are many developments of this type in the immediate region and in view from the highway already;
- c. once farmland is converted to a commercial development, it cannot be farmland again; and
- d. Permit Notes #2 and #3 of the Development Permit should be mandatory conditions.

[47] Ms. Goebel submits that farmland should be protected so that farmers and the agri-food sector can continue to provide essential products and services.

Applicant – Jonathan Bauer

[48] Mr. Jonathan Bauer, the Applicant and one of the principals of the owner, Crossway Records Inc., made a presentation.

[49] The Applicant introduced his family as part of the community and noted that he is a fourth-generation Bauer in Parkland County. His grandfather homesteaded on the quarter section where the hearing was located and raised first-class No. 1 seed barley. His sister is and his parents were teachers in Parkland County.

[50] The Applicant stated that his family had a dream of developing a recreational vehicle storage facility, and this became Parkland RV Storage in the fall of 2018. His goal has been to have a clean, quiet and customer-focused business, and he has since achieved this goal. The Applicant informed the Board that Alberta has the highest per-capita rate of recreational vehicle owners and users, which is why there is a demand for recreational vehicle storage facilities.

[51] The Applicant noted that it was a ten-month process to attain the Development Permit due to the reviews and approvals required. His family has invested over \$30,000 into the Development Permit application alone to meet the required environmental assessments, traffic impact assessments and engineering reviews. He advised that he aims to meet all the conditions of approval under the Development Permit.

[52] The Applicant noted that section 4.4.2 of the LUB states that Recreational Vehicle Storage is an appropriate use in the AGR – Agricultural Restricted District as it is listed as a discretionary use. He noted that there are many use options for the Agricultural Restricted District, and that the Development Permit was carefully done with consideration for these uses. He further notes that the proposed development is restricted to lands outside of the Atim Creek/Big Lake Floodplain Overlay.

[53] The Applicant referenced section 5.2 of the ASP (Key County Planning Strategies) as saying that the ASP “provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses.” Recreational Vehicle Storage is a non-

agricultural discretionary use allowed under the LUB, and the ASP does not say that all agricultural land “must” be agricultural – all land is agricultural land until it is used for something else.

[54] The Applicant noted that section 7.3.5 of the ASP states that the County may approve a commercial land use in the Fringe Area if:

- a. the proposed site is suited for the proposed commercial use;
- b. the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- c. the proposed commercial use is compatible with land uses in the vicinity;
- d. the subject parcel is designated with a land use district which accommodates the commercial land use; and
- e. the proposed development is consistent with the provisions of the ASP.

[55] In consideration of the Development Appeal, the Development Authority went through and confirmed that the proposed development met these five requirements. Further, this is not the first time the Development Authority has had to review whether Recreational Vehicle Storage is a compatible and appropriate use in the Fringe Area, as demonstrated by the map of other Recreational Vehicle Storage developments on page 284/289 of the Agenda Package.

[56] The Applicant believes Recreational Vehicle Storage is an acceptable long-term transitional use that does not preclude the possible future use of the Lands for residential or other commercial uses. The City of Spruce Grove agrees as the proposed development was referred to them twice and they provided no comments.

[57] The Applicant also argued that the Lands are not prime agricultural lands as determined by the “Prime Agriculture Areas” map in the MDP and by the RAMP in its “Prime Agricultural Lands as Determined by LESA Model” map.

[58] Further, RAMP supports the proposed development. In the Message from the RAMP Chair, the RAMP Chair stated that the purpose of RAMP is to “[secure] these [prime] lands to ensure a local food source for future generations.” As shown by the “Prime Agricultural Lands as Determined by LESA Model” map, the Lands are not prime land to be secured. The Lands has been used for the last ten years by the Appellant for commercial sod production, which is considered a commercial use by Alberta Environment – growing sod on the land has not been providing a local food source to the community.

[59] Further, commercial sod production requires the significant use of fertilizers and herbicides, so there is no concern if the Applicant uses the same herbicides in lower quantities to control weeds. Noxious weeds are required to be controlled everywhere in the county no matter the use of the land. However, because the Applicant does not intend to use the Lands to grow commercial sod, the environment and the Atim Creek area will have a healthier ecosystem without extra chemicals added to the lands. The Applicant will use best practices, following all guidelines set by County Engineering and Alberta Environment.

[60] The Lands fall within the area designated as “Agriculture Co-Exists with Other Land Uses” by RAMP, which further acknowledges that “not agricultural lands in the Region can be conserved

for agriculture, and some agricultural lands may need to be fragmented and converted to other land uses.” The Applicant noted that the Lands are already fragmented.

[61] The Applicant understood that this matter is difficult for the Appellant but argued that this should not preclude him from using his land. The Appellant is not restricted to this area, and the Lands are not the only lands that can be used for agriculture.

[62] The Applicant argued that the Lands are ideal for recreational vehicle storage because it has little to no impact on surrounding properties and the use and enjoyment of those lands. The proposed development is a significant distance from any neighbour, house or structure. The Applicant has gone further and added a 10-foot-high grass berm around the perimeter of the proposed development to further screen the proposed development from view, even though it would be very beneficial to him to be highway-fronting.

[63] The Applicant noted that numerous traffic impact assessments in the County and by Alberta Transportation confirms that recreational vehicle storage generates very low traffic numbers, but he went a step further to ensure the proposed development would impact traffic as little as possible by including a turnaround in the proposed development so no RV traffic would back up onto Township Road 532A.

[64] Finally, the Applicant noted that he sent a letter to adjacent landowners on March 16, 2022, asking for their feedback on the proposed development, but the Appellant did not respond. However, from the feedback the Applicant received, he decided to relocate the proposed development on the Lands.

[65] In response to Board questions, the Applicant stated:

- a. he and his wife own Crossway Records Inc., which owns the Lands;
- b. there is no need for an amendment to the ASP under section 6.4 of the ASP because the use of Recreational Vehicle Storage is permitted under the ASP and the LUB. Section 5.2 of the ASP contemplates that the ASP “provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses”;
- c. the berm will be created from topsoil from the Lands, which will be seeded and made into a grass berm. Currently, the Lands are sod and will remain sod as a grass berm;
- d. there will be a storm pond that follows Alberta Environment guidelines. Outflow will drain from the north corner of the storm pond, going through natural vegetation before reaching Atim Creek; and
- e. the Development Authority told him in the pre-application process and after approval that his letter to adjacent landowners had been sent to the City of Spruce Grove, but that there were no comments. Rachelle Trovato, a senior planner, also reviewed the ASP.

[66] The Applicant concluded by stating that the Development Permit should be upheld, because Recreational Vehicle Storage was an appropriate use in the Fringe Area. The Lands are not prime agricultural lands, and not all lands can be used for agriculture. Agricultural lands

coexist with non-agricultural uses. He ended by reading a letter of support from adjacent owners of his other business, Parkland RV Storage.

Those speaking in favour of the Applicant

Paul Hanlan

[67] Mr. Paul Hanlan spoke in favour of the Applicant. He is the principal of SV Planning & Development, and he was previously a development manager for Spruce Grove and Parkland County. Mr. Hanlan noted that the work on the ASP and the Fringe Area was done in the early 2000s.

[68] Mr. Hanlan stated that out of Parkland County's 590,500 acres, a negligible amount is used for RV storage. He believes the County has done a great job balancing agricultural land protection with transition uses, but more importantly, there are no limits in the statutory plans regarding the amount of storage areas. It falls to the development staff to address what conditions should be imposed.

[69] Mr. Hanlan argued that whether the Appellant sells his land is not a planning matter, and that a price of \$100,000 for the Lands is speculative. Mr. Hanlan argued that the Board should not consider whether the Appellant will sell their land.

[70] Mr. Hanlan then provided a history of the Lands. He noted that the Lands are bisected by a creek, which naturally fragmented the Lands. When a road was later built, this further fragmented the Lands. Twenty years ago, a storm pond was added which again fragmented the Lands. Mr. Hanlan stated that the transition of the Lands to non-agricultural uses occurred ten years ago when the Lands became a sod farm. A sod farm is considered a commercial activity, not an agricultural activity.

[71] Mr. Hanlan also stated that he was told that anything less than 80 acres of land is fragmented and not suitable for agricultural production, although he admitted that he was not an agriculture expert.

[72] Mr. Hanlan noted that the Applicant agreed to all the conditions of approval of the Development Permit. In response to Mr. Graham Jespersen's concerns about flooding, Mr. Hanlan noted that that is why the conditions to the Development Permit exist, and he further noted that the County needs to ensure the satisfaction of the conditions on an ongoing basis. If there is an issue with respect to complying with conditions, that is an enforcement matter, and the County would follow up and investigate.

FINDINGS OF FACT

[73] In addition to the specific facts set out under the Board's reasons, the Board finds the following as facts.

[74] The Lands are located at SW-16-53-27-W4, municipally described as 53203 Range Road 274, Parkland County.

[75] The appeal was filed on January 3, 2023.

[76] The Appellant is the affected person.

[77] Those speaking in support of the appeal and those speaking in opposition to the appeal are affected persons.

REASONS

Affected Persons

[78] The Board must determine whether those appearing and speaking before the Board are affected persons. The Board notes that there was no objection made to those making submissions to the Board; however, the Board wishes to review this issue for completeness.

[79] The Appellant is the immediately adjacent land owner. Due to his proximity to the proposed development, the Board finds that he is affected by the proposed development.

[80] The Applicant is the applicant for the development permit. Since it is the Applicant's permit under appeal, the Board finds that the Applicant is affected by the proposed development.

[81] All of those speaking in favour of the appeal live in close proximity to the proposed development. The evidence was that they live in relatively close proximity to the proposed development. Due to their proximity, the Board finds that they are affected by the proposed development.

[82] Mr. Hanlan is the principal of SV Planning and Development. He worked with Mr. Bauer on the application for the development permit. Since he assisted Mr. Bauer, the Board was prepared to consider his evidence as it is relevant to the questions.

[83] The Board notes that the Appellant referred to a letter from neighbours to his existing RV storage facility. The Board is of the view that the persons listed in the letter (page 287/289) are not affected by the proposed development. The Board placed little to no weight on this letter for that reason and because their comments are predominantly in relation to the Applicant. The Board is tasked with determining whether the permit for the proposed development should be issued and is not tasked with any evaluation of the Applicant himself.

Jurisdiction and Issues to be decided

[84] The Board's jurisdiction is found in section 687(3) of the MGA.

687(3) In determining an appeal, the board hearing the appeal referred to in subsection (1)

(a) repealed 2020 c39 s10(52);

(a.1) must comply with any applicable land use policies;

(a.2) subject to section 638, must comply with any applicable statutory plans;

- (a.3) subject to clauses (a.4) and (d), must comply with any land use bylaw in effect;
- (a.4) . . .
- (b) . . .
- (c) may confirm, revoke or vary the order, decision or development permit or any condition attached to any of them or make or substitute an order, decision or permit of its own;
- (d) may make an order or decision or issue or confirm the issue of a development permit even though the proposed development does not comply with the land use bylaw if, in its opinion,
 - (i) the proposed development would not
 - (A) unduly interfere with the amenities of the neighbourhood, or
 - (B) materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land,
 - and
 - (ii) the proposed development conforms with the use prescribed for that land or building in the land use bylaw.

[85] In its decision, the Board must determine:

- a. Does the proposed development comply with the applicable statutory plans?
- b. What is the nature of the use?
- c. Is the proposed development compatible with adjacent uses?

[86] In making this decision, the Board has examined the provisions of the MGA and has considered the oral and written submissions made by and on behalf of those who provided evidence: the Development Authority and the Appellant, and the witnesses who spoke on behalf of the Appellant, as well as the Applicant and those who spoke in opposition to the appeal.

Does the proposed development comply with the applicable statutory plans?

[87] The first question the Board must address is whether the proposed development complies with the applicable statutory plans.

[88] The Appellant argued that the proposed development was inconsistent with 2 of the County's statutory plans. First, the Appellant referenced provisions of the County's Municipal Development Plan as shown in the ASP:

The Fringe Area is a strip of land, one-half mile wide, along the north side of Highway 16 of intermunicipal importance to both the County and the City of Spruce Grove. The Fringe Area is restricted to agricultural uses unless otherwise provided for in an amendment to this area structure plan or through another more site specific area structure plan. In either case, the process will require extensive participation by the City of Spruce Grove. (page 152/289)

City of Spruce Grove

The City of Spruce Grove borders the plan area for three miles along Highway 16. Within the City, the Municipal Development Plan designates future residential development and environmental management areas. The latter category includes the environmentally significant Atim Creek, the terrain immediately adjacent to the creek and some upland areas along the stream course. A portion of the residential lands includes open space for the existing golf course. The City of Spruce Grove MDP contains policies that promote intermunicipal co-operation and communication on development matters. The goal is to foster cooperation where mutual interests are at stake. Some of the objectives include the conservation of shared natural environmental assets, to encourage the protection of rural vistas outside the City's boundary, to discourage incompatible land uses in the fringe areas and to ensure continuity in transportation systems. (page 153/189)

4.9 Major Planning Issues

During the course of community consultation a number of land use and related planning issues were identified. The more significant are summarized below by general category.

Considerable development pressure

- proximity to cities and towns and accessibility via paved highways
- scenic rural amenities attractive for country residential development
- cost implications for the County regarding road upgrades and other infrastructure improvements
- for sites that have limitations for farming, but often similarly for development
- *marginal agricultural lands interpreted as having high potential for nonagricultural development*

. . .

Security of Agriculture

- increasing land value (inhibits farm expansion; promotes sale of land for
- non-farm uses)
- *fragmentation of agricultural land*
- *encroachment by non-farm uses on farm operations and lands*
- increasingly difficult for intensive livestock operations to expand and establish

. . . (pages 156-157/289)

(emphasis added)

Parkland County's Municipal Development Plan (Bylaw #38-98) emphasizes the following strategic community planning intent for the County as a whole:

Parkland County intends to facilitate choices for rural residential living and beneficial economic development, including measures to promote the continued viability of agriculture, through the allocation of compatible land uses, the conservation of resources and the environment, and the effective provision of municipal services and infrastructure." (page 158/289)

5.2 Key County Planning Strategies

MDP – Agriculture Strategy: To maintain the significance of agriculture to the economy and way of life of the County, and therefore encourage the enhancement of the viability of the agricultural industry through the conservation of productive farmlands and the diversification of the agricultural industry.

Structure Plan: provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses. (page 158/289)

[89] The Appellant argued that the above references to the County's MDP illustrated that the overall intention was for the Lands to remain in agricultural production. The Appellant argued that the proposed development, which was commercial in nature, was contrary to the preservation of agricultural lands.

[90] In response, the Applicant argued that s. 6.1 of the ASP (page 160/289) evidenced the County's desire to have agriculture be preserved until other uses were implemented.

6.1 Key Elements

The key elements of the Atim Creek North Area Structure Plan land use strategy are:

- (1) to provide for country residential expansion in a manner compatible with the infrastructure and water resources of the area;
- (2) *to provide for a variety of agricultural operations until the lands they occupy are developed for residential or other non-agricultural uses;*
- (3) to conserve sensitive environmental features;
- (4) to protect major transportation and utility infrastructure from encroachment. While the key element of the Plan is to provide for the expansion of country residential areas, the elements reflect the diversity of the area's topography, amenities and sensitive features *while providing for agriculture as a transition use.* (emphasis added)

[91] The Board notes that the Development Authority has referred to County Bylaw 2017-14 as the County's current MDP and at page 12/289 has referenced that the Lands are in a Rural Agricultural Area, and are in a high priority Landscape, but are not in a Prime Agricultural Area or a Prime Recreation or Tourist Area. The Appellant also referred to the fact that the MDP does not identify the Lands as Prime Agricultural Area.

[92] The Board finds as a fact that the references to the MDP found in the ASP are to a previous version of the County's MDP, and not the most current version, which is bylaw 2017-14. The Board did not place much weight on the references to an outdated MDP shown in the ASP. The Board notes that it must apply current bylaws. The Board examined the current MDP, section 4 to determine if the proposed development was inconsistent with the MDP.

[93] The Board notes that, as stated by the Applicant, the Lands are not within the Prime Agricultural Areas identified in Figure 9. In making this observation, the Board recognizes that the Lands, as well as the lands farmed by the Appellant, are productive agricultural lands. The Board accepts the uncontradicted evidence of the Appellant and those speaking in favour of the appeal that the Appellants have a long history of successful agricultural use of their lands, including using it for a variety of crops. The point to be made with this observation is that the County has established policies to minimize the conversion of high capability agricultural lands. Even so, the language of the current MDP is not mandatory. Section 4.1.2.c uses the word

“should” which the MDP defines as “SHOULD – a directive term that indicates a preferred outcome or course of action but one that is not mandatory”. (see page 05 of the MDP¹). In the absence of mandatory language preventing the use of agricultural land for a non-agricultural use, the Board cannot find that the proposed development is contrary to the MDP.

4.1.2.c The conversion of high capability agricultural lands to non-agricultural uses should be minimized to support continued agricultural production.

[94] The Board then turned to an examination of the ASP. The Appellant referenced the above sections, as well as s. 6.4 (below), in support of his argument that the use of the Lands for a non-agricultural purpose is contrary to the ASP. The Appellant and the Applicant agree that the lands are in the Fringe Area identified in the ASP. There was no evidence that there has been an amendment to the ASP, or a more specific ASP superseding the ASP.

6.4 Fringe Area The Fringe Area covers lands deemed to be of intermunicipal interest to the County and Spruce Grove. Unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan, the lands in the Fringe Area are for agriculture, preferably extensive in nature, dairy operations or horticulture.

6.4.1 The use of land within the Fringe Area will be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan. (page 161/289)

[95] In response, the Applicant argued that s. 7.3.5 of the ASP authorized the use of the Lands for a commercial use.

7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if:
(a) the proposed site is suited for the proposed commercial use;
(b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
(c) the proposed commercial use is compatible with land uses in the vicinity;
(d) the subject parcel is designated with a land use district which accommodates the commercial land use; and
(e) the proposed development is consistent with the provisions of this Plan. (page 167-168/289)

[96] In examining the ASP, the Board noted that there were provisions dealing with the interpretation of the word “will”. In examining the interplay between section 6.4.1 and 7.3.5, the Board notes that s. 6.4.1 says the Lands “will be agricultural”. The Board does not find the use of the words “will be” as importing a mandatory intention. If a mandatory intention had been desired by Council, it could have used the words “must” or “shall” as it did in other sections, for example see 7.10.5 of the ASP (page 176-289).

¹ <https://www.parklandcounty.com/en/county-office/resources/Documents/MDP/Bylaw-2017-14-Municipal-Development-Plan-high-resolution.pdf>.

[97] The Board must reconcile s. 6.4.1 and s. 7.3.5. The Board interprets s. 6.4.1 to be an expression of the County's intention to have agricultural use as the main use. However, the ASP itself provides an "override" to that intention. S. 7.3.5 provides that the County *may* approve a commercial land use in the Fringe Area, provided that the 5 elements of s. 7.3.5 are met. If all 5 elements are not met, then the Board could conclude that the "override" clause (s. 7.3.5) is not engaged and the proposed development is contrary to the ASP. However, if the 5 elements are met, then the Board can conclude that the proposed development is consistent with the ASP.

[98] The Board now turns to an examination of each of the 5 elements.

- a. Is the proposed site suited for the proposed commercial use?

The proposed use is "recreational vehicle storage". The Appellant and the Applicant appeared to agree that the proposed use was commercial in nature. In regard to whether the Lands are suited for the use, the Applicant argued that the lands are suited for commercial use:

- due to their proximity to the City of Spruce Grove and the absence of objection from the City;
- their identification as not being prime agricultural land;
- the location of other Recreational Vehicle Storage facilities in the area.

The Board did not receive any evidence that the Lands are unsuited for recreational vehicle storage. The Board accepts the argument of the Applicant regarding the suitability of the Lands for a commercial use and based on the above, finds as a fact that the Lands are suitable for the proposed commercial use.

- b. Is the proposed site separated from other commercial uses to avoid the creation of a commercial node?

The map at page 132/289 shows that the surrounding land uses appear to be agricultural in nature. There was no evidence before the Board that there were other commercial uses near the proposed development. Therefore, the Board finds as a fact that the proposed site is separated from other commercial uses to avoid the creation of a commercial node.

- c. Is the proposed commercial use compatible with land uses in the vicinity?

In relation to the word "vicinity", the Board notes that this word is not defined in the ASP. The Board finds that "vicinity" in the context of this issue is broader than just the immediately adjacent properties. To limit the examination of compatibility to just immediately adjacent uses would be very limiting. The Board is of the view that it should be looking a bit more broadly at this issue and not with such a limited scope of only the properties immediately adjacent to the Lands.

For the reasons set out in more depth at paragraphs [100] to [108] below, the Board finds that the Recreational Vehicle Storage use is compatible with the land uses in the vicinity.

- d. Is the subject parcel designated with a land use district which accommodates the commercial land use?

The evidence of the Development Authority is that the district is Agricultural Restricted District (AGR) (see page 111/289) and that the use of recreational vehicle storage is a discretionary use in the AGR district (see page 112/289). Since the use is discretionary in the district, the Board finds that the Lands are zoned to accommodate the commercial land use.

- e. Is the proposed development consistent with the provisions of the ASP?

As set out above, the Board finds that there is an express recognition in the ASP that the County can authorize a commercial use within the Fringe Area, provided that the conditions of s. 7.3.5 are met.

What is the nature of the use?

[99] The Board must address the nature of the use. As set out above in paragraph [98]d, Recreational Vehicle Storage is a discretionary use in the AGR district.

Is the proposed development compatible with the adjacent uses?

[100] Having concluded that the use (Recreational Vehicle Storage) is a discretionary use, the Board must assess the compatibility of the proposed development with adjacent uses. This analysis of compatibility is also required for the Board's evaluation of s. 7.3.5.c of the ASP. The following analysis applies to the

[14] The object and purpose of a discretionary use is to allow the development authority to assess the particular type and character of the use involved, including its intensity and its compatibility with adjacent uses.²

[101] The first point to be addressed is that the above quote references "adjacent uses", while the ASP references uses in the "vicinity". The Board is of the view that the word "adjacent" set out in the above quote is meant to refer not just to uses immediately adjacent to a proposed development since there may be impacts of a development which extend beyond the immediate neighbours. In considering the impact of a proposed development, the Board is of the view that it can consider the impact in the vicinity. This provides the Board with the latitude to consider the immediately adjacent lands, and other lands which might or might not be impacted by the proposed development.

² Rosedale Community League (1974) v. Edmonton (Subdivision and Development Appeal Board), 2009 ABCA 261.

[102] The evidence before the Board is that there are 6 other Recreational Vehicle Storage facilities (see page 284/289). The Board heard no evidence about the impact that adding a 7th Recreational Vehicle Storage facility might have on the adjacent uses of lands (i.e., the additional density of an additional facility), nor did the Board hear any evidence of any negative impact that those existing 6 facilities have on their adjacent or neighbouring uses.

[103] The Appellant did not provide specific impacts of the proposed development on his lands, arguing about the preservation of agricultural lands and the impact of fragmentation of land on agriculture. The Board acknowledges the concerns raised by the Appellant and supported by those speaking in favour of the appeal. However, it is the County which makes the policy choices in its statutory plans to preserve agricultural land, prevent premature fragmentation of agricultural lands and to prevent certain kinds of development in specific areas.

[104] The Appellant did not indicate how having a recreational vehicle storage would negatively affect his ability to farm his land (located to the east of the Lands). However, those speaking in favour of the appeal did list some considerations suggesting possible incompatibility. The Board will address those concerns.

[105] The first concern identified was one of traffic impact arising from users of the proposed development coming to and from the Lands. The evidence before the Board was that the Applicant has provided a Traffic Impact Assessment (this TIA starts at page 68/289). The TIA does not identify any significant concerns regarding the proposed development. The Board prefers the more specific evidence contained in the TIA over the more general statements made by those speaking in support of the appeal. Further, the Board notes that the Applicant has indicated that he will be providing a turn around so that RV traffic would not back up onto Township Road 532A, with an aim to impact traffic as little as possible. Since the turn around area is identified at page 22/89 and is part of the approved plan, the Applicant will need to construct it and it should assist in alleviating any traffic impacts. The Board finds that there is insufficient evidence to establish that any traffic impacts would cause an incompatibility of the proposed use with the neighbouring uses.

[106] Those speaking in favour of the appeal mentioned concerns regarding run off from the proposed development. The Board accepts that this is a valid consideration in considering compatibility. However, the statements of those speaking in favour of the appeal was quite general. The Board has weighted those statements against the specific conditions and information contained in the package. At page 24/289, there are details of the storm pond and specific requirements to address storm water drainage. The Applicant provided a Stormwater Management Report prepared by an engineer (starting at page 50/289) which concludes that the storm pond should be sufficient to deal with storm water drainage. The Board prefers the specific evidence contained in the Stormwater Management Report to the generalized concerns expressed by those speaking in favour of the appeal and finds as a fact that the handling of storm water from the Lands arising from the proposed development will not cause any incompatibility with neighbouring uses.

[107] Those speaking in favour of the appeal also suggested that there may be some visual impacts from the proposed development. The Applicant advised that he would add a 10-foot-high grass berm around the perimeter of the proposed development to further screen the

proposed development from view. Further, the Board examined the photos submitted by the Applicant (see Exhibit 9). Those photographs show the view to the neighbouring residences. The Board finds that the distances, as well as the existence of the berm will minimize any visual impact from the proposed development.

[108] Those speaking in favour of the appeal also suggested that some of the people who use the proposed development may trespass onto their property, stating that he had had people come to his lands and pick his flowers. The Board notes that the concerns pre-existed the proposed development and cannot be tied specifically to the proposed development. The Board does not accept that this concern would result in the incompatibility of the proposed development with neighbouring uses.

[109] The Board noted that the Appellant commented specifically on the value of the Lands, and the tax inequalities between rates paid within the County and that paid within Edmonton (but without mentioning specifics or providing details of taxation rates). The Board placed no weight on these comments. The Board acknowledges that the Lands may have a significant purchase price and that there may be a tax rate differential. However, these factors are not related to whether there is compatibility of the proposed use of Recreational Vehicle Sales on the Lands, and the uses of neighbouring properties.

Conclusion

[110] For the above reasons, the Board dismisses the appeal and issues the development permit subject to the conditions set out at paragraph [9], above.

[111] Issued this 8th day of February, 2023 for the Parkland County Subdivision and Development Appeal Board.



B. Williams, Clerk of the SDAB, on behalf of D. Smith, Chair
SUBDIVISION AND DEVELOPMENT APPEAL BOARD

This decision may be appealed to the Court of Appeal of Alberta on a question of law or jurisdiction, pursuant to Section 688 of the Municipal Government Act, RSA 2000, c M-26.

APPENDIX "A" REPRESENTATIONS

PERSON APPEARING

1. Karen Kormos, Manager, Development Planning & Safety Codes
2. Corey Jespersen, Appellant
3. Jason Vance
4. Randy Jespersen
5. Graham Jespersen
6. Jonathan Bauer, Applicant
7. Paul Hanlan, SV Planning & Development

APPENDIX “B”
DOCUMENTS RECEIVED AND CONSIDERED BY THE SDAB:

January 30, 2023 Agenda Package			
Exhibit	Description	Date	Pages
1.	Agenda Coversheet	January 26, 2023	1
2.	Table of Contents	January 26, 2023	2
3.	Notice of Appeal	January 3, 2023	8
4.	Hearing Notification	January 12, 2023	9-10
5.	Submission of the Development Authority	January 24, 2023	11-141
6.	Submission of the Appellant	January 23, 2023	142-265
7.	Submission in Support of the Appeal	January 17, 2023	266-268
8.	Submission of the Applicant	January 24, 2023	269-289

December 09, 2024

Applicant

Jonathan Bauer [REDACTED]
[REDACTED]

Crosswaydevelopments@gmail.com

RE: Development Permit Application No. - PLDPC20240788 - **DEEMED REFUSED**
Subject Property - W4-27-53-16-SW (the "Lands")

In accordance with Section 683.1(8) of the *Municipal Government Act* and Section 1.8 and 16.3(12) of the LUB, this Application is deemed to be refused because the information and documents required were not provided. The outstanding documents and information are necessary for the Development Authority to review the Application. The failure to provide outstanding information and documents means the Development Authority cannot properly assess and evaluate the Application to determine if the proposed development is suitable.

On October 03, 2024 you provided Parkland County Planning & Development Services (the "Development Authority") with a complete development permit application (the "Application") for a "Development Permit - Commercial / Industrial Institutional" on the Lands (the "Application"). On December 09, 2024 your application was deemed incomplete pursuant to section 683.1(6) of the *Municipal Government Act* and as the Applicant, you were notified by formal correspondence (on November 21, 2024) which outlined the information and documents missing from your application and required by Parkland County Land Use Bylaw 2017-18

The application revisions submission by the applicant included the following documents and information:

- Engineering Revisions
- Fire Services Revisions
- Darky Sky Compliant Lighting Details

I have reviewed the information and documents received by the Development Authority on 12/04/2024 and I have deemed the Application remains **incomplete**. Specifically, the Application is missing the following information and documents required by the LUB:

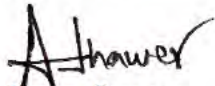
The Application is missing the following documents and information:

- The applicant didn't address the Development Planning concerns outlined in the revision letter sent on November 21, 2024 (see attached letter).

Pursuant to Section 684(4) of the *Municipal Government Act*, Section 640(5) of the *Municipal Government Act* does not apply. This means that you may make another application for the same or similar use on the same lands and the 12-month moratorium on applications does not apply. However, should you wish to appeal this decision or to make an inquiry regarding the appeal process, please contact the Subdivision and Development Appeal Board (SDAB) by **January 03, 2025** at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of \$200.00 must be paid for an appeal served on the SDAB by the applicant.

If I can provide any further information to you, please feel free to contact me at 780-968-8888 ext. 8212 or aman.jhawer@parklandcounty.com.

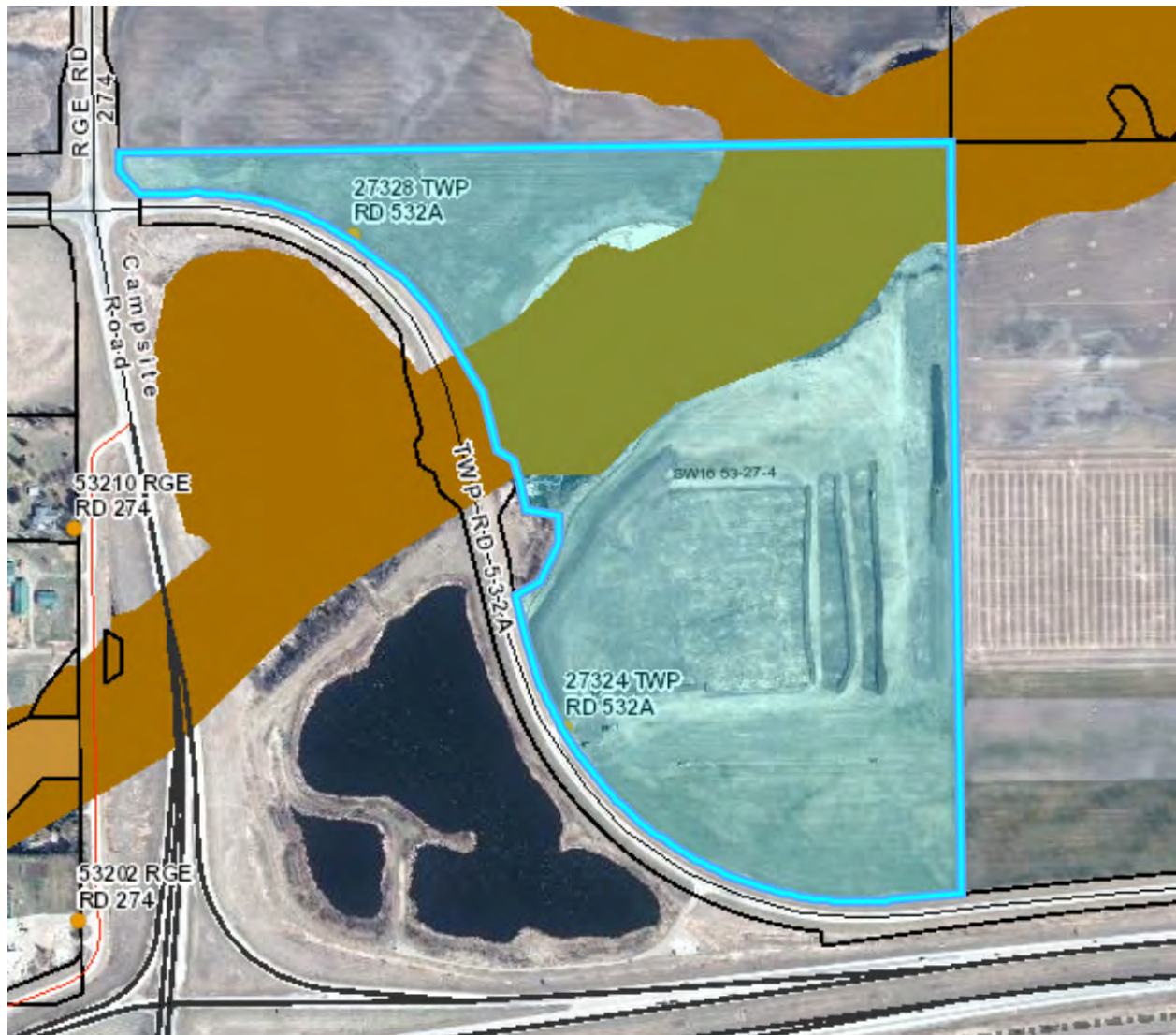
Thank-you,



Aman Jhawer
Development Authority

EXHIBIT #1 – SW 16-53-27-W4

NORTH





**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT**Application No: 22-D-388
Roll: 651000

Applicant(s)

Jonathan Bauer
[REDACTED]

On October 31, 2022, the Development Authority deemed your application complete. In reviewing your application and associated submittals for the Development described as "RV/Boat/Trailer Storage Facility for 980 Units", the Development Authority determined the use to be for RECREATIONAL VEHICLE STORAGE.

The subject property is located at 53203 RGE RD 274 , legally described as W4-27-53-16-SW, and is within the Agricultural Restricted District.

This Development Permit APPROVAL authorizes the RECREATIONAL VEHICLE STORAGE as a DISCRETIONARY USE in accordance with Section 4.4 of Parkland County Land Use Bylaw 2017-18. In accordance with Section 16.14.1 of Parkland County Land Use Bylaw 2017-18, this Development Permit is not valid unless and until:

- Any conditions, except those of a continuing nature, have been fulfilled; and,
- No notice of appeal has been served by the Applicant or adjacent landowners on the Subdivision and Development Appeal Board in accordance with the Municipal Government Act s.686(1).

This approval is subject to the following conditions:

CONDITIONS	
1.	The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2.	The site shall be kept in a neat and orderly manner.
3.	As per Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
4.	The display or placement of signage on the premises shall be in accordance with Subsection 15.3 as per Parkland County's Land Use Bylaw 2017-18.
5.	The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
6.	Storage shall be contained to the area as shown on the site plan submitted. This area shall be fenced with a minimum 6' chain link.
7.	The applicant is responsible to ensure the property is securely gated and locked when not in use.
8.	This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted;
9.	There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
10.	The applicant shall preserve all existing stands of trees and shrubbery outside the development area for environmental and sound attenuation purposes.
11.	The applicant must submit a Property Access Approach Application to LDE@parklandcounty.com for the proposed approach improvements to TWP RD 532A. The application must include turning movements to support the 12m width recommended in the August 20, 2022 Traffic Impact Brief.
12.	Both onsite and offsite drainage shall not have a negative impact or direct drainage flow onto adjacent properties, as per Parkland County Engineering Design Standards.
13.	All Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. All measures shall be placed within the titled property.
14.	A Final Grading Certificate (Lot Grading Certificate) authenticated by a Professional Engineer or Alberta Land Surveyor shall be submitted for review and acceptance by Parkland County at the completion of work.
15.	No development shall occur within the Atim Creek / Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model.
16.	Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
17.	Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.

The applicant is advised of the following permit notes:

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: 22-D-388
Roll: 651000

PERMIT NOTES	
1.	Soil erosion and control measures should be implemented during construction activities to minimize any potential for soil sediments migrating off the subject property. Revegetate exposed soil areas as soon as practicable. All seed mixes must be certified weed free as per Canadian Standards.
2.	Implement weed control measures as outlined in the approved weed control plan to address noxious or prohibited noxious weeds if they are present on the subject property. Weed management for this site should follow the guidelines for weed management on industrial sites. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.
3.	The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act. The applicant should minimize the amount of undisturbed area required for vegetation clearing. Clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.
4.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
5.	The applicant is responsible to obtain a Haul Agreement from Parkland County Public Works at 780-968-8448.
6.	The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).
7.	The applicant is responsible to obtain any Provincial approval which may be required. All improvements relating to or impacting overland drainage must be compliant with Alberta Environment and Parks (AEP) Regulations, Acts, and Guidelines. The applicant must provide a copy of AEP Water Act approval for any discharge from the stormwater pond into the wetland area north of the site.
8.	All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.

This decision was issued on December 09, 2022

If no notice of appeal is served, the permit will come into effect on :
January 4, 2023



Seghan MacDonald
Development Planner II
Development Authority

The development must be started and diligently pursued within twelve (12) months from the Date of Decision, unless otherwise specified on this development permit approval or in the conditions of the development permit approval. If the authorized development is not commenced, the approval ceases and this permit is deemed void, expired and without effect

DO YOU WISH TO APPEAL THIS DECISION?

This decision may be appealed to the Subdivision and Development Appeal Board within twenty-one (21) days after the Date of Decision pursuant to Section 686 of the Municipal Government Act, RSA 2000, CM-26.

For inquiries regarding the appeal process or to submit an appeal, please contact Parkland County Legislative Services at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of \$200.00 must be paid for an appeal served on the Subdivision and Development Appeal Board by the applicant.

**SUBDIVISION AND DEVELOPMENT APPEAL BOARD
PARKLAND COUNTY**

Legislative Services, Parkland County Centre
53109A HWY 779
Parkland County, AB T7Z 1R1
Telephone: (780) 968-8471
Email: sdab@parklandcounty.com

HEARING DATE: January 30, 2023
FILE NO.: 22-D-388

Notice of Decision of Subdivision and Development Appeal Board

INTRODUCTION

[1] The Development Authority of Parkland County (the "Development Authority") issued a development permit for a Recreation Vehicle Storage (RV/Boat/Trailer/Storage Facility) for 980 Units for property located at 53203 Range Road 274, legally described as SW-16-53-27-W4 ("the Lands"). The applicant for the development permit was Jonathan Bauer as principal for Crossway Records Inc.

[2] On January 3, 2023, Corey Jespersen (the "Appellant") filed an appeal of the development permit.

[3] The Subdivision and Development Appeal Board (the "Board") held the appeal hearing on January 30, 2023, in person.

PRELIMINARY MATTERS

A. Board Members

[4] At the outset of the appeal the Chair requested confirmation from all parties in attendance that there was no opposition to the composition of the Board hearing the appeal. None of the persons in attendance had any objection to the members of the Board hearing the appeal.

B. Exhibits

[5] At the beginning of the hearing the Chair asked if everyone in attendance had the hearing package prepared for the hearing.

[6] In response to a Board question about whether any of the parties had any more information they wished to submit, the Applicant advised that he wished to submit his speaking notes. Following distribution of the document, none of the parties in attendance had any objection to the document and the Board marked the Applicant's speaking notes as exhibit 9.

C. Miscellaneous

- [7] There was no request for an adjournment of the hearing.
- [8] There were no objections to the proposed hearing process.

DECISION OF THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD

[9] The Board denies the appeal. The Board varies the Development Permit by modifying the conditions. The Development Permit is subject to the following conditions and Permit Notes:

1. The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2. The site shall be kept in a neat and orderly manner.
3. In accordance with Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
4. The display or placement of signage on the premises shall be in accordance with Subsection 15.3 in accordance with Parkland County's Land Use Bylaw 2017-18.
5. The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
6. Storage shall be contained to the area as shown on the site plan submitted. This area shall be fenced with a minimum 6' chain link.
7. The applicant is responsible to ensure the property is securely gated and locked when not in use.
8. This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted.
9. There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
10. With the exception of trees required to be removed as set out in the traffic impact assessment, the applicant shall preserve all existing stands of trees and shrubbery outside the development area, for environmental and sound attenuation purposes.
11. The applicant must submit a Property Access Approach Application to LDE@parklandcounty.com for the proposed approach improvements to TWP RD 532A.

The application must include turning movements to support the 12m width recommended in the August 20, 2022 Traffic Impact Brief.

12. Both onsite and offsite drainage shall not have a negative impact or direct drainage flow onto adjacent properties, as per Parkland County Engineering Design Standards.
13. All Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. All measures shall be placed within the titled property.
14. A Final Grading Certificate (Lot Grading Certificate) authenticated by a Professional Engineer or Alberta Land Surveyor shall be submitted for review and acceptance by Parkland County at the completion of work.
15. No development shall occur within the Atim Creek / Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model.
16. Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
17. Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.
18. Soil erosion and control measures should be implemented during construction activities to minimize any potential for soil sediments migrating off the subject property. Revegetate exposed soil areas as soon as practicable. All seed mixes must be certified weed free as per Canadian Standards.
19. The applicant is responsible to obtain a Haul Agreement from Parkland County Public Works at 780-968-8448.
20. The applicant is responsible to obtain any Provincial approval which may be required. All improvements relating to or impacting overland drainage must be compliant with Alberta Environment and Protected Areas (AEPA) Regulations, Acts, and Guidelines. The applicant must provide a copy of AEPA Water Act approval for any discharge from the stormwater pond into the wetland area north of the site.
21. All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.

PERMIT NOTES

1. Implement weed control measures as outlined in the approved weed control plan to address noxious or prohibited noxious weeds if they are present on the subject property. Weed management for this site should follow the guidelines for weed management on industrial sites.
2. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.
3. The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act. The applicant should minimize the amount of undisturbed area required for vegetation clearing. Clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act.
4. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.
5. It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
6. The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).

SUMMARY OF HEARING

[10] The following is a brief summary of the oral and written evidence submitted to the Board. At the beginning of the hearing, the Board indicated that it had reviewed all the written submissions filed in advance of the hearing.

Development Authority

[11] The subject Lands are legally described as SW-16-53-27-W4 and its municipal address is 53203 Range Road 274. The Lands are located within the AGR – Agriculture Restricted District of the Parkland County Land Use Bylaw No. 2017-18 (the "LUB"), and a portion of the lands are in the ABO – Atim Creek/Big Lake Floodplain Overlay as defined in the LUB.

[12] On September 7, 2022, the Development Authority received an application for a 980-unit RV/Boat/Trailer Storage Facility on the Lands. The Development Authority determined the Use Class to be Recreational Vehicle Storage, which is defined in the LUB as:

Recreational Vehicle Storage – means development of a yard for the outdoor storage of more than five Recreational Vehicles or Recreational Equipment or combination thereof.

This use does not include the sale, service, restoration, inspection and/or mechanical repair of the recreational units.

[13] The LUB categorizes Recreational Vehicle Storage as a discretionary use in the Agriculture Restricted District.

[14] In reviewing the application, the Development Authority considered the following:

- a. the proposed land use;
- b. the relevant planning documents; and
- c. compatibility with adjacent uses.

[15] With respect to proposed land use, Recreational Vehicle Storage is a discretionary use within the AGR – Agriculture Restricted District. The proposed development meets the requirements for Recreational Vehicle Storage as outlined in Section 12.14 of the LUB.

[16] A portion of the parcel is located within the ABO – Atim Creek/Big Lake Floodplain Overlay. The purpose of the Atim Creek/Big Lake Floodplain Overlay is to provide for the safe and efficient use of lands within the defined floodplain area through the regulation of future land use. Recreational Vehicle Storage is not a permitted or discretionary use within the Atim Creek/Big Lake Floodplain Overlay. However, all development was restricted to lands outside of the identified boundaries of the Atim Creek/Big Lake Floodplain Overlay.

[17] With respect to relevant planning documents, the Development Authority considered the Municipal Development Plan 2017-14 (the "MDP") and the Atim Creek Area Structure Plan (the "ASP").

[18] The Lands are in the Rural Area and immediately adjacent to the Metropolitan Area as identified in the MDP Development Concept. The Lands have low-capacity soil and are located along Highway 16.

[19] The Lands are within a High Priority Landscape. The Applicant submitted a Desktop Biophysical Assessment to support development within a High Priority Landscape as identified in the MDP. The results of the Desktop Biophysical Assessment indicate that the proposed development is anticipated to have a low to moderate impact on the environment. No development will occur within the Atim Creek/Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model, and erosion and sediment control measures shall be in place throughout the life of the project.

[20] The lands are considered agricultural lands and are located within the Fringe Area as identified in the ASP. Section 7.3.5 of the ASP provides that the County may approve a commercial use if the proposed commercial use is compatible with land uses in the vicinity and if the subject parcel is designated with a land use district which accommodates the commercial land use. Section 7.9.6 of the ASP provides that, when approving a development for a non-agricultural use, the County will seek to minimize the parcel size and area to be developed for non-agricultural use.

[21] With respect to compatibility with adjacent uses, the Development Authority is of the opinion that the proposed development is compatible with surrounding adjacent land uses. The adjacent lands are primarily used for agricultural purposes, the proposed development will have a 10-foot berm surrounding the development for visible screening and noise attenuation, and the Lands are in close proximity to a major highway. The use of the Lands is compatible due to the proposed screening measures, and there is no undue interference on adjacent surrounding parcels.

[22] On December 9, 2022, the Development Authority approved Development Permit 22-D-388. Under Section 16.9 of the LUB, the Development Authority may issue a Development Permit with or without conditions for a discretionary use if the application conforms to the LUB. For this application, the proposed use is a use that can be considered on the Lands, and the items submitted in support of the application met the listed regulations for Recreational Vehicle Storage under Section 12.14 of the LUB.

[23] In response to Board questions, the Development Authority stated:

- a. the Development Authority primarily based its compatibility assessment on the location of the parcel in relation to Highway 16 and the City of Spruce Grove and the fact that there would be no employees coming or going from the Lands;
- b. the Applicant had to reconfigure its site plan in order to accommodate the Atim Creek/Big Lake Floodplain Overlay and the riparian setbacks under the Riparian Setback Matrix Model;
- c. "maintenance" was not a defined term under the ASP or LUB, but it meant that there could only be storage of RV units on the Lands and no work, winterization or fixing up of RVs;
- d. the Development Authority used section 7.3.5 of the ASP to justify granting the Development Permit in the Fringe Area as the proposed site is separated from other commercial uses. Further, the Development Authority took sections 7.9.1 and 7.9.6 of the ASP into consideration by minimizing the parcel area to be developed for the non-agricultural use;
- e. the Development Authority reviewed the entire ASP in making its decision and was not limited to one section. The Development Authority identified section 6.4.1, but took the whole document into consideration, including the part regarding non-agricultural uses in section 7.3.5; and
- f. the Development Authority's consultation with the City of Spruce Grove was sufficient. The Development Authority notified the City of Spruce Grove about the Development Permit decision, and there was no response from the City of Spruce Grove.

Appellant – Corey Jespersen

[24] Mr. Corey Jespersen, the Appellant, made a presentation. The Appellant stated that his family farms the area immediately west of the proposed development.

[25] The Appellant stated that he believes the Development Authority missed key elements in its consideration of the Development Permit and that it must abide by the ASP.

[26] The Appellant believes that allowing recreational vehicle storage on agricultural lands was a mistake by the Development Authority. He believes an argument for recreational vehicle storage can be made for unproductive lands, and this was the intent of allowing a "discretionary use" of Recreational Vehicle Storage on agricultural lands. Otherwise, there would be a complete destruction of farmland for commercial development. He argued that there is no economic benefit if farmland is destroyed and there is little to no economic benefit if commercial development pushes up land values of agricultural land and creates tax inequalities.

[27] The Appellant raised section 3.2.1 of the ASP (Municipal Development Plan) as supporting his position. The Appellant noted that the Fringe Area is restricted to agricultural uses unless otherwise provided for in an amendment to the ASP or through another more site-specific area structure plan.

[28] The Appellant also noted that the Fringe Area is a half-mile-wide strip of land that is important to the County and to the City of Spruce Grove, and the development process requires extensive participation by the City of Spruce Grove. The Appellant doubts that there was extensive participation by the City of Spruce Grove in issuing the Development Permit.

[29] The Appellant cited section 3.3 of the ASP (Adjacent Municipalities) and especially the goal of the City of Spruce Grove MDP to "foster cooperation where mutual interests are at stake", "to encourage the protection of rural vistas outside the City's boundaries" and "to discourage incompatible land uses in the fringe areas". The Appellant noted that the proposed development does not conserve vistas and does not discourage incompatible uses. Rather, it creates the perception that productive agricultural lands are suitable for non-agricultural uses.

[30] The Appellant referenced section 4.9 of the ASP (Major Planning Issues). The Appellant noted that major planning issues identified include "marginal agricultural lands interpreted as having high potential for non-agricultural development". He summarized that concern as developmental pressure on productive agricultural land for non-agricultural uses, and he believes the Development Authority has intensified that planning issue through its decisions, and the Development Permit makes it worse.

[31] The Appellant also noted the major planning issue of "increasing land values", which makes farms less competitive. He believes that development approvals exacerbate this issue by driving land values up, more than is sustainable for agricultural use.

[32] The Appellant cited section 5.2 of the ASP (Key County Planning Strategies), and especially the MDP – Agriculture Strategy (to "encourage the enhancement of the viability of the agricultural industry through the conservation of productive farmlands and the diversification of the agricultural industry"). The Appellant stated that it was important to allow farmers to add value, and the conversion to commercial use was not compatible with agricultural uses and the ASP.

[33] The Appellant noted section 6.4 of the ASP (Fringe Area), and especially that "the lands in the Fringe Area are for agriculture, preferably extensive in nature, dairy operations or horticulture". The Appellant noted that recreational vehicle storage is not agriculture – there is no value to the agricultural community and the need to protect productive agricultural lands.

[34] The Appellant requested that the Board familiarize themselves with the Regional Agriculture Master Plan ("RAMP") as municipalities around Parkland County have identified the same issues that the Appellant raised. The Appellant concluded that, if agriculture is a priority to the County, its decisions need to reflect that.

[35] In response to Board questions, the Appellant stated:

- a. "productive agricultural land" is land that consistently produces and allows for a multitude of crops;
- b. the Lands were relisted for \$100,000/acre. The Appellant has 300 acres so there is no reason the Appellant should consider farming and investing in his lands if the perceived land values are so high;
- c. the Appellant was unsure of the soil classification of the Lands, but any crop in the County can be grown on the Lands;
- d. the Appellant clarified that he actually owns the two quarter sections east of the Lands;
- e. the proposed development will not directly impact agricultural production; however, if the Appellant were told that he could not spread manure or cultivate the soil, that may conflict with his operations. He advised that he could farm around it, but smaller pieces of land are less suitable for his use;
- f. the Appellant's lands are used for farming canola, wheat, barley, oat, corn for silage for the dairy farm and feed, seed potatoes for export and onions. These crops are suited to the sandy soil, and he can maintain production due to the access to water; and
- g. the Appellant's lands adjacent to the Lands are used for farming winter wheat, corn, oats and soybeans as the Appellant is trying to experiment with more lucrative crops than grain, which requires large tracts of land in order to be profitable. The Appellant stated that he could not compete with so many recreational vehicle storage facilities, which has forced him to grow higher value items because he cannot move. He believes that there are so many recreational vehicle storage facilities in the area because the taxes are significantly less than in Edmonton.

[36] The Appellant concluded his presentation by stating that discretionary uses are going to fall between agricultural uses and non-agricultural uses, but the Board should consider what the best use is for the Lands. He noted that he does produce sod, but he uses crop rotation and that sod is part of that rotation, but he also has alfalfa, corn, potatoes and other crops. He stated that there is lots of land suitable for commercial development, but the Lands are productive agricultural lands and have provided his family with generations of revenue and value. The idea that all agricultural lands will be converted to non-agricultural uses will only happen if it is allowed to happen. On the other hand, his having to move farther out for agricultural land is unsustainable. The County has said that agricultural land is valuable, so it should start protecting that land.

Those speaking in favour of the Appeal

Jason Vance

[37] Mr. Jason Vance spoke in favour of the Appeal. He lives to the northwest of the proposed development, and he is opposed to another recreational vehicle storage development using discretionary permits. Mr. Vance stated that there are seven recreational vehicle storage yards already along the highway, and he drives by two every day on Range Road 272. He believes both of those recreational vehicle storage yards are derelict junkyards, but they do have capacity for more recreational vehicles.

[38] Mr. Vance expressed his concern that the Development Permit will ensure that the Lands could not be used for agriculture again, and that the Lands will only satisfy this one use in the future. Mr. Vance argued that it provides no benefit to the County and offers no long-term jobs.

[39] Mr. Vance believes that the proposed development has more visibility than others in the area, even with the berm, which will change the landscape and put pressure on agricultural land.

Randy Jespersen

[40] Mr. Randy Jespersen spoke in favour of the Appeal. He lives to the east of the proposed development. He did not have any new issues to raise but agreed with the Appellant's and Mr. Vance's presentations.

Graham Jespersen

[41] Mr. Graham Jespersen spoke in favour of the Appeal. He is an adjacent landowner of a parcel northwest of the proposed development, and he further owns nine other quarter sections in the productive agricultural area. Although he shares the same surname as the Appellant, he is not associated with the Appellant.

[42] Mr. Graham Jespersen submitted that recreational vehicle storage yards directly impact agricultural operations because they create more flooding and runoff issues and more traffic. With the increase in traffic, people come onto the agricultural lands and take pictures and pick flowers. Although there is no direct impact on farming production, it does affect his ability to farm.

[43] Mr. Graham Jespersen was concerned that there was no consultation in respect of the impact to his operations as a result of the proposed development.

[44] Mr. Graham Jespersen stated that, if his nine quarter sections were worth as much as the Lands, perhaps he should sell his land and move away.

Nancy Goebel

[45] Ms. Nancy Goebel submitted an email to the Board. She attended the appeal by Zoom but did not speak. Ms. Goebel lives adjacent to the Lands.

[46] Ms. Goebel objects to the proposed development on the basis that:

- a. the Lands are prime farmland and a 980-unit RV storage facility adjacent to the highway makes any future residential development less desirable;
- b. there are many developments of this type in the immediate region and in view from the highway already;
- c. once farmland is converted to a commercial development, it cannot be farmland again; and
- d. Permit Notes #2 and #3 of the Development Permit should be mandatory conditions.

[47] Ms. Goebel submits that farmland should be protected so that farmers and the agri-food sector can continue to provide essential products and services.

Applicant – Jonathan Bauer

[48] Mr. Jonathan Bauer, the Applicant and one of the principals of the owner, Crossway Records Inc., made a presentation.

[49] The Applicant introduced his family as part of the community and noted that he is a fourth-generation Bauer in Parkland County. His grandfather homesteaded on the quarter section where the hearing was located and raised first-class No. 1 seed barley. His sister is and his parents were teachers in Parkland County.

[50] The Applicant stated that his family had a dream of developing a recreational vehicle storage facility, and this became Parkland RV Storage in the fall of 2018. His goal has been to have a clean, quiet and customer-focused business, and he has since achieved this goal. The Applicant informed the Board that Alberta has the highest per-capita rate of recreational vehicle owners and users, which is why there is a demand for recreational vehicle storage facilities.

[51] The Applicant noted that it was a ten-month process to attain the Development Permit due to the reviews and approvals required. His family has invested over \$30,000 into the Development Permit application alone to meet the required environmental assessments, traffic impact assessments and engineering reviews. He advised that he aims to meet all the conditions of approval under the Development Permit.

[52] The Applicant noted that section 4.4.2 of the LUB states that Recreational Vehicle Storage is an appropriate use in the AGR – Agricultural Restricted District as it is listed as a discretionary use. He noted that there are many use options for the Agricultural Restricted District, and that the Development Permit was carefully done with consideration for these uses. He further notes that the proposed development is restricted to lands outside of the Atim Creek/Big Lake Floodplain Overlay.

[53] The Applicant referenced section 5.2 of the ASP (Key County Planning Strategies) as saying that the ASP "provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses." Recreational Vehicle Storage is a non-

agricultural discretionary use allowed under the LUB, and the ASP does not say that all agricultural land "must" be agricultural – all land is agricultural land until it is used for something else.

[54] The Applicant noted that section 7.3.5 of the ASP states that the County may approve a commercial land use in the Fringe Area if:

- a. the proposed site is suited for the proposed commercial use;
- b. the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- c. the proposed commercial use is compatible with land uses in the vicinity;
- d. the subject parcel is designated with a land use district which accommodates the commercial land use; and
- e. the proposed development is consistent with the provisions of the ASP.

[55] In consideration of the Development Appeal, the Development Authority went through and confirmed that the proposed development met these five requirements. Further, this is not the first time the Development Authority has had to review whether Recreational Vehicle Storage is a compatible and appropriate use in the Fringe Area, as demonstrated by the map of other Recreational Vehicle Storage developments on page 284/289 of the Agenda Package.

[56] The Applicant believes Recreational Vehicle Storage is an acceptable long-term transitional use that does not preclude the possible future use of the Lands for residential or other commercial uses. The City of Spruce Grove agrees as the proposed development was referred to them twice and they provided no comments.

[57] The Applicant also argued that the Lands are not prime agricultural lands as determined by the "Prime Agriculture Areas" map in the MDP and by the RAMP in its "Prime Agricultural Lands as Determined by LESA Model" map.

[58] Further, RAMP supports the proposed development. In the Message from the RAMP Chair, the RAMP Chair stated that the purpose of RAMP is to "[secure] these [prime] lands to ensure a local food source for future generations." As shown by the "Prime Agricultural Lands as Determined by LESA Model" map, the Lands are not prime land to be secured. The Lands has been used for the last ten years by the Appellant for commercial sod production, which is considered a commercial use by Alberta Environment – growing sod on the land has not been providing a local food source to the community.

[59] Further, commercial sod production requires the significant use of fertilizers and herbicides, so there is no concern if the Applicant uses the same herbicides in lower quantities to control weeds. Noxious weeds are required to be controlled everywhere in the county no matter the use of the land. However, because the Applicant does not intend to use the Lands to grow commercial sod, the environment and the Atim Creek area will have a healthier ecosystem without extra chemicals added to the lands. The Applicant will use best practices, following all guidelines set by County Engineering and Alberta Environment.

[60] The Lands fall within the area designated as "Agriculture Co-Exists with Other Land Uses" by RAMP, which further acknowledges that "not agricultural lands in the Region can be conserved

for agriculture, and some agricultural lands may need to be fragmented and converted to other land uses." The Applicant noted that the Lands are already fragmented.

[61] The Applicant understood that this matter is difficult for the Appellant but argued that this should not preclude him from using his land. The Appellant is not restricted to this area, and the Lands are not the only lands that can be used for agriculture.

[62] The Applicant argued that the Lands are ideal for recreational vehicle storage because it has little to no impact on surrounding properties and the use and enjoyment of those lands. The proposed development is a significant distance from any neighbour, house or structure. The Applicant has gone further and added a 10-foot-high grass berm around the perimeter of the proposed development to further screen the proposed development from view, even though it would be very beneficial to him to be highway-fronting.

[63] The Applicant noted that numerous traffic impact assessments in the County and by Alberta Transportation confirms that recreational vehicle storage generates very low traffic numbers, but he went a step further to ensure the proposed development would impact traffic as little as possible by including a turnaround in the proposed development so no RV traffic would back up onto Township Road 532A.

[64] Finally, the Applicant noted that he sent a letter to adjacent landowners on March 16, 2022, asking for their feedback on the proposed development, but the Appellant did not respond. However, from the feedback the Applicant received, he decided to relocate the proposed development on the Lands.

[65] In response to Board questions, the Applicant stated:

- a. he and his wife own Crossway Records Inc., which owns the Lands;
- b. there is no need for an amendment to the ASP under section 6.4 of the ASP because the use of Recreational Vehicle Storage is permitted under the ASP and the LUB. Section 5.2 of the ASP contemplates that the ASP "provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses";
- c. the berm will be created from topsoil from the Lands, which will be seeded and made into a grass berm. Currently, the Lands are sod and will remain sod as a grass berm;
- d. there will be a storm pond that follows Alberta Environment guidelines. Outflow will drain from the north corner of the storm pond, going through natural vegetation before reaching Atim Creek; and
- e. the Development Authority told him in the pre-application process and after approval that his letter to adjacent landowners had been sent to the City of Spruce Grove, but that there were no comments. Rachelle Trovato, a senior planner, also reviewed the ASP.

[66] The Applicant concluded by stating that the Development Permit should be upheld, because Recreational Vehicle Storage was an appropriate use in the Fringe Area. The Lands are not prime agricultural lands, and not all lands can be used for agriculture. Agricultural lands

coexist with non-agricultural uses. He ended by reading a letter of support from adjacent owners of his other business, Parkland RV Storage.

Those speaking in favour of the Applicant

Paul Hanlan

[67] Mr. Paul Hanlan spoke in favour of the Applicant. He is the principal of SV Planning & Development, and he was previously a development manager for Spruce Grove and Parkland County. Mr. Hanlan noted that the work on the ASP and the Fringe Area was done in the early 2000s.

[68] Mr. Hanlan stated that out of Parkland County's 590,500 acres, a negligible amount is used for RV storage. He believes the County has done a great job balancing agricultural land protection with transition uses, but more importantly, there are no limits in the statutory plans regarding the amount of storage areas. It falls to the development staff to address what conditions should be imposed.

[69] Mr. Hanlan argued that whether the Appellant sells his land is not a planning matter, and that a price of \$100,000 for the Lands is speculative. Mr. Hanlan argued that the Board should not consider whether the Appellant will sell their land.

[70] Mr. Hanlan then provided a history of the Lands. He noted that the Lands are bisected by a creek, which naturally fragmented the Lands. When a road was later built, this further fragmented the Lands. Twenty years ago, a storm pond was added which again fragmented the Lands. Mr. Hanlan stated that the transition of the Lands to non-agricultural uses occurred ten years ago when the Lands became a sod farm. A sod farm is considered a commercial activity, not an agricultural activity.

[71] Mr. Hanlan also stated that he was told that anything less than 80 acres of land is fragmented and not suitable for agricultural production, although he admitted that he was not an agriculture expert.

[72] Mr. Hanlan noted that the Applicant agreed to all the conditions of approval of the Development Permit. In response to Mr. Graham Jespersen's concerns about flooding, Mr. Hanlan noted that that is why the conditions to the Development Permit exist, and he further noted that the County needs to ensure the satisfaction of the conditions on an ongoing basis. If there is an issue with respect to complying with conditions, that is an enforcement matter, and the County would follow up and investigate.

FINDINGS OF FACT

[73] In addition to the specific facts set out under the Board's reasons, the Board finds the following as facts.

[74] The Lands are located at SW-16-53-27-W4, municipally described as 53203 Range Road 274, Parkland County.

[75] The appeal was filed on January 3, 2023.

[76] The Appellant is the affected person.

[77] Those speaking in support of the appeal and those speaking in opposition to the appeal are affected persons.

REASONS

Affected Persons

[78] The Board must determine whether those appearing and speaking before the Board are affected persons. The Board notes that there was no objection made to those making submissions to the Board; however, the Board wishes to review this issue for completeness.

[79] The Appellant is the immediately adjacent land owner. Due to his proximity to the proposed development, the Board finds that he is affected by the proposed development.

[80] The Applicant is the applicant for the development permit. Since it is the Applicant's permit under appeal, the Board finds that the Applicant is affected by the proposed development.

[81] All of those speaking in favour of the appeal live in close proximity to the proposed development. The evidence was that they live in relatively close proximity to the proposed development. Due to their proximity, the Board finds that they are affected by the proposed development.

[82] Mr. Hanlan is the principal of SV Planning and Development. He worked with Mr. Bauer on the application for the development permit. Since he assisted Mr. Bauer, the Board was prepared to consider his evidence as it is relevant to the questions.

[83] The Board notes that the Appellant referred to a letter from neighbours to his existing RV storage facility. The Board is of the view that the persons listed in the letter (page 287/289) are not affected by the proposed development. The Board placed little to no weight on this letter for that reason and because their comments are predominantly in relation to the Applicant. The Board is tasked with determining whether the permit for the proposed development should be issued and is not tasked with any evaluation of the Applicant himself.

Jurisdiction and Issues to be decided

[84] The Board's jurisdiction is found in section 687(3) of the MGA.

687(3) In determining an appeal, the board hearing the appeal referred to in subsection (1)

(a) repealed 2020 c39 s10(52);

(a.1) must comply with any applicable land use policies;

(a.2) subject to section 638, must comply with any applicable statutory plans;

- (a.3) subject to clauses (a.4) and (d), must comply with any land use bylaw in effect;
- (a.4) . . .
- (b) . . .
- (c) may confirm, revoke or vary the order, decision or development permit or any condition attached to any of them or make or substitute an order, decision or permit of its own;
- (d) may make an order or decision or issue or confirm the issue of a development permit even though the proposed development does not comply with the land use bylaw if, in its opinion,
 - (i) the proposed development would not
 - (A) unduly interfere with the amenities of the neighbourhood, or
 - (B) materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land,
 - and
 - (ii) the proposed development conforms with the use prescribed for that land or building in the land use bylaw.

[85] In its decision, the Board must determine:

- a. Does the proposed development comply with the applicable statutory plans?
- b. What is the nature of the use?
- c. Is the proposed development compatible with adjacent uses?

[86] In making this decision, the Board has examined the provisions of the MGA and has considered the oral and written submissions made by and on behalf of those who provided evidence: the Development Authority and the Appellant, and the witnesses who spoke on behalf of the Appellant, as well as the Applicant and those who spoke in opposition to the appeal.

Does the proposed development comply with the applicable statutory plans?

[87] The first question the Board must address is whether the proposed development complies with the applicable statutory plans.

[88] The Appellant argued that the proposed development was inconsistent with 2 of the County's statutory plans. First, the Appellant referenced provisions of the County's Municipal Development Plan as shown in the ASP:

The Fringe Area is a strip of land, one-half mile wide, along the north side of Highway 16 of intermunicipal importance to both the County and the City of Spruce Grove. The Fringe Area is restricted to agricultural uses unless otherwise provided for in an amendment to this area structure plan or through another more site specific area structure plan. In either case, the process will require extensive participation by the City of Spruce Grove. (page 152/289)

City of Spruce Grove

The City of Spruce Grove borders the plan area for three miles along Highway 16. Within the City, the Municipal Development Plan designates future residential development and environmental management areas. The latter category includes the environmentally significant Atim Creek, the terrain immediately adjacent to the creek and some upland areas along the stream course. A portion of the residential lands includes open space for the existing golf course. The City of Spruce Grove MDP contains policies that promote intermunicipal co-operation and communication on development matters. The goal is to foster cooperation where mutual interests are at stake. Some of the objectives include the conservation of shared natural environmental assets, to encourage the protection of rural vistas outside the City's boundary, to discourage incompatible land uses in the fringe areas and to ensure continuity in transportation systems. (page 153/189)

4.9 Major Planning Issues

During the course of community consultation a number of land use and related planning issues were identified. The more significant are summarized below by general category.

Considerable development pressure

- proximity to cities and towns and accessibility via paved highways
- scenic rural amenities attractive for country residential development
- cost implications for the County regarding road upgrades and other infrastructure improvements
- for sites that have limitations for farming, but often similarly for development
- *marginal agricultural lands interpreted as having high potential for nonagricultural development*

...

Security of Agriculture

- increasing land value (inhibits farm expansion; promotes sale of land for non-farm uses)
- *fragmentation of agricultural land*
- *encroachment by non-farm uses on farm operations and lands*
- increasingly difficult for intensive livestock operations to expand and establish

... (pages 156-157/289)

(emphasis added)

Parkland County's Municipal Development Plan (Bylaw #38-98) emphasizes the following strategic community planning intent for the County as a whole:

Parkland County intends to facilitate choices for rural residential living and beneficial economic development, including measures to promote the continued viability of agriculture, through the allocation of compatible land uses, the conservation of resources and the environment, and the effective provision of municipal services and infrastructure." (page 158/289)

5.2 Key County Planning Strategies

MDP – Agriculture Strategy: To maintain the significance of agriculture to the economy and way of life of the County, and therefore encourage the enhancement of the viability of the agricultural industry through the conservation of productive farmlands and the diversification of the agricultural industry.

Structure Plan: provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses. (page 158/289)

[89] The Appellant argued that the above references to the County's MDP illustrated that the overall intention was for the Lands to remain in agricultural production. The Appellant argued that the proposed development, which was commercial in nature, was contrary to the preservation of agricultural lands.

[90] In response, the Applicant argued that s. 6.1 of the ASP (page 160/289) evidenced the County's desire to have agriculture be preserved until other uses were implemented.

6.1 Key Elements

The key elements of the Atim Creek North Area Structure Plan land use strategy are:

- (1) to provide for country residential expansion in a manner compatible with the infrastructure and water resources of the area;
- (2) *to provide for a variety of agricultural operations until the lands they occupy are developed for residential or other non-agricultural uses;*
- (3) to conserve sensitive environmental features;
- (4) to protect major transportation and utility infrastructure from encroachment. While the key element of the Plan is to provide for the expansion of country residential areas, the elements reflect the diversity of the area's topography, amenities and sensitive features *while providing for agriculture as a transition use.* (emphasis added)

[91] The Board notes that the Development Authority has referred to County Bylaw 2017-14 as the County's current MDP and at page 12/289 has referenced that the Lands are in a Rural Agricultural Area, and are in a high priority Landscape, but are not in a Prime Agricultural Area or a Prime Recreation or Tourist Area. The Appellant also referred to the fact that the MDP does not identify the Lands as Prime Agricultural Area.

[92] The Board finds as a fact that the references to the MDP found in the ASP are to a previous version of the County's MDP, and not the most current version, which is bylaw 2017-14. The Board did not place much weight on the references to an outdated MDP shown in the ASP. The Board notes that it must apply current bylaws. The Board examined the current MDP, section 4 to determine if the proposed development was inconsistent with the MDP.

[93] The Board notes that, as stated by the Applicant, the Lands are not within the Prime Agricultural Areas identified in Figure 9. In making this observation, the Board recognizes that the Lands, as well as the lands farmed by the Appellant, are productive agricultural lands. The Board accepts the uncontradicted evidence of the Appellant and those speaking in favour of the appeal that the Appellants have a long history of successful agricultural use of their lands, including using it for a variety of crops. The point to be made with this observation is that the County has established policies to minimize the conversion of high capability agricultural lands. Even so, the language of the current MDP is not mandatory. Section 4.1.2.c uses the word

Page 17 of 23

"should" which the MDP defines as "SHOULD – a directive term that indicates a preferred outcome or course of action but one that is not mandatory". (see page 05 of the MDP¹). In the absence of mandatory language preventing the use of agricultural land for a non-agricultural use, the Board cannot find that the proposed development is contrary to the MDP.

4.1.2.c The conversion of high capability agricultural lands to non-agricultural uses should be minimized to support continued agricultural production.

[94] The Board then turned to an examination of the ASP. The Appellant referenced the above sections, as well as s. 6.4 (below), in support of his argument that the use of the Lands for a non-agricultural purpose is contrary to the ASP. The Appellant and the Applicant agree that the lands are in the Fringe Area identified in the ASP. There was no evidence that there has been an amendment to the ASP, or a more specific ASP superseding the ASP.

6.4 Fringe Area The Fringe Area covers lands deemed to be of intermunicipal interest to the County and Spruce Grove. Unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan, the lands in the Fringe Area are for agriculture, preferably extensive in nature, dairy operations or horticulture.

6.4.1 The use of land within the Fringe Area will be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan. (page 161/289)

[95] In response, the Applicant argued that s. 7.3.5 of the ASP authorized the use of the Lands for a commercial use.

7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if:

- (a) the proposed site is suited for the proposed commercial use;
- (b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- (c) the proposed commercial use is compatible with land uses in the vicinity;
- (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and
- (e) the proposed development is consistent with the provisions of this Plan. (page 167-168/289)

[96] In examining the ASP, the Board noted that there were provisions dealing with the interpretation of the word "will". In examining the interplay between section 6.4.1 and 7.3.5, the Board notes that s. 6.4.1 says the Lands "will be agricultural". The Board does not find the use of the words "will be" as importing a mandatory intention. If a mandatory intention had been desired by Council, it could have used the words "must" or "shall" as it did in other sections, for example see 7.10.5 of the ASP (page 176-289).

¹ <https://www.parklandcounty.com/en/county-office/resources/Documents/MDP/Bylaw-2017-14-Municipal-Development-Plan-high-resolution.pdf>.

[97] The Board must reconcile s. 6.4.1 and s. 7.3.5. The Board interprets s. 6.4.1 to be an expression of the County's intention to have agricultural use as the main use. However, the ASP itself provides an "override" to that intention. S. 7.3.5 provides that the County *may* approve a commercial land use in the Fringe Area, provided that the 5 elements of s. 7.3.5 are met. If all 5 elements are not met, then the Board could conclude that the "override" clause (s. 7.3.5) is not engaged and the proposed development is contrary to the ASP. However, if the 5 elements are met, then the Board can conclude that the proposed development is consistent with the ASP.

[98] The Board now turns to an examination of each of the 5 elements.

- a. Is the proposed site suited for the proposed commercial use?

The proposed use is "recreational vehicle storage". The Appellant and the Applicant appeared to agree that the proposed use was commercial in nature. In regard to whether the Lands are suited for the use, the Applicant argued that the lands are suited for commercial use:

- due to their proximity to the City of Spruce Grove and the absence of objection from the City;
- their identification as not being prime agricultural land;
- the location of other Recreational Vehicle Storage facilities in the area.

The Board did not receive any evidence that the Lands are unsuited for recreational vehicle storage. The Board accepts the argument of the Applicant regarding the suitability of the Lands for a commercial use and based on the above, finds as a fact that the Lands are suitable for the proposed commercial use.

- b. Is the proposed site separated from other commercial uses to avoid the creation of a commercial node?

The map at page 132/289 shows that the surrounding land uses appear to be agricultural in nature. There was no evidence before the Board that there were other commercial uses near the proposed development. Therefore, the Board finds as a fact that the proposed site is separated from other commercial uses to avoid the creation of a commercial node.

- c. Is the proposed commercial use compatible with land uses in the vicinity?

In relation to the word "vicinity", the Board notes that this word is not defined in the ASP. The Board finds that "vicinity" in the context of this issue is broader than just the immediately adjacent properties. To limit the examination of compatibility to just immediately adjacent uses would be very limiting. The Board is of the view that it should be looking a bit more broadly at this issue and not with such a limited scope of only the properties immediately adjacent to the Lands.

For the reasons set out in more depth at paragraphs [100] to [108] below, the Board finds that the Recreational Vehicle Storage use is compatible with the land uses in the vicinity.

- d. Is the subject parcel designated with a land use district which accommodates the commercial land use?

The evidence of the Development Authority is that the district is Agricultural Restricted District (AGR) (see page 111/289) and that the use of recreational vehicle storage is a discretionary use in the AGR district (see page 112/289). Since the use is discretionary in the district, the Board finds that the Lands are zoned to accommodate the commercial land use.

- e. Is the proposed development consistent with the provisions of the ASP?

As set out above, the Board finds that there is an express recognition in the ASP that the County can authorize a commercial use within the Fringe Area, provided that the conditions of s. 7.3.5 are met.

What is the nature of the use?

[99] The Board must address the nature of the use. As set out above in paragraph [98]d, Recreational Vehicle Storage is a discretionary use in the AGR district.

Is the proposed development compatible with the adjacent uses?

[100] Having concluded that the use (Recreational Vehicle Storage) is a discretionary use, the Board must assess the compatibility of the proposed development with adjacent uses. This analysis of compatibility is also required for the Board's evaluation of s. 7.3.5.c of the ASP. The following analysis applies to the

[14] The object and purpose of a discretionary use is to allow the development authority to assess the particular type and character of the use involved, including its intensity and its compatibility with adjacent uses.²

[101] The first point to be addressed is that the above quote references "adjacent uses", while the ASP references uses in the "vicinity". The Board is of the view that the word "adjacent" set out in the above quote is meant to refer not just to uses immediately adjacent to a proposed development since there may be impacts of a development which extend beyond the immediate neighbours. In considering the impact of a proposed development, the Board is of the view that it can consider the impact in the vicinity. This provides the Board with the latitude to consider the immediately adjacent lands, and other lands which might or might not be impacted by the proposed development.

² Rosedale Community League (1974) v. Edmonton (Subdivision and Development Appeal Board), 2009 ABCA 261.

[102] The evidence before the Board is that there are 6 other Recreational Vehicle Storage facilities (see page 284/289). The Board heard no evidence about the impact that adding a 7th Recreational Vehicle Storage facility might have on the adjacent uses of lands (i.e., the additional density of an additional facility), nor did the Board hear any evidence of any negative impact that those existing 6 facilities have on their adjacent or neighbouring uses.

[103] The Appellant did not provide specific impacts of the proposed development on his lands, arguing about the preservation of agricultural lands and the impact of fragmentation of land on agriculture. The Board acknowledges the concerns raised by the Appellant and supported by those speaking in favour of the appeal. However, it is the County which makes the policy choices in its statutory plans to preserve agricultural land, prevent premature fragmentation of agricultural lands and to prevent certain kinds of development in specific areas.

[104] The Appellant did not indicate how having a recreational vehicle storage would negatively affect his ability to farm his land (located to the east of the Lands). However, those speaking in favour of the appeal did list some considerations suggesting possible incompatibility. The Board will address those concerns.

[105] The first concern identified was one of traffic impact arising from users of the proposed development coming to and from the Lands. The evidence before the Board was that the Applicant has provided a Traffic Impact Assessment (this TIA starts at page 68/289). The TIA does not identify any significant concerns regarding the proposed development. The Board prefers the more specific evidence contained in the TIA over the more general statements made by those speaking in support of the appeal. Further, the Board notes that the Applicant has indicated that he will be providing a turn around so that RV traffic would not back up onto Township Road 532A, with an aim to impact traffic as little as possible. Since the turn around area is identified at page 22/89 and is part of the approved plan, the Applicant will need to construct it and it should assist in alleviating any traffic impacts. The Board finds that there is insufficient evidence to establish that any traffic impacts would cause an incompatibility of the proposed use with the neighbouring uses.

[106] Those speaking in favour of the appeal mentioned concerns regarding run off from the proposed development. The Board accepts that this is a valid consideration in considering compatibility. However, the statements of those speaking in favour of the appeal was quite general. The Board has weighted those statements against the specific conditions and information contained in the package. At page 24/289, there are details of the storm pond and specific requirements to address storm water drainage. The Applicant provided a Stormwater Management Report prepared by an engineer (starting at page 50/289) which concludes that the storm pond should be sufficient to deal with storm water drainage. The Board prefers the specific evidence contained in the Stormwater Management Report to the generalized concerns expressed by those speaking in favour of the appeal and finds as a fact that the handling of storm water from the Lands arising from the proposed development will not cause any incompatibility with neighbouring uses.

[107] Those speaking in favour of the appeal also suggested that there may be some visual impacts from the proposed development. The Applicant advised that he would add a 10-foot-high grass berm around the perimeter of the proposed development to further screen the

proposed development from view. Further, the Board examined the photos submitted by the Applicant (see Exhibit 9). Those photographs show the view to the neighbouring residences. The Board finds that the distances, as well as the existence of the berm will minimize any visual impact from the proposed development.

[108] Those speaking in favour of the appeal also suggested that some of the people who use the proposed development may trespass onto their property, stating that he had had people come to his lands and pick his flowers. The Board notes that the concerns pre-existed the proposed development and cannot be tied specifically to the proposed development. The Board does not accept that this concern would result in the incompatibility of the proposed development with neighbouring uses.

[109] The Board noted that the Appellant commented specifically on the value of the Lands, and the tax inequalities between rates paid within the County and that paid within Edmonton (but without mentioning specifics or providing details of taxation rates). The Board placed no weight on these comments. The Board acknowledges that the Lands may have a significant purchase price and that there may be a tax rate differential. However, these factors are not related to whether there is compatibility of the proposed use of Recreational Vehicle Sales on the Lands, and the uses of neighbouring properties.

Conclusion

[110] For the above reasons, the Board dismisses the appeal and issues the development permit subject to the conditions set out at paragraph [9], above.

[111] Issued this 8th day of February, 2023 for the Parkland County Subdivision and Development Appeal Board.



B. Williams, Clerk of the SDAB, on behalf of D. Smith, Chair
SUBDIVISION AND DEVELOPMENT APPEAL BOARD

This decision may be appealed to the Court of Appeal of Alberta on a question of law or jurisdiction, pursuant to Section 688 of the Municipal Government Act, RSA 2000, c M-26.

APPENDIX "A" REPRESENTATIONS

PERSON APPEARING

- | | PERSON APPEARING |
|----|--|
| 1. | Karen Kormos, Manager, Development Planning & Safety Codes |
| 2. | Corey Jespersen, Appellant |
| 3. | Jason Vance |
| 4. | Randy Jespersen |
| 5. | Graham Jespersen |
| 6. | Jonathan Bauer, Applicant |
| 7. | Paul Hanlan, SV Planning & Development |

APPENDIX "B"**DOCUMENTS RECEIVED AND CONSIDERED BY THE SDAB:**

January 30, 2023 Agenda Package			
Exhibit	Description	Date	Pages
1.	Agenda Coversheet	January 26, 2023	1
2.	Table of Contents	January 26, 2023	2
3.	Notice of Appeal	January 3, 2023	8
4.	Hearing Notification	January 12, 2023	9-10
5.	Submission of the Development Authority	January 24, 2023	11-141
6.	Submission of the Appellant	January 23, 2023	142-265
7.	Submission in Support of the Appeal	January 17, 2023	266-268
8.	Submission of the Applicant	January 24, 2023	269-289

Hello Parkland County Planning and Development Team,

This document provides a summary of the responses received to the Adjacent Landowner Mailout, which was delivered to the Parkland Office on July 24, 2024. Over the period from the delivery of the mailout on July 24, 2024, to August 16, 2024—24 days later—there has been one phone call and one email response from the 19 adjacent landowners who were contacted.

Included in this document are the following:

1. A copy of the letter that was sent to the adjacent landowners.
2. A summary of the phone call received.
3. A summary of the email correspondence, including the reply sent.

Sincerely,
Jonathan Bauer

1. A copy of the letter that was sent to the adjacent landowners.

July 24 2024

Dear Adjacent Landowners,

I'd like to take a moment to connect with neighboring landowners and express my gratitude in advance for reviewing this letter outlining a planned development. I am seeking to expand my current RV Storage Facility to serve Parkland County and surrounding municipalities as our communities continued to expand and as older facilities close their doors. The aim of this correspondence is to gather feedback on the proposed development prior to seeking a development permit from Parkland County.

Site Background

The site of this proposed development is on a portion of the parcel at SW-16-53-27-W4. Most of this parcel is currently being utilized as an RV Storage Facility with 980 stalls. A smaller 8 acre portion of land to the south of this existing RV Storage Facility is currently sitting vacant. Previously used as a commercial sod farm, this land is not in the Prime Agriculture Land Area as per the Municipal Development Plan.

The proximity of this land to the highway corridor and an irregular shape makes it an excellent candidate to serve Parkland and surrounding communities in a commercial nature due to the quick access to and from the highway. There is a capital wastewater line that runs on the border of the property which limits some of the uses of this land as well as what is allowed to be done in this Right of Way.

Project Scope

This purpose of this proposed development is an application to expand the current facility by an additional 400 units. The goal of this business and application is to serve our community and surrounding communities by encouraging RV and Boat storage in one easy to access location off

the Yellowhead, rather than numerous small developments throughout the county. The hours of operation will remain as 7AM-10PM daily. The number of employees will include one daily employee onsite as required and one or two seasonal workers to help with maintenance occasionally. The design and layout of the facility can be seen in the attachments. The timeline of the project is to commence with construction to begin Fall of 2024/Spring 2025. There will be no new entrances required for this addition. There are no new buildings/office spaces/or structures proposed in this addition.

Considerations That Will Be Taken in the Development will include:

Environmental Conservation: The section of the parcel designated for development does not contain any environmentally significant features, wetlands, or natural areas. A grassed berm and trees will be added to the South Portion of the land where safety allows to help screen this development where possible. A stormwater pond feature will border the highway.

Stormwater Management: A tailored drainage strategy will be formulated to ensure effective on-site storm management, incorporating measures for stormwater retention, erosion control, and sediment management.

Services: No new services will be introduced to the expansion of the development that are not already operating on the existing development.

Facility: The regular facility hours will be 7 AM-10 PM. The development will have design standards, hard-packed surface, Dark Sky Compliant Lighting, fencing, landscaping, secured gated access. No additional entrance or exist to the county road will be required but only current ones will be utilized. The same hard packed gravel surface will be used as in the first RV Storage facility to allow for property drainage and ground stability for RV storage to ensure a clean and tidy facility.

Safety and Site Accessibility: Consultation is ongoing with Parkland County Engineering and Alberta Transportation to ensure that the Traffic Impact as a result of this proposed development is assessed to ensure traffic safety is maintained.

Land Use Bylaw Compliance – this proposed development meets the land use bylaw regulations which includes the setback regulations.

Moreover, in section 12.14 of the specific use regulations pertaining to RV Storage, this development will meet all requirements including:

- a) a minimum Setback of 6.0 m shall be required from any Property Line;
- b) storage shall be as required under the Alberta Fire Code pertaining to water for fire suppression, fencing and access, etc.;
- c) vehicle entrances and exits, as well as internal vehicle routes shall be designed in a manner that provides a safe and clearly defined circulation pattern;
- d) all on-site roadways, parking, loading and storage areas shall have a durable hard surface of asphalt, gravel or similar material and the same shall be drained, developed to the satisfaction of the Development officer and the Parkland County Engineering Department;
- e) where on-site parking or storage is illuminated, all lighting shall be positioned in such a manner that lighting falling onto abutting properties is minimized;

f) any developed portion of the site must be graded, contoured and seeded and shall provide for a satisfactory disposal of surface water by grading and drainage in such a PARKLAND COUNTY LAND USE BYLAW

BYLAW NO. 2017-18

CONSOLIDATED JUNE 19, 2020

Development Regulations Section 12 - Specific Use Regulations 151

manner that no surface water shall drain onto public roadway or other neighbouring property;

g) there shall be no storage of hazardous materials or goods on site;

h) no day use or over-night accommodation shall be allowed on site;

i) the storage of Recreational Vehicles shall not include storage for the salvage of, or for derelict Recreational Vehicles;

j) the Recreational Vehicle compound shall be fenced with a minimum 1.83 m high chain link fence around the periphery of the storage area;

k) any proposed sanitation dump shall be in accordance with the Alberta Safety Code;

l) landscaping, if required by the Development Authority, shall be as follows:

i) on sites smaller than 1.0 ha a minimum of 10%, or as otherwise required by the Development Authority, of the site shall be landscaped. On sites larger than 1.0 ha, a minimum of 60%, or as otherwise required by the Development Authority, of the required front and side yard Setbacks of the site shall be landscaped;

ii) one tree for every 40.0 m² of landscaped area, to a minimum of four trees, at a proportion of approximately 1:1 deciduous and coniferous trees, provided that where new tree plantings are otherwise required, existing trees that comply with the Minimum Tree Sizes can be used;

iii) one shrub for every 60.0 m² of landscaped area shall be provided to a minimum of six shrubs, at a proportion of approximately 2:1 of deciduous and coniferous shrubs;

iv) deciduous trees shall be a minimum of 63.0 mm caliper measured 450.0 mm from ground level. Coniferous trees shall be 2.5 m in height.

The Subdivision and Appeal Board has also ruled previously that the use of this portion of land for RV Storage meets the criteria for RV Storage in the Atim Creek North Area Structure Plan as a permitted commercial use of this land.

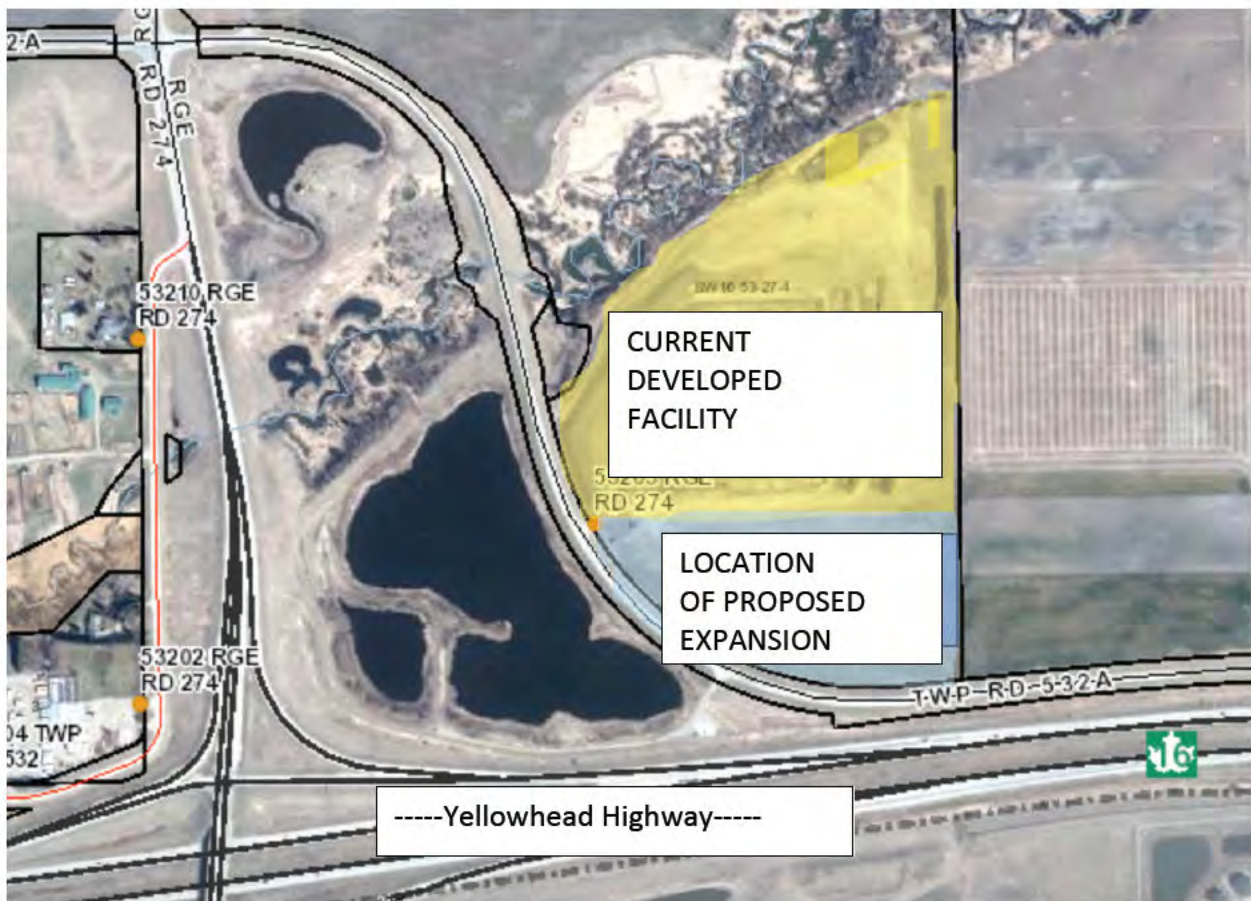
My goal is to utilize this land for RV Storage until such time that a greater and higher use of the land is recognized as the county and city of Spruce Grove expands in the coming years.

Your feedback will contribute to refining the development concept and will be included in a future development permit application to the County.

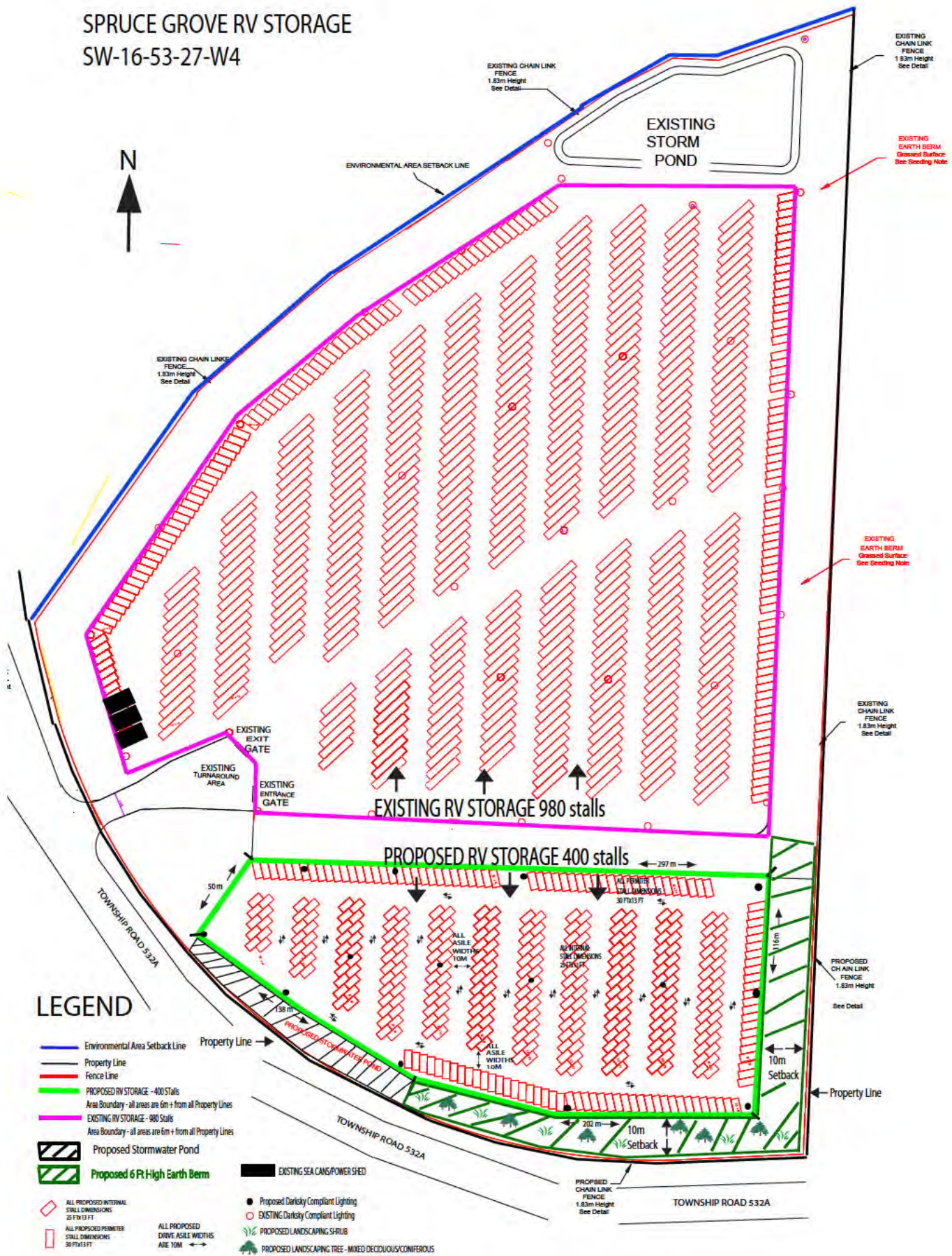
Kindly share your comments on the proposed development by August 14, 2024, via email at crosswaydevelopmentsspruce@gmail.com.

Sincerely,

Jonathan Bauer



SPRUCE GROVE RV STORAGE SW-16-53-27-W4



2. A summary of the phone call received.

PHONE CALLS

Phone Call Received on Aug 6, 2024 at 4:44pm from Directly Adjacent Landowners

Names: [REDACTED]

Summary of Phone Call: [REDACTED] wanted to call me directly as they are not use to using technology. It was a very positive phone from adjacent neighbor. They were calling to voice their support of my development and glad to see such developments in the area. [REDACTED] explained that she was looking at the trailers stored on sight across from her adjacent land as we spoke. They expressed that they had meant to contact me during my first development to voice their support when they received my first letter a couple of years ago. She wanted to make sure she called me this time to express her support and encouragement of what I am doing.

Follow-up: I have booked a follow-up meeting to go and meet them at their property.

3. A summary of the email correspondence, including the reply sent.

EMAILS RESPONES RECEIVED



Crossway DevelopmentsSpruce <crosswaydevelopmentspruce@gmail.com>

Spruce Grove RV Storage Plan

Jay Mason <JMason@arrowutilities.ca>

Fri, Aug 2, 2024 at 10:39 AM

To: "crosswaydevelopmentspruce@gmail.com" <crosswaydevelopmentspruce@gmail.com>

Cc: Matthew Gover <MGover@arrowutilities.ca>, Jerry Yang <jyang@arrowutilities.ca>

Hello Jonathan, in reviewing your letter on the proposed development of SW 16 53 27 W4, we would just have a couple questions to confirm –

1. The 10 m set back off the property line along the southern border, does this then ensure that no vehicles will be stored within 5 m of the sanitary transmission line?
2. The stormwater pond would be a safe distance away from the most westerly manhole on the property in an event that if repairs were required, the pond would not be impacted by construction (loss of bank etc)

Thanks,

Jay Mason P.Eng. (He/Him)

Director of Engineering

jmason@arrowutilities.ca

(p) 780.416.6804

www.arrowutilities.ca



Crossway DevelopmentsSpruce <crosswaydevelopmentsspruce@gmail.com>

Spruce Grove RV Storage Plan

Jay Mason <JMason@arrowutilities.ca>

Fri, Aug 2, 2024 at 11:03 AM

To: "crosswaydevelopmentsspruce@gmail.com" <crosswaydevelopmentsspruce@gmail.com>

Cc: Matthew Gover <MGover@arrowutilities.ca>, Jerry Yang <jyang@arrowutilities.ca>

Hi Jonathan, just to amend my point 1 above, would need the proposed distance of the vehicles from our line as we would need to review against possible future twinning of our line within the right of way.

Get [Outlook for iOS](#)

From: Jay Mason

Sent: Friday, August 2, 2024 11:39:11 AM

To: crosswaydevelopmentsspruce@gmail.com <crosswaydevelopmentsspruce@gmail.com>

Cc: Matthew Gover <MGover@arrowutilities.ca>; Jerry Yang <jyang@arrowutilities.ca>

Subject: Spruce Grove RV Storage Plan

[Quoted text hidden]

I RESPONDED WITH A PHONE CALL TO JAY AS WELL AS THIS EMAIL AFTER THE PHONE CALL:



Crossway DevelopmentsSpruce <crosswaydevelopmentsspruce@gmail.com>

Spruce Grove RV Storage Plan

Crossway DevelopmentsSpruce <crosswaydevelopmentsspruce@gmail.com>

Wed, Aug 7, 2024 at 11:07 AM

To: Jay Mason <JMason@arrowutilities.ca>

Cc: Matthew Gover <MGover@arrowutilities.ca>, Jerry Yang <jyang@arrowutilities.ca>

Hi Jason,

It was good speaking with you the phone this AM to make sure that we meet your needs to work together around the ROW.

As discussed we will send you our plans to review once they are drafted but will ensure that we do not have units parked in the ROW in case of work needed to be done in your end in the future. Secondly we will make sure the stormwater pond is a safe distance from the Western Manhole to ensure the same.

As discussed, we are planning on having an earth Berm on a portion of ROW for visual screening purposes and will address this in our plans that will be sent to you for review. We will also have a fence which would be in our property line that will also be viewed on our plans that will be sent over to you.

I look forward to working with you in the coming days to meet your ROW needs in our development process.

Thanks and talk soon.

Jon Bauer



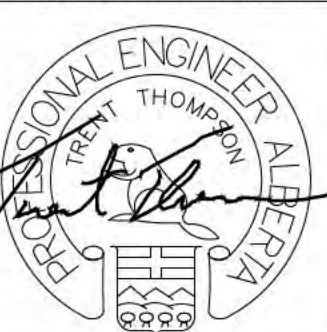


NOTES

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - LIGHT POLE
 - CHAIN LINK FENCE
 - TRAFFIC FLOW DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *[Signature]*
Date: Sept. 27, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHE	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	09-27-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	09-27-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
SITE PLAN

SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

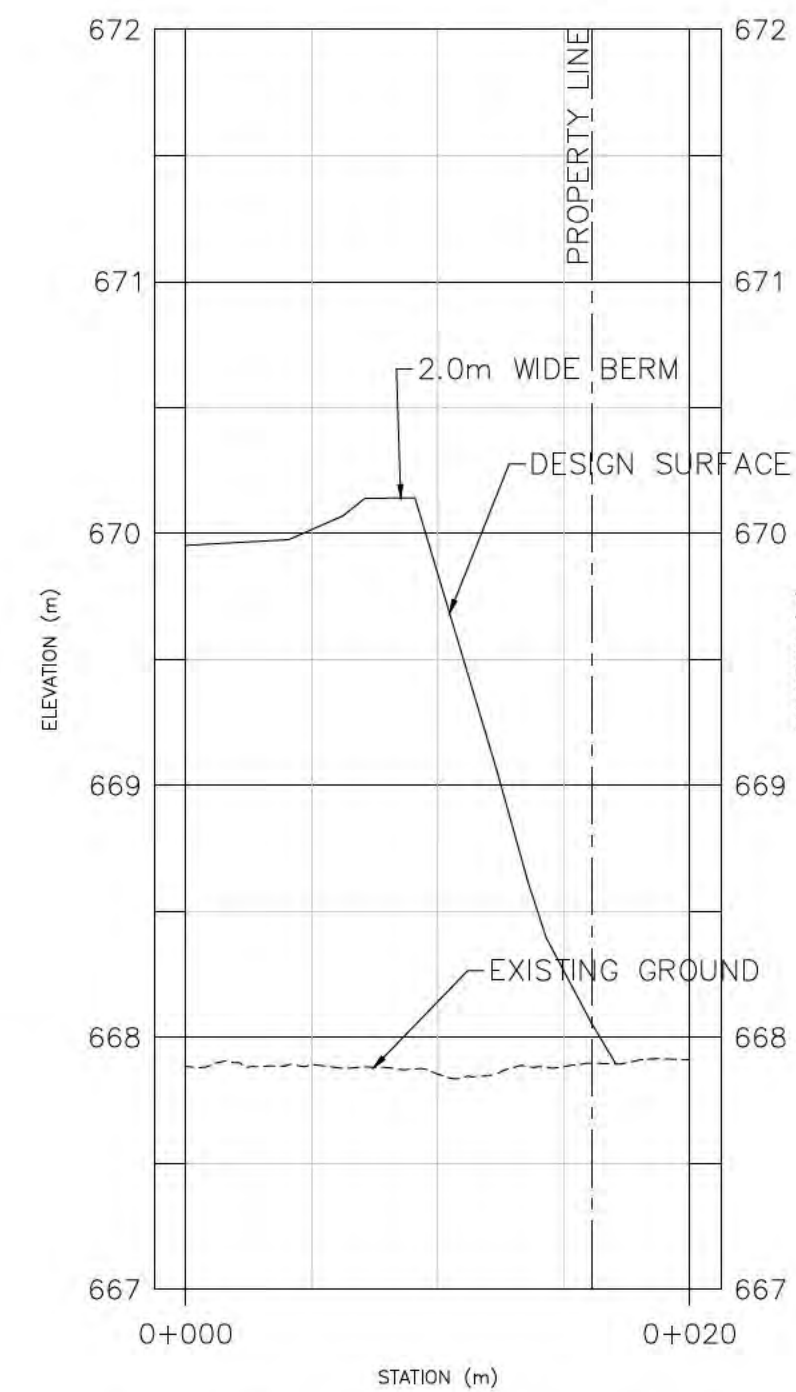
9703-199 St.
EDMONTON, AB
T5T-6E8
www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

JOB NUMBER:	DWG NUMBER:	REV:
110-2470	110-2470-C1	0

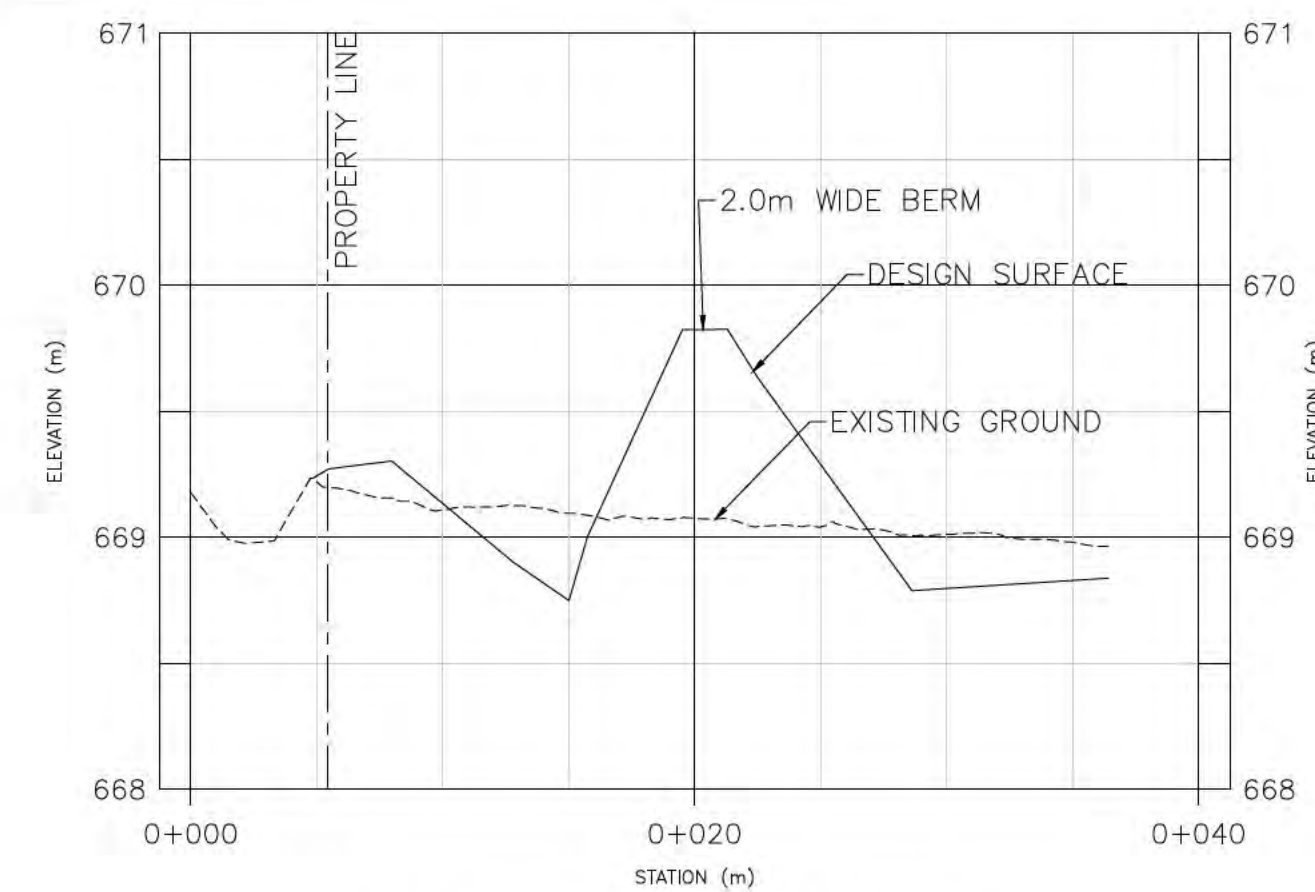


SW 16-53-27-W4M
13.84ha
34.18 acres

SW 16-53-27-W4M
3.75ha
9.26 acres
(PROPOSED 412 PARKING STALLS)



CROSS-SECTION A-A
SCALE 1:300



CROSS-SECTION B-B
SCALE 1:300

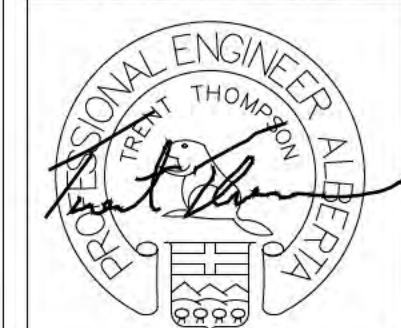
NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
2. ALL ELEVATIONS ARE GEODETIC.
3. CONTRACTOR TO CONFIRM EXISTING GRADES AND LOCATIONS MATCH.
4. ALL DISTANCES ARE IN METERS.
5. NO CROSS LOT DRAINAGE PERMITTED.

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - PROPOSED FINISHED ELEVATION
 - EXISTING ELEVATION
 - PROPOSED SLOPE
 - LIGHT POLE
 - CHAIN LINK FENCE
 - DITCH FLOW DIRECTION
 - MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *Paul Thompson*
Date: SEPT. 27, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

NO.	DATE	ISSUED FOR DP APPROVAL	DESCRIPTION	HV	MB	TT	MB
1	09-27-24	ISSUED FOR DP APPROVAL					
REVISIONS				BY [CHE] ENG APP			
DRAWN BY:		DATE:	CHECKED BY:	DATE:		DATE:	
HV		08-16-24	MB	09-27-24		09-27-24	
ENGINEER:		DATE:	APPROVED:	DATE:		DATE:	
TT		08-16-24	TT	09-27-24		09-27-24	

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M

GRADING PLAN

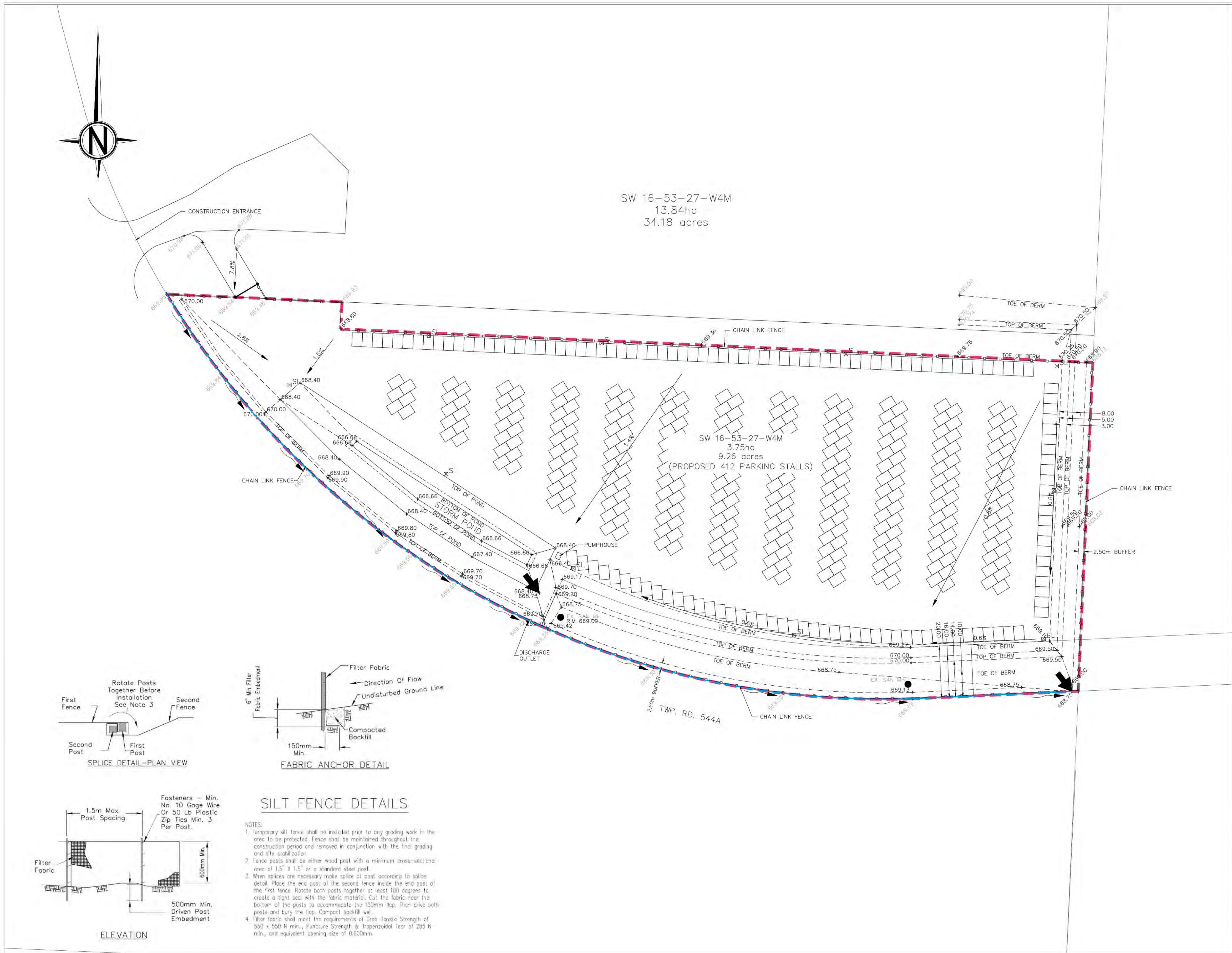
SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

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ENVIRONMENTAL SERVICES

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www.bolson.ca
PH: 780-668-8571
FAX: 780-413-8879

JOB NUMBER: 110-2470	DWG NUMBER: 110-2470-C2	REV: 0
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NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
2. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL PREVENT SEDIMENT, DEBRIS, AND ALL OTHER POLLUTANTS FROM ENTERING ANY ADJACENT WATERWAYS, WETLANDS, OTHER PROPERTIES, ETC. DURING ALL DEMOLITION, EXCAVATION, TRENCHING, BORING, OR OTHER CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE OWNER, SITE DEVELOPER, CONTRACTOR, AND/OR THEIR AUTHORIZED AGENTS SHALL BE RESPONSIBLE FOR THE REMEDIATION OF ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, OTHER PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
3. APPROVED EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED AND FULLY FUNCTIONAL FOR THE ENTIRE DURATION OF THE PROJECT. INSPECTION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES ARE THE CONTINUOUS OBLIGATIONS OF THE CONTRACTOR.
4. INSPECTIONS OF ALL THE ESC PRACTICES MUST BE COMPLETED AND DOCUMENTED AT LEAST EVERY 7 DAYS AND AT CRITICAL TIMES WHEN EROSION AND SEDIMENT RELEASES COULD OCCUR.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THE REMOVAL OF ALL SEDIMENT, MUD, AND CONSTRUCTION DEBRIS THAT MAY ACCUMULATE IN THE FLOW LINES, PRIVATE PROPERTY, AND PUBLIC ROW'S AS A RESULT OF THIS CONSTRUCTION PROJECT. REMOVAL SHALL OCCUR WITHIN 48 HOURS.
6. ALL MUD AND SEDIMENT TRACKED ONTO PUBLIC STREETS SHALL BE CLEANED BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL ENSURE A WATER TRUCK WILL BE ONSITE OR WITHIN CLOSE PROXIMITY FOR DUST CONTROL AT ALL TIMES DURING CONSTRUCTION.
8. DO NOT DISTURB TOPSOIL WITHIN 10m OF PROPERTY LINE OR WETLAND. IF WORKING WITHIN 10.0m OF A DRAINAGE DITCH OR WETLAND, SILT FENCE MUST BE PLACED AROUND PERIMETER.

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - PROPOSED FINISHED ELEVATION
 - EXISTING ELEVATION
 - PROPOSED SLOPE
 - FENCE
 - SILT FENCING
 - MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *[Signature]*
Date: SEPT. 27, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHE	ENG	APP
REVISIONS						
DRAWN BY:		DATE:	CHECKED BY:		DATE:	
HV		08-16-24	MB		09-27-24	
ENGINEER:		DATE:	APPROVED:		DATE:	
TT		08-16-24	TT		09-27-24	

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1:700
CLIENT: CROSSWAY RECORDS INC.

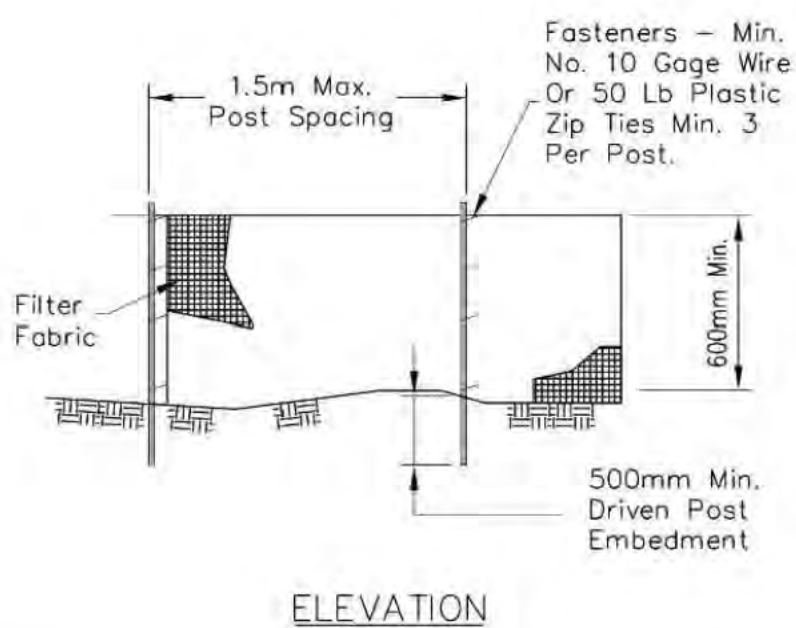
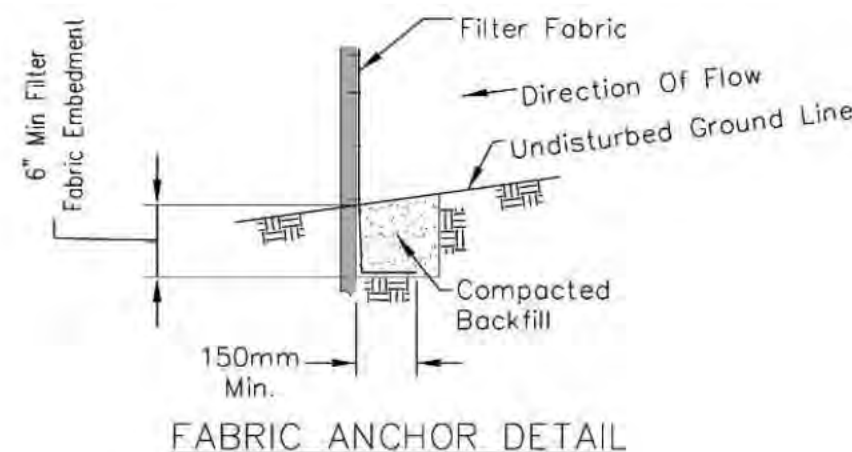
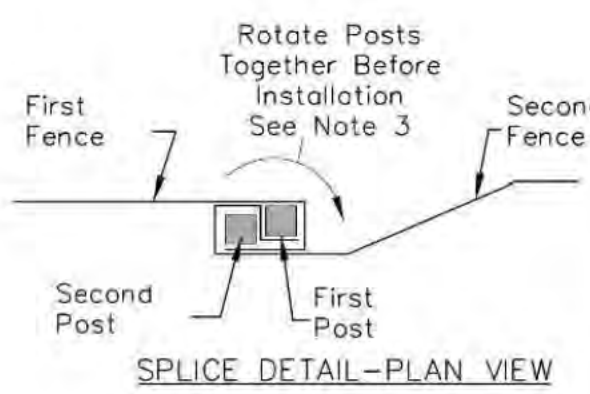
BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

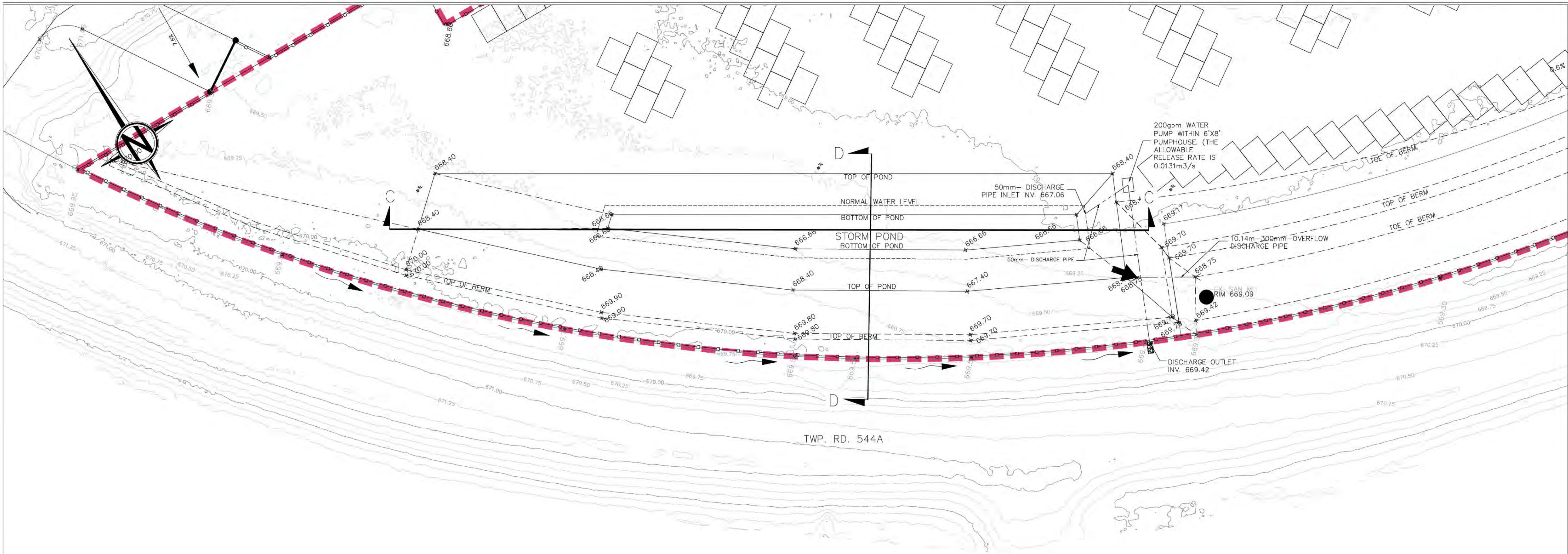
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T5T-6E8
www.bolson.ca
PH: 780-668-8571
FAX: 780-413-8879

JOB NUMBER: 110-2470
DWG NUMBER: 110-2470-C3
REV: 0

SILT FENCE DETAILS

- NOTES:
1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 2. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" x 1.5" or a standard steel post.
 3. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 150mm flap. Then drive both posts and bury the flap. Compact backfill well.
 4. Filter fabric shall meet the requirements of Grab Tensile Strength of 550 x 550 N min., Puncture Strength & Trapezoidal Tear of 285 N min., and equivalent opening size of 0.600mm.





NOTES

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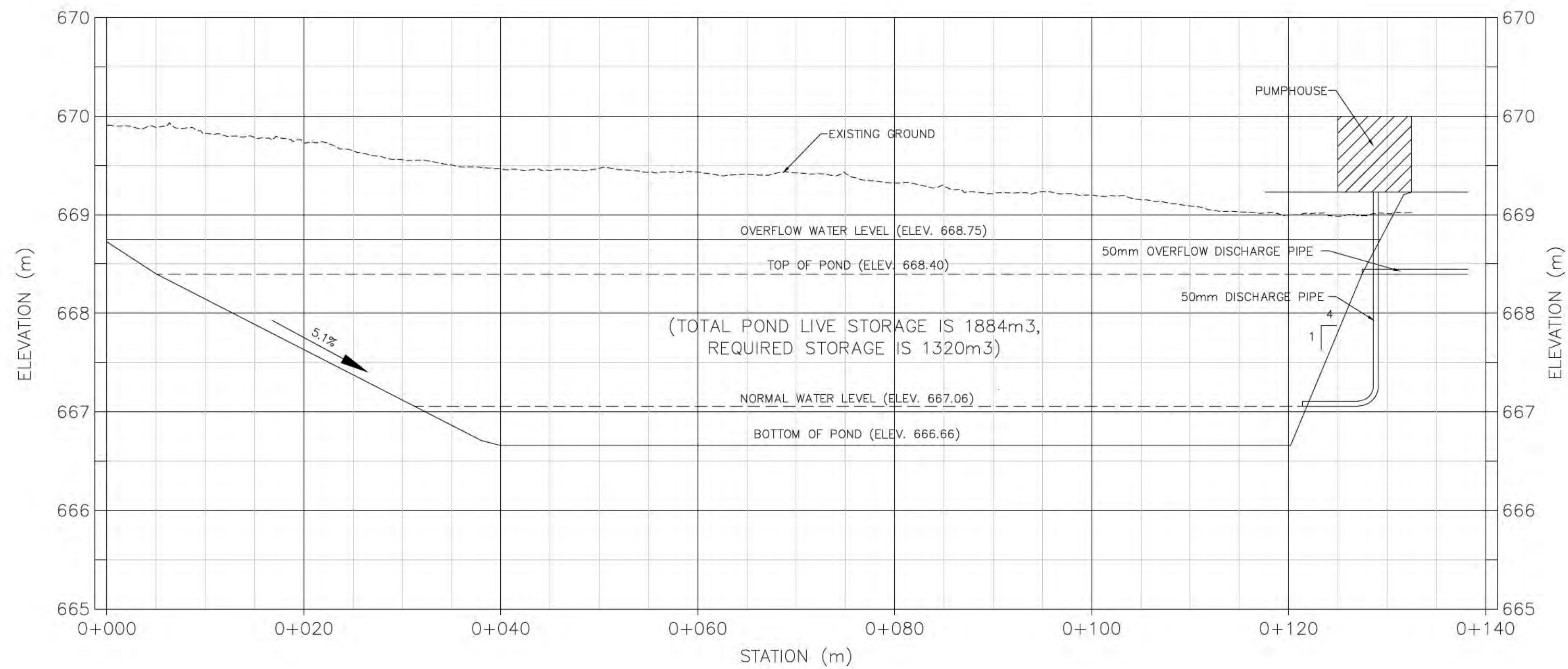
LEGEND

---	PROPERTY BOUNDARY
+	PROPOSED FINISHED ELEVATION
+	EXISTING ELEVATION
2.2%	PROPOSED SLOPE
—o—o—	FENCE
→	DITCH FLOW DIRECTION
→	MAJOR DRAINAGE DIRECTION

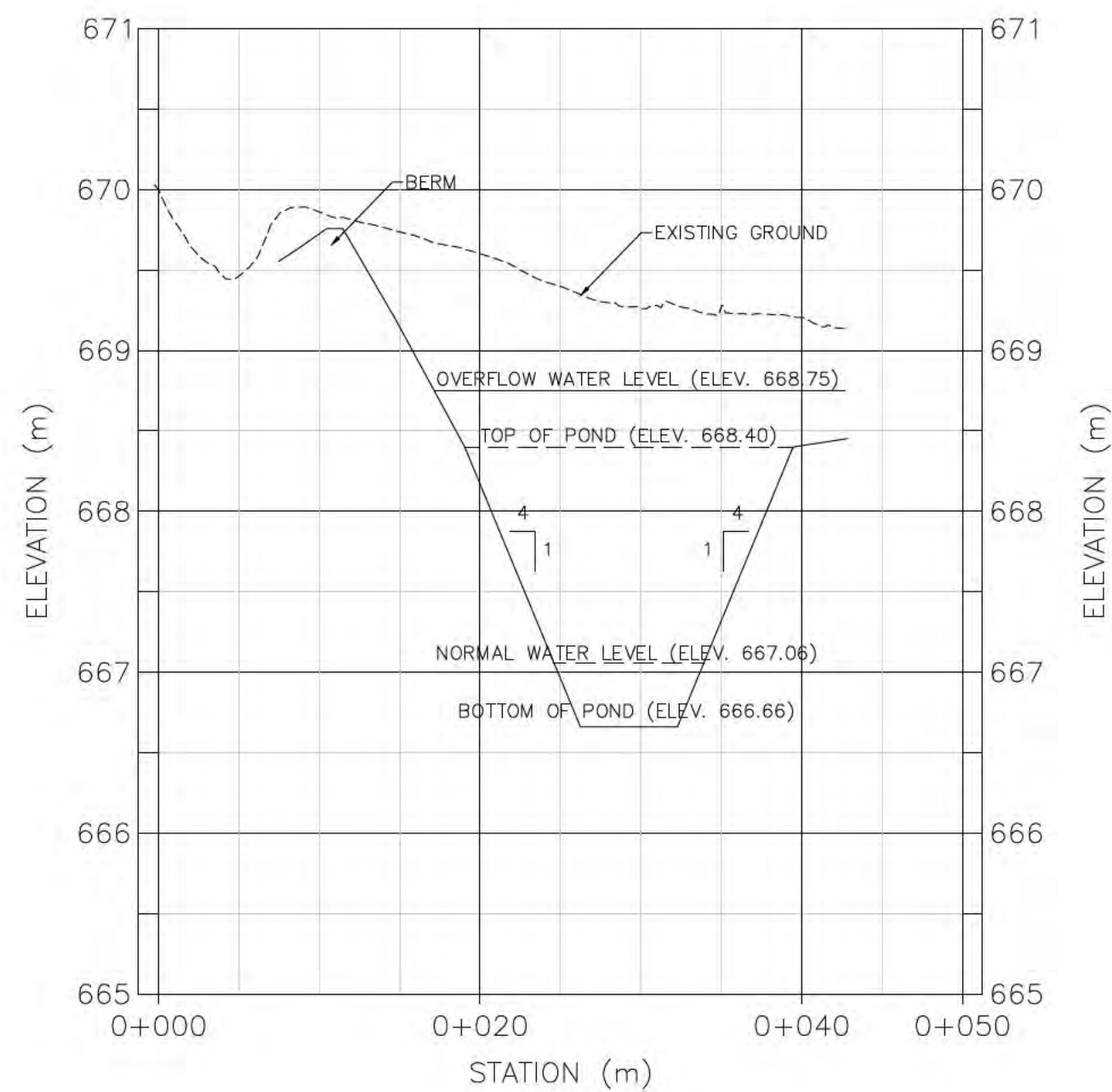
ENGINEER'S STAMP

PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *[Signature]*
Date: SEPT. 27, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta



CROSS-SECTION C-C



CROSS-SECTION D-D

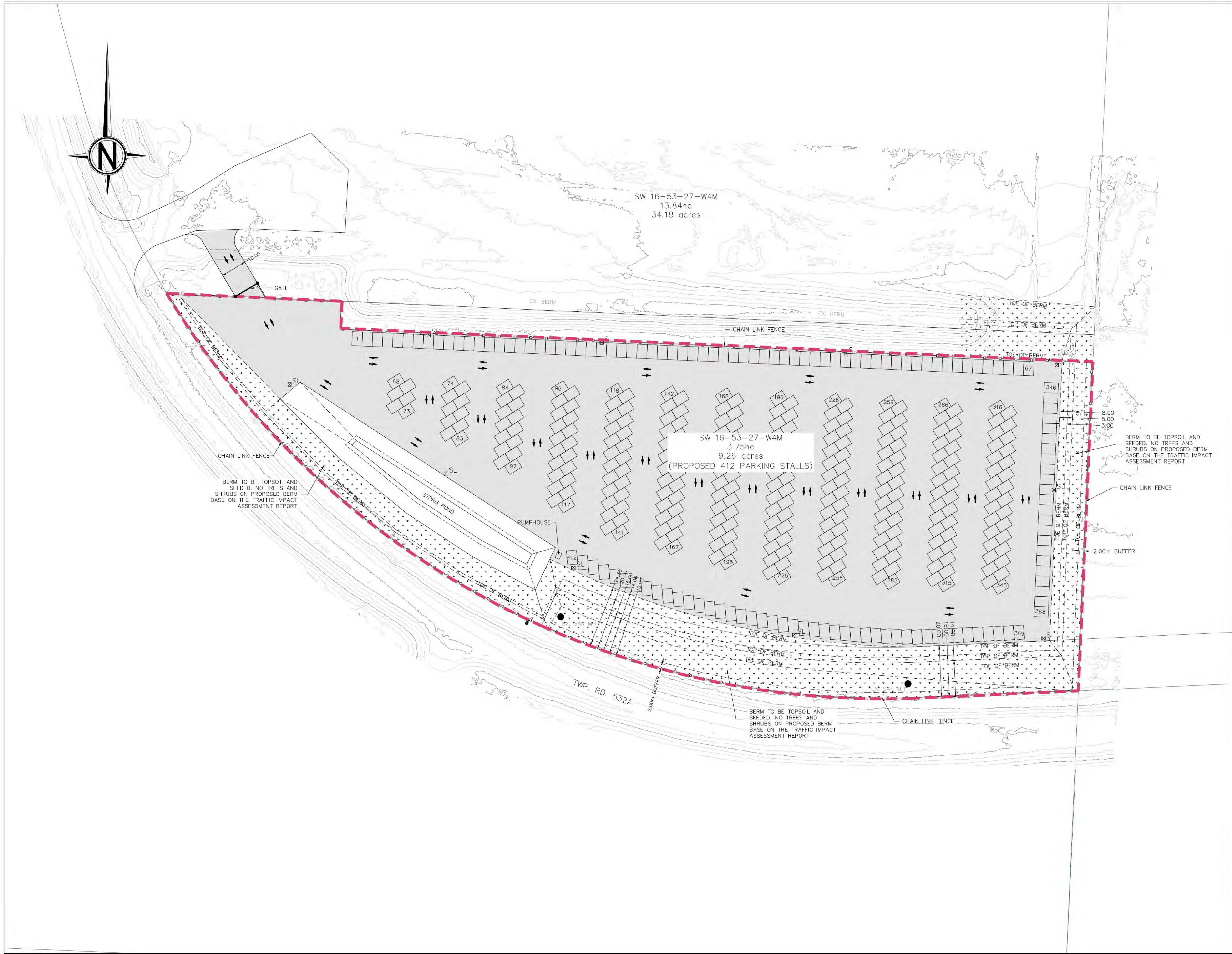
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NO.	DATE	DESCRIPTION	BY	CHE	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	09-27-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	09-27-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
STORM POND DETAIL

SCALE: 1:400
CLIENT: CROSSWAY RECORDS INC.

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www.bolson.ca
PH: 780-668-8571
FAX: 780-413-8879

JOB NUMBER: 110-2470
DWG NUMBER: 110-2470-C4
REV: 0



NOTES

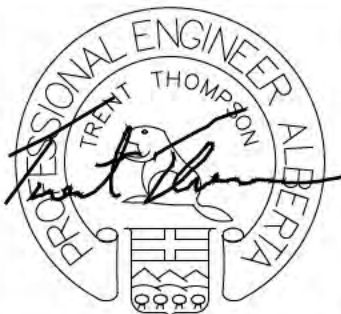
1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

LEGEND

LEGEND

- PROPERTY BOUNDARY
- 18'X13' PARKING STALL
- GRAVEL SURFACE
- TOP SOIL AND SEEDED
- LIGHT POLE
- FENCE

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *[Signature]*
Date: Sept. 27, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHE	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	09-XX-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	09-XX-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
LANDSCAPING PLAN

SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

BOLSON
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ENVIRONMENTAL SERVICES

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FAX:780-413-8879

JOB NUMBER:	DWG NUMBER:	REV:
110-2470	110-2470-C5	0

September 2nd, 2024

File No.: 110-2470.SWM REPORT

Parkland County
Planning and Development Services
53109A HWY 779
Parkland County, AB
T7Z 1R1

Attention: To Whom it may Concern

**Stormwater Design Parameters for property
located at SW ¼ Sec. 16 53-27-W4M**

The new RV storage yard that is being proposed for the property located at SE ¼ Sec. 16 53-27-W4M has been analysed with regards to the Storm Water Management requirements for the site.

The existing site contours were reviewed and they indicate that the general existing drainage course of the proposed developed area is in a south-westerly direction towards the southern middle of the property. This is where the storm pond is designed to be constructed for the RV storage yard development.

The entire property is approximately 3.75 Ha in size and the proposed developed phase of the storage site will utilize the entire area (including storm pond, perimeter berms, storage areas and access). All the water within the developable area will remain within the boundaries of the property and drain through a controlled overland drainage system to the storm pond and then ultimately be released through a pump out system to a drainage ditch along the south edge of the property. The overflow discharge will be at the southeast corner of the property. The storage on site is designed for a total storage volume of 1,320 m³ which is adequate storage for a 1-in-100 year storm event for the additional stormwater that is generated by the newly developed area relative to the allowable release rate for the property. The required storage volume was calculated using the following criteria:

Post-Development Release Rate (1:100 Storm Event) = 3.5 L/s/Ha

Developed Area = 3.75 Ha

$$Q_{\text{POST}} = (3.5 \text{ L/s/Ha}) * (3.75 \text{ Ha}) = 0.0131 \text{ m}^3/\text{s}$$

Post Development Storage Requirements (1:100 Storm Event):

C = 0.45 (Gravel Storage Yard; Landscaping; Pond)

$$Q_{\text{ALLOWABLE}} = 0.00131 \text{ m}^3/\text{s}$$

A = 3.75 Ha

$$24 \text{ hour storage requirement} = 1,320 \text{ m}^3$$

Based on the Rational Method, 1,320 m³ of total storage is required to handle the 1:100 year storm event for the additional stormwater created from the proposed development for a 24 hour return storm. The actual storage provided on the site is 1,845 m³ within the proposed pond system with an additional 0.35m freeboard allowance.

Release rate from the pond will be restricted by the outlet pump and pipe system to the allowable discharge requirements (3.5 L/s/Ha = 0.0131 m³/s) and released to the discharge point directly south of the pond as indicated on plan 110-2470-C4. This release rate is based on the max allowable discharge rate as per the Alberta Environment and Parks isochart and is lower than the pre development flows for the 1:5, 1:25 and 1:100 year storm events.

The proposed pump and pipe system will consist of a 50mm buried PVC pipe that connects to a Pacer SE2RL or equivalent pump located at the pond and extends to the discharge point (directly adjacent to the pond). The pump will be set to operate at 200 gpm (0.0131 m³/s) and the proposed pump has been chosen as it will not exceed the required discharge flow rate. The pump curve and specification sheet for the proposed pump system is appended to this report and the TDH of the pump is:

- Vertical Rise = 2.44m
- Friction Loss = 1.03m
- TDH = 2.44 + 1.03 = 3.47m

Once the water is discharged to the north ditch, it will flow south and east through the existing roadside ditch along TWP Road 522A.

The storm pond overflow is designed to discharge through the same ditch as the main pumpout of the pond.

We trust that this is the information you require. Please do not hesitate to contact us should you require further assistance on this matter.

Yours truly,

Bolson Engineering and Environmental Services



Trent Thompson, P. Eng.

PACER

SERIES 'S' SELF-PRIMING CENTRIFUGAL PUMPS

HORIZONTAL . . . LONG or CLOSE COUPLED
for industrial, agricultural and marine use

**CLOSE-COUPLED
ELECTRIC**



GASOLINE ENGINE

**PEDESTAL MOUNTED
for flexible coupling**



HYDRAULIC

PNEUMATIC



LONG COUPLED

- **CHOICE OF MATERIALS -**

Glass reinforced — polyester, polypropylene or Ryton® EPDM, Buna-N or Viton® elastomers, and stainless steel or non-metallic fasteners for resistance from chemical attack

(See Chemical Resistance Chart)

- **FLOW RATES (electric driven)**
To 280 U.S. GPM or 120 ft. TDH @ 60 Hz
(To 883 LPM or 25.4m TDH @ 50 Hz)
- **FLOW RATES (Engine driven)**
To 290 U.S. GPM or 126 ft. TDH
(To 1060 LPM or 38.4m TDH)
- Suction lift to 25 ft. (7.6m) VERTICAL*
- 1-1/2", 2" or 3" NPT ports. All polyester and 2" polypropylene also available with BSP threads.
- ELECTRIC MOTOR, GASOLINE ENGINE, DIESEL ENGINE, HYDRAULIC or PNEUMATIC DRIVEN
- CLOSE-COUPLED, LONG-COUPLED or PEDESTAL MOUNTED
- BUILT-IN CHECK VALVE FOR QUICK PRIMING

* Based on water-like liquids at 70°F and at 3450 RPM after initial priming of pump housing.



AQUACULTURE



AGRICULTURE



MARINE



**IRRIGATION AND
SOLUTION TRANSFER**



OIL FIELD



**INDUSTRIAL AND
WASTE TREATMENT**



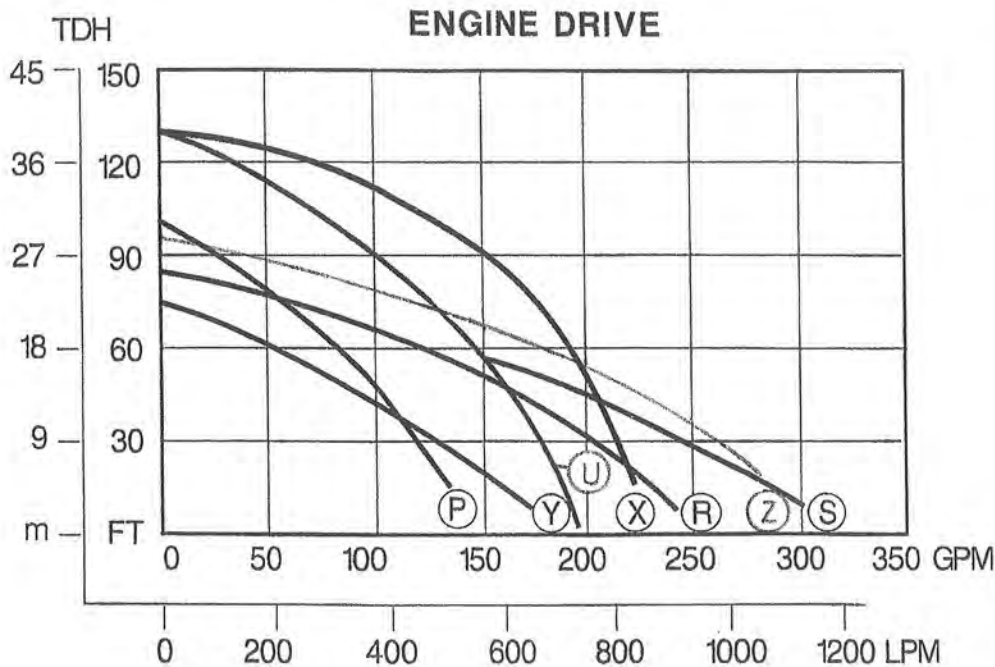
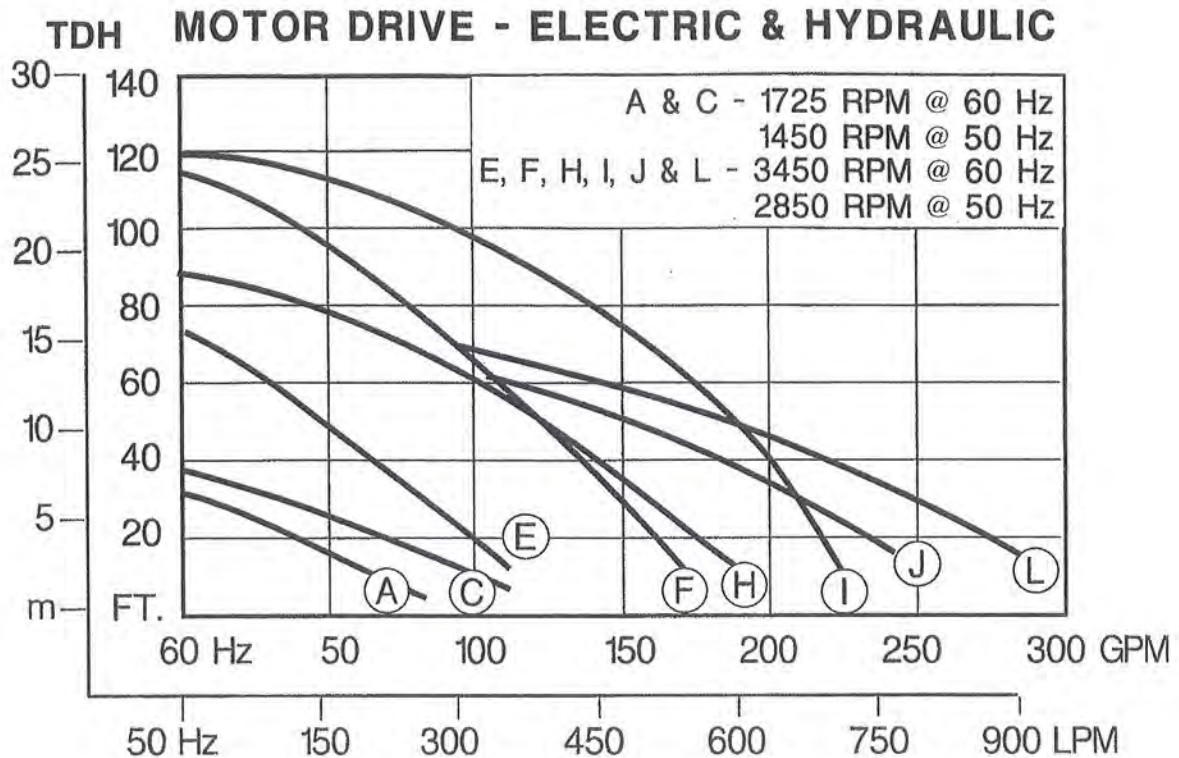
**CHEMICAL
APPLICATIONS**



SPRAY RIG

www.pacerpumps.com

'S' PUMP FLOW CURVES



Curve	Impeller	HP *
A 1 1/2"	704	.75
C 1 1/2"	706	1.5
E 2"	667	2
F 2"	704	3
H 2"	974	3
I 2"	706	5
J 2"	975	5
L 3"	975	5
P 2"	704	3.5
R 2"	975	5.5
S 3"	975	5.5
U 2"	706	5.5
X 3"	8706	8
Y 2"	974	4
Z 3"	8975	8

* HP Based on specific gravity of 1.0

POLYESTER PUMPS

PP-630C
Page 3



CLOSE-COUPLED
ELECTRIC

PUMP CLOSE-COUPLED TO ELECTRIC MOTOR

FLOW CURVE LETTER	PORT SIZE IN.	MAXIMUM FLOW RATE		MAX. TDH		HP REQ'D		MODEL NUMBER	PRICE CODE NUMBER	ELECTRIC MOTOR 60 Hz ADD TO MODEL & PRICE CODE NO. . . .	
		GPM @ 60 Hz	LPM @ 50 Hz	FT. @ 60 Hz	m @ 50 Hz	60 Hz /RPM	50 Hz 2850 RPM			115/230V 1/60 TEFC	230/460V 3/60 TEFC
A	1½	80	252	30	6.4	.5/1750	.25/1450	SE1½AL-	58-11A4-	G.5C	H.5C
C	1½	120	378	32	6.8	1.0/1750	.5/1450	SE1½CL-	58-11C4-	G1.0C	H1.0C
E	2	110	346	70	14.8	2/3450	1.1	SE2EL-	58-12E4-	C2.0C	D2.0C
H	2	180	567	85	18	3/3450	1.7	SE2HL-	58-12H4-	C3.0C	D3.0C
*F	2	160	504	115	24.3	3/3450	2.2	SE2FL-	58-12F4-	C3.0C	D3.0C
J	2	240	756	75	15.9	5/3450	3	SE2JL-	58-12J4-	C5.0C *	D5.0C
*I	2	230	725	120	25.4	5/3450	4	SE2IL-	58-12I4-	C5.0C *	D5.0C
L	3	280	883	75	15.9	5/3450	4.2	SE3LL-	58-13L4-	C5.0C *	D5.0C

Pump molded of glass reinforced polyester with 316 stainless steel internal fasteners, 304 SS external fasteners, EPDM "O"-rings and gasket, check valve. (Viton® available) Polypropylene baseplate, close-coupled electric motor. Also available in polypropylene & Ryton. * 230 Volt only.

HP requirements based on specific gravity of 1.0.

* 'F' and 'I' curves limited to 1.0 SG (water). Exceeding 1.0 SG requires next highest horsepower.

PUMP CLOSE-COUPLED TO 12 & 24 VOLT DC MOTORS

FLOW CURVE LETTER	PORT SIZE IN.	MAXIMUM FLOW RATE		MAX. TDH		HP	MODEL NUMBER	PRICE CODE NUMBER	DC MOTOR ADD TO MODEL & PRICE CODE NO. . . .	
		GPM @ 60 Hz	LPM @ 50 Hz	FT. @ 60 Hz	m @ 50 Hz				12V	24V
A	2	80	252	30	6.4	.5	SE2AB-	58-12A2-	DC.5C-12	
A	2	80	252	30	6.4	.5	SE2AB-	58-12A2-		DC.5C-24
C	2	120	378	32	6.8	1.0	SE2CB-	58-12C2-	DC1.0C-12	
C	2	120	378	32	6.8	1.0	SE2CB-	58-12C2-		DC1.0C-24

Pumps close-coupled to DC motors are fitted with Buna-N elastomers only. These pumps are suitable for fresh or saltwater applications. All specifications are based on a specific gravity of 1.0.

PUMP with GASOLINE ENGINE DRIVE

* See page 6 for engines available with electric start option



GASOLINE ENGINE
DRIVE

FLOW CURVE LETTER	PORT SIZE IN.	MAX. FLOW RATE		MAX. TDH		SHIPPING WEIGHT		MODEL NUMBER	PRICE CODE NO.	GASOLINE ENGINE ADD TO MODEL & PRICE CODE NO. . . .	
		GPM	LPM	FT.	m	LBS.	kg.			STANDARD	HEAVY DUTY
Y	2	170	643	76	23	40	19	SE1½YL-	58-11Y4-	-E4CP	
P	2	150	568	100	30	40	19	SE2PL-	58-12P4-		
R	2	230	871	83	25	46	23	SE2RL-	58-12R4-	E5IC B&S E5HOC Honda	E6VCP B&S E5HCP Honda
U	2	200	757	130	40	46	23	SE2UL-	58-12U4-		same as above
S	3	280	1060	83	25	50	24	SE3SL-	58-13S4-		
X	3	230	871	126	38	70	32	SE3XL-	58-13X4-	N/A	
Z	3	290	1102	90	27	70	32	SE3ZL-	58-13Z4-	N/A	E8VCP

Molded of glass reinforced polyester with carrying handle, 316 stainless steel internal and external fasteners, EPDM O-rings and gasket, check valve. (Viton® available) See motor table on page 6 for diesel engine drive. 'S' pumps are also available with 305cc LCT Diesel engine.



HYDRAULIC



PNEUMATIC

PUMP with HYDRAULIC or PNEUMATIC DRIVE

FLOW CURVE LETTER	PORT SIZE	HYDRAULIC @ 3450 RPM					PNEUMATIC @ 2900 RPM					SHIP. WT LBS.		MODEL NUMBER	PRICE CODE NUMBER	ADD TO	
		FLOW RATE		MAX. TDH		REQ. HP	FLOW RATE		MAX. TDH		REQ. HP					MODEL & PRICE CODE NO.	
	IN.	GPM	LPM	FT.	m	GPM	LPM	FT.	m	HY	PN						
E	2	110	416	71	22	2.0	90	340	49	15	1.0	18	44	SE2EL-	58-12E4-	-HYC	-PNC
F	2	160	605	115	35	5.0	133	503	80	24	2.0	18	44	SE2FL-	58-12F4-		
I	2	230	870	120	37	5.0	190	719	83	25	3.0	18	44	SE2IL-	58-12I4-		
J	2	240	908	75	23	5.0	200	757	52	16	3.0	18	44	SE2JL-	58-12J4-		
L	3	280	1060	75	23	5.0	242	915	52	16	3.0	21	47	SE3LL-	58-13L4-		

Pump molded of glass reinforced polyester with 316 stainless steel internal fasteners, 304 SS external fasteners, EPDM "O"-rings, gasket and check valve. (Viton® available) Pneumatic driven includes a steel baseplate. Motor shaft is a 316 stainless steel stubshaft. Also available in polypropylene & Ryton. • 'I' curve is limited to 1.0 SG (water). Exceeding 1.0 SG requires next highest HP.

CLOSE COUPLED ELECTRIC POLYPROPYLENE PUMPS

POLYPROPYLENE / VITON®

FLOW CURVE LETTER	PORT SIZE	MAXIMUM FLOW RATE		MAX. TDH		HP REQUIRED		MODEL NUMBER	PRICE CODE NUMBER	ELECTRIC MOTOR 60 Hz		
										ADD TO MODEL & PRICE CODE NO. . . .		
		IN.	GPM @	60 Hz LPM @	FT. @ 60 Hz	m @ 60 Hz	60 Hz /RPM			50 Hz /2850 RPM	115/230V/1/60 TEFC	230/460V/3/60 TEFC
A	1½	80	252	30	6.4	.5/1750	.25/1450	SPRY1½AV-	58-21A1-	G.5C	H.5C	
C	1½	120	378	32	6.8	1.5/1750	.5/1450	SPRY1½CV-	58-22C1-	G1.OC	H1.OC	
E	2	110	346	70	14.8	2/3450	1.1	SPRY2EV-	58-22E1-	C2.OC	D2.OC	
H	2	180	567	85	18	3/3450	1.7	SPRY2HV-	58-22H1-	C3.OC	D3.OC	
•F	2	160	504	115	24.3	3/3450	2.2	SPRY2FV-	58-22F1-	C3.OC	D3.OC	
J	2	240	756	75	15.9	5/3450	3	SPRY2JV-	58-22J1-	C5.OC	D5.OC	
L	3	280	883	75	15.9	5/3450	4.2	SPRY3LV-	58-23L1-	C5.OC	D5.OC	

Pump molded of glass-filled polypropylene with glass-filled Ryton® volute, 304 SS external fasteners, Viton® "O"-rings, gasket, check valve, (EPDM available) polypropylene baseplate, close coupled electric motor. • 'F' curve is limited to 1.0 SG (water). Exceeding 1.0 SG requires next highest horsepower.

RYTON PUMPS

RYTON / VITON

FLOW CURVE LETTER	PORT SIZE	MAXIMUM FLOW RATE		MAX. TDH		HP REQUIRED		MODEL NUMBER	PRICE CODE NUMBER	ELECTRIC MOTOR 60 Hz ADD TO MODEL & PRICE CODE NO. . . .		
										115/230V/1/60	230/460V/3/60	
		IN.	GPM @	60 Hz LPM @	FT. @ 60 Hz	m @ 60 Hz	60 Hz /RPM			50 Hz /2850 RPM	TEFC	TEFC
A	1½	80	252	30	6.4	.5/1750	.25/1450	SY1½AV-	58-31A1-	G.5C	H.5C	
C	1½	120	378	32	6.8	1.5/1750	.5/1450	SY1½CV-	58-32C1-	G1.OC	H1.OC	
E	2	110	346	70	14.8	2/3450	1.1	SY2EV-	58-32E1-	C2.OC	D2.OC	
H	2	180	567	85	18	3/3450	1.7	SY2HV-	58-32H1-	C3.OC	D3.OC	
•F	2	160	504	115	24.3	3/3450	2.2	SY2FV-	58-32F1-	C3.OC	D3.OC	
J	2	240	756	75	15.9	5/3450	3	SY2JV-	58-32J1-	C5.OC	D5.OC	
L	3	280	883	75	15.9	5/3450	4.2	SY3LV-	58-33L1-	C5.OC	D5.OC	

Pump molded of glass-filled Ryton® with 304 SS external fasteners, Viton® "O"-rings and Ryton gasket, check valve, (EPDM available) polypropylene baseplate, close coupled electric motor. • 'F' curve is limited to 1.0 SG (water). Exceeding 1.0 SG requires next highest horsepower.

www.pacerpumps.com

'S' PUMP CONSTRUCTION GUIDE (Build a pump for your application)

I. Close coupled pump

- Select flow curve
- Determine HP required.
- Determine materials of construction (consult chemical resistance guide)
- Construct pump model and price code numbers using pump table below
- Add drive model and price code number suffix from motor table
- Order as 1 item.



(Ordering example: close coupled pump)

ITEM	QUANTITY	DESCRIPTION/ MODEL	MODEL NUMBER
1	1	'S' pump, polyester, 2" ports, 'E' impeller, EPDM elastomers. 2.0 HP, 3450 RPM, 230/460/3/60 TEFC motor.	SE2EL D2.0C

II. Long coupled pumps

Pacer 'S' series pumps are also available in a long coupled configuration. The complete unit consists of the pump mounted to a bearing pedestal, flexible coupling and coupling guard and electric motor or gasoline engine, assembled and mounted on an epoxy coated steel base plate.



CONSULT FACTORY FOR
CONFIGURATION AND
PRICING ASSISTANCE

PUMP TABLE

PUMP MATERIAL +			PORT SIZE (NPT) +		IMPELLER +	ELASTOMERS, SEAL, INTERNAL FASTENERS		
Series 'S'	Model	PCN	Model	PCN	Model & PCN	Description: Internals	Model	PCN
Polyester	SE	58-1	1½	1	A, C	Viton® - carbon/ceramic 316SS fasteners, (unlined volute)	V	1
Polypro.	SPRY	58-2	2	2	E, F, H, I, J, P, R, U, Y	Buna - carbon/ceramic 316SS fasteners, (unlined volute)	B	2
Ryton®	SY	58-3	3	3	L, N, S, X, Z	Buna - carbon/ceramic, 316SS fasteners, (Buna lined volute)	BL	3
External fasteners are 304SS						EPDM - carbon/ceramic 316SS fasteners, (unlined volute)	L	4
						EPDM - carbon/ceramic, 316SS fasteners, (EPDM lined volute)	LL	5
						EPDM SiC Non- metallic, (unlined volute)	LN	88
						Viton® - SiC non-metallic, (unlined volute)	VN	99

+ MOTOR (see Motor Table on next page)

NOTE:

All 'S' pumps are glass reinforced.
Polypropylene pump includes Ryton® volute. (SPRY)
Volute lining is same as gasket material.
Polypropylene baseplate furnished with close-coupled models
and epoxy painted steel with 5 HP close coupled models.
For BSP threads, add B in 4th digit of Model No. and change
Price Code No. from 1 to 4, 2 to 5, 3 to 6. Note: Impeller
designation now becomes the 5th digit of model number
only for BSP pumps. (Available with polyester pumps, and
limited polypropylene pumps).

www.pacerpumps.com

MOTOR TABLE

Electric Motors Close Coupled

TEFC (60 Hz)	TEFC (50 Hz)
HP Model	HP Model
G.5C	A.5C
G.75C	A.75C
G1.0C	A1.0C
G1.5C	A1.5C
C2.0C	B2.0C
C3.0C	
C5.0C	E.5C
H.5C	E.75C
H.75C	E1.0C
H1.0C	E1.5C
H1.5C	F1.5C
D2.0C	F2.0C
D3.0C	F3.0C

Electric Motor Key

60 Hz
G = 1750 RPM 1φ C = 3450 RPM 1φ H = 1750 RPM 3φ D = 3450 RPM 3φ
50 Hz
A = 1450 RPM 1φ B = 2850 RPM 1φ E = 1450 RPM 3φ F = 2850 RPM 3φ
60 Hz 1φ 115/230 50 Hz 1φ 208- 230/50 60 Hz 3φ 208/230/460

Gasoline/Diesel Engines

DESCRIPTION	MODEL	PRICE CODE
Briggs & Stratton series 550	E4C	58-0634
Briggs & Stratton series 900	E5IC	58-0644
Honda 5hp GC 160 OHC residential	E5HOC	58-0635GC
* Honda 5.5hp GX 160 OHV commercial	E5HCP	58-0635H
* Briggs & Stratton 6.5hp Vanguard	E6VCP	58-0646V
Briggs & Stratton Vanguard 8 HP.	E8VCP	58-0967
* LCT 305 cc Diesel	E5DLCP	58-0635L

* AVAILABLE WITH ELECTRIC START OPTION

Pneumatic Motor

HP	RPM	Req'd PSI	Req'd SCFM	Model & PCN
.5	1750	30	25	PNC
1	1750	37	38	
1	2900	27	45	
2	2900	49	70	
3	2900	74	100	
4	2900	102	130	
To approximate flow at 2900 RPM, reduce flow by 20%, head by 29% and HP by 40%				

Hydraulic Motor

HP	RPM	Req'd PSI	Req'd GPM	Model & PCN
2	3450	500	9	- HYC
3	3450	750	9	
5	3450	1200	9.2	

www.pacerpumps.com

SERIES 'S' PEDESTAL MOUNTED PUMPS



'PE' - plastic pedestal
with carbon steel shaft

GENERAL INFORMATION AND POWER REQUIREMENTS



'CSS' - cast iron pedestal
with stainless steel shaft

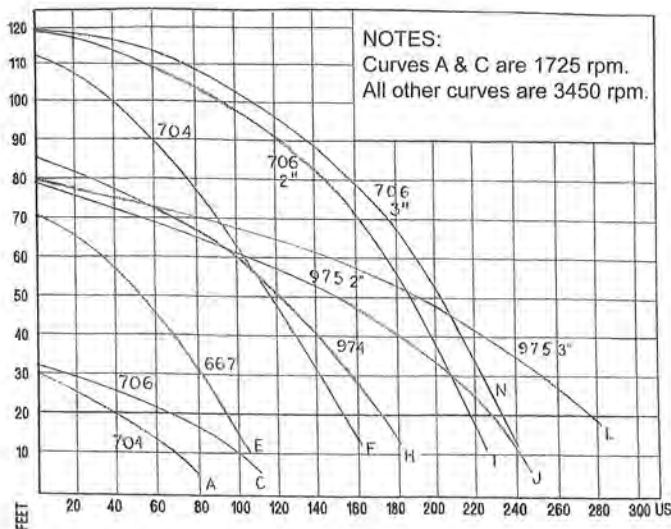
Pacer 'S' series pumps are manufactured in port sizes 1 1/2", 2" and 3" from engineered thermoplastics. These thermoplastics are Poloyester, Polypropylene and Ryton® for pumping water, saltwater, agricultural chemicals and many industrial chemicals.

The power source can be supplied from the factory in the form of electric motors or gasoline and diesel engines. The same power sources may also be supplied and installed by the customer.

All internal and external fasteners are stainless steel. Buna-N, EPDM or Viton® elastomers are available from stock. As pictured above, the Pacer Pedestal Pump is coupled to either a plastic pedestal with carbon steel shaft or a cast iron pedestal with stainless steel shaft.

Pacer pedestal mounted pumps are available with five different impellers, each having different flow characteristics. The chart at left below shows the flow curves for the five impellers operated by 1725 RPM or 3450 RPM, 60Hz electric motors. The curve letters A, C, E, etc. also become part of the model number shown on the chart at right below.

For example, the third model listed, SE2EL has the number 667 impeller and will perform to flow curve E (E is fourth character in model number). The horsepower required is 2.0 at 3450 RPM. Therefore, this pump can be operated efficiently by coupling to a 2 Hp or greater electric motor (3450 RPM) or it can be driven by a 2Hp or larger gasoline engine. The flow curves can be achieved by gas engines operating at typically 3600 RPM. The suction and discharge port size for the first model listed below right is 1 1/2" and the last is 3". The balance of models shown have 2" ports.



PUMP MODEL	CAST IRON PEDESTAL	PLASTIC PEDESTAL	CURVE	IMPELLER	RPM	REQUIRED HP
SE11/2AL	CSS	PE	A	704	1725	.5
SE2CL	CSS	PE	B	706	1725	1.0
SE2EL	CSS	PE	E	667	3450	2.0
SE2FL	CSS	PE	F	704	3450	3.0
SE2HL	CSS	PE	H	974	3450	3.0
SE2IL	CSS	PE	I	706	3450	5.0
SE2JL	CSS	PE	J	975	3450	5.0
SE3LL	CSS	PE	L	975	3450	5.0
SE3NL	CSS	PE	N	706	3450	5.0

- For a complete model number add pump model and desired pedestal.
- Example: SE2EL CSS
- Plastic pedestal (PE) not recommended for side loading



Division of ASM Industries, Inc.

IMPROVED 'S' SERIES

Series S Self-Priming Centrifugal Pumps

Series "S" Self-Priming Centrifugal Pumps are lightweight, corrosion resistant pumps for general service on water, salt water, and many agricultural chemicals. They feature stainless steel internal fasteners, or non-metallic solution contact Viton, EPDM or Buna-N "O"-rings and gasket, with stainless steel external fasteners. The pumps are molded of tough, glass reinforced polyester, polypropylene or Ryton. Polyester models are available with or without lined volute for abrasion resistance.

All pumps include a built-in check valve, feature easy servicing, and during pumping, a self-cleaning double volute keeps pump free of settled solids.

Mechanical Shaft Seal: Self-lubricating ceramic and carbon faces (silicon carbide optional) with stainless steel case and spring. (Hastelloy C and non-metallics available.)

Horizontal...Long or close-coupled

For industrial, agricultural and marine use

- Choice of materials —
Pump constructed of: Polyester polypropylene—or Ryton
- Optional elastomers and stainless steel or non-metallic fasteners available for chemical applications.
(Refer to our chemical resistance chart)
- Flow rates (electric driven)
To 280 U.S. GPM or 120 ft. TDH
(To 883 LPM or 25.4 TDH)
- Flow rates (fuel driven)
To 280 U.S. GPM or 126 ft. TDH
(To 1060 LPM or 38.4m TDH)
- Suction lift to 25 ft. (7.6m) vertical
- 1½", 2" or 3" ports, NPT and BSP (polyester)
- Electric motor, gasoline engine, hydraulic or pneumatic driven
- Close-coupled, long-coupled or pedestal mounted
- Built-in check valve: Prevents backflow and siphoning and allows for faster priming



PACER® PUMPS

Division of ASM Industries, Inc.

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TRAFFIC IMPACT BRIEF

Project Number: H5391-2022

Date: May 18, 2024

Project: SPRUCE GROVE RV STORAGE SITE
SW 16-53-27-W4M

Overview: The Owner is proposing to expand the existing 1,000 stall Recreation Vehicle Storage site to a total of 1,400 stall by adding the parcel to the south onto the existing RV Storage Site.

1. PROPOSED DEVELOPMENT

Previously in 2022 - 2023, a 1000 RV Stall Storage development was constructed within the red outlined parcel shown below. Access was made via to the south on Township Road 532A east of Range Road 274 and north of Highway 16:14. Proposed now is a 400 RV stall expansion to the south in the blue outlined parcel shown below. Access to the expansion will be made at the same access.



The blue outline parcel is approximately 10.0 acres (4.048 ha).

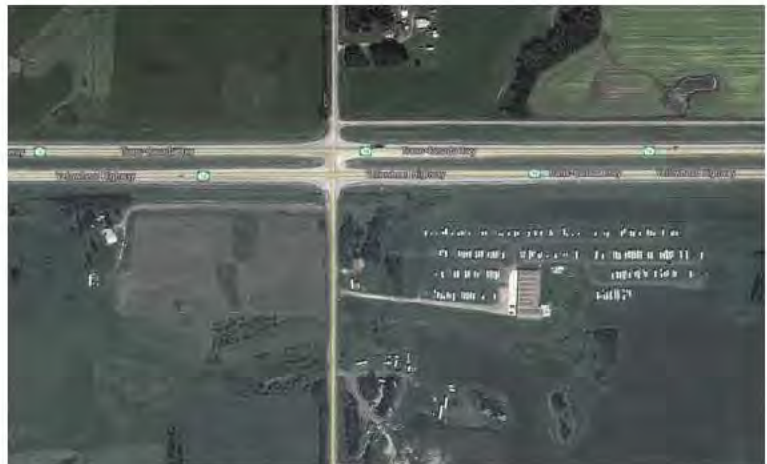
2. DEVELOPMENT TRIP GENERATION

2.1 Trip Generation Determination

The proposed development will be comprised of 1,000 RV Storage stalls. For the RV Storage, it will be a business that will run year around but the traffic impact is minimal during the winter months. In order to estimate the traffic generated by this type of development, four existing RV Storage facilities were contacted:

Hwy. 16 & Range Road 213
(NW 10-53-21-W4)
www.rvstorage-ca.com
(780) 467-6055
Mr. Jack Barzilai
Capacity: 600 Units

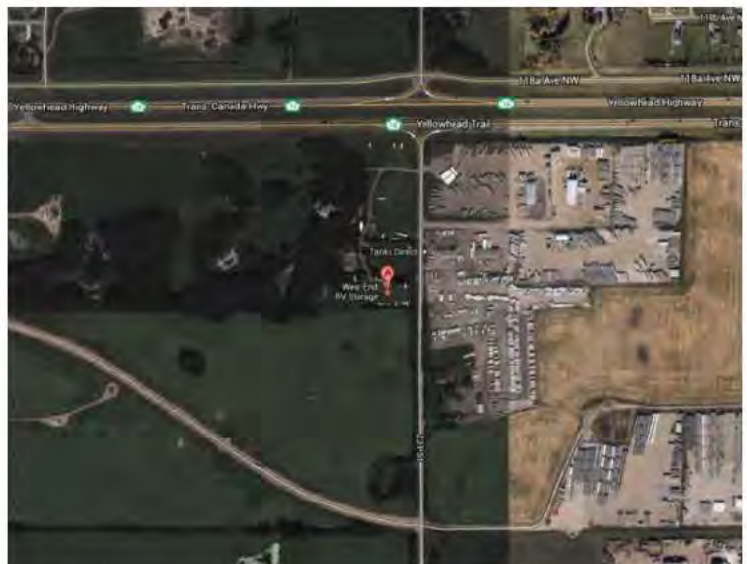
No movement from Oct. 1 to May 20. Have only 20 units that go to Arizona during winter months. Some RV's move every weekend. Some RV's don't move for 2 years. Average RV moves 2 - 3 times a year from the storage site. No employees; works on a key code system.



West End RV Storage

Hwy. 16 and 231 Street
(NW 12-53-26-W4)
www.westendrv.com
(780) 451-9064
Capacity: 300 Units

Some days there are 0 movements. The busier days have 4 – 5 RV movements.



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Boundary RV & Auto Storage Ltd.

Hwy. 628 and Boundary Road
 (Range Road 275)
 (SE 30-52-27-W4)
 52404 Alberta 628 Stony Plain
 (780) 405-0700
www.boundaryrv.com
 Capacity: 500 RV Stalls, 60 Storage Building Bays
 Average 25 RV units move per day.



Century Road RV Storage

Hwy. 16 and Century Road
 (Range Road 10)
 (SE 15-53-27-W4)
 Orville Eidick
 Manager at Century Road RV Storage
 (780) 940-5919
info@centuryroadrv.com
 Capacity: 600 Units



Average 10 - 20 RV units move per day.

The information provided by the four operating RV storage facilities is summarized as follows:

Location	No. of Units	RV Units Moved per day	Support Vehicle Trips per day	Generation Rate RV (trips/stall)	Generation Rate Support Vehicle (trips/stall)
Double Dutch RV Storage	600	35	$70/2 = 35$	0.05833	0.05833
West End RV Storage	300	5	$10/2 = 5$	0.01667	0.01667
Boundary RV & Auto Storage	560	25	$50/2 = 25$	0.04464	0.04464
Century Road RV Storage	600	20	$40 / 2 = 20$	0.03333	0.03333
Average:				0.03824	0.03824

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Note: The trip generation includes an additional vehicle that will come to the site for pickup and drop off for the driver of the RV trip when the RV is self-propelled. With trailer type RV's, there is no support vehicle since the same truck/car is used to come and go. There is only one RV trip per day, as the RV either leaves or comes in on a day. It is assumed that there is only 50% self-propelled RV's that require two vehicle trips for every RV trip.

Note 2: The previous report for this site used the following trip generation table which has now been revised:

Location	No. of Units	RV Units Moved per day	Support Vehicle Trips per day	Generation Rate RV (trips/stall)	Generation Rate Support Vehicle (trips/stall)
Double Dutch RV Storage	600	35	70	0.05833	0.11667
West End RV Storage	300	5	10	0.01667	0.03333
Boundary RV & Auto Storage	560	25	50	0.04464	0.08929
Century Road RV Storage	600	20	40	0.03333	0.06667
Average:				0.03824	0.07649

The previous trip generation rates assumed that all RVs were self-propelled and hence needed a support ride to or from the site. In review of the actual site use, less than 5% of RVs are self-propelled and hence no support ride is required since there is already a vehicle there that pulls the RV. This results in a reduction of Support Vehicle Trips as show below.

Double Dutch RV Storage:

- 600 Units move 2.5 times per year = 3000 trips per year
- 3000 trips over 15 weeks = 200 trips per week
- Trip Distribution per Week: Tues: 10, Wed: 20 Thurs: 30 Fri: 35 Sat: 35 Sun: 35, Mon. 35, Total = 200 trips per week
 = Trip Generation Rate = 0.05833 trips/stall (using 35 RV trips/day)

Using the above trip generation rates and phasing plan, the following table provides an estimation of trip generation for the development.

Phase (Year) All	No. Stalls	Traffic Generation RV's (trips/day)	Traffic Generation Support Vehicle (trips/day)	TOTAL Traffic Generation (trips/day)
1	1400	54	54	108

The proposed development will not have any regular employees and a key lock system will be used to let customers in and out of the site. Hours of operation of the proposed development is 7 am to 9 pm daily, April 1 to September 30, and 9 am to 6 pm October 1 to March 31. **In summary, the development is anticipated to generate 108 trips per day (54 in and 54 out). This is rounded up to 120 trips per day (60 in and 60 out) for analysis purposes.**

2.2 Peak Hour for RV Storage Facilities

The peak hour for the proposed development does not occur at the same times as the adjacent roadways and highways.

Roads and highways exhibit an AM Peak Hour spike in traffic usually associated with people going to work and children going to school and occurs usually between 7:30 – 8:30am. See traffic count taken for this report at Rge. Rd. 274 & Twp. Rd. 532A on Aug. 18, 2021.

Later in the day, there is then a spike in traffic volume called a PM Peak Hour basically associated with people leaving work and going home and occurs usually between 4:30 – 6:00pm.

These two peaks in traffic volumes occur during the week days on our roads and highways. Saturdays and Sundays usually have one peak hour and occurs during the mid-day, but have overall less traffic on weekends.

People that are planning a trip with their RV's will pickup their RV's early during a week day in order to prepare for the weekend travel. Since people do not want to be late for work in the morning, they usually will pickup or drop off their RV's early in the morning, between 6:30 and 7:30am, which is just before the AM Peak Hour. Vice versa, people will pickup or drop off their RV's after getting home from work and having supper. Trips to and from the RV Storage site will always be accompanied by a support vehicle thus both husband and wife both need to be home to make this trip. The majority of the trips to the RV Storage Site are made during the evenings since most have children and need to get them to school in the morning. Some will take the day off and prepare for their trip, but this is minimal and occurs during mid-day. For this reason, the peak hours of use for RV Storage sites are between 6:00 – 8:00 pm. This is outside of the roads and highway peak hours of use.

The projected peak hour of traffic use at a RV Storage site can best be illustrated for this proposed development as follows:

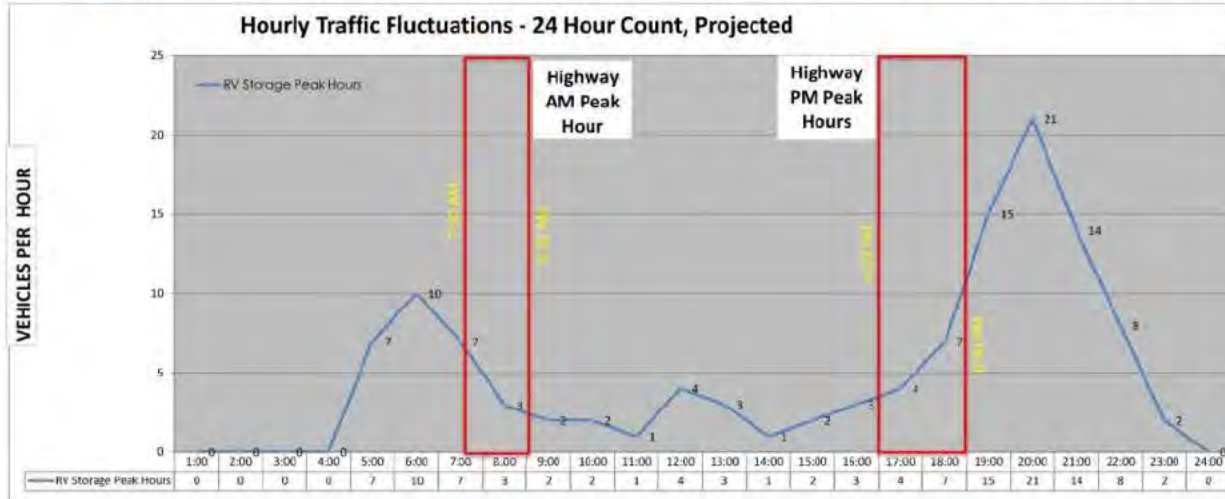
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

D&A PAULICHUK
 CONSULTING LTD.

RV STORAGE SITE

Projected AM & PM Peak Hour Traffic Volumes



For analysis purposes during the highway peak hours, an hourly value of 10 will be used for the proposed development AM Peak Hour and an hourly value of 12 will be used for the proposed development PM Peak Hour. This is approximately 8.0 - 10% of the Daily Traffic Volume of the proposed development. This is considered to be conservative for analysis purposes.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

2.3 Trip Distribution

The trip distribution schematic for the proposed development with the surrounding roadways is shown below. It is assumed that the traffic generated from the development will have 75% of the traffic go west on Twp. Rd. 532A to Rge. Rd. 274 and 25% to the east on Twp. Rd. 532A to Rge. Rd. 272.



Note 2: The previous report for this site assumed a low trip distribution from the north on Twp. Rd. 532A. Upon review of the operation of the 1,000 RV unit development, less than 5% of the customers come from the north. A trip distribution of 5% from the north will continue to be used.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

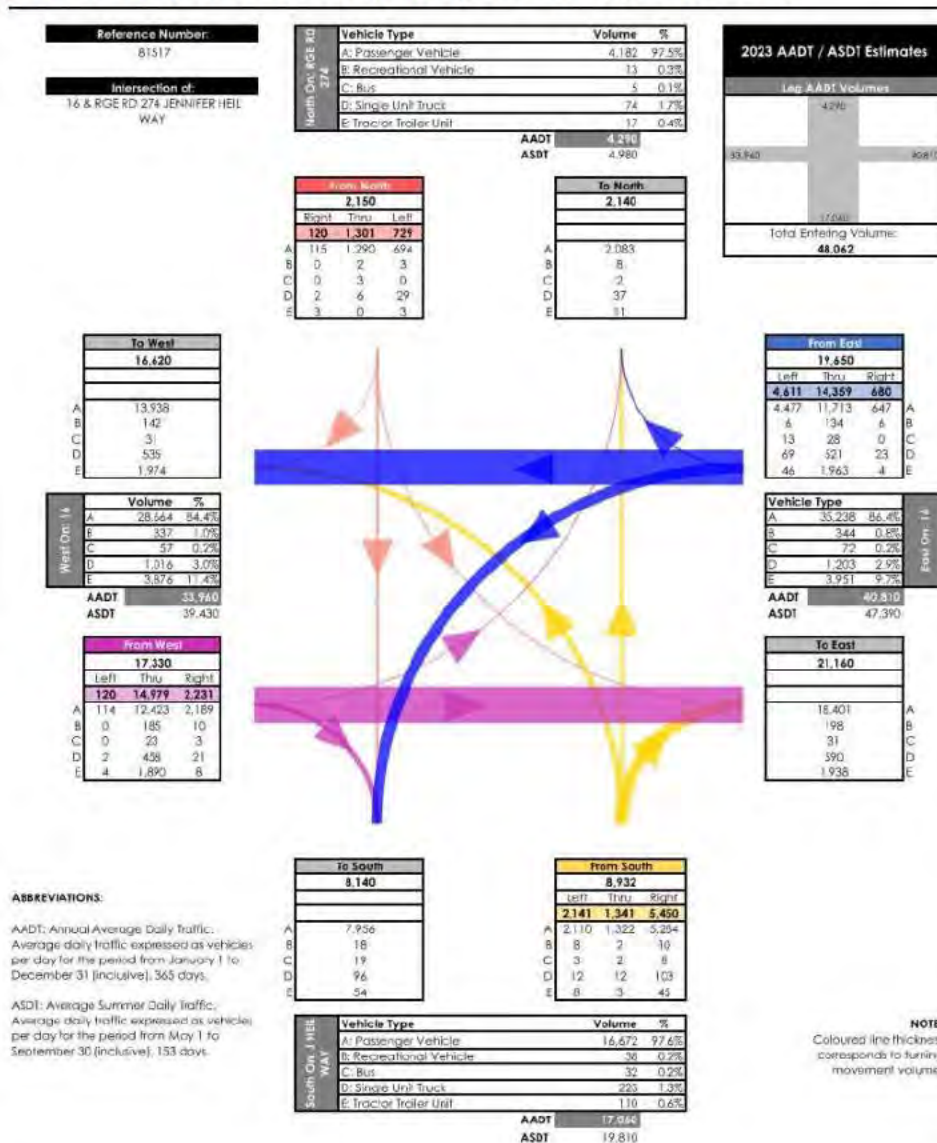
3. TRAFFIC ANALYSIS – Rge. Rd. 274 & Twp. Rd. 532A Intersection

3.1 Design Speed

The posted speed on Twp. Rd. 532A at this location is 60 km/hr. It is therefore reasonable to conclude that a design speed of 70 km/h is suitable.

3.2 Highway Traffic Volumes

There are no existing traffic volumes on Twp. Rd. 532A. There are traffic volumes available on Rge. Rd. 274 and can be obtained from Alberta Transportation's website at: <http://www.transportation.alberta.ca/mapping/>. The nearest traffic count is found at the junction of Highway 16 and Rge. Rd. 274:



3.3 Traffic Counts

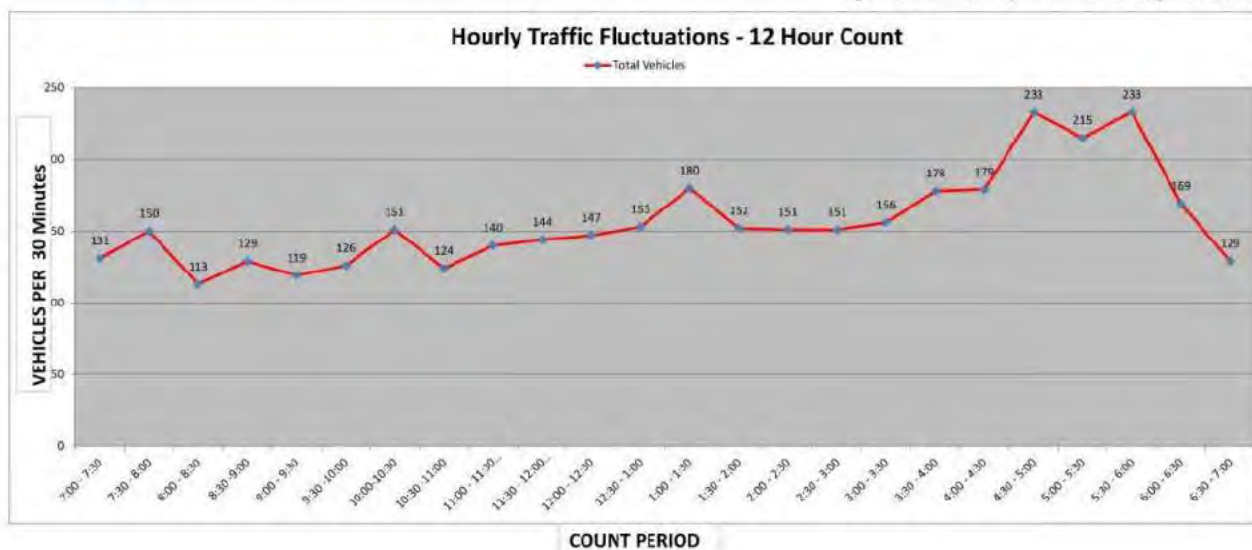
In order to better understand the existing traffic volumes at the development location, a traffic count was conducted at the Range Road 274 & Township Road 532A intersection on August 18, 2021, as shown below.



The raw data collected, the 12-Hour Turning Movement Diagrams, the 12-Hour count graph and converted Turning Movement Diagram are shown below. The conversion from the 12-Hour counts were made from nearby permanent traffic counters located on Highway 37 and Highway 2. The conversion process used the same procedure and consultant that Alberta Transportation uses for all of their traffic count conversions.

D&A PAULICHUK
CONSULTING LTD.

Rge. Rd. 274 & Twp. Rd. 532A, Aug. 18, 2021



D&A PAULICHUK
CONSULTING LTD.

DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: Hwy. 37

INTERSECTION OF: HWY. 37 & RR 251

REFERENCE NO.:

LEGAL DESCRIPTION: Sturgeon County

DAY & DATE OF COUNT: May 12, 2022COUNT DURATION: 12 Hours

INTERVAL VEH CLASS		APPROACHING INTERSECTION																								TOTALS							
		FROM THE EAST ON										Hwy. 37		FROM THE WEST ON										Hwy. 37									
		LEFT					THROUGH					RIGHT					LEFT					THROUGH					RIGHT						
		A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
7:00 - 7:30		2	0	0	0	0	88	0	0	1	14	3	0	0	0	0	1	0	0	0	0	120	0	1	4	4	1	0	0	0	0	248	
7:30 - 8:00		3	0	0	0	0	169	0	0	5	16	4	0	0	0	0	1	0	0	0	0	197	0	1	1	8	3	0	0	1	0	258	
8:00 - 8:30		1	0	0	0	0	121	0	2	3	15	1	0	0	0	0	0	0	0	0	0	188	0	3	3	8	4	0	0	0	0	269	
8:30 - 9:00		2	0	0	0	0	94	0	5	5	15	2	0	0	0	0	1	0	0	0	0	63	0	0	3	10	5	0	0	1	0	206	
9:00 - 9:30		1	0	0	0	1	73	2	0	5	17	3	0	0	0	0	0	0	0	0	0	77	5	0	8	23	1	0	0	0	1	215	
9:30 - 10:00		1	0	0	0	0	93	0	2	5	22	4	0	0	0	0	2	0	0	0	0	88	0	0	5	17	1	0	0	0	0	250	
10:00 - 10:30		2	0	0	0	0	88	0	0	3	16	4	0	0	0	1	3	0	0	0	0	84	0	0	4	24	4	0	0	0	0	233	
10:30 - 11:00		1	0	0	0	0	88	0	0	3	14	2	0	0	0	0	2	0	0	0	0	83	0	0	4	19	4	0	1	0	0	213	
11:00 - 11:30 pm		1	0	0	0	0	88	0	0	5	13	0	0	0	0	0	2	0	0	0	0	83	0	1	4	19	2	0	0	0	0	227	
11:30 - 12:00		1	0	0	0	0	76	0	0	6	20	6	0	0	0	0	2	0	0	0	0	30	3	1	4	19	2	0	0	0	0	228	
12:00 - 12:30		2	0	0	0	0	74	0	0	5	17	4	0	0	0	0	2	0	0	0	0	78	0	0	3	13	0	0	0	0	1	199	
12:30 - 1:00		2	0	0	0	0	64	0	0	6	14	3	0	0	0	0	1	0	0	0	0	72	0	0	4	15	2	0	0	0	0	183	
1:00 - 1:30		3	0	0	0	0	74	0	0	6	23	4	0	0	0	0	1	0	0	0	0	83	0	0	4	18	1	0	0	1	0	218	
1:30 - 2:00		2	0	0	0	0	84	0	0	6	17	3	0	0	0	0	5	0	0	0	0	87	0	3	7	19	0	0	0	1	0	234	
2:00 - 2:30		2	0	0	0	0	87	0	0	8	18	4	0	0	0	0	3	0	0	0	0	87	0	4	8	19	2	0	0	0	0	242	
2:30 - 3:00		1	0	0	0	0	93	0	1	7	24	4	0	0	1	0	2	0	0	0	0	80	0	2	8	19	0	0	0	0	0	242	
3:00 - 3:30		2	0	1	0	0	109	0	2	5	28	4	0	3	0	0	2	0	0	1	0	100	0	2	9	18	3	0	0	0	0	290	
3:30 - 4:00		1	0	0	0	0	115	0	1	7	23	6	0	0	2	0	3	0	0	0	0	114	0	0	8	24	2	0	0	1	0	307	
4:00 - 4:30		3	0	0	0	0	136	0	2	7	17	7	0	0	0	0	1	0	0	0	0	124	0	0	8	22	2	0	0	0	0	323	
4:30 - 5:00		2	0	0	1	0	115	0	0	4	15	4	0	0	0	0	2	0	0	0	0	97	0	0	4	12	0	0	0	2	0	259	
5:00 - 5:30		2	0	0	0	0	92	2	0	5	10	2	0	0	0	0	4	0	0	2	0	85	0	0	6	14	1	0	0	0	0	225	
5:30 - 6:00		1	0	0	0	1	84	0	0	8	20	3	0	0	0	0	2	0	0	0	0	87	3	0	6	17	1	0	0	0	0	233	
6:00 - 6:30		1	0	0	0	0	108	0	0	1	11	3	0	0	0	0	1	0	0	0	0	197	0	0	5	10	0	0	0	0	0	247	
6:30 - 7:00		2	0	0	0	0	93	2	0	4	19	1	0	0	0	0	1	0	0	0	0	74	0	0	3	15	0	0	0	1	0	211	
VEH CLASS		A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
TOTALS		41	0	1	1	2	2232	6	15	118	422	99	0	3	3	1	44	0	0	3	0	2187	11	18	123	387	41	0	1	8	2	5760	
		EL					ET					ER					WL					WT					WR						

LOCATION DIAGRAM ENCLOSED (Y/N):

WEATHER CONDITIONS:

RECORDER(S)

COMMENTS:

VEHICLE CLASSES

A: PASSENGER VEHICLES B: RECREATION VEHICLES C: BUSES
D: SINGLE UNIT TRUCKS E: TRACTOR TRAILER COMBINATIONS

D: SINGLE UNIT TRUCKS E: TRACTOR TRAILER COMBINATIONS

INTERVAL		APPROACHING INTERSECTION																								TOTALS	GRAND TOTALS							
		FROM THE NORTH ON										RR 251					FROM THE SOUTH ON											RR 251						
		LEFT					THROUGH					RIGHT					LEFT					THROUGH						RIGHT						
		A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D			E	A	B	C	D	E	
VEH CLASS		A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E			
7:00 - 7:30		0	3	0	1	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	9	6	0	9	257	
7:30 - 8:00		2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	262	
8:00 - 8:30		4	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13	282	
8:30 - 9:00		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	7	213
9:00 - 9:30		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	9	224	
9:30 - 10:00		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	8	258	
10:00 - 10:30		4	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	243	
10:30 - 11:00		3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	220	
11:00 - 11:30 pm		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	19	237	
11:30 - 12:00 pm		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	236	
12:00 - 12:30		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	210	
12:30 - 1:00		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	10	193	
1:00 - 1:30		2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	223	
1:30 - 2:00		4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	240	
2:00 - 2:30		2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	1	0	0	0	9	251	
2:30 - 3:00		2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	251	
3:00 - 3:30		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	9	299	
3:30 - 4:00		1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	17	324	
4:00 - 4:30		0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	15	338	
4:30 - 5:00		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	1	0	18	277	
5:00 - 5:30		3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	234	
5:30 - 6:00		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	245	
6:00 - 6:30		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	255	
6:30 - 7:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	219	
VEH CLASS		A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E			
TOTALS		65	0	1	3	0	5	0	0	2	0	52	0	0	4	0	49	2	0	4	2	10	0	0	0	0	25	0	1	6	0	231	5991	
		NL					NT					NR					SL					ST					SR							

LOCATION DIAGRAM ENCLOSED (Y/N):

WEATHER CONDITIONS:

RECORDED(S)

COMMENTS:

VEHICLE CLASSES

A: PASSENGER VEHICLES B: RECREATION VEHICLES C: BUSES
D: SINGLE UNIT TRUCKS E: TRACTOR TRAILER COMBINATIONS

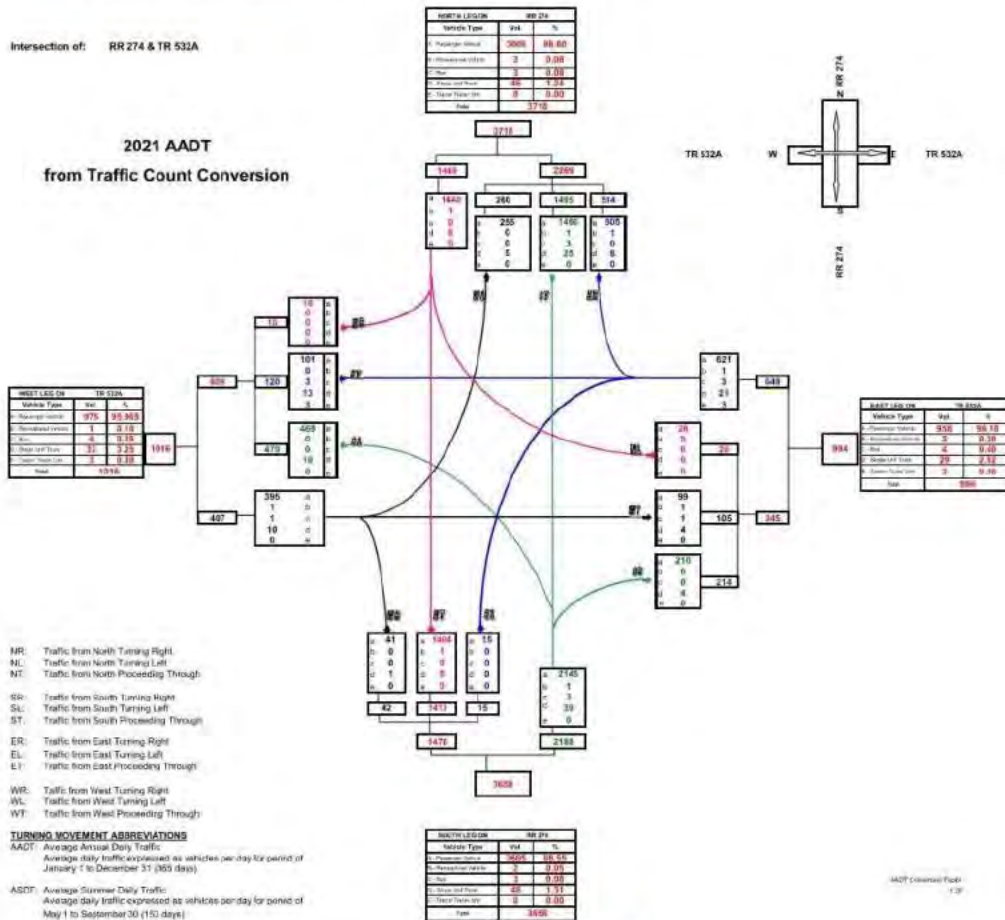
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Journal compilation © 2006 Blackwell Publishing Ltd

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Turning Movement Summary Diagram

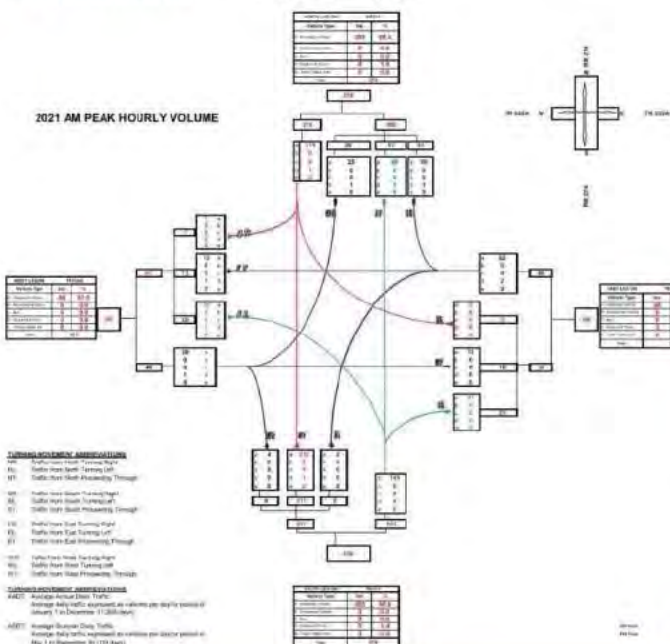
Intersection of: RR 274 & TR 532A

2021 AADT
from Traffic Count Conversion

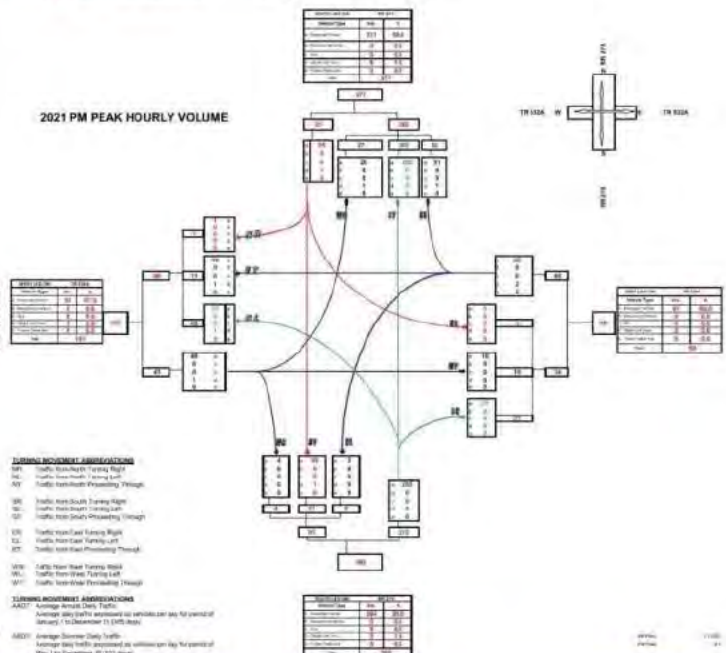


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Turning Movement Summary Diagram

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Turning Movement Summary Diagram



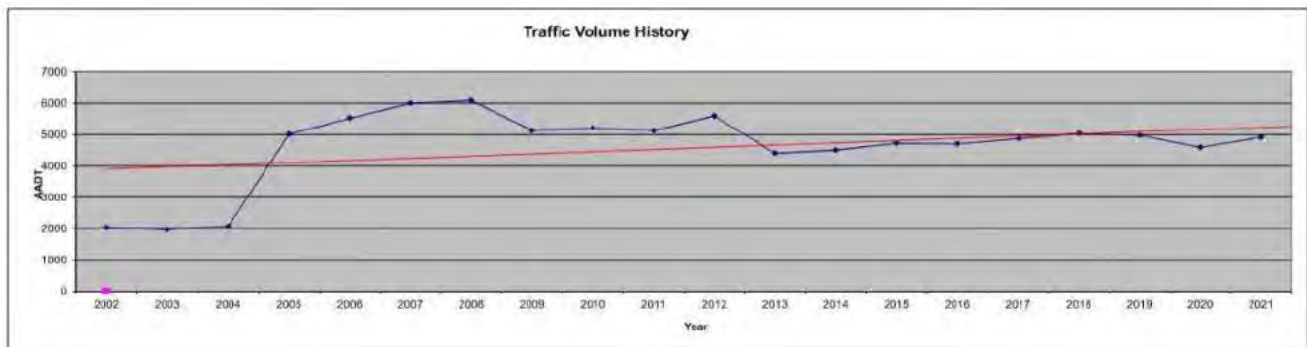
3.4 Roadway Traffic Growth & Projections

The following historical traffic data for Rge. Rd. 274 at the junction of Highway 16 is available from the Alberta Transportation's website. The traffic volumes drop significantly in 2020 and 2021. In 2020 and 2021, the COVID-19 pandemic restrictions caused substantial drops in movements throughout the province. For assessment purposes, the data from 2020 and 2021 will not be used. The growth rate is 8.55% from 2002 to 2019 (17 years), -0.29% from 2009 to 2019 (10 years), and 2.08% from 2014 to 2019 (5 years).

Historical Traffic Volumes – Highway 16 & Rge. Rd. 274

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AADT	5210	5130	5600	4410	4510	4730	4710	4870	5040	4980	4600	4920

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
AADT					2030	1960	2080	5020	5530	6000	6080	5130



In review of the above information, the calculations above are suggesting significant changes in growth rates over the last 17 years. It is reasonable to use a growth rate near the Alberta Provincial average for highways which is in the range of 2.0 – 2.5%. A rate of **2.25% non-compounded annually will used on all local roads in this area** for analysis purposes.

Projected AADT values for Range Road 274 and Township Road 532A and are presented in the table below for key times:

Existing Roadway Traffic Forecast, Daily Volumes

Year	Rge. Rd. 274 North AADT	Twp. Rd. 532A East AADT
2022	3802	1015
2032 (10 Year)	4555	1218
2042 (20 Year)	5556	1483

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Peak hour traffic loading (100th highest hour) is shown below for am/pm volumes:

Existing Highway Traffic Forecast, Peak Hour Volumes

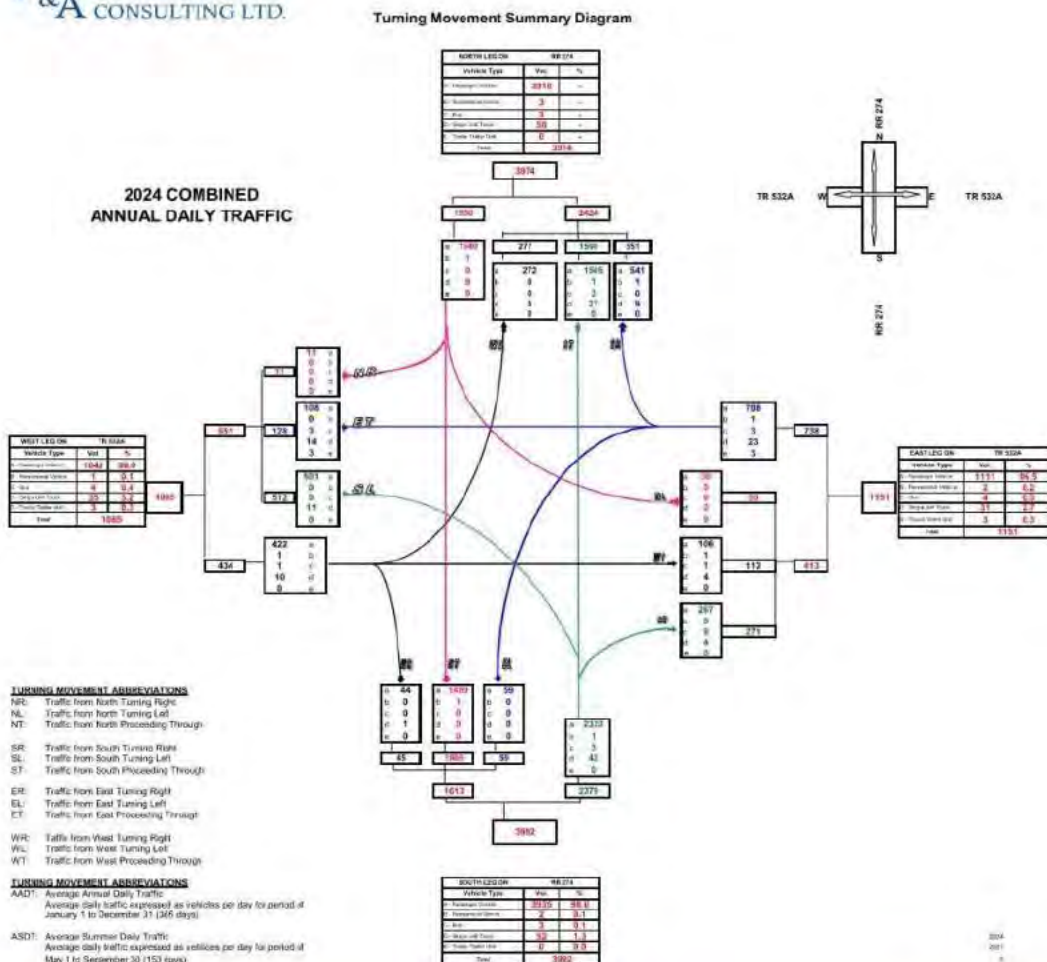
Year	Rge. Rd. 274 North a.m. & p.m.	Twp. Rd. 532A East a.m. & p.m.
2022	384 / 386	99 / 100
2032 (10 Year)	459 / 470	119 / 122
2042 (20 Year)	558 / 561	145 / 146

The traffic movement diagram from the Traffic Count taken on Aug. 18, 2021 with 2.25% growth, will be used to for analysis and to project future traffic volumes.

3.5 Combined Traffic Volumes

The 2022 combined traffic volumes for the Range Road 274 and Township Road 532A intersection are shown below:

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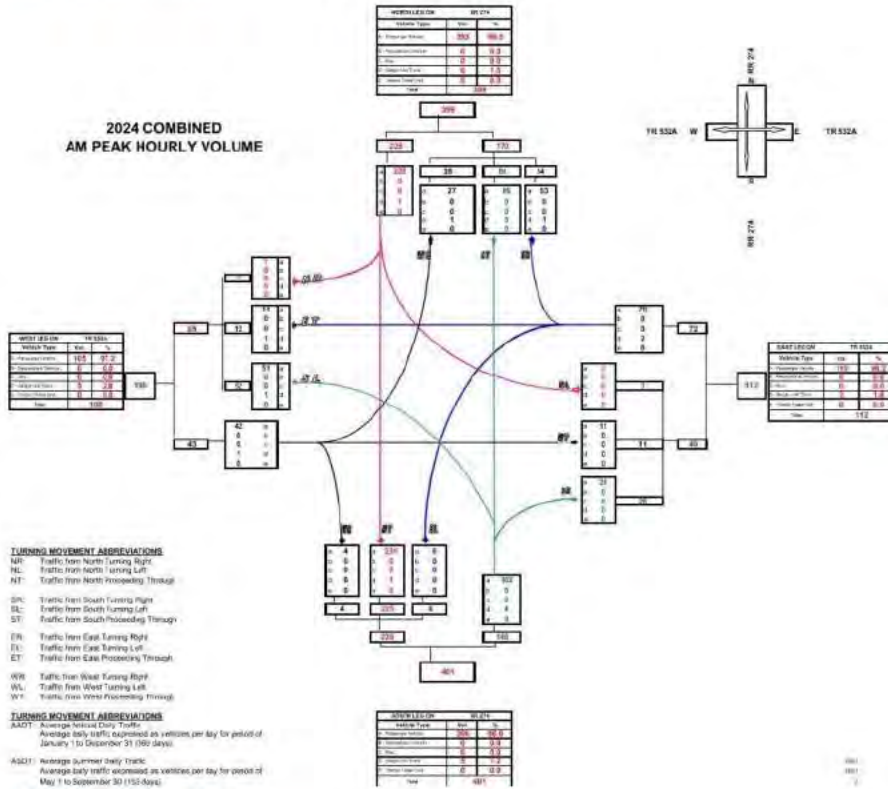


TRAFFIC IMPACT BRIEF

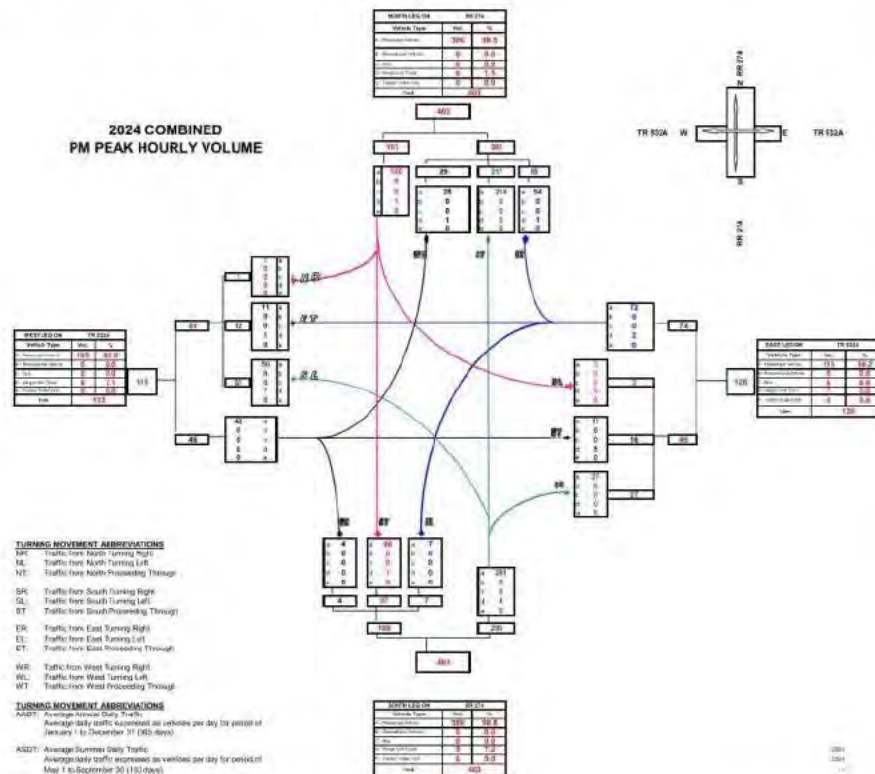
SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

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Turning Movement Summary Diagram



Turning Movement Summary Diagram



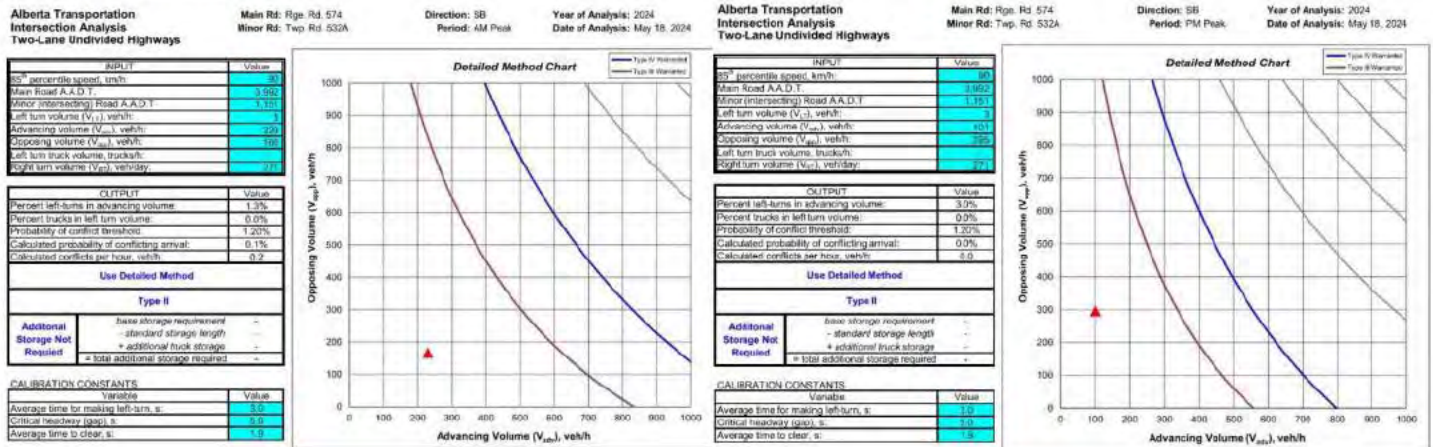
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

3.6 Intersection Analysis

The combined 2024 turning movements for the Range Road 274 and Township Road 532A intersection were assessed for intersection treatment requirements in accordance to Alberta Transportation Guidelines as shown below:

Year 2024



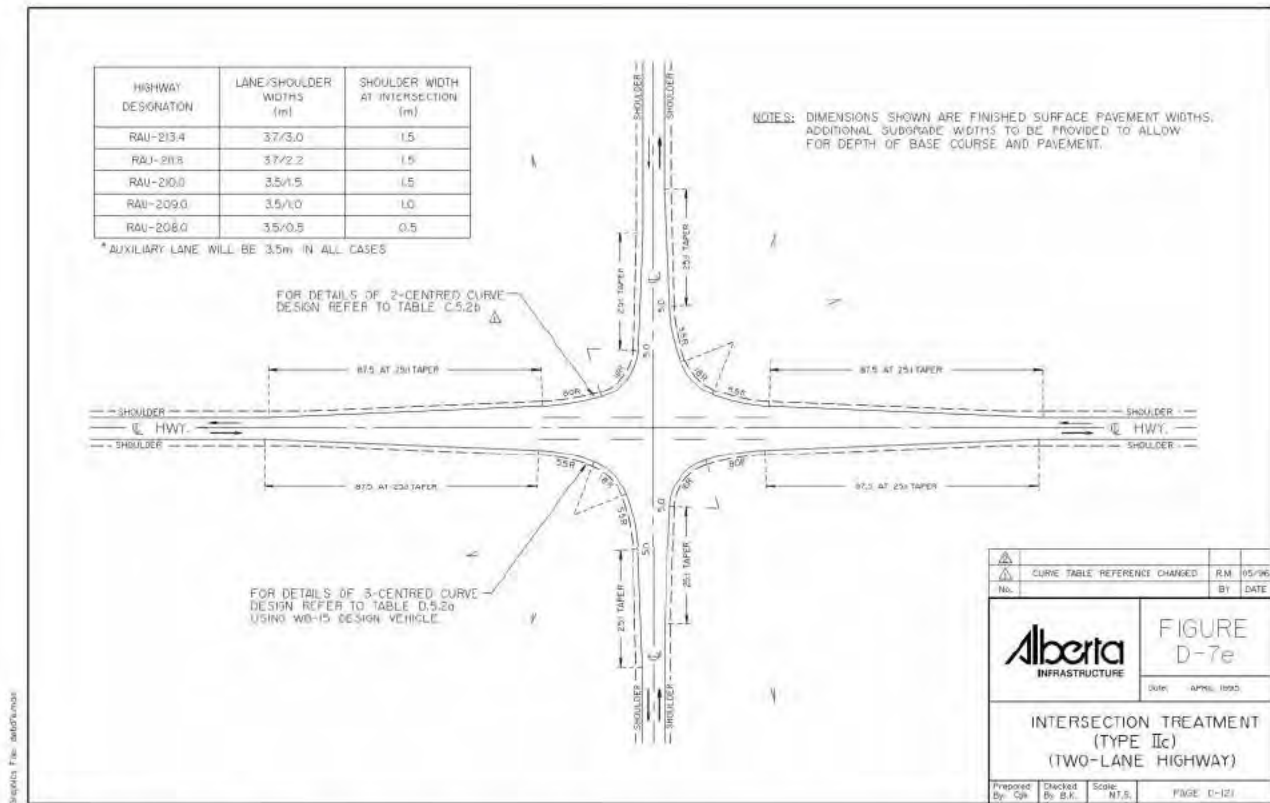
The above analysis indicates that a Type II intersection treatment is warranted for Year 2024.

The existing treatment at this location is presently a Type IIc treatment as shown below:



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

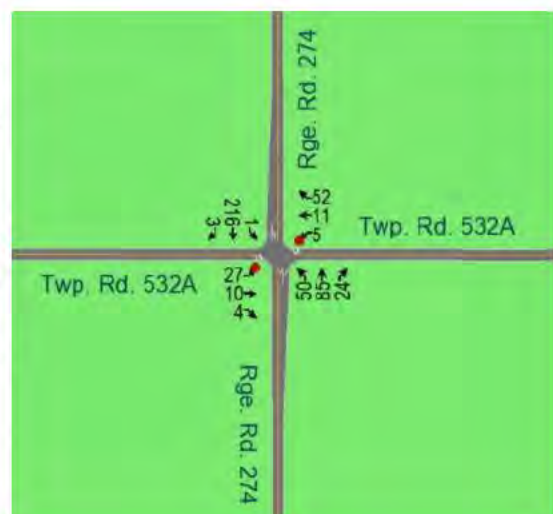


In review of these warrant results, it is important to note that the proposed RV Storage Site development adds **0 left turns from SB to EB for both AM and PM Peak Hours of Range Road 274 traffic.** The RV Storage Site development does not trigger any improvements to this existing intersection in Year 2024. No improvements are warranted for Year 2024 with the added development traffic.

3.7 Highway Capacity Analysis

The capacity analysis was performed for the intersection for the 100th highest hour for the AM Peak Hour and PM Peak Hour traffic volumes for Years 2024.

The traffic analysis was completed using **Synchro 10** software based on HCM 2010 methodology. A saturation flow of 1700 vpl was used in this analysis. See the tables below for the results.



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

YEAR			Twp. Rd. 532A	Twp. Rd. 532A	Rge. Rd. 274		Rge. Rd. 274	
TIME PERIOD		PARAMETERS	EB All Turns	WB All Turns	NB Left Turns	NB Thru & Rt. Turns	SB Left Turns	SB Thru & Rt. Turns
Year 2022	AM Peak	LOS	B	B	A	A	A	A
		Delay (s)	13.8	10.2	7.9	7.9	7.5	7.5
		v/c Ratio	0.10	0.10	0.04	0.04	0.00	0.00
		95 th Que						
	PM Peak	LOS	B	B	A	A	A	A
		Delay (s)	14.1	11.0	7.6	7.6	7.8	7.8
		v/c Ratio	0.12	0.11	0.04	0.04	0.00	0.00
		95 th Que						

In summary, the intersection will perform with a Level of Service of A to B for 2024. No intersection improvements are warranted to improve the Level of Service.

The above results indicate that the intersection will operate with sufficient capacity for the Year 2024.

3.8 Intersectional Sight Distance

The proposed development will be generating RVs turning from the east approach and sight distance from this location is to be reviewed as shown below:



Viewing to the south from the Twp. Rd. 532A East approach.

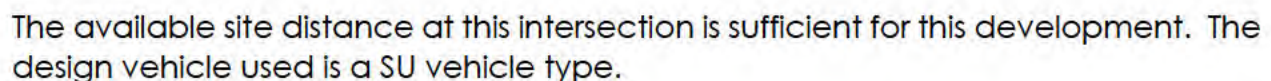


Viewing to the north from the Twp. Rd. 532A East approach.

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

In accordance with section D.4 of Alberta Transportation's Highway Geometric Design Guide, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the approach, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2 below, the required sight distances for various vehicle types with a 70 km/hr design speed (posted 60 km/hr) are as follows:

<u>Vehicle Type</u>	<u>Req'd Sight Distance – 70 kph</u>
Passenger Vehicle (P)	135 m
Single Unit or Bus (SU)	210 m
Semi-Trailer Combination (WB15)	270 m
Semi-Trailer Comb. (WB21, WB23, WB28, WB33)	360 m



4. TRAFFIC ANALYSIS – Twp. Rd. 532A & RV Storage Approach Int.

4.1 Design Speed

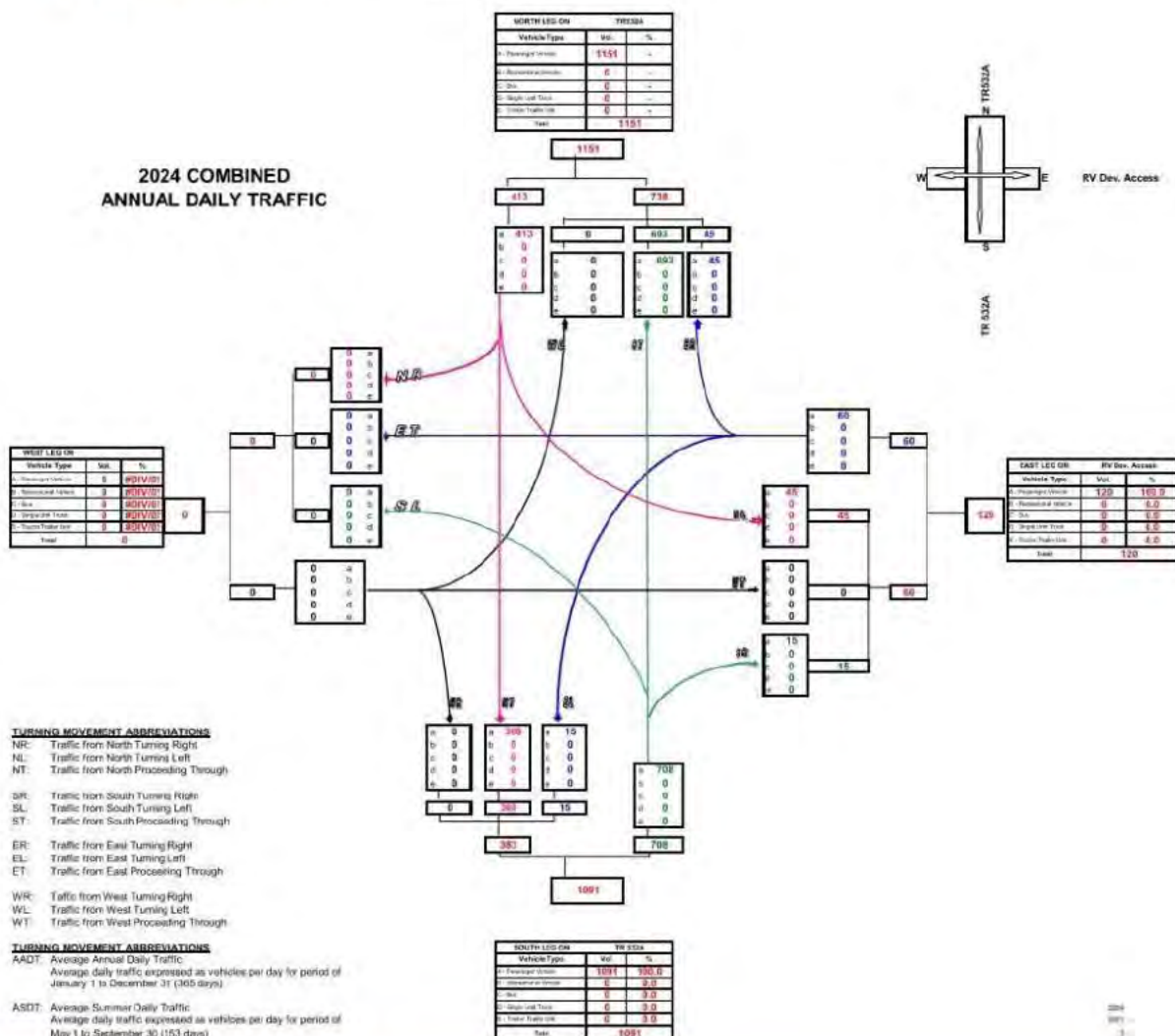
The posted speed on Twp. Rd. 532A at this location is 80 km/hr. It is therefore reasonable to conclude that a design speed of 90 km/h is suitable.

4.2 Highway Traffic Volumes

There are no existing traffic volumes on Twp. Rd. 532A. A traffic count was conducted on Aug. 18, 2021, and the results are shown in Section 3 of this report. The 2024 combined traffic volumes for Township Road 532A and RV Development access intersection are shown below:

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Turning Movement Summary Diagram

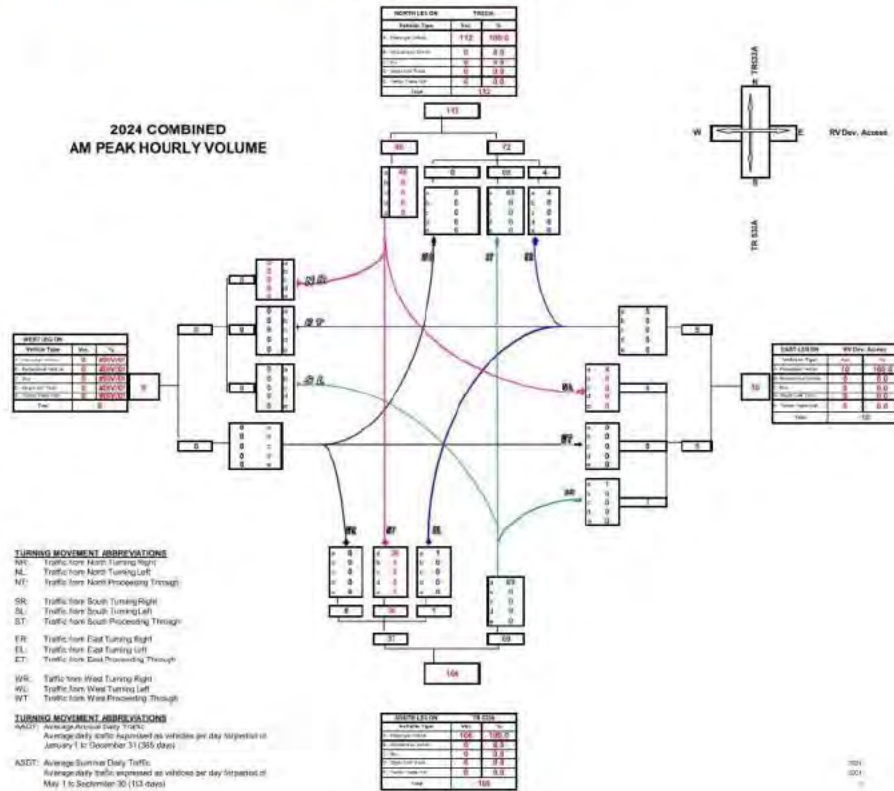


TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

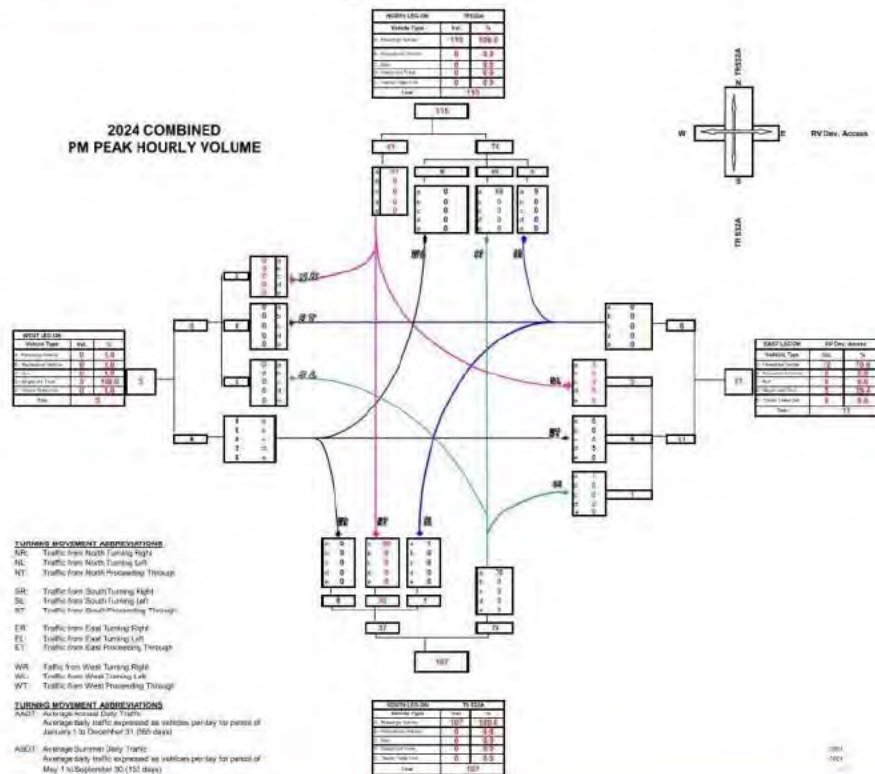
D&A PAULICHUK
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Turning Movement Summary Diagram



D&A PAULICHUK
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Turning Movement Summary Diagram



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

3.6 Intersection Analysis

The combined 2024 turning movements for the Township Road 532A and RV Storage Site Access intersection were assessed for intersection treatment requirements in accordance to Alberta Transportation Guidelines as shown below:

Year 2022

Alberta Transportation
 Intersection Analysis
 Two-Lane Undivided Highways

Main Rd: Twp. Rd. 532A
 Minor Rd: RV Storage Site Access

Direction: SB
 Period: All Peak

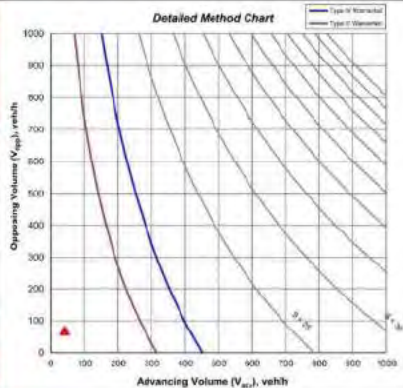
Year of Analysis: 2024
 Date of Analysis: May 18, 2024

INPUT	Value
85 th percentile speed, km/h:	80
Main Road A.A.D.T:	5,751
Minor intersecting Road A.A.D.T:	120
Left turn volume (V_{LT}), veh/h:	4
Advancing volume (V_A), veh/h:	46
Through volume (V_T), veh/h:	38
Left turn truck volume, trucks/h:	0
Right turn volume (V_{RT}), veh/hay:	11

OUTPUT	Value
Percent left-turns in advancing volume:	10.0%
Percent trucks in left turn volume:	0.0%
Probability of conflict threshold:	1.20%
Calculated probability of conflict/turn arrival:	0.0%
Calculated conflicts per hour, veh/h:	0.0

Type I
Detailed Method Not Required
base storage requirement =
+ standard storage length =
+ additional truck storage =
= total additional storage required =

CALIBRATION CONSTANTS	Variable	Value
Average time for making left-turn, s:	t_L	3.0
Critical headway (gap), s:	t_g	3.0
Average time to clear, s:	t_c	1.5



Alberta Transportation
 Intersection Analysis
 Two-Lane Undivided Highways

Main Rd: Twp. Rd. 532A
 Minor Rd: RV Storage Site Access

Direction: SB
 Period: PM Peak

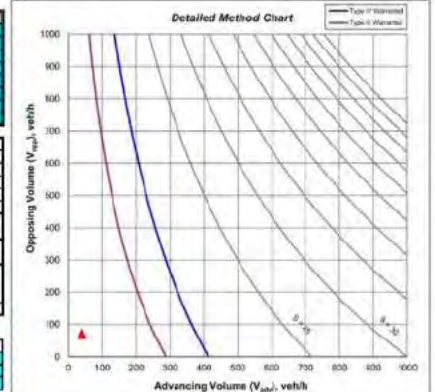
Year of Analysis: 2024
 Date of Analysis: May 18, 2024

INPUT	Value
85 th percentile speed, km/h	80
Main Road A.A.D.T	5,751
Minor intersecting Road A.A.D.T	120
Left turn volume (V_{LT}), veh/h	4
Advancing volume (V_A), veh/h	46
Opposing volume (V_O), veh/h	38
Left turn truck volume, trucks/h	0
Right turn volume (V_{RT}), veh/hay	11

OUTPUT	Value
Percent left-turns in advancing volume	12.2%
Percent trucks in left turn volume	0.0%
Probability of conflict threshold	1.20%
Calculated probability of conflict/turn arrival	0.0%
Calculated conflicts per hour, veh/h	0.0

Type I
Detailed Method Not Required
base storage requirement - standard storage length + additional truck storage = total additional storage required

CALIBRATION CONSTANTS	Variable	Value
Average time for making left-turn, s:		3.0
Critical headway (gap), s:		3.0
Average time to clear, s:		1.5

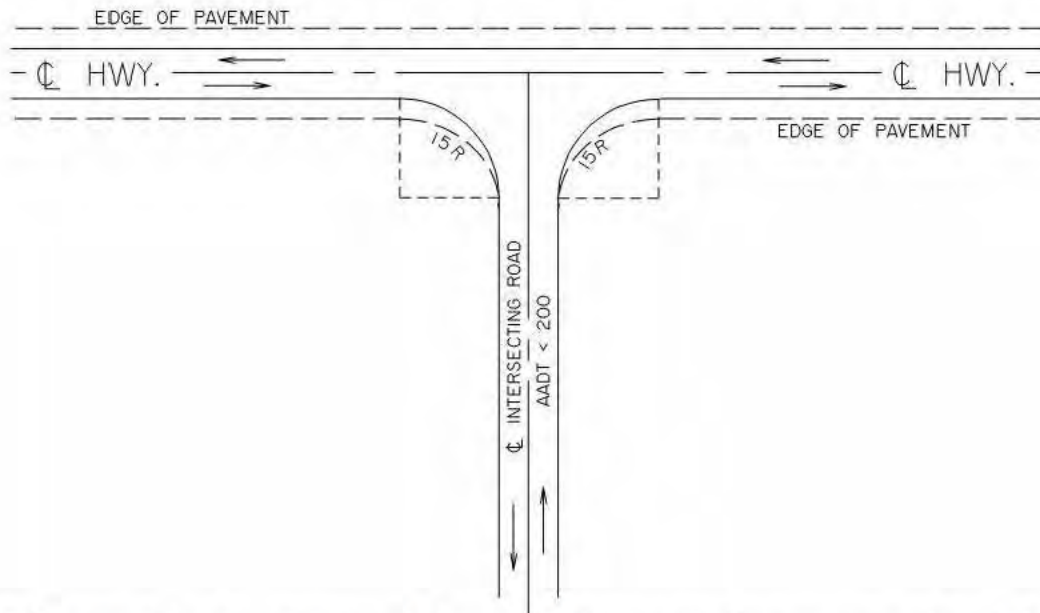


The above analysis indicates that a Type I intersection treatment is warranted for Year 2024.

The existing treatment at this location is presently a Type I treatment as shown below:



FIGURE D-7a INTERSECTION TREATMENT (TYPE Ia)
 (Two-Lane Highway)



The RV Storage Site development does not trigger any improvements to this existing intersection in Year 2024. No improvements are warranted for Year 2024 with the added development traffic.

3.8 Intersectional Sight Distance

The proposed development will be generating RVs turning from the existing approach and sight distance from this location is to be reviewed as shown below:



Viewing to the north onto Twp. Rd. 532A from the proposed RV Storage Site Access approach.



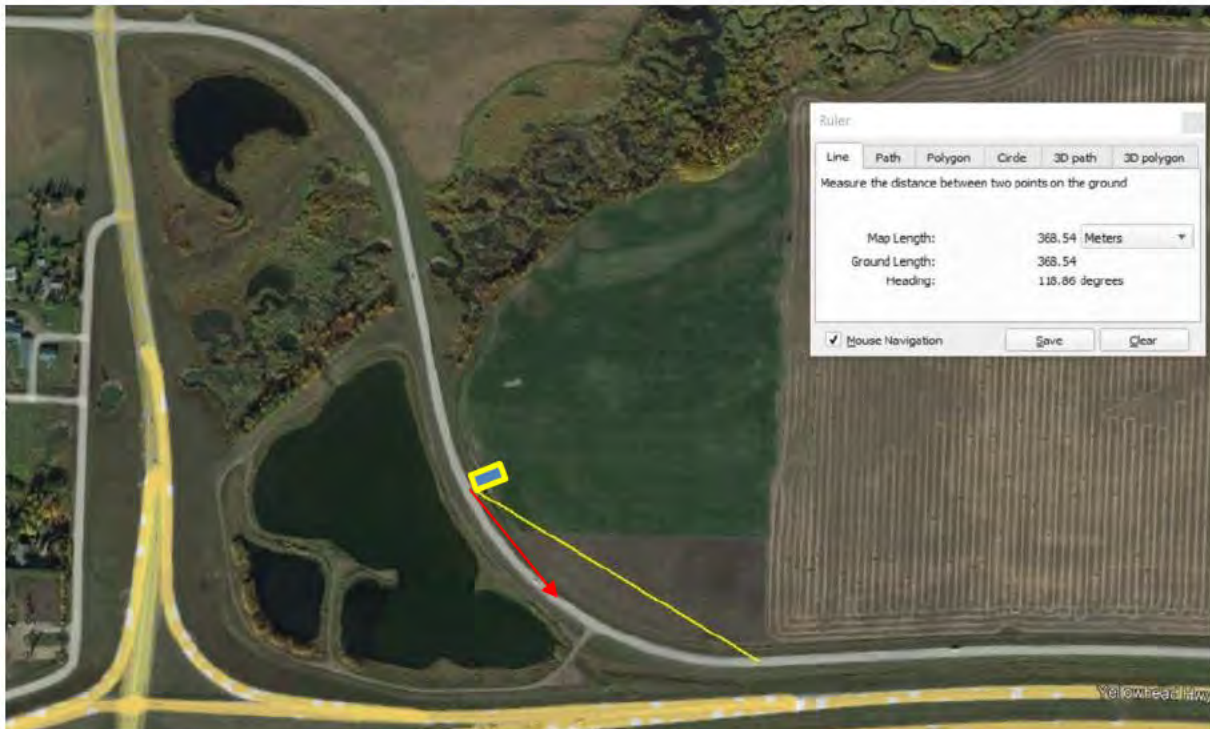
Viewing to the south onto Twp. Rd. 532A from the proposed RV Storage Site Access approach.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



The available site distance on Twp. Rd. 532A to the north from the development access is 450m as show above.



The available site distance on Twp. Rd. 532A to the south from the development is over 350m without any brush/tree sight restrictions. Presently the brush/trees reduce sight distance to the south to only 170m. See photos below.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



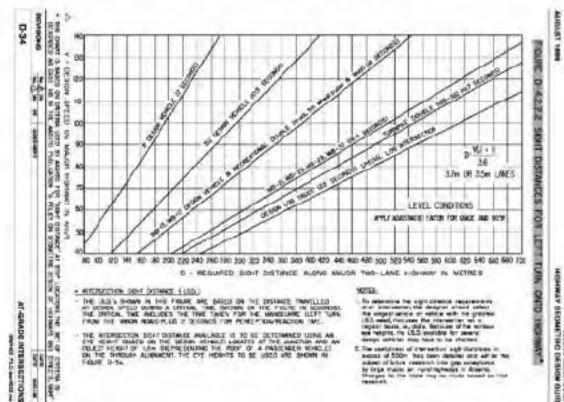
Viewing to the south onto Twp. Rd. 532A from the proposed RV Storage Site Access approach. Small trees/brush is blocking view to the south from the approach.



Viewing to the north from the Twp. Rd. 532A East approach. If these trees/brush could be removed along the perimeter of the property, the sight distance could be improved to the beginning of the curve to the east, achieving >350m.

In accordance with section D.4 of Alberta Transportation's Highway Geometric Design Guide, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the approach, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2 below, the required sight distances for various vehicle types with a 90 km/hr design speed (posted 80 km/hr) are as follows:

Vehicle Type	Req'd Sight Distance – 90 kph
Passenger Vehicle (P)	175 m
Single Unit or Bus (SU)	267 m
Semi-Trailer Combination (WB15)	350 m
Semi-Trailer Comb. (WB21, WB23, WB28, WB33)	460 m



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

It is recommended that the pockets of small trees and brush be removed along the curve to Twp. Rd. 532A to the south of the proposed RV Storage Site Access approach in order to gain over 350m of intersectional sight distance as shown below.



Upon this recommended clearing, the available site distance at this intersection is sufficient for this development. The design vehicle used is a SU vehicle type.

5. CLOSURE

We trust the information provided meets your present requirements. Should any questions arise, please contact our office at your convenience.



Darcy O. Paulichuk, P. Eng.



May 18, 2024

APEGGA Permit to Practice Number: P12132
D&A Paulichuk Consulting Ltd.

Turning Movement Summary Diagram

Intersection of: RR 274 & TR 532A

2021 AADT
from Traffic Count Conversion

WEST LEG ON			TR 532A		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	975	95.965			
B - Recreational Vehicle	1	0.10			
C - Bus	4	0.39			
D - Single Unit Truck	33	3.25			
E - Tractor Trailer Unit	3	0.30			
Total	1016				

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

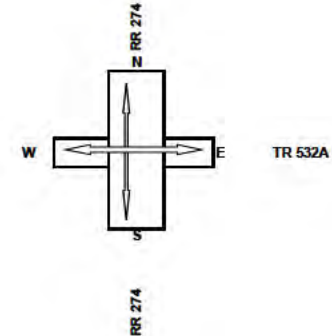
AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON			RR 274		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	3666	98.60			
B - Recreational Vehicle	3	0.08			
C - Bus	3	0.08			
D - Single Unit Truck	46	1.24			
E - Tractor Trailer Unit	0	0.00			
Total	3718				

3718					
1449		2269			
a 1440		260		1495	514
b 1					
c 0					
d 8					
e 0					
a 255		a 1466		a 505	
b 0		b 1		b 1	
c 0		c 3		c 0	
d 5		d 25		d 8	
e 0		e 0		e 0	

TR 532A



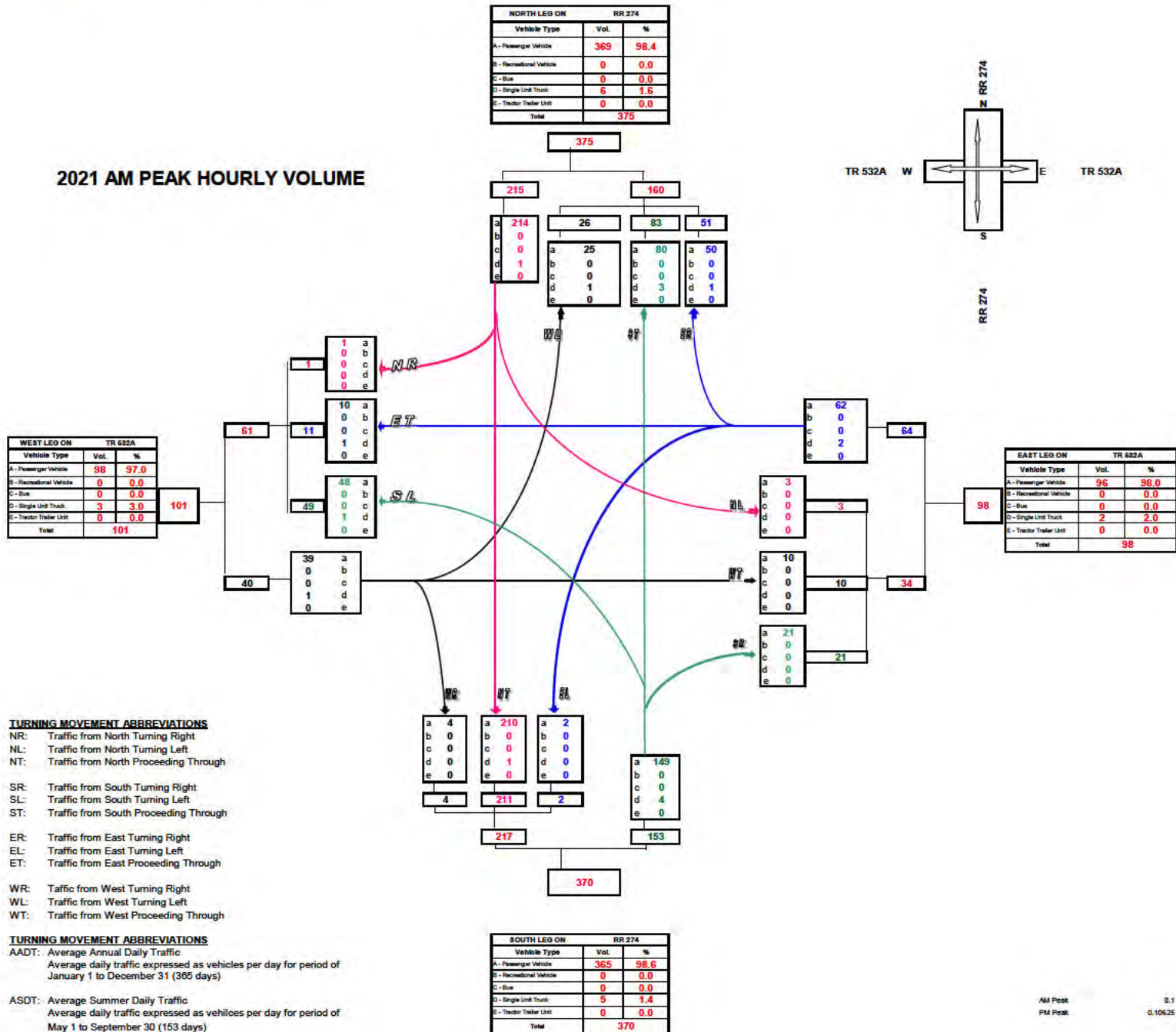
EAST LEG ON			TR 532A		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	956	96.18			
B - Recreational Vehicle	2	0.20			
C - Bus	4	0.40			
D - Single Unit Truck	29	2.92			
E - Tractor Trailer Unit	3	0.30			
Total	994				

SOUTH LEG ON			RR 274		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	3605	98.55			
B - Recreational Vehicle	2	0.05			
C - Bus	3	0.08			
D - Single Unit Truck	48	1.31			
E - Tractor Trailer Unit	0	0.00			
Total	3658				

AADT Conversion Factor
1.25

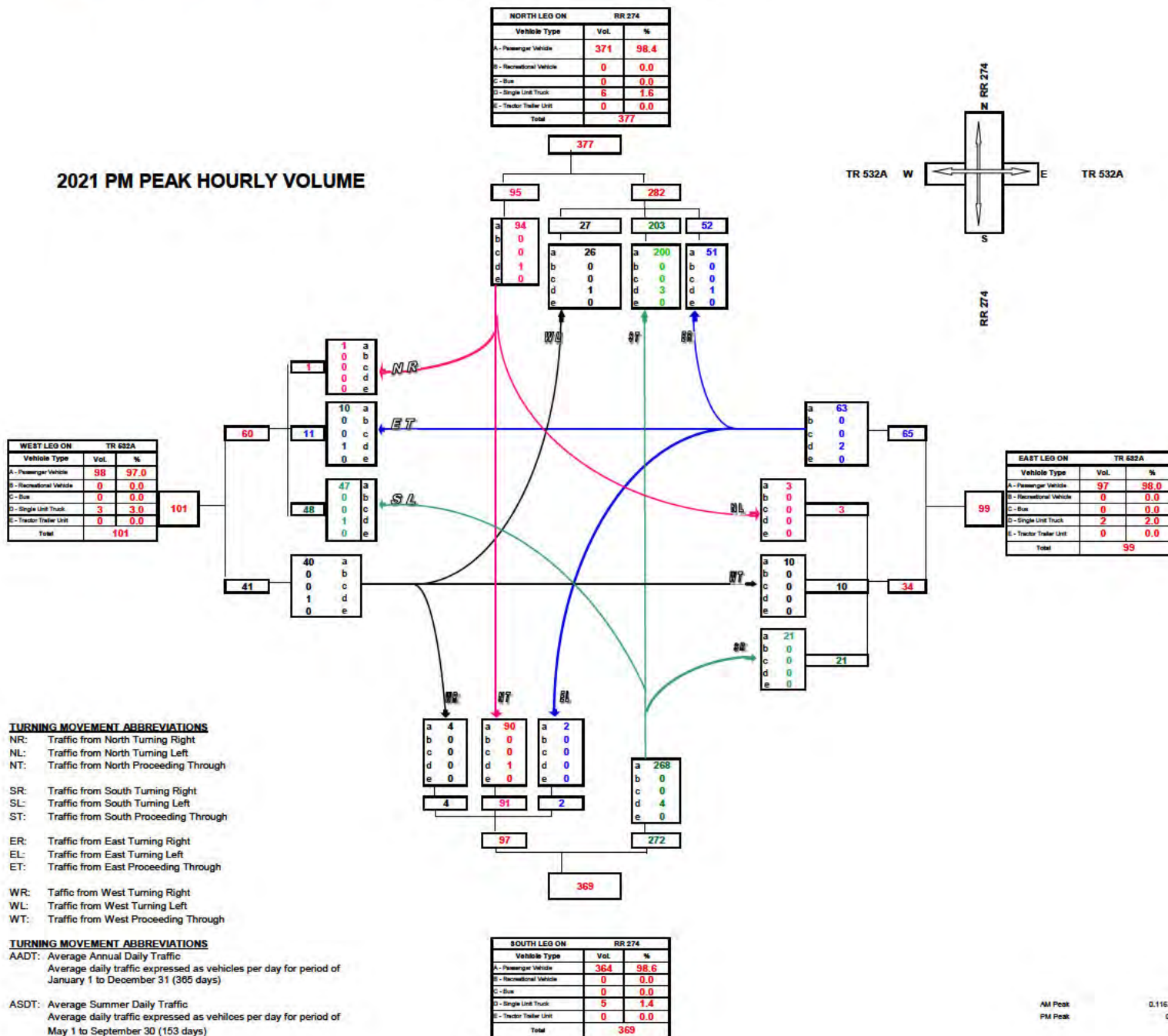
Turning Movement Summary Diagram

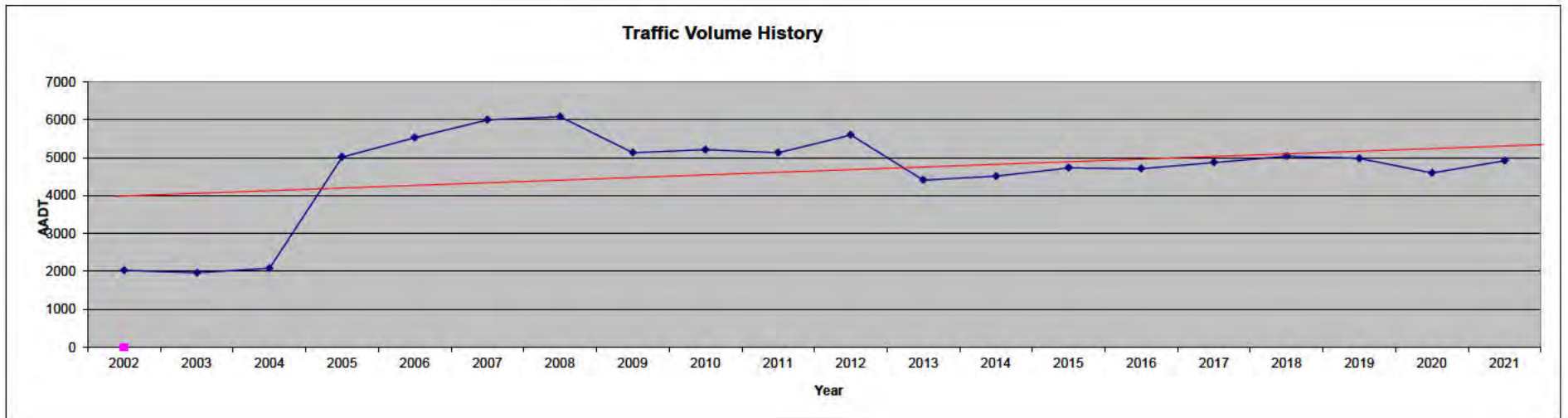
2021 AM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

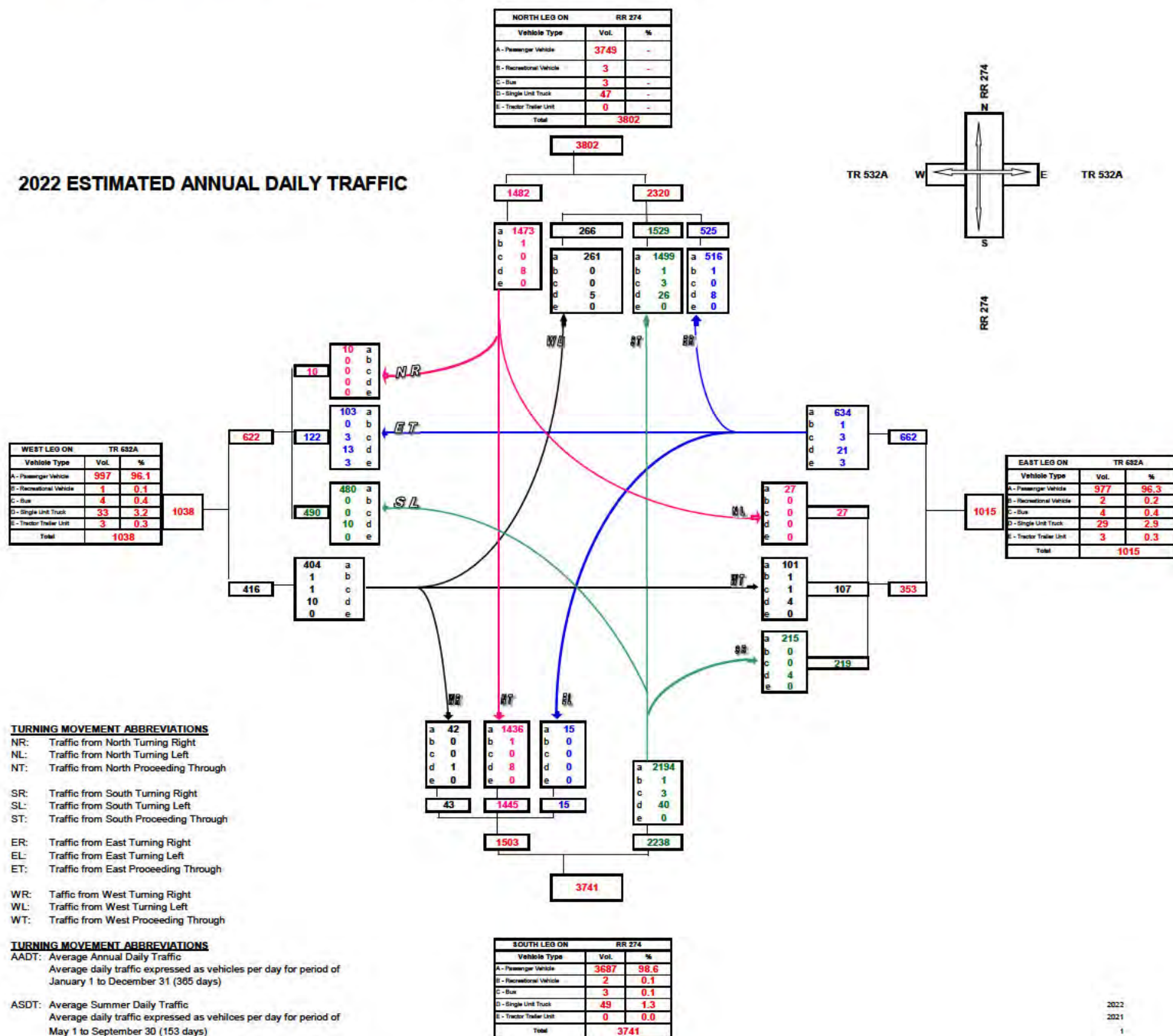
2021 PM PEAK HOURLY VOLUME





Turning Movement Summary Diagram

2022 ESTIMATED ANNUAL DAILY TRAFFIC



Turning Movement Summary Diagram

2022 ESTIMATED AM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	100	97.1
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	3	2.9
E - Tractor Trailer Unit	0	0.0
Total	103	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

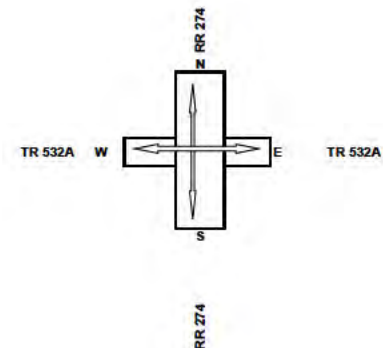
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	378	98.4
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	6	1.6
E - Tractor Trailer Unit	0	0.0
Total	384	



EAST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	97	96.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	2	2.0
E - Tractor Trailer Unit	0	0.0
Total	99	

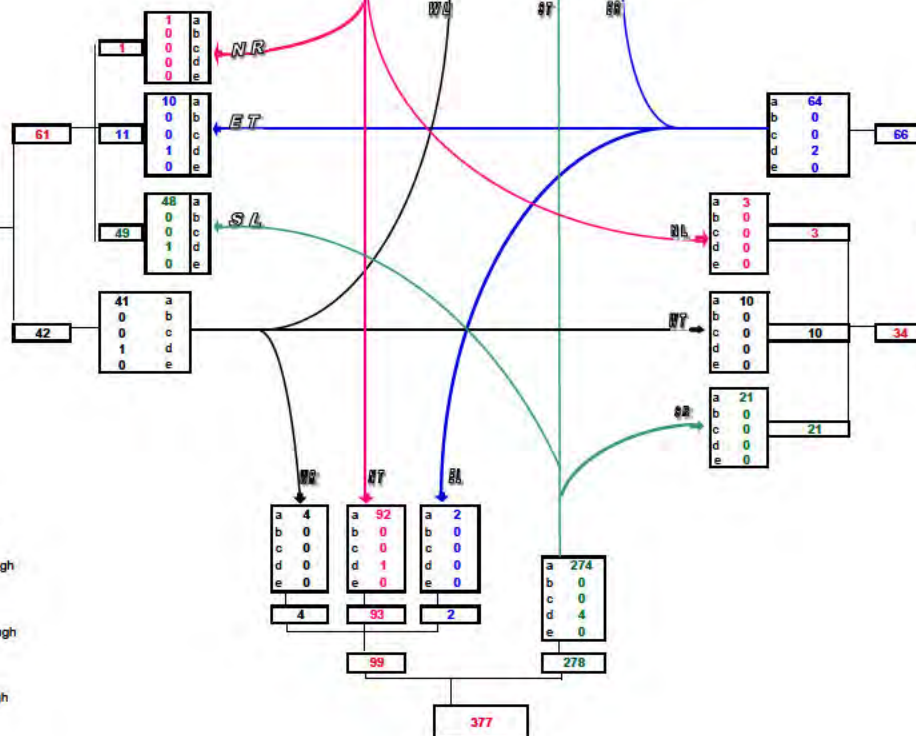
SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	373	98.7
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	1.3
E - Tractor Trailer Unit	0	0.0
Total	378	

2022
2021
1

Turning Movement Summary Diagram

2022 ESTIMATED PM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	100	97.1
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	3	2.9
E - Tractor Trailer Unit	0	0.0
Total	103	



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
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NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

2022
2021
1

Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

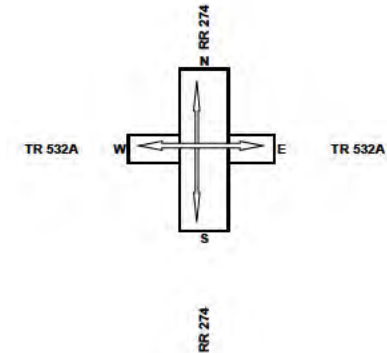
NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through
 SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through
 ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through
 WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

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 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	4	



EAST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	90	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	90	

SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	86	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	86	

Turning Movement Summary Diagram

2024 DEVELOPMENT AM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

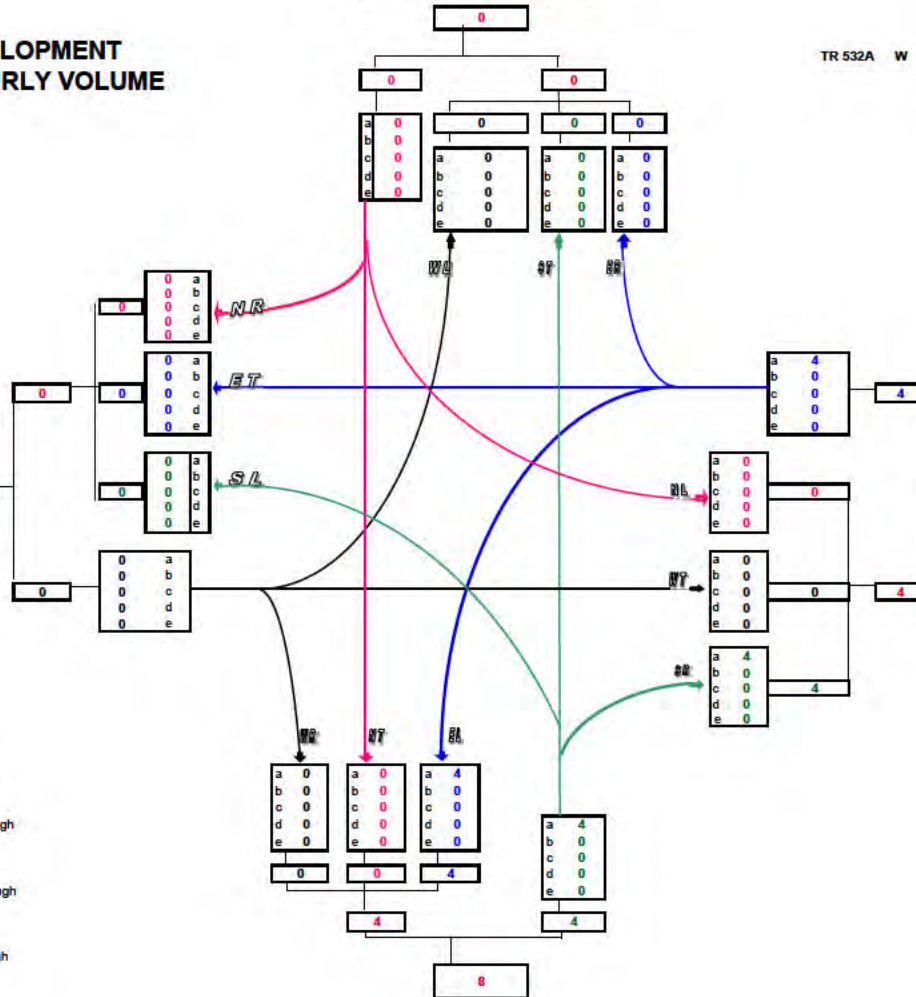
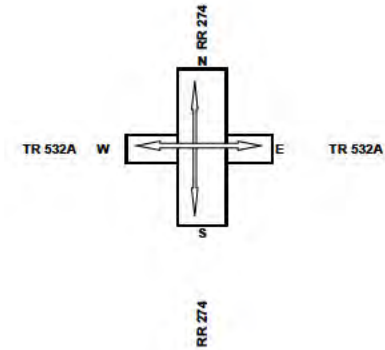
WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

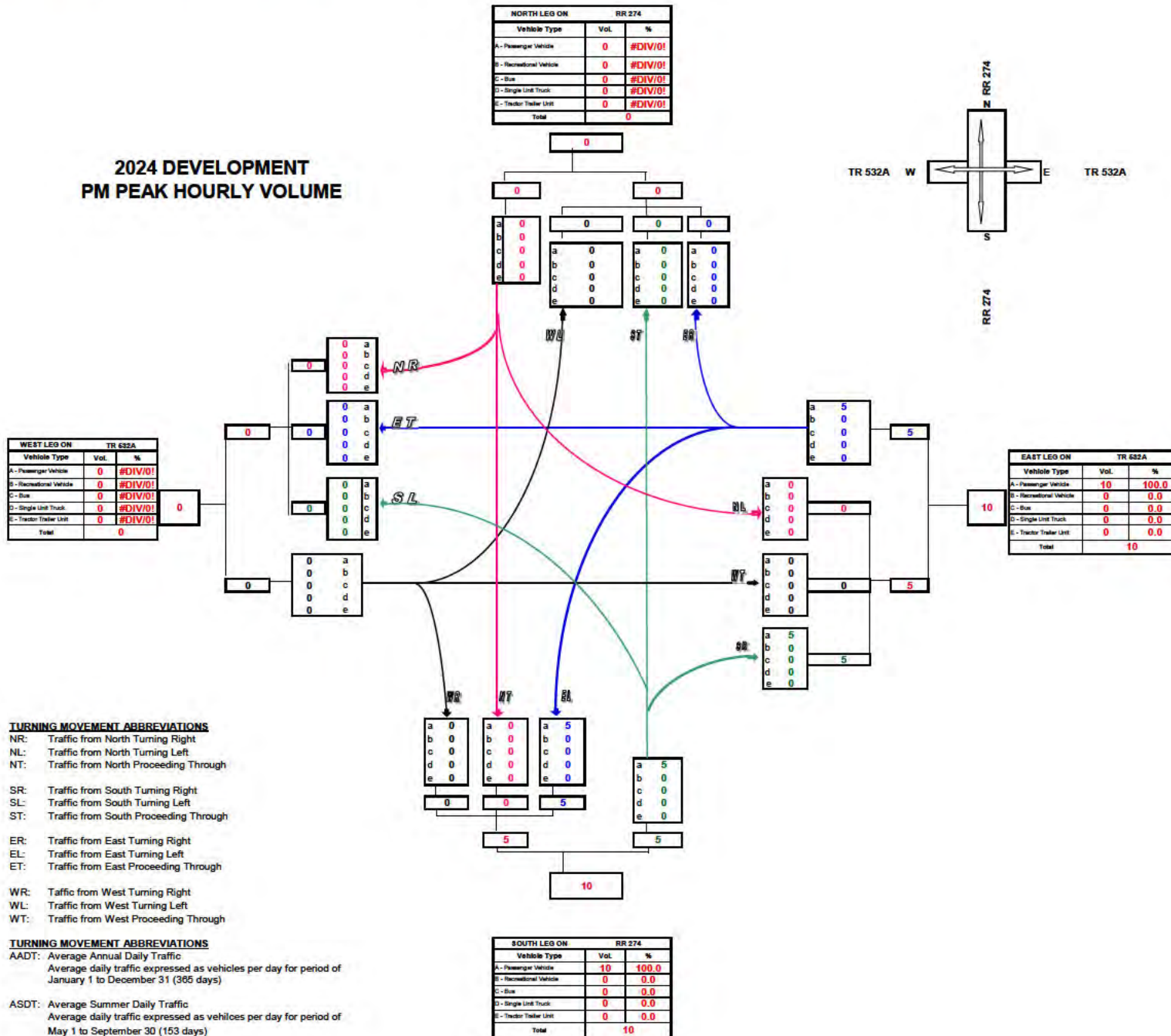


EAST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	8	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	8	

SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	8	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	8	

Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 COMBINED ANNUAL DAILY TRAFFIC

WEST LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1042	96.0
B - Recreational Vehicle	1	0.1
C - Bus	4	0.4
D - Single Unit Truck	35	3.2
E - Tractor Trailer Unit	3	0.3
Total	1085	

TURNING MOVEMENT ABBREVIATIONS

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 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

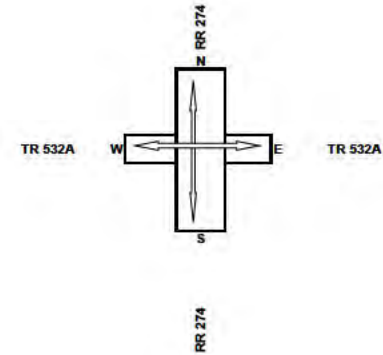
TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

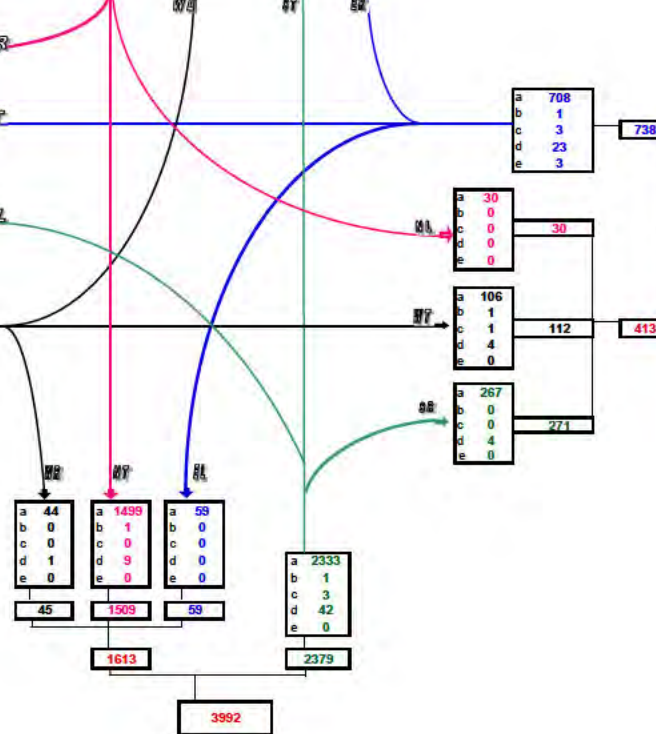
ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	3918	—
B - Recreational Vehicle	3	—
C - Bus	3	—
D - Single Unit Truck	50	—
E - Tractor Trailer Unit	0	—
Total	3974	

1550	277	1596	551
a 1540	a 272	a 1565	a 541
b 1	b 0	b 1	b 1
c 0	c 0	c 3	c 0
d 9	d 5	d 27	d 9
e 0	e 0	e 0	e 0



EAST LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1111	96.5
B - Recreational Vehicle	2	0.2
C - Bus	4	0.3
D - Single Unit Truck	31	2.7
E - Tractor Trailer Unit	3	0.3
Total	1151	



SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	3935	98.6
B - Recreational Vehicle	2	0.1
C - Bus	3	0.1
D - Single Unit Truck	52	1.3
E - Tractor Trailer Unit	0	0.0
Total	3992	

Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	105	97.2
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	3	2.8
E - Tractor Trailer Unit	0	0.0
Total	108	

TURNING MOVEMENT ABBREVIATIONS

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NT: Traffic from North Proceeding Through

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SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

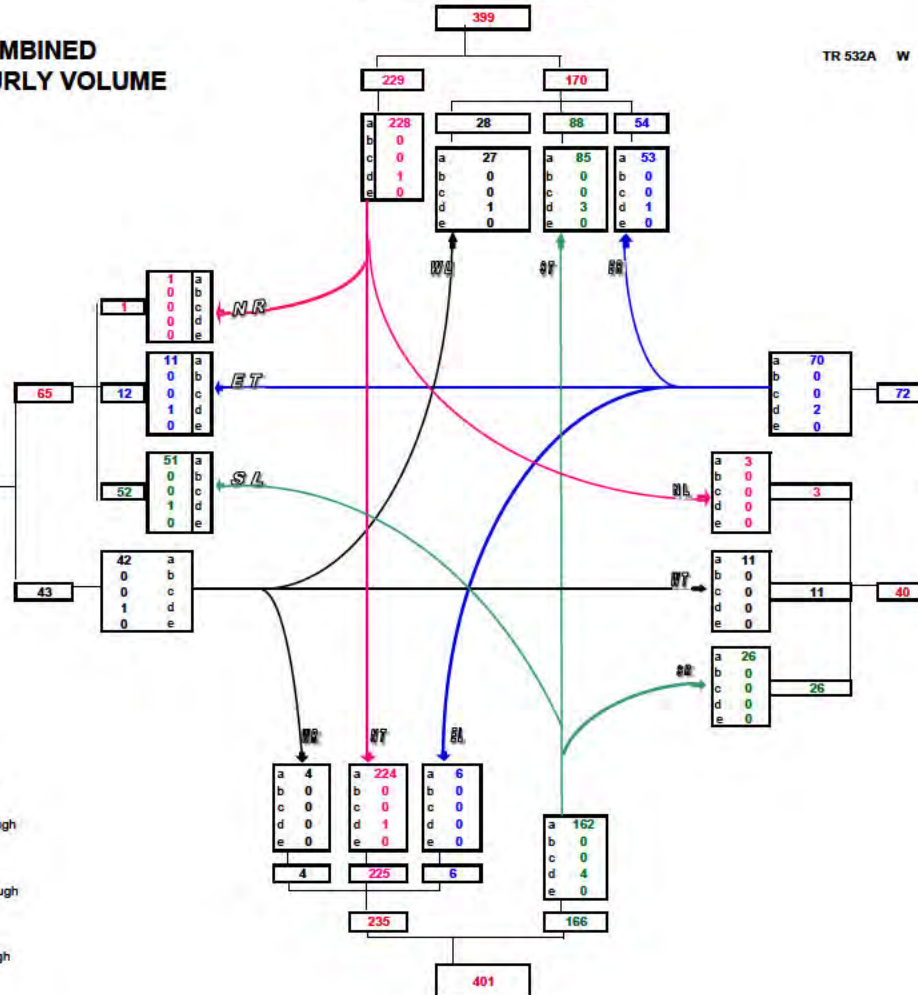
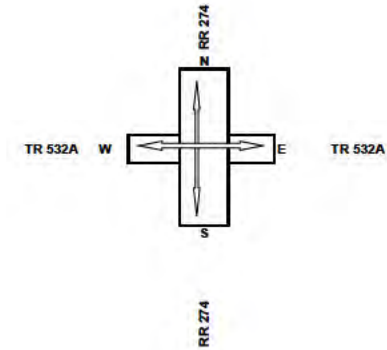
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	393	98.5
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	6	1.5
E - Tractor Trailer Unit	0	0.0
Total	399	



SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	396	98.8
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	1.2
E - Tractor Trailer Unit	0	0.0
Total	401	

Turning Movement Summary Diagram

2024 COMBINED PM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	105	92.9
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	8	7.1
E - Tractor Trailer Unit	0	0.0
Total	113	

TURNING MOVEMENT ABBREVIATIONS

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SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

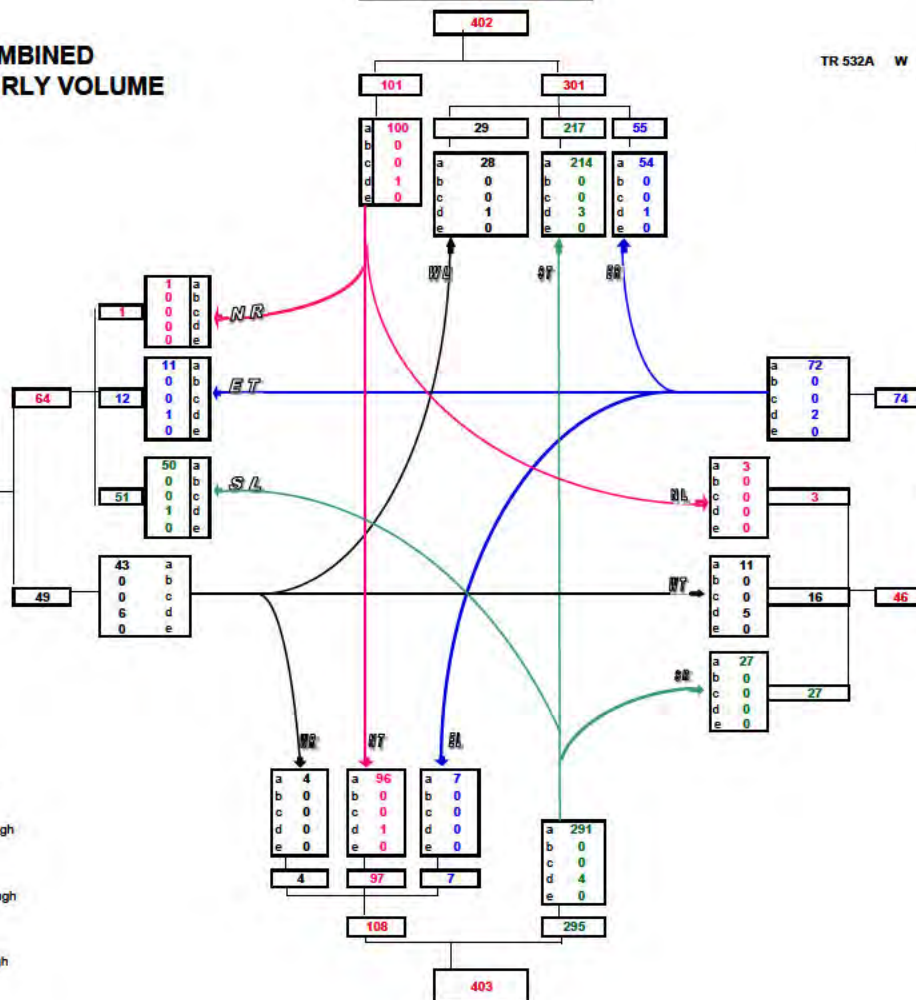
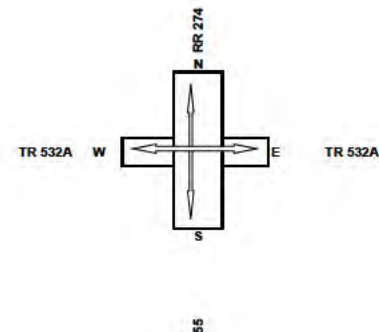
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	396	98.5
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	6	1.5
E - Tractor Trailer Unit	0	0.0
Total	402	



SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	398	98.8
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	1.2
E - Tractor Trailer Unit	0	0.0
Total	403	

Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

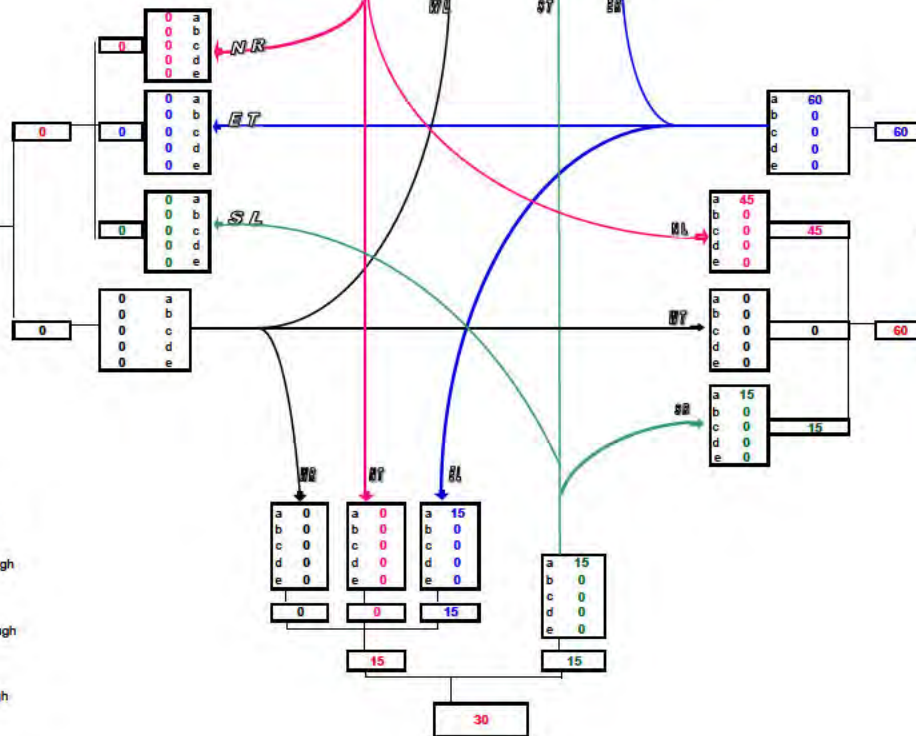
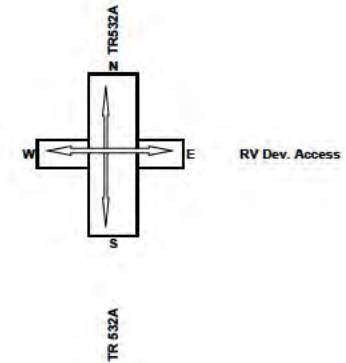
AADT: Average Annual Daily Traffic
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ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	90	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	90	

90

45	0	0	45
a 45	a 0	a 0	a 45
b 0	b 0	b 0	b 0
c 0	c 0	c 0	c 0
d 0	d 0	d 0	d 0
e 0	e 0	e 0	e 0



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	120	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	120	

SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	30	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	30	

Turning Movement Summary Diagram

2024 DEVELOPMENT AM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

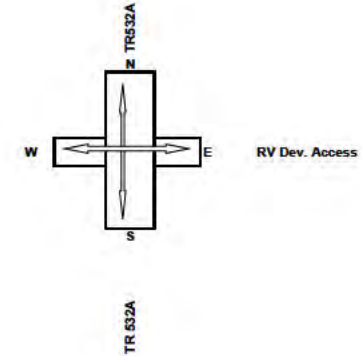
AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	8	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	8	

8

4	4	0	0	4
a	b	c	d	e
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

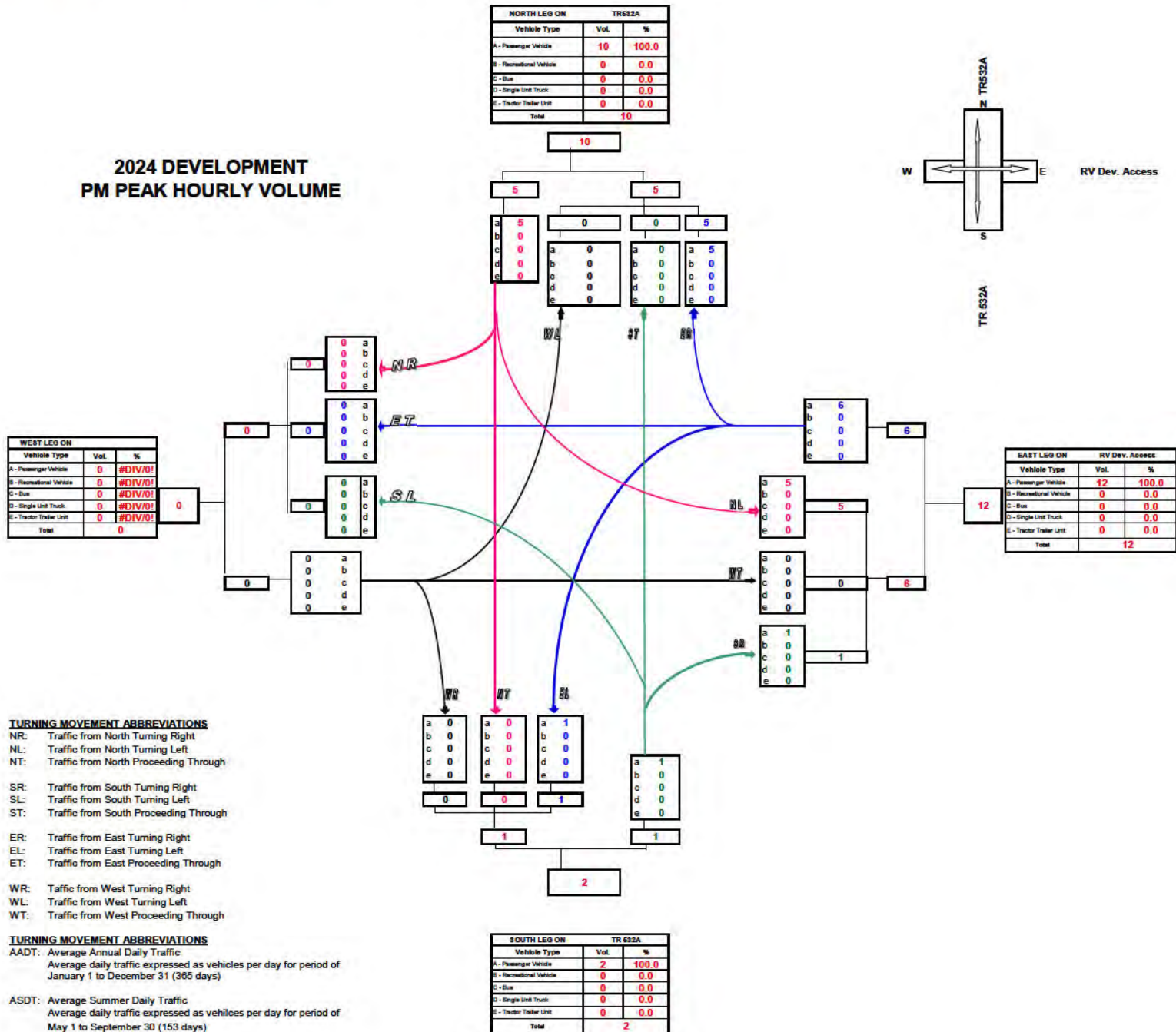


EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	10	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	10	

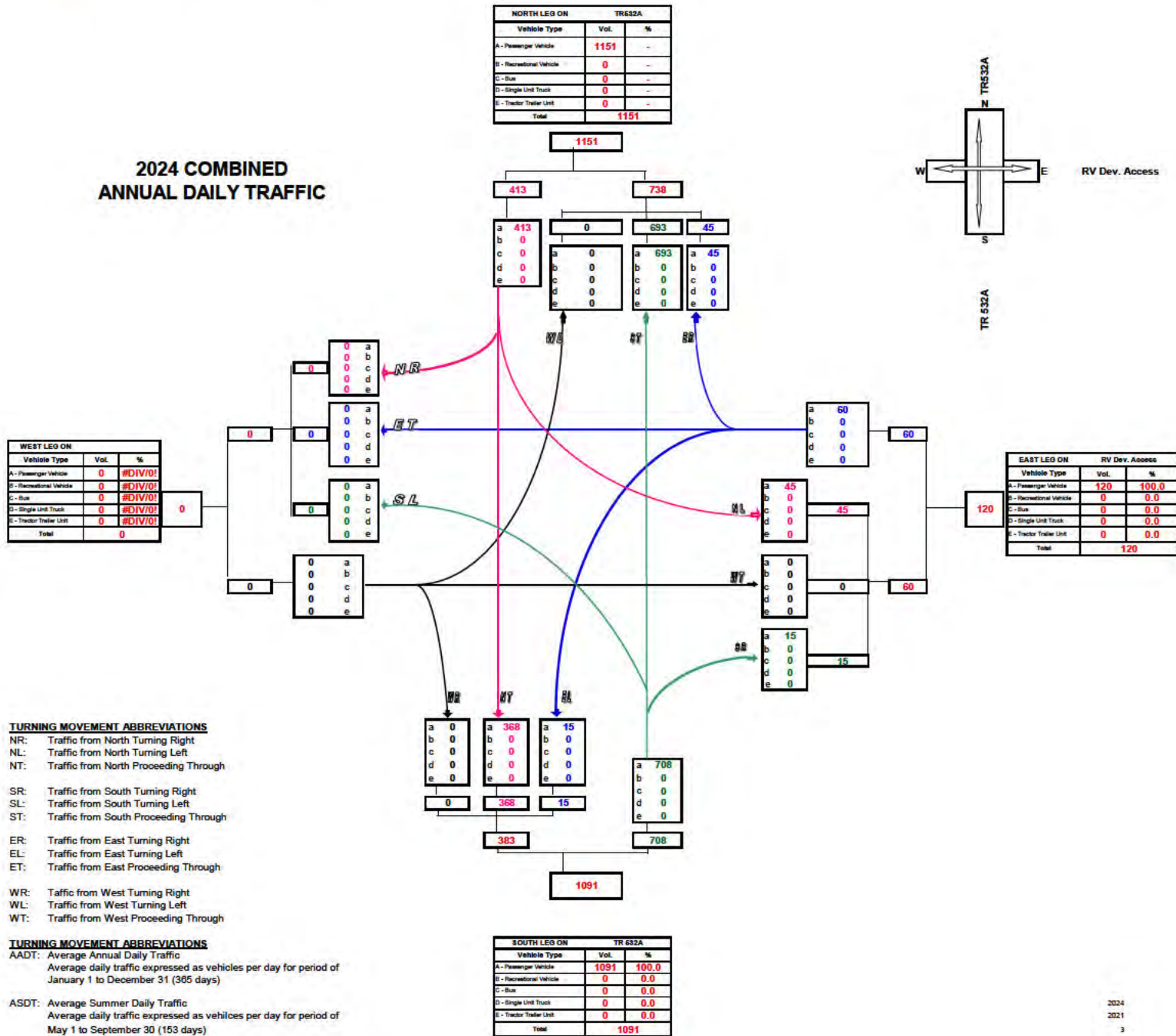
SOUTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	2	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	2	

Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram



Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

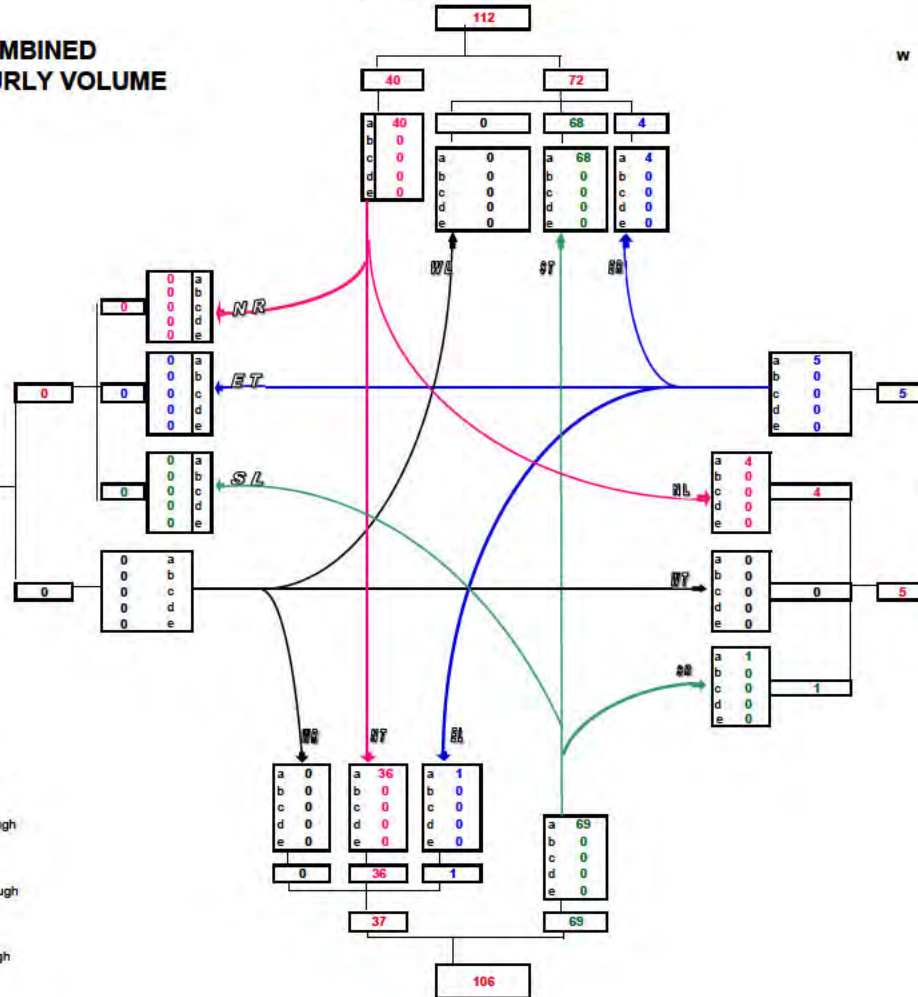
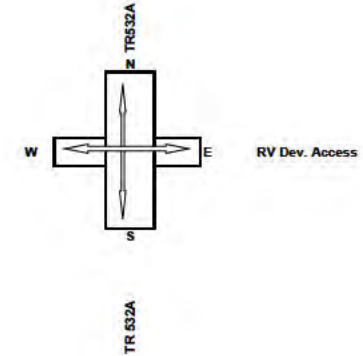
WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	112	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	112	



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	10	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	10	

SOUTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	106	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	106	

Turning Movement Summary Diagram

2024 COMBINED PM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	0.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	100.0
E - Tractor Trailer Unit	0	0.0
Total	5	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

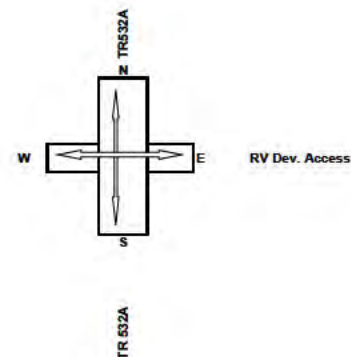
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	115	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	115	



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	12	70.6
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	29.4
E - Tractor Trailer Unit	0	0.0
Total	17	

SOUTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	107	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	107	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	28	11	4	6	12	54	52	88	26	3	225	1
Future Vol, veh/h	28	11	4	6	12	54	52	88	26	3	225	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	29	12	4	6	13	57	55	93	27	3	237	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	495	473	237	455	447	93	238	0	0	120	0	0
Stage 1	243	243	-	203	203	-	-	-	-	-	-	-
Stage 2	252	230	-	252	244	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	480	485	795	510	502	956	1311	-	-	1449	-	-
Stage 1	754	699	-	792	728	-	-	-	-	-	-	-
Stage 2	746	708	-	746	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	427	462	795	480	478	956	1311	-	-	1449	-	-
Mov Cap-2 Maneuver	427	462	-	480	478	-	-	-	-	-	-	-
Stage 1	720	698	-	756	695	-	-	-	-	-	-	-
Stage 2	658	676	-	728	698	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		10.2		2.5		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	455	765	1449	-
HCM Lane V/C Ratio	0.042	-	-	0.099	0.099	0.002	-
HCM Control Delay (s)	7.9	0	-	13.8	10.2	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	29	16	4	7	12	55	51	217	27	3	108	1
Future Vol, veh/h	29	16	4	7	12	55	51	217	27	3	108	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	31	17	4	7	13	58	54	228	28	3	114	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	506	484	114	467	457	228	115	0	0	256	0	0
Stage 1	120	120	-	336	336	-	-	-	-	-	-	-
Stage 2	386	364	-	131	121	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	472	478	931	501	495	804	1455	-	-	1292	-	-
Stage 1	877	791	-	672	637	-	-	-	-	-	-	-
Stage 2	631	619	-	865	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	414	456	931	468	473	804	1455	-	-	1292	-	-
Mov Cap-2 Maneuver	414	456	-	468	473	-	-	-	-	-	-	-
Stage 1	839	789	-	643	610	-	-	-	-	-	-	-
Stage 2	549	592	-	841	788	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		11		1.3		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	448	681	1292	-
HCM Lane V/C Ratio	0.037	-	-	0.115	0.114	0.002	-
HCM Control Delay (s)	7.6	0	-	14.1	11	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.4	0	-

100

Permit Number:	2022-0005728	Highway(s):	16
Issued to (Permittee):	Crossway Records Inc. Sturgeon County Alberta T8T 0B9 crosswayrecords@gmail.com		
Legal Land Location:	QS-SW SEC-16 TWP-053 RGE-27 MER-4	Municipality:	Parkland County
Approved By:	Robert Lindsay	Issuing Office:	North Central Region / Stony Plain
Issued Date:	September 9, 2024		
Description of Development:	Construct and operate an RV storage facility with up to 1,400 stalls. SW16-053-27-W4M; North of Highway 16		



Transportation and Economic Corridors Permit No. **2022-0005728** is issued to the above named Permittee under authority of Section 14 of the *Highways Development and Protection Act* (the Act) authorizing the development(s) listed herein, and a further application is required for any changes or additions.

The approved site plan forms a part of this permit and any changes to the approved site plan will require an amendment or a new permit application.

This permit is subject to the following terms and conditions, which should be carefully reviewed:

1. This permit is subject to the provisions of Section 11-19 inclusive of the Highways Development and Protection Act (Chapter H-8.5 2004), amendments thereto, and Highways Development and Protection Regulation (Alberta Regulation 326/2009) and amendments thereto.
2. This permit is issued subject to any other municipal, provincial, or federal approvals that may be required. Issuance of a permit by Transportation and Economic Corridors does not guarantee the permittee will be able to obtain other required approvals and does not excuse violation of any regulation, bylaw, or Act that may affect the proposed development.
3. The Permittee consents to a person designated by Transportation and Economic Corridors to enter upon land during construction and again upon completion of construction for the purpose of inspection to ensure the terms and conditions of this permit are met.
4. All works authorized by this permit shall be constructed, altered, maintained or operated at the sole expense of the Permittee. The permittee expressly waives any right to claim damages or compensation (including injurious affection) for development, signs or other encumbrances that are placed in an area required for future widening of the highway right of way for highway improvement purposes
5. In consideration of the permit issued in respect to this development, the Permittee shall indemnify and hold harmless Transportation and Economic Corridors, its employees and agents from any and all claims, demands, actions and costs whatsoever that may arise, directly or indirectly from anything done or omitted to be done in the construction, maintenance, alteration or operation of the works authorized.
6. The Permittee shall conform to the approved site plan. Failure to conform to the approved site plan without an approved amendment may result in enforcement measures as laid out in the Act
7. The Permittee must undertake the development in accordance with the design, standards and construction/placement process attached to this permit as permitted.
8. The Department accepts no responsibility for the noise impact of highway traffic upon any development or occupants thereof.
9. This permit approves only the development contained herein. Any proposed addition and / or change to the design, standards and / or construction/placement process attached to this permit requires a separate approval from Alberta Transportation prior to commencing the addition and / or change.
10. The Permittee must not place any signs contrary to Alberta Regulation 326/2009. The separate "SIGN APPLICATION" form must be submitted for any proposed sign. A permit is not required for a sign to identify this business if the sign is located no closer to the highway than the building in which the business activity is being or will be carried on, and not farther than 30 metres from either side of that building. (Highways Development Protection Regulation section 11). Also, Alberta Transportation has preapproved the installation

of a single static, non-electronic rural business directional sign per parcel of land, that is smaller than 3 square metres in size subject to certain conditions contained in the Pre-approval of Signs Adjacent to a Provincial Highway (Permit Exemption) Oct 28, 2021 to Dec 31 2026.

11. Wherever herein the "Permittee" is referred to, the same shall extend to include their heirs, executors, administrators, or assigns, and the successors and assigns of the Permittee.

12. All highway accesses are to be considered temporary. No compensation shall be payable to the Permittee or their assigns or successors when the Department removes or relocates the temporary access or if highway access is removed and access provided via service road.

13. Direct highway access is not permitted. Access must be via the local municipal road.

Failure to comply with the terms and conditions of this permit is an offense pursuant to Section 35 of the Highways Development and Protection Regulation (the Regulation), and may result in enforcement or penalties as described in Section 55 of the Act and Section 35-36 of the Regulation.

This permit is valid for a period of **two years from the date of issuance**. If the works authorized by this permit have not commenced within this timeframe, the permit expires and the Permittee must submit a request for an extension, or reapply for a new permit, if they wish to proceed. Transportation and Economic Corridors is under no obligation to reissue a permit if the development is not commenced before expiry of this permit.

Please contact Transportation and Economic Corridors through [RPATH application](#) if you have any questions, updates, additions, or require additional information.



Issued by **Robert Lindsay, Dev and Planning Technologist**, on **September 9, 2024** on behalf of the Minister of Transportation and Economic Corridors pursuant to *Ministerial Order 52/20 – Department of Transportation and Economic Corridors Delegation of Authority*

Robert Lindsay

From: Crossway Records <crosswayrecords@gmail.com>
Sent: Wednesday, June 26, 2024 8:34 PM
To: Robert Lindsay
Subject: Updated TIA for RSDP039448 - RV Storage Lot from 1200 to 1400 stalls
Attachments: RSDP039448.pdf; Traffic Review Brief_Spruce Grove RV Site_SW 16_53_27_W4M_May 18_24r.pdf

CAUTION: This email has been sent from an external source. Treat hyperlinks and attachments in this email with care.

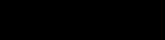
Hello Robert,

As we discussed today, thank you for updating my RDP from 1200 stalls, to 1400 stalls according to the updated TIA completed by Darcy last month.

If you need anything else from me, please don't hesitate to let me know.

Sincerely,

Jon Bauer





TRAFFIC IMPACT BRIEF

Project Number: H5391-2022

Date: May 18, 2024

Project: SPRUCE GROVE RV STORAGE SITE
SW 16-53-27-W4M

Overview: The Owner is proposing to expand the existing 1,000 stall Recreation Vehicle Storage site to a total of 1,400 stall by adding the parcel to the south onto the existing RV Storage Site.

1. PROPOSED DEVELOPMENT

Previously in 2022 - 2023, a 1000 RV Stall Storage development was constructed within the red outlined parcel shown below. Access was made via to the south on Township Road 532A east of Range Road 274 and north of Highway 16:14. Proposed now is a 400 RV stall expansion to the south in the blue outlined parcel shown below. Access to the expansion will be made at the same access.



The blue outline parcel is approximately 10.0 acres (4.048 ha).

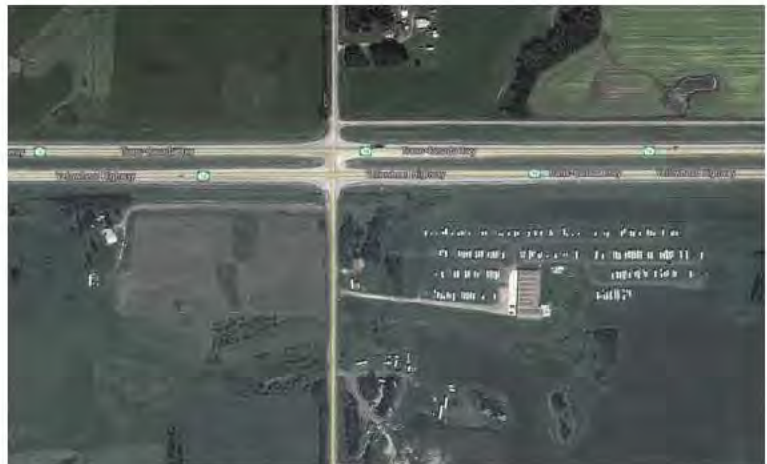
2. DEVELOPMENT TRIP GENERATION

2.1 Trip Generation Determination

The proposed development will be comprised of 1,000 RV Storage stalls. For the RV Storage, it will be a business that will run year around but the traffic impact is minimal during the winter months. In order to estimate the traffic generated by this type of development, four existing RV Storage facilities were contacted:

Hwy. 16 & Range Road 213
(NW 10-53-21-W4)
www.rvstorage.ca
(780) 467-6055
Mr. Jack Barzilai
Capacity: 600 Units

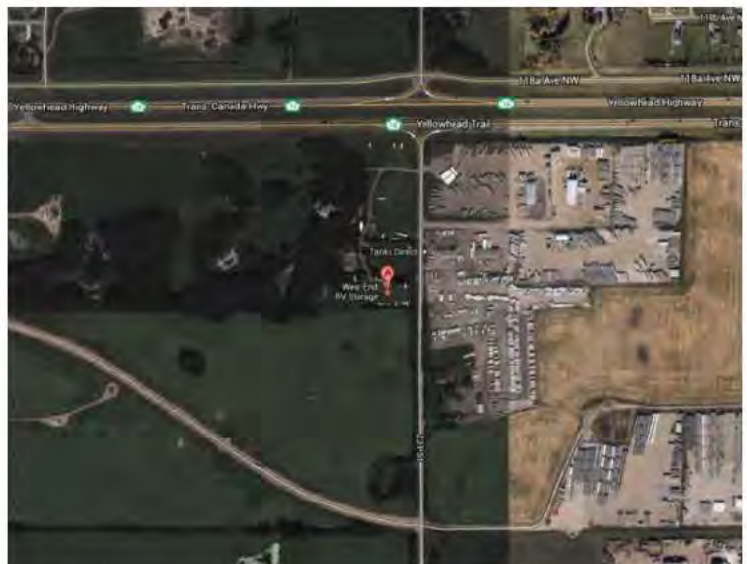
No movement from Oct. 1 to May 20. Have only 20 units that go to Arizona during winter months. Some RV's move every weekend. Some RV's don't move for 2 years. Average RV moves 2 - 3 times a year from the storage site. No employees; works on a key code system.



West End RV Storage

Hwy. 16 and 231 Street
(NW 12-53-26-W4)
www.westendrv.com
(780) 451-9064
Capacity: 300 Units

Some days there are 0 movements. The busier days have 4 – 5 RV movements.



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Boundary RV & Auto Storage Ltd.

Hwy. 628 and Boundary Road
 (Range Road 275)
 (SE 30-52-27-W4)
 52404 Alberta 628 Stony Plain
 (780) 405-0700
www.boundaryrv.com
 Capacity: 500 RV Stalls, 60 Storage Building Bays
 Average 25 RV units move per day.



Century Road RV Storage

Hwy. 16 and Century Road
 (Range Road 10)
 (SE 15-53-27-W4)
 Orville Eidick
 Manager at Century Road RV Storage
 (780) 940-5919
info@centuryroadrv.com
 Capacity: 600 Units



Average 10 - 20 RV units move per day.

The information provided by the four operating RV storage facilities is summarized as follows:

Location	No. of Units	RV Units Moved per day	Support Vehicle Trips per day	Generation Rate RV (trips/stall)	Generation Rate Support Vehicle (trips/stall)
Double Dutch RV Storage	600	35	$70/2 = 35$	0.05833	0.05833
West End RV Storage	300	5	$10/2 = 5$	0.01667	0.01667
Boundary RV & Auto Storage	560	25	$50/2 = 25$	0.04464	0.04464
Century Road RV Storage	600	20	$40 / 2 = 20$	0.03333	0.03333
Average:				0.03824	0.03824

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Note: The trip generation includes an additional vehicle that will come to the site for pickup and drop off for the driver of the RV trip when the RV is self-propelled. With trailer type RV's, there is no support vehicle since the same truck/car is used to come and go. There is only one RV trip per day, as the RV either leaves or comes in on a day. It is assumed that there is only 50% self-propelled RV's that require two vehicle trips for every RV trip.

Note 2: The previous report for this site used the following trip generation table which has now been revised:

Location	No. of Units	RV Units Moved per day	Support Vehicle Trips per day	Generation Rate RV (trips/stall)	Generation Rate Support Vehicle (trips/stall)
Double Dutch RV Storage	600	35	70	0.05833	0.11667
West End RV Storage	300	5	10	0.01667	0.03333
Boundary RV & Auto Storage	560	25	50	0.04464	0.08929
Century Road RV Storage	600	20	40	0.03333	0.06667
Average:				0.03824	0.07649

The previous trip generation rates assumed that all RVs were self-propelled and hence needed a support ride to or from the site. In review of the actual site use, less than 5% of RVs are self-propelled and hence no support ride is required since there is already a vehicle there that pulls the RV. This results in a reduction of Support Vehicle Trips as show below.

Double Dutch RV Storage:

- 600 Units move 2.5 times per year = 3000 trips per year
- 3000 trips over 15 weeks = 200 trips per week
- Trip Distribution per Week: Tues: 10, Wed: 20 Thurs: 30 Fri: 35 Sat: 35 Sun: 35, Mon. 35, Total = 200 trips per week
 = Trip Generation Rate = 0.05833 trips/stall (using 35 RV trips/day)

Using the above trip generation rates and phasing plan, the following table provides an estimation of trip generation for the development.

Phase (Year) All	No. Stalls	Traffic Generation RV's (trips/day)	Traffic Generation Support Vehicle (trips/day)	TOTAL Traffic Generation (trips/day)
1	1400	54	54	108

The proposed development will not have any regular employees and a key lock system will be used to let customers in and out of the site. Hours of operation of the proposed development is 7 am to 9 pm daily, April 1 to September 30, and 9 am to 6 pm October 1 to March 31. **In summary, the development is anticipated to generate 108 trips per day (54 in and 54 out). This is rounded up to 120 trips per day (60 in and 60 out) for analysis purposes.**

2.2 Peak Hour for RV Storage Facilities

The peak hour for the proposed development does not occur at the same times as the adjacent roadways and highways.

Roads and highways exhibit an AM Peak Hour spike in traffic usually associated with people going to work and children going to school and occurs usually between 7:30 – 8:30am. See traffic count taken for this report at Rge. Rd. 274 & Twp. Rd. 532A on Aug. 18, 2021.

Later in the day, there is then a spike in traffic volume called a PM Peak Hour basically associated with people leaving work and going home and occurs usually between 4:30 – 6:00pm.

These two peaks in traffic volumes occur during the week days on our roads and highways. Saturdays and Sundays usually have one peak hour and occurs during the mid-day, but have overall less traffic on weekends.

People that are planning a trip with their RV's will pickup their RV's early during a week day in order to prepare for the weekend travel. Since people do not want to be late for work in the morning, they usually will pickup or drop off their RV's early in the morning, between 6:30 and 7:30am, which is just before the AM Peak Hour. Vice versa, people will pickup or drop off their RV's after getting home from work and having supper. Trips to and from the RV Storage site will always be accompanied by a support vehicle thus both husband and wife both need to be home to make this trip. The majority of the trips to the RV Storage Site are made during the evenings since most have children and need to get them to school in the morning. Some will take the day off and prepare for their trip, but this is minimal and occurs during mid-day. For this reason, the peak hours of use for RV Storage sites are between 6:00 – 8:00 pm. This is outside of the roads and highway peak hours of use.

The projected peak hour of traffic use at a RV Storage site can best be illustrated for this proposed development as follows:

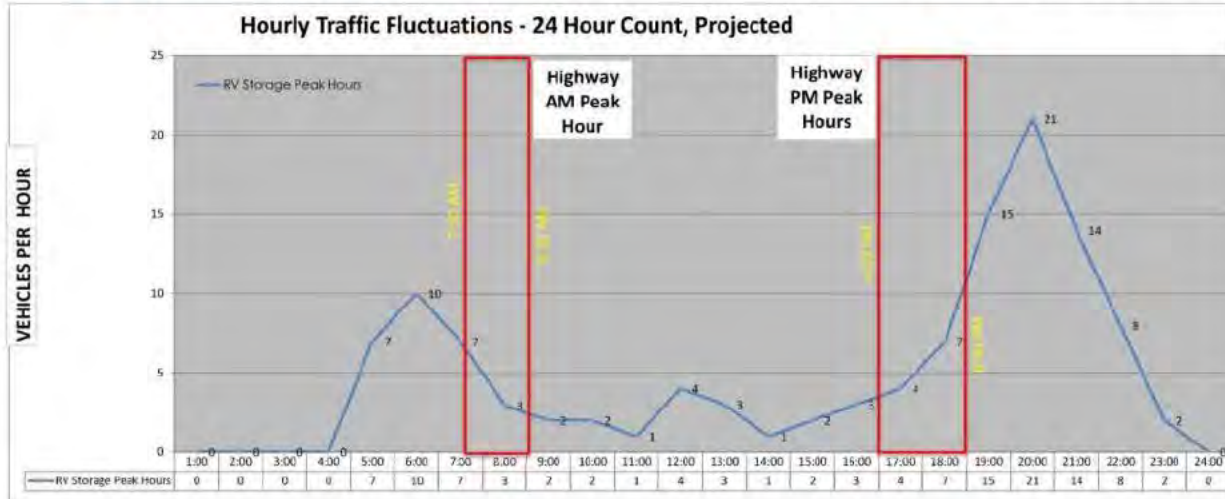
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

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RV STORAGE SITE

Projected AM & PM Peak Hour Traffic Volumes



For analysis purposes during the highway peak hours, an hourly value of 10 will be used for the proposed development AM Peak Hour and an hourly value of 12 will be used for the proposed development PM Peak Hour. This is approximately 8.0 - 10% of the Daily Traffic Volume of the proposed development. This is considered to be conservative for analysis purposes.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

2.3 Trip Distribution

The trip distribution schematic for the proposed development with the surrounding roadways is shown below. It is assumed that the traffic generated from the development will have 75% of the traffic go west on Twp. Rd. 532A to Rge. Rd. 274 and 25% to the east on Twp. Rd. 532A to Rge. Rd. 272.



Note 2: The previous report for this site assumed a low trip distribution from the north on Twp. Rd. 532A. Upon review of the operation of the 1,000 RV unit development, less than 5% of the customers come from the north. A trip distribution of 5% from the north will continue to be used.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

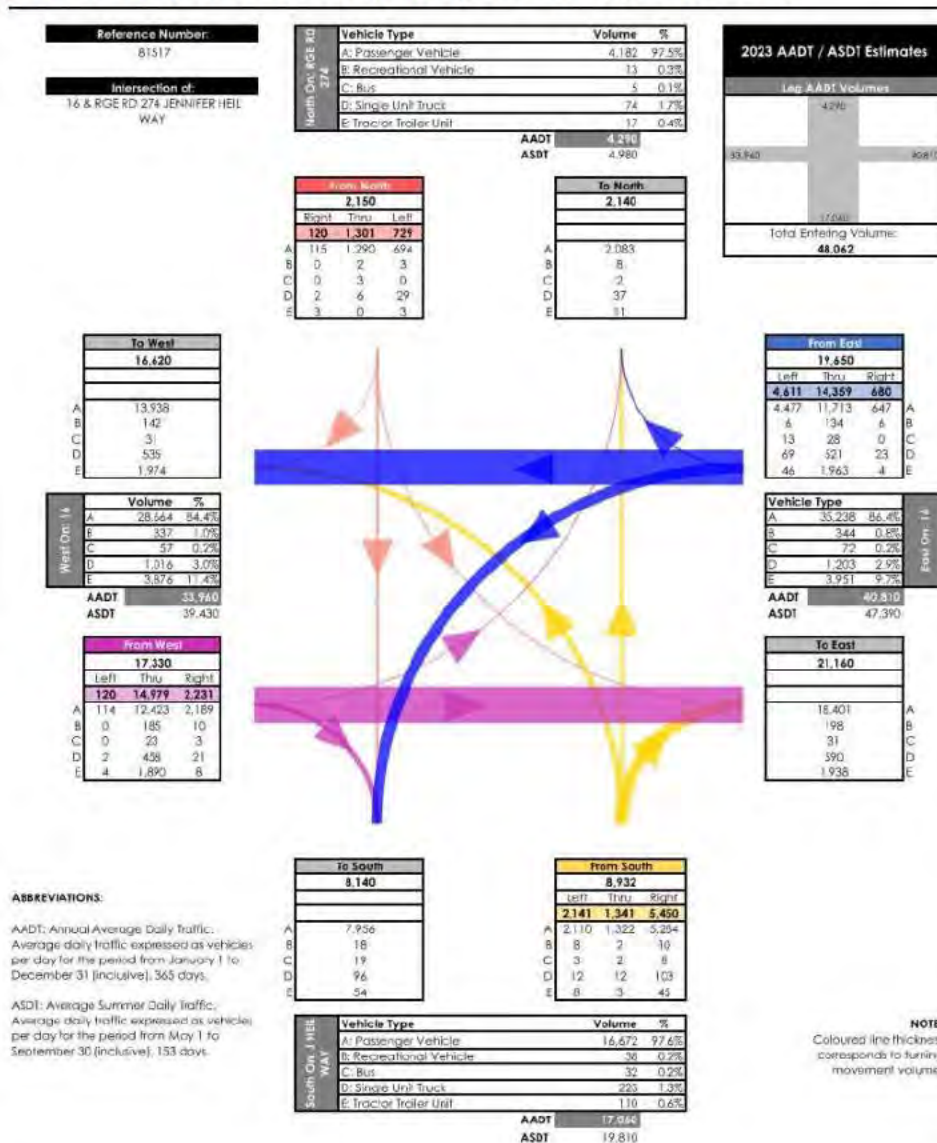
3. TRAFFIC ANALYSIS – Rge. Rd. 274 & Twp. Rd. 532A Intersection

3.1 Design Speed

The posted speed on Twp. Rd. 532A at this location is 60 km/hr. It is therefore reasonable to conclude that a design speed of 70 km/h is suitable.

3.2 Highway Traffic Volumes

There are no existing traffic volumes on Twp. Rd. 532A. There are traffic volumes available on Rge. Rd. 274 and can be obtained from Alberta Transportation's website at: <http://www.transportation.alberta.ca/mapping/>. The nearest traffic count is found at the junction of Highway 16 and Rge. Rd. 274:



3.3 Traffic Counts

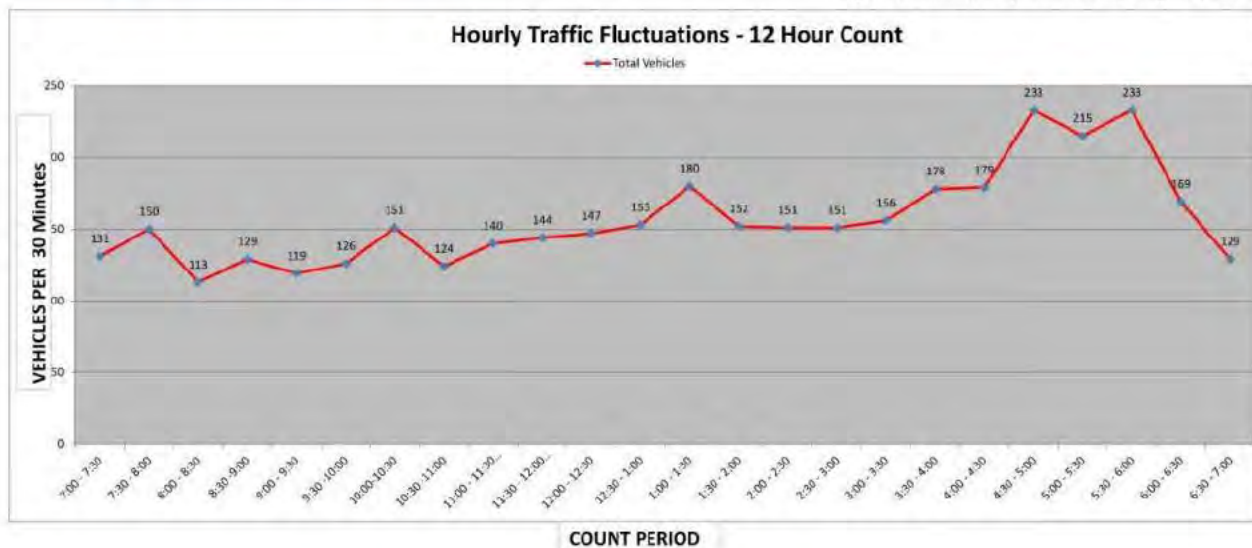
In order to better understand the existing traffic volumes at the development location, a traffic count was conducted at the Range Road 274 & Township Road 532A intersection on August 18, 2021, as shown below.



The raw data collected, the 12-Hour Turning Movement Diagrams, the 12-Hour count graph and converted Turning Movement Diagram are shown below. The conversion from the 12-Hour counts were made from nearby permanent traffic counters located on Highway 37 and Highway 2. The conversion process used the same procedure and consultant that Alberta Transportation uses for all of their traffic count conversions.

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Rge. Rd. 274 & Twp. Rd. 532A, Aug. 18, 2021



D&A PAULICHUK
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DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: Hwy. 37
REFERENCE NO.:
DAY & DATE OF COUNT: May 12, 2022

INTERSECTION OF: Hwy. 37 & RR 251
LEGAL DESCRIPTION: Sturgeon County
COUNT DURATION: 12 Hours

INTERVAL VEH CLASS		APPROACHING INTERSECTION																								TOTALS							
		FROM THE EAST ON										Hwy. 37				FROM THE WEST ON											Hwy. 37						
		LEFT					THROUGH					RIGHT					LEFT					THROUGH					RIGHT						
		A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
7:00 - 7:30		2	0	0	0	0	88	0	0	1	14	3	0	0	0	0	1	0	0	0	0	120	0	1	4	4	1	0	0	0	0		248
7:30 - 8:00		3	0	0	0	0	169	0	0	5	16	4	0	0	0	0	1	0	0	0	0	197	0	1	1	8	3	0	0	1	0		258
8:00 - 8:30		1	0	0	0	0	121	0	2	3	15	1	0	0	0	0	0	0	0	0	0	198	0	3	3	8	4	0	0	0	0		269
8:30 - 9:00		2	0	0	0	0	94	0	5	5	15	2	0	0	0	0	1	0	0	0	0	63	0	0	3	10	5	0	0	1	0		206
9:00 - 9:30		1	0	0	0	1	73	2	6	5	17	3	0	0	0	0	0	0	0	0	0	77	5	0	8	23	1	0	0	0	1		215
9:30 - 10:00		1	0	0	0	0	93	0	2	5	22	4	0	0	0	0	2	0	0	0	0	88	0	0	5	17	1	0	0	0	0		250
10:00 - 10:30		2	0	0	0	0	88	0	0	3	16	4	0	0	0	1	3	0	0	0	0	84	0	0	4	24	4	0	0	0	0		233
10:30 - 11:00		1	0	0	0	0	88	0	0	3	14	2	0	0	0	0	2	0	0	0	0	83	0	0	4	19	4	0	1	0	0		213
11:00 - 11:30 pm		1	0	0	0	0	88	0	0	5	13	0	0	0	0	0	2	0	0	0	0	83	0	1	4	19	2	0	0	0	0		227
11:30 - 12:00		1	0	0	0	0	76	0	0	6	20	6	0	0	0	0	2	0	0	0	0	80	3	1	4	19	2	0	0	0	0		228
12:00 - 12:30		2	0	0	0	0	74	0	0	5	17	4	0	0	0	0	2	0	0	0	0	78	0	0	3	13	0	0	0	0	1		199
12:30 - 1:00		2	0	0	0	0	64	0	0	6	14	3	0	0	0	0	1	0	0	0	0	72	0	0	4	15	2	0	0	0	0		183
1:00 - 1:30		3	0	0	0	0	74	0	0	6	23	4	0	0	0	0	1	0	0	0	0	83	0	0	4	16	1	0	0	1	0		218
1:30 - 2:00		2	0	0	0	0	84	0	0	6	17	3	0	0	0	0	5	0	0	0	0	87	0	3	7	19	0	0	0	1	0		234
2:00 - 2:30		2	0	0	0	0	87	0	0	0	18	4	0	0	0	0	3	0	0	0	0	87	0	4	8	19	2	0	0	0	0		242
2:30 - 3:00		1	0	0	0	0	93	0	1	7	24	4	0	0	0	1	2	0	0	0	0	89	0	2	8	19	0	0	0	0	0		242
3:00 - 3:30		2	0	1	0	0	109	0	2	5	28	4	0	3	0	0	2	0	0	1	0	100	0	2	9	19	3	0	0	0	0		290
3:30 - 4:00		1	0	0	0	0	115	0	1	7	23	6	0	0	2	0	3	0	0	0	0	114	0	0	8	24	2	0	0	1	0		307
4:00 - 4:30		3	0	0	0	0	130	0	2	7	17	7	0	0	0	0	1	0	0	0	0	124	0	0	5	22	2	0	0	0	0		323
4:30 - 5:00		2	0	0	1	0	116	0	0	4	15	4	0	0	0	0	2	0	0	0	0	97	0	0	4	12	0	0	0	2	0		259
5:00 - 5:30		2	0	0	0	0	92	2	0	5	10	2	0	0	0	0	4	0	0	2	0	85	0	0	6	14	1	0	0	0	0		225
5:30 - 6:00		1	0	0	0	1	84	0	0	8	29	3	0	0	0	0	2	0	0	0	0	87	3	0	6	17	1	0	0	0	0		233
6:00 - 6:30		1	0	0	0	0	108	0	0	1	11	3	0	0	0	0	1	0	0	0	0	197	0	0	5	10	0	0	0	0	0		247
6:30 - 7:00		2	0	0	0	0	93	2	0	4	15	1	0	0	0	0	1	0	0	0	0	74	0	0	3	15	0	0	3	1	0		211
VEH CLASS		A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
TOTALS		41	0	1	1	2	2232	6	15	118	422	90	0	3	3	1	44	0	0	3	0	2187	11	18	123	387	41	0	1	8	2		5760
		EL					ET					ER					WL					WT					WR						

LOCATION DIAGRAM ENCLOSED (Y/N):

WEATHER CONDITIONS:

RECORDER(S):

COMMENTS:

VEHICLE CLASSES

A: PASSENGER VEHICLES B: RECREATION VEHICLES C: BUSES
D: SINGLE UNIT TRUCKS E: TRACTOR TRAILER COMBINATIONS

D: SINGLE UNIT TRUCKS E: TRACTOR TRAILER COMBINATIONS

INTERVAL		APPROACHING INTERSECTION																								TOTALS	GRAND TOTALS					
		FROM THE NORTH ON										RR 251				FROM THE SOUTH ON												RR 251				
		LEFT					THROUGH					RIGHT				LEFT					THROUGH							RIGHT				
VEH CLASS	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
7:00 - 7:30	2	0	0	0	1	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	9	257
7:30 - 8:00	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	262
8:00 - 8:30	4	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	13	282
8:30 - 9:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	3	0	0	0	7	213	
9:00 - 9:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	9	224	
9:30 - 10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	1	1	1	0	0	0	0	0	0	0	0	8	258	
10:00 - 10:30	4	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	243	
10:30 - 11:00	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	7	220	
11:00 - 11:30 pm	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1	10	237	
11:30 - 12:00 pm	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	236	
12:00 - 12:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11	210	
12:30 - 1:00	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	10	193	
1:00 - 1:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	223	
1:30 - 2:00	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	240	
2:00 - 2:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	1	0	0	0	0	0	1	0	0	0	9	251	
2:30 - 3:00	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	9	251	
3:00 - 3:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9	299	
3:30 - 4:00	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	17	324	
4:00 - 4:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	15	338	
4:30 - 5:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	1	18	277	
5:00 - 5:30	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	9	234	
5:30 - 6:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	12	245	
6:00 - 6:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	8	255	
6:30 - 7:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	8	219	
VEH CLASS	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
TOTALS	65	0	1	3	0	5	0	0	2	0	52	0	0	4	0	49	2	0	4	2	10	0	0	0	0	25	0	1	6	0	231	5991
	NL					NT					NR					SL					ST					SR						

LOCATION DIAGRAM ENCLOSED (Y/N):

WEATHER CONDITIONS:

RECORDED(S)

COMMENTS:

VEHICLE CLASSES

A: PASSENGER VEHICLES B: RECREATION VEHICLES C: BUSES
D: SINGLE UNIT TRUCKS E: TRACTOR TRAILER COMBINATIONS

TRAFFIC IMPACT BRIEF

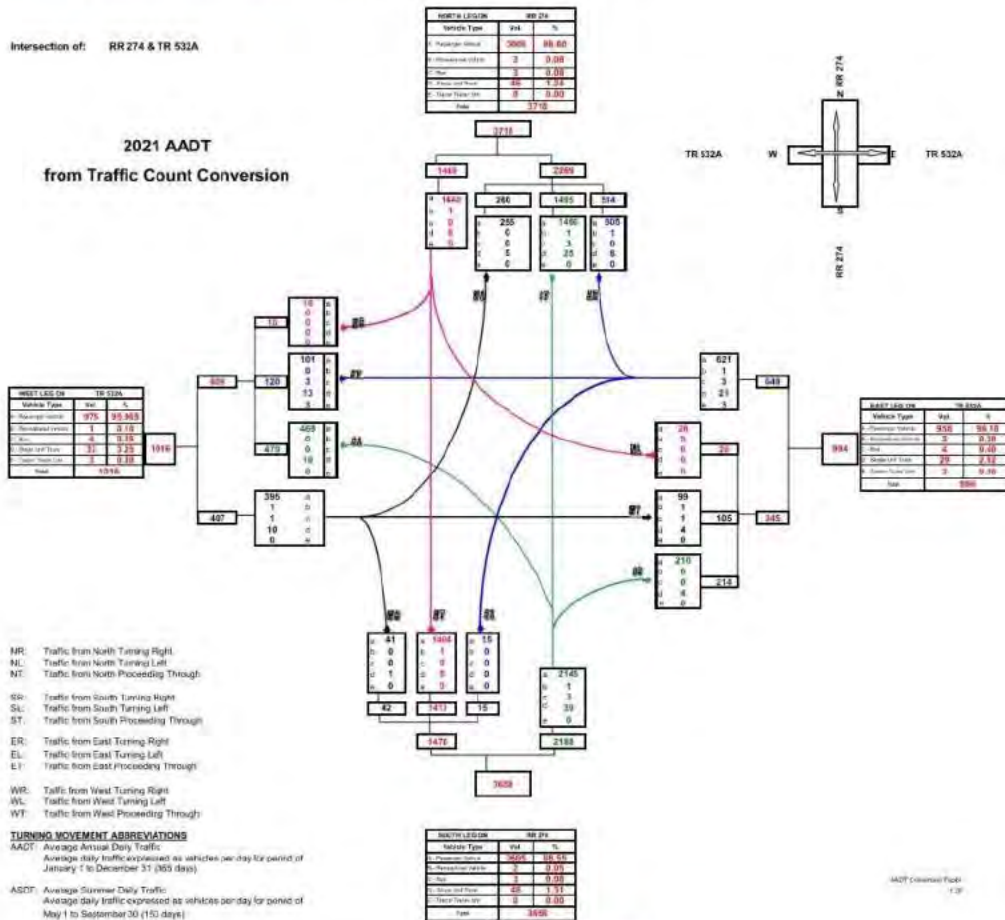
SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram

Intersection of: RR 274 & TR 532A

2021 AADT
 from Traffic Count Conversion

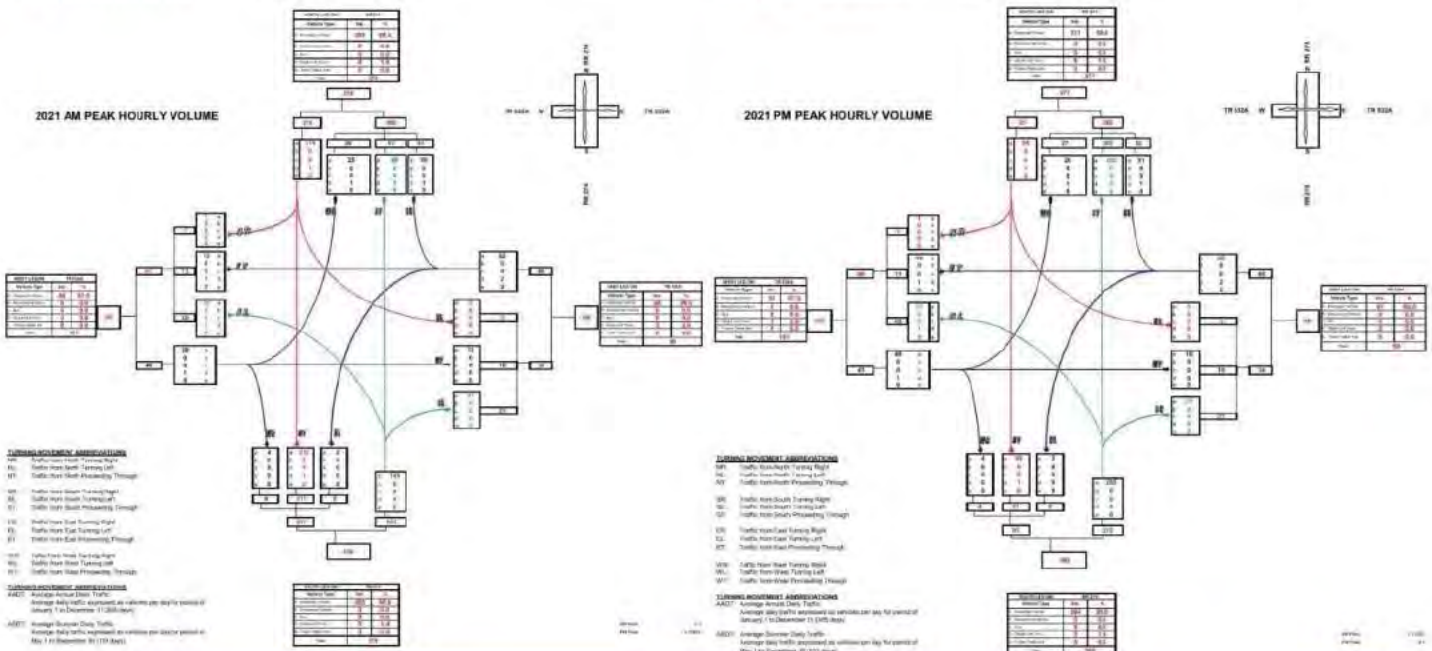


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Turning Movement Summary Diagram

D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



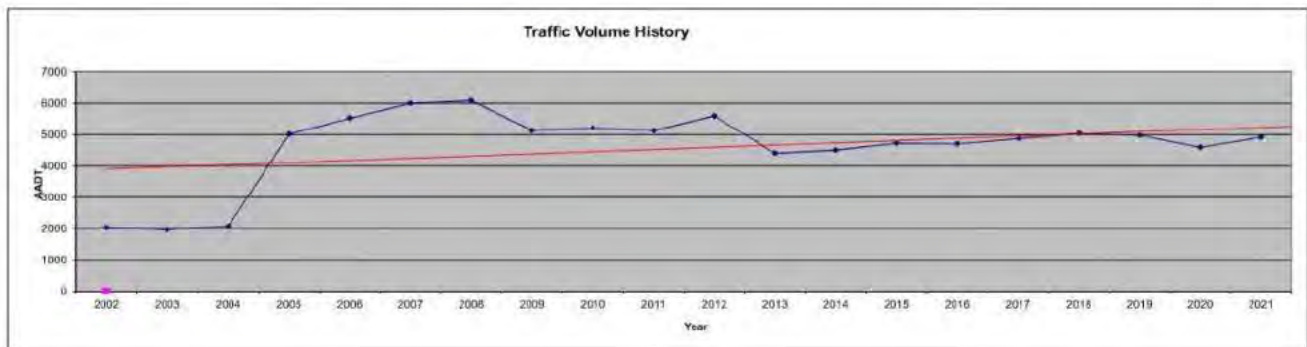
3.4 Roadway Traffic Growth & Projections

The following historical traffic data for Rge. Rd. 274 at the junction of Highway 16 is available from the Alberta Transportation's website. The traffic volumes drop significantly in 2020 and 2021. In 2020 and 2021, the COVID-19 pandemic restrictions caused substantial drops in movements throughout the province. For assessment purposes, the data from 2020 and 2021 will not be used. The growth rate is 8.55% from 2002 to 2019 (17 years), -0.29% from 2009 to 2019 (10 years), and 2.08% from 2014 to 2019 (5 years).

Historical Traffic Volumes – Highway 16 & Rge. Rd. 274

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AADT	5210	5130	5600	4410	4510	4730	4710	4870	5040	4980	4600	4920

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
AADT					2030	1960	2080	5020	5530	6000	6080	5130



In review of the above information, the calculations above are suggesting significant changes in growth rates over the last 17 years. It is reasonable to use a growth rate near the Alberta Provincial average for highways which is in the range of 2.0 – 2.5%. A rate of **2.25% non-compounded annually will used on all local roads in this area** for analysis purposes.

Projected AADT values for Range Road 274 and Township Road 532A and are presented in the table below for key times:

Existing Roadway Traffic Forecast, Daily Volumes

Year	Rge. Rd. 274 North AADT	Twp. Rd. 532A East AADT
2022	3802	1015
2032 (10 Year)	4555	1218
2042 (20 Year)	5556	1483

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Peak hour traffic loading (100th highest hour) is shown below for am/pm volumes:

Existing Highway Traffic Forecast, Peak Hour Volumes

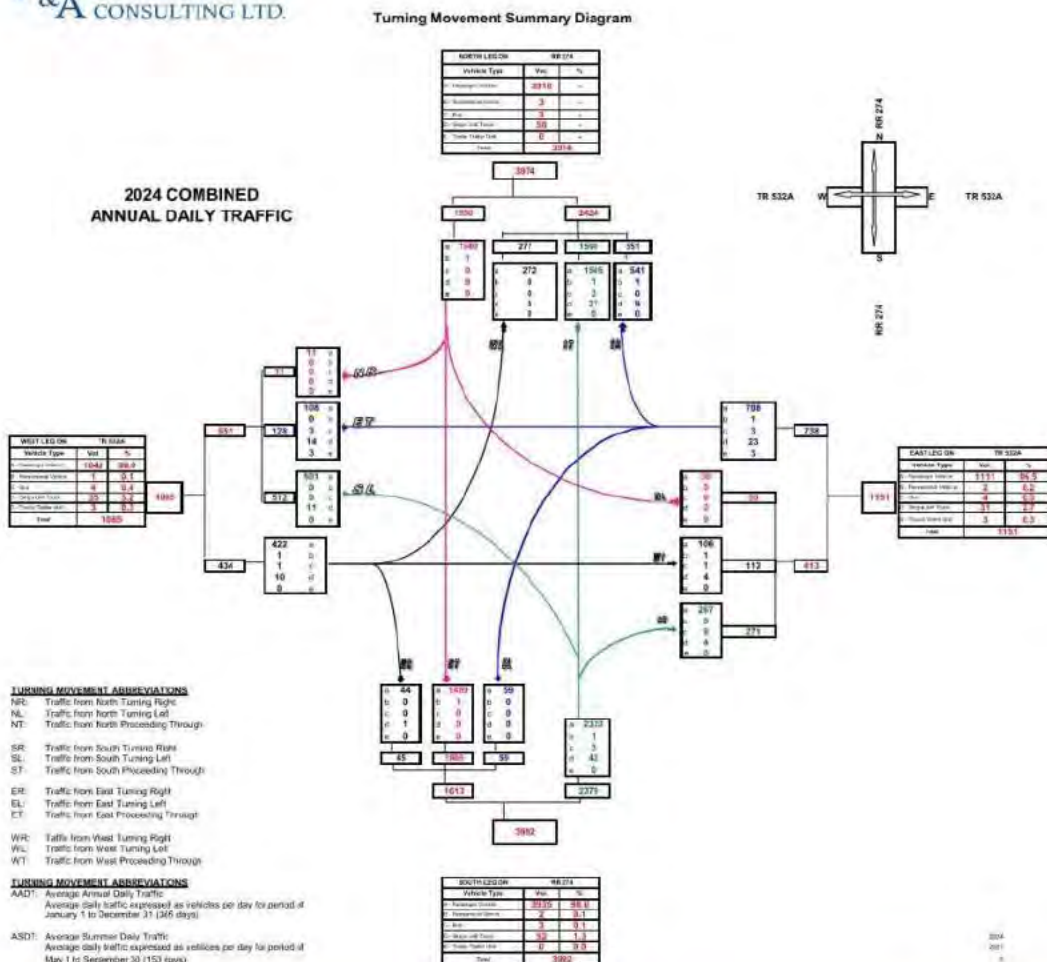
Year	Rge. Rd. 274 North a.m. & p.m.	Twp. Rd. 532A East a.m. & p.m.
2022	384 / 386	99 / 100
2032 (10 Year)	459 / 470	119 / 122
2042 (20 Year)	558 / 561	145 / 146

The traffic movement diagram from the Traffic Count taken on Aug. 18, 2021 with 2.25% growth, will be used to for analysis and to project future traffic volumes.

3.5 Combined Traffic Volumes

The 2022 combined traffic volumes for the Range Road 274 and Township Road 532A intersection are shown below:

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CONSULTING LTD.**

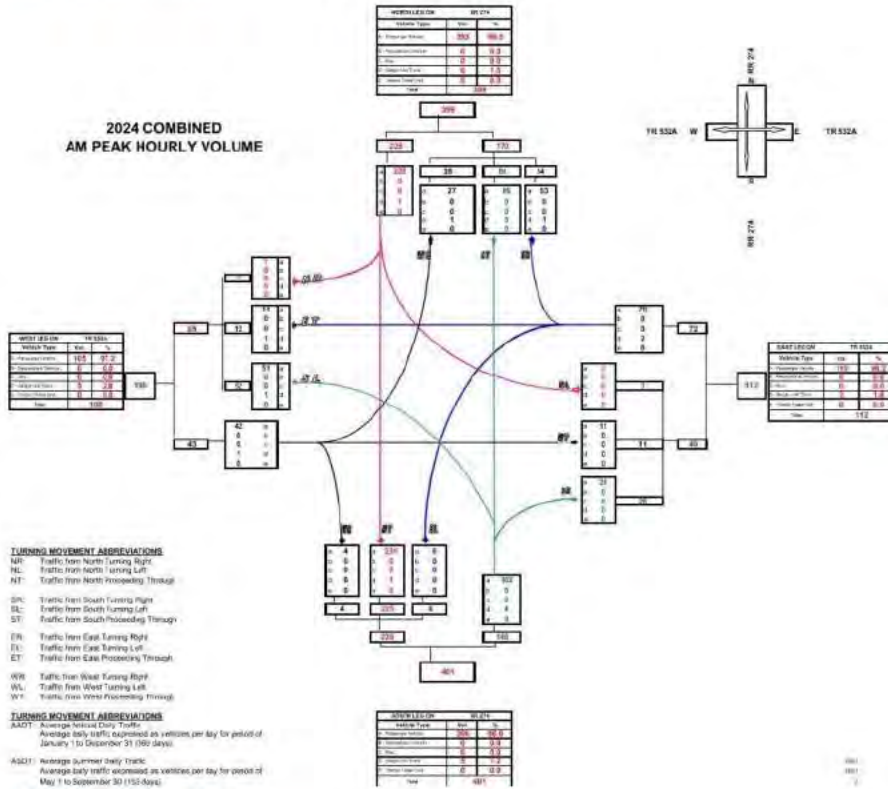


TRAFFIC IMPACT BRIEF

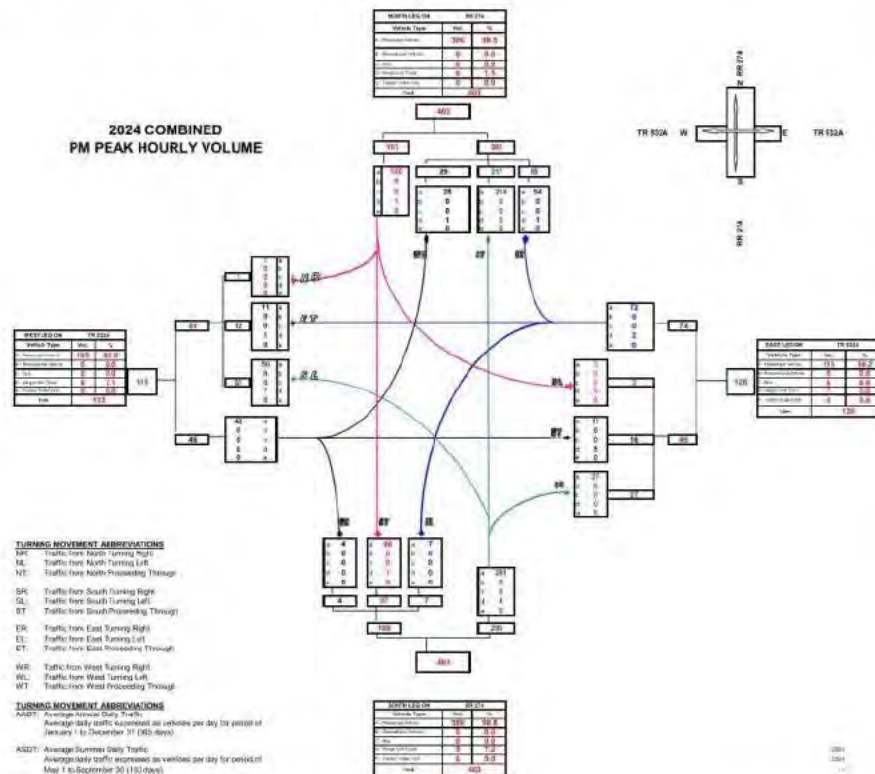
SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



Turning Movement Summary Diagram



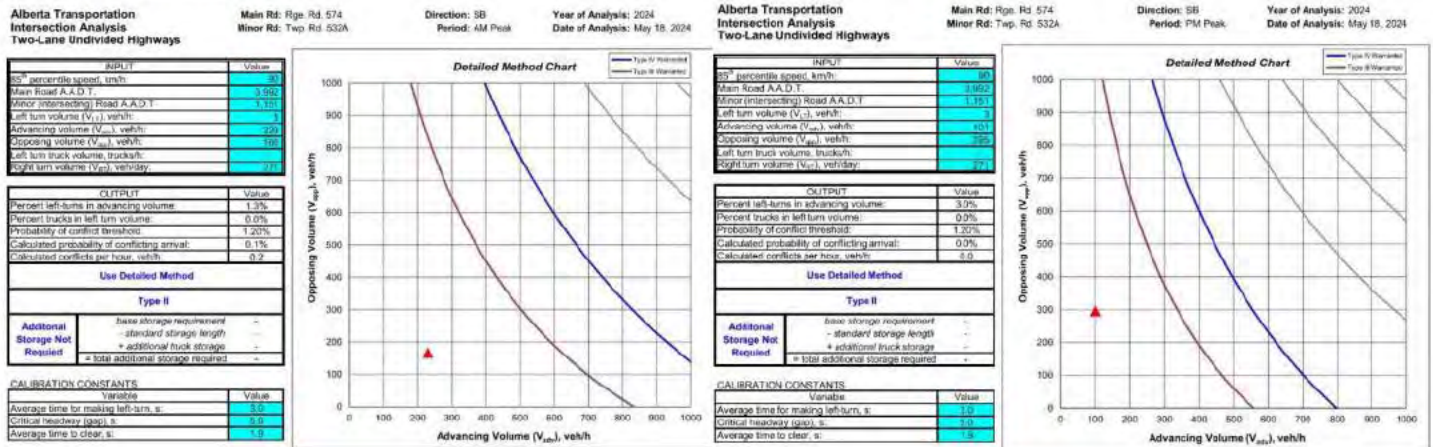
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

3.6 Intersection Analysis

The combined 2024 turning movements for the Range Road 274 and Township Road 532A intersection were assessed for intersection treatment requirements in accordance to Alberta Transportation Guidelines as shown below:

Year 2024



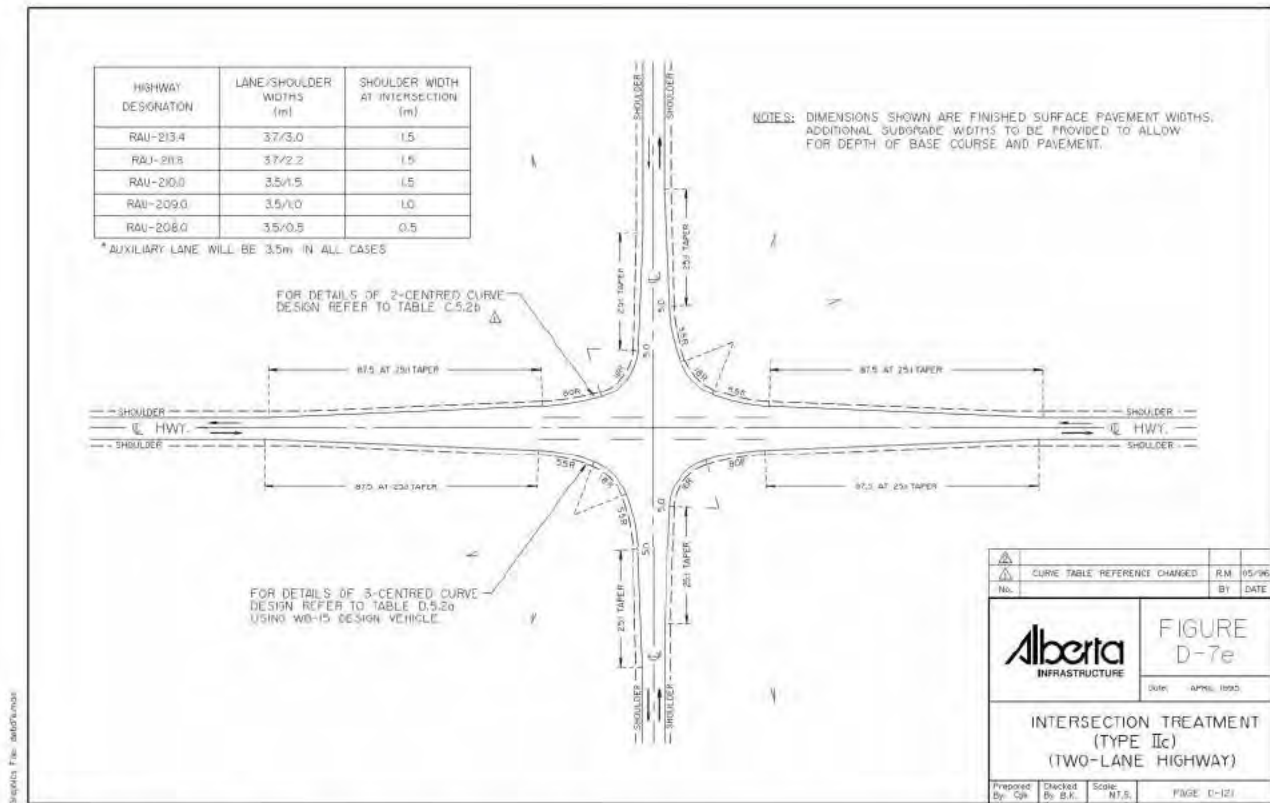
The above analysis indicates that a Type II intersection treatment is warranted for Year 2024.

The existing treatment at this location is presently a Type IIc treatment as shown below:



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

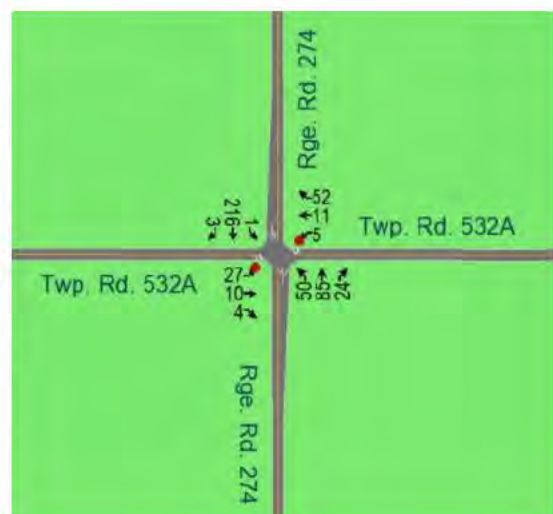


In review of these warrant results, it is important to note that the proposed RV Storage Site development adds **0 left turns from SB to EB for both AM and PM Peak Hours of Range Road 274 traffic.** The RV Storage Site development does not trigger any improvements to this existing intersection in Year 2024. No improvements are warranted for Year 2024 with the added development traffic.

3.7 Highway Capacity Analysis

The capacity analysis was performed for the intersection for the 100th highest hour for the AM Peak Hour and PM Peak Hour traffic volumes for Years 2024.

The traffic analysis was completed using **Synchro 10** software based on HCM 2010 methodology. A saturation flow of 1700 vpl was used in this analysis. See the tables below for the results.



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

YEAR			Twp. Rd. 532A	Twp. Rd. 532A	Rge. Rd. 274		Rge. Rd. 274	
TIME PERIOD		PARAMETERS	EB All Turns	WB All Turns	NB Left Turns	NB Thru & Rt. Turns	SB Left Turns	SB Thru & Rt. Turns
Year 2022	AM Peak	LOS	B	B	A	A	A	A
		Delay (s)	13.8	10.2	7.9	7.9	7.5	7.5
		v/c Ratio	0.10	0.10	0.04	0.04	0.00	0.00
		95 th Que						
	PM Peak	LOS	B	B	A	A	A	A
		Delay (s)	14.1	11.0	7.6	7.6	7.8	7.8
		v/c Ratio	0.12	0.11	0.04	0.04	0.00	0.00
		95 th Que						

In summary, the intersection will perform with a Level of Service of A to B for 2024. No intersection improvements are warranted to improve the Level of Service.

The above results indicate that the intersection will operate with sufficient capacity for the Year 2024.

3.8 Intersectional Sight Distance

The proposed development will be generating RVs turning from the east approach and sight distance from this location is to be reviewed as shown below:



Viewing to the south from the Twp. Rd. 532A East approach.



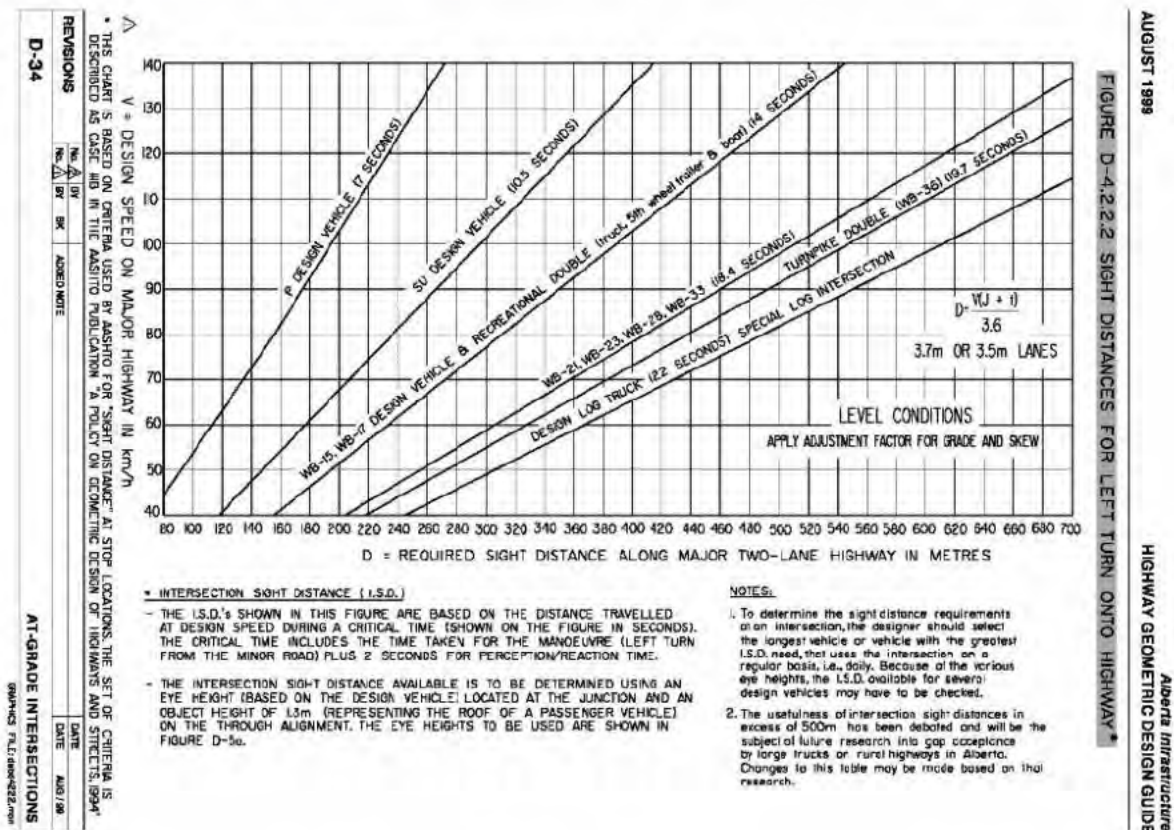
Viewing to the north from the Twp. Rd. 532A East approach.

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

The available site distance on Rge. Rd. 274 from the Twp. Rd. 532A access exceeds 450m in both east and west directions.

In accordance with section D.4 of Alberta Transportation's Highway Geometric Design Guide, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the approach, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2 below, the required sight distances for various vehicle types with a 70 km/hr design speed (posted 60 km/hr) are as follows:

<u>Vehicle Type</u>	<u>Req'd Sight Distance – 70 kph</u>
Passenger Vehicle (P)	135 m
Single Unit or Bus (SU)	210 m
Semi-Trailer Combination (WB15)	270 m
Semi-Trailer Comb. (WB21, WB23, WB28, WB33)	360 m



The available site distance at this intersection is sufficient for this development. The design vehicle used is a SU vehicle type.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

4. TRAFFIC ANALYSIS – Twp. Rd. 532A & RV Storage Approach Int.

4.1 Design Speed

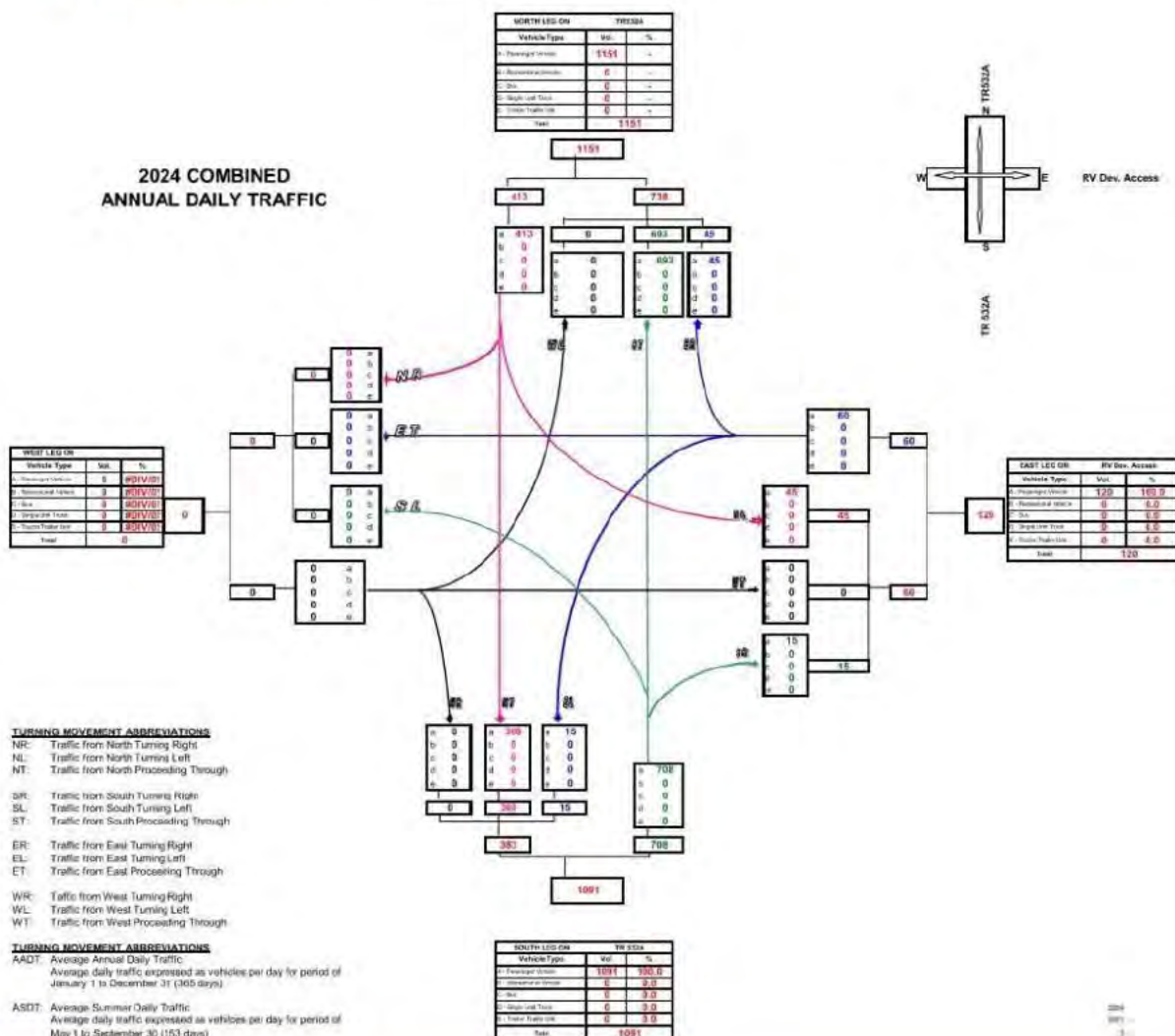
The posted speed on Twp. Rd. 532A at this location is 80 km/hr. It is therefore reasonable to conclude that a design speed of 90 km/h is suitable.

4.2 Highway Traffic Volumes

There are no existing traffic volumes on Twp. Rd. 532A. A traffic count was conducted on Aug. 18, 2021, and the results are shown in Section 3 of this report. The 2024 combined traffic volumes for Township Road 532A and RV Development access intersection are shown below:

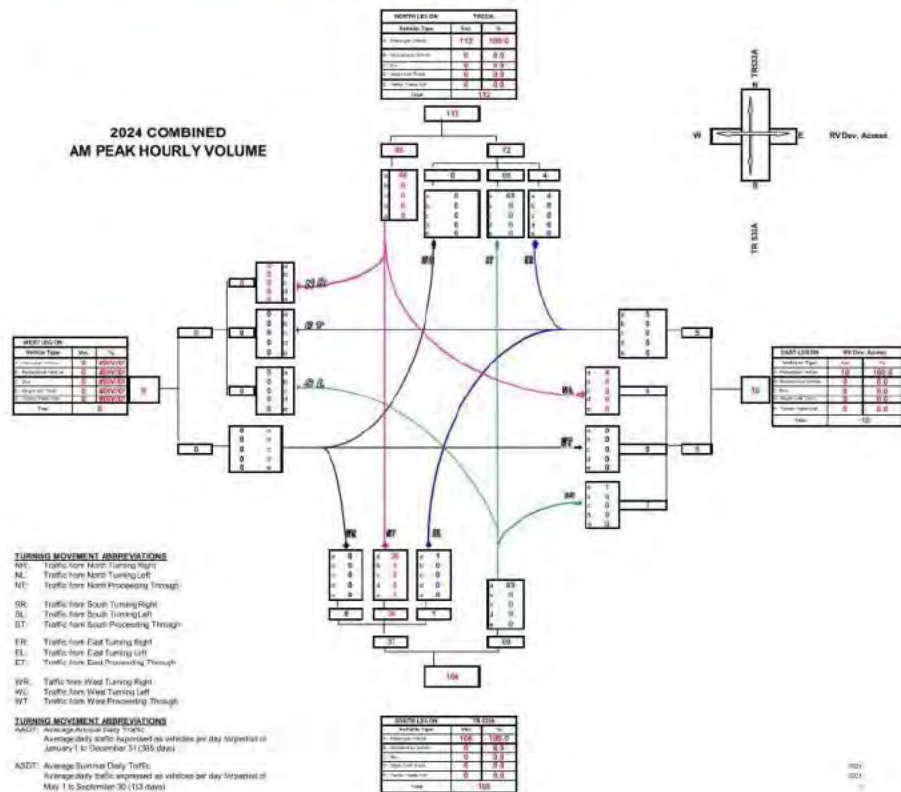
D&A PAULICHUK
CONSULTING LTD.

Turning Movement Summary Diagram



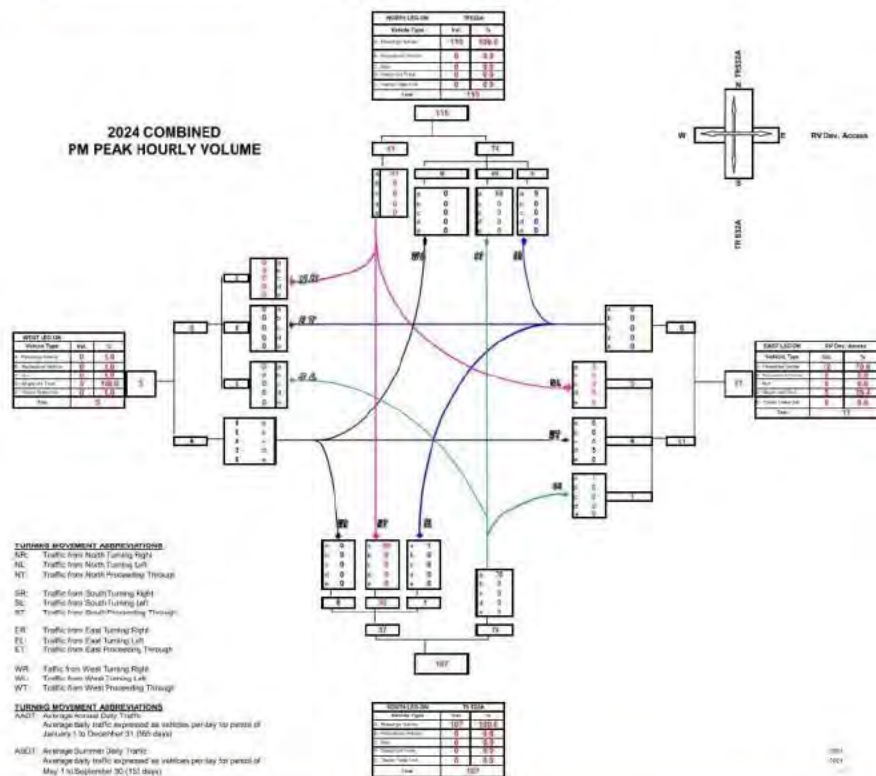
D&A PAULICHUK
CONSULTING LTD.

Turning Movement Summary Diagram



D&A PAULICHUK
CONSULTING LTD.

Turning Movement Summary Diagram



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

3.6 Intersection Analysis

The combined 2024 turning movements for the Township Road 532A and RV Storage Site Access intersection were assessed for intersection treatment requirements in accordance to Alberta Transportation Guidelines as shown below:

Year 2022

Alberta Transportation
 Intersection Analysis
 Two-Lane Undivided Highways

Main Rd: Twp. Rd. 532A
 Minor Rd: RV Storage Site Access

Direction: SB
 Period: All Peak

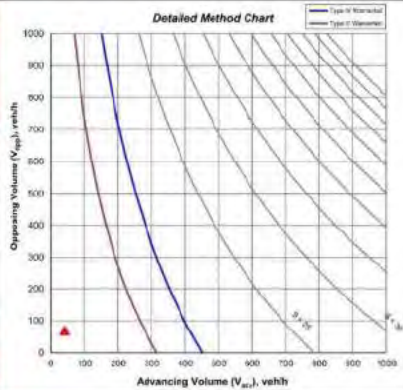
Year of Analysis: 2024
 Date of Analysis: May 18, 2024

INPUT	Value
85 th percentile speed, km/h:	80
Main Road A.A.D.T:	5,751
Minor intersecting Road A.A.D.T:	151
Left turn volume (V_{LT}), veh/h:	4
Advancing volume (V_A), veh/h:	46
Truck volume (V_T), veh/h:	28
Left turn truck volume, truck/h:	11
Right turn volume (V_{RT}), veh/h:	11

OUTPUT	Value
Percent left-turns in advancing volume:	10.0%
Percent trucks in left turn volume:	0.0%
Probability of conflict threshold:	1.20%
Calculated probability of conflict/annual:	0.0%
Calculated conflicts per hour, veh/h:	0.0

Type I	Value
Base storage requirement:	-
+ standard storage length:	-
+ additional truck storage:	-
= total additional storage required:	-

CALIBRATION CONSTANTS	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	3.0
Average time to clear, s:	3.5



Alberta Transportation
 Intersection Analysis
 Two-Lane Undivided Highways

Main Rd: Twp. Rd. 532A
 Minor Rd: RV Storage Site Access

Direction: SB
 Period: PM Peak

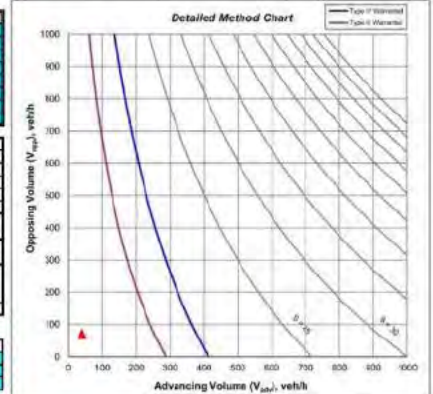
Year of Analysis: 2024
 Date of Analysis: May 18, 2024

INPUT	Value
85 th percentile speed, km/h:	80
Main Road A.A.D.T:	5,751
Minor intersecting Road A.A.D.T:	151
Left turn volume (V_{LT}), veh/h:	4
Advancing volume (V_A), veh/h:	46
Truck volume (V_T), veh/h:	28
Left turn truck volume, truck/h:	11
Right turn volume (V_{RT}), veh/h:	11

OUTPUT	Value
Percent left-turns in advancing volume:	12.2%
Percent trucks in left turn volume:	0.0%
Probability of conflict threshold:	1.20%
Calculated probability of conflict/annual:	0.0%
Calculated conflicts per hour, veh/h:	0.0

Type I	Value
Base storage requirement:	-
+ standard storage length:	-
+ additional truck storage:	-
= total additional storage required:	-

CALIBRATION CONSTANTS	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	3.0
Average time to clear, s:	3.5

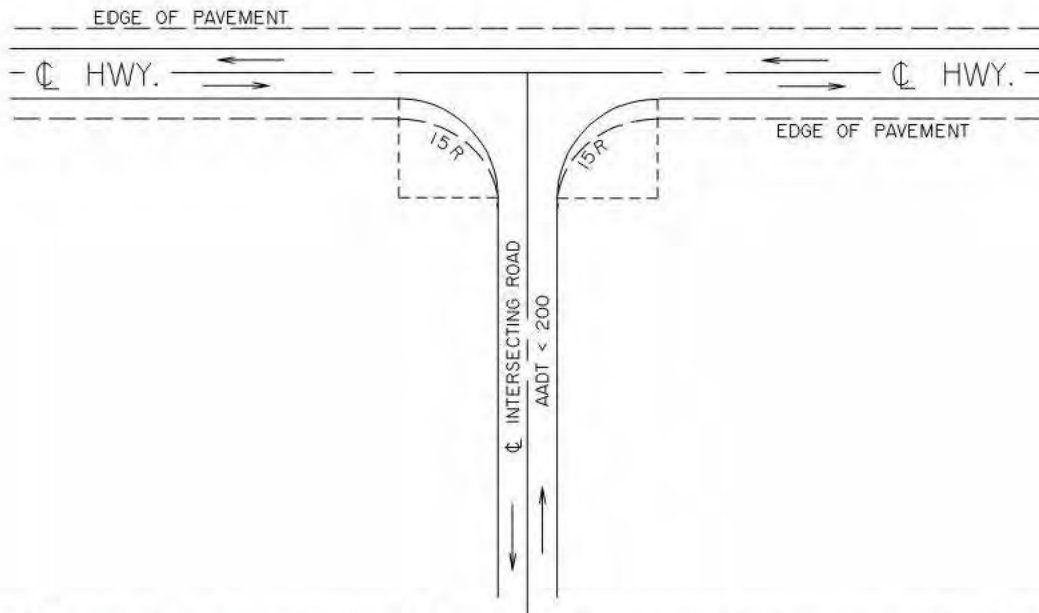


The above analysis indicates that a Type I intersection treatment is warranted for Year 2024.

The existing treatment at this location is presently a Type I treatment as shown below:



FIGURE D-7a INTERSECTION TREATMENT (TYPE Ia)
 (Two-Lane Highway)



The RV Storage Site development does not trigger any improvements to this existing intersection in Year 2024. No improvements are warranted for Year 2024 with the added development traffic.

3.8 Intersectional Sight Distance

The proposed development will be generating RVs turning from the existing approach and sight distance from this location is to be reviewed as shown below:



Viewing to the north onto Twp. Rd. 532A from the proposed RV Storage Site Access approach.



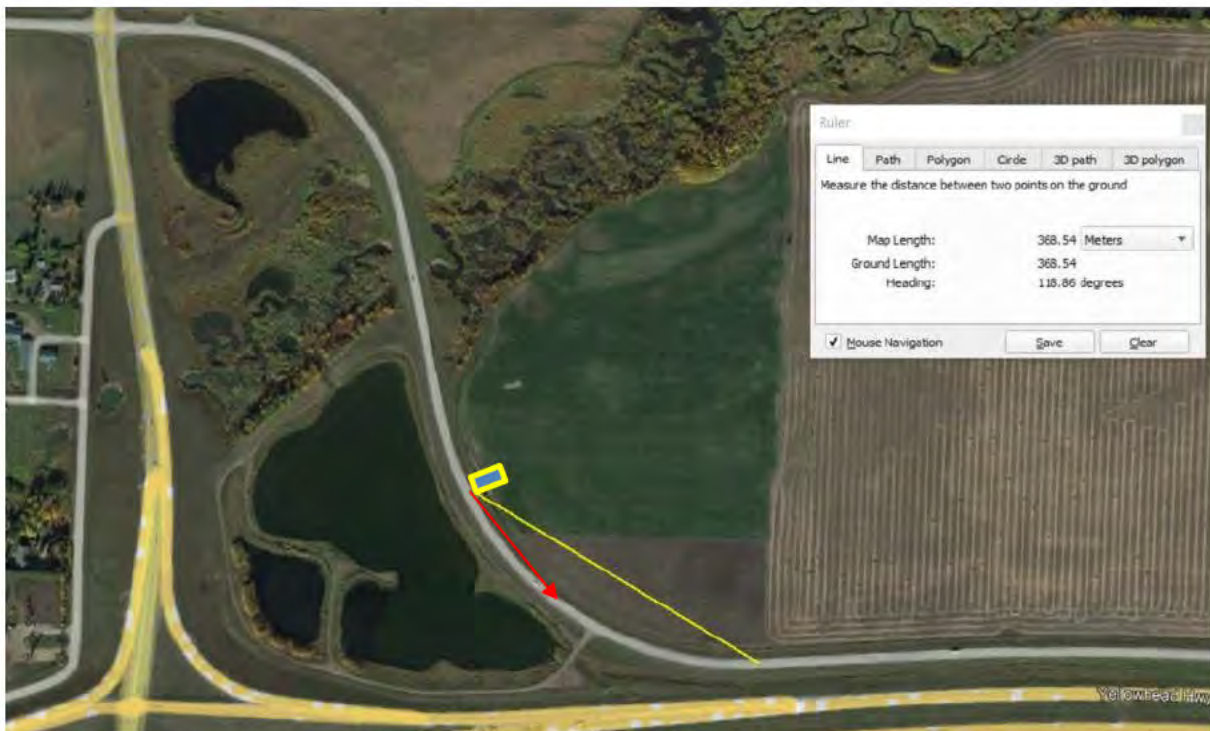
Viewing to the south onto Twp. Rd. 532A from the proposed RV Storage Site Access approach.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



The available site distance on Twp. Rd. 532A to the north from the development access is 450m as show above.



The available site distance on Twp. Rd. 532A to the south from the development is over 350m without any brush/tree sight restrictions. Presently the brush/trees reduce sight distance to the south to only 170m. See photos below.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



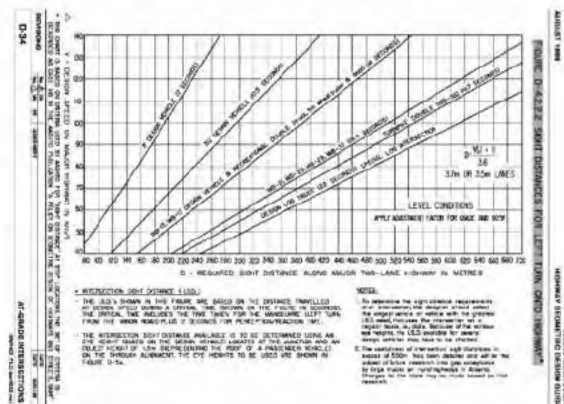
Viewing to the south onto Twp. Rd. 532A from the proposed RV Storage Site Access approach. Small trees/brush is blocking view to the south from the approach.



Viewing to the north from the Twp. Rd. 532A East approach. If these trees/brush could be removed along the perimeter of the property, the sight distance could be improved to the beginning of the curve to the east, achieving >350m.

In accordance with section D.4 of Alberta Transportation's Highway Geometric Design Guide, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the approach, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2 below, the required sight distances for various vehicle types with a 90 km/hr design speed (posted 80 km/hr) are as follows:

Vehicle Type	Req'd Sight Distance – 90 kph
Passenger Vehicle (P)	175 m
Single Unit or Bus (SU)	267 m
Semi-Trailer Combination (WB15)	350 m
Semi-Trailer Comb. (WB21, WB23, WB28, WB33)	460 m



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

It is recommended that the pockets of small trees and brush be removed along the curve to Twp. Rd. 532A to the south of the proposed RV Storage Site Access approach in order to gain over 350m of intersectional sight distance as shown below.



Upon this recommended clearing, the available site distance at this intersection is sufficient for this development. The design vehicle used is a SU vehicle type.

5. CLOSURE

We trust the information provided meets your present requirements. Should any questions arise, please contact our office at your convenience.



Darcy O. Paulichuk, P. Eng.



May 18, 2024

APEGGA Permit to Practice Number: P12132
D&A Paulichuk Consulting Ltd.

Turning Movement Summary Diagram

Intersection of: RR 274 & TR 532A

2021 AADT
from Traffic Count Conversion

WEST LEG ON		TR 532A	
Vehicle Type	Vol.	Vol.	%
A - Passenger Vehicle	975	95.965	
B - Recreational Vehicle	1	0.10	
C - Bus	4	0.39	
D - Single Unit Truck	33	3.25	
E - Tractor Trailer Unit	3	0.30	
Total	1016		

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

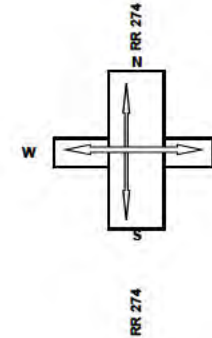
AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON		RR 274	
Vehicle Type	Vol.	Vol.	%
A - Passenger Vehicle	3666	98.60	
B - Recreational Vehicle	3	0.08	
C - Bus	3	0.08	
D - Single Unit Truck	46	1.24	
E - Tractor Trailer Unit	0	0.00	
Total	3718		

3718	1449	2269
a 1440	260	1495
b 1		
c 0		
d 8		
e 0		
a 255	a 1466	a 505
b 0	b 1	b 1
c 0	c 3	c 0
d 5	d 25	d 8
e 0	e 0	e 0

TR 532A



TR 532A

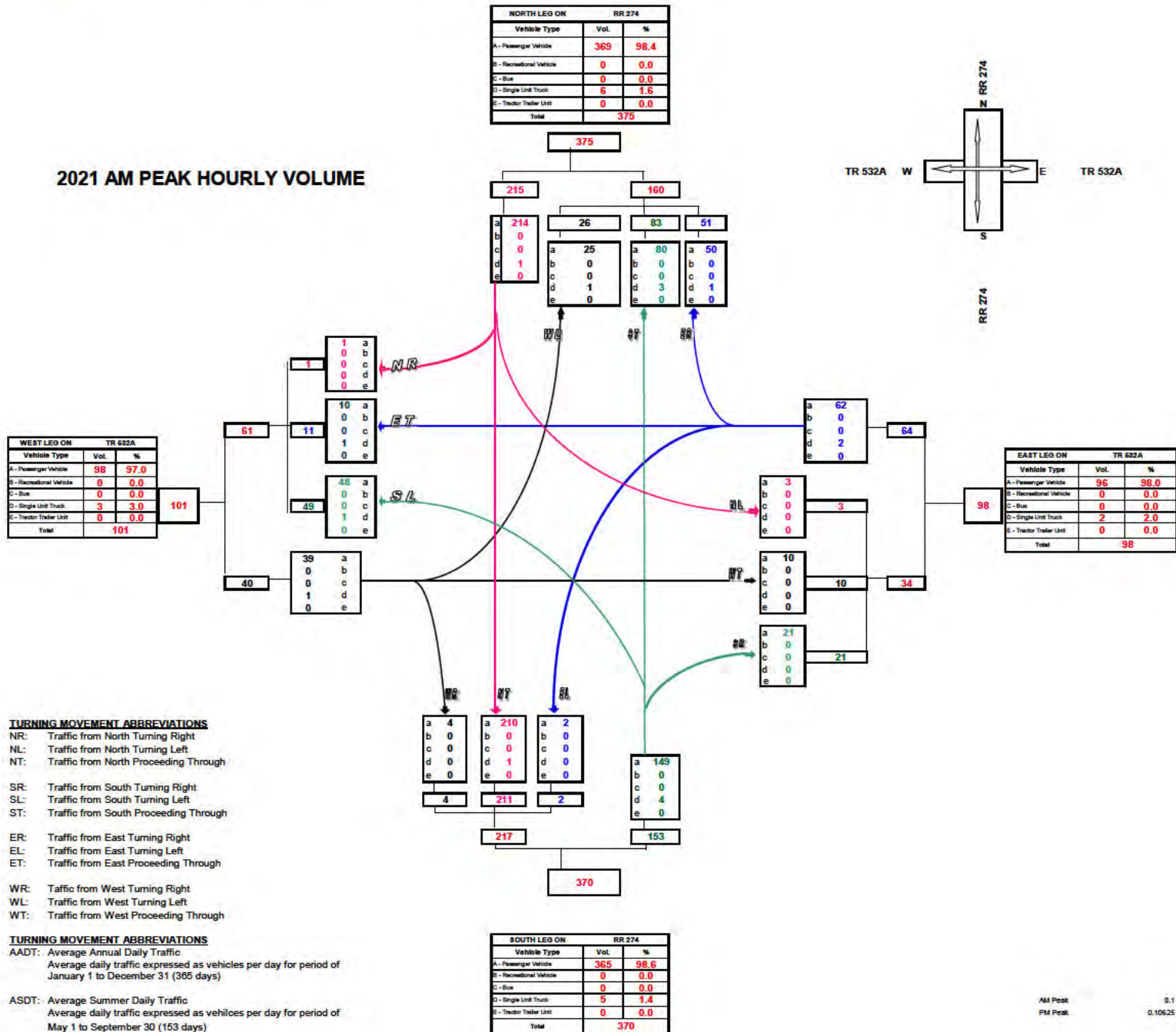
EAST LEG ON		TR 532A	
Vehicle Type	Vol.	Vol.	%
A - Passenger Vehicle	956	96.18	
B - Recreational Vehicle	2	0.20	
C - Bus	4	0.40	
D - Single Unit Truck	29	2.92	
E - Tractor Trailer Unit	3	0.30	
Total	994		

SOUTH LEG ON		RR 274	
Vehicle Type	Vol.	Vol.	%
A - Passenger Vehicle	3605	98.55	
B - Recreational Vehicle	2	0.05	
C - Bus	3	0.08	
D - Single Unit Truck	48	1.31	
E - Tractor Trailer Unit	0	0.00	
Total	3658		

AADT Conversion Factor
1.25

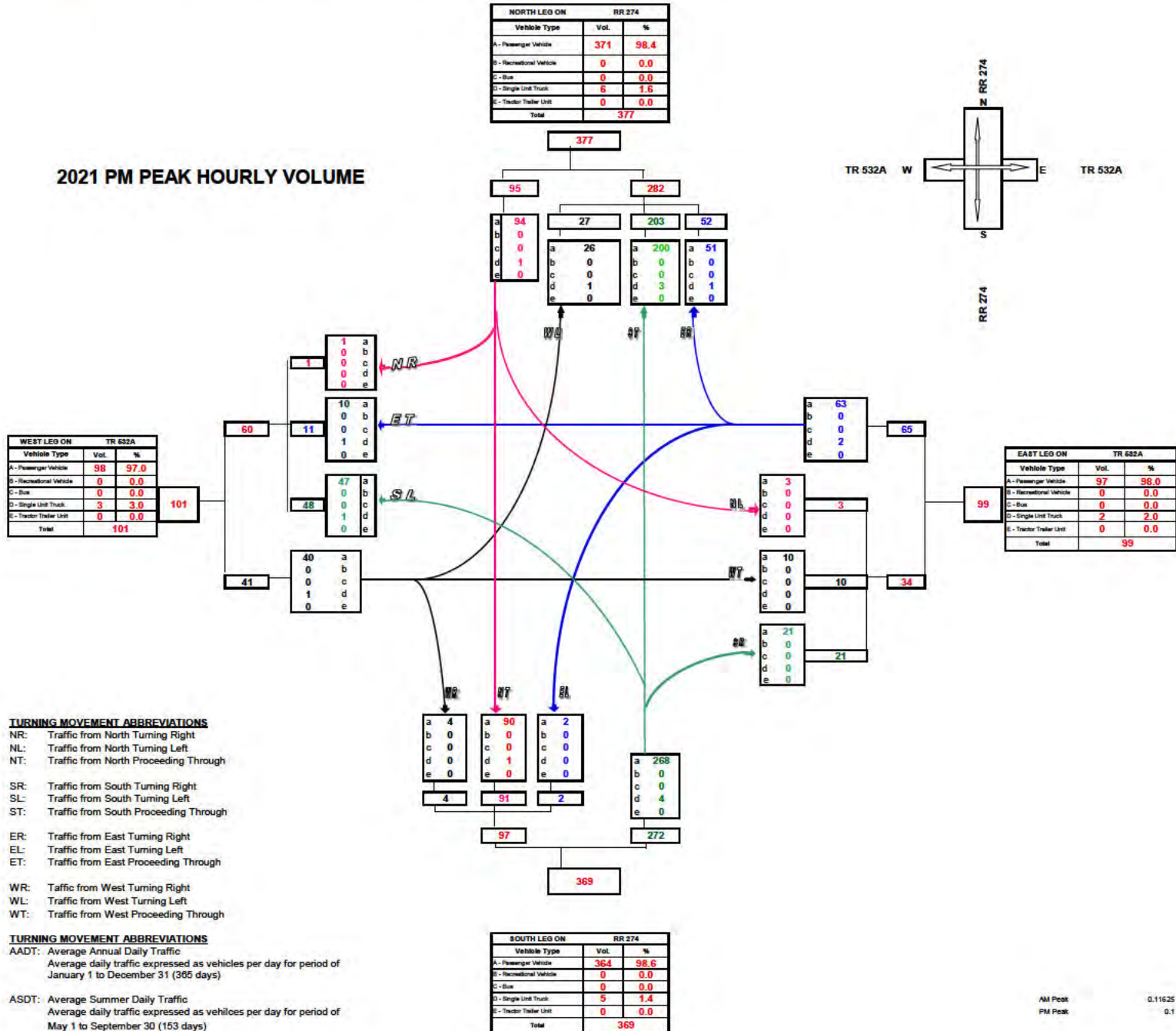
Turning Movement Summary Diagram

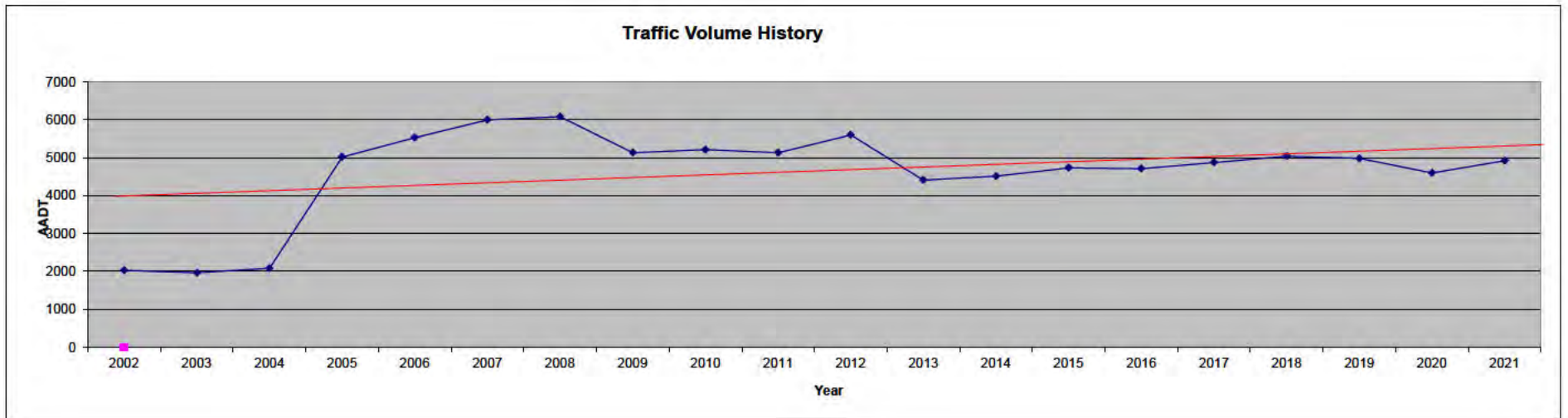
2021 AM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

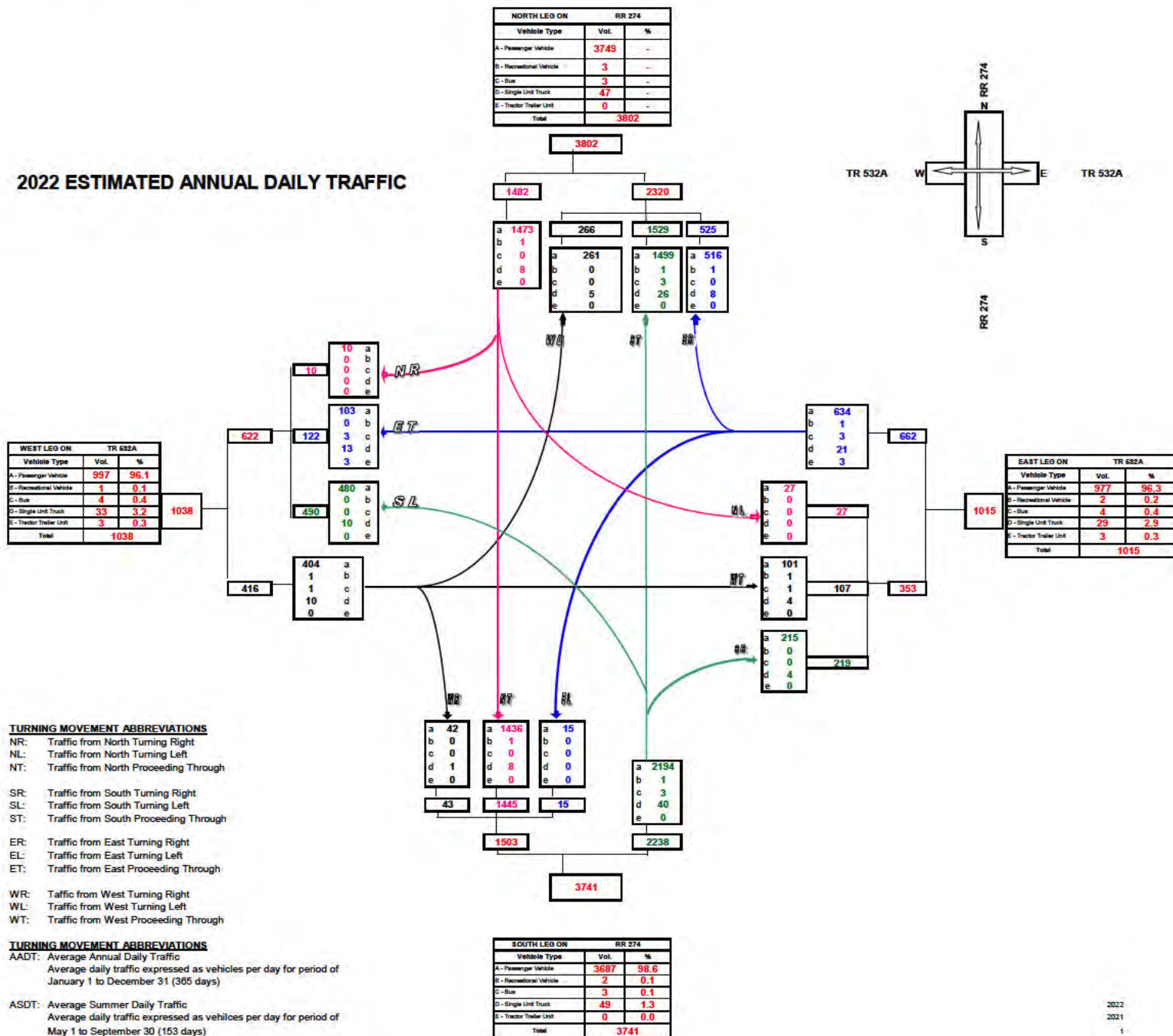
2021 PM PEAK HOURLY VOLUME





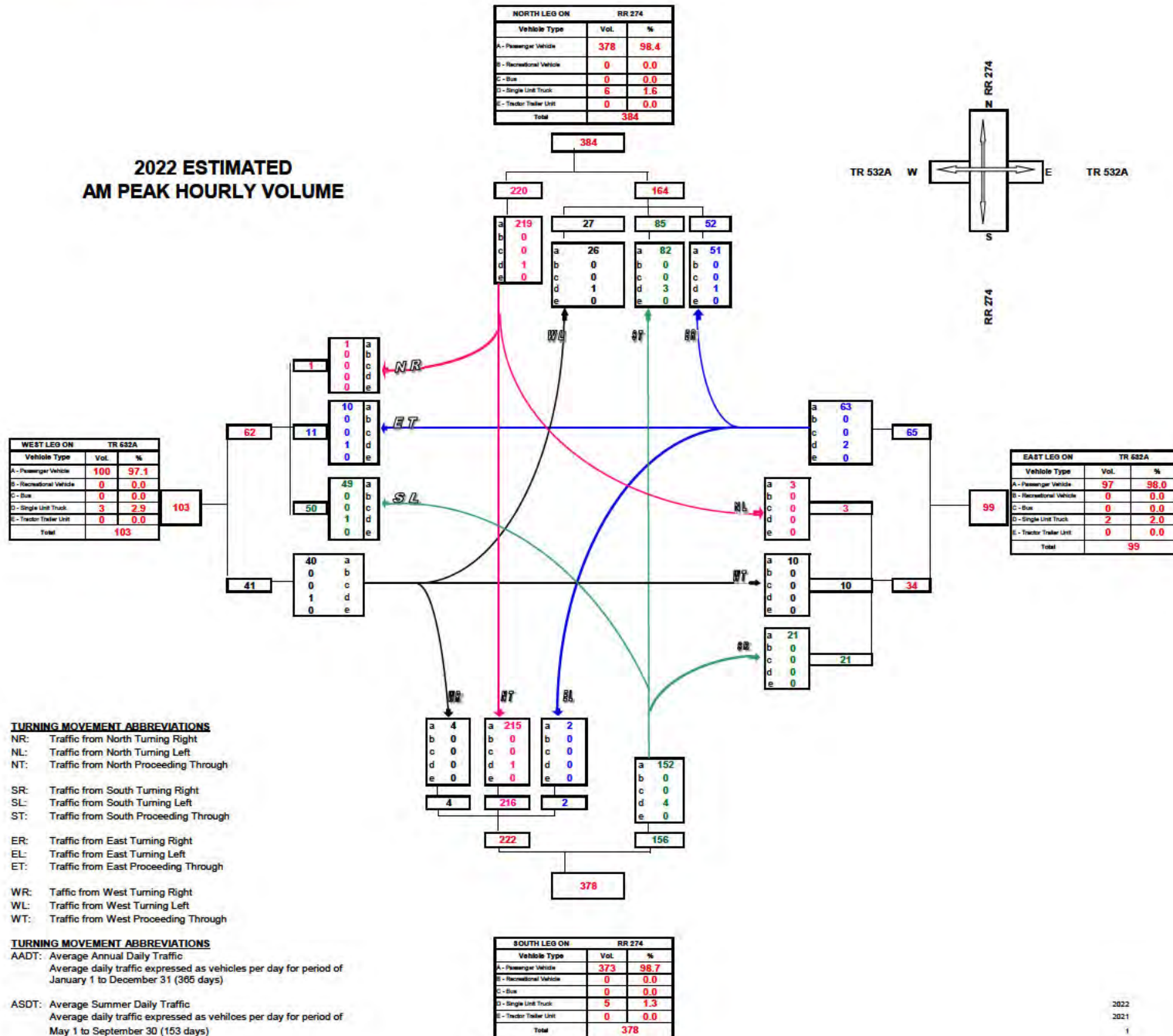
Turning Movement Summary Diagram

2022 ESTIMATED ANNUAL DAILY TRAFFIC



Turning Movement Summary Diagram

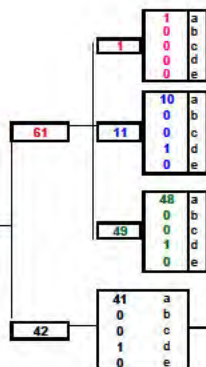
2022 ESTIMATED AM PEAK HOURLY VOLUME



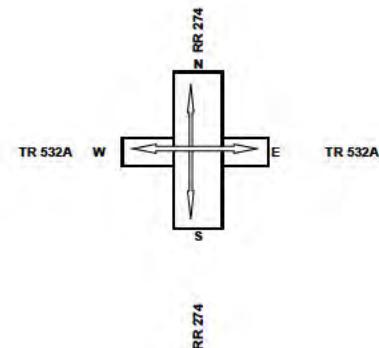
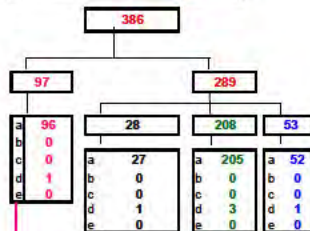
Turning Movement Summary Diagram

2022 ESTIMATED PM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	100	97.1
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	3	2.9
E - Tractor Trailer Unit	0	0.0
Total	103	



NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	380	98.4
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	6	1.6
E - Tractor Trailer Unit	0	0.0
Total	386	



EAST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	98	98.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	2	2.0
E - Tractor Trailer Unit	0	0.0
Total	100	

SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	372	98.7
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	1.3
E - Tractor Trailer Unit	0	0.0
Total	377	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

2022
2021
1

Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

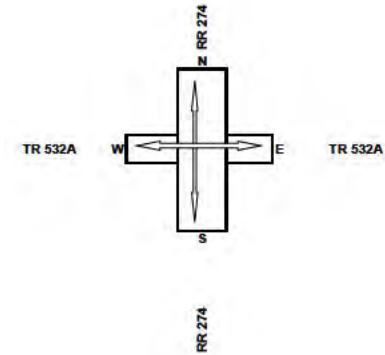
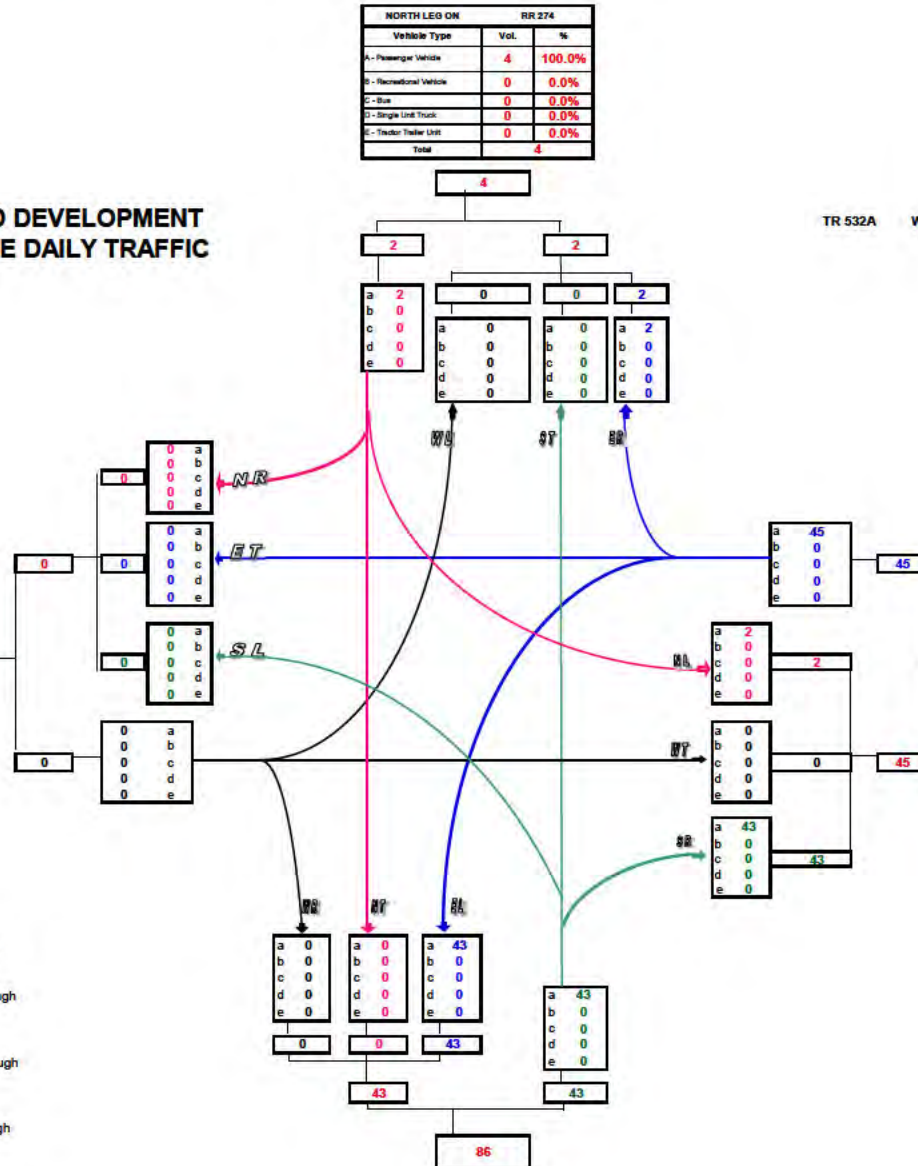
WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through
 SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through
 ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

2024 DEVELOPMENT AM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

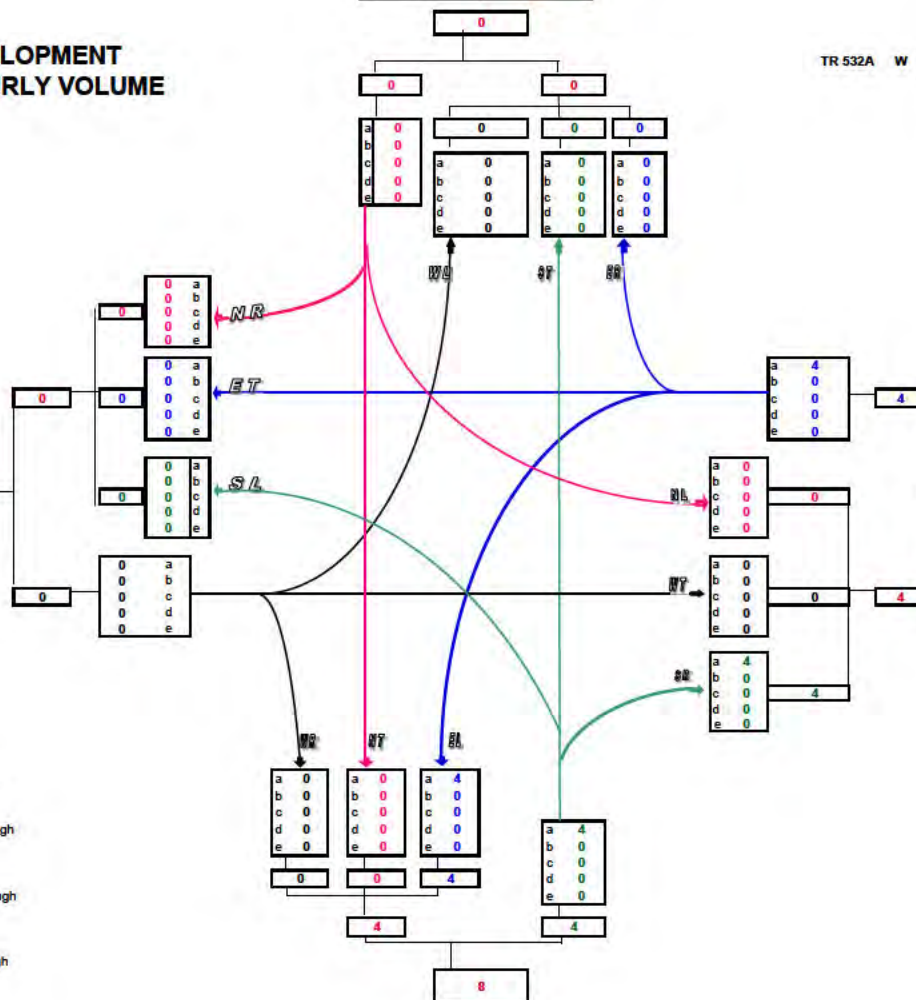
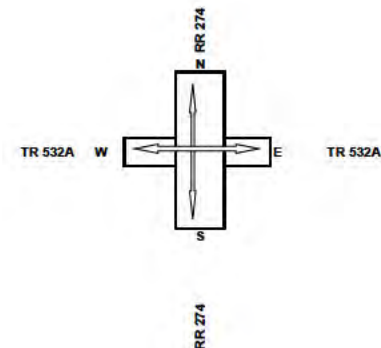
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

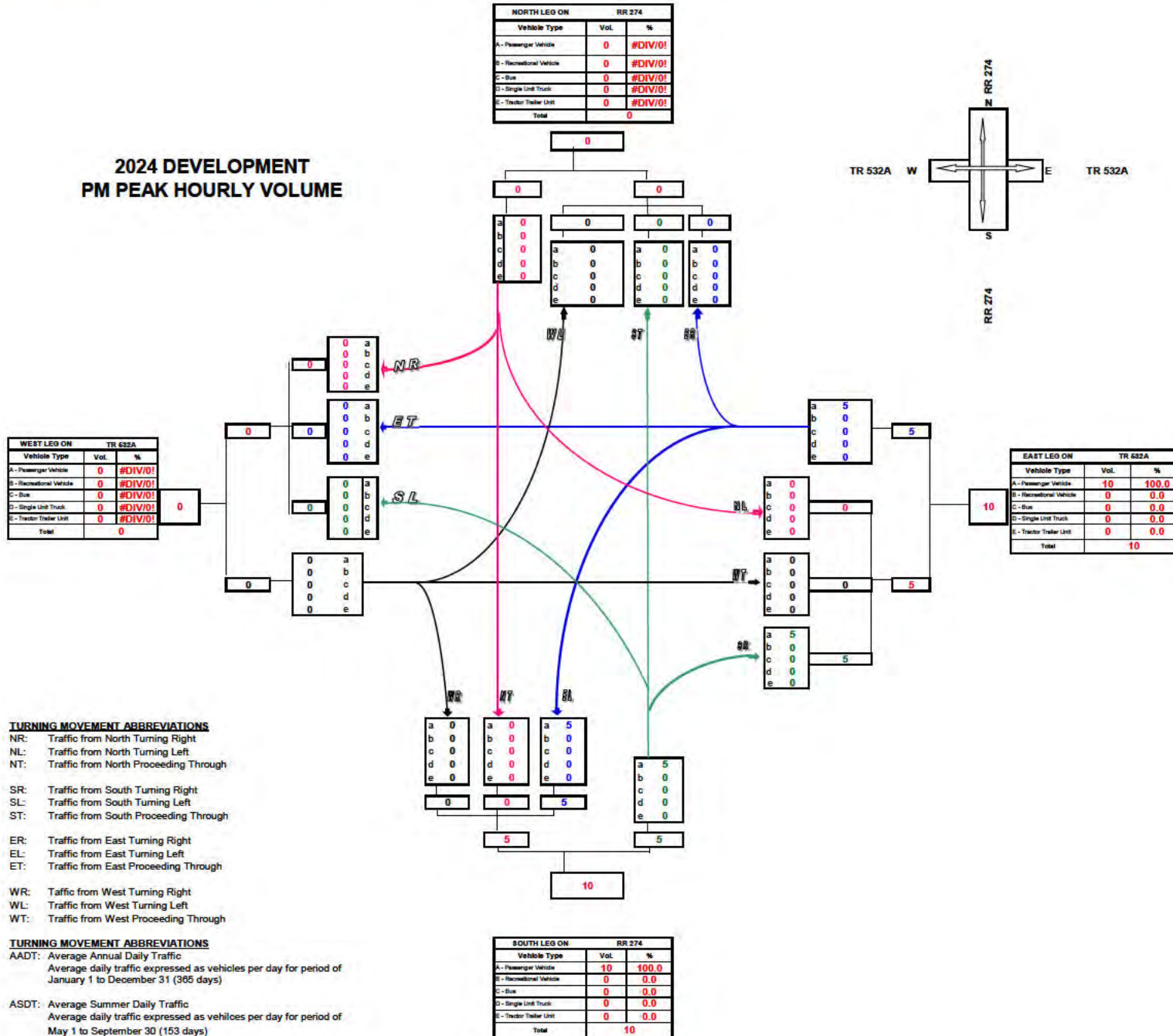


SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	8	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	8	

EAST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	8	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	8	

Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 COMBINED ANNUAL DAILY TRAFFIC

WEST LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1042	96.0
B - Recreational Vehicle	1	0.1
C - Bus	4	0.4
D - Single Unit Truck	35	3.2
E - Tractor Trailer Unit	3	0.3
Total	1085	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

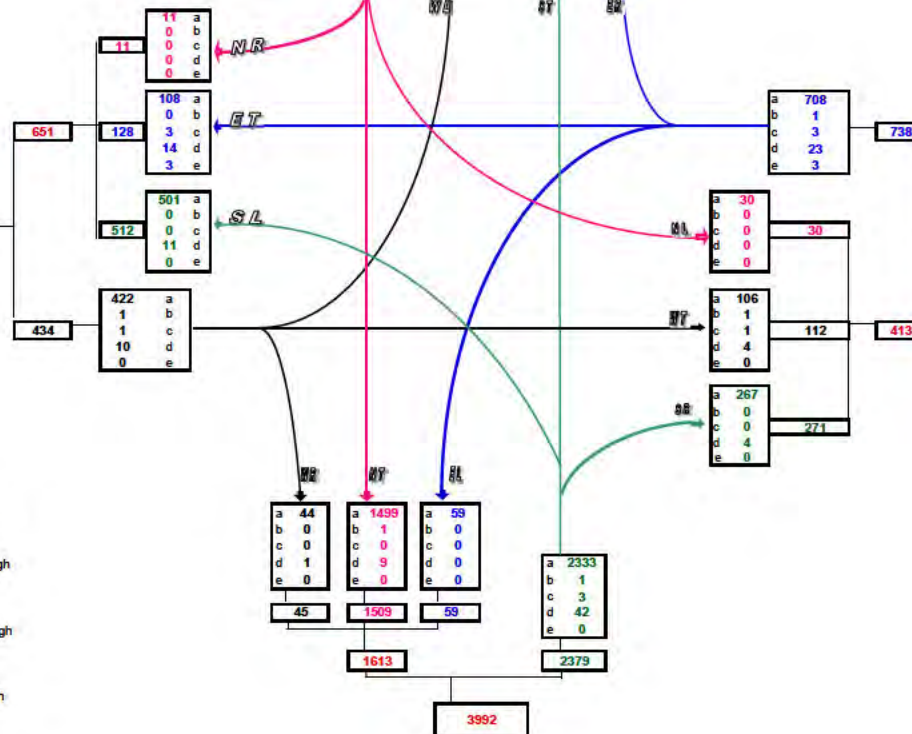
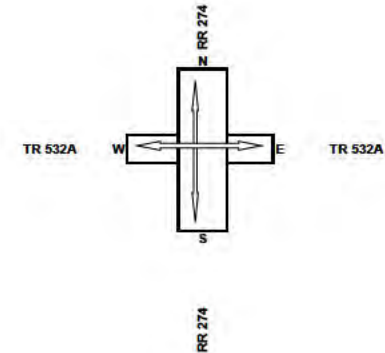
TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	3918	-
B - Recreational Vehicle	3	-
C - Bus	3	-
D - Single Unit Truck	50	-
E - Tractor Trailer Unit	0	-
Total	3974	

1550	2424
a 1540 b 1 c 0 d 9 e 0	277 a 272 b 0 c 0 d 5 e 0
1596	551
a 1565 b 1 c 3 d 27 e 0	a 541 b 1 c 0 d 9 e 0



EAST LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1111	96.5
B - Recreational Vehicle	2	0.2
C - Bus	4	0.3
D - Single Unit Truck	31	2.7
E - Tractor Trailer Unit	3	0.3
Total	1151	

SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	3935	98.6
B - Recreational Vehicle	2	0.1
C - Bus	3	0.1
D - Single Unit Truck	52	1.3
E - Tractor Trailer Unit	0	0.0
Total	3992	

Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	105	97.2
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	3	2.8
E - Tractor Trailer Unit	0	0.0
Total	108	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

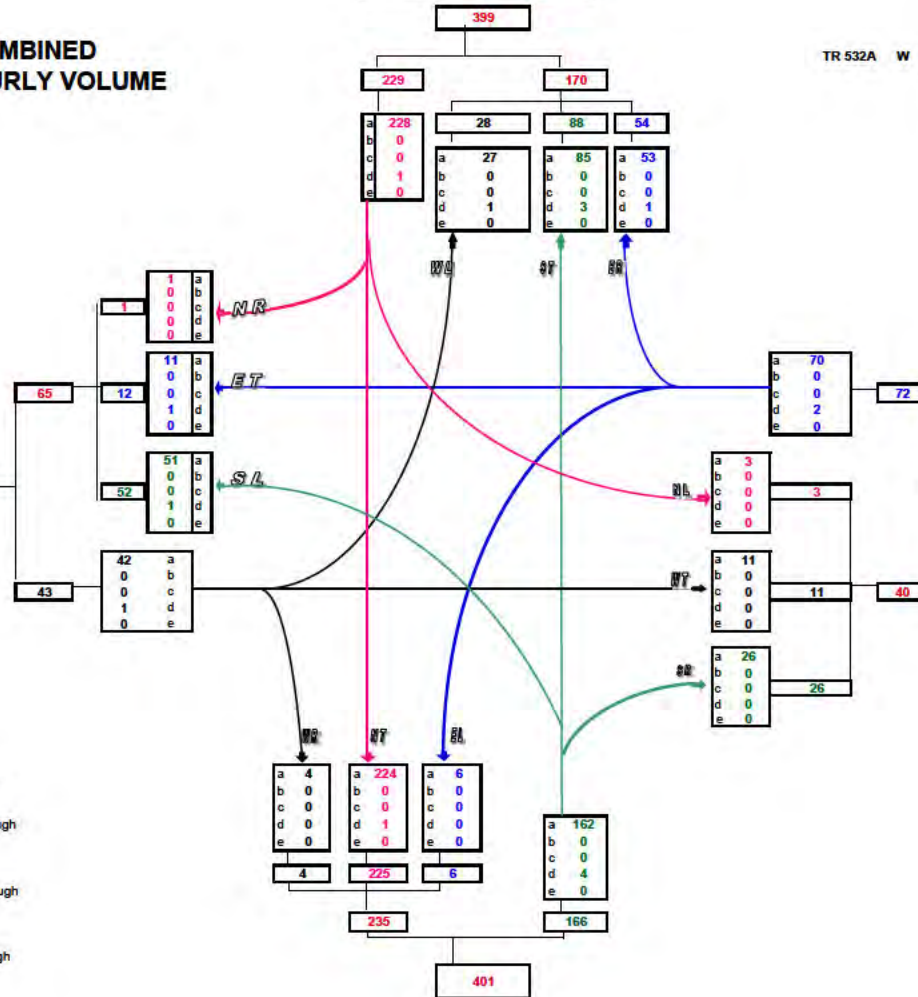
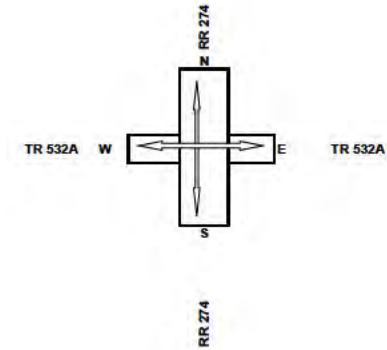
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	393	98.5
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	6	1.5
E - Tractor Trailer Unit	0	0.0
Total	399	



SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	396	98.8
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	1.2
E - Tractor Trailer Unit	0	0.0
Total	401	

Turning Movement Summary Diagram

2024 COMBINED PM PEAK HOURLY VOLUME

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	105	92.9
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	8	7.1
E - Tractor Trailer Unit	0	0.0
Total	113	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

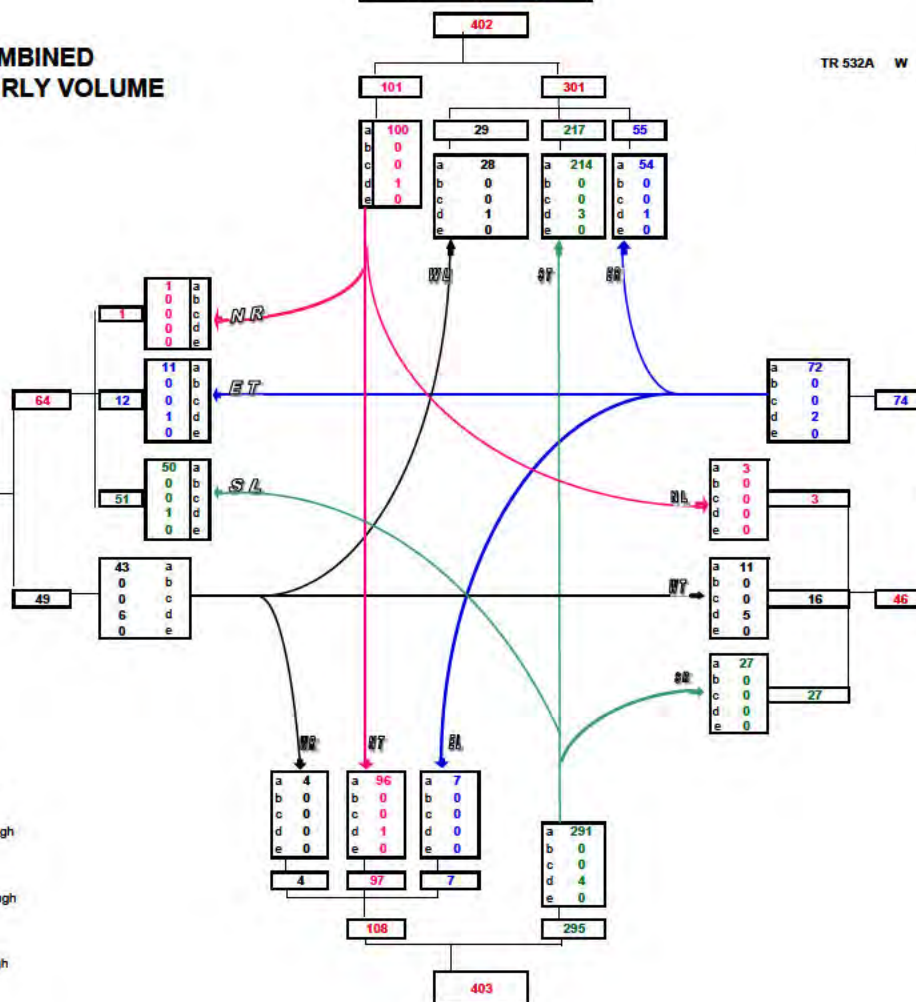
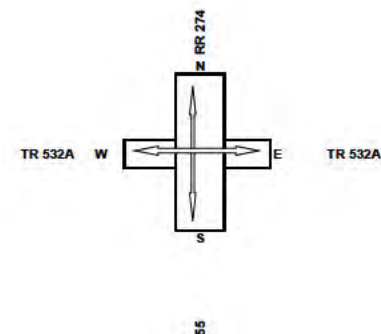
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	396	98.5
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	6	1.5
E - Tractor Trailer Unit	0	0.0
Total	402	



SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	398	98.8
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	1.2
E - Tractor Trailer Unit	0	0.0
Total	403	

EAST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	113	94.2
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	7	5.8
E - Tractor Trailer Unit	0	0.0
Total	120	

Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

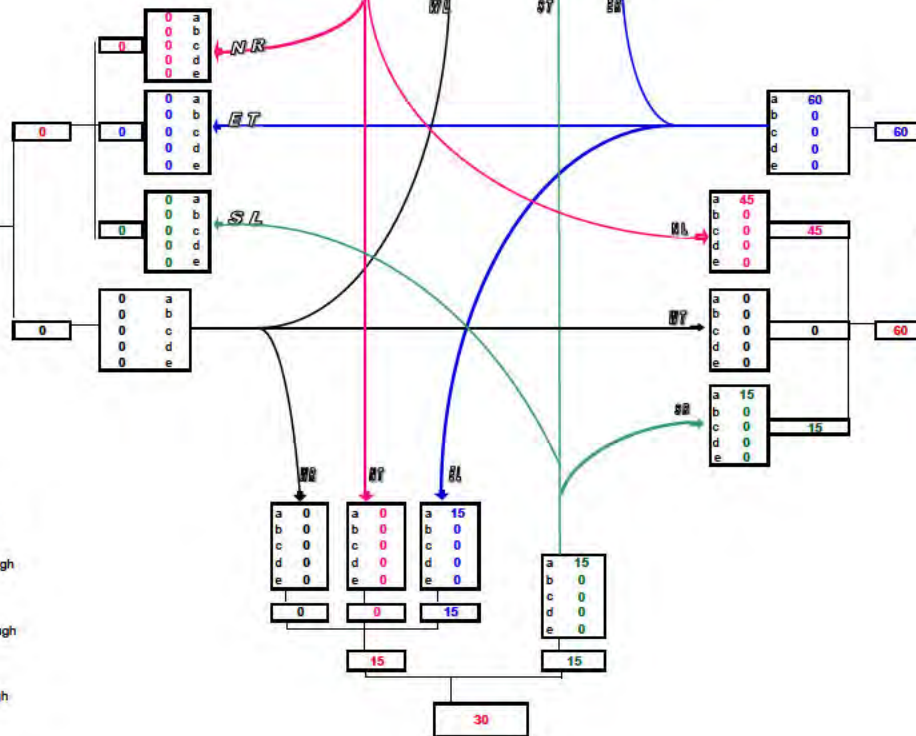
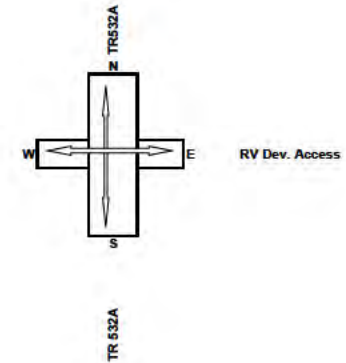
AADT: Average Annual Daily Traffic
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ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	90	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	90	

90

45	0	0	45
a 45	a 0	a 0	a 45
b 0	b 0	b 0	b 0
c 0	c 0	c 0	c 0
d 0	d 0	d 0	d 0
e 0	e 0	e 0	e 0



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	120	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	120	

SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	30	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	30	

Turning Movement Summary Diagram

2024 DEVELOPMENT AM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

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NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

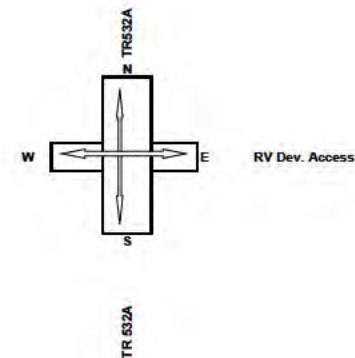
AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	8	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	8	

8

4	4	0	0	4
a	b	c	d	e
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

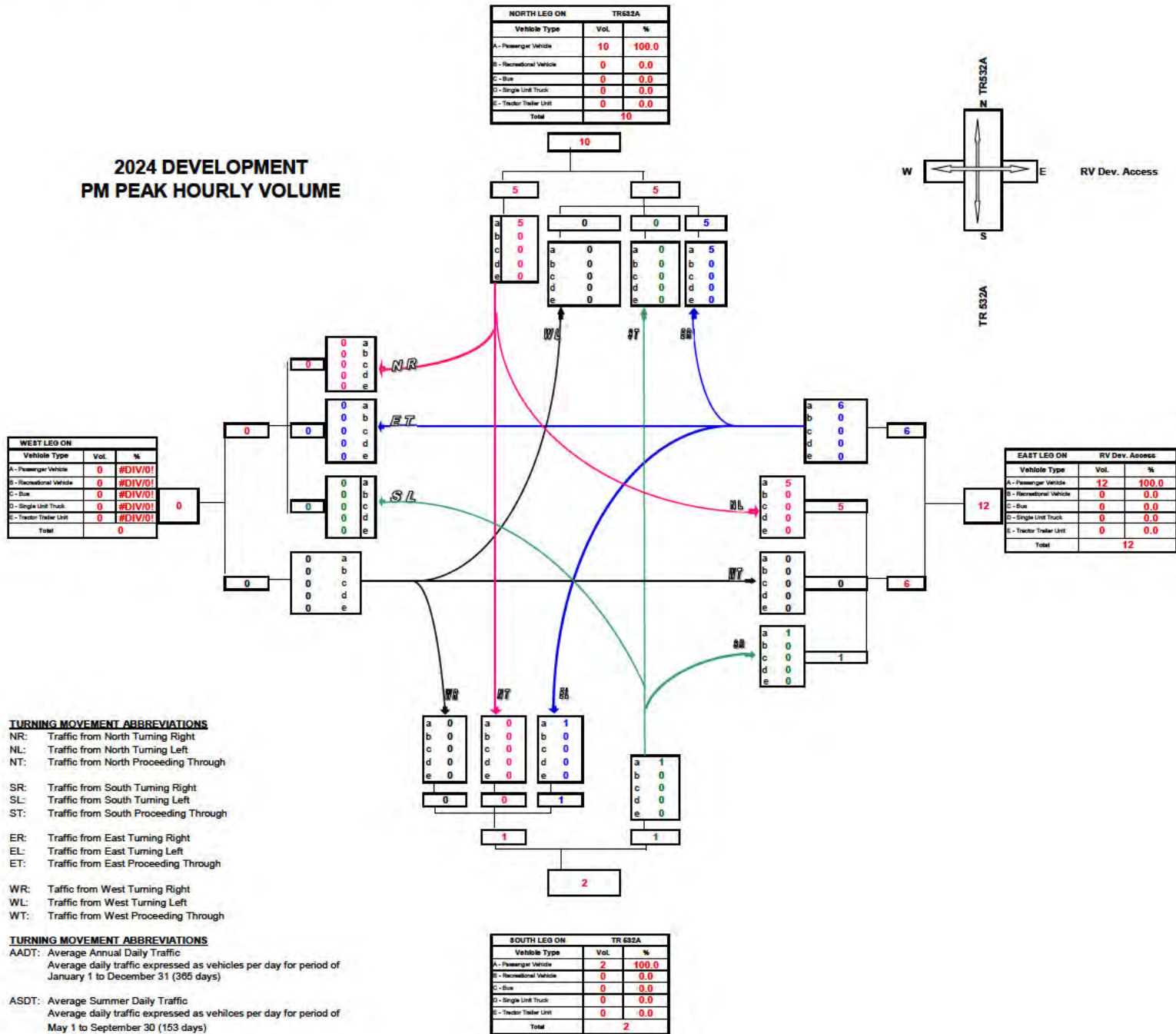


EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	10	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	10	

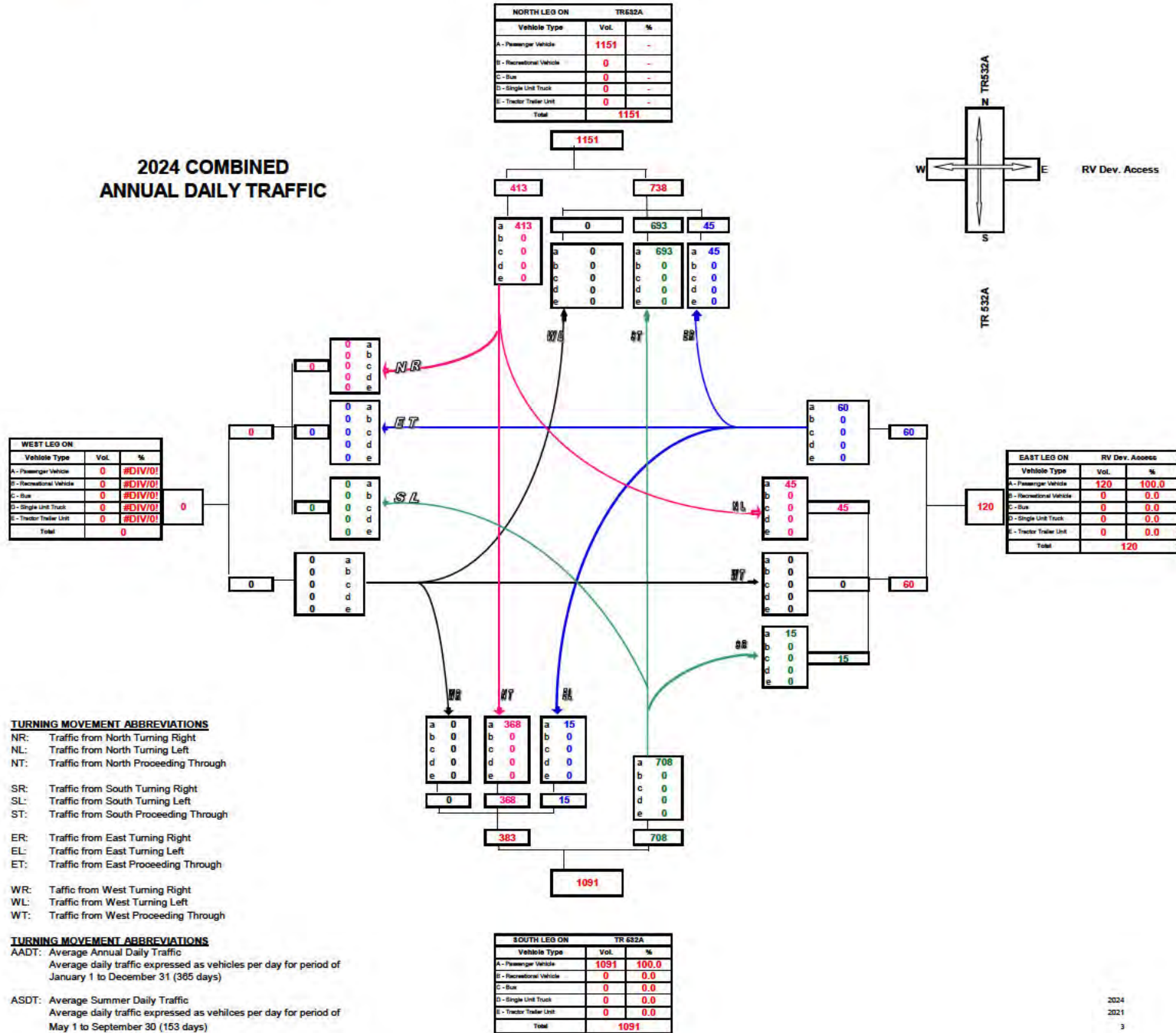
SOUTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	2	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	2	

Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram



Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

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 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through
 SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

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 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

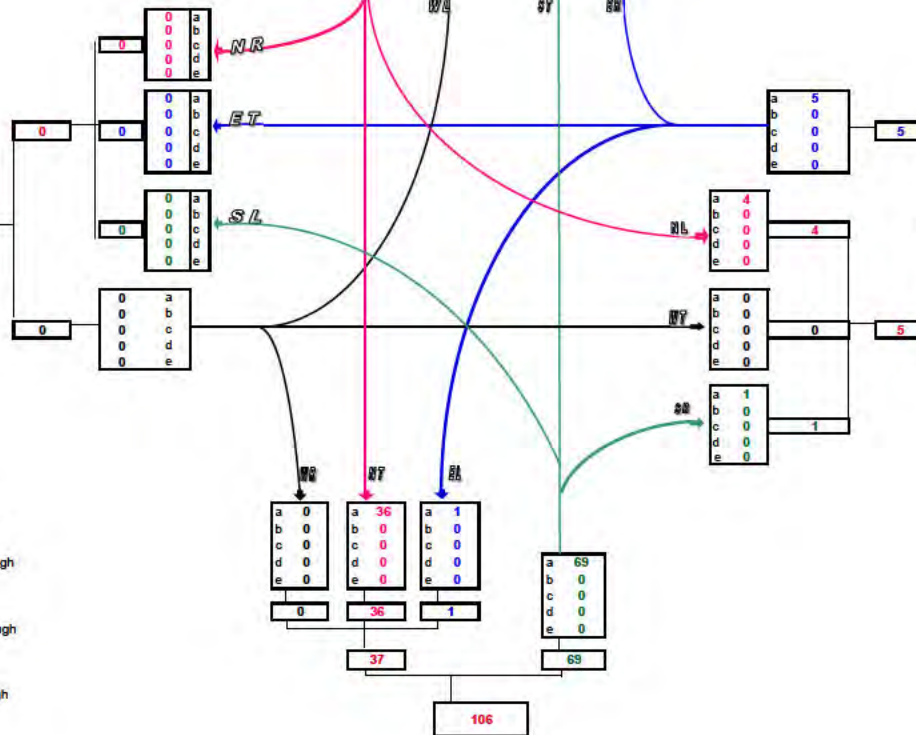
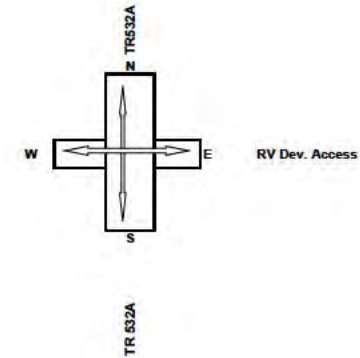
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 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	112	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	112	

112

40	72
a 40 b 0 c 0 d 0 e 0	0 68 4 a 0 a 68 a 4 b 0 b 0 b 0 c 0 c 0 c 0 d 0 d 0 d 0 e 0 e 0 e 0



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	10	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	10	

SOUTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	106	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	106	

Turning Movement Summary Diagram

2024 COMBINED PM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	0.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	100.0
E - Tractor Trailer Unit	0	0.0
Total	5	

TURNING MOVEMENT ABBREVIATIONS

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ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

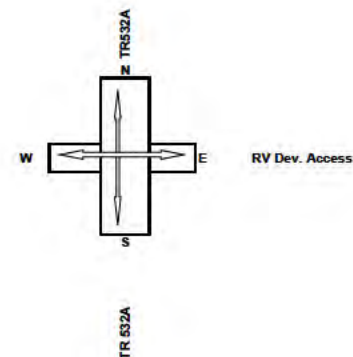
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	115	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	115	



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	12	70.6
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	29.4
E - Tractor Trailer Unit	0	0.0
Total	17	

SOUTH LEG ON TR 632A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	107	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	107	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	28	11	4	6	12	54	52	88	26	3	225	1
Future Vol, veh/h	28	11	4	6	12	54	52	88	26	3	225	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	29	12	4	6	13	57	55	93	27	3	237	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	495	473	237	455	447	93	238	0	0	120	0	0
Stage 1	243	243	-	203	203	-	-	-	-	-	-	-
Stage 2	252	230	-	252	244	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	480	485	795	510	502	956	1311	-	-	1449	-	-
Stage 1	754	699	-	792	728	-	-	-	-	-	-	-
Stage 2	746	708	-	746	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	427	462	795	480	478	956	1311	-	-	1449	-	-
Mov Cap-2 Maneuver	427	462	-	480	478	-	-	-	-	-	-	-
Stage 1	720	698	-	756	695	-	-	-	-	-	-	-
Stage 2	658	676	-	728	698	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		10.2		2.5		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	455	765	1449	-
HCM Lane V/C Ratio	0.042	-	-	0.099	0.099	0.002	-
HCM Control Delay (s)	7.9	0	-	13.8	10.2	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	29	16	4	7	12	55	51	217	27	3	108	1
Future Vol, veh/h	29	16	4	7	12	55	51	217	27	3	108	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	31	17	4	7	13	58	54	228	28	3	114	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	506	484	114	467	457	228	115	0	0	256	0	0
Stage 1	120	120	-	336	336	-	-	-	-	-	-	-
Stage 2	386	364	-	131	121	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	472	478	931	501	495	804	1455	-	-	1292	-	-
Stage 1	877	791	-	672	637	-	-	-	-	-	-	-
Stage 2	631	619	-	865	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	414	456	931	468	473	804	1455	-	-	1292	-	-
Mov Cap-2 Maneuver	414	456	-	468	473	-	-	-	-	-	-	-
Stage 1	839	789	-	643	610	-	-	-	-	-	-	-
Stage 2	549	592	-	841	788	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		11		1.3		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	448	681	1292	-
HCM Lane V/C Ratio	0.037	-	-	0.115	0.114	0.002	-
HCM Control Delay (s)	7.6	0	-	14.1	11	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.4	0	-

INTEGRATED WEED MANAGEMENT PLAN

SPRUCE GROVE RV STORAGE

Prepared for:

Crossway Developments

Attention: Jon Bauer

crosswaydevelopments@gmail.com

10714 - 124 Street NW, Edmonton, AB, Canada, T5M 0H1

October 31, 2022

SIGNATURES

Prepared by:



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1. OVERVIEW

Invasive plant species, or weeds, are a concern for any development property or site, as the presence of weed species on-site can lead to off-site migration or spread to adjacent lands resulting in potential impacts to native plant species and biodiversity, or productivity of adjacent agricultural cropland. However, simple precautions taken during the planning, construction and operation of Spruce Grove RV Storage can mitigate the potential for weed species establishment on the property.

The key to effective weed management is the early detection and immediate control or eradication of known weed infestations before weeds become fully established on a site. Implementation of this Integrated Weed Management Plan will serve to provide an effective means of identifying and controlling weeds on the Spruce Grove RV Storage site.

2. INTEGRATED WEED MANAGEMENT PLAN

2.1. LEGAL REQUIREMENTS

Weed management is a legislated requirement under the *Weed Control Act and Regulations*, which prohibits activities that would promote the spread of invasive noxious and prohibited noxious species as defined under the *Act*. A list of all noxious and prohibited noxious weed species in Alberta can be found in the *Weed Control Regulation*. Table 1 provides a summary of some of the common noxious and prohibited noxious weed species that are found in Parkland County. Please note that this list is not exhaustive and other noxious or prohibited noxious weed species could establish on the site. As such, Spruce Grove RV Storage staff should familiarize themselves with all noxious or prohibited noxious weed species in Alberta.

TABLE 1. Common Noxious and Prohibited Noxious Weed Species in Parkland County

Common Name	Scientific Name	Weed Designation
Bighead Knapweed	<i>Centaurea macrocephala</i>	Prohibited Noxious
Flowering Rush	<i>Butomus umbellatu</i>	Prohibited Noxious
Himalayan Balsam	<i>Impatiens glandulifera</i>	Prohibited Noxious
Meadow Hawkweed	<i>Pilosella caespitosa</i>	Prohibited Noxious
Orange Hawkweed	<i>Pilosella aurantiaca</i>	Prohibited Noxious
Pale Yellow Iris	<i>Iris pseudacorus</i>	Prohibited Noxious
Purple Loosestrife	<i>Lythrum salicaria</i>	Prohibited Noxious
Black Henbane	<i>Hyoscyamus niger</i>	Noxious
Canada Thistle	<i>Cirsium arvense</i>	Noxious
Baby's Breath	<i>Gypsophila paniculata</i>	Noxious
Common Mullein	<i>Verbascum thapsus</i>	Noxious
Common Tansy	<i>Tanacetum vulgare</i>	Noxious
Creeping Bellflower	<i>Campanula rapunculoides</i>	Noxious
Dame's Rocket	<i>Hesperis matronalis</i>	Noxious
Field Bindweed	<i>Convolvulus arvensis</i>	Noxious
Field Scabious	<i>Knautia arvensi</i>	Noxious
Great Burdock	<i>Arctium lappa</i>	Noxious
Leafy Spurge	<i>Euphorbia esula</i>	Noxious
Lesser/Common Burdock	<i>Arctium minus</i>	Noxious

Common Name	Scientific Name	Weed Designation
Oxeye Daisy	<i>Leucanthemum vulgare</i>	Noxious
Perennial Sow Thistle	<i>Sonchus arvensis</i>	Noxious
Scentless Chamomile	<i>Tripleurospermum inodorum</i>	Noxious
Tall Buttercup	<i>Ranunculus acris</i>	Noxious
White Cockle	<i>Silene latifolia</i> Poir. ssp. <i>alba</i>	Noxious
Woolly Burdock	<i>Arctium tomentosum</i>	Noxious
Yellow Clematis	<i>Clematis tangutica</i>	Noxious
Yellow Toadflax	<i>Linaria vulgaris</i>	Noxious

2.1. GENERAL MITIGATION

General mitigation measures that need to be considered as part of the construction and operation of the Spruce Grove RV Storage site are listed below.

2.1.1. Pre-Construction/Planning Phase

- Undertake a pre-construction weed survey to provide a baseline assessment of weed presence on site. While the site is currently planted to turf grass, conditions may change and weed species could ingress into the site from adjacent agricultural lands and roadside ditches.

2.1.2. Construction Phase

- Any berms to be constructed on site should be sloped appropriate (minimum 2.5:1 is recommended) to allow equipment to be used on the slopes (to cultivate, seed, mow or conduct weed control activities).
- Berms and any other exposed soil areas shall be revegetated as soon as possible with certified weed-free seed mixes that will serve as vegetation cover to provide erosion control and to compete with weeds and/or problem plants.
- No topsoil will be imported to site as only existing topsoil shall be used on site to construct the berms. This will ensure no new weeds or seeds will be introduced to the site.
- Any construction materials (e.g., gravel) shall come from weed free sources to the extent possible.

2.1.3. Operations Phase

- All stored RVs or any other stored vehicles shall arrive in clean condition, free from mud, soil buildup, vegetative material or debris that may contain weed seeds. The agreement between clients and Spruce Grove RV Storage shall contain a statement signed by clients agreeing to deliver stored vehicles in such condition. Violators may lose their storage privileges.
- Spruce Grove RV Storage staff shall inspect their site regularly (late spring and mid-summer) for weeds and ensure that all equipment entering the site for maintenance activities have been cleaned to remove weeds, soil and seeds.
- All berms shall be mowed regularly and where weed seedlings are discovered, the operator shall implement the weed control measures outlined in Section 2.2 to control the weeds while they are seedlings.

2.2. REQUIRED WEED CONTROL MEASURES

Spruce Grove RV Storage shall control noxious or prohibited weeds on site as required to comply with the *Alberta Weed Control Act* and its regulations. Weed control will include but is not limited to:

- Regular inspection of the site for weeds during the growing season.
- Eradication of prohibited noxious weeds and control of noxious weeds pursuant to *Alberta Weed Control Act*.

Weed control shall be completed when/as needed, by a range of methods that include mechanical (hand pulling, mowing) or chemical treatment, depending on the type and severity of the weed infestation. The preference is for weeds to be managed through non-chemical means first, though regular mowing of managed vegetation areas (i.e., berms). However, depending on the weed species that is present chemical control may be required. Should chemical control be carried out, approved herbicides on Schedule 3 and 4 of the *Pesticide Ministerial Regulation* can be used by Spruce Grove RV Storage without an applicator certificate. However, only provincially licensed individuals can apply approved herbicides that are on Schedule 1 and 2 of the *Pesticide Ministerial Regulation* and will follow all containment and removal methods pursuant to the *Environmental Code of Practice for Pesticides* and as defined by Alberta Regulation 43/1997.

In general, chemical control should adhere to the following:

- Control when the infestation is small and spot spray to control weeds, wherever possible.
- Choose the least toxic herbicide as herbicides vary in their inherent toxicity to the applicator and the environment.
- Use a selective herbicide (herbicide that controls broadleaf weeds and does not harm grasses) wherever possible.
- Use of herbicides/pesticides on, in, or within 30 m of an open body of water requires a Special Use Approval under EPEA, unless the application can be conducted in accordance with the *Environmental Code of Practice for Pesticides (2010)*.

Appendix A identifies selective herbicides most commonly used on industrial facilities, including an overview of the toxic properties to humans and the potential for leaching and runoff.

2.3. MONITORING AND FOLLOW-UP

Regular weed monitoring will be required during construction and operation of the RV storage site as follows:

- During construction, monitoring for weeds shall be a part of regular weekly environmental monitoring of the site. All disturbed and revegetated areas will be assessed for the presence of weeds.
- Once operational, weeds will be monitored as a part of the weed management plan. Annual weed monitoring will be completed twice during the growing season. If weeds are noted, weed management will be completed until noxious, prohibited noxious, and invasive species have been controlled or destroyed.
- Documentation of weed presence and control activities will be completed.

3. REFERENCES

Environmental Code of Practice for Pesticides, 2010, Made under the Environmental Protection and Enhancement Act, RSA 2000, c E-12.

GOA [Government of Alberta]. ND. Weed Management on Industrial Sites. Alberta Environment and Sustainable Resource Development R&R/12-01

Pesticide Ministerial Regulation, Alberta Regulation 43/1997

Weed Control Act, SA 2008, c W-5.1.

Weed Control Act, Weed Control Regulation AR 19/2010.

APPENDIX A. HERBICIDES REGISTERED FOR INDUSTRIAL SITES

Appendix B: Herbicides Registered for Industrial Sites				
Note: Herbicides with more than one active ingredient are not identified unless the active ingredient is not registered as a single active herbicide.				
Selective (controls most broadleaf plants and native broadleaf species but does not affect grasses) AND Non-Residual Herbicides				
HERBICIDE ACTIVE INGREDIENT (PRODUCT NAME)	LABEL IDENTIFIED ENVIRONMENTAL PRECAUTIONS			TYPE OF AGRICULTURAL USES AUTHORIZED
	LEACHING RISK*	RUNOFF RISK**	HEALTH & SAFETY***	
2,4-D (various products)	Yes	Yes	Warning Poison Warning Skin Irritant	Crop (wheat, oats, barley, forage & seed grasses), pastures
2,4-D/2,4-DP (Desormone)	Yes	Yes	Warning Poison Caution Skin Irritant	None
MCPA (various products)	Yes	Yes	Warning Poison	Crop (wheat, barley, oats), pasture
Selective (controls most broadleaf plants, clover and native broadleaf species but does not affect grasses) AND Residual Herbicides (residues can remain in the soil for several years thereby affecting growth of sensitive plants). Residual effects vary based on environmental conditions, application rates and soil types and conditions.				
Aminopyralid (Milestone)	Yes	Yes	No	Pastures
Clpyralid (Lontrel)	No	Yes	Caution Poison Danger Eye Irritant	Crop (wheat, oats, barley, canola, grasses) pastures
Dicamba (Banvel, Hawkeye)	Yes	Yes	Caution Poison Warning Eye Irritant	Crop (cereals, seedling grasses) pastures
Metsulfuron (Escort)	Yes	Yes	Caution Poison Caution Eye Irritant	Pastures
Triclopyr (Garlon 4)	Yes	Yes	Caution Poison	Pastures
Dicamba & Diflufenzopyr (Overdrive)	Yes	Yes	Caution Poison Warning Eye Irritant	Pastures
Picloram and 2,4-D (Grazon)	Yes	Yes	Caution Poison May Cause Skin/Eye Irritation	Pastures
Non-selective (controls most vegetation) AND Non-residual (at normal application rates and environmental conditions)				
Amitrole (Amitrol 240)	No	Yes	Caution Poison Warning Eye Irritant	Pre-plant crops (cereals, peas, corn)
Glyphosate (various – Roundup, etc)	No	No	Caution Eye & Skin Irritant	Pre-plant, Pre-harvest (crops)
Paraquat (Gramoxone)	No	No	Danger Poison Fatal if inhaled	Pre-plant crops
Non-selective (controls most vegetation) AND Residual (residues can remain in the soil for several years and up to 5 years and affect growth of sensitive plants). Residual effects vary based on environmental conditions, rates of application and soil conditions.				
Bromacil (Hyvar)	Yes	Yes	None	none
Chlorsulfuron (Telar)	No	Yes	Caution Poison	none
Diuron (Kamex/Krovar)	Yes	Yes	Warning Eye Irritant	none
Hexazinone (Velpar)	Yes	Yes	Danger Irritates Eyes	none
Imazapyr (Arsenal)	No	Yes	Caution Eye Irritant	none

* Label indicates: Leaching risk when applied to areas where the soil is sandy or gravelly in nature.

**Label indicates: Site characteristics and conditions that may lead to runoff include, but are not limited to: heavy rainfall, moderate to steep slope, bare soil, poorly draining soil (e.g., soils that are compacted, fine textured or low in organic matter and clay).

*** From the warning symbol/words on the pesticide label

Registered products list current as of May, 2012

Excerpt from GOA. ND. Weed Management on Industrial Sites. Alberta Environment and Sustainable Resource Development R&R/12-01

Jon Bauer
Crossway Developments
By email: crosswaydevelopments@gmail.com

October 17, 2022

Dear Mr. Jon Bauer,

RE: Desktop Biophysical Assessment for Proposed RV Storage Development in SW-16-53-27-W4M

Please find attached the desktop biophysical assessment for a proposed RV storage development in SW-16-53-27-W4M in Parkland County, AB. The desktop assessment provides a summary of the potential environmental sensitivities and associated mitigation measures that should be implemented to minimize potential impacts.

As noted in the desktop biophysical assessment, the proposed development is for an RV storage lot (~980 stalls) with on-site storm pond. The proposed lot will be surrounded by a grassed berm constructed for screening purposes as indicated in the landscaping plan. As the berm is anticipated to be 3.0 m in height it should be sufficient to meet the screening requirements set out by Parkland County. The berm will be seeded with DuraGreen Turf seed mix that will provide soil stability and limit weed growth. Weed control measures will follow the guidelines for weed management on industrial sites.

We trust this provides the necessary information to facilitate land use planning and related subdivision approval processes. Please contact the undersigned if you have any questions or concerns.

Sincerely,

SOLSTICE CANADA CORP.



LARRY K. BOWEN, P.Eng.

ATTACHMENTS:



Desktop Biophysical Assessment TOR

Project Description Information

Project Name	Development Permit for RV storage.	Proponent Name	Crossway Developments (Jon Bauer)
Location (Please provide figure illustrating location and proposed plan)	SW-16-53-27-W4M in Parkland County, AB. proposed development plan is attached.	Proponent Contact Information	crosswaydevelopments@gmail.com
Project Size	Proposed lot to be developed is 13.54 ha (32.456 ac).	Proponent Address	n/a
Project Purpose and Description	Develop proposed lot into an RV storage (~980 stalls) with on-site storm pond in AGR- Agriculture Restricted District. Lot will be surrounded by a grassed berm for screening purposes.		
Proposed Construction Start Date:	n/a	Proposed Construction End Date:	n/a
Completed by:	Louise Versteeg, P.Biol.	Company:	Soistice Environmental Management
Date:	15-Jun-22		

Description of Biophysical Elements

Is the proposed project located in a previously disturbed area? Please explain.		☒ Yes ☐ No	The subject property to be developed is located in an area that is disturbed and has been historically cultivated for decades and is currently composed of turf grass. The west and south perimeter of the subject property are bounded by Range Road 274 and Highway 16, respectively, while to the north is Atim Creek and to the east is cultivated land. The floodplain surrounding Atim Creek is comprised of a wetland floodplain area to the north of the creek and shrubby riparian creek banks along the south edge of the creek that transition to upland forest on the eastern edge of the subject property.		
Is the proposed project within an area where an ASP, outline plan or multiparcel subdivision has taken place?		☐ Yes ☒ No	Atim Creek Area Structure Plan		
Has a biophysical assessment been previously completed?		☐ Yes ☒ No	Unknown.		
Is the proposed project located in or adjacent to:		Distance to feature (m)	Description of Potential Impacts	Proposed Mitigation	
an ESA (and/or High Priority Landscape) ⁽²⁾		☒ Yes ☐ No ?	0 m	The subject property to be developed is located within a designated High Priority Landscape as identified in Figure 14 of the MDP and is adjacent to the Atim Creek Environmentally Significant Area (ESA), which is designated as having regional significance. The Atim Creek ESA has a very high environmental sensitivity, which is primarily attributed to being very susceptible to drainage alteration and loss of riparian vegetation leading to increased erosion and diminished water quality. This ESA also has a moderate susceptibility to groundwater contamination and is known to have lower water quality in the vicinity of Spruce Grove and in downstream reaches of the creek.	Given the sensitive nature of the landscape in this area application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) will serve to address the environmental sensitivities in this area. Results of the RSMM setback have been incorporated into the lot development plan.
a watercourse (May require Water Act/Public Lands Act approvals if wetland or waterbody is impacted)		☒ Yes ☐ No ?	0 m	Atim Creek, which is a permanent watercourse with a defined bed and banks, is located on the northern boundary of the subject property to be developed. As Atim Creek is a watercourse that is prone to flooding, particularly in downstream reaches, the Atim Creek/Big Lake Overlay has been developed by Parkland County to provide an indication of where the 1:100 year floodplain limits may extend to. Construction and operation of the proposed RV storage lot will result in conversion of land from agriculture to a gravel based substrate. In addition, as the site will be bermed and all site water will be directed to an on-site storm pond, alteration of surface water drainage patterns will occur. However, it is anticipated impacts to the hydrology of Atim Creek will be minimized as water flow from upstream will not be impeded by this development and post development outflow from the storm pond will be similar to pre-development flows. Additionally, any water flow off the berms not captured within the site will eventually flow back into the Atim Creek via overland drainage from the north and east.	To reduce any potential direct impacts to Atim Creek, application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) has been completed through a field visit. Results of the RSMM setback have been incorporated into the lot development plan. To address indirect impacts, a storm water management plan has been developed for this site that takes into consideration pre and post-development flows and has been designed to accommodate 1:100 year floods and follows the Alberta Environment and Park Stormwater Management Guidelines (1999). Additionally, the RSMM setback encompasses the limits of the Atim Creek 1:100 year floodplain with the exception of two small areas in the northeast corner. To mitigate potential issues, the storm pond design should be designed to take into consideration the 1:100 year floodplain boundary of Atim Creek so that it does not encroach into the floodplain.
a water body or wetland ⁽²⁾ (May require Water Act/Public Lands Act approvals if wetland or waterbody is impacted)		☒ Yes ☐ No ?	0 m	The proposed development does not intersect with any high value wetlands according to the Parkland County Wetland Inventory (2013). A review of the Parkland County Wetland Inventory (2013) also did not indicate any wetlands on the subject property, other than the wetland features associated with the Atim Creek floodplain. While a review of recent and historic imagery from Google Earth does indicate a number of areas that appear to have a wetland signature, a site visit completed on May 30, 2022 has confirmed that these areas are not wetlands as defined under the Alberta Wetland Policy and are likely ephemeral wetland features that only hold water for a few days in early spring after snowmelt or after a heavy rainfall event. There was no indication of hydrophytic soils (e.g. distinct mottling within 30 cm of surface) or a dominance of wetland vegetation. The vegetation associated with property to be subdivided south of Atim Creek was comprised entirely of non-native turf grass.	None required. Any wetlands associated with the Atim Creek floodplain will be protected through the application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER).
a spatially contiguous wildlife corridor		☒ Yes ☐ No ?	0 m	No anticipated impacts as the Atim Creek and associated floodplain area will be designated as Environmental Reserve thus protecting the existing wildlife movement corridor through this area. All other areas of the subject property to be developed are completely cleared for agricultural production with limited wildlife habitat value.	No additional mitigation is required. Application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) will serve to address the environmental sensitivities in this area.

Description of Biophysical Elements		
Do any of the following occur within the Proposed Project area:	Description of Potential Impacts	Proposed Mitigation
Presence of historically listed plant species ⁽¹⁾ ?	☐ Yes ☒ No No historically listed plant species were noted in the vicinity of the subject property to be developed, but that does not preclude the potential for listed plant species to be present within Atim Creek and associated riparian areas.	None required.
Presence of noxious/prohibited noxious weed species ⁽²⁾ ?	☒ Yes ☐ No Moderate to high likelihood as majority of the subject property is under agricultural production so potential for weeds to be present is moderate to high.	Implement weed control measures as required to address noxious or prohibited noxious weeds if they are present on the property. Weed management for this site should follow the guidelines for weed management on industrial sites. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.
Presence of (or potential for) provincially/federally listed wildlife species ⁽³⁾ to occur based on availability of suitable habitat?	☐ Yes ☒ No Subject property to be developed is located within the sharp-tailed grouse and bald eagle sensitive wildlife species ranges. No historical occurrences of listed wildlife species were identified through a FWMIS search within a 1 km radius of the proposed subdivision. Given that the proposed lots to be subdivided are highly disturbed as a result of continuous agricultural cultivation, no suitable habitat for the sharp-tailed grouse or bald eagle is present. Wildlife species observed during the field survey of Atim Creek included red winged blackbird, yellow warbler, an unknown warbler species and an unknown flycatcher species, as well as evidence of recent beaver activity. Canada geese were also observed foraging in the parcel to the south of Atim Creek.	No additional mitigation aside from designating Atim Creek as an Environmental Reserve is required, as no suitable habitat is present in the subject property.
Presence of sensitive terrain or soil features (e.g., steep or unstable slopes, saline soils)?	☐ Yes ☐ No The subject property to be developed is located in undulating low relief terrain that is relatively flat. Upland soils are generally underlain by well-drained, moderately coarse textured sandy loams to medium textured loams and silt loams. Given the presence of sand and silt loam in surficial materials, wind and water erosion of exposed soil leading to sedimentation is a risk.	Implement soil erosion and control measures, such as silt fencing/wattles during construction activities to minimize any potential for soil sediments migrating offsite. Revegetate exposed soil areas as soon as practicable.
Presence of potential fish habitat?	☒ Yes ☐ No Atim Creek is a fish bearing watercourse and has known occurrences of fish species and suitable fish habitat. Several fish species were identified through the FWMIS search within a 1 km radius of the proposed development, including brook stickleback, fathead minnow, lake chub and northern pike. Construction and operation of the proposed RV storage lot have the potential to increase the risk of the release of deleterious substances, including hazardous materials (e.g., fuel, oil, lubricant) or sediment into aquatic environments.	To reduce any potential impacts to fish and fish habitat within Atim Creek, application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) has been completed through a field visit. Results of the RSMM setback have been incorporated into the lot development plan. Additionally, to minimize the potential for release of deleterious substances (e.g., sediments, oil, grease, etc.) into the Atim Creek basin, all water from the site will be directed to an on-site storm pond for settling prior to release. Storm pond design and storm water management plan considerations will follow the Alberta Environment and Park Stormwater Management Guidelines (1999).
Is clearing of vegetation required?	☒ Yes ☐ No While the majority of the subject property to be developed is currently managed vegetation (i.e., turf grass) that will not require vegetation clearing, undisturbed upland vegetation that does not fall within the area designated as ER may be cleared at a future date.	Limit vegetation clearing to the extent possible and no vegetation clearing should take place within any areas designated as Environmental Reserve. Any vegetation clearing unmanaged vegetation should be timed to occur outside of the timing window for nesting/breeding birds (which is generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.

To Be Completed by Parkland County

Summary /Conclusion	The proposed development is anticipated to have a low to moderate impact to the environment. While this is a previously disturbed parcel that has been under agricultural production for decades, the conversion of agricultural land to a gravel lot with a storm pond will alter surface water drainage. However, impacts will be minimized as water flow from upstream will not be impeded by this development and post development outflow from the storm pond will be similar to pre-development flows. Additionally, given the proximity of the proposed subdivision to Atim Creek, application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) has been completed, the results of which have been incorporated into the lot development plan. Additional mitigation measures that should be implemented include the following: 1) Storm pond design and storm water management plan considerations will follow the Alberta Environment and Park Stormwater Management Guidelines (1999) and will take into consideration the 1:100 year floodplain boundary of Atim Creek, such that no development takes place within the floodplain boundary. 2) Implement soil erosion and control measures such as silt fencing/wattles during construction activities to minimize any potential for soil sediments migrating off the subject property. Revegetate exposed soil areas as soon as practicable. 3) Implement weed control measures as required to address noxious or prohibited noxious weeds if they are present on the subject property. Weed management for this site should follow the guidelines for weed management on industrial sites. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek. 4) Minimize the amount of undisturbed area required for vegetation clearing and no vegetation clearing should take place within any areas designated as Environmental Reserve. Any clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (which is generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.
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1) Is more information required to assess potential impacts/proposed mitigation?	☐ Yes ☒ No
2) What type of additional information is required for further assessment?	☐ Comprehensive Biophysical Assessment ☐ Species Specific Survey (Please specify) ☐ Wetland Assessment and Impact Report ☐ Other? (Please specify)
3) Can approval be issued?	☒ Yes ☐ No
4) Are there any conditional requirements for the approval?	☐ Yes ☒ No Please see conclusion section.

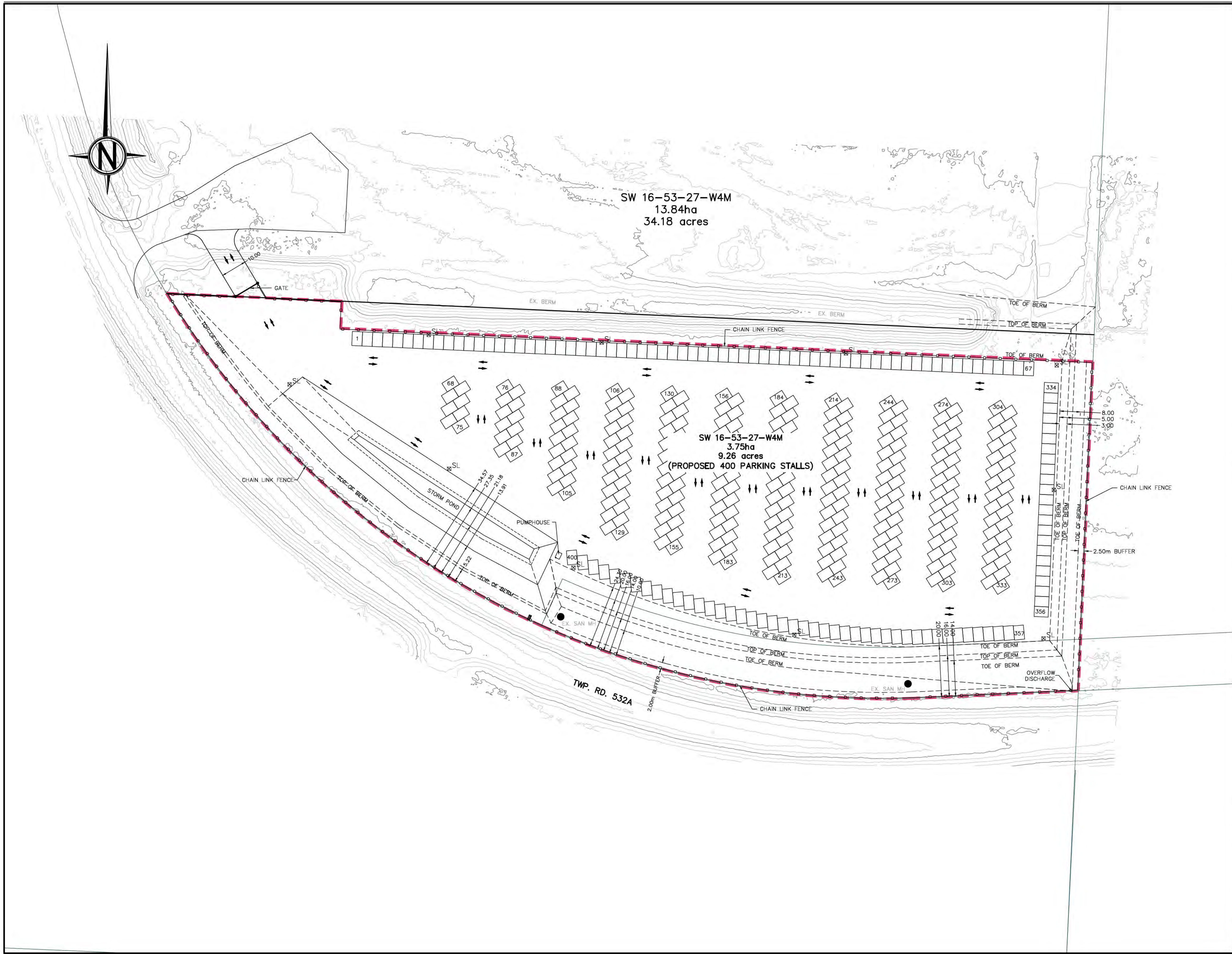
⁽¹⁾ Please refer to Parkland County Environmentally Significant Areas (available at <http://maps.parklandcounty.com/discover/parkland/>).

⁽²⁾ Please refer to Parkland County Current Wetland Inventory (available at <http://maps.parklandcounty.com/discover/parkland/>).

⁽³⁾ Refer to Alberta Conservation Information Management System (ACIMS) for plant species information.

⁽⁴⁾ Refer to Alberta Weed Act for provincially regulated weeds.

⁽⁵⁾ Refer to Alberta Wild Species General Status Listing and the federal Species at Risk Act for species specific information.



NOTES

LEGEND	
	PROPERTY BOUNDARY
	18'X13' PARKING STALL
	LIGHT POLE
	CHAIN LINK FENCE
	TRAFFIC FLOW DIRECTION

ENGINEER'S STAMP	PERMIT STAMP
	PERMIT TO PRACTICE Bolson Engineering and Environmental Services Signature: <i>Trent Thompson</i> Date: <u>DEC. 04, 2024</u> PERMIT NUMBER: P11382 The Association of Professional Engineers, Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHK	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	12-03-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
SITE PLAN

SCALE: 1:700	CLIENT: CROSSWAY RECORDS INC.
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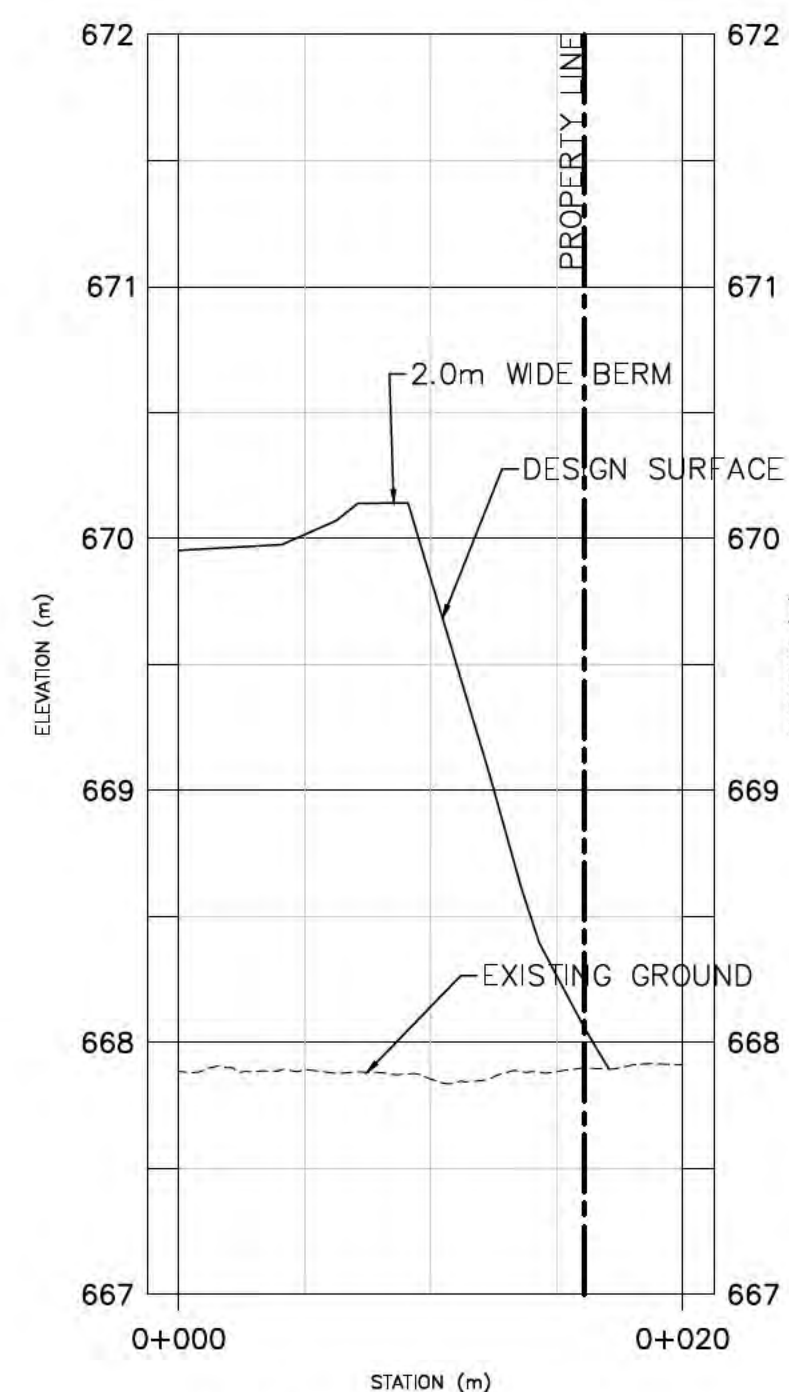
9703-199 St.
EDMONTON, AB
T5T-6E8
www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

JOB NUMBER: 110-2470	DWG NUMBER: 110-2470-C1	REV: 1
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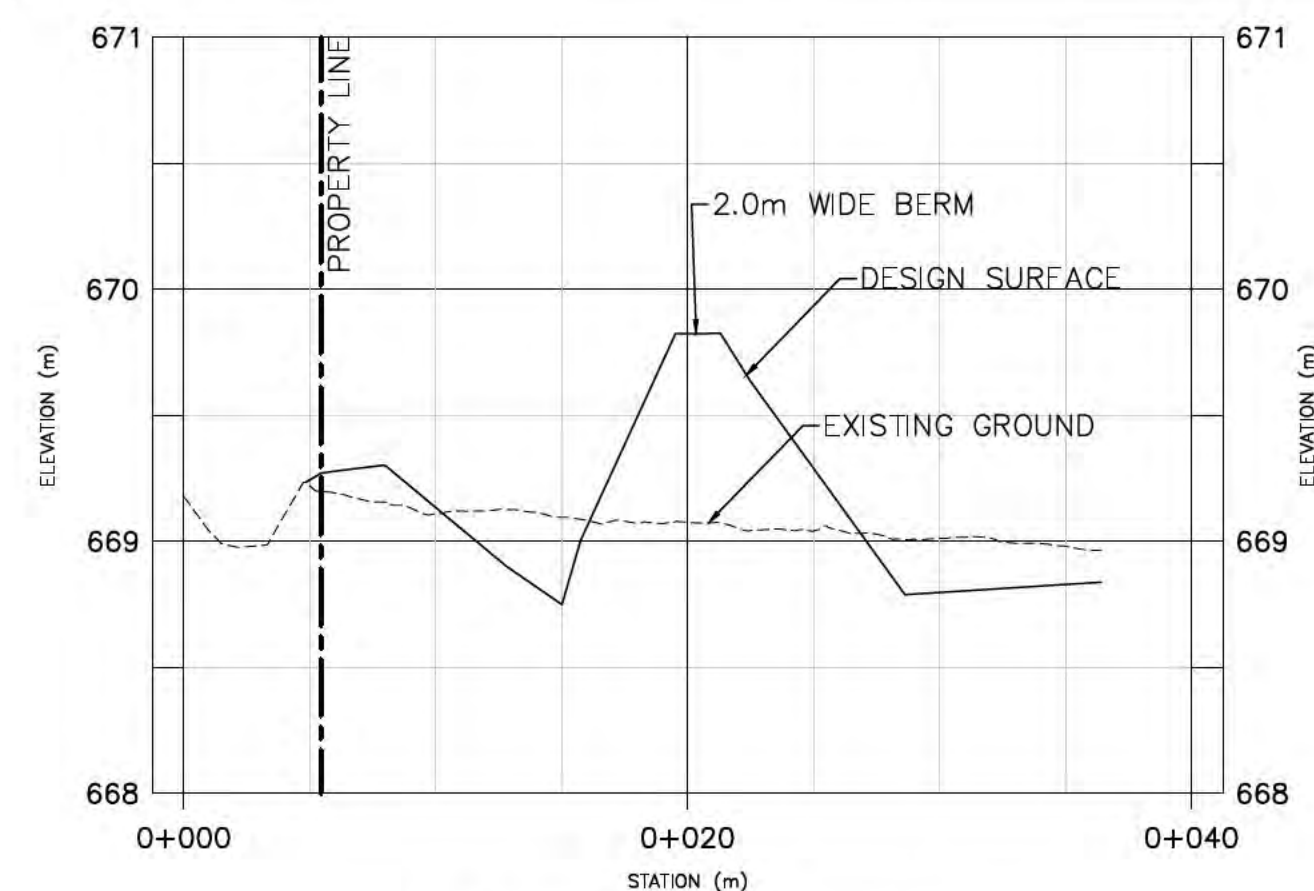


SW 16-53-27-W4M
13.84ha
34.18 acres

SW 16-53-27-W4M
3.75ha
9.26 acres
(PROPOSED 400 PARKING STALLS)



CROSS-SECTION A-A
SCALE 1:300



CROSS-SECTION B-B
SCALE 1:300

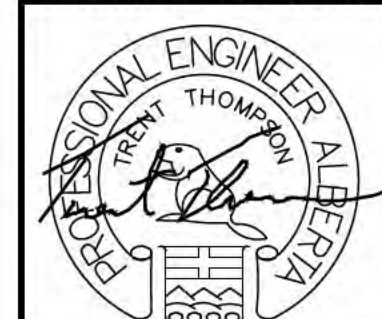
NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
2. ALL ELEVATIONS ARE GEODETIC.
3. CONTRACTOR TO CONFIRM EXISTING GRADES AND LOCATIONS MATCH.
4. ALL DISTANCES ARE IN METERS.
5. NO CROSS LOT DRAINAGE PERMITTED.

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - PROPOSED FINISHED ELEVATION
 - EXISTING ELEVATION
 - PROPOSED SLOPE
 - LIGHT POLE
 - CHAIN LINK FENCE
 - DITCH FLOW DIRECTION
 - MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *[Signature]*
Date: DEC. 04, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

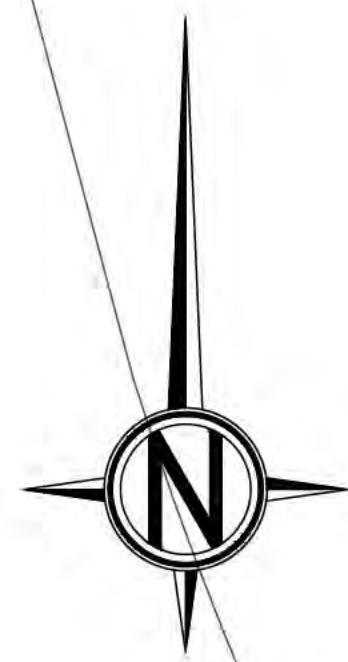
1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHK	ENG	APP
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DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	12-03-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
GRADING PLAN

SCALE:	CLIENT:
1:700	CROSSWAY RECORDS INC.

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PH:780-668-8571
FAX:780-413-8879

JOB NUMBER:	DWG NUMBER:	REV:
110-2470	110-2470-C2	1



SW 16-53-27-W4M
13.84ha
34.18 acres

NOTES

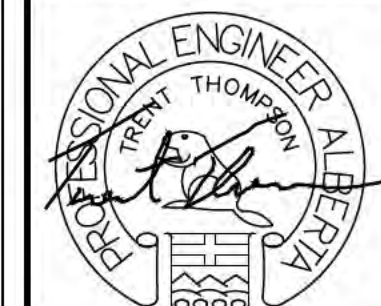
1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
2. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL PREVENT SEDIMENT, DEBRIS, AND ALL OTHER POLLUTANTS FROM ENTERING ANY ADJACENT WATERWAYS, WETLANDS, OTHER PROPERTIES, ETC. DURING ALL DEMOLITION, EXCAVATION, TRENCHING, BORING, OR OTHER CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE OWNER, SITE DEVELOPER, CONTRACTOR, AND/OR THEIR AUTHORIZED AGENTS SHALL BE RESPONSIBLE FOR THE REMEDIATION OF ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, OTHER PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
3. APPROVED EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED AND FULLY FUNCTIONAL FOR THE ENTIRE DURATION OF THE PROJECT. INSPECTION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES ARE THE CONTINUOUS OBLIGATIONS OF THE CONTRACTOR.
4. INSPECTIONS OF ALL THE ESC PRACTICES MUST BE COMPLETED AND DOCUMENTED AT LEAST EVERY 7 DAYS AND AT CRITICAL TIMES WHEN EROSION AND SEDIMENT RELEASES COULD OCCUR.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THE REMOVAL OF ALL SEDIMENT, MUD, AND CONSTRUCTION DEBRIS THAT MAY ACCUMULATE IN THE FLOW LINES, PRIVATE PROPERTY, AND PUBLIC ROW'S AS A RESULT OF THIS CONSTRUCTION PROJECT. REMOVAL SHALL OCCUR WITHIN 48 HOURS.
6. ALL MUD AND SEDIMENT TRACKED ONTO PUBLIC STREETS SHALL BE CLEANED BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL ENSURE A WATER TRUCK WILL BE ONSITE OR WITHIN CLOSE PROXIMITY FOR DUST CONTROL AT ALL TIMES DURING CONSTRUCTION.
8. DO NOT DISTURB TOPSOIL WITHIN 10m OF PROPERTY LINE OR WETLAND. IF WORKING WITHIN 10.0m OF A DRAINAGE DITCH OR WETLAND, SILT FENCE MUST BE PLACED AROUND PERIMETER.

LEGEND

LEGEND

- PROPERTY BOUNDARY
- 18'X13' PARKING STALL
- PROPOSED FINISHED ELEVATION
- EXISTING ELEVATION
- PROPOSED SLOPE
- FENCE
- SILT FENCING
- MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *[Signature]*
Date: DEC. 04, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

NO.	DATE	ISSUED FOR DP APPROVAL	DESCRIPTION	HV	MB	TT	MB
1	09-27-24	ISSUED FOR DP APPROVAL					
REVISIONS				BY: CHE/ENG/APP			
DRAWN BY:	DATE:	CHECKED BY:	DATE:				
HV	08-16-24	MB	12-03-24				
ENGINEER:	DATE:	APPROVED:	DATE:				
TT	08-16-24	TT	12-03-24				

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
EROSION AND SEDIMENT CONTROL PLAN

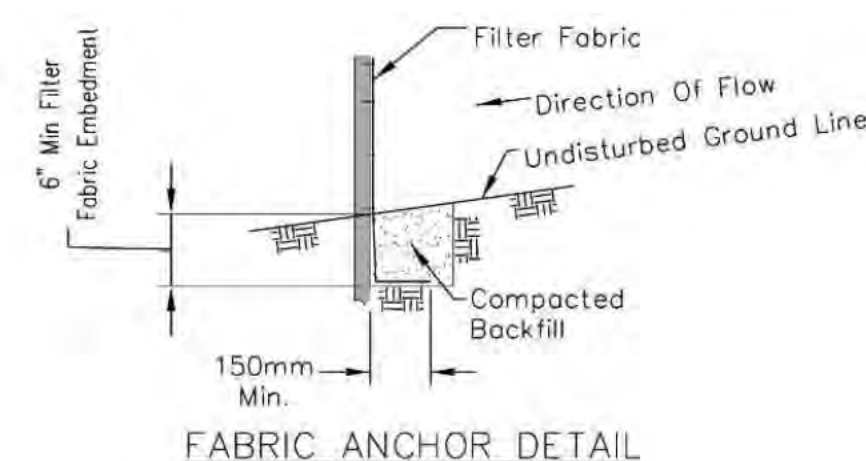
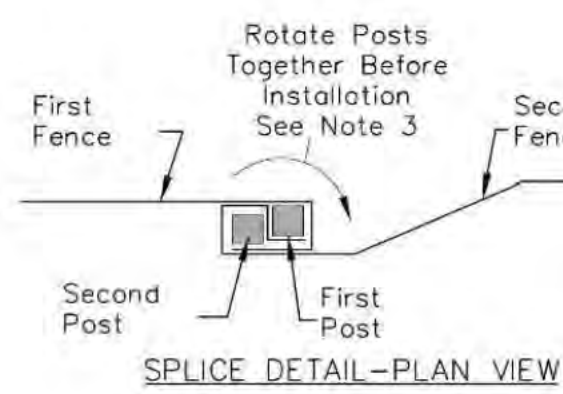
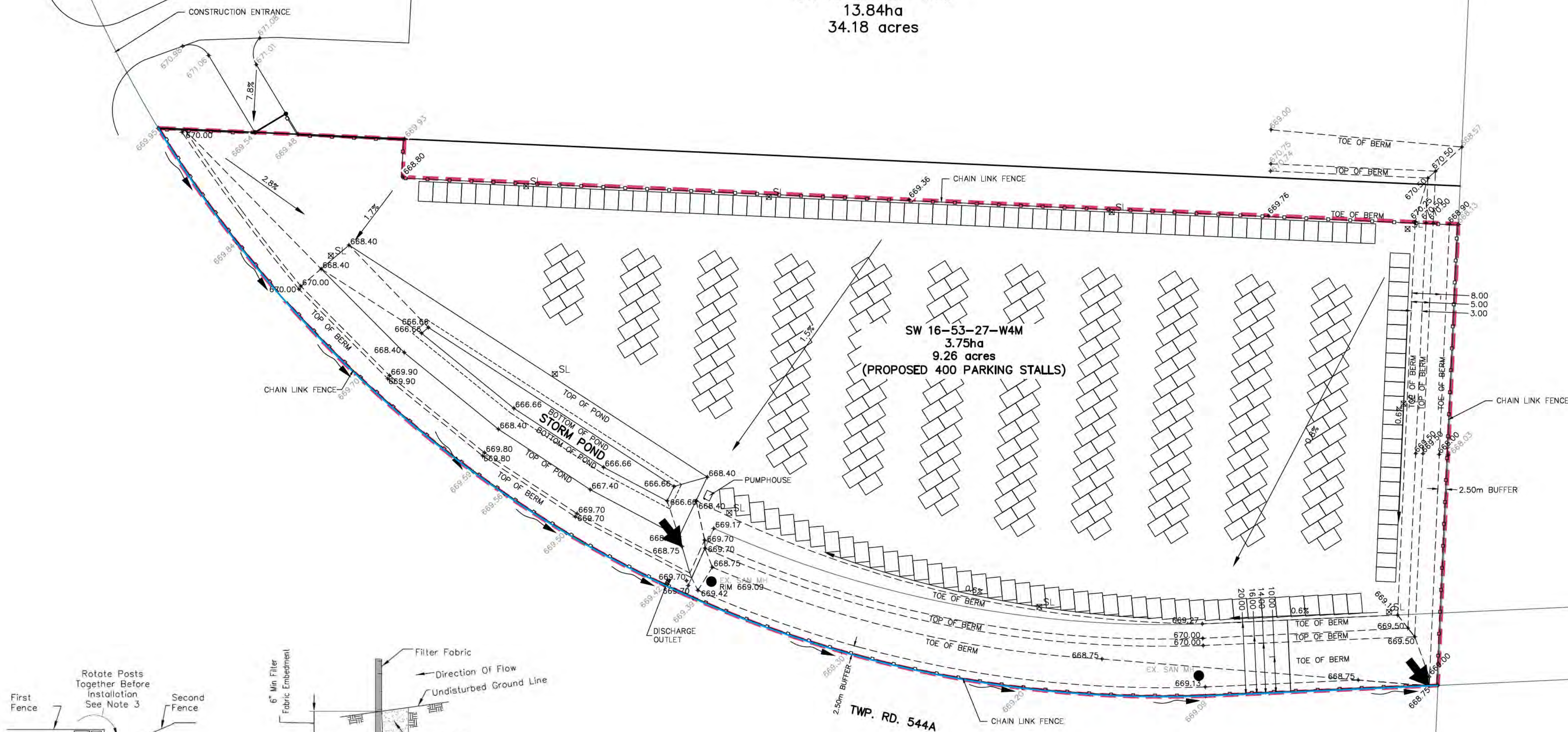
SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

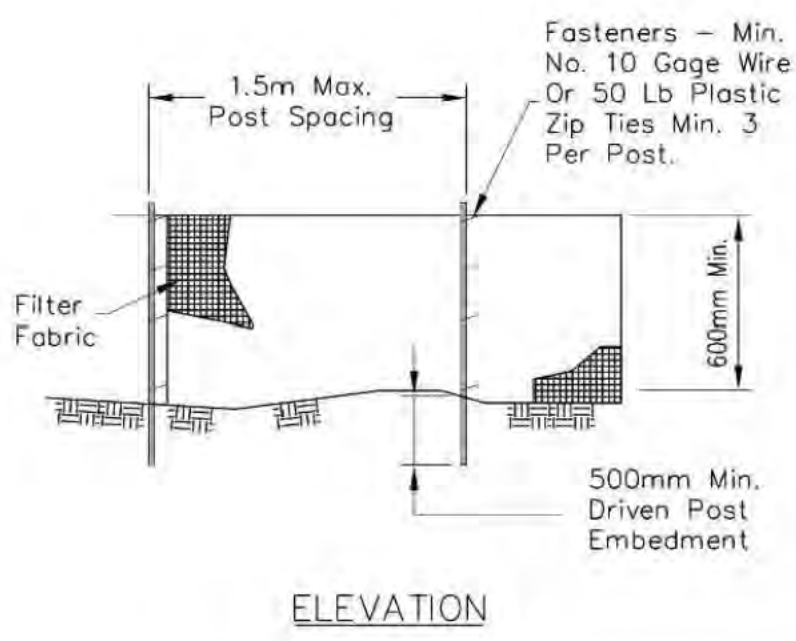
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EDMONTON, AB
T5T-6E8
www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

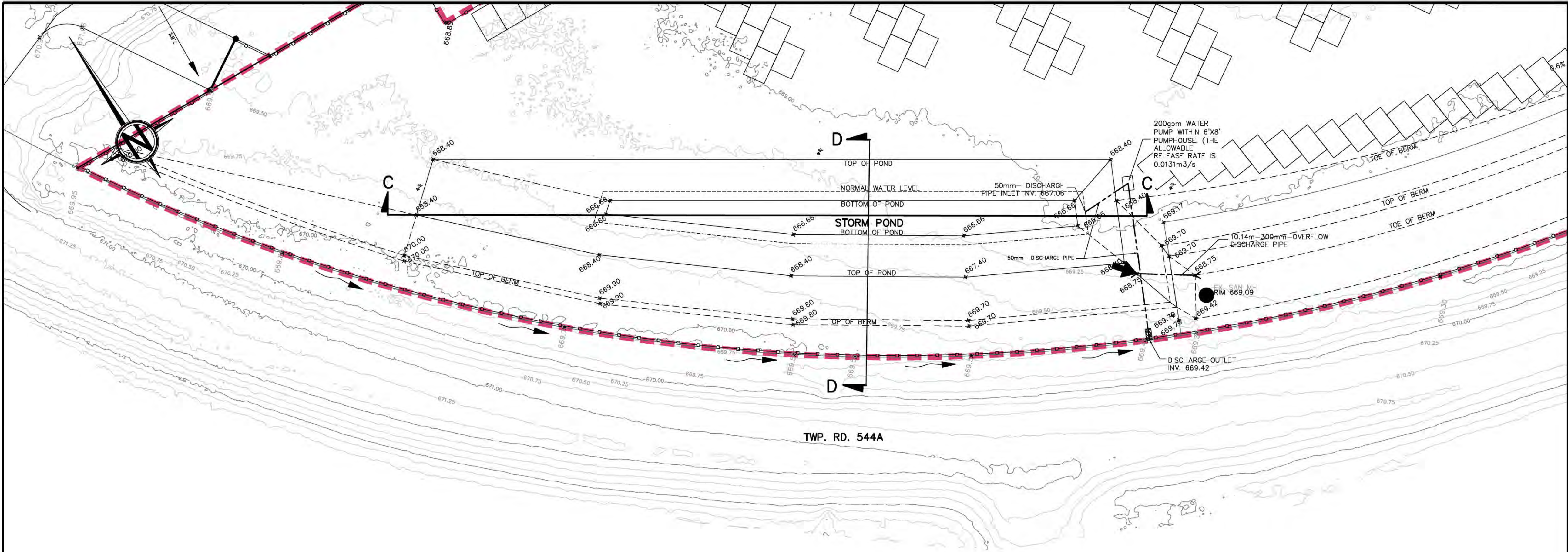
JOB NUMBER:	DWG NUMBER:	REV:
110-2470	110-2470-C3	1



SILT FENCE DETAILS

- NOTES:
1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 2. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" x 1.5" or a standard steel post.
 3. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 150mm flap. Then drive both posts and bury the flap. Compact backfill well.
 4. Filter fabric shall meet the requirements of Grab Tensile Strength of 550 x 550 N min., Puncture Strength & Trapezoidal Tear of 285 N min., and equivalent opening size of 0.600mm.





NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

LEGEND

---	PROPERTY BOUNDARY
+	PROPOSED FINISHED ELEVATION
+	EXISTING ELEVATION
2.2%	PROPOSED SLOPE
---	FENCE
---	DITCH FLOW DIRECTION
---	MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP	PERMIT STAMP
	PERMIT TO PRACTICE Bolson Engineering and Environmental Services Signature: <i>Trent Thompson</i> Date: DEC. 04, 2024 PERMIT NUMBER: P11382 The Association of Professional Engineers, Geologists and Geophysicists of Alberta

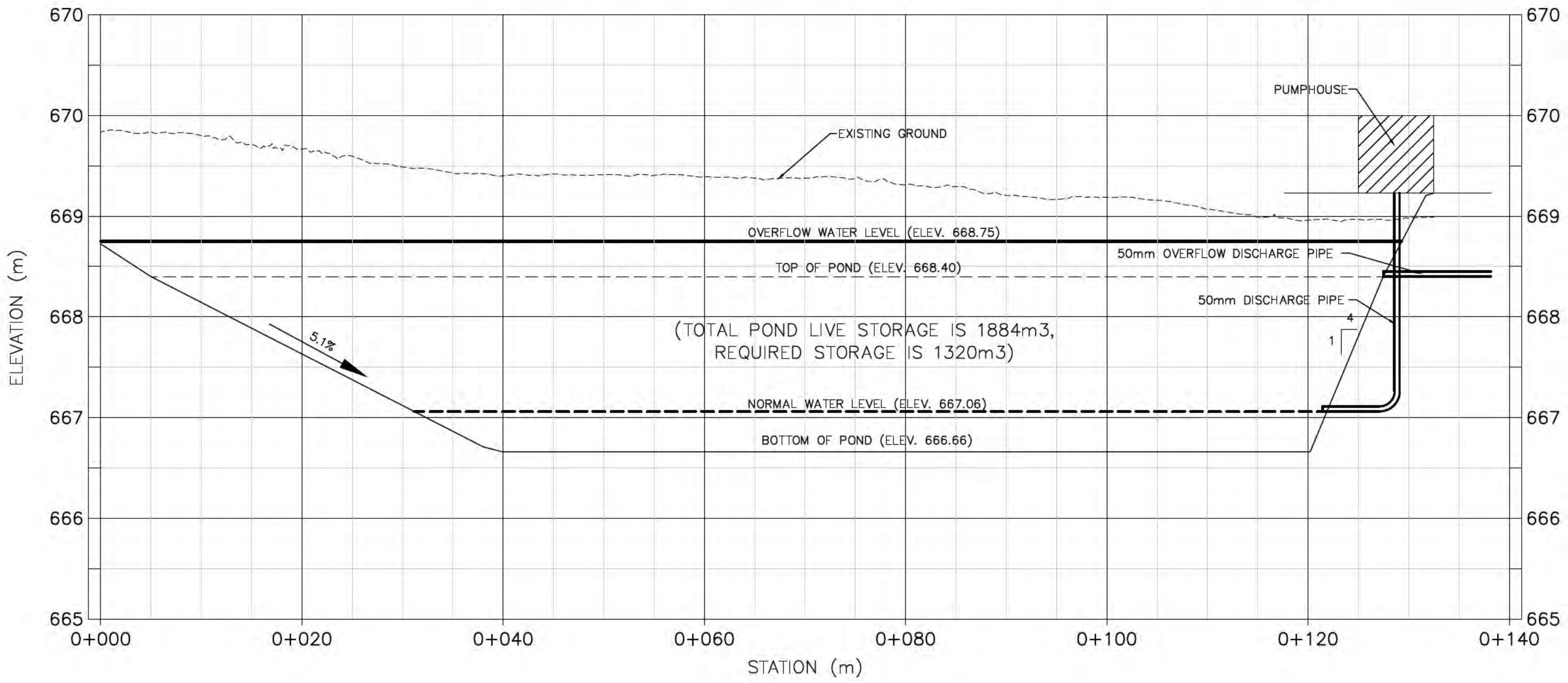
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NO.	DATE	DESCRIPTION	BY	CHE	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	12-03-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
STORM POND DETAIL

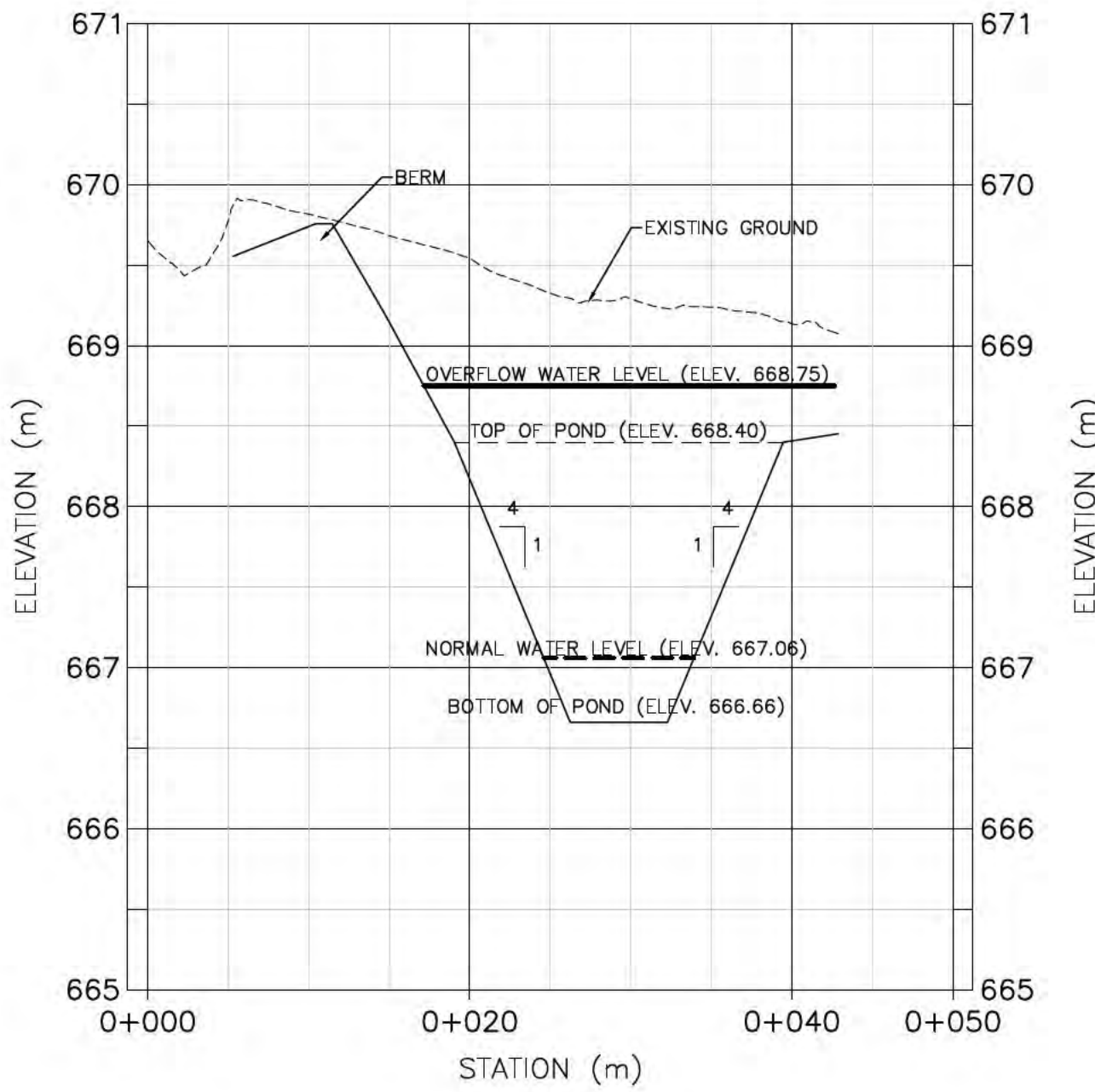
SCALE: 1:400
CLIENT: CROSSWAY RECORDS INC.

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www.bolson.ca
PH: 780-668-8571
FAX: 780-413-8879

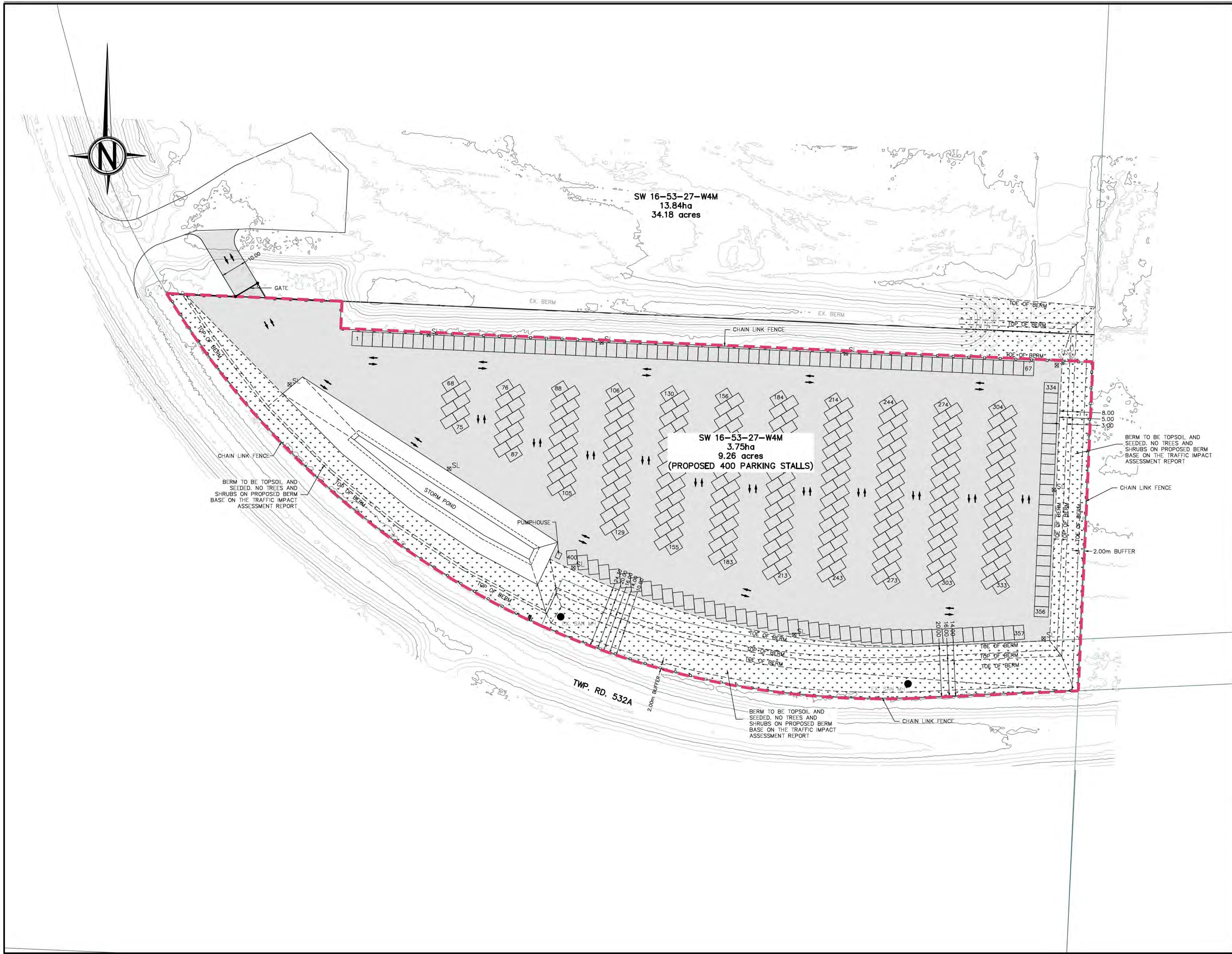
JOB NUMBER: 110-2470
DWG NUMBER: 110-2470-C4
REV: 1



CROSS-SECTION C-C



CROSS-SECTION D-D



NOTES

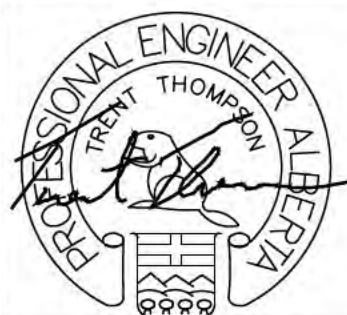
1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

LEGEND

LEGEND

- PROPERTY BOUNDARY
18'x13' PARKING STALL
GRAVEL SURFACE
TOP SOIL AND SEEDED
LIGHT POLE
FENCE

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *[Signature]*
Date: DEC. 04, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHK	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	12-03-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
LANDSCAPING PLAN

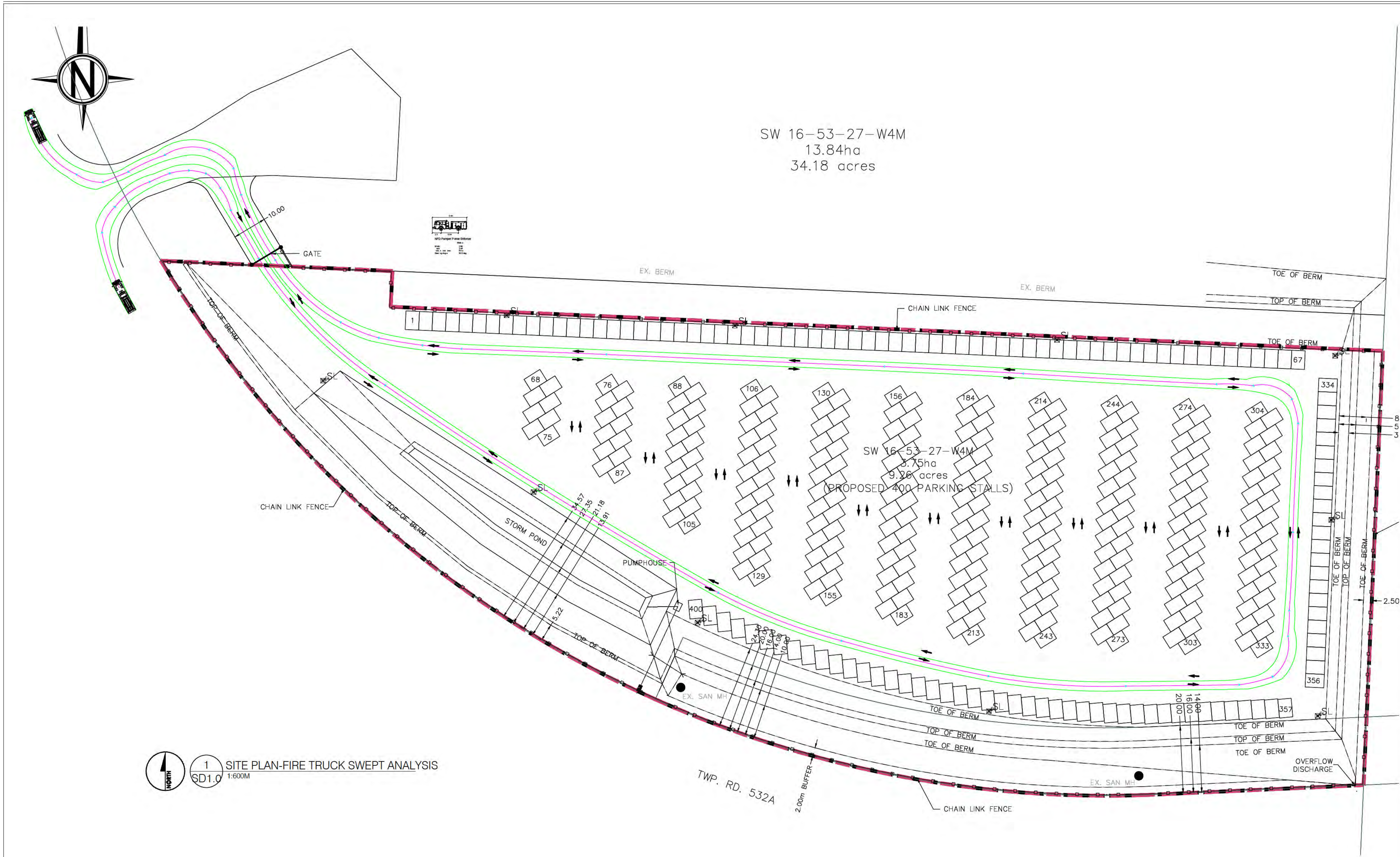
SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

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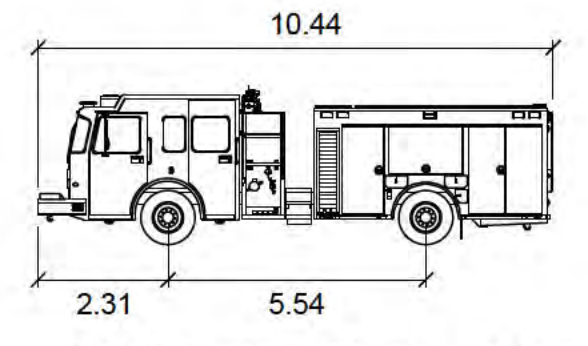
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PH:780-668-8571
FAX:780-413-8879

JOB NUMBER: 110-2470
DWG NUMBER: 110-2470-C5
REV: 1



1 SITE PLAN-FIRE TRUCK SWEEP ANALYSIS
SD1.0 1:600M

NOTES



NFD Pumper Pierce Enforcer
Meters
Width : 2.60
Track : 2.44
Lock to Lock Time : 6.0 s
Steering Angle : 50.0 deg

ACCESS TO FIRE APARATUS:
STORAGE AREAS WILL BE READILY
ACCESSIBLE TO RESPONDING
FIRE APARATUS.

LEGEND

ENGINEER'S STAMP

PERMIT STAMP

PERMIT TO PRACTICE
Bolton Engineering and Environmental Services
Signature: *Paul Bolton*
Date: DECEMBER 04, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

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PARKLAND COUNTY
SPRUCE GROVE
RV STORAGE YARD
SWEEP PATH ANALYSIS
SW 16-53-27-W4M
SPRUCE GROVE, ALBERTA

SCALE: AS SHOWN
CLIENT: CROSSWAY RECORDS INC

BOLSON
ENGINEERING
AND
ENVIRONMENTAL SERVICES

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EDMONTON, AB
T5T-4S2
www.bolson.ca
PH:780-668-8571

JOB NUMBER: 110-2470
DWG NUMBER: SD1.0
REV: A



Crossway Developments <crosswaydevelopments@gmail.com>

Revisions/Corrections for LDE and Fire Services

3 messages

Crossway Developments <crosswaydevelopments@gmail.com>

Wed, Dec 4, 2024 at 4:27 PM

To: Aman Jhaver <aman.jhaver@parklandcounty.com>

Cc: Chad Fremmerlid <chad.fremmerlid@parklandcounty.com>

Hello Aman,,

Please find the revisions which were just uploaded to PlanIt for all comments/corrections requested by LDE and Fire Services in **Planning Review Corrections Letter Dated 11/21/2024**.

These include:**LAND DEVELOPMENT ENGINEERING FEEDBACK: (revisions as per my discussion with Chad on phone)****DEFICIENCIES: (CORRECTED)**

1. Update all drawings to show the top of berm located a minimum of 5m inside the property line to ensure the berm will remain within property line should additional ROW be dedicated or negotiated for purchase in the future. **This has been completed as per discussion with Chad Nov. 29/24. Stormwater pond shifted 5m inside property line. (see updated engineered drawings attached & uploaded to PlanIt)**
2. The storm pond discharge outlet and rip rap/erosion protection shown on Drawing C4 (Storm Pond Detail) is shown encroaching upon Parkland County's property. As per Bylaw 2023-02 – Surface Drainage and Lot Grading, Section 7. Applicant shall provide an updated site plan with encroachments removed from these areas and placed within private property. **This has been completed. (see updated engineered drawings attached & uploaded to PlanIt)**
3. Provide documentation demonstrating that all proposed streetlights are Dark Sky Compliant luminary LEDs, as per Policy C-AD-19 Dark Sky Outdoor Lighting. All details must be included with the Engineering plans. **This has been completed and attached and uploaded to PlanIt. (see uploaded file called "Dark Sky Lighting Details")**

FIRE PREVENTION FEEDBACK:

To ensure the safety and accessibility of the storage areas for Fire Apparatus, the following requirements must be met:

1. Access for Fire Apparatus: Storage areas must be readily accessible to responding Fire Apparatus. **This has been noted.**
2. Swept Path Analysis: A swept path analysis must be provided, clearly indicating dimensions and widths to ensure sufficient space for Fire Apparatus maneuvering. **This has been completed and included in the revised Engineered Drawings (See uploaded Engineered Files attached & Sent to PlanIt)**

I will send back further comments regarding comments made by Planning Development Feedback after our meeting tomorrow.

Thank you Aman,

Jon Bauer

3 attachments**Comments to Planning Review Corrections Letter Dated 11 - ENGINEERING:FIRE SERVICES
CORRECTIONS.pdf**

52K

**DARK SKY COMPLIANT LIGHTING DETAILS.pdf**

1567K

**110-2470-IFA REVB.pdf**

3746K

Chad Fremmerlid <chad.fremmerlid@parklandcounty.com>
To: Aman Jhaver <aman.jhaver@parklandcounty.com>
Cc: Crossway Developments <crosswaydevelopments@gmail.com>

Thu, Dec 5, 2024 at 3:46 PM

Hi Aman,

Jon asked me to look at this today. From an initial review, it looks like LDE's requested corrections have been made. I can complete my review with finalized engineering comments when requested.

Thank you,

Chad Fremmerlid, P.Eng. | Engineering Officer | Parkland County | 53109A HWY 779, Parkland County, Alberta T7Z 1R1 | Office: 780-968-8888 ext. 8546 | Cell: 780-910-2801 | chad.fremmerlid@parklandcounty.com | www.parklandcounty.com

**One Parkland: Powerfully Connected.**

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From: Crossway Developments <crosswaydevelopments@gmail.com>
Sent: Wednesday, December 4, 2024 4:27 PM
To: Aman Jhaver <aman.jhaver@parklandcounty.com>
Cc: Chad Fremmerlid <chad.fremmerlid@parklandcounty.com>
Subject: Revisions/Corrections for LDE and Fire Services

CAUTION: This email originated from outside of Parkland County. Do not click links or open attachments unless you recognize this sender and know the contents are safe.

[Quoted text hidden]

Crossway Developments <crosswaydevelopments@gmail.com>
To: Chad Fremmerlid <chad.fremmerlid@parklandcounty.com>
Cc: Aman Jhaver <aman.jhaver@parklandcounty.com>

Thu, Dec 5, 2024 at 3:59 PM

Hi Chad,

Thank you for confirming all the requested changes have been made to the Land Development Engineering and Fire Safety Services in the **Planning Review Corrections Letter Dated 11/21/2024.**

Thank you again for all your work on my applications.
SDAB Hearing - May 5, 2025 at 10:00 a.m. - PLDPC20240788

Page 762

Sincerely,
Jon Bauer
[Quoted text hidden]

December 09, 2024

Applicant

Jonathan Bauer6- [REDACTED]
[REDACTED]

Crosswaydevelopments@gmail.com

RE: Development Permit Application No. - PLDPC20240788 - DEEMED REFUSED
Subject Property - W4-27-53-16-SW (the "Lands")

In accordance with Section 683.1(8) of the Municipal Government Act and Section 1.8 and 16.3(12) of the LUB, this Application is deemed to be refused because the information and documents required were not provided. The outstanding documents and information are necessary for the Development Authority to review the Application. The failure to provide outstanding information and documents means the Development Authority cannot properly assess and evaluate the Application to determine if the proposed development is suitable.

On October 03, 2024 you provided Parkland County Planning & Development Services (the "Development Authority") with a complete development permit application (the "Application") for a "Development Permit - Commercial / Industrial Institutional" on the Lands (the "Application"). On December 09, 2024 your application was deemed incomplete pursuant to section 683.1(6) of the Municipal Government Act and as the Applicant, you were notified by formal correspondence (on November 21, 2024) which outlined the information and documents missing from your application and required by Parkland County Land Use Bylaw 2017-18

The application revisions submission by the applicant included the following documents and information:

- Engineering Revisions
- Fire Services Revisions
- Dark Sky Compliant Lighting Details

I have reviewed the information and documents received by the Development Authority on 12/04/2024 and I have deemed the Application remains incomplete. Specifically, the Application is missing the following information and documents required by the LUB:

The Application is missing the following documents and information:

- The applicant didn't address the Development Planning concerns outlined in the revision letter sent on November 21, 2024 (see attached letter).

Pursuant to Section 684(4) of the Municipal Government Act, Section 640(5) of the Municipal Government Act does not apply. This means that you may make another application for the same or similar use on the same lands and the 12-month moratorium on applications does not apply. However, should you wish to appeal this decision or to make an inquiry regarding the appeal process, please contact the Subdivision and Development Appeal Board (SDAB) by January 03, 2025 at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of \$200.00 must be paid for an appeal served on the SDAB by the applicant.

If I can provide any further information to you, please feel free to contact me at 780-968-8888 ext. 8212 or aman.jhawer@parklandcounty.com.

Thank-you,



Aman Jhawer
Development Authority

4.4 AGR – Agricultural Restricted District



1. Purpose

To permit agricultural production and related farming activities while providing limited opportunity on a discretionary basis for compatible non-farm related land uses, and to prevent premature or scattered subdivision.

2. Uses

a) Fundamental Use Provisions

The Fundamental Use Provisions as requisite qualifiers for Permitted and Discretionary Uses listed within Subsection 2 b) and c) shall ensure:

- i) That Natural Resource Extraction/Processing shall not be located within a Multi-Parcel Residential Subdivision;
- ii) That notwithstanding 4.4.2 b) and c), the following uses are neither Permitted nor Discretionary Uses within the Jackfish Lake Area Structure Plan and surrounding Osborne Acres:
 - (1) Agricultural Support Services
 - (2) Natural Resource Extraction/Processing
 - (3) Outdoor Participant Recreation Services
 - (4) Tourist Campground, Destination
 - (5) Tourist Campground, Enroute
- iii) That notwithstanding 4.4.2 a) and b) the following are neither Permitted nor Discretionary Uses within the AGR District surrounding Osborne Acres:
 - (1) Dwelling, Single Detached
 - (2) Manufactured Home, Single Wide
 - (3) Secondary Suite (on Parcels smaller than 28.3 ha (70 acres))
 - (4) Out-Buildings
- iv) That Recreational Vehicle Storage shall not be within 150.0 m of a Multi-Parcel Residential Subdivision;
- v) That a Wind Energy Converter System - Minor, as a Permitted Use, is limited to no more than one system; and
- vi) That Wind Energy Converter System(s) - Minor, as a Discretionary Use, are limited to no more than two systems.

b) PERMITTED USES	c) DISCRETIONARY USES
Apiary Bed and Breakfast Home Dwelling, Single Detached Farm Vacation Home Government Services	Agricultural Support Services Animal Health Care Services Boarding House Cemetery Community Recreation Services

b) PERMITTED USES	c) DISCRETIONARY USES
Home Day Care Manufactured Home, Single Wide <i>Not a Permitted or Discretionary Use surrounding Osborne Acres.</i> Wind Energy Converter System – Minor Accessory Uses for the uses listed in 4.4.2 b)	Cottage Industry Cultural Facilities Daycare Services Group Care Facility Group Home, Limited Group Home, Major Home Based Business Level 2 Horticultural Use Kennel Medical Treatment Services Natural Resource Extraction/Processing Natural Science Exhibits Out-Building Outdoor Participant Recreation Services Personal and Health Care Services <i>Only on Lot B, Plan 8421539 Pt. NE-28-52-27-W4M</i> Recreational Vehicle Storage Religious Assembly Riding Arena Secondary Suite Small Animal Breeding and/or Boarding Services Tourist Campground, Destination Tourist Campground, Enroute Wind Energy Converter Systems – Major Wind Energy Converter System – Minor Accessory Uses for the uses listed in 4.4.2 c)

Bylaw No. 2018-09

3. Subdivision

- a) Parcel Area Requirement (for purposes of new Parcel creation only)
 - i) Extensive Agriculture and Extensive Livestock shall have a minimum Parcel area of 60.0 ha, more or less.
 - ii) Manufactured Home (single wide) and Dwelling, Single Detached shall have a minimum Parcel area of 0.8 ha of developable land and a maximum Parcel area of 4.0 ha for a single Parcel residential subdivision, unless greater area is required to include shelterbelts, natural features, private on-site sewage disposal and water

services, buildings or other improvements related to the residential component of a farmstead and the applicant can demonstrate to the satisfaction of the County that existing farming operations will not be restricted. The maximum width:depth ratio for a residential Parcel shall be 1:4.

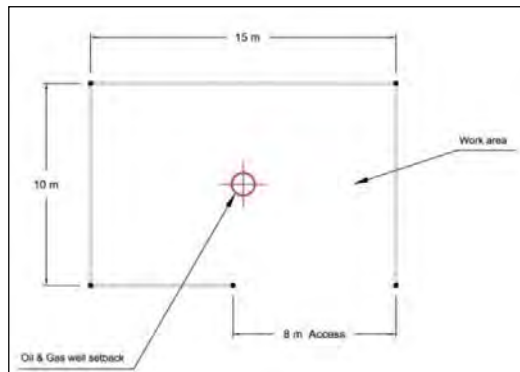
- iii) Horticultural Use shall have a minimum Parcel area of 16.0 ha more or less.
- iv) For all other Permitted and Discretionary Uses the minimum and maximum Parcel area requirements shall be determined by the Subdivision Authority.
- b) Parcel Density Requirement (for purposes of new Parcel creation only)
 - i) Manufactured home, single wide and dwelling, single detached shall have a maximum of one (1) single Parcel residential subdivision from an un-subdivided quarter section.
 - ii) For all other Permitted and Discretionary Uses, the minimum and maximum Parcel density requirements shall be determined by the Subdivision Authority.

4. Development

- a) Setbacks for Principal Buildings
 - i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.
 - ii) A minimum Setback of 23.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.
 - iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.
 - iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.
 - v) A minimum Setback of 6.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.
 - vi) A minimum Setback of 6.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.
- b) Setbacks for Accessory Buildings
 - i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.
 - ii) A minimum Setback of 13.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.
 - iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.
 - iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.
 - v) A minimum Setback of 3.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.
 - vi) A minimum Setback of 3.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.

12.13 Reclaimed Gas and Oil Wells

1. The purpose of establishing Setbacks around well sites is to allow for the maintenance of the well site to occur, to protect the well site and to avoid damage to any construction or excavation equipment that may be used in construction of buildings or utilities on the site. Incorporating the Setbacks and access area associated with a well site, into a subdivision and development proposals may help in determining an effective subdivision design, the location of building sites, siting of underground utilities and grading of land.
2. Setbacks from an abandoned well shall be established in accordance with the Subdivision and Development Regulations and the most current Directive as adopted by the Alberta Energy Regulator.
3. Both the subdivision application and development permit application may require the registration of a Restrictive Covenant, against the title of the property that contains a reclaimed well identifying the Setback requirements identified in Section 12.13.2.
4. For all other gas and oil wells, all applicable provisions under Section 11 of the Subdivision and Development Regulation shall be complied with.



12.14 Recreational Vehicle Storage

1. The following provisions shall apply to Recreational Vehicle Storage where allowed for in this Bylaw:
 - a) a minimum Setback of 6.0 m shall be required from any Property Line;
 - b) storage shall be as required under the Alberta Fire Code pertaining to water for fire suppression, fencing and access, etc.;
 - c) vehicle entrances and exits, as well as internal vehicle routes shall be designed in a manner that provides a safe and clearly defined circulation pattern;
 - d) all on-site roadways, parking, loading and storage areas shall have a durable hard surface of asphalt, gravel or similar material and the same shall be drained, developed to the satisfaction of the Development officer and the Parkland County Engineering Department;
 - e) where on-site parking or storage is illuminated, all lighting shall be positioned in such a manner that lighting falling onto abutting properties is minimized;
 - f) any developed portion of the site must be graded, contoured and seeded and shall provide for a satisfactory disposal of surface water by grading and drainage in such a

manner that no surface water shall drain onto public roadway or other neighbouring property;

- g) there shall be no storage of hazardous materials or goods on site;
- h) no day use or over-night accommodation shall be allowed on site;
- i) the storage of Recreational Vehicles shall not include storage for the salvage of, or for derelict Recreational Vehicles;
- j) the Recreational Vehicle compound shall be fenced with a minimum 1.83 m high chain link fence around the periphery of the storage area;
- k) any proposed sanitation dump shall be in accordance with the Alberta Safety Code;
- l) landscaping, if required by the Development Authority, shall be as follows:
 - i) on sites smaller than 1.0 ha a minimum of 10%, or as otherwise required by the Development Authority, of the site shall be landscaped. On sites larger than 1.0 ha, a minimum of 60%, or as otherwise required by the Development Authority, of the required front and side yard Setbacks of the site shall be landscaped;
 - ii) one tree for every 40.0 m² of landscaped area, to a minimum of four trees, at a proportion of approximately 1:1 deciduous and coniferous trees, provided that where new tree plantings are otherwise required, existing trees that comply with the Minimum Tree Sizes can be used;
 - iii) one shrub for every 60.0 m² of landscaped area shall be provided to a minimum of six shrubs, at a proportion of approximately 2:1 of deciduous and coniferous shrubs;
 - iv) deciduous trees shall be a minimum of 63.0 mm caliper measured 450.0 mm from ground level. Coniferous trees shall be 2.5 m in height.

12.15 Recycling Depots

1. The following shall apply to a Recycling Depot – Major:
 - a) A Recycling Depot – Major shall not be approved without the construction of a principal building for the enclosed/interior receiving, sorting and/or processing of materials;
 - b) If outdoor storage is an accessory component of the operation, all outdoor storage areas shall be screened from adjacent properties and roadways;
 - c) All outdoor storage or stockpiles of materials shall not be vertically higher than the approved screening;
 - d) The owner/applicant may be required to provide a Debris and Dust Control Plan;
 - e) If household waste and/or organics are received as an accessory use of the operation, there shall be no outdoor storage. Household waste and organics must be regularly removed from the site;
 - f) The owner/applicant may be required to undertake mitigating measures to minimize any odour escaping the facility, at the discretion of the Development Authority.

12.16 Secondary Suite

1. One Secondary Suite may be developed on a Parcel where allowed.

2. The minimum floor area for a Secondary Suite shall be 30.0 m² and the maximum floor area of a secondary area shall be 92.0 m².
3. The Development Authority shall, in its opinion, be satisfied that there exists on the hosting Parcel, a suitable development site upon which to site the Secondary Suite. The Development Authority shall be satisfied that the Secondary Suite can and will, where possible, be properly connected to services (e.g. gas, power, water, sewage disposal) associated with the existing host residence without jeopardizing existing services associated with either the hosting Parcel or adjacent and neighbouring Parcels.
4. A Secondary Suite shall be designed, sited, constructed and finished in a manner that is visually compatible, in the opinion of the Development Authority, with the residential character of adjacent and neighbouring lands and/or the neighbourhood in general. The following guidelines may be considered by the Development Authority:
 - a) the suite should not be placed in front of the primary residence or placed in a manner which could obstruct the view from a house on an adjacent property ;
 - b) The suite shall not be placed on any easements and shall not be placed on a gas line;
 - c) the suite shall be sited in accordance with Setback regulations for a principal building;
 - d) the site shall be graded to avoid ponding under or around the suite.
5. A Secondary Suite that is a garden suite shall have a separation distance of at least 5.0 m from any other Dwelling.
6. The separate entrance to the Secondary Suite (an additional Dwelling Unit located within and Accessory to a Dwelling, Single Detached) shall be accessed either from a common indoor landing or directly from the side or rear of the building.
7. A Secondary Suite (an additional Dwelling Unit located within and Accessory to a Dwelling, Single Detached) shall be developed in such a manner that the exterior of the principal building containing the Secondary Suite shall appear as a single dwelling.
8. A Secondary Suite shall not be developed within the same principal dwelling containing a Group Home.
9. A Secondary Suite shall not be permitted within the second dwelling located on the same Parcel.
10. A Secondary Suite shall not be subject to separation from the principal dwelling through a condominium conversion or subdivision.

12.17 Service Stations, Gas Bars and Bulk Fuel Stations

1. Minimum Site Area
 - a) A Service Station shall have a minimum site area 1,500.0 m².
 - b) A gas bar shall have a minimum site area of 1,200 m².
 - c) A gas bar or Service Station including a car wash shall have a minimum Site Area of 2,700 m².
 - d) Where a gas bar forms part of a commercial complex or centre, the minimum Site Area containing gas bar buildings and pump areas shall in no case be less than 1,000.0 m².



Crossway Developments <crosswaydevelopments@gmail.com>

Senior Long Range Planner Discussion - Re: Expansion of Spruce Grove RV Storage

3 messages

Crossway Developments <crosswaydevelopments@gmail.com>
To: "ckortmeyer@sprucegrove.org" <ckortmeyer@sprucegrove.org>

Mon, Dec 9, 2024 at 5:15 PM

Hi Christina,

I wanted to thank you again for taking the time earlier this afternoon to discuss my plans regarding the expansion of my RV Storage Facility, Spruce Grove RV Storage, as part of my ongoing application with Parkland County.

As we discussed, the City of Spruce Grove has not raised any objections or concerns regarding my first two RV storage developments, Parkland RV Storage and Spruce Grove RV Storage. I am now seeking to expand the second facility, and the purpose of our meeting was to confirm that the City of Spruce Grove would not object to this expansion.

As mentioned, I have attached the letter that was sent to adjacent landowners earlier this summer about the expansion project. While I would appreciate your quick review of this letter, I would also like to summarize our conversation for clarity:

1. **No Objection from the City:** Based on our discussion, it's my understanding that the City of Spruce Grove does not foresee any objection to the expansion of my RV Storage Facility. You indicated there is no reason for the City to object.
2. **Transitional Land Use:** The City sees this expansion as a suitable transitional use of the land until the long-term plans for the Yellowhead corridor to the north materialize.
3. **Appreciation for Meeting:** You had mentioned that you appreciated that I had proactively chosen to come in to discuss this and seek feedback prior to it going before an appeal board.

Thank you for confirming my understanding of these points, Christina. My meeting with you was timely, as shortly after we spoke, I received an email from Parkland County that my application has been deemed refused. As a result, I will now need to bring the matter before the Subdivision and Development Appeal Board (SDAB).

Your confirmation that the City of Spruce Grove has no objections to the expansion will be extremely helpful as I move forward with the appeal process.

If you have any questions or need further information, please don't hesitate to reach out to me by phone or email.

Sincerely,
Jon Bauer



SGRV EXPANSION - Adjacent Landowner Mail Out - July 2024 - Letter and Reponses.pdf
2065K

Christina Kortmeyer <ckortmeyer@sprucegrove.org>
To: Crossway Developments <crosswaydevelopments@gmail.com>

Wed, Dec 11, 2024 at 1:52 PM

Good afternoon Jonathan,

It was nice to meet you on Monday regarding your future expansion plans for your recreational vehicle storage business.

As mentioned, Spruce Grove would not object to a proposed expansion of the existing business based on the information that was offered during our discussion. Looking more closely at your written proposal (attached) and comparing it to the County's Land Use Bylaw, I can see that your land is situated with the Agricultural Restricted District – AGR. Also, I note that Recreational Vehicle Storage is a Discretionary Use in that District. I understand that you are planning on expanding the existing approved business into land that is also within the AGR District. I am not certain which storage business this is (Parkland RV Storage or Spruce Grove RV Storage), regardless, the use is discretionary and up to the discretion of Parkland County's Development Authority. As a result, I can confirm, as we discussed on Monday, that the City of Spruce Grove would not be in a position to appeal a development permit granted for an expansion of the existing RV Storage business within the AGR District. Based on your new information regarding your development permit application being deemed refused, the City would not participate in any appeal processes in the future.

This email is offered based on our conversation, and is not meant to offer any kind of planning advice or judgement with respect to the decision rendered by the Development Authority in Parkland County. I wish you all the best with your future plans.

Regards,

Christina

Christina Kortmeyer, BPL, MPA, RPP, MCIP
Senior Long Range Planner

City of Spruce Grove | Planning and Development

[315 Jespersen Avenue](#) | Spruce Grove, AB, T7X 3E8

Phone: (780) 962-7634 ext. 278 | Fax: (780) 962-1062

Email: ckortmeyer@sprucegrove.org

From: Crossway Developments <crosswaydevelopments@gmail.com>

Sent: Monday, December 9, 2024 5:15 PM

To: Christina Kortmeyer <ckortmeyer@sprucegrove.org>

Subject: Senior Long Range Planner Discussion - Re: Expansion of Spruce Grove RV Storage

NOTICE: This email originated from outside the organization. Use caution when clicking links or opening attachments.

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SGRV EXPANSION - Adjacent Landowner Mail Out - July 2024 - Letter and Reponses.pdf

2065K

Crossway Developments <crosswaydevelopments@gmail.com>

Wed, Dec 11, 2024 at 4:16 PM

To: Christina Kortmeyer <ckortmeyer@sprucegrove.org>

Thank you Christina!

It was wonderful to meet you as well.

Thank you for the information you have confirmed in your email.

Have a Merry Christmas!

Jon Bauer

Sent from my iPhone

On Dec 11, 2024, at 1:52 PM, Christina Kortmeyer <ckortmeyer@sprucegrove.org> wrote:

[Quoted text hidden]

<SGRV EXPANSION - Adjacent Landowner Mail Out - July 2024 - Letter and Reponses.pdf>

Applicant/Appellant Submission for Jonathan Bauer/Crossway Records Inc.

Subdivision and Development Appeal Board Hearing – January 27, 2025

RE: PLDPC20240788

****Please note: Exhibits #1 through 7 will be discussed during the opening.**

The following policies and information provided include part of my request for the SDAB to grant approval for development application:

This includes excerpts from the following documents:

- Parkland County Land Use Bylaw, Bylaw 2017-18
- Parkland Municipal Development Plan (MPD), Bylaw 2022-17
- Regional Agriculture Master Plan (RAMP), Aug 2021
- Atim Creek North Area Structure Plan, Bylaw 26-2002

1.) Parkland County Land Use Bylaw, Bylaw 2017-18

RV Storage is a discretionary use on AGR lands. My parcel of land is zoned AGR under the current Parkland County LUB as can be seen in the following pages:

The current Land Use Bylaw as seen on Page 288 and 289 confirms that Recreational Vehicle Storage is an appropriate and permissible discretionary and commercial use within the AGR – Agriculture Restricted District. (see Exhibit # 8)

- The RV Storage Development Footprint in both Phase 1 and now in Phase 2 is restricted to lands outside of the identified boundaries of the Atim Creek/Big Lake Floodplain Overlay.
- Moreover, the proposed development meets the requirements for Recreational Vehicle Storage as outlined in Section 12.14 of the Land Use Bylaw. **(See Exhibit # 9)**

2.)Parkland Municipal Development Plan (MPD), Bylaw 2022-17

- **Policy 4.1 Rural Agricultural Area – General says:**

“The Rural Agricultural Area hosts a wide range of agricultural operations, rural subdivisions, farmsteads, rural businesses, parks, environmental areas and other uses and amenities.”

If land in this area was to remain agricultural, “rural businesses” would not be included in this description. Moreover, this statement does not lead one to ascertain that the land in the Rural Agricultural Area must remain as farmland.

- **4.1.1 – Right to Farm**

“a. Agriculture shall have precedence over other land uses in the Rural Agricultural Area in accordance with the Agricultural Operation Practices Act.”

This policy ensures that a farmer has the right to use their land for agriculture. However, it doesn’t prohibit other land uses, especially if those uses are allowed under the Land Use Bylaw (LUB). If alternate uses weren’t allowed, then why would the LUB include them in the first place?

- **4.1.2 - Conservation of High Capability Farm Land**

“a. The County supports the completion of a Regional Agricultural Master Plan as identified in the Edmonton Metropolitan Region Growth Plan. “

As we will read shortly, the RAMP document recognizes that this land is not Prime Agricultural Land and that this parcel of land falls into a category **where “AGRICULTURE CO-EXISTS WITH OTHER LAND USES”**.

“c. The conversion of high capability agricultural lands to non-agricultural uses should be minimized to support continued agricultural production.”

This land is not Prime Agricultural land according to the MDP Plan map on page 38 of the Parkland MDP nor has it been used as an agricultural food source for roughly 10 years.

- **4.1.5 - Growth Management**

c. Non-agricultural activities are encouraged to locate in hamlets and employment areas whenever possible. When this is not possible, non-agricultural activities should locate on land with lower capability soils and soil characteristics and where transportation and infrastructure needs can be met.

Due to the repeated use of this land as a commercial sod farm the topsoil has been repeatedly stripped away leading to lower capacity soils. Moreover, the location of this fragmented parcel is in a location where it is an ideal location for RV Storage as the transportation and infrastructure are met being located right off the Yellowhead Highway and at a major intersection.

- **4.1.7 - Rural Agricultural Subdivision – Agriculture**

“a. Rural Agriculture Subdivision - Agriculture for agricultural purposes other than small holdings should typically be eighty (80) acres (32.37 ha) or greater in size.”

As we read in this policy – agriculture for agricultural purposes would typically be 80 acres or greater in size. This portion of the parcel South of the Creek is roughly 40 usable acres, 30 of which are already permitted for RV Storage. The remaining 10 acres of unutilized land according to this policy wouldn't even classify this small remnant of the parcel as Agricultural Land for agricultural purposes due to its small size.

In its letter on November 21, 2024 the Development Authority mentions numerous policies from the Parkland Municipal Development Plan Bylaw 2017-14 as to reasons why this expansion development application cannot be supported. However, it is important to note on Page 6 of the Parkland (MDP) it states the following:



1.3 Community Profile & Growth Trends

3 If a development is proposed within the plan area of a higher-order statutory plan, including the North Saskatchewan Regional Plan, the Edmonton Metropolitan Region Growth Plan and/or a relevant Intermunicipal Development Plan, the development must consider and conform to the policies of the higher-order statutory plan. If there is a conflict with a policy or regulation within a higher-order plan and the policies of this Municipal Development Plan, the higher-order plan shall prevail.

4 All provincial and federal policies and regulations in effect shall apply and shall prevail over the policies contained within this Municipal Development Plan.

5 This MDP does not assume or bear any jurisdictional authority over provincially owned lands, lands under another municipal jurisdiction, or any First Nation reserve lands.

Between 2011 and 2016 Parkland County grew from 30,586 people to 32,097 people, a total population growth of 5% (StatsCan 2016). The average age of Parkland County residents was 40 years old in 2016, with 90% of residents living in a single family home (StatsCan 2016). The Capital Region Board (the Board) has projected that Parkland County will continue to grow, and anticipates Parkland will be home to between 42,700 and 50,000 people by 2044. This Municipal Development Plan provides a framework that defines how this growth can be accommodated in ways that increase the quality of life for residents and visitors in areas throughout the County.

Parkland County maintains a strong position in the Capital Region. Parkland County offers excellent transportation and market access, affordable land prices, amongst the lowest non-residential taxes in the Capital Region, and over 10,000 acres of industrial land and strong agricultural opportunities. As noted in the ISL Engineering and Land Services Community Scan and Analysis (April 2015), the County's economic base is primarily focused on industrial pursuits such as manufacturing, mining, wholesale trade and construction. Recent changes in the economic climate of the province, policy changes around coal-fired transmission plants and lower rates of employment in traditional agricultural pursuits have modified the outlook on certain industries that are important to the County's economic base. To ensure the County's resiliency, Parkland County is aggressively pursuing opportunities for economic diversification and innovation throughout the County.

As part of a commitment to employment growth, Parkland County actively seeks to attract and retain employment. Parkland County's Community Economic Diversification department actively promotes business development and tourism in the County, supporting both existing businesses and those looking to locate in the County. Industrial and employment uses play an important role in the quality of life for residents by providing goods and services and employment. In turn, employment growth increases the demand for residential uses and community services that increase the vitality of the County. Promoting these types of synergies throughout the County is a foundational goal of this Plan.

Page 6 of the Parkland MDP says:

If a development is proposed within the plan area of a higher-order statutory plan, including the North Saskatchewan Regional Plan, the Edmonton Metropolitan Region Growth Plan and/or a relevant Intermunicipal Development Plan, the development must consider and conform to the policies of the higher-order statutory plan. If there is a conflict with a policy or regulation within a higher-order plan and the policies of this Municipal Development Plan, the higher-order plan shall prevail.

Because of this reason the Regional Agriculture Master Plan needs to be reviewed to see what it says about Agricultural Land, including which land is considered Prime Ag Land, and how Agricultural and non-Agricultural Uses should be considered.

3.) Regional Agriculture Master Plan (RAMP), Aug 2021



Message from the RAMP Chair

On behalf of the Task Force, I am pleased to present the Regional Agriculture Master Plan. Our work on RAMP began in 2018 and is the first agricultural plan of its kind in the prairie provinces. RAMP is a significant policy achievement for the Region and the 13 member municipalities of the EMRB. Through regional collaboration, we have created a policy framework that identifies prime agricultural land and the importance of the value-added sector to the agriculture industry.

As a core policy area in the growth plan, decisions on land use in the Region now need to consider impacts on agricultural land. RAMP provides certainty to producers, protecting valuable, productive agricultural lands throughout the Region, and secures these lands to ensure a local food source for future generations. As an agricultural region, RAMP is necessary to support the agriculture industry and to enable it to continue to grow and become an ever-more important part of our regional economy.

RAMP also recognizes that the greater goal is to take advantage of the Region's potential to become a major producer of food and other agricultural products, and to support the agri-food sector so that it may reach its full economic potential. RAMP is about creating the conditions for a sustainable and prosperous agricultural sector, because agriculture is economic development. By successfully implementing RAMP, we have the potential to increase the Region's economic prosperity by an estimated \$10 billion, supporting vibrant communities and economies.

RAMP is the first major policy initiative of the EMRB that involved a robust public engagement process. Task Force members realize that RAMP is a stronger document because of the diverse, thoughtful and constructive feedback received from all stakeholders, and in particular, the input received from the agricultural producers and rural landowners.

I would like to thank members of the Task Force, working group, stakeholders, and EMRB Administration for their collaborative expertise, vision, and leadership in building a truly regional plan for the future of agriculture in the Region.

ROD SHAIGEC
Mayor of Parkland County, RAMP Chair

- On PAGE 4 of the RAMP document our previous Mayor of Parkland County Says:

RAMP provides certainty to producers, protecting valuable, productive agricultural lands throughout the Region, and secures these lands to ensure a local food source for future generations.

While our family fully supports the principles of the MDP and RAMP, particularly those related to agriculture and farming, as we are one of the County's original farming families, this specific piece of land is an exception. It does not require protection or preservation for agricultural use for the following reasons:

The purpose of RAMP is to: “Secure these lands to ensure a local food source for future generations.”

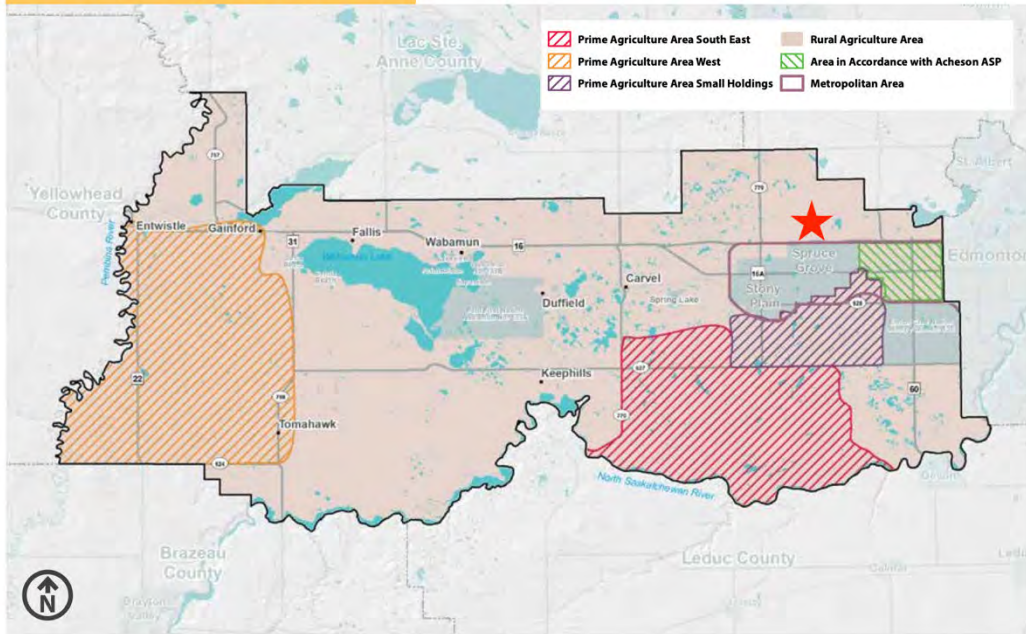
When reviewing this parcel of land for the proposed RV Storage Expansion, it's important to note:

- (a)** This land is not classified as Prime Agricultural Land. As shown in the maps below of Prime Agricultural Land, this parcel is not identified as such.
- (b)** The land is not currently in agricultural production, nor has it been for approximately the last 10 years. It was previously used for commercial sod production, which is categorized as a commercial use by Alberta Environment. As confirmed by two local sod farm operators, every time a crop of sod is harvested from the land it repeated strips topsoil in the process. Upon Its final sod removal in summer of 2023, some of the area could not even be harvested because there was little to no topsoil remaining in certain areas of this piece of land due to the repeated stripping of topsoil that occurs in the process of Sod production.
- (c)** The land is highly fragmented. Originally divided by Atim Creek, it was further fragmented when Alberta Transportation used the parcel for the overpass and created the stormwater pond, and service road.
- (d)** The size, shape, and access to the land make it unsuitable for agricultural use. Additionally, with modern farming technology, any land smaller than 80 acres is generally not conducive to agriculture.

This land hasn't had any significant agricultural value for years now and due to the fragmentation, size and shape it is not easily conducive to agricultural use. Lastly, for the last 10 years including present day this land has not been a local food source.

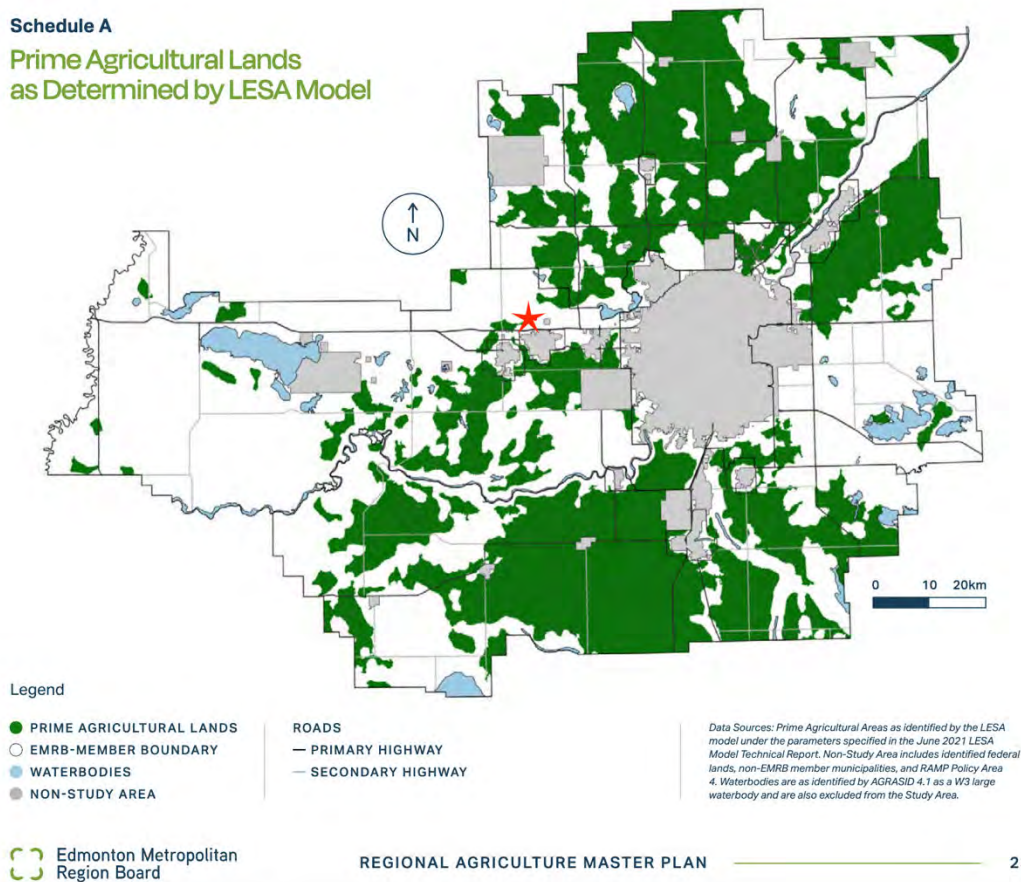
- **This land in question is not classified as Prime Agriculture Land. In both the Parkland MDP and the RAMP (Land Evaluation and Site Assessment Tool). See the maps below to show this piece of land is not within the recognized areas of Prime Agricultural Land Areas.**

FIGURE 9 | PRIME AGRICULTURE AREAS

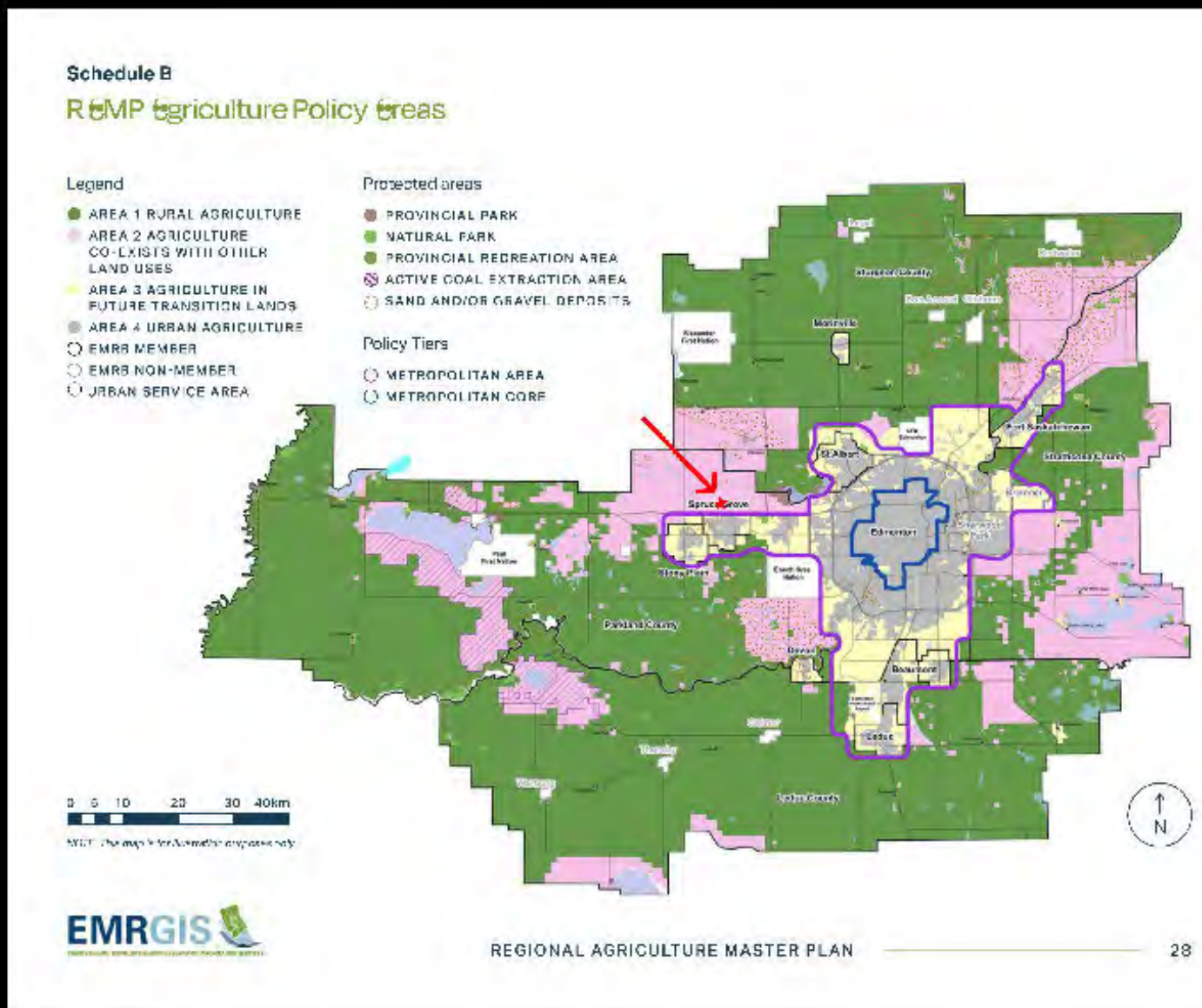


Schedule A

**Prime Agricultural Lands
as Determined by LESA Model**



- The Regional Agriculture Master Plan (RAMP) diagram below shows that my land falls into Policy Area #2. (Please see red arrow and red star labeled below).



Policy Area #2 is defined as an area where “AGRICULTURE CO-EXISTS WITH OTHER LAND USES”. More specifically this area is explained in the RAMP document on page 40 as follows:

A basic principle of RAMP is that agricultural lands have value for agriculture. RAMP also recognizes not all agricultural lands in the Region can be conserved for

agriculture, and some agricultural lands may need to be fragmented and converted to other land uses. While agriculture remains an important land use for Policy Area 2, this policy area includes a range of designated land uses from country residential, lakeshore residential uses, industrial, to resource- based extraction uses such as coal, sand and gravel.

Lands in Policy Area 2 comprise 22% of the regional land base, with a significant portion designated as agriculture use. These lands are recognized in statutory plans, Land Use Bylaws and districting.

Although this policy area recognizes various planned land uses, this does not mean that all of the land designated is currently in use for the designated land use and that agricultural uses can exist in the interim.

While our family supports agriculture, from the higher-level Regional Agricultural Master Plan (RAMP) document, we can conclude that:

- a) This land is not designated as Prime Agricultural Land to be protected or preserved as a food source.
- b) Not all agricultural lands in the region can be preserved for agriculture; some may need to be fragmented or repurposed for other land uses.
- c) While agricultural uses can occur temporarily, they are not prioritized over other land uses, especially when those uses are permitted and listed under the Land Use Bylaws. (ie RV Storage)

- **RV Storage is an acceptable Transitional Use of the Land**

The proposed RV Storage Yard is an acceptable long-term transitional use that **does not preclude** the possible future use of the lands for permanent residential or other commercial uses in the future.

If this Development prevented a possible future residential or other commercial use of this land the City of Spruce Grove would have commented on and would most likely appeal this development as this land may be important to Spruce Grove expansion in the future. The development Letter to Adjacent Landowners was shared with and question was raised with the Senior Long Range Planner at City of Spruce Grove -

Cristina Kortmeyer on December 9, 2024. The email shows that the City of Spruce Grove would not be in a position to appeal a development permit granted for an expansion of the existing RV Storage business. **(see email exhibit #10)**

4. Atim Creek North Area Structure Plan, Bylaw 26-2002

This application can also be further supported by language and policies found in the Atim Creek Area Structure Plan which is where my parcel of land is located.

- **These lands are considered transitional lands**

6.1 Key Elements of the ACASP land use strategy are:

- s. 2. to provide for a variety of agricultural operations until the lands they occupy are developed for residential or other non-agricultural uses.

The lands within the Atim Creek Area Structure Plan are never viewed in the Plan as Agriculture being the end and final use of these lands. We can read in a few portions of the plan that farming or agriculture is viewed only as a transitional use of these lands.

Examples of this are:

6.1 Key Elements – states that “Agriculture as a transition use.”

7.9 Agriculture and Agriculture Lands – “farming is viewed as a vital transition use”.

RV Storage in the Fringe Area

Please consider the wording of the language in the ASP:

6.4.1 The use of land within the Fringe area **will** be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site-specific area structure plan that supersedes the provisions in the Atim Creek North Area Structure Plan.

However, 7.3.5 of the ASP authorizes the use of the Lands for a commercial use:

7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if:

- (a) the proposed site is suited for the proposed commercial use;
- (b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- (c) the proposed commercial use is compatible with land uses in the vicinity;
- (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and
- (e) the proposed development is consistent with the provisions of this Plan.

In examining the ASP there are potential provisions dealing with the word “will”. In examining the interplay between section 6.4.1 and 7.3.5, 6.4.1 says the Lands “will be for agriculture”. The use of the words “will be” does not hold a mandatory intention. If a mandatory intention had been desired by Council, it could have used the words “must” or “shall” as it did in other sections, for example 7.10.5 of the ASP.

We must reconcile s. 6.4.1 and s. 7.3.5. While 6.4.1 shows an expression of the County’s intention to have agricultural use as the main use, the ASP however itself provides an “override” to that intention. S. 7.3.5 provides that the County may approve a commercial land use in the Fringe Area, provided that the 5 elements of s. 7.3.5 are met.

Now let’s examine each of the 5 elements of 7.3.5.

a.) Is the site suited for the proposed commercial use?

- The proposed use is “recreational vehicle storage”. The land was previously used for a commercial use “sod farm”.
- The land parcel already is permitted for a commercial use which is RV Storage.
- The land is suited for commercial use as it is close proximity to the City of Spruce Grove, easily accessed from the highway and there is no objection from the City of Spruce Grove for this land use.
- The land is not identified as being Prime Agricultural Land.
- There are 5 other operating Recreational Vehicle Storage Facilities in the area.

b.) Is the proposed site separated from other commercial uses to avoid the creation of a commercial node?

- The surrounding land is agricultural in nature. There is no other commercial land uses directly adjacent to this proposed development. This shows absence of any other commercial uses to avoid the creation of a commercial node.

c.) Is the proposed commercial use compatible with the land uses in the vicinity?

- The word “vicinity” is not defined in the ASP. It is may be important to look at this word in the context of not just the immediately adjacent properties. There are 5 other RV Storage facilities currently operation and newly built and approved Commercial Mini Storage located just down the road, all located within the Fringe Area of the ASP. The addition of the 400 spaces will have a negligible impact on traffic and there was no further upgrade requirements as a result required as per the Traffic Impact Assessment Report. **(see Exhibit #5 - TIA)** From this analysis - Recreational Vehicle Storage use is a compatible with the land uses in the vicinity.

d.) Is the subject parcel designated with a land use district which accommodates the commercial land use?

- The district is Agricultural Restricted District (AGR) and that the use of recreational vehicle storage is a discretionary use in the AGR District. Since the use is discretionary in the district, the lands are zoned to accommodate the commercial land use.

e.) Is the proposed development consistent with the provisions of the ASP?

- There is an express recognition in the ASP that the County can authorize a commercial use within the Fringe Area, provided that the conditions of s. 7.3.5 are met.

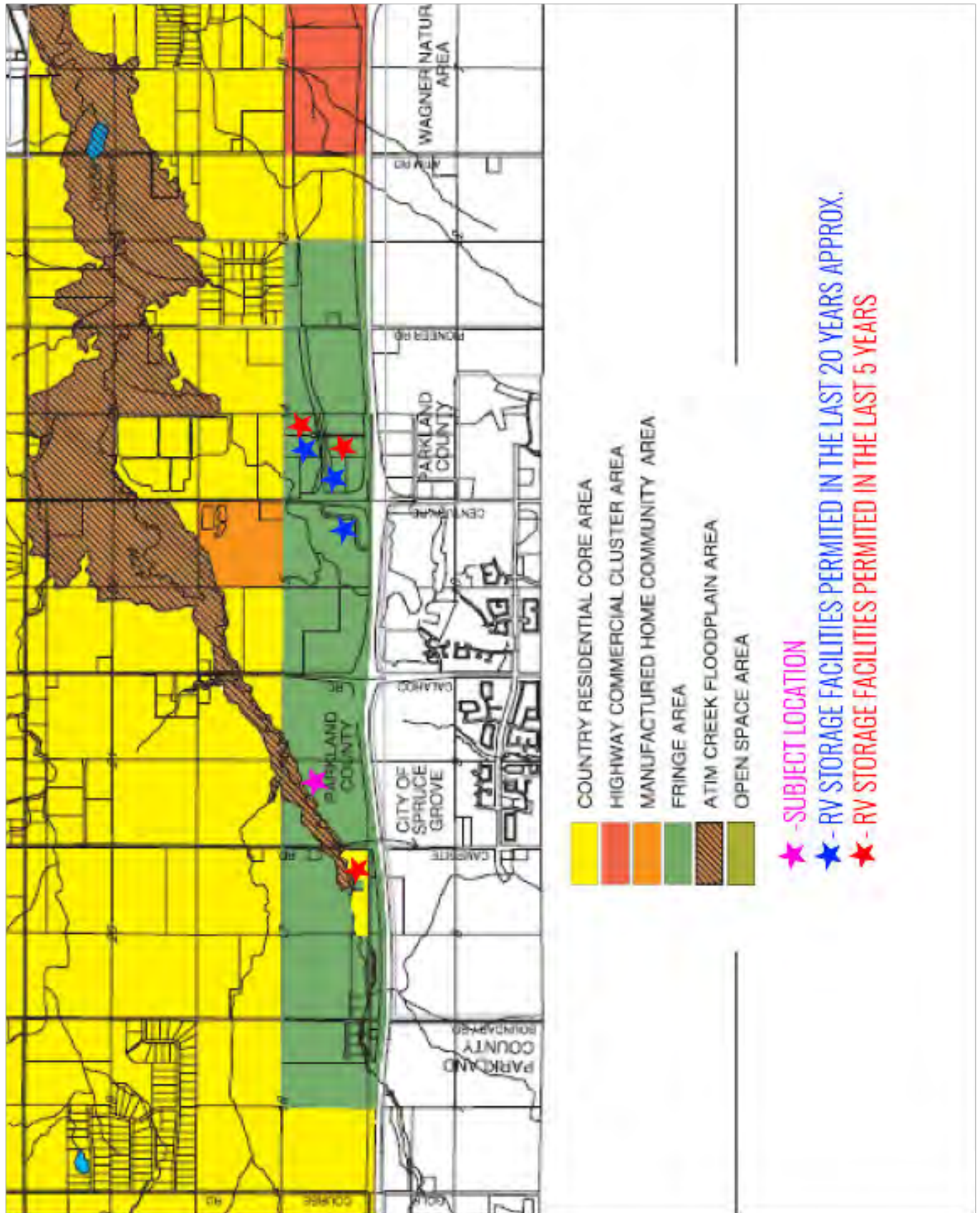
- **This land has already been approved for a non-agricultural use.**

Policy 7.9.1 states that “For the purposes of this plan, excepting land on which a non-agricultural use has been approved by the County.”

This parcel of land has already had a non-agricultural use approved by the County. So according to policy 7.9.1 it appears that some of the policies in this plan may be mute because a non-agricultural use has already been approved by the County on this land.

- **Lastly, while it may be obvious, it is important to make note - This is not the first time the Development Authority has had to review an application and issue a Development Permit for RV Storage within the Atim Creek ASP “Fringe Area.”**

Since the creation of the Atim Creek Area Structure Plan in 2002 and last amended in 2009, and the Parkland MDP bylaw 2017-14 there have been 3 RV Storage Facilities that have been applied for and permitted by the Development Authority in the Fringe Area of the ACASP since 2018. All of these application and subsequent permits have been issued without the requirement for an amendment to the ASP or the requirement of creating a more site-specific area structure plan. These facilities can be seen as follows:



What's even more perplexing is that the same Land Use Bylaw, Parkland MDP, Atim Creek North Area Structure Plan, and Regional Agriculture Master Plan the County used to approve Phase 1 of my development on this land in 2022/23 are now being cited by Administration to reject my current application, claiming these policies do not support RV Storage.

**SUBDIVISION AND DEVELOPMENT APPEAL BOARD
PARKLAND COUNTY**

Legislative Services, Parkland County Centre
53109A HWY 779
Parkland County, AB T7Z 1R1
Telephone: (780) 968-8471
Fax: (780) 968-8413

HEARING DATE: January 27, 2025
FILE NO.: PLDPC20240788

Notice of Decision of Subdivision and Development Appeal Board

INTRODUCTION

[1] On December 9, 2024, the Development Authority of Parkland County (the “Development Authority”) issued a letter of Deemed Refusal for the Development Permit Application to expand an existing RV Storage Facility for RV Storage to include an additional 400 units for trailers/ boats (the “Development Permit Application”), located at 53203 Range Road 274, Parkland County legally described as W4-27-53-16-SW (the “Lands”). The applicant for the Development Permit was Jonathan Bauer on behalf of the landowner Crossway Records Inc. (the “Applicant”).

[2] Following the issuance of the letter on December 9, 2024, Jonathan Bauer on behalf of Crossway Records Inc. filed an Appeal from the deemed refusal on December 20, 2024.

[3] The Subdivision and Development Appeal Board (the “Board”) held the appeal hearing on January 27, 2025, in a hybrid hearing, with the Board attending in person, and some people attending virtually with others attending in person.

PRELIMINARY MATTERS

A. Board Members

[4] The Chair confirmed from all parties in attendance that there was no opposition to the composition of the Board hearing the appeal. No one in attendance objected to the members of the Board hearing the appeal.

B. Exhibits

[5] The Chair confirmed that everyone in attendance had the full hearing package prepared for the hearing.

[6] At the beginning of the hearing, the Development Authority indicated that it wished to submit its PowerPoint presentation as an additional exhibit. The Applicant had no objection, and the Board marked the documents as set out at the end of this decision.

C. Miscellaneous

[7] There was no request for an adjournment of the hearing.

[8] There were no objections to the proposed hearing process.

DECISION OF THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD

[9] The Development Permit application is complete.

SUMMARY OF HEARING

[10] The following is a brief summary of the oral and written evidence and arguments submitted to the Board. At the beginning of the hearing, the Board indicated that it had reviewed all the written materials and submissions filed in advance of the hearing.

Development Authority

[11] The Development Authority stated that the Development Permit application to expand an existing RV Storage facility to include an additional 400 units for trailers and boats is a discretionary use. The Lands are located in the Agricultural Restricted District and within that District, the use is discretionary.

[12] The Development Authority advised that the site is currently approved for RV Storage with a capacity 980 units within the area identified at slide 2 in the PowerPoint. The proposal is to expand the existing RV Storage by 400 units.

[13] The Development Authority led the Board through the materials found at pages 16 through 26 of 274 of the Agenda Package. A significant portion of the Development Authority's submissions focussed on the merits of the Development Permit application.

[14] When questioned by the Board in relation to why the Development Permit application was incomplete, the Development Authority stated that the Development Permit application was not consistent with the statutory plan documents. In the view of the Development Authority, the application was incomplete because the Applicant had refused to provide the information specified in the Development Authority's email of November 21, 2024, which the Development Authority stated was required in order to process the decision. The below excerpt from the letter sets out the required information (see page 62/274):

The proposed RV Storage Expansion for an additional 400 trailers/boats does not align with the Parkland County Statutory Plan Policies. To proceed with the further expansion of their site, the applicant must ensure the proposal aligns with the current policies. The development planning has provided the policy analysis below, highlighting how the proposal is inconsistent with the statutory policies. The applicant must address these policy concerns before proceeding with the proposed expansion. This may require an amendment to the ASP or creating a more site-specific area structure plan that explicitly permits the expansion of RV storage facilities in the Fringe Area.

[15] The Development Authority stated the Applicant was not willing to move forward with the amendments and therefore the application was deemed incomplete.

[16] In response to questions from the Board, the Development Authority noted that on October 23, 2024, the Development Permit Application was deemed complete. A revision letter was sent on November 21, 2024, indicating that the application was no longer complete. The change from October 23 to November 21 was that the Development Authority's further review identified the gaps in the policy analysis. To move forward, the Development Authority stated that the Applicant either had to do an area structure plan amendment or a site-specific amendment in the area structure plan document.

[17] The Development Authority stated that it would not be possible or feasible to have the document amended between November 21 and the deadline date of December 6, 2024. The Development Authority advised the Applicant that they could withdraw their application and make the changes and resubmit it, or if the Development Authority did not receive the documents, then they would be deeming the application refused.

Applicant / Appellant

[18] Mr. Paul Hanlan spoke on behalf of the Applicant/Appellant. He questioned the Development Authority about whether there was an area structure plan amendment, or a site-specific area structure plan amendment required for the development permit for the 980 units of phase 1 for this project. The Development Authority confirmed that there had not been any changes required to the area structure plan.

[19] Mr. Bauer spoke on behalf of the Applicant/Appellant. During his presentation, Mr. Bauer spent a significant amount of time speaking to the background of his family in the region as well as the work that his family had done with regard to their businesses of recreational vehicle storage within the County. In relation to this specific Development Permit application, Mr. Bauer stated that they had spent a significant period of time (approximately 10 months) and had spent approximately \$25,000 to get the documents ready in support of their Development Permit application. Those documents are the ones contained within the agenda package submitted by the Applicant.

[20] In the fall of 2024, when the Applicant was moving forward with its application, it submitted its documents and was surprised to see the direction from the Development Authority. The letter of November 21 outlined three areas that needed some further work. The Applicant made the corrections in relation to the first two, which concerned engineering and fire planning. The Development Authority confirmed these changes.

[21] With regard to the Development Authority's concerns about changes to the statutory plans, the Applicant requested a meeting to discuss the concerns and asked for a supervisor. This request was denied.

[22] The Applicant advised that he was offered two options. The first was to withdraw his application and apply for area structure plan amendments and then reapply. However, the County's new land use bylaw may not allow for recreational vehicle storage, and he would be out of luck. His second option was to continue with his application, but to face rejection and

then go to the Subdivision and Development Appeal Board where the Board may have more latitude to deal with his concerns.

[23] Mr. Bauer stated that his application was complete. He took the Board extensively through his submissions, found at pages 77-89 of 274 of the agenda package. He also spent a significant amount of time on his submissions dealing with the merits of the application.

[24] In relation to the question of whether the Development Permit application was complete, Mr. Bauer stated that he had submitted everything that was required. The first time that he was aware of concerns was when he received the November 21, 2024 letter. In his view, the Development Authority had reviewed applications and issued development permits within the fringe area for previous developments. There had been 3 RV storages permits applied for and granted since 2018. Since 2009 there were 7 such applications. All of them were issued without the requirement to amend the area structure plan or for a more site-specific area structure plan. The concerns that were raised were not raised earlier in emails or calls and had they been, he would have been able to address them.

[25] Mr. Bauer stated that the Application was complete and that there was nothing further to be provided in order for the Development Authority to make a decision on the merits of the Development Permit application.

FINDINGS OF FACT

[26] The Lands are legally described as W4-27-53-16-SW, Parkland County.

[27] The Development Authority issued a letter of Deemed Refusal on December 9, 2024.

[28] The Appeal was filed on December 20, 2024.

[29] The Applicant is an affected person.

[30] Those who spoke in favour of the appeal are affected people.

REASONS

Affected Persons

[31] The first question the Board must determine is whether those individuals who made written submissions and appeared before the Board are affected persons. The Board notes that no party raised any objection with any other party's participation.

[32] As the person who applied for the development permit, the Applicant is affected by this appeal. Since Mr. Hanlan spoke on behalf of the Applicant/Appellant, he was also affected.

Jurisdiction

[33] Since the Development Authority identified that it had deemed the application incomplete, the Board's jurisdiction is found in s. 687(4) of the *MGA*.

687(4) In the case of an appeal of the deemed refusal of an application under [section 683.1\(8\)](#), the board must determine whether the documents and information that the applicant provided met the requirements of [section 683.1\(2\)](#).

[34] The question for the Board in this Appeal is whether the documents and information provided by the Applicant in support of its Development Permit Application met the requirements under Section 683.1(2) as of the date of Decision.

[35] In making its decision, the Board considered the oral and written submissions made by and on behalf of those who provided evidence: the Development Authority, the Appellant, the witnesses who spoke on behalf of the Applicant/Appellant.

[36] Although a significant amount of the hearing time was spent on the merits of the Development Permit application and whether the development permit should be granted, the Board noted that the decision of the Development Authority was that the application was refused under section 683.1 of the MGA as a deemed refusal. Since the appeal was from a deemed refusal, the Board did not notify members of the public about the appeal. As such, the Board notes that its jurisdiction is limited solely to the question of whether the Development Permit application is complete or incomplete. Despite the significant amount of time spent by the parties in relation to the merits of the development, the Board did not take those comments into consideration in making its decision as those comments of the merits of the application do not bear on the question of whether the application is complete or incomplete.

[37] In relation to the question of whether the Development Permit application is complete, the Development Authority noted that having done an initial review of the Development Permit application, he determined that the Application was initially complete. However, upon further review and analysis of the merits of the application, the Development Permit application was inconsistent with the provisions of the various statutory plans. He gave the Applicant the opportunity to withdraw its application and amend the statutory plan documents, or to face a refusal.

[38] The Board notes that the Development Authority did not point to any specific reports or supporting documentation that the Applicant had failed to provide. Rather, the Development Authority suggested that based upon his review of the statutory plan documents, the Application was inconsistent with those documents.

[39] By contrast, the Applicant stated that it had done everything requested of it in relation to the Development Permit application and had spent thousands of dollars preparing supporting documentation, all of which were provided in the agenda package.

[40] When analyzing whether the application was complete, the Board asked itself whether the Development Authority had sufficient information to make a decision on the application. It appeared to the Board that the Development Authority was looking for information to make a decision in support of the Development Permit application.

[41] When viewed from the lens of whether there was sufficient information to make a decision on the merits (whether that decision was to approve or to refuse the application), the

Board is of the view that there was no information lacking from the Applicant. That is to say, the Board is of the view that the Applicant had submitted all of the required documents that would support the Development Authority's review of the application to come to a conclusion on the merits. The Development Authority did not point to any specific expert report or other document that had not been provided that would be required to assess the proposed development. Rather, the Board infers from what the Development Authority stated that due to the Development Authority's review of the statutory plan documents, the Development Authority did not believe the application was in compliance with those plans, and therefore the Development Authority would be refusing the Development Permit application.

[42] In the Board's view, having information to assess the merits of the application (i.e, is the application complete) is a different question than having sufficient information to approve the application. It appears to the Board that the Development Authority was looking for materials which would allow the Development Authority to approve the Development Permit application, particularly because the Development Authority spent a considerable amount of its presentation on the merits of the Development Permit application, and a limited time discussing what was missing. At the end of the day, the only "missing" information was information which would allow the Development Authority to approve the Development Permit application.

[43] Looking at the evidence before the Board, the Board is of the view that there was no further information which is required for the Development Authority to evaluate the application. The Board recognizes that the Development Authority may dismiss the Development Permit application on the merits. However, that is a different question than whether there is sufficient information to make a decision to do so.

[44] As a result, the Board finds the Development Permit Application is complete.

Conclusion

[45] For the above reasons, the Board finds that the Development Permit application is complete. The application is remitted to the Development Authority to make a decision on the merits of the application.

[46] Issued this 4 day of February, 2025 for the Parkland County Subdivision and Development Appeal Board.



Barb Williams, Clerk of the SDAB, on behalf of B. Bundt, Chair
SUBDIVISION AND DEVELOPMENT APPEAL BOARD

This decision may be appealed to the Court of Appeal of Alberta on a question of law or jurisdiction, pursuant to s. 688 of the Municipal Government Act, RSA 2000, c M-26.

APPENDIX “A”
BOARD MEMBERS

MEMBERS

1. B. Bundt, Chair
2. L. Foy
3. L. Helton
4. C. Lamoureux
5. D. Smith

APPENDIX “B”
REPRESENTATIONS

PERSONS APPEARING

1. Aman Jhaver, Development Authority
2. P. Hanlan, speaking for the Applicant/Appellant
3. J. Bauer, Crossway Records Inc., Applicant/Appellant

APPENDIX “C”
DOCUMENTS RECEIVED AND CONSIDERED BY THE SDAB:

January 27, 2025 Agenda Package			
	Description	Date	Pages
1.	Agenda Coversheet	January 22, 2025	1
2.	Table of Contents	January 22, 2025	2
3.	Notice of Appeal	December 20, 2024	6
4.	Development Authority – Notice of Permit Deemed Refused	December 9, 2024	11
5.	Hearing Notification	January 6, 2025	13
6.	Submission from the Development Authority	January 21, 2025	15
7.	Submission from the Appellant/Applicant	January 21, 2025	77
8.	Development Authority Powerpoint	January 27, 2025	21

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT****Application No:** PLDPC20240788**Roll:** 651000**Applicant(s)**Jonathan Bauer
[REDACTED]
[REDACTED]

On October 23, 2024, the Development Authority deemed your application complete. In reviewing your application and associated submittals for the Development described as "existing RV Storage expansion to include an additional 400 units for trailers/boats.", the Development Authority determined the use to be for **RECREATIONAL VEHICLE STORAGE**.

The subject property is located at 53203 RGE RD 274 , legally described as W4-27-53-16-SW, and is within the Agricultural Restricted District.

This Development Permit APPROVAL authorizes the RECREATIONAL VEHICLE STORAGE as a DISCRETIONARY USE in accordance with Section 4.4(2)(c) of Parkland County Land Use Bylaw 2017-18. In accordance with Section 16.14.1 of Parkland County Land Use Bylaw 2017-18, this Development Permit is not valid unless and until:

- Any conditions, except those of a continuing nature, have been fulfilled; and,
- No notice of appeal has been served by the Applicant or adjacent landowners on the Subdivision and Development Appeal Board in accordance with the *Municipal Government Act* s.686(1).

This approval is subject to the following conditions:

CONDITIONS	
1.	The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2.	Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
3.	Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.
4.	Prior to the commencement of the Development, the applicant shall provide the following: - security in the amount of 100% of the cost estimate of the landscaping, as outlined in the approved plan. The security shall be in the form of an irrevocable letter of credit. This security shall be held to ensure that the landscaping is provided, installed and maintained in accordance with Parkland County's Land Use Bylaw 2017-18. Landscaping inspection / Security return can be requested following one growing season to ensure plantings are established. - The projected cost of the landscaping shall be calculated by the developer/owner and shall be based on information provided in the approved landscape plan.
5.	There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
6.	There shall be no storage of hazardous materials or goods on site.
7.	No day use or over-night accommodation shall be allowed on site.
8.	This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted;
9.	As per Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
10.	USE OF EXISTING APPROACH: a. The existing commercial approach to TWP RD 532A is acceptable to Engineering Services as currently constructed (existing approach application currently under warrantee period). As per Bylaw 2023-02, Section 6, the owner shall be responsible for any damage/alterations resulting from construction equipment/traffic use of the existing approach over the development period for the site. b. The owner shall be responsible for ensuring vegetation inside the property line does not impede visibility of westbound traffic on TWP RD 532A from the existing property access approach for a minimum of 160m to the southeast. No trees/shrubs within a 5m setback from the property line for the area adjacent to the proposed storm pond. Grass on berm and roadside side-slope must be periodically mowed/maintained as necessary.
11.	EMERGENCY ACCESS: a. The gate on the internal drive aisle must meet Fire Services requirements for Emergency Access.

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT**

Application No: PLDPC20240788

Roll: 651000

12.	GRADING/STORMWATER a. As per the Bolson Engineering "Stormwater Design Parameter for Property", dated April 2, 2025, the storm pond discharge pump shall be set at 200gpm (0.0126m³/s). Any changes to the proposed system must not exceed a 0.0131m³/s discharge rate, which represents a pre-development flow rate of 3.5L/s/Ha. b. As per Policy C-PD17 – Lot Grading, the applicant must provide a Lot Grading Certificate and/or as-built Record Drawings to the Development Authority following the completion of work. The Lot Grading Certificate shall represent the final grading work completed within the development boundary and shall be certified by a qualified Alberta Land Surveyor or Professional Engineer registered in good standing with APEGA. c. As per Parkland County Engineering Standards Section 1.6, all Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. ESC plan to be updated/changed to show both the location and type of measures being used as necessary. All measures shall be placed within the titled property. d. As per Section 6.2.3.2.2, the Applicant is responsible for Alberta Environment and Parks (AEP) Water Act approval as required to support the discharge of stormwater to ROW in the Atim Creek drainage basin. A copy of the approval must be provided to Parkland County for review and acceptance prior to construction commencement. e. All infill material shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines
13.	There shall be adequate on-site parking for clients and employees.
14.	The site shall be kept in a neat and orderly manner.
15.	A sign requires a separate Development Permit. The display or placement of signage on the premises shall be in accordance with Subsection 15.3 as per Parkland County's Land Use Bylaw 2017-18.

The applicant is advised of the following permit notes:

PERMIT NOTES	
1.	The applicant is responsible to ensure compliance with the Restrictive Covenant(s) registered on Title.
2.	The applicant is responsible to obtain any Provincial approval which may be required.
3.	The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).
4.	The applicant is responsible to ensure compliance with the Environmental Protection & Enhancement Act regarding dust and air quality.
5.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
6.	As per Alberta Transportation and Economic Corridors (ATEC) "Highway Development and Protection Regulations (HDPR) regulation. Section 5 of the HDPR, prohibits ATEC from issuing permits along "Prescribed Freeway Developments" until the municipality has designated/defined road connections along designated Freeways. The applicant has provided a copy of Transportation and Economic Corridors Development Permit approval for the subject site.
7.	As per Parkland County Lot Grading Policy (C-PD17) no person or owner shall cause or allow the Surface Elevation or Surface Grade on a Lot or County Property to be altered or otherwise complete any grading on a Lot or County Property, unless a Lot Grading Plan has been approved by the CAO (or their designate)
8.	Engineering Services may request a post-construction survey of the completed work as necessary to confirm elevations of the Rough and/or Final Grading in correlation to the Lot Grading Plan and Grading Certificate required with this application. At a minimum, grade stakes shall be established or approved by an Alberta Land Surveyor or qualified Professional Engineer.
9.	As detailed in Section 1.4.5, it is recommended that all fill areas be compacted to the standard established in a Geotechnical Report, prepared by a qualified Profession Geotechnical Engineer registered in good standing with APEGA.
10.	A haul agreement with Public Works is required for any material or heavy equipment being hauled onto or off site on County roadways. Contact Shawn Satz at 780-968-8888 ext. 8217 or shawn.satz@parklandcounty.com .
11.	Adhere to the Integrated Weed Management plan submitted as part of this application. It appears that some vegetation clearing may have occurred in the 20 m buffer, the applicant should re-vegetate as soon as possible. As per Parkland County's Engineering Design Standards, "Grass seed shall be Canada #1 certified seed meeting the requirements of the "Canadian Seeds Act". Seed Certificates must be supplied and approved by the County prior to planting. The establishment of vegetation will help reduce weed encroachment and maintain ecosystem services. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT**

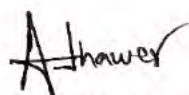
Application No: PLDPC20240788

Roll: 651000

12.	Implement soil erosion and control measures, such as silt fencing, during construction activities to minimize any potential for soil sediments to migrate offsite.
13.	Any future clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (which is generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist before and within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present. If occupied nests are discovered, species-appropriate setback buffers should be established around them until they are no longer occupied or for the designated wait time listed in Schedule 1 of the MBCA.
14.	The applicant must provide a copy of the Environmental Protection & Enhancement Act approval for the stormwater management facility and provincial authorization under the Water Act to discharge outside of property.
15.	As this site was historically used for agriculture, the applicant should adhere to the Alberta Clubroot Management Plan. This plan articulates the following Best Management Practices.
16.	(BMP's) for controlling the spread of clubroot (Alberta Clubroot Management Committee, 2014). -Clean and sanitize equipment, vehicles, and machinery to restrict the movement of contaminated soil - Minimize traffic in fields, especially during wet conditions. -Discourage recreational vehicles from crossing land with signage, fencing and gates.
17.	Any proposed sanitation dump shall be in accordance with the Alberta Safety Code.

This decision was issued on April 09, 2025

If no notice of appeal is served, the permit will come into effect on:
(April 30, 2025)



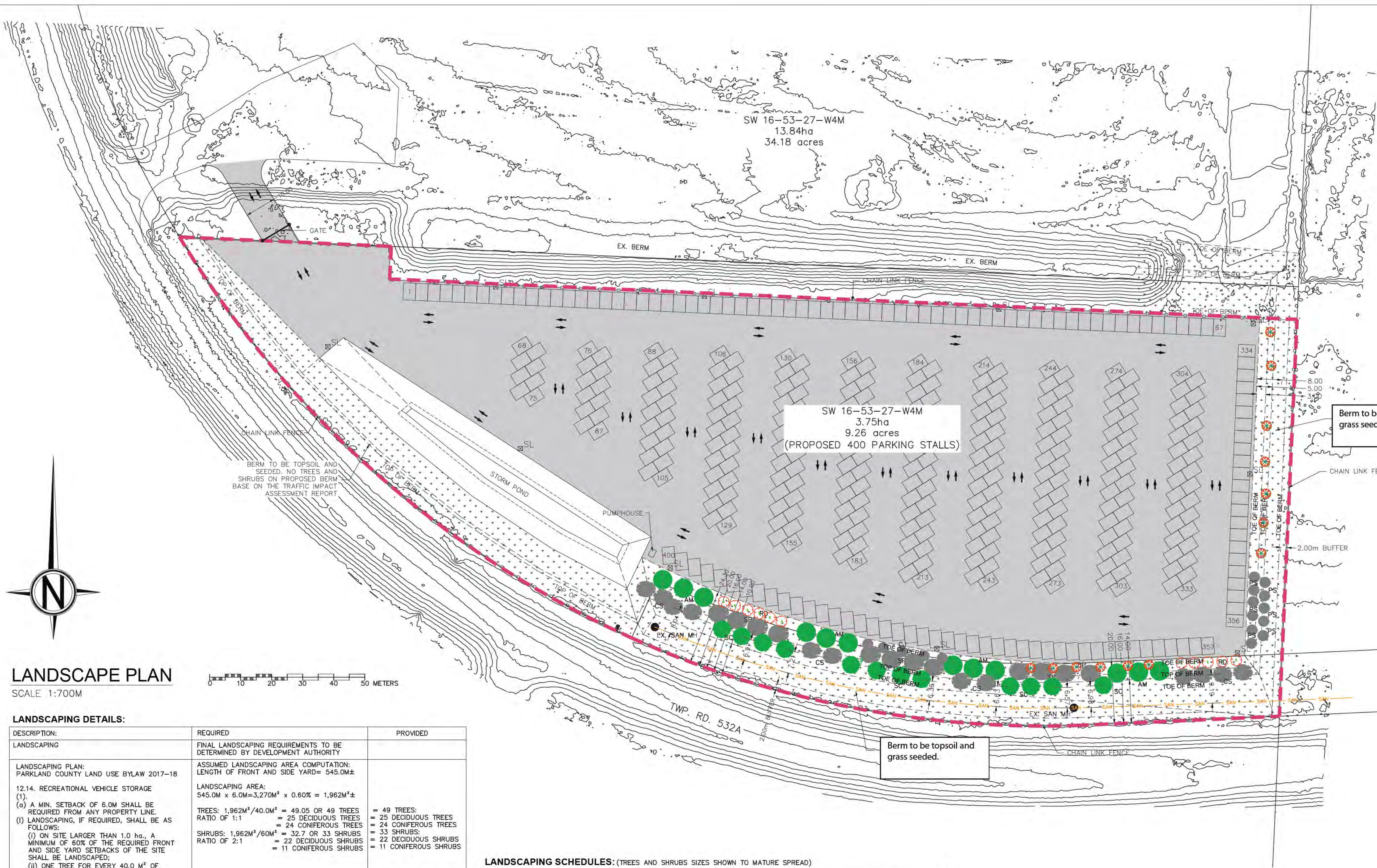
Aman Jhaver
Senior Planner, Development Planning
Development Authority

The development must be started and diligently pursued within **twelve (12) months** from the Date of Decision, unless otherwise specified on this development permit approval or in the conditions of the development permit approval. If the authorized development is not commenced, the approval ceases and this permit is deemed void, expired and without effect

DO YOU WISH TO APPEAL THIS DECISION?

This decision may be appealed to the Subdivision and Development Appeal Board within twenty-one (21) days after the Date of Decision pursuant to Section 686 of the *Municipal Government Act, RSA 2000, CM-26*.

For inquiries regarding the appeal process or to submit an appeal, please contact Parkland County Legislative Services at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of **\$200.00** must be paid for an appeal served on the Subdivision and Development Appeal Board by the applicant.



LANDSCAPE PLAN
SCALE 1:700M

LANDSCAPING DETAILS:

DESCRIPTION:	REQUIRED	PROVIDED
LANDSCAPING	FINAL LANDSCAPING REQUIREMENTS TO BE DETERMINED BY DEVELOPMENT AUTHORITY	
LANDSCAPING PLAN: PARKLAND COUNTY LAND USE BYLAW 2017-18	ASSUMED LANDSCAPING AREA COMPUTATION: LENGTH OF FRONT AND SIDE YARD= 545.0M±	
12.14. RECREATIONAL VEHICLE STORAGE	LANDSCAPING AREA: 545.0M x 6.0M=3,270M² x 0.60% = 1,962M²±	
(1) A MIN. SETBACK OF 6.0M SHALL BE REQUIRED FROM ANY PROPERTY LINE.	TREES: 1,962M²/40.0M² = 49.05 OR 49 TREES	= 49 TREES:
(I) LANDSCAPING, IF REQUIRED, SHALL BE AS FOLLOWS:	RATIO OF 1:1 = 25 DECIDUOUS TREES	= 25 DECIDUOUS TREES
(i) ON SITE LARGER THAN 1.0 ha., A MINIMUM OF 60% OF THE REQUIRED FRONT AND SIDE YARD SETBACKS OF THE SITE SHALL BE LANDSCAPED;	= 24 CONIFEROUS TREES	= 24 CONIFEROUS TREES
(ii) ONE TREE FOR EVERY 40.0 M² OF LANDSCAPED AREA, TO A MINIMUM OF 4 TREES, AT A PROPORTION OF APPROX. 1:1 DECIDUOUS AND CONIFEROUS TREES, PROVIDED THAT WHERE NEW TREE PLANTING ARE OTHERWISE REQUIRED, EXISTING TREES THAT COMPLY WITH THE MIN. TREE SIZES CAN BE USED;	SHRUBS: 1,962M²/60M² = 32.7 OR 33 SHRUBS	= 33 SHRUBS:
(iii) ONE SHRUB FOR EVERY 60.0 M² OF LANDSCAPED AREA SHALL BE PROVIDED TO A MINIMUM OF SIX SHRUBS, AT A PROPORTION OF APPROX. 2:1 OF DECIDUOUS AND CONIFEROUS SHRUBS.	RATIO OF 2:1 = 22 DECIDUOUS SHRUBS	= 22 DECIDUOUS SHRUBS
(iv) DECIDUOUS TREES SHALL BE MIN. 63.0MM CALIPER MEASURED 450.0MM FROM GROUND LEVEL. CONIFEROUS TREES SHALL BE 2.5 M IN HEIGHT.	= 11 CONIFEROUS SHRUBS	= 11 CONIFEROUS SHRUBS
SITE AREA= 3.75 ha.> 1.0 ha.		

LANDSCAPING SCHEDULES: (TREES AND SHRUBS SIZES SHOWN TO MATURE SPREAD)

SYMBOL	DESCRIPTION	QUANTITY	SYMBOL	DESCRIPTION	QUANTITY
DECIDUOUS TREES			CONIFEROUS TREES		
AM	- AMUR MAPLE (SINGLE STEM) - (ACER GINNALA) - 3M - 6M HEIGHT - 3M - 6M SPREAD	12	SP	- SWISS STONE PINE - (PINUS CEMBRA) - 6M - 12M HEIGHT - 3M - 5.5M SPREAD	12
SC	- SCHUBERT CHOKECHERRY - (PRUNUS VIRGINIANA 'SCHUBERT') - 6M - 7.6M HEIGHT - 4.88M - 6M SPREAD	13	CS	- COLORADO BLUE SPRUCE - (PICEA PUNGENS) - 3.65M - 7.3M HEIGHT - 3M - 4.87M SPREAD	12
DECIDUOUS SHRUBS			CONIFEROUS SHRUBS		
RD	- RED OSIER DOGWOOD - (CORNUS SERICEA 'KELSEY') - 11	11	CJ	- CALGARY CARPET JUNIPER - (JUNIPERUS SABINA 'CALGARY CARPET') - 5	5
PS	- PURPLE LEAF SANDCHERRY - (PRUNUS X CISTENA) - 11	11	DP	- DWARF PINE - (PINUS STROBUS 'NANA') - 6	6

- HATCHING DEPICTS NEW SEEDED AREA ON PREPARED MIN. 100MM (4") TOP SOIL
- ALL TREES AND SHRUBS TO BE ON PLANTING BEDS TO INCLUDE MIN. 75mm DEPTH OF CEDAR/BARK CHIPS OR WASHED ROCK
- ALL PLANTING BED SHALL ENCLOSED WITH PVC EDGING EXCEPT WHEN THEY ABUT SIDEWALK, ETC.
- LANDSCAPE CONTRACTOR SHALL MAINTAIN NEW LANDSCAPING FOR MIN. 4-WEEKS AND SHALL PROVIDE A WRITTEN 1-YEAR WARRANTY ON ALL TREES, SHRUBS AND GRASS ITEMS INSTALLED.

NOTES

- THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

DEVELOPMENT PERMIT
APPROVED
04/08/2025

Development Authority

Land Use Bylaw
2017-18

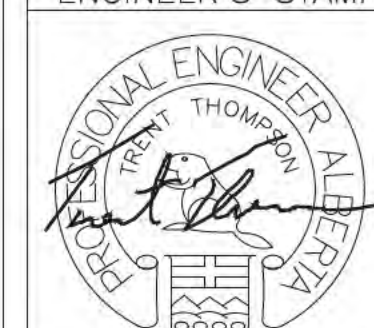


LEGEND

LEGEND

- PROPERTY BOUNDARY
- 18'X13' PARKING STALL
- GRAVEL SURFACE
- TOP SOIL AND SEEDED
- LIGHT POLE
- FENCE
- BERM
- EX. SANITARY LINE

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *Paul Thompson*
Date: MARCH 28, 2025
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHK	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	12-03-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
LANDSCAPING PLAN

SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

9703-199 SL
EDMONTON, AB
T5T-6E8
www.bolson.co
PH:780-668-8571
FAX:780-413-8879

JOB NUMBER:	DWG NUMBER:	REV:
110-2470	110-2470-C5	1