



CONCEPTUAL SCHEME

Section 28-52-26-W4M

Adopted by Parkland County
Council: September 14, 2021

Acheson Zone 7



ACKNOWLEDGEMENT PAGE

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1. INTRODUCTION

1.1 Purpose

The purpose of the Section 28-52-26-W4M Conceptual Scheme (CS) is to describe the vision, development objectives, proposed land use, engineering, and phasing for Section 28, Township 52, Range 26, West of the 4th Meridian. This section of land is in the eastern portion of Zone 7 inside the Acheson Industrial Area Structure Plan (ASP) boundary, within Parkland County; approximately 3.0 km west of the City of Edmonton.

An Outline Plan for Section 28-52-26 W4M was approved by Parkland County Council on February 28, 2017 and was a result of collaboration between Highlands Business Park GP Inc., V3 Companies of Canada Ltd, Stantec Consulting Ltd, and Parkland County. The Outline Plan was in accordance with existing planning for the Acheson Industrial ASP at the time, however the Acheson Industrial ASP was updated in 2020. Therefore, the Outline Plan is no longer consistent with the County's updated Municipal Development Plan 2017-14 and Acheson Industrial Area Structure Plan 2020-13. As such, Parkland County has prepared an update to the Outline Plan (now referred to as Conceptual Schemes) to align it with the new requirements under MDP 2017-14 and Acheson Industrial ASP 2020-13. The proposed land uses, and intent of the original Outline Plan has not been changed, however it has been reformatted and updated to reflect current conditions.

1.2 Background

This Conceptual Scheme is supported by the following technical reports and studies under separate cover:

- Consultation Plan (Stantec Consulting Ltd.);
- Phase 1 & Phase 2 Environmental Site Assessments (WorleyParsons Canada);
- Preliminary Geotechnical Investigation (Thurber Engineering Ltd.);
- Wetland Assessment (Stantec Consulting Ltd.);
- Historical Resources Impact Assessment (Stantec Consulting Ltd.);
- Traffic Impact Assessment (Stantec Consulting Ltd.);
- Deep Well Testing (Doull Site Assessments Ltd.);
- Sanitary Servicing Report (V3 Companies of Canada Ltd.);
- Water Analysis Report (V3 Companies of Canada Ltd.); and
- Stormwater Management Report (V3 Companies of Canada Ltd.).

1.3 Location and Plan Boundaries

The Conceptual Scheme location is shown on [Figure 1 - Location & Context Map](#). This boundary was chosen in consultation with Parkland County to provide a logical planning area to guide future development, maintain consistency throughout the section and align with the requirements of the County's Municipal Development Plan (MDP). Legal boundaries of the Conceptual Scheme (CS) area are shown on [Figure 2 – Land Ownership](#).

The Conceptual Scheme is intended to support the existing vision and policies as identified in the Edmonton Metropolitan Region Growth Plan (EMRGP), Parkland County's Municipal Development Plan (MDP), and the Acheson Industrial Area Structure Plan (ASP). As per these existing planning documents, the CS area is intended to provide additional employment opportunities for the Edmonton Metropolitan Region by creating additional opportunities for commercial and industrial development.

1.4 Vision

To develop sustainable and attractive Business Industrial and Medium Industrial lots in a range of sizes to respond to the market demands and to stimulate economic development within the Acheson Industrial ASP Major Employment Area.

The Conceptual Scheme (CS) is intended to guide development within the CS area. All figures as shown in this Conceptual Scheme have been included for visioning purposes only and may be subject to minor refinements at the subdivision and development stage.

1.5 Conceptual Scheme Objectives

In accordance with the Acheson Industrial ASP, the Conceptual Scheme (CS) area will contribute to the overall industrial growth in the Acheson Industrial Area and Parkland County by providing a variety of industrial and commercial opportunities. The following are identified as objectives for the CS area:

- **Create an industrial area consistent with existing planning** – The CS area shall be designed to respect existing planning done by Parkland County and the Edmonton Metropolitan Region Board (EMRB), as identified in the Parkland County MDP, Edmonton Metropolitan Region Growth Plan, and Acheson Industrial ASP.
- **Provide for the logical expansion of industrial services** – Lot sizes in the proposed industrial parks should be reflective of the types of businesses located within. It is understood that many industrial businesses utilize their lots for outdoor storage of equipment which can range in size. For this reason, a range of lot sizes should be accommodated in the CS area. In addition to varying lot sizes, lots should be designed to facilitate the expansion of industrial services by allowing purchasers to obtain multiple lots and consolidate them, as well as allow purchasers to obtain larger lots and subdivide them in the future.
- **Promote aesthetics along highway corridors** – Development along Highway 60 shall be designed to promote the aesthetics of the CS area and highway corridor in alignment with the Industrial Frontage Overlay. Screening, landscaping, dark sky lighting, and architectural controls should be used to increase visual appeal along this corridor.
- **Provide future access to abandoned well sites** – Access agreements shall be required to identify the precise location and size of access and setbacks required for each well. These agreements shall be negotiated between the County, Developer, well owner/operator, and the applicable lot owner.

This Conceptual Scheme is intended to be a stand-alone document that can be used to describe planning for the entire Conceptual Scheme (CS) area. The CS area has been segmented into smaller parcels of land (“Development Cells”) as seen on [Figure 6 – Development Concept](#). As planning is undertaken for the Development Cells, amendments to this Conceptual Scheme may be required. To facilitate ease, as detailed information regarding Development Cells is added to the Conceptual Scheme, sections shall be amended where necessary.

1.6 Public Engagement

Public engagement was completed in conjunction with the previously approved Outline Plan for Section 28-52-26-W4M and was done primarily for information sharing purposes and to gather any feedback regarding connectivity or consistency with adjacent areas. No additional public engagement was required or undertaken for this Conceptual Scheme. The following were identified as fundamental goals for the public engagement:

- Inform stakeholders that a Conceptual Scheme is being prepared for the Highlands Business Park;
- Gather input regarding future connections into surrounding areas;
- Gather input regarding future land uses surrounding the CS area to determine potential transition areas or buffers that may be required; and
- Gather feedback on the proposed Conceptual Scheme.

Engagement Plan

The previously approved Outline Plan was created to respect the existing planning described in the Acheson Industrial ASP. In addition to following past planning, the Developers engaged existing landowners in the CS area to provide a review of the proposed development and solicit their comments. Public consultation undertaken to support Development Cells A and B (Highlands Business Park) is included in the Consultation Plan prepared by Stantec Consulting Ltd.

Major amendments to the Conceptual Scheme, undertaken for each individual Development Cell, shall include public consultation completed to the satisfaction of Parkland County.

Identified Stakeholders

Three groups of stakeholders were identified for this project:

- Surrounding property owners both residential and industrial/commercial;

- The general public; and
- Approval authorities including Parkland County and Alberta Transportation.

Open House Sessions

As per Parkland County's policy, two information sessions were undertaken in support of the Development Cell A and B (Highlands Business Park) planning process. The Outline Plan Consultation Plan describes the consultation process undertaken for the creation of the previously approved Outline Plan.

Results of Open House Sessions

Two public information sessions were held on September 5th (11:30 am – 2:00 pm) and September 6th (5:00 – 7:30 pm), 2016 at the Glowing Embers RV Park. The purpose of these Public Information Sessions was to gather input from surrounding landowners of the Highlands Industrial Business Park to hear how they felt about the proposed development and long-term vision of the area. The Sessions were held with a drop-in format (come and go); which provided the opportunity for participants to view display boards, speak to representatives from the Developer's consulting team, the Developer, and the County.

Advertisements for this event were posted on the County's website, the Spruce Grove Examiner, the Stony Plain Reporter, as well as by formal letters referred to surrounding property owners. Although seven (7) persons signed the sign-in sheet, nine (9) attendees were observed at the session and four (4) surveys were completed. Attendants of the Public Information Session were primarily adjacent business owners and residents.

The following items were discussed during the Public Information Session:

- Industrial Uses
 - » Would like to see smaller impact industrial or business lots.
- Impact on Existing Residential
 - » Existing residents living in the adjacent acreage were disappointed in the introduction of additional industrial uses in this area although they were aware of the future planning for such development.

2. POLICY FRAMEWORK

The Conceptual Scheme (CS) is guided by a hierarchy of planning documents. These documents were reviewed and referenced to ensure the CS aligns with the larger planning framework. As amendments to the CS are undertaken, all relevant documents shall be reviewed to ensure conformity at the time of approval.

2.1 Edmonton Metropolitan Region Growth Plan

Parkland County is a member of the Edmonton Metropolitan Region Board (EMRB) which is comprised of 13 member municipalities in the Edmonton Metropolitan Region. The Edmonton Metropolitan Region Growth Plan (EMRGP) provides a 50-year vision for the Region as well as principles and policies to guide growth over the next 30 years through integrated land use, infrastructure, and transportation, with an emphasis on sustainable communities.

The Conceptual Scheme (CS) area is identified as a Major Employment Area within the Metropolitan Area of the EMRGP. The Metropolitan Area encompasses the highest concentration of existing and future development in the Region and reflects the general direction of future growth. Major Employment Areas are areas with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities, as well as high levels of employment. These areas are intended to accommodate intensified employee density and growth. As per direction of the EMRGP, the CS area is intended to provide additional employment opportunities in the Edmonton Metropolitan Region.

As identified on EMRGP Schedule 10A: Transportation Systems – Regional Roads to 2044, Highways 60 and 628 are identified as Regional Expressways; these roadways are further described in Section 6.1 Transportation Concept.

Policy 2.1.1 *This Conceptual Scheme shall conform to both the Edmonton Metropolitan Region Growth Plan and the Municipal Government Act.*

2.2 Municipal Development Plan

The Parkland County Municipal Development Plan (MDP) is a high-level policy document which directs all development within the County. The MDP identifies five (5) community pillars that guide future development within the County. These five pillars include:

- Land Use
- Natural Environment
- Economy
- Community
- Governance

The Conceptual Scheme (CS) area is identified in MDP Figure 7 – Development Concept as a Major Employment Area. This is an area with a concentration of industrial, commercial, and/or institutional uses that have regionally significant business and economic activities and high levels of employment. A variety of policies are identified in the MDP for integration in the lower level planning documents, including the Acheson Industrial ASP.

Specific policies identified in the MDP for application in the Conceptual Scheme area are outlined in [Table 2.1 – Parkland County MDP Policies](#).

[Table 2.1 – Parkland County MDP Policies](#)

| POLICY # | POLICY STATEMENT | DEMONSTRATED CONFORMANCE WITH POLICY |
|----------|--|---|
| 5.0.1(a) | The County encourages economic and employment diversification throughout the County where businesses will be supported by adequate infrastructure and transportation networks. | The CS proposes that ultimately full municipal water and wastewater will be installed. The CS area is bounded by Provincial highways and local roads, which provide access. |

| POLICY # | POLICY STATEMENT | DEMONSTRATED CONFORMANCE WITH POLICY |
|----------|--|--|
| 5.0.1(c) | The County will encourage a range of commercial and industrial lot sizes and servicing standards to be located where appropriate in the County. | The CS is designed to allow for flexibility of lot sizing to respond to market demands. Access to municipal servicing provides opportunity for smaller industrial lots. |
| 5.0.1(g) | Employment and business development should locate in areas where the off-site impacts of the business on surrounding land uses can be mitigated to the satisfaction of the County. | The CS area is located within an existing industrial area. Lands south of Highway 628 are within Enoch Cree Nation, and are currently used for agriculture. |
| 5.0.2(b) | Major Employment Areas will support a range of intensive land uses including commercial, industrial and institutional uses that require full municipal servicing. | The CS is divided into four (4) policy areas that will support a range of intensive land uses and proposes that full municipal water and wastewater servicing be installed in the future. |
| 5.0.2(c) | Major Employment Areas must be planned and coordinated through an Area Structure Plan or other statutory plan. | The CS follows the Acheson Industrial ASP. |
| 5.0.2(d) | The County will encourage the extension of municipal services to the Acheson Business Park and Fifth Meridian Business Park. | The CS proposes that full municipal water and wastewater be installed in the future. |
| 5.0.6(b) | Development that is highly visible from a major transportation corridor should enhance visual attractiveness through design features, such as landscaping, fencing, buffering and other design features, to the satisfaction of the County as regulated in the Land Use Bylaw. | The CS identifies the need for additional design elements for parcels located along major transportation corridors. Landscaping plans will be submitted at the development permit stage in accordance with the Land Use Bylaw. |
| 9.3.1 | Support a safe, resilient and reliable transit service that provides connections to the County's major employment areas, including the Acheson Industrial Area. | The CS proposes two transit stop locations within Development Cells A and B. |
| 9.6.2(a) | Development within the Acheson Business Industrial Park and Fifth Meridian Business Park shall be serviced by piped municipal water and wastewater servicing in accordance with the EMRGP and applicable Area Structure Plans. | The CS proposes full municipal water and wastewater be installed in accordance with the EMRB and Acheson Industrial ASP requirements. |
| 9.6.2(b) | Notwithstanding the above, on-site servicing for future industrial and commercial developments shall be permitted in the Acheson Business Industrial Park on Lot 2 and Lot 3, Plan 9420960, and Fifth Meridian on Lot B, Plan 2980RS, Pt. NW-12-53-28-W4 and Lot C, Plan 5209RS, Pt. NE-12-53-28-W4. | The CS allows for temporary on-site servicing for Lot 2 and 3, Plan 9420960, until such time as nearby servicing becomes available. A Deferred Servicing Agreement shall be required. |

| POLICY # | POLICY STATEMENT | DEMONSTRATED CONFORMANCE WITH POLICY |
|-----------|--|---|
| 12.0.6(b) | The County will share information with residents and stakeholders on major planning and development initiatives and decisions and will be transparent in communicating opportunities for feedback. | Public Engagement was carried out by the consulting team in accordance with Parkland County Council Policy C-AD51. Further, the CS will require approval through Council Resolution and the associated Land Use Bylaw and Area Structure Plan Amendments will be heard in a Public Hearing held by Council. |

2.3 Area Structure Plan

The Acheson Industrial Area Structure Plan (ASP) area is Parkland County's major commercial/industrial hub. The ASP area covers 5,019 ha (12,402 ac) of land at the eastern edge of the County bordering the City of Edmonton. The Conceptual Scheme area is in the southwest corner of the ASP boundary.

The following proposed land uses were identified for the Conceptual Scheme (CS) area in the Acheson Industrial ASP.

- **Business Industrial** – The northeast portion of the CS area, located along Highway 60, is identified for future fully serviced Business Industrial uses. As per the Acheson Industrial ASP, typical Business Industrial uses include manufacturing, research and testing facilities, processing facilities, and logistics and distribution centres; however, permitted uses include accommodation or convention centres, indoor recreation facilities, drive-through businesses, offices, etc.
- **Medium Industrial** – The northwest portion of the CS area is identified for future fully serviced Medium Industrial uses. As per the Acheson Industrial ASP, typical uses of Medium Industrial include primary manufacturing and processing facilities, and extensive product warehousing and storage facilities (indoor and outdoor).
- **Industrial Frontage Overlay** – An Industrial Frontage Overlay is identified along Highway 60 to enhance the visual appearance along a major transportation route. This Overlay establishes regulations to promote business visibility without diminishing site aesthetics.
- **Constrained Lands** – The undeveloped portion of the south half of the CS area is identified as 'Constrained Lands'; this area is associated with the Highway 628 realignment and is considered to have constraints to its development potential. Areas not required for the future Highway 628 alignment or associated stormwater management ponds may be considered for serviced industrial development.

A variety of policies are identified in the Acheson Industrial ASP for application throughout the CS area, these policies have been incorporated throughout the Conceptual Scheme to guide further development. Regulations regarding high quality architectural and landscaping design are described in Section 5.2 Subdivision and Development Concept Design.

2.4 Land Use Bylaw

The Parkland County Land Use Bylaw (LUB) describes all available land use districts to be utilized throughout the County. The Conceptual Scheme (CS) area is currently districted with four different land use districts from the Parkland County LUB, as listed below and shown on the [Land Use District Map](#) of the Parkland County LUB.

- **AGR - Agricultural Restricted District** – The southwest portion of the CS area is districted as the AGR District. The intent of this district is 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.
- **IR - Industrial Reserve District** – The southeast portion of the CS area is districted as the IR District. The intent of this district is to provide for low intensity development with minimal servicing requirements, and to reserve land for the future expansion of serviced industrial and commercial land uses.
- **MI - Medium Industrial District** - The northwest portion of the CS area is districted as the MI District. The purpose of this district is to provide for a broad range of compatible industrial uses on fully serviced parcels, some of which may require outdoor storage or activities. Any nuisance factor should not extend beyond the boundaries

of the parcel.

- **BIR - Regional Business Industrial District** – The northeast portion of the CS area is districted as the BIR District. The purpose of this district is to accommodate a range of industrial and industrial support services that typically provide logistics, manufacturing/processing, professional office, or research and development functions. Developments within this district typically require larger parcels adjacent to regional transportation routes. For any development within this district, a high landscaping standard is required to improve the appearance of new development along high-visibility Highways and County main roads.

Policy 2.4.1 *Prior to subdivision or development within Development Cells C & D, amendments to the Land Use Bylaw and Conceptual Scheme shall be completed. These amendments shall be supported by technical studies to the satisfaction of the County.*

3. SITE CONTEXT

3.1 Legal Description and Area

Table 3.1 – Legal Description and Area

| LEGAL DESCRIPTION | AREA (HA) | AREA (AC) |
|--|---------------|---------------|
| Development Cell A | | |
| Plan 1722661 | 41.84 | 103.39 |
| Plan 1921642 | 4.04 | 9.98 |
| Plan 2020703 | 14.87 | 36.75 |
| Development Cell B | | |
| Part of NW-28-52-26-W4M | 8.93 | 22.07 |
| Plan 2020703 | 47.42 | 117.18 |
| Development Cell C | | |
| Part of SW-28-52-26-W4M | 27.97 | 69.1 |
| Part of SE-28-52-26-W4M | 19.45 | 48.05 |
| Plan 8421283 | 5.32 | 13.15 |
| Development Cell D | | |
| Part of SW-28-52-26-W4M | 5.23 | 12.92 |
| Part of SE-28-52-26-W4M | 14.38 | 35.53 |
| Plan 4745TR | 2.09 | 5.16 |
| Plan 9420960 | 4.15 | 10.25 |
| Future Highway 628 Right-of-Way | | |
| Part of SW-28-52-26-W4M | 17.77 | 43.91 |
| Part of SE-28-52-26-W4M | 27.34 | 67.55 |
| TOTAL | 240.80 | 594.99 |

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

3.2 Adjacent Land Uses

The Conceptual Scheme (CS) area is surrounded by a variety of different land uses, primarily agricultural. Surrounding uses are further described below:

- West
 - » Lands located west of the CS area are undeveloped agricultural lands with several homestead and acreage type homes west of 279th Street. These lands are identified in the Acheson Industrial ASP for future Industrial development.
 - » The City of Spruce Grove is located approximately 4.5 km west of the CS area.

- North
 - » Lands located north of the CS area (Acheson Zone 5) are primarily utilized for business industrial type uses, including outdoor storage facilities. Lands northwest of the CS area are currently undeveloped agricultural lands that accommodate a communication tower (Rogers).
 - » The Wagner Natural Area is located approximately 3.5 km northwest of the CS area. The Lois Hole Centennial Provincial Park is located approximately 6.0 km north of the CS area.
- East
 - » Lands located east of the CS area are undeveloped agricultural lands (Acheson Zone 8). These lands are identified in the Acheson Industrial ASP for future Commercial/Light Industrial development.
 - » The City of Edmonton is located approximately 3.0 km east of the CS area.
 - » The Ranch Golf & Country Club is approximately 800.0 m northeast of the CS area with access located off of Range Road 262, approximately a 4-minute drive from the CS area.
- South
 - » The Enoch Cree First Nation is located south of the CS area. This land is utilized for acreage style residential purposes with large areas of open space and several community amenities. This First Nation is home to approximately 1,600 members of the Enoch Cree Nation.

3.3 Site Conditions

The Conceptual Scheme (CS) area contains Section 28-52-26-W4M, which is approximately 252 ha (624 ac) in size. The northeast area (Development Cell A) of the CS contains serviced business industrial development, including the Champion Petfoods manufacturing and processing facility, and industrial storage and warehousing for Stihl Limited and Pipeline Machinery International. This industrial development has required the construction of a stormwater management pond in the northeast area of the quarter section and the dedication of 92nd Avenue, which has been partially constructed and will ultimately connect west to 279th Street. In late 2020, Parkland County approved land development within Cell B, including the development of a large-scale indoor warehouse facility and the construction of 92nd Avenue west to 279th Street; this land development is proposed to be completed by 2022.

The remainder of the CS area (Development Cells C and D) remains largely undeveloped and is used for agricultural purposes. However, in the south portion of the CS area Plan 842 1283 Lot 1 contains an outdoor RV storage site and an existing residence, Plan 942 0960 Lots 2 and 3 contains an on-site manufacturing and fabrication business, and Plan 4745TR contains an AltaLink substation site. Currently, Highway 628 provides access to the south portion of the CS area. However, the realignment of Highway 628 and its associated major intersection at Highway 60 will impact potential development within the south half of the CS area (constrained lands) as additional land dedications/acquisitions will be required.

3.4 Historical Uses of the Site

Historical Resource Act approvals have not been obtained for lands outside of Development Cells A and B and will be required prior to future subdivision and development.

Development Cells A & B – Highlands Business Park

A Historical Resources Inventory Assessment (HRIA) was complete for Development Cells A and B. *The Alberta Listing of Historic Resources* (March 2015) did not identify the lands as having any historical resources, however, the HRIA determined that there are historical structures located in Section 16-28-52-26-W4M including a barn, utility shed, machine shed, and granaries. This HRIA was submitted to Alberta Historic Resources, who issued clearance for the subject parcel relative to the Historic Resources Act.

Table 3.2 – Historical Resource Act Approvals

| APPROVAL | APPROVAL NO. | ISSUE DATE | LANDS COVERED | APPROVAL HOLDER |
|--------------------------|------------------|-------------------|----------------|---------------------------------|
| Historical Resources Act | 4835-15-0088-003 | December 01, 2015 | NE-28-52-26-W4 | Highlands Business Park GP Inc. |

- Policy 3.4.1*** *Lands outside of Development Cells A & B have not acquired clearance for land development under the Historical Resources Act and shall do so prior to future subdivision and development.*
- Policy 3.4.2*** *Should any historical resources be encountered during construction, Parkland County and Alberta Environment and Parks shall be contacted immediately.*

4. PHYSICAL SITE FEATURES

The following is a general overview of the entire Conceptual Scheme area; however, as future development is proposed within each Development Cell, amendments to this Conceptual Scheme may be required to provide more detailed information.

4.1 Topography

The Conceptual Scheme (CS) area is rolling and hummocky, with elevations ranging from 714.0 m to 726.0 m A.S.L, without an evident drainage route. During storm events, the CS area experiences a variety of localized drainage:

- The north half of the CS area primarily drains to three localized depressions; this drainage is further described in Section 7.3 Stormwater Management.
- The south half of the CS area drains to localized low areas.

The lands surrounding the CS area generally appear to drain away from the development.

Development Cells A and B experience local drainage during storm events and are divided by a ridge which divides the Development Cells from northwest to southeast:

- The west side of the ridge drains to the southwest side of the Development Cells.
- The east side of the ridge mostly drains to a depression in the northeast corner of the Development Cells.

4.2 Hydrology and Geotechnical

Geotechnical investigations have not been completed for lands outside of Development Cells A and B and will be required prior to future subdivision or development.

Development Cells A & B – Highlands Business Park

Thurber Engineering completed two preliminary geotechnical investigations for Development Cells A and B: one for the NW quarter in 2014, and one for the NE quarter in 2013. These investigations were intended to provide preliminary geotechnical recommendations regarding the general suitability of Development Cells A and B for the proposed development. The investigations concluded that Development Cells A and B are suitable for the proposed industrial and commercial development. The geotechnical reports recommended further investigations be undertaken for individual components of the development such as buildings, roadways, and ponds when the subdivision layout has been determined. In addition, site preparation and construction recommendations were provided.

Policy 4.2.1 *Prior to development, site-specific geotechnical analysis shall be prepared by end users to confirm subsurface conditions.*

Policy 4.2.2 *Lands outside of Development Cells A and B have not completed geotechnical investigations and shall be required to do so prior to future subdivision or development.*

4.3 Vegetation

The Conceptual Scheme (CS) area is located within the Central Parkland natural sub region of Alberta, a region historically characterized by a mosaic of aspen forests and fescue grasslands. Most of the Central Parkland subregion has been intensively cultivated and developed with relatively few areas retaining native vegetation. The CS area has a few stands of existing trees, primarily limited to windbreaks along the quarter section lines and surrounding the wetlands. The remainder of the land has been cleared for agriculture.

4.4 Environmental Considerations

The Conceptual Scheme (CS) area is identified in Parkland County's Environmental Conservation Master Plan (ECMP) for inclusion in the Acheson/Big Lake Area Master Drainage Plan to minimize any impact to the area's water systems, including the recharge zone underlying the Wagner Natural Area, surrounding wetlands, and receiving water bodies. It should be noted that the Acheson Industrial ASP, [Figure 8 – Wagner Natural Area and Recharge Zone](#), illustrates the Wager Natural Area's recharge area; this is not located within the CS area. Environmental Site Assessments (ESAs) and

other environmental studies have not been completed for lands outside of Development Cells A and B and will be required prior to future subdivision or development.

Development Cells A and B – Highlands Business Park

Environmental Site Assessments

Phase 1 and Phase 2 Environmental Site Assessments (ESAs) were completed for Development Cells A and B by Worley Parsons. The Phase 1 ESA identified the following potential on-site and off-site issues of environmental concern. These issues were eliminated as contaminants through an in-depth evaluation during the completion of a Phase Two ESA:

- Solid waste was historically incinerated at the southeast corner of the machinery/storage shed and in the area of the outhouse.
- Waste incineration can result in the formation of polycyclic aromatic hydrocarbons. It is recommended that soil quality in areas of Development Cells that historically used to incinerate solid waste be evaluated at the time of re-development. It is recommended that the outhouse be decommissioned, and the area remediated at the time of re-development.
- Metal 205L drums were stored on site. These drums were reportedly used to haul water to construction sites associated with the site owner's employment.
- It is recommended that soil quality in the area of the 205L metal drums be evaluated at the time of re-development.
- The Developer and Remington Development Corporation have implemented a monitoring and sampling program to evaluate the environmental quality of the off-site stormwater prior to and during future discharge events.
- Shallow and deep oil and gas wells are located within Development Cell A and along the north boundary of Development Cell B.
- The shallow and deep oil and gas wells on-site represent a potential source of environmental impact to soil and groundwater quality. The Developer will address any potential environmental impacts associated with the on-site and off-site oil and gas wells during re-development.

Wetland Assessment

The *Acheson Lands Wetland Assessment* was completed for Development Cells A and B by Stantec Consulting Ltd in June 2015. This Wetland Assessment has been submitted to Alberta Environment and Parks under separate cover.

The study area identified in the Wetland Assessment included Development Cells A and B as well as 279th Street, the future north/south roadway along the west boundary of the CS area, extending one full quarter section north; however, the Developer does not intend to construct this road. A field survey completed as a part of the Wetland Assessment revealed the presence of one Class II Temporary wetland, two Class III Seasonal wetlands, one Class IV Semi-permanent wetland, and one Class V Permanent wetland. Although a variety of birds and frogs were found during the field study, no rare plants or wildlife features were noted during the wetland survey.

Stantec Consulting Ltd. identified the following mitigation strategies for Development Cells A and B:

- Water Act approval will be obtained prior to any disturbance in wetlands.
- Vehicles or equipment will not be washed within 30.0 m of a wetland.
- Construction equipment will be washed prior to entering the Development Cells to prevent the spread of weeds.
- Project fuel storage or hazardous material storage will be greater than 100.0 m from a wetland.
- Vehicle and equipment refueling, or other maintenance will not occur within 100.0 m of a wetland.
- Weed species listed under the Weed Control Regulation, Weed Control Act will be controlled, as required under the Act.
- A weed management plan will be developed by the construction contractor for review before the start of construction.
- During Migratory Bird Nest Period it is recommended nest sweeps are conducted prior to disturbance in potential nesting habitat is from March 15 to August 15 (Environment Canada 2014).
- Active animal dens or bird nests will not be disturbed. An active nest/den is one that is under construction by

the adults or has eggs or young birds in it or near it.

- Appropriate Federal or Provincial wildlife related permits/authorizations will be obtained before handling wildlife or conducting wildlife surveys, and associated protocols and conditions apply.
- Wildlife as listed by the Alberta Wildlife Act, Migratory Birds Convention Act, and the Species At Risk Act encountered during construction will be conserved, either by the application of species-specific guidance AEP, or through the development of site-specific mitigation.

Policy 4.4.1 *Further study and review of wetland areas outside of Development Cells A & B shall be conducted prior to future subdivision and development to the satisfaction of Parkland County and Alberta Environment and Parks.*

Policy 4.4.2 *Wetland compensation plans shall be developed where required by the developers and submitted to Parkland County and Alberta Environment and Parks for approval prior to subdivision endorsement.*

4.5 Existing Transportation and Utility Considerations

The Conceptual Scheme (CS) area is bound by existing roadways on three sides: 279th Street on the west, Highway 60 on the east, and Highway 628 on the south. Future modifications to these roadways are discussed below.

- **279th Street**
 - » 279th Street runs along the west side of the CS area and has been identified in the Parkland County Transportation Master Plan as a proposed arterial roadway. This road currently runs from Highway 628 to the northwest corner of the CS area; however, it does not yet continue north to Highway 16A. As identified in the Highway 628 Functional Planning Study, 279th Street will not connect to Highway 628 after the Highway's realignment.
 - » 279th Street is constructed as a gravel roadway within a 25.0 m wide right-of-way. An additional 15.0 m of land will be dedicated when required, to accommodate the future road widening to an appropriate standard. The ½ mile of 279th Street adjacent to Development Cell B is currently under construction (completion by 2022) to a full municipal standard with asphalt surfacing.
- **Highway 60**
 - » Highway 60 runs along the east boundary of the CS area. Highway 60 and its associated service roads are owned and operated by Alberta Transportation.
- **Highway 628**
 - » Highway 628 runs along the south boundary of the CS area. This roadway was identified in the Alberta Transportation Highway 628 Functional Planning Study as a future six-lane freeway between Anthony Henday Drive and Highway 60, and a future four-lane expressway between Highway 60 and the Town of Stony Plain.
 - » The realignment of Highway 628 and its associated major intersection at Highway 60 is shown in the Highway 628 Functional Planning Study and will require an additional right-of-way in the southern portion of the CS area to accommodate its construction. The conceptual right-of-way required for the Highway 628 realignment is shown on [Figure 7 – Transportation Network](#).
 - » Although a conceptual right-of-way has been shown in this Conceptual Scheme for the future realignment of Highway 628, detailed land dedication for this upgrade shall be described during development of the south half of the CS area.

4.6 Existing Oil and Gas Infrastructure

The following natural resources shall be examined to determine the developability of the CS area.

- **Utility Rights-of-Way & Pipelines** – Existing utility rights-of-way are shown on [Figure 4 – Oil & Gas Infrastructure](#). Detailed information regarding accommodation, removal, or relocation of pipelines within each Development Cell shall be addressed in future Conceptual Scheme amendments.

- **Wells** – As shown on [Figure 4 – Oil & Gas Infrastructure](#), and listed in [Table 4.1 – Existing Wells](#), eight abandoned well sites are located in the CS area. Although well sites can be incorporated into lots, they will require a setback to allow for potential future access. As per the Parkland County LUB, the purpose of establishing setbacks around abandoned 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. Dependent on the location of the abandoned well; roadways, lanes, public utility lots, and/or access agreements will be used to accommodate these setbacks.

Table 4.1 – Existing Wells

| LAND DESCRIPTION / WELL ID | REGISTRAR | STATUS |
|----------------------------|-------------------------------------|--|
| NW-28-52-26-W4M | | |
| 0027590B | Teck Corporation | Abandoned, reclamation exempt |
| 0003158M | Chevron Canada Ltd. | Abandoned, reclamation exempt |
| NE-28-52-26-W4M | | |
| 0027590A | Teck Corporation | Abandoned, reclamation exempt |
| | | Abandoned, reclamation exempt |
| 0003505 | Encana Corporation | <ul style="list-style-type: none"> • Vapour testing has been completed for this well and its dimensions have been obtained for accommodation in Development Cells A and B |
| | | Abandoned, reclamation exempt |
| 0034734 | Canadian Natural Resources Ltd. | <ul style="list-style-type: none"> • Vapour testing has been completed for this well and its dimensions have been received for accommodation in Development Cells A and B |
| SE-28-52-26-W4M | | |
| 0022586 | Derby Refining Company | Abandoned, reclamation exempt |
| SW-28-52-26-W4M | | |
| 0002256 | National Petroleum Corporation Ltd. | Abandoned, reclamation exempt |
| 0001596D | Imperial Oil Resources Limited | Abandoned, reclamation exempt |

Development Cells A & B – Highlands Business Park

As identified in [Table 4.2 – Existing Oil and Gas Rights-of-Way](#), four pipeline rights-of-way run through the Conceptual Scheme area as shown on [Figure 4 – Oil & Gas Infrastructure](#).

It is understood that all active pipelines and their associated rights-of-way must be retained; in addition, the Developer shall work with TransMountain pipeline to accommodate their expansion plans. Although the rights-of-way may be incorporated into the industrial lot, access agreements must be in place and permanent structures will not be permitted on top of these lines.

Table 4.2 – Existing Oil and Gas Rights-of-Way

| RIGHT OF WAY ID | REGISTRAR | PURPOSE |
|-----------------------------|-----------------------------|--|
| 882 1865 | Anderson Energy Inc. | <p>This right-of-way runs diagonally along the south of both Development Cells parallel with the 3610 HW/4380 HW line, which is located immediately south of the 882 1865 line.</p> <p>This right-of-way is used to accommodate an active pipeline registered to Anderson Energy Inc (38805-1).</p> |
| 3610 HW/ 4380 HW | TransMountain Pipeline Inc. | <p>This right-of-way runs diagonally along the south portion of both Development Cells. This right-of-way runs parallel with the 882 1865 line which is located immediately north of the 3610 HW/4380 HW line. This right-of-way is used to accommodate an active pipeline registered to Trans Mountain Pipeline Inc. (3003JE).</p> <p>The Developer of the Highlands Business Park is in discussion with TransMountain to accommodate their expansion as necessary; this is reflected in the concept plan through the provision of an 8.0 m widening along the south boundary of the existing right-of-way.</p> |
| 7582 RL | ATCO Gas | <p>This right-of-way runs along the east boundary of the Development Cell A and is used to accommodate an active pipeline registered to ATCO Gas.</p> |

5. DEVELOPMENT CONCEPT

5.1 Land Use Concept

In accordance with the provisions of the Acheson Industrial Area Structure Plan (ASP), the location of anticipated land uses within the Conceptual Scheme area is illustrated in [Figure 5 – Future Land Use Concept](#). The site is conceptually divided into 4 policy areas generally described as follows:

- **Policy Area ‘A’ – Regional Business Industrial Area** will accommodate a wide range of low intensity industrial and commercial uses which may have outdoor storage or work activities on large lots. Appropriate uses in this district do not create any nuisance outside a building to ensure that the development is compatible with other non-industrial uses. This Policy Area (Champion Petfoods site) has been located along the east side of Development Cell A, adjacent to Highway 60 to offer users convenient and appropriate access to regional transportation routes. Additionally, a higher landscaping standard is required, improving the appearance of new development along high-visibility highways. This location will provide opportunities for businesses to take advantage of its highway proximity to allow convenient access and high visibility.
- **Policy Area ‘B’ – Business Industrial Area** will accommodate a range of industrial and commercial uses which may have outdoor storage or work activities on fully serviced lots. Appropriate uses do not create any nuisance outside a building and have a high standard of landscaping to improve the appearance of new development along high-visibility highways. This Policy Area is located within Development Cell D to accommodate existing industrial businesses and an AltaLink substation.
- **Policy Area ‘C’ – Medium Industrial Area** will accommodate a wide range of industrial uses, some of which may require outdoor storage or activities. Any nuisance factor should not extend beyond the boundaries of the parcel. To accommodate a variety of industrial lots for facilities and/or outdoor storage, the Medium Industrial district has been identified for the majority of Development Cells A and B.
- **Policy Area ‘D’ – Constrained Lands (future Business Industrial Area)** – this area is identified as being ‘Constrained’ in accordance with the Acheson Industrial ASP due to the future realignment of Highway 628. Areas not required for the future Highway 628 realignment or associated stormwater management ponds would be considered for future serviced business industrial development. Future subdivision and development within this area will require an amendment to the Conceptual Scheme and the submission of technical studies prior to approval.

Policy 5.1.1 *Major map or policy changes to the Conceptual Scheme shall require an amendment. Major amendments may include but are not limited to roadway alignment modifications, major land use changes, or the introduction of additional Development Cells.*

Policy 5.1.2 *Minor map or policy changes to the Conceptual Scheme shall not require an amendment. Minor amendments may include but are not limited to lot sizes and configurations and internal road alignment.*

5.2 Subdivision & Development Concept Design

Guided by the Acheson Industrial ASP and this Conceptual Scheme, redistricting and subdivisions must conform to the Parkland County Land Use Bylaw and all applicable statutory plans in addition to the informational requirements necessary for each application.

The anticipated subdivision configuration will implement the general land uses shown in [Figure 5 – Future Land Use Concept](#). Given the large area included within the CS boundary, the specific illustration of anticipated lot layouts has not been defined at this scale. Instead, detailed parcel configurations will be established through future subdivision applications.

Policy 5.2.1 *Future lot sizes and configurations shall be determined at the time of subdivision and may include a mix of small, medium, and large sized lots for industrial development based on market demands at the time of development.*

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| Policy 5.2.2 | <i>As per policy 2.6.5 of the Acheson Industrial ASP, buffers and screening of the CS area will be required to minimize nuisances between adjacent properties.</i> |
| Policy 5.2.3 | <i>Parkland County Dark Sky Policy (2014): industrial street lighting fixtures utilized throughout the CS area shall be Dark Sky Certified, include full cut-off optics, and include either LED or HSP bulbs. All types of light fixtures must be oriented to direct all possible light below the horizon.</i> |
| Policy 5.2.4 | <i>All public realm lighting will be designed using the Parkland County's existing standards, as identified in the Parkland County Engineering Design Standards.</i> |
| Policy 5.2.5 | <i>Uses located along Highway 60 and Highway 628 will be required to follow the Industrial Frontage Overlay as completed by Parkland County.</i> |
| Policy 5.2.6 | <i>Development in the CS area shall utilize green design and building techniques to reduce energy consumption and greenhouse gas emissions and improve the region's ambient air quality.</i> |
| Policy 5.2.7 | <i>As per the Edmonton Metropolitan Region Growth Plan, builders in the CS area should be encouraged to incorporate the following in the construction of buildings:</i> <ul style="list-style-type: none"> • <i>alternative energy sources such as solar energy or geothermal heating</i> • <i>energy efficient furnaces, air conditioners, windows, and Energy Star appliances</i> • <i>electrical efficient lighting</i> • <i>water conserving toilets and showers</i> • <i>green roofs</i> |
| Policy 5.2.8 | <i>No applications for subdivision which deem remaining parcels of the CS area undevelopable shall be approved.</i> |

5.3 Development Statistics

Table 5.1 – Land Use Calculations

| LAND USE STATISTICS | AREA (HA) | % of GA | % of GDA |
|--|---------------|---------------|---------------|
| GROSS AREA | 255.43 | 100% | |
| Existing Roads (92 nd Avenue, 266 th Street, 279 th Street) | 11.95 | 4.68% | |
| Undevelopable Pipeline ROW | 5.61 | 2.20% | |
| GROSS DEVELOPABLE AREA | 237.87 | 93.13% | 100% |
| Future Highway 628 Realignment | 39.75 | 15.56% | 16.71% |
| Internal Roads | 11.23 | 4.40% | 4.72% |
| Stormwater Management Facilities | 19.57 | 7.66% | 8.23% |
| NET DEVELOPABLE AREA | 167.32 | 65.51% | 70.34% |
| Development Cell A | 54.30 | 21.26% | 22.83% |
| Development Cell B | 42.63 | 16.69% | 17.92% |
| Development Cell C | 43.67 | 17.10% | 18.36% |
| Development Cell D | 25.85 | 10.12% | 10.87% |

5.4 Municipal Reserve and Open Spaces

In accordance with Parkland County Policy and the *Municipal Government Act*, 10% Municipal Reserves (MR) may be provided as Money-in-Place in the absence of land. MR will be assessed and negotiated at the time of subdivision.

Development Cells A & B – Highlands Business Park

As shown in [Table 5.1 – Land Use Calculations](#), Development Cells A and B have not dedicated 10% of the Net Developable area as Municipal Reserve. To provide the necessary Municipal Reserve dedication, as well as invest in the community, a land swap agreement has been presented to Parkland County by the Developer. The intent of providing a land swap is for the Developer to purchase a property outside of the Conceptual Scheme area, to be added to the County's inventory as Municipal or Environmental Reserve. As a land swap in exchange for both Development Cells' required MR, agreements have been made between the Developer and Parkland County for the Developer to purchase and donate an 18.2-22.3 ha (45-55 ac) parcel of land that is contiguous with the Wagner Natural Area. This donated parcel is generally referred to as the Keizer property, legally described as Plan 172 0470 Block 1 Lot 21.

As shown on [Figure 6 – Development Concept](#), Development Cells A and B provide for open space primarily through stormwater management facilities. The area surrounding the ponds may be employed for passive recreation use by business park employees. These open spaces have been provided using Public Utility Lot dedication.

Policy 5.4.1 *In accordance with Parkland County Policy, all participating landowners included in the Conceptual Scheme area may exercise the option of paying Money-in-Place of Municipal Reserve dedication in lieu of land dedication pursuant to the provisions of the Municipal Government Act.*

Policy 5.4.2 *At each phase of development, payments of Money-in-Place of Municipal Reserves shall be determined prior to conditional subdivision approval and shall be payable to the County prior to subdivision endorsement.*

5.5 Environmental Reserves and Wetland Compensation

Wetland Compensation

As shown in [Table 5.2 – Wetland Identification](#), the Acheson/Big Lake Drainage Study identified seven wetlands within the Conceptual Scheme (CS) area. It is important to note that although these wetlands were identified in the Study, they were identified via aerial photo and some were not confirmed in the field. As not all wetlands identified in the Drainage Study were ground truthed, the results of wetland assessments completed for the CS area shall prevail.

Any wetland subject to claim by the Crown under the *Public Lands Act* qualifies for dedication as Environmental Reserve under the *Municipal Government Act*. Dedication shall be determined as part of the subdivision application process.

[Table 5.2 – Wetland Identification](#)

| ID NUMBER | LOCATION DESCRIPTION | WETLAND CLASSIFICATION | AREA (HA) | AREA (AC) | GROUND THRUDED |
|-----------|----------------------------------|------------------------|-----------|-----------|----------------|
| 1 | NW corner NW-28-52-26- W4M | Class 3 | 0.09 | 0.22 | No |
| 2 | SE corner NW-28-52-26- W4M | Class 2 | 0.08 | 0.20 | No |
| 3 | NW corner SW-28-52-26- W4M | Class 2 | 0.13 | 0.32 | No |

| ID NUMBER | LOCATION DESCRIPTION | WETLAND CLASSIFICATION | AREA (HA) | AREA (AC) | GROUND THRU THED |
|-----------|----------------------------------|------------------------|-----------|-----------|------------------|
| 4 | SE corner SW-28-52-26- W4M | Class 3 | 0.08 | 0.20 | No |
| 5 | SW corner SE-28-52-26- W4M | Class 2 | 0.05 | 0.12 | Yes |
| 6 | NW corner SE-28-52-26- W4M | Class 3 | 0.16 | 0.40 | Yes |
| 7 | SW corner SE-28-52-26- W4M | Class 3 | 0.11 | 0.27 | Yes |

Data Source: Acheson/Big Lake Area Master Drainage Plan – Amendment (2011)

Development Cells A & B - Highlands Business Park

As identified in the remainder of this Conceptual Scheme, all wetlands within Development Cells A and B are anticipated to be removed. A total wetland area of 2.10 ha (5.19 ac) was identified in the Wetland Assessment, which includes areas within Development Cells A and B and 279th Street. Direct effects to the wetlands, as a result of the wetlands' removal, will be compensated for via Ducks Unlimited Canada compensation payment, or another method of compensation deemed acceptable by Parkland County and/or the Province of Alberta.

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| Policy 5.5.1 | <i>Landowners shall acquire necessary Water Act approvals prior to construction and/or development permit.</i> |
| Policy 5.5.2 | <i>Lost wetland areas shall be compensated in accordance with Provincial wetland policies and regulations.</i> |
| Policy 5.5.3 | <i>Wetland compensation arrangements with the Province shall be established prior to subdivision application.</i> |
| Policy 5.5.4 | <i>Applications to Public Lands to finalize the identification of Crown claimed bodies of water shall be required prior to subdivision, and certificates from the Province of Alberta of any land transfer shall be in place prior to subdivision endorsement.</i> |
| Policy 5.5.5 | <i>Tree clearing shall be prohibited during nesting periods as defined by Provincial and Federal regulations.</i> |

6. TRANSPORTATION

6.1 Transportation Concept

The Conceptual Scheme (CS) area shall be designed to facilitate mobility by both large and small vehicles. The generalized transportation network proposed for the CS area is identified in [Figure 7 – Transportation Network](#), which shows Development Cells A and B serviced via 92nd Avenue (an Industrial Arterial roadway), Development Cell C being serviced via 279th Street and Development Cell D being serviced by the current Highway 628 (future municipal road). Internal roads have been conceptually identified in Development Cell C, however, are subject to change. Two potential future transit stops have been shown in Development Cell A for the future accommodation of transit service in the CS area. This concept shall be updated based on additional planning completed for subsequent Development Cells.

6.2 Transportation Impact Assessment (TIA)

A Traffic Impact Assessment (TIA) was completed in 2016 by Stantec Consulting Ltd. to examine the effects of developing the Highlands Business Park within Zone 7 of the Acheson Industrial Area. In addition, the County completed the Acheson and Big Lake Traffic Impact Assessment (2018) to identify roadway network requirements for the entire Acheson Industrial Area and has prepared a Concept Report Road Design for 92nd Avenue and 279th Street (2019). A site-specific Traffic Impact Assessment (2020) was also completed for the large indoor warehouse facility within Development Cell B. Any road improvements within the Conceptual Scheme area shall be required to comply with all abovementioned documents.

To accommodate the anticipated traffic generation, the following are recommendations from the Acheson and Big Lake TIA (2018):

- Highway 628 is ultimately planned to be upgraded to a four-lane expressway from Highway 60 to Stony Plain with an interchange at Highway 60.
 - » The intersection of Highway 60 & Highway 628 is recommended for a future interchange at Highway 60 in Alberta Transportation's Functional Planning Study for Highway 628. The realignment of Highway 628 west of Highway 60 requires future 279th Street to deflect from the existing alignment to match future Highway 628 westbound and eastbound alignment.
- The intersection of Highway 60 & 92nd Avenue has been constructed as a signalized intersection with dual left turns and free right turn lanes in the eastbound and westbound directions.
- Highway 628 will require widening to a four-lane cross section by the 20-year horizon.
- The intersection of Highway 628 & 279th Street will operate adequately in the long-term horizon or until it is closed. The closure of this intersection will not have a significant impact on the adjacent road network.
- 92nd Avenue is planned to be an ultimate 4-lane divided industrial arterial road with a 40.0 m road right-of-way, which has already been dedicated.
- 279th Street is planned to be an ultimate 2-lane undivided industrial major collector road with a 40.0 m road right-of-way, which requires additional widening to meet this standard.

Policy 6.2.1 *The future roadway network and key intersections in the Conceptual Scheme area shall be designed and constructed to accommodate all roadway users at a safe and satisfactory level of transportation service.*

Policy 6.2.2 *Future improvements to 279th Street and 92nd Avenue shall follow the County's Concept Report Road Design for 92nd Ave and 279th Street (2019).*

6.3 Vehicular Access to the Conceptual Scheme Area

Access to the Conceptual Scheme (CS) area will be via Highway 60, 279th Street, and 266th Street. Due to the location of the Highway 60/628 intersection, only one access from Highway 60 has been identified.

At the request of Alberta Transportation, the Conceptual Scheme does not currently plan to utilize the existing service road which runs parallel to Highway 60. This service road is owned by Alberta Transportation and may be used to

accommodate future widening of Highway 60.

Access into the south half of the CS area will be via 279th Street as shown on [Figure 7 – Transportation Network](#). The CS area is not currently accessible via public transit; however, as per the Edmonton Metropolitan Region Board Growth Plan and Acheson Industrial ASP, the future accommodation of a transit connection has been considered. Public transit to the Acheson Industrial major employment node would increase connectivity for commuters and minimize the number of individual vehicular trips to the area.

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| Policy 6.3.1 | <i>As development progresses, access to Development Cells C and D shall be considered to ensure connectivity to all developable areas.</i> |
| Policy 6.3.2 | <i>The Conceptual Scheme area's industrial arterial roadway shall be designed to accommodate potential future transit stops.</i> |
| Policy 6.3.3 | <i>The location and design of the transit stops should be further determined if transit becomes available in the future.</i> |

6.4 Internal Vehicular Circulation and Access

The Development Concept considers a possible general road alignment for circulation; however, these alignments are conceptual and are subject to change based on market demands and parcel sizes. Changes to proposed internal road layouts shall not require an amendment to this Conceptual Scheme.

Arterial Industrial Roadways

An Industrial Arterial roadway (92nd Ave) has been partially constructed to provide primary access throughout the Conceptual Scheme (CS) area and accommodate the high traffic volumes anticipated by Parkland County. The Industrial Arterial utilizes a 40.0 m wide right-of-way designed using the County's existing Arterial Road (4 Lanes Divided) standard as a base.

Access approach locations will be spaced a minimum of 200.0 m apart along the proposed arterial; however, actual locations will be presented at the time of Development Permit and are subject to the review and approval of Parkland County. Access approaches will be designed as per Parkland County's current engineering design standards and guidelines.

The Industrial Arterial roadway is to a two-lane standard with a 4-lane base to accommodate traffic volumes for the CS area and future required upgrades. As additional development in other zones of the Acheson Industrial Area proceeds, the Industrial Arterial will require upgrading to its ultimate design as a four-lane arterial roadway. The timing of future road widening will be identified with future development activity.

Local Industrial Roadways

The 30.0 m right-of-way Industrial Local Roadway shall be utilized to facilitate movement of industrial vehicles throughout the Conceptual Scheme area, should it be required. In accordance with the existing County standard for industrial roadways, the roadway will have a 9.0 m wide pavement width with a 3.7 m wide travel lane in either direction to accommodate larger vehicles.

A Conceptual Scheme amendment will not be required if the Developer includes an Industrial Local Roadway to future subdivisions as the Plan would still be consistent with industrial development.

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| Policy 6.4.1 | <i>No on-street parking will be permitted on any roadways within the Conceptual Scheme area except along private roads which may be constructed inside of individual lots.</i> |
| Policy 6.4.2 | <i>Internal road alignments shall be determined and finalized at the time of subdivision. Changes to the internal road layout identified in Figure 7 – Transportation Network shall not require amendments to the Conceptual Scheme.</i> |

Policy 6.4.3 *All internal roadways shall meet the specifications determined in Parkland County's Engineering Design Standards.*

7. SERVICING SCENARIO

As per Policy 4.2.6 of the Acheson Industrial ASP; all lots within the Conceptual Scheme (CS) area shall be fully serviced by municipal water, sewer, and shallow utilities using logical extensions of existing services. External upgrades required to facilitate the development of the CS area will be undertaken by the Developer and reimbursed through an Endeavor to Assist Agreement with new developments.

7.1 Potable Water Supply

As described in the Acheson and Big Lake Area Water Servicing Study, water is supplied to the Conceptual Scheme (CS) area by a water supply pipeline operated by the Capital Region Parkland Water Services Commission (CRPWSC). The CRPWSC water supply generally runs along the north side of Highway 16A. Within the Acheson Industrial Area, water is distributed through Parkland County-operated distribution lines, fed by two Parkland County-operated water reservoir pumphouses.

Various upgrade options are identified in the Servicing Study to accommodate near-future, long-term, and ultimate development. Per the Study, the CS area falls within the near future and ultimate development areas. Some of the upgrades include expansion of the existing reservoirs as well as proposed locations for a new reservoir-pumphouse. The proposed ultimate water network for the Acheson and Big Lake Area is shown on [Figure 4.9 – Ultimate Water Distribution System](#) of the Acheson and Big Lake Area Water Servicing Study.

Development Cells A & B – Highlands Business Park

In accordance with the Acheson and Big Lake Area Water Servicing Study, water servicing in Development Cells A and B will be via a 400.0 mm water main, located within the Industrial Arterial roadway (92nd Avenue) that runs from west to east through the site. A north south water connection along 279th Street has been identified to provide opportunities for looping and to service future development in the south.

The proposed/existing water servicing network for the CS area is shown in [Figure 8 – Water Network](#).

| | |
|---------------------|---|
| Policy 7.1.1 | <i>All water servicing facilities shall be designed in accordance with the Parkland County Engineering Design Standards and will become the responsibility of Parkland County after a pre-determined maintenance period, as identified in each Development Cell's Development Agreements.</i> |
| Policy 7.1.2 | <i>The Conceptual Scheme area shall be serviced with potable water by the Parkland County Acheson and Big Lake Area System.</i> |
| Policy 7.1.3 | <i>All potable water infrastructure within the Conceptual Scheme area shall be constructed by the developer to the satisfaction of Alberta Environment and Parks and Parkland County in accordance with the Acheson and Big Lake Area Water Servicing Study.</i> |
| Policy 7.1.4 | <i>The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.</i> |
| Policy 7.1.5 | <i>Parkland County's Off-Site Water Levy shall be calculated and applied at the time of subdivision and/or development permit.</i> |

7.2 Wastewater Management

The Acheson and Big Lake Area Sanitary Servicing Study identifies that the existing sanitary sewer system within Acheson flows from south to north through the existing Acheson Trunk. The Acheson Trunk runs along the west side of 279th Street and services the area west of Highway 60. Developments in Acheson Industrial Zone 7 will be connected to the Acheson Trunk Line and discharged into the Parkland Sewage Transmission System (PSTS) which is part of the Alberta Capital Region Wastewater Commission (ACRWC). The proposed ultimate sanitary network for the Acheson and Big Lake Area is shown on [Figure 8.8 – Ultimate Development Plan](#) of the Acheson and Big Lake Area Sanitary Servicing Study.

Development Cells A & B – Highlands Business Park

Development Cell A will be serviced by Basin 1, which will flow to the north east to an existing connection provided by the Remington development. Development Cell B will be serviced by Basin 2, which will flow to the west to 279th Street. The ultimate plan will include a connection to the Acheson Trunk extension. The existing/proposed sanitary servicing for the Conceptual Scheme is shown in [Figure 9 – Sanitary Network](#).

- Policy 7.2.1** *All sanitary sewer facilities will be designed in accordance with the Parkland County Engineering Design Standards and will become the responsibility of Parkland County after a pre-determined maintenance period, as identified in each Development Cell's Development Agreements.*
- Policy 7.2.2** *All wastewater infrastructure within the Conceptual Scheme area shall be constructed by the developer to the satisfaction of Alberta Environment and Parks and Parkland County in accordance with the Acheson and Big Lake Area Sanitary Sewer Servicing Study.*
- Policy 7.2.3** *Parkland County's Off-Site Sanitary Sewer Levy shall be calculated and applied at the time of subdivision and/or development permit.*

7.3 Stormwater Management

As shown in [Figure 10 – Stormwater Management Plan](#), the Conceptual Scheme (CS) area has identified five stormwater management facilities. There will be one stormwater management facility (SWMF) in each of Development Cells A and B, two SWMFs in Development Cell C and one within the future Highway 628 right-of-way that will also service Development Cell D. Each Development Cell will be responsible to provide adequate storm water management to meet predevelopment flows.

- Policy 4.3.6 of the Acheson Industrial ASP and County Policy C-ES04 Storm Water Management Facility Naturalization: all stormwater management facilities within the CS area shall be designed as naturalized stormwater management facilities that incorporate low impact development design principles such as the use of bioswales.
- Policies 4.3.4 and 4.3.14 of the Acheson Industrial ASP: all developers within the CS area shall submit a Stormwater Management Plan and obtain Water Act approval to support the development of individual Development Cells.

Development Cells A & B – Highlands Business Park

As detailed in the Highlands Business Park Stormwater Management Plan, stormwater management for Development Cells A and B consists of two stormwater management facilities (SWMF): one located within the southwest corner of the Development Cell B and one in the northeast corner of the Development Cell A. Underground storm infrastructure, as well as ditches and berms, will convey onsite stormwater across the Development Cell towards the SWMFs, which will be constructed to accommodate stormwater retention during major storm events.

In addition to the on-site stormwater servicing, an off-site storm network will be constructed to provide an outfall to the existing Acheson/Big Lake Collector Trunk storm main. One on-site storm lift station and forcemain will be constructed to pump water from the southwest SWMF to the gravity portion of the outfall. Additional stormwater easements have been identified and will be registered at the time of subdivision.

Two Public Utility Lots (PUL) have been identified in Development Cells A and B to accommodate SWMFs. Dedication of the PULs will consist of the stormwater ponds. The location of these facilities were determined based on the Highlands Business Park Stormwater Management Plan.

- Policy 7.3.1** *All stormwater servicing facilities shall be designed in accordance with the Parkland County Engineering Design Standards and will become the responsibility of Parkland County after a pre-determined maintenance period, as identified in each Development Cell's Development Agreements.*

- Policy 7.3.2** *Each stormwater management facility shall be constructed within a Public Utility Lot (PUL) to be dedicated to the County at the subdivision stage.*
- Policy 7.3.3** *Parkland County's Off-Site Stormwater Management Levy shall be calculated and applied at the time of subdivision and/or development permit.*
- Policy 7.3.4** *Stormwater Management Facilities shall be designed to comply with Council Policy C-ES04 – Stormwater Management Facility Naturalization.*

7.4 Community Support Infrastructure

Fire Response

The Conceptual Scheme (CS) area will be serviced for emergency response by Parkland County's emergency response team. The County operates one fire truck fill station which is located at the Acheson Zone 3 Reservoir, located northwest of the CS area along 279th Street, north of Highway 16A.

In addition to the newly constructed fire station in Zone 1 of the Acheson Industrial Area, fire suppression will be further augmented by fire hydrants which will be provided within the road right-of-way. Full fire flow will be provided to these hydrants.

Emergency Service Response

Parkland County provides residents and businesses a central 24-hour Emergency Communications Centre. The County's Fire and Disaster related services can be accessed by calling 911 from anywhere in Parkland County.

In accordance with policies 2.8.4 and 2.8.8 of the Acheson Industrial ASP, all businesses within the CS area are encouraged to incorporate on-site security surveillance and utilize Crime Prevention Through Environmental Design (CPTED) principles to further enhance safety within the development.

Solid Waste Management

Garbage and recycling collection are not the responsibility of Parkland County; as such, CS area tenants must make arrangements with private companies for refuse removal.

7.5 Shallow Utilities

Shallow utility services including electrical power, natural gas, telephone, cable and high-speed internet services will be provided by local utility companies. Utilities within the Acheson Industrial Area shall be installed underground wherever possible and be located within the road rights-of-way and private easements as required to serve all new industrial lots. In order to accommodate anticipated development within the Conceptual Scheme area, existing franchised utility infrastructure surrounding the CS area may require staged upgrading matched to the anticipated phasing of development.

- Policy 7.5.1** *Shallow utility services will be provided using the logical extension of existing lines.*
- Policy 7.5.2** *As per the Parkland County Engineering Design Standards and policy 4.4.1 of the Acheson Industrial ASP, all utilities within the Conceptual Scheme area shall be underground. Utility companies shall be required to provide local shallow utility infrastructure in existing infrastructure corridors wherever possible.*

7.6 Site Grading

Proposed road grades and drainage courses will take into consideration the existing topography to minimize grading requirements over the Conceptual Scheme area. Upon approval of the Conceptual Scheme, landowners may apply to commence rough grading of the lands. Final stripping and grading of roadways, stormwater management easements, PULs, and common stormwater facilities will occur at the subdivision stage. On-site grading within the lots will be completed at the time of development permit approval for the lot.

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

8. IMPLEMENTATION

8.1 Development Phasing

As shown in [Figure 6 – Development Concept](#), the early phases of development in the Conceptual Scheme (CS) area are expected to start in Development Cell A and progress through Cell B. Then Development Cells C and D may develop at the same or different stages depending on market demand and the economical extension of municipal services. The phasing boundaries shown are conceptual in nature and may vary from those shown when redistricting and subdivision applications are made. Portions of separate phases may be developed concurrently if there is sufficient demand and/or if municipal servicing is made more efficient as a result. The sections below identify common constraints for all Development Cells as well as constraints specific to each Development Cell and methods of mitigation as they progress towards development.

[Table 8.1 – Considerations to Apply to all Development Cells](#)

| CONSTRAINT | ISSUE | MITIGATION STRATEGY |
|---|--|--|
| Alberta Transportation (Variance/Waiver) | All lands within the CS area are located within 1.6 km of a Provincial Highway. | The County completed a TIA in 2018 for the Acheson Industrial ASP. Waivers from Alberta Transportation are required as part of the subdivision process. Roadside Development Permits are required prior to construction. Updates to the TIA may be required in the future. |
| Oil and Gas Wells (Abandoned) | No action required. | Restrictive Covenant to be put in place through the subdivision process to protect requirements and guidelines of the AER. |
| Pipeline Crossing Agreements | Roads and utilities will be required to cross existing oil and gas rights-of-ways where reclamation not completed first. | The landowners shall negotiate crossing agreements with the relevant leaseholders prior to subdivision endorsement. These agreements are to be provided to the County with the endorsement package. |
| Oil and Gas Pipelines (Operating) | Roads and utilities will be required to cross existing oil and gas rights-of-ways where reclamation not completed first. | Adhere to the requirements and guidelines of the AER, including the minimum setback requirements for operating pipelines. Ensure flow lines to well sites are maintained through joint plans between the developer and operator. |
| Power Transmission Lines | There is one major and two minor power transmission lines bisecting the CS area. | Ensure the developer consults with the utility company prior to subdivision and development. The utility companies shall be provided a copy of subdivision applications in accordance with the Subdivision and Development Regulation. |

| CONSTRAINT | ISSUE | MITIGATION STRATEGY |
|--|--|---|
| Highway 628 Realignment | As identified in the Highway 628 Functional Planning Study, the roadway shall allow for a future four-lane expressway between Highway 60 and the Town of Stony Plain. This will require additional right-of-way to accommodate the realignment of the Highway and its associated major intersection at Highway 60. | A generalized right-of-way has been shown in the Conceptual Scheme for the future realignment of Highway 628, however detailed land dedication for this upgrade shall be described during future development of Development Cell C and D. |
| Limited Access to Future Highway 628 | As identified in the Highway 628 Functional Planning Study, 279 th Street will not connect to Highway 628 after the Highway's realignment. | 279 th Street is identified in the Parkland County Transportation Master Plan as a proposed arterial roadway and will connect to Highway 16A in the future. An additional 5.0 m of land will be dedicated along the west boundary of the CS area, when required, to accommodate the future road widening to an appropriate standard. |
| Grading, Vegetation and Migratory Birds | Municipal, Provincial and Federal regulations. | Commitments from landowners to follow Municipal, Provincial and Federal regulations through the execution of Development Agreements. |

8.2 Development Cell A

Development Cell A is generally described as the northeast quarter of the Conceptual Scheme (CS) area, however it also includes a small portion of the northwest quarter, as shown in [Figure 6 – Development Concept](#). As described in [Table 5.1 – Land Use Calculations](#), Cell A encompasses approximately 66.83 hectares (165.15 acres). Lots adjacent to Highway 60 are districted Regional Business Industrial and all other lots are districted Medium Industrial. Industrial lots in Cell A range in size from Development includes the Champion Petfoods manufacturing and processing facility, industrial storage and warehousing for Stihl Limited and Pipeline Machinery International, and a stormwater management facility.

Access

Access to Cell A is from Highway 60 and 266th Street. An intersection at Highway 60 and 92nd Avenue was constructed to access Cell A during Phase 1 of subdivision and is the primary access to the Conceptual Scheme area. 92nd Avenue is constructed to the western limits of Cell A, however, does not currently connect to 279th Street. An internal industrial road has been constructed south of 92nd Avenue to access the most recent phase within Cell A. This internal road will extend south then west to provide a potential future connection to Cell B.

8.3 Development Cell B

Development Cell B is generally described as the northwest quarter of the Conceptual Scheme (CS) area and includes lands within the northeast quarter that are south of the Trans Mountain pipeline, as shown in [Figure 6 – Development Concept](#). Cell B encompasses approximately 59.38 hectares (146.72 acres) and is districted Medium Industrial. Industrial lots in Cell B range in size from 4.81 ha (11.89 ac) to 26.9 ha (66.47.0 ac). Cell B also includes a large public utility lot in the southwest corner that will include a stormwater management pond, stormwater lift station and sanitary lift station to provide sufficient servicing for the proposed development.

Access

Access to Cell B will be from 279th Street & 92nd Avenue. In order to obtain access, 92nd Avenue will be required to extend to the 279th Street. 279th Street will also require upgrades from a gravel roadway to a paved municipal roadway.

8.4 Development Cell C

Development Cell C is generally described as the south portion of the Conceptual Scheme (CS) area that is north of the future alignment of Highway 628, as shown in [Figure 6 – Development Concept](#). Cell C encompasses approximately 52.95 hectares (130.84 acres) and is currently districted under the County’s Land Use Bylaw as follows:

| LEGAL DESCRIPTION | DISTRICTING |
|---------------------|--|
| Plan 842 1283 Lot 1 | AGR – Agricultural Restricted District |
| SW-28-52-26-W4M | AGR – Agricultural Restricted District |
| SE-28-52-26-W4M | Approximately 30.0 acres in the northwest corner districted AGR – Agricultural Restricted District. Remainder of quarter section districted IRD – Industrial Reserve District |

Cell C is identified as ‘Constrained Lands’ in [Figure 5 – Future Land Use Concept](#) in accordance with the Acheson Industrial ASP as the right-of-way for the realignment of Highway 628 has not yet been acquired/dedicated. The future land use for Cell C is Business Industrial. Two stormwater management facilities have been identified within Cell C, and Alberta Transportation will require a stormwater management facility for the Highway 628 realignment. Future subdivision and development within this area will require an amendment to the Conceptual Scheme, redistricting applications, and the submission of technical studies prior to approval.

Access

Access to Cell C will be from 279th St, however the realignment for Highway 628 will have a significant impact on intersection location and internal road network. Road network alignment will be required to be finalized prior to future subdivision and development within Cell C.

8.5 Development Cell D

Development Cell D is generally described as the lands south of the future alignment of Highway 628 as shown in [Figure 6 – Development Concept](#). Cell D encompasses approximately 26.89 hectares (66.44 acres) and is currently districted as follows:

| LEGAL DESCRIPTION | DISTRICTING |
|---------------------|--|
| SW-28-52-26-W4M | AGR – Agricultural Restricted District |
| Plan 832 1895 | AGR – Agricultural Restricted District |
| Plan 942 0960 Lot 2 | IRD – Industrial Reserve District |
| Plan 942 0960 Lot 3 | IRD – Industrial Reserve District |
| Plan 4745TR | IRD – Industrial Reserve District |
| SE-28-52-26-W4M | Approximately 30.0 acres in the northwest corner districted AGR – Agricultural Restricted District (a portion of this area falls within Cell D) Remainder of quarter section districted IRD – Industrial Reserve District |

Cell D is identified as ‘Constrained Lands’ in [Figure 5 – Future Land Use Concept](#) in accordance with the Acheson Industrial ASP, with the exception of Plan 942 0960, Lots 2 and 3 and Plan 4745TR, which is identified as ‘BI – Business Industrial’. The majority of Cell D has been identified as ‘Constrained Lands’ as the right-of-way for the realignment of Highway 628 has not yet been acquired/dedicated. However, three lots described as Plan 942 0960 Lots 2 and 3 and Plan 4745TR are identified as Business Industrial as they are currently developed, however with no municipal servicing. Future subdivision and development within this area may require an amendment to the Conceptual Scheme, redistricting applications, and the submission of technical studies prior to approval.

Access

Access to Cell D will be from the previous Highway 628, which is proposed to become a County owned local road after the realignment by Alberta Transportation has been completed. No access to the realigned Highway 628 will be permitted. Currently, a parcel owned by Alta Link (Plan 832 1895) runs parallel to the existing Highway 628 and presents a constraint for access to future subdivision and development within Cell D. Access, crossing and road network will be required to be finalized prior to future subdivision and development within Cell D.

9. SUMMARY OF POLICY STATEMENTS

| | |
|---------------------|---|
| Policy 2.1.1 | <i>This Conceptual Scheme shall conform to both the Edmonton Metropolitan Region Growth Plan and the Municipal Government Act.</i> |
| Policy 2.4.1 | <i>Prior to subdivision or development within Development Cells C & D, amendments to the Land Use Bylaw and Conceptual Scheme shall be completed. These amendments shall be supported by technical studies to the satisfaction of the County.</i> |
| Policy 3.4.1 | <i>Lands outside of Development Cells A & B have not acquired clearance for land development under the Historical Resources Act and shall do so prior to future subdivision and development.</i> |
| Policy 3.4.2 | <i>Should any historical resources be encountered during construction, Parkland County and Alberta Environment and Parks shall be contacted immediately.</i> |
| Policy 4.2.1 | <i>Prior to development, site-specific geotechnical analysis shall be prepared by end users to confirm subsurface conditions.</i> |
| Policy 4.2.2 | <i>Lands outside of Development Cells A and B have not completed geotechnical investigations and shall be required to do so prior to future subdivision or development.</i> |
| Policy 4.4.1 | <i>Further study and review of wetland areas outside of Development Cells A & B shall be conducted prior to future subdivision and development to the satisfaction of Parkland County and Alberta Environment and Parks.</i> |
| Policy 4.4.2 | <i>Wetland compensation plans shall be developed where required by the developers and submitted to Parkland County and Alberta Environment and Parks for approval prior to subdivision endorsement.</i> |
| Policy 5.1.1 | <i>Major map or policy changes to the Conceptual Scheme shall require an amendment. Major amendments may include but are not limited to roadway alignment modifications, major land use changes, or the introduction of additional Development Cells.</i> |
| Policy 5.1.2 | <i>Minor map or policy changes to the Conceptual Scheme shall not require an amendment. Minor amendments may include but are not limited to lot sizes and configurations and internal road alignment.</i> |
| Policy 5.2.1 | <i>Future lot sizes and configurations shall be determined at the time of subdivision and may include a mix of small, medium, and large sized lots for industrial development based on market demands at the time of development.</i> |
| Policy 5.2.2 | <i>As per policy 2.6.5 of the Acheson Industrial ASP, buffers and screening of the Conceptual Scheme area will be required to minimize nuisances between adjacent properties.</i> |
| Policy 5.2.3 | <i>Parkland County Dark Sky Policy (2014): industrial street lighting fixtures utilized throughout the Conceptual Scheme area shall be Dark Sky Certified, include full cut-off optics, and include either LED or HSP bulbs. All types of light fixtures must be oriented to direct all possible light below the horizon.</i> |
| Policy 5.2.4 | <i>All public realm lighting will be designed using the Parkland County's existing standards, as identified in the Parkland County Engineering Design Standards.</i> |
| Policy 5.2.5 | <i>Uses located along Highway 60 and Highway 628 will be required to follow the Industrial Frontage Overlay as completed by Parkland County.</i> |
| Policy 5.2.6 | <i>Development in the Conceptual Scheme area shall utilize green design and building techniques to reduce energy consumption and greenhouse gas emissions and improve the region's ambient</i> |

| | |
|---------------------|--|
| | <i>air quality.</i> |
| Policy 5.2.7 | <p><i>As per the Edmonton Metropolitan Region Growth Plan, builders in the Conceptual Scheme area should be encouraged to incorporate the following in the construction of buildings:</i></p> <ul style="list-style-type: none"> <i>• alternative energy sources such as solar energy or geothermal heating</i> <i>• energy efficient furnaces, air conditioners, windows, and Energy Star appliances</i> <i>• electrical efficient lighting</i> <i>• water conserving toilets and showers</i> <i>• green roofs</i> |
| Policy 5.2.8 | <i>No applications for subdivision which deem remaining parcels of the CS area undevelopable shall be approved.</i> |
| Policy 5.4.1 | <i>In accordance with Parkland County Policy, all participating landowners included in the Conceptual Scheme area may exercise the option of paying Money-in-Place of Municipal Reserve dedication in lieu of land dedication pursuant to the provisions of the Municipal Government Act</i> |
| Policy 5.4.2 | <i>At each phase of development, payments of Money-in-Place of Municipal Reserves shall be determined prior to conditional subdivision approval and shall be payable to the County prior to subdivision endorsement.</i> |
| Policy 5.5.1 | <i>Landowners shall acquire necessary Water Act approvals prior to construction and/or development permit.</i> |
| Policy 5.5.2 | <i>Lost wetland areas shall be compensated in accordance with Provincial wetland policies and regulations.</i> |
| Policy 5.5.3 | <i>Wetland compensation arrangements with the Province shall be established prior to subdivision application.</i> |
| Policy 5.5.4 | <i>Applications to Public Lands to finalize the identification of Crown claimed bodies of water shall be required prior to subdivision, and certificates from the Province of Alberta of any land transfer shall be in place prior to subdivision endorsement.</i> |
| Policy 5.5.5 | <i>Tree clearing shall be prohibited during nesting periods as defined by Provincial and Federal regulations.</i> |
| Policy 6.2.1 | <i>The future roadway network and key intersections in the Conceptual Scheme area shall be designed and constructed to accommodate all roadway users at a safe and satisfactory level of transportation service.</i> |
| Policy 6.2.2 | <i>Future improvements to 279th Street and 92nd Avenue shall follow the County's Concept Report Road Design for 92nd Ave and 279th Street (2019).</i> |
| Policy 6.3.1 | <i>As development progresses, access to Development Cells C and D shall be considered to ensure connectivity to all developable areas.</i> |
| Policy 6.3.2 | <i>The Conceptual Scheme area's industrial arterial roadway shall be designed to accommodate potential future transit stops.</i> |
| Policy 6.3.3 | <i>The location and design of the transit stops should be further determined if transit becomes available in the future.</i> |
| Policy 6.4.1 | <i>No on-street parking will be permitted on any roadways within the Conceptual Scheme area except along private roads which may be constructed inside of individual lots.</i> |
| Policy 6.4.2 | <i>Internal road alignments shall be determined and finalized at the time of subdivision. Changes to the internal road layout identified in Figure 7 – Transportation Network shall not require</i> |

| | |
|---------------------|---|
| | <i>amendments to the Conceptual Scheme.</i> |
| Policy 6.4.3 | <i>All internal roadways shall meet the specifications determined in Parkland County's Engineering Design Standards.</i> |
| Policy 7.1.1 | <i>All water servicing facilities shall be designed in accordance with the Parkland County Engineering Design Standards and will become the responsibility of Parkland County after a pre-determined maintenance period, as identified in each Development Cell's Development Agreements.</i> |
| Policy 7.1.2 | <i>The Conceptual Scheme area shall be serviced with potable water by the Parkland County Acheson and Big Lake Area System.</i> |
| Policy 7.1.3 | <i>All potable water infrastructure within the Conceptual Scheme area shall be constructed by the developer to the satisfaction of Alberta Environment and Parks and Parkland County in accordance with the Acheson and Big Lake Area Water Servicing Study.</i> |
| Policy 7.1.4 | <i>The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.</i> |
| Policy 7.1.5 | <i>Parkland County's Off-Site Water Levy shall be calculated and applied at the time of subdivision and/or development permit.</i> |
| Policy 7.2.1 | <i>All sanitary sewer facilities will be designed in accordance with the Parkland County Engineering Design Standards and will become the responsibility of Parkland County after a pre-determined maintenance period, as identified in each Development Cell's Development Agreements.</i> |
| Policy 7.2.2 | <i>All wastewater infrastructure within the Conceptual Scheme area shall be constructed by the developer to the satisfaction of Alberta Environment and Parks and Parkland County in accordance with the Acheson and Big Lake Area Sanitary Sewer Servicing Study.</i> |
| Policy 7.2.3 | <i>Parkland County's Off-Site Sanitary Sewer Levy shall be calculated and applied at the time of subdivision and/or development permit.</i> |
| Policy 7.3.1 | <i>All stormwater servicing facilities shall be designed in accordance with the Parkland County Engineering Design Standards and will become the responsibility of Parkland County after a pre-determined maintenance period, as identified in each Development Cell's Development Agreements.</i> |
| Policy 7.3.2 | <i>Each stormwater management facility shall be constructed within a Public Utility Lot (PUL) to be dedicated to the County at the subdivision stage.</i> |
| Policy 7.3.3 | <i>Parkland County's Off-Site Stormwater Management Levy shall be calculated and applied at the time of subdivision and/or development permit.</i> |
| Policy 7.3.4 | <i>Stormwater Management Facilities shall be designed to comply with Council Policy C-ES04 – Stormwater Management Facility Naturalization.</i> |
| Policy 7.5.1 | <i>Shallow utility services will be provided using the logical extension of existing lines.</i> |
| Policy 7.5.2 | <i>As per the Parkland County Engineering Design Standards and policy 4.4.1 of the Acheson Industrial ASP, all utilities within the Conceptual Scheme area shall be underground. Utility companies shall be required to provide local shallow utility infrastructure in existing infrastructure corridors wherever possible.</i> |
| Policy 7.6.1 | <i>Prior to stripping and grading of the site, a grading plan and an erosion & sediment control report shall be submitted to the satisfaction of Parkland County. This plan shall depict road and swale grades and include public utility lot areas, stormwater management plans and an erosion and sediment control plan and shall be approved by Parkland County.</i> |

| | |
|----------------------------|---|
| <i>Policy 7.6.2</i> | <i>Site grading is to take into consideration existing topography to minimize grading requirements over the Conceptual Scheme area.</i> |
| <i>Policy 7.6.3</i> | <i>A stripping and grading permit issued by Parkland County shall be in place prior to any soils being removed from the Conceptual Scheme area.</i> |

10. LIST OF FIGURES

- Figure 1 – Location & Context Map
- Figure 2 – Land Ownership
- Figure 3 – Environmental Features
- Figure 4 – Oil & Gas Infrastructure
- Figure 5 – Future Land Use Concept
- Figure 6 – Development Concept
- Figure 7 – Transportation Network
- Figure 8 – Water Network
- Figure 9 – Sanitary Network
- Figure 10 – Stormwater Management Plan

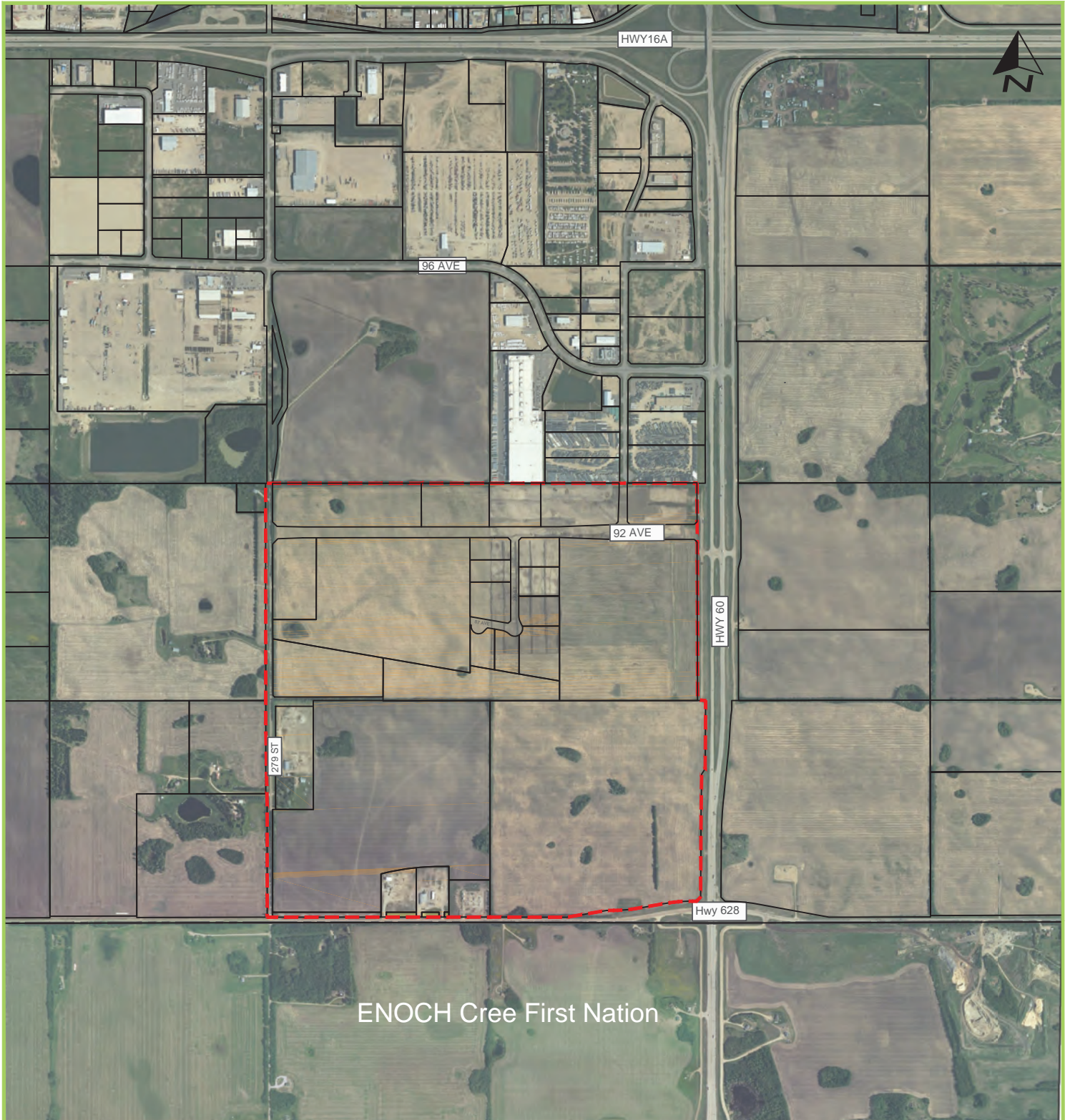
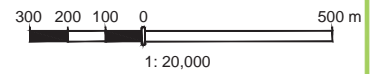


FIGURE 1: LOCATION & CONTEXT MAP



- Conceptual Scheme Area
- Enoch Cree First Nation

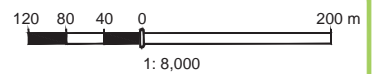
Disclaimer: Cadastral current as of May 12, 2021





ENOCH Cree First Nation

FIGURE 2: LAND OWNERSHIP



- Private Development
- Parkland County-County Centre
- AltaLink Management Ltd
- Alberta Infrastructure & Transportation
- Conceptual Scheme Area
- Enoch Cree First Nation



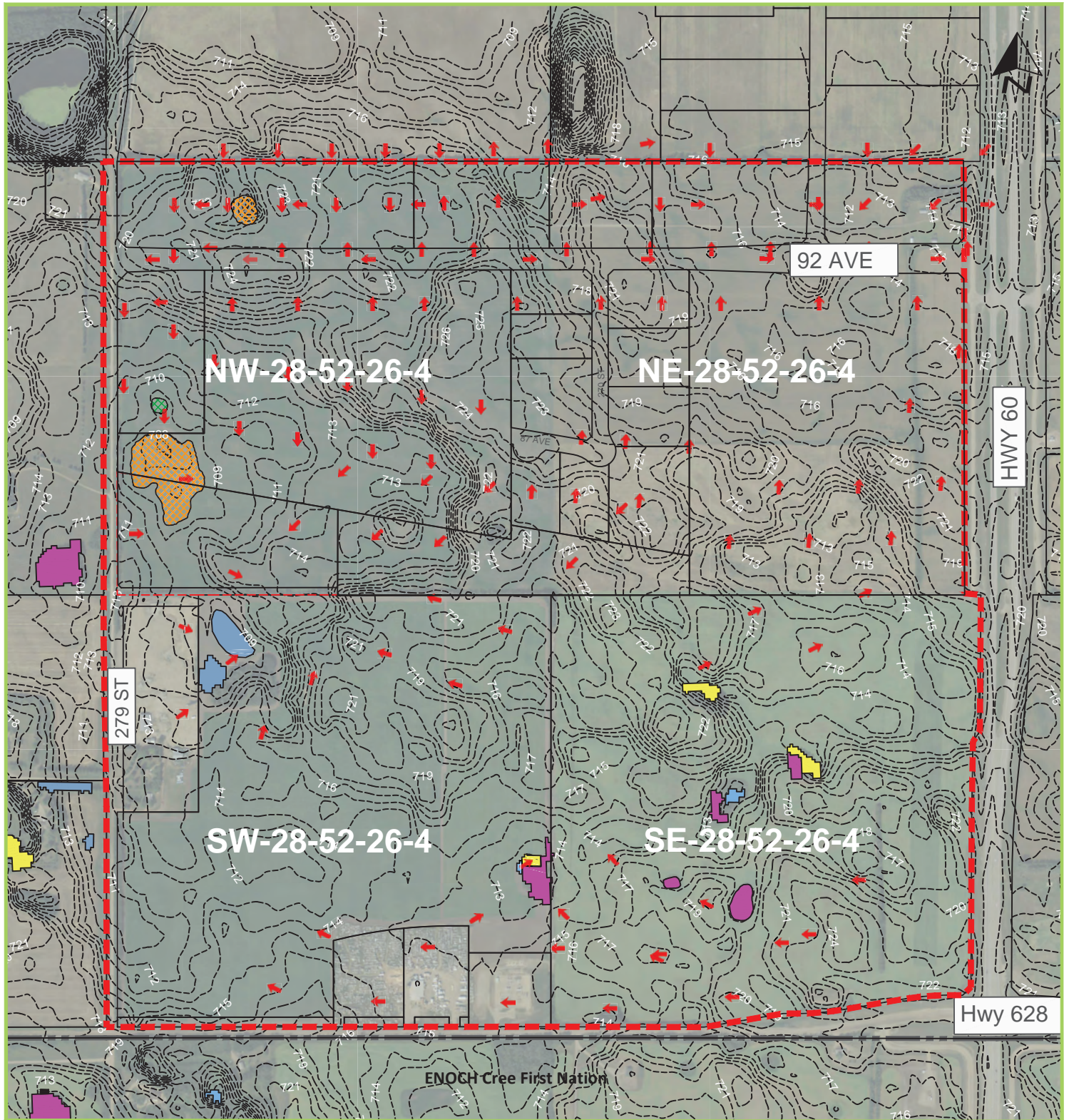
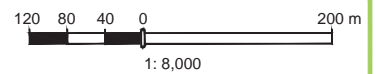


FIGURE 3: ENVIRONMENTAL FEATURES



| Wetland Type | Wetland Class | 1m Contours |
|--------------|---------------|-------------------------|
| Marsh | Class II | Conceptual Scheme Area |
| Swamp | Class III | Enoch Cree First Nation |
| Bog | | Drainage Flow |

Sources:
 Acheson Lands Wetland Assessment, within N1/2 28-52-26 W4M and portions of SW 33-52-26 W4M, SE 32-52-26 W4M and NE-29-52-26 W4 by Stantec



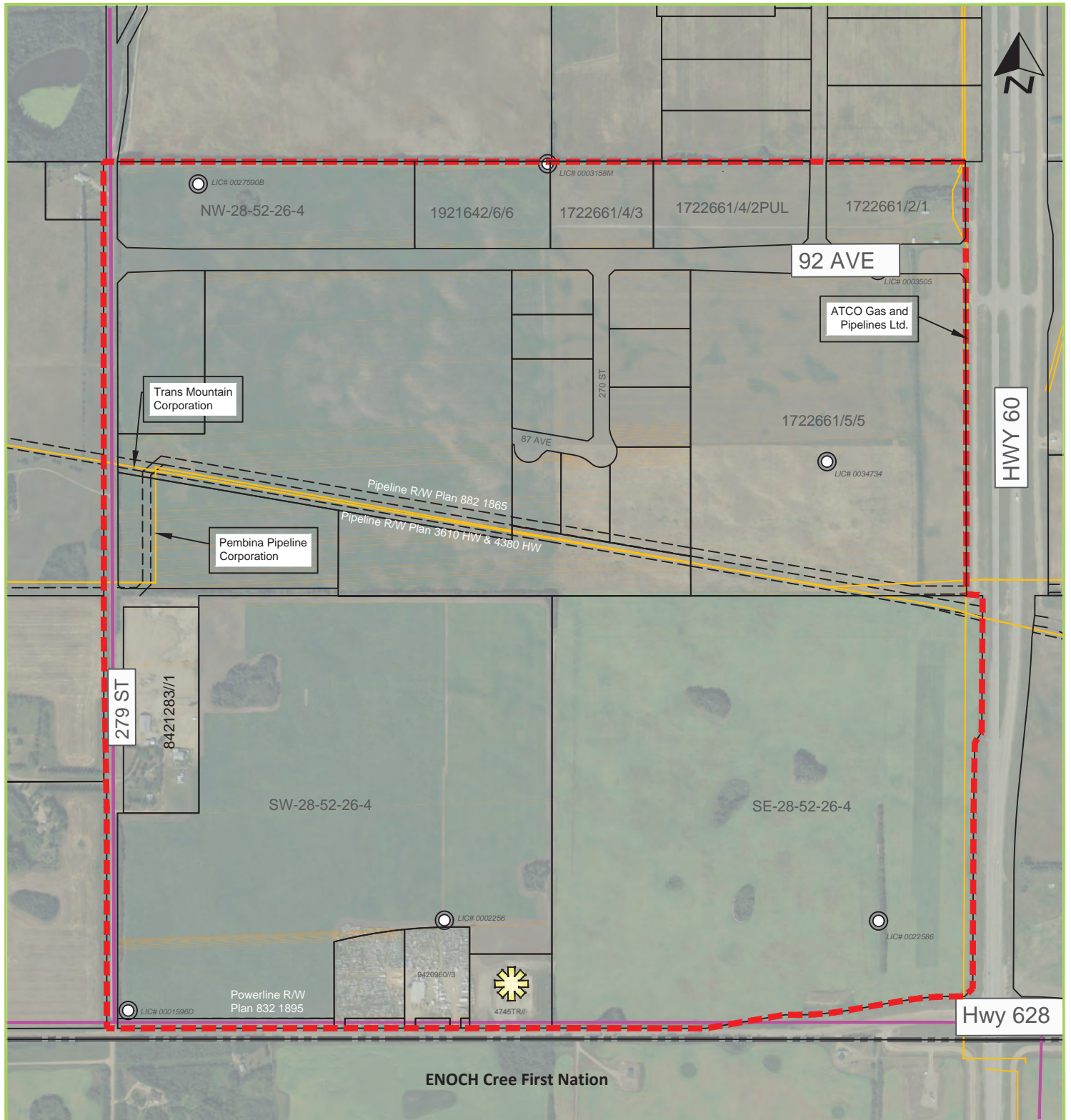
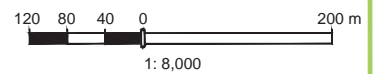


FIGURE 4: OIL & GAS INFRASTRUCTURE










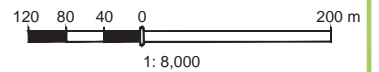





-  Abandoned Well
-  Utility Right-of-Way
-  Pipelines
-  High Power Transmission Lines (250 KV)
-  Power Substation
-  Conceptual Scheme Area
-  Enoch Cree First Nation





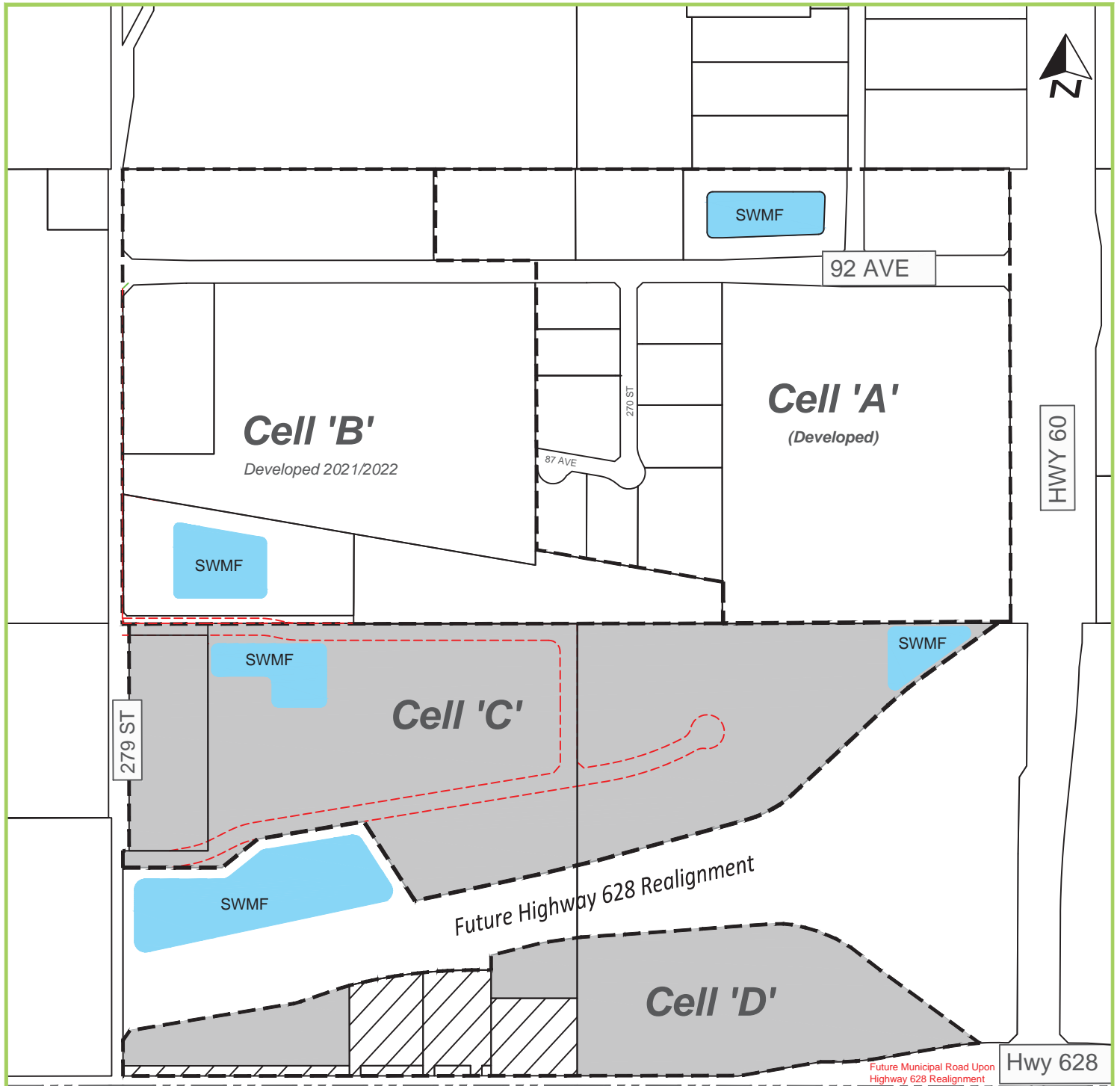
FIGURE 5: FUTURE LAND USE CONCEPT



-  Commercial/Business Industrial
-  Medium Industrial
-  Constrained Lands (Constrained until Highway 628 ROW finalized)
-  Conceptual Scheme Area
-  Enoch Cree First Nation

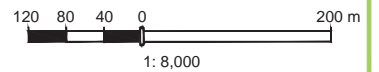
- Districting information current as of May 12, 2021.









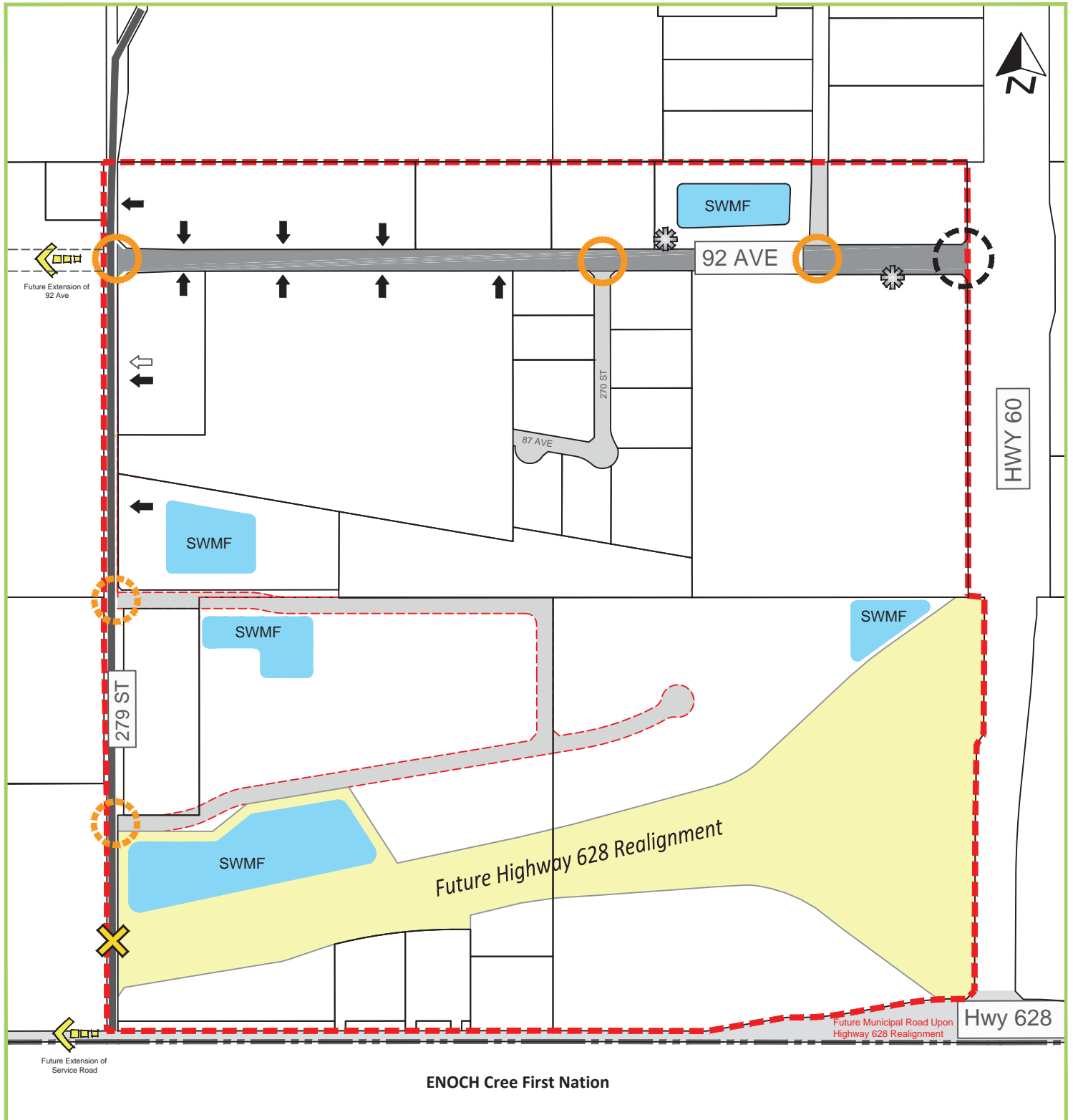
ENOCH Cree First Nation

FIGURE 6: DEVELOPMENT CONCEPT



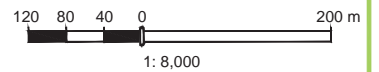
-  Undeveloped
-  Developed
-  Developed (Currently no municipal services)
-  Enoch Cree First Nation





ENOCH Cree First Nation

FIGURE 7: TRANSPORTATION NETWORK



- | | | | |
|--|--|--|-------------------------------|
| | Collector Roadway | | Potential Transit Stop |
| | Arterial Roadway | | Conceptual Scheme Area |
| | Local Roadway | | Enoch Cree First Nation |
| | Signalized Intersection | | Existing Access to be removed |
| | Unsignalized Intersection | | Proposed Access |
| | Unsignalized Intersection (Conceptual) | | Potential Future Closure |



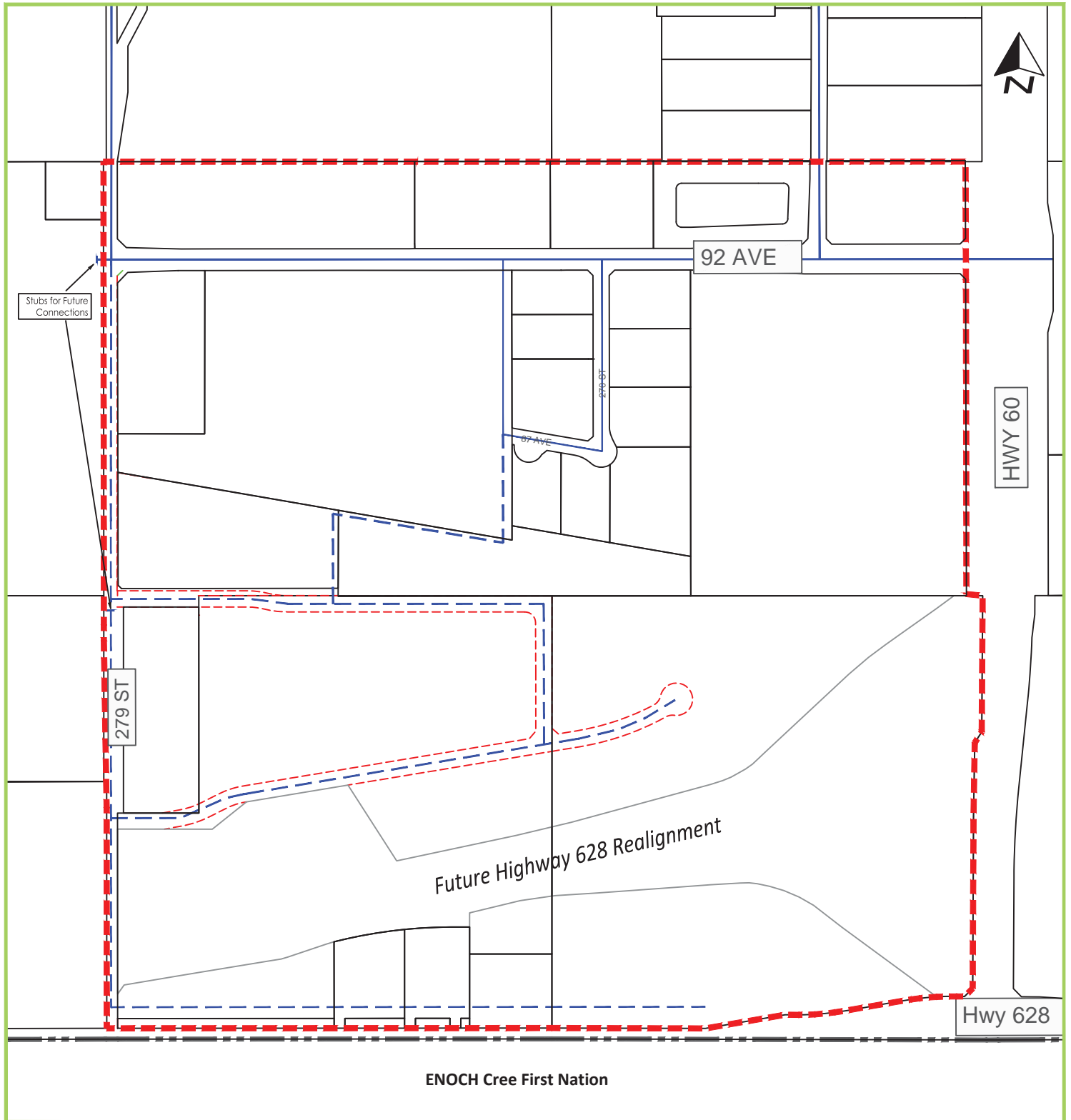
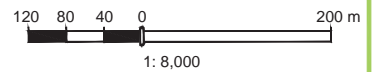


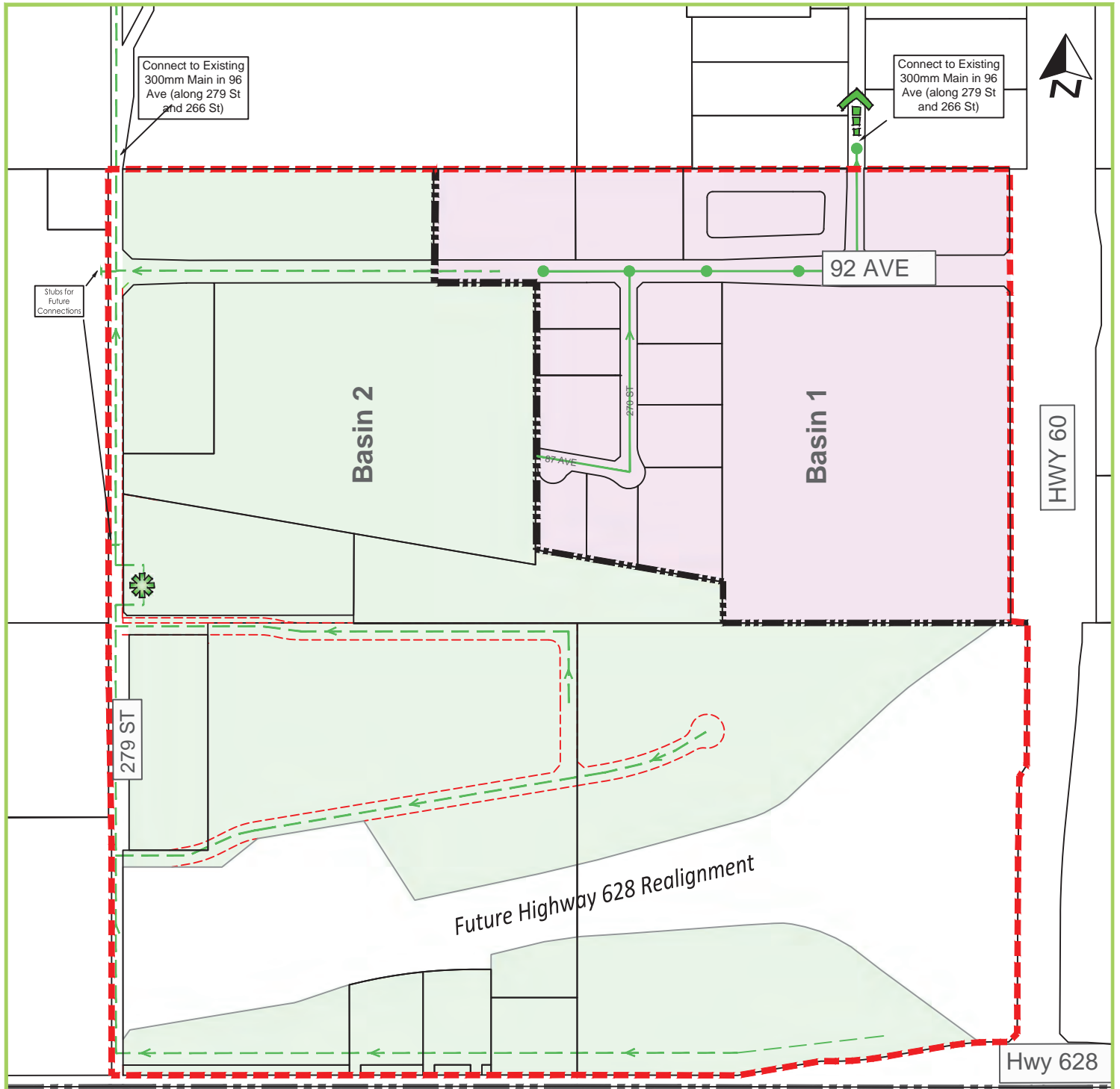
FIGURE 8: WATER NETWORK



- Existing Watermain
- - - Proposed Watermain
- Water Connection
- - - - Conceptual Scheme Area
- - - - Enoch Cree First Nation

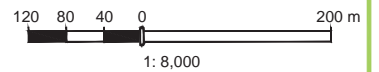
Sources:
 - Acheson Industrial Park Amalgamated Heating Proposed Sanitary Servicing Figure 3.0





ENOCH Cree First Nation

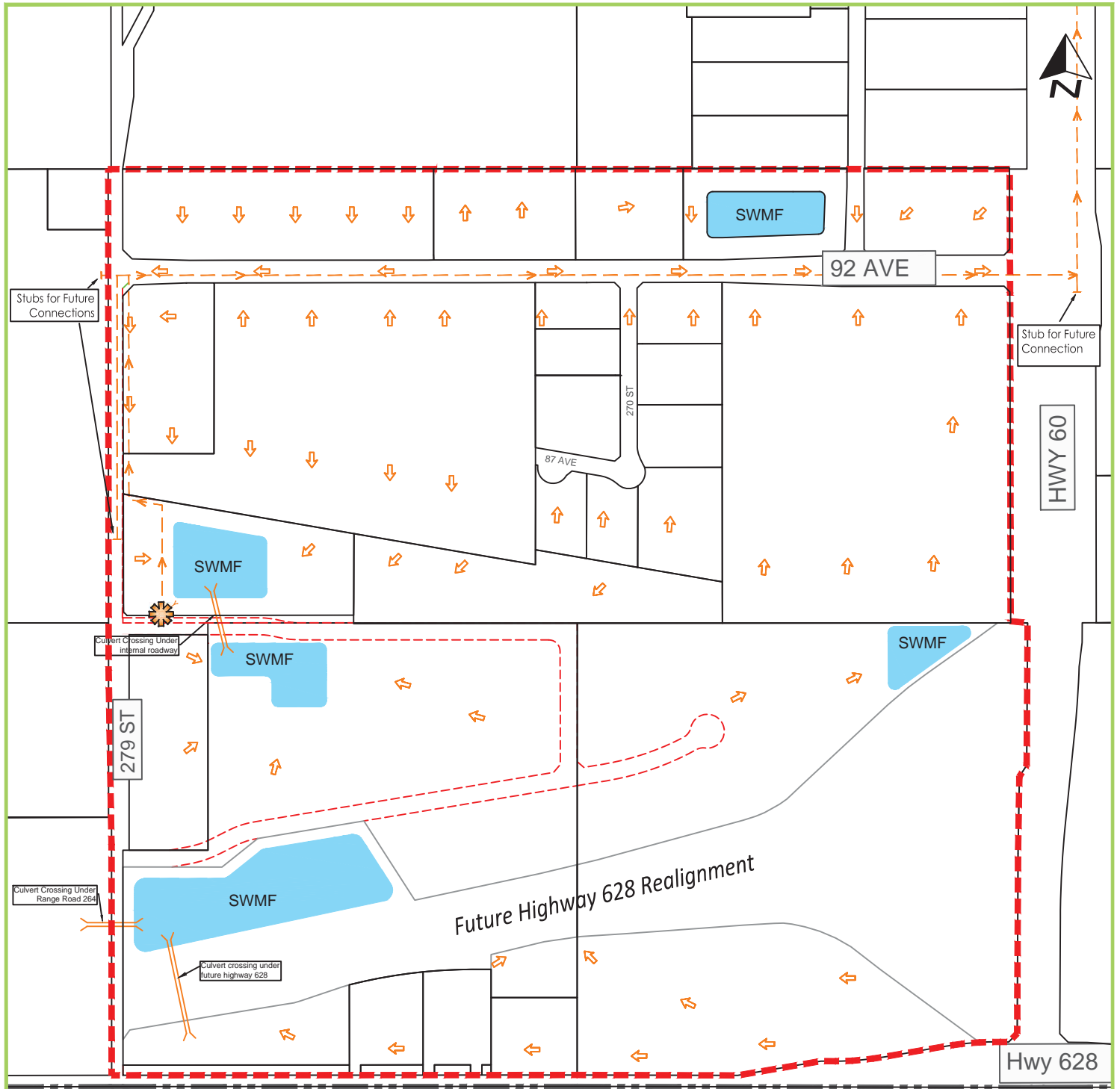
FIGURE 9: SANITARY NETWORK



- Existing Sanitary Sewer Main
- - - Proposed Sanitary Sewer Main
- Existing Sanitary Sewer Manhole
- ★ Proposed Sanitary Liftstation
- Conceptual Scheme Area
- Enoch Cree First Nation
- Sanitary Basin 1
- Sanitary Basin 2

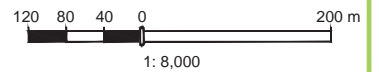
Sources:
 - Acheson Industrial Park Amalgamated Heating Proposed Sanitary Servicing Figure 2.0











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FIGURE 10: STORMWATER MANAGEMENT PLAN



-  SWMF - Stormwater Management Facility
-  Drainage Flow Direction
-  Proposed Stormwater Sewer Main
-  Conceptual Scheme Area
-  Enoch Cree First Nation
-  Proposed Stormwater Liftstation

Sources:

- Acheson Industrial Park Amalgamated Heating Proposed Storm Servicing Figure 4.0
- Highlands Business Park Stormwater Management Report - Existing Conditions Plan Figure 2.0

