



Bylaw 2020-13 Acheson Industrial Area Structure Plan Update

# Background Report

*One Parkland: Powerfully Connected.*

Presented at Council meeting on

**November 10, 2020**

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## **Introduction**

This report summarizes the results of the background research conducted for Acheson Industrial Area Structure Plan (ASP) Update project – Phase 1. The report also outlines recommendations based on the outcomes of this research, to support the ASP review and update.

## **Project Summary**

Parkland County's Acheson Industrial Area Structure Plan (ASP) is a statutory plan that guides the future subdivision and development of Acheson Industrial Area for the next 10 years and more. The current Acheson Industrial ASP was adopted in 2014.

Planning & Development Services is reviewing and updating the Acheson Industrial ASP throughout 2020 and 2021 with a phased approach.

### **Phase 1: Administrative Updates** (to be completed end of 2020)

Under Phase 1, the ASP document will be modernized and updated to the County's current branding. Maps and policies will be updated to be more modern, less redundant, and more concise. There will be no designation of a new land use concept as part of this phase.

### **Phase 2: Re-Designation of Special Study Area – Agricultural Area B Lands** (to start in 2021)

Under Phase 2, a future land use concept for Special Study Area – Agricultural Area B will be proposed and associated policy statements, based on a market feasibility study. Other constrained lands in Acheson will also be broadly reviewed.

This background report pertains to the research work completed under Phase 1 of the Acheson ASP Update Project.

# Background Research

## Policy Alignment

The updated Acheson ASP must be consistent with the following plans:

### Edmonton Metropolitan Region Growth Plan

The Edmonton Metropolitan Regional Board's (EMRB) Growth Plan was adopted in 2017 and guides the long term regional planning of the metropolitan region. Parkland County is a member municipality of the EMRB and the updated ASP must be compliant with the following Growth Plan policy areas:

- Economic Competitiveness & Employment
- Integration of Land Use & Infrastructure
- Agriculture
- Transportation Systems
- Community & Housing
- Natural Living Systems

### Parkland County Long-Term Strategic Plan: 2040 and Beyond

The Long Term Strategic Plan for the County sets out the County's vision and guiding principles for the next 25 years. The updated ASP will align with the following pillars under the Strategic Plan, and associated guiding principles and broad objectives:

- Complete Communities
- Strategic Economic Diversification
- Respected Environment
- Responsible Leadership

### Municipal Development Plan (2017-14)

The Municipal Development Plan (MDP), which was adopted in 2017, requires all Major Employment Areas within the County to be regulated according to ASPs that are regularly updated and responsive to current economic trends. The MDP also introduced new planning tools such as Conceptual Schemes and Master Site Development Plans, which the updated ASP must incorporate. Additionally, the updated ASP must be compliant with all MDP policy sections, including (but not limited to):

- 5.0 – Economic Competitiveness and Employment
- 7.0 – Rural Communities and Housing
- 9.0 – Transportation and Utility Infrastructure
- 10.0 – Natural Environment
- 11.0 – Community Infrastructure and Services

## ASP Best Practices

Various ASPs from Alberta municipalities were reviewed and analyzed as part of a best practices review. These ASPs were reviewed for general / high level lessons in best ASP practices, Local Plan policies, or both.

Appendices 1 and 2 outlines in detail the findings of this research.

**Table 1: List of ASPs reviewed under Best Practices Review**

ASP Name	Bylaw No. & Year	Municipality	Reviewed for:
Edmonton Energy and Technology Park ASP	Bylaw 15093 (2009)	City of Edmonton	General / high level lessons
Omni ASP	Bylaw C-7700-2017 (2017)	Rockyview County	General / high level lessons; Local Plan policies
Sawridge Business Park ASP	Bylaw 823-2013 (2013)	City of Leduc	General / high level lessons
North Leduc Industrial ASP	Bylaw 485-2000	City of Leduc	Local Plan policies
South of Devon Industrial ASP	Bylaw 05-16 (2015)	Leduc County	General / high level lessons
Millennium Business Park ASP	Bylaw 33-2013 (2013)	Strathcona County	General / high level lessons
Gasoline Alley East Major ASP	Bylaw 2016-21 (2016)	Red Deer County	Local Plan policies
District 2 & 42 Major ASP	Bylaw 2016-9 (2016)	Red Deer County	Local Plan policies

## Recommendations

Based on the findings of the best practices review, Administration has noted that the Acheson Industrial ASP should incorporate the following key points (organized by themes):

### Transparency and clarity:

An effective ASP is conceptual, transparent and concise in its language and layout. The Acheson Industrial ASP should:

#### 1. Streamline and simplify the layout, maps and policies.

- a. The ASP should be rearranged so that sections are logically and sequentially laid out.
- b. For readability, policies must be concise, non redundant, and easy to understand.
- c. Maps can be streamlined to include only information that is directly relevant to land use planning. Maps should also be made more conceptual (i.e. not show property lines).

#### 2. Provide all definitions in a Glossary Section, as well as embedding them throughout the ASP.

- a. The current ASP lacks a Glossary section, which makes it challenging to comprehend or apply some of the concepts or principles stated in the ASP.
- b. Compiling key definitions in a Glossary Section and embedding them throughout the ASP as “pop-up boxes” will make the document more accessible to the general public.

### Compliance with MDP Policies:

An effective ASP is up to date with all higher-level plans, and supports the policies found in such documents. The Acheson Industrial ASP should:

#### 1. Specify Local Plan requirements in relevant ASP policy sections.

- a. The County’s MDP, adopted in 2017, established new planning requirements such as Conceptual Schemes and Master Site Development Plans.
- b. These planning documents, for readability of the ASP, can be collectively referred to as “Local Plans”.
- c. The updated ASP should address these new Local Plans requirements, as well as provide specific requirements and considerations applicable to the Acheson Industrial Area.

### Address emerging planning topics:

An effective ASP addresses emerging and relevant planning topics specific to the plan area. The Acheson Industrial ASP should:

#### 1. Add new policies on Infill Development

- a. As an industrial and commercial area develops, infill and redevelopment are to be expected. It is already happening within Acheson Industrial Area.
- b. The ASP should be updated to address ongoing infill and redevelopment issues, including associated definitions and what the County can do to be proactive regarding infill.

#### 2. Address Building and Site Design, including innovative concepts.

- a. An industrial ASP should incorporate innovative and eco-friendly principles related to site and building design.

## **Summary**

The background research conducted under Phase 1 of the Acheson Industrial ASP Update project consisted of statutory plans review and ASP best practices review. The updated Acheson Industrial ASP must be compliant with higher level plans, such as EMRB's Growth Plan and the County's MDP; and should undertake following recommendations:

1. Be streamlined to be more transparent and accessible;
2. Incorporate new policies related to Local Plans; and,
3. Address emerging planning topics relevant to industrial parks.

## Appendix 1: ASP Best Practices Review – Key Highlights and Lessons

ASP Reviewed (Year)	Municipality	Summary	Key Highlights	Lessons Learned for the Acheson ASP
Edmonton Energy and Technology Park ASP Bylaw 15093 (2009)	City of Edmonton	<p>To develop the area into a world class eco-industrial park specializing in petro-chemical manufacturing.</p> <ul style="list-style-type: none"> <li>• Appx 5,218 ha in northeast Edmonton</li> <li>• Currently mostly districted Agricultural</li> <li>• Goal is to facilitate the synergistic development of petrochemical, manufacturing, logistics, business and research uses based on eco-industrial principles</li> </ul>	<ul style="list-style-type: none"> <li>• The <b>precincts</b> within the plan area have been developed to function as an integrated system of industries that work together to refine chemicals into market products. <ul style="list-style-type: none"> <li>◦ Three precincts are: Petrochemical Cluster, Medium Industrial, and Research and Development.</li> </ul> </li> <li>• Eco-industrial development results in an industrial area with efficient land use that can protect/enhance local biodiversity; is integrated with adjacent uses; contains sustainable infrastructure; locally generates energy; and has high performance green buildings.</li> <li>• Eco-industrial development enables by-product synergies, reducing waste and increasing efficiency.</li> </ul>	<ul style="list-style-type: none"> <li>• How to incorporate eco-industrial principles in an industrial ASP.</li> <li>• An ASP can identify precincts based on function and uses (e.g. Research and Development), instead of conventional “commercial” vs. “industrial” districts.</li> </ul>
Omni ASP Bylaw C-7700-2017 (2017)	Rocky View County	<p>To develop the area into an attractive location for medium-to large-sized highway commercial complexes and light industrial uses.</p> <ul style="list-style-type: none"> <li>• Appx 518 ha bordering on City of Calgary</li> <li>• Currently mostly districted Agricultural</li> </ul>	<ul style="list-style-type: none"> <li>• Goal to develop “destination commercial” developments along major highways, including a combination of large format retail stores, entertainment, services, offices, office parks, personal service businesses and tourist facilities. <ul style="list-style-type: none"> <li>◦ <b>Large format retail uses</b> are large floor area, single use buildings on individual sites, or are grouped together on larger sites. These large sites, with many businesses grouped together, are sometimes referred to as “regional shopping centres” or “power centres”.</li> </ul> </li> <li>• Each land use strategy area (commercial, light industrial) has detailed ‘Local Plans’ policies i.e. conceptual scheme and master site development plan requirements.</li> <li>• Each policy area (i.e. trails and open area) have policies related to local plans</li> </ul>	<ul style="list-style-type: none"> <li>• Definition for “large format retail uses” and how to plan for them in ASP.</li> <li>• Each policy area can specify local plans requirements for conceptual schemes and master site development plans.</li> <li>• Each land use policy area can contain section on architectural design policies.</li> </ul>



<b>Sawridge Business Park ASP Bylaw 823-2013 (2013)</b>	City of Leduc	<p>To develop fully serviced lands for a complete range of light manufacturing, service industrial, logistics, warehouse, distribution, eco-industrial, agri-business, aerotropolis, business park, and high-quality office use parks.</p> <ul style="list-style-type: none"> <li>• Most of SW-36-49-25-W4M north of Telford Lake</li> <li>• Currently designated Transitional Lands in their MDP</li> </ul>	<ul style="list-style-type: none"> <li>• Takes advantage of the economic development synergies and opportunities created by proximity to development at Port Alberta and Edmonton International Airport.</li> <li>• “Integrated Design Development” guidelines assist in identifying land development opportunities for joint efficiency initiatives among developers.</li> <li>• There is a policy section on transitional land uses between residential area north of ASP area and industrial uses in the ASP area.</li> <li>• Over half of the ASP will be preserved as park and ER.</li> </ul>	<ul style="list-style-type: none"> <li>• ASP takes advantage of the unique regional traits i.e. promotes an aerotropolis business park.</li> <li>• Transitional Industrial district policies: uses allow for some outdoor as well as indoor activities and storage, as long as the outdoor storage is screened from view.</li> </ul>
<b>South of Devon Industrial ASP Bylaw 05-16 (2015)</b>	Leduc County	<p>To develop an industrial area with business, light &amp; medium industrial uses to serve residents of Devon and Leduc County along Hws 19 and 60.</p> <ul style="list-style-type: none"> <li>• Appx 1,039 ha south of Devon</li> <li>• Currently mostly used for agricultural purposes</li> </ul>	<ul style="list-style-type: none"> <li>• Based the ASP on a market assessment, which forecasted high land demand from 2039 – 2044 upon completion of Hwy 19 improvements.</li> <li>• Realignment of Hwy 19 will encourage and support industrial uses within this ASP area.</li> </ul>	<ul style="list-style-type: none"> <li>• ASP is in anticipation of a major highway realignment and upgrade, and based on a market assessment study.</li> <li>• Each policy section has an “Implementation” subsection that lists specific implementation policies.</li> </ul>
<b>Millennium Business Park ASP Bylaw 33-2013 (2013)</b>	Strathcona County	<p>To intensify the existing industrial park consisting of storage and distribution facilities, retail and service establishments, hotels and restaurants.</p> <ul style="list-style-type: none"> <li>• Appx 110 ha. south of Hwy 16</li> <li>• Currently districted a variety of commercial industrial districts</li> </ul>	<ul style="list-style-type: none"> <li>• Renamed the plan area to “Millennium Business Park”.</li> <li>• The ASP’s focus is to infill and intensify the existing industrial area, and to enhance its aesthetic appeal.</li> <li>• A Heavy Industrial Overlay applies to most plan area, which specifies minimum separation distances for uses not compatible with existing heavy industrial uses.</li> </ul>	<ul style="list-style-type: none"> <li>• “Arterial Commercial” district is a district separate from “Highway Commercial” district.</li> <li>• Infill, intensification or redevelopment policies can be incorporated into an ASP.</li> </ul>

## Appendix 2: ASP Best Practices Review – Policy Excerpts related to Local Plan Requirements

Policy Area	Omni Area Structure Plan-Rocky View County	North Leduc Industrial ASP Bylaw 485-2000 – City of Leduc	Gasoline Alley East Major ASP - Red Deer County	District 2 & 42 Major ASP - Red Deer County
General Land Use Concept	-	<p>4.2 Land Use Concept</p> <p>4.2.1 General</p> <ol style="list-style-type: none"> <li>1. The North Industrial Area ASP is designated as predominantly an industrial/commercial area. Development will be stage in sequence with the implementation of water, sewer and/or road infrastructure.</li> <li>2. The rationale for continued industrial/commercial development includes consideration of the following factors: <ul style="list-style-type: none"> <li>• Location between Leduc's Industrial Area and the Nisku Business Park;</li> <li>• Access to EIA</li> <li>• Access to major transportation routes, including Hwy 2 and the CPR;</li> <li>• Serviceability options for major piped services</li> <li>• Compatibility with adjacent land uses; and</li> <li>• Reasonable expectation of development given current and future market conditions.</li> </ul> </li> <li>3. Infill and re-development of the existing partially developed areas will be encouraged, recognizing that users requiring large parcels not available within the existing developed area may choose or require other nearby locations.</li> <li>4. Staging of development will proceed in response to market conditions and at the initiation of land owners through the Outline Plan or Detailed ASP process.</li> <li>5. A variety of lot sizes should be provided through the subdivision process to meet the requirements of the market place.</li> </ol>	-	-
General Policies	-	-	-	<p>5.1.1 Any proposed multi-lot subdivision may be required to prepare one or all of the following:</p> <ol style="list-style-type: none"> <li>a) A Concept Plan for lands greater than a quarter section;</li> </ol>

				<p>b) A Local Area Structure Plan for lands that are approximately one quarter section or less.</p> <p>5.1.2 Area Redevelopment Plan (ARP) must be prepared and approved for any proposed subdivision resulting in increasing parcel density to a fully built out Plan approved under Section 5.1.1 from the date of its adoption.</p>
Commercial Conceptual Scheme	<p><b>Local Plans</b></p> <p>8.10 A <i>local plan</i> shall be required to support applications for commercial development (Section 21). The <i>local plan</i> shall:</p> <ol style="list-style-type: none"> <li>provide detailed planning policies and guidelines for commercial development;</li> <li>address the policies of this Area Structure Plan under the sections entitled Agricultural (Section 10) and Gateways (Section 11) where required;</li> <li>address the policies of this Area Structure Plan regarding open space, parks, and pathways;</li> <li>comply with the County's Commercial, Office, and Industrial Design Guidelines, and document how the <i>local plan</i> meets those guidelines;</li> <li>provide for high quality architectural and site development through landscaping, lot, and building design;</li> <li>provide architectural and site guidelines in order to provide a consistent thematic design to the commercial area;</li> <li>provide an efficient and functional internal transportation system with connections to adjacent development areas and the regional network; and</li> <li>consider and evaluate options for regional transit services to the Plan area, and ensure vehicular and pedestrian connections between local plan areas.</li> </ol> <p>8.11 Where appropriate and feasible, a local plan should incorporate policies that provide for</p> <ol style="list-style-type: none"> <li>green building techniques and energy efficient building design.</li> </ol>	<p>4.2.2 Commercial Use</p> <p>3. The commercial designation along the south side of Airport Drive will extend at least one tier of lots south from the northern limit of the ASP area. The commercial designation may extend further through designation by and Outline Plan or details ASP, without an amendment to this ASP. Industrial designation for the first tier of lots along the south side of Airport Drive will not be permitted.</p> <p>4. Access to the commercial area south of Airport Road will be provided by either a single loaded frontage service road or by a double loaded internal service road south of the first tier of commercial lots. The alignment of the service road will be defined by the OP or Detailed ASP.</p> <p><u>From Leduc City MDP 2012 4</u></p> <p>Section 4F Commercial Development</p> <p>9. Facilitating the redevelopment of light industrial areas for commercial and retail uses where adequate access to the public can be provided and where the transportation network has the capacity for such intensification of uses;</p>	-	-

Light Industrial Conceptual Scheme	<p><b>Local Plans</b></p> <p>9.9 A <i>local plan</i> shall be required to support applications for light industrial development (Section 21). The <i>local plan</i> shall:</p> <ol style="list-style-type: none"> <li>provide detailed planning and design policies and guidelines a. for light industrial development;</li> <li>address the policies of this Area Structure Plan under the sections entitled Agricultural (Section 10) and Gateways (Section 11) where required;</li> <li>address the policies of this Area Structure Plan regarding open space, parks, and pathways (Section 12);</li> <li>comply with the County's Commercial, Office, and Industrial Design Guidelines, and document how the local plan meets those guidelines;</li> <li>provide for high-quality development through landscaping, lot, and building design;</li> <li>provide architectural and site guidelines in order to provide a consistent thematic design to the light industrial area;</li> <li>provide an efficient and functional internal transportation system with connections to adjacent development areas and the regional network;</li> <li>consider and evaluate options for regional transit services to the Plan area; and</li> <li>ensure vehicle and pedestrian connections between local plan areas.</li> </ol> <p>9.10 Where appropriate and feasible, a <i>local plan</i> should incorporate policies that provide for green building techniques and energy efficient building design.</p>	<p>4.2.3 Industrial Use</p> <p>2. Medium industrial land use will be permitted within the area designated for light industrial use, subject to the following conditions</p> <ul style="list-style-type: none"> <li>Medium industrial land use will be based on the preparation on OP/Detailed ASP <b>for the quarter section or larger area</b> within which the proposed land use is to be located.</li> <li>The OP/Detailed ASP will make provisions for the mitigation of any adverse impacts on adjacent light industrial development; and</li> <li>The City will amend Industrial Development Policy 9 in the MDP to encourage or permit medium industrial development within the City.</li> </ul>	<p>8.2.3 All Local Area Structure Plans shall indicate the location of appropriate buffers/screens between transitional land uses. Buffers may include, but are not limited to strategic landscaping, berms, fences, or any combination of these strategies.</p> <p>8.2.4 Specific land use designations shall be determined at the time of the Local Area Structure Plan preparation. Each land use designation must be consistent with the Red Deer County Land Use Bylaw.</p>	-
Agricultural	<p>10.2 The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead or first parcel out subdivision, or other agriculture development should be supported without the requirement of a <i>local plan</i> when it is in accordance with the relevant policies of this Plan and the <i>County Plan</i>.</p>	-	-	-

Gateway/Highway Frontage	11.3 <i>Local plan</i> design should consider such factors as sight lines, noise attenuation, setbacks, berms, constructed barriers, natural land features, and innovative building design. Landscaping and signage should be of high quality.	ASP speaks generally to high visibility corridors and landscaping standards but does not delegate these to a lower tier plan.	-	-
Pathways and Trails	12.6 <i>Local plans</i> prepared for the Omni ASP area should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 6, and should: <ul style="list-style-type: none"> <li>a. provide connections within, and external a. to, the <i>local plan</i> area;</li> <li>b. provide efficient connections to potential transit stop locations;</li> <li>c. provide pedestrian connections that lead to safe street crossing locations;</li> <li>d. wherever possible, be located within, or align with, a park, naturalized stormwater management facility, wetland, natural water course and riparian area, other natural area, and / or the stormwater management conveyance system;</li> <li>e. incorporate Crime Prevention Through Environmental Design (CPTED) features; and</li> <li>f. contribute to the regional trail and pathway system, and where possible, connect with other municipalities' trail and/or pedestrian/trail network.</li> </ul>	4.2.4 Municipal Reserve 3. Municipal Reserve may be taken as land if required to facilitate the continuation of Leduc's multi-way system, or to protect natural areas.	-	-
Natural Environment	13.3 <i>Local plans</i> shall identify wetlands within the <i>local plan</i> area using the Provincial system to determine wetland classification and relative wetland value. 13.4 <i>Local plans</i> shall determine, through consultation with the Province of Alberta (the Province), whether wetlands are Crown owned land.	3.5 Environmental 1. To maintain, where feasible under post development conditions, all other areas identified as natural features, including wetlands and reed areas. 2. To promote continued public health and safety in the operation of the facilities of the North Leduc Industrial Area and to avoid incompatible development in the vicinity. 3. To avoid industrial development which creates undue emissions, noise, glare or contaminants 4. To create an attractive, visually pleasing environment in areas which are highly visible to the public. Increased landscaping requirements may be enforced in these areas.	8.6.1 Local Area Structure Plans shall indicate existing natural areas within the Plan area and how the area may be preserved or incorporated into the design concept.  8.6.13 Where applicable, the location of Environmental Reserves shall be indicated in all proposed Local Area Structure Plans.	-

		<p>4.5 Wetland and Drainage Course Protection</p> <p>1. Natural areas, including such features as depressions, overland drainage courses, established wetlands and recognized groundwater recharge area, as indicated in Figure 3 and 5 of the Plan should be considered at the OLP and proposals established for the management and protection of these areas.</p>		
Municipal Reserve	<p>14.12 A reserve analysis shall be required with the preparation of a <i>local plan</i> to determine the amount, type, and use of reserves owing within the <i>local plan</i> area.</p> <p>14.13 The reserve analysis shall include a determination of:</p> <ul style="list-style-type: none"> <li>a. the total gross area of the <i>local plan</i>;</li> <li>b. the type and use of reserves to be provided within the <i>local plan</i> area;</li> <li>c. other reserves owing on an ownership basis;</li> <li>d. the location of the reserve types and amounts in relation to the <i>local plan</i> area's overall open space system, with this information shown on a map; and</li> <li>e. the amount of residual reserves to be taken as money in place of land.</li> </ul>	Dedicated at time of subdivision, no policy delegating to an OP	-	-
Emergency Services	<p>15.4 In preparing <i>local plans</i>, development proponents shall work with the County to identify any potential land requirements for fire and protective services.</p> <p>15.5 <i>Local plans</i> shall address fire and protection response measures, and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.</p> <p>15.8 <i>Local plans</i> shall address fire suppression requirements and ensure water and necessary infrastructure is available to all development. The fire suppression plan should consider opportunities and locations that allow for shared infrastructure between <i>local plan</i> areas.</p>	<p>1.6 Summary of Servicing Standards</p> <p>1. All areas should be serviced by the City's water supply and distribution service to ensure proper fire protection. Oversizing of mains to service adjacent areas should be considered in conjunction with City at the time of ASP/OLP preparation</p>	8.11.7 Emergency accesses, to and egress from development sites must be identified in all local area structure plans prepared by the developer.	-
Infrastructure	16.1 A Transportation Impact Assessment shall be required as part of the <i>local plan</i>	<p>4.6 Summary of Servicing Standards</p> <p>2. All areas should be serviced by the City's sanitary sewage system. Oversizing of trunk</p>	8.9.1 The generalized location of stormwater management facilities as identified in the engineering study must	-

	<p>preparation or subdivision application processes.</p> <p>17.7 The specific location and size of utility rights-of-way and easements, and related line assignments, should be determined at the <i>local plan</i> stage, to the mutual satisfaction of the County, the Developer and the private utility companies.</p> <p>17.10 A water use assessment conforming to the Omni Area Structure Plan Servicing Strategy shall be required with <i>local plan</i> preparation, subdivision applications, and/or development permit applications to determine expected water demand and the infrastructure required to meet that demand.</p> <p>17.15 A wastewater servicing study conforming to the Omni Area Structure Plan Servicing Strategy shall be required with <i>local plan</i> preparation, subdivision applications, and/or development applications to determine wastewater demand and the infrastructure required to meet that demand.</p> <p>18.2 The stormwater drainage system (conveyance and storage areas) for the Plan area shall be designed to comply with the Omni Area Structure Plan Master Drainage Plan. Interim solutions should will be determined at the <i>local plan</i> stage and shall align with and compliment the ultimate drainage system.</p> <p>18.3 Stormwater management systems, including re-use or irrigation, should be designed at a scale that services the <i>local plan</i> area. The County discourages stormwater ponds or volume control measures designed for individual lots.</p>	<p>lines to serve adjacent areas should be considered in conjunction with the City at the time of ASP/OPL preparation.</p> <p>3. Where M2 Medium Industrial uses are considered, the City of Leduc may waive the requirement for sanitary servicing, provided that there are no unfavourable effects on servicing adjacent areas outside of the ASP area. This decision will be made at the time of ASP/OLP preparation.</p>	<p>be identified with appropriate levels of detail within a Local Area Structure Plan.</p> <p>8.10.2 Utility alignments will be identified at the Local Area Structure Plan stage.</p> <p>8.11.8 Traffic Impact Assessments may be required by Alberta Transportation or Red Deer County at the local area structure plan (LASP) stage or as a condition of subdivision to determine if improvements to the existing road network are required.</p>	
Solid Waste	<p>19.3 A local plan shall:</p> <ol style="list-style-type: none"> <li>address solid waste management through all stages a. of development, including occupancy;</li> <li>conform to the policies of the County's Solid Waste Master Plan; and</li> <li>set a solid waste diversion target to inform the subdivision construction management plan.</li> </ol>	-	-	-
Oil and Gas	<p>20.3 As part of a <i>local plan</i> preparation, Applicants shall obtain a Land Development</p>	-	<p>8.12.2 All proposed Local Area Structure Plans shall identify existing pipelines and</p>	-

	<p>Information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines, both abandoned and operating, in the <i>local plan</i> area. In addition, the Applicant must determine if an Emergency Planning Zone has been established around a sour gas facility or well.</p> <p>20.4 Prior to the preparation of a <i>local plan</i> to develop lands within 1.5 km of a petroleum facility with an Emergency Planning Zone, the development proponent shall consult with the County and the operator of the facility to determine how an Emergency Response Plan will be prepared, updated, or replaced.</p> <p>20.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements, or be a minimum of 20 meters, whichever is greater. Setbacks shall be confirmed at <i>local plan</i> stage, in consultation with the abandoned well licensee.</p> <p>20.7 Vehicular access to an abandoned well site shall:</p> <ul style="list-style-type: none"> <li>a. be determined through discussion with the abandoned well licensee;</li> <li>b. be identified in the <i>local plan</i>; and</li> <li>c. be protected by easements in favour of the County at the time of subdivision or development approval.</li> </ul> <p>20.8 In conjunction with a <i>local plan</i>, subdivision, or development permit application for any parcel containing an abandoned well, the Applicant shall provide:</p> <ul style="list-style-type: none"> <li>a. surveyed locations of abandoned wells and pipelines, and confirmation of the setback requirements;</li> <li>b. a Phase I Environmental Site Assessment specific to the abandoned well or pipeline; or</li> <li>c. a Phase II Environmental Site Assessment specific to the abandoned well or pipeline as deemed necessary by the County.</li> </ul> <p>20.17 The Applicant of a development proposal within the vicinity of a pipeline right-of-way shall notify the pipeline operator</p>		<p>oil wells as well as the proposed, detailed longer term land use pattern within the development setback area.</p>	
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	as to the status of the development proposal at the <i>local plan</i> , redesignation, and subdivision stage.			
Implementation	21.6 All <i>local plan</i> boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.	<p>5.2 Area Structure Plan and Outline Plan (DASP/OLP)</p> <ol style="list-style-type: none"> <li>1. Within the Leduc North Industrial Area a DASP/OLP will be required <b>for each quarter section area</b>, or other such area as mutually agreeable to the landowner and the City.</li> <li>2. Approval of the DASP/OLP will be required prior to the approval of any Land Use Bylaw amendment and/or subdivision for that parcel of land.</li> <li>3. The DASP or OLP will be prepared and approved according to the Guidelines for ASP and OLP preparation approved by the City.</li> <li>4. The OLP or DASP will require similar analysis and information.</li> <li>5. Approval of an OLP will be by resolution of Council following administrative review and an advertised public meeting.</li> <li>6. Approval of a DASP will be by bylaw, following Administrative Review and an advertised public hearing.</li> <li>7. The decision as to whether to proceed with a DASP or OLP will be based on the following guidelines: <ul style="list-style-type: none"> <li>• An OLP will be considered only when it is proposed by a developer;</li> <li>• An OLP will be acceptable where the proposed patterns of land use, transportation and infrastructure are straightforward and clearly reflect the pattern indicated within the North Leduc ASP; and</li> <li>• If the proposed OLP proposes to introduce substantive changes or significant new concepts to the North Leduc Industrial ASP, the City will re-direct the plan to become an ASP.</li> </ul> </li> </ol>	-	<p>8.1.5 The County shall require an approved Local Area Structure Plan (LASP) prepared by developers of new multi-lot subdivisions, with densities of two or more lots (three in the case of a previously un-subdivided quarter section).</p> <p>8.1.6 Local Area Structure Plans and any other plans adopted by resolution (ie. concept plans) shall be consistent with the policies of the District 2&amp;42 Major Area Structure Plan, the County Municipal Development Plan, and the Land Use Bylaw.</p>