

Public Consultation Report

Acheson Zone 2 Section 11

Conceptual Scheme and Amendments

In support of Bylaws 2018-31 and 2018-32

Agency Stakeholder Comments:

The applications for Bylaw Nos. 2018-31 and 2018-32 were circulated to the following agencies: Alberta Energy Regulator, Alberta Environment and Parks, Alberta Health Services, Environmental Health, Minister of the Environment, Canada Post Corporation, Alberta Culture and Tourism, Alberta Capital Region Wastewater Commission, Capital Region Water Commission, Altalink Management Ltd, ATCO Gas, ATCO Pipelines, Telus, CN Engineering Services, FORTIS Alberta, City of Spruce Grove, City of Edmonton, Acheson Business Association, Wagner Natural Area Society. These agencies provided the following comments:

Agency	Comments
Alberta Health Services	No Objections-ensure that sensitive lands are protected
ATCO Pipelines	Originally issued an objection to the project due to the citing of stormwater management facilities not meeting Alberta Energy Regulator setbacks, a revised plan was submitted to ATCO and no comments were received on this revision. Administration is not concerned with this objection as the siting of infrastructure including stormwater management facilities is done during detailed design at the subdivision stage. All subsequent subdivision applications will be referred to ATCO Pipelines as a part of the standard referral and comment process.
CN Rail	No Objections
Fortis	No Concerns
Wagner Natural Area Society	No Concerns
City of Spruce Grove	No Objections-Spruce Grove would like to see updates to the industrial lands absorption numbers and statistics.
City of Edmonton	Support for the Conceptual Scheme and related amendments was contingent on a Memorandum of Understanding regarding 231 Street to be executed between Parkland County and the City of Edmonton. This was executed on September 14, 2018. In response to a follow up referral the County received comments dated November 28, 2018. These comments were minor in nature and have been addressed within the Conceptual Scheme.
Alberta Transportation (AT)	The application was referred and discussions were undertaken between the development group and Alberta Transportation. It is Administration's understanding that the Application and Traffic Impact Assessment was referred to the Twin Atrium for review. No comments have been received from Alberta Transportation.

Adjacent Land Owner Comments

Comment	Administrative Response
Question regarding the status of the currently operating Oil and Gas Infrastructure	Oil and Gas reclamation, discontinuation certificates will be required prior to subdivision endorsement. Where oil and gas infrastructure is to remain operational, appropriate AER development setback will be enforced.
Concern regarding the overall transportation network primarily Hwy 60 and 16 and the need for an overpass of the CN Tracks	The Province is currently undertaking study of the Hwy 16 corridor, Administration cannot comment at this time.
Impacts of traffic on Zone 4 generated from Zone 2	Two (2) Traffic Impact Assessments have been undertaken one by the County for the entirety of the Big Lake and Acheson areas, the second by the Developer for this specific development. The TIA reports acceptable functioning of the road network by Transportation Association of Canada standards.
Questions regarding upgrades to 231 Street	A memorandum of understanding regarding upgrades to 231 Street was executed between Parkland County and the City of Edmonton.
Questions regarding the paving of 112 Avenue within the City of Edmonton	112 Avenue is a City of Edmonton road and the County cannot comment on its condition or timing for upgrades.

Attachments:

- Comment Letters Received by the County
- Open House Comments and Responses Report from Environmental Design Solutions Group

February 28, 2018

Parkland County
Attn: Karen Oxley, Planner
53109A Hwy 779
Parkland County, AB
T7Z 1R1

E-mail: koxley@parklandcounty.com

Dear Ms. Oxley:

**RE: Proposed Land Use Bylaw Amendment, Acheson Industrial Area Structure Plan Amendment, New Acheson Industrial Conceptual Scheme
Pt. Sec 11-53-26-W4M
Parkland County File# PD-2018-004, PD-2018-005, PD-2018-006**

This application proposes an amendment to the Land Use Bylaw to change Pt. NE 11-53-26-W4M and all of NW, SE and SW 11-53-26-W4M from IRD – Industrial Reserve District to MI – Medium Industrial District. The Acheson Industrial Area Structure Plan has a proposed amendment to change the development timeline. The Acheson Industrial Conceptual Scheme provides information on road networks and access, servicing and ground conditions. Municipal water and sewer services will be provided. The area included in the Conceptual Scheme is approximately 246.3 ha (608.6 ac).

The geotechnical reports were reviewed. The drilled test holes showed that the lands have a relatively low water table. No major concerns appeared to be noted in any of the reports.

There are several oil and gas pipelines throughout the Acheson Industrial area. Work is being done by the developer to determine the types of setbacks required and how that might impact surface development.

There is a residential area located north of the proposed Medium Industrial District. The distance between residential property and potential medium industrial property appears to be as close as approximately 150m in some areas. The sensitive land use in this area should be considered when these medium industrial lots are developed. There should be no operations that may cause off site impacts that could negatively affect the nearby residents. Appropriate buffers and/or distance setbacks should be utilized to prevent incompatible uses.

Environmental Public Health has no objections to the proposed Acheson Industrial land use bylaw amendment, ASP amendment or Conceptual Scheme provided nearby sensitive land use is adequately protected. Thank you for the opportunity to comment.

Sincerely,

Koreen Anderson

Koreen Anderson, B.Sc., CPHI(C)
Public Health Inspector / Executive Officer

Previously Circulated



March 5, 2018

Your File: PD-18-004, 005 & 006

Our File: 18-0517

Attention: Karen Oxley

Parkland County

Planning and Development Department

**RE: Proposed Conceptual Scheme, Acheson Industrial ASP Amendment and Land Use Bylaw (Redistricting)
Amendment for Zone 2 of Acheson Industrial Area – Sec 11-53-26-W4**

The Engineering Department of ATCO Pipelines (a division of ATCO Gas and Pipelines Ltd.) has reviewed your file and **objects** to proposed plan:

- Stormwater management facilities cannot be built over ATCO Pipelines' pipelines and/or rights-of-way.

Please submit a revised plan addressing the aforementioned concern to ATCO Pipelines for further review. Should the property owner wish to obtain a cost estimate for a pipeline alteration, please contact Brad Cann, Manager, Operations Engineering via email at Brad.Cann@atco.com.

Your proposal is also subject to the following conditions:

1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
2. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Pipelines before commencing any work.
 - Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Pipelines' requirements as set forth in the company's conditional approval letter.
 - Contact ATCO Pipelines' Land Department at 1-888-420-3464 for more information.
3. Road crossings are subject to Engineering review and approval.
 - Road crossing(s) must be paved and cross at a perpendicular angle.
 - Parallel roads are not permitted within ATCO Pipelines' right(s)-of-way.
 - If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete.
4. Parking and/or storage is not permitted on ATCO Pipelines' pipeline(s) and/or right(s)-of-way.
5. ATCO Pipelines recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.
6. Any changes to grading that alter drainage affecting ATCO Pipelines' right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.
 - If alterations are required, the cost will be borne by the developer/owner.



7. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Pipelines for further review.

If you have any questions or concerns, please contact the undersigned at (780) 420-3896 or email Isabel.Solis@atco.com.

Yours truly,

ATCO Pipelines
A division of ATCO Gas and Pipelines Ltd.

A handwritten signature in blue ink, appearing to read "Isabel Solis-Jarek".

Isabel Solis-Jarek
Operations Engineering Department

IS



From: Susanne Glenn-Rigny
To: [Karen Oxley](#)
Cc: [Angele Guerard](#)
Subject: FW: Planning Application Referral Acheson Zone 2 Comments due Feb 26, 2018 Files PD-18-004, 005 & 006
Date: Monday, April 02, 2018 2:59:27 PM
Attachments: [Agency Referral letter PD-18-00456.pdf](#)
[Non-residential-MAIN LINE.pdf](#)

Good afternoon Karen,

My apologies for the lateness of this reply.

I have reviewed the ASP maps and CN Rail has no objections to the overall development plan.

For you reference, I have attached our site development standards for non-residential development in proximity to a mainline.

These should be referenced for specific lot developments.

Regards

Susanne

Susanne Glenn-Rigny, MCIP, RPP, OUQ

Agente principale/Senior Officer

Planification et développement communautaires/

Community Planning and Development



Affaires juridiques/Law Department

935, rue de La Gauchetière Ouest

15e étage

Montréal (Québec) H3B 2M9

Téléphone: (514) 399-7844

Télécopieur: (514) 399-4296

Cell (514) 919-7844

Email: susanne.glenn-rigny@cn.ca

From: Karen Oxley <koxley@parklandcounty.com>

Sent: Thursday, January 11, 2018 5:24 PM

To: Alberta Energy Regulator <setbackreferrals@aer.ca>; Canada Post

<jeffrey.way@canadapost.ca>; ESRD (Water Act) <Esrd.nsr-wateract@gov.ab.ca>; ACRWC – Alberta

Capital Region Waste Water Commission <info@acrwc.ab.ca>; AltaLink/Contract Land Staff

<subdivisions@contractlandstaff.com>; ATCO Gas <Jason.mykiwka@atcogas.com>; Capital Regional

Water Commission <clevasseur@sprucegrove.org>; Proximity <proximity@cn.ca>; Fortis Alberta

<landserv@fortisalberta.com>; Telus <Kelly.Worobetz@telus.com>; Telus Admin (Multi's and

Industrial Only) <geoadmin@telus.com>; ATCO Pipelines <Isabel.Solis@atco.com>; Acheson Business

Association <nbirnie@achesonbusiness.com>; Wagner Natural Area Society <info@wagnerfen.ca>;



March 2, 2018

Reference No.: 275476247-001

Your File: PD-18-004, 005 and 006

Karen Oxley, Planner
Planning and Development Services
Parkland County, AB T7Z 1R1

RE: Planning Application Referral Acheson Zone 2

Karen:

Thank you for circulating the proposed Land Use Bylaw Amendment, Acheson Industrial Area Structure Plan Amendment and Conceptual Scheme for Section 11-53-26-W4M to the City of Edmonton as well as sharing the supporting documents with us.

As indicated by telephone on February 14, 2018 and in our follow-up email, the City of Edmonton does not support these applications until we have greater certainty about cost sharing for the concept, design and construction costs for Hillview Road/231 Street. The City of Edmonton's preferred tool to provide this certainty is a Memorandum of Understanding between Parkland County and the City of Edmonton regarding cost sharing of this road.

Section 5.5 of the 2015 Acheson Industrial Area Structure Plan states "the City of Edmonton anticipates the costs of upgrading Hillview Road (231 Street) to an urban four-lane divided arterial standard will be a shared and equal responsibility between the City of Edmonton and Parkland County. Discussions related to cost-sharing should be initiated between the City and the County in advance of future County subdivisions or developments which require access, both directly and indirectly, to Hillview Road (231 Street)". As a result, we are seeking a formal arrangement that supports discussion to mutually pursue one or more binding cost share agreements related to the concept, design and construction costs of 231 Street, particularly between Highway 16A and Whitemud Drive.

In addition, we have the following infrastructure comments on the applications:

Drainage

1. The Conceptual Scheme does not clearly explain the offsite route of stormwater flows. The stormwater network figure only shows the onsite route and it looks like

ditches can be used for conveyance of storm water. A portion of network route is along 231 Street and in this route there are existing culverts crossing toward the Winterburn area of the City. The Conceptual Scheme or its supporting documents should explain how flow from these culverts will be controlled. If the storm water through the culverts cannot be controlled, then it could lead to flooding during major storm events.

2. The release rate from the last stormwater management facility to the offsite storm system is not mentioned in the report. If this is ultimately discharging to Big Lake, there is a restriction of 2.5 l/s/ha on release rate as per Big Lake Area Master Plan.

Transportation

1. In the immediate future and prior to granting any new accesses from Parkland County to 231 Street, Parkland County and the City of Edmonton need to enter into a Memorandum of Understanding for the land dedication, planning, design, signalization, and/or construction activities and costs of the 231 Street arterial upgrade from Highway 16 to Highway 16 A. The City of Edmonton will organize a meeting to initiate discussions on the Memorandum of Understanding in the second quarter of 2018, which will include discussion on land dedication, off-site levies, roadway cross-section, etc.
2. The approved 231 Street (Highway 16 to Highway 16A) Concept Plans need to be updated to reflect the current requirements of the roadway including an updated cross-section.
 - a. Through the development of the Concept Plans, planned intersection locations and accesses will be reviewed to ensure that the intersection and access spacing meets the City of Edmonton's Access Management Guidelines.
 - b. The existing approved Concept Plan for 231 Street (Highway 16 to Highway 16A) calls for a 4-lane divided urban arterial. The updated concept plan could potentially include a reduced and alternate cross-section such as a 3-lane urban/rural hybrid cross-section. The roadway cross-section will be determined by the City of Edmonton in consultation with Parkland County prior to the start of the Concept Plan update.
 - c. The 231 Street Concept Plan update should be a requirement of the next development that will generate traffic to 231 Street.
 - d. The 231 Street Concept Plan update may be partially cost recoverable under the Edmonton's Arterial Roads for Development Bylaw 14380.
3. The City of Edmonton's Arterial Roads for Development Bylaw 14380 will need to be updated and forwarded for Council approval following the completion of

updated Concept Plans for 231 Street (Highway 16 to Highway 16 A) if the roadway cross-section changes from the currently planned 4-lane divided urban arterial cross-section. If required, the City of Edmonton will prepare the required Arterial Roads for Development Bylaw amendment and take it forward to Council.

4. The Traffic Impact Assessment completed by Bunt & Associates includes very limited growth within the City of Edmonton in both the Winterburn area and the Lewis Farms area. The traffic volume growth seems low in our opinion, especially over the longer term time horizon. Of particular note is the lack of growth in the future volumes for the WBL and NBR movements at the Highway 16A and 231 Street intersection. The Lewis Farms area continues to develop and with planned upgrades to 231 Street as well as the construction of additional collector roadway connections to 231 Street, traffic volumes along 231 Street south of Highway 16A as well as that the intersection of Highway 16A and 231 Street anticipated to significantly increase in the future. In addition, it appears that some of the volumes generated within the Winterburn area have not been redistributed following the closure of the 231 Street intersection with Highway 16.

Building on the March 15, 2017 discussion on the proposed development and 231 Street, we are looking forward to the discussion on this topic on March 7, 2018. Also, we value the opportunity to collaborate with Parkland County on the Boundary Interface Protocols and Strategies project and other initiatives and look forward to those continuing.

Please contact me at (780) 442-1305 or Brian McCosh, Principal Planner at (780) 442-3242 if you have any questions.

Sincerely,



Gibby Davis, Senior Planner, Regional Development

Cc: Faisal Saeed, General Supervisor, Planning Coordination



November 28, 2018

Karen Oxley
Planner, Planning and Development Services
53109A HWY 779, Parkland County, AB
T7Z 1R1

Re: Recirculation of Planning Application Referral Acheson Zone 2 PD-18-004, 005 & 006

Dear Ms. Oxley:

Thank you for the opportunity to provide comment on the recirculation of Planning Application Referral Acheson Zone 2 PD-18-004, 005 & 006. The City of Edmonton reviewed these materials in the context of, but not limited to, the Memorandum of Understanding regarding cost sharing for 231 Street NW arterial upgrades that was signed by Parkland County and the City of Edmonton in September 2018.

In particular, our Planning Coordination (Transportation) has reviewed the updated Parkland County Acheson Industrial Area Conceptual Scheme (version 5, October 2018) and has the following comments:

GENERAL COMMENTS

1) The approved 231 Street (Highway 16 to Highway 16A) Concept Plans need to be updated to reflect the current requirements of the roadway including an updated cross-section and changes at intersections where the Parkland County road cross-sections have changed.

- Through the development of the Concept Plans, planned intersection locations and accesses will be reviewed to ensure that the intersection and access spacing meets the City of Edmonton's Access Management Guidelines.
- The existing approved Concept Plan for 231 Street (Highway 16 to Highway 16A) calls for a 4-lane divided urban arterial. The updated concept plan could potentially include a reduced and alternate cross-section such as a 3-lane urban/rural hybrid cross-section. The roadway cross-section will be determined

by the City of Edmonton in consultation with Parkland County as part of the Concept Plan update.

- The City of Edmonton's Arterial Roads for Development Bylaw 14380 will need to be updated and forwarded for Council approval following the completion of updated Concept Plans for 231 Street (Highway 16 to Highway 16 A) if the roadway cross-section changes from the currently planned 4-lane divided urban arterial cross-section. If required, the City of Edmonton will prepare the required Arterial Roads for Development Bylaw amendment and take it forward to Council.
- 2) The Traffic Impact Assessment completed by Bunt & Associates includes very limited growth within the City of Edmonton in both the Winterburn area and the Lewis Farms area. The traffic volume growth seems low in our opinion, especially over the longer term time horizon. Of particular note is the lack of growth in the future volumes for the WBL and NBR movements at the Highway 16A and 231 Street intersection. The Lewis Farms area continues to develop and with planned upgrades to 231 Street as well as the construction of additional collector roadway connections to 231 Street, traffic volumes along 231 Street south of Highway 16A as well as that the intersection of Highway 16A and 231 Street anticipated to significantly increase in the future. In addition, it appears that some of the volumes generated within the Winterburn area have not been redistributed following the closure of the 231 Street intersection with Highway 16.

SPECIFIC COMMENTS:

- The document in several places refers to a "joint-use agreement" between Parkland County and the City of Edmonton for the construction of 231 Street. We suggest that this be referred to simply as "an agreement" between Parkland County and the City of Edmonton (in section 3.3, section 6.3).
- Section 6.2, the 2nd bullet - refers to 231 Street (Highway 16 to 16A) being upgraded to a 3 lane cross-section. At the moment the approved concept plan is for a 4 lane divided urban arterial roadway. The City of Edmonton and Parkland County have agreed to work together to update the concept plans for 231 Street. As part of that plan update, the road cross-section and type will be reviewed and determined. It is premature to state that it "shall be upgraded to a modified three (3) lane undivided arterial road". It could be stated that the road shall be upgraded

in the future and that the cross-section will be determined through the joint concept plan update.

- Section 6.2 refers to the future reconfiguration of the 231 Street and Highway 16A intersection to a right-in, right-out/left -in intersection. This reconfiguration was completed in the summer of 2018 and should not be referred in as future.
- Section 6.2 the 3rd bullet is missing word " The timing of the removal of the 231 Street ..."
- Section 6.2 8th bullet - refers to the 112 Avenue no longer connecting to 215 Street following the grade separation of 215 Street. The bullet should refer to the potential timing as this will not likely occur in the short but rather the longer term.
- Section 6.3 Under Inter-municipal Road Access - 231 Street it states "Access points to 231 Street were designed in coordination between the County and the City". It should be noted that these access points will be reviewed once again as part of the 231 Street concept plan update.
- Section 6.3, Policy 6.3.6 "Parkland County and the City of Edmonton may establish an Intermunicipal Off-Site Transportation Levy to assist with recovery of the proposed upgrades to 231 Street to support development..."
 - The City of Edmonton has an establish levy - The Arterials Roads for Development Bylaw 14380 - that will be used for cost sharing 50% of the cost of 231 Street construction within the Winterburn area of the City of Edmonton.
 - The County of Parkland may establish their own levy for their 50% cost share of the 231 Street costs.
 - The City will not be participating in a joint levy with Parkland County for the cost sharing or recovery of the 231 Street construction costs costs
- Figure 7: Transportation Network should label 231 Street as an Arterial Roadway but not specify the number of lanes.

If you have any questions, please contact me at 780-442-3242 or brian.mccosh@edmonton.ca or Christine Whalen at christine.whalen@edmonton.ca or 780-508-9248.

Sincerely,

A handwritten signature in blue ink, appearing to read 'BC m cu'.

Brian McCosh, Principal Planner
Regional Development

cc: Jody Hancock, Director, Engineering Services, Parkland County
Christine Whalen, P.Eng. City Planning Branch, City of Edmonton
Gibby Davis, Senior Planner, Regional Development, City of Edmonton

Previously Circulated

From: Aldcroft, Erin
To: [Karen Oxley](#)
Subject: Planning Application Referral Acheson Zone 2 Comments due Feb 26, 2018 Files PD-18-004, 005 & 006
Date: Friday, January 26, 2018 10:51:17 AM
Attachments: [image001.png](#)

FortisAlberta has no concerns, please contact 310-WIRE for any electrical services.

Warm Regards,

Erin Aldcroft

Erin Aldcroft | Land Assistant

FortisAlberta Inc. | 15 Kingsview Rd. SE Airdrie, AB T4A 0A8 | Tel: 587-775-6331

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From: Karen Oxley [mailto:koxley@parklandcounty.com]

Sent: Thursday, January 11, 2018 3:24 PM

To: Alberta Energy Regulator <setbackreferrals@aer.ca>; Canada Post <jeffrey.way@canadapost.ca>; ESRD (Water Act) <Esrd.nsr-wateract@gov.ab.ca>; ACRWC – Alberta Capital Region Waste Water Commission <info@acrwc.ab.ca>; AltaLink/Contract Land Staff <subdivisions@contractlandstaff.com>; ATCO Gas <Jason.mykiwka@atcogas.com>; Capital Regional Water Commission <clevasseur@sprucegrove.org>; CN Rail (proximity@cn.ca) <proximity@cn.ca>; Land Service <landserv@fortisalberta.com>; Telus <Kelly.Worobetz@telus.com>; Telus Admin (Multi's and Industrial Only) <geoadmin@telus.com>; ATCO Pipelines <Isabel.Solis@atco.com>; Acheson Business Association <nbirnie@achesonbusiness.com>; Wagner Natural Area Society <info@wagnerfen.ca>; [REDACTED]

Subject: [External Email] Planning Application Referral Acheson Zone 2 Comments due Feb 26, 2018 Files PD-18-004, 005 & 006

Good Afternoon,

Please find attached a technical referral notice for a Conceptual Scheme, Acheson Industrial ASP Amendment and Land Use Bylaw (Redistricting) Amendment for Zone 2 of Acheson Industrial Area

From: Susan Armstrong
To: [Karen Oxley](#)
Subject: RE: Planning Application Referral Acheson Zone 2 Comments due Feb 26, 2018 Files PD-18-004, 005 & 006
Date: Wednesday, January 24, 2018 3:02:22 PM
Attachments: [image001.png](#)

Karen:

Thank you for the referral of the proposed Acheson Area Structure Plan amendment and the draft Outline Plan.

To facilitate good long range planning, especially from a regional perspective, the City's review of the proposed amendment would have benefitted from an understanding of the uptake of industrial land within the area designated for development within the existing ASP timelines. As I understand, this information is not available and is not an immediate priority for the County to undertake under current work plans.

I advise that the City of Spruce Grove has no objections to the proposed amendment and the draft Outline Plan but request that once the uptake information is available, the City would appreciate receiving a copy to better understand regional industrial land availability.

Thank you,

Sue

Sue Armstrong | Manager of Planning | City of Spruce Grove
414 King Street | Spruce Grove, AB | T7X 3E8
Mailing Address | 315 Jespersen Avenue | Spruce Grove, AB | T7X 3E8
Tel: 780-962-7634 ext. 103 | Fax: 780-962-1062 | www.sprucegrove.org

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From: Karen Oxley [mailto:koxley@parklandcounty.com]
Sent: Thursday, January 11, 2018 3:31 PM
To: City of Edmonton; Susan Armstrong
Subject: FW: Planning Application Referral Acheson Zone 2 Comments due Feb 26, 2018 Files PD-18-004, 005 & 006

Good Afternoon,

Please find attached a technical referral notice for a Conceptual Scheme, Acheson Industrial ASP Amendment and Land Use Bylaw (Redistricting) Amendment for Zone 2 of Acheson Industrial Area Sec. 11-53-26-W4M. Any required technical documents noted in the attached letter can be

From: Susan Armstrong
To: [Karen Oxley](#)
Subject: RE: Planning Application Re-Referral Acheson Zone 2 Comments due November 28, 2018 Files PD-18-004, 005 & 006
Date: Friday, November 16, 2018 2:37:41 PM

Hi Karen:

Thank you for the referral of the updated Concept Plan.

As previously mentioned, in order to facilitate good long range planning from a regional perspective, an understanding of the uptake of industrial land within the area designated for development within the existing ASP timelines would be helpful. Has any work been completed on this since the original referral in January?

I expect, upon referral of the public hearing for the ASP amendment, that the City of Spruce Grove will have no objections to the proposed amendment.

Thank you,

Sue

Sue Armstrong | Manager of Planning | City of Spruce Grove
414 King Street | Spruce Grove, AB | T7X 3E8
Mailing Address | 315 Jespersen Avenue | Spruce Grove, AB | T7X 3E8
Tel: 780-962-7634 ext. 103 | Fax: 780-962-1062 | www.sprucegrove.org
Find us on facebook and twitter

From: Karen Oxley [mailto:Karen.Oxley@parklandcounty.com]
Sent: Wednesday, November 14, 2018 4:18 PM
To: Robert Lindsay <Robert.Lindsay@gov.ab.ca>; CN Rail (proximity@cn.ca) <proximity@cn.ca>; City of Edmonton <intermunicipalreferrals@edmonton.ca>; tkidd@achesonbusiness.com; Susan Armstrong <sarmstrong@sprucegrove.org>
Cc: Nick Bronetto <Nick.Bronetto@parklandcounty.com>; Jody Hancock <Jody.Hancock@parklandcounty.com>; Fire Inspections <FireInspections@parklandcounty.com>; Jackie McCuaig <Jackie.McCuaig@parklandcounty.com>; Michele Habrylo <Michele.Habrylo@parklandcounty.com>; Martin Frigo <Martin.Frigo@parklandcounty.com>; Mark Edwards <Mark.Edwards@parklandcounty.com>; Stephen Fegyverneki <Stephen.Fegyverneki@parklandcounty.com>; Carol Bergum <Carol.Bergum@parklandcounty.com>
Subject: Planning Application Re-Referral Acheson Zone 2 Comments due November 28, 2018 Files PD-18-004, 005 & 006

Good Afternoon

Please find attached a re-circulation for the Conceptual Scheme for Section 11-53-26-W4M. The

From: Dave Ealey
To: [Karen Oxley](#)
Subject: RE: Planning Application Referral Acheson Zone 2 Comments due Feb 26,2018 Files PD-18-004, 005 & 006
Date: Monday, February 26, 2018 2:28:35 PM

Hello Karen,

Thank you for the opportunity to review these planning applications.

We have reviewed the overall application, as well as the two environmental background reports, and have determined that Wagner Natural Area Society has no concerns for impacts to our natural area. Upon review of the environmental reports, it was interesting to learn of the various wetlands that were examined for potential retention or compensation. Although there did not appear to be much opportunity for retention of wetland features, we are supportive of any effort that the proponents can consider to retain wetland habitat in the broader Acheson area as we believe such habitat will be of value to a wide range of mobile fauna that may also make use of Wagner Natural Area (in particular, birds and invertebrates). Please convey our comments to the proponents.

We appreciate your efforts to keep the Wagner Natural Area Society notified about regional developments.

Regards,
Dave Ealey,
Treasurer, Wagner Natural Area Society

Sent from [Mail](#) for Windows 10

From: [Karen Oxley](#)
Sent: January 11, 2018 3:26 PM
To: [Alberta Energy Regulator](#); [Canada Post](#); [ESRD \(Water Act\)](#); [ACRWC – Alberta Capital Region Waste Water Commission](#); [Altalink/Contract Land Staff](#); [ATCO Gas](#); [Capital Regional Water Commission](#); [CN Rail \(proximity@cn.ca\)](#); [Fortis Alberta](#); [Telus](#); [Telus Admin \(Multi's and Industrial Only\)](#); [ATCO Pipelines](#); [Acheson Business Association](#); [Wagner Natural Area Society](#);

Subject: Planning Application Referral Acheson Zone 2 Comments due Feb 26,2018 Files PD-18-004, 005 & 006

Good Afternoon,

Please find attached a technical referral notice for a Conceptual Scheme, Acheson Industrial ASP Amendment and Land Use Bylaw (Redistricting) Amendment for Zone 2 of Acheson Industrial Area Sec. 11-53-26-W4M. Any required technical documents noted in the attached letter can be requested from the undersigned.

Please provide any comments, concerns or questions before **February 26, 2018**.

Best Regards,

From: [REDACTED]
To: [Karen Oxley](#)
Subject: Acheson Industrial Conceptual Scheme , PT. Sec 11-53-26 W4M
Date: Thursday, February 01, 2018 3:47:11 PM

Hi Karen I received this notification earlier this week and would like to offer the following comment on it . Not necessary on the proposed amendment itself but pertaining to any further development made in Acheson Industrial Area.

Prior to any further development, a comprehensive study should be made in respect to the traffic safety and congestion, entering and exiting the area each business day. I would estimate that 95% of the traffic is originating from the Edmonton area causing both Highway -16 and Highway- 16 A to bottleneck at Highway 60, (our only real option to enter the area.) Both Bevington Road and Hillview Road have no safe exit onto Highway 16 A and Bevington Road only has one small exit to Highway 16.

My point is that prior to filling up the area with more businesses and traffic, something has to be done first to create better access to the area rather than simply relying on Highway 60? If the deveoplement between Bevington and Hillview road goes ahead, an overpass should be built to accomodate that traffic not simply pushing it through Winterburn or down Highway 60.

p/s - hopefully someday there is an overpass over the CN track on hiighway 60 as well.

Thanks
[REDACTED]

--
[REDACTED]

From: [REDACTED]
To: [Karen Oxley](#)
Subject: File PD-2018 - 004,005,,006
Date: Monday, January 29, 2018 9:36:37 AM
Attachments: [image001.jpg](#)

Hi Karen,

I am the owner of [REDACTED], our house is located [REDACTED].

I have reviewed the Acheson Industrial ASP and I do have a few comments regarding the change in the phasing of the ASP.

I am curious why the technical documents are not available on line and why they are only available by going to the County office? Is it possible to have the traffic assessment emailed to me?

Upon review of the ASP, there are no less than 17 oil fields operated by Penn West with production forecasts till 2040. My understanding is that this proposal will change the development from "outside the ASP" to the "near-term" which is outlined as 2 – 5 years in the ASP. How is that land to be developed with operational oilfields on it?

My major concern is the traffic that will be generated in Zone 4. The Traffic Impact Assessment was done on Zone 2, but it will impact zone 4, which is located to the south of the CN tracks to HWY 16A. As a homeowner on 231 Street/Hillview Road for over 40 years (we moved into this house in 1977, and I have since purchased it from my Dad and now live in it again) I can attest to the huge increase of traffic on this road. The truly concerning item is the speed that many vehicles take on this road, and how many do not slow for the railway tracks. Hillview Road is maintained by the City of Edmonton, yet the county will be generating a serious amount of traffic. Is the City of Edmonton going to upgrade this road or maintain it better? Traffic on 112 Avenue will also increase dramatically as it connects Winterburn Road to 231 Street and to TWSHIP 531A. Again 112 street is not even paved, and it becomes a mud hole in the spring, will the City address this?

These are my initial comments/concerns. I look forward to the Public Hearing and any other information you can send me.

Thank you

[REDACTED]
[REDACTED]
[REDACTED]



EDS Group Inc.
15, 51109 Range Road 271
Spruce Grove, Alberta T7Y 1G7
Tel. 780.271.1689
www.edsgroup.ca

January 8, 2018

Parkland County
53109A Highway 779
Parkland County, Alberta
T7Z 1R1

Attention: Karen Oxley, RPP, MCIP
Planner – Planning and Development Services

Re: Conceptual Scheme Sec. 11-53-26-W4M
Summary of Open House Sessions

Ms. Oxley:

EDS held two open house sessions on Monday, December 11, 2017. Both sessions contained the exact same information. The sessions were advertised in local newspapers prior to the events. Invitations were provided by letter mail to all nearby landowners and key stakeholders, with addresses supplied by Parkland County and the City of Edmonton for over 500 nearby property owners.

Both open house sessions were held at the Acheson Fire Hall located in the northwest corner of Acheson Industrial Area, held at 1400-1600h then again same day at 1900-2100h. Nine individuals attended the two open house sessions, all of which had received written invitations to the open houses. Unfortunately we did not provide a sign in sheet for attendees. Although we did have an exit survey available for attendees to record any comments on the proposed concept. There were three surveys returned which are attached, none of which included concerns with the proposed development or the information presented.

Should you need any further information please let me know. You can call me with any questions, at 780.995.7885.

Best,

Anne McKinnon
EDS Group Inc.

Survey Questionnaire

INFORMATION SESSIONS:

Proposed Industrial Development in Acheson

1

How does the proposed development in our study area affect you?

yes - landowner across st in
City of Edm.

2

Do you have any concerns with the Proposed Conceptual Scheme?

Improvements of 231 st
when do they happen?

will nearby lot taxes increase for
load upgrades

3

Do you have any additional comments?

How does the development affect
groundwater or will lots be on
municipal services.

Do you feel that the staff addressed all questions
you have about the proposed plan?



Absolutely



Somewhat



Not at all

Survey Questionnaire

INFORMATION SESSIONS:

Proposed Industrial Development in Acheson

1

How does the proposed development in our study area affect you?

business owner to east of the
development. Resident to north

2

Do you have any concerns with the Proposed Conceptual Scheme?

dont want to see heavy industrial
development. No petrochemical plant
please. How can we guarantee no heavy
industry.

3

Do you have any additional comments?

answered all our questions.

Do you feel that the staff addressed all questions
you have about the proposed plan?

☒ Absolutely

☐ Somewhat

☐ Not at all

Survey Questionnaire

INFORMATION SESSIONS:

Proposed Industrial Development in Acheson

1

How does the proposed development in our study area affect you?

RESIDENT LIVING TO NORTH OF YELLOWHEAD. THIS DEVELOPMENT MAY CAUSE CONGESTION AT INTERSECTION BY YELLOWHEAD NEAR OUR SUBDIVISION ENTRY.

2

Do you have any concerns with the Proposed Conceptual Scheme?

NOT AFTER SPEAKING WITH THE PLANNER.

3

Do you have any additional comments?

WOULD BE NICE TO HAVE BUILDINGS SEEN FROM YELLOWHEAD MORE THAN UGLY INDUSTRIAL BUILDINGS.

Do you feel that the staff addressed all questions you have about the proposed plan?

- ☒ Absolutely
☐ Somewhat
☐ Not at all

Public Consultation Report Acheson Zone 2 Section 11 Conceptual Scheme and Amendments

In Support of Bylaws 2018-31 and 2018-32

**Comments Received after
December 11, 2018**

David Barva
VP, Legal, General Counsel and Corporate Secretary
Direct Dial: 587-393-2425
dbarva@tidewatermidstream.com

January 9, 2019

VIA EMAIL

Parkland County - Planning and Development Services
53109A Hwy 779
Parkland County, AB
T7Z 1R1

Attention: Jessica Karpo

**Re: Public Hearing Notice: Bylaws 2018-31 and 2018-32
Acheson Industrial Area Structure Plan and Land Use Bylaw Pt. Sec 11-53-26-W4M
Amendments & Conceptual Scheme Approval**

Dear Ms. Karpo:

Tidewater Midstream and Infrastructure Ltd. ("Tidewater") is in receipt of the above-referenced Public Hearing Notice regarding the proposed amendments to the Area Structure Plan and Land Use Bylaw and request for conceptual scheme approval (the "**Application**") relative to Section 11-53-26-W4M and part of the north half of Section 2-53-26-W4M (the "**Lands**").

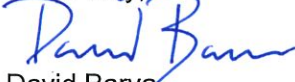
Tidewater wishes to advise Parkland County that it has an interest in the majority of the wells and associated oil and gas infrastructure located on the Lands, particularly Section 11-53-26-W4M, and is therefore a party that will be directly affected by the County's decision on the Application.

As a directly affected party, Tidewater is currently in the process of completing a detailed evaluation of the Application, and has retained CityTrend, a firm with ample land planning expertise, to assist in this regard. Citytrend is providing Tidewater with advice regarding the extent to which the type of development proposed by the Application (i.e. business and medium industrial) is compatible with existing developments on the Lands, namely oil and gas infrastructure, and the potential for future development of such infrastructure by Tidewater.

While Tidewater's evaluation of the Application is ongoing, we would like to advise Parkland County that representatives of Tidewater may appear at the Public Hearing on January 22, 2019, and provide the County with more detailed submissions regarding the Application at that time.

In the meantime, please do not hesitate to contact the undersigned if you have any questions regarding the foregoing.

Yours truly,



David Barva
VP, General Counsel and Corporate Secretary

From: [Intermunicipal Referrals RED RP](#)
To: [Karen Oxley](#)
Cc: [Lindsey Butterfield](#)
Subject: Re: Planning Application Re-Referral Acheson Zone 2 Comments due November 28, 2018 Files PD-18-004, 005 & 006
Date: Monday, December 10, 2018 3:47:53 PM

Hi Karen,

Further to my voicemail this morning, the City of Edmonton is concerned with the following proposed changes to the content of the Acheson ASP that we discovered in your Council's agenda materials:

*In Section 5.5, **231 Street upgrades** The City of Edmonton is the road authority for Hillview Road. The intersection of Highway 16 and 231 Street is planned to be closed at some point in the future. The City of Edmonton and Parkland County expect the eventual upgrading to Hillview Road. A Memorandum of Understanding was executed by the City and the County on September 14, 2018 which outlines the anticipated road standard for 231 Street and the related cost-sharing arrangements between the City and the County for this capital project. Proposed conceptual schemes will require planned intersection locations and access from Parkland County to 231 Street in accordance with the City of Edmonton's Access Management Guidelines.*

and Policy 6.4.2.13(d) In accordance with the City of Edmonton, the updated Concept Plan for 231 Street between Highway 16 and Highway 16A could potentially include a modified cross section which would be a 3 –land urban/rural hybrid cross section, which would prove the opportunity for curb and gutter with utilities on the East side of 231 Street and ditches along the West Side.

We value the 231 Street MOU with the County and the productive discussions with Jody over the last year. However, in our view, the MOU does not reference the complete road standard or formal cost-sharing arrangements, but rather components of the road standard and the agreement to enter into cost sharing negotiations. The complete road standard will be developed as part of the Concept Plan update and it is expected that a formal agreement will be drafted in the foreseeable future to share the land dedication, planning, design, signalization and construction costs of this section of 231 Street.

As a result, we view the proposed revisions to these sections of the ASP as premature. We respectfully propose that the existing wording in these sections remain or a modified version be drafted that allows for the Concept Plan update to occur without prejudice, formal cost sharing agreement to be developed, and accurately reference the MOU.

Please contact me by phone if you wish to discuss further at 780-442-3242.

Sincerely,
Brian

Brian McCosh M.Pl., RPP
ACTING SENIOR PLANNER
REGIONAL DEVELOPMENT
URBAN FORM AND CORPORATE STRATEGIC DEVELOPMENT | ECONOMIC AND ENVIRONMENTAL
SUSTAINABILITY