

# Neighbourhood E

## Distinctive Neighbourhood Role

**To shape and establish self-reliant, multi-faceted communities, by building on the inherent local conditions and recognizing the diverse range of opportunities.**

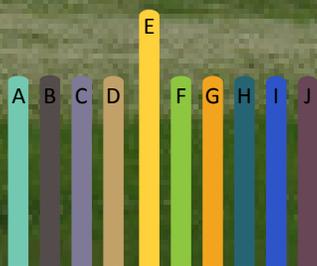
## Sturgeon County will support the distinctive Neighbourhood Role through the following Outcomes:

- E 1** Supporting the growth of Villeneuve as a rural centre inclusive of all phases and aspects of a complete community in a rural context.
- E 2** Promoting venues that enable residents to participate in shaping and building their communities.
- E 3** Fostering the viability of Primary Industry by locating incompatible development to strategic locations.
- E 4** **Championing the Villeneuve Airport Area as a regionally significant employment centre for Sturgeon County, whilst supporting Primary Industry in the Neighbourhood.**
- E 5** Establishing service provision that ensures the economic viability of the diverse and future needs of the Neighbourhood.

## Neighbourhood Statistics

Total of ±25,333ac (10,252ha) of land  
Represents ±5% of SC land mass

Current Population (2019 census): **1,056**



*In 2001, the Calahoo-Villeneuve Sand and Gravel Extraction Area Structure Plan (ASP) was adopted to help minimize and control the effects of sand and gravel extraction by providing development and implementation guidelines and a framework for industry to develop a valuable resource efficiently and in an environmentally responsible manner.*

*Natural and semi-natural vegetation provide the highest value to wildlife with pastures being the next most valuable. Cultivated land sustains the fewest wildlife species.*

*The Sangudo Subdivision rail line travels west through Villeneuve and Calahoo and then north to Grande Prairie.*

*Points of interest within Villeneuve include: St. Peter's church, a recreation hall, baseball diamonds and a covered half-size rink.*

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*The Villeneuve Airport is a general aviation airport which has two 1,067 metre asphalt runways and an air traffic control tower that operates daily. It is also the primary flight training facility for the Edmonton Capital Region with approximately 75,000 landings and takeoffs per year.*

*Residual and surplus soil nitrogen from fertilizers and manure may remain in the soil over winter and be uptaken by the subsequent crop or lost to the environment. Residual soil nitrogen has the ability to move into groundwater and nearby surface water bodies.*

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*West Country Hearth, located in Villeneuve, is the most extensive senior's housing complex in Sturgeon County. This facility advertises 52 senior's housing units and provides a wide range of care, from fully independent living to care for patients living with dementia.*

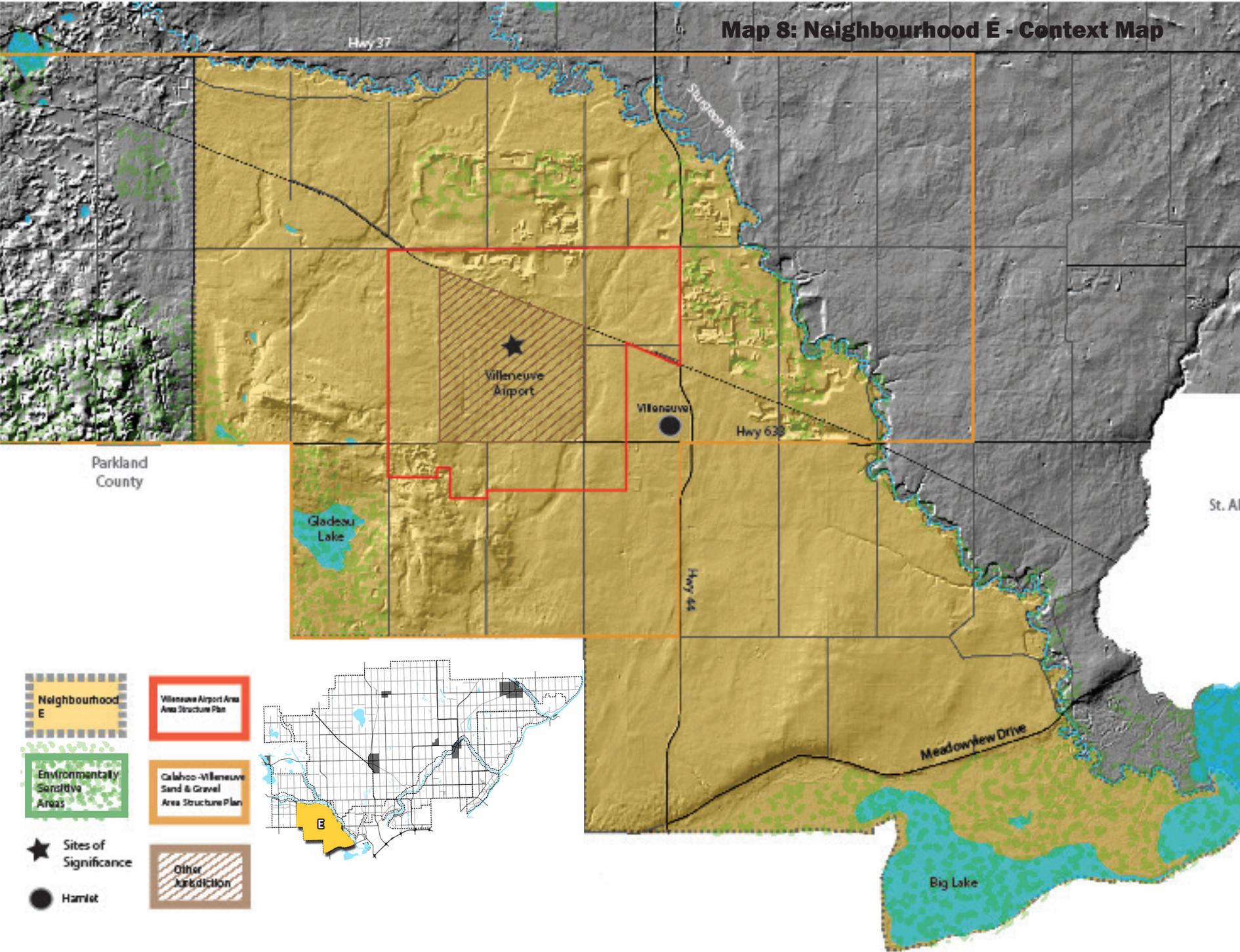
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*Various renewable energies, green technologies and treatment/reclamation initiatives have been contemplated as part of remedial plans for gravel extraction areas. Opportunities exist for product development (such as compost and soil products), land reclamation, agriculture and forestry (such as silviculture).*

*Sturgeon County, in partnership with the Federal government, is completing a willow tree biomass project using waste water from the Villeneuve lagoon. The willow trees are easily propagated from cuttings, grow quickly and will be harvested for bioenergy and bioproducts.*

*The Community Aggregate Payment Levy revenue source is invested back into the community and distributed through local community organizations.*

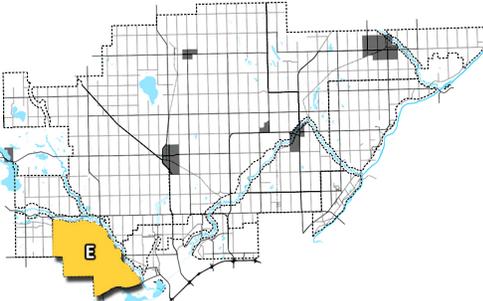
Map 8: Neighbourhood E - Context Map



Parkland County

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-  Neighbourhood E
-  Environmentally Sensitive Areas
-  Sites of Significance
-  Hamlet
-  Villeneuve Airport Area Structure Plan
-  Calahoo-Villeneuve Sand & Gravel Area Structure Plan
-  Other Jurisdiction



## Why the Hamlet of Villeneuve?

- √Centralize residential growth from across Neighbourhood E to an existing established Hamlet
- √Existing location of the most extensive senior's housing complex in Sturgeon County
- √Opportunity to incorporate a range of housing options and diversity of built forms
- √Identified by the Capital Region Growth Plan as an employment centre
- √Existing local infrastructure servicing capacity (Sturgeon County water and wastewater services)
- √Edmonton International Airport (EIA) Authority planned upgrades to the Villeneuve Airport (runway expansion and instrument lighting system)
- √Strategic location for growth and development - total economic amounts identified by the EIA Authority amounts to \$19 million in economic output and \$7 million in GDP
- √Government of Alberta Transportation planned roadway upgrades to Hwy 66 (junction of Hwy 44 and 633 at Villeneuve - estimated completion date October 15, 2013.)

**Edmonton Regional Airport Authority: Villeneuve** Villeneuve Airport is the most significant general aviation airport in the Capital Region and is located northwest of the city of Edmonton. As of 2013, Villeneuve Airport is home to more than a dozen businesses, covering such activities as aircraft flight training, fixed-wing aircraft maintenance, helicopter maintenance and aviation operations. Total economic impact amounts to over \$19 million in economic output and \$7 million in gross domestic product.

## The Capital Regional Board Land Use Plan has identified the Villeneuve Airport as an employment generator.

The winding down of operations at Edmonton City Centre Airport has placed renewed importance and opportunity on Villeneuve. Designated as a "satellite airport" by Transport Canada, Villeneuve is now the most significant general aviation airport in the Capital Region. It will be needed for commercial and premium aviation services (including backup air ambulance services to Edmonton International).

### As of 2013, developments underway at Villeneuve Airport include:

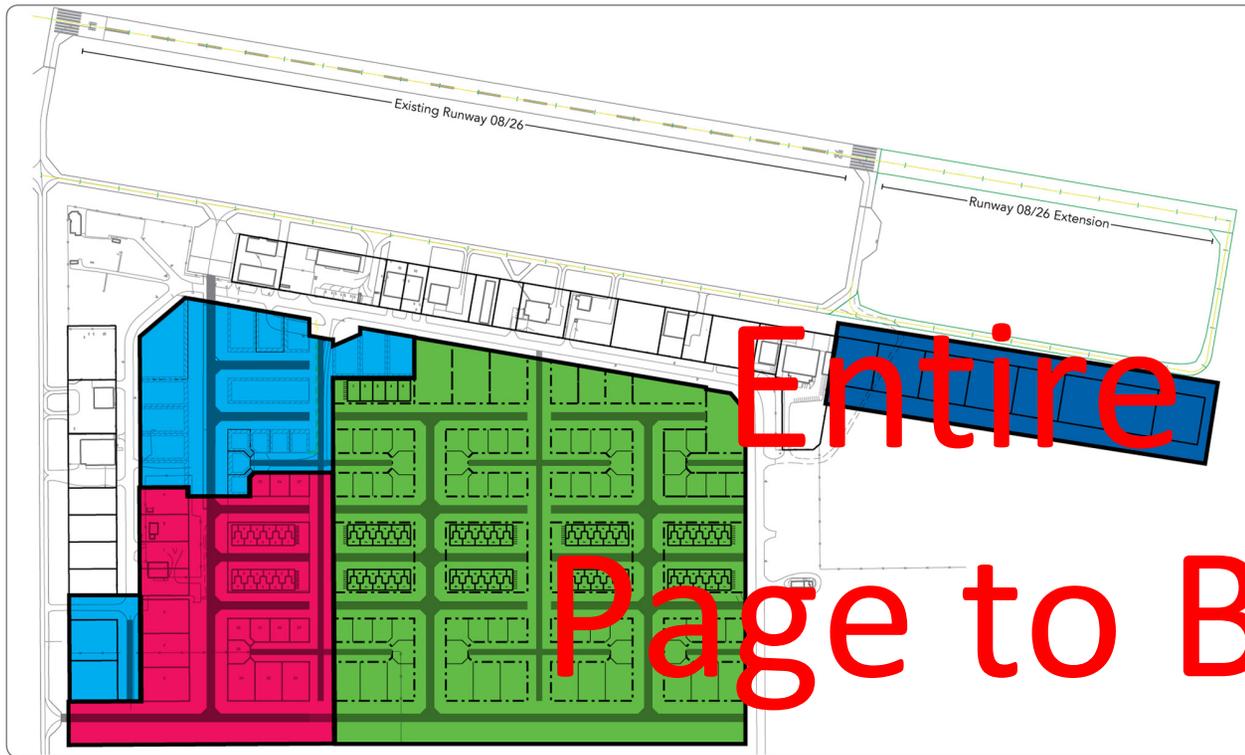
- Expanding one of the two existing 3,500 foot runways to 5,000 feet enabling some slightly larger aircraft activity (limited to Code B aircraft)
- Upgrading to a Category 1 Instrument Landing System (ILS)
- Upgrading to a precision runway (allowing aircraft better control in bad weather or poor visibility)

### Potential Future Roles of Villeneuve Airport

- Commercial General Aviation Airport
  - General Aviation Airport – an airport utilizing small aircraft, whether fixed or rotary-wing for private, corporate or commercial purposes including recreation, flying training, private transportation or other specialty purposes but excluding scheduled air service, unit toll air service or other air service where the air carrier or its agents sells seating capacity seat(s) by seat(s) to more than one passenger or entity
  - Aircraft type limited to Code B
  - Alternate for air ambulance operations
  - Wide range of services for private and commercial operations in both fixed and rotary-wing
- Operations and development of Villeneuve Airport will be directed to supporting:*
- Light aircraft flight activity including flight training
  - Recreational flying
  - Corporate and air charter activity
  - Compatible aircraft maintenance
  - Manufacturing and support operations
  - Strategic role in Edmonton Airports' airport network
  - Transport Canada identified Villeneuve as a satellite airport:
  - Complements the larger Edmonton International Airport (EIA)
  - "...help ensure the safe and efficient operation of the larger international airports they serve by diverting small, general aviation recreational and training aircraft away from the larger airport" (National Airports Policy, Transport Canada 1994)

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Map 10: Edmonton Regional Airport Authority: Villeneuve Airport Concept Plan



- PHASE 1  
Complete
- PHASE 2  
In design
- PHASE 3  
2015-2020
- AVIATION  
DEVELOPMENT  
2013-2015

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- Airport Concept Plan**
- Air Terminal & Operations
  - Airfield
  - Airport Reserve
  - Airside Commercial
  - Business Park Reserve



## economic health outcome

# Championing the Villeneuve Airport Area as a regionally significant employment centre for Sturgeon County, whilst supporting Primary Industry in the Neighbourhood.

*Due to the high-quality agricultural soil and the significant sand and gravel deposits in the Neighbourhood, economic development activity has traditionally focused on Primary Industry. The County will continue to support the substantial, existing Primary Industry in the Neighbourhood. However, given the identified and strategic economic development opportunities that exist due to the road transportation network, established railway infrastructure and opportunities at the Villeneuve Airport, the area surrounding the airport, delineated as the Villeneuve Airport Area. These significant, strategic economic development opportunities are identified within the Villeneuve Airport Area Master Plan. The desired intent is to capitalise on the Airport's status as a regional employment node. The Villeneuve Airport Area will be a premier Industrial Commercial destination fully harnessing the economic opportunity by attracting innovative and strategic economic activity to the Region.*

**E.4 economic health output actions** Sturgeon County will support the long-term outcome of the Neighbourhood by:

**a** Recognizing the importance of the Villeneuve Airport as a regional asset by consulting with Edmonton Metropolitan Region Board member municipalities and other key stakeholders such as the business community, academic institutions economic development representatives regarding the economic opportunities the Airport and the Villeneuve Airport Area.

**b** Implementing the Villeneuve Airport Area - Area Structure Plan to capitalise on the significant, strategic economic opportunity the area presents. Sturgeon County will:

i. Utilise the Area Structure Plan as a clear planning pathway to facilitate business attraction to, and appropriate development within, the Villeneuve Airport Area.

ii. Facilitate the timely and appropriate servicing of the Area Structure Plan extent in order to fulfil the identified economic potential.

iii. Promote the Villeneuve Airport Area's economic development potential and the planning pathways identified within the Area Structure Plan.

**d** Being supportive to the expansion, development and operation of the Villeneuve Airport by requiring planned developments in close proximity to the Villeneuve Airport, inclusive of developments outside of the Villeneuve Airport Area, to avoid or mitigate potential land uses that conflict with the viability of current and future airport operations. Compatibility Buffers for the Villeneuve Airport are to be applied as indicated in the Airport Approach Compatibility Buffer and relevant Federal guidance.

**e** Recognizing the importance of natural resource extraction as a significant economic contributor, by restricting any proposed development outside of the Villeneuve Airport Area until natural resource extraction is complete.

**f** Requiring natural resource extraction operations to comply with an approved reclamation plan. Development permits for natural resource extraction will ensure that sites will be returned to their former agricultural capability, or other post-extractive use, as the County and the Province deem appropriate.

**g** Ensuring that proposed non-Primary Industry in the Neighbourhood (outside of the Hamlet of Villeneuve and Villeneuve Airport Area), will have limited adverse impacts on the Primary Industry operations, activities or industry.

**h** Encouraging Non-Residential Type 4 HBB (located outside of Villeneuve). that complement local agricultural activities (such as agri-tourism, value-added agricultural and agricultural support services) and that meet the HBB requirements found in the Land Use Bylaw.

**i** Requiring proposed or expanding development that exceeds Non-Residential Type 4, to relocate to identified Non-Residential centres in the County (such as Villeneuve). HBBs, where the Non-Residential type and scale conflicts with residential uses, shall relocate to an existing Non-Residential Development Park or an appropriate location identified within an approved Planning Document.

**j** Supporting small, community scale commercial development within or adjacent to the Hamlet of Villeneuve when the development complements the residential nature of the community and meets a recognized or demonstrated community need.

**infrastructure outcome****Establishing service provision that ensures economic viability of the diverse and future needs of the Neighbourhood.**

Recently developed planning frameworks for the Hamlet of Villeneuve, planned expansion of the Villeneuve Airport by the Edmonton Regional Airport Authority and proposals for logistic industrial development confirm the continued potential for growth in the Neighbourhood. New developments will be centered within an area that reflects and limits growth to existing local servicing capacities. The desired intent is to promote a fair allocation of costs for new infrastructure development, between the various stakeholders, for new or expanded municipal services and facilities expected to service Villeneuve-area developments.

**E.5 infrastructure output actions** Sturgeon County will support the long-term outcome of the Neighbourhood by:

- a Participating with regional partners to facilitate the infrastructure and planning needs required to support the Villeneuve Airport Area Area Structure Plan. The Area Structure Plan provides greater definition of the facilities, infrastructure, services and timing of development for the lands around the Airport.
- b Working with the Province and regional partners to ensure adequate regional transportation infrastructure and associated municipal servicing to support the commercial and industrial growth in the Villeneuve Airport Area and any growth of the Hamlet of Villeneuve.
- c Ensuring that growth of the Hamlet of Villeneuve will reflect its existing local servicing capacity, through the establishment of a long-range servicing plan. Developments that initiate regional servicing capacity upgrades are not currently contemplated within the MDP and will require endorsement from the Edmonton Metropolitan Region Board.
- d Requiring residential infill (in the Hamlet of Villeneuve) to demonstrate that servicing capacity is available and that connection to the existing municipal infrastructure systems will be completed as a condition of development.
- e Applying a development setback to ensure that proposed residential and non-residential developments do not infringe with future expansion or operation of local infrastructure.
- f Developing a functional transportation plan for Meadowview Drive to provide planning guidance and to assist with capital planning. Proposals for development will consider all related factors such as environmental impact, drainage, utility adjustments, bridge upgrading, intersection/approach conflicts and future road improvements.
- g Requiring that any associated upgrade costs to major and minor collector roads and/or local intersections, initiated by increased development intensities, be borne by the benefiting lands. Potential funding mechanisms to include a combination of levies and/or local improvement tax programs.

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