



Sturgeon
C O U N T Y

Attachment 4



Bylaw 1592/22

Amendment to Municipal Development
Bylaw 1313/13

Public Hearing

July 12, 2022

The Future Takes Flight



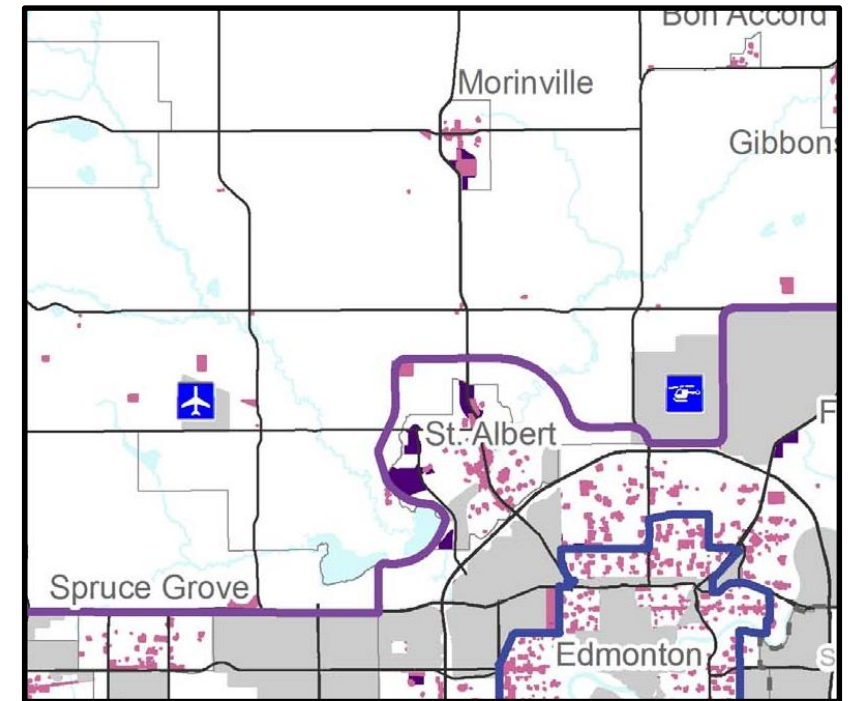
Bylaw Overview

- To meet the goals, objectives and aspirations of the Council approved Villeneuve Airport Area Master Plan (VAA-MP), Administration undertook a comprehensive review of the Municipal Development Plan (MDP) for any required updates.
- The bylaw text amendments are required to match analysis completed as part of VAA-MP, along with new policies of Villeneuve Airport Area - Area Structure Plan.

EMRB Growth Plan Alignment

- The Villeneuve Airport is identified as a 'Regional Airport' and 'Major Employment Area' on Schedule 3B of the Edmonton Metropolitan Regional Board Growth Plan.
- The Villeneuve Airport Area provides a transition of land uses that minimize risks to public safety and health, while supporting economic diversification.

EMRB Growth Plan Schedule 3B



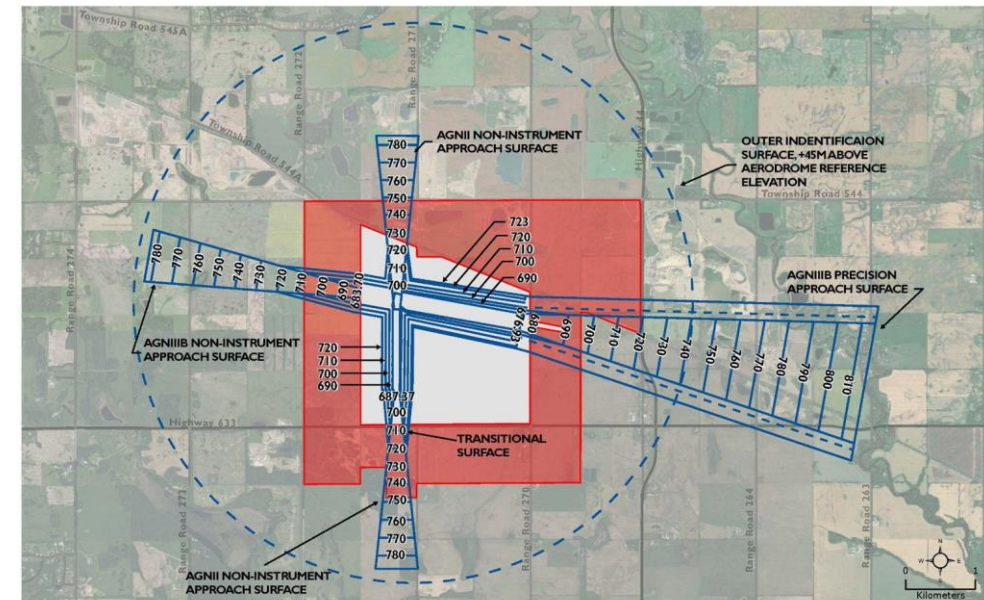
- Local Employment Area ‡
- Planned Employment Area †
- Major Employment Area
- Edmonton International Airport (EIA)
- Regional Airport
- CFB/ASU Heliport



EMRB Growth Plan Alignment

- Consideration for the safe movement of aircraft for both the outer surface area and the runway take-off and approach path surfaces have been factored into the Villeneuve Airport Area in accordance with Schedule 9 of the Edmonton Metropolitan Regional Board Growth Plan.

Planning Considerations Around Airports



AIRPORT APPROACH PATH

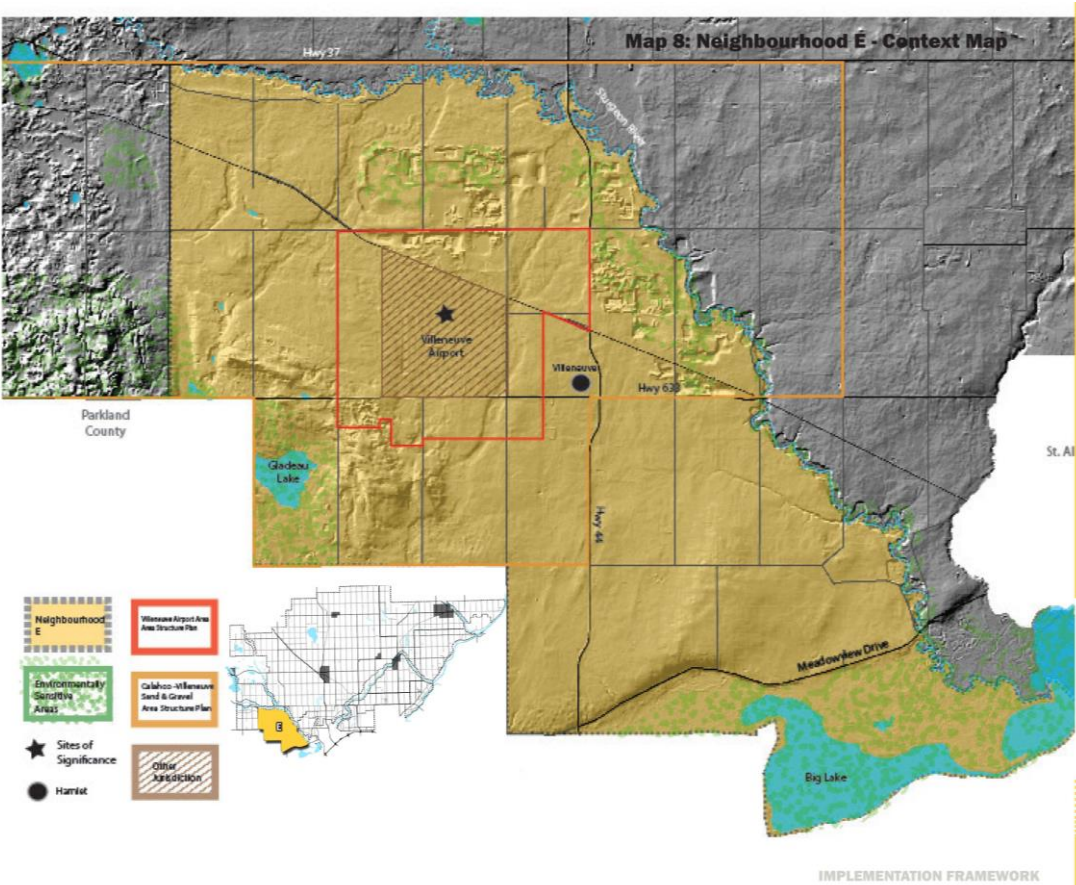




Summary of Amendments

Updated Neigh E context map to outline the Villeneuve Airport Area.

MDP Neigh E Context Map





Summary of Amendments

Updated Neigh E Economic Health section to reference the Villeneuve Airport Area and outline future economic opportunities in and around the Villeneuve Airport Area.

MDP Neigh E Economic Health



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:

- ① 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.
- ② 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.
- ③ 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.
- ④ 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.
- ⑤ 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.
- ⑥ 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.
- ⑦ 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.
- ⑧ 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.
- ⑨ 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.



Summary of Amendments

Updated Neigh E Infrastructure section to reference working with regional partners and the Province to support growth in and around the Villeneuve Airport Area.

MDP Neigh E Infrastructure

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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:

- ① 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.
- ② 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.
- ③ 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.
- ④ 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.
- ⑤ Applying a development setback to ensure that proposed residential and non-residential developments do not infringe with future expansion or operation of local infrastructure.
- ⑥ 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.
- ⑦ 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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Neighbourhood E



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Bylaw 1592/22 Questions

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