

Integrated Regional Growth Strategy Concept Map

The Growth Strategy Concept Map identifies where Sturgeon County's future growth is expected based upon consultation with the public, the Edmonton Metropolitan Region Board (EMRB) growth policies, existing infrastructure, economic feasibility and development opportunities. Policies within the Municipal Development Plan support the Integrated Regional Growth Strategy (IRGS) objectives by identifying the scale and type of Residential and Non-Residential growth identified for Sturgeon County (See sections RC 2.3 and EH 5.5 of the Planning Framework). The map demonstrates efforts to concentrate growth that impacts the regional context to specific locations.

Residential and Non-Residential Type 1 and 2 As per the Integrated Regional Growth Strategy (and in support of the Edmonton Metropolitan Region Board), developments that are of regional significance (Residential and Non-Residential Type 1 and 2 developments) are identified where future development and existing regional/municipal infrastructure service is available. Residential and Non-Residential Type 1 and 2 typologies are strategically located within the County to ensure efficient use and provision of the existing infrastructure, services and land-use investment. Residential Type 1 and 2 development provides Sturgeon County with the necessary opportunities to support the allocated growth as identified within the EMRB Growth Plan. See pages 34-35 and 50-51 for a detailed description of each Residential and Non-Residential Types and pages 58-145 for corresponding Neighbourhood Development Strategies.

It should be noted that both Residential and Non-Residential Type 3 and 4 developments are not depicted on the Growth Strategy Concept map, as they are either regulated under the Land Use Bylaw, are constrained by existing infrastructure capacities or are considered to have limited impact on regional contexts.

How were Type 1 and 2 areas identified?

Residential and Non Residential Type 1 and 2 typologies

Type 1 and 2 areas include:

- Areas with current infrastructure investment,
- Where infrastructure exists and can be reasonably extended, and
- Planned growth areas.

Residential Types

Residential



Type 1 - Sturgeon Valley

- Situated where development pressures are most imminent.
- Locations include Sturgeon Valley Special Study Area

Type 2 - Growth Hamlets

- Situated in existing residential areas (with current infrastructure investment). Also includes planned growth areas.
- Locations include the Hamlets of Cardiff and Villeneuve.

Non-Residential Types

Industrial



Industrial: Type 1

- Situated in the Alberta Industrial Heartland Area Structure Plan boundaries and the Villeneuve Airport Area.

Industrial: Type 2

- Situated on lands already zoned industrial, in areas with existing Area Structure Plans, EMRB regional employment areas and planned growth areas.
- Locations include the Sturgeon Industrial Park, ProNorth and Legal Crossroads.

Commercial



Type 1 Commercial

- Situated in the Sturgeon Valley Special Study Area adjacent to Highway 28.

Type 2 Commercial

- Situated in the Sturgeon Valley Special Study Area and the Villeneuve Airport Area.

Institutional



Type 1 Institutional

- Refers to CFB Edmonton and the University of Alberta

Type 2 Institutional

- Refers to the existing recreation facility of Cardiff Park

Institutional refers to land uses which serve a community's social, educational, health, cultural and recreational needs. This also includes government owned and operated facilities/entities.

Primary Industries



Primary Industry

- Sturgeon County does not regulate Confined Feeding Operations, agriculture farming operations or lease sites.
- Land uses relative to sand and gravel extraction and heavy industry is further defined through existing statutory plans such as the Alberta Industrial Heartland Areas Structure Plan and the Calahoo-Villeneuve Sand and Gravel Extraction Area Structure Plan.

Primary industry refers to land use activities that harvest or extract raw material from nature such as Agriculture, oil and gas extraction, forestry, mining, fishing and trapping

Development Influences



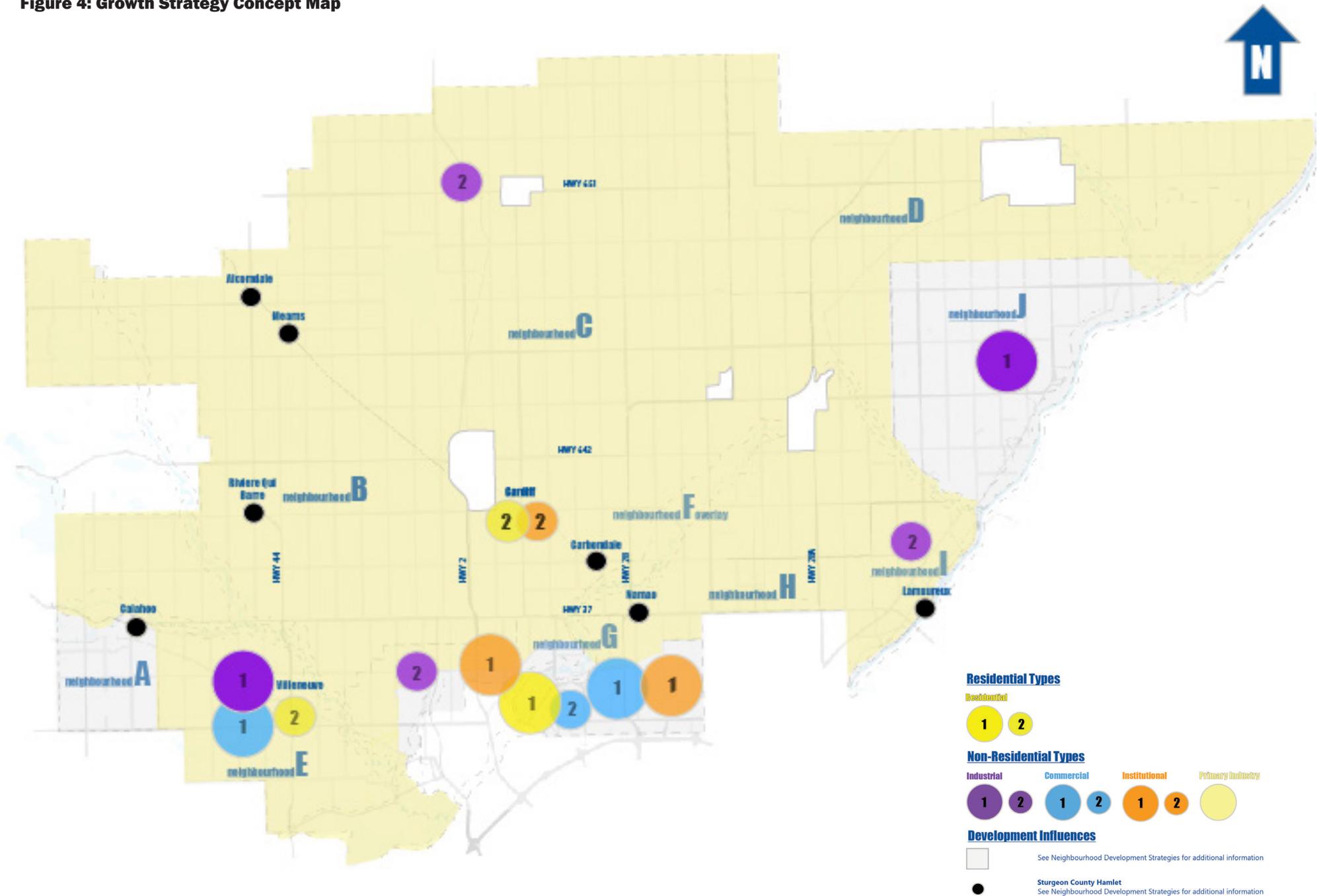
See Neighbourhood Development Strategies for additional information



Sturgeon County Hamlet

See Neighbourhood Development Strategies for additional information

Figure 4: Growth Strategy Concept Map



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.

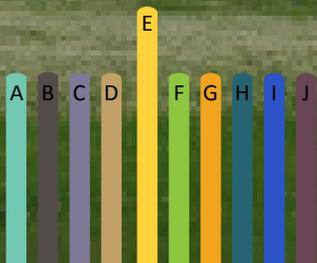
Sturgeon County will support the distinctive Neighbourhood Role through the following Outcomes:

- 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.

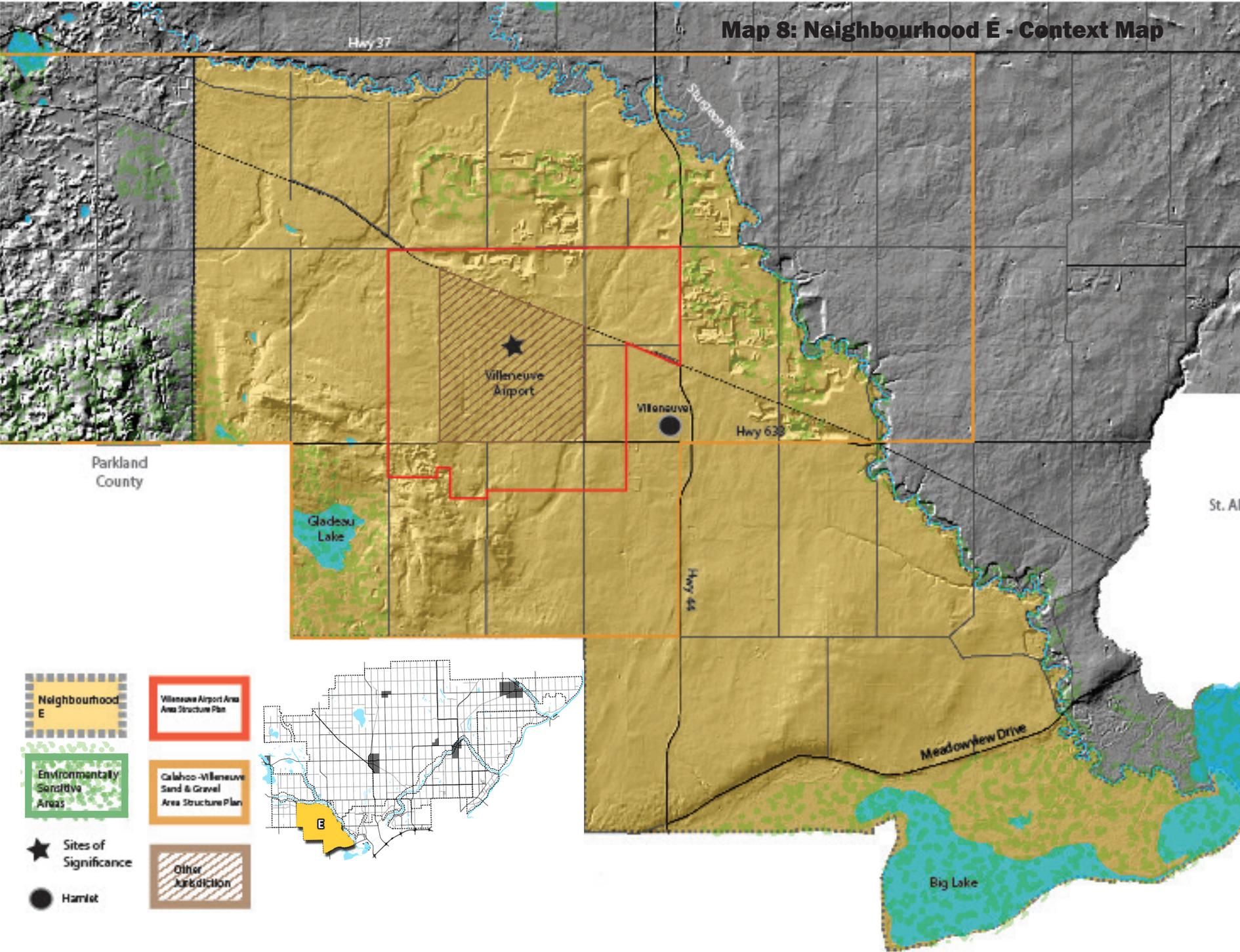
Neighbourhood Statistics

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

Current Population (2019 census): 1,056

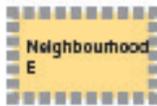


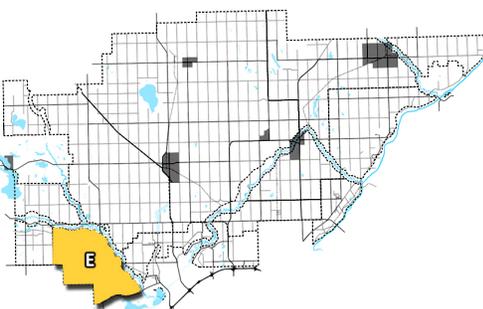
Map 8: Neighbourhood E - Context Map



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





economic health outcome

Championing the Villeneuve Airport Area as a regionally significant employment centre for Sturgeon County, while 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:

➊ 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 Indigenous communities, the Edmonton Regional Airports Authority, the business community, academic institutions economic development representatives regarding the economic opportunities the Airport and the Villeneuve Airport Area.

➋ 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.

➌ 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.

➍ 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.

➎ 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.

➏ 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.

➐ 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.

➑ 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.

➒ 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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