



**BYLAW NO. 05.21**

*BEING A BY-LAW TO ADOPT AN AREA STRUCTURE PLAN*

**WHEREAS**, the Municipal Government Act, Being Chapter M-26, R.S.A., 2000, and amendments thereto, authorize a Council to adopt an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land;

**AND WHEREAS**, a public hearing was held in respect to the proposed amendments to the area structure plan on the date written below;

**NOW THEREFORE**, the Council for Yellowhead County, in the Province of Alberta, duly assembled, hereby enacts as follows:

- 1) That the document entitled "Edson West Area Structure Plan", dated February 2021 attached hereto as Schedule "A" is hereby adopted as an Area Structure Plan.
- 2) This bylaw comes into force at the beginning of the day that it is passed in accordance with Section 189 of the Municipal Government Act, Being Chapter M-26, R.S.A., 2000.
- 3) And that Bylaw No. 37.11 is hereby rescinded.

READ a first time this 9<sup>th</sup> Day of February A.D., 2021.

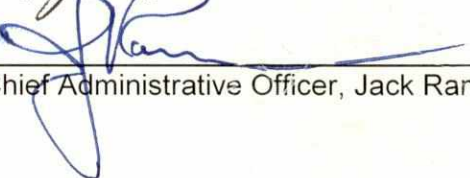
PUBLIC HEARING held this 9 Day of March A.D., 2021.

READ a second time this 23 Day of March A.D., 2021.

READ a third time this 23 Day of March A.D., 2021.

SIGNED this 23 Day of March A.D., 2021.

  
\_\_\_\_\_  
Mayor Jim Eglinski

  
\_\_\_\_\_  
Chief Administrative Officer, Jack Ramme





# Edson West Area Structure Plan



*January 2012*

*Amended by Yellowhead County  
February 2021 - Bylaw 05.21*

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# Edson West Area Structure Plan

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# 1 INTRODUCTION

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## 1.1 Purpose

This Area Structure Plan (ASP) provides a framework for future redistricting, subdivision and development of lands located along Highway 16 in Yellowhead County and in the westerly portion of the Town of Edson. The Plan has been prepared in response to the policy directions of the 2007 Edson Urban Fringe Intermunicipal Development Plan. The Edson Urban Fringe Intermunicipal Development Plan was prepared as a joint initiative by the County and the Town in recognition of the need to plan for future growth in the Edson Fringe in a manner that recognizes the impact of the proposed Highway 16 bypass alignment on subdivision and development. The Edson West Area Structure Plan is also a joint planning initiative. In 2017, the Edson Intermunicipal Development Plan (IDP) was adopted by both the Town of Edson and Yellowhead County, repealing the 2007 Edson Urban Fringe Intermunicipal Development Plan.

The Edson Intermunicipal Development Plan designates the Plan area as a mix of existing Estate Residential, Natural Areas, Rural Industrial (County) and Business Commercial/Light Industrial uses. This Area Structure Plan supports and further refines the land uses approved under the Edson Intermunicipal Development Plan. Prepared in 2009 the Area Structure Plan has been updated to reflect the current status of municipal servicing and future land use in the Plan area.

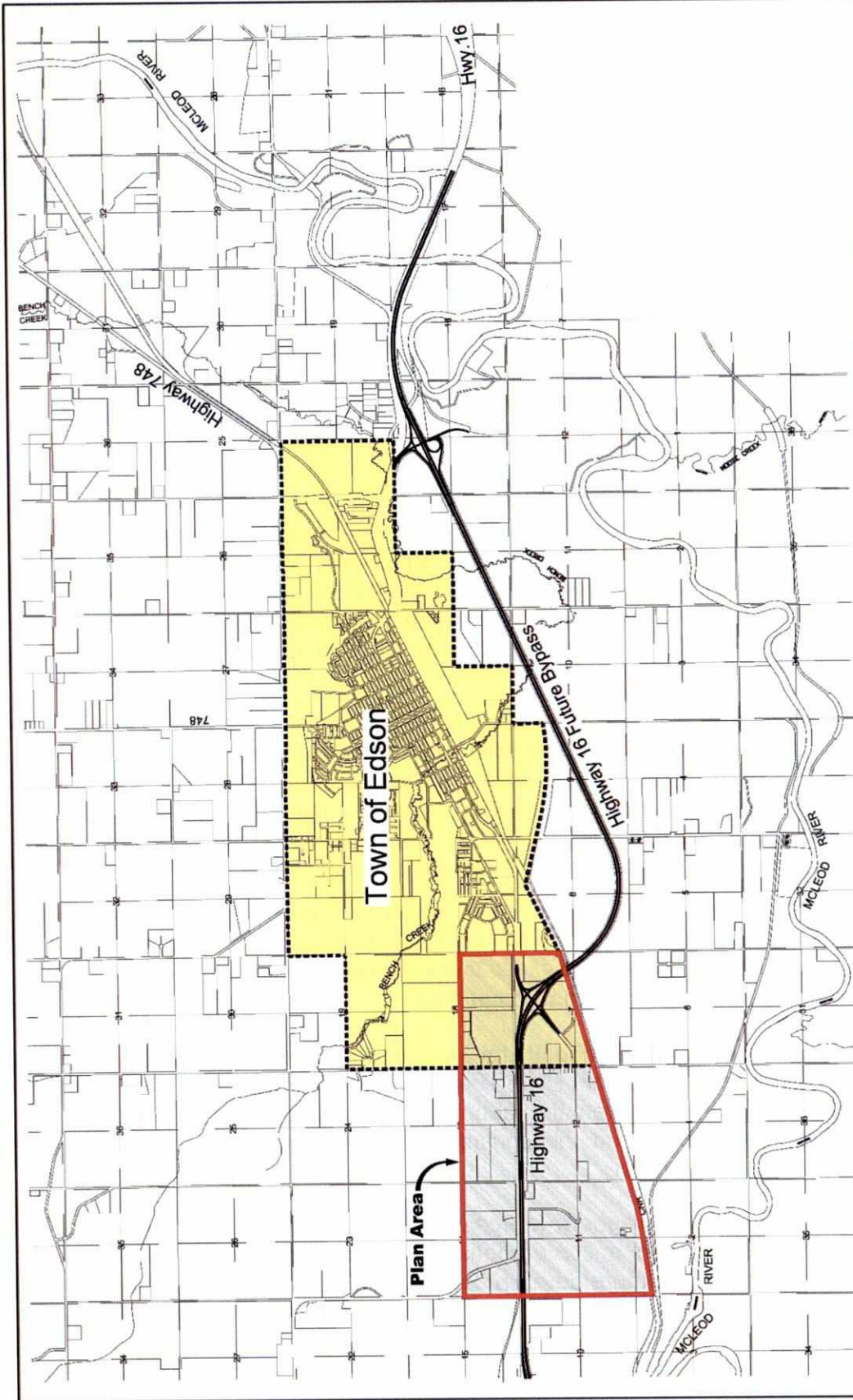
For efficiencies and to ensure connectivity, Edson West Area Structure Plan was prepared concurrent with the update of Yellowhead County's Branch Corner Area Structure Plan Bylaw No.2.10. The Branch Corner Plan area is located directly west of Edson West along Highway 16 and includes the Highways 16/47 interchange. Ensuring proper road connections between the two Plan areas is particularly important. The updated Branch Corner plan was adopted in 2010.

## 1.2 Location

The location of the Area Structure Plan area is illustrated by Figure 1. The area extends for three miles along, and about half a mile on either side, of Highway 16 and is bounded by:

- To the south, the CN mainline;
- To the east, a road right-of-way located one mile within Edson's corporate limits;
- To the north, Glenwood Drive in Edson and ¼ section lines paralleling Highway 16 in the County; and,
- To the west, the road allowance (undeveloped) for Range Road 182.

The Plan area comprises some 1,019 hectares (2,518 acres) and contains portions of Sections 7 and 18 – 53-17-W5M in the Town and of portions of Sections 2, 11, 12 13 and 14 – 53-18 W5M in Yellowhead County.



**Edson West  
Area Structure Plan**

**Figure 1  
Location  
Plan**

2





### 1.3 Policy Context

This Area Structure Plan complies with the provisions of section 633 of the Municipal Government Act and, as is noted above, the Edson Intermunicipal Development Plan. The Plan also complies with the provisions of Yellowhead County's Municipal Development Plan and the Town of Edson's Municipal Development Plan.

### 1.4 Process

In preparing the Edson West Plan, considerable emphasis was placed on input provided by affected landowners and the public. A comprehensive landowner and public participation program was developed to encourage dialogue and direct input into the development of the Plan document. The landowner and public sessions for Edson West were combined with Branch Corner sessions since the two Plan areas are directly linked by existing and future roads as well as land use patterns.

The consultation program included the following elements:

1. **Landowner Meetings** – Two land owner meetings were held – one to gather input for preparing the Area Structure Plan and a second to present a draft subdivision design and Plan policies. Invitations were mailed to all area landowners. Sixty six (66) landowners attended the two sessions. The majority of landowners expressed general satisfaction with the draft components of the Edson West Area Structure Plan presented at the second meeting.
2. **Public Information Sessions** – Two public information sessions also were held – one to obtain public input early in the plan preparation process and a second to present the draft design and Plan policies. The sessions were advertised twice in the Edson Leader and all landowners were invited to attend. Twenty one (21) participants and a representative from the Edson Leader attended the two sessions. No concerns were expressed by the public in response to the draft components of the Area Structure Plan.
3. **News Releases** - Articles in the form of news releases were provided to local newspapers at the initiation of the project and in advance of the public sessions. The releases are intended to promote key Plan events, keep the public informed on plan progress, and to maintain ongoing interest in the Area Structure Plan.

Alberta Transportation was contacted directly for input into the Traffic Impact Assessment prepared in support of this Area Structure Plan. The Plan has been circulated to other public agencies but input was minimal given the adoption of the 2007 Edson Urban Fringe Intermunicipal Development Plan and the considerable involvement of agencies in the preparation and approval of that Plan.

In addition to the input provided by agency representatives, landowners and the public, the plan preparation process involved a comprehensive investigation and evaluation of all relevant information pertaining to future development within the Plan area. An internal road system and municipal servicing options were considered as well as stormwater management requirements.



A Steering Committee was established to provide overall project guidance and direction, and to assist in refining the land use concepts and policies. The insights, advice and direction provided by the Steering Committee, which is based on considerable local knowledge and understanding, is recognized by the Area Structure Plan. The 14 member Edson West Area Structure Plan Steering Committee included:

<u>Town of Edson</u>	<u>Yellowhead County</u>
<p>Mayor Greg Pasychny  Councillor Jim Gomuwka  Councillor Arlan Delisle  Clarence Joly, Town Manager  Dawit Solomon, Engineering Director  Bob Bown, Director of Planning</p>	<p>Mayor Gerald Soroka  Councillor Cheryl Bissell  Councillor Larry Richter  Jack Ramme, CAO  Brent Shepherd, Planning &amp; Development Manager  Barb Lyons, Director of Corporate Services  Don O'Quinn, Director of Infrastructure Services  Jan Karasek, Development Officer</p>

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## 2 EXISTING CONDITIONS

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The Edson West Plan area is characterized by a diversity of natural and man-made features and land uses. This Section summarizes those existing conditions that are significant for future subdivision and development. Conditions described include the surrounding land use pattern, natural features, existing land use and zoning, infrastructure systems and pipelines.

### 2.1 Surrounding Land Uses

As is noted in Section 1, the Plan area extends west from one mile within Edson and then two miles into the County on either side of Highway 16. South of the Plan area and the CN line, the land use pattern is a mix of natural forest, scattered country residences and some extensive agriculture extending down to the McLeod River. A similar land use pattern exists north of the Edson West Plan area. To the east, within the Town of Edson, a strip of service industrial commercial type uses extends along the north side of Highway 16. A forested parcel that is districted Urban Reserve District separates the Plan area from an estate residential subdivision. South of Highway 16 within Edson, the lands are also districted Urban Reserve District although an industrial use exists on these lands that contain Lambert Pond, a naturally occurring slough. To the west, the lands are used primarily for extensive agriculture. Further west at Branch Corner, a mix of highway commercial, rural industrial and country residential uses are evident as well as a manufactured home park.

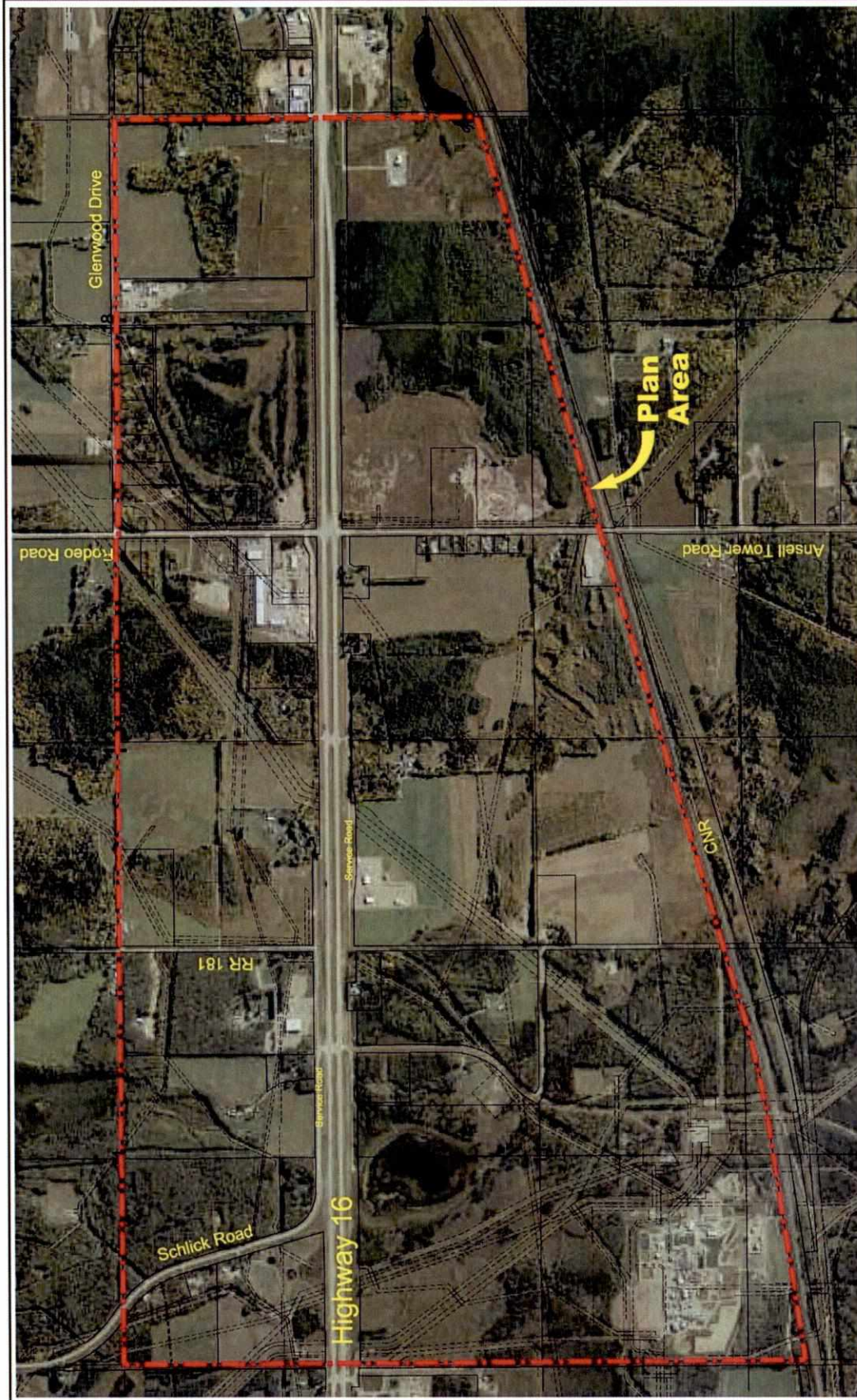
### 2.2 Natural Features

Natural features are shown on Figure 2 – Aerial Photo. Just over half of the Plan area is cleared while the balance is covered by tree stands comprising a mix of upland deciduous and spruce species. School Lake is a naturally occurring slough located on the south side of Highway 16 near the western boundary of the area. This slough is contained in a Crown owned  $\frac{1}{4}$  section that is designated Natural Area/Recreation by the Edson Intermunicipal Development Plan. Low lying lands surround the lake so that the Edson Intermunicipal Development Plan designation is appropriate.

Concentrations of muskeg are limited to the area south of Highway 16 within the Town. Most of this muskeg area will be required for the future Highway 16 bypass interchange. A sliver of muskeg also extends south from School Lake towards the McLeod River.

The lands north of Highway 16 are undulating with a few high points but generally slope south towards Highway 16 and the river. The lands south of the highway also slope towards the McLeod River and, based on topographic contour information shown on Figure 3, appear flatter than lands to the north. This means the Edson West lands drain south into the river. The stormwater management concept proposed for Edson West considers direction of overland flow and the need to filter out contaminants before stormwater flows into the river system.





**Edson West  
Area Structure Plan**

**Figure 2  
Aerial Photo**

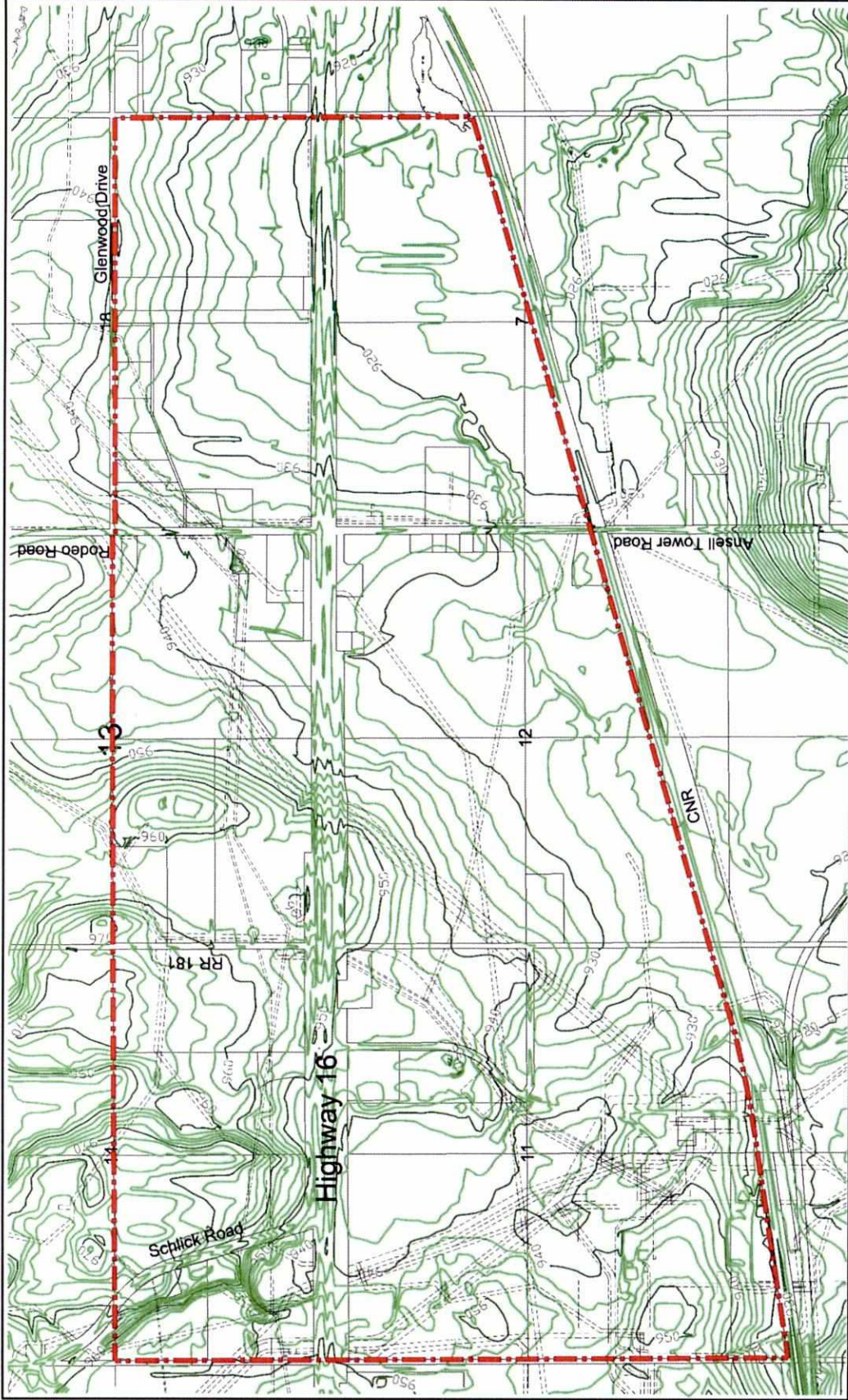


N.T.S.  
January 2012



**Lovatt**  
Planning Consultants





**Edson West  
Area Structure Plan  
Figure 3  
Existing  
Topography**

N.T.S.  
January 2012



## 2.3 Existing Land Use and Districting

### 2.3.1 Yellowhead County

The most significant use in the County portion of the Plan area is the Repsol sour gas plant located in the southwest corner of Edson West (see Figure 4). The plant site encompasses over a ¼ section of land. Repsol owns an additional two ¼ sections to the east of the plant which provide a buffer from country residential parcels located further east. A row of seven country residential parcels front onto the west side of Ansell Tower Road south of Highway 16. Ansell Tower Road extends in a north/south alignment along the west boundary of Edson and provides access to the McLeod River and County lands south of the Town. Two developed industrial parcels are also located in the county south of Highway 16.

North of Highway 16 contains three developed industrial lots that are accessed off Rodeo Road which extends along the Town boundary. Another developed industrial parcel is located further to the west. A few country residences are scattered throughout the balance of the County's portion of Edson West. Most of the Plan area is used for extensive agricultural.

In 2012, three land use districts apply to the County portion of the Edson West Plan area as shown by Figure 4. Three industrial parcels are zoned Rural Industrial District. The seven small country residential parcels fronting onto Ansell Tower Road as well as two parcels located on the south side of Highway 16 are zoned Country Residential District.

The remaining lands, including some scattered country residential parcels are zoned Rural District. Yellowhead County's Land Use Bylaw allows for up to four parcels to be subdivided out of a ¼ section zoned Rural District. This means that a ¼ section can contain five parcels including the remnant. Smaller subdivided parcels often contain a residence which is a permitted use in the Rural District. The Repsol plant is zoned Rural District. Natural resource processing is a discretionary use in this district so that the gas plant complies with the County's Land Use Bylaw.

Home business is also a discretionary use in the Rural District that may apply to some of the residential parcels zoned Rural District in the Plan area. Home business means a business or occupation of an industrial nature carried out on a rural parcel or farm unit by the owner or operator as an accessory use to a residential use. Home industries in Yellowhead County are typically related to construction activities or oil and gas fields services. Home business uses, therefore, are generally compatible with rural industrial uses.

At the time of industrial subdivision and development, the Rural District lands will need to be redistricted to either Rural Industrial or Business Commercial/Light Industrial in compliance with this Area Structure Plan and the Intermunicipal Development Plan. The Country Residential District may continue to apply to existing parcels but any change in land use will need to comply with the future land use designations of the Area Structure Plan.

As of 2020, the County has approved four Business Commercial Light Industrial (BCLI) parcels and six Rural Industrial (RI) parcels in the plan area with the remaining parcels Rural District (RD).

### **2.3.2 Town of Edson**

Within the Town, much of the land is vacant excepting several industrial operations. A row of estate residential lots front onto Glenwood Drive and a segment of Rodeo Road. These lots are unserviced.

In 2012, two land use districts apply. A Direct Control District applies to a developed industrial parcel fronting onto Ansell Tower Road and to all of the SW ¼ of 18-53-17-W5M while the balance of the lands within the Town are districted Urban Reserve District.

As of 2020, four land use districts apply within the Town of Edson. An addition of a Business Commercial/ Light Industrial District applies to a portion of the SE-18-53-17-W5M and Parks & Recreation District applies to strips of land within SE-18-53-17-W5M.

## **2.4 Existing Road System**

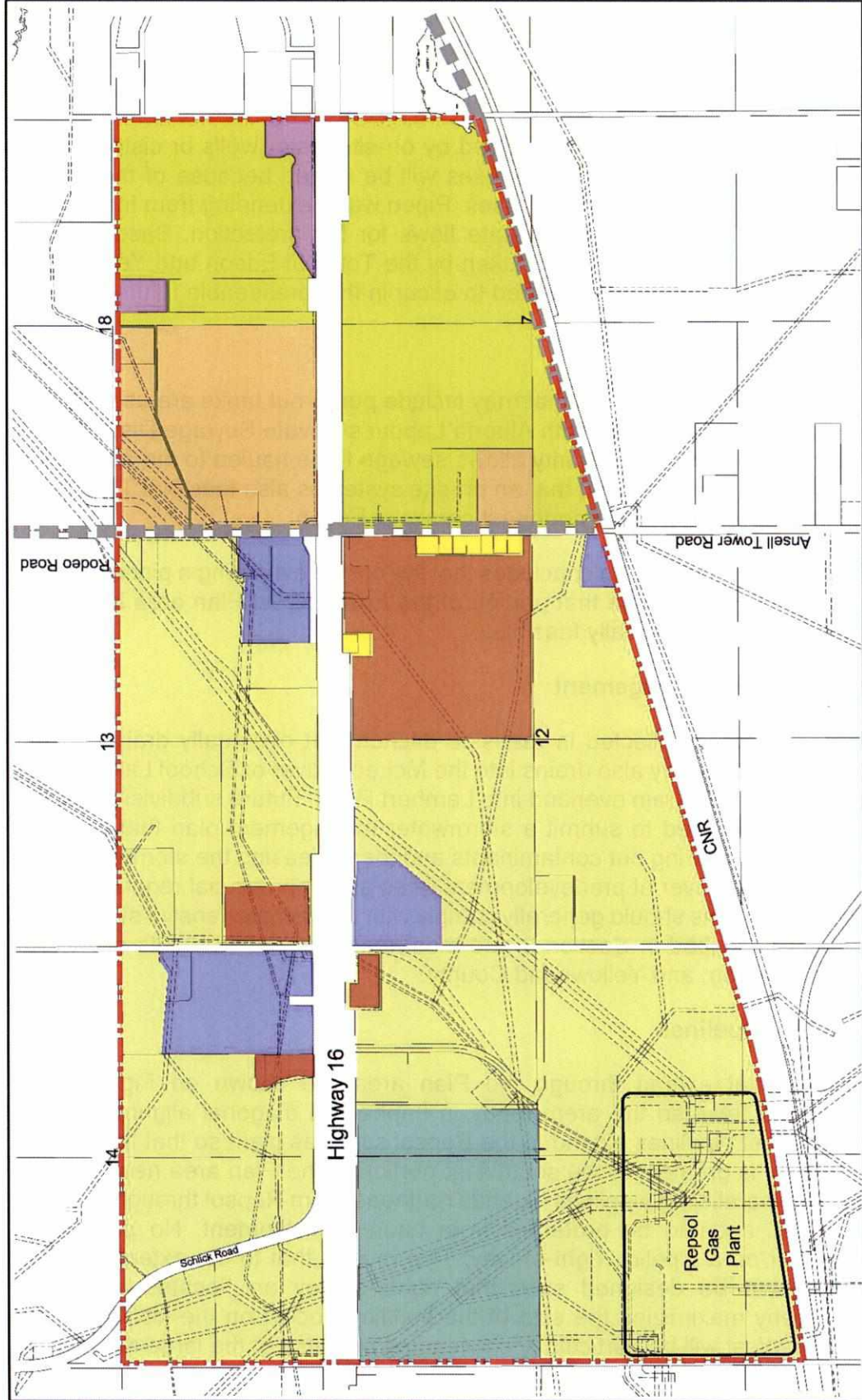
Access to Highway 16 is available to most of the lands fronting the highway via short stretches of service road. Only three all directional intersections exist. The most significant is at Rodeo Road/Ansell Tower Road located on the west side of Edson. Rodeo Road and Ansell Tower Road are the two major north/south municipal roadways in Edson West. Rodeo Road intersects with Township Road 534 that extends along the north side of Edson and links with Highway 748.

A second approach onto Highway 16 is located west of Town to serve local development and a third is located towards the west end of the Plan area to service the Repsol gas plant and to link with Schlick Road that extends as far north as Township Road 540. This approach also links to Range Road 181 via a service road. Range Road 181 is located east of Schlick Road but only extends for ½ mile north of Highway 16. If demand warrants in future, this Range Road could be extended a further 1½ miles north to link with Township Road 534 which, in turn, may be extended to future Highway 947 at Branch Corner.

All three approaches onto Highway 16 will be closed once the interchange for the proposed Highway 16 bypass is constructed as per the Functional Planning Study prepared for Alberta Transportation. Access to Highway 16 will be via roads that link to the interchange. The interchange right-of-way alignment is shown on Figure 1.

Glenwood Drive that connects with Rodeo Road at the Town boundary provides an alternate access into Edson, particularly for those estate residential lots that front onto these two roadways.





**Edson West Area Structure Plan**  
**Figure 4**  
**Existing Land Use and Zoning**

**Note:**  
 The existing land use and zoning in Figure 4 was updated and revised in 2021 by the Town of Edson (Bylaw 2251).

N.T.S.  
 March 2021

Edson  
 Town of Edson

**LEGEND**

COUNTY	TOWN
Plan Area	UR Urban Reserve
Municipal Boundary	DC Direct Control
RD Rural District	PR Parks & Recreation
RI Rural Industrial	Business Commercial
CR Country Residential	Light Industrial
BCL Business Commercial/ Light Industrial	EP Environmental Preservation

## **2.5 Municipal Services**

### **2.5.1 Water**

Existing developments in the Plan area are served by on-site water wells or cisterns. The range of future business commercial/industrial uses will be limited because of the lack of pressurized water required for firefighting purposes. Piped water extending from the Town's water system is essential for achieving adequate flows for fire protection. Based on the conclusions of a Master Servicing Plan undertaken by the Town of Edson and Yellowhead County, extension of this system is not expected to occur in the foreseeable future.

### **2.5.2 Sanitary Sewage**

On-site private sewage disposal systems that may include pump-out tanks are used in the Plan area. These systems must comply with Alberta Labour's Private Sewage Disposal Standard of Practice Regulation. The County allows sewage to be hauled to the Town's lagoon but only if it can be demonstrated that an on-site system is also feasible. The Town's sewage lagoon is located in the northeast corner of Edson.

The above noted Master Servicing Plan concludes that the cost of extending a piped sanitary sewer system from the Town to serve that portion of the Edson West Plan area located in the County is not currently economically feasible.

### **2.5.3 Stormwater Management**

Stormwater in Edson West is collected in roadside ditches that eventually drain into the McLeod River. Overland flow likely also drains into the McLeod River or School Lake. Lands south of the Highway in Edson drain overland into Lambert Pond. Future subdivisions in the Edson West Plan area will need to submit a stormwater management plan that includes storing stormwater on site, filtering out contaminants and then releasing the stormwater into School Lake or the McLeod River at predevelopment rates as per provincial regulations. All stormwater management plans should generally comply with the comprehensive stormwater management concept described in Section 3 and must meet the requirements of Alberta Environment, Town of Edson, and Yellowhead County.

## **2.6 Oil and Gas Pipelines**

Pipeline rights-of-way that extend through the Plan area are shown on Figure 5. A proliferation of pipelines traverse the area, many in haphazard diagonal alignments that ignore legal lot lines. Most pipelines extend to the Repsol sour gas plant so that the density of pipeline rights-of-way is greatest in the southwest portion of the Plan area near Repsol. A significant corridor of paralleling pipelines extends northeast from Repsol through the Plan area. This corridor will need to be protected from future development. No permanent development can occur on a pipeline right-of-way. This means that to the extent possible subdivision plans should be designed such that rights-of-way are located along the perimeter of lots thereby maximizing the size of the building pocket on the lot. Designing subdivisions in Edson West will be particularly challenging because of the large number of



crisscrossing pipeline rights-of-way.

Sour gas lines are also shown on Figure 5. Energy Resources Conservation Board (ERCB) Directive 056: Energy Development Applications and Schedules (July 2008) requires setbacks from sour gas lines to certain types of uses that vary based on H<sub>2</sub>S release volumes. No setbacks apply to industrial business commercial uses in the County where some sour gas lines exist. The setback from a residence for most sour gas lines is 100 metres. Since no new residences will be built in County portion of Edson West, this setback requirement is not an issue. No sour gas lines exist in the Town.

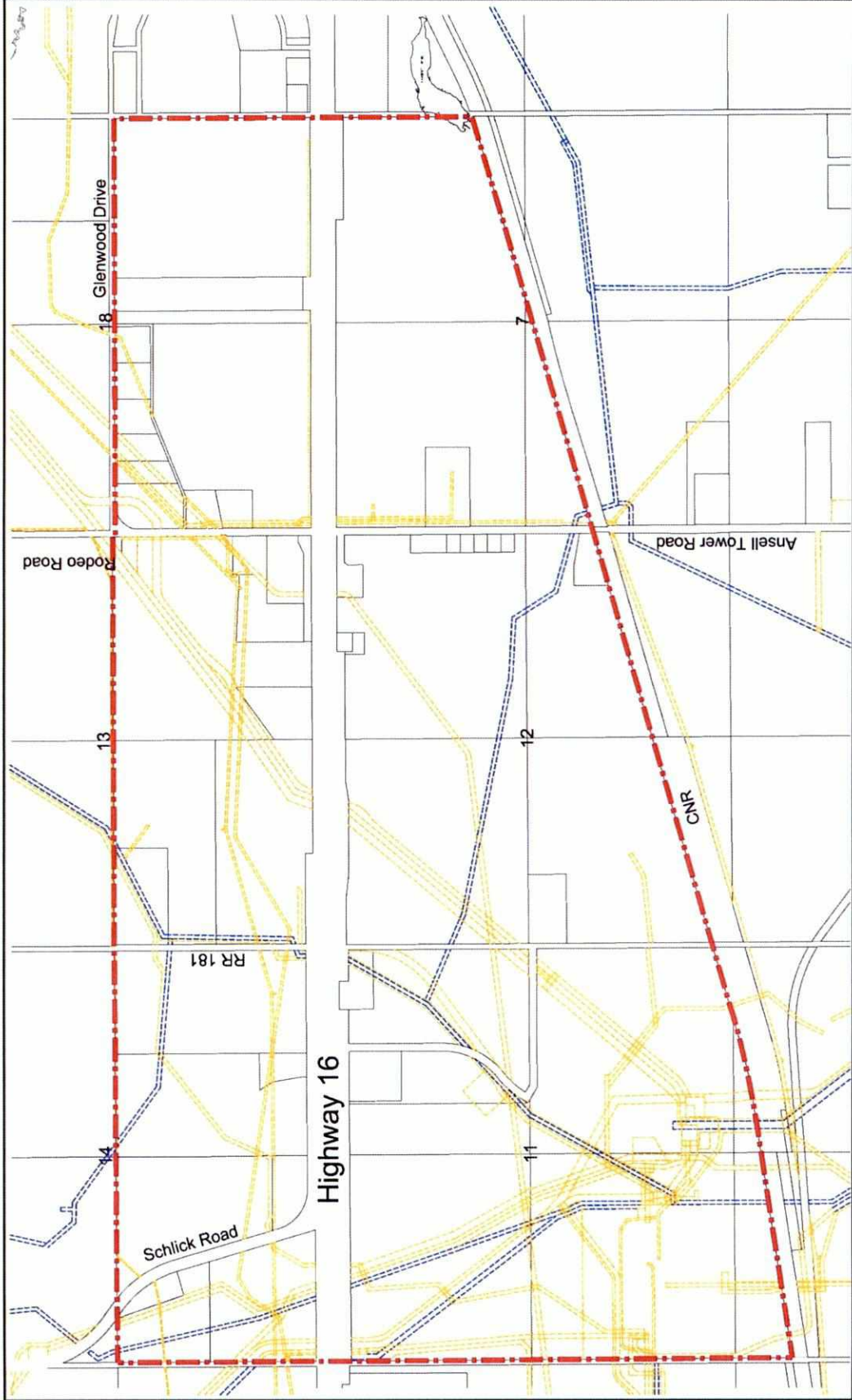
## **2.7 Implications for Future Development**

The most significant implications for future development of the foregoing existing conditions are summarized as follows:

- Business commercial/light industrial uses in Edson West will be compatible with the surrounding land use pattern, particularly with development further west at Branch Corner and along Highway 16 in the Town.
- School Lake and the Crown owned ¼ section containing the lake should continue to be designated a natural area as per the Edson Intermunicipal Development Plan.
- At the time of industrial subdivision and development, the Rural District lands in Yellowhead County will need to be redistricted in compliance with the Intermunicipal Development Plan and this Area Structure Plan. In Edson, the Urban Reserve and a portion of the Direct Control lands will also need to be redistricted.
- Although existing home business activities are compatible with future industrial development, the lots districted Country Residential are not. Any future redistricting of these lots will need to comply with the Edson Intermunicipal Development Plan and this Area Structure Plan. Additional country residential development should not be encouraged.
- On-site water and sanitary sewage disposal systems that meet the requirements of Yellowhead County, the Town of Edson and the Province will continue to be considered.
- Stormwater management plans are required for new subdivisions and developments to ensure contaminants are not released into School Lake, Lambert Pond, or the McLeod River and to comply with provincial regulations.
- Particular care is required at the subdivision design stage to ensure that no permanent development occurs on pipeline rights-of-way.
- The pipeline corridor extending northeast from the Repsol plant may require additional protection from development.

The foregoing implications are considered in developing a future land use concept for Edson West. This concept is described in Section 3.





**Edson West  
Area Structure Plan**  
**Figure 5  
Existing  
Pipelines**

N.T.S.  
January 2012

Pipeline RW  
Sour Gas Pipeline RW

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### 3 LAND USE CONCEPT

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The proposed Land Use Concept for the Edson West Area Structure Plan area is shown on Figure 6. The primary land use proposed by the concept is business commercial/light industrial in compliance with the Edson Intermunicipal Development Plan. This land use is generally compatible with existing developments within the Plan area.

It is important to recognize that the uses and density of development being proposed by the Land Use Concept assume that municipal services in the County will continue to be provided on-site. In the County, the prescribing minimum lot size for business commercial/ light industrial district is 1.0 hectare (2.47 acre) or at the discretion of the County's development authority. In the Town, as per the Town's Land Use Bylaw, the minimum parcel dimensions for business commercial/ light industrial is 0.8ha (2.0 acre) or at the discretion of the Town's development authority. Business commercial development that requires pressurized water flow for firefighting purposes will not be permitted. Within the Town of Edson, lots located adjacent to Highway 16, highway commercial may be applied to provide a range of commercial uses to serve the traveling and local public using Highway 16.

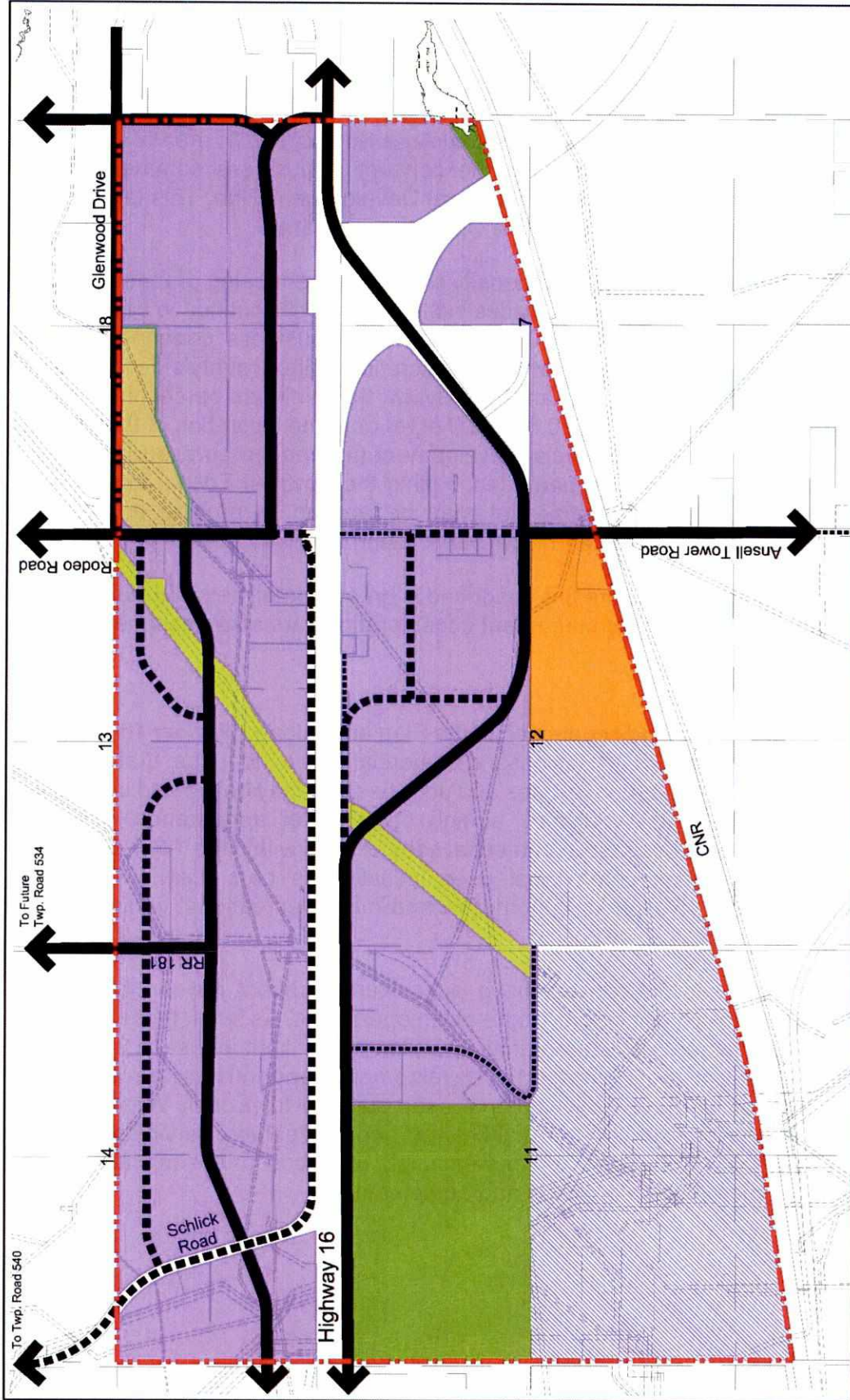
The Land Use Concept shown on Figure 6 is described in greater detail below. Future roads, municipal servicing and stormwater management considerations are also described.

#### 3.1 Future Land Use

Figure 6 designates most of the lands contained in the Plan area along Highway 16 as future business commercial/light industrial. Business commercial refers to uses that are low intensity business and service commercial uses and activities that may be located in planned business centres and that typically display a high standard of appearance. Highway commercial uses may apply for business commercial uses located within the Town of Edson. Examples of types of business commercial uses include gas bars, service stations, commercial storage facilities, RV parks, automotive and minor recreational vehicle sales, restaurants, and warehouses.

Light industrial refers to uses that do not have any external impact beyond the parcel boundary and that are generally considered to be clean operations. As such, these uses are compatible with business commercial operations. By allowing for light industrial as well as business commercial uses along Highway 16, development opportunities are increased significantly. Examples of types of light industrial uses suitable for Edson West include: manufacturing or assembling of semi-finished or finished goods; cleaning, servicing or repair businesses; terminals for the storage or trans-shipping of goods and equipment; and, distribution and sale of materials, bulk goods and equipment.





**Edson West  
Area Structure Plan  
Figure 6  
Land Use  
Concept**

**Note:**  
The land use concept in Figure 6  
was updated and revised in 2021  
by Town of Edson (Bylaw 2251).

Edson  N.T.S.  
March 2021 

The Land Use Concept designates the following uses for the balance of the Plan area:

1. **Industrial** – The fragmented ¼ section located directly east of the Repsol lands is designated Rural Industrial because of proximity to the CN mainline and lack of exposure to the Highway 16 bypass route so that the parcel is more likely to be developed for a rural industrial than a business commercial or light industrial use.
  - 1.1. **Repsol** – The lands owned by Repsol that accommodate the sour gas plant and provide a buffer from other uses are identified by the Land Use Concept. Although the plant operator may change, the use of the Repsol lands will remain unchanged for the foreseeable future. Any significant change in land use will require extensive site reclamation which will involve a considerable investment in time and capital. In the very long term when the gas plant is closed, the Edson West Area Structure Plan will need to be amended to reflect an appropriate land use.
2. **Residential** – The land portion located within SW-18-53-17-W5M south of Glenwood Drive in the Town of Edson are designated residential in recognition of the existing estate residential lots. The existing lots provide an opportunity for additional residential development thereby creating a larger more complete community. This land use designation is consistent with the Intermunicipal Development Plan and the Town's Municipal Development Plan.
3. **Natural Area** – The Crown owned ¼ section containing School Lake is designated a natural area that needs to be protected from development. A natural area is also shown extending from the end of Lambert Pond to protect this water body from encroaching development. The configuration of this natural area will be confirmed at the time of subdivision.
4. **Pipeline Corridor/Buffer** – The major pipeline corridor extending northeast from the Repsol plant is protected from development by the Future Land Use Concept and will be dedicated as a Public Utility Lot at the time of subdivision.
5. **Business Commercial/ Light Industrial** – A mix of highway orientated business, commercial and light industrial uses located within the Highway 16 corridor area. The district is directed by the intent of the area pursuant to the Town of Edson and Yellowhead County Intermunicipal Development Plan.
  - 5.1. **Highway Commercial** – A district that applies for Plan Area within the Town of Edson. It is a range of business commercial and light industrial uses listed above to serve the traveling and local public using Highway 16. These uses require a highly visible location along a major highway such as Highway 16 and it must provide a clear sightline as it acts as a gateway. Access to Highway 16 is also important and will be limited in future to interchanges once the bypass is built commensurate with the highway's proposed freeway standard. The roadway system shown for Edson West will provide high quality access to



the Highway 47 interchange and the future interchange shown on Figure 6 on the west side of Edson.

### 3.2 Future Road System

The future road system proposed to serve the Land Use Concept is shown on Figure 6. The system has been designed to recognize:

- The pipeline network that traverses the Plan area;
- Alberta Transportation's Functional Planning Study for the Highway 16 bypass that requires all at grade intersections to the highway be closed once the interchange at the west side of Edson is built. All highway traffic will be directed to this interchange.
- The Traffic Impact Assessment (TIA) prepared in support of the Functional Plan and this Area Structure Plan.

The conclusions and recommendations of the TIA are as follows:

1. To be consistent with Alberta Transportation's plan to operate Highway 16 as a freeway, direct access to Highway 16 cannot be permitted from the existing Highway 16 access points, except at the easterly-most intersection in the Plan area.
2. Future access to Edson West from Highway 16 will be via an interchange near the east side of the Plan area, and from arterial roads extending to the west through the Branch Corner Area Structure Plan.
3. The number of trips generated by the Plan area, in conjunction with the limited access to Highway 16, may result in undesirable traffic operations at full build of the Area Structure Plan. However, industrial trip generation is highly variable and depends on the nature of specific end users.
4. Development of Edson West should only be permitted until thresholds warranting a traffic signal at the existing at-grade accesses are approached, but not exceeded. Areas south of Highway 16 should be favoured, as these areas are less likely to warrant a signal.
5. If the Schlick Road access to Highway 16 is closed and its traffic is rerouted to Rodeo Road, a traffic signal will be warranted in 2028 at Rodeo Road using background traffic only.
6. The intersection of Highway 16 with the easterly most arterial in the Edson West ASP can function as a traffic signal at full development, but the required lane configuration will be precedent setting. It is possible that the conservative trip generation rates and traffic routing assumptions are driving this assumption.
7. Traffic signal warrants should be checked with each development application in order to ensure that signals are not needed on Highway 16 at either Schick Road or Rodeo Road.

8. Measurements of future development-generated traffic should be made to confirm trip generation rates and traffic routing. If the assumptions in this TIA are confirmed, then a number of measures should be taken to relieve traffic at the easterly-most intersection with Highway 16, including:
- Increasing the radius of the easterly road intersection (north leg), such that it lines up with the boundary between the residential and industrial uses.
  - Implement the planned interchange and bypass sooner than full build out.
  - Consider an east-west arterial road north of the plan area, connecting back to Edson. Township Road 534 may be extended west to Branch Corner.

Subsequent to the completion of the TIA, an important staging issue emerged in discussions with Alberta Transportation. It is likely that signals will be warranted at Rodeo Road prior to the implementation of the Highway 16 freeway plan. If so, the Rodeo Road signal will be relatively isolated from Edson, and drivers will not perceive the need to slow sufficiently for the traffic signal. Alberta Transportation is concerned about the safety of this kind of operation. To mitigate this safety concern and recognize the strong support of the Area Structure Plan from the County and the Town, Alberta Transportation is willing to accept an additional traffic signal installation at 73 Street as a means of creating a more consistent, slower speed driving environment between the existing Town boundary and Rodeo Road. As these traffic signals are necessary in the interim until the Highway 16 freeway plan is developed, all costs associated with traffic signals and any other intersection improvements at these two intersections will be negotiated between Yellowhead County, the Town of Edson and Alberta Transportation. Any contribution from Alberta Transportation will be considered at the time of the work and will be based on department standards and policy. Other safety mitigating measures may be possible depending on the location and staging of actual developments. Any such measures require that Alberta Transportation, the County and the Town continue to work collaboratively.

It is important to note that the existing all directional intersection located between Schlick/Repsol Road and Rodeo/Ansel Tower Road will be closed when local road connectivity to either of these roads becomes available.

### **3.3 Municipal Servicing**

As is noted in Section 2, water wells and cisterns currently serve the Plan area and on-site sewage disposal systems that may include pump-outs are used to treat wastewater. On-site water and sewage systems will continue to be permitted. However, all multi-lot subdivision proposals without municipal water service should provide details of an adequate water supply for firefighting purposes.

Many business commercial/light industrial uses do not generate large volumes of wastewater so that the continued approach of on-site treatment or pump-outs will continue to be viable. Regardless, the Master Servicing Plan prepared for the Town and Count should be revisited in future to determine the feasibility of extending the Town's piped water and sewage systems into Edson West.



### 3.4 Stormwater Management

A proposed stormwater management concept is illustrated by Figure 7. The concept assumes that the Plan area will be serviced by multiple interconnected stormwater management facilities. North of Highway 16, subcatchment 10 conveys stormwater into subcatchment 1 which discharges to School Lake. A portion of subcatchment 2 discharges into School Lake while the remaining portion discharges into subcatchment 3. Subcatchment 8 receives offsite flows from subcatchment 13 within the Branch Corner Area Structure Plan lands to the west. Subcatchment 3 and subcatchment 8 convey flows into subcatchment 7 which discharges flows into the McLeod River. Subcatchment 4 north of Highway 16 discharges to subcatchment 5 that conveys flow to Lambert Pond that extends into subcatchment 6. It should be noted, Figure 7 illustrates a proposed concept of stormwater management plan for the entire plan area, the location and designs of the facilities to be further refined by detailed studies. Furthermore, it will be the responsibility of the developer to show how stormwater will be managed on individual sites within the context of this plan.

Developments will use stormwater management facilities to contain the 1:100 year storms within their developments. The stormwater management facility locations are conceptually illustrated on Figure 7 with the exact location and sizing being determined at time of development. The approximate stormwater management facility areas illustrated are to accommodate full build out development but may be constructed in stages and expanded as development occurs. Existing development within subcatchment 3 and 9 are assumed to have adequately address stormwater management to service their current development.

Stormwater management facilities within the Plan area are proposed to discharge at predevelopment flow rates as required by Alberta Environment. An initial review of historical watershed characteristics for nearby water bodies along with review of previous stormwater studies, and assessment of nearby municipality predevelopment flow rates was completed to determine a predevelopment flow rate for the Plan area. The predevelopment flow rate of 3.0 L/s/ha was determined for the Plan area and will be reviewed in the Master Servicing Plan.

It is envisioned that the multiple interconnected stormwater management facilities will discharge predevelopment flows to the next downstream storm facility. The downstream facility outlet will be sized to allow upstream storm facilities predevelopment discharges to pass through the storm facility without further retention.

In addition to stormwater quantity control, stormwater quality management is required for the Plan area. Stormwater quality can be improved by using stormwater best management practices to aid in improving water quality. Stormwater quality improvement should be addressed before discharging into the water body within subcatchment 6 and the McLeod River. Discharging into Lambert Pond and the McLeod River will require government approvals and warrants further investigation.







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## 4 PLAN POLICIES

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The Area Structure Plan land use, transportation, municipal servicing and implementation policies are listed below. All new subdivision and development applications must comply with these policies.

### 4.1 Land Use Policies

- 4.1.1 All future redistricting, subdivision and development shall comply with the policies of the Area Structure Plan and Land Use Concepts shown on Figure 6.
- 4.1.2 Applications for redistricting and subdivision shall be processed concurrently to ensure compliance with the Area Structure Plan. This policy applies to single and multi-lot subdivision applications. The minimum area to be redistricted shall correspond to the area being subdivided.
- 4.1.3 Appropriate Districts shall be used in the redistricting of lands in accordance to the respective municipality's Land Use Bylaw.
- 4.1.4 Applications for permits for a discretionary use pursuant to the Land Use Bylaw shall be considered only if the proposed use complies with the intent of the Land Use Concept, and the policies of this Area Structure Plan.
- 4.1.5 The Crown owned lands located in the N ½ of 11-53-18-5 that are designated Natural Area by the Land Use Concept shall be districted Environmental Preservation District under Yellowhead County's Land Use Bylaw.
- 4.1.6 Existing natural features, including vegetation and Lambert Pond, shall be preserved, wherever possible by integrating these features into the design of new subdivisions.
- 4.1.7 The pipeline corridor shown by the Land Use Concept shall be designated a Public Utility Lot and dedicated to Yellowhead County at the time of subdivision.
- 4.1.8 All future subdivisions shall have regard for pipeline rights-of-way by ensuring that internal subdivision roads and lot configurations allow for rights-of-way to be located in a manner that will not jeopardize their integrity. This means that, to the extent possible, rights-of-way should be located along the periphery of a lot and that a suitable building pocket should be contained within each lot that is unencumbered by a right-of-way. No permanent structures are permitted on a pipeline right-of-way.
- 4.1.9 ERCB setback guidelines from pipelines, wells and other facilities shall be applied in considering new subdivisions.
- 4.1.10 The subdivision requirements of the Development Authority shall apply. The following items must be considered:

- (a) Staging of subdivision and development if applicable;
  - (b) A stormwater management plan that recognizes and refines the stormwater management concept as proposed by this Area Structure Plan;
  - (c) The provision of interim on site municipal servicing that will consider water supply and the method for treating wastewater in compliance with municipal standards and provincial legislation;
  - (d) Identifying what will be required to extend telephone, cable, electricity and gas service to each site;
  - (e) The amount and location of Municipal Reserve or cash in lieu of Municipal Reserve;
  - (f) The amount and location of Environmental Reserve;
  - (g) Application for redistricting, subdivision, and development permit shall require further technical studies to the satisfaction of the Development Authority. Further technical studies may include but are not limited to: Phase I ESA, Biophysical Impact Assessment, Geotechnical Report, Traffic Impact Assessment, and Historical Clearance Report;
  - (h) The size and orientation of the lots will be confirmed at or prior to the subdivision stage. The lots will be developed under their respective Land Use bylaw; and
  - (i) The site design, landscaping, parking areas, facade, building articulation, and building materials shall be reviewed at the development permit stage and will adhere to the respective Land Use bylaw the application is being made in.
- 4.1.11 Cash in lieu of Municipal Reserve shall be provided at the time of subdivision of lands designated industrial and business commercial/light industrial by the Land Use Concept. The cash in lieu of Municipal Reserve shall be equal to 10 percent of the gross developable area.
- 4.1.12 All multi-lot subdivision proposals shall be required to implement wildfire mitigation measures as contained in the Partners in Protection Program (1999) *FireSmart: Protecting Your Community from Wildfire*.
- 4.1.13 The Highway 16 Corridor Overlay District (see Appendix A) shall apply to all lots located along or that are visible from Highway 16 and at the discretion of the Development Authority.
- 4.1.14 Yellowhead County and the Town of Edson shall collaborate on developing a brand and a marketing strategy to attract new development that complies with the intent of the Edson West Area Structure Plan.



- 4.1.15 To incorporate Crime Prevention Through Environment Design principles via landscaping and design should be considered, where possible.
- 4.1.16 Highway Commercial development must provide clear sightlines as it acts as a gateway to the Town of Edson.
- 4.1.17 Development will provide appropriate screening and buffering, to the satisfaction of the Development Authority.
- 4.1.18 All business commercial/ light industrial, highway commercial uses and activities adjacent to arterial roadways and the natural areas, will be developed to a higher standard of appearance.
- 4.1.19 Development proposals that do not comply with the policies, development concept map, or servicing concept maps of this Plan must be accompanied by an amendment to bring the Plan into conformance with the proposed development.

## **4.2 Transportation Policies**

- 4.2.1 Any future upgrading required at access points to Highway 16 in advance of the construction of the Highway bypass shall be in accordance with the Traffic Impact Assessment prepared in support of this Area Structure Plan, and to the satisfaction of Alberta Transportation and the Development Authority.
- 4.2.2 All subdivisions located within ½ mile (0.8 km) of Highway 16 shall continue to be referred to Alberta Transportation for comment and input.
- 4.2.3 Rights-of-way required for local, collector and arterial roads shall be dedicated at the time of subdivision as per municipal standards and in compliance with the Traffic Impact Assessment prepared in support of this Area Structure Plan.
- 4.2.4 The future road system shown on Figures 6 is conceptual and will be refined at the time of subdivision to the satisfaction of Yellowhead County, the Town of Edson and Alberta Transportation.
- 4.2.5 An arterial roadway is protected within the land contained within SE 18-53-17-W5M and a portion of SW 18-53-17-W5M of the Plan Area. Access to 75 Street and Range Road 180 will be limited and will be to the satisfaction of Yellowhead County and Alberta Transportation.
- 4.2.6 All roadways within the plan area will be developed to municipal standards or to the satisfaction of the Yellowhead County and/or Town of Edson.
- 4.2.7 A multi-use trail network with appropriate lighting will be developed within the Plan area along one side of arterial roads and through SE 18-53-17-W5M and SW 18-53-17-W5M, connecting to an existing Edson Trails Master Plan.
- 4.2.8 Sidewalks may be considered to be developed along at least one side of collector and arterial roadways within the Plan area.

### **4.3 Municipal Servicing Policies**

- 4.3.1 A comprehensive storm water management plan shall be required to be submitted to the Development Authority and, where applicable, Alberta Environment for all subdivision and development proposals. The management plan shall consider the stormwater management concept as proposed by the Area Structure Plan and will demonstrate how the storm water will be stored on site and released at predevelopment rates and how the storm water will be treated for contaminants prior to release.
- 4.3.2 Private on-site sewage disposal systems and cisterns or private water wells shall be considered consistent with the requirements of the Development Authority.
- 4.3.3 The County and the Town may revisit the Master Servicing Plan in future to determine the feasibility of extending piped water and sewer systems into that portion of the Plan area located in the County.
- 4.3.4 All multi-lot subdivision proposals shall be required to provide details of an adequate water supply for fire-fighting purposes as required by the Alberta Building Code. Subdivision or development and construction of any development or structure cannot begin until evidence is provided, to the satisfaction of the Development Authority, that the requirements of the Alberta Building Code have been met with respect to provision of an adequate water supply for fire-fighting purposes.

### **4.4 Implementation Policies**

- 4.4.1 The municipal Councils of Yellowhead County and the Town Edson shall each have responsibility for the implementation of the Edson West Area Structure Plan. Each Council shall:
  - (a) Adopt the Edson West Area Structure Plan by bylaw;
  - (b) Review and/or amend the Edson West Area Structure Plan as required.



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## 5 CONCLUSION

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This Area Structure Plan provides a basis for further redistricting and subdivision of land in Edson West. Applications for subdivision will be required to meet the provisions of the respective Land Use Bylaws of Yellowhead County and the Town of Edson. It is particularly important that the respective municipalities apply the Highway 16 Corridor Overlay District in approving development along Highway 16 to promote a high quality environment for attracting growth to the Edson region.

# **Appendix A**

## **Highway 16 Corridor Overlay District**

### **1. PURPOSE**

*To establish a positive visual impression of the Highway 16 corridor by:*

- *Providing greenery and seasonal colour to visually soften paved areas and buildings;*
- *Preserving existing trees wherever possible;*
- *Screening unsightly equipment or materials from the view of the highway, adjacent roadways or adjoining properties; and,*
- *Enhancing the quality and appearance of developed properties within the overlay district.*

### **2. APPLICATION**

- 2.1 The Overlay regulation applies to the development or redevelopment of all lots that are located adjacent to or are visible from Highway 16 at the discretion of the Development Authority.
- 2.2 The Overlay District regulations are to be applied as a condition of a Development Permit.
- 2.3 The Overlay District applies to the redevelopment of existing buildings and facilities as well as all new development.
- 2.4 Wherever possible, trees existing on the site shall be preserved and protected or replaced. Notwithstanding the status of existing vegetation, landscaping of the site shall be subject to the provisions of the Overlay District.
- 2.5 Where the provisions of the Overlay District conflict with other regulations of this bylaw, the more restrictive provisions shall take precedence.

### **3. GENERAL**

- 3.1 All applications for development permits shall be accompanied by a landscaping plan completed by Landscape Architect or a person qualified to perform such work. No development permit shall be issued prior to the approval of the required landscaping plan.
- 3.2 The landscaping plan shall include the following:
  - (a) Boundaries and dimensions of the subject site;
  - (b) Location of all the buildings, parking areas, driveways and entrances;
  - (c) Location of all exterior lights on the site and their projected light patterns in relation to adjacent public roadways and developments;
  - (d) Location of existing plant materials to be retained;
  - (e) Location of new plant materials;
  - (f) Plant material list identifying the name, quantity and size of plant material;



- (g) All other physical features, existing or proposed; including berms, walls, fences, outdoor furniture, lighting and decorative paving; and,
  - (h) A location plan showing the proposed development and landscaping relative to the landscaping and improvements on adjacent properties.
- 3.3 The owner of the property, or his/her successor or assignees, shall be responsible for landscaping and proper maintenance. As a condition of a development permit, an irrevocable letter of credit may be required, up to a value of the estimated cost of the proposed landscaping/planting to ensure that such landscaping/planting is carried out with reasonable diligence. The conditions of the security being that:
- (a) If the landscaping is not completed in accordance with this Bylaw and the landscaping plan within one year after occupying the building or site, then the municipality shall use the security to complete the approved landscape development; and,
  - (b) If the landscaping does not survive a two (2) year maintenance period, the applicant must replace it with a similar type of species and with a similar calliper width or forfeit the portion of the amount fixed equal to the cost of replacing the affected landscaping materials.
  - (c) The letter of credit will be released when the landscaping and other improvements have been completed to the satisfaction of the Development Authority and the two-year maintenance period has expired.

#### **4. PLANTING STANDARDS**

- 4.1 All required yards on the site shall be landscaped in accordance with the approved landscaping plan.
- 4.2 To provide year round colour and interest, a tree mix of approximately 50% coniferous and 50% deciduous, shall be provided.
- 4.3 50% of required deciduous trees shall be at least 50mm (2.4 in.) calliper and 50% shall be a minimum of 75mm (3.0 in.) calliper above the root ball.
- 4.4 75% of coniferous trees shall be a minimum of 2.0m (6.6 ft.) in height and 25% shall be minimum of 3.5m (11.5 ft.) in height above the root ball.
- 4.5 Trees or shrubs shall be provided in accordance with this Section. The number is determined on the basis of the following:
- (a) One (1) tree for every 40.0 m<sup>2</sup> (430.6 ft<sup>2</sup>) and one (1) shrub for each 20 m<sup>2</sup> (215.3 ft<sup>2</sup>) of any required yard or setback;
  - (b) One (1) tree for each 25.0 m<sup>2</sup> (269.1 ft<sup>2</sup>) and one (1) shrub for each 10.0 m<sup>2</sup> (107.6 ft<sup>2</sup>) of required parking area islands. In no case shall there be less than one tree per required parking area island.
- 4.6 Trees or shrubs should be clustered or arranged in planting beds within the site.
- 4.7 Trees and shrubs shall be evenly placed at regular intervals when used for screening of adjacent development.
- 4.8 As required by the Development Authority, all required yards and all open spaces on the site excluding parking areas, driveways, and outdoor storage and service areas shall be landscaped in accordance with the approved landscaping plan.

- 4.9 Planting beds shall consist of an odd number of trees to approximate a site mix of 50% coniferous and 50% deciduous with shrubs in a mulched medium such as shredded wood, rocks, or similar materials. Mulch shall not be used as a substitute for plant materials.
- 4.10 At a minimum, a planting bed shall be composed of a mix of three (3) coniferous trees, two (2) ornamental deciduous trees and shrubs.
- 4.11 As required by the Development Authority, the undeveloped portion of the site, excluding parking areas, driveways, outdoor storage and service areas must be graded, contoured and seeded.
- 4.12 On the advice of a Landscape Architect or Arborist, planting standards may be altered to suit unique site topography or soils or micro-climatic conditions.
- 4.13 Retained natural vegetation may be applied to satisfy landscape yard requirements. These plantings may be extended with plant material as specified in this section.

## **5. LANDSCAPE ISLANDS WITHIN PARKING AREAS**

- 5.1 Landscape islands shall be required within at-grade parking areas with a capacity of twenty-five (25) or more vehicles. These islands shall be landscaped in accordance with Section 4 – Planting Standards.
- 5.2 Parking islands shall be placed to provide visual relief and to organize large areas of parking into smaller cells. The number of islands provided shall be to the satisfaction of the Development Authority.

## **6. ADDITIONAL AESTHETIC REGULATIONS**

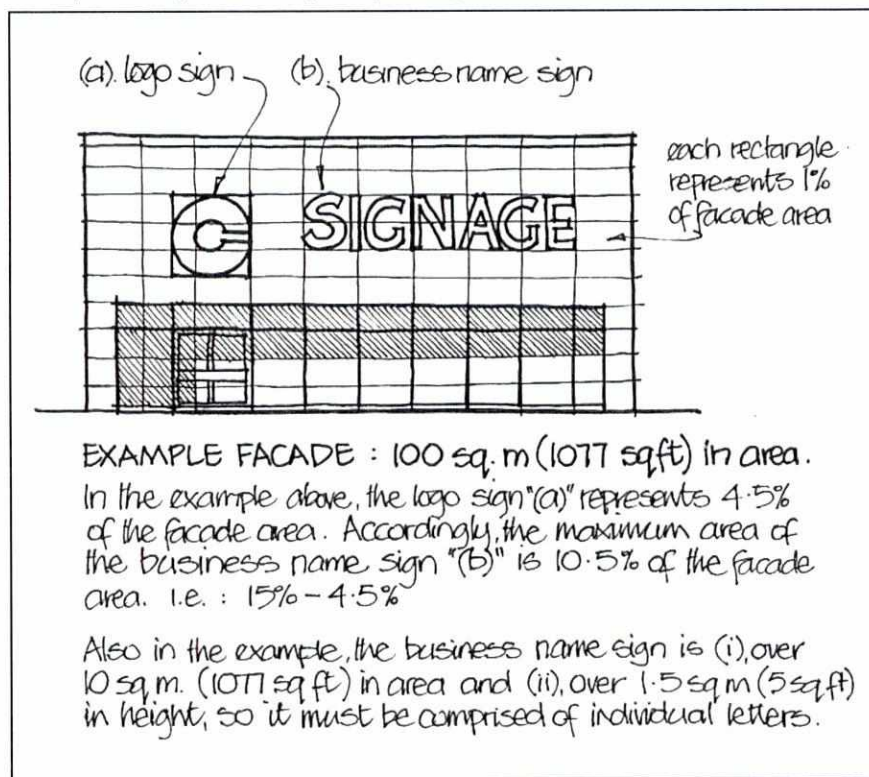
- 6.1 The Development Authority may require the application of additional aesthetic regulations, if in the opinion of the Development Authority:
  - (a) There is a likelihood that the proposed development will generate undesirable impacts on surrounding sites, such as poor appearance, excessive noise, light, odours, traffic, litter, or dust;
  - (b) There is a likelihood that undesirable impacts may be generated on the site, and cause conflicts with other businesses within the development;
- 6.2 The additional aesthetic regulations that may be required at the discretion of the Development Authority may include, but are not limited to, the following:
  - (a) Additional separation space between incompatible use classes;
  - (b) The use of trees, shrubs, opaque fences, walls, and berms to buffer or screen uses of negative impact;
  - (c) The use of trees, shrubs, planting beds, street furniture and surface treatments to enhance the appearance of a proposed development.

## **7. SIGNS**

- 7.1 Signs shall identify on site developments or facilities only. Signs advertising off-premises developments or facilities (billboards) are not permitted within the overlay district.
- 7.2 Where more than one business occupies a building, additional signage shall be located in accordance with a comprehensive signage package prepared for the building, and submitted as part of the required landscape plan.



- 7.3 One freestanding identification sign per lot shall be allowed. The sign shall not exceed 9.13 metres (30.0 ft.) in height with no dimension exceeding 4.5 metres (14.76 ft.)
- 7.4 Illuminated freestanding signs shall not exceed 7.62 m (25.0 ft.) in height.
- 7.5 Moving or animated signs and electronic message boards that may distract adjacent highway users are not permitted within the overlay district.
- 7.6 Where buildings abut the highway corridor, signs facing and visible from that corridor may be considered by the Development Authority if they comply with the following principles:
- One illuminated logo sign per visible façade. The maximum dimension of such sign shall not exceed 3.0m (9.8 ft.) in vertical and horizontal direction, parallel to the façade of the building, nor exceed a depth of 0.305m (1.0 ft.)
  - One illuminated business name sign per visible façade shall not exceed 15% of the area of the façade of the building or business premises, whichever governs and shall in no case exceed 40.0 m<sup>2</sup> (430.6 ft<sup>2</sup>) (less the area of any logo sign: see a above).
  - To discourage the use of building facades as billboards a business sign exceeding an area of 10.0 m<sup>2</sup> (107.7 ft<sup>2</sup>) and 1.5m (5.0 ft.) in height, shall be limited to individual letters or shapes.



## 8. LIGHTING

- 8.1 Outdoor lighting provided for security, display or attraction purposes for any development shall be arranged so that no direct rays of light are directed at any adjoining site or interfere with the effectiveness of adjacent traffic, and shall comply with the following provisions:
- (a) No light structure shall exceed a height of 7.62m (25.0 ft.);
  - (b) No light shall be attached to a structure above a height of 7.62m (25.0 ft.) along that structure;
  - (c) The developer shall provide a plan indicating the location of all exterior lights, including the projected light patterns in relation to adjacent public roadways and developments; and,
  - (d) No flashing or strobe, or revolving lights, which may impact the safety of motorists using adjacent public roadways, shall be installed on any structure or site.