



Request for Decision	
Meeting Date: July 16, 2024	
Subject: Draft Municipal Development Plan Bylaw No. 2307	
Presented By: Julia Darling, Development Officer	
Motion:	<ol style="list-style-type: none"> 1. That Council give first reading to Bylaw No. 2307. 2. That Council schedule a Public Hearing for Bylaw No. 2307 on Tuesday August 20, 2024, at 7:00pm, at the Edson Civic Centre.
Previous Council Direction:	<ul style="list-style-type: none"> • November 3, 2015 - Regular Council meeting <ul style="list-style-type: none"> ○ Bylaw No. 2172 was given first reading. • December 1, 2015 - Regular Council meeting <ul style="list-style-type: none"> ○ Bylaw No. 2172 was given second reading. • December 15, 2015 - Regular Council meeting <ul style="list-style-type: none"> ○ Bylaw No. 2172 was given third reading.
Background/Analysis:	<p>The <i>Municipal Government Act</i> (MGA) requires that all municipalities in Alberta adopt a Municipal Development Plan (MDP). An MDP provides residents and businesses information on how the municipality will address the current and future needs of the community, including land use, transportation systems, municipal services and environmental considerations.</p> <p>Section 632 of the MGA identifies specific items that an MDP must address including:</p> <ul style="list-style-type: none"> • the future land use within the municipality, • the manner of and the proposals for future development in the municipality, • the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities, • the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and • the provision of municipal services and facilities either generally or specifically. <p>The original MDP Bylaw No. 1864 was repealed and replaced by Bylaw No. 2172 on December 15, 2015, which is the current MDP for the Town of Edson.</p> <p>The Town has received an application for a subdivision. The applicant has applied to the Town of Edson and Yellowhead County to amend the Bench Creek Area Structure Plan, namely, to change the Plan Area by adding NE 19-53-17-W5 to the Plan Area. Section 638 of the Municipal Government Act, R.S.A. 2000, c. M-26, as amended, requires that all statutory plans must be consistent with each other. As the MDP includes information showing the Plan Areas of the approved ASPs within</p>

	<p>the Town of Edson and Yellowhead County, an amendment to the MDP is required to provide continued consistency between the statutory plans.</p> <p>Draft Bylaw 2307 (attachment #1) amends the Town of Edson's Municipal Development Plan Bylaw to reflect a revised Plan Area for the <i>Bench Creek Area Structure Plan</i> and provide a framework for the subdivision and development of single detached dwellings within the <i>Bench Creek ASP</i> Plan Area. These amendments include:</p> <ol style="list-style-type: none"> 1. Replacing Map 3 – Existing Land Use to include NE 19-53-17-W5 in the Bench Creek Area Structure Plan Area; and 2. Replacing Map 4 – Opportunities and Constraints to include NE 19-53-17-W5 in the Bench Creek Area Structure Plan Area <p>Amendments to the Town's Intermunicipal Development Plan Bylaw 2276 (proposed draft Bylaw 2306) and the Bench Creek Area Structure Plan Bylaw 2079 (proposed draft Bylaw 2309) are also required to facilitate the expansion of the Bench Creek ASP.</p>
Legislation/Authority:	<i>Municipal Government Act</i> , RSA 2000, c. M-26, s632, s692
Strategic Plan Alignment:	 Providing Effective Leadership and Community Engagement
Financial Implication:	None.
Public and Stakeholder Engagement:	A Public Hearing will be held for community engagement.
Alternative(s):	1. Council could provide alternate direction to Administration.
Attachment(s):	Attachment #1 - Draft Bylaw No. 2307 Attachment #2 - Bylaw No. 2172 Municipal Development Plan - Redline Attachment #3 - Updated Maps
APPROVALS:	
Reviewed By:	Julia Darling, Development Officer Christine Beveridge, Chief Administrative Officer Chris Chapates, General Manager, Corporate Services



TOWN OF EDSON BYLAW NO. 2307

A Bylaw of the Town of Edson in the Province of Alberta, pursuant to the provisions of the *Municipal Government Act*, RSA 2000, c. M-26, and amendments thereto, to amend Bylaw Number 2172, the Town of Edson Municipal Development Plan.

WHEREAS Section 632 of the *Municipal Government Act* requires that a Council must adopt a Municipal Development Plan;

AND WHEREAS the Town of Edson has adopted Bylaw 2172, Municipal Development Plan, in accordance with Section 632 of the *Municipal Government Act*;

AND WHEREAS Section 191 of the *Municipal Government Act* states that a Municipal Council may amend the Municipal Development Plan;

AND WHEREAS the Council of the Town of Edson wishes to amend the Municipal Development Plan Bylaw as it affects certain lands;

NOW THEREFORE the Council of the Town of Edson, in the Province of Alberta, amends the Town of Edson Municipal Development Plan Bylaw 2176, as amended, is further amended as follows:

1. Map 3 – Existing Land Use is revised to include the portion of Lot 1, Block 2, Plan 002-1462 and NE 19-53-17-W5 within Yellowhead County into the *Bench Creek Area Structure Plan Area*;
2. Map 4 – Development Opportunities and Constraints to show the show the portion of NE 19-53-17-W5 within Yellowhead County and being affected by the Bench Creek ASP; and
3. The entire Land Use Bylaw is revised to correct minor formatting, spelling, and grammatical errors, where the correction will not impact the interpretation or intent of the regulations therein.

TOWN OF EDSON BYLAW NO. XXXX

This Bylaw shall come into effect upon third reading of Bylaw 2309 and the passage of a corresponding Bylaw amending the Bench Creek Area Structure Plan passed by the Council of Yellowhead County.

READ a first time this ____ day of ____, 20__.

READ a second time this ____ day of ____, 20__.

READ a third time and finally passed this ____ day of ____, 20__.

Mayor Kevin Zahara

Christine Beveridge, CAO

BYLAW NO. 2172

A Bylaw of the Town of Edson in the Province of Alberta, for the purpose of adopting a new Municipal Development Plan.

WHEREAS Section 632 of the Municipal Government Act requires a municipality to adopt a Municipal Development Plan.

AND WHEREAS the Town of Edson currently has a Municipal Development Plan adopted as Bylaw No. 1864, and amendments thereto.

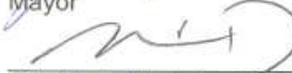
AND WHEREAS it is deemed expedient to adopt the revised Town of Edson Municipal Development Plan to replace the Municipal Development Plan, and amendments thereto;

NOW THEREFORE the Municipal Council of the Town of Edson, duly assembled, hereby enacts as follows:

1. That this Bylaw may be cited as "Town of Edson Municipal Development Plan Bylaw".
2. That the Town of Edson Municipal Development Plan being Schedule "A" attached hereto forms part of this Bylaw.
3. That the Town of Edson Municipal Development Plan Bylaw No. 1864, and amendments thereto, are hereby repealed.
4. That this Bylaw shall have force and take effect on January 1, 2016.

READ a first time this 3rd day of November, 2015 AD



Mayor


Chief Administrative Officer

READ a second time this 1st day of December, 2015 AD



Mayor


Chief Administrative Officer

READ a third time and finally passed this 15th day of December, 2015 AD



Mayor


Chief Administrative Officer

Schedule "A"

**Town of Edson
MUNICIPAL DEVELOPMENT
PLAN**

Bylaw 2172

January 1, 2016

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Maps

1. Edson Aerial Photo 2014
2. Existing Topography and Drainage
3. Existing Land Use 2015
4. Opportunities and Constraints
5. Future Land Supply
6. Future Land Use Concept
7. Federal Airport Regulations
8. Future Annexation Directions
9. Proposed Roadway Improvements

Supporting Documents (under separate cover)

- ❖ 2007 Intermunicipal Development Plan
- ❖ AECOM Municipal Servicing Plan Update Study, 2011
- ❖ Community and Social Needs Assessment, 2014
- ❖ Community Planning Telephone Survey, 2014 (The Praxis Group)
- ❖ Concept Plan for Beautification Of Highway Corridors and Streetscapes, 2005
- ❖ Economic Base Analysis, 2014 (Urbanics Consultants Ltd.)
- ❖ Edson West Area Structure Plan
- ❖ Indoor Facility Study (2006)
- ❖ Intervistas Consulting Group, Commercial Air Service Feasibility Assessment, 2012
- ❖ MDP Public Engagement Program Summary 2014-2015
- ❖ Offsite Levy Bylaw 2135, and amendments thereto

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1. HOW TO USE THIS DOCUMENT

1.1 How to Interpret Each Part of the Document

Section 1 of the Municipal Development Plan (MDP) is the Introduction. It identifies the process and Provincial requirements that the MDP must deal with as a bylaw under the *Municipal Government Act* (MGA). It also sets out the broad scope and social, economic, political and environmental challenges before the Town of Edson (Town) today.

Section 2 is entitled MDP Guiding Principles. It outlines the guiding principles, goals and vision that was assembled after consultation with the Edson community, Town officials and non-governmental organizations.

Section 3 is entitled Growth Management. It describes areas of Town for the expansion of residential and non-residential land uses at some point in the future. The policies in this section are to be applied in preparation of Area Structure Plans (ASP), Area Redevelopment Plans (ARP), Conceptual Schemes and Subdivisions, and may be implemented through specific regulations in the Land Use Bylaw (LUB).

Sections 4 to 12 inclusive contain context, objectives and policy for specific land use and community planning considerations for Future Municipal Statutory Plan Policy making.

Section 13 is entitled Plan Implementation. This part itemizes the specific tasks that the Town needs to undertake to bring the 25 year Vision (See Appendix 2) to the end result. It is in the form of a prioritized table that describes required projects and processes but does not set a timeline for those items.

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1.2 Legislative Requirements

The must and may requirements for an MDP are found in Section 632 of the MGA which, in part states:

A MDP must:

- *address the future land use within the municipality;*
- *address the manner of and the proposals for future development in the municipality;*
- *address the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities;*
- *address the provision of municipal services and facilities either generally or specifically;*
- *contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities;*
- *contain policies respecting the provision of Municipal Reserves (MR), School Reserves (SR) or Municipal and School Reserves (MSR), including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirements in consultation with affected school boards; and*
- *contain policies respecting the protection of agricultural operations.*

A MDP may:

- *address any other matter relating to the physical, social or economic development of the municipality;*
- *address environmental matters within the municipality;*
- *contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, goals, objectives, targets, planning policies and corporate strategies.*

In 2007, the Town and Yellowhead County (County) adopted an Intermunicipal Development Plan (2007 IDP). It is also important to note that all Plans must be consistent with the MDP and each other. The 2007 IDP will need to be amended to be consistent with this MDP.

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1.3 MDP Scope

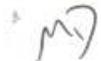
What does the MDP actually do? It guides future decision making by Council, administration and staff. The MDP is intended to govern the Town's overall urban direction for a 25 year planning horizon to 2040. It is a broad, conceptual framework which gives direction for other, more detailed, planning tools such as ARPs, ASPs, subdivision designs, etc. The MDP should be viewed as a guide for growth and development rather than a rigid path to be followed. Supporting documents to this MDP address both the issues of today and look ahead to future challenges. The MDP should not be viewed as a static document; it should be reviewed and amended in light of more in-depth studies and future changes in the community.

The MDP is also an economic development tool that can provide a framework within which investment decisions can be made. The plan promotes orderly development and appropriate land use patterns that inform business decisions and demonstrates the long term commitment to planning by the Town. The MDP should be used to promote the Town and be part of the corporate economic development strategy.

1.4 MDP Public Consultation Process

The MDP public input process took place over the time period of 2014 and 2015. It included a total of four public meetings/open house events, as well as extensive interviews with individuals and several separate interest groups on a broad cross-section of issues relevant to the MDP's mandate. The draft MDP concepts were released in April 2015. Thereafter, the public had the opportunity to examine the key issues and make their comments known to the Town. The combination of public input and technical information influenced the vision and the policies of this MDP.

For a more detailed review of the public input, please refer to the "Town of Edson Public Engagement Program Summary 2014-2015", located in the Supporting Documents.



2. MDP GUIDING PRINCIPLES

2.1 Introduction

Since the last MDP review in 1998, the Town has experienced significant changes. There is a need to update policy statements to reflect statutory documents, specifically the 2007 IDP and recent ASPs. The Town population is projected to grow at a similar rate (1%) over the 25 year planning horizon to 2040 as it has in the past decade. The Town will also require upgrading of its core water, sewer and stormwater infrastructure as development proceeds. There is an opportunity to expand the commercial and industrial tax base to increase the proportion of nonresidential tax assessment; however, this will require new servicing capacity.

2.2 MDP Guiding Principles

The 2015 MDP was derived from community consultation; and a review of existing municipal policies, opportunities and constraints. Social, economic, political and environmental conditions constrain the capacity of the municipality to achieve all the goals desired by all residents and interest groups. However, the Town has the capacity to look ahead and build on planning principles within their control.

The following principles guide the overall MDP strategic philosophies and direction for the next 25 years. They have been distilled from input from the public, landowners, Town administration and Council during the MDP consultation process.

1. Continue to work collaboratively with the County and the Provincial government to enhance Edson's ongoing sustainability as a regional municipality.
2. Integrate the existing 2007 IDP and existing Town statutory plans into the MDP and implement amendments where necessary with the cooperation of the County.
3. Prepare future land use plans for the entirety of the remaining undeveloped lands within the existing Town boundaries.
4. Provide sufficient flexibility in land use policy to encourage commercial/industrial opportunity.
5. Pursue a goal of 65/35 proportion of residential/non-residential assessment over the long term from the current proportion of 72/28.
6. Improve long term utility servicing capacity as the key public service priority in a planned, stepwise manner and within the limits of affordability.
7. Encourage piped water and sewer servicing and a subsequent infill strategy for existing residential areas with a cooperative and transparent redevelopment planning process.
8. Pursue a long term strategy for piped water and wastewater servicing for all lands within the Town.
9. Encourage the development of a variety of housing styles and innovation that more closely meets the needs of Edson's permanent and non-permanent ("shadow") population.
10. Improve parks and other recreation facilities within financial capabilities.
11. As development proceeds, prioritize pedestrian trail development in future land use plans as a low-cost, high impact public amenity opportunity.
12. Pursue opportunities to bring scheduled flights to the Edson Airport.
13. Undertake Downtown enhancement strategies with demonstrated support for the process by the public and business owners.
14. Support and identify opportunities for improved senior services and housing.
15. Enhance clarity of land use policy for land developers and individual homeowners wishing to improve their properties.
16. Encourage the ongoing review of Town development policies and procedures with the intent of streamlining approval processes and adjusting development charges over time.
17. Formally document municipal land use planning projects and prioritize them annually.
18. Ensure the core infrastructure is evaluated, then progress can be measured and risks clearly identified.

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3. GROWTH MANAGEMENT

3.1 Introduction

Edson is a regional centre that is part of a regional economy together with the surrounding County. Global economic competition touches all parts of our economies, altering money flows and employment patterns. Edson has a resource-based economy that is sensitive to an economy based on oil and gas extraction, mining and logging.

New relationships between governments and fluctuating funding sources are forcing innovative ways of operating. The escalating costs of capital projects and operating expenses require the Town to manage its infrastructure and service requirements in a cost effective manner. As a result, growth management strategies for the next 25 years will require continued collaboration amongst the County, provincial government and land developers to ensure future stability and growth in the regional economy.

Since 1998, the community has undergone demographic and structural change. There has also been a higher expectation for public input. Societal thinking has also evolved, and has been more focused on Environmental concerns that call for long term remediation.

With the foregoing trends in mind, Section 3 of this MDP examines current land use conditions and projects future land use planning exercises for Edson over the next 25 years.

3.2 Future Land Supply (Map 5)

3.2.1 Context

Future Land Supply Map 5 shows an inventory of currently vacant

- Industrial Land, shown in purple, numbers 7 and 8;
- Residential land, shown in yellow, numbers 9 to 20; and
- Business Commercial Light Industrial (BCLI) Land, shown in red, numbers 1 to 6

that may be suitable for future Town development to the 2040 MDP time horizon. Before these and other clusters of land are comprehensively developed, more study is needed to assess the true development potential through the preparation of future ASPs and/or concept plans.

The table below estimates that, depending on the density, the residential serviceable lands to 2040 could house approximately an additional 11,000 population on 275ha – more than double the current population. The Town also has approximately 250ha of potential BCLI zoned land that needs to be serviced to reach its full potential.

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Edson Future Land Supply Capacity, 2015

Future Growth Area (Map 5)	Estimated Developable Residential and Commercial/ Industrial Land Within Edson Town Boundaries 2015			
	Projected Population ¹	Potential Dwelling Units ⁴	Potential Gross Residential ² Area	Industrial/ Commercial ³ Area
1				59.46ha (146.93ac)
2				43.31ha (107.01ac)
3				22.17ha (54.77ac)
4				37.60ha (92.92ac)
5				35.26ha (87.13ac)
6				9.50ha (23.48ac)
7				26.40ha (65.25ac)
8				28.70ha (70.93ac)
9	906	362	22.64ha (55.95ac)	
10	914	366	22.86ha (56.49ac)	
11	2030	812	50.75ha (125.40ac)	
12	538	215	13.45ha (33.24ac)	
13	797	319	19.92ha (49.22ac)	
14	1210	484	30.26ha (74.76ac)	
15	1163	465	29.08ha (71.85ac)	
16	733	293	18.33ha (45.29ac)	
17	420	168	10.50ha (25.94ac)	
18	809	324	20.22ha (49.97ac)	
19	429	172	10.73ha (26.51ac)	
20	2016	806	50.39ha (124.51ac)	
Total	11,965	4,786	299.13ha(739.13ac)	262.4ha (648.42ac)

Notes:

- 1 Assumes a minimum population of 40 persons per gross hectare. Developable area to be reduced at development stage due to undevelopable areas (such as ER), additional linear right-of-ways or land use other than residential.
- 2 Does not include land or populations identified in Future Land Supply map as "Future Concept Plan", "Future ARP Area" or potential mixed-use residential projects along the proposed Central Commercial ARP along the Hwy 16 commercial couplet.
- 3 Does not include serviceable Industrial land south of CN Rail line due to geotechnical uncertainties.
- 4 Based on average occupancy of 2.5 persons per dwelling unit (2011 census).

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3.3 Municipal Development Costs and Priorities

3.3.1 Context

As growth continues, Edson must construct or upgrade roads, piped water, wastewater and storm water facilities. Therefore, new subdivision and development must share the costs of the growth it generates. In 2013, Edson passed an Offsite Levy Bylaw and policy.

Offsite Levies provide a mechanism for municipalities to help fund capital costs for infrastructure improvements required for new development. The Offsite Levy rates are calculated by area to ensure each development bears an equal share of costs associated with the needs of a specified area.

At this time, approximately \$81.5 million has been identified as the cost of infrastructure development and upgrades over the long term. The Town recognizes that there may be special cases where exemption or deferral of Offsite Levies is warranted.

Public input to the MDP generally spoke favorably for the provision of more parks, trails, recreation facilities and cultural facilities. At the same time, Town Council recognizes that basic infrastructure - roads, water supply and wastewater treatment, etc. are fundamental to the well-being of the community. As such, Town policy will attempt to balance community needs and infrastructure requirements as budgets allow.

3.3.2 Objectives

- To ensure that basic infrastructure such as roads, piped water, piped sewer and stormwater management remains a priority consideration in municipal budgets.
- To recognize the importance of recreational and cultural facilities and the sense of community it provides and do so within budgetary realities.
- To increase the proportion of non-residential tax assessment when compared to the residential tax base.
- To periodically examine flexible options for the application and payment of Offsite Levies.
- To periodically examine infrastructure standards and priorities for efficiencies that may arise in the implementation of new projects.

3.3.3 Policies

- a) The Town shall review the 2011 Municipal Servicing Plan.
- b) The Town shall continue to implement Offsite Levies as required to help fund basic core infrastructure as identified in the Town Offsite Levy Bylaw 2135, and amendments thereto.
- c) The Town shall pursue a goal of 65/35 proportion of residential/non-residential assessment over the long term from the current proportion of 72/28. This may include marketing of available commercial/industrial properties within the Town; improving community services provided by the Town to attract and retain stable, long term employees; developing economic incentives to attract businesses to meet a slowed down retail demand; improving transportation and communication networks within the Town for currently vacant land; and servicing of vacant land with piped water and sewer services.




4. FUTURE MUNICIPAL STATUTORY PLAN POLICY (MAP 6)

4.1 Overall Land Use and Statutory Plan Policy

4.1.1 Context

The Town has established a process for the evaluation of lands suitable for future subdivision and development. This section identifies an overall terms of reference for statutory and concept plans to provide for informed and timely decision making on subdivision and development permit applications. The Plans may be prepared by the Town or landowners or in some cases, jointly.

The Future Land Use Concept (Map 6) identifies specific areas suitable for more detailed ASPs or ARPs. Statutory Plans are essential tools, authorized by the MGA to facilitate efficient subdivision and development applications. Future statutory plans are prepared to determine how best to prioritize and expand municipal infrastructure.

The MDP proposes the following statutory and concept plans to be undertaken during the life of this MDP:

- Grande Prairie Trail ARP (Section 4.2)
- Central Commercial ARPs (Section 4.3)
- Revised Edson West ASP (Section 4.4)
- South Industrial ASP (Section 4.5)
- North Boundary ASP (Section 4.6)
- Creekside ASP (Section 4.7)
- Glendale ASP (Section 4.8)
- Northwest Concept Plan (with potential for conversion to an ASP, Section 4.9)

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4.1.2 Objectives

- To determine the direction and phasing of future growth to the extent of the existing Town boundaries.
- To create certainty of land use within future planning areas for purposes of land development and municipal servicing.
- To provide enough serviced land to accommodate expected growth to 2040 and beyond.
- To promote the economic, safe and efficient use of land.
- To promote and enhance significant natural features of the environment.

4.1.3 General Policy Provisions

- a) The Plans identified in Map 6 of this MDP are intended to be prepared by either the Town, County, or land developers (or any combination of the three) in those Plan areas including and/or adjacent to the County. In cases where the Town does not prepare the Plan, landowners may prepare the Plan subject to the requirements of the MGA and to the Town's satisfaction.
- b) The following information items are considered important for the Development Authority to determine the suitability of the land for the use intended and may include but are not limited to:
 - i. Existing and proposed land uses;
 - ii. Transportation systems, including all arterial, collector and local roads; pedestrian facilities, corridors and linkages;
 - iii. The sequence of development proposed for the area (Concept phasing);
 - iv. Proposed Environmental Reserve (ER) and MR dedications and, if applicable, environmental reserve easements and conservation easements;
 - v. Population density;
 - vi. A Biophysical Assessment, Geotechnical Report and any required flood risk mapping where, in the opinion of the Town, such assessments are considered relevant and prudent;
 - vii. A proposed development concept with contours to a minimum 2m interval;
 - viii. Statements of conformity with other Municipal Plans and policies;
 - ix. Technical reports where the scale of impacts may warrant infrastructure studies such as a Transportation Impact Assessment (TIA), conceptual stormwater management plans and/or Phase 1 Environmental Site Assessment (ESA) to determine presence of on-site hazardous materials;
 - x. A map indicating the natural and man-made constraints to development;
 - xi. The range of proposed population densities;
 - xii. The range of proposed housing types and the demographic patterns that will result;
 - xiii. Utility servicing systems, including any proposed conceptual stormwater management facilities;
 - xiv. Proposed areas for wetland compensation; and/or
 - xv. Policies necessary to support implementation of the Plan;
 - xvi. Any additional information required to clarify the proposed plan.
- c) Development shall have consideration for protecting desirable environmental features including drainage basins and existing vegetation.



- d) Development of lands considered unstable or flood prone shall not be permitted unless supported by geotechnical evidence prepared by a qualified engineer that shows the land to be suitable for the proposed development.
- e) Public utilities and transportation infrastructure needed to service a new subdivision or development shall be provided at the expense of the developer, with the exception of those projects covered under Offsite Levies.
- f) Where applicable, Community Revitalization Levies and Redevelopment Levies will be imposed in accordance with the MGA.
- g) All new public areas and facilities are to be designed to accommodate persons with physical disabilities.
- h) Minor boundary changes, as shown on Map 6, may be made by the Town without an amendment to the MDP.
- i) Crime Prevention Through Environmental Design (CPTED) principles for parks, trails, commercial, industrial, and public spaces may be utilized.
- j) The Town shall prepare a strategy for the manner of public engagement during the preparation of each Statutory Plan and Concept Plan. An intensive public engagement process should be undertaken that engages landowners and business owners, but also reaches out to the community as a whole.
- k) Where a Concept Plan is proposed for an individual property and it is contained within a larger Statutory Plan area identified in Map 6, the Concept Plan shall be identified as a 'Neighborhood Concept Plan' (NCP). The purpose of preparing a NCP is to provide a more comprehensive understanding of the implications of future multi-parcel subdivision and development on the subject parcel as well as how that concept plan affects surrounding lands and municipal infrastructure.
- l) The Town may consider the preparation of a NCP if the larger Statutory Plan area as identified in Map 6 has not been approved or is not likely to be prepared by the Town in a timeframe that accords with intentions of landowner(s) application timelines.
- m) The level of detail of a NCP should be appropriate to the size and scale of the proposed application.
- n) The NCP may be required to identify logical future road and stormwater connections to the remaining community.
- o) The Town may approve a NCP as a resolution of Council.
- p) Upon 3rd reading of a Statutory Plan area as identified in Map 6, any NCP within it shall be incorporated into the larger Plan area and the NCP shall be rescinded by resolution of Council.
- q) Any development in the vicinity of a sour gas pipeline or facilities shall be required to meet the minimum setbacks established by the Alberta Energy Regulator.
- r) Any other suggestions or requirements of the MGA.




4.2 Grande Prairie Trail (GPT) ARP

4.2.1 Context

The Grande Prairie Trail (GPT) ARP area as identified in Map 6, was the Hamlet of Grande Prairie Trail prior to its annexation into the Town in 1984. The parcels within the newly annexed area were serviced by individual water and sewer on a variety of parcel sizes. Over time, piped water and sewer was extended to some parcels but many parcels remain with on-site servicing (wells, septic tanks) on each lot. In the past, the Town has provided cost estimates for connection to piped water and/or sewer servicing for individual lot owners. In many cases, the cost of servicing these lots on an individual basis was not considered economical.

During the public engagement component of this MDP, area landowners expressed support for a comprehensive planning exercise that would examine the feasibility and cost efficiencies of comprehensively servicing the GPT ARP area with piped water and sewer. A comprehensive servicing scheme would be accompanied by future land use designs for infill residential subdivision. Landowners also expressed a desire to be actively engaged in the plan terms of reference, plan preparation and plan implementation process. Therefore, a strong landowner engagement process will promote community support for the plan outcome.

4.2.2 Policies

The GPT ARP shall be prepared in accordance with the following as well as the General Policy Provision requirements in Section 4.1.3 of this MDP.

- a) Having the objective of improving utilities and enhancing residential infill potential.
- b) The terms of reference is a key component to ensure affected landowners are fully engaged in the content and process. Therefore, the Town may establish a GPT ARP Steering Committee composed of Town representatives and landowner representatives. The final terms of reference shall be reviewed and submitted to Town Council for final approval.
- c) Prepare a comprehensive water and sewer servicing phasing plan.
- d) Prepare an estimate of servicing costs for the overall area and individual landowner costs.
- e) Prepare a future servicing budget and finance mechanisms for landowner payment over time.
- f) Consider servicing alternatives to achieve the objective of full piped servicing for the GPT ARP area.
- g) Consider complementary land uses such as open space, trails, etc.
- h) Prepare a future subdivision plan and policies that provides for flexible subdivision alternatives especially on larger parcels.

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4.3 Central Commercial ARPs

4.3.1 Context

Over time, the Highway 16 couplet between 2nd and 4th Avenues has expanded to accommodate auto-oriented retail commercial, hotel accommodation and secondary commercial uses. These uses provide an important service to regional commerce and also provide a significant proportion of the Town's tax assessment. These uses also require extensive areas for parking and internal circulation, often for large industrial vehicles. Other properties in this Plan area are suitable for redevelopment to a higher intensity as commercial infill.

The Central Commercial ARP Area has experienced a number of storefront vacancies and buildings in need of upgrading. The Town is concerned about the future health of the Central Commercial ARP area and proposes to undertake three separate, distinct ARPs in accordance with the MGA. The Town recognizes that enhancement of the area requires long term focus, adequate resources and most importantly, buy-in over the long term by businesses, landowners and the public. The timing for the preparation of the three ARPs will depend on landowner support for the process and the capacity of landowners, businesses and the Town to make a financial commitment to the sustainability and long term projects.

Some existing business owners are concerned about the potential loss of drive-by traffic in the Town's commercial core with the future construction of the Highway 16 Bypass (Bypass). The existing one way couplet is intended to accommodate a high volume of through traffic. The eventual construction of the Bypass is expected to reduce future volumes of through traffic, thereby creating an opportunity to implement a more pedestrian-oriented streetscape, more and better sidewalks/pedestrian trails, reduced traffic noise from large trucks and more space to improve on-street parking capacity, especially near the Downtown.

Mixed-use buildings are structures that include lower floor commercial and upper floor residential. The current 2nd and 4th Avenue couplet area offers an opportunity to address residential needs for the 'shadow population' as well as an opportunity to encourage a larger residential component to enliven the potential for pedestrian/commercial interaction. The future evolution, growth and well-being of the commercial sector requires the entire Town to reinvent the heart of the community and start on that path well in advance of the Bypass construction. The Central Commercial ARPs are intended as a starting point for a long term Town-wide conversation and action plan.

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4.3.2 Policies

The Central Commercial ARPs are intended to provide objectives, policies and initiatives that are specific to each character area. The Central Commercial ARPs shall be prepared in accordance with the following as well as the General Policy Provision requirements in Section 4.1.3 of this MDP:

- a) The Central Commercial ARPs shall be divided into three character areas:
 - i. Central Business District,
 - ii. West Commercial area and
 - iii. East Commercial area.
- b) Any one of the three Central Commercial ARPs will be prepared at such time as the Town determines there is adequate support for the Central Commercial ARP by landowners and business owners within the Central Commercial ARP area.
- c) Applications for subdivision and development permits within the Central Commercial ARP areas may continue to be processed by the Town in advance of the ARPs being passed.
- d) Bench Creek, Wase Creek, and Poplar Creek, and land within 20m of the top of the bank is considered an important open space, environmental asset and trail linkage. The Town may accept a combination of MR, ER or other designation that ensures public access.
- e) Objectives developed that define the time horizon, implement budget and trigger points for municipal expenditures and revenue collection for the purposes of the Plan area revitalization.
- f) Strategies established to manage and improve the public realm (sidewalks, street furniture, landscaping on public property, guidelines for sidewalk use by storefronts for positive interactions with pedestrians, etc).
- g) Strategies established to manage and improve the private realm (individual storefront improvements, architectural design guidelines, land use flexibility that achieves stated revitalization objectives, parking requirements, etc).
- h) Review and amend as necessary the recommendations prepared by EDA Collaborative Inc. in their document entitled 'Concept Plan for Beautification of Highway Corridors and Streetscapes, 2005'.
- i) Consider the implementation of a Business Revitalization Zone (BRZ) in accordance with the MGA Regulation.
- j) Consider policies to facilitate the construction of 'mixed-use' developments. Policies for this type of consideration may include design guidelines, mixed-use options for independent living for seniors, preferred locations and incentives to encourage development of mixed-use developments.
- k) Review the Highway 16 two-way couplet with respect to future utilization of the road right-of-ways in anticipation of a future Bypass including sidewalk improvements, parking alternatives, enhancement of the road right-of-ways to encourage storefronts with positive pedestrian interaction.
- l) Identify linkages with existing and planned trails to provide pedestrian access from as many sectors of Town as possible.
- m) The Town may conduct a parking utilization/needs assessment to better determine parking demand and intensity patterns over defined time periods.
- n) The Town may prepare an existing land use inventory of potential infill and underutilized parcels.
- o) A cultural component to support retail and entertainment use that attract people to the Downtown area should be included.
- p) Any other matter the Town considers relevant.

4.4 Revised Edson West ASP

4.4.1 Context

The Town and County have approved the (joint) Edson West ASP. The Edson West ASP was prepared in accordance with the 2007 IDP. The Edson West ASP Plan boundaries included a total of 1019ha (2518ac) of which approximately 311.76ha (770.38ac) falls within the Town boundaries.

During the Edson West ASP preparation, a 2011 AECOM Municipal Servicing Plan Update Study was also prepared. This engineering study provided a comprehensive review of the Town's water, sewer and stormwater management infrastructure and identified upgrades to meet future plan projections identified at that time.

The Edson West ASP specifically recognized the potential for future infrastructure improvements by the Town to service this area. The Town is considering the construction of a major servicing initiative to parcels within the Town portion of the Edson West ASP, other parcels in the Town adjacent to the current Edson West ASP, and oversizing the sewer main to accommodate future County use.

The Town is also considering a more detailed future land use strategy within the Edson West ASP to better define and expand long term retail commercial and mitigate the potential for commercial/industrial land use conflicts in the Edson portion of the Edson West ASP. Part of this investigation includes completing a market demand analysis for a block of highly visible land along Highway 16 as well as careful consideration of how this area can best contribute to the long term future economic development of the region and tax assessment of the Town.

An additional, more detailed study, will also need to be completed to allocate LUB districts to blend the area effectively; the detailed study would include:

- market demand for each type of use,
- marketing strategies to attract a preferred mix of commercial industrial users,
- more precise allocation of land use types to various development cells within the ASP area,
- commercial versus industrial exposure opportunities to Highway 16,
- water, sewer and stormwater servicing concepts,
- detailed road access plans, and
- Highway vicinity landscaping and design guidelines that should be applied to each type of land use.

The MDP directs the Town to prepare a Revised Edson West ASP to further clarify alternative land use opportunities and to update the existing Edson West ASP with respect to future servicing strategies, specifically for land within the Town boundaries. This Revised Edson West ASP would include additional lands in Edson deemed related to future servicing and development opportunities.

4.4.2 Policies

The Revised Edson West ASP shall be prepared in accordance with the following as well as the General Policy Provision requirements in Section 4.1.3 of this MDP.

- a) Amendments to the 2007 IDP shall be proposed in coordination with the County to ensure consistency between the Town MDP, County MDP, the Revised Edson West ASP and the 2007 IDP.
- b) The allowable uses and regulations of the existing BCLI district of the Town LUB and its' application in specific locations shall be reviewed.
- c) A professionally prepared market demand analysis shall be completed to estimate the short, medium and long term demand for retail commercial in the vicinity of the Highway 16 interchange area. The market demand analysis may also include consideration of commercial land supply and future demand potential along the entire existing Highway 16 couplet within the Town.
- d) Applications for subdivision and/or development within the Revised Edson West ASP area may continue to be processed by the Town in advance of the ASP amendment. However, the Town may require the applicant to prepare a NCP that will demonstrate how the proposed subdivision and/or development will be integrated with existing adjacent land uses, the future road network, municipal and franchise utilities and trails/open space.
- e) The existing residential component, currently zoned Direct Control (DC), may remain as residential land use subject to the Discretion of the Development Authority in consultation with landowners.



4.5 South Industrial ASP

4.5.1 Context

Much of the South Industrial ASP land area is constrained by muskeg soils between one and greater than 3m in depth. A comprehensive geotechnical borehole test program has not been undertaken to determine the actual depth of muskeg and soil composition. Future developability or other uses of this land needs to be assessed in light of these soil constraints.

The Town is also considering the extension of a wastewater trunk sewer that would connect the lands in the Edson West ASP eastward to Landfill Road (54 Street). This trunk line has the potential to service much of the South Industrial ASP area.

Trains using the CN rail line create delays for road traffic across the rail line at 63rd Street and Landfill Road. As such, the Town is considering the possibility of construction of an alternative access into the South Industrial ASP area by way of Range Road 172 south of the Golf Course Road and then westward along the Township Road 532 right-of-way. Actual construction of this alternative access road would be subject to municipal budget priorities, partnerships with future development initiatives, geotechnical testing, piped servicing potential, anticipated demand for industrial use, and consultation with Alberta Transportation and the County.

The 2007 IDP has identified this area as part of the urban fringe. While the 2007 IDP identified constraints to developments based on the presence of muskeg, it did not assign a future land use plan to be established for this area.

4.5.2 Policies

The South Industrial ASP shall be prepared in accordance with the following as well as the General Policy Provision requirements in Section 4.1.3 of this MDP.

- a) Bench Creek and land within 20m of the top of the bank is considered an important open space, environmental asset and trail linkage. The Town may accept a combination of MR, ER or other designation that ensures public access.
- b) A comprehensive geotechnical review shall be undertaken, including multiple boreholes to better assess soil conditions and the ultimate developability of the site.
- c) Applications for subdivision and/or development may continue to be processed by the Town in advance of the South Industrial ASP. However, the Town may require the applicant to prepare a NCP that demonstrates how the proposed subdivision or development application will be integrated with existing adjacent land uses, the future road network, utilities and trails/open space.

4.6 North Boundary ASP

4.6.1 Context

The North Boundary ASP area is surrounded by the Town boundary on the north, by the Hillendale ASP on the east, by developed land and the Johnson Estates ASP on the south and the future GPT ARP on the west. These boundaries form a logical developable area for the last remnant of land in the north central part of Edson.

4.6.2 Policies

The North Boundary ASP shall be prepared in accordance with the following as well as the General Policy Provision requirements in Section 4.1.3 of this MDP.

- a) The North Boundary ASP should encourage a mixture of residential uses that addresses existing and future housing needs including seniors housing, multi-family and rental units.
- b) Wase Creek, Poplar Creek, and land within 20m of the top of the bank, is considered an important open space, environmental asset and trail linkage. The Town may accept a combination of MR, ER or other designation that ensures public access.

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4.7 Creekside ASP

4.7.1 Context

The land located west of 63rd Street and north of Bench Creek in SE20 and NE17-53-17 W5M is proposed as the future Creekside ASP. The 2011 AECOM Servicing Plan Update Study identified a south portion of the plan area for future residential development but did not include any of the other lands in the study area boundaries shown on Map 6.

As noted in Section 9 of this MDP, a business case for the support of a new air service at the Edson Airport is currently being assessed. With this in mind, airport type uses in proximity of the Edson Airport would be of benefit. The Town is currently contemplating the benefits and challenges of a more detailed future land use strategy for undeveloped lands adjacent to the Airport. Part of this investigation may include a market demand analysis for those undeveloped lands as well as careful consideration of how this area can best contribute to the long term future economic development of the region and tax assessment of the Town.

Currently, an unnamed intermittent drainage flows southward to join with Bench Creek just north of the Edson Airport. This natural drainage has the potential to serve as a pedestrian trail link as well as a natural drainage conduit. Market demand and the ability to provide municipal servicing capacity will determine timing of development on the site. In addition, geotechnical testing will be required to assess the developability of the land with respect to soil conditions.

4.7.2 Policies

The Creekside ASP shall be prepared in accordance with the following as well as the General Policy Provision requirements in Section 4.1.3 of this MDP.

- a) A mixture of residential uses should be encouraged that addresses existing and future housing needs including seniors housing, manufactured housing, multi-family, single family, neighborhood commercial and rental units.
- b) The intermittent drainage that flows southward to join Bench Creek, and Bench Creek just north of the Edson Airport and land within 20m of the top of the bank, is considered an important open space, environmental asset and trail linkage. The Town may accept a combination of MR, ER or other designation that ensures public access.
- c) Topographical, geotechnical and soil assessments shall be included.
- d) The Impacts of fragmentation by pipeline right-of-ways to development potential shall be included.
- e) A long term municipal cost/benefit assessment of residential versus non-residential uses shall be included.
- f) A future transportation network including expected roadway cross-sections shall be included.
- g) An assessment of the potential for long term municipal provision of piped servicing shall be included.
- h) An assessment of the potential for land use conflicts between residential and nonresidential uses shall be included.

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4.8 Glendale ASP

4.8.1 Context

The Glendale ASP land area is located south of the west end of the Edson Airport and east of the 75th Street road right-of-way. It contains approximately 22ha of vacant land under three separate land owners. Development of the original parcel included a private school; and the proposed church property is in the process of being subdivided out. The 2011 AECOM Servicing Plan Update Study did not include any of the other lands in the study area boundaries shown on Map 6, but it would be serviceable by sewer with the extension of the west trunk service line at such time as it is constructed. It is assumed that additional water capacity would be required to allow full development of the site.

4.8.2 Policies

The Glendale ASP shall be prepared in accordance with the following as well as the General Policy Provision requirements in Section 4.1.3 of this MDP.

- a) The Glendale ASP should encourage a mixture of residential uses that addresses existing and future anticipated housing needs including seniors housing, single family, manufactured housing, multi-family, neighborhood commercial and rental units.

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4.9 Northwest Concept Plan

4.9.1 Context

The Northwest Concept Plan area encompasses approximately 5 quarter sections as shown on Map 6. The 1998 Edson MDP designated the majority of these lands "R1" for Residential Low Density - Unserviced use while the LUB district is currently zoned Urban Reserve (UR). This meant that subdivision and development of the land was designated for estate residential lots with a minimum parcel size of 2.0ha and on-site water and sewer services (private water wells and private holding tanks). The 1998 policy recognized existing development constraints and determined that low density residential offered an opportunity to develop the land while still working around the development constraints.

The 2007 IDP conformed to the 1998 MDP policy for estate residential and directed that one or more ASPs would be required before further residential subdivision applications were approved. During the preparation of the 2015 MDP, the Town is prepared to reconsider alternative future uses for the undeveloped land in the Northwest Concept Plan area in respect of the following rationales:

- The area is fragmented by linear infrastructure including oil and gas pipelines and transmission power lines thereby complicating residential development potential.
- A significant portion of the landscape contains rolling topography, significant drainage and muskeg in excess of 3m in depth thereby further fragmenting the land.
- Existing industrial uses are located (in the County) to the west and south, thereby providing an opportunity for future industrial uses that may not require servicing in the near term but may be re-subdivided with piped servicing over the long term.
- Long term subdivision into industrial uses with on-site servicing provides greater opportunity for a net benefit in terms of tax assessment.
- Residential land use at an urban density and with piped water and sewer in an urban municipality is typically a 'terminal subdivision' (no further subdivision into smaller residential lots).
- Retaining urban density as a Town policy reduces the potential for conflict with respect to piecemeal re-subdivision of multi-acre, unserviced residential parcels into smaller parcels.
- The general area contains estate-size residential parcels on the north and south ends of the Plan area boundary.

The area is designated as a Concept Plan (to be adopted as a resolution of Council) rather than a statutory plan (adopted as a bylaw) in recognition of the expected long term development horizon and the multiple future land use options as new opportunities arise. The purpose of this North West Concept Plan is to provide a generalized overview of existing development considerations to better assess future subdivision or development applications. As the social, environmental and economic conditions change over time, a concept plan allows the Town to make changes to the plan without the long timelines associated with statutory plan approvals. As the evolution of the area becomes clearer, the Town has the option to convert the Concept Plan into a more detailed ASP, including a public hearing as required by the MGA.

While most of the area is zoned UR, a portion of the NW & SW 20-53-17 W5M is designated in Map 6 of this MDP as Priority Serviced Residential. This designation is generally east of the identified muskeg constraints shown in Map 4 and is adjacent to existing and future residential areas. Future investigation will better clarify the boundary of the muskeg.

4.9.2 Policies

The Northwest Concept Plan shall be prepared in accordance with the following as well as the General Policy Provision requirements in Section 4.1.3 of this MDP.

- a) The Northwest Concept Plan shall not be considered a NCP.
- b) Future subdivision shall not be approved until such time as the Northwest Concept Plan has been approved by Council.
- c) NCPs nested within the Northwest Concept Plan may be approved as a resolution of Council, but not until such time as the overall Northwest Concept Plan has been approved as a resolution of Council.
- d) Bench Creek and land within 20m of the top of bank, is considered an important open space, environmental asset and trail linkage. The Town may accept a combination of MR, ER or other designation that ensures public access.
- e) Topographical, geotechnical and soil assessments shall be included.
- f) The Impacts of fragmentation by pipeline right-of-ways to development potential shall be included.
- g) A long term municipal cost/benefit assessment of residential versus non-residential uses shall be included.
- h) A future transportation network including expected roadway cross-sections shall be included.
- i) An assessment of the potential for long term municipal provision of piped servicing shall be included.
- j) An assessment of the potential for land use conflicts between residential and nonresidential uses shall be included.

4.9.3 Post Policy Action Plan

The Town may direct that, at some point in the future, the Northwest Concept Plan be converted to an ASP complete with more detailed technical studies and public hearing process.

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5. INTERMUNICIPAL COOPERATION AND FUTURE ANNEXATION (Map 8)

5.1 Context

The Town and County recognize their interrelationship within the regional economy. In recognition, the County continues to support the Town through revenue and cost sharing agreements and joint funded projects.

The 2007 IDP establishes a land use framework in the development of the urban fringe. The urban fringe includes roughly 14 quarter sections of land within the Town, and roughly 180 quarter sections within the County. The 2007 IDP also directed the Edson MDP to be amended to ensure conformity with the 2007 IDP. Changes to the MDP may trigger necessary changes to the 2007 IDP. The process to amend the 2007 IDP is set out in Section 8 of the 2007 IDP.

According to estimates provided in the 2014 Economic Base Analysis Study, the Town currently has an adequate land supply for the expansion of the Town to at least 2040. However, future expansion of the Town boundaries must be considered within the urban fringe well beyond 2040. The 2007 IDP identifies policies intended to protect specified County parcels north of the Town for potential annexation by the Town for residential purposes.

The 2007 IDP contains policies to:

- eventually extend piped water and sewer to the west Town boundary and into the County;
- examine alternative potable water sources;
- capitalize on benefits associated with eventual construction of the Bypass;
- jointly prepare a comprehensive ASP in Policy Area 1 to identify the location of a joint venture business park; and
- Jointly, approach and encourage Alberta Transportation to Gazette the Bypass right of way.

These and other 2007 IDP policies provide a solid foundation for continued Intermunicipal cooperation to the benefit of the entire region.

5.2 Objectives

- Continue to enhance cooperation and consultation with the County to improve the regional economy and well-being of residents in each municipality.
- Implement a land use pattern for lands in the urban fringe that are in the long term interests of both municipalities.
- Optimize the mutual benefits of the future Bypass for long term development options.
- Recognize lands in the County that make best sense to consider as Town growth directions.

5.3 Policies

The Town and County shall review and make any necessary amendments to the remaining Policy Action Plan items established in the 2007 IDP including:

- a) The Town and County shall jointly prepare a comprehensive ASP for Policy Area 1 that will identify the location of a joint venture Business Park that will form the first stage of subdivision and development within the area. (Section 9.1.1)
- b) The Town and County will investigate opportunities for municipal revenue sharing as part of a joint venture for developing a Business Park in Policy Area 1. (Section 9.1.2)
- c) The Town and County shall collaborate on developing a brand for the Business Park and a marketing strategy to attract new development that complies with the intent of the comprehensive ASP and the 2007 IDP. (Section 9.1.3)
- d) The Town and County shall form a committee that will involve Alberta Environment and Talisman Energy to consider the feasibility and cost of expanding the Talisman water intake facility on the McLeod River and of constructing a water treatment plant near the intake. (Section 9.1.4)
- e) The Town and County will jointly approach and encourage Alberta Infrastructure and Transportation to gazette the Bypass right-of-way, and shall encourage the Department to revisit the proposed Access Management Plan. (Section 9.1.7)
- f) An IDP Committee shall be established to oversee the IDP. (Section 9.1.10)
- g) The County shall rezone all lands designated Natural Areas/Recreation by the Future Land Use Concept Map 13 Environmental Preservation District under the County's LUB. (Section 9.1.11)

The Town also identified, in this MDP that:

- h) There is a need to cooperate with the County in the protection of long term Town growth directions for the future residential expansion areas identified in Map 8.
- i) There is a need to cooperate with the County in the protection of long term Town growth directions for the future industrial/commercial expansion areas identified in Map 8.
- j) There is a need for the Town to monitor the land supply of serviced and serviceable commercial and industrial land over time and establish an inventory of the amount of land remaining for industrial purposes.
- k) Once the Town determines the inventory has been depleted and the Town determines there is insufficient industrial growth capacity within the existing Town boundaries to meet expected demand over a 20-30 year period, the Town shall consult with the County on the matter of future annexation in accordance with Map 8 of this MDP.

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6. RESIDENTIAL LAND USE

6.1 Context

Over two thirds (67%) of the Town's existing housing stock is 30 years or older (Statistics Canada 2006, 2011). Over time, older homes will be renovated, some sites will be redeveloped and underutilized vacant lots will be infilled. However, the bulk of future Town expansion will be new residential areas and some mixed-use developments in the Central Commercial ARP area. The Town has recently subdivided and serviced approximately 100 new single family lots that are expected to meet local demand into the medium term. A new manufactured home park and/or subdivision may offer an economical entry point into the residential market.

Residential units above commercial units in the proposed Central Commercial ARP area may also encourage pedestrian access to goods and services. To be successful, residential housing style options need to be considered viable for developers and for prospective buyers.

The Town also recognizes the need to provide for accommodation that will:

- house temporary or transient workers,
- provide residential locations for those without access to private vehicles,
- provide more housing options for independent living of senior citizens, and
- create residential designs that accommodates physical disabilities.

The 'shadow population' was mentioned repeatedly during the public engagement component of this MDP. The Town should consider looking into the impacts the shadow population has on the Town.

This MDP identifies future land supply for residential and other land uses in Section 4. These areas, shown on Map 5, will be (re)developed as markets dictate and as expansion of municipal infrastructure allows.

6.2 Objectives

- To encourage a wide range of residential parcels and housing types to meet future community needs.
- To ensure development of well-designed residential neighborhoods.
- To promote upgrading (infrastructure, infill, restoration) of existing older residential neighborhoods.
- To regulate the overall density of development so as to retain the character of the community and achieve a reasonable level of use of municipal services.
- To ensure water recharge areas are protected.

6.3 Policies

- a) Residential areas identified in yellow on Map 5 and Map 6 shall be serviced with municipal piped water and sewer services within an overall stormwater management concept.
- b) Any development in the vicinity of a sour gas pipeline or facilities shall be required to meet the minimum setbacks established by the Alberta Energy Regulator.
- c) Where connection to the municipal water and/or sewer system is not possible, existing vacant or occupied residential parcels with a minimum parcel size of 2ha (5.0ac) or more may be serviced with approved on-site services consisting of only one drilled water well and a sealed sewage holding tank (pump out type). The materials from the holding tank shall not be pumped out to the surface; the materials shall be taken to the Town lagoon for disposal. The well must have a meter for monitoring purposes and the draw of water from the well may not exceed 10,000 imperial gallons per month from the aquifer unless a separate servicing agreement is entered into and caveated to the land.
- d) Where connection to the municipal water system is not possible on existing developed residential parcels, a water meter shall be installed on the well to monitor water consumption. The requirement for a water meter will be phased in upon issuance of a development permit or subdivision approval.
- e) Existing field systems shall be phased out upon the Town issuing a development permit or subdivision approval on the property. The landowner shall either connect to municipal services or install a holding tank, whereby the sewage is pumped out and hauled to the Town lagoon for processing.
- f) All new residential subdivisions serviced with municipal water and sewer shall be designed to achieve an overall density of 15-23 units per gross hectare (6-9 units per gross residential acre). This is consistent with economical, compact development standards but also provides for flexibility to provide for some larger single family residential parcels. Using the 2011 Statistics Canada average of 2.5 persons per occupied dwelling unit in Edson, this is equivalent to 38-56 persons per gross hectare (15-23 persons per gross acre).





- g) The Town encourages subdivision and development permit applications for residential infill parcels that will be connected to municipal piped water and sewer services and where infrastructure capacities are available and the character of the community is met.
- h) The Town should consider undertaking a Housing Needs Assessment Study to establish the type and number of units required for the various demand categories identified in this MDP. Part of the Study should include identification of specific Edson neighborhoods most suitable for targeted rehabilitation of older housing stock.
- i) Higher density development within a residential subdivision should have reasonably direct access to a collector road.
- j) Manufactured home parks shall be located so that they have direct access to a collector road and shall be designed to achieve a character similar to a conventional residential subdivision. This may be achieved by the following methods:
- clustering of units
 - mandatory landscaping
 - proper grading and draining of sites
 - pedestrian circulation systems
 - park and playground development
 - fenced storage lots
 - paved internal roads
 - internal street lights
 - 2 paved parking stalls at each unit
 - other such methods acceptable to the Town
- k) Single wide mobile/manufactured home developments in the R-GR Glenwood Residential District shall be phased out in a reasonable manner. The Town should consider adopting a policy or including the phasing in the LUB.
- l) A policy should be adopted advising the minimum standards of a vacant residential lot.

7. COMMERCIAL LAND USE

7.1 Context

The Future Land Use Concept Map 6 identifies the key commercial lands along the Highway 16 commercial couplet, between 63rd Street and 40th Street. These lands are subject to a future Central Commercial ARP. The purpose of this Central Commercial ARP is to assess and provide guidelines for infill opportunities, evaluate options to revitalize the Central Commercial area and plan ahead for the eventual construction of the Bypass and managing the expected changes in traffic flow.

A mixed BCLI area west of 75th Street is the Town's last remaining developable commercial area for Highway 16 frontage other than a stand-alone parcel east of 40th Street, adjacent to the Hospital. Due to its Highway visibility and its location at the future Highway 16 interchange, this Edson West ASP land is considered valuable for future retail commercial, serviced light industrial and to encourage a higher proportion of non-residential assessment.

The Edson West ASP area is considered as a priority servicing area for municipal servicing. The Town has plans to upgrade the trunk sewer capacity for lands west of 72nd Street. This would provide sewer servicing capacity for this area as well as the future Glendale ASP located south of the Edson Airport and east of the Edson West ASP.

The market demand for each of these types of future land uses has not been formally evaluated. The Town wishes to further clarify how to allocate land for the preferred mix of "finer grained" retail commercial versus the "coarser grained" light industrial uses. Therefore, the Town needs to carefully assess the most beneficial blend of retail commercial, secondary commercial and light industrial use in respect of future road and servicing expenditures, and compare that to potential growth in tax assessment value over time.

Land designated for commercial use in the Central Commercial ARP in Map 6 of the MDP as well as lands that are already developed for commercial have potential for intensification and infill. The proposed Central Commercial ARP will establish guidelines for the infill of these underdeveloped properties.

7.2 Objectives

- To encourage redevelopment and infill of the Town's commercial core into pedestrian friendly people places and a focus of community activity.
- To encourage functional and visual improvements in the Town's commercial uses.
- To best match municipal infrastructure expenditures with future market demand to achieve optimum non-residential assessment base and increase the community's access to commercial goods and services.
- To ensure water recharge areas are protected.

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7.3 Policies

- a) Land in existing commercial districts of the LUB are encouraged to continue commercial infill of underutilized, fully serviced properties.
- b) The Town shall not encourage the random expansion of commercial development into established residential districts. The interface between residential and non-residential properties is a very critical issue. In order to protect the character of residential areas and to stop commercial intrusions, a "hard line" must be drawn and non-residential developments must be required to respect the character and value of their residential neighbors. This line will be established in the LUB, as will the regulations to protect residential properties. Commercial development adjacent to residential districts shall be sited and designed to protect the privacy and amenity of residential properties. Building setbacks and heights, siting of loading and parking areas, and landscaping requirements are some of the tools that may be used to minimize the compatibility challenges in the interface area within the LUB.
- c) Commercial areas identified on Map 5 and Map 6 shall be serviced with municipal piped water and sewer services within an overall stormwater management concept.
- d) Neighborhood commercial developments shall be developed in accordance with the following principles:
 - permitted commercial uses shall be limited to those that directly benefit the surrounding area;
 - commercial sites shall be limited in size so as to retain the scale of the residential streetscape;
 - commercial buildings shall be designed to reflect the character and scale of the residential neighborhood;
 - parking, loading and service areas shall be designed and located to minimize any impact on adjacent properties; and
 - commercial developments shall be permitted to locate only adjacent to an arterial road or collector road.
- e) Signs and billboards for advertising shall be permitted only in accordance with the following principles:
 - Billboards shall be allowed to locate on vacant parcels only;
 - Billboards shall be phased out as the parcels on which they stand are developed in the manner prescribed in the MDP and the LUB;
 - Billboards shall not be included as a permitted use in any land use district in the LUB;
 - The LUB shall regulate the specific siting and design of billboards;
 - Development permits for billboards shall be for a limited term to be established in the LUB.
- f) Development of lands considered to be unstable or flood prone shall not be permitted unless supported by geotechnical evidence that shows the land to be suitable for the proposed development.

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- g) Public utilities and transportation infrastructure needed to service a new subdivision or development shall be provided at the expense of the developer, with the exception to those projects covered under Offsite Levies.
- h) Where applicable, Community Revitalization Levies and Redevelopment Levies will be imposed in accordance with the MGA.
- i) All new subdivisions, public areas and facilities must be designed to accommodate persons with physical disabilities.
- j) Any development in the vicinity of a sour gas pipeline or facilities shall be required to meet the minimum setbacks established by the Alberta Energy Regulator.
- k) Where connection to the municipal water and/or sewer system is not possible, existing vacant or occupied commercial parcels may be serviced with approved on-site services consisting of only one drilled water well and a sealed sewage holding tank (pump out type). The materials from the holding tank shall not be pumped out to surface; the materials shall be taken to the Town lagoon for disposal. The well must have a meter for monitoring purposes and the draw of water from the well may not exceed 10,000 imperial gallons per month from the aquifer unless a separate servicing agreement is entered into and a caveat placed on the title of the land.
- l) Where connection to the municipal water system is not possible on existing developed commercial parcels, a water meter shall be installed on the well to monitor water consumption. The requirement for a water meter will be phased in upon issuance of a development permit or subdivision approval.
- m) Existing field systems shall be phased out upon the Town issuing a development permit or subdivision approval on the property. The landowner shall either connect to municipal services or install a holding tank whereby the sewage is pumped out and hauled to the Town lagoon for processing.
- n) A policy should be adopted advising the minimum standards of a vacant commercial lot.
- o) A road use agreement or road improvement agreement may be required to be implemented upon development or subdivision.

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8. INDUSTRIAL LAND USE

8.1 Context

Industrial lands south of the CN rail line are identified for a future South Industrial ASP but are not currently included in the future land supply table. The actual developability of these lands will be mainly determined by the results of geotechnical testing and the capacity of landowners to overcome significant muskeg constraints in much of the study area.

Land in the Northwest Concept Plan area shown on Map 6 is under review for the potential to establish alternatives to the previous MDP designation of unserved residential acreages as discussed in Section 4 - Northwest Concept Plan preparation.

8.2 Objectives

- To ensure that there is an adequate provision of suitable land to accommodate future industrial development.
- To promote the establishment of industrial districts which meet the particular needs of the community.
- To ensure that industrial development contributes to the positive image of the Town.
- To ensure a high degree of compatibility between industrial and non-industrial uses.
- To minimize the negative environmental impacts that are often associated with industrial development.
- To ensure water recharge areas are protected.


8.3 Policies

- a) Land in existing industrial districts of the LUB are encouraged to continue to infill underutilized properties.
- b) Intensification of existing industrial uses is encouraged where nuisances do not extend beyond the property line and hazards can be mitigated in accordance with best available practices.
- c) The Town shall endeavor to designate enough suitable land for industrial development.
- d) Residential development, other than approved surveillance suites, shall not be permitted in an industrial district.
- e) The Town shall designate suitable land in the vicinity of the airport for specific industrial uses requiring direct access to air transport.
- f) Industrial areas identified on Map 5 and Map 6 shall be serviced with municipal piped water and sewer services within an overall stormwater management concept.
- g) Development of lands considered unstable or flood prone shall not be permitted unless supported by geotechnical evidence that shows the land to be suitable for the proposed development.
- h) Public utilities and transportation infrastructure needed to service a new subdivision or development shall be provided at the expense of the developer, with the exception to those projects covered under Offsite Levies.
- i) Where applicable, Community Revitalization Levies and Redevelopment Levies will be imposed in accordance with the MGA.
- j) All new subdivisions, public areas and facilities must be designed to accommodate persons with physical disabilities.
- k) Any development in the vicinity of a sour gas pipeline or facilities shall be required to meet the minimum setbacks established by the Alberta Energy Regulator.
- l) Where connection to the municipal water and/or sewer system is not possible, existing vacant or occupied industrial parcels may be serviced with approved on-site services consisting of only one drilled water well and a sealed sewage holding tank (pump out type). The materials from the holding tank shall not be pumped out to surface; the materials shall be taken to the Town lagoon for disposal.
- m) Where connection to the municipal water system is not possible on existing developed industrial parcels, a water meter shall be installed on the well to monitor water consumption. The requirement for a water meter will be phased in upon issuance of a development permit or subdivision approval. The well must have a meter for monitoring purposes and the draw of water from the well may not exceed 10,000 imperial gallons per month from the aquifer unless a separate servicing agreement is entered into and a caveat placed on the title of the land.
- n) Existing field systems shall be phased out upon the Town issuing a development permit or subdivision approval on the property. The landowner shall either connect to municipal services or install a holding tank whereby the sewage is pumped out and hauled to the Town lagoon for processing.
- o) A road use agreement or road improvement agreement may be required to be implemented upon development or subdivision.
- p) A policy should be adopted advising the minimum standards of a vacant industrial lot.

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9. EDSON AIRPORT (MAP 7)

9.1 Context

The Edson Airport is an unmanned airport with an estimated 6,000 to 7,000 aircraft movements per year. It offers air service for non-scheduled flights and institutional uses such as a base for forest fire management. Federal regulations contain height and residential sound insulation requirements around the periphery of the Edson Airport. While this may be considered a constraint for future development in the area, the Edson Airport constitutes a significant value-added feature for industry and commerce.

The Town recognizes that the Edson Airport is an important economic development tool for the Town and the region as a whole. As a result, the Town is investigating opportunities associated with the expanded service. In 2012, Intervistas Consulting Group conducted a Commercial Air Service Feasibility Assessment. The report concluded that the Edson Airport can support a scheduled air service. Edson is assessing the business case for the support of new air service at the Edson Airport.

9.2 Objectives

- Explore alternative development concepts to enhance viability of the Edson Airport.
- Encourage the highest and best use of the Edson Airport in its current location.
- Utilize the Edson Airport as an economic development tool to improve the provision of goods and services to businesses and residents of the Edson region.

9.3 Policies

- a) The Town recognizes the value of the Edson Airport as a commercial and industrial asset. Therefore, the Town should consider the designation of suitable land in the vicinity of the airport for specific uses requiring direct access to air transport.
- b) The business case for new air service at the Edson Airport should be pursued and budgeted accordingly for that initiative.
- c) The Town recognizes Federal Regulations regarding existing Noise Exposure Forecasts (NEF) and glide path height regulations (see Map 7). The Town may update and revise the NEF at such time as funding is made available.
- d) The Town will refer to the 25 NEF contour recommendations for residential sound insulation as per the former Airport Vicinity Protection Plan (AVPA) in order to ensure that residential development is reasonably shielded from aircraft-generated noise.

10. OPEN SPACE, TRAILS AND RECREATION

10.1 Context

Town residents spoke during the MDP public engagement program about their desire for a comprehensive recreation facility. Improved recreation and cultural facilities was the highest-rated factor identified in the 2014 telephone survey that would make Edson more attractive to families. The Town Indoor Facility Study (2006) indicates that the exploration of a new multipurpose regional family leisure centre should continue to be pursued, with the facility potentially including a library, indoor spectator arena, field house, fitness and wellness facilities, and multi-purpose community spaces. Also outlined in the Study are potential options to expand or enhance existing spaces such as the Edson Recreation Complex, Edson Leisure Centre, Public Library, and Red Brick School.

The Town must also balance the desire for additional recreational and cultural amenities with the provision of basic infrastructure services such as clean drinking water, safe wastewater disposal, stormwater management and efficient roads. While limited tax resources constrain the capacity to meet all needs, the Town does have the opportunity to improve pedestrian walkways. As residential areas are established on the periphery of the existing Town, there is an opportunity to design linear pathways along existing waterways and through future residential areas to connect with existing green spaces. The Town is fortunate that the existing creeks offer a potential network of pedestrian trails to provide access throughout Edson. Pedestrian trails are highly valued by residents and offer a low cost, low maintenance asset over the long term.

10.2 Objectives

- To ensure the provision of enough suitable land to meet future educational, recreational, spiritual, cultural and medical needs.
- To encourage development of community facilities and services as resources allow over time.
- To improve pedestrian access and interconnectivity among green spaces, downtown and residential areas.
- To encourage efficient and economic use of all community resources.



10.3 Policy

- a) Subdivision and development shall include consideration of the following:
 - Trails and pathways connecting schools and recreational sites throughout the Town;
 - Regional parks to accommodate major recreational facilities;
 - Community parks to serve the active recreational needs of area residents;
 - Small neighborhood parks and playgrounds to serve the recreational needs of nearby residents;
 - Special use parks including ornamental parks, buffers, environmentally sensitive areas and natural watercourses.
- b) The Town will evaluate the development of multipurpose regional family recreation and cultural facilities in comparison with financial priorities.
- c) The Town shall prepare a Trails Master Plan to include a comprehensive park trail system for the long term using utility corridors, parks, MRs and ERs adjacent to creeks, open spaces, and other drainages. Part of the terms of reference shall include improved pedestrian connectivity through the commercial core by means of additional sidewalks, crosswalks and the acquisition of rights of way at the time of subdivision and development to formalize and improve informal, but well-used existing paths.
- d) As part of the proposed Trails Master Plan update, the Town will encourage cooperation with the County to develop a pedestrian trail to Willmore Park, south of the Town.
- e) The Town shall prepare a Recreation Facilities Master Plan; the Town will encourage cooperation with the County to develop.
- f) The Town encourages joint use of community facilities.
- g) The Town shall require the maximum public reserve dedication of land and/or cash-in-lieu that is allowed under the MGA when a subdivision occurs.
- h) The Town may require the dedication of an ER or the registration of an environmental easement on any lands referred to under section 664 of the MGA.
- i) All creeks and drainages identified as part of a subdivision application shall dedicate a minimum of 20m setback from the drainage top of bank as ER.
- j) The Town shall endeavor to protect the environment, recreational and stormwater management values of all natural stream courses by requiring parcel setbacks that ensure a minimum 1m freeboard above the 1:100 year flood level or 20m from the top of the bank, whichever is greater.
- k) Payment of cash-in-lieu of MR land may be required in all non-residential subdivisions unless the Town has identified a specific need for reserve land in the area.

11. COMMUNITY RESOURCES

11.1 Context

The Town prides itself in being a caring, close-knit, and generous community with many volunteer opportunities and programs. This community spirit creates a strong social fabric and sense of community. The Town has many longstanding community organizations which help deliver community programs.

Because of its strong industry, the Town also has a large immigrant population, many of whom are in the service industry. The Town also contains a large shadow population, which is largely due to oil, gas, logging and mining industry workers plus the attendant commercial service sector workers.

Senior citizens, as an interest group, were active in the MDP public engagement process. Seniors expressed interest in additional opportunities for housing for independent living, additional public transit options similar to the existing seniors' shuttle program, and an increase in traffic lights.

It is important for the Town to recognize and understand the above noted population demographics as well as families in order to provide services and be able to allocate the proper resources such as community family enrichment, public transportation, and a variety of affordable housing types for short and longer term occupancy. The new Hospital offers a clear commitment to improved health outcomes for the regional population including opportunities to age in place.

11.2 Objectives

- To enhance the sense of community and security through cooperation and initiatives implemented at the grassroots level.
- To improve social and cultural opportunities for newly arrived and/or temporary residents.
- To examine additional initiatives that will improve the quality of life for specific segments of the population.

11.3 Policy

- a) The Town supports the current seniors' shuttle program and encourages its expansion to a broader segment of the population that may not own their own vehicle.
- b) The Town will continue to work with advocacy interests groups to increase the stock of affordable housing.
- c) The Town will prepare a study to determine the extent, needs and characteristics of the Town's shadow population.
- d) The Town will continue to support multi-partner programs and systems to address community safety issues with the RCMP and other relevant agencies.
- e) The Town supports Crime Prevention Through Environmental Design (CPTED) principles for parks, trails, commercial, industrial, and public spaces.
- f) The Town supports opportunities for post-secondary educational institutions within Edson including affiliation with a satellite campus.

12. PUBLIC INFRASTRUCTURE

12.1 Context

To sustain the existing development and support future needs within the Town adequate infrastructure must be provided. Any improvements to the Town's infrastructure must be done in a sustainable and environmentally sensitive manner.

Beyond major investments for new infrastructure construction the Town's utility systems require continual investment to keep pace with demand, replace aging facilities and keep systems in a state of good repair. These vital systems are critical to the Town's continued growth and development and their proper functioning have major environmental implications.

Adequate funding is essential to maintaining utility systems. Political imperatives push for the lowest possible rates even as maintenance and investment backlogs accrue. The utility rate structure should include all costs to fully operate, maintain, rehabilitate, replace and expand its utility infrastructure in order to build incentives to make wise use of resources while fully funding all utility system needs.

As the Town continues to develop, growth must proceed with the expansion of the Town's utility systems. Leapfrog development patterns and unplanned extensions undermine the goal of system efficiency.

12.1.1 Utilities Servicing Strategy

The Town commissioned a *2011 Municipal Servicing Plan (MSP) Update* prepared by AECOM. This document serves as the primary guidance for the extension and upgrading of municipal water, wastewater and stormwater management for the long term. The MDP has identified other lands in addition to the MSP Update as part of its overall inventory of land supply within the current town boundaries (Map 5 and 6). It is expected that these lands will all be considered for eventual servicing within the Town boundaries. (Note: AECOM lands are identified by numbers 1 through 20 on Map 5).

The Town is contemplating a major sanitary sewer trunk line expansion to service the last significant major BCLI area along Highway 16. The scheduling of this and other infrastructure upgrades and expansion identified in the MSP Update will depend on the rate of growth, developer decisions and available funds.

12.1.2 Funding Costs of Growth

As noted in Section 3 of the MDP, Offsite Levies are a key mechanism to finance the necessary engineering projects plus road upgrades. The Town has identified approximately \$81.5 million in expenditures over the long term that will be funded partly by Offsite Levies, municipal taxation and funding from other governments including the County. Please refer to the MSP Update as amended from time to time for detailed information on the specifics of project priorities and scheduling. For detailed information on the background and implementation of the current Offsite Levies please refer to the Offsite Levy Bylaw and Policies.

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12.1.3 Transportation Network

With respect to the road system, the future Bypass and interchanges will limit roadway access in the south portion of the Fringe Area which will directly impact emergency service vehicles and their response time to emergencies. It will also limit access to the south for connection to the Willmore Park Road. The Town and County will continue to work together to ensure the future Bypass is constructed in a way that is sensitive to the needs of the Town's residents and the region as a whole.

While the Town does not have a stand-alone Transportation Master Plan, future transportation (and other municipal or franchise utilities) improvements are identified in the Offsite Levy Bylaw. Local, arterial, and collector roads are identified on Map 9.

12.1.4 IDP Initiatives

Section 7 of the 2007 IDP (Infrastructure Policies) makes specific reference to initiatives relating to Town and regional infrastructure. Those initiatives include exploration of a water intake facility, an Aquifer Management Plan and several road expansions.

12.1.5 Edson West ASP

The Town and County also undertook the Edson West ASP. That statutory document contemplates the extension of piped servicing into the County along with future financial contributions from the County towards oversizing costs. Since the County has an interest in the expansion and update of municipal infrastructure, they will be consulted as decisions are made on specific infrastructure projects.

12.2 Objectives

- To ensure the provision of effective and efficient basic utility and transportation services as the prime municipal service.
- To extend the opportunity to eventually connect property to municipal piped water and wastewater services.
- To encourage cooperation between the public and private sectors in sharing resources.
- To balance servicing standards with system affordability to ensure an appropriate level of service is provided to the community.
- To implement upgrades and expansion of municipal infrastructure in accordance with Town engineering reports and policies as amended from time to time.
- To stage future development in accordance with the logical extension of municipal utility services.
- To continue intermunicipal cooperation regarding the future improvement of regional infrastructure as finances, market demands and opportunities allow.
- To prepare the necessary land use and transportation adjustments in advance of the eventual Bypass construction.
- To minimize adverse effects of traffic and adjacent properties.




12.3 Policies

- a) The Town shall ensure that, as its primary municipal service, the Town provides its residents with an adequate supply of safe drinking water, effective wastewater and stormwater management, and an efficient road network.
- b) The Town shall continue to implement upgrades and expansion of municipal infrastructure in accordance with existing Town engineering reports and policies as amended from time to time.
- c) The Town shall implement a strategy to monitor water consumption on all parcels.
- d) Tile field sewage disposal systems shall be replaced with a Town approved sewage system upon site redevelopment and/or re-subdivision of the existing parcel.
- e) The Town recognizes the eventual construction of the Bypass and will work with the County and senior government agencies to ensure adequate road connections south of the Town are maintained.
- f) The Town, in cooperation with the County, will continue to make representations to the provincial government in advance of a detailed functional planning study and prior to the Bypass construction.
- g) The Town will prepare strategies in advance of the eventual Bypass construction to maximize the benefits associated with the Bypass to the downtown and minimize negative consequences to the Town's economic base.
- h) The Town shall continue to pursue water supply alternatives and implement an aquifer management strategy as identified in Section 5 of the 2007 IDP infrastructure policies.
- i) The Town shall implement the Aquifer Management Plan as developed and recommended by the Komex International Ltd. Aquifer Management Planning Study as identified in Section 5 of the 2007 IDP policies.
- j) The Town and the County will jointly approach and encourage Alberta Infrastructure and Transportation to gazette the Bypass right-of-way, and shall encourage the Department to revisit the proposed Access Management Plan as identified in Section 7 and 9 of the 2007 IDP policies.
- k) The Town will encourage the use of measures such as buffers, increased setbacks, landscaping and traffic management to reduce the impact of major transportation routes on adjacent developments.
- l) The Town will encourage landscaping along the Highway entrances, 2nd Avenue, and 4th Avenue to enhance the Town's image.

13. PLAN IMPLEMENTATION

13.1 Context

Plan implementation refers to the tasks that the Town needs to undertake in order to realize the objectives and policies contained within this MDP. The implementation tasks do not have mandated timelines associated with them but the table does assign A, B or C priorities. The implementation tasks are identified in the "MDP Implementation Tasks" table below and ranked according to priority. The priorities are intended to be reviewed and re-prioritized annually by Council. These prioritized tasks will form the basis for annual project budgeting proposals by Town staff.

While changes made to the priorities will not require an amendment to this MDP, the capacity to meet the vision of this MDP will depend on a clearly articulated municipal willingness to fully invest in its chosen priorities.

13.2 Objectives

- To identify actions required to implement the MDP.
- To identify the parties responsible for implementing various aspects of the MDP.
- To establish a time frame for implementation of the MDP.
- To ensure that the MDP remains valid and effective.

13.3 Policies

- a) In accordance with the MGA, all statutory plans, subdivision approvals, development approvals, and decisions of the Subdivision and Development Appeal Board shall comply with this MDP.
- b) The Town will regularly review and amend the MDP as necessary to ensure that it adequately meets the needs of the community. The MDP is intended to serve for a period of 25 years or more; however, periodic reviews should be conducted at 5 year intervals.
- c) The Town will regularly review and amend the LUB to ensure that it performs in a manner consistent with the intent and provisions of the MDP.
- d) An amendment to the MDP may be initiated by the Town, the general public, or the County in accordance with the provisions of the MGA.
- e) Have Council implement a policy on the Priority items in Section 13.4

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13.4 MDP Implementation Tasks

Council is to establish the Priority of each item noted below through an MDP Implementation Task Policy.

MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
3.3.3(a)	Review the 2011 Master Servicing Plan	Engineering		
3.3.3(c)	<p>Prepare a policy to pursue a goal of 65/35 proportion of residential/non-residential assessment.</p> <ul style="list-style-type: none"> marketing of available commercial/industrial properties within the Town; improving community services provided by the Town to attract and retain stable, long term employees; developing economic incentives to attract businesses to meet a slowed down retail demand; improving transportation and communication networks within the Town for currently vacant land; servicing of vacant land with piped water and sewer services. 	Town Manager, All Departments		
4.1.3	Prepare a policy to Formalize ASP requirements.	Planning		
4.1.3(b)ii	Formalize transportation systems including all arterial, collector and local roads.	Engineering		
4.1.3(b)i	Prepare a policy for the manner of public engagement during the preparation of each statutory plan and the Northwest Concept Plan.	Town Manager		
4.1.3(d) 7.3(f) 8.3(g) 10.3(j)	Compose a map of lands considered unstable or flood prone.	Engineering		
4.1.3(k)	Prepare a policy on the requirements of a NCP.	Planning		
4.1.3(p) 11.3(e)	Prepare a policy on CPTED principles to be used.	Planning		

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MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
4.1.3(q) 6.3(b) 7.3(j) 8.3(k)	Compose a map of sour gas pipelines or facilities, showing setback requirements of the Alberta Energy Regulator within Edson and surrounding Edson.	Planning		
4.2.2	Prepare a GPT ARP. <ul style="list-style-type: none"> • Inventory infill properties • GPT ARP Steering Committee • Comprehensive water and sewer servicing phasing plan. • Estimate of costs for overall area • Estimate of cost for individual landowners • Budget and finance mechanisms for landowner payment • Consider servicing alternatives • Consider complementary land uses • Future subdivision plan and policies 	Planning (lead) Town Manager, Engineering, Community Services		
4.3.2(a)	Prepare a Central Business District ARP. <ul style="list-style-type: none"> • Develop objectives that define time horizon, implement budget and trigger points for municipal expenditures and revenue collection • Establish strategies to manage and improve the public realm. • Establish strategies to improve the private realm. • Review EDA Collaborative's concept plan for beautification. • Consider implementation of BRZ. • Consider policies to facilitate mixed use developments. • Review Highway 16 couplet regarding future utilization of the road right-of-ways in anticipation of Bypass. • Identify linkages. • Conduct a parking utilization/needs assessment. • Prepare an existing land use inventory of potential infill and underutilized properties. • Include a cultural component to support retail and entertainment. 	Planning (lead) Town Manager, Engineering, Community Services		

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MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
4.3.2(a)	<p>Prepare a West Business District ARP.</p> <ul style="list-style-type: none"> • Protect creeks and land above creeks • Develop objectives that define time horizon, implement budget and trigger points for municipal expenditures and revenue collection • Establish strategies to manage and improve the public realm. • Establish strategies to improve the private realm. • Review EDA Collaborative's concept plan for beautification. • Consider implementation of BRZ. • Consider policies to facilitate mixed use developments. • Review Highway 16 couplet regarding future utilization of the road right-of-ways in anticipation of Bypass. • Identify linkages. • Conduct a parking utilization/needs assessment. • Prepare an existing land use inventory of potential infill and underutilized properties. • Include a cultural component to support retail and entertainment. 	Planning (lead) Town Manager, Engineering, Community Services		




MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
4.3.2(a)	<p>Prepare an East Business District ARP.</p> <ul style="list-style-type: none"> • Protect creeks and land above creeks • Develop objectives that define time horizon, implement budget and trigger points for municipal expenditures and revenue collection • Establish strategies to manage and improve the public realm. • Establish strategies to improve the private realm. • Review EDA Collaborative's concept plan for beautification. • Consider implementation of BRZ. • Consider policies to facilitate mixed use developments. • Review Highway 16 couplet regarding future utilization of the road right-of-ways in anticipation of Bypass. • Identify linkages. • Conduct a parking utilization/needs assessment. • Prepare an existing land use inventory of potential infill and underutilized properties. • Include a cultural component to support retail and entertainment. 	Planning (lead) Town Manager, Engineering, Community Services		
4.4.2	<p>Prepare a revised Edson West ASP in cooperation with the County.</p> <ul style="list-style-type: none"> • Initiate any required amendments of the 2007 IDP as necessary. • Review the allowable uses and regulations of the BCLI district. • Commission a professionally prepared market demand analysis to estimate the short medium and long term demand for retail commercial in the vicinity of the Highway 16 interchange area. The market demand analysis may also include consideration of commercial land supply and future demand potential along the entire existing Highway 16 couplet within the Town. 	Planning (lead), Town Manager, Engineering		

MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
4.5	Prepare a South Industrial ASP. <ul style="list-style-type: none"> • Protect Creeks and land above Creeks. • Comprehensive Geotechnical Review undertaken. 	Planning, Engineering		
4.6	Prepare a North Boundary ASP. <ul style="list-style-type: none"> • Encourage mixture of residential uses. • Protect Creeks and land above Creeks. 	Planning, Engineering		
4.7	Prepare a Creekside ASP. <ul style="list-style-type: none"> • Encourage mixture of residential uses. • Protect Creeks and land above Creeks. • Topographical, Geotechnical and soil assessments required. • Assess the impacts of pipeline right of way fragmentation. • Assess the long-term municipal cost/benefit of residential vs. non-residential uses. • Future transportation network including expected roadway cross-sections. • Assessment of long-term municipal provision of piped servicing. • Assessment of the potential for land use conflicts between residential and nonresidential. 	Planning (lead), Engineering, Community Services, Finance		
4.8	Prepare a Glendale ASP. <ul style="list-style-type: none"> • Encourage a mixture of residential uses. 	Planning		



MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
4.9	<p>Prepare a Northwest Concept Plan.</p> <ul style="list-style-type: none"> • Subdivision shall not be approved until the Plan is approved. • Protect Creeks and land above Creeks. • Topographical, Geotechnical and soil assessments required. • Assess the impacts of pipeline right of way fragmentation. • Assess the long-term municipal cost/benefit of residential vs. non-residential uses. • Future transportation network including expected roadway cross-sections. • Assessment of long-term municipal provision of piped servicing. • Assessment of the potential for land use conflicts between residential and nonresidential. 	Planning, Engineering, Community Services		
4.9.3	Convert the Northwest Concept Plan to an ASP.	Planning		
5.3 12.3(h) 12.3(i) 12.3(j)	<p>Review and make any necessary amendments to the remaining Policy Action Plan items established in the 2007 IDP.</p> <ul style="list-style-type: none"> • Joint venture Business Park (9.1.1) • Municipal Revenue Sharing of Business Park (9.1.2) • Brand for Business Park (9.1.3) • Committee for Water intake facility (9.1.4) • Gazette the Bypass right of way (9.1.7) • Form an IDP Committee (9.1.10) • Rezone Natural Areas (9.1.11) 	Town Manager (lead), Planning, Engineering		
5.3(j)	Establish an inventory of the amount of serviced and unserved land remaining for commercial and industrial purposes.	Engineering, Planning		
5.3(j)	Monitor the supply/absorption of serviced and serviceable commercial and industrial land.	Planning		




MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
5.3(k)	Consult with County once inventory of commercial and industrial has been depleted.	Town Manager		
6.3(a)	Prepare a servicing plan for residential areas.	Engineering		
6.3(c) 7.3(k) 8.3(l)	Compile a record of properties not serviced by water.	Finance, Operations		
6.3(c) 7.3(k) 8.3(l)	Compile a record of properties not serviced by sewer.	Finance, Operations		
6.3(c) 7.3(k) 8.3(l)	Identify the properties that are not able to be serviced by water.	Engineering		
6.3(c) 7.3(k) 8.3(l)	Identify the properties that are not able to be serviced by sewer.	Engineering		
6.3(c) 7.3(k)	Compile a record of properties containing water well(s).	Finance, Operations		
6.3(c) 7.3(k) 8.3(l)	Compile a record of properties having a pump out tank or a field system.	Finance, Operations		
6.3(c) 7.3(k) 8.3(l)	Prepare a policy for regulation maximum monthly draws of water of residential, commercial, industrial, and institutional draw from water well(s).	Operations, Engineering		
6.3(c) 7.3(k)	Compile a list of Servicing Agreements and ensure agreement is caveated to the land.	Town Manager		
6.3(d) 7.3(l) 8.3(m)	Prepare a policy on phasing water meters on all wells.	Operations		
6.3(e) 7.3(m) 8.3(n) 12.3(d)	Prepare a policy on phasing out Field systems.	Operations		

MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
6.3(h)	Consider a Housing Needs Assessment Study to establish the type and number of units required for the various demand categories identified in this MDP.	Community Services		
6.3(k)	Prepare a policy to phase out single wide mobile/manufactured homes in the R-GR district.	Planning		
6.3(l) 7.3(n) 8.3(p)	Prepare a policy to address the minimum standards of vacant lots.	Planning		
7.3(a)	Prepare an existing land use inventory of potential infill and underutilized parcels.	Planning		
7.3(b) 12.3(k)	Prepare a policy to address the interface area between residential and commercial to protect established residential districts from commercial expansion.	Planning, Community Services		
7.3(c)	Prepare a servicing plan for commercial areas.	Engineering		
7.3(d)	Prepare a policy for Neighborhood commercial developments.	Planning		
8.3(c)	Compile a report to ensure the Town has designated enough land for industrial development.	Town Manager		
8.3(e) 9.3(a)	Review land adjacent to the Edson Airport and designate uses.	Planning		
8.3(f)	Prepare a servicing plan for industrial areas.	Engineering		
9.3(b)	Pursue the business case for new air service at the Edson Airport and budget accordingly for that initiative.	Town Manager		
9.3(c)	Update and revise the NEF at such time as funding is made available by senior government.	Operations		

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MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
10.3(b)	Evaluate the development of a multipurpose regional family recreation facility in comparison with financial priorities.	Community Services, Finance		
10.3(b)	Evaluate the development of a multipurpose regional family culture facility in comparison with financial priorities.	Community Services, Finance		
10.3(c) 10.3(d)	Prepare a Trails Master Plan.	Community Services		
10.3(e) 10.3(f)	Prepare a Recreation Facilities Master Plan.	Community Services		
10.3(k)	Prepare a policy on administering Reserve Land requirements.	Town Manager		
11.3(a)	Investigate expansion of the current seniors' shuttle program to a broader segment of the population that may not own their own vehicle.	Community Services		
11.3(b)	Continue to work with advocacy interest groups to increase the stock of affordable housing.	Community Services		
11.3(c)	Prepare a study to determine the extent, needs, and characteristics of the Town's shadow population	Community Services		
11.3(f)	Investigate the opportunity for post-secondary educational institutions.	Community Services		
12.3(b)	Continue to implement upgrades and expansion of municipal infrastructure in accordance with Town engineering reports and policies as amended from time to time.	Engineering		
12.3(c)	Prepare a policy to monitor water consumption on all parcels.	Operations		
12.3(e)	Work with the County and senior government agencies to ensure adequate road connections south of Town are maintained.	Town Manager, Engineering		

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MDP Section	Implementation Task	Department	Priority (A, B, C)	Date Complete
12.3(f)	Make representations to the provincial government in advance of a detailed functional planning study prior to the Bypass construction.	Town Manager, Operations, Engineering		
12.3(g)	Prepare strategies in advance of the Bypass construction to maximize the benefits associated with the Bypass.	Engineering, Planning		
12.3(l)	Prepare a policy to encourage landscaping along the Highway entrances, 2 nd Avenue and 4 th Avenue to enhance the Town's image.	Community Services, Planning		
13.3(b)	Schedule/Budget for an MDP review to occur in 2020.	Planning		
13.3(c)	Review the LUB to ensure it performs in a manner consistent with the intent and provisions of the MDP.	Planning		
13.3(e)	Prepare a MDP Implementation Task Policy to establish the priority of each item, as set by Council, and reviewed and re-prioritized annually by Council.	Town Manager		

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14. GLOSSARY

ARP - Area Redevelopment Plan

ASP – Area Structure Plan

AVPA – Airport Vicinity Protection Area

BCLI – Business Commercial Light Industrial District

Biophysical Assessment - A non-statutory report prepared in conjunction with a subdivision, concept plan or statutory plan application for specific lands. The report includes a site inspection by a qualified professional biologist, a review of the flora, fauna on the site and a description of the sites' ecological landscapes/processes including wetland assessment. The report identifies potential impacts of the proposed application and recommends mitigations of those potential impacts.

Business Revitalization Zone (BRZ) - A special assessment district where business owners officially join and work together to promote and improve the economic vitality of a business area. The BRZ is legislated under the MGA Regulation 1994/377.

CPTED – Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts.

Community Revitalization Levy –The Government of Alberta introduced Community Revitalization Levies to help stimulate activity and economic growth in under-developed areas in communities. The philosophy behind the CRL program is: Major revitalization projects attract and increase local activity, investment and development; Economic growth creates additional tax revenue for all orders of government; Additional municipal and provincial property taxes from the economic growth will help fund the original project.

Concept Plan – means a non-statutory land use plan used by the Town intended to serve as a basic guideline in order to evaluate a small subdivision or development in the context of the development for a larger area.

EDA Collaborative Inc. – a company used to create the document entitled "Concept Plan for Beautification of Highway Corridors and Streetscapes, 2005".

ER – Environmental Reserve

IDP – Intermunicipal Development Plan. Specifically the IDP that was entered into between the Town and County in 2007.

Long Term Servicing - Areas in Town identified on Map 6 of the MDP that are suitable for servicing with Municipal piped water and sewer after 2040.

LUB – Land Use Bylaw.

Manufactured housing - Prefabricated dwellings that are constructed in a factory and then moved and/or assembled at the building site as one unit or in modular sections.

MDP – Municipal Development Plan.

MGA – *Municipal Government Act of Alberta.*

Mixed-Use Development - Any urban development that blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections. In the Town's case, typically a building with commercial units on the lower floor(s) and residential units above.

MR – Municipal Reserve.

MSR – Municipal and School Reserve.

NEF – Noise Exposure Forecast.

Neighborhood Concept Plan (NCP) – A non-statutory land use plan prepared for a single land holding of one or more parcels and adopted as a resolution of Council. The Neighborhood Concept Plan is intended to be prepared for development of land in advance of the approval of a Statutory Plan or the Northwest Concept Plan as identified on Map 6 of this MDP. It is intended to provide land development options for small portions of future ASP lands until such time as the Town prepares more detailed ASPs.

On-site Servicing - the provision of potable water through the use of wells or trucked in water and/or the provision of wastewater disposal through the use of a holding tank.

Priority Servicing Area - Areas in Town identified on Map 6 of the MDP that are suitable for servicing with Municipal piped water and sewer prior to 2040.

Redevelopment Levy – If a municipality has adopted an area redevelopment plan, it may adopt a redevelopment levy to pay for land for parks, schools, or new or expanded recreation facilities.

Shadow Population - People who reside in the Town for at least 30 days of the census year for the purpose of attending work in or near the Town.

SR – School Reserve.

Statutory Plan – means an ASP, ARP, MDP, IDP.

Urban Fringe – The land identified as subject to the Yellowhead County Edson Urban Fringe Plan 2007.

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APPENDICES

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APPENDIX 1: EDSON ECONOMIC AND SOCIAL CONTEXT

1.1 Economic Base and Growth Projections

The Town is a dynamic, resource-based community located 199 km west of Edmonton, on the Yellowhead Trans-Canada Highway (Highway 16). The Rocky Mountains and foothills provide a scenic natural backdrop for the Town which is approximately an hour away from the eastern entrance to Jasper National Park.

The Town is a major service centre with a strong and diverse economy which is primarily driven by the petroleum, logging, and coal mining industries. The Town's economy also benefits from a growing tourism sector and from servicing the agricultural industry in the area. The Canadian National Railway and the Edson airport provide vital transportation services for the region and play significant roles in the economic development of the community and the region. Many provincial and regional services are also located in Town.

The predominant image of the Town is that of a young and prosperous Town with pleasant well-treed residential neighborhoods, a strong industrial sector with a vibrant community spirit. The Town is proud of its resource-rich setting and its historic role in the development of the Yellowhead region.

Based on the most likely population growth scenario, of medium growth, the Town is expected to grow from a population of 8,475 in 2011 to about 11,400 in 2041; this represents an annual growth rate of 1.0%. Like many Towns across Canada, Edson will see a decline in the proportion of working-age residents. The senior's population (65+) in Edson is expected to increase significantly during the projection period and is likely to result in increased demand for various municipal services and amenities. The number of residents aged 65 years and over is expected to increase from 795 in 2011 to roughly 2,650 in 2041 (or an increase of 1,855 residents); this will increase the proportion of seniors in the population from 9% in 2011 to nearly 23% in 2041.

In October 2014, Urbanics Consultants Limited completed the Town Economic Base Analysis, as a supporting background document for the Municipal Development Plan review.

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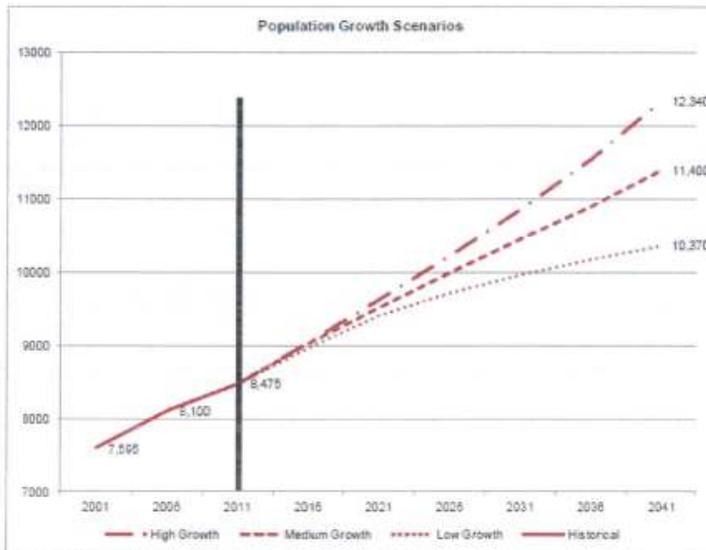


Figure 5: Edson population forecast – three scenarios – 2011-2041
Source: Urbanics Consultants Ltd.

The Economic Base Analysis examines historical employment trends, develops employment forecast for the period 2011-2021 and identifies the key growth sectors of the economy. The study also utilized a short online survey to corroborate some of the findings from the economic base analysis and to identify some concerns related to the local economy. The Town is expected to add approximately 575 new jobs by 2021, and land will be needed for this growth. The jobs are anticipated to be created primarily in the following industries:

1. Mining, oil and gas extraction (152 jobs);
2. Construction (88 jobs);
3. Accommodation and food services (74 jobs);
4. Retail trade (63 jobs);
5. Health care and social assistance (65 jobs);
6. Professional, scientific and technical services (55 jobs); and
7. Transportation and warehousing (51 jobs).

1.2 Town Trade Area

The Town acts as a main service, retail, and industrial hub in the region. In addition to the 8,600 residents who reside within the Town boundaries, there are approximately an additional 3,500 persons within an 8 mile radius of the Town's border within Yellowhead County. This includes a large population of rural residences within the County who use the Town as a service centre to shop, work and play. The Town needs to consider this large population, just outside of its boundaries, in order to plan for services.

The Town also contains a large shadow population within the Town, which is largely due to oil, gas, logging and mining industry workers plus the attendant commercial service sector workers. These industrial workers are often young transient workers who are on rotational shifts, working in the Edson area for 1-3 weeks at a time and travelling home for several weeks at a time. This work force is a very important part of the local economy and helps drive hotels, restaurants, and entertainment commerce, but this resource industry of young, single workers also place an increased importance for the provision of rental housing and multifamily housing types within Town.

1.3 Social Fabric

The Town prides itself in being a caring, close-knit, and generous community with many volunteer opportunities and programs. This community spirit creates a strong social fabric and sense of community. The Town has many longstanding community organizations which help deliver community programs. When asked what the best thing about the Town was, 46% of respondents in a 2014 Telephone Survey (prepared by the Praxis Group as a background report to the preparation of the MDP and available as a supporting document under separate cover) replied the small Town atmosphere (friendly people/family oriented). In the same survey, only a third of respondents (30%) indicated they are likely to move out of Edson in the next 10 years.

Because of its strong industry, the Town also has a large immigrant population, many of whom are in the service industry. It is important for the Town to recognize and understand this segment of the population in order to provide services and be able to allocate the proper resources such as language training, public transportation, and a variety of affordable housing types.

In 2014, the Town completed a Community and Social Needs Assessment to guide the Town's social services efforts for the next few years. Residents of Edson have access to a variety of cultural, recreation, and community facilities and services, including the Galloway Station Museum and Travel Centre, Red Brick Arts Center, Kinsmen Park, Leisure Centre (swimming pool and twin ice rinks), sports fields, a golf course, and numerous parks and outdoor spaces. Despite this, a desire for more arts, culture, and entertainment facilities was made apparent during the MDP public consultation process.

Through the resident survey, the student survey, and stakeholder interviews, the Community and Social Needs Assessment identified the below priority areas for community programs:

- Substance abuse/addictions
- Depression/mental health issues
- Violence and bullying
- Affordable housing
- Seniors in-home support
- Family conflict/violence
- Unsupervised children
- Parenting/child rearing
- Building a sense of community

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1.4 Institutional & Recreation

The Town provides a variety of recreation, cultural, and community facilities and services. The community prides itself of the numerous parks, trails, and campgrounds used for recreation, mobility, and enhanced quality of life within Town. Although the parks and open spaces currently in Town are well used, the community sees a need for more of these green spaces and trails, which appeal to young families, seniors, and the general public.

The Town's Indoor Facility Study (2006) indicated that the exploration of a new multipurpose regional family leisure centre should continue to be pursued, with the facility potentially including a library, indoor spectator arena, field house, fitness and wellness facilities, and multi-purpose community spaces. Also outlined in the Study are potential options to expand or enhance existing spaces such as the Edson Recreation Complex, Edson Leisure Centre, Public Library, and Red Brick School.

The Town is served by the Edson Healthcare Centre which includes a continuing care facility and an array of inpatient and outpatient services. Additionally, the Parkland Lodge in Edson provides assisted seniors living, a park, walking trails, and gazebos. The Province is in the process of constructing a new Edson Healthcare Facility which is scheduled for completion in 2016/2017. The Town encourages the Province to reclaim and redevelop the old hospital site in order to promote planned growth within the Town.

Primary and secondary education in Edson is provided by the Grande Yellowhead Public School Division No. 77 (5 local schools) and the Living Waters Catholic Schools Regional Division No. 42 (2 local schools), and an independent school, the Yellowhead Koinonia Christian School. There are currently no post-secondary institutions within the Town; however there is a satellite campus for the Grande Prairie Regional College.

Despite the existing facilities, through the MDP public consultation process, the community recognized the strong need for a large recreation complex, more parks and trails, and the opportunity for post-secondary education within Town to retain and attract the younger population.

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APPENDIX 2: EDSON 2040: THE VISION

As part of the public consultation for the MDP, residents were asked to describe their ideal vision of Edson in 2040. That Vision built on Edson's current strengths and addressed perceived challenges. The Vision is a tool to help those reading the MDP to understand how the end product may look if all the pieces fall into place as the MDP intends. The Vision will change as circumstances change and therefore should be re-visited at each Plan review or more often as required.

EDSON IN 2040 ~ A Livable and Caring City: The Heart of the Yellowhead Region

Community - *Edson is a thriving community of 12,000, attracting residents from around Alberta and Western Canada as a great place to live, work and play. While becoming a City, Edson has maintained and enhanced its reputation as a generous, hardworking, and caring community where residents help their neighbors and volunteer in community programs. Edson's neighborhoods provide a full range of housing choices with convenient access to schools, parks, recreation facilities and other services.*

Facilities such as the hospital commissioned in 2016 and a variety of cultural and recreational activities have further contributed to the quality of life for residents. Families and seniors are satisfied with the variety of services available that include the expansion of basic public transportation services for those who require it. Although Edson has always been a safe community, residents feel even safer in their homes, public places and businesses as a result of enhanced social services and interagency cooperation for the prevention of crime.

Infrastructure - *A long term fiscal strategy has enabled the City to upgrade its basic infrastructure to support the utilities and services required for ongoing residential, commercial and industrial growth. The most efficient use of Edson's land supply has become a priority and population density targets established in 2015 have been met.*

Regional Cooperation - *Edson has increased its role as a major source of housing and other essential services in the Yellowhead Region. The City and the County have strengthened their cooperative efforts in such areas as land use planning, inter-municipal services, infrastructure, utilities and revenue sharing. Edson, in cooperation with the County, has expanded its limited land base through annexation to meet future demand for continued commercial, light industrial and residential growth.*

Economy - *While resource-based industries continue to provide the foundation of Edson's economy, this has been complemented by a variety of retail and other services to the local and regional population that has grown to 25,000 people. Edson has increased its share of the regional and provincial markets in the resource and service sectors from a baseline analysis conducted in 2014 and the City has made significant progress to the goal of a 65/35 ratio of residential/non-residential assessment. Increased residential population Downtown has contributed to the commercial viability of the area and the development of mixed-use buildings throughout the primary commercial districts has contributed to Edson's success in providing affordable housing.*

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Downtown Revitalization - The Downtown area has been re-invigorated starting with a comprehensive ARP strategy initiated through support from local businesses. Incentives and business-friendly regulations adopted by the City took a long term view and built on one small successful initiative after another. As business landowners committed to building improvements, the community took notice and supported upgrading of the public space at the sidewalk level.

Transportation - The City has capitalized on its location on interprovincial highway and railways corridors by expanding industrial and commercial development. The Highway 16 Bypass to the south has reduced congestion in the commercial area and resulted in a more inviting business and retail district. Edson has further enhanced its role as a transportation hub by upgrading the Edson Airport to provide scheduled commercial service as well as increased capacity for regional private and government services.

Environmental Stewardship - The community has retained a significant amount of green space with a focus on the three creeks running through the community. Edson has become more pedestrian-friendly with a comprehensive network of walking and bicycling pathways and safe street crossings throughout the community with connections into a regional system of trails. The quality and quantity of the City's ground and surface water has been secured both within its boundaries and throughout the upstream sources within the County. Edson has built on its leading edge practices in recycling and other green practices and continues to be a leader in conservation and green practices within the Yellowhead region.

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APPENDIX 3: EDSON EXISTING LAND USE (MAP 3)

The Town became a village shortly after the arrival of the Grande Trunk Pacific Railroad in 1911. Over the years, the resource base of mining, logging and oil and gas exploration continues to drive growth. The railroad, together with the upgrading of Highway 16 through Town set the land use pattern. With the approval of the 1984 annexation by the Municipal Government Board, the Hamlet of Grande Prairie Trail (532 population) to the north and the hamlet of Glenwood (658 pop.) to the west were incorporated into the Town boundaries. At the same time, the Town annexed other land to the west as far as Rodeo Road and to the east as far as ½ mile east of 25th Street. Land south of the CNR rail line was also annexed in 1984. The southern Town boundary formed a curved boundary based on the then-proposed Highway 16 Bypass alignment. The 1984 annexation therefore defines the current Town boundaries.

Over time, serviced residential developed north along 50th Street and retail, service commercial and secondary commercial development expanded east and west beyond the downtown core along the main Highway 16 right-of-way as the economy grew.



APPENDIX 4: EDSON OPPORTUNITIES AND CONSTRAINTS (MAPS 1, 2, 4)

This section explains the physical and man-made opportunities and constraints that have shaped the Town to date and will have an effect on the future land uses and growth direction. These opportunities and constraints (Map 4) will play a role in the terms of reference for future planning exercises such as ASPs, ARPs and IDPs.

4.1 Servicing Capacity

Please refer to Map 1 (Aerial Photo) and Map 2 (Topography and Drainage). The topography is gently undulating land which slopes towards the south and east. The highest elevation within the Town boundaries is 974m located at the north Town boundary along 22nd Avenue, while the lowest elevation is at 886m in the east end of the Town boundaries. This creates a total difference of 88m.

Edson is largely drained by three creeks that run through the Town. These creeks are Bench Creek, Wase Creek, and Poplar Creek. Each creek flows through the Town in a southeasterly direction, with Wase Creek discharging into Bench Creek, followed by Poplar Creek discharging into Bench Creek, joining together as one on the north side of the golf course. The previous storm water management plan in 2005, delineated 24 sub drainage basins, of which 18 drained to Bench Creek, 4 to Poplar Creek, and 2 to Wase Creek. For the most part, these creeks are quite small and building setbacks and culverts are able to accommodate adjacent development. However, Bench Creek on the west side of Town has a fairly broad floodplain which is regarded as a significant constraint on the development of urban density in the area. These creeks directly influence the manner in which municipal sewer, water and stormwater services can be economically provided.

The Town is fortunate in having a significant elevation drop from the north down to the south. This has maximized the opportunity for gravity servicing without the need for costly lift stations. While some areas of standing water inevitably occur in any municipality, the slope also improves the movement of storm water through the Town.

Land abutting the three creek drainage systems is often unsuitable for urban development but provides an opportunity for future pedestrian trail and open space development when designated for ER or MR use during the subdivision approval process. During the public input process, residents expressed a high degree of interest in the improvement of pedestrian walkways, trails and open spaces as the Town grows.

The key determinant of future growth in the Town is the capacity to service vacant lands with piped water and sewer service. The 2011 AECOM servicing study identified alternative strategies to provide for the future expansion of the Town with these piped utilities. Since the slope generally slopes from the northwest down to the southeast, there appears to be adequate grade for gravity servicing in a west to east direction. Under the AECOM study, the Town is committed to expanding its existing groundwater supply capacity over time. The Town is considering a major trunk sewer upgrade that will open additional capacity on the west end of Town and will traverse industrial lands south of the CNR rail line. These major upgrades will need to be implemented over time, as financial capacity to undertake multiple projects concurrently is limited, and will be partly driven by the ability of the Town to collect Offsite Levies in accordance with the MGA.

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4.2 Soils and Muskeg

The Town is located on soils that pose a significant constraint to development of buildings, roads and piped infrastructure. Significant swaths of muskeg constrain development potential in the northwest quadrant of Town. Provincial mapping has also identified land south of the CNR rail line and west of Bench Creek as having greater than 3m depth of muskeg while land east of Bench Creek contains muskeg between 1-3m in depth. At this time there has not been a systematic geotechnical study undertaken for these muskeg areas to confirm the actual development potential or how they may be mitigated. In addition to the muskeg, the predominant clay soil conditions affect storm water management and the soil's capacity to absorb overland drainage.

4.3 Landfills

A Class 3 Landfill is located south of the CN rail line. Subdivision regulation provisions require 450m buffer for residential and institutional uses. A second, inactive landfill is located just north of Town boundary in Southeast 29-53-17-W5M. This decommissioned landfill requires a 300m buffer for similar uses.

4.4 Linear Infrastructure

An extensive network of pipelines and transmission power lines cross and crisscross the west and northwest area of the Town. These pose significant constraints to the development of land in parts of section 18, 19 and 20 all in 53-17-W5M.

4.5 Dissected landscapes

North of Highway 16, between Rodeo Road and 75th Street, pockets of existing acreage residential development are interspersed among the muskeg, Bench Creek, pipelines and power lines. Other land uses in this area include a condominium common property use of a horse holding area, existing industrial and the rodeo grounds. Those existing uses and multiple landowners creates a mix of constraints in this area and creates a challenging landscape upon which to design and implement logical and economical land use, servicing, subdivision and development policy. However, the proximity to Rodeo Road and Highway 16 plus the proximity to the current Town services provides a development opportunity if the constraints can be overcome.

4.6 Edson Airport

The Edson Airport, is an unmanned airport, with an estimated 6,000 to 7,000 aircraft movements per year. Federal regulations contain height and residential sound insulation requirements around the periphery of the Edson Airport. While this may be considered a constraint for future development in the area, the airport constitutes a significant value-added feature for industry and commerce.

4.7 CN Rail Line

The CN rail line was the original reason the Town was established in the early 1900s. The rail line offers an opportunity for adjacent lands to develop rail related transshipment facilities. However, the existing muskeg south of the rail line poses a significant constraint to the development of any substantial structures. Slow moving trains have produced significant traffic backups at the two level crossings at 63rd Street and 54th Street. The Town is examining an alternative access to the industrial lands south of CN line.

4.8 Future Highway 16 Bypass

The Province has long proposed a Highway 16 Bypass south of the CN rail line. The Province has indicated construction would likely occur in the long term future depending on available funding. While the Town has made representation for a third interchange to provide access to industries south of the CN line, only two interchanges are currently planned; one east of the Town boundaries and a second interchange within the southwest corner inside the Town boundaries. The land surrounding the two interchanges is an opportunity for the long term development of commercial-retail land use due to its proximity and visibility to Highway 16.

Some existing business owners are concerned about the resulting loss of drive-by traffic in the Town's commercial core. Alternatively, the reduction in traffic along the current Highway 16 couplet creates an opportunity to implement a more pedestrian-oriented streetscape, more and better sidewalks/pedestrian trails, reduced traffic noise from large trucks and more space to improve on-street parking capacity, especially near the Downtown area.

4.9 North Grande Prairie Trail Residential Area

Infill subdivision potential for parcels within the area north of Grande Prairie Trail are currently constrained due to the existing mix of piped and on-site water and sewer services. A comprehensive servicing strategy is needed to extend piped water and sewer through the community. Once this is resolved, existing large lots may become suitable for infill subdivision.

4.10 IDP 2007

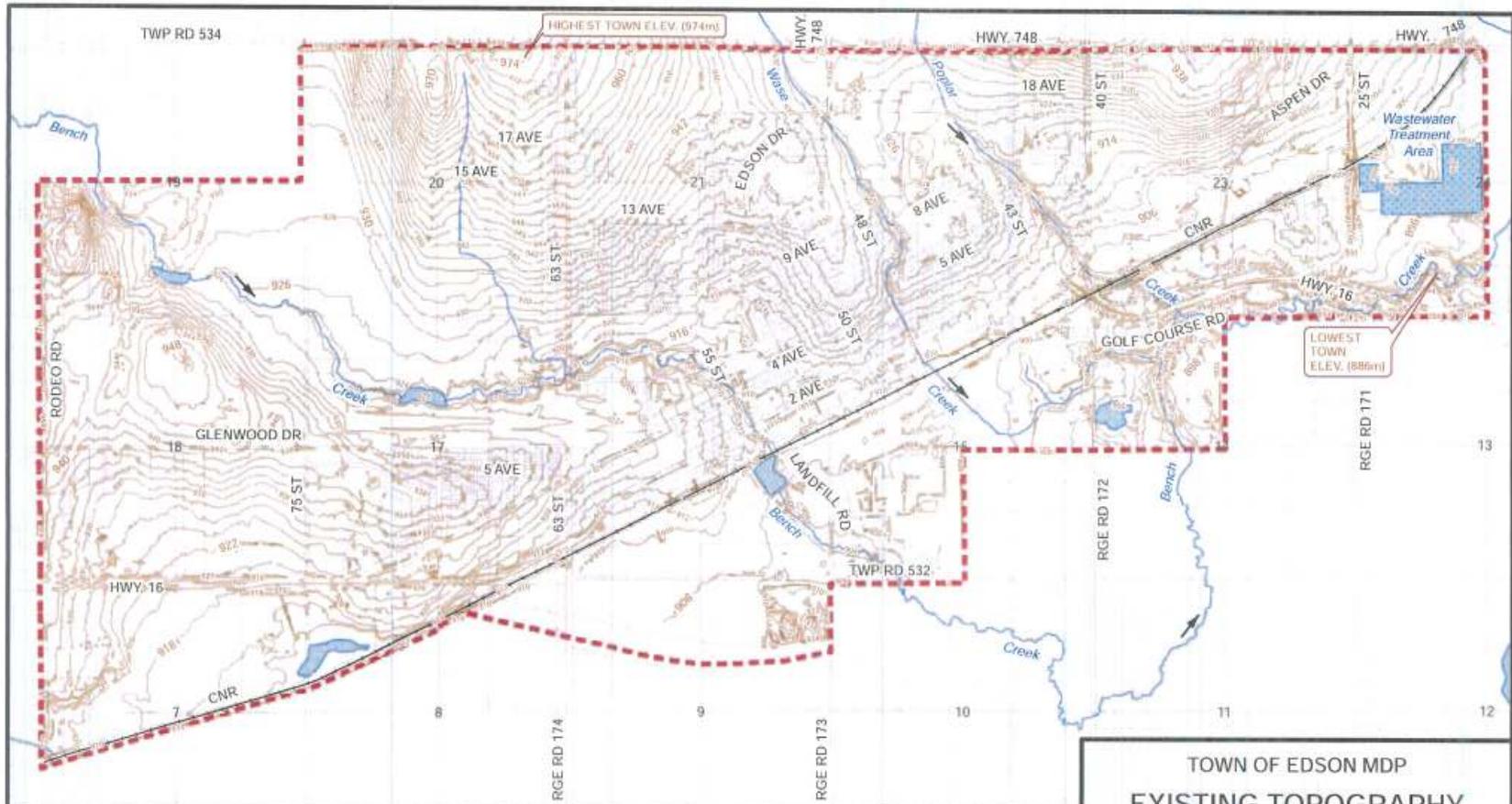
Land use outside the Town boundaries is managed by the County. The IDP Future Land Use Concept map for the Urban Fringe along Highway 16 (see map 13 of the IDP document) designates industrial land to the east of the Town boundaries and BCL1 uses to the west of the Town boundaries. North of Highway 748, the IDP identifies four quarter sections of land designated as Small Holdings in the County LUB. This designation controls future minimum subdivision size and density to recognize residential and associated urban density growth directions for the Town.

The Edson West ASP has been prepared and approved by both the Town and County as a result of agreements within the 2007 IDP. This Edson West ASP study area contains land in both the Town and the County. The Town has identified the land within its boundaries for more detailed review going forward. Any changes arising from a revised Edson MDP require consultation with the County to ensure the Edson West ASP is consistent with both the Edson MDP and the IDP.

4.11 Existing Statutory Plans

A number of existing statutory plans within the Town boundaries provide a framework for future residential, commercial and industrial subdivision developments. There are other vacant and occupied lands in the Town that are suitable for future planning exercises, whether ASPs, ARPs, or Concept Plans. These pre-planned areas provide an opportunity for efficient and economical land use that can be brought on stream relatively quickly, since much of the technical analysis has already been approved by the Town.

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-  TOWN OF EDSON BOUNDARY
-  2m CONTOUR
-  DIRECTION OF DRAINAGE

TOWN OF EDSON MDP
 EXISTING TOPOGRAPHY
 AND DRAINAGE
 MAP 2



TWP.53-17-W5M



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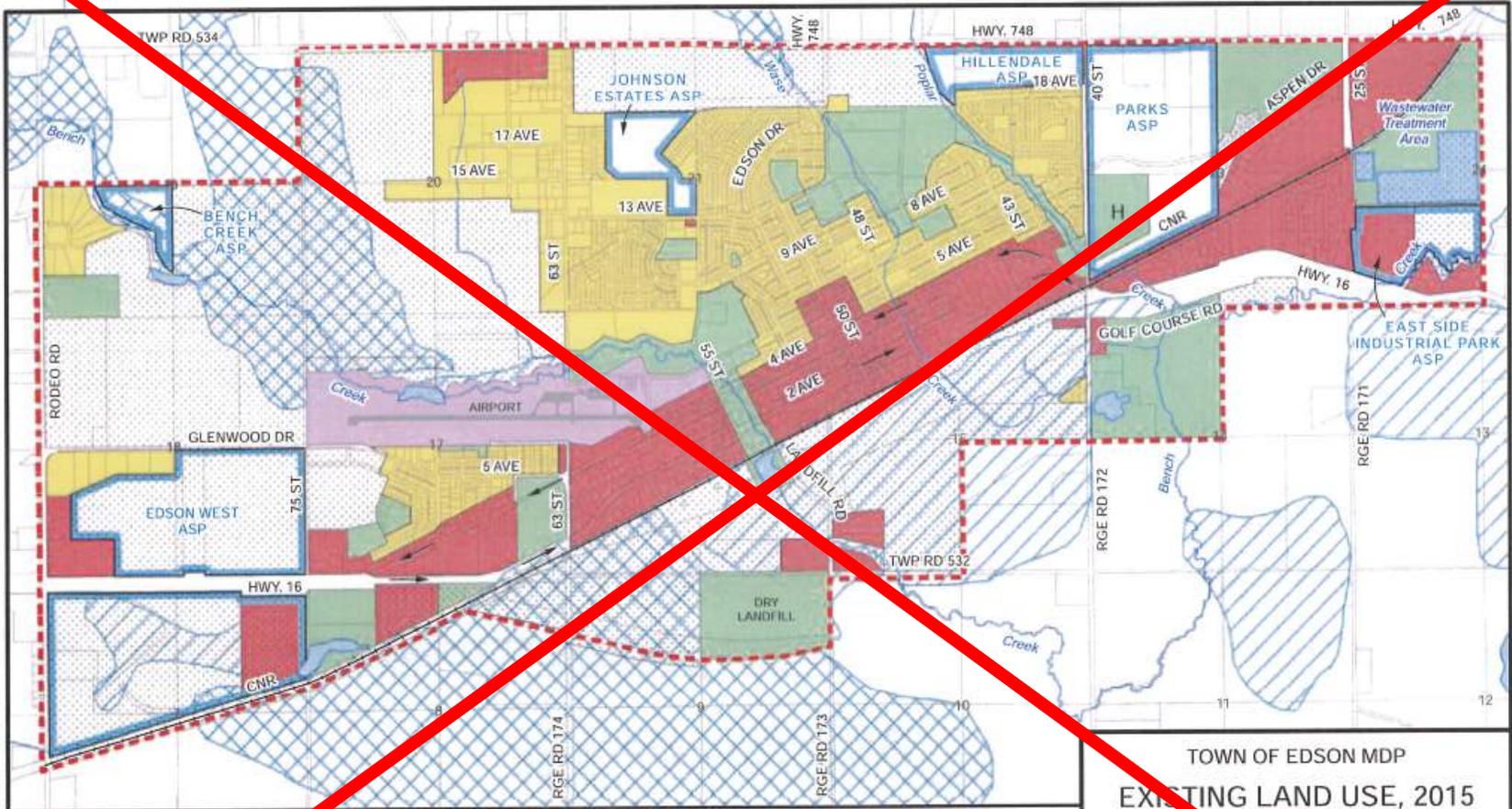


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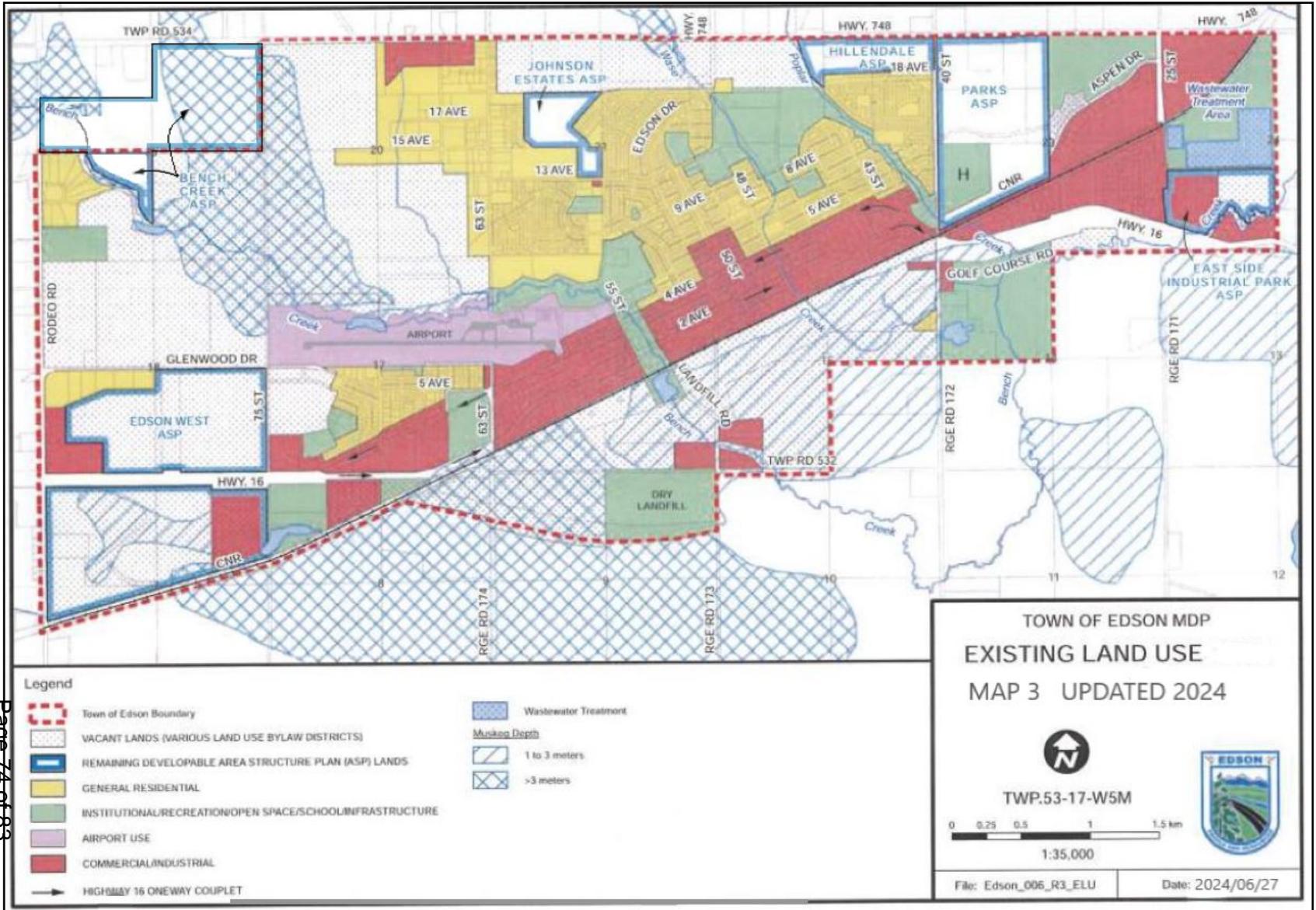
Legend

- Town of Edson Boundary
- VACANT LANDS AND UNCLASSIFIED LAND USE BYLAW DISTRICTS
- REMAINING DEVELOPABLE AREA STRUCTURE PLAN (ASP) LANDS
- GENERAL RESIDENTIAL
- INSTITUTIONAL/RECREATION/OPEN SPACE/SCHOOL/INFRASTRUCTURE
- AIRPORT USE
- COMMERCIAL/INDUSTRIAL
- HIGHWAY 16 ONEWAY COUPLETT
- Wastewater Treatment
- Muskog Depth
- 1 to 3 meters
- >3 meters

TOWN OF EDSON MDP
 EXISTING LAND USE, 2015
 MAP 3



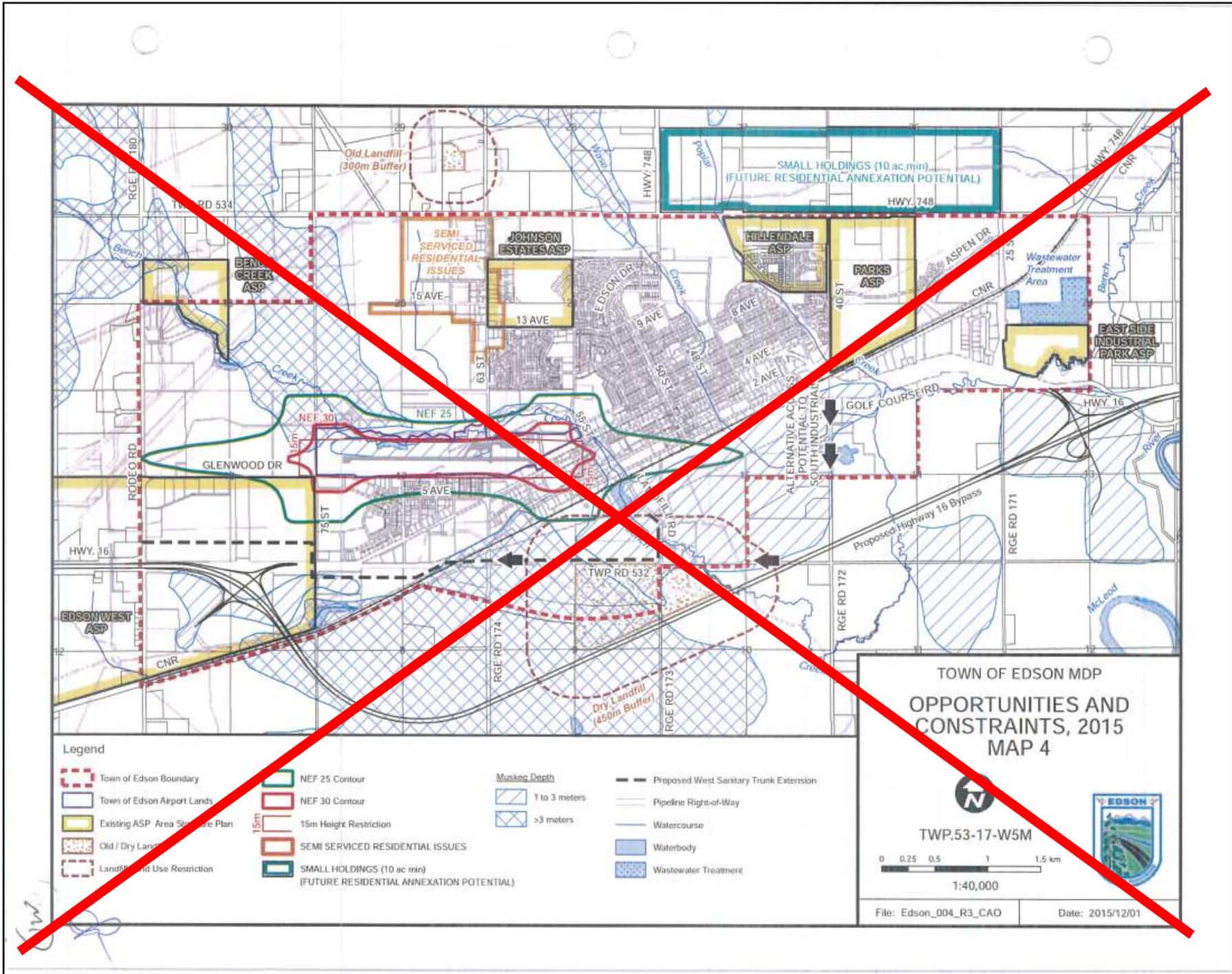
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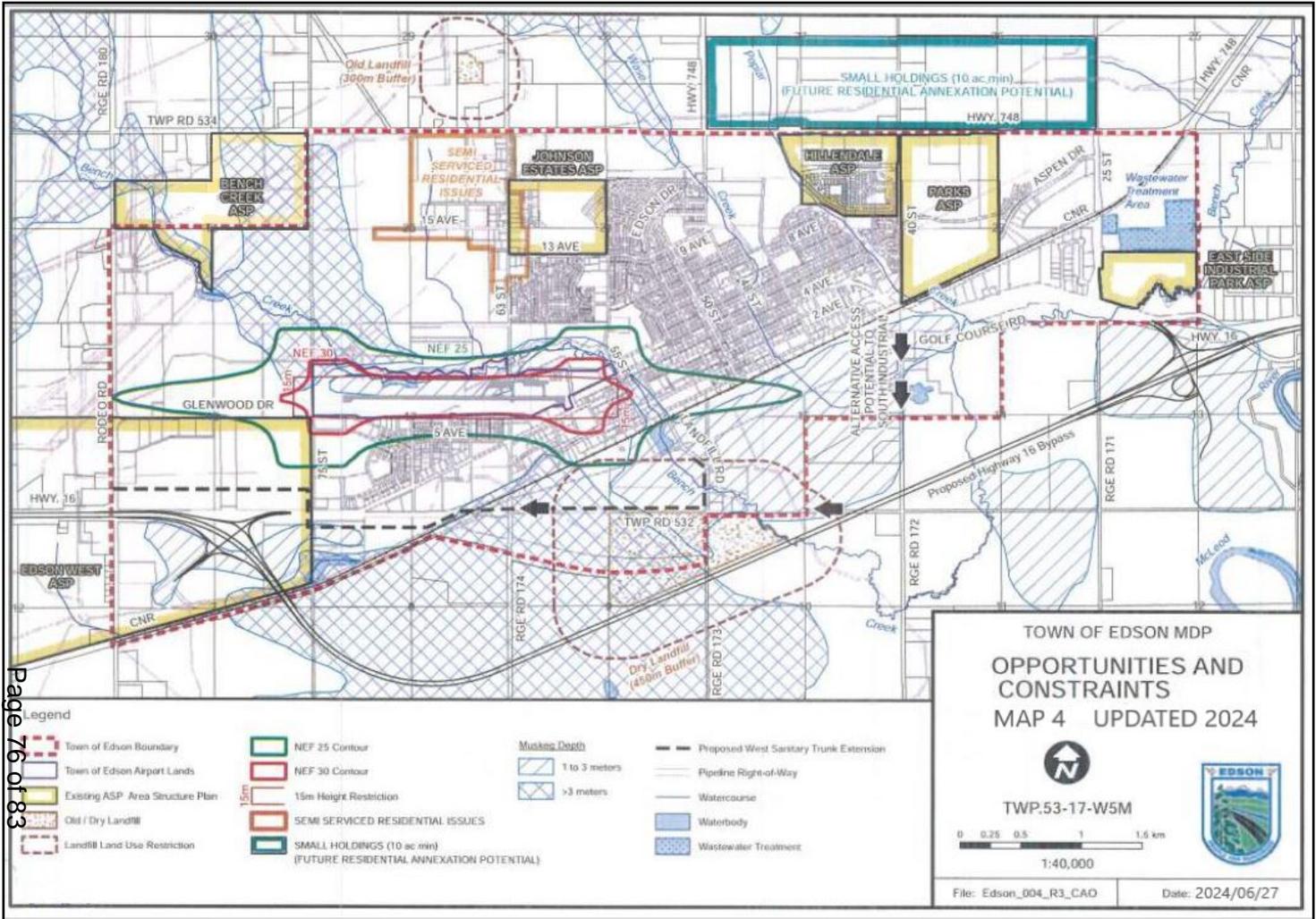


Legend

- Town of Edson Boundary
- Wastewater Treatment
- Muskeg Depth
- VACANT LANDS (VARIOUS LAND USE BYLAW DISTRICTS)
- 1 to 3 meters
- >3 meters
- REMAINING DEVELOPABLE AREA STRUCTURE PLAN (ASP) LANDS
- GENERAL RESIDENTIAL
- INSTITUTIONAL/RECREATION/OPEN SPACE/SCHOOL/INFRASTRUCTURE
- AIRPORT USE
- COMMERCIAL/INDUSTRIAL
- HIGHWAY 16 ONEWAY COUPLET

Page 74 of 83

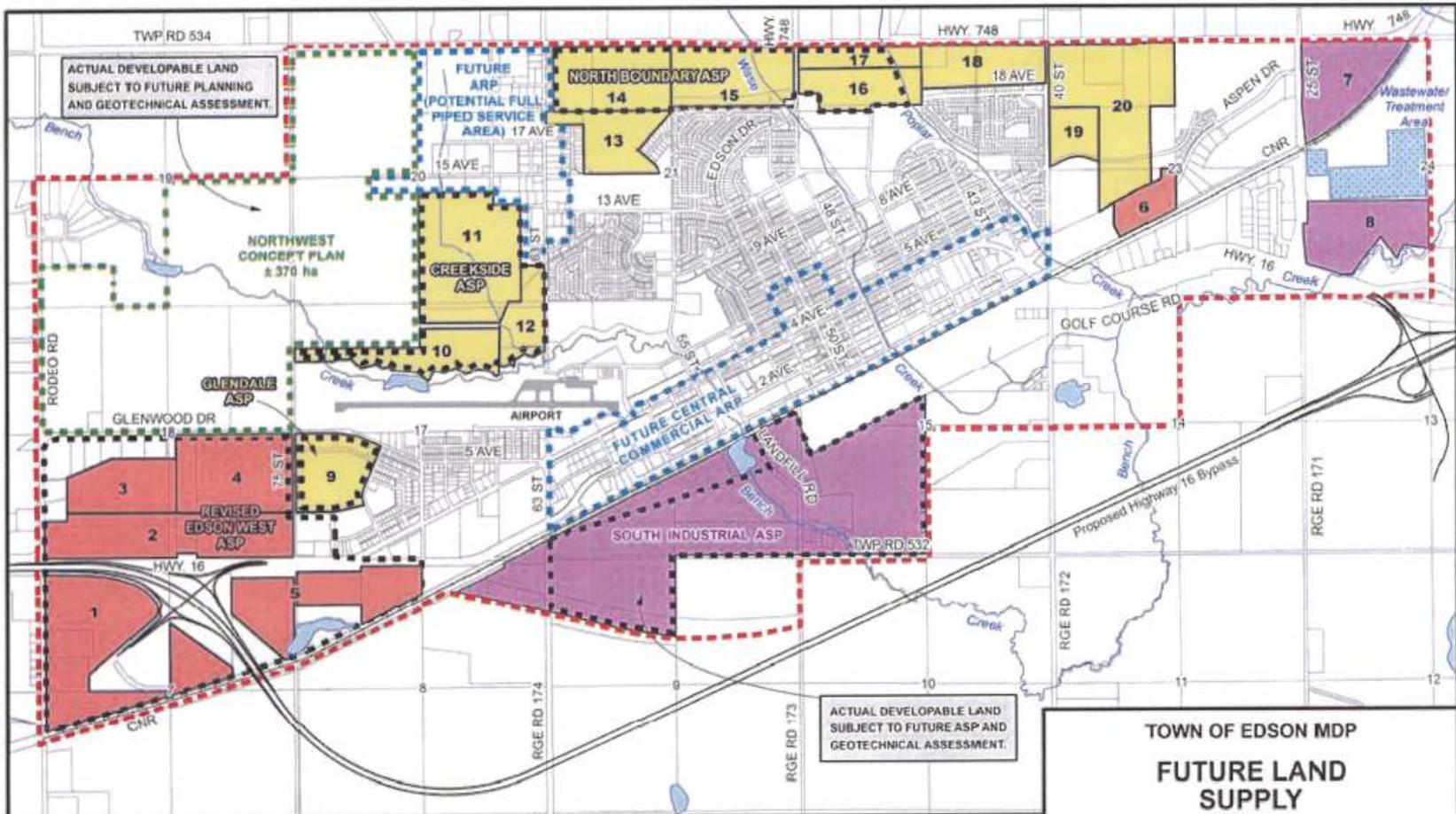




Legend

- Town of Edson Boundary
- Town of Edson Airport Lands
- Existing ASP Area Structure Plan
- Old / Dry Landfill
- Landfill Land Use Restriction
- NEF 25 Contour
- NEF 30 Contour
- 15m Height Restriction
- SEMI SERVICED RESIDENTIAL ISSUES
- SMALL HOLDINGS (10 ac min) (FUTURE RESIDENTIAL ANNEXATION POTENTIAL)
- Mucking Depth 1 to 3 meters
- Mucking Depth >3 meters
- Proposed West Sanitary Trunk Extension
- Pipeline Right-of-Way
- Watercourse
- Waterbody
- Wastewater Treatment

Handwritten initials and a signature.



Legend

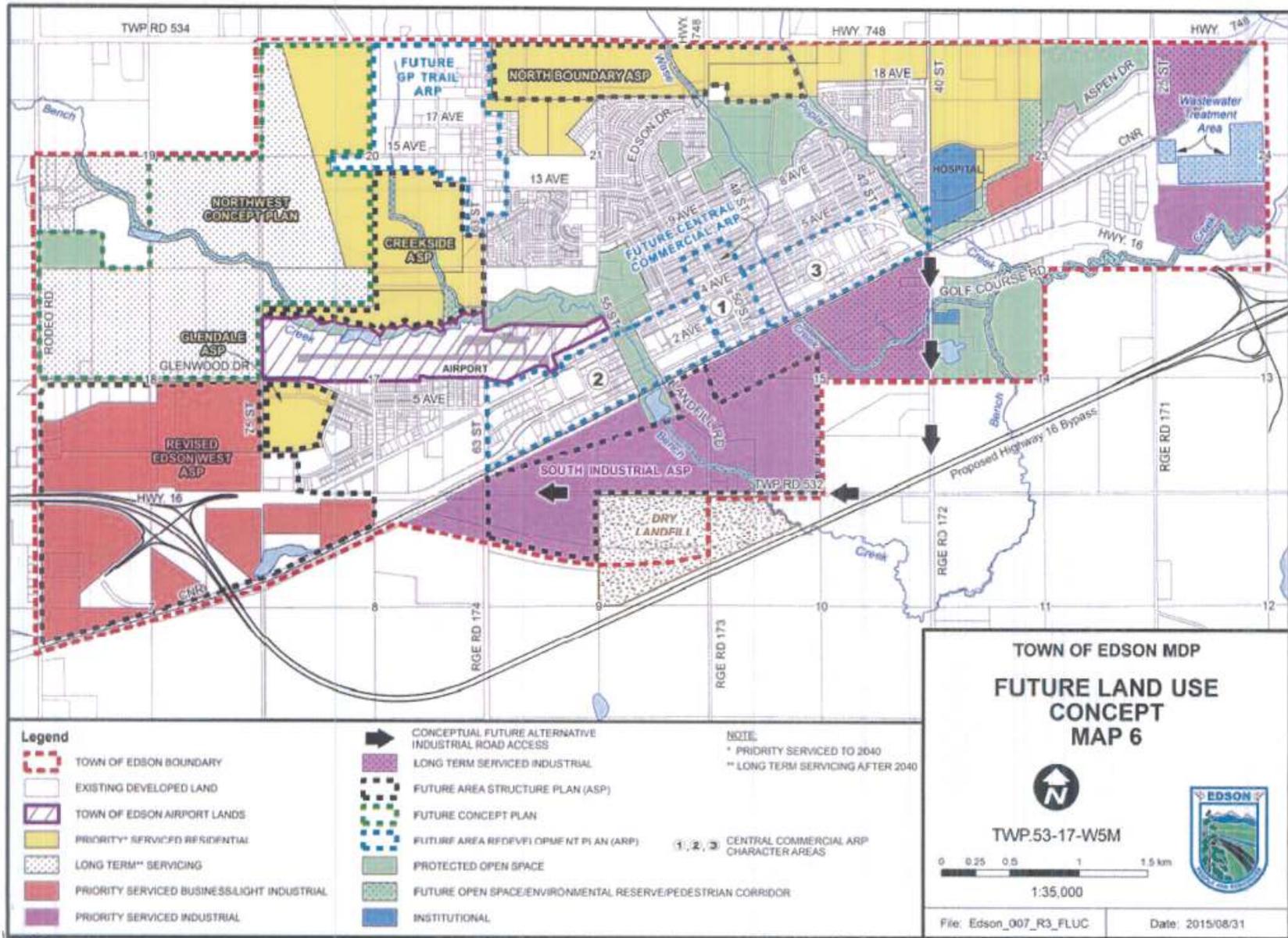
- TOWN OF EDSON BOUNDARY
- FUTURE AREA STRUCTURE PLAN (ASP)
- FUTURE AREA REDEVELOPMENT PLAN (ARP)
- FUTURE CONCEPT PLAN AREA
- INDUSTRIAL SERVICEABLE LAND TO 2040
- RESIDENTIAL SERVICEABLE LAND TO 2040
- COMMERCIAL / LIGHT INDUSTRIAL SERVICEABLE LAND TO 2040
- 1, 2, 3...** LAND SUPPLY PARCELS (SEE TABLE)

TOWN OF EDSON MDP
FUTURE LAND SUPPLY MAP 5

TWP.53-17-W5M

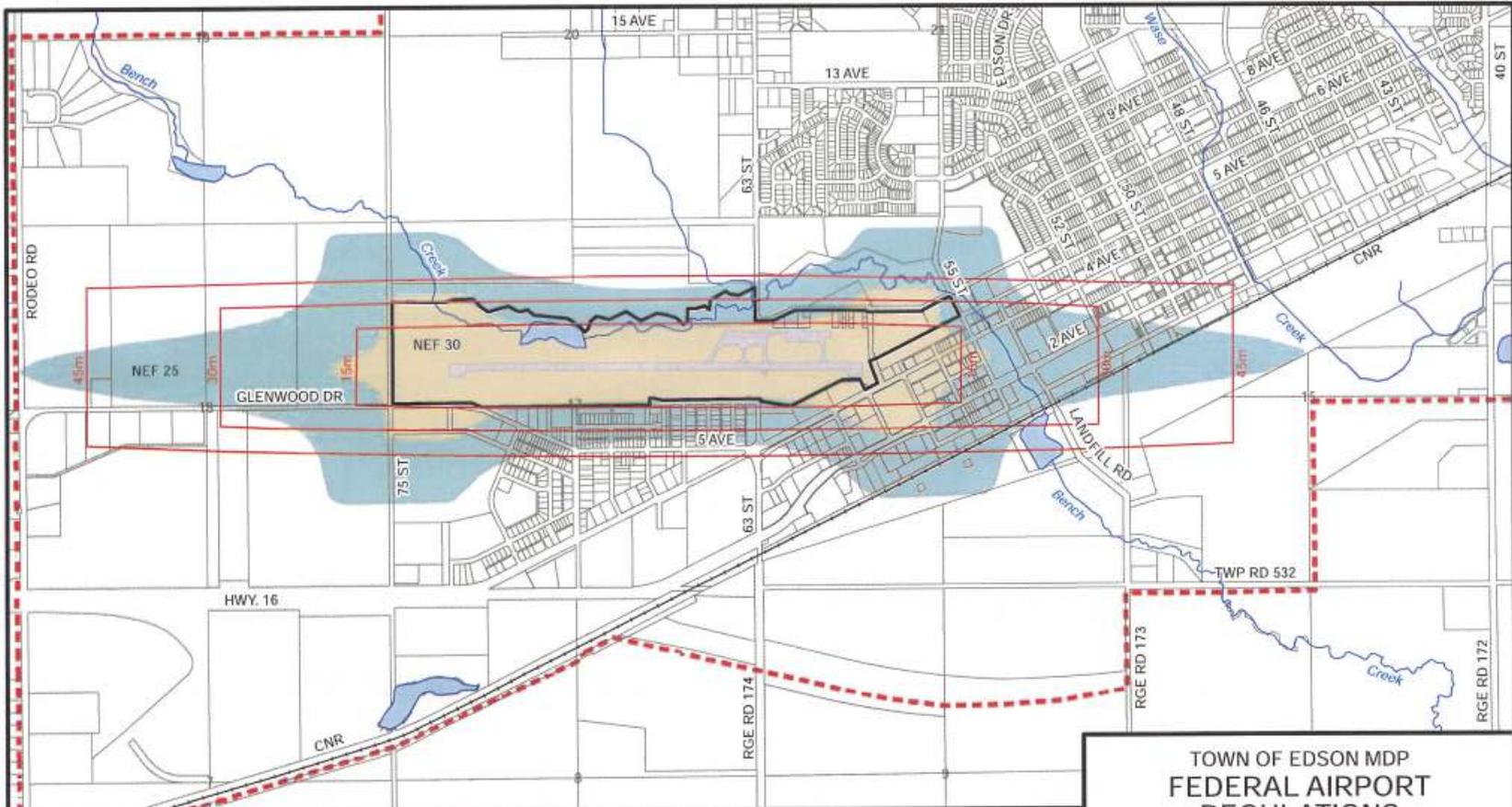
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Handwritten signature and initials

Handwritten initials: MW and a signature.



- Legend**
-  Town of Edson Boundary
 -  Town of Edson Airport Lands
 -  Height Limit
 -  NEF 25 Contour
 -  NEF 30 Contour

**TOWN OF EDSON MDP
FEDERAL AIRPORT
REGULATIONS
MAP 7**


TWP.53-17-W5M


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TOWN OF EDSON MDP
 FUTURE ANNEXATION
 DIRECTIONS
 MAP 8

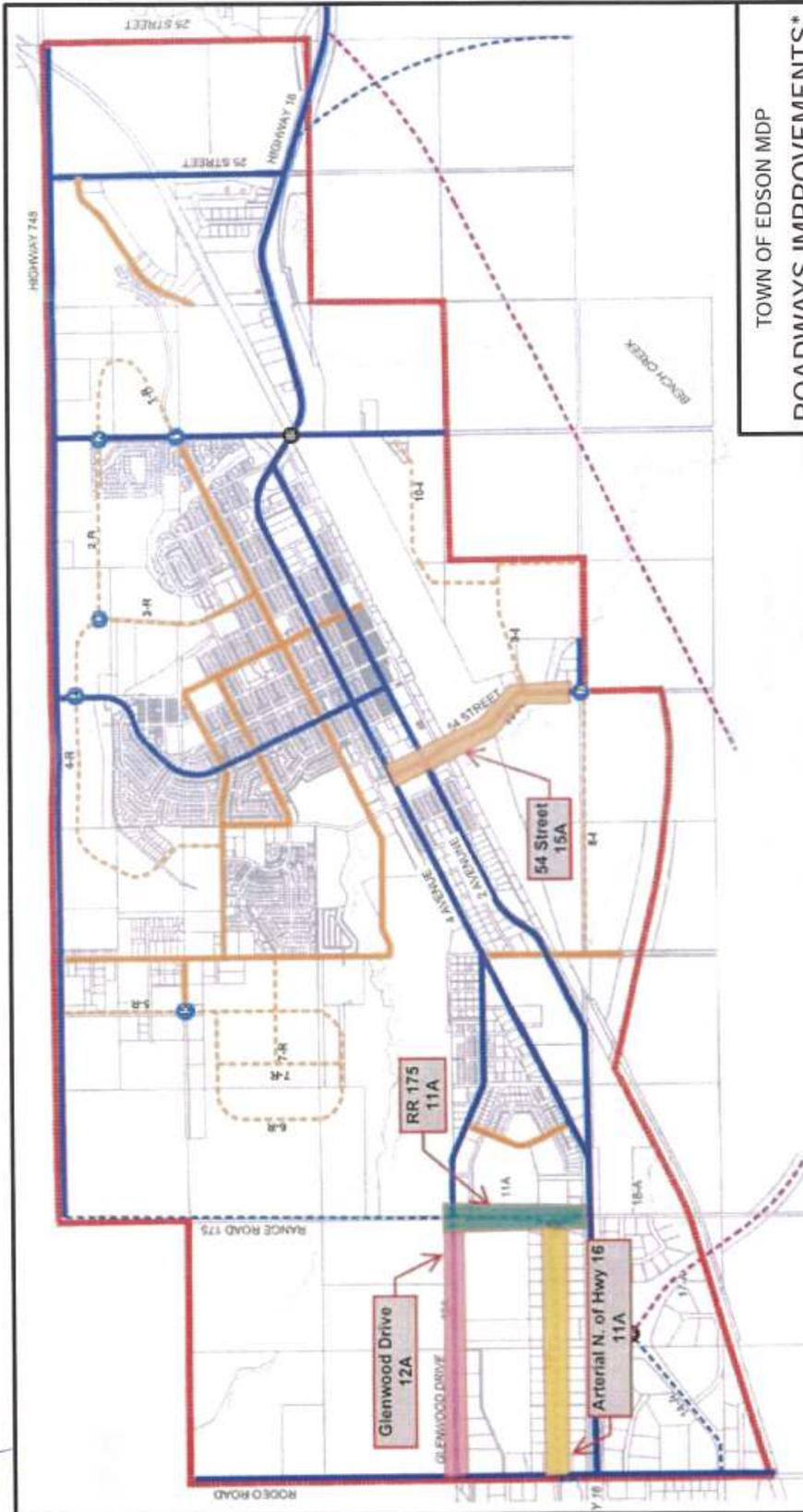


File: Edson_002_R1_FA Date: 2015/06/14

- Legend
-  TOWN OF EDSON BOUNDARY
 -  GENERAL FUTURE ANNEXATION DIRECTIONS

Handwritten initials and signature

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TOWN OF EDSON MDP
ROADWAYS IMPROVEMENTS*
MAP 9



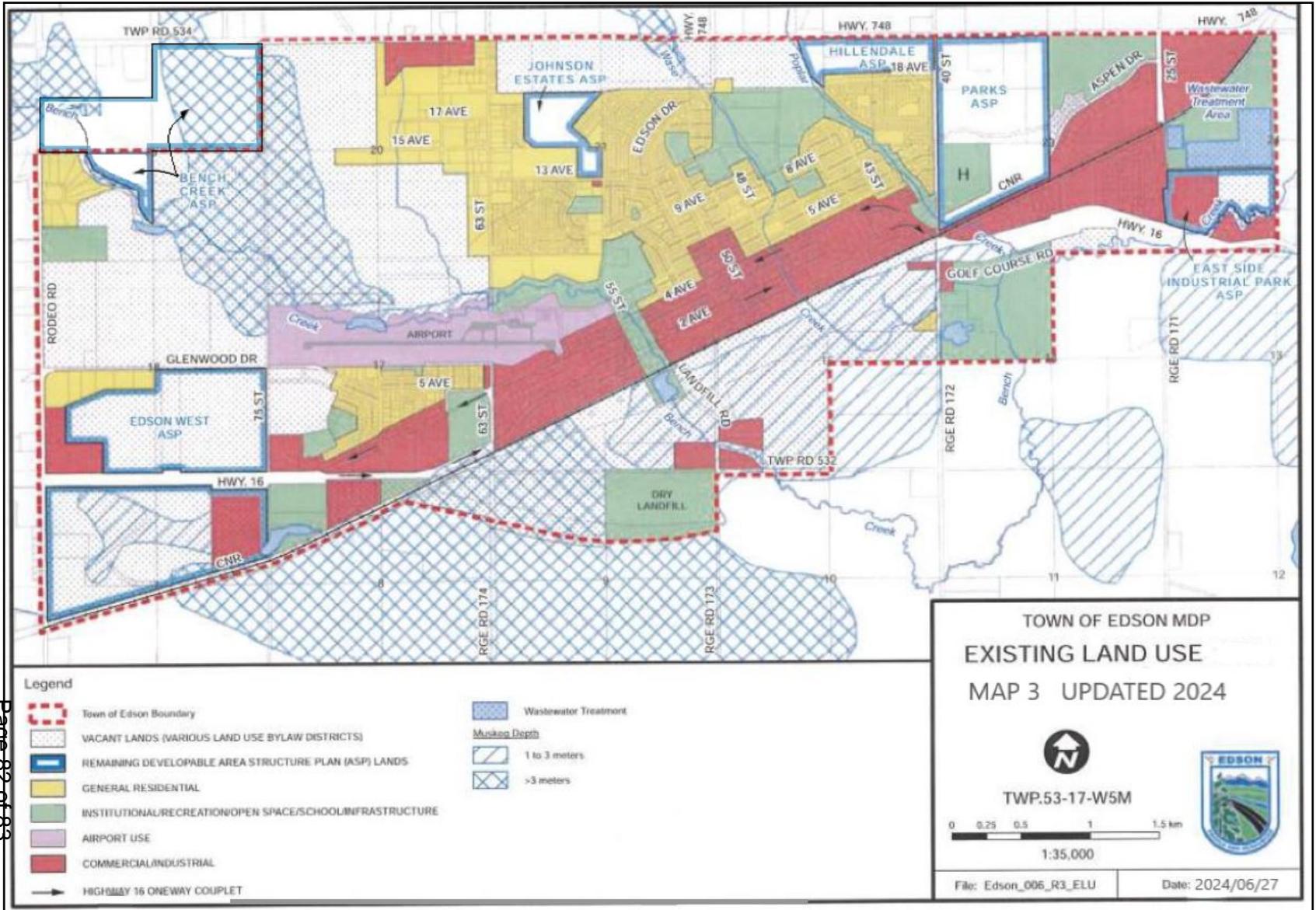
TWP.53-17-W5M

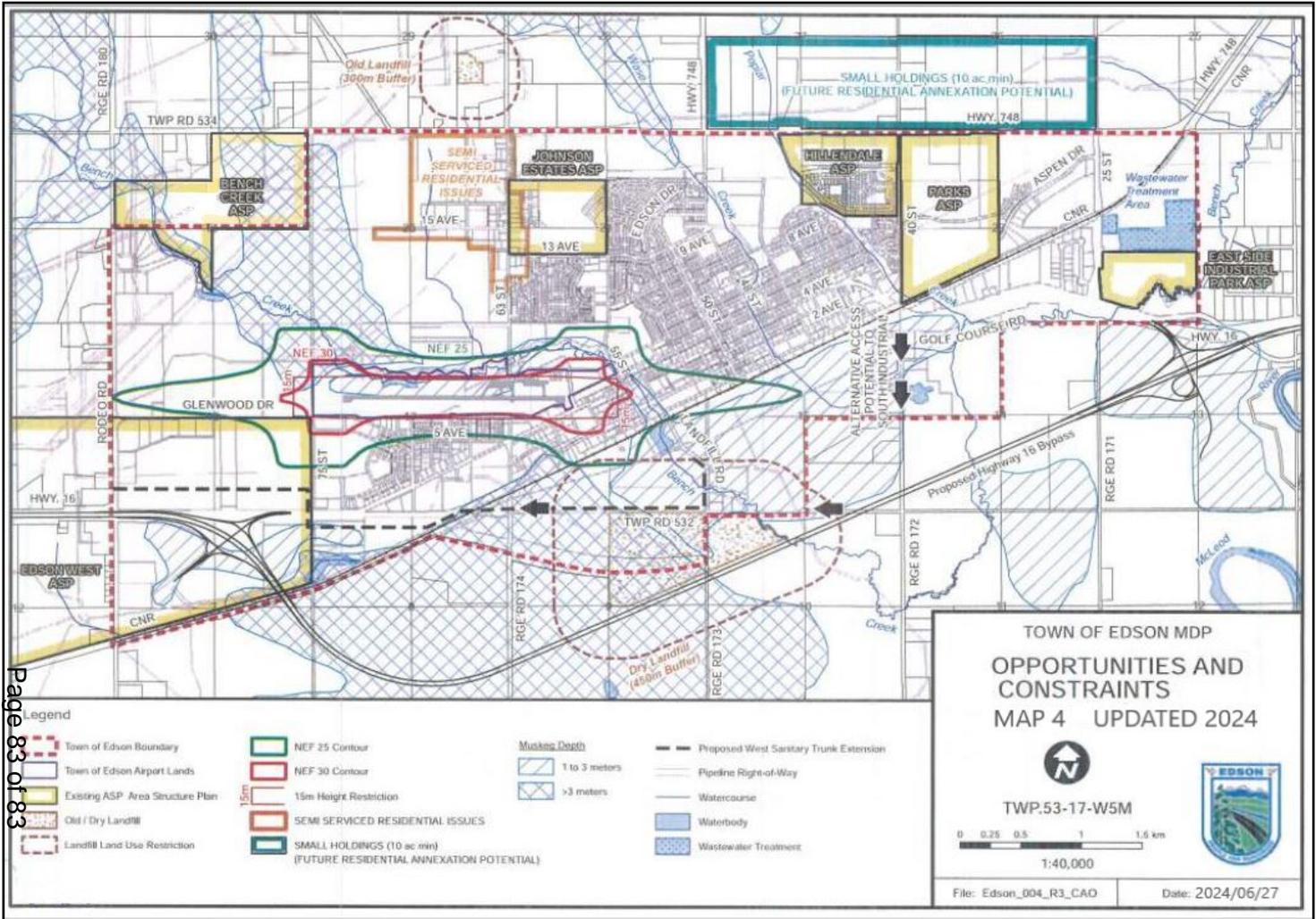


File: Edson_011_R0_Roadway Date: 2015/08/25

- Legend**
- Proposed Future Highway
 - Existing Arterial Road
 - Proposed Arterial Road
 - Existing Collector Road
 - Proposed Collector Road
 - Intersection
 - Interchange
 - Town Boundary

*NOTE: MAP IS ADAPTED FROM Town of Edson
 Offsite Development Levy Study
 Existing vs. Proposed Arterial and Collector Roads
 JANUARY 30, 2013





Legend

- Town of Edson Boundary
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- Pipeline Right-of-Way
- Watercourse
- Waterbody
- Wastewater Treatment

TOWN OF EDSON MDP
OPPORTUNITIES AND CONSTRAINTS
 MAP 4 UPDATED 2024



TWP.53-17-W5M

