

**BYLAW 875-P-06-23
TOWN OF COALDALE
PROVINCE OF ALBERTA**

**BEING A BYLAW OF THE TOWN OF COALDALE
TO AMEND BYLAW 844-P-03-22,
BEING THE WEST INDUSTRIAL AREA STRUCTURE PLAN**

WHEREAS the municipal council is in receipt of an application to amend the West Industrial Area Structure Plan (Bylaw 844-P-03-22) within the municipality.

AND WHEREAS the purpose of the proposed amendment is to incorporate a portion of land, legally described as Lot 4, Block 1, Plan 181 1388, into the West Industrial Area Structure Plan, as shown in Schedule A.

AND WHEREAS all changes to the ASP as generally described are identified specifically in "Schedule A" attached hereto.

AND WHEREAS the municipality must prepare an amending bylaw and provide for its consideration at a public hearing.

NOW THEREFORE, under the authority and subject to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, the Council of the Town of Coaldale, in the Province of Alberta, duly assembled does hereby enact the following:

1. The West Industrial Area Structure Plan amendments referenced above and identified specifically in "Schedule A" shall make up the amended West Coaldale Area Structure Plan.
2. Bylaw 512-P-04-03, being the West Coaldale Area Structure Plan, is hereby amended.
3. This bylaw comes into effect upon third and final reading hereof.

READ a FIRST time this 26^h day of June, 2023 for West Industrial Area Structure Plan Bylaw 875-P-06-23.

Mayor – Jack Van Rijn
Motion: 226-2023

CAO – Kalen Hastings

READ a SECOND time this ____ day of _____, 2023 for West Industrial Area Structure Plan Bylaw 875-P-06-23.

Mayor – Jack Van Rijn
Motion #

CAO – Kalen Hastings

READ a THIRD and FINAL time this ____ day of _____, 2023 for West Industrial Area Structure Plan Bylaw 875-P-06-23.

Mayor – Jack Van Rijn
Motion #

CAO – Kalen Hastings

BYLAW 875-P-06-23 SCHEDULE A



West Industrial Area Structure Plan Bylaw No. 844-P-03-22

May 2022

Amended to Bylaw No. _____
Current as of June 2023

PREPARED BY:

ISL Engineering and Land Services Ltd.

PREPARED FOR:

Town of Coaldale

PREPARED ON BEHALF OF:

845 Developments Ltd.
Town of Coaldale, Planning and Development

IN CONSULTATION WITH:

Talbera International Technologies Ltd.

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SECTION ONE

Planning Context

1

This section outlines the policy context of the plan as well as the interpretation, monitoring, review and amendment of policies herein.

1-1 INTRODUCTION

The West Industrial Area Structure Plan (ASP) has been developed to provide a framework for future development on lands generally located between 14 Avenue and Range Road 201A on the north and between Highway 845 and Range Road 201A on the east as shown on [Figure 1: Location Plan](#). The lands were annexed to the Town in 2018. The annexation was to provide for a 25-year growth horizon to accommodate future development within the Town.

1-2 PURPOSE

The West Industrial ASP is a statutory plan that provides a comprehensive development concept for the lands within the plan area. As outlined in Section 633 (1) of the Municipal Government Act (MGA), ASPs are developed “for the purpose of providing a framework for subsequent subdivision and development of an area of land...”

The MGA empowers municipalities to shape their communities. It regulates how municipalities are funded and how they should plan for growth. Per the MGA requirements, this ASP addresses the following:

- Sequencing of development proposed for the area,
- Proposed land uses,
- Proposed density of population, and
- General location of major transportation routes and public utilities

1-3 POLICY CONTEXT

Policies within this ASP are consistent with the following regulation, statutory plans and local bylaws:

Provincial Regulation

All development within this ASP is consistent with Provincial regulation, in particular the MGA and those of Alberta Environment and Protected Areas (AEPA).

South Saskatchewan Regional Plan (SSRP)

This ASP aligns with the SSRP, which establishes broad policies to guide responsible land management in southern Alberta by promoting efficient land use, quality of life and response to community needs.

Town Plan

The lands within this ASP are designated as an “Area of Growth” in the Town Plan and the proposed development aligns with key goals and objectives of the Town Plan by providing efficient and effective development in an area proposed for industrial uses. Land uses proposed herein are consistent with the Town Plan and are a logical extension to existing development. The block-based design and opportunities for the future development of trail connections support opportunities for walkable access to employment. The subject lands are identified within the context of the Town Plan on [Figure 2: Context Plan](#).

Transportation Master Plan (TMP)

While vehicles remain the primary mode of transportation within the local network, the development concept provides opportunities for future active mode connections throughout the Town, consistent with TMP policies. Road standards are consistent with classifications identified in the TMP.

Infrastructure Master Plan (IMP)

The IMP is a strategic document focused on the current status of the Town’s potable water, stormwater, sanitary sewer, and streets and roads. The document provides direction with respect to anticipated upgrades to sustain and increase levels of service and ensure long term maintenance.

Malloy Drain Master Drainage Plan

The Malloy Drainage Basin encompasses the Town of Coaldale and surrounding areas in Lethbridge County where capacity restraints can result in significant flooding issues. The Malloy Drain Master Drainage Plan was completed in 2010 and provides direction for stormwater requirements in this area.

Gateways and Corridors Strategic Plan

This ASP includes a portion of the Highway 845 Corridor. Development within this area will be consistent with the design and implementation guidelines outlined in this document to ensure that the corridor is well planned and maintained to provide a clean and attractive welcome to the Town of Coaldale.

Parks and Trails Master Plan

The Parks and Trails Master Plan provides a comprehensive plan to provide pedestrian and non-vehicular connections throughout the Town, including a future trail adjacent to and through this plan area, linking to the Birds of Prey. Policies have been included in this ASP to allow for future development of trails connecting to the overall trail network.

Recreation Master Plan

The Recreation Master Plan identifies areas of park reserve suitable for future development. While specific park areas have not been identified on the subject lands, the land use concept provides opportunities to include connections to important destinations such as the Gem of the West and the Birds of Prey.

Land Use Bylaw

The Development Concept prepared for this ASP has been developed to reflect the regulatory parameters of the Coaldale Land Use Bylaw (LUB). Land use categories shown on the Development Concept do not signify land use districts specified in the LUB. Future development proposals within the areas currently designated Urban Reserve District (UR) will require Land Use Amendment prior to development.

1-4 PLAN INTERPRETATION

Map Interpretation

Unless otherwise specified within this ASP, the boundaries or locations of any symbols or areas shown on a map or illustration are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or utility/road rights-of-way. Details shown on the maps will be subject to further study at the development approval stage. No measurements or area calculations shall be taken from the plan maps.

Policy Interpretation

Where “shall”, “will” or “require” are used in a policy, the policy is considered mandatory in order to achieve a desired result. Where “should” or “encourage(d)” is used in a policy it is anticipated that the policies will be applied in all situations unless it can be clearly demonstrated to the satisfaction of the Development Authority, that the policy is not reasonable, practical and feasible in a given situation. Where a policy requires compliance with the development concept, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage at the discretion of the Development Authority.

Appendix Interpretation

Appendices included herein do not form part of the statutory portion of this ASP. The purpose of an appendix is to provide information to further clarify the intent of plan policies.

1-5 MONITORING AND REVIEW

This ASP is a long-term policy document that promotes a vision for development and provides guiding principles and policies that work towards achieving that vision over-time. The policies within this ASP will be monitored and should be reviewed and updated every 10 years until such time as build-out of the plan area is achieved. This ASP may also be amended in response to changes in the overall policy direction within the Town or specific planning applications.

1-6 AMENDING THE ASP

If major changes with regards to land use, road networks or any other significant aspect of the plan are contemplated, an amendment to the ASP, that includes a public hearing, shall be held in accordance with the MGA. Minor changes will not require an amendment if, in the opinion of the Development Authority and/or Council, the intent of the ASP is still achieved. Where an amendment to this ASP is requested by an applicant, the applicant shall be required to submit the justification and information necessary to support the amendment.

1-7 SUPPORTING STUDIES

Biophysical Impact Assessment (BIA)

The majority of the project area has been previously impacted by historic anthropogenic activities, which substantially reduces the potential for adverse project related impacts to sensitive biota and other potential environmental sensitivities generally associated with undeveloped sites. However, several potential environmental sensitivities within the project study area were identified and should be considered during project planning and development. This should include specific planning and mitigation to address potential project related impacts to rescued and resident wildlife associated with the Alberta Birds of Prey Foundation site. Assuming adherence to recommended mitigation strategies, it is anticipated that the majority of anticipated project related impacts can be appropriately mitigated.

In the case of the Alberta Birds of Prey Foundation site, it is anticipated that potential project related impacts will be substantially moderated by conditions relative to the site and nature of disturbance (e.g., no direct sight lines, limited duration of disturbance, distance from receptor to disturbance, existing development buffer between sites etc.). The potential for project related impacts will be further minimized through a combination of engineering and operational mitigation strategies, including the use of erosion and sediment control devices, dust control strategies and the development of project specific spill response and materials management strategies. If feasible, the timing of construction to avoid sensitive seasonal timeframes associated with the site should also be considered as an added measure to reduce potential indirect impacts.

Phase 1 Environmental Site Assessment (ESA)

The potential environmental risk on the Subject Property was generally rated as moderate, based on the information reviewed and the historical use of the Property. The businesses surrounding the site are light Industrial or agricultural land uses which generally carry moderate to low risk depending on the nature of the business. Within the context of the Phase 1 Environmental Site Assessment, further investigation of the site is not recommended based on the review of historical records, interviews, and observation of site conditions at the time of site visit.

Historical Resources Act (HRA) Clearance

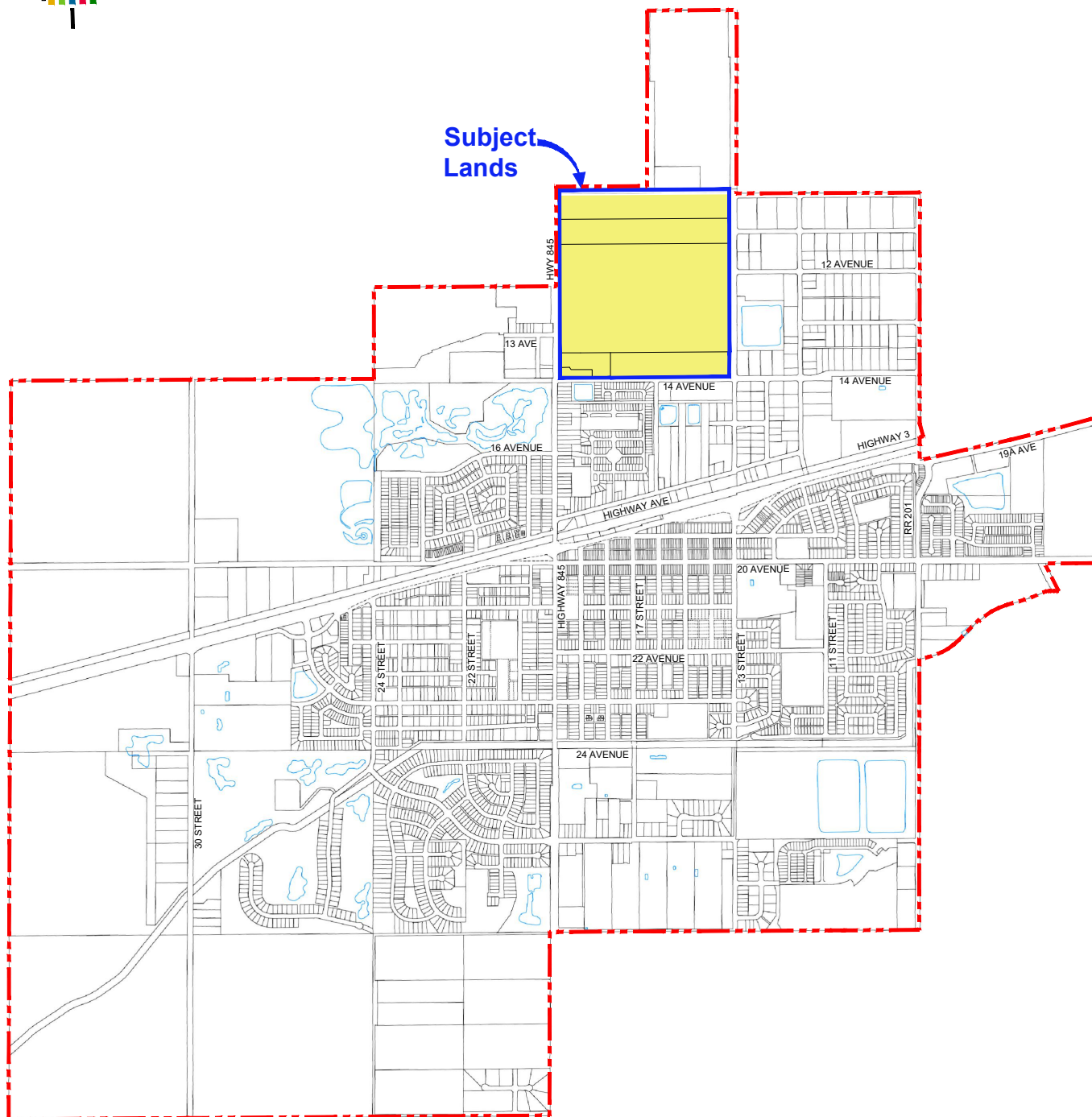
HRA approval has been granted for the activities described for the proposed development. Any discovery of an historic resource during the development of the NW ASP shall notify the Heritage Division of Alberta Culture. If previously unrecorded historic resources are discovered, proponents may be ordered to undertake further salvage, preservative or protective measures or take any other actions that the Minister of Alberta Culture considers necessary.

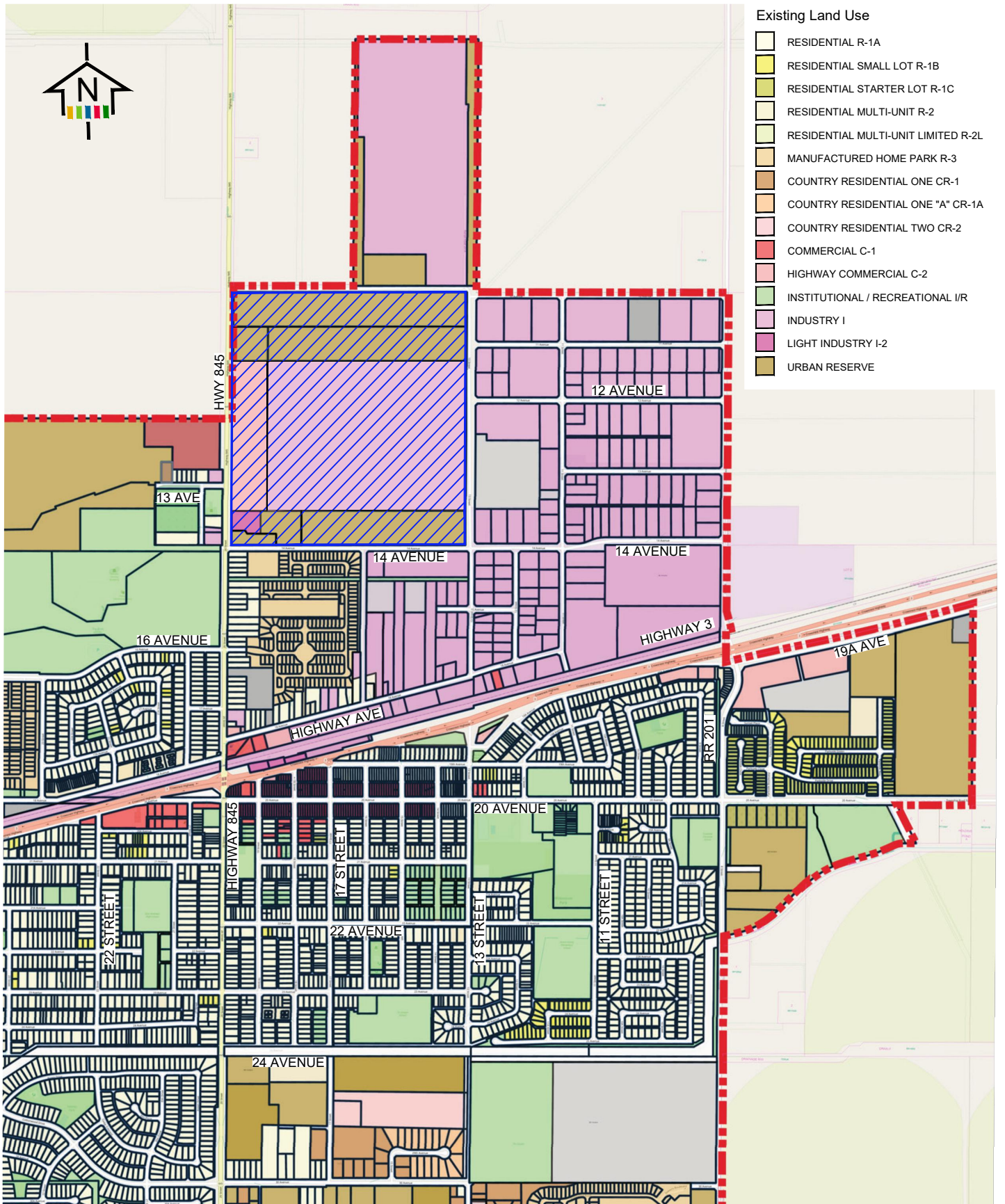
Wetland Identification and Delineation Assessment (WIDA)

Based on the results of the wetland inventory and assessment, no waterbodies or wetlands were identified within the proposed Project development boundary. As such, development at the site is not subject to approval requirements of the Alberta Water Act relative to specific conditions pertaining to disturbance of wetlands.

1-8 LIMITATIONS

Policies within this ASP are not to be interpreted as an approval for a use on a specific site. Detailed site conditions or constraints – including environmental considerations – must be assessed on a case-by-case basis as part of an application for a Land Use Amendment, Subdivision, or a Development Permit.





SECTION TWO

Plan Area

2

This section highlights the existing conditions of the plan area and the opportunities and constraints as they relate to future development.

2-1 AREA CONTEXT

The West Industrial ASP encompasses approximately 59.92 ha (148.06 ac), which are predominantly agricultural. These lands are identified for future industrial growth within the Town Plan. Partially developed industrial/commercial uses are located to the east and west of the plan area. The Gem of the West Museum and the Birds of Prey are located to the south west and a mix of commercial and residential, and undeveloped lands are located to the south.

A search of the Government of Alberta Spatial Information System, Spin 2, indicates the property contains easements for buried phone cable, a transmission line, and a gas pipeline. Existing shallow and overhead utility easements and alignments will be reviewed at the Outline Plan stage.

2-2 TOPOGRAPHY

The parcel is relatively flat, and generally drains towards the southeast part of the site, as shown on [Figure 3: Topography](#). The land has been used for agricultural purposes and there are no significant slopes within the parcel.

East of the plan area there is a significant ditch that runs north-south along the east side of 13 Street and an existing stormwater management facility to the southeast.

2-3 CURRENT LAND USE

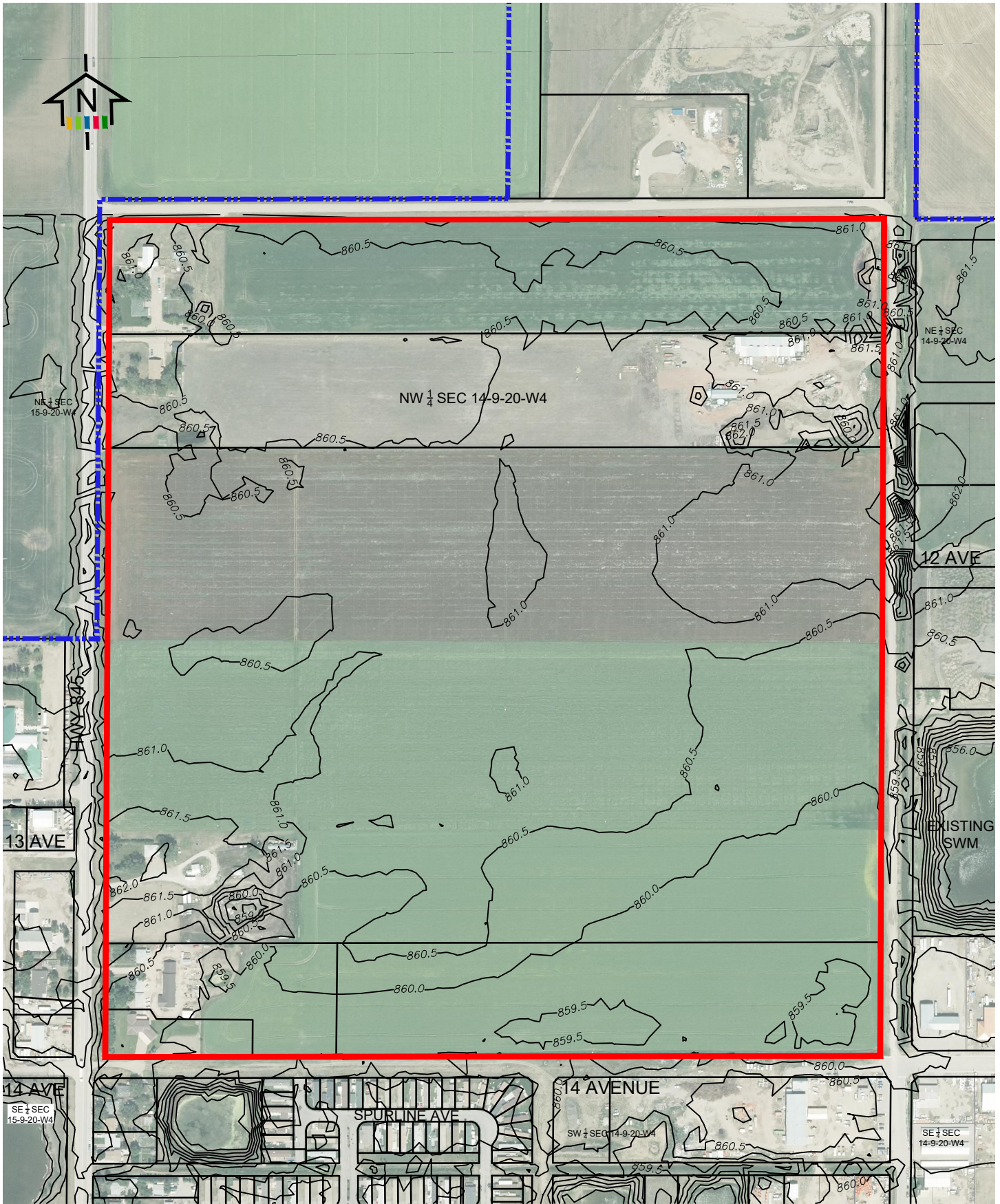
As shown on [Figure 2: Context Plan](#), the lands within the plan area at the time of adoption are designated Urban Reserve (UR) district, Highway Commercial (C-2) district and Industrial (I) district.

A single parcel in the southwest of the plan area is zoned light industry (I-2) district.

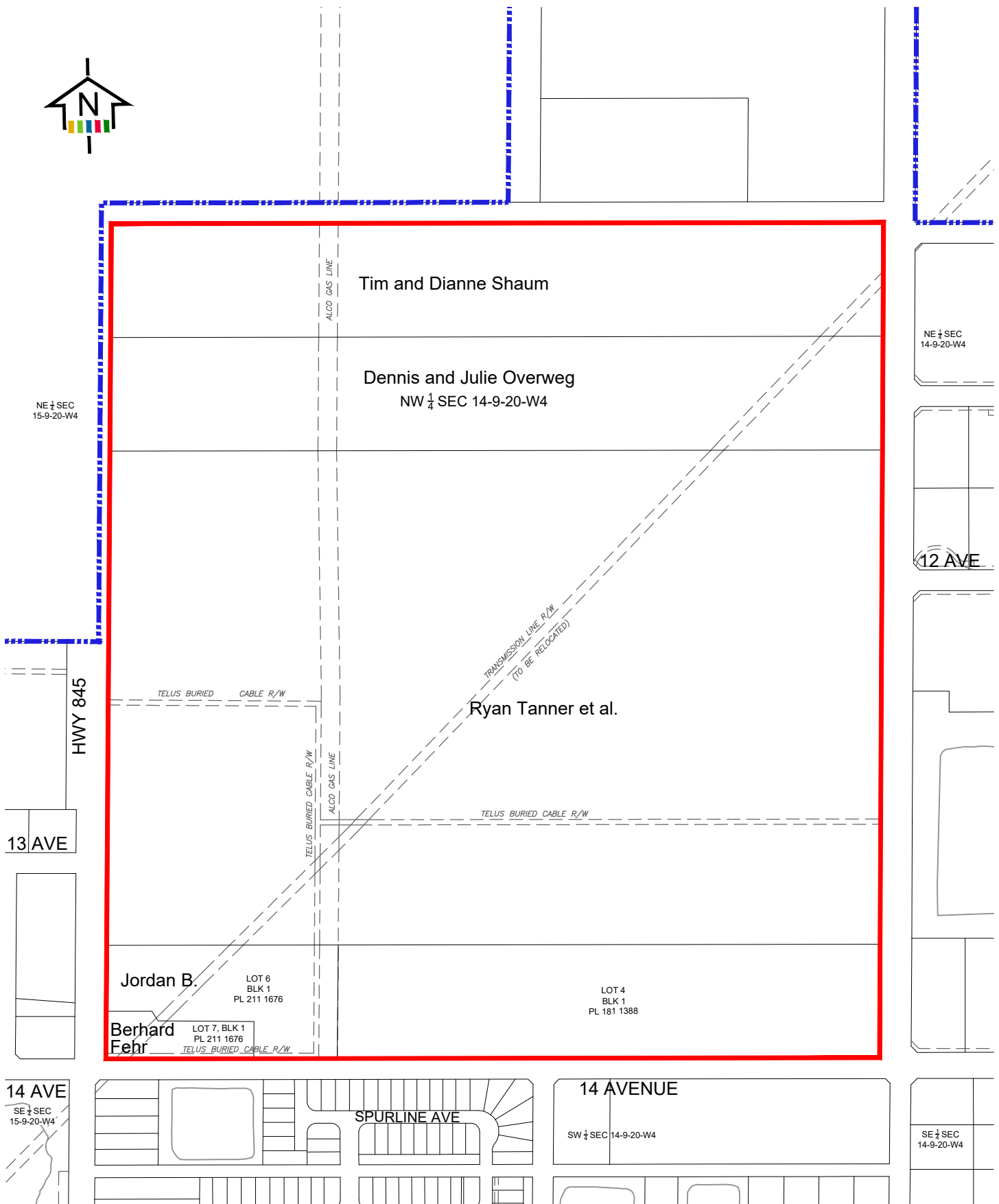
The land is designated UR district are intended to be subdivided and developed for urban uses in the future, but are presently essentially agricultural or non-urbanized. Before development proceeds on the UR parcels, approvals of Outline Plans and Land Use Redesignation applications will be required.

2-4 LAND OWNERSHIP

Plan area lands are predominately owned by 845 Developments Ltd. Additional lands within the quarter-section have been included as part of this ASP to ensure an orderly and efficient framework for future development. Land ownership is shown on [Figure 4: Ownership](#).



---- Town Boundary
---- ASP Boundary



SECTION THREE

Development Concept

3

This section provides the overall Development Concept for the plan area, showing the general location of land uses, community amenities and the road network.

3-1 VISION

The West Industrial area is a centre for primarily industrial uses, including some mixed-use commercial uses adjacent to Highway 845. Development is integrated with environmentally and historically sensitive areas and the area provides a sustainable business-ready environment, attracting investment and providing employment opportunities.

3-2 GUIDING PRINCIPLES

The following principles provide guidance on the nature of development within the plan area:

Sustainability

Infrastructure and servicing should be developed in an efficient manner following sustainable best practices. Energy efficiency, innovative development strategies and alternative servicing options for new construction should be considered.



Environmental Stewardship

Natural areas should be protected from negative development impacts. Innovative approaches such as green infrastructure, water conservation and low impact development should be encouraged for future development.

Long Term Stability

Commercial and industrial development should be encouraged to provide opportunities for local employment, support a healthy local economy and foster a vibrant and diverse local economy where people want to live, work and play.



Managed Growth

Planning should be put in place to establish appropriate policy and processes to facilitate development and provide a business-ready environment. Development should proceed in an efficient and logical order.

3-3 CONSULTATION

The West Industrial ASP, (Bylaw 844-P-03-22) was prepared in consultation with plan area landowners, stakeholders, the general public and Administration. Due to the unprecedented COVID-19 pandemic ongoing during the Plan's development, engagement opportunities were conducted virtually to protect the safety and well-being of landowners, stakeholders and staff. The purpose of the engagement process was to share the draft plan, respond to questions and gather feedback. Ideas and comments for this ASP were gathered through direct communication with stakeholders and an online survey.

This feedback was used to establish a vision and guiding principles to inform the Development Concept and policies within this ASP. Consultation milestones included:

- **Virtual Open House and Online Survey (December 2021 – January 2022).** The Plan was shared online with Council and key stakeholders to obtain feedback regarding challenges, opportunities, and an overall vision for the Plan area.
- **Stakeholder Input (January 2022).** Plan area landowners were contacted directly to gather feedback on development priorities, a vision for the Plan, and any other opportunities and challenges associated with the Plan area.
- **Virtual Engagement Session (January 2022).** A live session was conducted on January 18, 2022 to answer questions arising from the virtual open house and gather additional feedback from the general public.
- **Let's Connect Coaldale (April 2022).** Notice of the public hearing and opportunities to share feedback and pose questions were posted online and social media.
- **Public Hearing (April 2022).** A public hearing was held on April 25th to provide a final opportunity for public comment on this ASP as part of the plan adoption process.

There was general support for the Plan including the proposed uses, the general layout and the opportunities for additional employment. The following table summarizes the comments received and how the input was incorporated into the design and policies of the ASP.

Table 1: Engagement Summary

What We Heard	How We Responded
Concerns were raised about the impact of the proposed industrial development on adjacent properties, airborne pollution and odor, noise, traffic congestion and access.	The proposed uses are for light industrial development which would not be a source of pollution and nuisance factors. These types of uses are prohibited within the Town and regulated by other existing policy documents.
It was suggested that a green strip with landscaping and trees be considered along the west side of the plan area along Highway 845 as a gateway to the community.	A 10m green MR strip was incorporated along the east side of Highway 845 and policies have been included to ensure appropriate landscaping.
There were questions about the type of mixed-use commercial that are being proposed.	The mixed-use commercial component is consistent with the land use direction provided in the Town Plan and will be appropriate to the Highway 845 corridor. A Land Use Amendment will be required for subject parcels prior to development.
There were concerns about access to the plan area, possible traffic congestion and emergency access issues as well as the classification of road for 12 Avenue. It was suggested that additional access to the area from 10 Avenue, 11 Avenue or Range Road 201A be considered.	The transportation network was developed in compliance with the Town Plan and the Transportation Master Plan. ASP policies require that a Traffic Impact Assessment be provided as part of an Outline Plan application to ensure adequate capacity and access to support the proposed development.
It was suggested that team consider ways to minimize potential nuisance between Station Grounds and south edge of industrial development.	Policies have been included to provide for enhanced landscaping along the south boundary of the ASP area where industrial parcels back onto 14 Avenue.
There was a question about whether the plan area paths would connect to the Birds of Prey.	Policies have been included in the ASP to allow for future development of non-vehicular routes to connect the area with other Town destinations including the Birds of Prey, per Parks and Trails Master Plan.
There were some concerns raised about the location and configuration of the cul-de-sacs, roadways and the stormwater pond inside of the plan area and how they may negatively impact the parcels of land and circulation through the area.	There were minor revisions to the original road network to reconfigure cul-de-sacs so they function as dead-end streets that could be converted to access points to peripheral roadways if it were to become feasible to do so. The road network and the location of the stormpond are based on the Transportation Master Plan, the Infrastructure Master Plan and Malloy Master Drainage Plan.

Subsequent to the approval of the West Coaldale ASP in 2022, changes in ownership and evolving market trends have created an opportunity to add vacant lands along the south boundary to ensure an orderly and efficient framework for future development and update the Development Concept.

3-4 DEVELOPMENT CONCEPT

The Development Concept, shown in [Figure 5: Development Concept](#), has been created by using input gathered from the consultation process to prepare a design that respects the physical constraints within the plan area. The block-based design provides an efficient road network with primary access from Highway 845.

The grid layout shown in the development concept can be modified to accommodate smaller or larger scale development and environmental constraints, and supports a variety of lotting scenarios and flexibility to adapt to specific development requirements. The local road network may be revised without an amendment to this ASP so long as adjacent landowners are not negatively impacted by the proposed changes and revised alignments are consistent with Town standards.

A right-of-way to accommodate a rail spur line connecting to the south, has been incorporated into the large block design and provides an opportunity for rail access.

3-5 LAND USES

Three primary land use areas have been identified within the Plan including:

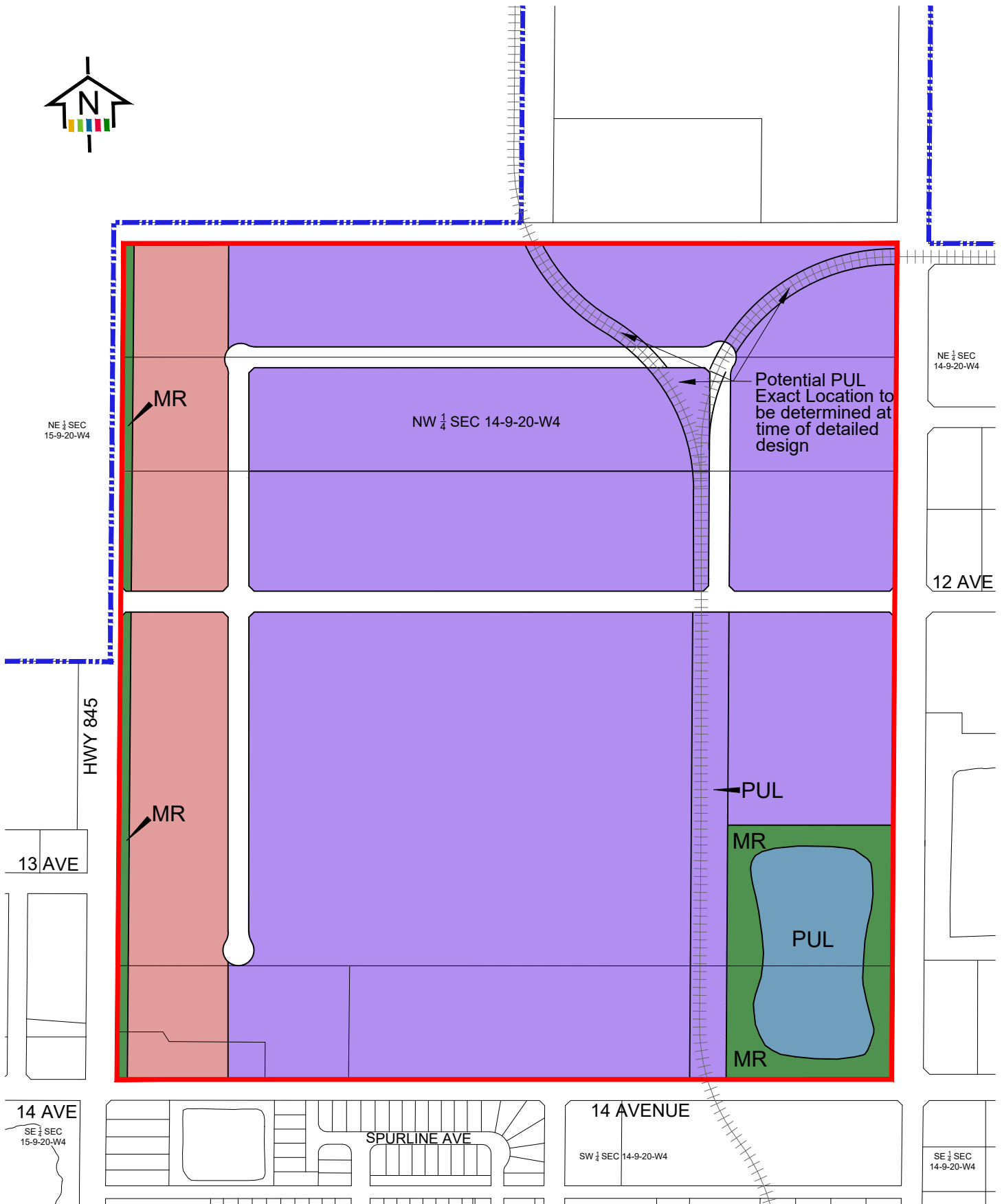
- **Industrial.** The Industrial area is intended to provide for industrial uses that have minimal to no impacts on adjacent landowners in terms of operational nuisance. A wide range of lot sizes and configurations can be accommodated within the area. Further subdivision or consolidation of parcels to accommodate smaller or larger lotting may be permitted by extending or reducing the road network as long as key connections are maintained.
- **Mixed Use Transition (Commercial/Industrial).** Lands adjacent to Highway 845 are proposed to accommodate mixed use (commercial and industrial) consistent with current development and the proposed land uses in the Town Plan.
- **Open Space.** An open space has been proposed within the natural drainage corridor along the southeast portion of the plan area. This corridor preserves the natural area, accommodates future stormwater facilities, and enhances overall walkability by providing valuable connections between the key land use areas and existing development to the east and south. There is also provision for a 10-metre green buffer along the west boundary. This provides for additional pedestrian connectivity and landscaping to enhance functionality and visual aesthetics along Highway 845.

The uses above are a general indication for future land use and do not constitute land use approvals per the Town's LUB. Prior to development, a Land Use Amendment will be required to comply with the LUB in effect at that time. The following Land Use Statistics are based on the Development Concept and include road areas:

Table 2: ASP Land Use Statistics

Proposed Land Use	Area in Hectares*	Area in Acres*
ASP Area	59.92	148.06
Gross Developable Area (GDA)	59.92	148.06
Industrial	43.86	108.38
Mixed-Use Transition	7.34	18.14
Storm Pond (PUL)	2.12	5.24
Open Space (MR)	2.55	6.30
Roads	4.05	10.00

* Areas are approximate only and any discrepancies are a result of rounding.



SECTION FOUR

Development Framework

4

This section details the policies designed to actualize the development potential of the plan area.

4-1 GENERAL DEVELOPMENT POLICY

The Development Concept has been designed to respond to stakeholder feedback, align with current statutory policy and reflect market conditions. The following policies apply to all development within this ASP.

Policy 4.1.1	Municipal Reserve (MR) dedication shall be up to ten (10) percent of the developable land. At the discretion of the Development Authority, MR should be dedicated as either land or cash-in-lieu at the time of subdivision.
Policy 4.1.2	Institutional uses may be integrated, where appropriate, throughout the plan area.
Policy 4.1.3	Building setbacks shall comply with the requirements of the LUB and building orientation and design shall be required as conditions of subdivision or development permit approval in order to mitigate any unsightly operational areas.
Policy 4.1.4	High-Quality landscaping shall comply with the requirements of the LUB and landscaping parameters and screening shall be required as conditions of subdivision or development permit approval in order to mitigate any unsightly operational areas.
Policy 4.1.5	Innovative water-savings measures, such as, xeriscape landscaping and stormwater re-use shall be encouraged.
Policy 4.1.6	Developers are encouraged to consider energy efficiency and alternative servicing options for new construction.
Policy 4.1.7	Design for future sidewalks and pedestrian access shall be provided in accordance with Town standards.

4-2 INDUSTRIAL

The purpose of the Industrial Area is to provide for light to medium industrial uses that have minimal to no impacts on adjacent landowners in terms of operational nuisance. Uses may include building and structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage and distribution of goods or materials that do not create conditions that have a significant adverse impact or are dangerous beyond the boundaries of the site by way of noise, odors, airborne emissions, lighting or vibration and are not dependent on significant outdoor storage. The following policies align with the Town Plan Goal:

Encourage industrial businesses to develop that have a high-quality design and make efficient use of infrastructure, to contribute to the sustainability and the positive appearance of the Town.

Policy 4.2.1	The Industrial Area shall be provided in the areas shown on Figure 5: Development Concept .
Policy 4.2.2	Development sites shall provide pedestrian linkages that connect building and site entrances with internal and public pedestrian networks.
Policy 4.2.3	Development sites shall provide conveniently located amenity spaces for employees, to be identified in a site plan at the development permit stage.
Policy 4.2.4	Development in light industrial areas shall not have an adverse impact on adjacent areas by way of noise, dust, odours, outdoor lighting or other emissions.
Policy 4.2.5	A range of land uses, from traditional industrial to low impact business park uses, shall be supported where compatible with adjacent uses.
Policy 4.2.6	Where development occurs adjacent to non-industrial uses, sufficient screening or buffering shall be required to minimize potential impacts on non-industrial properties.
Policy 4.2.7	Non-industrial uses shall be ancillary to industrial uses.
Policy 4.2.8	Low Impact Development (LID) shall be encouraged as part of the stormwater management strategy for development parcels.

4-3 MIXED USE TRANSITION AREA

The purpose of the Mixed Use Transition Area is to accommodate compatible commercial development that creates a transition to uses west of Highway 845. The following policies align with the Town Plan Goal:

Encourage commercial and light industrial businesses with high-quality design and building materials, that contribute to the positive appearance of the Town, and that are accessible to different modes of travel.

Policy 4.3.1	The Mixed Use Transition Area shall be provided in the areas shown on Figure 5: Development Concept .
Policy 4.3.2	Access to development sites shall be provided to the satisfaction of Alberta Transportation and the Development Authority.
Policy 4.3.3	Development along the Highway 845 corridor should incorporate uses and designs that create a sense of place and serve as a gateway to the community.
Policy 4.3.4	Development along the Highway 845 corridor should comply with the universal guidelines and site-specific strategies in the Gateways and Corridors Strategic Plan.

4-4 OPEN SPACE

Natural areas within the Plan will be used to create an open space network that accommodates passive recreational amenities and stormwater management solutions within the existing drainage corridor and provides safe and enjoyable spaces which respect the natural environment. A 10 metre green buffer will be dedicated as Municipal Reserve along Highway 845. The following policies align with the Town Plan Goal:

Provide recreational areas and open spaces that are safe and enjoyable to use while supporting environmental objectives.

Policy 4.4.1	Parks and open spaces shall be provided generally in the areas shown on Figure 5: Development Concept .
Policy 4.4.2	Connections shall be provided to ensure the plan area is connected to any adjacent established areas and/or existing trail systems if applicable.
Policy 4.4.3	Areas identified as Environmental Reserve shall be dedicated at the time of subdivision in accordance with Provincial regulations.
Policy 4.4.4	Innovative servicing strategies to incorporate stormwater management facilities within the open space corridor shall be encouraged.
Policy 4.4.5	Impacts to existing drainage channels shall be minimized.
Policy 4.4.6	Landscaping shall be provided in the Highway 845 buffer in conformance with the LUB and Policy ARG-03301121 to the satisfaction of the Development Authority.
Policy 4.4.7	Open spaces shall be developed in accordance with the Gateways and Corridors Strategic Plan and the Parks and Trails Master Plan.
Policy 4.4.8	Notwithstanding the landscaping requirements in the LUB, additional landscaping may be required on the south boundary of the plan area where industrial parcels are adjacent to the residential development south of the 14 Avenue right-of-way to the satisfaction of the Development Authority.
Policy 4.4.9	The design for a walking path along the Highway 845 MR buffer, and along one side of 12 th Avenue shall be provided prior to development of affected parcels, so that it can be easily incorporated into the Town's broader active mode transportation network when the Town is prepared to move forward.

4-5 INSTITUTIONAL

Institutional uses may be located in any area of the plan to adequately accommodate local and regional needs, as long as the uses do not preclude the development of industrial uses on adjacent parcels. Uses may include, but are not limited to, buildings and structures for the purpose of accommodating public or quasi-public services, utilities or facilities such as essential public services, municipal utilities, public facilities and educational institutions.

Policy 4.5.1	Institutional uses may be integrated, where appropriate, in any of the policy areas.
Policy 4.5.2	Municipal amenities shall be identified at the Outline Plan stage.
Policy 4.5.3	Developers of institutional uses are encouraged to consider energy efficiency and alternative servicing options for new construction.
Policy 4.5.4	New institutional uses shall be responsible for providing appropriate mitigation measures onsite, where development is proposed adjacent to industrial areas.

SECTION FIVE

Transportation Framework

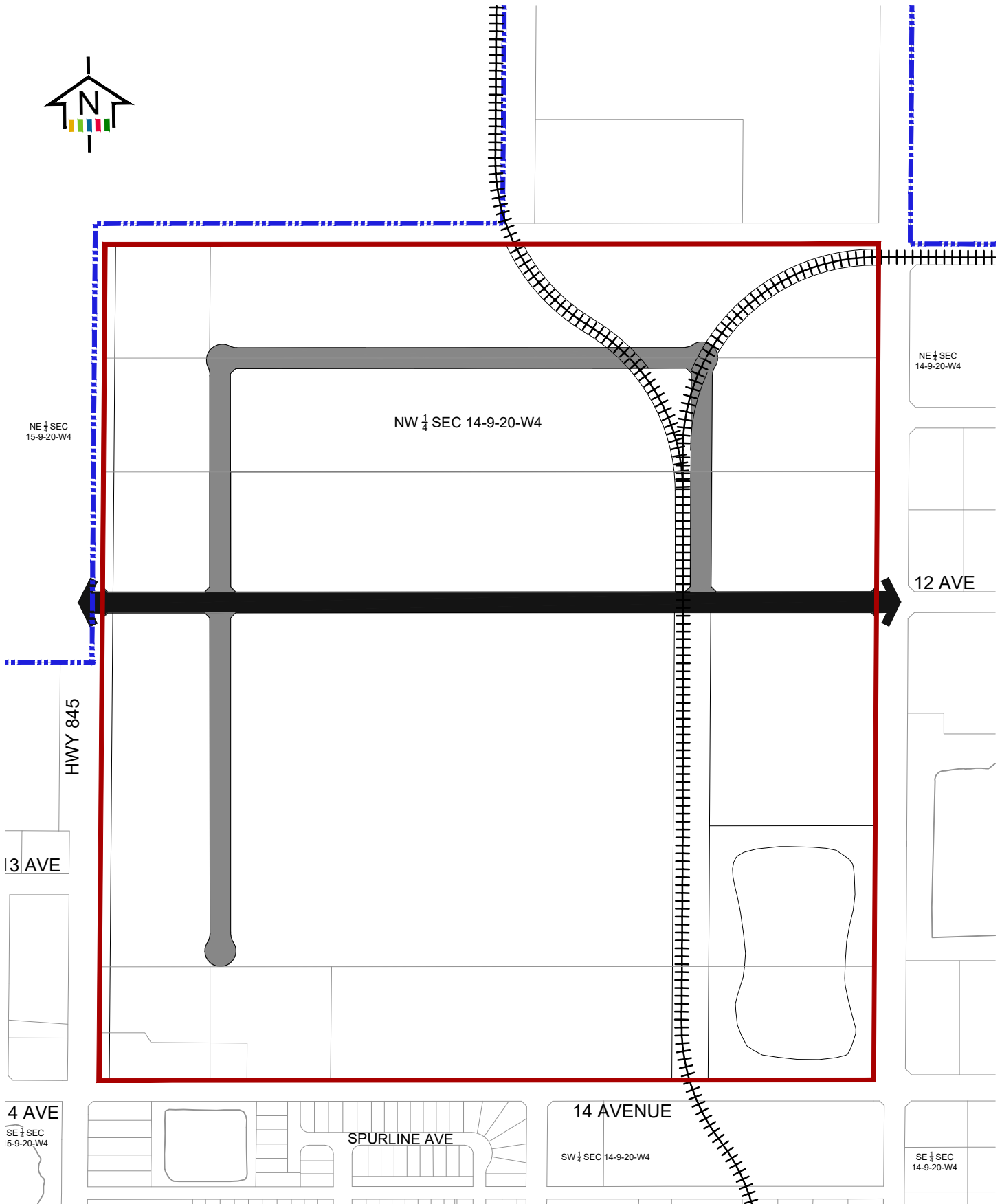
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This section addresses how pedestrians, cyclists and motorists are accommodated within and beyond the plan area.

5.1 TRANSPORTATION NETWORK

The Transportation Network shown in [Figure 6: Transportation Network](#), will accommodate anticipated traffic volumes in an efficient, safe and effective manner. The roads within the plan area will be maintained at a standard sufficient to accommodate existing and proposed development. The local road network shall be re-evaluated and revised as necessary via a Traffic Impact Assessment (TIA) required to support an Outline Plan. Should smaller or larger lot sizes be required, additional local roads may be designed to further subdivide or consolidate the area without requiring an amendment to the ASP. A right-of-way has been provided to allow rail servicing to the area as an extension of rail lines to the south. The location of the right-of-way will be defined as part of a future Outline Plan or Subdivision application.

Policy 5.1.1	The roadway network shall be consistent with Town's established planning documents and engineering standards.
Policy 5.1.2	Intersection treatments at locations where plan area roads meet the existing highway/road network may be cost shared by all benefiting developers through the Standard Development Agreement process.
Policy 5.1.3	A Traffic Impact Assessment shall be required as a supporting study to an Outline Plan.
Policy 5.1.4	The optional road network may be revised within an Outline Plan without requiring an amendment to the ASP so long as adjacent landowners are not negatively affected by the proposed changes and revised alignments are consistent with Town standards.
Policy 5.1.5	Roadway design shall accommodate expected heavy vehicle traffic in the Industrial Area.
Figure 5.1.6	All onsite infrastructure shall be at the cost of the developer.
Figure 5.1.7	Offsite and oversize onsite infrastructure costs associated with the development shall be established through offsite levies, development charges or endeavor to assist.



SECTION Six

Servicing Framework

6

This section addresses the efficient provision of water, sanitary and stormwater services within the plan area.

6.1 GENERAL SERVICING POLICY

The following policies apply to the development of all servicing infrastructure within the Plan area. Existing servicing infrastructure will be retained until such time as redevelopment occurs. Development/ re-development or upgrading of servicing infrastructure will align with current Town standards and tie into existing regional services where applicable. [Figure 7: Water Distribution System](#), [Figure 8: Sanitary System](#) and [Figure 9: Stormwater Management](#), represent a high-level view of how servicing is likely to occur. The specific alignment and design of servicing infrastructure shall comply with the Town's standards in place at the time of development.

Policy 6.1.1	A Site Servicing Study the covers water, sanitary, stormwater, and shallow utilities is required as a supporting study to an Outline Plan. The study shall examine site servicing requirements and the ability of off-site infrastructure to support full development of the site. Any necessary off-site infrastructure upgrades shall be identified, with costs and a phasing plan included.
Policy 6.1.2	Utility rights-of-way and easements shall be provided to accommodate municipal utilities at the discretion of the Development Authority and shallow utilities as determined necessary by utility providers.
Policy 6.1.3	Utility alignments may be refined at the Outline Plan stage without an amendment to this ASP.
Policy 6.1.4	Utility rights-of-way and easements and public utility lots shall be dedicated to the Town as required, to accommodate the development or the extension of municipal utilities necessary for development.
Policy 6.1.5	A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in order to allow for the servicing of a site.

Policy 6.1.6	New development or redevelopment shall be required to tie in to existing regional services and preserve or improve existing drainage patterns.
Policy 6.1.7	All onsite infrastructure shall be at the cost of the developer.
Policy 6.1.8	Offsite and oversize onsite infrastructure costs associated with the development shall be established through offsite levies, development charges or endeavor to assist.

6.2 WATER

The water distribution system for domestic uses and fire protection in the Plan area is supplied by main trunks extending from existing water systems.

Policy 6.2.1	The design of the water distribution system shall ensure that all land has sufficient looping and connections to provide for adequate fire flows as development progresses.
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6.3 SANITARY

The wastewater collection system in the Plan area is supplied by gravity sewers, forcemains and lift stations connecting to existing wastewater systems.

Policy 6.3.1	Any downstream infrastructure improvements to facilitate the development shall be identified prior to the approval of an application for subdivision.
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6.4 STORMWATER

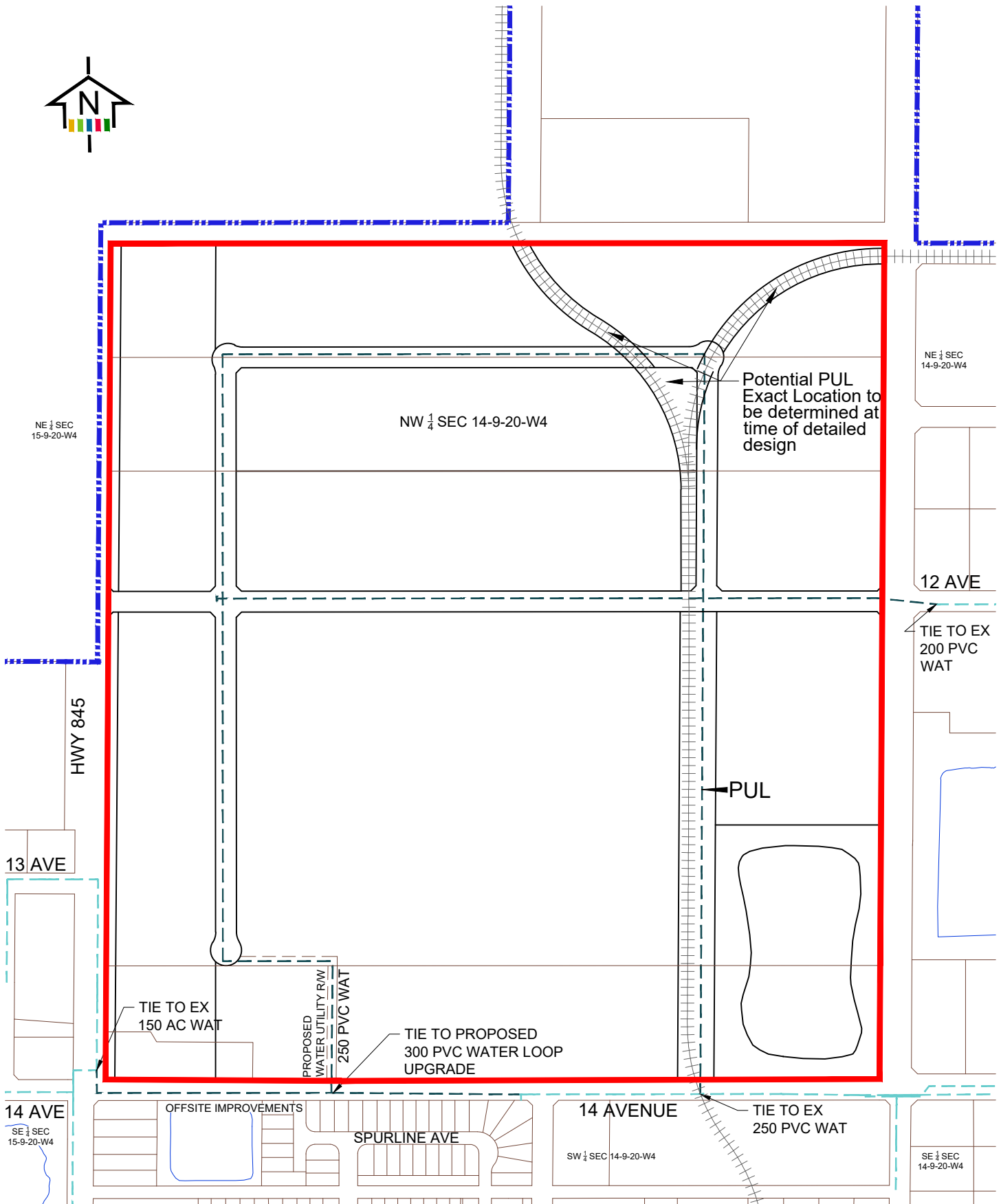
Appropriate facilities for stormwater management facilities are proposed throughout the Plan area to control stormwater and alleviate the impact of post-development flows on overland conveyances.

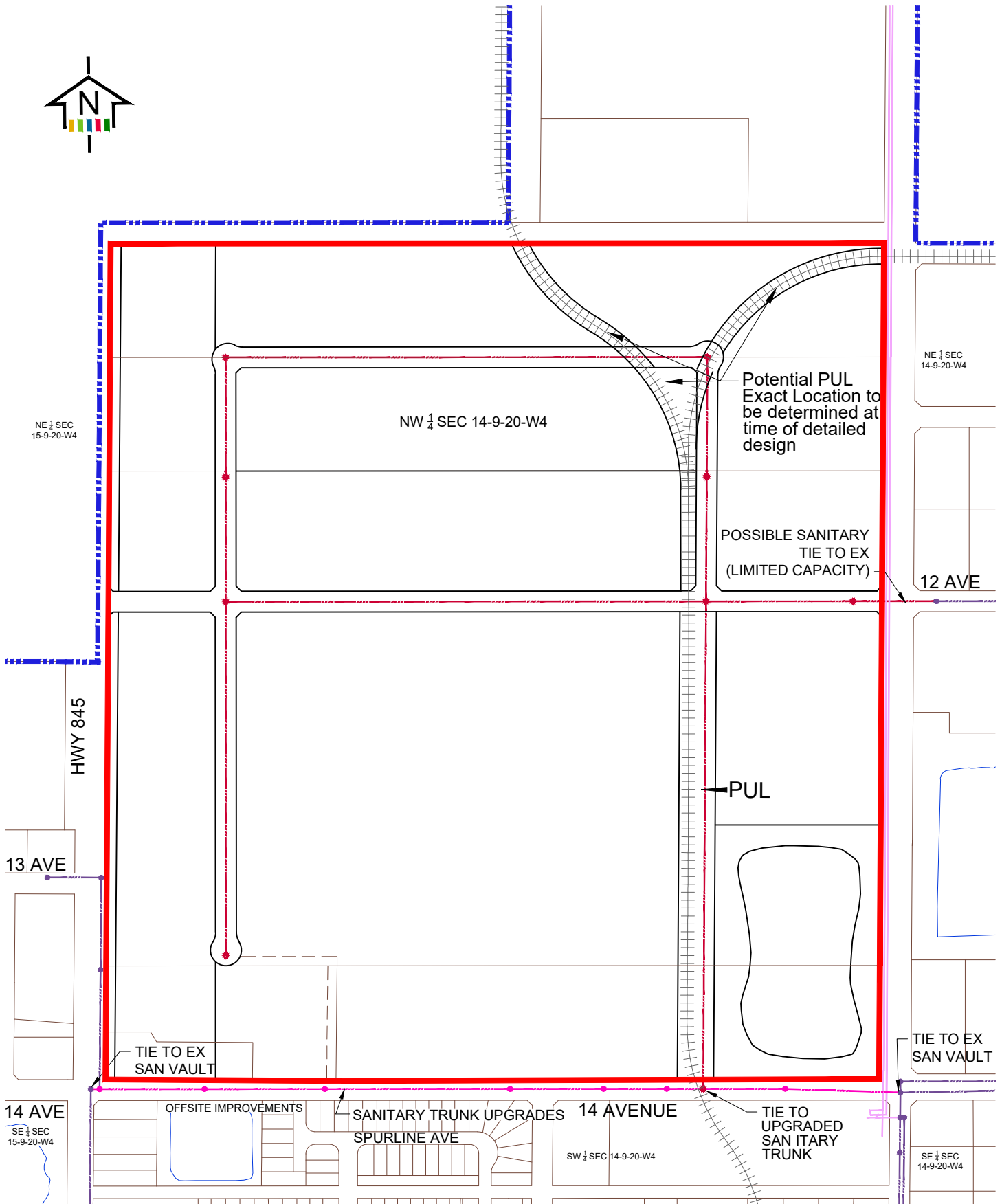
Policy 6.4.1	A post-event release rate of 0.4 l/s/ha shall be required to be achieved and detailed as a part of the Stormwater Management Plan.
Policy 6.4.2	Existing wetlands may be incorporated into the stormwater management system.
Policy 6.4.3	The use of engineered stormwater wetlands is encouraged within the open space corridors to ensure long-term sustainability, water quality improvements and pleasing aesthetics, in a manner that continues to provide viable habitat.

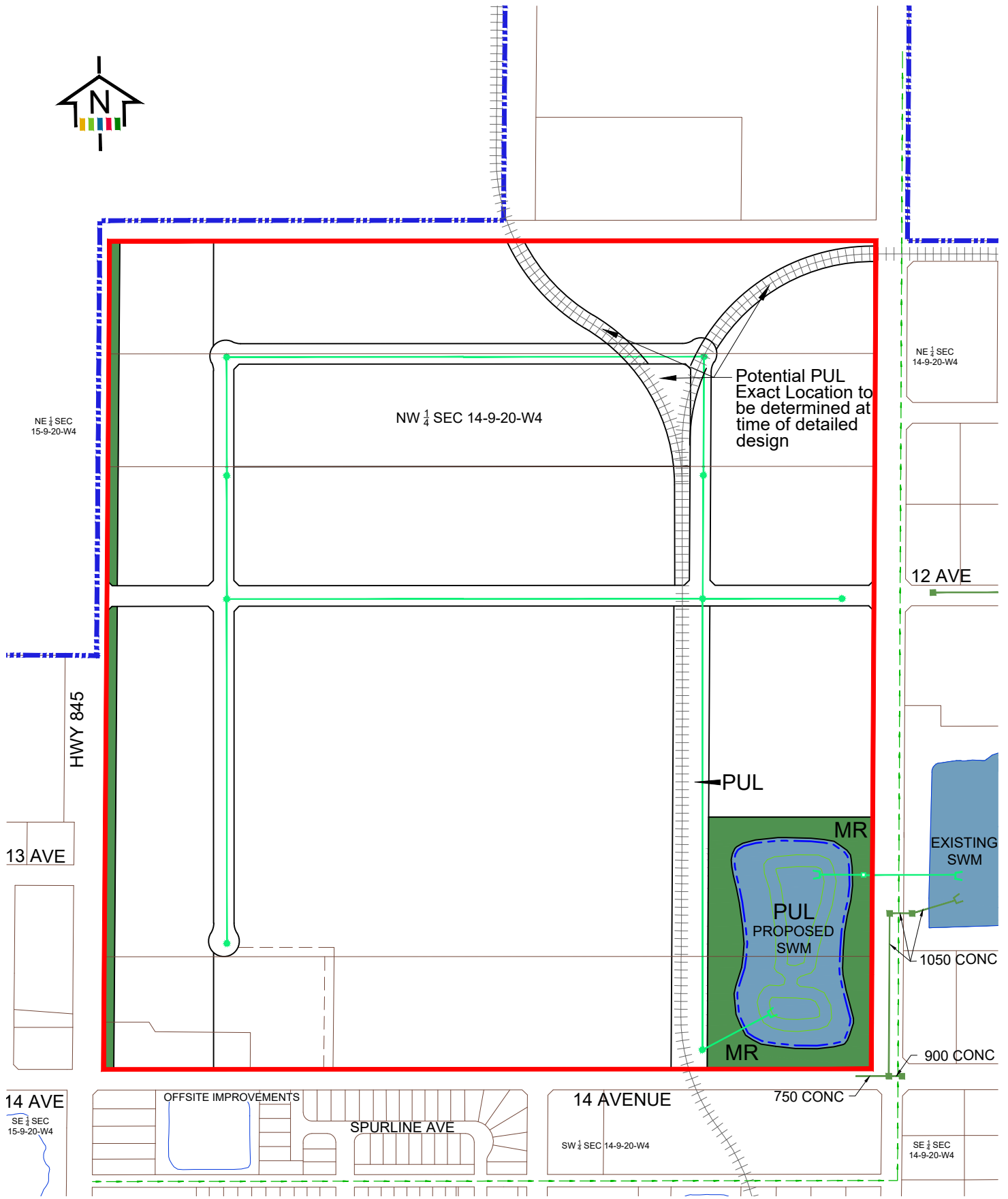
6.5 SHALLOW UTILITIES

Shallow Utilities include telephone, natural gas, electrical, internet, and cable services. The developer will be responsible for the provision of these services and extension from adjacent developed/developing areas.

Policy 6.5.1	The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments shall be addressed to the mutual satisfaction of the Town, the landowner and the utility companies.
Policy 6.5.2	Detailed design of shallow utilities shall be determined at the time of subdivision.
Policy 6.5.3	Shallow utility and overhead utility easement conflicts shall be resolved at time of subdivision.







- Town Boundary
- ASP Boundary
- Proposed Storm Sewer
- Existing Storm Sewer
- Existing Storm Ditch
- Potential Rail Service

- Open Space
- SWM Pond
- (Storm Water Manage System)

WEST INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 9 STORMWATER MANAGEMENT

June, 2023

SECTION SEVEN

Implementation

7

This section outlines the proposed sequence of development and the process required to proceed with future planning applications.

7.1 SEQUENCE OF DEVELOPMENT

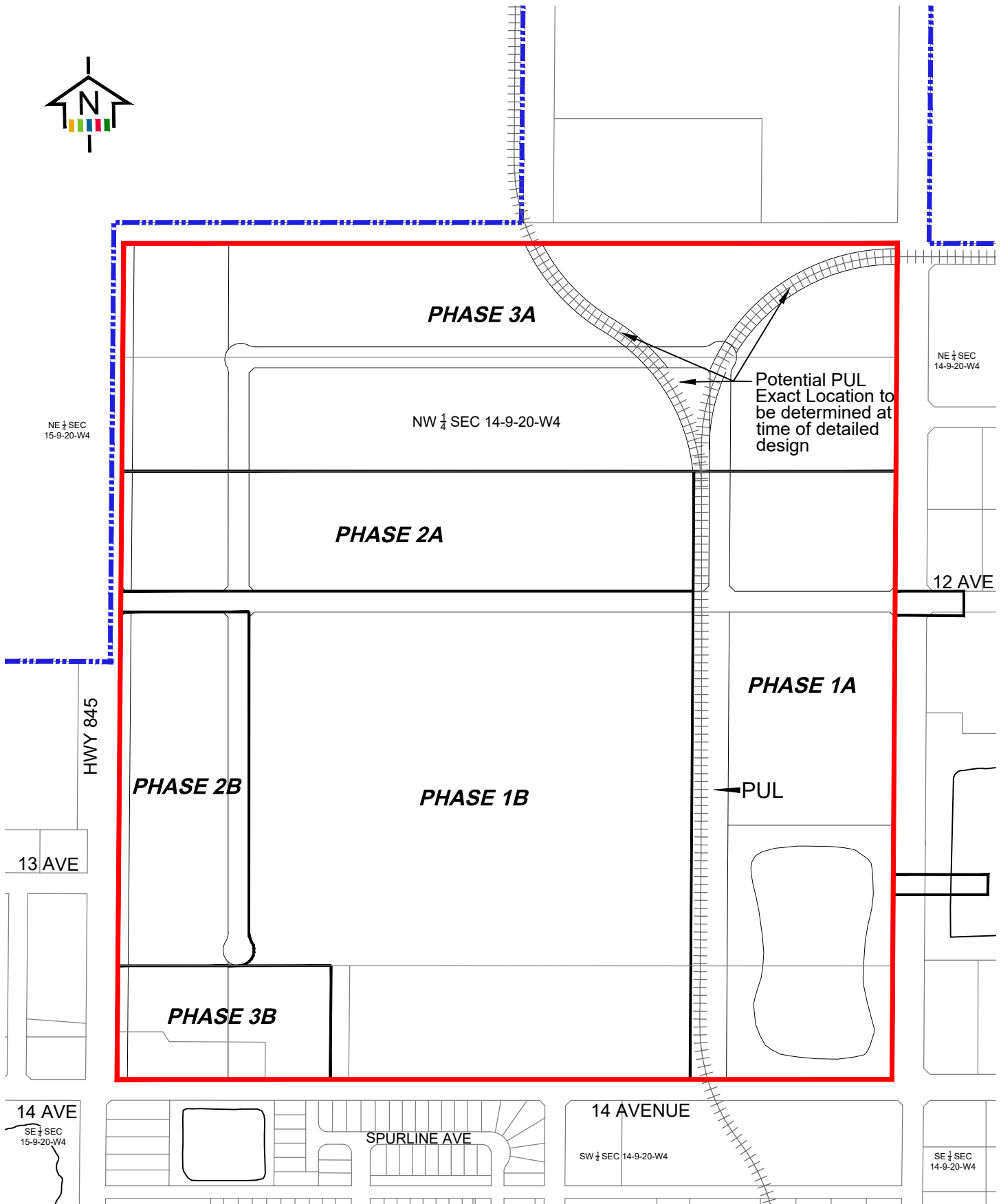
The general sequence of future development within this ASP has been determined in consideration of capacity and constraints within the transportation and servicing framework.

Policy 7.1.1	It is anticipated that development will generally proceed as shown on Figure 10: Sequence of Development .
Policy 7.1.2	The sequence of development of the plan area: <ul style="list-style-type: none">• shall be informed by patterns of growth management that consider infrastructure capacity, servicing availability, environmental stewardship, and the topography of land; and• shall occur through a staged approach to ensure a logical expansion of development.
Policy 7.1.3	Variances to the proposed sequence of development may be permitted so long as an acceptable strategy to provide the required infrastructure is justified to the satisfaction of the Development Authority.

7.2 CIRCULATION AND COLLABORATION

Responsible development within the plan area entails decision making which is sensitive to existing adjacent uses. Development applications will require engagement with adjacent landowners within the Town.

Policy 7.2.1	An Outline Plan shall be required prior to subdivision. Requirements for an Outline Plan are provided in Appendix A .
Policy 7.2.2	Adjacent landowners, provincial agencies and other stakeholders shall be circulated on Outline Plan applications per Town protocol.
Policy 7.2.3	Upgrading of roadways between municipalities in the plan area shall be coordinated where appropriate.



Appendix A

Outline Plan Requirements

A-1 LOCAL OUTLINE PLAN POLICY FRAMEWORK

Outline Plans are not legislated under the MGA, but provide important decision-making tools approved by resolution of Council. An Outline Plan describes the servicing method and proposed land uses for an area in more detail than an ASP.

As noted in the Town Plan: an “Outline Plan [is] a non-statutory confirming the suitability and servicing method of the lands for their proposed use. An Outline Plan may be for a smaller area within the boundaries of an Area Structure Plan and involves detailed studies including, but not limited to, geotechnical investigation, environmental impact assessment, transportation impact assessment, and stormwater management analysis”.

Table A-1 Town Plan Requirements for an Outline Plan

Purpose	Application
Outline Plan (OP) <ul style="list-style-type: none">a non-statutory plan that describes the servicing method and proposed land uses for an area in more detail than an ASPincludes studies that ensure land is suitable for the intended use in terms of soils, servicing, drainage, and transportationexample studies include environmental impact assessment, transportation impact assessment, and stormwater management analysis	<ul style="list-style-type: none">used for smaller areas of development (neighbourhoods or stages) to provide technical engineering detailsmust comply with the Town Plan and the relevant ASPtypically outlines opportunities and constraints of the land, the development concept, open space needs, servicing and transportation networks and the strategy for phasing developmentalthough it is not a statutory plan, it does go through public consultation and decision by Council

A-2 OUTLINE PLAN REQUIREMENTS

The following information **must be included with your completed application**. If this information is not provided at the time the application is submitted, your application will be deemed incomplete and it will not be processed until the information is provided.

Outline Plan Application Checklist

- ☐ Current copy of the Certificate(s) of Title of affected parcels (within 30 days).
- ☐ Current copies of any restrictive covenants, utility rights-of-way, easements or caveats registered on the Certificate(s) of Title (within 30 days).
- ☐ Coloured photographs (minimum of 4) showing affected lands and adjacent area.
- ☐ Development Concept (map) at a scale of 1:2000, with all dimensions and areas in metric showing:
 - north arrow
 - legal description of the plan area
 - plan area boundary
 - proposed Land Use Districts (with reference to the LUB)
 - proposed road system identifying arterial, collector and local roads
 - proposed street names
 - proposed reserve parcels (such as MR and environmental reserve (ER) etc.)
 - floodway or floodplain lines (if applicable)
 - infrastructure required to service and access the plan area, and
 - details of any public facilities or school sites identified in the plan area (if applicable)

- An Outline Plan which includes:
 - A description of the study area in its present state with reference to special or unique physical or environmental constraints or features and how they are to be addressed within the development concept
 - A statement of the Vision for the development and an explanation of the development concept including rationale for proposed land use districts, open spaces and any neighbourhood design guidelines
 - Detailed development statistics, provided in table form, including gross areas, anticipated yields based on proposed land use districts, reserve dedication, and population projections for residential areas
 - Preliminary site concepts for any open spaces, community amenities, commercial development and multi-family sites (as appropriate)
 - A more detailed description of the proposed transportation network, any findings from a TIA and the impact on existing routes
 - A proposed transportation network (map) providing alignments of any arterial, collector and local roads
 - Cross-sections of any arterial, collector or proposed custom roads
 - A description of the site utility master servicing (including Water Distribution, Wastewater Collection, Stormwater Management and Third-Party Utilities)
 - Layouts (maps) of proposed and existing site utility master servicing (including Water Distribution, Wastewater Collection, Stormwater Management and Third-Party Utilities)
 - A description of the proposed sequence of development
 - A phasing plan (map) that identifies anticipated development of servicing infrastructure

Relaxations to the Outline Plan requirements may be considered at the discretion of the Development Authority for single parcel developments or those less than 2 hectares which conform to the Plan and are contiguous to existing development.

A-3 SUPPORTING TECHNICAL STUDIES

The following studies are/may be required by the Development Authority to be prepared in support of an Outline Plan.

Table A-2 Supporting Studies

Supporting Studies	Outline Plan
<input type="checkbox"/> Historical Resource Impact Assessment (HRIA)	AS REQUIRED
<input type="checkbox"/> Environmental Site Assessment (ESA) – Phase 2	AS REQUIRED
<input type="checkbox"/> Biophysical Impact Assessment (BIA)	DISCRETIONARY
<input type="checkbox"/> Wetland Inventory and Assessment – Wetland Assessment and Impact Report (WAIR)	AS REQUIRED
<input type="checkbox"/> Geotechnical Report (including Slope Stability Analysis if the slope is greater than 15%)	REQUIRED (including grading plan)
<input type="checkbox"/> Site Utility Master Servicing Plans – Water Distribution Master Servicing Plan Wastewater Master Servicing Plan Stormwater Management Master Servicing Plan Third-Party Utility Master Servicing Plan	REQUIRED
<input type="checkbox"/> Traffic Impact Assessment (TIA)	REQUIRED
<input type="checkbox"/> Groundwater impact analysis and soils study	DISCRETIONARY
<input type="checkbox"/> Market Study Analysis for commercial sites	DISCRETIONARY
<input type="checkbox"/> Sound Attenuation Study	DISCRETIONARY