



TOWN OF OLDS

NORTHWEST Area Structure Plan



Office Consolidation

August 2007



Prepared by
**PARKLAND
COMMUNITY
PLANNING
SERVICES**

Assisted By



**TOWN OF OLDS
BYLAW #02-05**

Being a Bylaw to adopt the Northwest Area Structure Plan

WHEREAS the Municipal Government Act, RSA 2000, Chapter M-26, permits a council by bylaw to adopt an area structure plan, and

WHEREAS the Council of the Town of Olds, in the Province of Alberta, deems it desirable to adopt an area structure plan for the lands illustrated on the attached Schedule 'A', and

WHEREAS an area structure plan has been prepared in accordance with the Municipal Government Act

NOW THEREFORE, the Council of the Town of Olds, in the Province of Alberta, enacts as follows:

THAT the Northwest Area Structure Plan attached as Schedule 'B' is adopted as the area structure plan for the lands illustrated in Schedule 'A' pursuant to Section 633 of the Municipal Government Act.

Read a first time the 8th day of April, 2002 on a motion made by Councillor Dundas.

Read a second time the 13th day of May, 2002 on a motion made by Councillor Peterman.

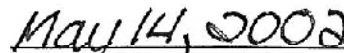
Read a third and final time the 13th day of May, 2002 on a motion made by Councillor Smith.



Mayor Norma Lea Duncan



Dale Withage, CAO



Date of Signature(s):

**Town of Olds
Northeast Area Structure Plan
Bylaw 02-05**

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Town of Olds Northwest Area Structure Plan

1. Introduction

The Town of Olds has undertaken the preparation of an area structure plan (ASP) to guide future subdivision and development of land in the northwest portion of Olds. The ASP also addresses the Town's desires concerning a large parcel situated in Mountain View County adjacent to the Town's eastern boundary. Currently the subject lands consist of large parcels used primarily for agricultural purposes along with several smaller residential, industrial and public use parcels.

1.1. General Purpose

The purpose of the Northwest Area Structure Plan (NW ASP) is to provide a comprehensive planning framework for land uses and development within the plan area. The ASP establishes the general pattern for land use, densities, major roads, and utilities with the goal of ensuring that subdivision and development occur in an orderly, economical, and efficient manner. In turn, these policies provide the basis for the preparation of more detailed "outline plans" for smaller sub-areas within the plan area. The ASP's policies will guide decisions concerning outline plans, proposed land use redesignations, developments, and subdivisions.

1.2. Location

The Plan Area includes approximately five (5) quarter sections of land along the north and west sides of Olds. These lands are illustrated on the map in Appendix A and include:

- All parcels within the NE ¼ Sec 5, 33-1-W5 located northwest of 50 Avenue,
- All parcels within the NW ¼ Sec 5, 33-1-W5,
- All parcels within the NE ¼ Sec 6, 33-1-W5
- All parcels within the NW ¼ Sec 6, 33-1-W5, and
- All parcels within the SW ¼ Sec 6, 33-1-W5

A portion of the Plan Area (part of NE ¼ Sec 5, 33-1-W5) is situated in Mountain View County and has been included in the Plan Area because this quarter section is likely to impact and be impacted by existing and future development to the south and west. It is acknowledged that any policies contained within this plan apply only to the lands within the Town's boundaries. Any policies or concepts related to lands outside the Town's boundaries are only statements of future intent or preference.

2. Planning Framework

2.1. Legislative Framework

This Area Structure Plan is a statutory plan as provided for under Part 17 of the *Municipal Government Act* (MGA). Section 633 of the Act requires that an area structure plan must describe:

- the sequence of development proposed for the area,
- the land uses proposed for the area, either generally or with respect to specific parts of the area,
- the density of population proposed for the area either generally or with respect to specific parts of the area, and
- the general location of major transportation routes and public utilities.

In addition, the area structure plan must be consistent with the Town's Municipal Development Plan (MDP) and the Provincial Land Use Policies. ASP's may also address any other matters that Council considers necessary.

2.2. Municipal Development Plan

The *Town of Olds Municipal Development Plan* is a statutory plan that provides general long-range guidance regarding growth and development in Olds. The MDP also contains a number of goals and policies that provide direction in the preparation of an area structure plan. In broad terms the MDP's Comprehensive Land Use Concept map allocates land uses as follows:

- NW ¼ Sec 5, 33-1-W5: Residential.
- NE ¼ Sec 6, 33-1-W5: Residential.
- NW ¼ Sec 6, 33-1-W5: Residential with some Public Uses.
- SW ¼ Sec 6, 33-1-W5: Industrial with Highway Commercial in the southern portion.

3. Plan Context

3.1. Existing Land Uses and Features

The majority of the Plan Area is made up of large agricultural parcels. Other uses include industrial uses within SW ¼ Sec 6, 33-1-W5 just north of Highway 27 and the Town's waste water treatment plant, sanitary surge pond, and waste transfer station located at the west end of NW ¼ Sec 6, 33-1-W5. Several residences are located along 57 Avenue. Adjacent land uses in the Town are predominantly residential with some industrial towards the west. Surrounding uses in Mountain View County are agricultural including a livestock operation in SE ¼ Sec 7, 33-1-W5.

For the most part the land is relatively flat with surface drainage generally flowing from east to west / northwest, except in the NE ¼ Sec 5, 33-1-W5 where the flow is from southwest to northeast. According to the Canadian Land Inventory, the plan area contains Class 1 and Class 2 soils, which indicates that the land generally has a high capacity for agricultural crop production. There do not appear to be any significant physical features on the surface to impede or restrict development. The map in Appendix B illustrates the existing features.

3.2. Planning Factors

A number of factors influence land use planning in the plan area. *Appendix B: Existing Features* identifies a number of these factors. The main factors include:

- Existing transportation routes.
- Limitations on development of lands adjacent to the wastewater treatment plant and the waste transfer site.
- Possible compatibility issues between existing uses on adjacent lands and future uses within the plan area.
- Existing and future utility right-of-ways.
- The existing NOVA gas pipeline and related setbacks requirements.
- Possible influence that existing parcel boundaries may have on the future land use concept.

4. Goal and Key Principles

4.1. Goals

The goals of the Olds Northwest Area Structure Plan are to provide:

- a comprehensive planning framework for land uses and development within the plan area to ensure that subdivision and development occur in an orderly, economical, and efficient manner.
- a planning framework for the preparation of Outline Plans within the northwest portion of Olds that is consistent with the policies of the Olds Municipal Development Plan.

4.2. Key Principles

The preparation of the Olds Northwest Area Structure Plan has been guided by the following principles:

- The minimization of potential incompatibilities between different land uses.
- The provision of an efficient transportation system.
- The provision of an adequate supply of land for future residential, commercial and industrial needs.
- The desire to ensure that subdivision and development decisions do not negatively impact the subdivision and development of adjacent parcels.
- The balancing of development aspirations of landowner with the interests of the community as a whole.
- The preservation of agricultural land until needed for urban development.

5. Land Use Concept and Policies

5.1. General

The general land use concept includes a mix of residential, highway commercial, industrial, neighbourhood commercial, open space, and institutional uses. The map in Appendix C illustrates the approximate location of future land uses and the approximate location of major roads.

5.2. Policies Affecting All Land Uses

- 5.2.1 A development permit application or subdivision application for a school, hospital, food establishment (as defined in the *Food Regulation*) or residence will not be approved by the approving authority if the building site is within 300 metres of either the waste transfer station or wastewater treatment facility unless written consent has been provided by the Deputy Minister of the Department of Environmental Protection.
- 5.2.2 A development permit application or subdivision application that would result in permanent overnight accommodation or public facilities (as defined by the AEUB) will not be approved if the building site is within 100 metres of a gas or oil well unless a lesser distance is approved in writing by the Alberta Energy and Utilities Board.
- 5.2.3 A subdivision approval application or a development permit application for a parcel adjacent to Highway 27 is subject to approval by Alberta Transportation.

5.3. Residential Land Use

- 5.3.1 The majority of the residential land use will be low density housing types such as single detached dwellings and manufactured homes.
- 5.3.2 Medium and high density residential developments are encouraged to develop in small clusters with good access to major roads, schools and major green spaces.
- 5.3.3 Repealed [2007-23]
- 5.3.4 Repealed [2007-23]

5.4. Commercial Land Use

- 5.4.1 Highway commercial development along the north side of Highway 27 shall be developed to a high standard. This should include the use of high grade finishing materials, screening from residential areas, paved parking areas, and landscaping in front yards.
- 5.4.2 Neighbourhood / convenience type commercial development in residential areas shall be located adjacent to major roads.
- 5.4.3 Neighbourhood / convenience commercial development shall minimize potential impacts on surrounding residential areas through:
- The use of architectural styles and treatments that are sympathetic to the residential area
 - Careful use of outdoor lighting
 - The screening of the commercial building(s) and parking areas from adjacent residential areas

5.5. Industrial Land Use

- 5.5.1 Industrial development shall be limited to light industrial uses because of the proximity to existing and future residential uses.
- 5.5.2 The development authority may require a higher standard of landscaping and/or buffering where industrial uses are situated adjacent to or near residential or recreational areas or major roads. The intent of such buffering is to reduce visual, auditory and other potential impacts on non-industrial areas. Buffering may take the form of landscaping, berms or fences or a combination of these.
- 5.5.3 Industrial developments will be encouraged to develop to a high standard. This should include such features as landscaping in the front yard, paved parking and storage yards, and screening of storage areas.

5.6. Open Space

- 5.6.1 Open spaces include lands that are either undevelopable because of physical constraints or lands that are used for planned parks, recreation areas, or school sites.
- 5.6.2 Undevelopable lands may remain under private ownership or may be subject to environmental reserve dedication and / or environmental reserve easement.
- 5.6.3 Planned park or recreation areas will be dedicated as municipal reserve.
- 5.6.4 One major open space shall be provided in both the NE ¼ Sec 6, 33-1-W5 and NW ¼ Sec 5, 33-1-W5. These open spaces shall be centrally located within the residential areas and adjacent to major roads as illustrated in Appendix C: Land Use Concept.
- 5.6.5 The Town may develop a recreation open space in the south east corner of NW ¼ Sec 6, 33-1-W5.
- 5.6.6 The minimum overall size of each major open space shall be approximately 4.0 hectares (10 acres).
- 5.6.7 Minor open spaces shall be provided to accommodate tot-lot parks and to act as nodes along linear parks/pathways.
- 5.6.8 Wherever possible major and minor open spaces should be linked via linear parks/pathways. These should also connect with existing parks and pathways outside the plan area.
- 5.6.9 All municipal reserve parcels shall be landscaped to the satisfaction of the Town.
- 5.6.10 When subdivision occurs in non-residential areas, the Town may require municipal reserves to be provided through money-in-lieu payments instead of land dedication unless land dedication is necessary to separate residential and non-residential land uses.

5.7. Public and Educational Land Use

- 5.7.1 One of the major open spaces identified in Policy 5.6.4 may be required for the possible development of a school site. Approved outline plans shall reflect the requirements of the Town and the Chinook's Edge School Division #73. [2007-23]

- 5.7.2 A school site shall be situated so as to provide a balance between pedestrian access and vehicular (i.e. car and bus) access. Primary access to a school site shall be via collector roads.
- 5.7.3 Public and quasi-public uses, such as churches, day care facilities, community halls, are encouraged to locate within the residential areas provided they are adjacent or in close proximity to a major road. The development authority may require the provision of a traffic impact assessment (TIA) as part of the development permit application process.

5.8. Transportation

- 5.8.1 Transportation routes shall provide safe efficient access to and from the plan area and within the plan area. Appendix C: Land Use Concept illustrates the approximate location of major roads and access points in the plan area.
- 5.8.2 The specific development standards for major roads, i.e. arterial or collector, required shall be determined by the Town's engineer at the outline plan and/or subdivision stage. Development of such roads shall adhere to the Town's development standards.
- 5.8.3 Road widening or additional development setback along portions of 57 Avenue, Range Road 1-04 and Range Road 2-00 may be required in order to accommodate the provision of arterial road development. The amount of widening or setback will be based upon the Town's design standards for arterial roads. Typically the provision of widening or additional setback will be shared equally on both sides of the existing road right-of-way. For example, if the final road right-of-way is to be 30.0 m (98.4 ft.) and the existing right-of-way is 20.1 m (66 ft.), then approximately 4.95 m (16.2 ft.) of road dedication or setback will be provided on each side of the existing road right-of-way.
- 5.8.4 Direct access to parcels from 57 Avenue, Range Road 1-04 and Range Road 2-00 is discouraged. Access may be controlled through the provision of municipal reserve parcels and / or service roads.
- 5.8.5 Access to developments within SW ¼ Sec 6, 33-1-W5 shall be primarily via the service road along Highway 27 and the internal major road. Direct access from Highway 27 will not be permitted without approval from Alberta Transportation.
- 5.8.6 As subdivision and development occurs in the Northwest ASP area, highway intersections along Highway 27, particularly at 50 Avenue and 57 Avenue, will be impacted. When evaluating subdivision and development proposals, the Town will consider upgrades to these and other intersections as outlined in the *Highway 27 Operational Review* (prepared by Infrastructure Systems Ltd., July 2001).

6. Servicing Concepts and Policies

6.1. General

- 6.1.1 The development of municipal water, sanitary sewer, and storm sewers will be consistent with the Town's utility master plans and the utility servicing concepts of this plan (Appendix D).
- 6.1.2 All new development shall be serviced with municipal water and sanitary sewer.

6.2. Water System

- 6.2.1 The Town's water system will be expanded to serve the plan area as indicated conceptually in Appendix D.
- 6.2.2 It is anticipated that water trunk lines will, for the most part, be accommodated within the right-of ways of major roads.

6.3. Sanitary Sewer System

- 6.3.1 The plan area appears to be defined by a topographical divide located approximately along the boundary between the NE ¼ and NW ¼ of Sec 5, 33-1-W5. It appears that the land to the west of this divide is capable of being serviced by gravity sewer trunk lines. The NE ¼ Sec 5, 33-1-W5 will likely require a major lift station to be sited in the northeast corner of the quarter section to provide sanitary sewer service.
- 6.3.2 It is anticipated that sanitary sewer trunk lines will, for the most part, be accommodated within the right-of ways of major roads.
- 6.3.3 It may be necessary for a utility right-of-way to be dedicated along the northern boundary of the study area in order to allow for a long term sanitary sewer trunk to service the NE ¼ Sec 5, 33-1-W5.

6.4. Storm Drainage System

- 6.4.1 Storm run-off from the plan area will be restricted to pre-development flows in accordance with Town and Alberta Environment standards unless otherwise approved by the Town and Alberta Environment.
- 6.4.2 Detailed storm water management plans are to be completed at the outline plan stage as per the requirements of the Town.

- 6.4.3 Storm ponds may be incorporated into open spaces.
- 6.4.4 Developments on large parcels will be responsible for providing storm water detention on their respective parcels.

6.5. Other Utilities

- 6.5.1 Shallow utilities (i.e. natural gas, power, telephone, cable) will be extended into the plan area in accordance with the requirements of the individual utility companies and service providers.

7. Implementation and Phasing of Development

7.1. Phasing

It is anticipated that subdivision and development will generally be contiguous with existing development; “leapfrogging” of development is to be avoided. This will allow for the efficient extension of roads, utilities and services. The boundaries of each phase will be influenced by, among other things, existing parcel boundaries, market demand, and the ability to service the area effectively and efficiently.

The implementation of each phase will begin with the preparation of an outline plan.

Bearing the above in mind it is expected that the phasing will progress as follows

- First Phase. Residential subdivision and development is anticipated to initially occur adjacent to 57 Avenue in the southern portions of NW ¼ Sec 5, 33-1-W5 and NE ¼ Sec 6, 33-1-W5. This will likely broaden to the east and west as it progresses northward. Highway commercial and industrial subdivision and development is anticipated to occur within the southern portion of SW ¼ Sec 6, 33-1-W5 and progress northward.
- Second Phase. The NW ¼ Sec 6, 33-1-W5 is anticipated to develop in the second phase as development approaches from the east and south.
- Third Phase. Given that it is currently situated in Mountain View County and that sanitary sewer servicing may require a major lift station it is anticipated that the NE ¼ Sec 5, 33-1-W5 will be the last phase to develop.

7.2. Outline Plans

- 7.2.1 Prior to redesignation of an area under the Land Use Bylaw an outline plan, satisfactory to the Town, shall be prepared.
- 7.2.2 Outline plans shall be prepared as per the requirements Section 14.1.5 of the Olds Municipal Development Plan.
- 7.2.3 The Town may require that draft outline plans be referred for comment to relevant agencies and government departments as determined by the Town.
- 7.2.4 The Town may require the inclusion of supporting technical documentation, such as a storm water management plan or traffic impact assessment, as part of an outline plan.

7.3. Land Use Bylaw

Parcels within the plan area will generally retain the Urban Reserve District (UR) designation until an Outline Plan is approved by Council. Council may, upon review of the nature and scale of a proposed development, determine that an Outline Plan is not required.

7.4. Subdivision Applications

All subdivision applications concerning parcels within the plan area must conform to this area structure plan and any applicable outline plan adopted by Council.

7.5. Interpretation

The Northwest Area Structure Plan provides a comprehensive planning framework for land uses and development within the plan area. The ASP shall be interpreted with flexibility having regard for the purpose, concepts and policies of this plan and any other relevant plan such as the Municipal Development Plan.

Subject to Council's approval, minor variations from the policies of this plan will not require an amendment to this area structure plan. More substantive changes will require an amendment. Council's decision on interpretation shall be final.

The adoption of this Plan does not require the Town of Olds to undertake any of the projects referred to by the Plan.

7.6. Amendment

Any amendment to this area structure plan will be conducted in accordance with the procedures outlined in the *Municipal Government Act*. Evaluation of proposed amendments will include a review of their consistency with the Municipal Development Plan and any other relevant policies and non-statutory plans.

7.7. Plan Review

In order to ensure that this area structure plan is current, the Town will strive to review the entire plan every three years, preferably shortly after the municipal election.

8. Appendices

8.1. Appendix A:

Map 1: Plan Area

8.2. Appendix B:

Map 2: Existing Feature

8.3. Appendix C:

Map 3: Land Use Concept

8.4. Appendix D:

Map 4: Servicing Concept

Map 4A: Water

Map 4B: Sanitary

Map 4C: Storm

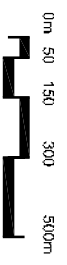
TOWN OF OLDS

NORTHWEST AREA STRUCTURE PLAN

MAP 1 - Study Area Location



PLAN AREA
MUNICIPAL BOUNDARY



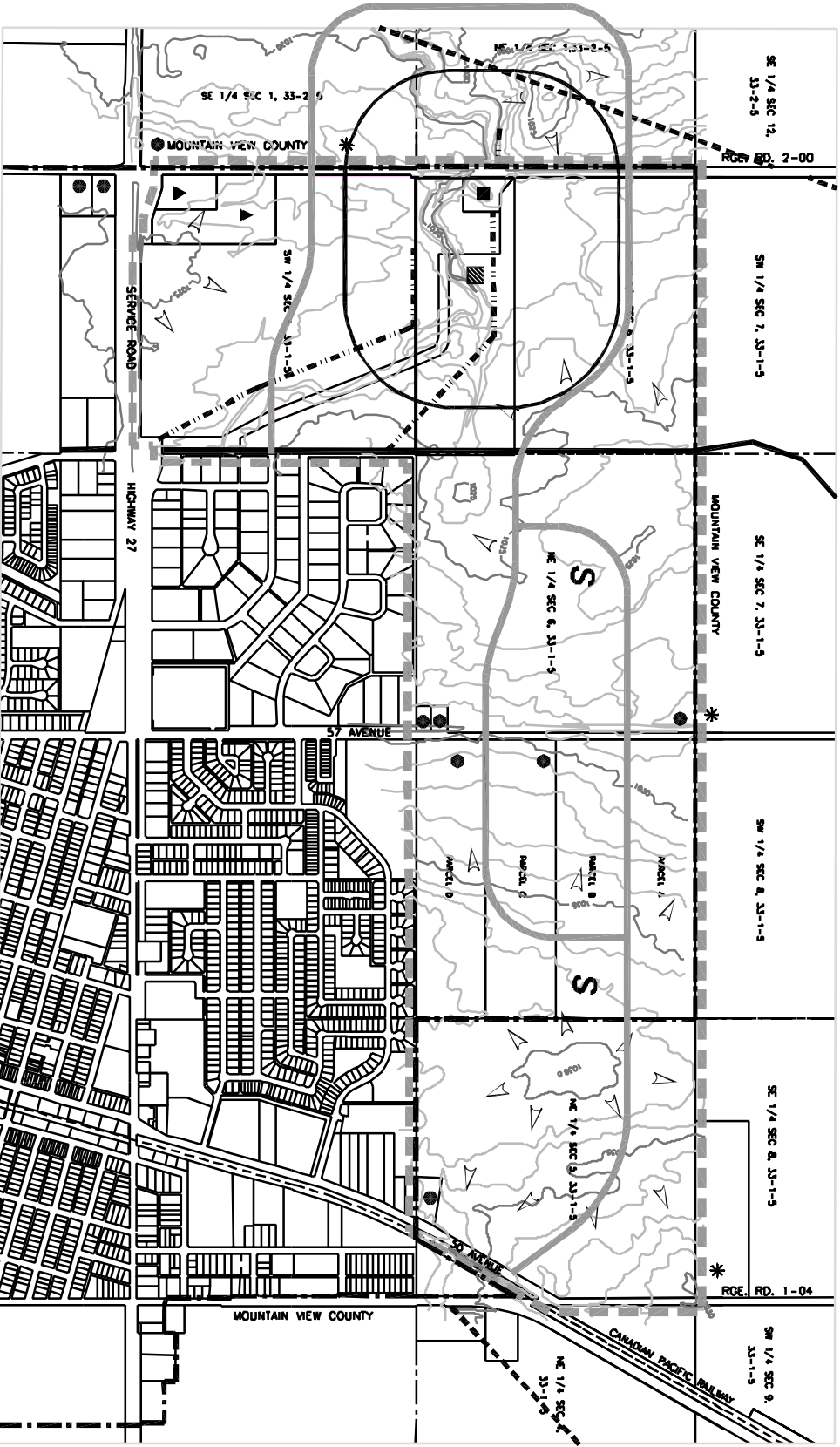
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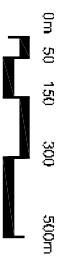
NORTHWEST AREA STRUCTURE PLAN

MAP 2 - Existing Conditions



- PLAN AREA
- MUNICIPAL BOUNDARY
- RESIDENCE
- PUBLIC UTILITY W/300-M SETBACK
- SURGE POND
- FARMING OPERATION
- COMMERCIAL/INDUSTRIAL
- DRAINAGE - DIRECTION OF FLOW
- SEWER LINE
- GAS LINE

- TRANSMISSION LINE
- CONTOURS AT 5 - METRE INTERVALS



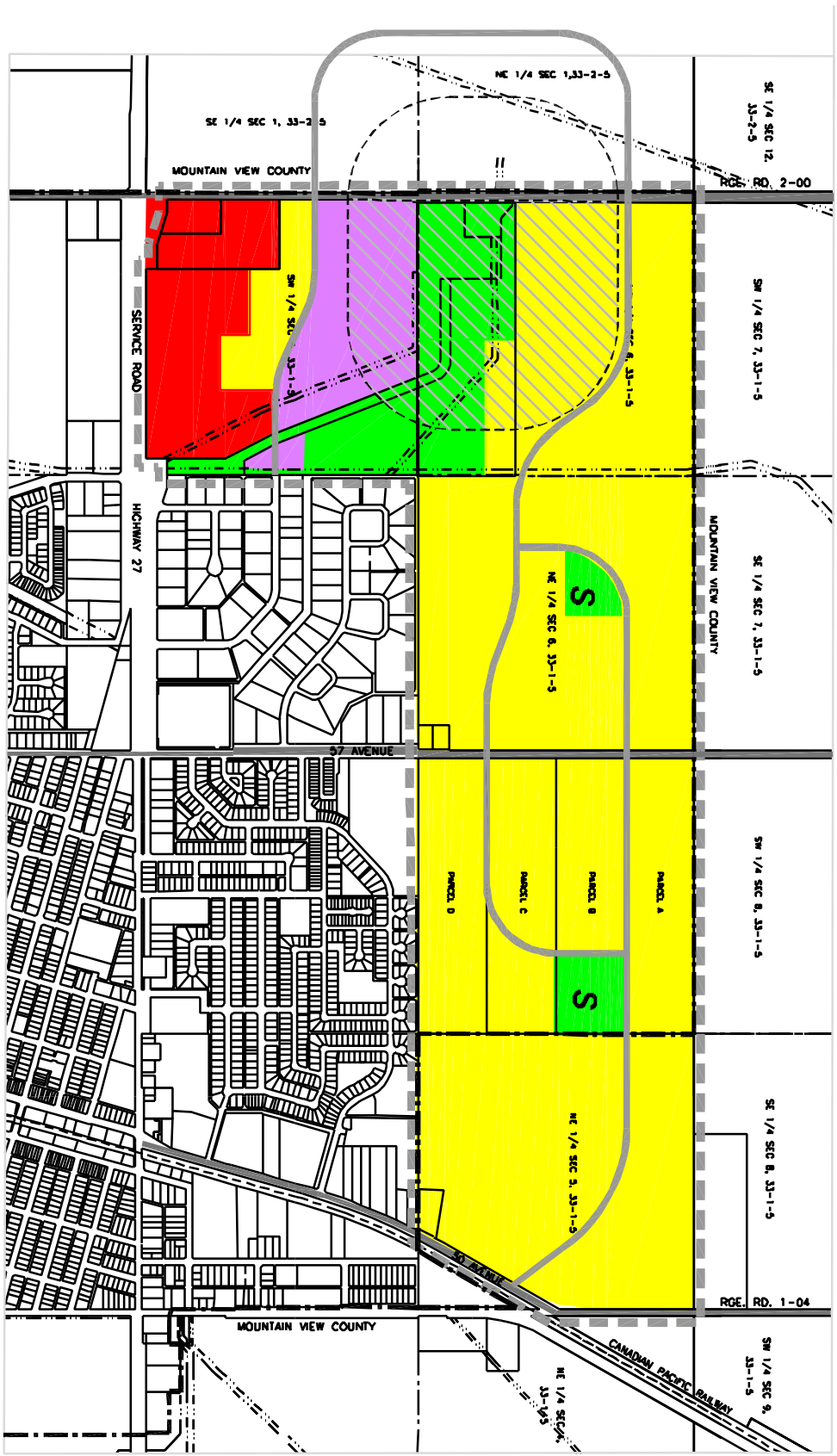
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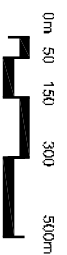
TOWN OF OLDS NORTHWEST AREA STRUCTURE PLAN MAP 3- Land Use Concept



- PLAN AREA
- MUNICIPAL BOUNDARY
- ARTERIAL ROAD
- COLLECTOR ROAD
- RESIDENTIAL

- HIGHWAY COMMERCIAL
- LIGHT INDUSTRIAL
- OPEN SPACE
- PUBLIC/INSTITUTIONAL

- POTENTIAL SCHOOL SITE
- ACCESS
- DEVELOPMENT RESTRICTIONS
- (WASTE TRANSFER SITE SETBACK)



MAY 2007



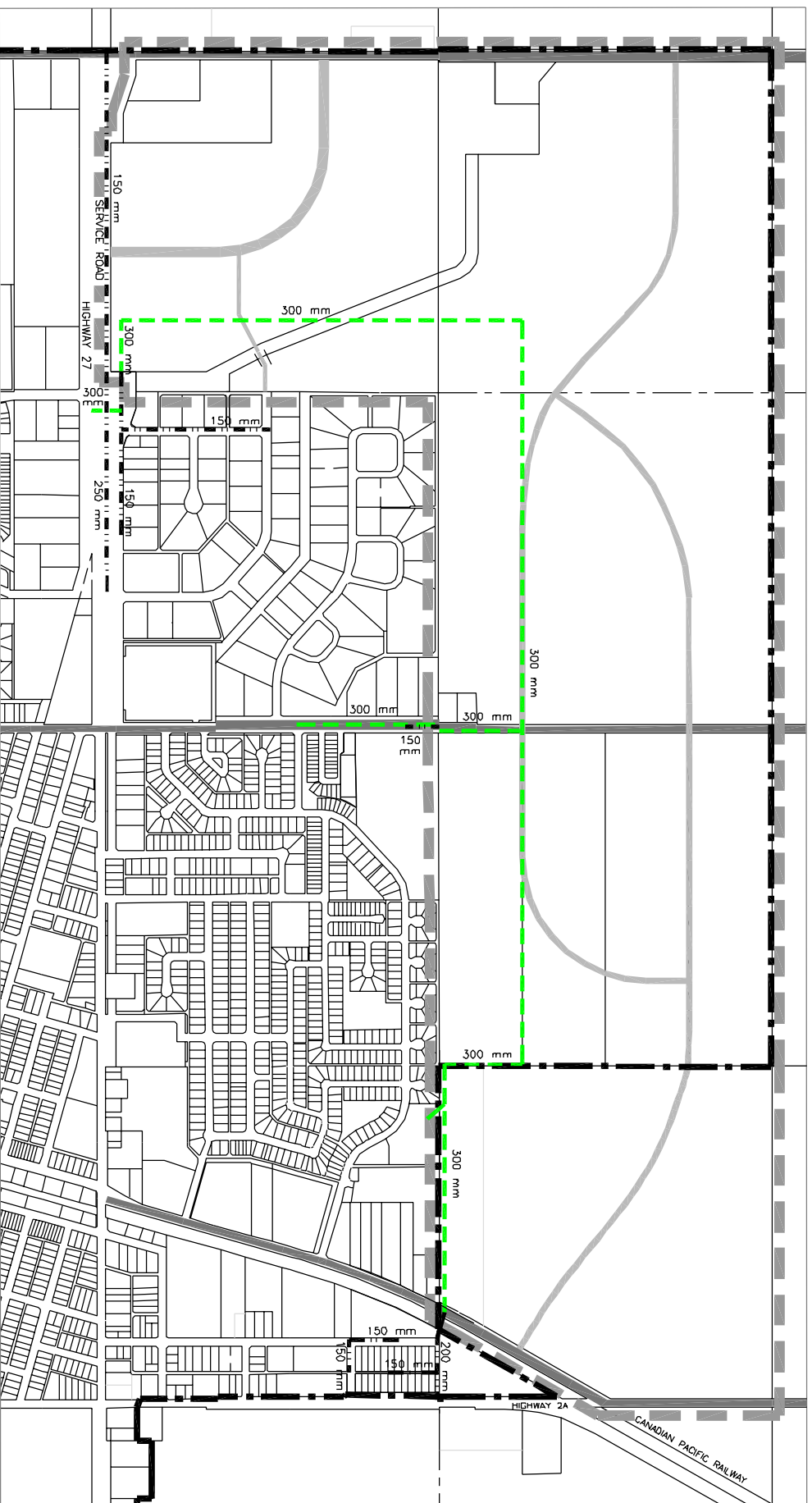
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


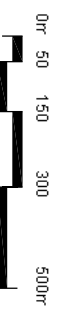
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NORTHWEST AREA STRUCTURE PLAN

MAP 4A - Water Servicing Concept



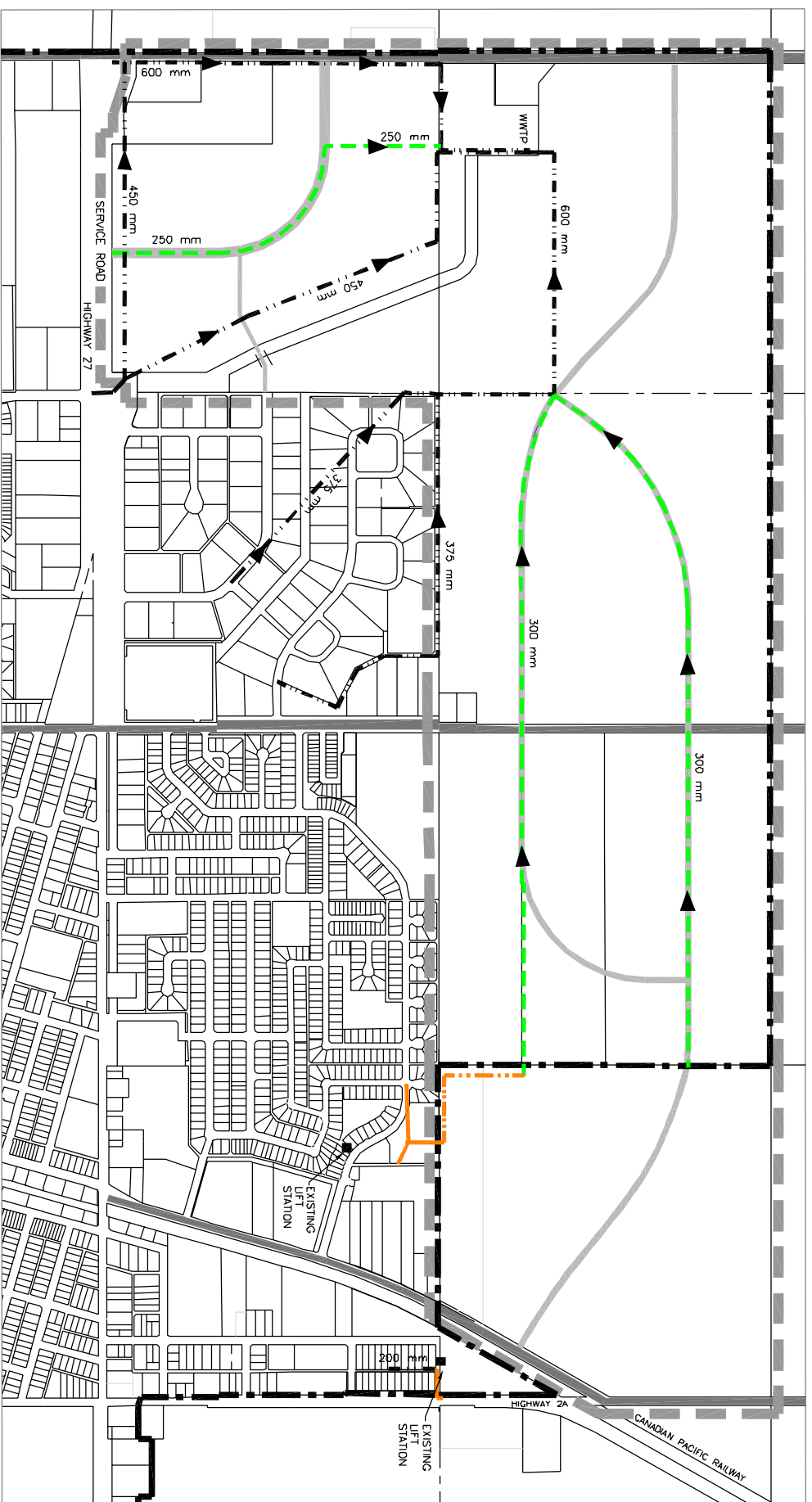
-  PLAN AREA
-  MUNICIPAL BOUNDARY
-  EXISTING WATER MAIN
-  PROPOSED WATER MAIN



TOWN OF OLDS

NORTHWEST AREA STRUCTURE PLAN

MAP 4B - Sanitary Servicing Concept



-  PLAN AREA
-  MUNICIPAL BOUNDARY
-  EXISTING SANITARY SEWAGE LINE
-  PROPOSED SANITARY SEWAGE LINE
-  EXISTING FORCE MAIN
-  PROPOSED FORCE MAIN
-  MAIN DIRECTION OF FLOW

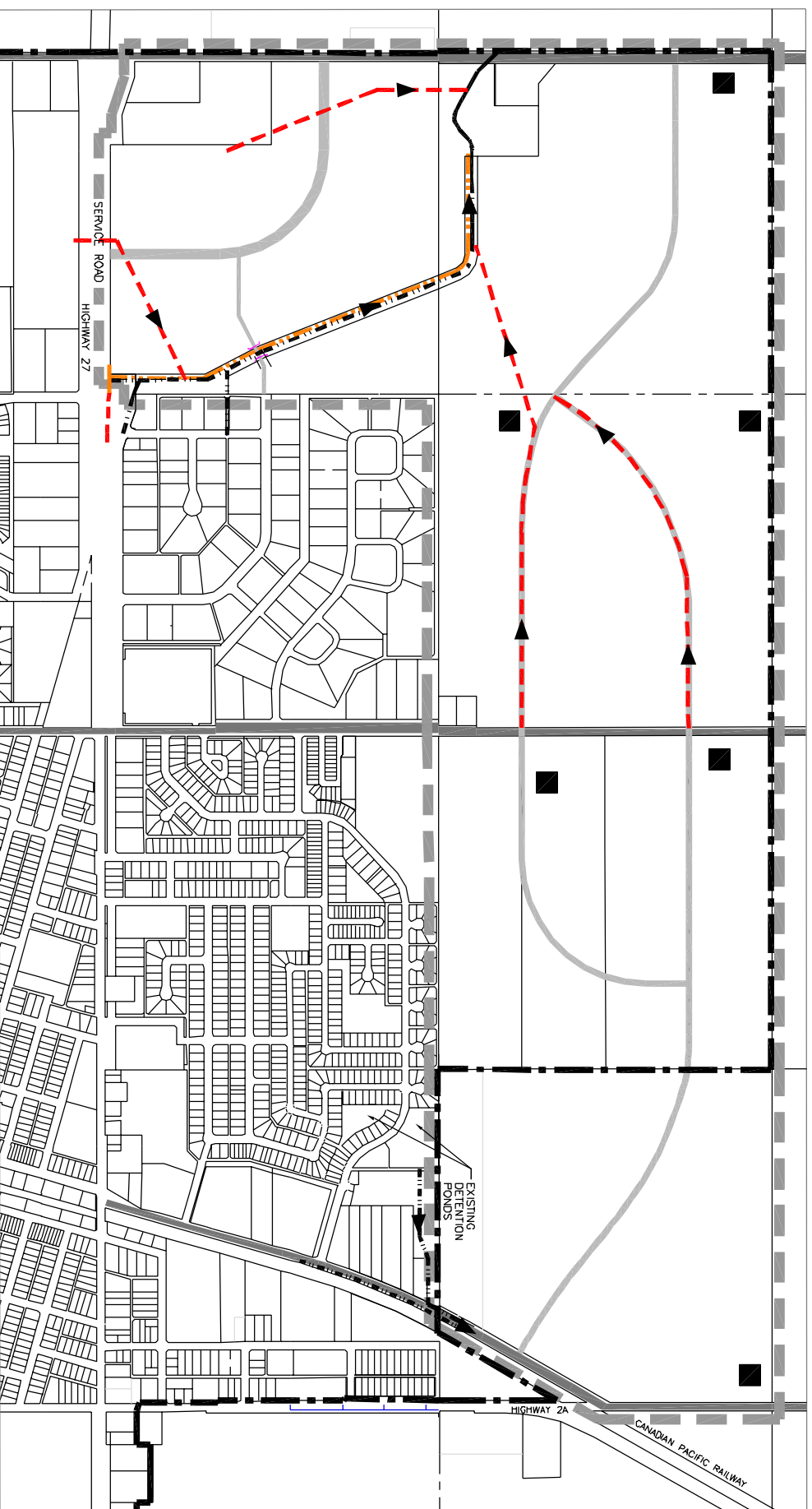


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NORTHWEST AREA STRUCTURE PLAN

MAP 4C - Storm Drainage Concept



- PLAN AREA
- MUNICIPAL BOUNDARY
- EXISTING STORM
- PROPOSED STORM
- EXISTING STORM CHANNEL
- STORM DETENTION POND
- MAIN DIRECTION OF FLOW
- EXISTING CULVERT



MAY 2002


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TAGISH ENGINEERING LTD.

