

**TOWN OF OLDS
BYLAW NO. 2018-23
A BYLAW TO ADOPT THE SOUTHEAST INDUSTRIAL AREA STRUCTURE
PLAN**

NOW, THEREFORE, THE MUNICIPAL COUNCIL OF THE TOWN OF OLDS, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

WHEREAS Section 633(1) of the *Municipal Government Act*, as amended, allows the Council of a Municipality to adopt an area structure plan; and

WHEREAS the Southeast Industrial Area Structure Plan has been prepared in accordance with the requirements of Part 17 of the *Municipal Government Act*, as amended; and

WHEREAS Council deems it desirable to adopt the Southeast Industrial Area Structure Plan;

NOW THEREFORE, the Council of the Town of Olds duly assembled enacts as follows:

1. THAT the document entitled "Southeast Industrial Area Structure Plan" and attached as Schedule A of this bylaw is adopted.
2. THAT Bylaw No. 2001-02, and all amendments made thereto, is hereby repealed.
3. Citation: This Bylaw may be cited as the "Southeast Industrial Area Structure Plan Bylaw 2018-23."
4. This Bylaw comes into force on the date that it is passed.

Read a first time on the 25th day of June, 2018.

Public Hearing held on the 27th day of August, 2018.

Read a second time on the 27th day of August, 2018.

Read a third and final time on the 27th day of August, 2018.



Michael Muzychka, Mayor



Michael Merritt, Chief Administrative Officer

SIGNED by the Chief Elected Official and the Chief Administrative Officer this 28th day of August, 2018.



Town of Olds

June 2018

Southeast Industrial Area Structure Plan



Prepared By: Town of Olds, Parkland Community
Planning Services and Urban Systems

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INTRODUCTION

The town of Olds is strategically located approximately 89 kilometers north of Calgary and 65 kilometers south of Red Deer. Highway 27, Highway 2A and the Canadian Pacific Railway provide direct access to the town. The local economy is driven by agriculture, oil, and natural gas related industry. There is expanding interest in value added agricultural activities, taking advantage of the range of crops grown in Central Alberta, and the production of cannabis in federally approved facilities.

The Town of Olds has recognized a need for additional industrial lands in order to support and attract future industrial growth in the community. Recently, there has been a trend towards large, single blocks of land for individual activities and users typically with a “campus” of buildings being proposed. Smaller more traditional three to five acre industrial parcels are also needed. It is the Town’s goal to accommodate a broad range of industrial development while minimizing the impact of industrial land uses on the surrounding community.

The Southeast Industrial Area Structure Plan is designed to guide orderly and efficient development of industrial land within the Southeast Industrial Area in a responsible and comprehensive manner in anticipation of the needs of future tenants in the industrial park.

PLAN AREA AND BOUNDARIES



The lands subject to the Southeast Industrial Area Structure Plan are located at the south end of the town of Olds in the vicinity of Olds College and Highway 2A. The plan area is between 54 Street and Township Road 324 and is bounded by Highway 2A to the east and the Canadian Pacific Railway (CPR) to the west as shown in Figure 1: Plan Area. The site abuts the Town of Olds municipal boundary on three sides.

The Plan area covers approximately 226.6 hectares (560 acres) and includes lands from the following quarter sections:

Part of SW 32-1-W5M	Part of SE 32-1-W5M
Part of NW 29-32-1-W5M	NE 29-32-1-W5M
SE 29-32-1-W5M	

PLAN PURPOSE AND OBJECTIVES

The broad goals of the Southeast Industrial Area Structure Plan are to guide future growth and development of the area, and to address land use conflicts between industrial and residential land uses. The Plan has been developed to achieve the following primary objectives:

- Integrate industrial development with existing adjacent land uses;
- Address site access (Alberta Transportation, CPR);
- Develop an efficient internal transportation network;
- Address site servicing considerations (water, sanitary sewer, storm water management);
- Assess various screening and buffering options;
- Develop an implementation program.

It is anticipated that the adoption of this Plan will help to further economic development in the Town of Olds. Proactive land use planning is essential to accommodate the needs of local residents, business and industry. Forward looking plans also attract new and innovative businesses to the area, thereby reinforcing the Town's position as a regional service centre.

PART A: CONTEXT AND BACKGROUND

POLICY CONTEXT

Municipal Government Act

Section 633 of the Municipal Government Act provides for municipalities to prepare and adopt area structure plans. The requirements for an Area Structure Plan are set forth in Section 633(2) of the Municipal Government Act which requires an Area Structure Plan to address the following issues:

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

The Southeast Industrial Area Structure Plan addresses these requirements primarily through the land use concept but also through the policies found throughout the document.

The Southeast Industrial Area Structure Plan has been adopted by the Town of Olds as a statutory plan under the Municipal Government Act.

Alberta Land Use Policies

The purpose of the Alberta Land Use Policies is to manage growth and to sustain the province's growing economy, but also balance it with Alberta's social and environmental goals. These policies provide a framework for statutory plans, land use bylaws, and planning decisions. Until such time as a regional plan under the Alberta Land Use Framework of 2008 is adopted, the 1996 Land Use Policy document is in effect. Specific policies applicable to a future industrial area are as follows:

- *Municipalities are encouraged to establish land use patterns which contribute to the provision of a wide range of economic development opportunities, thereby enhancing local employment possibilities and promoting a healthy and stable economy. In carrying out land use planning, municipalities are encouraged to complement and support provincial economic development initiatives.*
- *Municipalities are encouraged to establish land use patterns which accommodate natural resource extraction or harvesting and processing, manufacturing and other industrial development while, at the same time, minimizing potential conflict with nearby land uses and any negative environmental impact.*

- *Municipalities, within legislative limits, are encouraged to establish land use patterns which complement their municipal financial management strategies, thereby contributing to the financial health and viability of the municipality.*

Intermunicipal Development Plan

The Intermunicipal Development Plan (IDP), between the Town of Olds and Mountain View County was adopted in 2007. Since the initial adoption of this document, the Olds town boundary has grown to now include the SE 29-32-1-W5M.

The IDP identifies the lands within the Southeast Olds Industrial ASP area that are adjacent to Highway 2A as being part of the IDP Urban Referral Area. The purpose of this referral area is to identify areas where the County has an interest in protecting the adjacent land uses on Olds College lands. All subdivision and discretionary use development permit applications, Land Use Bylaw amendments and Area Structure Plans within the urban referral area must be referred to the County for comment.

Town of Olds Municipal Development Plan

The Municipal Development Plan (MDP) is the overarching policy document for the Town of Olds. It establishes the goals, objectives, and policies that will guide the long term growth of the town. The MDP aims to plan and manage growth and development in an environmentally, socially, and fiscally sustainable manner that benefits the community's existing and future residents and businesses.

The Town of Olds Municipal Development Plan recognizes the need for industrial development in the town. It identifies the lands within the Southeast Olds Industrial ASP as future industrial in the Future Land Use Concept. It also recognizes potential for further industrial development south and southwest of the plan area within Mountain View County.

Some of the policies in the proposed 2018 MDP that pertain to the Southeast Olds Industrial ASP include:

- Policy 13.2 – The Town shall seek to ensure that an adequate inventory of serviced industrial sites of various lot sizes and type (light and general) are available to meet the needs of business and industry.
- Policy 13.6 - The Town shall encourage the development of more innovative and environmentally friendly industrial employment centre concepts such as business parks, high tech campuses, research parks, and eco-industrial parks.
- Policy 19.5 - Before approval of any Land Use Bylaw amendment that would allow for subdivision or development of a large block of land (40 acres or more) that has not been previously developed or used for any use other than agriculture, an area structure plan is required.

Olds Strategic Sustainability Plan

The Olds Strategic Sustainability Plan (OSSP) describes the sustainability visions and principles for the town of Olds under the categories of economic, social, culture, environmental and governance. It aims to empower all members of the community to contribute to the collective vision for sustainability.

The provision of lands for future industrial development, and the provision of policies for eco-industrial development within the Southeast Olds Industrial ASP are in keeping with both the economic and environmental visions established in the OSSP.

Open Space and Trails Master Plan

The Town of Olds Open Space and Trail Master Plan serves as a guide for the development and operation of the Town's open space and trails network. It also serves as a tool in establishing policy, guidelines, services, programs, and facilities. Some key objectives of the plan include:

- Provide direction on the acquisition of land for future open space, parks, and trails development.
- Establish standards and guidelines for new parks, open space, trails, and parks facility development.
- Identify and map trail locations, linkages, and priorities

The Open Space and Trails Master Plan identifies a series of future community trails within the Southeast Industrial area. The Southeast Industrial ASP aims to provide multi modal transportation access through the plan area to accommodate both visitors to the area as well as those employed there. Trail and sidewalk connections will be used to the extent possible to accommodate a community trail and pedestrian mobility through the plan area.

Town of Olds/Mountain View County 2009-2035 Transportation and Utilities Master Plan

The purpose of the Town of Olds/Mountain View County Transportation and Utilities Master Plan (2010) is to identify the infrastructure and planning needs and priorities for the short term (2016 at the time of plan approval) and long term (35,000 population) horizons. It ties together the collective impacts of plans and documents that have not previously been studied together as part of a single study and assesses future roadway requirements and improvements within the Town of Olds and Mountain View County.

The Transportation and Utilities Master Plan outlines some of the expected needs for the Southeast Olds Industrial area over the short and long term. Recognizing that Master Plans are prepared to provide high level direction for future development over the long term, the Southeast Industrial ASP has considered the Transportation and Utilities Master Plan and implemented its direction where practical.



SITE ANALYSIS

Physical Characteristics

The Southeast Industrial Area Structure Plan area covers approximately 226.6 hectares (560 acres) of land in the Town of Olds. Subsurface conditions consist mainly of clay, shale, and sandstone. A level topography, the absence of major water ways, and relatively few stands of native vegetation provide ample land with few surface constraints for future industrial development.

Dominant northwesterly winds direct the majority of dust, odour, and other airborne industrial byproducts away from the town. As a result, industrial activities that produce higher quantities of these airborne pollutants are better situated in the southeast portions of the study area.

Wetlands

The Plan area contains a number of wetlands of varying size. These wetlands are subject to the Water Act and the Alberta Wetland Policy. This policy was created to provide a strategic framework for conserving, restoring, and protecting Alberta's wetlands. The Alberta Wetland Policy focuses on the following four outcomes to achieve this goal:



- Wetlands of the highest value are protected for the long-term benefit of Albertans
- Wetlands and their benefits are conserved and restored in areas where losses have been high
- Wetlands are managed by avoiding, minimizing and, if necessary, replacing lost wetland value
- Wetland management considers regional context¹

Wetlands in Alberta are also subject to potential Crown claims of ownership under the Alberta Public Lands Act. Under this policy, the Province has ownership of the bed and shore of all permanent (or reasonably so) and naturally occurring wetlands, therefore these wetlands cannot be impacted or altered without approval.

¹ Alberta Government (2013). Alberta Wetland Policy. September 2013.

The Alberta Government Guide for Assessing the Permanence of Wetland Basins (2016) outlines that wetlands classified as permanent or semi-permanent are Crown claimable. Seasonal wetlands may or may not be considered permanent, as determined by Alberta Environment and Parks Water Boundaries Unit in accordance with criteria established through the Guide for Assessing Permanence of Wetland Basins. As shown in Figure 2: Significant Features, the majority of the wetlands in the Plan area are permanent or semi-permanent and therefore may be Crown ownership claimable. The remainder identified as temporary or seasonal may or may not be Crown claimable.

As per the Alberta Wetland Policy, any wetlands that are removed or impacted are subject to replacement costs, at the following ratio:

- Wetland Value A (8:1)
- Wetland Value B (4:1)
- Wetland Value C (2:1)
- Wetland Value D (1:1)

The wetland replacement would be in the form of a physical replacement and/or an in-lieu payment to a designated Wetland Restoration Agent. The in-lieu payment amounts are calculated on a per hectare basis as outlined in the Alberta Wetland Migration Directive².

As per the Alberta Wetland Policy (2013), the wetlands within the Plan area have been mapped and assessed to determine their size, classification, and value. Based on the data collected by Urban Systems and referenced in the Town of Olds Southeast Industrial Area – Wetland Assessments Memorandum, The Alberta Wetland Rapid Evaluation Tool was utilized to determine the classification, form, and type of wetlands in the plan area and assign a wetland value category (A, B, C, or D). Wetland locations along with classification and value information can be seen in Figure 2: Significant Features.



² Government of Alberta. 2017. Alberta Wetland Mitigation Directive. Water Policy Branch, Alberta Environment and Parks. Edmonton, Alberta.

Existing Land Uses

Lands within the study area are currently zoned Light Industrial (I1), Industrial Business (IB), Direct Control District 7 (DC 7), for a medical marijuana facility, Recreation Facility (RF), and Urban Reserve (UR) under the Town of Olds Land Use Bylaw.

Development within the Southeast Industrial Area Structure Plan includes predominately industrial uses as well as some public institutional and open space uses. Industrial development in the study area includes oil and gas related services, construction services, trucking companies, and horticulture and agriculture-related production and processing. Some of the larger scale industrial developments existing within the plan area include:

Hi-Pro Feeds - Currently occupying a 10.2 acre site High-Pro Feeds operates a feed mill serving the animal nutrition industry.

Olds Soft Gels – Currently operating on over 15 acres and with plans to expand in the Southeast Olds Industrial area, Olds Soft Gels (OSG) formulates, manufactures, and packages nutritional and dietary supplements and medicinal cannabis.

Sundial Growers – Sundial Growers currently owns 29.8 acres where they plan to construct a commercial medicinal cannabis growing facility.

Westeel – Westeel manufactures storage and handling systems for both the agriculture and oil and gas industries. The Westeel site in Olds occupies an 8.9 acre site in the Southeast Olds Industrial plan area.

Premier Horticulture – At Premier Horticulture’s site in Olds, peat moss mixes are produced for use in backyard gardens and food production facilities across North America. They currently operate on 29.6 acres of land in the plan area.

Olds Cemetery is located along Highway 2A in the southeast part of the study area. The cemetery currently occupies 13.8 hectares (34.1 acres) of land with plans for expansion to the south.

There is an existing residential acreage along the east side of SE 29-32-1-W5M. Subdivision approval to expand the size of the site was granted in 2012 and the parcel has been registered. Alberta Transportation has obtained a caveat and agreement for the future dedication of a 30m wide right of way for a future service road. Alternative access from the west side of this parcel needs to be provided as the SE 29 develops further.

Existing Oil and Gas Wells

Within the Plan area, there is one abandoned well in the NE 29-32-1-W5M resulting in a setback of 5m surrounding the wellhead as per Alberta Energy Regulator (AER) Directive 079, Surface Development in Proximity to Abandoned Wells to protect the wellhead and retain access.

There is an active sour gas well located outside of the plan area to the south of the plan boundary (See Figure 2: Significant Features). Under the Subdivision and Development Regulations, The Alberta Energy Regulator (AER) requires the subdivision and development authority to send them a copy of all subdivision and development applications for any residential or public facility within 1.5 kilometers of a sour gas facility.

The required setback for development from the sour gas well will be determined depending on the nature of the development and the sour gas well classification. At the time of the writing of this plan, the AER has not yet given direction on the required setback from the well for development in the Southeast Industrial plan area. The land uses proposed in the plan area are expected be industrial in nature, therefore the required setback is expected to be less than 1.5 km from the well.

Pipeline Rights-of-Way

Several pipeline rights-of-way exist in the plan area as shown in Figure 2: Significant Features. An ATCO Pipelines gas pipeline runs diagonally through the south-east portion of the plan area. The ATCO right-of-way, due to its placement and restrictions on development, will limit the size of parcels on the south-eastern edge of the plan area. A water pipeline ROW also runs alongside the ATCO gas line.

Existing Railway

The Canadian Pacific Railway (CPR) line runs adjacent the west boundary of the Plan area continuing in a northeast direction through the town of Olds. The railway provides an important method of goods shipment from the local market to regional and international markets. It may also provide opportunities for freight services serving future industrial uses in the Plan area.

Existing Roads

The road network within the existing developed portion of the Southeast Industrial area follows a general grid as shown in Figure 2: Significant Features. Highway 2A runs along the east boundary of the plan. It is a 2-lane highway carrying both regional and local traffic. The posted speed on Highway 2A is 50 km/hr travelling south to 68 Street. The speed limit then increases to 80km/hr from 68 Street travelling south to the existing acreage property. The speed limit then increases again to 100km/hr travelling south of the acreage property. Highway 2A is under the jurisdiction of Alberta Transportation. All access points to and from the highway must be approved by Alberta Transportation (AT) and conform to AT's standards.

Township Road 324 runs along the south boundary of the plan area. It is a hard surface 2-lane municipal road with a posted speed of 50 km/hr. It provides access to Highway 2A as well as local areas, connecting citizens to the provincial highway network.

There are two main access points into the plan area. The first is from the northwest corner of the plan area via 49 Avenue and serves the local community. The second access point at 57 Street and Highway 2A connects the area to the larger provincial transportation network.

Adjacent Land Uses

The lands to the south of the plan area consist of agricultural lands within Mountain View County. Land to the north and northwest consists of a mixture of industrial, commercial, low density residential, urban reserve, and recreational land uses. Olds College occupies a 42 hectare (104 acre) site along Highway 2A to the east and northeast of the site.

The Miller Meadows Area Structure Plan guides development to the west of the Plan area adjacent to the CPR line. It identifies the future land uses along the CPR line and adjacent to the plan area as residential with provision of a berm along the west side of the CPR line to provide visual and sound attenuation.

Historical Resources

A Historical Resources Act approval was requested as part of the area structure plan process. Alberta Culture and Tourism has issued an approval with conditions. The Department notes that there are no known archeological resources, paleontological resources, aboriginal traditional use sites or provincially designated historical resources present in the plan area. If evidence of any of these items is discovered in the course of construction and development of the area the requirements of the Historical Resources Act (meaning stop and report before proceeding) will apply.

The Department identifies the existing farmyard and buildings within LSD 14/15-29-32-1-W5 (at the south end of 49 Avenue) as historic structures. The approval requires a targeted historical resources impact assessment to document any structures that are 50+ years old.

The approval requires that all development avoids the Olds Cemetery site.



PART B: THE PLAN

1.0 PLAN VISION

The Southeast Olds Industrial area promotes the growth of a wide variety of business and employment opportunities to support the local and regional economy through orderly, attractive, and sustainable development.

2.0 PLAN OBJECTIVES

1. To facilitate industrial development in a manner that remains sensitive to the preservation of natural features of high ecological value, such as wetlands.
2. To facilitate a broad range of industrial uses on a variety of lot sizes.
3. To support development of eco-industrial parks incorporating sustainable development practices.
4. To promote compatibility between industrial uses and other surrounding current and future uses.
5. To provide a framework for servicing the Southeast Industrial area as efficiently as possible, taking into account constraints such as the limited capacity in existing systems.
6. To ensure safe and appropriate transportation networks to serve the Southeast Industrial area.
7. To ensure key access points connecting the Southeast Industrial Area with the surrounding community are provided.
8. To ensure the creation of an attractive gateway into the community along Highway 2A.

3.0 LAND USE CONCEPT

Figure 3: Land Use Concept outlines the key elements directing the development of the Southeast Olds Industrial area. It serves as a guide for more detailed subdivision plans and site development plans in the future.

The main features of Figure 3: Land Use Concept are:

<i>Environmental Reserve – Wetland Value B</i>	Wetlands identified as “Environmental Reserve – Wetland Value B” in the Land Use Concept represent those wetlands which are required to be preserved by the Town. These wetlands are also subject to the Alberta Wetland Policy and therefore subject to Crown ownership determination.
<i>Environmental Reserve – Wetland Value D</i>	Wetlands identified as “Environmental Reserve – Wetland Value D” in the Land Use Concept represent those wetlands which are not required to be preserved by the Town. However, these wetlands are still subject to the Alberta Wetland Policy and therefore subject to Crown ownership determination. If they remain, it is expected that they will be dedicated as Environmental Reserve or have an Environmental Reserve strip around their perimeter.
<i>Buffers around Environmental Reserve</i>	Wetlands identified as environmental reserve on the Land Use Concept incorporate a minimum 6m buffer around the bed and shore to ensure protection around the fringe of the wetland.
<i>Industrial Land Use</i>	<p>This category includes a range of industrial uses including light industrial, heavy industrial, industrial business, and marijuana/cannabis manufacturing as outlined in the Land Use Bylaw.</p> <p>Opportunities exist to create an eco-industrial district as described in section 6.0 Eco-Industrial Park Potential.</p>
<i>Industrial Parcel Size</i>	<p>The Land Use Concept depicts the undeveloped industrial lands in the plan area in large parcels. This allows the area to remain open to a variety of industrial uses and accommodate interest in larger scale developments requiring large blocks of land.</p> <p>Subdivision to create smaller parcels may or may not take place. In the event that existing large parcels do not subdivide, the developer will still be expected to protect key routes for future roadways and utility extensions.</p>

<i>Municipal Reserve</i>	Municipal reserve dedication has been used in the plan to preserve the treed area along Highway 2A and provide land for the continuation of a treed buffer along this entranceway into the town of Olds.
<i>Storm Water Management</i>	Locations for future storm water ponds shall be in keeping with those outlined in the Land Use Concept. Two locations have been identified for communal ponds. These ponds are located on private lands which may or may not be available at the time of development. Other properties (see Storm Water Concept) must provide on-site ponds that ultimately empty out into either of the two communal ponds and connect to Town systems.
<i>Highway, Arterial Road and Collector Road Network</i>	The Land Use Concept identifies areas where intersection improvements (e.g. traffic signals) will be required and indicates the future alignment for the 68 Street arterial road. The land that is close to this route must not be developed in a way that would prevent the extension of the arterial road westward to link up to 57 Avenue.
	Future collector and local road design within the NW 29 and SE 29 will be determined as the area develops; however, key access points have been identified where provisions for connections to other parcels and lands beyond the plan area are required.
<i>Future Community Trail</i>	Routes for future community trails connecting the plan area to the rest of the town and providing a regional connector along Highway 2A are identified. These facilities will be incorporated in the roadway design (e.g. sidewalk or trail in the boulevard).

Table 1: Land Use Assignments in Plan Area based on Land Use Concept

Land Use Category/Item	Area (ha)	Percentage of Plan Area
Total Land in Plan Area	228.75	100%
Existing Road Right-of-Way (as of Jan 2017)	21.86	9.6%
Railway Right-of-Way	4.08	1.8%
Cemetery	12.81	5.6%
Industrial - Developed Parcels	46.90	20.5%
Industrial – Future Development	113.01	49.4%
Future Environmental Reserve (ER)	16.52	7.2%
Future Municipal Reserve (MR)	2.92	1.3%
Public Utility Lots	6.17	2.7%
Future Roads	4.49	2.0%

4.0 NATURAL AREA PRESERVATION

The Plan area contains a number of wetlands which are environmentally significant and a significant stand of trees along the west side of Highway 2A. The proposed 2018 Town of Olds Municipal Development Plan (MDP) outlines policies for wetland preservation and requires the preservation of all Value A and Value B wetlands. All wetlands in Alberta are subject to the Alberta Wetland Policy. Some wetlands, depending on their level of permanence, may be claimed by the Crown.

Policies

- 4.1 *Wetlands – claimed by Crown* As per the Alberta Wetland Policy, wetland areas identified as Permanent or Semi-Permanent, shall be viewed as having ownership claimed by the Crown. These wetlands are shown as environmental reserve on the Land Use Concept map.
- 4.2 *Value B Wetlands - not claimed by Crown* Wetland areas identified as ‘Value B’, which have not been claimed by the Crown, shall be subject to the Municipal Development Plan (2018 proposed) policy which directs that Value B and greater wetlands must be preserved. Some alteration of these wetlands is possible for lot, road and utility alignments but compensation must be provided in the area around Olds.
- 4.3 *Value D Wetlands - not claimed by Crown* Wetland areas identified as ‘Value D’, which have not been claimed by the Crown, are not required to be preserved under the Municipal Development Plan (2018 proposed). These wetlands are still subject to the compensation process established in the Alberta Wetland Policy. Compensation for the loss of these wetlands must be provided in the area around Olds.
- Where the Crown does not claim ownership of an area shown as Environmental Reserve – Wetland Value D on the Land Use Concept map, industrial use may be applied to this area without the requirement for a formal amendment of this plan.
- 4.4 *Wetlands dedicated as Environmental Reserve* Where a wetland has been claimed by the Crown or is intended to be preserved, it or the land around the Crown claim, shall be dedicated as an environmental reserve parcel as shown on the Land Use Concept map. The Town may use an Environmental Reserve Easement in place of the dedication of an environmental reserve parcel where public access to the lands in question is not desirable.

The precise boundary of each identified environmental reserve area and its size shall be subject to confirmation at the time of subdivision through a field survey completed by an Alberta Land Surveyor in consultation with a biologist.

If subdivision does not occur, wetlands shall be preserved at the time of development permit approval. The development permit site plan shall identify the boundaries of the wetland area.

- 4.5 *Buffers around Environmental Reserve Areas* The minimum buffer zone of 6m for environmental reserve areas identified in the Town of Olds Municipal Development Plan (2018 proposed) shall be observed for all environmental reserve areas.
- 4.6 *Hydrologic Cycle of Wetlands to be Preserved* To maintain the hydrological cycle of each wetland to be preserved, the developer shall have a pre and post development assessment of the hydro-periods for the wetland prepared and submitted to the Town and Alberta Environment & Parks. Maintaining the hydrological cycle of the wetlands to be preserved shall be a priority in determining the storm water management approach used for the surrounding lands intended for development.
- 4.7 *Use of Environmental Reserve for Storm Water Management* Subject to approval by Alberta Environment & Parks, the areas identified as environmental reserve on the Land Use Concept map may form part of a naturalized storm water management pond. Each environmental reserve parcel which is intended to be used in whole or in part for storm water management purposes shall require Council approval of a bylaw allowing this use to occur on the subject environmental reserve parcel.
- 4.8 *Responsibility for Applications under the Water Act and Public Lands Act* The developer or any party proposing any impact on any wetland shall be responsible for preparing and submitting a Wetland Assessment and Impact Report to Alberta Environment & Parks. A copy of the submitted report shall be provided to the Town of Olds.
- 4.9 *Tree Stands* Municipal reserve dedication shall be used to preserve the mature tree stands in the locations shown on the Land Use Concept map.

5.0 INDUSTRIAL LAND USE

The undeveloped lands and parcels within the Southeast Olds Area Structure Plan have been identified for future industrial use. The land use concept does not distinguish between locations for light industrial, heavy industrial, and industrial business uses. The area is intended to accommodate a range of industrial uses and opportunities. Further, industrial parcels may range from large 50+ acre parcels to parcels that are less than 3 acres in size, depending on the needs of various industrial activities. Some lands may not undergo subdivision and may instead be addressed as a single large scale development permit approval.

- 5.1 *Light Industrial Uses* Light industrial uses in the Plan area shall be consistent with those listed in the Light Industrial District (I1). Development shall be consistent with the requirements of the Light Industrial District in the Town's Land Use Bylaw. A variety of lot sizes should be created to ensure opportunities for all types of industrial uses.
- 5.2 *Heavy Industrial Uses* Heavy industrial uses in the plan area shall be consistent with those listed in the Heavy Industrial District (I2). Development shall be consistent with the requirements of the Heavy Industrial District in the Town's Land Use Bylaw. A variety of lot sizes should be created to ensure opportunities for all types of industrial uses.
- 5.3 *Industrial Business Uses* Industrial Business uses in the plan area shall be consistent with those listed in the Industrial Business District (IB). Development shall be consistent with the requirements of the Industrial Business District in the Town's Land Use Bylaw. A variety of lot sizes should be created to ensure opportunities for all types of industrial uses.
- 5.4 *Marijuana/Cannabis Production* Proposed marijuana production facilities shall continue to be addressed through the Direct Control 7 (DC7) District of the Land Use Bylaw. Each site shall be considered on its individual merits and the DC7 District requirements may be modified to address any unique design concerns or impacts.

6.0 ECO-INDUSTRIAL PARK POTENTIAL

Eco-industrial refers to a type of industrial park designed to allow businesses to cooperate with one another in an attempt to reduce waste, efficiently share resources, and operate in a more sustainable manner all with the intention of increasing economic gains and reducing impacts on the environment. Eco-industrial developments can have the following characteristics:

- Less waste and draw on resources through the purposeful sharing of common facilities such as meeting space, lunch rooms and cafeterias, and parking areas;
- More efficient use of natural resources such as the sharing of cooling water from one industrial process with another process requiring water as an input;
- Co-generation and distribution of heat and energy among various businesses; and
- Shared renewable energy generation and distribution systems.

The amount of collaboration between businesses in an eco-industrial park setting can involve a marked departure from the traditional design of an industrial subdivision and associated municipal policies. These tend to be oriented to one building/principal user per site on their own serviced parcel with little to no provision for interaction across the property boundaries separating each parcel/business. For example, some eco-industrial designs may depend on shared, non-municipal underground distribution systems to move resources from one business to another which may cross a municipal road allowance.

The Southeast Industrial Area Structure Plan has been written to allow opportunities and proposals to create planned eco-industrial parks. The land use concept purposefully does not assign set areas for this form of development. Eco-industrial park development may be considered throughout the plan area.

Policies

- | | | |
|-----|--|--|
| 6.1 | <i>Eco-industrial - Relation to Industrial Land Use Policies</i> | The development of an eco-industrial park shall conform to all other policies pertaining to industrial land use and development in Section 5.0 of this plan. |
| 6.2 | <i>Eco-industrial - Location</i> | Any area identified as industrial on the land use concept may be considered as a site for a planned eco-industrial park. |
| 6.3 | <i>Eco-industrial - Relation to Existing Town Policies</i> | Recognizing that each eco-industrial park proposal may be unique, where an eco-industrial park has been proposed and accepted in principle by the Town, the provisions of the Land Use Bylaw and any other Town policies that may require amendment to facilitate the development, shall be amended. |

7.0 SUBDIVISION AND SITE DEVELOPMENT

The policies in this section relate to the plan area as a whole. Some are applicable at the time of subdivision and some at the time of development permit approval. Where subdivision is not expected to occur, the development approval must account for issues such as future connections of roads and municipal infrastructure to adjacent lands intended for future development.

Policies

- 7.1 *Municipal Reserve - Amount Required* At the time of subdivision, a minimum of 10 percent of the total developable land shall be dedicated as municipal reserve. The total developable land includes all land in title less that land to be dedicated as environmental reserve.
- 7.2 *Municipal Reserve - Form of Dedication* Where municipal reserve parcels are shown on the land use concept, the municipal reserve dedication shall take the form of land. All other municipal reserve dedication shall be taken as cash-in-lieu in accordance with the provisions of the Municipal Government Act.
- 7.3 *Setbacks from Oil & Gas Facilities* All development and subdivisions shall meet the required setbacks from existing oil and gas facilities (wells and pipelines) in accordance with the Subdivision and Development Regulation.
- 7.4 *Abandoned Oil & Gas Wells* All abandoned oil or gas wells shall be identified within a subdivision application and a development permit application. Setbacks for development must be in accordance with AER Directive 079 (Surface Development in Proximity to Abandoned Wellbores).
- 7.5 *Environmental Site Assessment (ESA)* The Town may require a Phase I or Phase II Environmental Site Assessment (ESA) at the time of development permit application, subdivision application, or land use bylaw amendment application.
- 7.6 *Outdoor Storage* All outdoor storage areas, particularly those visible from Highway 2A, or an arterial road, should be screened with fencing and/or vegetation, or some combination of the two, as deemed appropriate by the approval authority.

- 7.7 *Screening for sites adjacent to Cemetery* Sites adjacent to the cemetery should provide perimeter screening along the cemetery boundary with fencing and/or vegetation, or some combination of the two, as deemed appropriate by the approval authority.
- 7.8 *Outdoor Lighting* Outdoor lighting for all development shall have regard to Dark Sky lighting principles and avoid the projection of unnecessary spill-over light into neighbouring properties or casting light upwards towards the sky.
- 7.9 *Building Design and Landscaping* A high standard of building design, signage, and landscaping that demonstrates regard for adjacent uses is encouraged for all development situated in the plan area.
- 7.10 *Sites Abutting Canadian Pacific (CP) Railway* Development that abuts the CP Railway right-of-way shall have a minimum 15m setback and may also be required to provide a berm and fencing in accordance with the Town of Olds Land Use Bylaw and CP's development guidelines. Subdivision and development applications for lands abutting the railway shall be referred to CP for comment.
- 7.11 *Historical Structures – Farm Yard* The developer of the farm yard located in LSD 14/15-29-32-2-W5 shall have prepared a targeted Historical Resources Impact Assessment by a qualified historic resource consultant based on the procedures outlined in the "Requirements for Recording and Reporting Historical Structures" prior to any change to the farm yard and its associated buildings.

8.0 GATEWAY APPEARANCE

The Highway 2A corridor is an important entranceway into Olds. As one of the major routes into town, the views along Highway 2A set the tone for the impression one forms of the community. Alberta Transportation owns the highway right of way and has authority over the regulations that govern it. The Town has the ability to determine the type of development that occurs along the highway and the corresponding regulations that accompany it.

Policies

- 8.1 *MR Strip along Highway 2A* Dedication of the municipal reserve strip along Highway 2A, and identified in the Land Use Concept, should be required as part of the first subdivision in the area. The landscaping of this strip should take place as early as possible to allow the planted vegetation to start to mature and form an effective visual break for the development that will occur behind the municipal reserve strip.
- If subdivision does not occur, the treed strip along Highway 2A should be preserved as part of the development permit approval.
- 8.2 *Landscaping of MR Strip* Existing tree stands should be protected within the municipal reserve strip along Highway 2A. The MR strip should be utilized to provide a continuous landscaped corridor along the west side of Highway 2A.
- 8.3 *Building Sites Adjacent Highway 2A corridor* All building sites that are adjacent to the Highway 2A corridor shall be subject to additional landscaping and building design requirements to ensure they create an attractive appearance from the Highway. Each site shall be addressed on a case by case basis in accordance with the provisions of the Land Use Bylaw.
- 8.4 *Building Sites Adjacent Township Road 324 corridor* All building sites that are adjacent to the Township Road 324 corridor shall be subject to additional landscaping and building design requirements to ensure they create an attractive appearance. Each site shall be addressed on a case by case basis in accordance with the provisions of the Land Use Bylaw.

9.0 TRANSPORTATION NETWORK

The movement of people and goods through the Southeast Olds Industrial area is accommodated by a well-connected transportation system. Connections are provided into the community of Olds to allow direct access for those visiting the area for business or employment purposes. Direct connections to area highways and township roads are provided to safely accommodate large vehicle traffic servicing area businesses.

A Transportation Impact Assessment (TIA) has been completed for the Southeast Olds area (prepared by Urban Systems under separate cover) based on full build out as an industrial area. The purpose of the TIA is to provide an understanding of the required transportation investments to support the expected growth and development within the plan area and its impact on surrounding infrastructure. The TIA indicated the need for intersection improvements both within the Southeast Industrial area and offsite as shown in Figure 3: Land Use Concept. It also outlined a potential need for future widening of Highway 2A from 57 Street to the north.

Specific changes that are anticipated to accommodate full development of the plan area include:

- Widening Highway 2A from 2-lane road to 4-lane road from south of 57 Street to north of 54 Street
- Signalize intersection at 54 Street and Highway 2A with additional turn bays
- Signalize intersection at 57 Street and Highway 2A with additional turn bays
- Signalize intersection at 49 Avenue and 54 Street
- Signalize intersection at east access and Highway 2A with additional turn bays
- Signalize intersection at south access and Township Road 324

The Transportation Impact Assessment also confirmed the net positive benefits that the 68 Avenue Arterial extension over the CPR to 57 Street offers. It removes a significant amount of traffic that would otherwise use 54 Street and Highway 2A to access the plan area. This takes some pressure off the existing highway and local road networks. Further, it reduces reliance on the provincial highway for some of the expected employment related traffic to and from the Plan area.

Policies

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| 9.1 | <i>Future Highway Widening</i> | The need for future widening of the Highway 2A right of way, including adequate space for intersection improvements, shall be taken into account in the preparation of plans of subdivision and development in consultation with Alberta Transportation. |
| 9.2 | <i>Access to Township Road 324</i> | The intersection of Town arterial and collector roads with Township Road 324 shall be spaced at least 600m apart and limited to those approximate locations shown on the Land Use Concept map. |

9.3 *68 Street Extension* Until such time as road dedication has been provided via subdivision or land acquisition, the 68 Street extension alignment outlined in Figure 3: Land Use Concept shall be protected from any site development that would prevent the future construction of the 68 Street arterial road and its associated embankments near the CPR right-of-way.

The extension of 68 Street shall include an overpass over the CPR right-of-way in order to accommodate large and irregularly sized loads and equipment that may need to cross the railway and to avoid the drainage issues related to an underpass structure. The Town of Olds shall lead the functional and detailed design process for the overpass and secure the required approvals from Transport Canada.

9.4 *Arterial and Collector Roads* Arterial and collector roads shall be located according to the Land Use Concept map. For collector roads, the exact alignment may be adjusted, if necessary, through the detailed design process provided connections between the various portions of the plan area are maintained.

Within the SE 29, a collector road network shall be proposed if subdivision occurs. This network shall provide for the connections marked as Road Access on Figure 3. It shall also provide access to the west side of the 12 acre parcel by way of public road allowance or access easement. In the event that subdivision does not occur, an access easement shall be required to provide access to this parcel.

Where development of a large block of land precedes subdivision, the general alignment and space for the future collector roads shall be protected for dedication as a roadway when and if subdivision takes place.

9.5 *Intersection Improvements* The locations requiring intersection improvements identified in the Land Use Concept shall be accounted for when considering future subdivision and development applications. The detailed design of these intersections shall be confirmed at the time of subdivision or development permit approval. All designs shall meet the requirements of the Town of Olds and Alberta Transportation.

- 9.6 *Rail Access* The use of rail for the transport of goods and materials shall be encouraged. For lands along the railway, the future development of rail spur lines shall be facilitated through the registration of an easement or utility right of way across all newly subdivided parcels abutting the existing railway right of way to the satisfaction of the Town. The intent is to avoid building placement that would obstruct the long term potential for the development of spur lines.
- 9.7 *Design and Construction Standards* All roads shall be designed and constructed to an urban development standard in accordance with the Town of Olds Minimum Design Standards for Development.
- 9.8 *Traffic Impact Assessments Required* The Town may require the developer to provide a revised traffic impact assessment for the plan area as individual subdivisions and development permits are being considered if proposed development exceeds expected trip generation amounts in the Urban Systems Traffic Impact Assessment (2017).
- 9.9 *Development and Traffic Impacts* Applicants must clearly demonstrate how their proposed development is impacting the existing road capacity and identify if upgrades to the intersection(s) or road networks are required.
- Recent traffic counts may be required at the discretion of the Town. Applicants shall confirm the required transportation scope with Town Administration. The scope of the traffic counts may include key intersections along Town and County roads leading to the proposed development.
- 9.10 *Traffic Update Memo* Applicants shall provide a traffic update memo as part of subdivision, redesignation, or development application submissions to understand estimated site generated traffic from the application. This should be compared with the overall estimated new trips from the SE Industrial TIA to understand how the site generated traffic affects the daily road network volumes and intersection capacity.
- 9.11 *Highway 2A and Township Road 324 Intersection* In addition to the access points along Highway 2A and Township Road 324 providing direct access to the future development lands, the impact of development traffic on, and need to upgrade, the intersection of Highway 2A and Township Road 324 must be addressed in any traffic count updates and/or revised traffic impact assessments.
- 9.12 *Access to Cemetery* Long term permanent access to the Town Cemetery shall be provided from 48 Avenue on the west side of the cemetery. The direct access to Highway 2A will be closed.

10.0 MUNICIPAL SERVICES AND PUBLIC UTILITIES

The general expectations regarding the provision of municipal services and public utilities are described below in a broad, conceptual nature. The plan area faces significant servicing limitations (as of the end of 2017). There are constraints on the ability to provide adequate water pressure for fire suppression. The existing sanitary sewer system serving the north end of the plan area has little ability to accommodate additional effluent. The storm water management system requires suitable outfalls to reach a receiving watercourse. The details for each municipal utility are described in corresponding servicing reports prepared by Urban Systems under separate cover.

Specific details regarding the extension and design of each utility system, or temporary servicing arrangements, will be addressed prior to development permit approval. It is expected that some level of development will be accommodated prior to full development of the various offsite (meaning beyond the plan area) infrastructure improvements required to support full build out of the plan area.

Storm water in the Southeast Industrial area will be managed with the inclusion of two new storm ponds as well as some on-site storm water detention on individual parcels as shown in Figure 4: Storm Water Concept. Storm water peak flow attenuation for Catchment 1 and flow through from Catchment 2-2 will be accommodated via a proposed storm water main to Pond 'N' before moving into the existing storm water system to the north. Storm water peak flow attenuation from Catchment 3 and flow through from Catchment 2-1 will be accommodated in Pond 'S' where it will connect with a future storm water main/ditch before discharging into Olds Creek as shown in Figure 7: Infrastructure Connections Beyond Plan Area.

Water is supplied to the town of Olds from the Anthony Henday Water Treatment Plant via the Mountainview Regional Water Services line. Existing and proposed watermains are shown in Figure 5: Water Concept. The proposed watermains for the area will tie into existing systems at 48 Avenue, 49 Avenue, and at the intersection of 57 Avenue and 60 Street. The concept also provides for a possible future watermain link to the east of the plan area.

Due to limited capacity in the existing system, improvements will be required to accommodate the increased sanitary flows resulting from the development of the Southeast Industrial area. As shown in Figure 6: Sanitary Concept, the Southeast Industrial area is broken up into a total of 5 sanitary catchment areas. Flows from catchment areas 1, 2, and 3 are expected to be accommodated within the existing system to the north with the addition of a lift station in catchment area 3. Flows from sanitary catchment areas 4 and 5 will require the addition of a new west sanitary trunk to connect with the existing trunk at 70 Avenue as well as a future force main and lift station as shown in Figure 7: Infrastructure Connections Beyond Plan Area.

Policies

General Policies

- 10.1 *Detailed Design Required* The detailed design of all municipal services shall be provided at the time of subdivision and, if not addressed as part of a subdivision approval, at the time of development permit approval.
- 10.2 *Design and Construction of Municipal Services* All municipal water, sanitary sewer, and storm water management systems shall be designed and constructed in accordance with the municipal and provincial guidelines and policies that are current at the time of design/construction.
- 10.3 *Operation of Municipal Services* All municipal water, storm water, and sanitary systems shall operate in accordance with the most current municipal and provincial standards/requirements.
- 10.4 *Temporary Servicing* At the Town's discretion, use of private water and sewage systems as a temporary arrangement until municipal services can be physically or economically provided may be approved. Onsite storage and off-peak pumping of effluent may also be considered.
- The terms and conditions of any temporary arrangement approved by the Town shall be described in a deferred services agreement registered against the title of the applicable parcel(s).
- Where use of private water and sewage systems has been approved, these systems shall comply with the requirements of the Alberta Private Sewage Systems Standard of Practice and the Water Act.
- 10.5 *Right of Way and Easement Agreements* Any necessary Right of Way and Easement Agreements shall be in place prior to construction of any utilities.
- 10.6 *Required Sizing of Municipal Services* Required sizes for municipal services are generally outlined in the 2017 servicing studies prepared by Urban Systems but shall be subject to review in response to the needs of specific proposed development.

- 10.7 *Oversizing* The Town may require the design of municipal services to account for the needs of upstream lands. Where services have been sized to serve more than one landowner the Town may enter into oversizing agreements.
- 10.8 *Low Impact Development* Use of Low Impact Development features that assist with water conservation such as, but not limited to, installation of low flow water fixtures, use of rainwater for onsite irrigation, green roofs, and bioswales, shall be encouraged.

Water Policies

- 10.9 *Water - Extensions into Plan Area* In general, water distribution mains extended into and through the plan area shall follow the alignment of roads and be contained in the road rights-of-way. Where subdivision does not take place, the developer will be required to provide utility rights of way to accommodate water main extensions through their property.
- 10.10 *Water – Operating Pressures and Flow* The water distribution system shall be designed to deliver Alberta Environment minimum operating pressures and adequate fire flow as per Fire Underwriter Survey requirements.
- 10.10 *Water – Hydraulic Network Analysis Report* A Hydraulic Network Analysis Report containing information on operating pressures under peak hourly demand conditions, fire flow availability during Maximum Day Demand conditions, as well as information of nodal demands and boundary conditions, shall be submitted to the Town at the time of subdivision and development permit application.
- 10.11 *Water - Looping Required* Consideration shall be given to the establishment of a looped system of water mains as early as practical in the overall extension of servicing to the plan area at the time of subdivision and development permit application.

Sanitary Policies

- 10.12 *Sanitary Sewer - Extensions into Plan Area* In general, sanitary sewer collection mains extended into and through the plan area shall follow the alignment of roads and be contained in the road rights-of-way. Where subdivision does not take place, the developer will be required to provide utility rights of way to accommodate sanitary sewer collection main extensions through their property.

- 10.13 *Sanitary Sewer – Sanitary Report* A sanitary report and calculations shall be submitted prior to land use redesignation or subdivision and will include all sanitary flow calculations.
- 10.14 *Sanitary Sewer - Lift Station Locations* Lift stations shall be provided in the general locations identified in Figure 6: Sanitary Concept. Where a lift station is needed to serve a portion of the plan area the lift station shall be accessible by maintenance vehicles from a public roadway.

Storm Water Policies

- 10.15 *Storm Water Management Plan* As part of any future development applications, the applicant shall submit a Storm Water Management Plan consistent with the Storm Water Master Drainage Plan for the area.
- 10.17 *Storm Water – Quality of Runoff* The water quality of storm water runoff that is discharged to either a watercourse or a wetland shall meet Alberta Environment and Parks’ standards.
- 10.18 *Storm Water - Dedication of Land for Storm Ponds* Unless a storm pond is incorporated into a naturalized wetland as part of an Environmental Reserve parcel, the land used for a storm pond shall be dedicated as a public utility lot.
- If subdivision does not occur, Pond N and Pond S may be required to become on-site facilities.
- 10.19 *Storm Water - Onsite Storage and Management* Onsite storm water detention shall be provided as required on parcels identified in Figure 4: Storm Water Concept and maintained according to Town of Olds and Alberta Environment and Parks requirements.

Utility Policies

- 10.20 *Shallow Utilities - Extensions into Plan Area* Shallow utilities (power, telecommunications, natural gas) shall be extended into the plan area in accordance with the requirements of the individual utility provider and, where applicable, the franchise agreement with the Town.
- 10.21 *Shallow Utilities - Underground Installation* All shallow utilities shall be installed underground.

11.0 IMPLEMENTATION FRAMEWORK

The policies guiding the overall implementation of the Southeast Olds Industrial ASP are outlined in this section.

Policies

- 11.1 *Interpretation – General* This plan shall be interpreted with flexibility having regard to the purpose, concepts, and policy direction of the plan. Where questions of interpretation arise, the matter shall be put before Council for a decision. Council’s decision shall be final.
- 11.2 *Interpretation – Key Words* Where the words “shall”, “should” or “may” are used in the plan policies they are to be interpreted as follows:
- “shall” policies are mandatory and must be complied with;
 - “should” policies mean compliance in principle is required but subject to the discretion of the approving authority; and
 - “may” policies indicate support in principle with the required level of compliance to be determined by the approving authority.
- 11.3 *Interpretation - Boundaries Shown on Land Use Concept* The boundaries between the various land uses and facilities shown on the land use concept forming part of this area structure plan shall not be rigidly interpreted. The precise boundaries and locations of key features may be confirmed as more detailed design work and field survey is completed.
- 11.4 *Projects Not Required* The adoption of this area structure plan does not require the Town of Olds to undertake any of the projects or initiatives referred to by this plan.
- 11.5 *Relation to Land Use Bylaw* The Land Use Bylaw shall be the primary means of ensuring that development in the plan area is consistent with the policies of this area structure plan. Where necessary, amendments to the Land Use Bylaw shall be made to implement the intent and direction of this area structure plan through the issuance of development permits.

11.6	<i>Relation to Subdivision and Development Permits</i>	All subdivision and development decisions made for lands within the Plan area shall conform to this area structure plan.
11.7	<i>Development Phasing</i>	No set phasing plan has been set out for the development of the Southeast Industrial area. Landowner interest in development, preparation of required detailed studies, and arrangements to overcome servicing constraints or put in place temporary arrangements shall determine the sequence of future development.
11.7	<i>Amending the Area Structure Plan</i>	<p>Where a Land Use Bylaw amendment, development permit, or subdivision application proposes a major change from the direction and policies of this area structure plan, a formal amendment adopted by bylaw shall be required.</p> <p>The following types of adjustments in response to more detailed design shall not require a formal amendment:</p> <ul style="list-style-type: none"> • Minor adjustments in land use boundaries, road alignments and features, and the use of discretion by the approving authority, as described in a specific policy in this area structure plan; or • Addition or relocation of public utility lots needed to implement a detailed servicing design.
11.8	<i>Information Required for Plan Amendment</i>	The applicant or person requesting an amendment of this area structure plan shall submit the supporting information deemed necessary by the Town to evaluate the requested changes.
11.9	<i>Consistency with Other Plans</i>	The Town may amend this area structure plan in order to ensure consistency between the Town’s statutory plans and the policies that they contain.
11.10	<i>Plan Review</i>	The Town should review this area structure plan every ten years to ensure that the plan remains current. The review process should start with a written evaluation by planning staff followed by a recommendation to Council regarding the need to undertake a formal update process.













