

MEETING OF THE TOWN OF SUNDRE MUNICIPAL COUNCIL

Monday, May 27, 2019 6:00 p.m.

RECONVENED PUBLIC HEARING 2019-01

BYLAW NO. 2018-19
Area Structure Plan 2018-ASP-001

PUBLIC HEARING AGENDA

MAY 27, 2019 6:00 p.m. Sundre Municipal Council Chambers

- 1. Call to Order
- 2. Purpose of Bylaw 2018-19
- 3. Confirmation of Notices
- 4. Development Authority's Report
- 5. Public Communication (letters/emails)
- 6. Those in Favour of the Bylaw
- 7. Those Opposed to the Bylaw
- 8. Any other person(s) deemed to be affected by the Bylaw
- 9. Closing statement from the Development Authority
- 10. Adjournment of the Public Hearing

<u>Motion:</u> That the Council of the Town of Sundre has received sufficient information to **close** the Public Hearing pertaining to Bylaw 2018-19, being a Bylaw to implement the Southwest Industrial Area Structure Plan in the SW 33-32-5-W5M.



TOWN OF UNDRE

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717 Main Avenue West

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Arena 403-638-3177

AquaPlex 403-638-9370

GNP/FCSS 403-638-1011

Sundre Library 403-638-4000

Council Meeting

Monday, May 27th 6:00pm

Council Meeting Monday,

> June 10th 6:00pm

Council Meeting

Monday, June 24th 6:00pm

Public always welcome

TOWN OF SUNDRE NOTICE OF DEVELOPMENT PERMITS

The Town of Sundre, subject to the right of appeal to the Subdivision and Development Appeal Board, has conditionally approved the following application for development:

Application: Civic-Address: 602 5 AV SW

2019-D14

Legal Description: Lot 13; Block J, Plan 8542GM

Home Occupation - Major (Massage Therapy), a Discretionary Use in a Low Density Residential District (R-1)

The file as noted above can be viewed at the Town Office during regular. business hours. The permit will be issued at the end of the appeal period, provided no appeals are filed prior to the appeal deadline.

Any person wishing to appeal this decision must submit their appeal no later than 4:00 pm on May 29, 2019. Appeals must be in writing, accompanied by the \$200 fee and submitted to The Clerk, Subdivision and Development Appeal Board, Town of Sundre, PO Box 420, 717 Main Avenue W., Sundre AB TOM 1X0

Date of Publication: May 14, 2019

COMPOST THURSDAY

RECYCLE **THURSDAY**

GARBAGE THURSDAY

MAY 23

MAY 30

JUNE 6

Check out our web site www.sundre.com for current information

TAX NOTICES

2019 Taxation notices have been mailed out. If you have not received yours, please call the Town Office.

NOTICE OF **RECONVENED PUBLIC HEARING 2019-01** BYLAW NO. 2018-19 AREA STRUCTURE PLAN 2018-ASP-001

Public Hearing 2019-01 will be reconvened in regard to Bylaw 2018-19 on Monday, May 27, 2019, at 6:00 p.m. in the Town of Sundre Council Chambers.

Bylaw 2018-19 is to implement the Southwest Industrial Area Structure Plan (SWIASP) for the Town's southwest industrial area in the SW 33-32-5-5.

The SWIASP provides a policy framework for future redesignation, subdivision and development as an industrial park. No gravel extraction will be permitted on these lands.

A copy of the proposed Bylaw may be inspected by the public during regular office hours, 8:00 am to 4:00 pm, Monday to Friday at the Town Office

(717 Main Avenue W.) or can be found on the Town's website (www.sundre.com > Your Government > Planning & Development > Policy Documents > Draft Plans). Please contact the Town Office if you would like an opportunity to review and provide input on the proposed amendments prior to the Public Hearing.

Any person who claims to be affected by the bylaw may present suggestions or concerns by making a submission to the Public Hearing in writing prior to

12:00 noon on Wednesday, May 22, 2019 as outlined in Council Procedural Bylaw No. 2019-01. If your written submission is not received by this time, please provide fifteen (15) copies for distribution at the Public Hearing. Each person or group representative, wishing to address Council at the Public Hearing shall complete their verbal presentation within five (5) minutes. Please note that written submissions will become public documents once submitted to the Town, unless otherwise requested.

Mike Marko

Director, Planning and Ec. Development

INTERESTED IN MONTHLY TAX INSTALLMENTS FOR YOUR 2019 PROPERTY TAXES?

Contact the Town Office or access our website to receive more information on this convenient payment option. New applications and installment payments for Jan thru May must be received at our office by June 1st, 2019.

PROCLAMATION: NATIONAL PUBLIC WORKS WEEK - MAY 19-25, 2019

"It All Starts Here"

I, Terry Leslie, in the Town of Sundre in the Province of Alberta do hereby designate the week May 19 - 25, 2019 as National Public Works Week; I urge all citizens to join with representatives of the American Public Works Association/Canadian Public Works Association and government agencies in activities, events and ceremonies designed to pay tribute to our public works professionals, engineers, managers and employees and to recognize the substantial contributions they make to protecting our national health, safety, and quality of life.



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6:00pm

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COMPOST THURSDAY

RECYCLE THURSDAY

MAY 16

MAY 23

MAY 30

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Mike Marko

Director, Planning and Ec. Development

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WATER BYLAW

On April 15, 2019 the Town of Sundre Council passed a Bylaw to make provisions for the conservation and restriction of the use of water and for the protection of the supply of water.

Where the Chief Administrative Officer or designate determines it necessary to impose restrictions on the amount of water used within the Town the Chief Administrative Officer may declare a state of water shortage.

There will be 3 water restriction levels:

LEVEL 1

VOLUNTARY CONSERVATION WATERING SCHEDULE

LEVEL 2

MANDITORY CONSERVATION WATERING SCHEDULE

EMERGENCY WATER RESTRICTIONS

The Bylaw is available on the Town of Sundre website: www.sundre.com



Betty Ann Fountain <bettyann.f@sundre.com>

RECONVENED PUBLIC HEARING BYLAW 2018-19 SWIASP

1 message

Betty Ann Fountain <bettyann.f@sundre.com>

Tue, May 14, 2019 at 12:27 PM

To: mbloem@mvcounty.com

Cc: Mike Marko <mike.m@sundre.com>, Chelsea Mather <chelsea.m@sundre.com>, Linda Nelson linda.n@sundre.com>

Good Afternoon Margaretha,

Attached are the following documents in regard to Bylaw 2018-19 Southwest Industrial Area Structure Plan:

- Adjacent Landowner Notification Reconvened Public Hearing, May 27, 2019 at 6:00 p.m.;
- Bylaw 2018-19;
- Proposed Southwest Industrial Area Structure Plan (as amended).

Comments can be emailed to Mike Marko, Director Ec. Development and Planning by 12:00 (noon) on Wednesday, May 22 for inclusion in the Public Hearing agenda, or your written submission may be delivered at the Public Hearing (please provide 15 copies).

If you have any questions or concerns regarding this information please do not hesitate to contact Mike Marko (403) 638-3551 ext. 108 or email: mike.m@sundre.com

Regards, Betty Ann



Betty Ann Fountain

www.sundre.com

Special Projects Administrator **Development Officer** T. 403-638-3551 F. 403-638-2100 bettyann.f@sundre.com

2 attachments

Bylaw 2018-19 Southwest Industrial Area Structure Plan.pdf 5339K

Adjacent Landowner Notification Reconvened Public Hearing Bylaw 2018-19 SWIASP.pdf 135K



Town of Sundre

PO Box 420, 717 Main Avenue W. Sundre, Alberta, TOM 1X0 Phone: (403) 638-3551 Fax: (403) 638-2100

Email: townmail@sundre.com

ADJACENT LANDOWNER NOTIFICATION RECONVENED PUBLIC HEARING 2019-01

BY-LAW NO. 2018-19 Area Structure Plan 2018-ASP-001

May 14, 2019

Public Hearing 2019-01 will be reconvened in regard to Bylaw 2018-19 on Monday, May 27, 2019, at 6:00 p.m. in the Town of Sundre Council Chambers.

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Regards,

Mike Marko,

Director, Planning and Ec. Development

Attachment: Key Plan

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Mike Marko
Director, Planning and Ec. Development



May 22, 2019

Sent via email: mike.

mike.m@sundre.com

Town of Sundre Box 420 Sundre, AB T0M 1X0

Attention: Mike Marko

Dear Mr. Marko:

Re: SW ASP 2018-ASP-001 Bylaw No. 2018-19 Reconvened Public Hearing 2019-01

Thank you for your email dated May 14, 2019 with respect to the above noted application with Southwest Industrial ASP with Amendments May 14, 2019. The letter and material were circulated to the Planning and Development Services Department as well as the Operational Services Department with comments as follows

1. Director of Planning & Development Services:

The first paragraph on p. 23 limits the provision of trucked-in water and trucked-out sanitary sewer for Phase 1 only and is reflected in policy 4.1.5 and 4.4.2. It is suggested that policy 4.1.5 could be stronger by identifying that the urban standards be provided at the subdivision stage.

Policy 4.3.7 requires 10th Street to an urban standards and reflects the Town's requirements shared at the IMPC meeting.

It is suggested that policy 6.1.2 can be strengthened to exclude phase 1 from the opportunity for alternative phasing strategy as policy 6.1.3 does not require an amendment to the ASP if alternative phasing is proposed. Policy 6.1.9 limits Phase 1 to 5.1 hectares (12.6 acres) and is also now reflected in the Development Phase Areas identified in Figure 12.

It is noted that this version of the ASP includes the TranCanada pipeline ROW as open space on Figure 10 and identified as an over dedication of MR on p.25.

Overall the ASP has more certainty about servicing requirements and that only Phase 1 may have onsite servicing while being developed with full servicing to connect to municipal servicing in the future. As the subject land is located in the IDP; it remains the position of the County that the IDP should be a priority to review and that that the approval of the ASP is premature until the IDP Review concludes. Concerns remain if the Town support future development with interim servicing

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Building Rural Better

rather than municipal servicing from a land supply and consumption perspective. Therefore the County do not support and object to the approval of the ASP.

THE RESERVE OF SERVICE PROPERTY OF SERVICE PRO

Thank you for your consideration to include us in your referral agencies.

Sincerely,

Margaretha Bloem, Director of Planning & Development

Planning and Development Services

/lg



TOWN OF SUNDRE BYLAW 2018-19

BEING A BYLAW TO ADOPT THE SOUTHWEST INDUSTRIAL AREA STRUCTURE PLAN

WHEREAS the Municipal Government Act, being Chapter M-26 of the Revised Statutes of Alberta, 2000, and amendments thereto, provides authority to the Council of a Municipality to adopt an Area Structure Plan for providing a framework for subsequent subdivision and development of an area of land.

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

THAT the Town of Sundre Southwest Industrial Area Structure Plan, appended hereto as Schedule "A" to Bylaw 2018-19, is hereby approved.

Read for a first time on this 17th day of December 2018 – Motion # 510-18-12-17

Public Hearing held on this 18th day of February 2019; and Reconvened on this 27th day of May 2019.

Read for a second time this 27th day of May 2019 - Motion #

Read for a third and final time this 27th day of May 2019 - Motion #

Mayor	
Chief Administrative Officer	





TOWN OF SUNDRE

Southwest Industrial

Area Structure Plan – Proposed
With Amendments May 14, 2019

May 2019 – 16-4788

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Introduction 1.0

Dillon Consulting Limited (Dillon), acting on behalf of Rolling Mix Concrete LLP (Rolling Mix), has prepared this Area Structure Plan (ASP) for the southwest quarter of Section 33, Township 32, Range 5 west of the 5th Meridian (the Plan Area), to meet the requirements of the Town of Sundre (hereinafter referred to as the Town). The ASP is located in the southwest corner of the Town.

The land within the ASP is identified for future industrial development in the Town of Sundre / Mountain View County Intermunicipal Development Plan (IDP), July 2009 and the Town's Municipal Development Plan (MDP), September 2013. The ASP area (Figure 1) is approximately 64.7 ha (160 acres) with the majority of the lands owned by corporations belonging to Rolling Mix owners. There is one original farmstead parcel subdivided out. The following Table 1 illustrates the ownership of the Plan Area.

In addition, there is a pipeline right-of-way crossing diagonally across the Plan Area.

Table 1: Land Ownership Table

Owner	Legal Description	Area	
Rhiannon Jayne MacDonnell, Jesse Allin MacDonnell Thomas Ian MacDonnell	Meridian 5, Range 5, Township 32, Section 33	1.509 ha (3.73 ac)	
Lacapama Holding LTD 347089 Alberta LTD 347092 Alberta LTD	Meridian 5, Range 5, Township 32, Section 33	63.24 ha (156.27 ac)	

The ASP provides an overview of the goals and objectives, including development and land use plans for the Plan Area, phasing and development policies. This ASP, to be known as the Southwest Industrial Area Structure Plan (SWI ASP), is a statutory document to guide future development.

Overview 1.1

The SWI ASP area will provide land for future industrial development, supporting local economic growth and employment in addition to diversifying the Town's tax base. Land use in the Plan Area will consist of light industrial uses, municipal reserve land, public utility land and roads. The concept is to develop this area as a fully serviced general industrial park using Town of Sundre urban standards.



DITTON

Figure 1: Plan Area and Location Plan



Town of Sundre Southwest Industrial - With Amendments May 14, 2019 May 2019 – 16-4788

This ASP is a statutory plan, adhering to the requirements of Section 633 of the Municipal Government Act. The SWI ASP describes the framework for considering land uses, the transportation network, utilities, open space, and sequence of development for the area.

The Plan Area was annexed by the Town of Sundre from Mountain View County in 2010. The purpose of the annexation was to provide the Town with land for future growth for 20 years.¹

The Plan Area is comprised of undeveloped land that was used for agricultural purposes, primarily ranching and cattle grazing, for decades. There is a treed ridge area that cuts diagonally across the middle of the quarter section. There is an existing farmstead located in the northwest corner of the quarter (the northerly 280 feet of the westerly 580 feet of the southwest quarter).

Legislative and Policy Context 1.2

1.3

Contents and implementation of this ASP are governed by provincial and municipal legislation, regulations and policies. The SWI ASP is a statutory document prepared in accordance with Section 633 of the Municipal Government Act.

Development in the Plan Area must comply with the policies outlined in the Sundre / Mountain View County IDP, Sundre MDP, and the regulations of the Town of Sundre Land Use Bylaw 2018-10.

All development will also conform to the Town of Sundre urban servicing standards.

Alberta Municipal Government Act

This ASP has been developed in accordance with Section 633 of the Municipal Government Act. Section 633 states that:

- (1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.
- (2) An area structure plan must describe
 - The sequence of development proposed for the area;
 - (ii) The land use proposed for the area, either generally or with respect to specific parts of the plan:
 - (iii) The density of population proposed for the area, either generally or with respect to specific parts of the area;
 - The general location of major transportation routes and public utilities; and (iv)
 - May contain any other matters the council considers necessary.



¹ Alberta Municipal Affairs, Board Order No. MGB 055/10. Retrieved from: http://www.municipalaffairs.alberta.ca/documents/mgb/M055-10.pdf

Town of Sundre and Mountain View County Intermunicipal Development Plan

The policies of the SWI ASP are consistent with the policies of the Town of Sundre / Mountain View County IDP, adopted by both municipalities in 2009. The Future Land Use Concept in the IDP identifies the Plan Area as future industrial and short-term annexation. Figure 2 illustrates the ASP lands and industrial land use in the IDP. The industrial land use is also supported in the Town's 2010 Growth Strategy, which helped guide the preparation of the IDP framework, and the 2010 annexation of these lands into the Town.

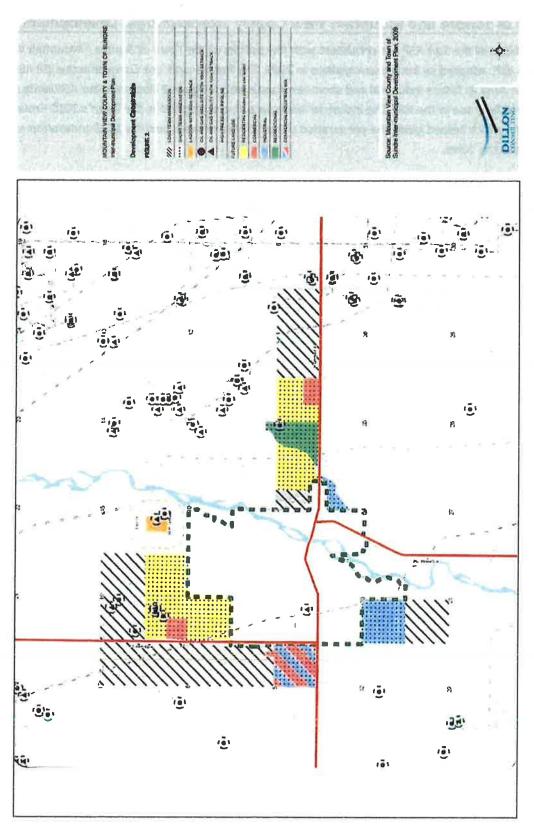
The following IDP goals support the preparation of this ASP:

1.4

- Identification of areas for the development of Industrial Parks within the urban fringe and the referral area, including development standards, Area Structure Plan principles.
- Development of land use policies to provide for and in support of economic development that will benefit the region and the two municipalities economically and socially.
- The Plan area falls within the Urban Referral Area in the IDP. All Area Structure Plans within the Urban Referral Area are required to be circulated to the County for comment. Further, the IDP requires all Area Structure Plans to be referred to the Inter-Municipal Planning Commission for review and comment.



Figure 2: Excerpt from the Town of Sundre and Mountain View County IDP, Map 2





Town of Sundre Southwest Industrial - With Amendments May 14, 2019 May 2019 – 16-4788

Town of Sundre Municipal Development Plan

The policies of the SWI ASP are consistent with the policies of the Town's MDP, adopted in 2013. The Future Land Use Map in the MDP identifies the Plan Area as an area for future business industrial growth. Figure 3 illustrates the designation of industrial land use on the ASP lands in the MDP.

There are many policies and objectives in the Town's MDP which relate to development of the land within the SWI ASP and are found in the MDP as follows:

6.2 Growth Management

Goals:

1.5

- To use land and infrastructure efficiently while encouraging a mix of land uses and providing for social, recreation and appropriate economic activities in both new and established areas.
- To manage growth and development in an environmentally, socially, fiscally responsible and sustainable manner that benefits existing and future residents of the community.

Objectives:

Support sustainable development ... and unique land use planning ... and an economically diverse town.

6.5 Industrial Development

Goals:

- To encourage the retention and expansion of existing industrial development and the establishment of new industrial activities that are architecturally controlled and are compatible with existing and future land uses.
- To provide a balanced assessment and employment base by identifying new industrial areas.

Objectives:

- Encourage existing industries to maintain and expand their operations.
- Attract new industrial development to appropriate locations within the community.
- Avoid conflict between industrial uses and other land uses.



TOWN OF SUNDRELAND USE CONCEPT FIGURE 3 TOWN OF STANDRE MERGEPAL DEVELOPMENT PLAN

Figure 3: Excerpt from the Town of Sundre, MDP, Map 3



Town of Sundre Southwest Industrial - With Amendments May 14, 2019 May 2019 – 16-4788

Specific Town of Sundre policies guiding industrial developments in the MDP are as follows:

Policies:

- 6.5.1 The Town shall direct light and medium industrial development to the areas identified on Map 3. (Figure 3 in this ASP)
- 6.5.2 New industrial development proposals and the expansion of existing industrial developments shall be required to address the environmental impacts in regards to drainage, sewage, effluent or airborne emissions, noise pollution, or other relevant environmental concerns.
- 6.5.3 The Town's Land Use Bylaw shall contain development standards for industrial sites including building placement and design, landscaping and screening of storage and parking areas, signage and intensity of development, while recognizing the industrial nature of these areas.
- Through provisions in the Area Structure Plans, Outline Plans, plans of subdivision, and the 6.5.4 Land Use Bylaw, the Town shall ensure that adequate separation distances of at least 50.0 metres and transition between industrial and non-industrial uses are maintained in locating any industry that may create land use conflicts with regard to noise, dust, vibration, smoke and odour or safety issues. This may include, but is not limited to, the provision of landscaping, screening, fences and/or berms.
- 6.5.5 When industries that involve the use and storage of hazardous material are considered for possible land use approval, they should not be permitted in proximity to residential, recreational, and institutional land uses.
- Urban growth areas shall be serviced by municipal/regional water and wastewater services, unless Council determines that private services or a lesser degree of services is appropriate.
- 7.3.11 Developers shall be responsible for the construction and initial maintenance of municipal utilities including required extensions and oversizing, unless otherwise specified by the Town of Sundre.

Town of Sundre Land Use Bylaw

1.6

Development in the Plan Area shall comply with the Town of Sundre Land Use Bylaw 2018-10. The Town Council adopted a new Land Use Bylaw on September 10, 2018 which included four industrial land use districts. The Plan Area is currently designated as Urban Reserve (UR) in the Land Use Bylaw. This is a "holding" zone applied to lands that are annexed into a municipality and have not had long-range planning completed for them. This ASP identifies the Plan Area as lands for future industrial use along with a park space to link the town residents to the river and future park space.

The current Land Use Bylaw includes four industrial districts. It is proposed that the SWI ASP lands be designated General Industrial (I4) District; however, this ASP supports an interim amendment to the I4 District for Phase 1 only, to create a site-specific exemption that will remove high water users from the permitted use list for Phase 1, until such time as service connections to piped trunk services are available.



The uses to be considered for Phase 1 only, prior to connection to trunk water and sanitary sewers will be more restrictive and will require the proposed uses to be low-water users. These types of uses could include: warehousing, outside storage, mini or self-storage, bulk fuel, gas bars, equipment and vehicle sales or rentals, recycling depots and other such uses. High-water users that would not be appropriate until such time as piped water and sanitary sewer services exist would include: brew pubs, microbreweries or distilleries, cheese making operations, eating and drinking establishments and greenhouses and plant nurseries, unless it can be demonstrated that the proposed uses can sustainably function without municipal water and sewers in the interim.

1.7 Adjacent Land Uses

The ASP area is located in the southwest corner of the Town. Because the Plan Area is located on the edge of town, all lands to the south, west and southwest are located in Mountain View County and include: rural industrial uses, the Sundre Airport, agricultural, and vacant rural lands. The quarter section to the west is proposed for gravel extraction by Mountain View County. To the north of the study area are lands designated industrial with subdivision approval for an industrial park, including the newlyapproved Candre cannabis production facility. To the east is a major pipeline, vacant land for future residential development and the Red Deer River. To the northeast, over 400 m away, is residential development including the Mountain View Seniors Housing facility.

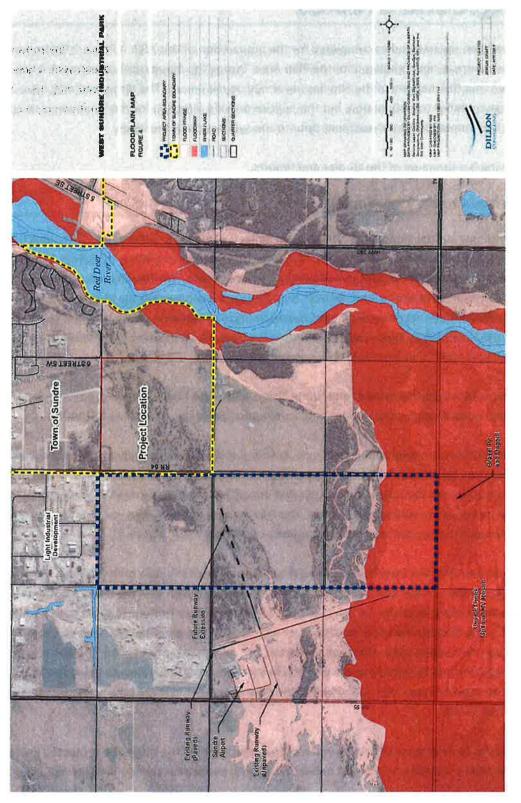
Development Constraints 1.8

The ASP area has been used historically for grazing and farming. A vegetative strip runs diagonally through the middle of the Plan Area (northeast to southwest). Located on the eastern portion of the area is a TransCanada Corporation gas pipeline right-of-way, running north to south. There are no steep slopes or environmentally-sensitive lands located on the property. Based on the site analysis, there are no significant development constraints on this property.

As illustrated in Figure 4, the Plan Area is not located in the flood plain or the flood fringe of the Red Deer River, based on the Province of Alberta Flood Hazard studies and GIS mapping updated in 2012. It is understood that the Province is preparing new flood hazard mapping. Should the new mapping impact the development potential in the SW33-32-5W5, the ASP will be reviewed for inclusion of additional flood mitigation policies.



Figure 4: Flood Hazard Mapping, Alberta Environment and Parks²



² Alberta Environment and Parks, Flood Hazard Mapping, maps.srd.ablerta.ca/floodhazard

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Background Studies 2.0

There have been several studies completed for the preparation of this ASP. A Phase 1 Environmental Site Assessment was not completed for the Plan Area. During the Biophysical Assessment it was determined that the majority of the Site has never had development. The farmstead may have issues with storage or minor contamination, but the policies provide direction for the landowners to complete a Phase 1 Environmental Site Assessment prior to the subdivision of the lands.

The following is a summary of the studies and reports.

Biophysical Impact Assessment 2.1

Dillon Consulting Limited completed a biophysical impact assessment (BIA) in July 2016, which included a total of six quarter sections including the Plan Area. The purpose of a BIA is to identify significant environmental features to be considered for future development. The BIA characterized the existing biophysical resources located within the ASP boundary and evaluated the significance of these resources. The BIA also recommended appropriate mitigation measures and considerations to limit or prevent adverse effects to those biophysical resources potentially resulting from future development, while abiding by applicable provincial and federal policies, plans, and legislation.

The BIA provides supporting information for inclusion within the SWI ASP and supports the appropriate applications for land use re-designations and development permits as required by the Town.

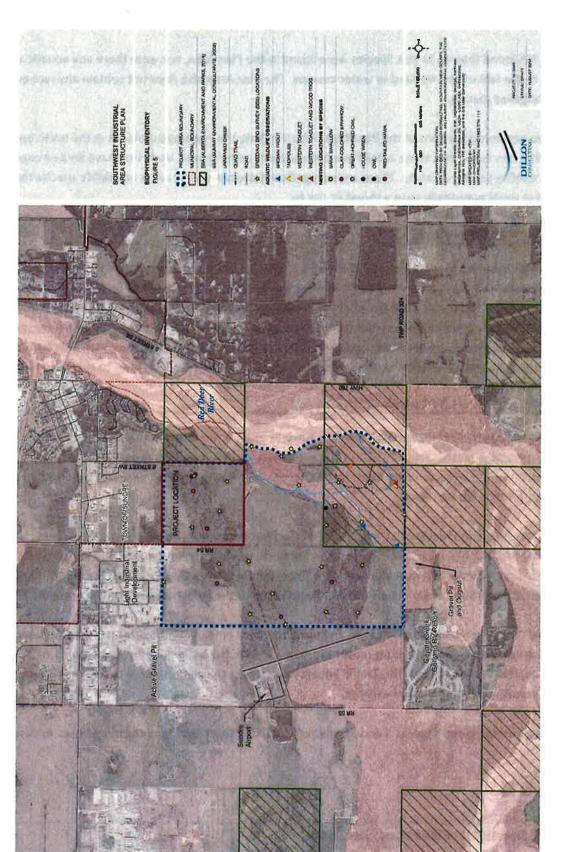
The BIA report focuses on potential impacts to the natural environment, including terrestrial and aquatic wildlife and their habitats and vegetative communities. The study found that the most environmentallysensitive areas are the floodplain areas of the Red Deer River, which provides the most diverse vegetation communities and wildlife habitat. The Plan Area of this ASP does not contain any of the floodplain area and does not have environmentally-significant areas (Figure 5).

The BIA indicated that the treed area running diagonally through the Plan Area provides some wildlife habitat. The on-site surveys and investigations from the BIA revealed that the treed areas in the Plan Area were the nesting locations for the Clay-Colored Sparrow, Red-Tailed Hawk and House Wren (Figure 5). Some burrowed dens in the Plan Area also suggest the potential for American badgers onsite, although no badgers were observed during the site reconnaissance in 2016. The BIA also reports that although the Red-Tailed Hawks are plentiful in the Plan Area, they relocate easily to other locations and it can be expected that they will return to the Plan Area, should there be any disturbances during development phases.

To address this finding, the ASP retains much of the vegetation on the ridge as a protected green strip that will provide a wildlife corridor and habitat along with pedestrian corridor and linkage.



Figure 5: Biophysical Inventory





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The BIA found that no At Risk Species were found in the Plan Area, nor were there any aquatic species due to the lack of any wetland or water courses. The Plan Area also does not contain any rare or endangered species.

In the non-treed portions of the Plan Area, which include the open pasturelands in the north and south, the BIA concluded that these areas have been actively cattle-grazed lands that have limited vegetation and wildlife habitat diversity. There are no significant environmental areas or wildlife species that this project could potentially pose a threat or risk to.

Historical Overview 2.2

The Plan Area has been ranched and farmed for decades and is not located directly on the river. For those reasons it was determined that there is a low potential for historical or archaeological sites. To confirm this, Dillon conducted a scan of the Province of Alberta databases taken from the Province of Alberta website³ and confirmed that the province does not show any significant potential for historical or archaeological resources in the quarter section. However, the Area Structure Plan policies require Historical and Archaeological clearance from Alberta Culture and Tourism prior to subdivision.

2.3 Transportation Network

The Plan Area, which was annexed into the Town in 2010, is identified in the "Town of Sundre Transportation Master Plan - 2010", as Stage 1 - Short Term Annexation Area, for mixed use Commercial/Industrial development. This ASP is consistent with the land uses and assumptions of the Transportation Master Plan.

The Transportation Master Plan assumed that the Plan Area would be developed for commercial/industrial uses. The property to the north has been re-designated and approved for subdivision for industrial development. 10th Street (RR54) is the only access into the area through the Town. In the future, a connection will also be provided to the industrial lands to the north via 7th Street.

Based on a general industrial land use and using standard employment figures per acre of general industrial development, the Bunt report estimated a peak, full build out employment of 1,672 people on this quarter section of land. The Traffic Impact Assessment calculations were based on this employment and corresponding number of vehicles.

The following figures (Figures 6 and 7) illustrate the 2010 short- and long-term road assumptions.



³ https://www.alberta.ca/listing-historic-resources.aspx

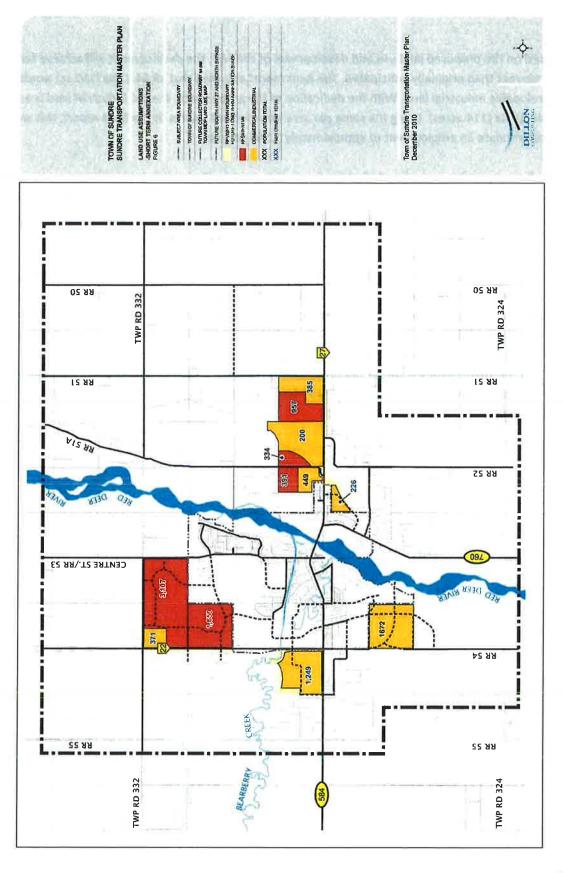
Based on the proposed land use and development of the ASP, the development will achieve far fewer employees than originally anticipated. The Bunt report assumed that all 64.17ha (160 ac) would be developable industrial land. With the dedication of the green space, the net industrial land is estimated at 46.13 ha (114 acres). Using the same per acre employment figures as the Bunt report, this would accommodate an employment of approximately 1,140 people.

The Bunt report has considered all of the future industrial traffic for this area in the recommendations, which state that RR54 (10th Street) between Township Road 325 and Highway 27 should be upgraded to a local major collector road and that the intersection at Highway 27 should be monitored for traffic lights.

The Bunt report also assumed that the land on the west side of 10th Street, in Mountain View County, would generate 2,900 employees; however, this land is proposed for a county-operated gravel pit with the ultimate use as a regional park, and as such, will never generate this number of employees or related traffic. This indicates that the recommendations for 10th Street far exceed the volume of traffic and numbers of employees estimated in the Bunt report. As such, no TIA has been prepared for this ASP. Should the Town require a TIA for this area, it is suggested that the developers share the cost and consider all development that will access 10th Street and that this report be prepared at time of subdivision.



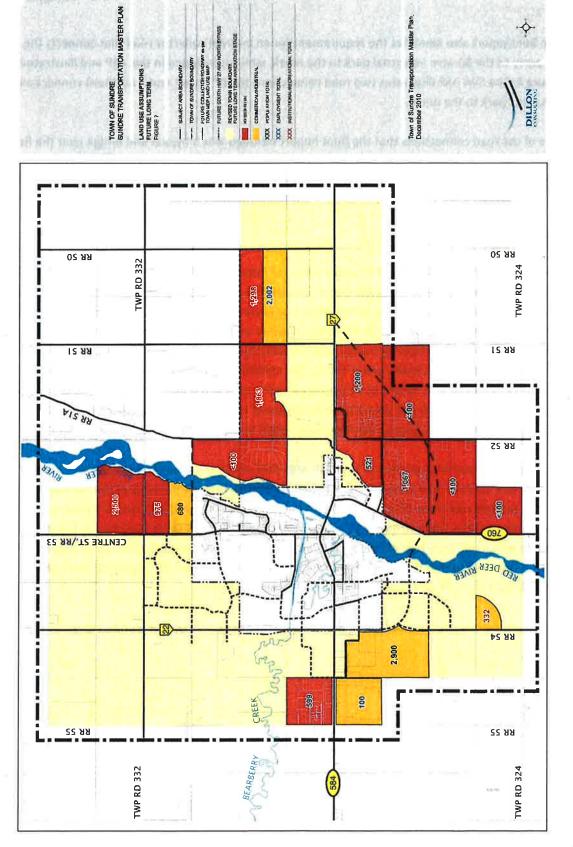
Figure 6: Land Use Assumptions - Short Term





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Figure 7: Land Use Assumptions – Long Term





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The Bunt report also identifies the requirement for an internal collector road that connects the subject property to the 80-acre industrial park to the north, which is included in this ASP and illustrated in Figure 8. The SWI ASP illustrates two road connections to 10th Street and a northern connection to the industrial park to the north.

One of the road connections that the Bunt Report included was a bypass and bridge over the Red Deer River. During the preparation of this ASP, it was determined that this is not on the Alberta Transportation highway plan; Alberta Transportation has indicated that this connection is not planned and will not be constructed and therefore is not being included in the SWI ASP.

Airport Overlay 2.4

The Plan Area is located within the Sundre Airport Protection Zone (Figure 9). The Airport Overlay covers primarily land within Mountain View County jurisdiction. This zone restricts structure heights to ensure the safe and continued operation of the airport by protecting the airspace. This ASP ensures that no development restricts or decreases the safe operation of the airport and meets the recommendations of Transport Canada. The airport is owned and operated by Mountain View County and air restrictions are regulated by Transport Canada under TP312. The specific height restrictions for the Plan Area restrict structures to a maximum height of 45 m, the elevation of which is measured from the centre line of the airport runway. This does not pose a serious constraint for the development of light industrial development in the Plan Area as the maximum height in the industrial district is 9.0 metres.

In addition, the southern portion of the Plan Area falls within the take-off and approach area of the airport. This aviation restriction establishes heights of structures at the ends of the runway, again to protect the safe operation of the airport. This height restriction is not anticipated to impact future development in the Town. Transport Canada recommends limiting other land uses in the proximity of airports including4: uses that generate dust, smoke, steam, electronic interference or that unduly attract birds. It is proposed that the SWI ASP allows light industrial uses that do not create any nuisance that would impact the safe and continued operation of the airport.



⁴ TP1247 Land Use in the Vicinity of Airports, Transport Canada



WEST SUNDRE INDUSTRIAL PARK

TRANSPORTATION NETWORK

FIGURE 8

LEGAL LINEWORK

TOWN OF SUNDRE BOUNDARY CONCEPTUAL INDUSTRIAL LOTS CONCEPTUAL PARKS & OPEN SPACE CONCEPTUAL ROAD

SCALE 1:3.500



MAP DRAWING INFORMATION: DATA PROVIDED BY DILLON CONSULTING AND MOUNTAIN VIEW COUNTY. Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

MAP CREATED BY: BQS, RBB MAP CHECKED BY: SC MAP PROJECTION: NAD 1983 3TM 114



PROJECT: 16-4788

STATUS: DRAFT DATE: APR 2019

Figure 9: Sundre Airport Overlay Map MOUNTAIN VIEW COUNTY LAND USE DISTRICT MAPS - McDOUGAL FLATS SUNDRE AIRPORT OVERLAY MAP FIGURE 9 33-6-W5 AGRICULTURAL DISTRICT (A) AGRICULTURAL (2) DISTRICT (A(2)) COUNTRY RESIDENTIAL DISTRICT (R-CR) COUNTRY RESIDENTIAL (1) DISTRICT (R CR1) LOCAL COMMERCIAL DISTRICT (C-LC) BUSINESS PARK DISTRICT (I-BP) HEAVY INDUSTTRIAL DISTRICT (I-HI) AGGREGATE EXTRACTION / PROCCESSING DISTRICT (ABP) PARKS AND CONSERVATION DISTRICT (P-PC) PARKS AND RECREATION DISTRICT (P-PR) PARKS AND COMPREHENSIVE -RECREATIONAL DISTRICT (P-PCR) INSTITUTIONAL, EDUCATION AND CULTURAL DISTRICT (S-IEC) AIRPORT DISTRICT (S-AP) DIRECT CONTROL (DC) IDP AREA TOWNSHIP COUNTY COLLECTOR NETWORK - HIGHWAY []] GROWTH CENTRES Mountain View County Land Use Bylaw, Bylaw No. 16/18, July 11, 2018 32-6-W5 DILLON

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2.5 Flood Plain

Flood plain and flooding potential is a significant concern for the Town. Past flood events have demonstrated that the Town is not immune to future flooding. As indicated in **Section 1.8** of this ASP, the Plan Area is located outside of the current Flood Hazard areas as identified by Alberta Environment and Parks. The ASP has used the most current flood mapping provided by the Province of Alberta (**Figure 4**).

In the case of the SWI ASP, industrial development, the retention of the green strip through the property provides a natural barrier.

Should the Province of Alberta adopt new flood mapping that expands the current flood hazards, the ASP will be amended or modified to ensure flood mitigation for the build out of the SWI ASP. This could be implemented by the development and adoption of an overlay to be applied to those lands inside the flood hazards area, which would add regulations about the construction and development of the land for flood protection.



Land Use Concept

3.1 Plan Objectives

3.0

The Plan Area is proposed for industrial development with the retention of a green strip running diagonally through the site to follow the treed area, in order to provide connectivity for the Town to the river and a future park area south of the Town. The proposed land use concept compliments and conforms to the Town's objectives of economic development with an eye to environmental protection. This conforms to the IDP (2010), MDP (2013), Town of Sundre Growth Strategy 2010 and the Sundre Municipal Sustainability Plan (2009).

The SWI ASP will provide opportunities for locally-based employment and business development for the Town. This plan supports the goals and objectives of other Town planning documents, including the Town's IDP and MDP. The plan provides a framework for the development and provision of serviced light/general industrial lots that will respond to market demand.

Objectives of this ASP are as follows:

- **Develop a sustainable, resilient industrial park** The ASP will provide for a variety of general industrial uses while protecting a connection to the river and open spaces.
- **Contribute to the economic health of the Town** The ASP uses will provide local employment and support a non-residential tax base to increase the financial viability of the Town.
- **Minimize negative impacts** The uses in the Plan Area will be limited to those that do not create air emissions and minimize noise and other negative impacts on the Town, environment and adjacent land uses.
- Create design standards The ASP will include a set of design standards that will ensure the
 development in the Plan Area will be complementary to surrounding land uses. This includes
 standards and guidelines for fencing, landscaping, height, building materials, screening, use of
 storm water ponds and inclusion of "green" elements.
- **Compliment adjacent land uses** The Plan Area is surrounded by industrial uses on the north, northwest and west sides. The uses in the Plan Area will be compatible with those uses. In addition, the ASP poses significant greenways and access opportunities to the river from the residential lands to the east.

3.2 Proposed Land Use

Future development in the Plan Area will generally follow the land uses as illustrated in **Figure 10** and **Table 2**.



Figure 10: Land Use Concept





Land use in the SWI ASP area will consist primarily of light/general industrial uses. Table 2 outlines the land use break down proposed for the Plan Area:

Table 2: Land Use South West Industrial ASP: Proposed Land Use

	Area (Hectare)	% of Plan Area
Industrial	46.1	69%
Parks – Open Space – Municipal Reserve	8.85	13.3%
Roadways	9.6	14.4%
Pipeline ROW – Municipal Reserve	2.2	3.3%
Total Area	66.75	100%

Note: Land areas are approximate and subject to change through implementation of this ASP.

All of the ASP will be developed to Town of Sundre urban standards with paved roads, sidewalks and water and sewer pipes in the ground at subdivision stage of development. However, until the trunk sewer and water lines are extended to this area, on-site servicing for an interim water and sanitary sewer solution through the provision of trucked-in water and trucked-out sanitary sewer may be considered for Phase 1 only. At the time that the trunk mains are extended to the ASP Area, the Phase 1 development will be required to tie into and connect to the trunk piped services and decommission the on-site services. This will be accomplished through a deferred services agreement registered against title to the property. Until such time as the Phase 1 development is connected to the piped water and sanitary services, high-water users will not be considered appropriate.

The General Industrial (I4) District is the most appropriate land use district for the Plan Area. It allows industrial development that provides for a "range of general industrial uses that may carry out a portion of their operations outdoors". The concern is that there are high-water uses listed as permitted uses in the General Industrial (I4) District. A site-specific land use bylaw exemption will be required for Phase 1 only, to move high-water users to the discretionary use list of the General Industrial (I4) District for Phase 1 only. This exemption would be applicable to Phase 1 only, until trunk water and sewer lines are extended to the area for connection to Phase 1 at which time service connection to municipal trunk services will be mandatory. Table 3 highlights the permitted uses recommended to be moved to discretionary uses as an exemption to the bylaw for Phase 1 only.

Table 3: General Industrial (I4) District Land Uses

Permitted Uses	Discretionary Uses
Accessory Buildings	Alternative Energy Systems
Auctioneering Establishments	Cannabis Production Facility
Auto Body and Paint Shop	Crematorium
Automotive and Equipment Repair Shops	Custodial Dwelling Unit



Permitted Uses	Discretionary Uses
Bulk Fuel Dealerships	Detention and Correction Services
Bus Services	Feed mills and grain elevators
Cartage and Freight Terminal	General Industrial Uses, Major Impact ⁶
Commercial Schools	Recycling Depots
Contractor Services, General	Seed cleaning plant
Equipment Rentals	Utility Services, Major
General Industrial Uses, Minor Impact ⁵	
Greenhouses and Plant Nurseries	
Heavy Vehicle and Equipment Sales/Rentals	
Micro-brewery (Craft beer brewery)	
Micro-distillery	
Municipal Shop and storage yard	
Natural Habitat Areas	
Outdoor Storage	
Private Recreational Vehicle Storage	
Protective Emergency Services	
Public Parks	
Rapid Drive Through Vehicle Services	
Recreation	
Recycling Depots	
Sea Cans	
Signs (except billboards)	
Public Utility Buildings	
Utility services, Minor	
Veterinary Services, Major	
Warehouse Sales	

Figure 10 provides the proposed land use concept. The future lots will generally range in size from 1,000 m² (0.25 acres) to 20,000 m² (5 acres) to allow for a wide variety of businesses. Actual lot sizes and

⁶ As defined in the September 2018 Land Use Bylaw 2018-10 as development that may likely have impacts on the environment or adjacent uses and is used principally for: the processing of raw material, manufactured or assembly of semi-finished goods, products or equipment, the cleaning, servicing, repairing or testing of materials, goods and equipment, and the storage or transshipping of materials, goods and equipment.



⁵ As defined in the September 2018 Land Use Bylaw 2018-10 as development having negligible impact on the environment or adjacent land uses including: manufacturing or assembling of semi-finished or finished goods, products or equipment; the cleaning, servicing, repairing or testing of materials, goods and equipment normally associated with industrial or commercial businesses; the storage or transshipping of materials, goods and equipment; the distribution and sale of materials, goods and equipment to institutions or industrial and commercial businesses; and the training of personnel in General Industrial operations.

locations will be determined at time of subdivision. The proposed lot sizes are general only and depending on the specific needs of the industrial users, lot sizes may increase or decrease.

The proposed land use concept, as outlined in **Figure 10** includes a dedication of open space. While the Town has often taken cash in lieu of reserve for industrial lands, it is proposed that this greenspace be dedicated as Municipal Reserve land. This greenspace does not qualify as Environmental Reserve nor is it located in the floodway or floodplain. By dedicating the greenspace as Municipal Reserve, it will ensure a green buffer on the east side of the Plan Area to provide a visual, noise and dust screen from existing and future residential development to the east. In addition, this green space provides improved pedestrian access to the area and allows for pedestrian and cycling pathways for both residents and employees of the industrial park. It also allows for the Town residents to utilize non-vehicular modes of transportation to get to work. This will add a "green" element and will enhance active transportation, improve connectivity to the west side of Town and ultimately provide access to the Red Deer River and any future Regional Park, which supports the objectives of the Town's Parks, Open Space and Trails Plan.

It is noted that the TransCanada pipeline right-of-way will be zoned for parks and open space and the land of the right-of-way will be dedicated as an over dedication of Municipal Reserve at the time of subdivision. This over dedication of Municipal Reserve will serve to protect the pipeline right-of-way and provide additional buffer for the residential community to the east and green space for pedestrian trails and pathways.



4.0 Policies

4.1 Land Use

These policies create a functional and flexible industrial area that is sensitive to surrounding land uses and supports the Town's economic development objectives. An increased availability of industrial land will create employment opportunities and a balanced tax base as well as encourage residents to both live and work in Sundre. The critical element here is that the local tax payers will not pay for any of the infrastructure required for this industrial park. Off-site levies and special area assessments will be collected from all benefitting parties to pay for these costs, and developers, through the subdivision process, will be required to build this infrastructure. Should Phase 2 and subsequent phases proceed prior to installation of off-site infrastructure required to service the site, the Town will reimburse the developer for that specific project through off-site levies collected and require the developer to install the infrastructure.

4.1.1 Policies

- 4.1.1. All development occurring in the SWI ASP area will conform to the land uses identified in this plan and will generally conform to the design illustrated in **Figure 10.**
- 4.1.2. Prior to any development occurring, the lands shall be subdivided and re-designated to the appropriate land use district contained in the Town of Sundre's Land Use Bylaw and all development shall comply with the rules of that district.
- 4.1.3. Lot sizes will vary from approximately ±1000m² (±0.25 acres) to ±20,000m² (±5 acres) to provide opportunities for both small and large operations.
- 4.1.4. All phases of development will be constructed to the Town of Sundre urban standards and in accordance with the transportation, infrastructure and servicing policies of **Sections 4.3 and 4.4** of this plan.
- 4.1.5. Only Phase 1 of the industrial park may utilize interim on-site water and sanitary services until such time as off-site water and sewer trunk mains are operational and available for connection.
- 4.1.6. All other aspects of Phase 1 must be constructed to full urban standards including the construction of paved roads, sidewalks and on site deep services.
- 4.1.7. High water use businesses will be required to have piped water and sewer systems connected to the Town's municipal infrastructure. Only low water use uses that can be serviced with private systems onsite will be allowed in Phase 1 until the offsite servicing connections to municipal trunk services are available. Phase 1 will require an amendment to the Land Use Bylaw for a site-specific land use exemption to move high-water use uses of the district from the permitted use list to the discretionary use list until offsite servicing connections to municipal piped water and sanitary systems are available.
- 4.1.8. Parcel size and final lot configuration will be confirmed at the subdivision stage, to accommodate a variety of industry market requirements.



- 4.1.9. Any uses with the potential to adversely impact neighbouring areas by way of noise, odours, dust, outdoor lighting, or other emissions should be located in the interior of the Plan Area where feasible, and all impacts mitigated to the satisfaction of the Town.
- 4.1.10. Cartage and freight terminals, feed mills, grain elevators and heavy manufacturing are not considered appropriate uses for this area.
- 4.1.11. The TransCanada Pipeline right of way will be designated Municipal Reserve to protect the pipeline infrastructure and to provide walking trails. No development will be permitted on the pipeline or within the right of way. Any application for pedestrian crossing will be submitted to TransCanada Pipeline for approval.

4.2 Environmental Protection

While identified by the Town for industrial development, the Plan Area is in close proximity to the Red Deer River and the off-site negative impacts are to be minimized. This ASP will provide opportunities for public access to the river valley. As described in the BIA summary (Section 2.1), the Plan Area contains a treed area that will be dedicated as Municipal Reserve and will provide connectivity and linkages for residents as well as maintain species habitat. It is noted that this is not a pristine natural area. The area has been grazed by cattle for decades and native grasses and other native features are not in existence. An approximate total of 16.6% of the gross land area is proposed for Municipal Reserve dedication, primarily for linear parks, pathways and connectivity to residential areas and the river valley. The policies below address the protection of the natural area.

4.2.1 Policies

- 4.2.1. Biophysical impacts are to be monitored during earth works and construction.
- 4.2.2. Should any historical or archaeological artifact be discovered during construction, the Province of Alberta will be notified immediately and construction halted. This applies to any road or lot development.
- 4.2.3. While no flood way or flood plain has been identified in the Plan Area, the development south of the green way, and particularly those in Phases 5, 6 and 7, will review current flood mapping at the time of subdivision and may be required to meet flood protection construction requirements at that time.
- 4.2.4. Should the Province of Alberta update the flood plain mapping for the Red Deer River, the mapping in the ASP will be updated.
- 4.2.5. A construction management plan will be required for all construction works (including roads, utilities and site development) to address dust control, hours of operation, reference the Town's noise bylaw and any other impacts that may excessively affect the enjoyment of property.
- 4.2.6. Property owners will be required to complete a Phase 1 Environmental Impact Assessment prior to subdivision.
- 4.2.7. Property owners will be required to obtain Historic/Archaeological clearance from the Province of Alberta prior to subdivision.



4.3 Transportation Network

The proposed road network has been developed to allow for safe and efficient traffic circulation through the Plan Area. Appropriate connectivity to the Plan Area will be provided off 10th Street, by two access points. The primary road system has been identified in this ASP, as illustrated in **Figure 8**. Additional internal roads may be identified at time of subdivision. Rural road standards are not acceptable. Roads will be constructed to urban standards and will be paved with curbs and sidewalk construction as per the Town standards.

4.3.1 Policies

- 4.3.1. The primary access road for the industrial park will have two access points off of 10th Street, formerly Range Road 54.
- 4.3.2. All internal roads shall be built to the Town of Sundre industrial paved road standards, or the default standards outlined in the City of Calgary Roads Construction Standard Specifications and Design Guidelines for Subdivision Servicing.
- 4.3.3. The Plan Area will be serviced by a looped internal local industrial collector road as shown on **Figure 8**.
- 4.3.4. There will be a road connection north to 7th Street to provide emergency access until such time as 7th Street is constructed and extended to connect to this area.
- 4.3.5. At a minimum, all internal roads shall include a pedestrian path or sidewalk of at least 1.5 m width on one side to accommodate pedestrian access, constructed to Town Standards.
- 4.3.6. Connectivity to 7th Street will occur at time of subdivision development of the 80-acre industrial park to the north and constructed when deemed necessary by the Town.
- 4.3.7. The Town will require the construction of 10th Street to urban standards at time of subdivision. Any future benefitting developers will be required to pay their share of costs for the construction of 10th Street and those costs will be reimbursed to the originating developer through an endeavor to assist.
- 4.3.8. Any off-site road upgrades or the need for a Traffic Impact Assessment will be determined by the Town at time of subdivision.

4.4 Infrastructure and Servicing

There are currently no piped services to the area. It is the responsibility of the developer to pay the full cost of servicing the site. Trunk sanitary and water services terminate north of the ASP area at the southerly terminus of 7th Street. The SWI ASP must be serviced from 7th Street through the lands to the north, which were previously approved for industrial subdivision; however, these lands are privately owned, the subdivision is not yet constructed and the owners in the SWI ASP do not have access through these lands. The strategy for the SWI ASP is to require all phases of subdivision to be developed to full urban standards with paved roads, curbs, sidewalks and piped services in the ground. To allow Phase 1 of the ASP to proceed before trunk services are extended from the north, Phase 1 will be allowed to subdivide and develop to full urban standards with paved roads, curbs, sidewalks and piped



services in the ground to meet the Town's development standards, with interim on-site servicing (pump-out tanks and cistern) until such time as connection to trunk mains are extended and available from the north. All subsequent phases of subdivision development may only proceed with the trunk services in place for connection. Phase 1 will require a Deferred Servicing Agreement to ensure future tie-in to piped services when available. Public utility lots for infrastructure such as pumps and lift stations and stormwater management facilities, will be constructed by the developer and dedicated to the Town, as required through the subdivision process.

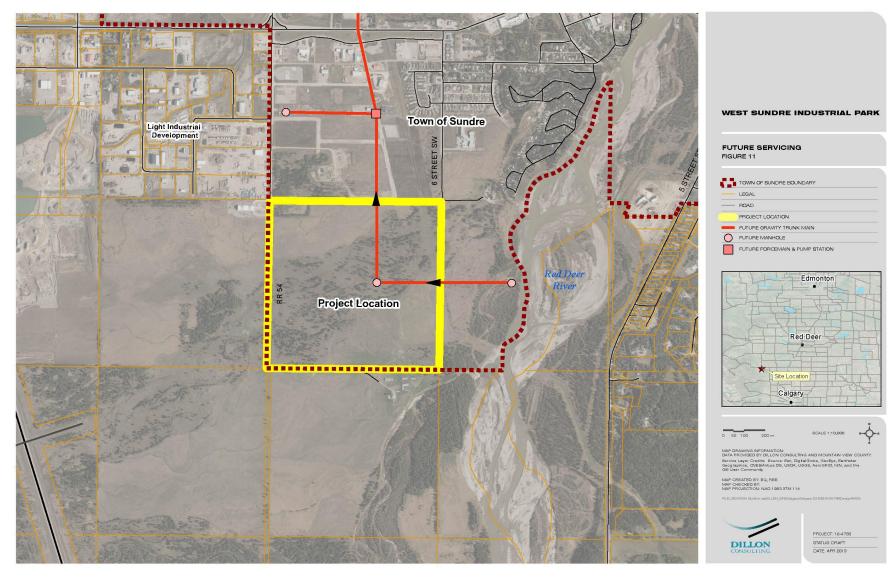
- 4.4.1. All subdivision and development will be required to be designed and constructed with urban services including paved roads, curbs, sidewalks and inground pipes and utilities to the Town of Sundre urban development standards at the total cost of the developer.
- 4.4.2. Phase 1 of development will be required to install full urban services and infrastructure; however, may provide interim on-site potable water (trucked-in to a cistern) and sanitary services (trucked-out from a holding tank) until such time as the trunk lines for water and sewer are constructed to the property line and available for connection.
- 4.4.3. In the case where a single subdivision development has triggered the installation of the infrastructure which benefits future development, the Town will develop an Endeavour to Recover Agreement to collect funds from future benefitting development, to pay back to the initiating developer.
- 4.4.4. All Phase 1 development will be bound by a deferred servicing agreement to ensure that they tie into the piped water and sanitary trunk main services when they are available to the area.
- 4.4.5. Future servicing of the site will generally follow the servicing strategy identified on **Figure 11** and the Town's Master Servicing Plan. This will be confirmed at subdivision stage at time of detailed construction drawings.
- 4.4.6. Prior to any subdivision and development proceeding, The Town will develop two forms of offsite levies for the Plan Area:
 - a. Special Area Assessments to be collected from all developers of the Plan Area for the future installation of the off-site piped potable water and sanitary sewer infrastructure, transportation infrastructure and stormwater management infrastructure that benefits the SW33-32-5 W5M, and
 - General Assessments to be collected from all developers of the area for off-site infrastructure upgrades throughout the Town of Sundre that ultimately benefits the ASP area.
- 4.4.7. The levy bylaws will conform to Sections 648, 650 and 655 of the Municipal Government Act.
- 4.4.8. All subdivision and development will be subject to a Development Agreement to ensure development to Town standards, payment of required off-site levies and special assessments, and provision of securities. In addition, Phase 1 development will be subject to a deferred servicing agreement to ensure that development/lots connect to piped water and sanitary sewer services when trunk services are available for connection.



- 4.4.9. Developers will have the option to pay general off-site levies at the time of Development Permit or at the time of Building Permit. Special Area Assessments will be required to be paid at the time of executing the Development Agreement.
- 4.4.10. Should Phase 2 or subsequent phases of development proceed prior to installation of off-site infrastructure required to service the site, the Town will pay to the developer all off-site levies collected for that specific project and require the developer to construct the required infrastructure.
- 4.4.11. The developers will work with the Town and shallow utility providers to design and implement utilities such as natural gas, electricity, telephone, internet and any other utility services required for the development. All shallow utilities will be installed at the cost of the developer.
- 4.4.12. Should a lift station be required, the developer will be required to dedicate a Public Utility Lot (PUL) to the Town.
- 4.4.13. The costs of all on-site servicing for new developments, including water, power, sanitary sewer, storm water facilities, lift stations, roadways and other infrastructure shall be borne by the developer. This will be regulated through the Development Agreement administered by the Town and will be applied as a condition of subdivision in accordance with Section 655 of the *Municipal Government Act*.
- 4.4.14. A Stormwater Management Study will be completed for the entire quarter section prior to the first subdivision application. The cost of the stormwater management plan will be born completely by the developer.
- 4.4.15. Stormwater for Phase I may flow through open ditches. Future phases of development may require drainage to be collected and transferred by a conventional overland drainage system and / or pipes into a stormwater pond with ultimate discharge into the natural water course as approved by the Province of Alberta.
- 4.4.16. Any areas for storm ponds identified in the stormwater management plan will be dedicated as PULs at time of subdivision, and the infrastructure transferred to the Town of Sundre after the appropriate guarantee period.
- 4.4.17. All development will utilize low-impact development criterion for stormwater management including (but not limited to): maximum permeable surfaces and roof top rain water harvest for on-site irrigation and fire protection, provided the water quality meets provincial guidelines. Bio swales are encouraged.
- 4.4.18. The Town will prepare a Development Agreement to be signed between the Town and each developer that will outline the Town standards and details of construction. This Agreement must be signed prior to subdivision endorsement and all conditions must be satisfied prior to the registration of title for individual lots.



Figure 11: Future Servicing



Design Guidelines 5.0

To ensure that the development that occurs in the SWI ASP mitigates impact and is an attractive industrial area for the Town, a series of design guidelines have been prepared that can be considered at time of subdivision consideration and Development Permit issuance by the Town.

5.1 Lighting

Lighting will generally follow "dark sky principles" Many Alberta municipalities have adopted dark sky principles. This identifies light pollution as an impact on quality of life, particularly in the case of residential development in close proximity to industrial and commercial sites. The SWI ASP is located adjacent to the edge of the Town and, by minimizing light pollution, the residents of the Town will be able to enjoy the view of the night sky.

Policies 5.1.1

- 5.1.1. Lighting for industrial uses should provide focussed, shielded lighting that illuminates the areas intended to be lit and does not waste or spill light into adjacent areas or directly into the sky. This may require lower mast and more directional lighting (such as goose neck lighting fixtures over facia signs) than traditionally provided, with specific attention to the safety of pedestrians.
- 5.1.2. At time of subdivision consideration and Development Permit issuance, the specifications for proposed parking and pathway lighting must be included.



- 5.1.3. Lighting that creates deep shadows is discouraged.
- 5.1.4. Lighting to be directed to a specific building or entranceway shall not excessively shed light on adjacent areas.

⁷ Following generally the policies and principles of the International Dark Sky Association. By invoking a dark sky policy, municipalities can reduce the consumption of energy, provide a more sensitive area for wildlife, reduce the health risks of artificial light on residents and improve safety by directing the light in the right place (on the path, front door or road).



Stormwater

Stormwater must be contained on-site, given time to settle and ultimately be released at pre-development levels into the natural environment. This may be accommodated via a town piped storm sewer system. The stormwater management plan will identify the pond sizes and location; however, the type of development can reduce the amount of runoff and increase permeability and on-site water retention.



Policies 5.2.1

5.2

- 5.2.1. All development will follow low-impact stormwater management principles.
- 5.2.2. Wherever possible, permeable materials will be used on-site.
- 5.2.3. Rooftop rain harvest and parking lot catchment of rain water is encouraged for on-site irrigation of landscape materials.

Building and Site Design *5.3*

While this is an industrial park, design guidelines can be applied to ensure that the park is attractive and adds to the overall ambience of the community. Sundre sits in one of the most beautiful areas of the province. Building and site design guidelines will ensure that this is an asset to the Town. This is particularly important since a major green belt will run through the industrial park.

Policies 5.3.1

- 5.3.1. The South West Industrial Park will provide an entrance sign at each of the 10th Street access points.
- 5.3.2. A landscape plan must be prepared for each phase of development. Individual Development Permit Applications may be required to provide supplemental landscape plans for all internal areas.
- 5.3.3. Site plans must address: landscaping, lighting, hard surface areas, building locations, heights and building materials.
- 5.3.4. Proposed large blank walls must have material, colour or elevation delineation along with roof line variety to break up the monotony of the wall.
- 5.3.5. Public art on the exterior of buildings is acceptable if it follows the practice of good taste.





- 5.3.6. Crime Prevention through Environmental Design⁸ principles should be demonstrated for every development.
- 5.3.7. All landscape materials must be drought-tolerant.
- 5.3.8. Signage may not be neon or back-lit but may be lit overhead by gooseneck light fixtures or other similar methods.
- 5.3.9. Large continuous paved areas should be divided by the use of landscape buffers, planting and green spaces.
- 5.3.10. All lots shall provide enclosures for trash, non-organic recycling and recycling materials with enclosures to be walled and screened from public view.
- 5.3.11. Building construction is encouraged to incorporate design features that create attractive architectural character. The use of wood and stone materials is encouraged, particularly for the main front elevation and any office spaces.





Implementation and Phasing

The SWI ASP has been designed to progress from north to east to south to facilitate the construction of the looped internal road and the provision of utility rights of way for deep services. The phasing scheme order may change if the developer demonstrates to the satisfaction of the Town that the access and servicing can be provided to each phase of development.

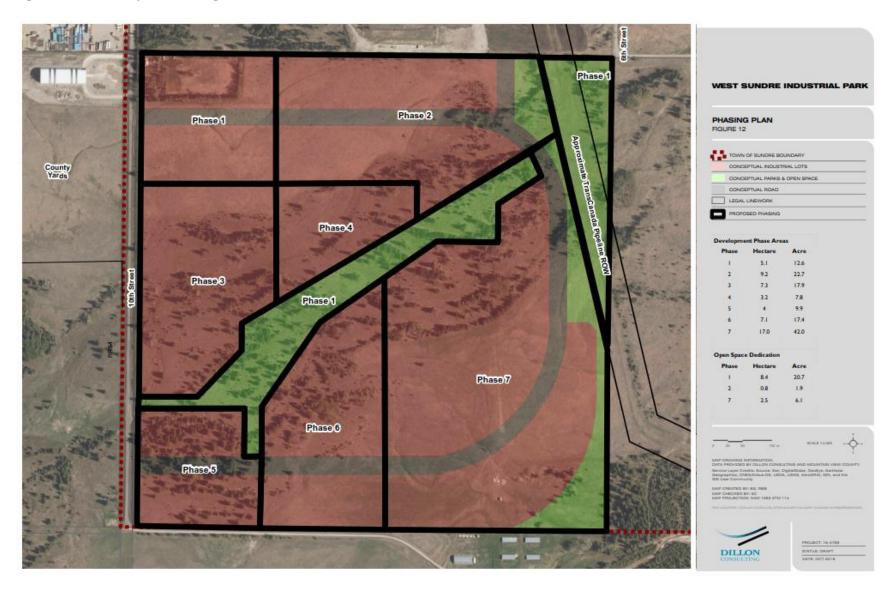
Policies 6.1

6.0

- 6.1.1. Development phasing in the Plan Area will generally follow the sequence illustrated in Figure 12.
- 6.1.2. Sequencing of phasing will follow Phase 1 through Phase 7 (Figure 12) with opportunity for an alternative phasing strategy with the installation of deep services and the agreement of the Town.
- 6.1.3. Changing phasing order does not constitute a requirement for an amendment to this ASP provided that the servicing strategy can still be met.
- 6.1.4. The primary greenspace Municipal Reserve dedication will occur with the Phase 1 of subdivision.
- 6.1.5. Amendments to the SWI ASP may be required occasionally to adapt to changing circumstances. Any amendments to this ASP will be made in accordance with the process outlined in the Municipal Government Act. Proposed amendments shall be consistent with the intent of the SWI ASP.
- 6.1.6. Subdivision and Development will adhere to the design guidelines outlined in Section 5 of this document.
- 6.1.7. No development will occur until the land is appropriately subdivided and redesignated under the Land Use Bylaw.
- 6.1.8. Should the Province of Alberta update their Flood Hazard mapping and should the new mapping have implications for the SWI ASP area, the Town will consider preparing an Overlay District to apply to the area affected by the Flood Hazard, to ensure that all development mitigates any flood impacts.
- 6.1.9. Phase 1 shall be restricted to a maximum size of 5.1 hectares (12.6 acres), excluding the dedication of reserve land, if service connections to trunk lines are not provided at the outset.



Figure 12: Site Development Phasing





Community Engagement

7.0

During the preparation of the Area Structure Plan, the applicant and Dillon Consulting met with adjacent land owners, communicated with the owners of the small parcel of land in the northwest corner of the quarter section and held an Open House.

The Open House was held at the Sundre Curling Club on February 13, 2019 from 5pm to 7pm. The Open House was advertised in the Sundre Roundup for two consecutive weeks. Display boards were prepared explaining the proposed development and Dillon staff were in attendance.

Seven people attended the event including staff from the Town, staff from Mountain View County and a Councillor from Mountain View County. The four residents that attended were all in support of the development and saw it as a benefit to the Town for economic development, employment and taxes.

