



Partners in Opportunity

The background of the title section is a collage of four images with torn edges. The top right image shows a dirt road leading towards a line of trees under a blue sky. The middle left image shows a small town or farmstead with several buildings and parked cars. The bottom left image shows a large industrial facility with tall grain elevators and a conveyor system. The text "SOUTHEAST INDUSTRIAL AREA STRUCTURE PLAN" is overlaid on this collage in a large, bold, green-to-yellow gradient font with a black outline.

SOUTHEAST INDUSTRIAL AREA STRUCTURE PLAN

URBAN SYSTEMS®

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1.0 INTRODUCTION

The Town of Olds has grown steadily over the past five years. There has been significant economic growth locally in agriculture-related industries, oil-field activities, and Olds College. As a result of this growth, demand for residential development has also increased. Past growth patterns have resulted in residential development located adjacent to industrial areas, giving rise to concerns over the compatibility of industrial and residential land uses.

It is Council's goal to accommodate an appropriate range of industrial land uses while minimizing the impacts of industrial uses on residential neighbourhoods. It is also Council's goal to ensure that all land within the Town of Olds develops in an orderly, complementary, contiguous, and efficient manner.

The Southeast Industrial Area Structure Plan has been developed to guide future growth and development in a responsible and comprehensive manner. This Plan conforms to the requirements for an Area Structure Plan outlined in the *Municipal Government Act of Alberta* and the Town of Olds Municipal Development Plan.

1.1 Plan Area and Boundaries

The lands subject to the Area Structure Plan are located at the south end of the Town of Olds in the vicinity of Olds College, the Agricultural Society and Highway 2A (Appendix A: Area Context). The Plan area covers approximately 242.7 hectares (600 acres) and includes portions of Sections 29 and 32 of Township 32, Range 1, West of the 5th Meridian. The site is located at the southern end of the Town of Olds and is bounded by Highway 2A to the east, 54th Street to the North and 57th Avenue to the west. The CPR line cuts a north-south diagonal through the site. The Plan area boundaries are shown in Appendix B: Plan Boundaries.

1.2 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 seven primary objectives:

- (1) Integrate industrial development with existing adjacent land uses;
- (2) Address site access (Alberta Infrastructure, CPR);
- (3) Develop an efficient internal transportation network;
- (4) Address site servicing considerations (water, sanitary sewer, storm water management);
- (5) Assess various screening and buffering options;
- (6) Provide a development phasing program; and
- (7) 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.

2.0 BACKGROUND

The Town of Olds is strategically located approximately 89 kilometers (55 miles) north of Calgary and 55 kilometers (34 miles) 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. The Town's attractive location for agriculture-based business and industry is further enhanced by the activities of Olds College.

The Town supports and encourages the growth of local agriculture-related industries, oil-field activities, and Olds College. However, a reduction in the amount of industrial land located elsewhere in the community has encouraged the town of pursue the planned growth and development of industrial activities in the southeast quadrant of the municipality's boundaries.

Lands adjacent to the CPR line in Olds have historically been used for commercial and industrial activities serving the agricultural and industrial communities. Steady population growth during recent decades has resulted in increased residential development in and around the Southeast Industrial Area. This growth in residential development has created increasing conflicts between residential and industrial land uses; giving rise to concerns regard the compatibility of industrial land uses with the adjacent residential community. Noise, odour, large truck traffic, bright light, and dust created by industrial uses serve as the source of conflict with adjacent residential areas.

It is the Town's goal to accommodate a broad range of industrial development while minimizing the impact of industrial land uses on residential neighbourhoods. The Southeast Industrial Area Structure Plan is designed to guide orderly and efficient development of industrial land within the southeast Industrial Area. This Plan also seeks to develop strategies to minimize conflicts between contiguous land uses, through the use of land use transitions, landscaping and screening.

2.1 Ownership

Lands within the study boundaries are owned primarily by private landowners. The Town of Olds owns 14 hectares (34.6 acres) of land consisting of the following:

| | |
|-------------------|----------------------------|
| Cemetery | 13.8 hectares (34.1 acres) |
| Municipal Reserve | 0.2 hectares (0.5 acres) |
| <hr/> | |
| Total: | 14.0 hectares (34.6 acres) |

The remaining lands within the study area, 228.7 hectares (565.4 acres), are privately owned.

2.2 Plan Preparation Process

In keeping with the Town's policy to provide opportunities for public input in planning and development matters, Town Council and staff have actively engaged Town residents in the preparation of the Southeast Industrial Area Structure Plan. Alberta Infrastructure, Mountain View County and a wide range of affected agencies have also had input during the preparation of this Plan. A community workshop was held in October and an Open House was held in November of 2000. These processes were designed to obtain public opinion and input on future development in the community.



Copies of the Plan were also circulated to relevant agencies for review. Adoption of the Southeast Industrial Area Structure Plan included a Public Hearing and three readings by Town Council in accordance with the requirements of the *Municipal Government Act*. Through these opportunities, the Town of Olds gathered much constructive input from local residents, businesses, and public agencies. This input has been incorporated in the development of this Plan.

2.3 Legislative Framework

This Plan conforms to the requirements for an Area Structure Plan set forth in the *Municipal Government Act of Alberta* and the Town of Olds Municipal Development Plan. Section 633(2) of the *Municipal Government Act* 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 Town of Olds Council has furthered the requirements of an Area Structure Plan through policies contained in its Municipal Development Plan. Policy 14.1.4 of the Town's Municipal Development Plan, requires an Area Structure Plan to include the following:

- (a) suitability of the site for the intended use;
- (b) identification of proposed land uses;
- (c) the density of development and the intensity of use;
- (d) potential impact on adjacent land uses;
- (e) location of utilities;
- (f) water and sewer servicing;
- (g) fire protection;
- (h) location of proposed arterial and collector roads;
- (i) linkages to existing arterial and collector road networks;
- (j) internal road network;
- (k) proposed phasing for subdivision and development; and
- (l) any other matter deemed necessary by the Town.

In addition to the above, the Southeast Industrial Area Structure Plan addresses screening and buffering opportunities between contiguous residential and industrial land uses.

3.0 INTERPRETATION OF TERMS (GLOSSARY)

Act, OR Municipal Government Act means the *Municipal Government Act of Alberta, Statutes of Alberta, 1994 Chapter M-26.1*, as amended.

Amenity means an aesthetic or other physical characteristic which enhances the desirability of any environment, and may include such things as natural areas, scenic views, landscaping, or commercial, recreational, or institutional facilities.

Berm means a dike-like form used to separate areas or functions or constructed to protect a site or district from nuisance.

Buffer means a parcel of land, dense vegetation or berming located between two land uses deemed incompatible by the Development Authority. The buffer shall be designed to effectively separate or protect one type of land use or development from another.

Business Park means a defined area that generally includes uses such as value-added manufacturing, business and commercial services, information technology and communications, research and development, wholesaling and other related activities.

Council means the Council of the Town of Olds.

County, Mountain View or Mountain View County means the municipality of Mountain View County No. 17 as defined by the Act.

Density means the number of dwelling units on a given parcel of land and is measured in gross hectares.

Design Guidelines mean design standards intended to provide direction with respect to the form and character of new development.

Development means:

1. An excavation or stockpile and the creation of either of them;
2. A building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over or under land;
3. A change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or
4. A change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building.

Development Authority means the Town of Olds Development Officer, the Municipal Planning Commission, the Subdivision and Development Appeal Board, or Council as the context requires.

Environmentally Significant Area means a natural area which, because of its features or characteristics, is significant from an environmental perspective and has the potential to remain viable within an urban environment. A site is designated as an Environmentally Significant Area on the basis of meeting one or all of the following criteria:

1. **Quality of Biotic Community:** biotic communities of high quality (minimal disturbance) and/or diversity for a specific habitat type.
2. **Ecological Function – Human:** area makes a significant, if not unique contribution to the community. This includes aesthetic considerations, potential for passive recreation space, diversity of urban form, hazard considerations and pollution mitigation (noise, air, visual, water, and soil).
3. **Ecological Function – Natural:** area is important to the healthy maintenance of a natural system beyond its boundaries.
4. **Distinctive and/or Unusual Land Form:** presence of distinctive and/or unique land form (geologic or geographic).
5. **Uniqueness:** the habitat or ecosystem component has limited representation within the municipality; and/or the area is representative habitat for wildlife of recognized importance.

Gross Developable means an area of land used for the purpose of calculating urban density, which includes all developable lands with the exception of environmental reserve parcels and when calculating residential densities excludes commercial and industrial lands.

Gross Hectare means the area in hectares of a site excluding environmental reserve. Density for single detached dwelling neighbourhoods is typically measured per gross hectare.

Hard Surfaced means a durable, dust free, all weather surface constructed of concrete, asphalt, pavement, brick, stone or other similar materials.

Highway Commercial Development means development, typically along a major roadway or highway, which provides goods and services to the travelling public. Typical highway commercial uses include service stations, truck stops, motels, hotels and fast-food restaurants.

Industrial Development means development used for one or more of the following activities: the manufacturing, processing, assembling, cleaning, repairing, servicing, testing, storing, warehousing, distribution or trans-shipment of materials, finished goods, products or equipment. Industrial development is classified as follows:

1. **Heavy Industrial** means an industrial development which may have an effect on the safety, use, amenity, or enjoyment of adjacent or nearby sites due to its appearance, outside storage facilities, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods.

2. **Light Industrial** means an industrial development where activities and uses are primarily carried on within an enclosed building and no significant nuisance factor is created or apparent outside an enclosed building that may interfere with the amenity of adjacent or nearby sites.

Landscaping means lawns, trees, shrubs, ornamental plantings, fencing, walks or other similar structures and materials.

Linear Pathway System means a network of maintained paths and trails, comprised of reserve land, that accommodates passive and active recreational activities and creates connections for pedestrians and cyclists to a variety of local amenities. A linear pathway system may also include private land that accommodates local pathway connections.

Multiple Family Dwelling means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment.

Municipal Reserve means land required to be dedicated at the time of subdivision for park and open space use.

Neighbourhood Commercial means a development that serves the commercial needs of an adjacent residential area. This type of development would generally include convenience stores and similar uses.

Net Density means the number of units per hectare after an allowance has been made for roadways, unusable lands, parks, utilities, and schools.

Nuisance means any use or activity which, at the discretion of the Development Authority, causes or may cause undue auditory, visual or olfactory disturbance and which, by virtue of that disturbance, reduces or interferes with the normal enjoyment of any land, building or structure.

Open Space means lands available to the population for recreational pursuits, which includes municipal and school reserves, environmental reserves, and additional lands that are currently owned or may be purchased by the Town of Olds or other private sector groups for the purpose of enhancing the open space system of the community.

Parkway means open space corridors and key recreational pathway links between neighbourhoods, community parks and open spaces.

Pollution means anything, at the discretion of the Development Authority, which causes or may cause contamination, damage or disturbance in accordance with the provisions of the *Environmental Protection and Enhancement Act, Statutes of Alberta, 1992, Chapter E-13.3*, as amended.

Sanitary Sewer System means a municipally constructed or maintained system for the collection, treatment and disposal of sewage.

School Reserve means land required to be dedicated at the time of subdivision for school use.

Screening means a fence, earth berm, trees or hedge used to visually or physically separate areas or functions.

Shall, Should and May

1. **Shall** means mandatory compliance;
2. **Should** means it is strongly advised that the action be taken, subject to the discretion of council or its approving authority where compliance is impractical or undesirable because of valid planning principles or circumstances unique to a specific application or development proposal;
3. **May** means a choice is available, with no particular direction or guidance intended.

Storm Drainage System means a municipally constructed or maintained system for the collection and disposal of storm water.

Storm Pond, Storm water Retention Post, or Storm Water Detention Pond mean facilities either constructed or naturally occurring designed for the retention or detention of storm water. These facilities form part of the storm drainage system.

Town, Olds, or Town of Olds means the municipality of the Town of Olds, as defined by the *Municipal Government Act*.

Traffic Calming means changes in street alignment, installation of barriers and other physical measures, implementation of operational measures such as enhanced police enforcement, speed displays and community speed watch programs designed to reduce traffic speeds and cut-through traffic volumes in the interest of safety, community livability and other public purposes.

4.0 SITE ANALYSIS

The following section describes the lands within the Southeast Industrial Area in terms of:

1. physical characteristics;
2. existing site development;
3. adjacent uses;
4. site conflicts and constraints; and
5. utility/pipeline corridors and gas well sites.

4.1 Physical Characteristics

The Southeast Industrial Area Structure Plan area covers approximately 242.7 hectares (600 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.

Rolling hills to the west offer an expansive view of the Rocky Mountains, making the western portion of the Plan area well suited for residential and public open space land uses. 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.

4.2 Existing Site Development

Development within the Southeast Industrial Area Structure Plan includes a combination of residential, industrial, public institutional and open space uses.

The majority of existing residential development is confined to a 9 hectare (22.2 acre) parcel at the north end of the study area to the east of the CPR line. Other scattered low density residential properties exist south of the main residential area and along the western boundary of the study area. Two parcels of land totaling 52.7 hectares (130.2 acres) adjacent to the CPR line to the west of the study area is zoned as Urban Reserve in the Town of Olds Land Use Bylaw and designated for future residential development in the Municipal Development Plan. This brings the total potential residential land within the study area to 71.7 hectares (152.4 acres).

The Agricultural Society occupies 15.5 hectares (38.4 acres) of land west of the CPR line within the Plan boundary. This land is designated Open Space under the Municipal Development Plan and is zoned Recreational Facility under the Land Use Bylaw. Plans to expand the Agricultural Society's operation further to the south would increase the amount of land designated for Open Space in the Plan area to 42.9 hectares (106 acres).

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

The majority of the site east of the CPR line is designated industrial under the Municipal Development Plan and zoned Light Industrial under the Land Use Bylaw. Industrial development in the study area is focused primarily on agriculture-related production. Numerous businesses occupy the site. Table 1: Businesses Located within the Southeast Industrial Area provides a list of the businesses in the study area.

| Table 1: Businesses Located Within the Southeast Industrial Area |
|---|
| 825477 Alberta Ltd. |
| Agricore Cooperative Inc. |
| Banner Pharmacaps (Canada) Ltd. |
| Big Horn Electric & Controls Ltd. |
| Canadian Pacific Railway |
| JT International Construction Mgmt & Buildings Services Inc. |
| Legal Grounds Inc. |
| Olds Auction Mart Ltd. |
| Olds College |
| Olds Concrete (1977) Ltd. |
| Olds Elks Society |
| Premier Horticulture Ltd. |
| Reimer Construction Ltd. |
| Schmidt Transport |
| Ty-Cal Inspection Services Inc. |
| Unifeed |
| United Farmers of Alberta |
| United Grain Growers Ltd. |
| Westeel Ltd./153810 Canada Inc. |
| Westward Products Limited |

4.3 Adjacent Uses

The lands to the south of the Plan area consist of agricultural lands within Mountain View County. Land to the north and northwest of the site consists of a mixture of low density residential land uses, urban reserve, and recreational facilities. Following the CPR line north leads through the downtown core to Highway 27. Olds College, with its Centre for Innovation, occupies a 42 hectare (104 acre) site along Highway 2A to the east and northeast of the site.

These adjacent land uses offer both constraints and opportunities for future development of the Southeast Industrial Area. The location of the CPR line presents a barrier to east-west traffic flow through the site. All railway crossings must be approved by the CPR and conform to CPR standards. Highway 2A is under the jurisdiction of Alberta Infrastructure. All access points to and from the highway must be approved by Alberta Infrastructure (AI) and confirm to AI's standards. Together, these major transportation routes influence land use patterns, road network design, and lot layouts within the site.

The site abuts the Town of Olds municipal boundary on three sides. This location places limitations on future site expansion. Intermunicipal cooperation is required in order to ensure that land uses on either side of the Town boundary remain compatible now and in the future.

Existing residential development adjacent to and within the Plan area boundary present limitations to the location and type of acceptable industrial activities in the area. Special considerations for screening, buffering, and land use patterns may be necessary to improve the compatibility of these adjacent land uses. Development standards would provide the Town of Olds with a means to ensure development compatibility in the Southeast Industrial plan area.

Olds College presents an opportunity to enhance the marketability of the Southeast Industrial Area as a centre for innovative agriculture-based industries. The Olds College's Centre for Innovation (OCCI) provides research and development activities for agriculture-based industrial research and innovation. The OCCI operates primarily in the area of venture creation and venture development through applied research activity in the areas of:

- (1) microbiology and composting;
- (2) new products from crops and processing;
- (3) animal nutrition breeding and genetics;
- (4) agricultural mechanics and automation of agricultural systems.

New businesses emerging from that research may benefit from proximity to the College and therefore choose to locate within the Southeast Industrial Area.

While presenting a constraint to east-west traffic flow, the CPR line also provides an opportunity to buffer residential development in the west from industrial activities in the east. Limited railway

crossings and designated truck routes will mitigate heavy truck traffic impact on residential neighbourhoods.

The need to screen and buffer residential land uses from industrial land uses provides an opportunity to develop a linear pathway system through the study area. Such a pathway system could form an important community amenity providing pedestrian links to a number of important features in the area including:

- Olds College,
- the Aquatic Centre (when completed),
- the Agricultural Society's campground complex,
- the downtown core, and
- the Natural Preservation Area (on the west side of Town).

4.4 Site Conflicts and Constraints

4.4.1 Conflicts

A community workshop held in October 2000 was designed to incorporate input from residents, businesses and property owners. Workshop participants identified existing conflicts within the study area (Appendix C: Development Constraints). The key conflicts identified by Olds residents include:

- Traffic (large industrial trucks driving through residential neighbourhoods)
- Noise (from the industrial area and the CPR line)
- Odour (from industry and from trucks traveling on unpaved roads)
- Lights (from certain industrial operations)
- Unsightly views of the industrial area



The Land Use Concept included in Appendix D identifies a land use pattern designed to minimize those conflicts.

4.4.2 Constraints

The Land Use concept has been developed with consideration given to community input, site analysis, and previous engineering studies that have been completed by the Town. Previous engineering studies have been completed by the Town in order to plan infrastructure improvements and to determine requirements for development of vacant lands within the Town. These studies have included analysis (to varying levels of detail) of the water distribution system, the sewage collection and treatment systems, the storm water collection and management system and the roadway network. Constraints to development include the following:

- **Sanitary Sewage Collection** – It is anticipated that the northern portion of the Plan area boundary will be serviced by a connection to the existing sanitary sewage collection mains within and adjacent to the site. However, a new sanitary sewage trunk main will be required to service the southern portion of the Plan area. This trunk main was identified as being required in the Town of Olds Wastewater System Master Plan completed by Infrastructure Systems Ltd. on October 1999 (ISL, 1999).
- **Storm Water Management** – An analysis of the existing storm trunk mains was completed for the Town in the Town of Olds Utility Study 1997 by G. Fraser consulting Ltd. (G. Fraser, 1997). The report also identified potential locations for storm detention ponds to be used to moderate storm runoff from new development areas to acceptable runoff levels. This report identified a new storm trunk sewer or ditch to service the southern portion of the lands within the Southeast Industrial Area Structure Plan. This ditch or trunk main will run to the west and discharge to Olds Creek. Four detention pond locations within the Plan area were also identified in the Utility Study (G. Fraser, 1997).
- **Canadian Pacific Railway (CPR)** – The CPR line runs through the Plan area. This is a physical constraint to future land development. The railway affects drainage patterns, provides a barrier for water and sewer crossings and is a generator of noise and air pollution which requires adequate buffering from specific land uses. [2015-04]
- **Pipeline Rights-of-Way** – Several pipeline rights-of-way exist in the plan area which creates areas which will not be developable. There is a water pipeline right-of-way through the middle of the plan area, and an ATCO Pipelines gas pipeline running diagonally through the south-east portion of the plan area. The ATCO right-of-way, due to its placement and restrictions on development, will create awkward, small, parcels on the south-eastern edge of the plan area. These areas may be appropriate for a signage, outdoor storage, or stormwater management facilities, but development must not infringe upon the adjacent right-of-way. [2015-04]

Further discussion of all the constraints noted above is provided in subsequent sections of this Plan which specifically address water, sewer, storm water and transportation servicing.

4.4.3 Implications and Opportunities for Development

The constraints to development can also represent opportunities. For example, the CPR can act as a barrier between different land uses and can provide a corridor for recreational pathways. The physical barrier provided by the CPR line can be used to maintain separation between conflicting land uses. The presence of the CPR may also be a favorable attribute to the industrial lands, providing for the movement of raw materials and goods.

Storm water management facilities can also represent an opportunity. Wet and dry ponds can be incorporated into the development of the land as landscape features or recreational facilities such as sports fields.

4.5 Utility/Pipeline Corridors and Gas Well Sites

Under the Subdivision and Development Regulations, The Alberta Energy Regulator (AER) requires a minimum development setback of 100 meters from any active gas or oil well and 5 meters from any abandoned gas or oil well. The AEUB has higher development setback requirements for sour gas wells, depending on the nature of the development and the sour gas well classification. [2015-04]

5.0 GENERAL LAND USE

General land use policies are designed to meet the following objectives:

5.1 Objectives

- (1) To ensure that public safety is protected and adverse impacts from adjacent incompatible land uses are minimized.
- (2) To use the existing land base more efficiently and provide opportunities for the creative use of land.
- (3) To recognize that natural features help create a unique sense of place, and, as a result, aesthetics are considered an important planning concern.
- (4) To emphasize the importance of urban design and form in all subdivision and development activities.
- (5) To minimize carrying costs and to use existing infrastructure efficiently by phasing development.
- (6) To encourage land use transitions between residential and industrial land uses where feasible.

5.2 General Land Use Policies

| | | |
|---------------------------------------|-----|---|
| Land Use | (a) | The Land use Concept map included in Appendix D shall guide future growth and development within the boundaries of the Southeast Industrial plan area. |
| Development Criteria | (b) | <p>Development proposals in new areas will be evaluated based on the following criteria:</p> <ul style="list-style-type: none">• Efficient use of existing or available infrastructure and facilities;• Where residential use is proposed, provision of a range of dwelling unit and tenure types;• Contribution to the public environment or public facilities beyond the requirements of the Act;• Site design that reflects integration with the natural characteristics and adjacent land uses of the site;• Provision of infrastructure over-sizing when required;• Ability of meet the objectives and policies of this Plan. |
| Neighbourhood Impact Statement | (c) | At the discretion of the Development Authority, a neighbourhood impact statement (NIS), paid for by the developer, may be required for all industrial and highway commercial developments or subdivisions adjacent to |

residential neighbourhoods. The NIS may be required to address the following:

- A description of surrounding land uses and activities;
- A description of the proposed development, and the significance of potential short and long term impacts, including impacts of construction and operating activities relating to but not limited to the following:
 - Noise
 - Traffic
 - Dust
 - Visual impacts
 - Environment impacts
 - Any other matter deemed necessary by the Development Authority;
- Identification of appropriate and feasible mitigative measures including land use planning, project design, construction techniques, and operational practices to reduce or eliminate potentially adverse effects on adjacent residential neighbourhoods;
- Identification of residual impacts, and monitoring requirements.

| | | |
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| NIS Terms of Reference | (d) | Prior to commencement of a required NIS, the developer shall submit a terms of reference to the Town for review. The Town shall advise the developer as to the suitability of the terms of reference. |
| Development Phasing | (e) | Development in new growth areas should be phased to minimize carrying costs and to optimize existing infrastructure. Isolated development separated from existing built-up areas will only be considered when more efficient growth options are not available and where required infrastructure and community facilities are provided by the developer to the satisfaction of the Town. |
| Alberta Infrastructure Referral | (f) | Lands required for future upgrading of Highway 2A shall be protected. Development proposals adjacent to the Highway shall be referred to Alberta Infrastructure for comment. |
| Screening | (g) | The use of building forms and siting adjacent to the railway right of way shall be encouraged to minimize railway noise. Screening and landscaping will be implemented to reduce visual nuisance at the discretion of the Development |

Authority.

- | | | |
|---|-----|--|
| Architectural Character | (h) | All commercial development is encouraged to develop a unifying architectural character with emphasis on high quality building materials. |
| Protect Scenic Views | (i) | Commercial and industrial structures will be sited, designed, and scaled to minimize impacts on scenic views. |
| Preservation of Natural Features | (j) | Natural features (including landforms and vegetation) which contribute to the ecosystem, natural visual quality, continuity of tree cover, and screening of development should be preserved. |

6.0 RESIDENTIAL DEVELOPMENT

The Town wishes to encourage aesthetically pleasing residential development and to minimize potential conflicts between residential and non-residential land uses. Mitigating conflicts between residential and industrial land uses is a primary concern of this Plan. The Town recognizes that school sites, parks and open spaces are important amenities within residential areas. Where feasible, the use of parks and open spaces to separate residential land uses from industrial land uses will be encouraged to enhance the livability of residential areas and the compatibility of these two land uses.



Through policies in the Municipal Development Plan, the Town encourages the provision of a full range of housing types which meet the needs of Olds residents. There is currently demand in the community for new housing for families and seniors. The Municipal Development Plan encourages high density housing to be developed in small clusters with good access to major roads, and proximity to schools, open spaces and community facilities. Infill residential development should only be considered where municipal infrastructure is available and can support additional development. High density housing is encouraged in the 20.6 hectare (51 acre) residential district west of the CPR line but is not encouraged east of the CPR line. Infill development is not recommended in existing residential developments east of the CPR line due to their proximity to industrial activities.

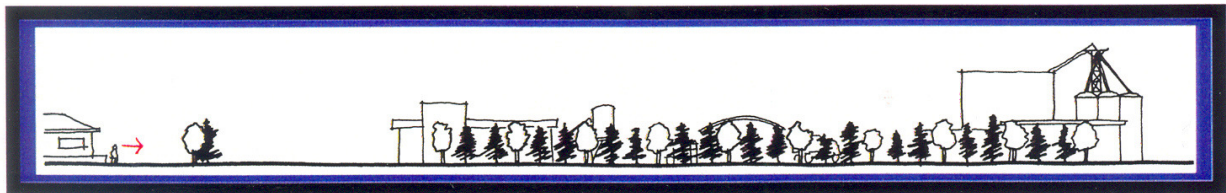
The Town of Olds Municipal Development Plan indicates that the maximum density of residential development within a neighbourhood is to be determined through an Area Structure Plan or Outline Plan. Currently, lands in and around the study area offer a wide range of densities including R7-Very Low Density Residential, R1-Low Density Residential, R2-General Residential, and R3-Medium Density Residential. This includes single detached dwellings, duplexes, four-plexes, row

housing and apartments. Residential densities within the Town of Olds average 10 units per gross hectare (4 units per gross acre). These densities are encouraged to remain consistent for residential development within the study area.

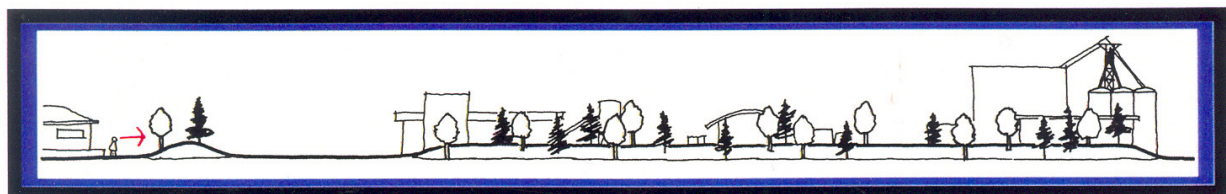
Focus should be placed on maintaining compatibility between residential and non-residential land uses in the Plan area. Measures to reduce heavy truck traffic in residential neighbourhoods, to increase pedestrian safety, to improve the aesthetic quality of these neighbourhoods and to minimize the impact of noise, dust, odour and unsightly views from adjacent industrial lands will include:

- Screening and buffering
- Land use separations and transitions
- Development of a linear path/trail system
- Signage
- Traffic calming and traffic flow management
- Development standards in industrial areas

Appropriate screening and buffering measures are shown below:



Continuous Mixed Planting



Berm and Random Planting



Irregular Berms with Trees

6.1 Objectives

- (1) To minimize conflicts between residential and non-residential land uses.
- (2) To accommodate future residential growth within defined areas and ensure lands are developed in an orderly and cost-effective manner.
- (3) To ensure new development areas facilitate a housing mix that will promote housing for all residents regardless of age, family size, or income level.
- (4) To maintain an overall residential density of 10 units per gross hectare (4 units per gross acre).
- (5) To encourage the conservation and retention of buildings of historic or architectural significance in a manner which ensures that such buildings are retained as functional and productive elements of Olds.

6.2 Policies

6.2.1 Subdivision Design Policies

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| Sense of Community | (a) A sense of community will be encouraged by providing for the social, local recreational, and neighbourhood commercial needs of residents in the area. |
| Integration with Pedestrian Pathway | (b) Where possible, new subdivisions should be connected to schools, recreational facilities, natural amenities and the downtown by the pedestrian pathway system. |
| Retention of Natural Amenities | (c) The retention of natural amenities in residential areas including native vegetation, topography, and scenic views will be encouraged. |
| Circulation | (d) Subdivision design should minimize through traffic on local streets and encourage the separation of vehicular traffic from pedestrian and bicycle circulation. |
| Limited Access | (e) Where access is required onto major collectors, the frequency of access points shall be limited. |
| New Neighbourhoods | (f) New neighbourhoods will provide a wide range of housing types and a mix of different uses in such a manner that multiple dwelling residential developments will have access to amenities, community services and transportation corridors. |

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| Special Needs Housing | (g) The Town will encourage suitable housing opportunities and convenient community services for residents having special housing requirements. |
| Building Relocation | (h) The Town will encourage the relocation of buildings worthy of conservation if they cannot be preserved on their original sites. |
| Buffering | <p>(i) A buffering strategy is required for all residential developments adjacent to industrial or highway commercial land uses.</p> <p>(j) Additional lot depth requirements should be considered in order to facilitate buffering when residential uses abut non-residential uses.</p> |

6.2.2 General Residential Policies

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| Land Use Concept | (a) The residential area south of 58 th Street and west of the CPR line shall accommodate a well-designed community with a mixture of dwelling types and local commercial uses to accommodate resident needs. |
| Phasing | (b) The Town will support the phased development of residential lands within the Southeast Industrial Area. |
| Housing Mix | (c) New residential areas shall be encouraged to provide an adequate supply of multiple dwelling housing and a mix of dwelling units including single detached, small lot single detached, duplex and semi-detached units. |
| Concept Plan Required | <p>(d) A comprehensive concept plan that addresses the following issues shall be prepared prior to redesignation of the parcel:</p> <ul style="list-style-type: none"> • proposal indicating adequate buffering from the CPR line (berms and vegetation are considered appropriate); • estimation of traffic volumes and impacts on local roads; • delineation of open space and local commercial areas in relation to proposed residential lot locations; • phasing of development; • provision of utilities and servicing; |

- conflicts between incompatible uses;
- relationship with adjacent land uses.

- Residential Infill**
- (e) The Town will ensure that infill development does not exceed the capacity of utilities and community facilities.
 - (f) Infill development on vacant parcels or redevelopment of under-utilized parcels shall not be permitted on residential lands east of the CPR line due to the proximity to heavy industrial activities.

- Servicing Constraints**
- (g) Residential densities shall be based upon servicing constraints of the area.

- Noise Attenuation**
- (h) Where residences are to be located adjacent to the railway or industrial activities, noise attenuation shall be incorporated into the design of the subdivision through berming, fencing, setbacks, etc.
 - (i) Noise attenuation for individual buildings shall conform to Alberta Building Code requirements.

6.2.3 Multiple Dwelling Residential Policies

- Siting Criteria**
- (a) The Town will accommodate multi-family residential developments in areas designated for future residential use. All multi-family subdivisions and developments shall be:

- located in small clusters in proximity to schools, open spaces and community facilities;
- located at the edge of the residential neighbourhood;
- adequately screened to provide separation from adjacent single detached dwellings;
- required to provide adequate off-street parking;
- located adjacent to and have direct access to the municipal roadway system to minimize infiltration of high volumes of traffic through low density residential areas.

- Linkages**
- (b) Multiple dwelling residential developments shall be connected to Olds' linear pathway system and sited to provide convenient access to the major road network.

6.2.4 Residential Density Policy

Residential
Density

REPEALED

[2007/24]

7.0 COMMERCIAL DEVELOPMENT

The Town wishes to promote and encourage a full range of goods and services for the citizens of Olds, the County and the travelling public. It also wishes to minimize potential conflicts between commercial and non-commercial land uses. Under the Municipal Development Plan, no highway commercial development is designated for the Southeast Industrial Area. Rather, the Municipal Development Plan has designated lands adjacent to Highway 27 for highway commercial use. Commercial development adjacent to the study area consists of the downtown core along 50th Avenue. This area is zoned C1-Central Commercial District in the Town of Olds Land Use Bylaw. Two small pockets of highway commercial development totaling 1.6 hectares (4 acres) exist along Highway 2A north of the Plan boundary. The bulk of highway commercial in the Town of Olds is located along Highway 27.

The Town recognizes the need for neighbourhood commercial development providing convenience goods and services to adjacent residential areas. It also supports the development of a major truck stop. The Town will continue to explore strategies surrounding the provision of essential commercial services (bulk fuel, service commercial, restaurants, etc.) and goods to industrial businesses located in the plan area; effectively located commercial services is an additional means of drawing unwanted large truck traffic away from residential neighbourhoods elsewhere in the community. The provision of a highway commercial district within the Southeast Industrial Area may also provide an incentive for less compatible commercial and industrial uses within and around the downtown core and Highway 27 to relocate to the southeast. It should not, however, detract from the commercial role and vitality of the downtown or the existing highway commercial zone. [2015-04]

7.1 Objectives

- (1) To support the development of the Southeast Industrial Area as a destination for agricultural-based industries, thus developing the Southeast Industrial Area as the industrial heart of the community.
- (2) To provide a designated land base for highway and service commercial activities that provide goods and services for surrounding industrial businesses and heavy truck traffic.
- (3) To encourage highway and neighbourhood commercial uses that do not detract from the retail function of the downtown.
- (4) To support the relocation of potentially hazardous commercial enterprises currently located in the downtown core to the Southeast Industrial Area.

- (5) To provide opportunities for small-scale, neighbourhood commercial activities within new residential neighbourhoods.

7.2 Policies

7.2.1 General Commercial Policies

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| Commercial Activities Restricted | (a) Commercial/retail activities within the Southeast Industrial Area shall be restricted to small-scale neighbourhood and highway commercial functions. |
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7.2.2 Highway Commercial Policies

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| Commercial Uses | (a) Goods and services oriented to industrial businesses and heavy truck traffic will be encouraged in the Southeast Industrial Plan area highway commercial area. Highway commercial uses will not detract from the retail commercial and service orientation of the downtown. |
| New Development Cell | (b) Highway commercial development will be encouraged along Highway 2A at the location identified in Appendix D: Land Use Concept. |
| Landscaping | (c) All highway commercial development shall be required to provide a high level of site landscaping and design. |
| Highway Access | (d) Highway access shall be established in consultation with Alberta Infrastructure. |
| Service Road | (e) Access to highway commercial uses shall be via the area's internal road network. |

7.2.3 Neighbourhood and Convenience Commercial Policies

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| Neighbourhood Commercial | (a) Uses oriented to providing convenience commercial and personal services to area residents may be considered appropriate, provided: <ul style="list-style-type: none">• The development is located at the intersection of collector roads;• the development is buffered and screened from adjacent residential uses;• uses will be restricted to convenience commercial and personal services; |
|---------------------------------|---|

- the integrity of the downtown is maintained.

**Neighbourhood
Commercial
Adjacent to
Residential**

- (b) Commercial sites adjacent to residential areas shall not affect the quiet enjoyment of residential neighbourhoods and will provide adequate screening in order to buffer uses.

**Design
Guidelines**

- (c) Detailed architectural design guidelines should be prepared by the Town in order to encourage commercial design that is compatible with residential neighbourhoods.

**Reduction of
Visual Impacts**

- (d) In order to reduce visual nuisance, screening and planting will be required in areas where residential and commercial uses abut.

8.0 INDUSTRIAL DEVELOPMENT

The Town wishes to ensure that industrial lands develop in a planned manner and take into consideration adjacent land uses and siting concerns. Policy 4.1.4 of the Municipal Development Plan requires that industrial subdivisions and developments address appropriate siting needs, traffic circulation, parking and loading facilities, landscaping, fencing, lighting and signage. Further Town policy requires that industrial developments have regard for potential impacts on adjacent land uses, particularly with respect to noise, vibration, emissions (airborne and ground), dust, odour, toxic or noxious uses, fire and explosive hazards. These impacts should not be permitted to adversely affect adjacent land uses. As a result, industrial developments are encouraged to include a landscaping component and to provide a high standard of industrial site design. In order to reduce impacts from heavy truck traffic, noise, dust, odour and unsightly views from these industrial uses on adjacent residential neighbourhoods, the following measures are encouraged:

- Screening and buffering
- Increased landscaping
- Paved roads
- Hard surfaced parking and loading areas
- Land use separations and transitions
- Signage
- Development and building design standards in industrial areas
- Relocation from the northern portion of the plan area to the southern portion where feasible

Appropriate measures for screening and buffering are shown in Section 6.0: Residential Development.

The Town also encourages the redevelopment of existing industrial lands located east of the CPR line generally adjacent to 49th Avenue between Highway 27 and 54th Street for commercial purposes. This presents an opportunity for the Southeast Industrial Area to incorporate incentives for these existing industrial operations to relocate to the southeast.

The Southeast Industrial Area Structure Plan provides for the accommodation of existing agriculture-based industrial uses and for new industries that are light, clean, and high-tech in nature. Industrial lands within the study area are currently zoned I-1: Light Industrial under the Land Use Bylaw. Existing industrial uses that are consistent with this zoning include:

- Light manufacturing
- Livestock auction marts
- Municipal shops and storage

A number of heavy manufacturing enterprises exist in the area. These uses are not consistent with the I-1 zoning but are consistent with I-2: Heavy Industrial zoning.

8.1 Objectives

1. To facilitate the development of the Southeast Industrial Area as a high quality agriculture-based industrial activity and service centre.
2. To encourage existing industrial uses to maintain and expand their operations.
3. To encourage a broad range of agriculture-based industrial developments that are clean and high technology oriented. Olds College Centre for Innovation, service commercial, and institutional based developments that reflect the Town's economic development objectives are also encouraged.
4. To minimize the negative impacts on adjacent incompatible land uses.
5. To encourage improved standards of industrial development, siting and building design in industrial areas.
6. To ensure that there is an adequate supply of industrial land within the Town boundaries.
7. To encourage the development of a Business Park that complements the current and future industrial activities in the Southeast Industrial Area.

8.2 Policies

8.2.1 General Industrial Policies

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| Heavy and Light Industrial Activities | (a) The location of light and heavy industrial activities within the Southeast Industrial Area will conform to the appropriate areas identified on appendix D: Land Use Concept. |
| Existing Uses Encouraged | (b) Existing industrial operations are encouraged to expand their operations as they provide significant local employment opportunities. |
| Location of Heavy Industries | (c) New heavy industries that create air pollution, negative environmental impacts, noise or noxious odors will be encouraged to locate away from residential neighbourhoods. |
| NIS Required | (d) All new industrial developments shall prepare a neighbourhood impact statement (NIS) as required by the Development Authority. (e) Existing industrial operations that expand their operations shall prepare a neighbourhood impact statement (NIS) as required by the Development Authority. |

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| Contaminated Lands | (f) | On lands that are known or suspected to be contaminated, no development shall proceed until plans of remediation and development are prepared, reviewed and commented upon by the Development Authority. |
| Limited Retailing | (g) | Retailing or wholesaling of products directly related to the principal industrial use on the same site may be supported. Retail activities shall be limited in order to minimize impacts on the retail purpose of the downtown core. |
| Long-Term Land Supply | (h) | Boundary expansion to the south will be considered in order to provide a long-term light industrial land supply. |
| Screening | (i) | Industrial developments shall be separated, screened, and buffered from adjacent land uses and major transportation corridors. The use of berms with significant vegetation will be encouraged for screening and noise reduction. All outdoor storage areas of designated industrial parks shall be screened with a combination of non-permeable fencing and vegetation. |
| Hard Surfacing | (j) | Internal roadways, parking lots, and storage areas shall be hard surfaced. |

8.2.2 Business Park Area Policies

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| Technical and Research Uses | (a) | The area identified as a business park on appendix D: Land Use Concept is considered appropriate for a range of non-polluting, technical, and research oriented uses. |
| High Design Standards | (b) | A high standard of building design, signage, and landscaping that demonstrates regard for adjacent residential neighbourhoods is encouraged for industrial and Business Park developments. |
| Redesignation | (c) | <p>Prior to redesignation, a comprehensive concept plan that addresses, but is not limited to, the following issues shall be prepared:</p> <ul style="list-style-type: none"> • a neighbourhood impact assessment (NIS) to determine the development's potential effect on surrounding residential neighbourhoods; • integration with adjacent land uses; • land use concept; • transportation • proposal to mitigate potential negative impacts. |

9.0 PARKS AND OPEN SPACE

Open space and recreational facility land use designations within the Southeast Industrial Area are limited to those lands owned and operated by the Olds Agricultural Society. The Agricultural Society plans to expand their operation to the south of their current location. This expansion will likely increase the availability of recreational facilities within the Town of Olds.

The Town recognizes that school sites, parks and open spaces are important amenities that contribute to the overall aesthetics and livability of the Town. Council wishes to ensure that a range of parks, open space and recreational facilities and experiences, varying in size and scale, are available to serve residents and visitors to the Town of Olds. The Municipal Development Plan requires that the subdivision and design of residential areas ensure all parks and leisure areas are easily accessible to the residents served. Town Council also supports the development of a trail system providing safe pathways for a variety of travel modes.

The use of parks and open spaces to separate residential land uses from industrial land uses may serve to enhance the livability of residential areas and to improve compatibility between these two land uses. A linear trail system designed to link parks and open spaces and to provide safe pathways for pedestrian, bicycle and wheelchair traffic is encouraged within the Southeast Industrial Plan area.

A high quality of life and sense of place for Olds' residents can be created, in part, by a pathway or trail system that links important local amenities (parks, schools, recreational and cultural facilities, commercial areas, etc). This pathway or trail system should also take advantage of local scenic views. A fully linked public open space system that includes trails, public parks, natural open spaces, and school sites will provide opportunities for recreation and non-motorized transportation throughout the community, including the Southeast Industrial Area.

9.1 Objectives

1. To provide open spaces, parks and recreational facilities in accordance with Town policy.
2. To use open spaces, parks and recreational facilities as buffers between industrial and residential land uses where feasible.
3. To develop a linear pathway system linking important open spaces, parks, recreational facilities, environmentally sensitive areas and scenic views in and around the study area.
4. To meet community open space and school requirements through appropriate reserve dedications.

9.2 Policies

9.2.1 Open Space Policies

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| Integrated Open Space System | (a) | The Town will place a high priority on developing an integrated open space system of active and passive parks and recreation facilities linked by a linear pathway. |
| Multi-Use Facilities | (b) | Phased multi-use recreational facilities will be encouraged in order to meet the growing recreational needs of the Town. |

9.2.2 Pathway System Policies

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| Pathway System | (a) | A pedestrian pathway network should be developed to create a continuous system of walking and cycling trails that: <ul style="list-style-type: none">• Links important open spaces, parks, recreational facilities, environmentally sensitive areas and scenic views in and around the study area.• Acts as a buffer between residential and non-residential uses within the Southeast Industrial Area. |
| Municipal Pathway System | (b) | The pathway system within the Southeast Industrial Area shall be designed with regard to the potential to connect with a future community-wide pathway system. |
| Preserving Natural Vegetation | (c) | Through responsible site planning and design, the Town shall maintain as much natural vegetation and site features as possible throughout the pathway system. |
| Public Access to Viewpoints | (d) | Public access to scenic vistas and viewpoints shall be encouraged by the incorporation of such sites into the pathway system. |

9.2.3 Municipal and School Reserve Policies

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| Municipal and School Reserve Dedication | (a) | At the time of subdivision approval and based upon Olds' needs as a growing community, the maximum municipal and school reserve dedication will be required and used, in accordance with the provisions of the Act. |
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| Municipal Reserve | (b) The location and distribution of municipal reserve land will be determined at the tentative plan of subdivision stage. |
| School Reserve | (c) The location of school reserve land will be determined by the Town, in cooperation with the school authorities. |
| Money-in-Lieu / Deferral | (d) Where appropriate, the Town will require that municipal reserve be provided as land. Where this is not practical, the Town may require payment of money-in-lieu of municipal reserve land, or deferral of the reserve land requirement by legal caveat in accordance with the Act. Where money-in-lieu of open space is accepted the Town will use these funds in accordance with the requirements of the Act. |

10.0 SPECIAL POLICY AREA

REPEALED

[2007/24]

11.0 TRANSPORTATION AND ROADWAYS

Goals identified in the Municipal Development Plan related to transportation are as follows:

- (1) To identify the short and long term transportation needs for the Town and to strive to ensure that these needs are adequately met in a manner that is compatible with existing and future development.
- (2) To enhance access to all areas of the Town in an efficient and safe manner.

A key recommendation of the Municipal Development Plan is that new arterial roadways be developed in the community to provide alternatives to 46th Street (Highway 27) and 46th Avenue (Highway 2A). One of the most significant east-west arterials is proposed to bisect the Plan Area carrying traffic from Highway 2A to new development areas in the southeastern and southwestern parts of Town. It should be noted that this road is not intended to convey through truck traffic. The MDP states that the Town will work with Mountain View County and the Province to study ways of moving east/west truck and dangerous goods traffic in the Olds area with the objective of protecting an appropriate corridor. [2007/24]

The Southeast Industrial Area Structure Plan includes a major roadway network that has been developed to address key issues and concerns identified in the public consultation process. The transportation system illustrated in Appendix E is designed to minimize the potential for heavy industrial truck traffic to flow through residential neighbourhoods. Access will be minimized by limiting access opportunities and by providing more efficient alternative routes away from residential areas.

One of the concerns expressed by residents was the volume of heavy trucks using 49th Avenue between 54th and 56th Streets. The road network included in the Southeast Industrial Area Structure Plan includes a closure of this roadway to through traffic. This closure would force traffic destined for the existing and future industrial areas to the south to use the proposed major roadway network and Highway 2A. The Town of Olds also recognizes that Alberta Infrastructure has expressed concerns with the close spacing between 54th Street and 56th Street. The spacing (280 m) between intersections is less than desired.

Another major concern for development of the site is that an adequate transition or buffer is provided between residential and industrial areas. The physical barrier of the CPR right-of-way has been used as a buffer between the east side and the west side of the Plan area. [2015-04]

In order to provide access to and from Highway 2A, an additional intersection with Highway 2A will be required. The planned intersection location is at the south boundary of the Plan area. This location will provide an access point to the Plan area as well as to land south of the existing Plan area boundary.

11.1 Objectives

1. To encourage safe, efficient and effective traffic flows through the Southeast Industrial Area.
2. To discourage heavy truck traffic from entering residential neighbourhoods.
3. To develop a cost effective internal road network that promotes the orderly and efficient use of land.
4. To encourage road alignments that follow existing infrastructure rights-of-way where possible.

11.2 Policies

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| Road Network | (a) | The street network hierarchy shall be established in accordance with Appendix E: Transportation System. |
| Right-of-Way Requirements | (b) | Road right-of-way requirements will be protected through building setbacks, acquisition of right-of-way, and appropriate subdivision design. |
| Optimizing Rights-of-Way | (c) | Infrastructure including, water, sanitary sewer and storm water systems shall be designed to be included within road rights-of-way to ensure that public investment is optimized and ongoing operation and maintenance costs are minimized. |
| Economic Efficiency | (d) | The transportation system should be developed in a manner that is both effective and economical. |
| Project Phasing | (e) | Capital expenditures for new facilities will be optimized through project phasing. |
| Traffic Impact Analysis | (f) | At the discretion of the Subdivision Authority or the Development Authority, applicants preparing applications for redesignation, subdivision, and development may be required to provide a traffic impact analysis prepared by a qualified transportation engineer prior to the consideration of their application. [2008-12] |
| Corridor Management Study | (g) | The Town of Olds shall work with Alberta Infrastructure to complete a Corridor Management Study for Highway 2A that will consider, among other issues, traffic impact and intersection spacing within the Southeast Industrial Area. |
| Industrial Bypass | (h) | The transportation system will focus on encouraging heavy industrial traffic to bypass the downtown and residential |

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| | | neighbourhoods. |
| Residential Access Control | (i) | Residential development may front onto a major collector road but direct driveway access shall be prohibited. |
| Network Improvements | (j) | New transportation linkages should be implemented in accordance to Appendix E: Transportation System. |
| Developer Pay | (k) | New transportation linkages and associated infrastructure required as a direct result of new development shall be funded by the developer. |
| CPR Crossing | (l) | REPEALED [2015-04] |
| Highway 2A Access | (m) | Direct access to Highway 2A will require approval by Alberta Infrastructure. |
| Protection of Highway 2A Right-of-Way | (n) | The Town of Olds recognizes the need to protect the Highway 2A right-of-way and shall obtain necessary Highway 2A right-of-way through the subdivision process as subdivision proceeds in the lands located immediately west of Highway 2A. |
| Highway 2A Intersection Improvements | (o) | All intersection improvements along Highway 2A will require approval by Alberta Infrastructure. |
| Traffic Signals on Highway 2A | (p) | The Town of Olds shall work with Alberta Infrastructure, the approving authority for traffic signals located on provincial highways within the municipal boundary, to determine the timing for installation of traffic signals along Highway 2A |
| Highway 2A Screening | (q) | The Town of Olds should consider an easement located to the east of the Highway/Service Commercial area to serve as the location for landscape screening between Highway 2A and the Southeast Industrial area. |
| Pedestrian Movements and Traffic Impact Analyses | (r) | All traffic impact analyses completed pursuant to subdivision or development applications in the Southeast Industrial area shall include an analysis of pedestrian movements in order to determine the potential need for pedestrian crossing signals on Highway 2A. |
| Pedestrian | (s) | The Town of Olds and developers shall be responsible for the |

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| Movements Relative to Highway 2A | | cost of pedestrian crossing signals that may be required to provide connection across Highway 2A between the pathway system in the Southeast Industrial plan area, the Town of Olds Aquatic Centre, and Olds College. |
| Pedestrian Crossing Signals on Highway 2A | (t) | The Town of Olds and developers shall provide pedestrian crossing signals on Highway 2A in accordance with Alberta Infrastructure requirements |
| Network Expansion | (u) | Efficient expansion of the transportation network beyond the Town boundaries should be planned for and be compatible with the provincial and Mountain View County transportation networks. |
| Traffic Calming | (v) | <p>To reduce conflicts between vehicles and non-motorized traffic in residential area, traffic calming measure should be implemented at the discretion of the Development Authority. Traffic calming measures include but are not limited to:</p> <ul style="list-style-type: none"> • Selective reductions in speed limits; • Four-way stop signs • Speed bumps; • Traffic bulges; • Landscaping; • Signs to indicate the residential nature of the area. |
| Road Closure to Through Traffic | (w) | The Town of Olds will close 49 th Street to through traffic. |

12.0 UTILITY SERVICING

The Town has completed two servicing studies over the past four years to assess the performance of the infrastructure systems and to plan for future infrastructure improvements. These reports and their findings have been examined in preparation of the land use concept servicing scheme. The following reports have provided information about servicing for lands within the Plan area:

Town of Olds Wastewater System Master Plan
Infrastructure Systems Ltd.
October 1999
[ISL, 1999]

Town of Olds Utility Study 1997
G. Fraser Consulting Ltd.
[G. Fraser, 1997]

12.1 Water Distribution

A detailed assessment of the Town's existing water distribution system has not been completed. As such, the water distribution concept included in the Southeast Industrial Area Structure Plan is based on accepted engineering design principles. A conceptual system of major and minor feeder mains has been developed for the area. The major feeder mains are intended to be oversized to allow service to future development areas outside of the Plan area. The minor feeder mains are intended to provide a grid for service to the Plan area. Local water mains to provide service to each parcel in the Plan area are not shown. Detailed engineering at the time of subdivision will determine the layout of the local watermain system. The planned feeder mains for the lands within the Plan area are shown on Appendix F: Water System. This is a conceptual planned network and it is anticipated that minor changes may be required based on detailed engineering. Detailed engineering at the time of subdivision or an overall water distribution network study will determine the watermain sizes required to service the Plan area as well as future development lands.

12.2 Sanitary Sewage Collection

The existing development in the Plan area is currently serviced with sanitary sewer mains. This includes the existing light industrial subdivision as well as the residential area south of 54th Street between 48th and 49th Streets. The Wastewater System Master Plan [ISL, 1999] identified that a portion of the development lands within the Plan area can be serviced by connection to the existing sewer mains on the site or along the perimeter of the site. However, a new sanitary sewage trunk main will be required to service the southerly portion of the Plan area. The Wastewater System Master Plan [ISL, 1999] showed this future trunk main bisecting the southerly quarter sections within the Plan area. The trunk main is shown on Appendix G: Sanitary Sewer System. More detailed analysis is required to determine the exact alignment of this main. The alignment will

depend on how much land can be serviced by the existing sanitary mains to the north as well as on downstream system capacity. Local sewage lift stations will be required to pump sewage into the gravity collection system. The approximate locations of the lift stations and the service areas are provided on Appendix G.

12.3 Storm Water Management

Storm water management for the Plan area was addressed in the Utility Study [G.Fraser, 1997]. Five separate storm water detention pond locations were identified to collect runoff and limit the rate of discharge to the existing storm sewer system. A storm trunk main or open ditch was also identified as being required for the south portion of the Plan area. It has been determined that it may be possible to combine the storm water detention ponds into two storm water management facilities. One facility located south of 58th street and the existing Agricultural Society land and the other facility located south of the existing Unifeed site. The storm water management concept is shown on Appendix H: Storm Water Management. A detailed storm water management master plan for the Plan area is required to determine the size and type of storm water management facilities necessary to service the site. Storm water management facilities range from wet ponds which are continually filled with water to dry ponds that only hold water during a rainfall or runoff event. Other storm water initiatives such as on-site retention for the individual properties should also be considered.

12.4 Objectives

1. To ensure that water, sanitary sewer, storm sewer, storm water management facilities, telephone, electrical, natural gas and cable utilities are provided in a safe, logical, and efficient manner.
2. To promote the phased delivery of utility services concurrent with development of the Southeast Industrial Area.
3. To ensure that utility systems are upgraded and expanded in a fiscally responsible manner to coincide with future urban growth.

12.5 Policies

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| Design Standards | (a) | All infrastructure shall be constructed to the Town of Olds design standards. |
| Oversizing | (b) | Utility systems shall be appropriately oversized in order to accommodate growth beyond the existing Southeast Industrial Area boundaries. |
| Servicing Costs | (c) | Unless otherwise specified in a development agreement, developers shall be responsible for construction of utility extensions and oversizing. |

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| Cost Recovery | (d) Prior to approval of major utility extensions or upgrading, the Town will ensure that all construction and operating costs to accommodate growth will be recovered from benefiting users and/or landowners. |
| Water Improvements | <p>(e) The Town will initiate an overall water distribution network study to determine the water system upgrades required to service the Plan area as well as future development lands.</p> <p>(f) Developers will be required to provide a detailed engineering study at the time of subdivision to determine water system requirements to service the individual development.</p> |
| Sanitary Improvements | (g) A new sanitary sewage trunk main will be required to service the southerly portion of the Plan per the 1999 ISL Wastewater Study. |
| Storm Water | (h) Storm Water will be attenuated on site to predevelopment levels. |
| Storm Water Management Master Plan | (i) A detailed storm water management master plan for the Plan area is required to determine the size and type of storm water management necessary to service the Plan area. |
| Developer Prepares Storm Water Management Plan | <p>(j) Developers of proposed multi-unit residential developments, large residential subdivisions, recreational, commercial, and industrial developments shall be required to retain a qualified professional engineer to prepare and implement a storm water management plan. The cost to prepare the plan shall be borne by the developer and will include, but not necessarily be limited to, the following:</p> <ul style="list-style-type: none"> • flooding hazards; • existing drainage features; • storm water related environmental issues (first flush effects, stockpile snowmelt, soil erosion); • Minor and major system design criteria (1:100 year event, return period, calculation of flows, rainfall intensity, description of the proposed system); • design criteria for flows originating off-site; • erosion and sediment control; • operation and maintenance. |

13.0 DEVELOPMENT PHASING

Appendix I: Phasing Plan outlines the phasing strategy for the Southeast Industrial Area Structure Plan. The phasing strategy provided defines a logical sequence of development for the plan area based on cost-effective extension of services. Phasing has been determined for the area west of the CPR right-of-way independently from the area east of the CPR right-of-way. Although these areas will rely on common servicing in some cases, they are distinct due to the physical barrier created by the CPR line. The area east of the CPR line has been divided into three phases and the area west of the CPR line has been divided into two phases. The phases shown may be further divided into sub-phases depending on the market for lots. The following sections describe the servicing requirements for each phase.

13.1 Development Phasing for Lands East of the CPR line

13.1.1 Phase 1A

Full development of Phase 1A will require a new major roadway for access. This roadway will require realignment of the existing curve in 56th Street to a “Tee” intersection. Development of this phase will also necessitate reconfiguration of 49th Avenue to eliminate through traffic to the north. Other servicing requirements of this phase include a sewage lift station and a storm water detention facility.

13.1.2 Phase 1B

An east/west loop roadway for this phase will be required. Industrial and commercial traffic will access this phase from the east on the new roadways. A storm water management master plan for the plan area shall be completed prior to development of this phase so that storm water facilities are adequate for ultimate development of the plan area. An overall water distribution network analysis shall also be completed prior to development of Phase 1B in order to determine the size of watermain required for the major feedermain system.

13.1.3 Phase 1C

Phase 1C will require a new major intersection with Highway 2A along the south boundary of the plan area. This intersection will require improvements along Highway 2A adjacent to the intersection in order to provide a widened channelized intersection. The new intersection will also require traffic signals.

In addition to the Highway 2A upgrades, Phase 1C will involve completion of the major on-site roadway network and a new connection to 57th Avenue south of the existing CPR crossing.

13.2 Development Phasing for Lands West of the CPR Line

13.2.1 Phase 2A

Phase 2A includes the Agricultural Society expansion land. Development of this phase will require registration of a road right-of-way for access. If Phase 1B has not proceeded prior to Phase 2A, the storm and sanitary sewer trunk mains may be required. A major storm water management facility will likely be required for this phase.

13.2.2 Phase 2B

Phase 2B consists of the residential development area along the western boundary of the plan area. The storm and sanitary trunk mains noted for phase 1C, will be required to provide service for phase 2B

Traffic impact analyses will be required for each development phase to determine off-site improvements (e.g. signalization of intersections along Highway 2A).

13.3 Objectives

1. To encourage development to occur in a logical and orderly sequence in order to optimize existing infrastructure and ensure cost effective planning and construction of new infrastructure.
2. To ensure that adequate infrastructure is in place for development phases in order to provide service to new development. Development phasing shall be planned to ensure that new development does not place demands on existing infrastructure beyond its capacity.

13.4 Policies

Traffic Impact Analyses

- (a) Developers shall be required to complete a traffic impact analysis to determine what off-site improvements will be required as a result of their development(s).

Developer Pays for Servicing Extensions

- (b) Developers shall be required to front end the cost of any servicing extensions required to provide service to an out of sequence development phase. The Town of Olds will endeavour to assist the developer financing infrastructure extensions through recovery of costs from future development that will benefit from the infrastructure extensions.

**Off-site Levies
and Acreage
Assessments**

- (c) The Town will recover appropriate off-site infrastructure costs incurred by the municipality in order to provide service to the lands within the Southeast Industrial Area Structure Plan area through off-site levies and acreage assessments levied on new benefiting subdivision.

**Phasing Plan
Amendment**

- (d) The Phasing Plan has been developed as a general guide. The Town of Olds may modify the Phasing Plan without a plan amendment.

14.0 FRAMEWORK FOR BOUNDARY EXPANSION AND INTERMUNICIPAL COOPERATION

It is projected that there is insufficient land available to accommodate future industrial growth in the Town of Olds within the Southeast Industrial Area Structure Plan boundary. Future expansion of the Town's southern boundary is therefore anticipated. The Land Use Concept illustrated in Appendix D was developed with this future expansion in mind. The Town of Olds and Mountain View County have developed an Intermunicipal Development Plan that will help to guide any future annexations. Additionally, the requirements for annexation outlined in Part 4, Division 6 of the *Municipal Government Act* will have to be followed should the Town of Olds wish to pursue annexation of these lands. [2015-04]

14.1 Objectives

1. To ensure that an adequate supply of land is available in order to meet existing and projected demand for industrial development within the Town of Olds.
2. To ensure orderly and cost efficient expansion of the Southeast Industrial Area.

14.2 Policies

- | | |
|-------------------------------------|--|
| Cooperative Planning Process | (a) The Town shall work with Mountain View County to develop a mutually acceptable process to address future municipal boundary extension. |
| Annexation | (b) All annexation proposals shall conform to both Town of Olds and Mountain View County policies. |
| | (c) The procedure for annexation shall conform to the requirements of the <i>Municipal Government Act</i> . |

15.0 IMPLEMENTATION

15.1 Plan Adoption

Adopting the Southeast Industrial Area Structure Plan will require a Public Hearing in accordance with Section 230 of the *Municipal Government Act*. The general public will be notified of the Public Hearing in the manner identified in Section 606 of the Act. The Southeast Industrial Area Structure Plan will come into effect on the day it is adopted by Town Council.

15.2 Implementation and Monitoring

The implementation and monitoring program is designed to help realize the policies included in the Southeast Industrial Area Structure Plan. This program contains its own set of policies and identifies specific actions, timelines, roles, and responsibilities required to ensure that the objectives of the Plan are achieved within a reasonable timeframe. In addition, the implementation and monitoring program will identify required amendments to the Town of Olds Municipal Development Plan and Land Use Bylaw.

The objectives of the program are to ensure that the Plan implementation proceeds in a coordinated and cost-effective manner, and that the Plan remains current through active monitoring, review and updating. This will help to ensure that future growth and land use decisions reflect the needs and aspirations of the community.

15.2.1 Implementation

Responsibility for the implementation of this Area Structure Plan lies primarily with Town Council, committees of Council, administration, local business owners, and developers. Implementation will occur through the administration of the Land Use Bylaw. Decisions with respect to Land Use Bylaw amendments, development permits, and subdivisions must conform to the policies contained in Southeast Industrial Area Structure Plan and be consistent with the Municipal Development Plan. The Town of Olds' capital budgeting process also provides a mechanism for implementing the Plan. The Town can influence the timing for infrastructure investments, thereby affecting the timing of development activity through its budgeting process.

Council will be responsible for initiating and overseeing planning recommendations, programs, and committees necessary to fulfill the objectives of this Plan. Council will need to consult with Town Administration, committees of Council, and any necessary provincial or federal agencies in the implementation of the Plan. Council may choose to assign specific tasks to various boards, agencies, and ad-hoc citizens committees related to the implementation, monitoring, and review of specific Plan policies.

All municipal departments and committees shall implement the appropriate policy statements contained in the Plan. The Municipal Planning Commission will oversee the regulation of subdivision and development and will be responsible for making appropriate and timely planning recommendations to Council. the Development Officer shall also assume primary responsibility for the initial review of all land use, subdivision, and development proposals prior to submission to the Subdivision and Development Approval Board, as appropriate, and shall ensure the participation of relevant government agencies, private groups, and municipal departments during the review process. The Town Engineer will assume primary responsibility for monitoring and maintaining local infrastructure and will be responsible for making recommendations to Council on changing infrastructure needs and necessary upgrades.

15.2.2 Monitoring

In order to monitor the effective implementation of the Plan, Council and Administration will need to develop clear performance criteria upon which Plan implementation will be evaluated. Regular monitoring of those performance criteria will be required to ensure that Plan implementation proceeds in an orderly manner.

15.3 Objectives

1. To ensure the implementation of the Southeast Industrial Area Structure Plan proceeds in a coordinated and cost-effective manner.
2. To provide for on-going monitoring, review, and updating of the Southeast Industrial Area Structure Plan.
3. To anticipate the rate of growth in order to minimize negative financial impacts on the Town of Olds.
4. To minimize capital expenditures on infrastructure through the promotion of efficient patterns of development.

15.4 Policies

15.4.1 Plan Implementation Policies

- | | |
|--|---|
| Town Council | (a) Council will endeavour to achieve the objectives of this Plan. |
| Town Council's Other Duties | (b) Council will be responsible for the following implementation items: <ul style="list-style-type: none"> • initiate and oversee planning recommendations, programs, and committees necessary to achieve the objectives of this Plan; • consult with its administrative staff, committees of Council, Mountain View County, and any necessary provincial or federal personnel in the implementation of |

- this Plan;
- ensure that the goals and objectives of this Plan are consistent with changing community needs and aspirations;
- commit to ongoing public participation in municipal decision making with respect to the Southeast Industrial Area Structure Plan;
- commit to ongoing public participation in municipal decision making with respect to the Southeast Industrial Area Structure Plan;
- assign specific tasks to various boards, agencies, and ad-hoc citizens committees related to the implementation, monitoring, and review of specific Plan policies.

Staff Responsibilities (c) All municipal departments and committees shall implement the appropriate planning and policy statements contained in this Plan in consultation with Council.

15.4.2 Plan Monitoring Policies

Council Responsibilities (a) Council will initiate annexation of lands south of the Plan boundaries with Mountain View County when development pressures indicate the need to do so.

(b) Council, in cooperation with Town staff, will develop performance criteria to monitor the successful implementation of this Plan.

Staff Responsibilities (c) All municipal departments will monitor relevant servicing needs within the Southeast Industrial Area as development occurs to ensure servicing and development occur in a coordinated manner

(d) All municipal departments will coordinate efforts to ensure the provision of services in the Southeast Industrial Area occurs in a cost-effective and efficient manner.

15.4.3 Plan Amendment Policies

- | | | |
|------------------------------------|-----|---|
| Amendments | (a) | Council may consider possible amendments to this Plan from time to time to respond appropriately to changing or unforeseen circumstances. |
| Public Review of Amendments | (b) | Council will ensure effective public information and consultation in support of proposed amendments to this Plan as required by the <i>Municipal Government Act</i> . |

15.5 Statutory Plan Amendments

All statutory plans adopted by a municipality must be consistent with each other in accordance with Section 638 of the Municipal Government Act. In order to make the Southeast Industrial Area Structure Plan consistent with the policies included in the Town of Olds Municipal Development Plan, the following amendments to Map A – Comprehensive Land Use Concept included in the Municipal Development Plan will be required:

1. Redesignate the Agricultural Society lands from Open Space to Special Policy Area;
2. Amend the land use designations for Open Space and Residential uses adjacent to the CPR line in NW ¼ 29-32-1-5 and SW ¼ 34-32-1-5 to conform to the Residential, Special Policy Area and Open Space designations identified in Appendix D: Land Use Concept; and
3. Include a Highway/Service Commercial designation in NE ¼ 29-32-1-5 as per Appendix D: Land Use Concept.
4. Redesignate the western portion of the cemetery from Public Institutional to Heavy Industrial as per appendix D: Land Use Concept.

These amendments can be made concurrently with the adoption of the Southeast Industrial Area Structure Plan.

The following amendments to the Land Use Bylaw will also be required in order to achieve the consistency required by the *Municipal Government Act*.

1. Permitted and discretionary uses for I-2: Heavy Industrial and I-1: Light Industrial will need to be redefined;

2. Height restrictions will need to be developed for I-2: Heavy Industrial and I-1: Light Industrial zones;
3. Lands currently zoned I-1 that contain I-2 uses will either need to be rezoned in accordance with the new definitions or grandfathered as “legal non-conforming uses;”
4. A new Business Park zoning will need to be created with permitted and discretionary uses;
5. Lands designated for business park activities will need to be rezoned;
6. Lands in the Special Policy Area defined in Appendix D: Land Use Concept will need to be rezoned as Direct Control (DC).
7. The lands west of 48th Avenue that are presently zoned Urban Reserve (UR) will need to be rezoned as Light Industrial (LI).
8. The western portion of the cemetery zoned as Recreation Facility District (RF) will need to be rezoned as 12-Heavy Industrial as per Appendix D: Land Use Concept.

The above noted amendments can be carried out concurrently with the adoption of this Plan.

Section 636(2) of the *Municipal Government Act* states that amendments to statutory plans to not require the same level of public and agency consultation as do newly created statutory plans. Therefore, amendments to the Municipal Development Plan and the Land Use Bylaw can be carried out in-house but will require the necessary public input and advertising as per regulations regarding public hearings and planning bylaws under sections 230 and 606 of the *Municipal Government Act*.

APPENDICES

A ~ AREA CONTEXT

B ~ PLAN BOUNDARIES

C ~ DEVELOPMENT
CONSTRAINTS

D ~ LAND USE CONCEPT

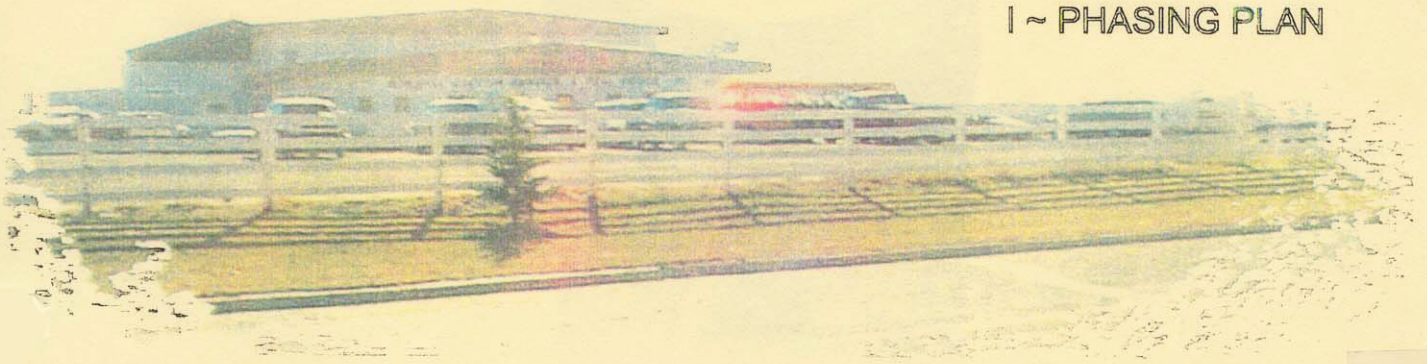
E ~ TRANSPORTATION SYSTEM

F ~ WATER SYSTEM

G ~ SANITARY SEWER SYSTEM

H ~ STORM WATER
MANAGEMENT

I ~ PHASING PLAN





S.E. INDUSTRIAL AREA STRUCTURE PLAN

Legend

— SITE
BOUNDARY

— C.P.R.

→ HWY 2A



PREPARED BY:

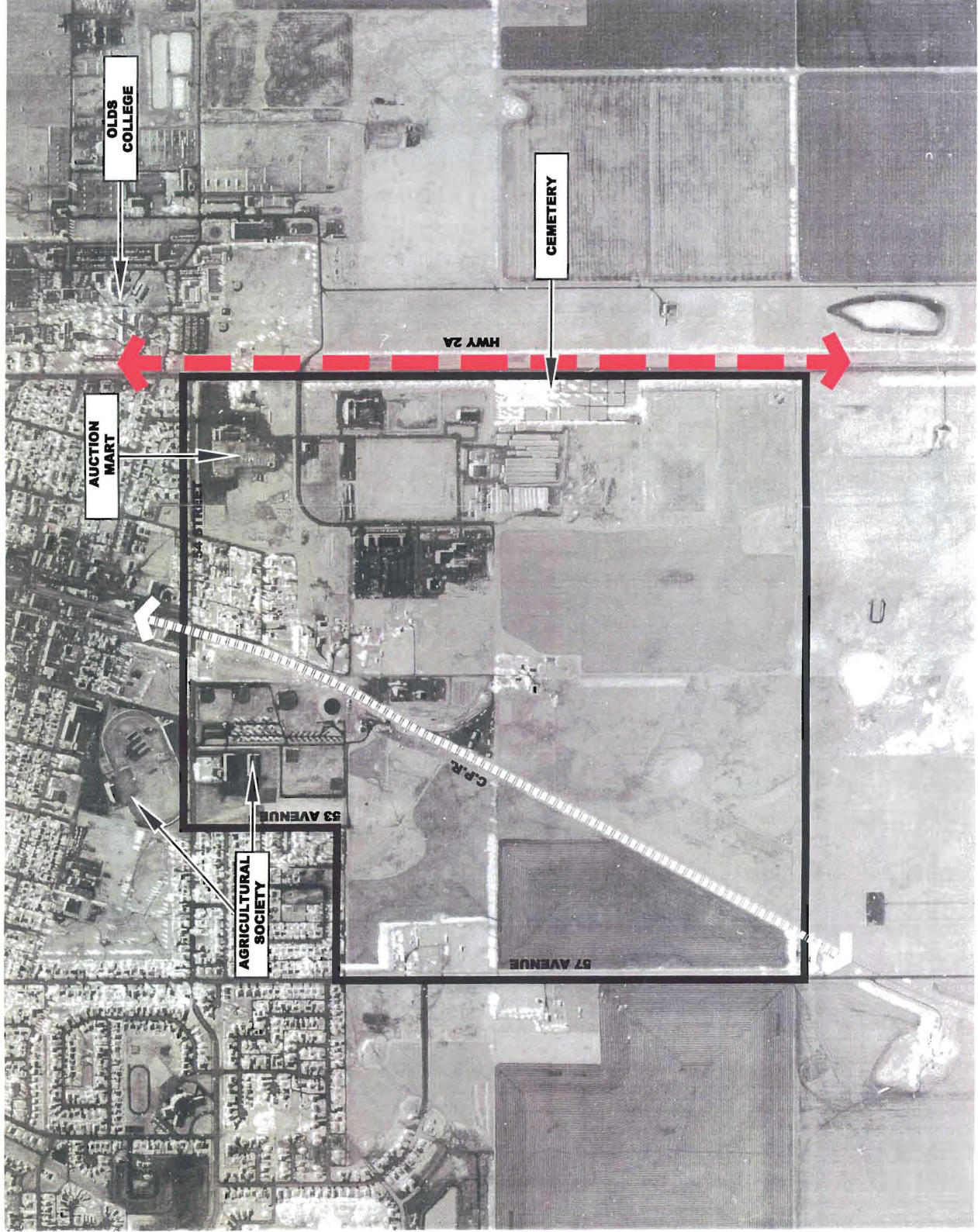
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PROJECT: 4271001



APPENDIX A AREA CONTEXT





**S.E. INDUSTRIAL AREA
STRUCTURE PLAN**

Legend



C.P.R.

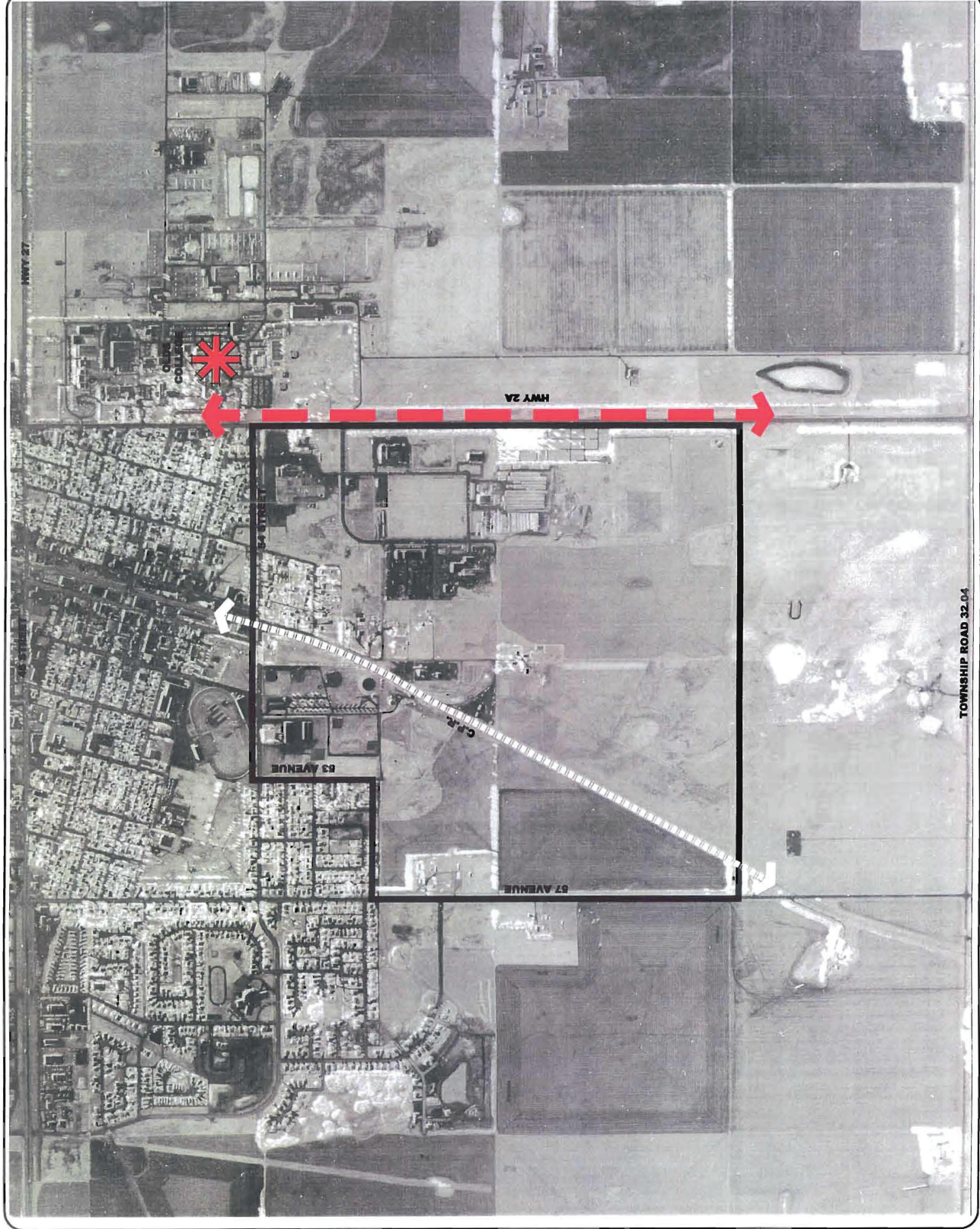


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URBANSYSTEMS

DATE:
JUN / 2007
PROJECT:
M27006.1

APPENDIX B

**PLAN
BOUNDARIES**



Legend

- SITE BOUNDARY
- NOISE
- HEAVY TRAFFIC
- UNSIGHTLY VIEWS
- WATER DRAINAGE
- NIGHT LIGHTS
- ODOUR
- DUST
- TOXIC/CHEMICALS
- PEDESTRIANS



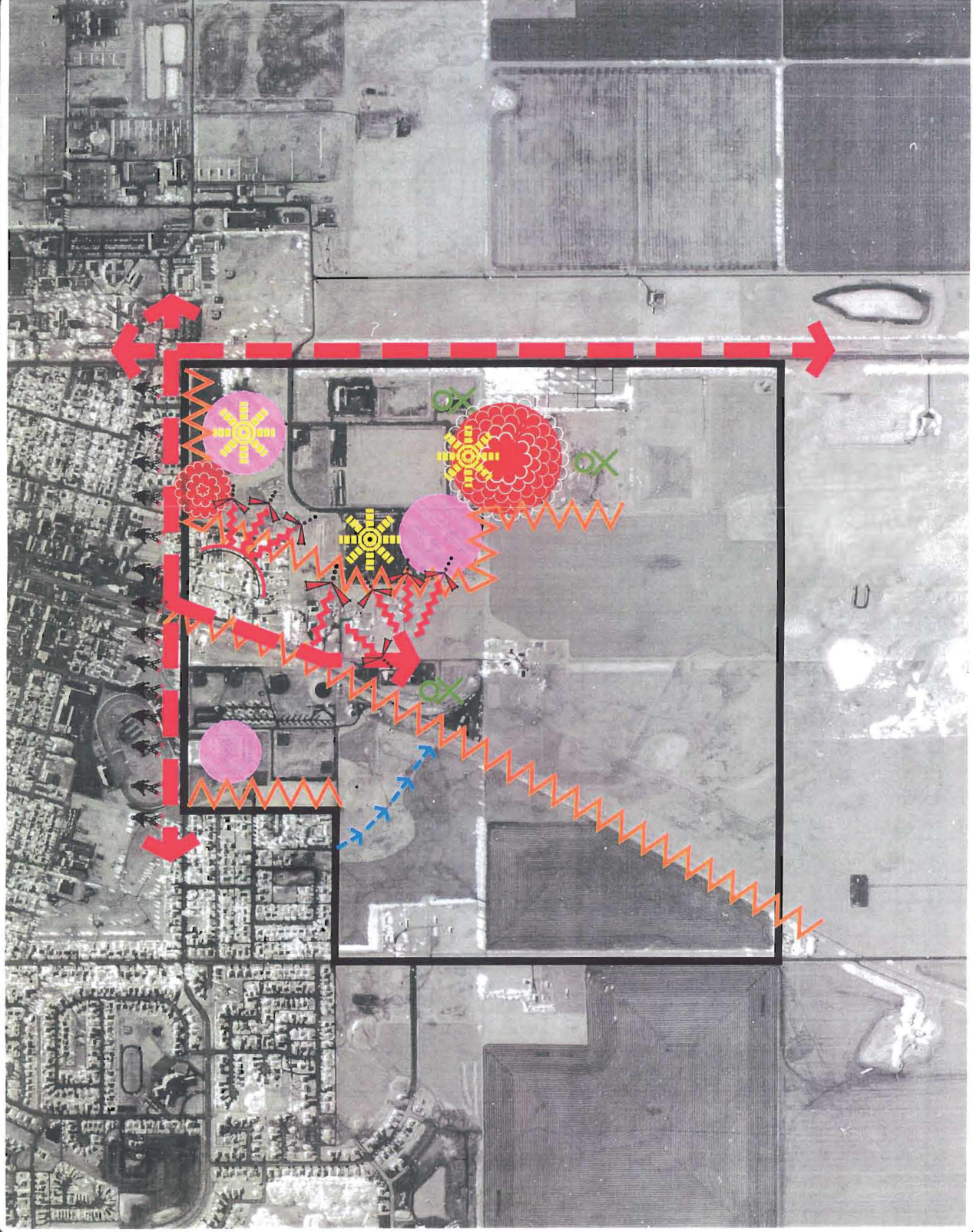
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


APPENDIX C

DEVELOPMENT
CONSTRAINTS

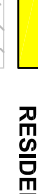








S.E. INDUSTRIAL AREA STRUCTURE PLAN

LAND USE CONCEPT

-  TOWN BOUNDARY
 MAJOR COLLECTOR ROAD
 HIGHWAYS & ARTERIAL ROADS
 AREA STRUCTURE PLAN BOUNDARY
 CEMETERY
 EXISTING & POTENTIAL SCHOOL SITE

TOWN LAND USE ALLOCATION

- 
- | | |
|---|--------------------------------------|
|  | HIGHWAY & LOCAL COMMERCIAL |
|  | INDUSTRIAL |
|  | MAJOR OPEN SPACE & UNDEVELOPED AREAS |
|  | PUBLIC / INSTITUTIONAL |
|  | RESIDENTIAL |
|  | DEVELOPMENT SETBACK |

APPENDIX D



TOWN OF OLDS

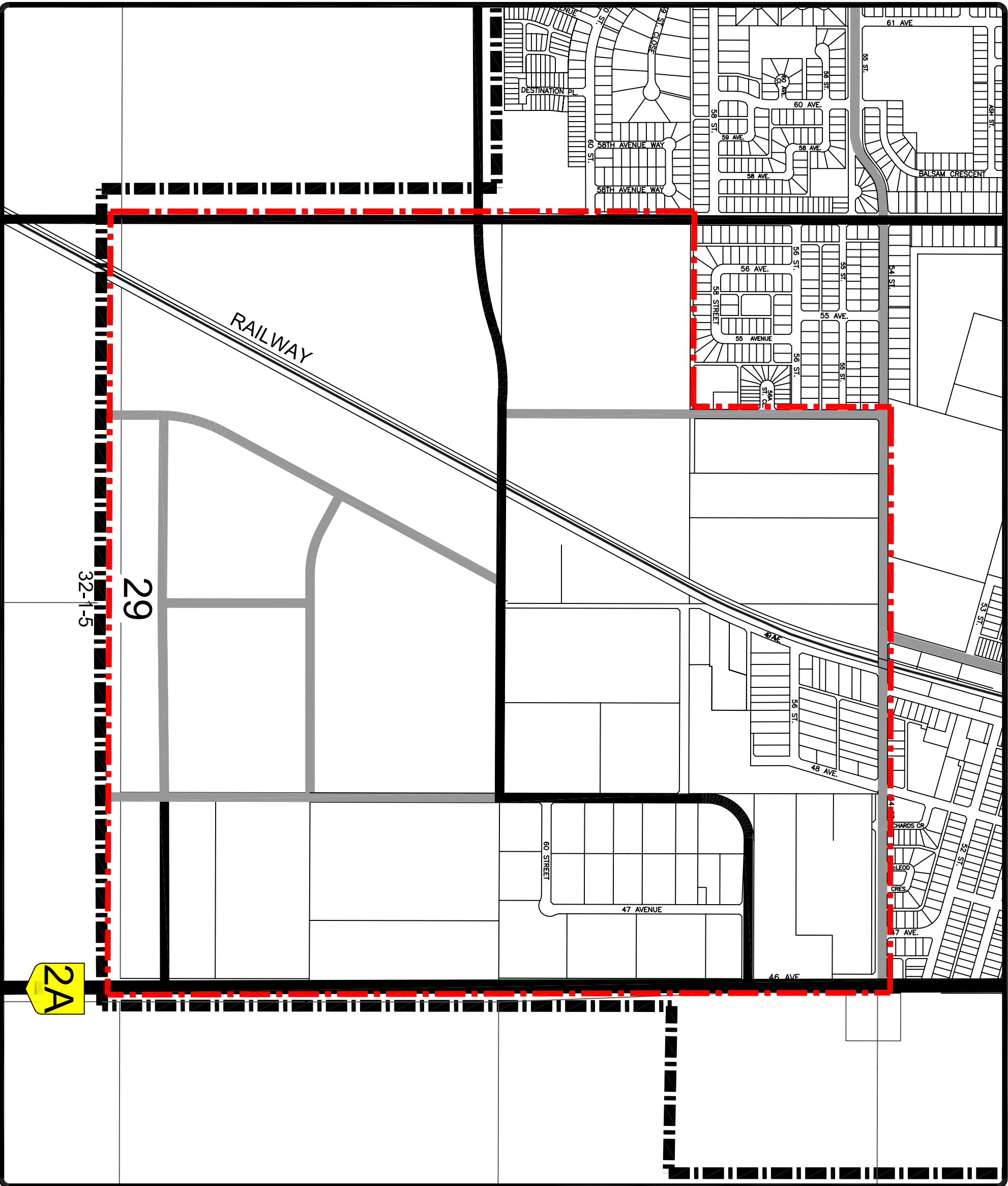
S.E. INDUSTRIAL

AREA STRUCTURE PLAN

TRANSPORTATION SYSTEM

- TOWN BOUNDARY
- MAJOR COLLECTOR ROAD
- HIGHWAYS & ARTERIAL ROADS
- AREA STRUCTURE PLAN BOUNDARY

APPENDIX E

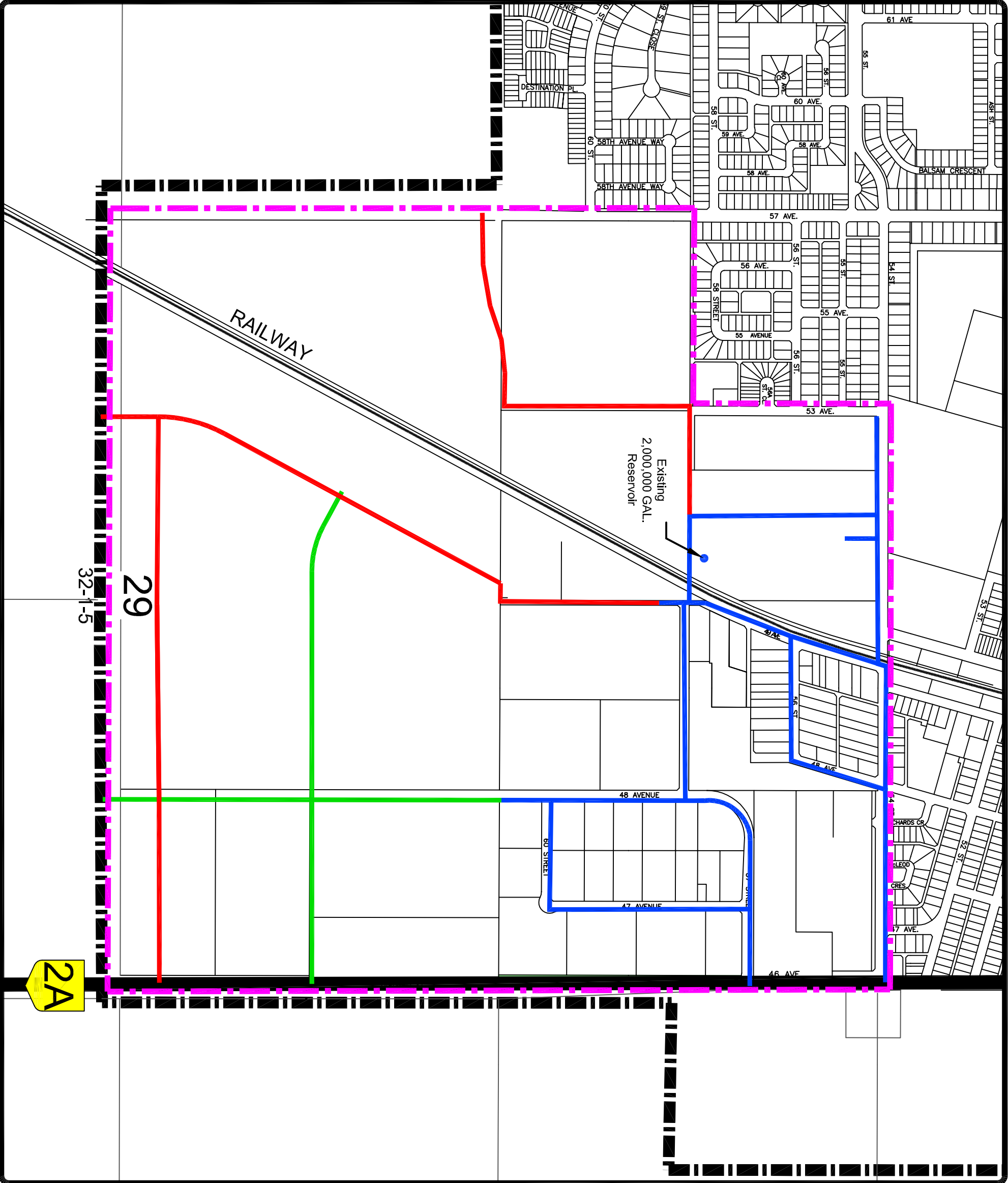


TOWN OF OLDS
S.E. INDUSTRIAL
AREA STRUCTURE PLAN

WATER SYSTEM

- TOWN BOUNDARY
- HIGHWAY
- AREA STRUCTURE PLAN BOUNDARY
- EXISTING WATERMAINS
- MAJOR FEEDER WATERMAIN
- LOCAL FEEDER WATERMAIN

APPENDIX F



Legend



C.P.R.



PREPARED BY:

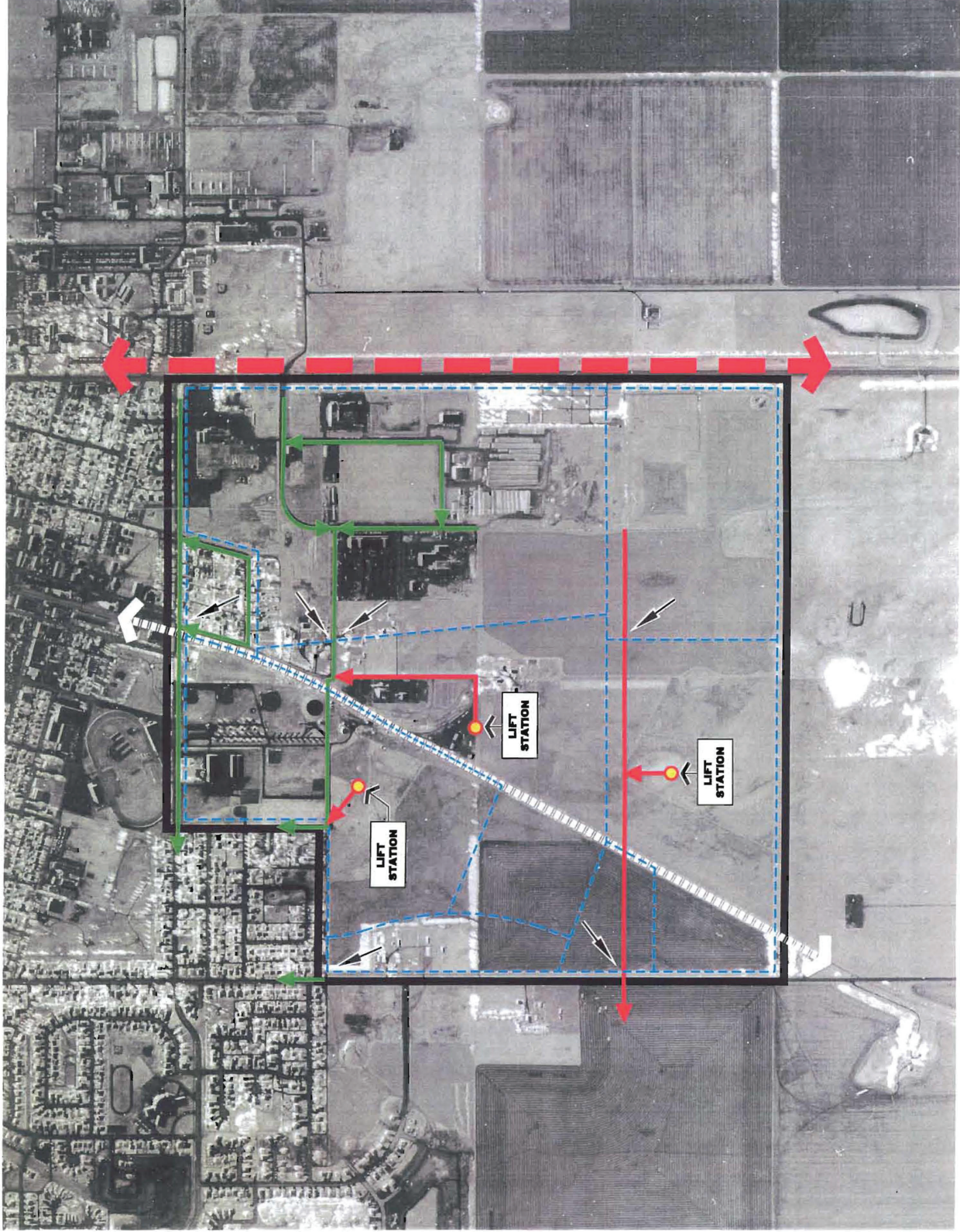
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PROJECT: 0420041



APPENDIX G

**SANITARY
SEWER SYSTEM**





S.E. INDUSTRIAL AREA STRUCTURE PLAN

Legend

SITE
BOUNDARY

C.P.R.



HWY 2A

EXISTING
STORM SEWER
MAINS

FUTURE
STORM SEWER
TRUNK MAIN

STORM WATER
WET OR DRY
POND

DRAINAGE
DIRECTION



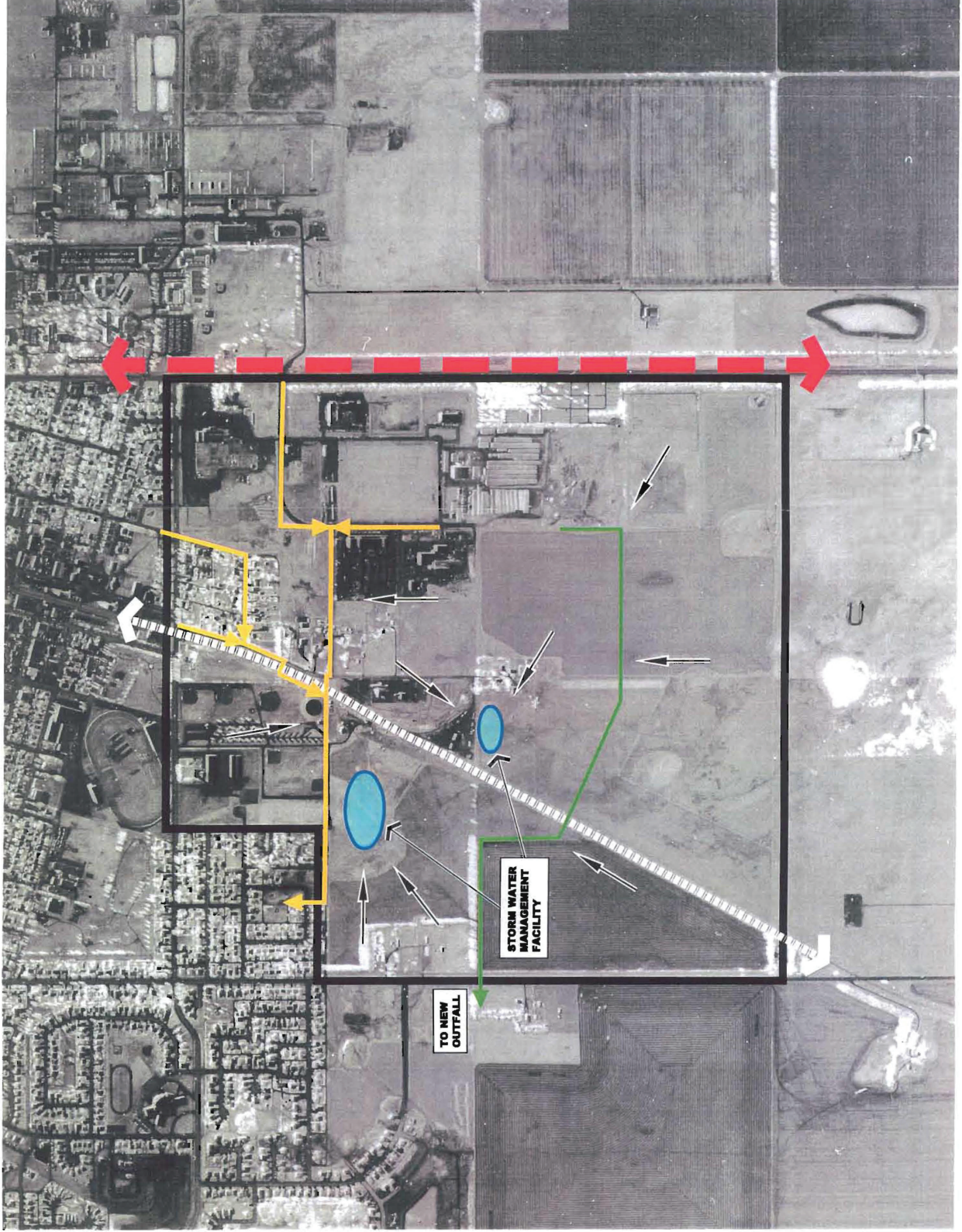
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PROJECT: S.E. INDUSTRIAL AREA

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APPENDIX H

STORM WATER MANAGEMENT



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SITE
BOUNDARY



PHASE
BOUNDARY



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APPENDIX I

**PHASING
PLAN**

