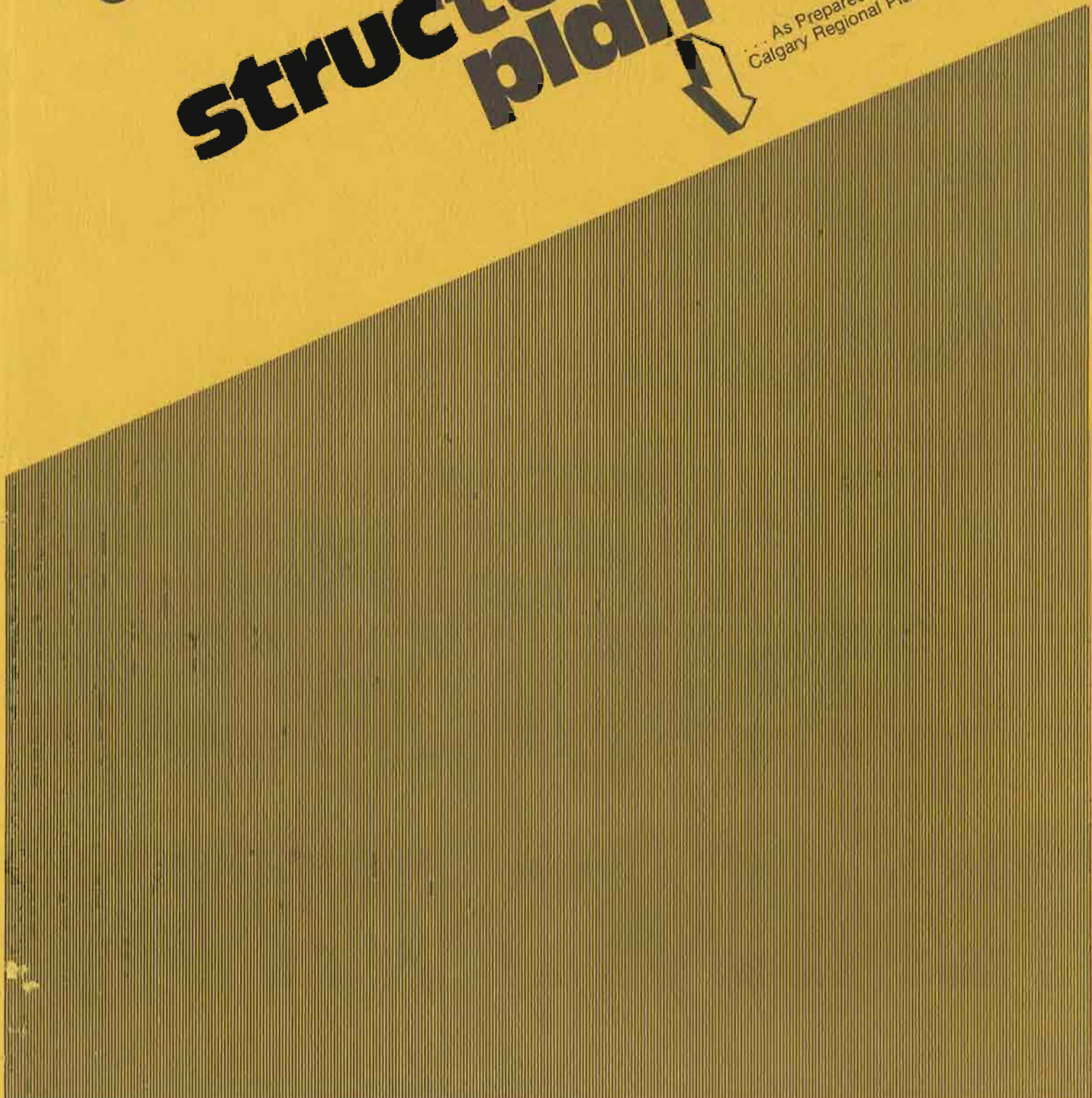


aldersyde area structure plan

M.D.
of
Foothills

As Prepared by Rural Planning Section
Calgary Regional Planning Commission



BYLAW NO. 661

A BYLAW OF THE MUNICIPAL DISTRICT OF FOOTHILLS NO. 31 to adopt an Area Structure Plan.

WHEREAS the Council of the Municipal District of Foothills No. 31 is empowered by Section 64 of the Planning Act, being Chapter P-9, R.S.A. 1980 as amended, to adopt an Area Structure Plan which provides a framework for subsequent subdivision and development of an area of land within the municipality's boundaries,

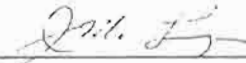
AND WHEREAS the Council of the Municipal District of Foothills No. 31 (herein-after called the Council) did direct the preparation of an Area Structure Plan for the existing Hamlet of Aldersyde and the lands to the immediate South, bordered on the West by Highway No. 2A and on the East by Highway No. 2, comprising approximately 85 hectares (213 acres) being described as the North West Quarter and a portion of the North East Quarter of Section 6 in Township 20, Range 28, West 4th Meridian,

AND WHEREAS the Area Structure Plan has been prepared under the direction of the Council,

NOW THEREFORE the Council of the Municipal District of Foothills No. 31 in the Province of Alberta hereby enacts as follows:

1. This Bylaw may be cited as "The Aldersyde Area Structure Plan Bylaw"
2. The Aldersyde Area Structure Plan being Schedule "A" attached hereto and forming part of this Bylaw
3. That the Aldersyde Area Structure Plan may be amended by Bylaw from time to time in accordance with the Planning Act, by the Municipal District of Foothills No. 31
4. This Bylaw comes into full force and effect upon the third and final reading.

First reading: March 31st, 1983



Reeve



Secretary-Treasurer

AMENDED Sept. 18/86
PRIOR TO 2nd & 3rd READINGS

Second reading: September 18th, 1986



Reeve



Asst. Secretary-Treasurer

Third reading: September 18th, 1986



Reeve



Asst. Secretary-Treasurer

DONE AND PASSED in open Council assembled at the Town of High River in the Province of Alberta, this 18th day of ..September.....1986

SEAL



1728 E2

8910176

SW7 20-28-4

RY 8

SERVICE ROAD

CANADIAN PACIFIC RAILWAY

A
2446 S

JAMIESON ST

3 II

LOT 881
09986
SW7

BROOKS ST

2 II

B
9312484

2

252627282930 31

DENNIS ST

17 16 15 14 13 12 II

18 19 20 21 22 23 24

8831HD

7811183

ANIBLOCK ST

L11 L109 L8 L7 L6

L13 L14 L15 L16 L17 L18 L19 L20 L21 L22 L23 L24

ELLIOTT ST

A

C
5060 HR

7510653

A
931158

ALDE

SW7

9312484

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Appendix

A. INTRODUCTION

A.1 Purpose of the Plan

The Municipal District of Foothills has authorized the preparation of an Area Structure Plan for certain lands in the immediate vicinity of and including the Hamlet of Aldersyde. The general purpose is to accommodate additional industry in the area and provide guidelines for its development. This is in response to an existing and anticipated local and regional demand for large, unserved industrial lots (see Appendix A).

The intent of the Area Structure Plan will be to create a Regional Industrial Park immediately to the south of Aldersyde. Such a park will comply with the rural industrial provisions of the Calgary Regional Plan. The Plan shall also conform to the guidelines set forth in The Planning Act, Section 64, which regulates the content of an Area Structure Plan.

The Area Structure Plan will provide an overall planning strategy as well as policies and guidelines for the subdivision and development of land for the Regional Industrial Park. In addition the Plan will address certain issues with respect to the Hamlet of Aldersyde.

A.2 Area of Aldersyde A.S.P.

The Area Structure Plan boundary includes the existing Hamlet of Aldersyde and the lands to the immediate south, bordered on the west by Highway No. 2A and on the east by Highway No. 2. The undeveloped lands to the south of the Hamlet where the regional industrial park is proposed, comprise approximately 85 hectares (213 acres) being described as the NW 1/4 and a portion of the NE 1/4 of Section 6, Township 20, Range 28, West of the 4th Meridian.

The Hamlet of Aldersyde is located approximately 28 km (17.5 mi.) south of the City of Calgary corporate limits. Within the more immediate area the Town of Okotoks is located 5.5 km (3.4 mi.) west of Aldersyde along Highway No. 2A and the Town of High River is some 9.6 km (6 mi.) to the immediate south (see Map 1 and 2).

A.3 Purpose of Regional Industrial Park

The Regional Industrial Park is generally intended to provide land for certain industries which find it uneconomical to locate in the City of Calgary or surrounding small towns. Such industries are generally outdoor storage-related where large amounts of land are required with only a minimal need for building area and services. To increase its viability the industrial park must have and make the best use of good transportation facilities. It is important that the industrial park be developed and designed so as to integrate properly with the surrounding area, particularly the Hamlet of Aldersyde. As there is an apparent strong demand (see

Appendix), the industrial park should attempt through the A.S.P. policies to allow for a reasonable number of industries to locate there.

A.3.1 Site Description of Park

The area as indicated on Map 4, being the lands immediately south of the Hamlet of Aldersyde between Highway No.'s 2 and 2A, and excluding the existing Hamlet industrial parcel south of the municipal road, shall be the area designated as a Regional Industrial Park. The area comprises approximately 85 hectares (213 acres).

A.4 Plan Interpretation

The policies contained within this Area Structure Plan are intended to provide a structured development framework which maintains a certain degree of flexibility. The Plan is an outline of Council's position toward future growth in the immediate area.

A.5 Plan Review and Amendment

To account for a change in future conditions or circumstances, amendments to the Plan may be required. Council will first review the effects of any proposed amendments to ensure that the original goals and objectives of the Plan or any other relevant statutory plans are maintained.

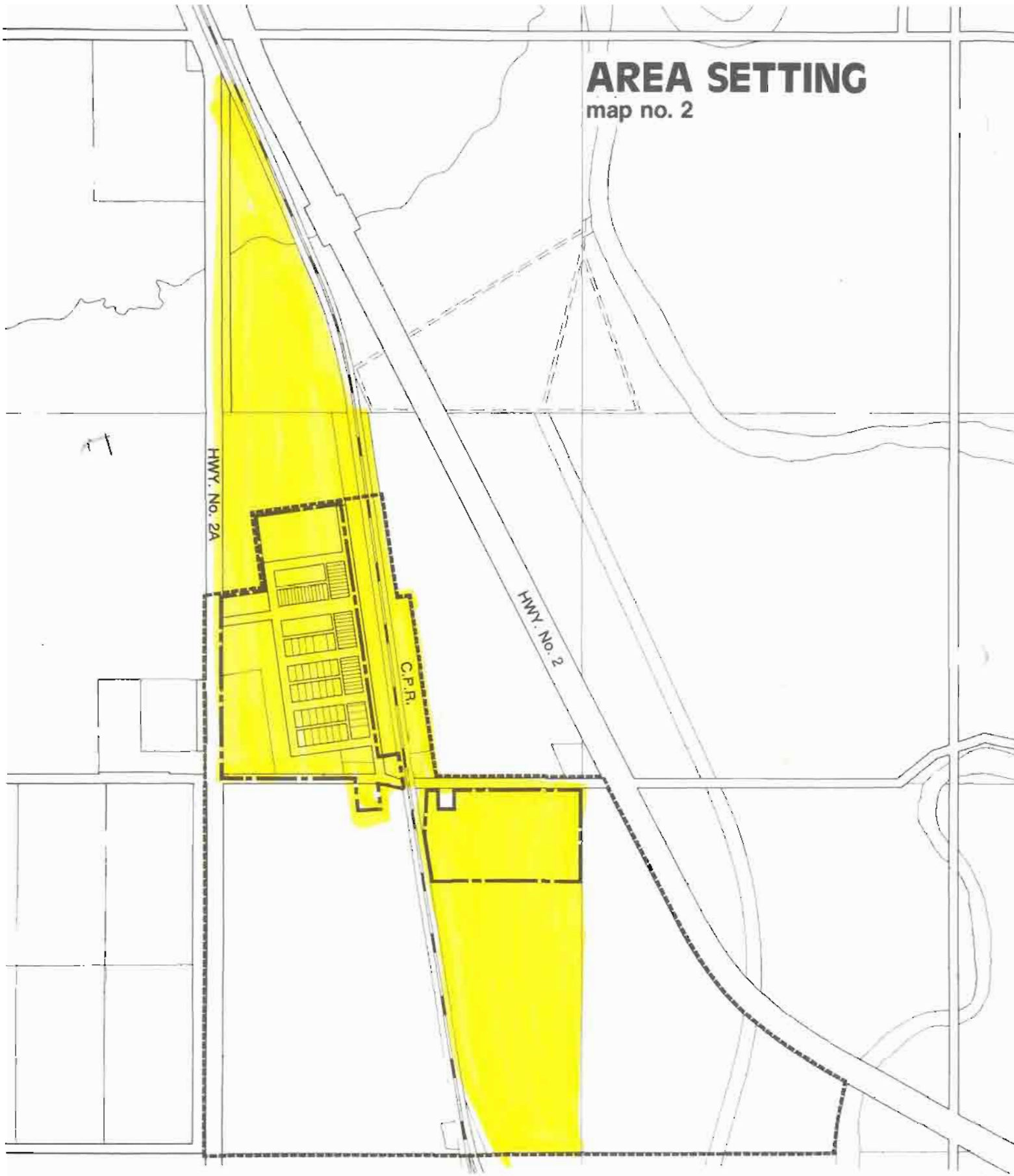
REGIONAL SETTING

map no. 1



AREA SETTING

map no. 2



aldersyde area structure plan

plan area boundary
existing hamlet boundary



0 50 100 200 300 metres



B. SITE INVENTORY

B.1 Site Description

The site is characterized by level to gently rolling topography. The lands to the south of the Hamlet have been used for agriculture in the past, but are generally not very productive for crop use at present, partially due to the high underlain gravel content and its subsequent inability to retain sufficient moisture. At present some of the land is used for cattle grazing. The Canada Land Inventory classification for agricultural soil capability is class 3M for the lands south of Aldersyde and class 5M for lands to the east and north of the Hamlet.

As previously mentioned (Section A.2) the Aldersyde area is serviced by two provincial highways. In addition, a north-south Canadian Pacific Railways mainline runs through the Plan area, directly adjacent to the east side of the Hamlet. The railway essentially bisects the subject land for the Regional Industrial Park in two.

B.2 Soils

The area immediately around Aldersyde is made up of medium-textured loam of the Chernozemic Black Soil Group, which has been developed over glacial till. The soil's parent material has been further developed as a result of alluvial action and is characterized by fairly good to good drainage. South of Aldersyde the same Black Soils are developed on fluvial aeolian material. Generally, the soils and their drainage characteristics present few limitations for development.

B.3 Geology

The underlying bedrock in the area is of either the Paskapoo or Porcupine Hills Formation. Both are non-marine deposits consisting of basically sandstone with some siltstone and mudstone. Surface deposits consist of a gravel bed mixed with silt and clay, and are generally considered very permeable. Such conditions can be a potential development hazard with respect to the contamination of groundwater from septic tank waste or other contaminants. The depth of the surface deposit material is approximately nine meters.

B.4 Drainage

Generally, the land to the south of the Hamlet drains in a south-southeasterly direction towards the Highwood River. Due to the nature of the soil and the underlying gravel surface deposits in the area the drainage characteristics of the land in the Plan area are quite good. On the land to the east of the C.P.R. tracks there is a slight alteration to the drainage pattern. To the west, at the edge of Highway No. 2A the land drops to a draw in the

southeast and drains in a more southerly direction. The land slopes up again next to the tracks, enabling some draw to the C.P.R. drainage ditch that parallels the right-of-way.

B.5 Existing Land Use

B.5.1 Hamlet of Aldersyde

The present Hamlet consists of predominantly single family development with only a few secondary services and some industry. There are presently 26 single family dwellings in the Hamlet, while service uses include a post office and community hall. Also within the Hamlet boundary is a municipal works yard, a roof trussing manufacturer and a trucking company. There is a population in Aldersyde of 76. Within the Hamlet there is a certain amount of vacant land, from which there would be subdivision potential for lots (based on allowable lot sizes and given supply of residential land) (see map 3A).

B.5.2 Canadian Pacific Railway Land

In addition to railway line right-of-way CPR owns land adjacent to the Hamlet of Aldersyde on either side of the railway. West of the tracks are the old station grounds, with an existing station building on the site. However, the station has not been open at Aldersyde for some time, and the building is being used only by maintenance staff. On the east side of the tracks are three grain elevators, the land for which has been leased by United Grain Growers from CPR. The elevators are closed for business, however, U.G.G. uses them for storage of overflow from other locations. U.G.G. expects to have the elevators torn down in approximately three years, at which time the land would be available for lease from CPR.

B.5.3 Surrounding Area Land Use

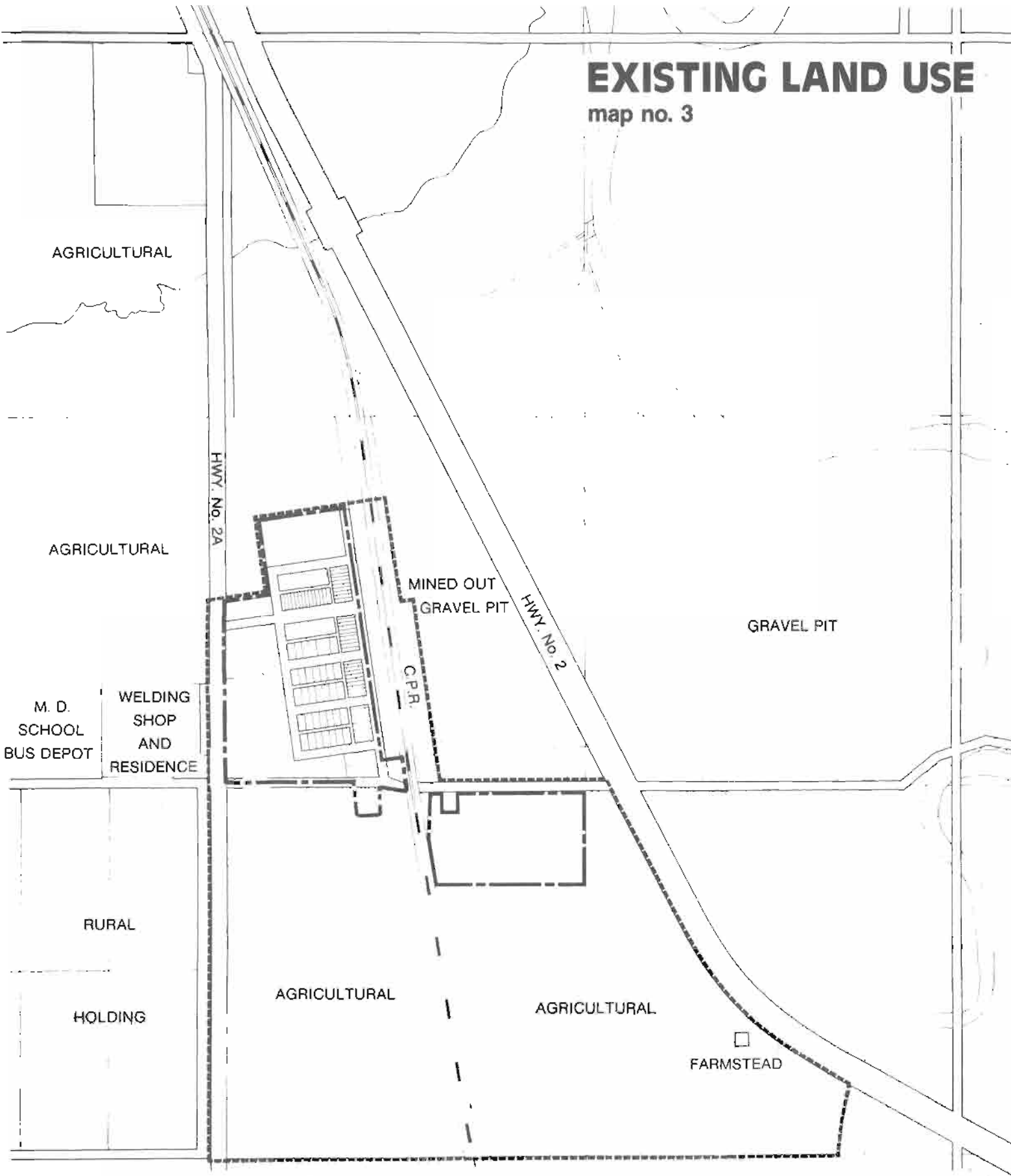
The lands to the immediate south of Aldersyde are agricultural (see section B.1). On the easternmost parcel of the industrial park subject land there is an existing farmstead site, with access onto Highway #2. Land to the west of the Hamlet and Highway #2A is predominantly agricultural, with some residential rural holdings on 8 ha (20 acre) parcels located adjacent to the municipal road. At the intersection of Highway #2A and the municipal road is a welding shop and residence, while further west is a Foothills' School Division bus depot. Between the Hamlet and Highway #2 are former gravel pit lands owned by Alberta Transportation. East of Highway #2 are the existing gravel pits of Burnco Industries. North of the Hamlet and between the two highways is grazing land bisected by a coulee.

B.5.4 Neighbouring Industrial Park Land

High River, Okotoks and Turner Valley are towns in the surrounding area south of Calgary which are in the process of providing land for industrial use in the form of municipal or private industrial parks. Generally these parks have been subdivided into small (under 2 acres), fully serviced lots. Despite consolidation of lots, industrial users in these urban municipalities are still predominantly accommodated in lots of under five acres in size. Industrial users that are locating in these industrial parks generally have a significant amount of building development on the site. None of the above urban municipalities provide large (10 to 20 acre), unserviced industrial lots (see Appendix A for detailed summary of urban industrial use). There are also no such lots available for industry within the rural area of the Municipal District of Foothills.

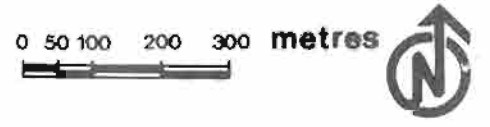
EXISTING LAND USE

map no. 3



aldersyde area structure plan

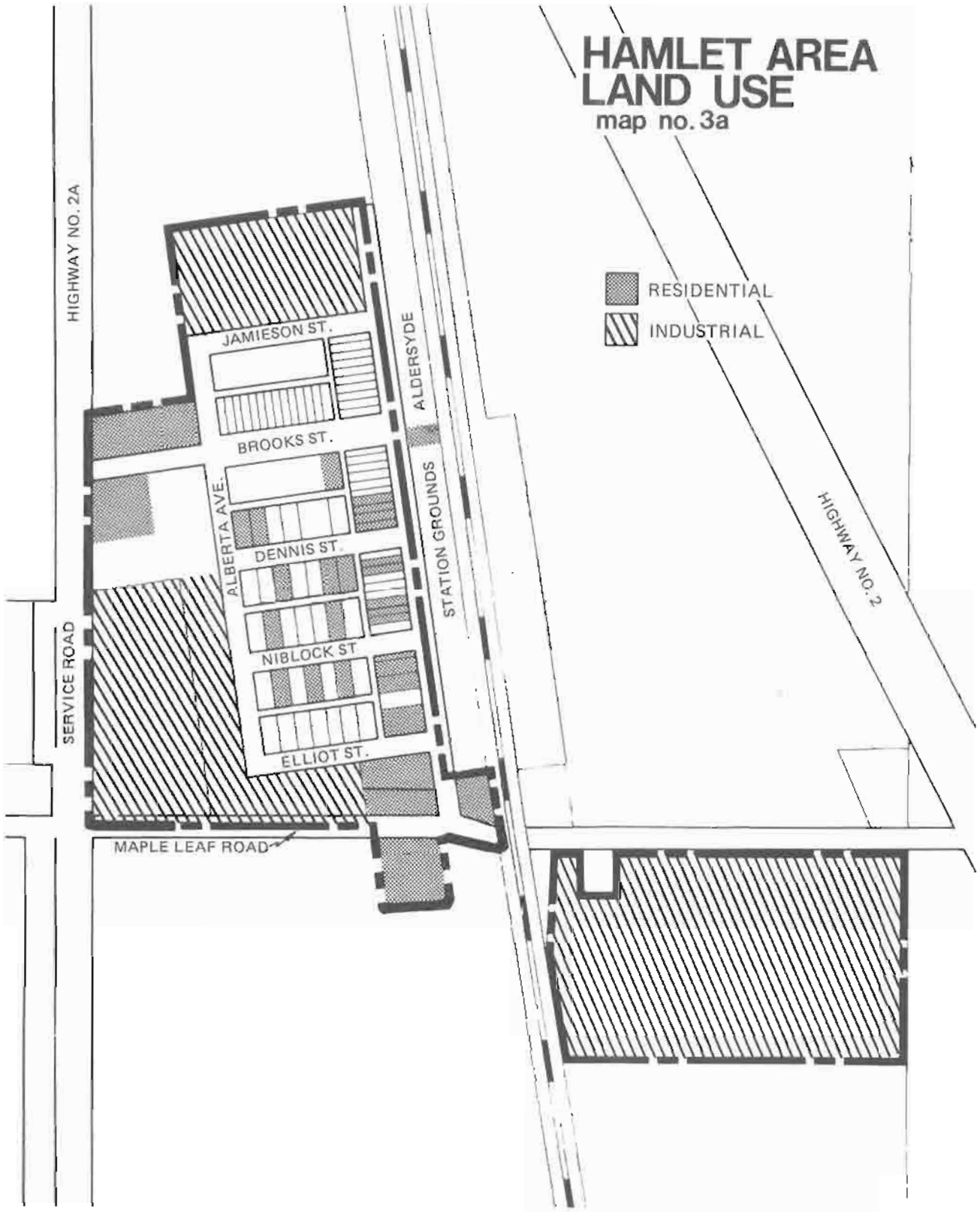
plan area boundary - - - - -
existing hamlet boundary _____



HAMLET AREA LAND USE

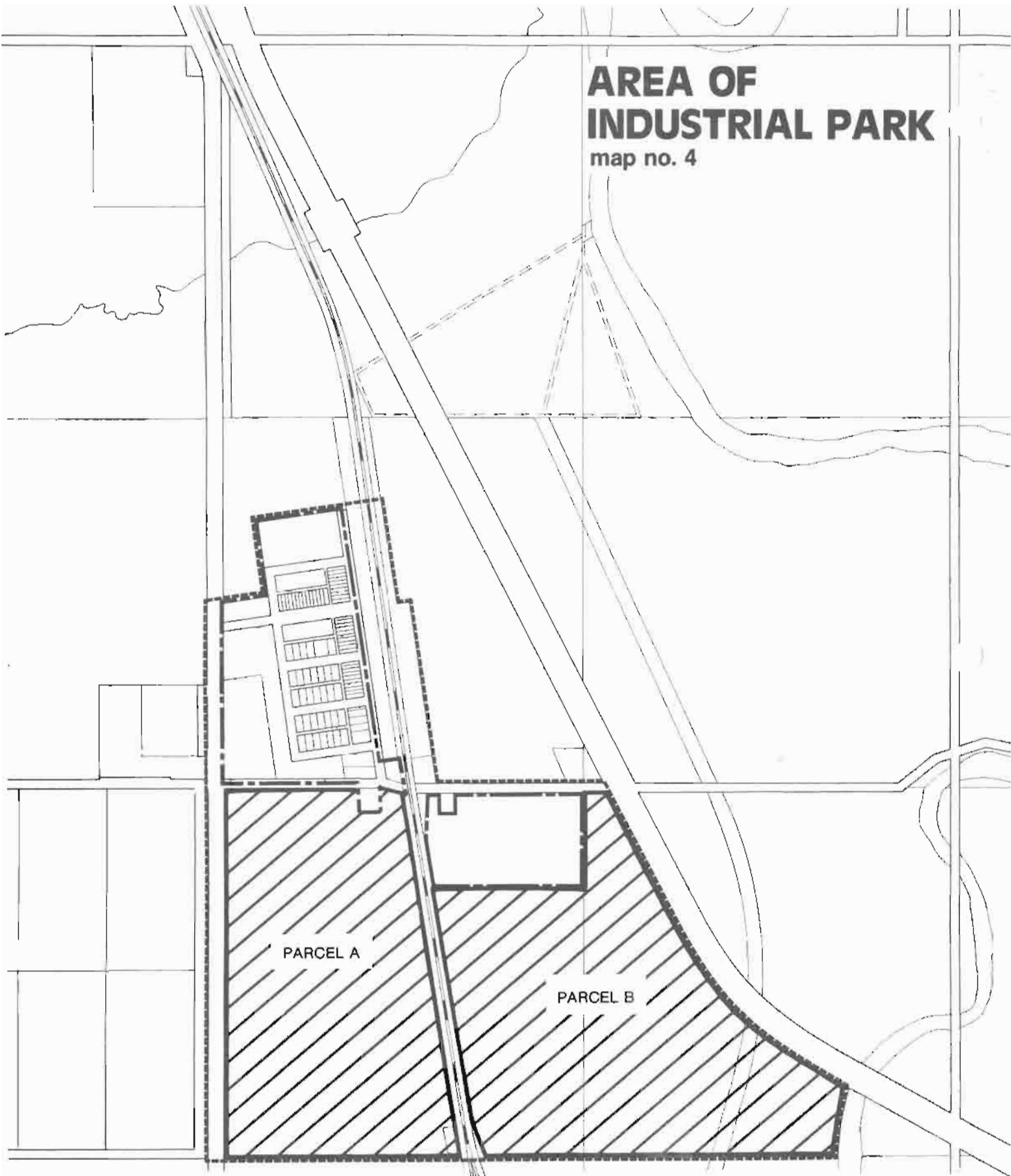
map no. 3a

-  RESIDENTIAL
-  INDUSTRIAL



AREA OF INDUSTRIAL PARK

map no. 4



aldersyde area structure plan

plan area boundary
existing hamlet boundary
industrial park area

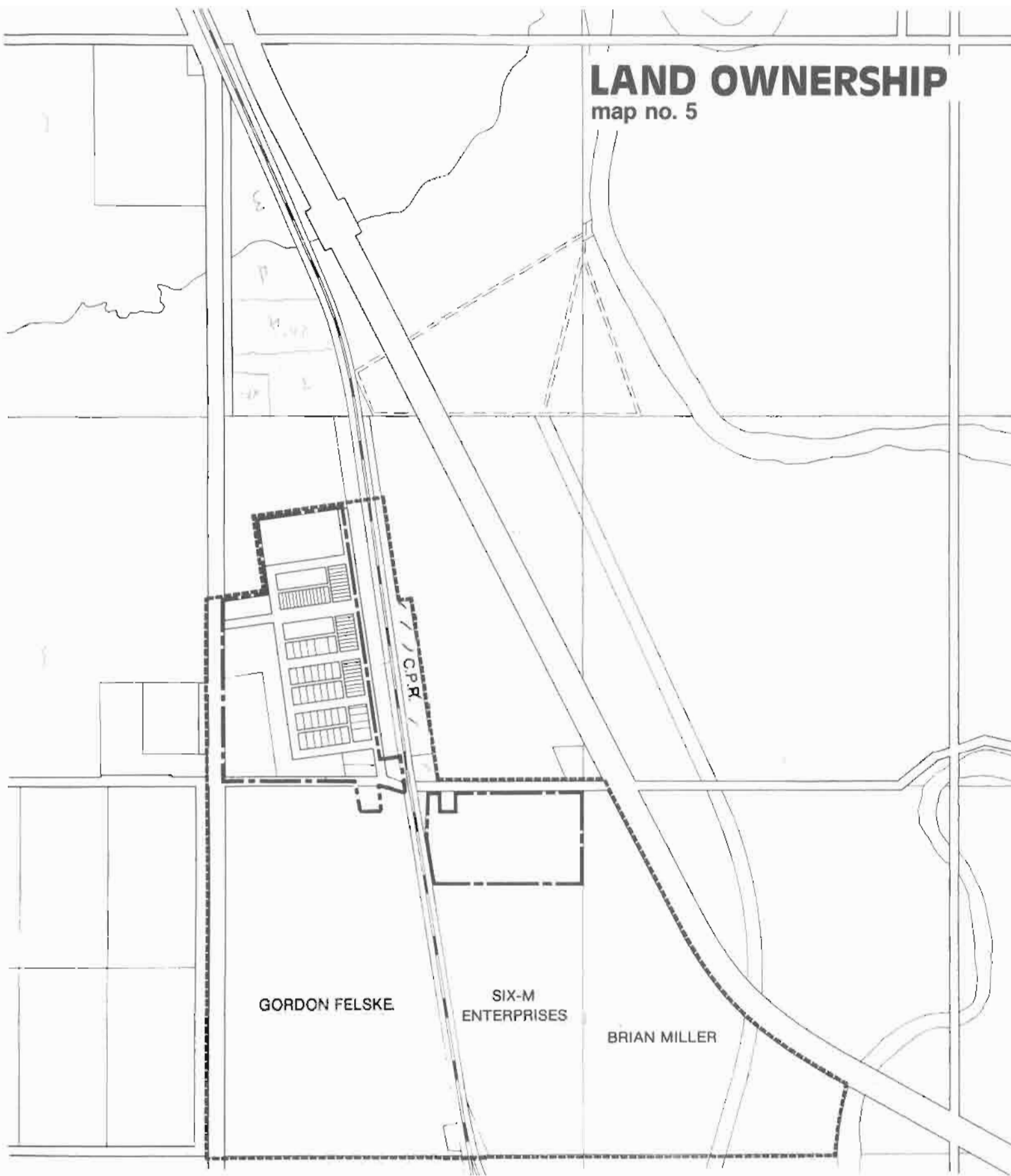


0 50 100 200 300 metres



LAND OWNERSHIP

map no. 5



aldersyde area structure plan

plan area boundary - - - - -
existing hamlet boundary - - - - -

0 50 100 200 300 metres



C. DEVELOPMENT FRAMEWORK

C.1 Roads and Highways

C.1.1 Existing Network

At present the study area is flanked on the east by Highway No. 2, which is a four lane primary highway, and on the west by Highway No. 2A, a two lane primary highway. An east-west municipal road bisects the Plan area, forming a boundary between the residential Hamlet north of the road and the regional industrial park area to the south. The municipal road crosses both Highways No. 2 and 2A, continuing as a municipal road to the west and servicing the Burnco gravel pit lands to the east. There are no turning lanes for traffic at either highway intersection. Aldersyde itself is serviced by several internal gravel roads, with one access onto Highway No. 2A and one onto the municipal road.

C.1.2 Future Highway Plans¹

Alberta Transportation has indicated that there are long range plans for both primary highways in the area. For Highway No. 2A, Alberta Transportation is protecting additional right-of-way between High River and Okotoks to be used ultimately for a multi-lane facility. This would likely be an 'expressway' classification, being a four-lane divided highway. This is a long range plan, the timing of which will depend on the regional growth rate, particularly in High River and to some extent the regional industrial park at Aldersyde. However, the upgrading of Highway No. 2A would likely be phased, with an improved two-lane arterial being an intermediate stage. Long range plans for Highway No. 2 will see further limitations on access, and eventually interchange access only, likely with a minimum roadway standard of four lanes divided. In the Aldersyde area an increase in limited access could occur within three to five years, in order to tie in with a proposed interchange.

Two interchanges are tentatively proposed along Highway No. 2 for the vicinity of Aldersyde. One will be located just north of the existing intersection of Highway No.'s 2 and 2A. Its function will be to replace this existing intersection. It is anticipated that this could occur within three to five years, however timing will depend on growth in the area. The other, to be referred to as the Highwood Interchange, would be located south of the Highwood River and is the result of a design standard for locating interchanges at four to six mile intervals. There is no tentative timing for the Highwood Interchange, other than it is being considered a very long range development.

¹ Information obtained from meeting on October 8, 1981 with Peter Roche and Mel Gerard, Roadside Development, Alberta Transportation.

C.1.3 Policy Statements

1.3.a. Internal Service Roads

- (i) Parcel B shall be serviced by a cul-de-sac accessing onto the municipal road. Further access from the municipal road to Parcel B shall be provided through an emergency access road eventually connecting to the cul-de-sac (see Map 6).
- (ii) The emergency access road shall parallel Highway No. 2 for a distance of approximately 300 m (984 ft.). A buffer strip, subject to the satisfaction of Alberta Transportation, shall be provided between Highway No. 2 and the industrial park subject lands in order to maintain the intent of no highway access (see Map 6). The buffer strip will be of sufficient width that a berm or fence can be erected for the purpose of screening the industrial development from Highway No. 2.
- (iii) Parcel A shall be serviced by a single loop design internal road accessing onto the municipal road to the north and Highway No. 2A to the west (see Map 6). Access to Highway No. 2A will be limited to the south property line of the industrial park in order to maintain a required half mile separation distance between primary highway access points.

Designation of internal road alignments on Map 6 are intended to be approximate, and exact locations will be subject to a tentative plan of subdivision.

- (iv) There shall be no on-street parking allowed on internal service roads at anytime. Industrial users shall be required to provide adequate on-site parking facilities subject to the provisions of the Land Use Bylaw.

1.3.b. Industrial Park Access

- (i) Primary access to the park for industrial traffic shall be from the existing municipal road, with subsequent direct access onto the two proposed internal service roads. As per subsection 1.3.a. there will be direct access to Parcel A from Highway No. 2A onto an internal service road.

1.3.c. Highway Access

- (i) Direct access to the industrial park shall be from Highway No. 2A only, either through the

existing municipal road or the proposed internal road in Parcel A.

- (ii) The municipal road access onto Highway No. 2 shall be closed off during the subdivision stage or as soon as possible afterwards. This is deemed necessary to accommodate Alberta Transportation's plans for increased limited access onto Highway No. 2. Such closure shall take the form of a cul-de-sac and barricade, subject to the satisfaction of Alberta Transportation. The Municipality shall be responsible for construction and maintenance of this road closure.
- (iii) The private residential access onto Parcel B from Highway No. 2 shall be removed at such time as the land is developed for industrial use.

1.3.d Intersections

- (i) The intersection of the municipal road and Highway No. 2A shall require fully flared intersectional treatment to include turning lanes and acceleration/deceleration lanes.
- (ii) The internal road access onto Highway No. 2A from Parcel A of the industrial park shall only require a flared "T" intersection, in order to accommodate both north and south turning movements to and from the highway. Access from the gravel municipal road opposite the internal road access point to Highway No. 2A shall not be restricted, however this side of the intersection will not require flaring due to low traffic volumes and turning movements.
- (iii) Intersectional treatment for both indicated locations on Highway No. 2A shall be done at the initial development stage of the industrial park, at the responsibility of the developer. Design and construction standards shall be subject to approval and supervision by Alberta Transportation.
- (iv) Additional right-of-way for intersectional treatment may be deemed necessary by Alberta Transportation. If such is the case the matter will be dealt with at the plan of subdivision stage.

1.3.e Road Standards

- (i) Internal access roads shall have a minimum right-of-way width of 20 m (66 ft.) and minimum carriageway of 11 m (36.6 ft.).
- (ii) The minimum surface standard for that portion of the municipal road serving as a collector for the industrial park, and the internal service roads shall be oil-top gravel. In the case of the existing municipal road this shall involve some improvement to the existing road surface conditions.
- (iii) For the proposed cul-de-sac in Parcel B there shall be a minimum turning radius of 30.5 m (100 ft.), which will be able to accommodate larger trucks.¹
- (iv) The emergency access road in Parcel B shall be gravel surfaced as a minimum standard and knock-down barriers shall be installed at each end to prevent general use as an internal service road.

1.3.f. Road Financing

- (i) Costs of new roads or road improvements that are deemed necessary as a result of developing the industrial park will be borne by the developer through a Development Agreement with the Municipality as required for the registration of plan of subdivision. Such roadwork includes but is not limited to intersectional treatment, internal service roads and the municipal road cul-de-sac.

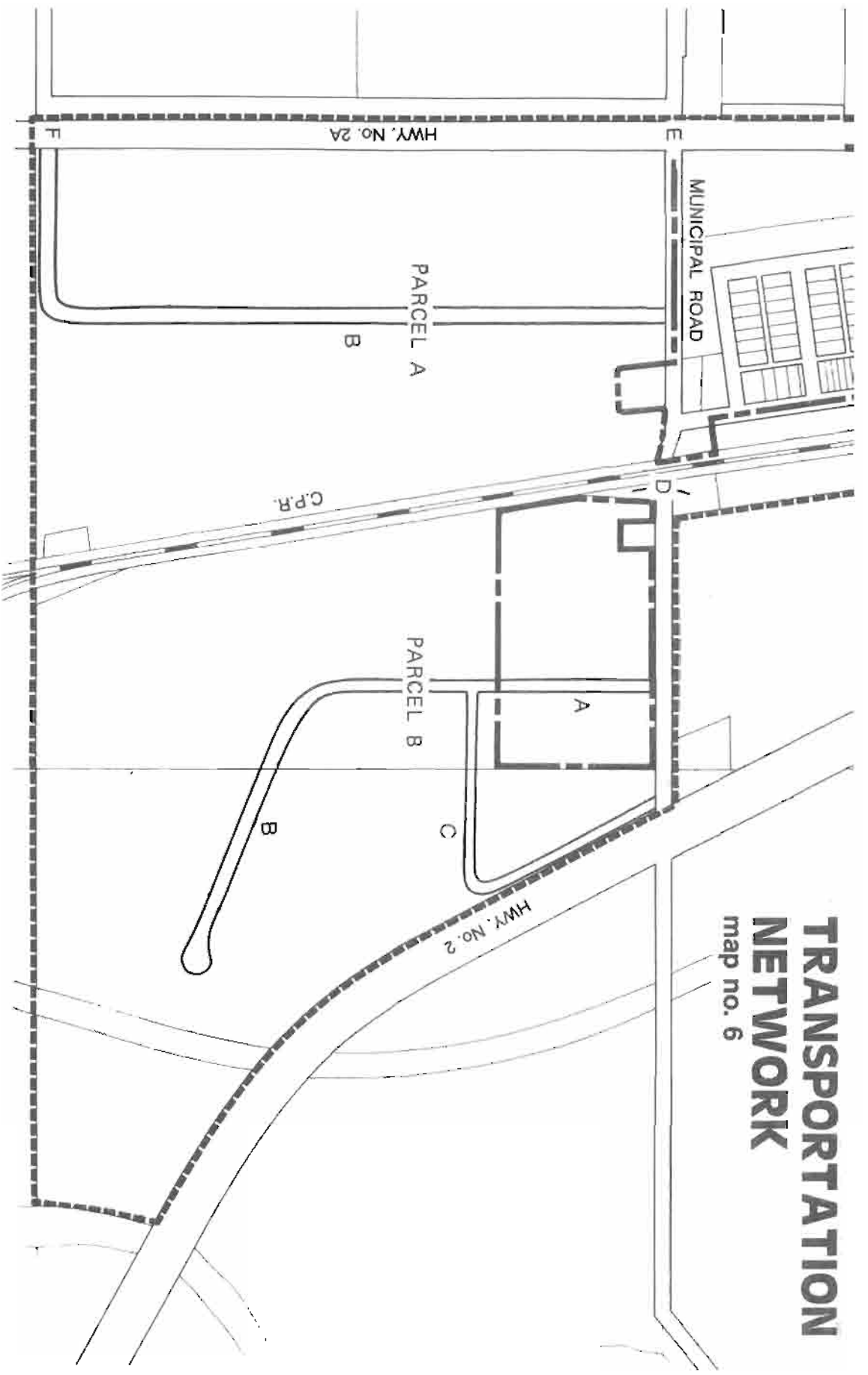
1.3.g. Truck Routes

- (i) Trucks as well as other vehicular traffic proceeding to or from the industrial park shall not be permitted to use the internal Hamlet roads for access to or from Highway No. 2A.
- (ii) The Municipality shall reserve the right to implement prohibitive shortcutting measures at some time in the future, upon monitoring of industrial park traffic patterns. Such measures may include barriers, cul-de-sacs or one-way streets to prevent industrial traffic from using the Hamlet for access to the park.

¹ P. 128, INDUSTRIAL DEVELOPMENT HANDBOOK, Community Builders Handbook Series, Urban Land Institute, 1975.

TRANSPORTATION NETWORK

map no. 6



aldersyde area structure plan

plan area boundary
 existing hamlet boundary

- A - Cui-de-Sac
- B - Internal Service Roads
- C - Emergency Access Road
- D - Common Rail Loading Ramp (Possible Locations)
- E - Full Flared Intersection
- F - Flared T - Intersection



C.2 Rail

C.2.1 Existing Network

The Canadian Pacific Railway operates a mainline through Aldersyde and the A.S.P. area. A junction, at which point the line branches off to either Fort MacLeod or Lethbridge is immediately south of the Plan area. Consequently Aldersyde has three spur lines being frequently used for the switching and shunting of freight cars. This results in very slow movement of trains through the area as well as temporary storage of cars.

At present there are approximately 8 trains per day going through Aldersyde. All are freight trains, generally being about 100 cars per train. An increase in the number of daily trains can be expected in the future, particularly if large scale development of coal fields occurs as anticipated in the Lethbridge area.

From the existing schedule through Aldersyde, train service could be provided on a daily basis, with alternate days providing alternate directions of service. Indications from Canadian Pacific Railways are that industrial lots in Parcel B to the east of the existing tracks will be more convenient to service due to the layout of existing spur lines.

At the municipal road crossing of the railway tracks there is an existing sign crossing only. The road crosses four sets of tracks; one main line and three spur lines. The development of the industrial park will result in an increase in traffic crossing the railway tracks as well as decreased sight lines for approaching traffic. It should be noted that funding for an upgraded railway crossing would be available as set out by a special Canadian Transport Commission fund, 7 1/2% from the railway, and 12 1/2% from the road authority. In the case of the road authority Alberta Transportation pays 6 1/4% and the Municipality pays 6 1/4%. Yearly maintenance costs would be evenly shared between the Municipality and C.P.R. The Municipality's share of the cost may be directly apportioned to the developer.

C.2.2 Policy Statements

2.2.a Servicing of Industrial Lots

- (i) The rural industrial park shall take advantage of the C.P.R. mainline and provide rail service to industrial users. Access to rail service will be provided for the industrial park through the use of a common loading ramp and team track.

There are three viable options which exist for providing the ramp. The appropriate option will directly depend on a demonstrated demand for the loading ramp. Firstly, the developer could build it at the initial stages of development. Secondly, industrial users requiring the service could build it at a later date through a co-operative arrangement. Thirdly, C.P.R. may choose to build it at a later date if there is some economic justification for it.

- (ii) One of two possible locations shall be considered for the common loading ramp. A site on C.P.R. land adjacent to the spur line servicing Parcel B (site of previous ramp) shall be reserved for such use, with the developer dedicating any necessary additional land as public utility reserve. The other site will be a parcel next to an existing spur line immediately north of the municipal road on C.P.R. land currently leased by United Grain Growers. This site may only be considered once the elevators have been removed (see Section B.5.2).
- (iii) Canadian Pacific Railways shall be given the opportunity to review the Area Structure Plan as well as tentative plans of Subdivision in order to assess the feasibility of providing rail service to the industrial park. Provision and design of rail servicing shall therefore be negotiated with and done to the satisfaction of C.P.R.
- (iv) An application by the Municipality shall be made to the Railway Transport Committee of the Canadian Transport Commission for an upgrading of the existing crossing. The minimum standard will be a flashing light signal crossing, however gates may be necessary.

C.3 Land Use

C.3.1 Industrial Land - Policy Statements

3.1.a Permitted Uses

- (i) The types of industrial uses permitted in the Aldersyde Regional Industrial Park shall be limited to non-labour-intensive industries and agricultural distribution industries. These uses shall be subject to the following definitions:

Agricultural Distribution Industries - Those industries providing products or services directly associated with the agricultural industry in rural districts which are designed primarily for agricultural use such as: bulk fertilizer distribution plants, bulk agricultural chemical distribution plants, bulk fuel plants, farm implement dealerships, crop spraying, greenhouses and retail outlets for the goods produced or stored as part of the dominant use on the same site.

Non-labour-intensive Industries - Industries requiring relatively large areas of land, but which have only a minimal requirement for on-site improvements, municipal services and public amenities. This category of industrial development would include, for example, but would not be restricted to: storage and handling of pipe and drilling equipment, storage and handling of trucks, recreation vehicles, and construction equipment, storage and handling of bulk building materials, ready mix concrete plants and yards, any servicing and repair operations reasonably incidental to the dominant use, any on-site residential accommodation reasonably necessary for the security of the primary operation, and public uses. For the purpose of clarification, storage industries do not include manufacturing, processing, sales or commercial servicing functions.

- (ii) Industrial uses shall not be permitted which cause or create conditions which at the discretion of Council, may be considered potentially objectionable in terms of noise, odour or excessive traffic. At the discretion of Council other conditions may be deemed objectionable.
- (iii) Subject to an agreement between the local urban municipalities and the M.D. of Foothills, it may be deemed appropriate to permit certain other (eg. manufacturing) large parcel industrial users which cannot physically locate in an urban area, to locate in the Aldersyde rural industrial park. The permitting of such a use would be in accordance with any provisions of the Regional Plan and the General Municipal Plan in place at that time.

3.1.b Lot Sizes

- (i) For Parcel A and Parcel B the minimum lot sizes shall be established by the Land Use Bylaw. The recommended minimum parcel size for the industrial park is 5 acres. The intent is to avoid competing for industrial uses which may be better suited to an urban area.
- (ii) Maximum lot sizes for the purpose of subdivision shall be established at the Land Use Bylaw stage, however, the plan of subdivision shall not show a lot size of more than 10 acres. The intent is to accommodate a reasonable number of industries in the park.

3.1.c Lot Development

- (i) Subdivision of the industrial lands and creation of lots shall be by registered plan of subdivision.
- (ii) It is recommended that development of the industrial park be done through one plan of subdivision.

C.3.2 Hamlet of Aldersyde - Policy Statements

- (i) The boundaries of the existing Hamlet of Aldersyde, as shown in Bylaw No. 566, shall not be altered in such a way that more land area (other than those lands subject to Section C.3.2 viii) is taken into the Hamlet.
- (ii) Limited residential development may be permitted, however must remain within the existing Hamlet boundary and meet the minimum conditions of the Subdivision Regulations with respect to unserviced subdivided lots.
- (iii) Tertiary industry such as but not limited to banks, restaurants and convenience stores may be permitted within the existing Hamlet area. Such activities should be deemed as discretionary uses of a Hamlet Commercial District in the Land Use Bylaw.
- (iv) At the discretion of Council the existing industrial lands of approximately 6 ha (15 ac.) presently within the Hamlet boundary, being described as part of the NW 1/4 of Section 6, Township 20, Range 28, West of the 4th Meridian, may be taken out of the Hamlet boundary and be included as part of the industrial park.

- (v) A right-of-way allowance for an industrial park internal service road shall be required from the existing Hamlet industrial parcel, being described as part of the NW 1/4 of 6-20-28 W/4, located adjacent to the municipal road on the north and the CPR tracks on the west.
- (vi) Industrial expansion of the Regional Industrial Park shall not occur to the immediate north, east or west of the existing Hamlet area, in order to minimize the overall impact of industrial development in the vicinity of the Hamlet.
- (vii) The Hamlet residential area shall be protected through screening from the visual impact of the industrial park and subsequent uses (see Section C.8.1(i)).
- (viii) The Canadian Pacific Railway station ground lands, being described as part of Railway Plan No. RY-8, which are adjacent to the east side of the Hamlet and are located on either side of the tracks should be included as part of the Hamlet, thus no provision shall be made for these lands to form part of the industrial park. Their use shall be restricted to the potential location of a common loading ramp (see C.2.2.a(ii)).

C.4 Servicing

C.4.1 Background

The intent of the industrial park is to provide lots which specifically do not require full servicing due to the nature of the expected uses.

C.4.2 Policy Statements

- (i) Water supply will be provided to each industrial lot to the satisfaction of the municipality. Prior to the submission of a tentative plan of subdivision, the developer shall demonstrate the availability of an adequate water supply to the satisfaction of the Municipality and Alberta Environment. Such a study will address the availability of an adequate water supply in terms of quantity and quality for domestic and industrial use. Supply of water for domestic use will be the responsibility of the individual user. Should a water distribution system be proposed, installation of the system up to the boundaries of the individual parcels will be the responsibility of the developer.
- (ii) A supply of water acceptable to the local Fire Authority or Alberta Labour shall be provided for fire protection by each individual industrial user in accordance with the Alberta Building Code, 1981.

- (iii) Sewage disposal shall be accommodated by sealed, pump-out holding tanks on each industrial parcel. Provision of such tanks shall be the responsibility of the individual industrial user. Similar methods of sewage disposal that might be proposed by the developer or individual user, may be deemed appropriate by the Municipality and Alberta Environment. The use of septic tanks however, shall not be considered.
- (iv) The Municipality shall be responsible for the issuance of a permit licencing or contracting of a private hauler to truck sewage to an existing sewage lagoon. Costs for the contracting of a private hauler by the Municipality shall be charged back to industrial park users by the Municipality in the manner it deems most appropriate.

Prior to licencing a hauler, the municipality will ensure that the hauler has access to an existing sewage lagoon. In this regard, the M.D. of Foothills will attempt to enter into a Joint-Use agreement with an adjacent urban centre which would allow a licenced hauler to truck sewage to the urban centre's sewage lagoon. Alternatively, the M.D. could consider it necessary to develop a new sewage lagoon to accommodate trucked sewage.

- (v) It may be deemed necessary to develop a new sewage lagoon (as part of a sewage collection system, or, to accommodate trucked sewage). Subject to feasibility and approval by Alberta Environment of the above method of sewage disposal, the Municipality may assume responsibility for initiating a new sewage lagoon location study. Alternatively, the developer may be required to investigate the potential for a lagoon site at the industrial park itself. Should this latter option be chosen the lagoon shall be sited so as to accommodate potential long-term expansion of the park and hence the lagoon. In the case of a sewage lagoon on site, the developer would be responsible for the cost. A cost-sharing arrangement with the Municipality would be made for a lagoon on a separate site, however could also be made with respect to an on-site lagoon.
- (vi) The minimum standard for stormwater drainage facilities shall be a system of open ditches and culverts. To facilitate stormwater run-off, roads as well as individual parking lots should not be paved. The developer shall be responsible for providing a detailed stormwater management plan at the tentative plan of subdivision stage, which will best facilitate the orderly development of the industrial park.

- (vii) Industrial wastes such as but not limited to solids, liquids or toxics, shall be disposed of separately from the proposed system of domestic waste disposal. It shall be the responsibility of the individual industrial use to arrange for such disposal in a manner deemed satisfactory by the Municipality and Alberta Environment.
- (viii) Should water be made available in the future to hamlet residents or hamlet businesses through a piped water distribution system, the municipality will encourage individual utilizers to install sealed, sewage pump-out tanks on their parcels. The hauling away of sewage from the hamlet parcels shall be controlled by the M.D. in accordance with the above policy C.4.2(iv) but the service shall be charged back to the individual hamlet users.

Should a sewage lagoon be developed to service the regional industrial park, provision could be made for the lagoon to also service the hamlet residents and businesses. Costs of utilizing the lagoon will be charged back to the users by the Municipality in the manner it deems most appropriate.

C.5 Archaeological and Historical Sites

C.5.1 Background

The study area is within a region considered by Alberta Culture as having a high degree of 'potential archaeological sensitivity to land surface disturbances'.¹ The proximity to the Highwood River may be of primary concern because of the large number of prehistoric and other sites known to exist further north along the river corridor.

C.5.2 Policy Statements

- (i) The developer shall be required to include an Historical Resources Impact Assessment with the submission of an Outline Plan.

Alberta Culture is empowered by Section 33(2) of the Historical Resources Act, 1973 to require such an impact assessment. The developer is responsible for acquiring the services of a qualified archaeologist to conduct the assessment. This impact assessment must follow established guidelines as set out by Alberta Culture. Conclusions and/or findings of the consultant would have to be ratified by Alberta Culture.

¹Archaeological Resource Sensitivity Zones, 1980. Map from Alberta Energy and Natural Resources.

For information purposes, the initial survey would likely cost between \$1,000 to \$1,500 (1981) per quarter section of land, and takes approximately two or three days work. Any further work which may be necessary is an additional expense that could take an extra week's worth of digging. If historical findings do occur Alberta Culture generally requires that only the most significant sampling of them be preserved. Results of either level of assessment are not likely to deter development potential or significantly affect the timing of development. The above noted policies and documentation are based on established procedure of Alberta Culture.

C.6 Environmental

C.6.1 Policy Statements

- (i) As the Highwood River is directly adjacent to a portion of the industrial park lands in the southeast part of the Plan area, the lands bordering the River and including the floodplain (1:100 year) shall be left in its natural state or used for low intensity recreational purposes.
- (ii) The developer shall establish and dedicate such lands as necessary for the above stated purpose as environmental reserve, subject to the provisions of the Planning Act, 1980 and satisfaction of Alberta Environment.

C.7 Oil and Gas Reserves

C.7.1 Background

There are indications that considerable oil and gas reserves exist in the region, including Aldersyde. Therefore a concern exists as to the compatibility of new development in the area with potential oil and gas development.

C.7.2 Policy Statements

The Area Structure Plan and subsequent plans of subdivision shall be circulated to the Energy Resources Conservation Board for review and comment. Representation of the oil and gas industry shall also be included in the review of the Plan, subject to a more detailed referral process being established.

C.8 Visual Screening and Signs

C.8.1 Policy Statements

- (i) In consideration of the rural nature of the area and the proximity of the Hamlet of Aldersyde, the developer shall be required to provide visual screening through

buffering, fencing and/or landscaping, of properties directly adjacent to or within direct line of sight of the Hamlet residential area.

- (ii) Screening through berming, fencing and/or landscaping shall be necessary for those industrial uses directly adjacent to Highway Nos. 2 and 2A.
- (iii) The extent of screening required will depend on the individual use, however shall be at the discretion of the Municipality. Where outdoor storage is involved some screening shall be considered essential.
- (iv) The individual industrial users shall be subject to certain landscaping requirements to be specified in the Land Use Bylaw and the Development Agreement. Such requirements shall include but not be limited to landscaping a specified percentage of the lot in addition to the above screening requirements.
- (v) The Municipality should negotiate with Alberta Transportation for potentially locating industrial park directional access signs on Highway No. 2A at the approaches to necessary access points.
- (vi) Free-standing signs for the purpose of advertising shall not be permitted, nor shall lighted signs on industrial properties directly adjacent to the Hamlet or those within direct line of sight. Signs within 1,000 feet of Highways No. 2 and 2A are subject to approval by Alberta Transportation, as prescribed in the Public Highways Development Act.

C.9 Natural Gas

C.9.1. Background

An existing Canadian Western Natural Gas Company distribution line runs along the municipal road west of Highway No. 2A, connecting to a main transmission line approximately three miles away. Through the distribution line a number of properties in the Hamlet are serviced with natural gas. A 219 mm high pressure transmission line is located 1/2 mile south of the Plan area boundary, however there are no requirements for setbacks or easements that will affect the Plan area at present due to the existing separation distance. Further expansion of the industrial park to the south may be constrained by this transmission line.

C.9.1. Policy Statements

- (i) The developer shall be prepared to provide easements if required for distribution lines which cannot be accommodated in existing or proposed road right-of-ways. Exact locations and widths would have to be determined at the plan of subdivision stage.

- (ii) Installation of service lines for individual lots shall be the financial responsibility of the user.

C.10 Electrical Services

C.10.1 Background

Services can be supplied to the industrial park by Trans Alta Utilities Corporation. Service is provided at present to the Hamlet of Aldersyde through overhead poles. There is a 25,000 volt overhead line running along the municipal road, from which sufficient connections and power could be provided to the park.

C.10.2 Policy Statements

Overhead distribution lines will service the industrial parcels. Trans Alta Utilities will then put in transformers as required when lots are put into use and thus require power. All costs of distribution will be borne by the developer.

C.11 Alberta Government Telephones

C.11.1 Background

At present the Hamlet of Aldersyde and surrounding properties are accommodated by party line service. For the industrial park separate service would likely be provided by extending a trunk cable from High River, for which a rural individual line charge would apply. The Hamlet residents would have the option of connecting to the trunk cable, however would be subject to the same rural individual line charge (this would be more than the existing party line cost).

C.11.2 Policy Statements

The developer shall be responsible for providing necessary easements for the installation of services, however exact location and width would be determined at the subdivision stage and would depend on whether the easement is to be shared with other utilities. These dimensions shall be determined through negotiation by the developer and the utility companies involved.

A P P E N D I X

Appendix A

Meeting with Jim Jenner, Land Development Department, City of Calgary - November 4, 1981

The demand for large, unserviced lots was discussed, as well as what the City could or would do to meet it.

Industrial land in the City goes for about \$180,000 - \$220,000/acre, fully serviced. Many industries, such as the type Aldersyde would attract have trouble meeting the City's building construction requirement (recently reduced from 2.25 X value of land to 1.75 X). The City has received pressure to provide for the above demand. The City attempted to buy some land in the southeast for large unserviced land, but it was too expensive.

In the Southeast, the Foothills Industrial area, there are some industries located on 5 to 10 acre unserviced lots. The land has been divided over the last ten years or so in a piecemeal fashion. The problem is that these industries are zoned as I-4 which is only an interim policy measure. It is expected that when the service trunk is connected to this whole southeast area, much of which is not developed, it will run right through the existing area of large, unserviced lots. The area will then be developed for smaller, serviced lots and the existing industries will have to re-locate. As an indication of the interim nature of this policy area, no permanent structures are allowed on parcels.

Outdoor storage industries cannot generally afford to locate in private industrial parks within the City and in many cases are not wanted by private developers due to the negative visual impact they often create. When asked which industries would likely locate at Aldersyde, Jenner indicated lumber yards, trucking companies, auto wreckers, pipe storage, but felt it was hard to generalize as to which large lot users needed to be in the City or not. Much depends on where the individual's business is done.

Another point which was made is that due to high interest rates, demand for industrial land has outstripped that of actual construction and development.

Meeting with Dave Jacobs, Land Development, City of Calgary. November 2, 1981.

A major concern of his was that rural industrial parks may locate too close to the City, thus leading to a problem of absorbing uneconomical uses if the city were to expand and annex such areas. He felt Aldersyde was far enough away.

Suggested Aldersyde go with some 5-acre lots in order to offer flexibility to potential users. He agreed that specific guidelines on industrial uses to be allowed, would prevent any significant amount of individual 5-acre lot usage.

Suggested some additional rail servicing in the form of a team track, which enables use of rail by all industrial users, many of whom would not require rail services often enough to make it economical to have their own spur line.

In the past four years the Commission has refused applications for industries wishing to locate in the rural area. The following is a list of those uses which were refused but would be considered appropriate for rural industrial park such as that proposed at Aldersyde.

Use	Land Required
1. Storage yard (pipe for oil co.)	58 acres
2. fertilizer plant	6.5 acres
3. construction equip - storage and office	40 acres
4. truck terminal - storage, office, repair shop	15 acres
5. drilling equip - storage, repair shop	20 acres
6. trucking operation - storage, repair	12 acres
7. farm supply outlet - storage, retail	11 acres
8. lumber yard - storage	10 acres
9. trucking operation	5 acres
10. irrigation equipment - storage, office	20 acres
11. farm machinery depot - repair, storage	22 acres
12. roof trussing manufacturer	4 acres
13. farm machinery - storage	5 acres

Telephone Conversation with Richard Morris, Marathon Realty

Many of their enquiries for industrial land are from clients who require a large proportion of land in relation to building site. Many of these clients are interested in 5 acres of land or more. Enquiries are generally for outdoor storage related industries such as pipe storage, heavy equipment. Enquiries are evenly divided between existing users in the City of Calgary and outside the province users who wish to locate in the region.

He felt from his experience, there was a demand for the larger lots (15-20+), however, the demand seemed to drop disproportionately. In other words, for each increase in parcel size the demand drops at a higher rate.

Meeting with Mel Woolley, Alberta Tourism and Small Business - November 6, 1981.

Woolley seemed to feel there was a need for large, unserviced lots outside of the City and other urban areas, particularly if rail service was provided. In general, 15% of industrial uses require rail, however, the need is usually much higher in the surrounding rural areas and towns. He felt that if Aldersyde was providing approximately 30-35% of industries with rail it would be excellent for attracting industry. In Woolley's opinion Aldersyde would be meeting a need for rail serviced lots which towns such as High River can not do at present. Neither of High River's industrial parks provides rail service. Rail service for industry is becoming more popular due to the very high rise in energy costs.

Woolley would expect to see agriculture-oriented, quasi-servicing industries as well as outdoor storage-type industries locating at Aldersyde. He would expect many users to be in the \pm 10 acre range, however suggested that some of the park be subdivided into 5 acre lots to allow flexibility for potential users. He reasoned that a developer may have difficulty selling lots if they are too large. Did not feel that some 5-acre lots (unserviced) would compete to any great extent with neighbouring towns.

Suggested that tax sharing between the M.D. and neighbouring towns be considered to account for some need by towns to provide residential and commercial services. Woolley suggested an employment figure of .5 to 1 employee per acre.

Woolley believes that given the size of the proposed rural industrial park an absorption rate of 3 to 5 years as the worst case would be likely. Much will depend how aggressively the park is marketed.

Meeting with Al Duerr and Len Sukovieff, Melcor Developments Ltd.

Information was provided by Melcor through this meeting on the demand for industrial land, specifically large, unserviced lots.

They have experienced a demand for lots in the 5 to 30 acre range in their industrial property at Strathmore.

It was felt that demand for large, unserviced industrial lots was sufficient that a location such as Aldersyde would be very good for a rural industrial park.

Large lot users in southeast Calgary, particularly the Foothills Industrial area, will probably want to re-locate to a place like Aldersyde once there is increased pressure to turn their existing land over to fully serviced smaller lots. Industries locating in Aldersyde would be in a good position to service and do business with the industrial southeast of Calgary. Good rail and highway access, such as at Aldersyde eliminates much of the problem of whether a company has the option of being able to locate in a rural area as opposed to an urban one.

APPENDIX B(1)

SUMMARY OF INDUSTRY IN OKOTOKS

The following is a brief summary of industrial development in the Town of Okotoks, with the primary focus being on the Town industrial park.

The industrial park is approximately 23.6 ha (59 ac.) in size, with the plan of subdivision creating approximately 9.4 ha (23.6 ac.) of small lots. Other land in the park is devoted to roads, public reserve and large parcels of existing industry developed prior to establishment of the park. The majority of lots created through plan of subdivision are in the .25 ac. to .5 ac. range. This was intended to allow industrial uses maximum flexibility in establishing required parcel sizes. To date there have been ten parcels created through consolidation. Six of the consolidated parcels are approximately 1 acre or less in size, while the rest are between 2 and 3 acres in size. Fourteen other industries have located on individual lots that have not involved consolidation, while an additional four lots have registered proposals for industrial use.

In the industrial park there are twelve lots which are not presently developed or have proposals for them. Of these, eleven are under .5 acre in size, and represent 15% of the industrial acreage available from lots created through plan of subdivision of under one acre in size.

The predominant uses within the industrial park include various manufacturing operations, welding and machine shops, automobile repairs and parts suppliers, and building contractors. A number of industries, particularly on the 2 or 3 acre parcels have some outdoor storage, however in most cases this is a secondary use of the site. Almost all of the developed industrial lots have a significant amount of building area per site (see attached list). The industrial park is fully serviced with water, sewer, paved streets, lighting, and so forth.

In summary, the nature of the industrial park in Okotoks, with respect to lot sizes, industrial uses and building to site ratio is such that the proposed industrial park in Aldersyde is not expected to compete with it.

APPENDIX B(2)

SUMMARY OF INDUSTRY IN HIGH RIVER

This summary will focus on the availability of industrial land for new industry. At present there are two industrial parks being developed in the Town of High River, both of which are adjacent to each other. One of the parks is being developed privately, while the other is a Town park, both of which are fully serviced.

In the private industrial park there are 39 lots provided through plan of subdivision for industrial use. Only 7 of the lots are one acre or under in size, however a further 25 lots are in the one to two acre range, the majority of these (72%) are under 1.5 acres. Subsequently, 82% of the industrial lots provided by plan of subdivision are under two acres in size. There are only 5 lots provided of over four acres in size, while one exists which is 2.5 acres. At the time of this research four development applications had been received by the Town, 3 of which involved single lots of under 1.5 acres while the fourth was a consolidated parcel of 5.7 acres.

It is important to note that there is no immediate rail access to either of the two industrial lots.

For the Town industrial park, the first phase of some 18 acres has been subdivided. There exists 8 lots which are all under 1.5 acres in size, while one lot exists which is 6.2 acres.

In summary, an industrial park at Aldersyde should not be expected to compete with either park in High River with respect to lot sizes or the extent of servicing provided.

APPENDIX B(3)

SUMMARY OF INDUSTRY IN TURNER VALLEY

The Town of Turner Valley presently has a number of industries centred around the oil and gas development in the area. In an effort to accommodate additional industry, an Outline Plan has been submitted (at the date of this writing) for a light industrial park. Such a park is also expected to accommodate some associated retail/commercial land use.

From the information available, land for industrial use would comprise approximately 10 ha (25 acres), with a total of 44 lots. Of this number, there are 35 which are approximately .5 acres or less in size, while 9 lots are approximately one acre in size. The industrial park would also be fully serviced with piped water and sewer. There is no other available industrial land within the Town boundary.

In summary, due to the proposed lot sizes and the full servicing of the industrial park, it would not be expected to compete with the park at Aldersyde.