

Area Structure Plan  
**NORTH CENTRAL INDUSTRIAL**

**APPROVED SEPTEMBER 19, 2017**

**BYLAW C-7678-2017**



**ROCKY VIEW COUNTY**  
Cultivating Communities



## BYLAW C-7678-2017

### A Bylaw of Rocky View County to adopt the North Central Industrial Area Structure Plan, pursuant to Section 633 of the Municipal Government Act.

The Council of Rocky View County enacts as follows:

#### PART I – TITLE

This Bylaw shall be known as the “North Central Industrial Area Structure Plan”.

#### PART II – EFFECT OF BYLAW

THAT Schedule ‘A’ to Bylaw C-7678-2017 is adopted as the “North Central Industrial Area Structure Plan” to provide a policy framework for land use, subdivision, and development in a portion of north central Rocky View County, adjacent to the Town of Crossfield.

#### PART III – TRANSITIONAL

Bylaw C-7678-2017 is passed when it receives third reading, and is signed by the Reeve/Deputy Reeve and the CAO or Designate, as per the *Municipal Government Act*.

Division: 6  
File: 1013-150

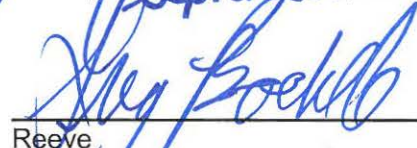
PUBLIC HEARING WAS HELD IN COUNCIL this 12<sup>th</sup> day of September, 2017

READ A FIRST TIME IN COUNCIL this 12<sup>th</sup> day of September, 2017

READ A SECOND TIME IN COUNCIL this 12<sup>th</sup> day of September, 2017

~~UNANIMOUS PERMISSION FOR THIRD READING~~ day of \_\_\_\_\_, 2017


READ A THIRD TIME IN COUNCIL this 19<sup>th</sup> day of September, 2017



Reeve



CAO or Designate



Date Bylaw Signed



**ROCKY VIEW COUNTY**  
Cultivating Communities

**SCHEDULE 'A'**

**FORMING PART OF BYLAW C-7678-2017**

An Area Structure Plan to guide land use and development within the area east of the Town of Crossfield and herein referred to as the North Central Industrial Area Structure Plan.

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**1.**

# Introduction

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# Part I: Introduction

## 1.0 PLAN PURPOSE

### What is an Area Structure Plan

An area structure plan (ASP) is a statutory document approved by Council and adopted by bylaw. An ASP outlines a vision for the future physical development of an area with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An ASP provides Council with a road map when considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan area, Council must consider the plan and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

An ASP does not predict the rate of development within the plan area; ultimately, growth is determined by market demand, which reflects the overall economic climate of the region.

Through the process of preparing an ASP, citizens are provided with opportunities, at various stages in the process, to have input into the development of policy. It is important that the vision, goals, and policies contained in the plan address the interests of residents, landowners, and stakeholders in the plan area, as well as the interests of those in other parts of the County.

The *Alberta Municipal Government Act* (s.633) states an ASP must describe:

- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

The policies in an ASP form a bridge between the general planning policies contained in the *County Plan*, the Rocky View County/Town of Crossfield Intermunicipal Development Plan, and the more detailed planning and design direction contained in a *conceptual scheme or a master site development plan*. Area structure plan policies must align with the *County Plan* and applicable County policies. The area structure plan must be based on sound planning principles, and must respond to the particular natural built form of the plan area.

### *Local plans*

For brevity, this document uses the term *local plan* to refer to a *conceptual scheme or master site development plan*. The County anticipates the majority of *local plans* within the North Central Industrial Area Structure Plan boundary will be submitted as *conceptual schemes*.

*Local plans* are developed within the framework provided by an area structure plan. Based on this framework, the *local plan* must demonstrate how development in the local area will retain the integrity of the area structure plan, and how development will be connected and integrated with adjacent areas. Policy sections in the area structure plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific development conditions of the area. The standard technical requirements of a *conceptual scheme* or *master site development plan* are identified in the *Rocky View County Plan* (Section 29 and Appendix C).

**Local plan** is a term that refers to a *conceptual scheme* or *master site development plan*. A *local plan* will have unique planning requirements, based on the planning direction provided in the area structure plan. *Local plans* must also address the general requirements for preparing these plans as identified in the *County Plan* (Section 29 and Appendix C).

A **conceptual scheme** is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual schemes* provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

A **master site development plan** (MSDP) is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design, with the intent to provide Council and the public with a clear idea of the final appearance of the development.

## Plan Interpretation

The following describes the meaning of some of the key words that are contained in a policy:

- Shall: a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, the development authority, and subdivision authority.
- Should: a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer, but one that is not mandatory.
- May: a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.



## 2.0 PLAN ORGANIZATION

The North Central Industrial Area Structure Plan (the Plan) is organized into three parts followed by two appendices.

**Part I: Introduction:** This part outlines the Plan's purpose, boundaries, policy terminology, relationship to other plans, the public engagement process, key issues and opportunities, and design ideas that informed the Plan's preparation process. It also contains a description of the development context from the early beginnings to today. Finally, it presents a vision of what the area could be like 20 to 25 years into the future, and provides ten broad goals that will guide the development of the area over this period.

**Part II: Plan Policies:** This part is the core of the Plan, containing policy direction to guide development of the north central lands. Part II contains 14 sections, each of which addresses specific land use, servicing, or infrastructure policies, and contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

**Part III: Implementation and Monitoring:** This part presents the Plan implementation process, provides information on *local plan* areas, specifies requirements to ensure the Plan's policies and strategies are adhered to, and provides direction regarding the process for the review and amendment of the Plan. This part also addresses the need and method for inter-municipal coordination and cooperation.

**Appendices:** Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a list of key Alberta Energy Regulator documents to which applicants should refer when developing near oil and gas infrastructure.

## 3.0 PLAN AREA

The North Central Industrial Area Structure Plan (the Plan) area is shown on Map 1: Plan Area Location, and comprises approximately 373 hectares (923 acres) of land situated on the eastern boundary of the town of Crossfield (the Town), immediately west of the Queen Elizabeth II Highway (QEII). The plan area was planned in coordination with the lands located in the Town that are identified as the Crossfield East Area Structure Plan (Map 1). Together, the North Central Industrial and the Crossfield East Plan areas form a joint planning area, originally identified in the 2009 Annexation Agreement between the Town of Crossfield (the Town) and Rocky View County (the County), and in the 2013 Rocky View County/Town of Crossfield Intermunicipal Development Plan (IDP).






The preparation of the North Central Industrial and Crossfield East Area Structure Plans was a cooperative process that began with a joint terms of reference outlining the overall intent and objectives for the area structure plans. Using a collaborative approach to create a planning framework for the future development of the joint planning area ensures smooth transitions, a reduction of potential land use conflicts, and opportunities to coordinate infrastructure and manage servicing in a cost-effective manner.

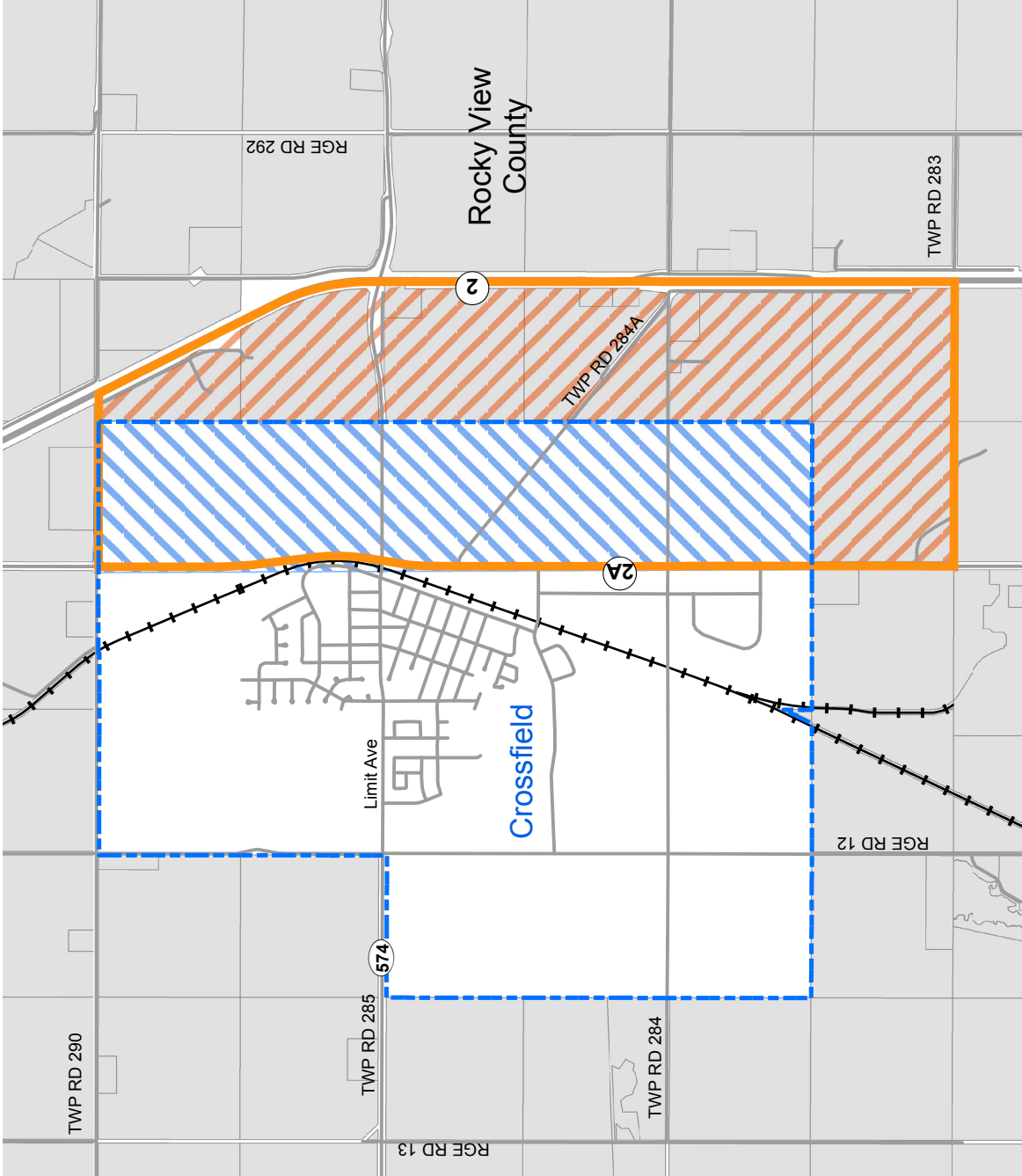
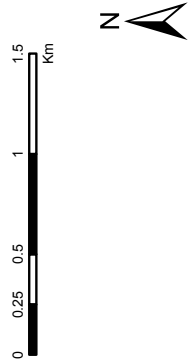
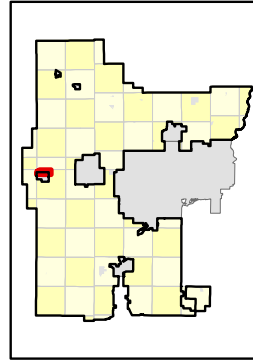
Although both area structure plans were prepared collaboratively, each plan functions and operates independently of the other. The Crossfield East Area Structure Plan is administered by Town of Crossfield Administration, and the North Central Industrial Area Structure Plan is administered by Rocky View County Administration. Within this document, unless otherwise stated, 'plan area' refers to the North Central Industrial Area Structure Plan.

### **Plan Area Maps**

The boundaries and locations of areas shown on the maps within the Plan boundary are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines, or road or utility rights-of-way. Furthermore, the locations of symbols depicting specific features on the maps are approximate only, not absolute, and should be interpreted as such. The precise location of these boundaries and areas will be determined by the County at the time of *local plan* consideration and approval.



# Map 1: Plan Area Location

-  Joint Planning Area
-  Town Boundary
-  North Central Industrial Plan Boundary
-  Crossfield East Plan Boundary
-  Railway

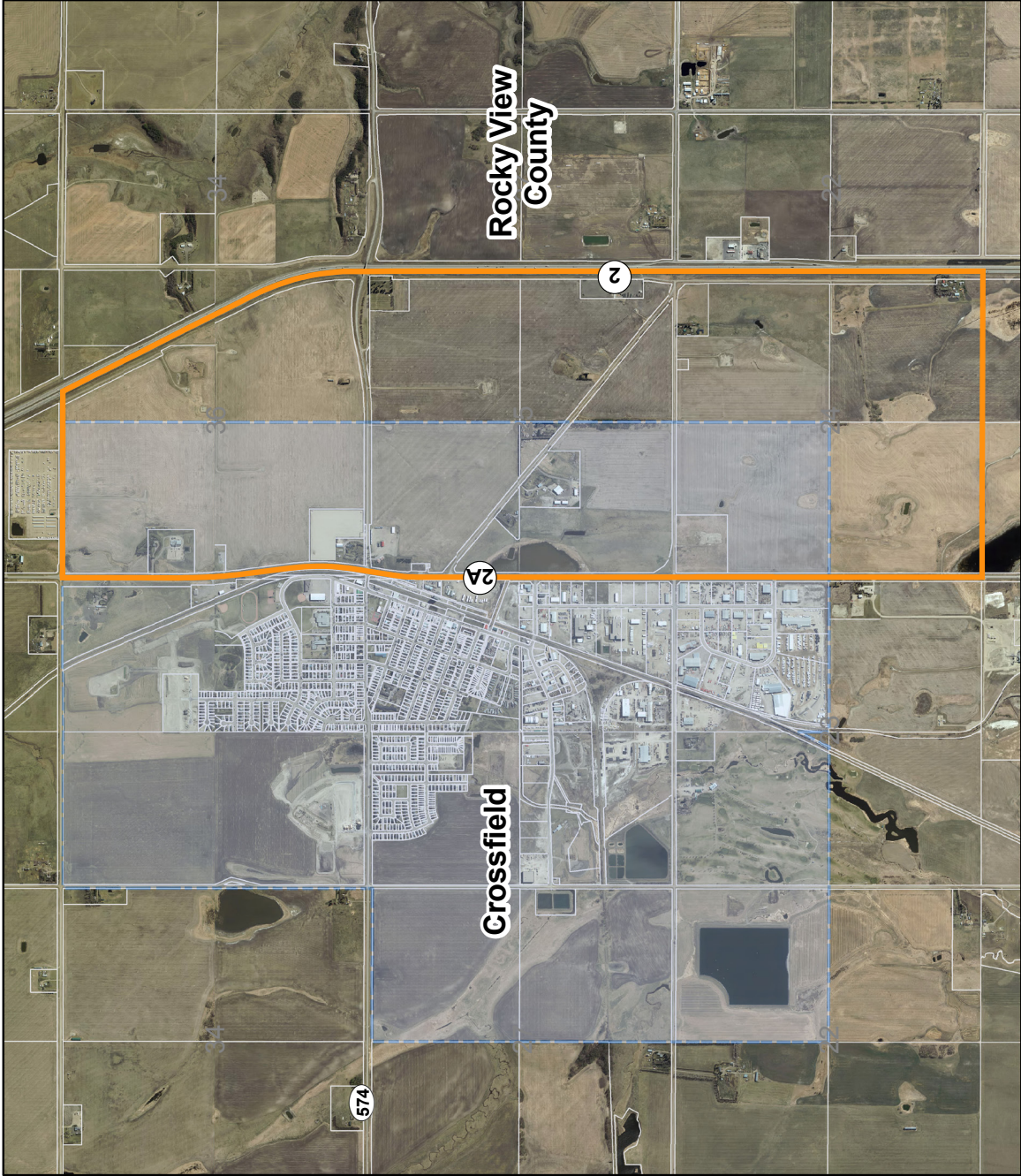


This map is conceptual in nature. No measurements or area calculations should be taken from this map.

# Map 2: Air Photo

-  Joint Planning Area
-  Town of Crossfield

2016 Air Photo



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



## 4.0 NORTH CENTRAL AREA TODAY

### History

The North Central Industrial plan area is located in the north central region of Rocky View County. It lies on the eastern boundary of the town of Crossfield, immediately west of the Queen Elizabeth II Highway. The plan area has not seen any significant changes in the last 65 years, and has been predominately used for agricultural operations. The town of Crossfield, located on the western boundary of the Plan area, represents the most significant form of development adjacent to the North Central Industrial lands. The town originated in 1892 as a railway station for the Canadian Pacific Railway (CPR), and was named after an engineer with the CPR survey crew. By 1904, the community had a post office, general store, hotel, and a school. In 1906, the first grain elevator opened, and Crossfield was incorporated as a village the following year. It was then not until 1980 that Crossfield was incorporated as a town.

### Surrounding Context

The majority of development within the town of Crossfield is currently located on the west side of Highway 2A. Adjacent land uses within the town of Crossfield are predominately industrial in nature. Lands within Rocky View County to the north, south, and east of the plan area are mainly agricultural, with pockets of small-scale commercial and industrial development. This development consists of a recreational vehicle storage lot to the north, as well as an automotive equipment and sales operation to the east.

### Existing Land Use

The existing land uses within the plan area are depicted on Map 3: Existing Land Use. The plan area, while largely agricultural, contains a few notable permanent or long-term land uses. One of these unchangeable land uses is a cemetery located on the eastern edge of the plan area directly south of Limit Avenue. In addition, two small-scale highway business land uses and one farmstead parcel exist, centrally located in the plan area, on the western boundary of the Queen Elizabeth II Highway.

### Existing Conditions

The following description of existing conditions refers to the joint planning area, which includes the lands within both the North Central Industrial and the Crossfield East area structure plans. The joint planning area is predominately characterized by prairie grasslands, rolling topography that slopes from the south to the north, major wetlands that support bird migration, a high water table, and groundwater discharge. The existing conditions for the joint planning area are identified on Map 4: Existing Conditions and are discussed in more detail below.

Natural environment: Existing natural environment conditions within the joint planning area can be characterized by nine different habitats, ranging from woodlands, tall shrubs, natural and cultivated, to artificial *wetlands*.

Drainage and wetlands: The joint planning area gently slopes from the south to the north, with numerous existing *wetlands* and drainage channels. These systems provide a natural source for water storage, groundwater recharge, particle retention, and water quality enhancement. The largest *wetland* is located within the town of Crossfield, in the joint planning area, adjacent to Highway 2A. This specific *wetland* increases the biodiversity of the area, by being a main source of water and habitat for many birds and plant life.

Transportation: The joint planning area is situated between two provincial highways: Queen Elizabeth II and Highway 2A. The closest access points to the Queen Elizabeth II are from Highway 2A north and south of the plan area. There are several existing township and range roads within the plan area. Limit Avenue, within Crossfield, extends east into the County and across the Queen Elizabeth II Highway. However, this flyover does not have access onto the highway.








Railway: The town of Crossfield serves as a rail station on the Calgary to Edmonton Line of the Canadian Pacific Railway that was founded in 1892. This railroad runs on the west side of the joint planning area, directly through the town of Crossfield. A railway crossing located at the intersection of Highway 2A and Limit Avenue often delays traffic flow through this major intersection.

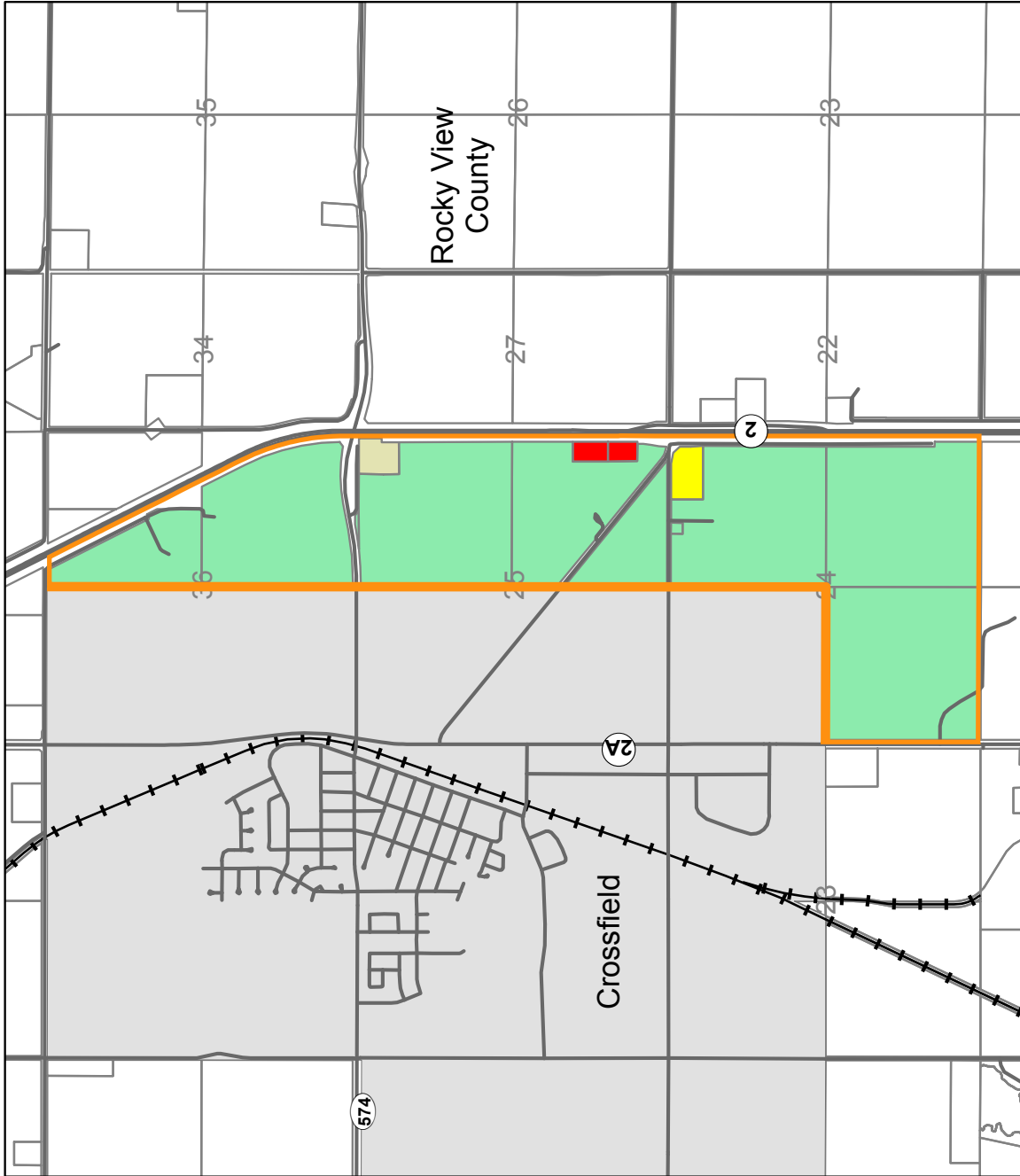
Oil and gas: The joint planning area has a concentration of oil and gas wells and pipelines, including high pressure sweet and natural gas pipelines (see Map 5: Energy Constraints). These facilities contribute to the area's economy while having the potential to affect public safety, quality of life, and the natural environment.

Agricultural lands: The current land use within the County's plan area is predominately agricultural, and the majority of County lands outside the plan area are also agricultural.

Cemetery: The town of Crossfield's cemetery is located within the County, south of Limit Avenue and adjacent to the Queen Elizabeth II Highway. It is not anticipated that this use will change, and these lands should remain as *institutional*.








# Map 3: Existing Land Use

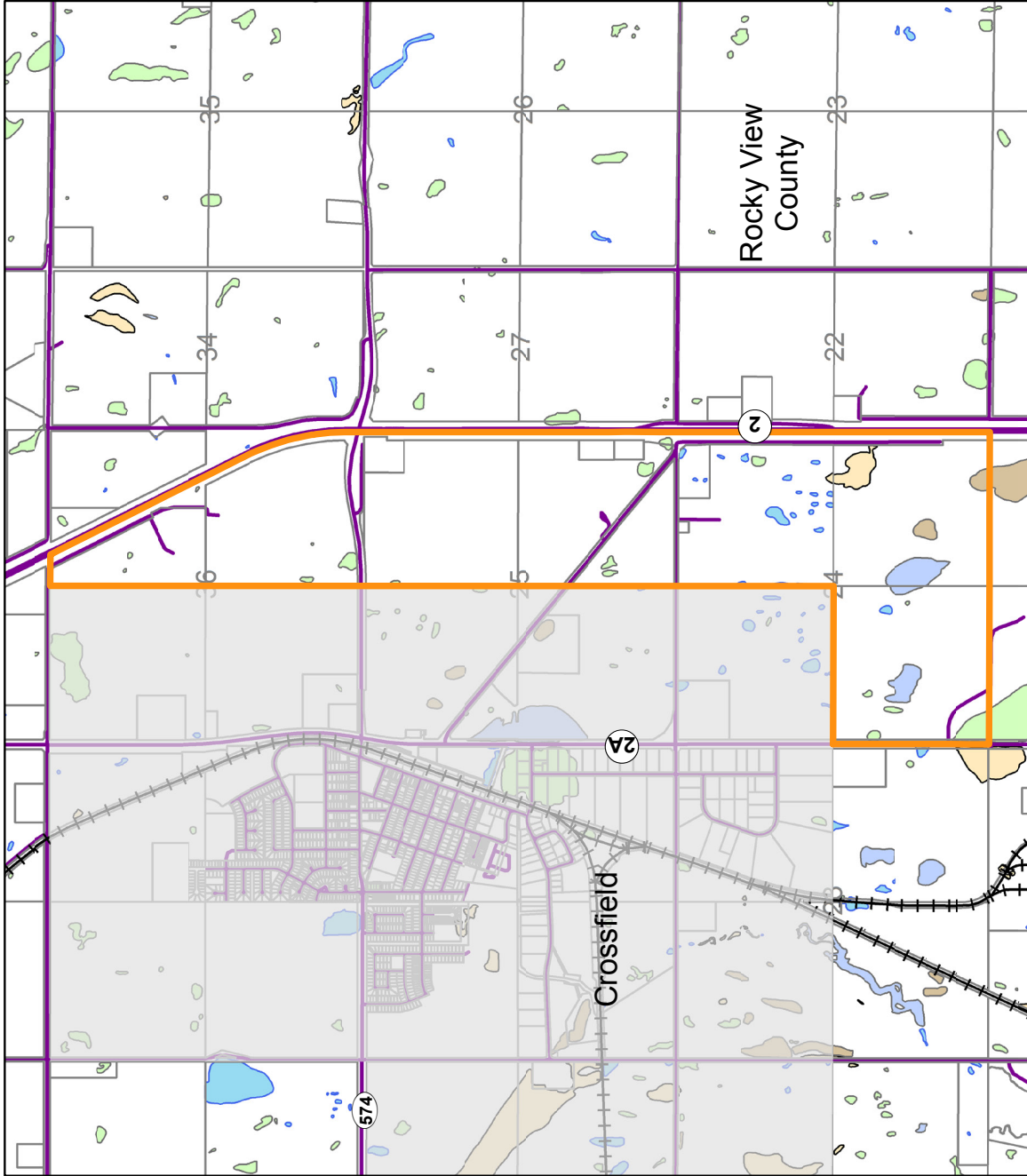
-  North Central Industrial ASP Boundary
-  Town of Crossfield
-  Agriculture
-  Business/Commercial
-  Cemetery
-  Residential
-  Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

# Map 4: Existing Conditions

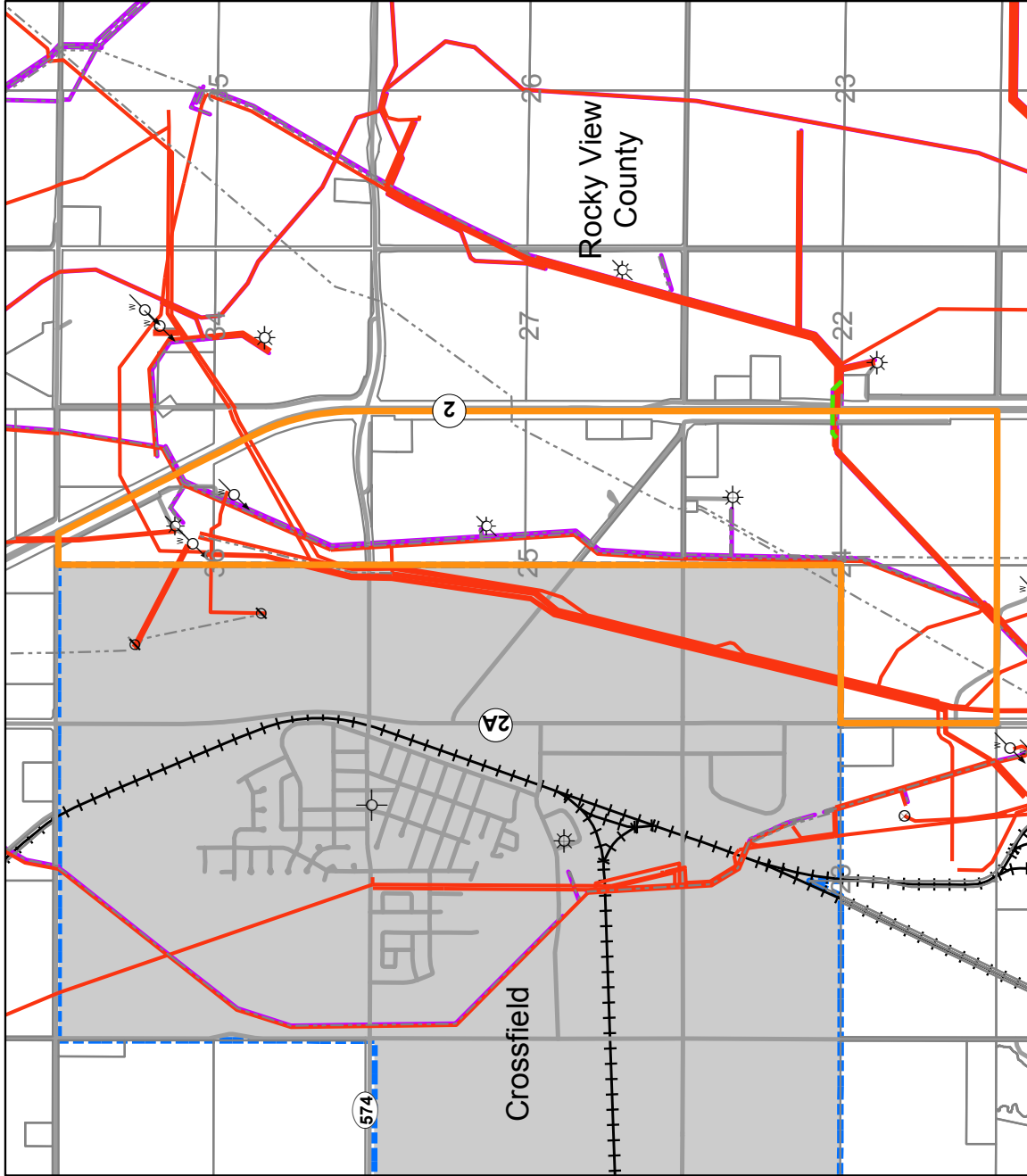
-  North Central Industrial ASP Boundary
-  Town of Crossfield
- Wetland**
  -  Altered
  -  Drained/Altered
  -  Drained/Consolidated
  -  Drained/Lost
  -  Intact



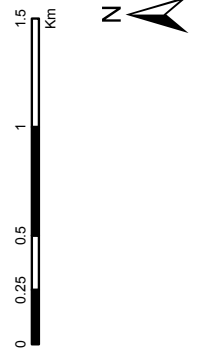
This map is conceptual in nature. No measurements or area calculations should be taken from this map.



# Map 5: Energy Constraints



- North Central Industrial ASP Boundary
  - Town of Crossfield
  - Abandoned
  - Abandoned Gas
  - Disposal
  - Gas
  - Injection
  - Observation
  - Suspended Gas
- Pipeline Status**
- Abandoned or Discontinued
  - Operating
  - Permitted
  - known H2S Values >= 10 mol/kmol
  - Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

## 5.0 PLANNING FOR TOMORROW

The need for the North Central Industrial Area Structure Plan (the Plan) has been determined based on a number of factors including recent annexations, changing conditions in adjacent municipalities, and adoption of the Rocky View County / Town of Crossfield Intermunicipal Development Plan.

The preparation of this Plan has been a multi-faceted and collaborative process between Rocky View County and the Town of Crossfield that considered a number of elements, including:

- strategic directions and policy of the Rocky View County / Town of Crossfield Intermunicipal Development Plan, the *County Plan*, and other applicable adopted County policies;
- ideas and input gathered throughout the public and stakeholder engagement process;
- physical constraints and attributes of the area, including servicing capacity; and
- key issues and opportunities identified by Administration, residents, landowners, stakeholders, and municipal neighbours.

An overview of the policy hierarchy, public engagement process, existing constraints and attributes, and the key issues and opportunities for the plan area are further discussed below.

### POLICY DIRECTION FROM OTHER PLANS

#### *County Plan*

The North Central Industrial Area Structure Plan takes its main policy direction from the *County Plan* regarding its economic role in the region, its land use, its growth rate, and other high level policy directions. The plan area is identified in the *County Plan* as a highway business area in order to increase the County's non-residential assessment base. By classifying the plan area as a highway business area, it means the County supports the growth of the area from primarily agriculture to a commercial/industrial area to facilitate the development of a business/industrial park.

The ***County Plan*** identifies the lands in the plan area as a highway business area having the following characteristics:

- located along intersections or interchanges with the provincial highway network;
- consistent land uses aligning with the purpose of a highway business area;
- planned in a comprehensive manner and not subject to incremental expansion; and
- adverse impacts minimized on existing agriculture or residential development.

#### *Rocky View County / Town of Crossfield Intermunicipal Development Plan*

In June 2013, both Rocky View County and Town of Crossfield Councils adopted the Rocky View County / Town of Crossfield Intermunicipal Development Plan (IDP). One of the objectives of the IDP is to mutually respect the municipal interface lands, and

identify each municipality's interests when reviewing and assessing future planning and development proposals for lands within the IDP. The IDP recommends a collaborative approach for the development of an area structure plan for the joint planning area, comprising approximately 691 hectares (1,708 acres) of land. This Plan and the corresponding Crossfield East Area Structure Plan are the result of the direction provided in the IDP.

## **Public Engagement Process**

Rocky View County and Town of Crossfield's commitment to an open, transparent, and inclusive process resulted in a communications and engagement strategy to actively involve stakeholders in meaningful discussion throughout the plan preparation process. This strategy provided opportunities for landowners, stakeholders, and the general public to provide input, and to inform the outcomes of both plans (Crossfield's and Rocky View County's). Rocky View County and the Town of Crossfield undertook a coordinated approach to engage residents about developing the joint planning area, which was then used to develop each respective area structure plan. A summary of this process is described below:

### *Phase 1 – Awareness, Issues, and Goals*

This was the initial start-up phase of the stakeholder engagement that extended from January to March, 2016. In this phase, the County and the Town led an engagement process, which included a landowners' meeting and an open house, to help define the vision and goals for the joint planning area. Engagement focused on raising awareness about the planning process, identifying issues, and setting priorities for the plan area.

### *Phase 2 – Evaluating Options and Setting Direction*

This phase began in April 2016 with an open house for all interested residents from Crossfield and Rocky View County, during which the County and Town presented tentative land use strategies based on the feedback received throughout Phase 1. In this phase, the goals and vision of the Plan were confirmed, and stakeholders identified further opportunities and constraints.

### *Phase 3 – Draft Plan*

In this phase, extending from June, 2016 to June, 2017, the vision and directions for the Plan were confirmed through the development of draft policies and actions, completion of the necessary technical studies, and preparation of the first draft of the Plan. The first draft was introduced to stakeholders at an open house in July 2017.

### *Phase 4 – Plan Completion and Public Hearing:*

In this phase, extending from June to September, 2017, the draft Plan was refined based on public comment, agency circulation, and technical review. A public hearing for this Plan was held in September 2017.

## Physical Constraints and Attributes

*Natural Environment and Wetlands:* Lands adjacent to these wetlands can also be integrated into a regional *open space* system providing regional and local connectivity to the surrounding area. The largest wetland, within the town of Crossfield lands, presents an opportunity to serve as an amenity value through integration into future development plans.

*Pipelines and Gas Wells:* The numerous pipelines and gas wells in the area will require appropriate setbacks and planning guidelines as per Alberta Energy Regulator (AER) and National Energy Board (NEB) requirements, as applicable. Opportunity may arise to use the pipeline rights-of-way for passive recreation activities, including gravel trails and pathways, to connect various development pockets that are designed around the oil/gas constraints.

*Railroad:* The railroad located within the town of Crossfield could be an opportunity for industrial uses that may require a rail connection and the potential development of spur lines.

*Terrain & Drainage:* The areas of higher elevation present amenity opportunities for mountain views, while the wetlands and natural drainage paths could be used for stormwater management, or integrated into a trails and pathways system.

*Servicing:* Development within the joint planning area has historically been completed with limited services (pump-out tanks, private communal water and sewage systems, and water cisterns). However, the desired form of servicing within the joint planning area is piped water and wastewater service.

*Land Use Interface and Gateways:* The joint planning area contains interfaces between both industrial and non-industrial uses, which are important considerations as the area transitions from rural agricultural development to other uses. Gateways into the area for both municipalities are important and require properly designed gateway features to ensure visually appealing transitions throughout the joint planning area. Additionally, given the proximity to the Queen Elizabeth II Highway, having a high-quality visual from the highway is an important objective.

## Key Issues & Opportunities

A number of key issues and opportunities were identified during the preparation of this Plan, through public input and communication with a variety of stakeholders. The key issues and opportunities are summarized below:

*Land Use:* There was strong support for the joint planning area being developed primarily for a higher-end business park with a variety of industrial uses. Key land use issues were identified related to interface treatment of lands adjacent to the existing downtown area in the town, and the entranceway into the joint planning area along the south and north of Highway 2A. The development of an attractive business corridor was identified as a key opportunity, along with residential development in the northwest portion of the town lands, to take advantage of the existing viewsapes.

*Development Sequencing:* The sequencing of development will be heavily influenced by the servicing capability for the joint planning area. There was support for growth to start centrally, close to the downtown core on the Town's lands, and expand east towards the Queen Elizabeth II Highway. One of the key issues identified was the demand for industrial development within the joint planning area into the future.

*Transportation:* Major provincial highways provide access to and from the joint planning area. One of the key issues was ensuring effective transportation routes, and access to and from the highways, while minimizing impacts to residents in the town of Crossfield.

*Environmental Protection and Stormwater Management:* There are several wetlands in the joint planning area, and drainage is from east to west. Using the existing wetland systems for passive recreation opportunities within the joint planning area was identified as a key opportunity.

*Infrastructure Servicing:* Ensuring that there is sufficient water capacity to allow the full build-out of a business area was regarded as important for the area. Key issues included ensuring that developers/businesses would be responsible for paying the cost of servicing infrastructure, as well as developing low-impact development and water conservation measures to reduce water consumption.

## **6.0 NORTH CENTRAL VISION AND GOALS**

### **North Central Vision**

The following vision statement provides an idea of what the North Central Industrial Plan area could become 20 to 25 years into the future:

*The North Central Industrial Area Structure Plan and the Crossfield East Area Structure Plan have facilitated the development of the joint planning area into a successful and visually attractive regional industrial-business hub that assists with the long-term social, economic, and governance sustainability of Rocky View County. The area benefits from its proximity to critical transportation corridors including the Queen Elizabeth II Highway, a nearby labour force, as well as the adjacent urban market. The area blends in well with adjacent industrial and commercial areas, complementing the existing development in the town of Crossfield. A system of pathways connects this area with the town lands to the west, and capitalizes on the amenity value of the existing wetlands. The area is served by an efficient transportation network, effective water and wastewater systems, and well-managed stormwater infrastructure. Appropriate interfaces provide for effective transitions between development in the town of Crossfield and the business park. Appealing gateways provide an inviting entrance for residents, visitors, and business operators in the joint planning area.*

There are ten goals that guided the formation of this Plan. These goals are based on policy direction from the County's statutory plans, the existing physical characteristics of the area, collaboration with the Town of Crossfield, and the key issues, constraints, and opportunities identified during the public engagement process.

The goals are as follows:

1. Facilitate the development of the plan area as a regional industrial and highway business node.
2. Support the continuation of existing agricultural operations until transition of those lands to another use is deemed desirable and feasible.
3. Establish an attractive, fully serviced industrial area with a complementary mix of industrial land use types.
4. Continue to foster the collaborative relationship with the Town of Crossfield to ensure the beneficial development of the joint planning area for both municipalities.
5. Ensure compatibility and appropriate interfaces between different land uses both within and adjacent to the plan area, including industrial, residential, and commercial uses.
6. Provide for attractive, high-quality development along identified gateway areas to the town of Crossfield that meet high standards of building design, siting, landscape design, and architectural treatment.
7. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions, including source control methods, bio-swales, re-use of rain water for irrigation, and other low impact development (LID) measures.
8. Create a well-designed, safe, and interconnected transportation network that addresses the needs of motorists, pedestrians, and cyclists.
9. Preserve and/or enhance major wetland systems as sustainable natural areas, to provide passive recreational opportunities for employees, residents, and the public.
10. Successfully develop joint servicing initiatives collaboratively with the Town of Crossfield to support extension of piped water and wastewater services into the plan area.



**2.**

## Plan Policies

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# PART II: PLAN POLICIES

## A. LAND USE STRATEGY

The land use strategy implements the vision for the North Central Industrial Area Structure Plan by detailing the physical organization of land uses in the plan area, as identified on Map 6: Land Use Strategy. This land use strategy has been developed through collaboration with the Town of Crossfield, and is aligned with the policies contained in the Crossfield East Area Structure Plan, which are applicable to the lands identified on Map 7: Crossfield East Land Use Strategy.

The land use strategy for the plan area supports the development of the plan area as a regional and highway business area that will take advantage of its proximity to the provincial highway network. Development within the County lands will consist of various types of industrial land uses. Those with potential off-site impacts will be centrally located in the plan area, with lighter industrial uses permitted on the north and south portions of the plan area. Ensuring appropriate interfaces and gateways with the Town's lands, as well as the Queen Elizabeth II Highway, is a critical component to the land use strategy.

The strategy identifies general land uses, the approximate boundaries of the land use areas, and the policies that inform the development in each area. The policies for this strategy are found in Sections 7 to 11. The land use strategy is supported by technical policies relating to transportation infrastructure, water and wastewater servicing, and stormwater management (Sections 16 to 20). Service related policies pertaining to *open space* and pathways, the natural environment and emergency services are also included in this plan (Sections 12 to 15).

This Plan supports the development of the business area through such measures as:

- requiring detailed *local plans* to address the industrial / non-industrial interface issues related to development;
- providing for cost effective improvements to the County's infrastructure; and
- providing for a transportation network that separates the industrial development from the non-industrial development within the town of Crossfield.

The land use strategy includes the following key components:

1. Development of the plan area as a regional and highway business area with predominately industrial land uses.
2. Integration of industrial uses on County lands with non-industrial uses located on Town lands by identifying appropriate transition and interface areas.
3. Design and treatment of gateways to ensure a smooth transition to industrial uses that are visually attractive and well-designed.








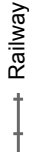
4. Continued support of agriculture in the plan area, until such time as alternative development is required, by implementing the *Agriculture Boundary Design Guidelines*.
5. Protection of wetlands and riparian areas, particularly those associated with natural stormwater conveyance systems.
6. Implementation of an effective servicing strategy that allows the safe and financially economic development of the highway business area.
7. Recognition and integration of pipeline considerations into development by encouraging engagement with pipeline operators early in the *local plan* development process.

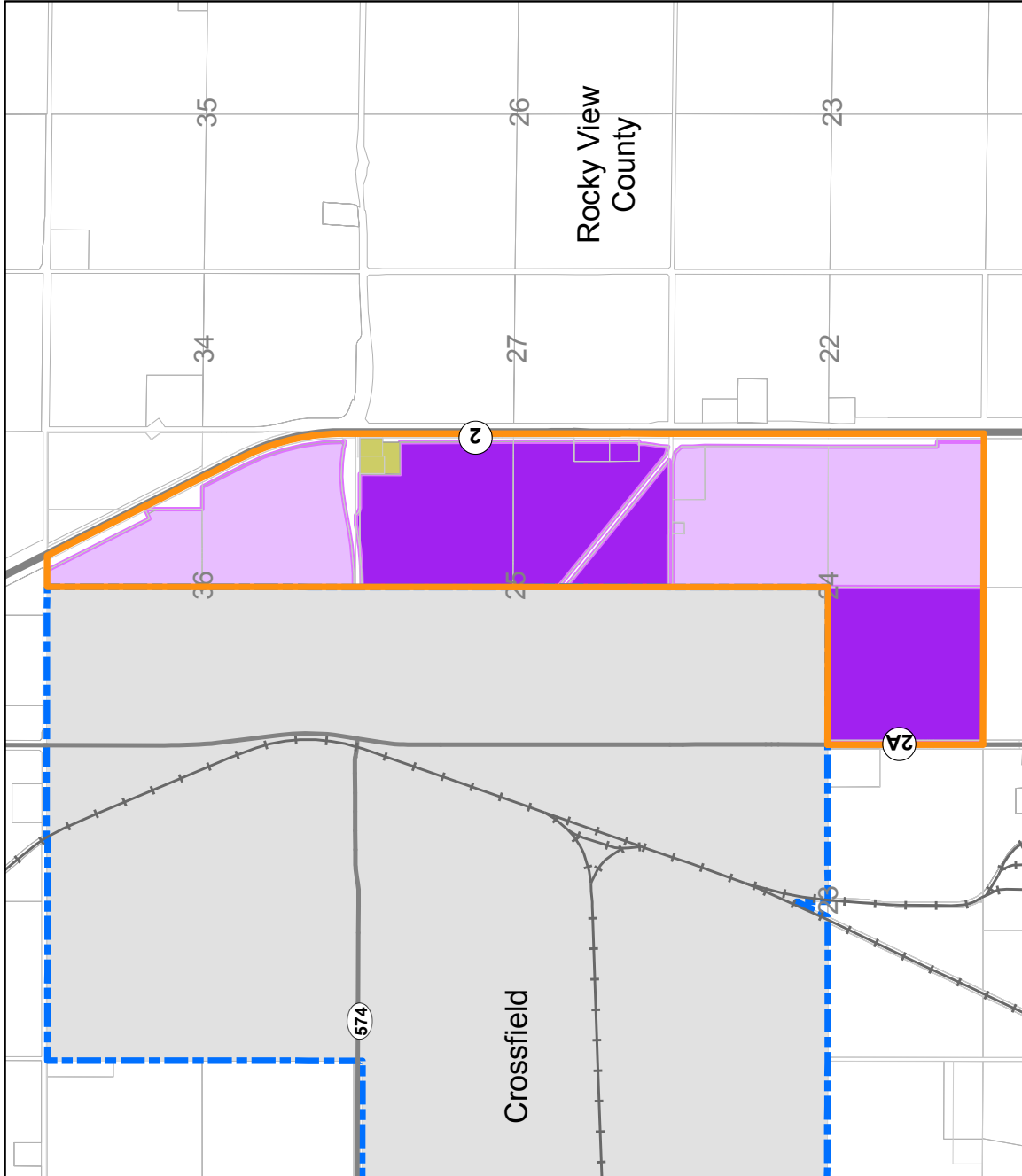
Table 1 delineates the proposed uses within the joint planning area (Town of Crossfield and Rocky View County). The approximate area for each use and the amount in each municipality is included in the table.

**Table 1: Approximate Gross Areas of the Land Use Types**

Land Use Type	County Lands Gross Area (ac)	Town Lands Gross Area (ac)	Overall Plan Area Gross Area (ac)
Light Industrial	471.63	n/a	471.63
Industrial	442.00	341.77	783.77
Commercial (local)	n/a	65.23	65.23
Commercial (regional)	n/a	40.08	40.08
Residential Growth Area	n/a	288.73	288.73
<i>Open space</i>	n/a	34.18	34.18
Institutional	9.10	n/a	9.10
Wetland	n/a	15.12	15.12
<b>Total</b>	<b>922.73</b>	<b>785.11</b>	<b>1,707.84</b>











# Map 6: Land Use Strategy

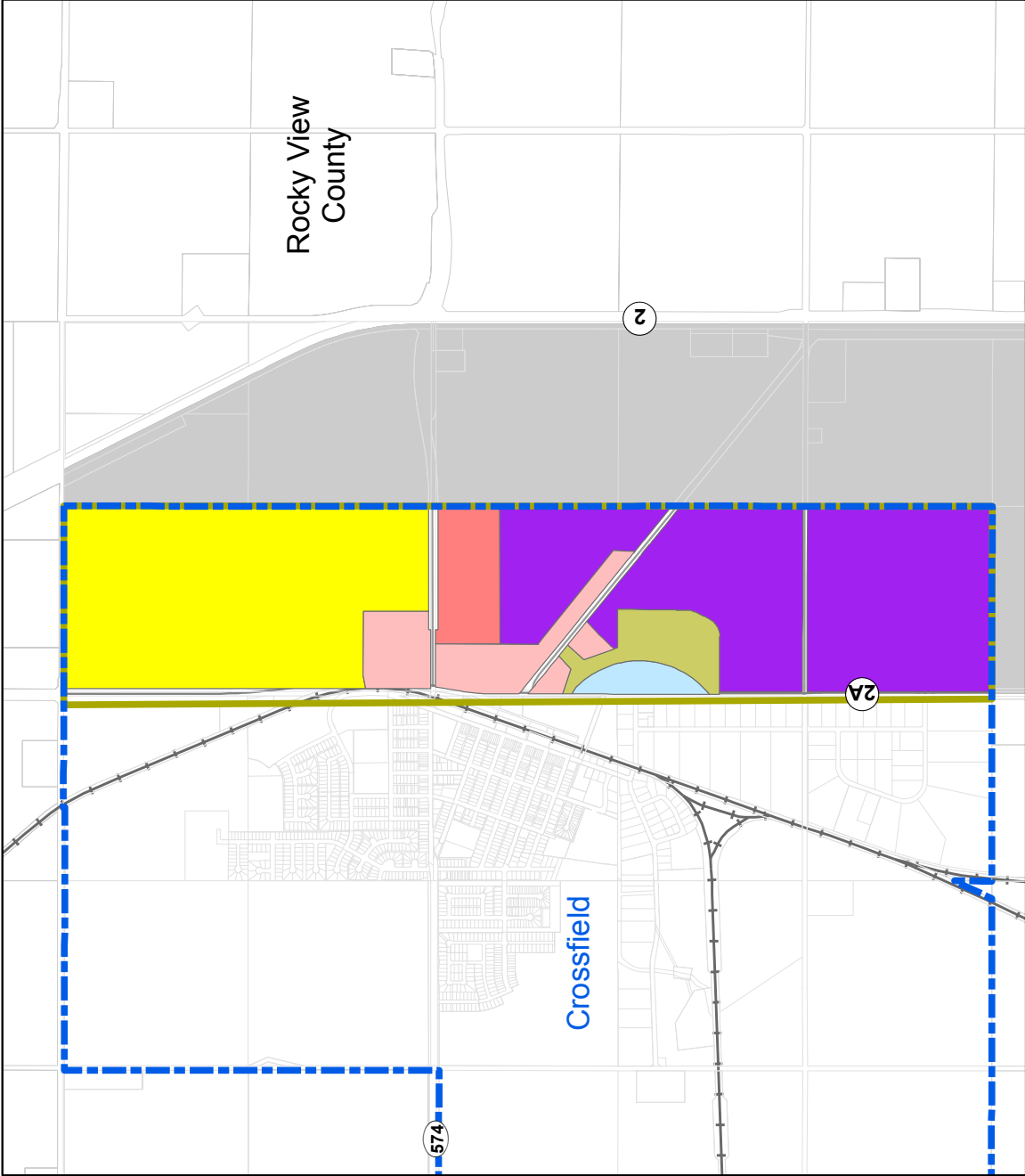
-  North Central Industrial ASP Boundary
-  Town of Crossfield
-  Industrial
-  Light Industrial
-  Institutional
-  Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

# Map 7: Crossfield East Land Use Strategy

-  Crossfield East Plan Boundary
-  North Central Industrial ASP
-  Town of Crossfield
-  Open Space
-  Commercial
-  Industrial
-  Regional Commercial
-  Residential Growth Area
-  Non-permanent Wetland
-  Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

## 7. INDUSTRIAL

The intent of the industrial policy area is to create a large development area that will service both local and regional needs for light, medium, and heavy industrial land, and include appropriate agriculture-related business and industrial uses. Future development will respect the natural environment and strategically develop in a logical sequence to ensure continual respect for adjacent agricultural and other non-industrial land uses. Industrial development will be attractively designed along identified corridors to create visually appealing gateways to the town of Crossfield and effective transition from agricultural lands to industrial land uses.

### OBJECTIVES

- Support the development of local and regional industrial businesses.
- Minimize the impact from industrial land uses that may have off-site impacts through the strategic location of these uses.
- Develop in a logical sequence based on servicing efficiencies, in a manner that is respectful of surrounding agricultural lands.
- Contribute to visually appealing gateways to the town of Crossfield.

### POLICIES

#### General

- 7.1 Industrial development shall be located in the areas identified on Map 6 as Industrial.
- 7.2 Development of industrial uses shall proceed in an orderly and logical manner, supported by full municipal servicing infrastructure.

#### Land Use

- 7.3 Land uses deemed appropriate for the industrial areas should include those that may have some off-site nuisance impacts and generally include the following: offices, contractors, warehousing, distribution logistics, transportation, industrial services, construction, manufacturing, agricultural industry, services (business, petroleum, professional, scientific, agricultural, and technical), and industrial storage.
- 7.4 Heavy industrial uses with significant off-site impacts may be considered if off-site impacts can be mitigated to the satisfaction of the County.
- 7.5 Industrial land uses with the least off-site nuisance (e.g. offices, contractors) shall be located closest to the town of Crossfield boundaries. Industrial land uses with obvious off-site nuisances shall locate farthest from the town boundaries.
- 7.6 Light industrial land uses should be supported within all industrial areas.
- 7.7 Limited commercial land uses may be permitted at the discretion of the County, in consultation with the Town of Crossfield.

- 7.8 Applications for farmsteads, first parcels out, and agricultural subdivision should be supported within the industrial area and should not require a *local plan*.

### Local Plans

- 7.9 A *local plan* shall be required to support applications for industrial development within the industrial area. The *local plan* shall:
- a. ensure that the type of uses for the industrial areas are consistent with those identified in this Plan;
  - b. where necessary, provide a strategy to mitigate off-site impacts, including reduction of noise due to operations;
  - c. address the policies of this Plan regarding interface and gateway areas, where required;
  - d. address the County's *Commercial, Office, and Industrial Design Guidelines*, and document how the *local plan* meets those guidelines; and
  - e. provide landscaping, lot, and building design requirements that provide for high-quality development.
- 7.10 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use Bylaw requirements, and shall conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 7.11 Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient design.

## 8. LIGHT INDUSTRIAL

The overall intent of the light industrial policy area is to provide for suitable uses adjacent to the future residential area to the west, within the town boundary. Interface policies and good design will be important in this area to minimize potential land use conflicts. Light industrial is proposed on a portion of the southern lands due to restrictions in fireflow capacity that limit the type of industrial uses that can be accommodated. Map 6: Land Use Strategy identifies several areas for light industrial land uses.

### OBJECTIVES

- Support the development of a variety of light industrial businesses that have minimal or no off-site impacts.
- Minimize development impacts on adjacent land uses.

## POLICIES

### General

- 8.1 Only light industrial development shall be located in the areas identified as 'Light Industrial' on Map 6: Land Use Strategy.
- 8.2 Development of light industrial uses shall be supported by municipal servicing infrastructure.

### Land Use

- 8.3 Land uses deemed appropriate for the light industrial policy area should include those that do not have a significant off-site nuisance impact, which generally includes the following: offices, contractors, warehousing, and services (business, professional, scientific, and technical).
- 8.4 Light industrial land uses with the least off-site nuisance (e.g. offices, contractors) shall be located closest to the town of Crossfield boundaries.
- 8.5 Industrial land uses with obvious or significant off-site nuisance should not be located in the light industrial area.
- 8.6 Limited commercial land uses may be permitted at the discretion of the County, in consultation with the Town of Crossfield.
- 8.7 Applications for farmsteads, first parcels out, and agricultural subdivision should be supported within the light industrial area and should not require a *local plan*.

### Local Plans

- 8.8 A *local plan* shall be required to support applications for development within the light industrial area. The *local plan* shall:
  - a. ensure that the type of uses for the light industrial areas are consistent with those identified in this Plan;
  - b. where necessary, provide a strategy to mitigate off-site impacts; including reduction of noise due to operations;
  - c. address the policies of this Plan regarding interface and gateway areas, where required;
  - d. address the County's *Commercial, Office, and Industrial Design Guidelines* and document how the *local plan* meets those guidelines; and
  - e. provide landscaping, lot, and building design requirements that provide for high-quality development.
- 8.9 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use Bylaw requirements, and shall conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 8.10 Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient design.

## 9. INDUSTRIAL NON-INDUSTRIAL INTERFACE

Proper planning and design of the interface between the future industrial and non-industrial (i.e. residential) development in the north portion of the plan area will be critical for the success of the Plan. The interface area is identified not only by different land uses, but also by the town/county border. Adherence to strong interface design considerations will assist with the long-term compatibility of these land uses and cooperation between both municipalities. A compatible interface is achieved by providing for the appropriate land use, building setbacks, lot and building design, and landscaping within this area.

### OBJECTIVES

- Minimize the impact of industrial-business development on adjacent non-industrial development, including residential and agricultural land uses.
- Determine appropriate interface conditions that respect the unique needs of both industrial land uses and adjacent residential or agricultural uses.

### POLICIES

- 9.1 Local plans for industrial land uses adjacent to non-industrial uses, identified within the Interface areas on Map 8: Gateway & Interface Areas, shall include an interface strategy that addresses the policies in this section of the Plan as well as Figure 1, Figure 2, and Figure 3, where applicable.
- 9.2 The local road network within the industrial-business area should be separated and/or buffered from the adjacent non-industrial (i.e. residential) areas.
- 9.3 Acceptable uses within the interface areas shall include uses for which activities are primarily carried on within an enclosed building and which generate no significant nuisance factors outside of the enclosed building.
- 9.4 Business uses that interfere with the use and enjoyment of adjacent non-industrial (i.e. residential) development because of the nature of the business use shall not be permitted, even where the business activities may be fully enclosed within a building.
- 9.5 Outside storage or RV storage shall not be permitted in the interface areas.

### Setbacks and Buffering Areas

- 9.6 Spatial separation between industrial and non-industrial (i.e. residential) uses shall be achieved by providing appropriate setbacks for industrial developments.
- 9.7 Where industrial buildings are on lands adjacent to a residential area, the industrial building shall be set back a minimum of 50 metres from the industrial property line.
- 9.8 Where a trail or pathway is located within, or adjacent to, an interface area, the pathway and associated *open space*, including municipal reserve, may be counted as part of the 50 metre building setback.

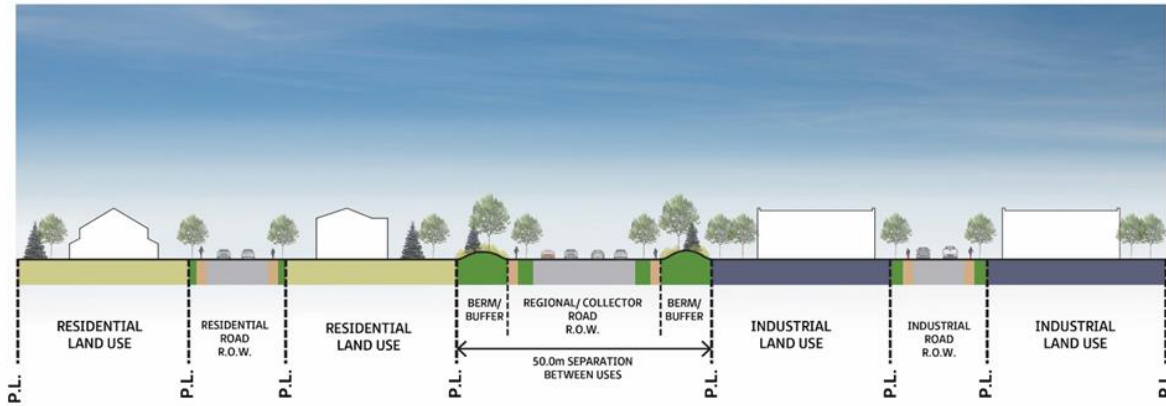
- 9.9 Uses within the setback area of an interface area may include landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, roads, linear parks, and surface parking where parking is hidden from view by berms and/or landscaping.
- 9.10 High-quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback area as part of a *local plan*, and shall address the County's Land Use Bylaw, and the *Commercial, Office and Industrial Design Guidelines*.
- 9.11 Mass plantings and/or berms shall be required to minimize the visual impact of industrial buildings within the interface area. The plantings and/or berms:
- a. should incorporate naturalized contours and variations in height in order to achieve a natural landscaped appearance; and
  - b. may be located in either the interface area or municipal reserve lands, if provided.
- 9.12 Where buildings are located adjacent to a residential area, the building design emphasis should be on those building elevations that face the residential area.
- 9.13 Façades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
- a. Colour change;
  - b. Texture change;
  - c. Material module change; and
  - d. Expression of an architectural or structural bay through a change in plane, such as an offset, reveal, or projecting rib.

### **Building Quality and Appearance**












- 9.14 High-quality building appearance should be emphasized where industrial buildings face residential areas. Building design shall address the requirements of the County's *Commercial, Office, and Industrial Design Guidelines*.
- 9.15 Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.
- 9.16 Figure 1 identifies the proposed design considerations for an industrial-residential interface. Local plan applications shall identify ways in which the *local plan* complies with the design intent of Figure 1, such as berming, landscaping, road width and design and building orientation.



Figure 1: Elevation 1 – Industrial / Residential Interface Concept



# Map 8: Gateways & Interface Areas

-  North Central Industrial ASP Boundary
-  Town Boundary
-  Important Gateways/Transitions
-  Residential-Industrial Interface
-  Industrial
-  Light Industrial
-  Institutional
-  Gateway Feature
-  Major Road
-  Other Road
-  Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

## 10. AGRICULTURE INTERFACE

The plan area is situated within a largely rural agricultural area. Except for the town of Crossfield, the Queen Elizabeth II Highway and Highway 2A, the wider context of the plan area is mainly rural, and the need for proper interfaces between agriculture and proposed industrial land uses must be respected. The County has developed *Agricultural Boundary Design Guidelines* that contain recommendations for buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations, and to reduce potential land use conflicts.

### OBJECTIVES

- Ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.

### POLICIES

- 10.1 Where development shares a boundary with agriculture operations, it shall address the County's *Agricultural Boundary Design Guidelines* within any *local plan*, redesignation, subdivision or development application.

## 11. GATEWAYS

Gateways are important entry ways along major roads that enter and exit a municipality or a community. They are much more than a single sign or entry way feature; they represent a community's welcome, and it is important they are visually attractive and well-designed. A smooth transition from rural agriculture to industrial, and finally to a downtown commercial area, indicates care and attention for the community. Overall, well-designed gateways invite visitors to stay in the community and should evoke pride from local citizens. The joint planning area includes three critical gateways, as indicated on Map 8: Gateway & Interface Areas. These transition areas include Highway 2A from both the north and south, and Limit Avenue/Township Road 285, entering downtown Crossfield.

### OBJECTIVES

- Create attractive, orderly, and well-maintained gateways through well-designed developments and landscaping.
- Ensure inter-municipal coordination for design considerations in gateway areas.

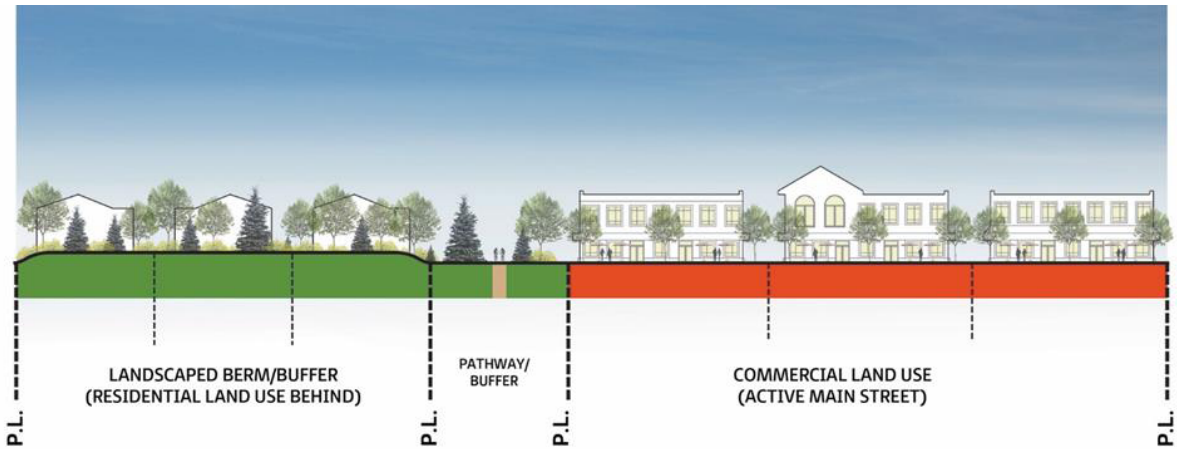
## POLICIES

- 11.1 Gateway area policies shall apply to those areas identified as 'Gateways' on Map 8: Gateway & Interface Areas.
- 11.2 Development within an identified gateway area on Map 8 shall achieve a high-quality visual appearance and shall consider design elements and planning, as detailed on Figure 1, Figure 2, and Figure 3 where applicable, as well as the following guidelines:
  - a. industrial buildings shall not face the highway;
  - b. industrial buildings shall be set back from the highway and shall front a local road;
  - c. sufficient natural berming, plantings, and screening shall be required along industrial property lines adjacent to the highway; and
  - d. screening, fencing, and berming should be consistent in quality, design, and style throughout an entire development.
- 11.3 *Local plan* design guidelines for gateway areas should consider factors such as sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high-quality landscaping and signage.
- 11.4 *Local plan* applications within an identified gateway area shall specify how the proposed development complies with the general design considerations illustrated in Figure 2 and Figure 3.
- 11.5 Gateway areas shall be developed in accordance with the County's *Commercial, Office and Industrial Design Guidelines*.
- 11.6 Rocky View County shall collaborate with the Town of Crossfield and Alberta Transportation in creating an attractive gateway along Highway 2A.
- 11.7 Signage shall be in compliance with the County's Land Use Bylaw and any other applicable bylaws; Applicants shall obtain any required Alberta Transportation approvals.

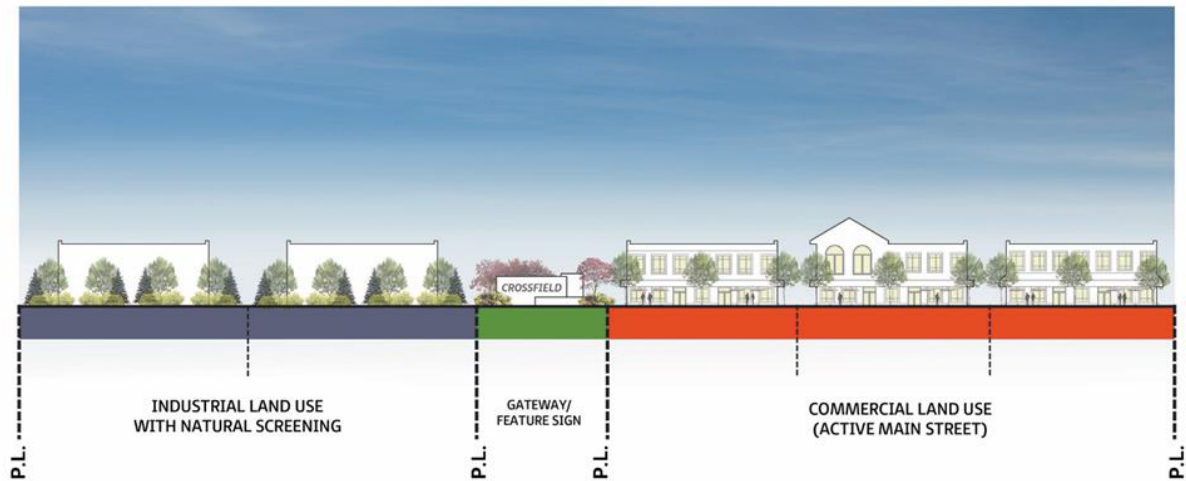
## CONCEPTUAL GATEWAY SKETCHES

Figure 2 and Figure 3 highlight proposed planning and design considerations for gateway areas within the plan area. The figures are intended to be conceptual in nature, with the expectation that *local plan* applications will specify in further detail, within landscaping plans and other submissions, how these transition areas will obtain a high-quality design.

**Figure 2: Elevation 2 – Residential / Commercial Gateway Concept**



**Figure 3: Elevation 3 – Industrial / Commercial Gateway Concept**



# B. SERVICES

## 12. OPEN SPACE, PARKS AND PATHWAYS

*Open space*, parks, and pathways contribute to community building and healthy living by preserving rural landscapes and providing residents with opportunities for passive and active recreation and mobility. The quality of the local environment, through the creation of parks and pathways within industrial, business, and employment areas, can promote healthy living and greater levels of job satisfaction. Furthermore, pathways can provide an alternative transportation mode for employees.

***Open space*** means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include parks, environmentally significant areas and other natural areas, pathways and trails, greenways, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

### OBJECTIVES

- Promote, conserve, and enhance an interconnected *open space* system, tailored to the needs of a predominantly business-use area.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and/or aesthetic function, and that each space operates in a sustainable manner.
- Provide for an interconnected regional and local network of pathway and trail connections that link to key areas within the town.
- Provide opportunities for passive recreation and alternative transportation modes within the plan area.

### POLICIES

#### Open space





- 12.1 An interconnected system of *open space* shall be provided in the plan area that is in general accordance with Map 9: Pedestrian Connections.
- 12.2 *Open space* shall be provided through such means as:
  - a. the dedication of reserve lands, environmental reserves, and public utility lots;
  - b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;
  - c. government lands for public use;
  - d. privately owned land that is accessible to the public;
  - e. publicly owned stormwater conveyance systems;

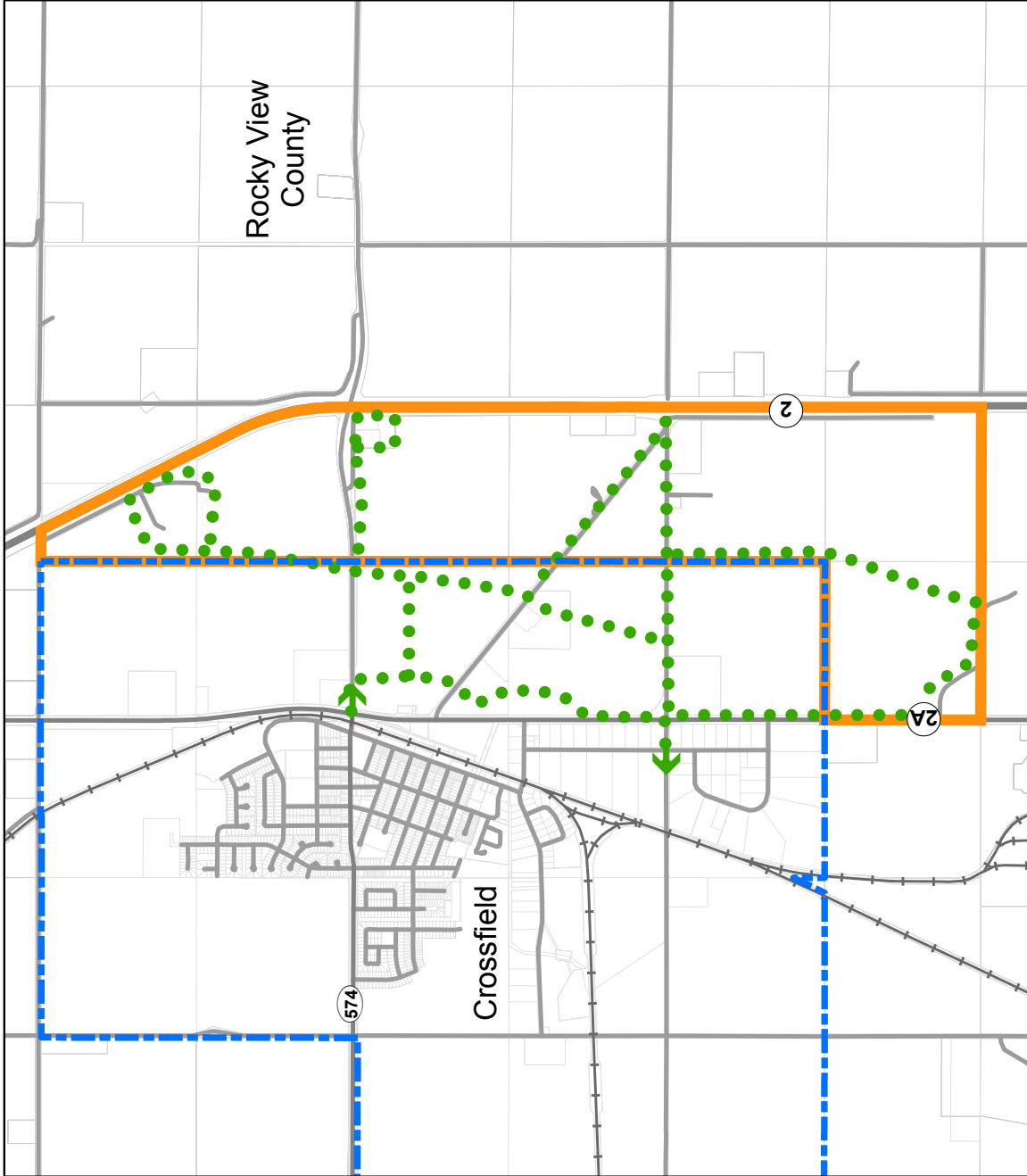
- f. land purchases, endowment funds, land swaps, and donations; and/or
  - g. other mechanisms as may be approved by the County.
- 12.3 *Open space* shall be planned and integrated into the plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.
- 12.4 *Open space* shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

### **Pathways, Trails and Sidewalks**

- 12.5 The network of pathways, trails, and sidewalks should promote walking and cycling, and provide connections between industrial uses in the plan area.
- 12.6 Local plans prepared for the plan area should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 9: Pedestrian Connections and:
- a. provides connections within and external to the *local plan* area, including the overall connectivity to the plan area;
  - b. wherever possible, is located within, or aligned with, a park, wetland, natural water course and riparian area, other natural area, and/or the stormwater management conveyance system;
  - c. incorporates crime prevention through environmental design (CPTED) features; and
  - d. contributes to the regional trail and pathway system and, where required, connects with the town of Crossfield's pedestrian networks, most notably those within the adjacent Crossfield East Plan area.
- 12.7 The design and construction of parks, pathways, and trails, and associated amenities, shall be of high-quality and shall adhere to the County *Servicing Standards, Parks and Pathways: Planning, Development, and Operational Guidelines*, and the County's *Parks and Open space Master Plan* design criteria.
- 12.8 Where the regional pathway, trail, and sidewalk network cannot be located within a park, stormwater management conveyance system, or natural area, it may be located within a road right-of-way in accordance with applicable County standards, or in municipal reserve land adjacent to a road.

# Map 9: Pedestrian Connections

-  North Central Industrial ASP Boundary
-  Town of Crossfield
-  Greenway/Pathway
-  Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



## 13. NATURAL ENVIRONMENT

The plan area is presently composed of a mixture of agricultural land, intermittent streams, and natural wetlands. The topography is generally flat with slight sloping from the highest point in the south to the low points in the north. The purpose of these policies is to provide for the long-term conservation of valued wetlands and riparian areas.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes, as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

A **wetland complex** is two or more permanent or intermittent wetlands connected by natural vegetation and drainage.

**Riparian land** is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

**Wetland** value is based on the function of the wetland (e.g. abundance and biodiversity) and the benefits it provides to society (e.g. water quality improvement and flood protection).

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

### OBJECTIVES

- Provide for the protection and enhancement of wetlands and wetland values.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Ensure wetlands are assessed in detail through the *local plan* preparation process.
- Provide guidance regarding building and development in, and through, riparian areas.

### POLICIES

#### Wetlands




















- 13.1 Wetland protection shall be guided by County and provincial policy.
- 13.2 The County shall require the use of the provincial system to determine wetland classification and relative wetland value.
- 13.3 Local plans shall identify the classification and value of wetlands within the *local plan* area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.
- 13.4 Local plans shall determine, through consultation with the Province, whether wetlands are Crown owned land.
- 13.5 Wetlands not claimed by the Crown that have a high relative wetland value should be protected in accordance with County policy.

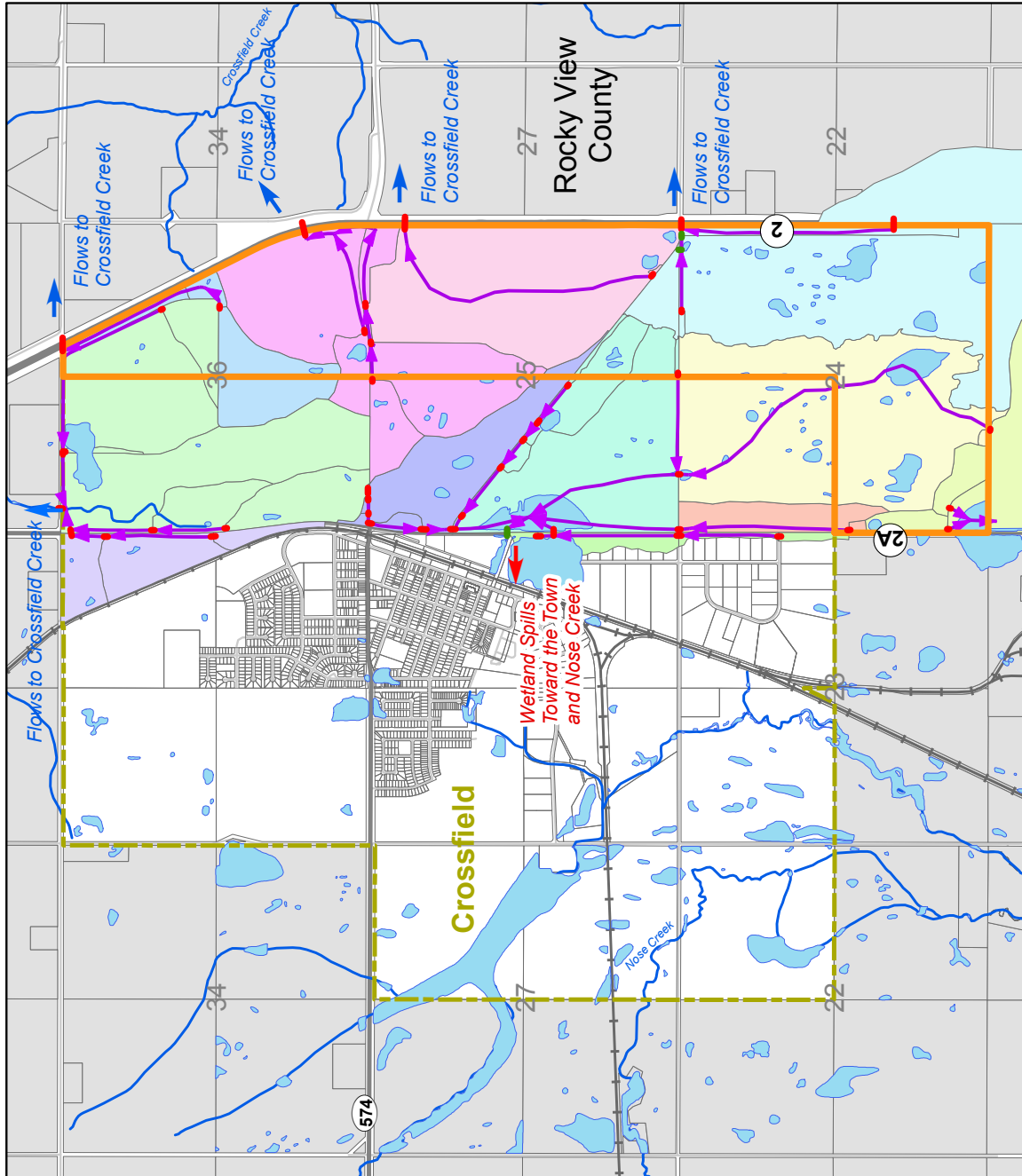
- 13.6 Wetlands that form part of a stormwater drainage conveyance system (see Map 10: Stormwater) should be retained.
- 13.7 Where wetlands are not retained, developers shall provide for appropriate replacement or compensation, in accordance with provincial policy.

### **Riparian Areas**

- 13.8 Riparian area protection shall be guided by County and provincial policy.
- 13.9 Local plans shall identify the impacted riparian areas in the plan area through the completion of a wetland assessment in accordance with Policy 13.3.
- 13.10 The riparian setback area from a protected watercourse shall be determined using the Province's "*Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta's Settled Region*", or a similar provincial document that may replace this document.
- 13.11 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.
- 13.12 Building and development in the riparian setback area shall be in accordance with the County's Land Use Bylaw and the Riparian Setback policy.
- 13.13 The riparian setback area uses may include parks, pathways, and trails.
- 13.14 Public roads and private access roads are allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.
- 13.15 The riparian protection area shall remain vegetated, and developers are strongly encouraged to maintain the natural riparian function through the use of native plant species.

# Map 10: Stormwater

-  North Central Industrial ASP Boundary
-  Town Boundary
-  Existing Culverts
-  Proposed Culverts
-  Conveyance Corridor
-  Wetlands
- Proposed Catchments**
-  1
-  2
-  3
-  4
-  5
-  6
-  7
-  8
-  9
-  10
-  11
-  12
-  Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

## 14. RESERVES

Municipal reserves and environmental reserves are lands dedicated to the County as public land during the subdivision process. Reserves enhance the community by providing land for parks, schools, and recreational amenities. Environmental reserves protect the community and natural environment by preventing development in hazardous areas such as ravines and floodways.

Reserve land is land dedicated to the County by the developer through the subdivision process as defined in the *Municipal Government Act*. They include:

- environmental reserve;
- conservation reserve;
- municipal reserve;
- community service reserve;
- school reserve; or
- municipal and school reserve.

Instead of a land dedication for municipal and school reserve, the County may accept the equivalent value of the land as money. Cash-in-lieu money is shared between the school boards and the recreation districts.

Community services reserves are defined in the *Municipal Government Act* as lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens facility, or special needs facility;
- a municipal facility providing service directly to the public; and
- affordable housing.

Environmental reserves are defined in the *Municipal Government Act* as lands dedicated to prevent development in hazard areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land. Environmental reserves may be required for one or more of the following purposes:

- to preserve the natural features of the land;
- to prevent water pollution; and
- to ensure public access to an adjacent water body.

## OBJECTIVES

- Provide for the dedication of reserves to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school

reserve, or municipal school reserve.

- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

## **POLICIES**

- 14.1 Reserves owing on a parcel of land shall be provided as:
  - a. municipal reserve, school reserve, or municipal and school reserve;
  - b. money in place of reserve land; or
  - c. a combination of land and money.
- 14.2 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the *Municipal Government Act*.
- 14.3 Where applicable, prior to the disposition of municipal or school reserve land declared surplus by the school board, the County shall determine if the land is required for community services reserve land, as provided for in the *Municipal Government Act*.
- 14.4 Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.
- 14.5 All or a portion of reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.
- 14.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.
- 14.7 Provision and allocation of reserves shall be determined, at the time of subdivision, by the County's subdivision approving authority.
- 14.8 The dedication of reserves should meet the present or future needs of the plan area by considering the recommendations of this Plan, the *Parks and Open space Master Plan, local plan*, school boards, and /or recreation boards.
- 14.9 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.

- 14.10 Where an identified park, trail, and pathway system (Map 9: Pedestrian Connections) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:
- a. money in place of reserve land;
  - b. money from the sale of surplus reserve land; or
  - c. other sources of identified funding.

### **Environmental Reserve**

- 14.11 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.
- 14.12 Other lands determined to be of environmental significance, but not qualifying as environmental reserve, should be protected in their natural state through alternative means, as determined by the County.
- 14.13 Environmental reserves should be determined by conducting:
- a. Biophysical impact analysis report;
  - b. Geotechnical analysis; and/or
  - c. other assessments acceptable to the County.

### **Reserve Analysis**

- 14.14 A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of reserves owing within the *local plan* area.
- 14.15 The reserve analysis shall include a determination of:
- a. the total gross area of the *local plan*;
  - b. the type and use of reserves to be provided within the *local plan* area;
  - c. other reserves owing on an ownership basis;
  - d. the location of the reserve types and amounts in relation to the *local plan* area's overall *open space* system, with this information to be shown on a map; and
  - e. the amount of residual reserves to be taken as money in place of land.

## 15. EMERGENCY SERVICES

Emergency services within the plan area include fire and protective service needs. The County has an agreement with the Town of Crossfield for emergency services in the plan area.

### OBJECTIVES

- Ensure an appropriate and efficient level of fire and protective services is made available in the plan area.
- Ensure the plan area is designed and constructed to optimize the delivery of fire and protective services.

### POLICIES

- 15.1 In association with County Fire Services, Town of Crossfield Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected growth in the plan area.
- 15.2 Fire services in the plan area shall be provided from existing County emergency service facilities and, where appropriate, by contract from adjacent municipalities.
- 15.3 Police services within the plan area shall be provided by the RCMP as per the Provincial Police Service Agreement, until such time as another policing solution is required or sought out. The closest RCMP detachment is located in the city of Airdrie.
- 15.4 In preparing *local plans*, developers shall work with the County and Town to identify any potential land requirements for fire and protective services for the plan area.
- 15.5 Local plans shall address fire and protection response measures as well as on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.
- 15.6 The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* for any oil and gas facilities, to the satisfaction of the County.
- 15.7 Crime prevention through environmental design (CPTED) features should be considered in the design and construction of all new development.

### EMERGENCY SERVICE INFRASTRUCTURE

- 15.8 All industrial and commercial buildings shall provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw and the *Alberta Fire Code*.



- 15.9 *Local plans* shall address fire suppression requirements and ensure water and necessary infrastructure is available to all development. The fire suppression plan should consider opportunities and locations that allow for shared infrastructure between *local plan* areas.
- 15.10 Where a proposed development may pose a significant risk or hazard to adjacent properties, the County may require the proponent of the development to complete an independent hazard risk assessment. The County, at its sole discretion, may require the proponent to undertake measures to reduce the hazard risk.

## C. INFRASTRUCTURE

### 16. TRANSPORTATION

The transportation network must be planned and developed in a manner that is safe, functional and efficient. The network should minimize impacts on major wetlands and natural features, integrate development within the plan area, and provide regional opportunities for walking, cycling, and public transportation. Map 11: Transportation shows the provincial, regional, and local transportation networks in the plan area, and provides information on planned road classifications.

#### OBJECTIVES

- Support the regional road network, based on the township and grid system, that:
  - efficiently accesses and aligns with the provincial and regional highway networks; and
  - integrates the plan area into the Town's local transportation network.
- Provide for an internal road network for the plan area that contributes to a high-quality built environment, and efficiently and safely aligns to the regional road network.
- Provide opportunities for a regional transportation route and connections.
- Design internal road networks that minimize new infrastructure and impacts to natural systems and existing oil and gas rights-of-way.
- Provide opportunities for alternative transportation modes, including walking and cycling.

## POLICIES

### General

- 16.1 The transportation network should be developed generally in accordance with Map 11: Transportation.
- 16.2 A transportation impact assessment shall be required as part of the *local plan* preparation and / or subdivision application process to determine if off-site road improvements are required to support the proposed development.
- 16.3 Any costs associated with transportation improvements identified through a transportation impact assessment shall be the developer's responsibility.
- 16.4 Developers shall be required to pay the County Transportation Offsite Levy as per the levy requirements, or oversize infrastructure capacity contributions in accordance with County policy, as the County deems appropriate.
- 16.5 All subordinate transportation analysis shall respect and conform to the County's *Master Transportation Plan*.









### Regional Transportation Network

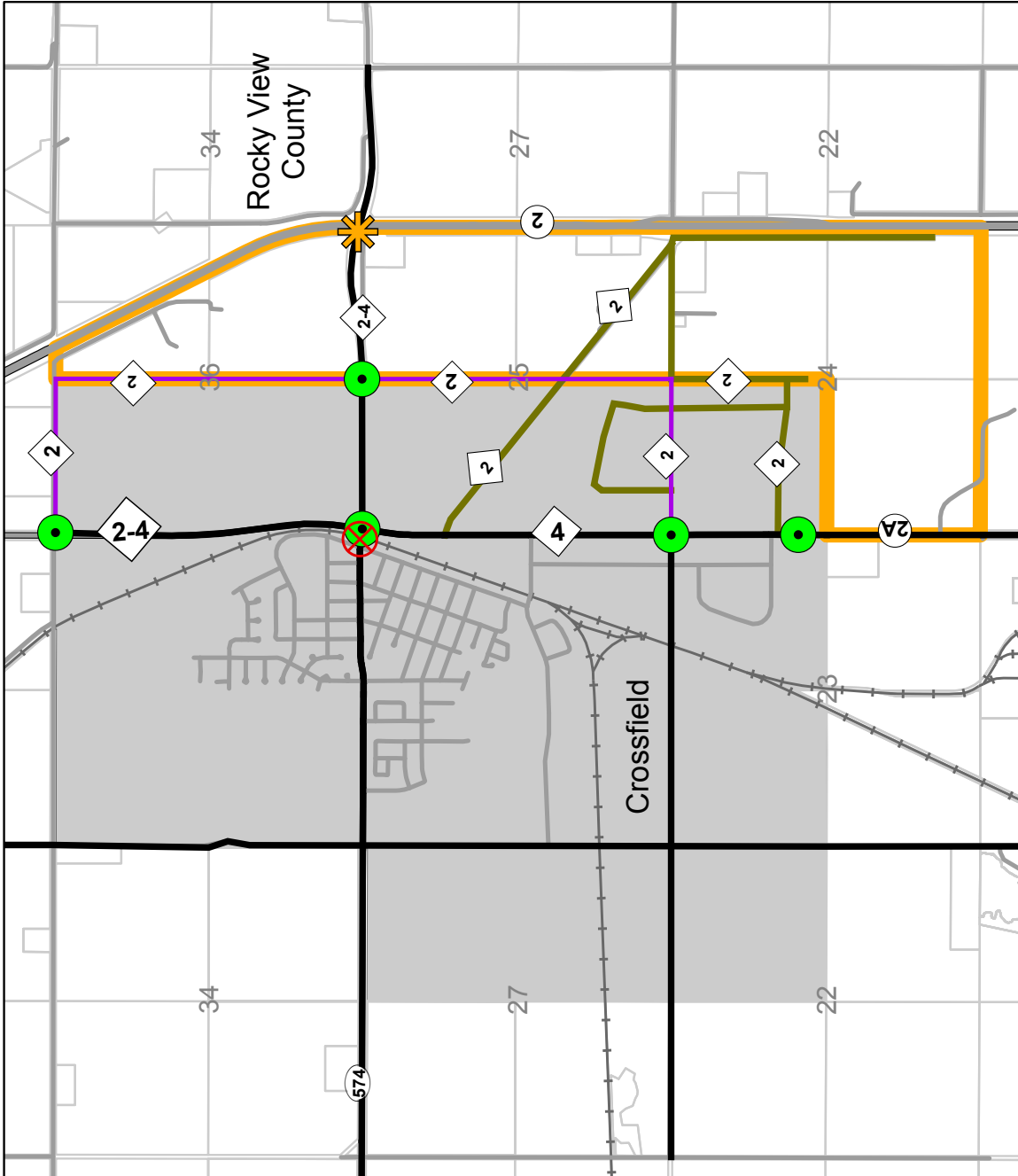
The North Central Industrial Area Structure Plan is adjacent to the town of Crossfield, which requires coordinated transportation planning. Access into, and out of, the plan area will be through the provincial and town regional transportation network. Collaboration will be required through the development process to ensure efficient connections to, and orderly improvements on, the existing network.

- 16.6 The County and the Town shall collaborate to ensure:
  - a. impacts of development on the regional network are identified and upgrades are coordinated to support development progression both in the Town and in the County;
  - b. street standards and cross sections are consistent across municipal boundaries;
  - c. connections of streets with pedestrian and bicycle networks align and transition smoothly across municipal boundaries; and
  - d. adequate safety systems are in place for the existing railway crossings adjacent to the plan area.
- 16.7 *Local plans* shall be designed to accommodate any proposed changes to the provincial transportation network. This includes a possible future connection to Highway 2 at the north end of the plan area.
- 16.8 Land required for future regional road network improvements or interchanges/intersections shall be identified as part of *local plan* preparation and subdivision application processes.
- 16.9 Regional network roads should be designed in accordance with the cross section requirements as identified in the County servicing standards.

- 16.10 Access to the regional transportation network shall use sound access management principles and be in accordance with County servicing standards and policy.
- 16.11 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at time of *local plan* preparation.
- 16.12 The type of road cross section located within a *local plan* area shall be determined at the time of *local plan* preparation.
- 16.13 Industrial areas shall provide pedestrian facilities and connections (e.g. pathways, sidewalks, or trails) in alignment with Map 9: Pedestrian Connections.

# Map 11: Transportation

-  North Central Industrial ASP Boundary
-  Town of Crossfield
-  Railway Crossing
-  Possible Future Interchange
-  Signalized Intersections
-  Existing Road
-  Industrial/Commercial Road
-  Regional Arterial
-  Railway
-  Lanes



## 17. UTILITY SERVICES

Properly designed and maintained utilities and infrastructure are fundamental to a successfully planned development. New development within the plan area is expected to connect to municipal piped water and wastewater services. The Town's utility systems may be expanded to support development within the plan area through collaborative service agreements between the Town and the County. Utility systems must be designed and constructed in a manner that is efficient, safe and cost-effective. Shallow utilities, mainly gas, electricity, and telecommunications, are provided by private companies and also require a coordinated approach during the development process. Utility service providers will need to be aware of the oil/gas pipeline rights-of-way in the plan area, and minimize additional crossings with new pipes wherever possible.

Map 12: Water shows the alignment of existing and potential future potable water infrastructure, and Map 13: Wastewater shows the existing and potential future sanitary collection system in the North Central Industrial Area.

### OBJECTIVES

- Ensure potable water and wastewater systems are provided to the plan area in a safe, cost-effective, and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation and low impact development (LID) measures.
- Ensure shallow private utility systems are provided in a logical manner to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection and water pressure within the plan area.
- Where possible, minimize new additional crossings of oil/gas pipelines.

### POLICIES

In support of the Plan, a water servicing study and master sanitary study for future development within the plan area were prepared. The key objective of the assessments was to ensure a cost-effective servicing strategy could be developed, in partnership with the Town of Crossfield. Service agreement(s) between the Town and the County will need to be negotiated if future connections to Town servicing infrastructure in the plan area is required.

- 17.1 The County and the Town shall coordinate the provision of water and wastewater services within the plan area.
- 17.2 The County and the Town shall enter into a servicing agreement prior to the extension of Town services to the plan area.
- 17.3 Servicing for future development shall be provided in accordance with the service agreement.
- 17.4 Developers shall be required to pay any required off-site levies or cost recoveries, in accordance with County bylaws and policy.

## **System Capacity**

- 17.5 Servicing requirements, staging, and cost contributions for regional municipal servicing shall be identified at the *local plan* stage.
- 17.6 *Local plan* applications relying on municipal utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.
- 17.7 The County shall determine servicing capacity requirements and allocation within, and external to, the plan area.
- 17.8 Development requiring high water volumes may not be supported in the plan area.

## **Utility Location**

- 17.9 Utility service development should support an orderly, logical, and sequential pattern of development.
- 17.10 The provision, alignment, and capacity of the water distribution system shall be in general accordance with the distribution system shown in Map 12: Water.
- 17.11 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with the sanitary collection system shown in Map 13: Wastewater.
- 17.12 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage, to the mutual satisfaction of the County, the developer, and the utility companies.
- 17.13 Utility rights-of-way and easements shall be provided to accommodate municipal utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

## **Water**

- 17.14 All new comprehensive development should connect to a municipal potable water system.
- 17.15 A water use assessment shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine expected water demand and the infrastructure required to meet that demand.
- 17.16 Potable water provided by a municipal utility system shall not be used for the irrigation of non-residential development areas, with the exception of new landscaped areas for a period of two years from occupancy.
- 17.17 Development and buildings relying on potable water provided by a municipal system shall use low flow fixtures and appliances.
- 17.18 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.
- 17.19 Water re-use strategies, and low impact development measures are encouraged to reduce the reliance on potable water for irrigation and other non-potable uses.

## **Wastewater**

- 17.20 All new comprehensive development should connect to a municipal wastewater system.
- 17.21 A wastewater servicing study shall be required with *local plan* preparation, subdivision applications, and/or development applications to determine wastewater demand and the infrastructure required to meet that demand.
- 17.22 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

## **Shallow Utilities**

- 17.23 All new development shall be serviced with shallow utilities at the expense of the developer.
- 17.24 Costs associated with the provision of shallow utilities shall be the developer's responsibility.
- 17.25 Commercial communications facilities should be located on land identified for industrial, commercial, or agriculture use, and in accordance with County policy.












## **Emergency Services Infrastructure**

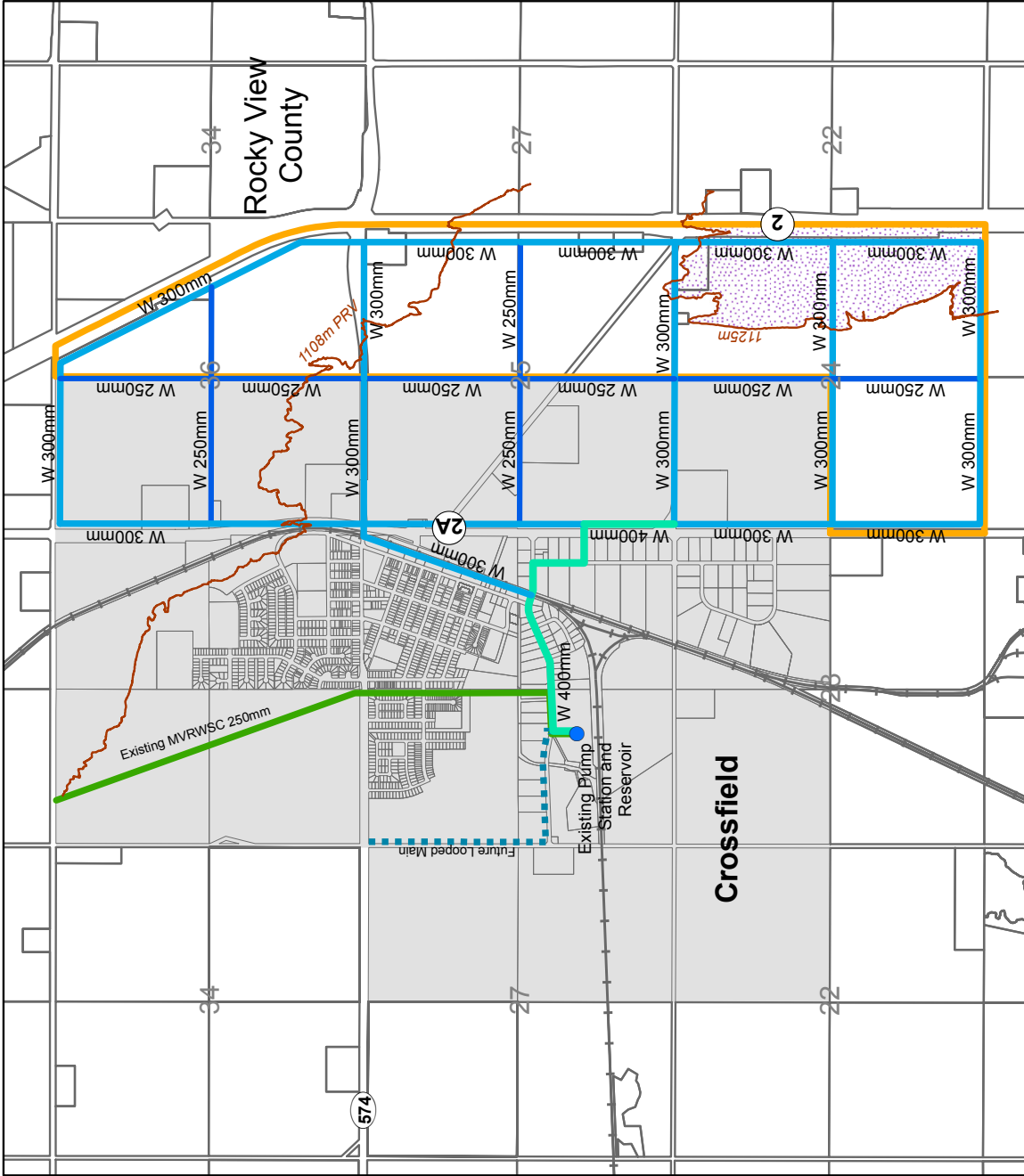
As part of the water servicing study prepared in support of the Plan, the hydraulic analysis identified a servicing constraint in delivering sufficient fire flow to lands with an elevation over 1,125 metres. The existing and future water distribution system is limited to providing the County's light industrial 10,000L/min requirement above this elevation and, as such, consideration must be given to development forms in this area. All future development in the plan area is required to be in compliance with the County's Fire Suppression Bylaw.

- 17.26 All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression Bylaw.
- 17.27 The water distribution system serving future development within the plan area shall be designed to provide fireflow that is adequate for the intended uses.
- 17.28 Development above 1,125 metres in elevation shall demonstrate proposed strategies to provide adequate fire protection measures at the *local plan* stage, to the satisfaction of the County. This could include site grading, supplemental local fire protection, building type and form, and other opportunities to ensure adequate protection is provided.













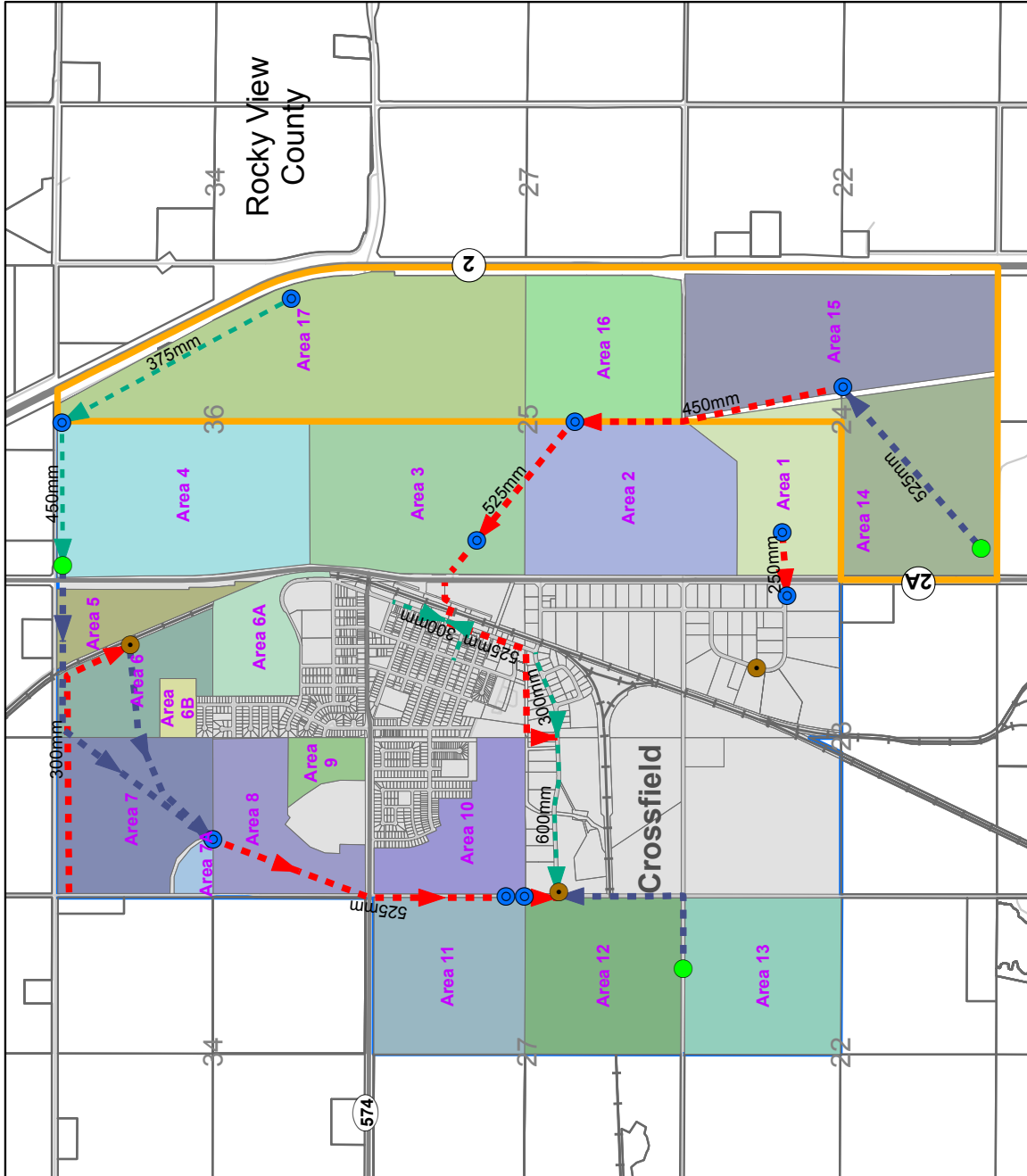
# Map 12: Water

-  North Central Industrial ASP Boundary
-  Town of Crossfield
-  Contours
-  Limited Fire Flow
-  Existing MVRWSC 250mm
-  Future Looped Main
- Proposed Feedermain**
  -  W 250mm
  -  W 300mm
  -  W 400mm
-  Existing Pump Station and Reservoir
-  Railway



# Map 13: Wastewater

-  North Central Industrial ASP Boundary
-  Town of Crossfield
-  Sanitary Catchment Area-Various Colours
-  Existing Lift Station
-  Node
-  Proposed Lift Station
-  Existing Trunk
-  Proposed Force Main
-  Proposed Trunk
-  Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

## 18. STORMWATER

The Plan includes lands located within both the Nose Creek Watershed to the south, and the Crossfield Creek Watershed to the north. Stormwater drainage in the plan area is generally in a northerly and easterly direction. As development in the plan area occurs, it is important to ensure pre-development flows are maintained for the health of the downstream ecosystems. The plan area will be serviced by infrastructure planned jointly between the County and the Town of Crossfield.

Map 10: Stormwater shows the main pond features, drainage catchments, and proposed stormwater conveyance routes in the plan area.

The *North Central Industrial ASP Master Drainage Plan* was prepared jointly by the County and the Town to provide guidance for future development in both jurisdictions.

### OBJECTIVES

- Ensure effective, sustainable, and responsible stormwater management service to the plan area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and best management practices with respect to stormwater management.
- Protect high value wetlands and riparian areas within, and beyond, the plan area.

### POLICIES

#### Regional Stormwater Management

- 18.1 The County and the Town shall coordinate the provision of stormwater services within the plan area.
- 18.2 The County and the Town shall reach a servicing agreement prior to the extension of municipal stormwater services to the plan area.
- 18.3 Servicing for future development shall be provided in accordance with the servicing agreement.
- 18.4 Developers shall be required to pay any required off-site levies or cost recoveries in accordance with County bylaws and policy.

#### Design

- 18.5 As part of a *local plan* preparation process, the applicant shall submit a sub-catchment master drainage plan that is consistent with the approved *North Central Industrial ASP Master Drainage Plan* and the policies of this Plan.

- 18.6 A sub-catchment master drainage plan for a *local plan* area shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this Plan.
- 18.7 All development shall conform to the recommendations for storm outfalls, release rates, volume control targets, setbacks and storage requirements of the North Central Industrial ASP Master Drainage Plan.
- 18.8 Stormwater management systems, including re-use or irrigation, should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds or volume control measures designed for individual lots.
- 18.9 The stormwater management system should be designed to:
  - a. operate on a gravity basis;
  - b. accommodate stormwater flows from the adjacent road network; and
  - c. conform to an urban standard with minor and major systems.
- 18.10 Stormwater shall be conveyed downstream in a manner that protects downstream properties.
- 18.11 Stormwater conveyance systems shall be designed to accommodate upstream stormwater flows, to the satisfaction of the County.

#### **Stormwater Ponds, Constructed Wetlands, and Wetlands**

- 18.12 Proposed stormwater ponds should be enhanced with bio-engineering techniques, wherever possible, to promote volume control and water quality within the plan area.
- 18.13 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.

#### **Reduce, Recycle, and Reuse**

- 18.14 The County should explore and support the collection of stormwater at the sub-regional catchment level in order to filter and reclaim stormwater, bringing it to a quality consistent with the identified end use.
- 18.15 As part of the preparation of a *local plan* and supporting sub-catchment master drainage plan, best management practices and alternative solutions for the improvement of stormwater quality and reduction of quantity shall be required. Solutions may include:
  - a. design of stormwater facilities that incorporate source controls in order to reduce the amount of water moving downstream and the need for end of pipe treatment facilities;
  - b. use of low impact development methods, such as bio-swales, rain gardens, constructed wetlands, green roofs and permeable pavements;
  - c. reduction of impervious surfaces;
  - d. the re-use of stormwater; and
  - e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.

## Utility Costs

- 18.16 Developers relying on regional stormwater services shall be required to front-end the costs of service upgrades where deemed necessary by the County.
- 18.17 Developers relying on stormwater infrastructure improvements provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement and/or Stormwater Off-Site Levy Bylaw.
- 18.18 Developers relying on regional stormwater services shall be required to pay Rocky View County's Stormwater Off-Site Levy.

## 19. SOLID WASTE AND RECYCLING

Solid waste policies address the management of solid waste (garbage and recycling) through all stages of development, from construction and demolition to full build-out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements, and the policies below provide guidance to developers and residents on effectively managing solid waste.

### OBJECTIVES

- Ensure *local plans* address solid waste management during all stages of development, and are in alignment with the County's Solid Waste Master Plan.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Increase the level of participation in waste diversion practices within the County.
- Increase the volume of material diverted from landfills.

### POLICIES

- 19.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.
- 19.2 A *local plan* should:
  - a. address solid waste management through all stages of development, including occupancy;
  - b. identify the appropriate waste collection stations that serve the *local plan* area;
  - c. conform to the policies of the County's Solid Waste Master Plan; and
  - d. set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document entitled, “*Too Good to Waste: Making Conservation a Priority*” in order to promote the diversion of waste from landfills through the reuse and recycling of materials.

### **Industrial and Commercial**

19.3 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

### **Agriculture Areas**

19.4 Solid waste management shall be the responsibility of property owners in agriculture areas.

19.5 Stationary and mobile waste collection stations should be used for the disposal of solid waste and recyclable materials.

## **20. OIL AND GAS**

Energy resource facilities, including wells and pipeline rights-of-way are industrial land uses that are prevalent within the plan area (see Map 5: Energy Constraints). These facilities, including sweet and sour gas wells and pipelines, contribute to the area’s economy, but also require diligence to maintain public safety, quality of life and the natural environment. Addressing these energy resource facilities through collaborative land use planning is a priority of this Plan.

The Plan directs developers to work collaboratively with the owners of the energy resource facilities within the plan area to ensure future development that is mutually beneficial to all parties. When new development crosses an existing pipeline right-of-way, there is potential for significant costs and risks to both the developer and the owner/operator of the pipeline. Land use development that can plan to avoid new pipeline crossings will benefit all parties involved through the reduction of costs and future risk mitigation.

### **OBJECTIVES**

- Ensure appropriate and safe land development in relationship to oil and gas facilities.
- Work collaboratively with the Alberta Energy Regulator and oil and gas facility operators/owners to mitigate future and existing risk from oil and gas facilities.
- Allow for the continued safe operation of oil and gas facilities.
- Consider the use of existing pipeline rights-of-way as greenspace to avoid conflicts with oil and gas infrastructure.

**Petroleum facilities** are plants, pipelines, and batteries used to process and transport oil and gas. **Petroleum wells** are producing, suspended, or abandoned oil and gas wells.

**Directives** are documents that set out Alberta Energy Regulator (AER) requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the AER are required to obey all directives.

Bulletins inform the energy industry and the public of an AER activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

## POLICIES

- 20.1 Development in the vicinity of oil and gas facilities shall comply with the setback requirements and policies of this Plan, and should consider the directives and bulletins of the Alberta Energy Regulator (AER) (Appendix B of this Plan) and/or the development guidelines of the National Energy Board (NEB) for NEB-regulated pipelines.
- 20.2 At the time of subdivision or development, the developer shall register a restrictive covenant that prevents the construction of any building within the setback area of an active, suspended, or abandoned well.
- 20.3 As part of the *local plan* preparation, applicants shall obtain a land development information package from the AER and identify the location of all oil and gas facilities (abandoned and operating) in the *local plan* area. In addition, the applicant must determine if an emergency planning zone (EPZ) has been established around a sour gas facility or well.
- 20.4 Prior to the preparation of a *local plan* to develop lands within 1.5 kilometres of an oil and gas facility within an EPZ, the development proponent shall consult with the County and the operator of the facility to determine how an emergency response plan will be prepared, updated, or replaced.
- 20.5 The location, development setbacks, EPZs, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* and shall be included in any marketing information and other public communication materials for oil and gas facilities.
- 20.6 As part of the *local plan* preparation, applicants should consider the use of existing pipeline rights-of-way as greenspace for passive recreation opportunities, where applicable, to the satisfaction of the operator(s) and the County.

### Abandoned Oil & Gas Wells

There are four known abandoned well sites within the plan area identified on Map 5: Energy Constraints. The following policies apply to land located in proximity to abandoned well sites.

- 20.7 All buildings located in proximity to an abandoned well site shall comply with the AER setback requirements, or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is the greater.



- 20.8 Vehicular access to an abandoned well site shall:
- a. be determined through discussion with the abandoned well licensee;
  - b. be identified in the *local plan*; and
  - c. be protected by easements in favour of the County at the time of subdivision or development approval.
- 20.9 In conjunction with a *local plan*, subdivision or development permit applications for any parcel containing an abandoned well shall require that the applicant provide:
- a. surveyed locations of abandoned wells and pipelines, and confirmation of the setback requirements;
  - b. a phase i environmental site assessment specific to the abandoned well or pipeline; and
  - c. phase ii environmental site assessment specific to the abandoned well or pipeline, as deemed necessary by the County.
- 20.10 Public roads should not be located over an abandoned well.
- 20.11 During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and the contact information for the AER. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

### **Pipelines**

- 20.12 All setbacks from a pipeline shall be in accordance with provincial regulations and, if applicable, shall consider the NEB guidelines.
- 20.13 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.
- 20.14 New pipeline crossings for the purposes of new roads should be avoided, where possible, unless prior approval from the oil and gas operator(s) and the relevant provincial agency(s) has been received prior to the submission of a development proposal.
- 20.15 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.
- 20.16 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the approving authority.
- 20.17 The applicant of a development proposal within 250 meters of a pipeline right-of-way shall notify the pipeline operator prior to submission of a development proposal at the *local plan*, re-designation, and subdivision stages.

### **Discontinued / Abandoned Pipeline Policies**

There are two known abandoned pipelines within the plan area identified on Map 5: Energy Constraints. The following policies apply to land located in proximity to abandoned pipeline sites.

- 20.18 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating, and shall be in accordance with provincial regulations.
- 20.19 An abandoned pipeline is one that will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way unless the pipeline has been removed and no setback exists.
- 20.20 An applicant may, at the discretion of the oil and gas operator(s), enter into a pipeline removal agreement to facilitate the removal of the abandoned pipeline.

**3.**

## **Implementation and Monitoring**

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# PART III: IMPLEMENTATION AND MONITORING

## 21. IMPLEMENTATION

This Plan outlines the vision for the future physical development of the plan area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe the processes involved in implementing this Plan, to explain the proposed sequencing of development, and specify requirements to ensure the Plan's policies and strategies are adhered to.

### OBJECTIVES

- Implement the land use strategy and policies of the North Central Industrial Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical sequencing of development.
- Implement key actions to facilitate development, provide guidance to *local plans*, and ensure a coordinated planning and implementation approach in the joint planning area.
- Ensure *local plans* adhere to the vision and policies of the Plan.
- Provide for the review and amendment of the Plan, as required.

### POLICIES

#### Local Plans, Redesignation, Subdivision, and Development Applications

Local plans are to be developed within the framework provided by this Plan. Policy sections in the Plan identify the unique requirements that must be addressed in a *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a conceptual scheme or master site development plan are identified in Section 29 and Appendix C of the *County Plan*.

- 21.1 Applications for redesignation, subdivision, and / or development require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this Plan, or if determined not to be required by the County.
- 21.2 Notwithstanding 21.1 above, applications for a development permit with a land use approved prior to the adoption of this Plan do not require a *local plan*.
- 21.3 *Local plans* shall address and adhere to the requirements of this Plan. In support of *local plans* and redesignation applications, the developer will be required to submit a rationale detailing how their proposal is consistent with the vision and policies of this Plan.

- 21.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of this Plan.
- 21.5 The identification and implementation timing of any required off-site improvement and/or community services will be determined to the satisfaction of the County, in conjunction with the *local plan* approval process.
- 21.6 Where a *local plan* does not exist or is silent on a subject, the policies of this Plan shall apply.

## **LOCAL PLAN BOUNDARIES**

The boundaries of the *local plan* should consider the natural and physical conditions in the plan area.

- 21.7 *Local plan* boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres).

## **Infrastructure Costs and Levies**

This Plan recognizes development implementation will require infrastructure improvements within, and external to, the plan area. The cost incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, provincial contributions, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Off-site levies for transportation, water, wastewater, and stormwater servicing have been, or will be, developed for the Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service the plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the *local plan* preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service the plan area. Costs also include those associated with program and service delivery to residents and business owners (e.g. recreation, fire and property protection, parks maintenance, waste and recycling operations, etc.).

- 21.8 As part of the *local plan* approval process, the identification, timing, and funding of any required off-site improvements shall be required. Off-site improvements that are:
- a. internal to the plan area shall be determined to the satisfaction of the County; or
  - b. external to the plan area, including provincial or adjacent municipal infrastructure, shall be determined to the satisfaction of the County, in consultation with the Town of Crossfield and/or the relevant provincial department.

- 21.9 Developers relying on regional municipal utility services (water, wastewater, and/or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.
- 21.10 Costs associated with transportation and/or utility service improvements shall be the developer's responsibility.
- 21.11 Developers relying on transportation and/or utility infrastructure improvements (water, wastewater, and/or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreements.
- 21.12 Developers shall be required to pay the Rocky View County:
- a. Water and Wastewater Off-Site Levy;
  - b. Stormwater Off-Site Levy; and
  - c. Transportation Off-Site Levy.

### **Development Sequencing or Criteria**

The development criteria outline a series of conditions that developments must meet prior to consideration for approval. This will provide for a logical and cost-effective progression of development to accommodate ultimate land uses and infrastructure systems proposed in this Plan.

- 21.13 New development areas should be contiguous to existing development or approvals.
- 21.14 Development should proceed based on logical and cost-effective extension of infrastructure.

### **Technical Requirements and Submissions**

The various policy sections in this Plan identify specific requirements of a *local plan* (conceptual scheme or master site development plan). All other standard technical requirements of a *local plan* are identified in the *County Plan*.

- 21.15 *Local plans* (conceptual schemes or master site development plans) shall address the requirements as set out in the policies of this Plan and Section 29 and Appendix C of the *County Plan*.
- 21.16 All planning or development applications, and any associated infrastructure construction should comply with this Plan, and should meet the technical requirements of the *County Plan*, Land Use Bylaw, *local plans*, County Servicing Standards, County policy, and provincial and federal requirements.

### **Plan Review and Amendment**

The future land uses and development outlined in the Plan are expected to develop over the next 20 years. While the Plan is sufficiently flexible to account for change, periodic review and occasional amendment may be required.

Under normal circumstances, the County will undertake a plan assessment every 10 years to determine if a full review is required, as per the *County Plan*. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

21.17 The County may consider periodic review and occasional amendment of the North Central Industrial Area Structure Plan (the Plan) in accordance with Section 28 of the *County Plan*.

21.18 The Plan shall be subject to an assessment and possible review every 10 years.

## **Actions**

Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of the Plan. The following are the recommended County actions to assist in the implementation of this Plan.

1. Develop a levy structure between the Town and County to adequately finance development within the plan area in a non-competitive manner.
2. Prepare agreements for the provision of servicing infrastructure.
3. Reach agreement with the Mountain View Regional Water Commission to deliver the County's water allocation to the Town's reservoir.
4. Develop applicable soft service agreements with the Town, such as fire and emergency services, to provide service coverage to the plan area.

## **22. INTERMUNICIPAL COORDINATION AND COOPERATION**

The plan area is bordered by the town of Crossfield on the west. The Plan acknowledges the land use intent of the town and provides for appropriate, compatible land use transitions at the interface areas. In addition, given the collaborative development of this Plan with the Town of Crossfield, specific emphasis has been placed on ensuring compatible land use transitions (Section 11), an appropriate industrial-non industrial interface (Section 9), and inter-municipal policies (Section 22) that promote a coordinated and cooperative approach to planning.

## **OBJECTIVES**

- Ensure ongoing, meaningful consultation occurs between Rocky View County and the Town of Crossfield on matters related to the implementation of the North Central Industrial Area Structure Plan (the Plan) and the Crossfield East Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with the Town of Crossfield, in accordance with the provisions of the Rocky View County/Town of Crossfield Intermunicipal Development Plan (IDP) and the policies of this Plan.



## **POLICIES**

- 22.1 The County shall work with the Town of Crossfield to deliver a coordinated planning process and ensure continued meaningful communication between the two municipalities as subsequent *local plans* are prepared within the plan area.
- 22.2 To achieve policy 22.1, the County shall circulate *local plan* applications to the Town of Crossfield, in accordance with the circulation protocols of the Rocky View County/Town of Crossfield IDP and any other agreement(s) jointly approved by both municipal Councils.
- 22.3 If a *local plan* application is received in the joint planning area that includes lands within both the County and the Town, the following circulation procedures should apply:
- a. after initial receipt of applications, Administrations from both municipalities should consult to ensure similar technical requirements and a shared understanding of the issues and the process;
  - b. both Administrations should continue to consult throughout the application process to address potential concerns, resolve issues, and ensure the policies of both area structure plans are being implemented; and
  - c. both Administrations should schedule Council public hearings for the application as close together as possible to facilitate implementation of the *local plan*.
- 22.4 Development within the interface boundary of the plan area, identified in the Rocky View County/Town of Crossfield IDP shall be subject to the policies of the IDP as well as the policies of this Plan.

### **Local Plans, Redesignation, and Subdivision**

- 22.5 Rocky View County shall ensure that *local plans* and applications for redesignation and subdivisions of lands within the plan area address:
- a. regional drainage to ensure the protection of required drainage corridors;
  - b. alignment and connectivity of pathways, roadways, and utilities with the Town of Crossfield;
  - c. land use compatibility with adjacent land uses within the town; and
  - d. other appropriate policies of this Plan.

# APPENDICES

## APPENDIX A: DEFINITIONS

**Local plan** refers to a conceptual scheme or master site development plan. A *local plan* will have unique planning requirements, based on the planning direction provided in the Area Structure Plan. Local plans must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the County Plan (Section 29 and Appendix C).

*Open space* means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

## APPENDIX B: KEY ALBERTA ENERGY REGULATOR INFORMATION

AER Bulletin 2013-03	Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information.
Interim Directive ID 81-3	Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments.
Directive 026	Setback Requirements for Oil Effluent Pipelines.
Directive 079	Surface Development in Proximity to Abandoned Wells.ww
Directive 056	Energy Development Applications and Schedules
EnerFAQs: Explaining AER Setbacks	This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities.

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