

TOWN OF CROSSFIELD



Crossfield East Area Structure Plan

Bylaw No. 2019-07

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PART ONE: INTRODUCTION

1. PLAN PURPOSE

WHAT IS AN AREA STRUCTURE PLAN?

An area structure plan is a statutory document approved by Council and adopted by Bylaw. An area structure plan 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 area structure plan provides Council with a roadmap when considering land use changes, subdivision, and development. When making decisions regarding development in the Plan area, the Council must consider the Plan and a wide range of other factors, such as the economic goals, growth strategies, and the ability to provide servicing. However, area structure plans do not predict the rate of development; ultimately growth is determined by market demand and landowner desire, which reflects the overall economic climate of the region.

The Alberta Municipal Government Act (the Act) s.633 states an area structure plan 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.

JOINT PLANNING AREA PROCESS

The following Area Structure Plan (ASP) represents a collaborative planning process between the Town of Crossfield (the Town) and Rocky View County (the County). The Town and the County have a strong history of working together, including the recent Intermunicipal Development Plan (IDP) and uncontested annexation of lands by the Town. The ASP, covering a large land area within both municipalities is another notable example of this successful partnership.

In 2010, the Town of Crossfield (the Town) annexed ± 1,750 acres (± 708 hectares) from Rocky View County (the County). During this process, the municipalities struck an agreement, which included a requirement to develop a Joint Planning Area process to guide development in the annexation area.

In this case, each municipality will adopt their own unique ASP that contains a common overall land use vision, common policies and policies unique to that municipality. This is also known as a Major Area Structure Plan (MASP) as identified in the Rocky View County/Town of Crossfield Intermunicipal Development Plan (IDP). Both ASPs will be statutory documents approved by the respective Councils and adopted by Bylaw in each of the municipalities involved.

Both ASPs (referred to jointly as ‘the Plan’) outline a collaborative overall vision for the future development of the area with regard to land use, transportation, protection of the natural environment, emergency services, and utility service requirements. While the overall ASP vision is jointly agreed upon by the municipalities, each municipality will require their own policies in various aspects of the Plan.

Through the process of preparing the ASPs, citizens were provided with opportunities, at various stages in the process, to have input into the development of policy. 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 each municipality.

The policies in an ASP form a bridge between the general planning policies contained in the Town/County Intermunicipal Development Plan, municipal development plans (MDPs) and the more detailed planning and design direction contained in developer submitted conceptual schemes or master site development plans in the County or a developer driven ASP in the Town.

LOCAL PLANS

For brevity, this document uses the term *local plan* to refer to plans that 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 ASP and how development will be connected and integrated with adjacent areas.

Local plan refers to a plan that provides further planning details based on guidance outlined in a developer initiated Area Structure Plan. A local plan prepared under the ASP will have unique planning and servicing requirements, but will still be based on the direction provided in the Crossfield East Area Structure Plan. Local plans must also address the general requirements for preparing these plans as identified in the in the Town of Crossfield Municipal Development Plan (Section 12.3.8).

- This type of document is also known as a Neighbourhood Area Structure Plan (NASP) as identified in the Rocky View County/Town of Crossfield IDP.

Area Structure Plan (developer initiated) is a statutory plan that is approved by bylaw and is prepared by a developer and must conform and align to the policies of the larger area structure plan, ARP, MDP and Land Use Bylaw. Developer initiated Area Structure Plans provide more detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.

Policy sections in Crossfield East 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 an ASP are identified in the Town of Crossfield MDP (Section 12.3.8).

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 Town if it chooses to do so, dependent on the particular circumstances of the site and/or application.

2. PLAN ORGANIZATION

The Area Structure Plan is organized in three sections.

Part One: Introduction

This part outlines the Plan purpose, boundaries, policy terminology, and relationship to other plans, the public engagement process, key issues, and opportunities that informed the plan preparation process. It also presents a vision of what the area could be like 20 – 25 years into the future and provides ten (10) broad goals that will guide the development of the area over this period. Finally, it contains the mutually agreed upon policy direction between the Town and the County, including Map 7: North Central Industrial Land Use Strategy and related policies.

Part Two: Plan Policies

This part contains the policies tailored specifically to each municipality and lands within their jurisdiction. Part 3 mainly reflects wording and process differences between the municipalities and does not detract from the overall common vision and framework of the cooperative joint ASP process.

Part Three: Implementation and Monitoring

This part presents the Plan implementation process, provides information on local plan areas, phasing, specifies application requirements to ensure the area structure plan 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 design guidelines for commercial and industrial development.

Appendix C provides key Alberta Energy Regulator Information.

3. PLAN AREA

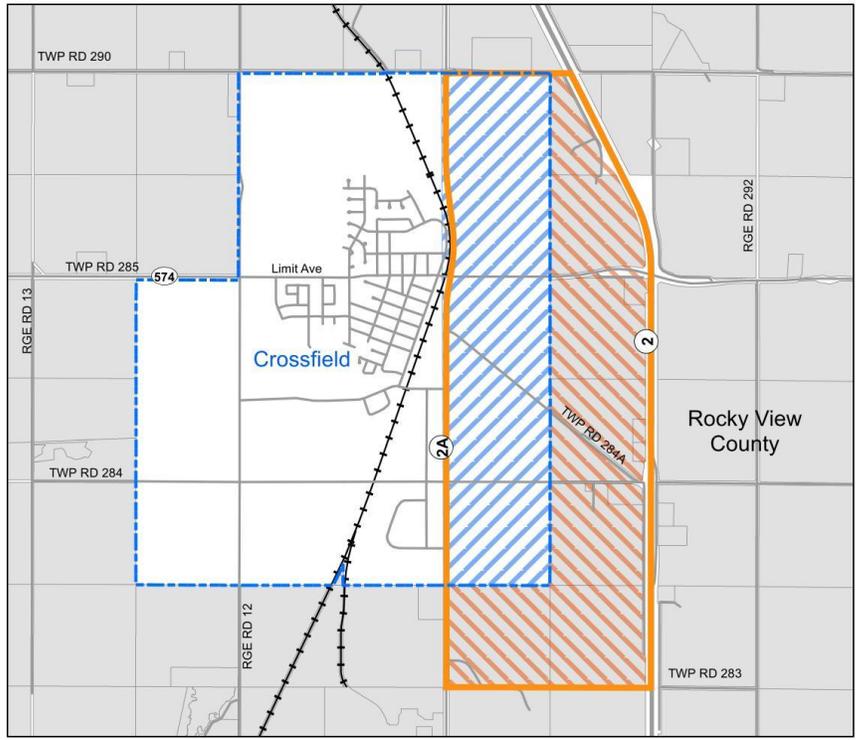
The joint planning area comprises approximately 691 hectares (1,708 acres) of land situated in both the town of Crossfield and Rocky View County, between Highway 2A and the Queen Elizabeth II Highway, as shown on Map 1: Plan Area Location and Map 2: Air Photo. The 2009 Annexation Agreement between the Town of Crossfield (the Town) and Rocky View County (the County) acknowledged that this area was to be developed through the joint preparation of an area structure plan. This cooperative process was recognized with the adoption of the 2013 Rocky View County/Town of Crossfield Intermunicipal Development Plan, and later refined with the approval of the Joint Terms of Reference that outlines the overall intent and objectives for the area structure plan. Using a collaborative approach to create a planning framework for the future development of the Plan area ensures smooth transitions, a reduction of potential land use conflicts, as well as opportunities to coordinate infrastructure and manage servicing in a cost-effective manner.

This coordinated process has led to the creation of two separate, yet collaborative plans that together direct the logical and systematic development of the joint planning area. The Town's Plan (referred to in this document as "the Plan"), the Crossfield East Area Structure Plan, applies to those lands within Crossfield that are immediately east of Highway 2A, as shown on Map 1: Plan Area Location, comprising approximately 318 hectares (785 acres) of land. The Crossfield East Area Structure Plan has been adopted by the Town of Crossfield Council and is administered by Town staff. The County's Plan, the North Central Industrial Area Structure Plan, applies to those lands within Rocky View County, located on the eastern boundary of the town of Crossfield, immediately west of the Queen Elizabeth II Highway. The Plan area is shown on Map 1: Plan Area Location, and comprises approximately 373 hectares (923 acres) of land. The North Central Industrial Area Structure Plan is administered by the County.

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.

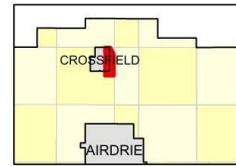
Map 1: Plan Area Location



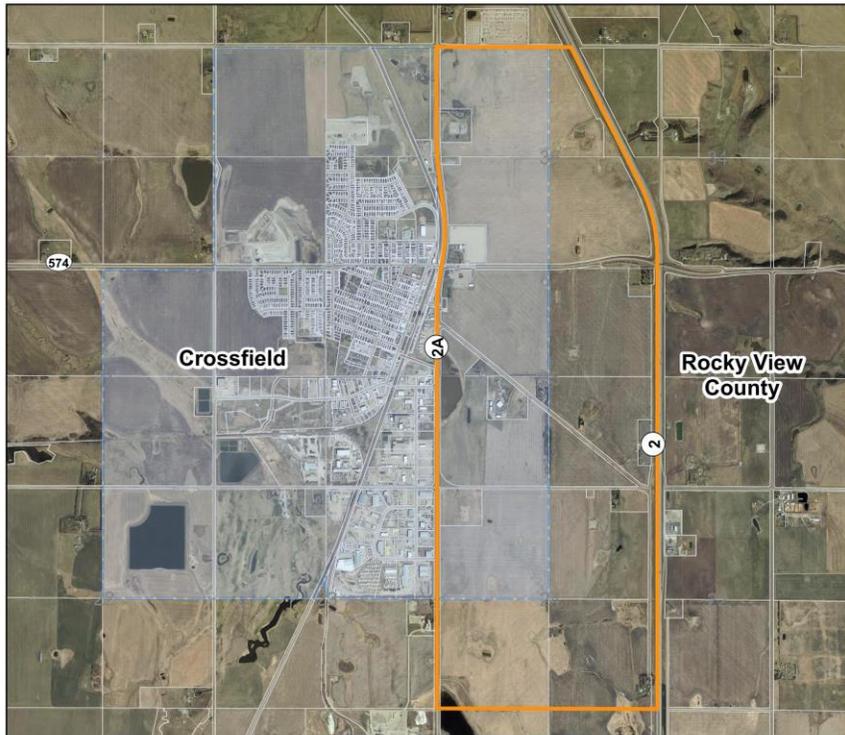
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 1: Plan Area Location

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



Map 2: Air Photo



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.

3.1 Plan Area Current & Historic Conditions

1950



1989



2005



HISTORY

An examination of early air photos demonstrates the historical evolution of the Plan Area has not witnessed significant change. The Plan Area has been used mainly as agricultural land since at least 1950. The Town of Crossfield, on the Plan Area's immediate left originated in 1890 when a stopping house was opened on the Calgary-Edmonton Trail. In 1892 C and E Railway provided rail transportation between Calgary and Edmonton. The community was named after an engineer with the CPR survey crew. By 1904, Crossfield 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 in 1907. It was not until 1980 that Crossfield was incorporated as a town.



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CONTEXT AND CURRENT LAND USES

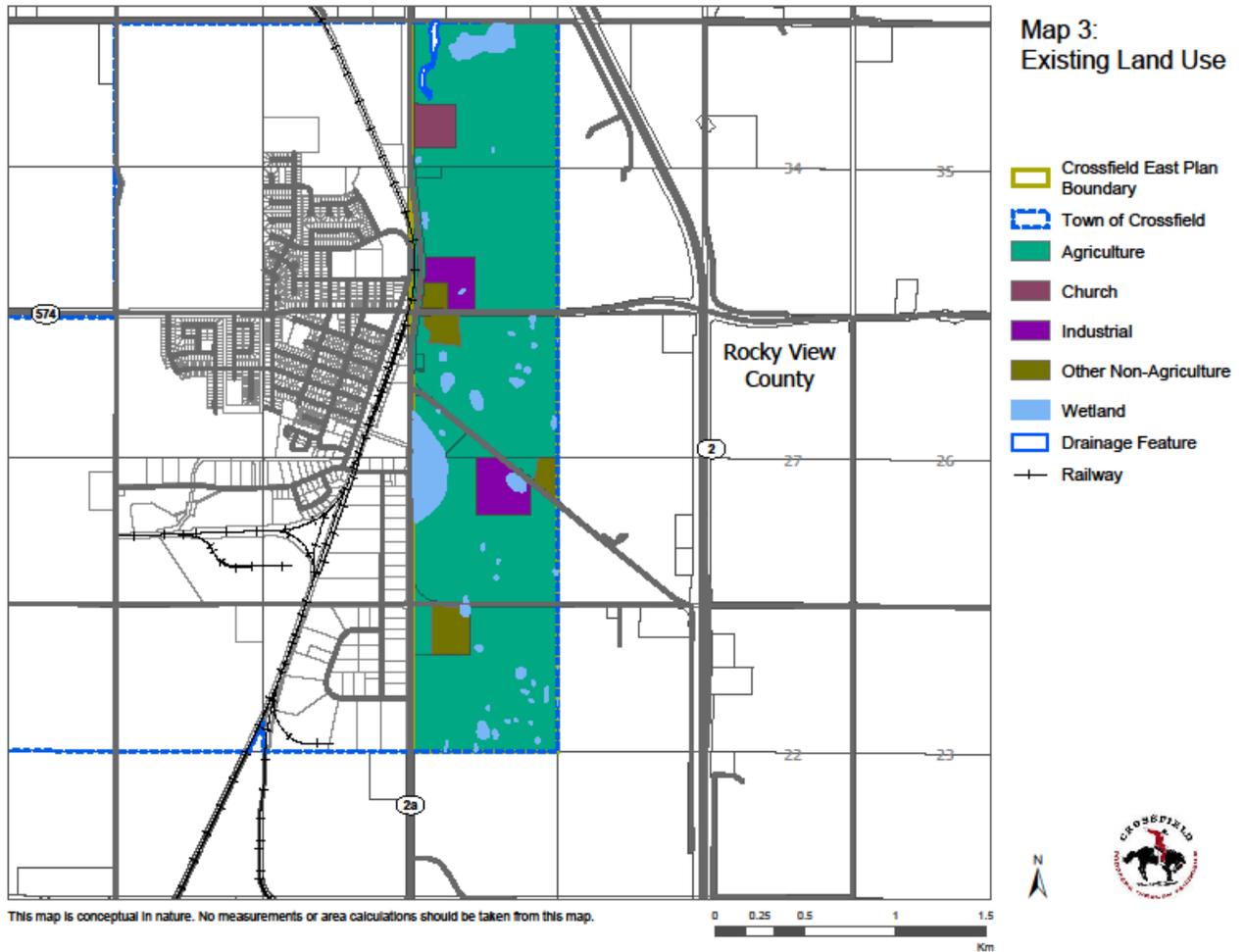
The Plan Area is bounded by Township Road 290 in the north, the QEII Highway to the east, Highway 2A on the west and is located about 3.2 kilometers north of Highway 72 (see Map 1 & 2).

The Plan Area, while largely agricultural, does contain a few other 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. Other land uses that require consideration include a church in the northwest area within the Crossfield East ASP area and industrial development in various pockets throughout the Plan area, and to the west of the Plan area. One particularly large industrial development is situated on the southwestern side of the Plan Area near a wetland adjacent to Highway 2A. Map 3 (Existing Land Use) shows the location of these existing land uses.

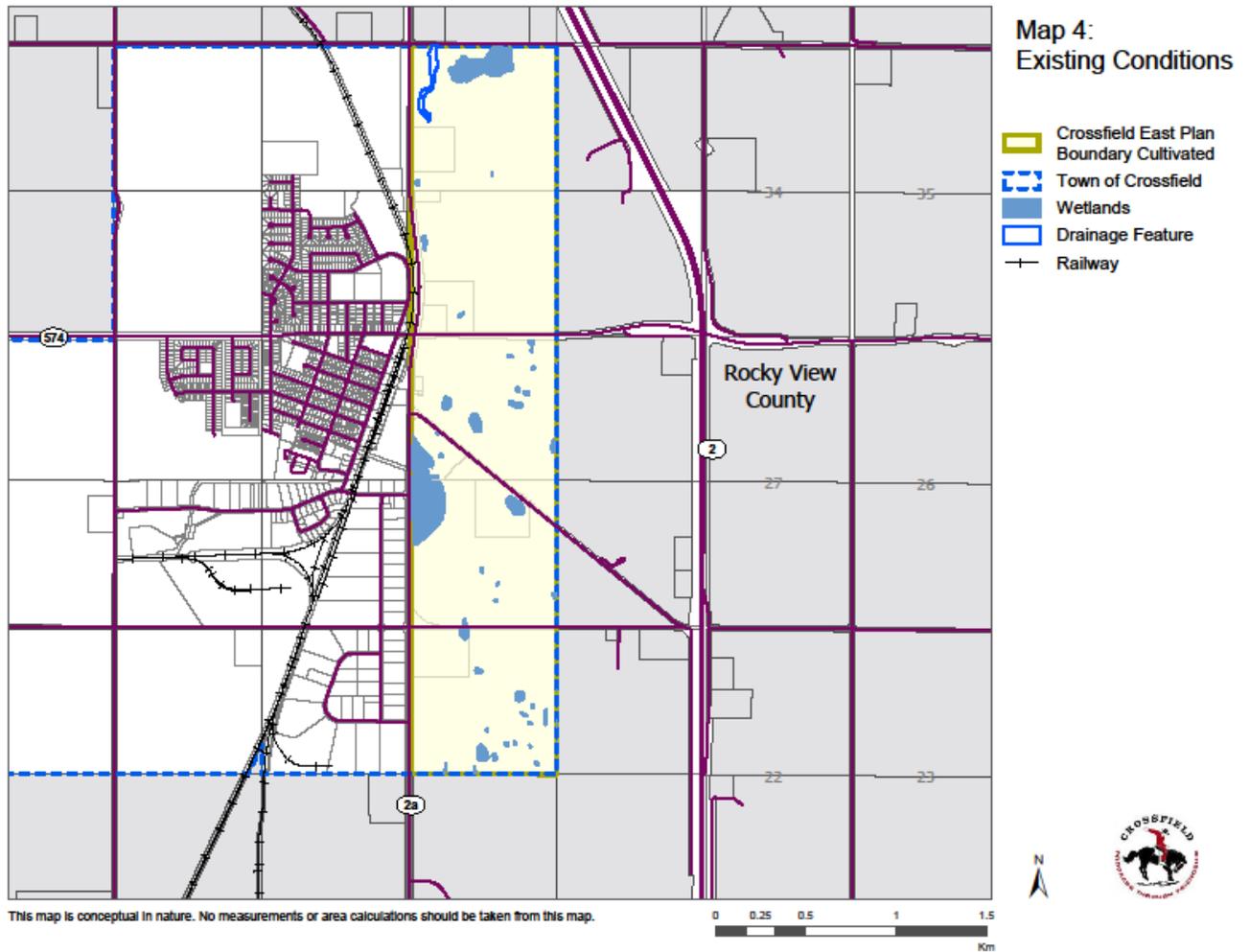
EXISTING LAND USE DISTRICTS (ZONING)

The majority of Town lands within the Plan area are designated within the Urban Reserve – UR land use district. A few exceptions exist, including a portion of lands designated Greenfield Commercial near the downtown, a parcel designated I-1 and a church property in the north designated Municipal & Institutional – MUN (see Map 3).

Map 3: Existing Land Use



Map 4: Existing Conditions



Map 5: Energy Infrastructure Constraints



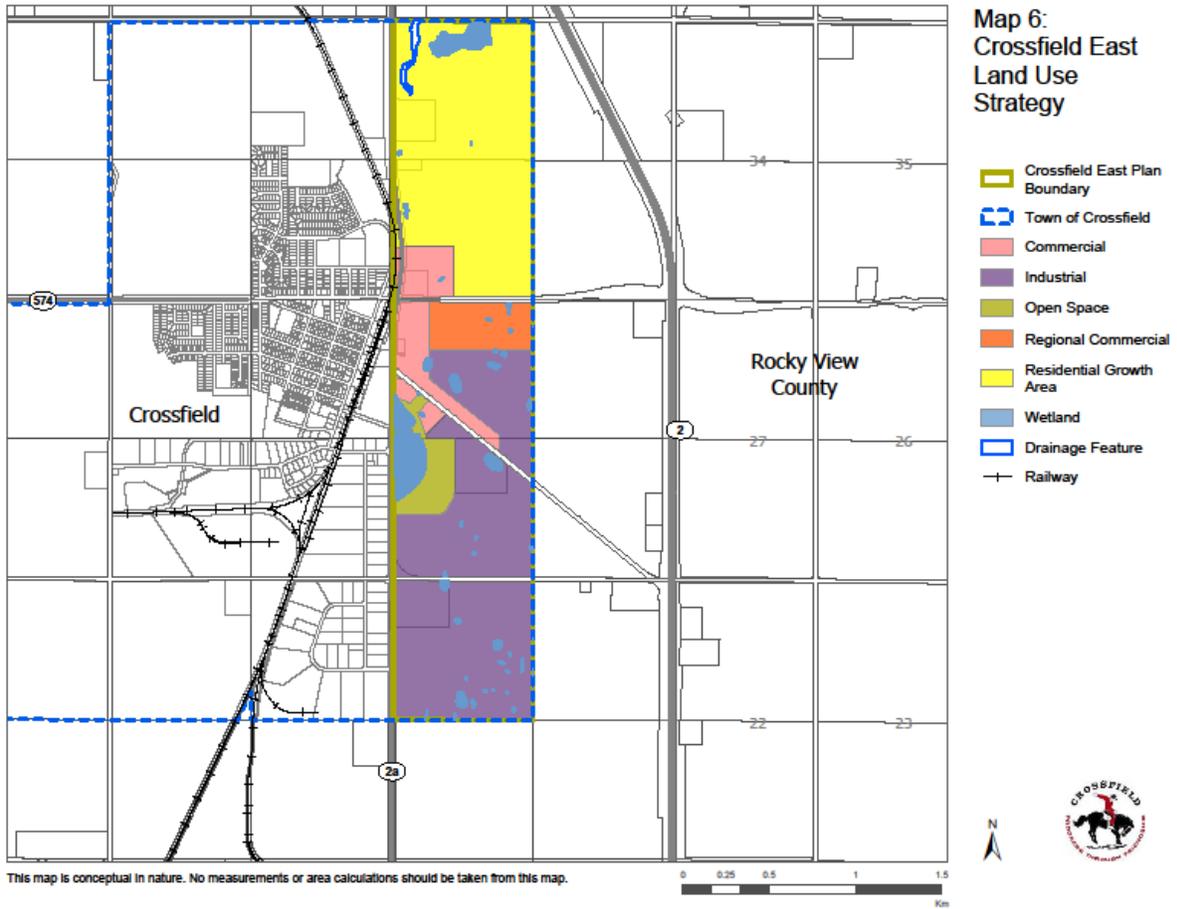
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 5: Energy Infrastructure Constraints

- Crossfield East Plan 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



Map 6: Crossfield East Land Use Strategy



4. PLANNING FOR TOMORROW

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

The preparation of this Area Structure Plan has been a multi-faceted and collaborative process that considered a number of elements, including:

- strategic directions and policy of the Rocky View County/Town of Crossfield Intermunicipal Development Plan, municipal development plans and other relevant Town policies;
- key issues and opportunities identified by administration, residents, landowners, stakeholders, and municipal neighbours;
- alignment with existing statutory policy, including the Town's Municipal Development Plan and Downtown and Entrance Redevelopment Plan.
- physical constraints and attributes of the area, including servicing capacity; and
- ideas and input gathered throughout the public and stakeholder engagement process.

An overview of the above-mentioned key factors informing the preparation of the Crossfield East Area Structure Plan is outlined below.

PUBLIC ENGAGEMENT PROCESS

The Town of Crossfield and Rocky View County's commitment to an open, transparent, and inclusive process included the implementation of 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 outcome of the 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, 2015. In this phase, the County and the Town led an engagement process that included a landowner's 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 Joint Planning Process.
- **Phase 2 – Evaluating Options, and Setting Direction:** This phase began in April 2015 with an open house for all interested residents from the Town of Crossfield and Rocky View County to present 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, and preparation of the first draft of the Plan. The first draft was introduced to stakeholders at an open house in June 2017.

- **Phase 4 – Plan Completion and Public Hearing:** In this phase, extending from June, 2017 to September, 2017, the draft Plan was refined based on public comment, agency circulation, and technical review. An open house for the proposed Plan was held prior to public hearings held in September, 2017.

PREPARATION

The ASP Land Use Strategy was developed through a unique partnership between the Town of Crossfield, Rocky View County, University of Calgary and local citizens and stakeholders. The process included:

- Planning and engagement work in collaboration with University of Calgary students and faculty;
- Public input;
- Statutory Plan review and direction, including County Plan, Town Municipal Development Plan, and County/Town Intermunicipal Development Plan;
- Existing physical characteristics and development
- Technical review and analysis (transportation, utilities, storm water management, biophysical features)
- Inter-municipal collaboration
- Council approved policies and jointly agreed upon Terms of Reference for the preparation of the Crossfield East and North Industrial Area Structure Plans.

POLICY CONTEXT: OTHER PLANS

Town Municipal Development Plan

In September 2010, the Town of Crossfield adopted a new Municipal Development Plan, which acts as the long-range primary document to provide general policy guidance for future development in the area. The goals of the MDP describe the long-term aspirations of the Town of Crossfield for the natural environment, economic development, land use and physical planning, transportation, utility servicing, social development, intermunicipal and regional cooperation, citizen engagement and overall community sustainability.

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 / 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 within the IDP plan area. The IDP recommends a collaborative approach for the development of a Joint Area Structure Plan (ASP) for an area of approximately 1,853 acres (750 hectares). This is the result of the 2009 annexation agreement which identified this area to be jointly planned by the Town and County to coordinate land use, development, and servicing provisions.

KEY ISSUES AND OPPORTUNITIES

A number of key issues and opportunities were identified during the preparation of this Plan, through research and analysis by Town and County staff, students at the EVDS Faculty at the University of Calgary, public input, and communication with a variety of stakeholders. The key issues and opportunities are summarized below:

- a) **Land Use:** There was strong support for the Plan area being developed primarily for a business park with servicing including a 'power centre' retail development. An area to the north has been identified for residential development. Key land use issues were identified related to interface treatment of lands adjacent to existing downtown area in the Town and, and the entranceway into the plan area along the south and north of Highway 2A. The development of an attractive business corridor was identified as a key desire within the ASP.
- b) **Phasing:** The phasing strategy will be heavily influenced by the servicing capability for the Plan 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 Plan area into the future.
- c) **Transportation:** Major provincial highways provide access to and from the 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.
- d) **Environmental Protection and Stormwater Management:** There are several wetlands near the south end of the plan area, one large one in the west side of the plan area and one near the north end. There was stakeholder support to enhance or reconstruct the large wetland in the central west area of the Crossfield East ASP area. Utilizing existing wetland systems for passive recreation opportunities within the Plan Area was identified as a key opportunity.
- e) **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 to pay for the cost of servicing infrastructure, as well as developing low impact development and water conservation measures to reduce water consumption.

PHYSICAL CONSTRAINTS AND ATTRIBUTES

Access: The Joint Planning Area is situated between two provincial highways and is ideally suited to servicing industrial, business and commercial land uses. The QEII Highway to the east provides a major north-south connection while Highway 2A provides an alternative north-south connection. Future plans by Alberta Transportation for new overpasses within the region will impact the Joint Planning area; however, at this time the plans and their impacts are unknown.

Natural Environment and Wetlands: A Biophysical Report from by Sweetgrass Consultants (2010) indicates 90% of the ASP Area is non-native with most of the remaining habitat fragmented and disturbed. The Report also states that 10 sensitive bird species and one provincially rare plant species are present in the area and that the wetlands and stream complex

represent the most diverse and sensitive habitats within the Plan area. 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. The Joint Planning Area consists primarily of rural anthropogenic prairie land with numerous wetlands located in the southernmost and northernmost quadrants of the site. These systems provide a natural source for water storage, groundwater recharge, particle retention, and water quality protection. Lands adjacent to these wetlands can also be integrated into a regional open space system providing regional and local connectivity to the surrounding area.

Wetlands: The largest wetland is located within Crossfield, along the west side of the Joint Planning Area (Map 1). This wetland is classified as a permanent wetland under the Stewart and Kantrud Wetland Classification System 1971. However, it is not claimed by the Crown under Section 3 of the Public Lands Act. This wetland provides habitat and biodiversity to the local area. The large open water area associated with this wetland provides habitat to species including various types of waterfowl, migratory birds, mammals and a range of plants, presenting an opportunity for retention/ integration into future development plans.

Pipelines and Gas Wells: The Joint Planning area has a high concentration oil and gas wells and pipelines, including high pressure sweet and natural gas pipelines located throughout the lands (see Map 5: Energy Infrastructure Constraints). Additionally, there are also four dormant gas wells located from north to the south side and two major facilities located to the south of the Joint Planning Area that should be considered at all phases of development. These pipelines and gas wells will require appropriate setbacks and planning guidelines as per the Alberta Energy Regulator (AER) and National Energy Board (NEB), as applicable. Opportunity may arise to use the pipeline rights-of-way for passive recreation, including gravel trails and pathways, to connect various development pockets that are designed around the oil/gas constraints.

Railroad: 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. A railway crossing located at the intersection of Highway 2A and Limit Avenue often delays traffic flow through this major intersection.

Terrain & Drainage: The Joint Planning area has only minor variation in elevation. The land slopes from the south to the north with numerous wetlands and drainage channels (see Map 4: Existing Conditions). The higher areas present amenity opportunities as mountain views are present while the wetlands and natural drainage paths could be used for storm water management or integrated into a trails and pathways system.

Servicing: Historic development within the Joint Planning area has been completed with limited services (pump-out tanks, private communal water and sewage systems, and water cisterns). Both the Town and County wish to see higher-end business park development with piped services (water and sewer) for the Joint Planning area.

Inter-municipal & Gateway Interfaces and Transitions: The Joint Planning area contains both inter-municipal interfaces and gateway and transitions from rural agricultural development to urban industrial and retail development. Properly designed transitions and gateway features will ensure visually appealing transitions throughout the Plan area. Additionally, given the proximity to the Queen Elizabeth II Highway, having a high-quality visual from the highway is an important objective of the interface policies of this Plan.

5. PLAN VISION & GOALS

VISION

The following vision statement provides an idea of what the Plan area could look like 20 to 25 years into the future:

ASP VISION:

The Plan area has developed into a successful regional industrial-business hub with the complement of vibrant commercial and residential areas, respecting the agricultural traditions of the area, and contributing to the long-term social, economic and governance sustainability of the Town of Crossfield. *The Plan area benefits from its proximity to major transportation corridors including the Queen Elizabeth II Highway and nearby labour force. The Plan area will merge with the adjacent industrial, downtown commercial and residential areas. The Town of Crossfield pathway system will connect to the Plan area and capitalize on the amenity value of the natural and future reconstructed wetlands. Appropriate interfaces provide for effective transitions between development in the Town of Crossfield and the Plan area. Appealing gateways will provide an inviting entrance for residents, visitors and business operators in the Plan area.*

GOALS

There are 10 goals that have guided the formation of this ASP. These goals are based on policy direction from the Town's statutory plans, the existing physical characteristics of the area; and the key issues, constraints, and opportunities identified during the planning process.

1. Facilitate the development of the plan area as a regional industrial-business node with complementary commercial and residential development.
2. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
3. Establish attractive fully serviced industrial, commercial and residential areas supported by a great open space and transportation network.
4. Continue to foster the collaborative relationship with Rocky View County to ensure the beneficial development of the Plan area for both municipalities.
5. Ensure industrial-business land uses are compatible with adjacent uses, including residential, open space, recreation and commercial uses.
6. Provide for attractive and high-quality development along identified gateway areas that meet high standards of building design, siting, landscape design, and architectural treatment.
7. Successfully manage storm water through the development of a regional storm water conveyance system and innovative storm water management solutions including source control methods, bio-swales, re-use of rain water for irrigation, and other Low Impact Development 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 recreational opportunities for employees, residents, and the public.
10. Successfully develop joint servicing initiatives collaboratively with Rocky View County to support extension of piped water and wastewater services into the Plan Area.

PART TWO: PLAN POLICIES

The following section contains the policy framework for the Crossfield East ASP. The policies implement the land use strategy outlined on Figure 7: Land Use Strategy, which has been jointly developed with Rocky View County through a collaborative planning process.

Existing land uses, including rural land uses related to agriculture, shall continue to operate and exist within the Plan Area in compliance with existing approvals and/or the Agricultural Operations and Protection Act (AOPA). The re-designation, subdivision or intensification/change in land use shall require appropriate approvals and shall comply with this ASP.

Land uses shall be located as identified generally in accordance with Figure 7: Land Use Strategy and set forth in this ASP.

A. LAND USE STRATEGY

The Land Use Strategy for the ASP is solidly focused on the creation of a viable industrial-business node that is supported by adjacent commercial uses and future long-term residential development.

The majority of lands within the ASP are identified for various types of future industrial uses. Supporting the core industrial land uses will be key opportunities for local and regional commercial, recreation, residential, open space corridors, storm water management facilities and retention of natural features, where possible.

The Town’s ASP strategy has been planned in collaboration with Rocky View County’s adjacent ASP lands. This inter-municipal cooperation has resulted in land uses proposed in the Town’s ASP that will complement the County’s mainly industrial uses. Specifically, the Town’s ASP includes a central open space that can act as a recreational amenity. These proposed adjacent land uses within the Town will strongly support the needs of the industrial businesses and their employees located in the area.

ASP LAND USE STRATEGY STATISTICS

The following is a breakdown of the land areas for each proposed land use specified on Map 6: Crossfield East Land Use Strategy and Map 7: North Central Industrial Land Use Strategy. Table 1 identifies the land use breakdown with both the Town and the County ASP lands.

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
Open Space	9.10	34.18	43.28
Wetland	n/a	15.12	15.12
Total	922.73	785.11	1,707.84

Map 7: North Central Industrial Land Use Strategy



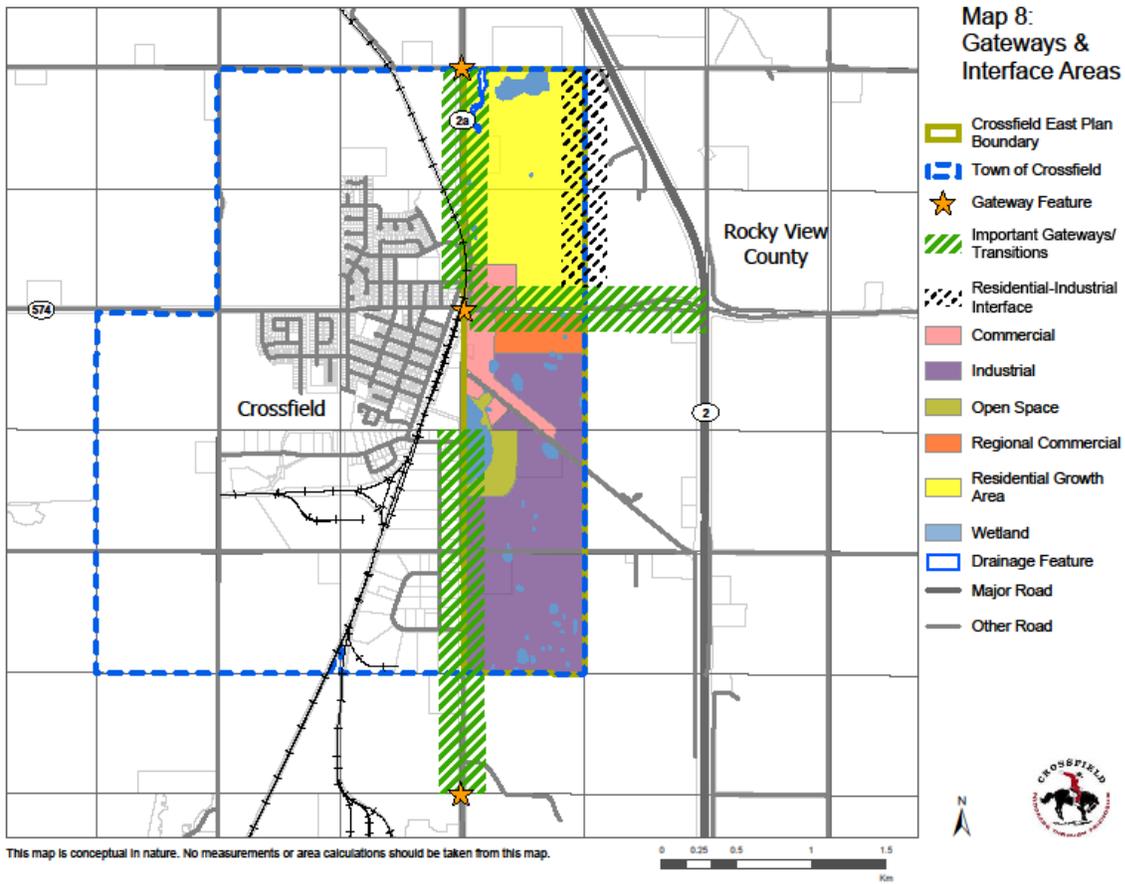
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 7: North Central Industrial Land Use Strategy

- Grey square: Crossfield East Plan Boundary
- Orange outline: North Central Industrial ASP
- Purple square: Industrial
- Light purple square: Light Industrial
- Green square: Institutional
- Line with cross-ticks: Railway



Map 8: Gateways & Interface Areas



6. RESIDENTIAL

This ASP envisions a long-term future residential growth area in the north portion of the Crossfield East ASP area. The future residential area will be designed as a complete community using current-day best practices, ensuring the development enhances the vibrancy and sustainability of the Town's downtown. The residential area will ensure proper design techniques for screening and buffering from adjacent non-residential land uses. Cluster residential development may be considered as a viable residential form at the Local Plan stage of development.

OBJECTIVES:

- To encourage comprehensive residential development in the north portion of the Crossfield East ASP area;
- To ensure appropriate timing of residential development.

POLICIES:

- 6.1.1 Residential development shall be located in the residential areas identified on Map 6. Development in this area should not proceed until existing residential growth areas within the Town have been built out.
- 6.1.2 The residential density for this long-term future residential growth area shall be determined at the Local Plan stage in accordance with Town policy and any applicable Regional Plan. Land use plan statistics estimated the residential density based on current Town policy specifying residential densities of between 4 and 6 units per acre (UPA). Due to substantial oil and gas infrastructure underground, clustered or higher density developments may be considered if appropriately offset by substantial open public spaces.

LAND USE

- 6.1.3 A variety of housing types including single-detached, semi-detached, townhouse, and apartment dwellings should be provided within a residential neighbourhood.
- 6.1.4 Municipal infrastructure and services shall be provided to all residential development within the Crossfield ASP area.

RESIDENTIAL COMMUNITY DESIGN

- 6.1.5 Residential neighbourhoods should be designed to:
- a) Where cost effective and economically justified, provide for a variety of transportation options;
 - b) include a mixture of housing types and style;
 - c) incorporate mixed uses and activities in neighbourhood nodes;
 - d) provide access to open space, connecting pathways, and recreational areas;
- and

- e) support pedestrian and public transit connections.
- 6.1.6 Residential development shall be designed to protect natural features, or provide for offsets at least equal to those lands that are disturbed.
- 6.1.7 Residential areas situated adjacent to existing non-residential uses shall address the interface policies within this Plan.
- 6.1.8 Sidewalks shall be included on both sides of the street in all residential development.
- 6.1.9 Where rear lanes are provided, front driveways shall be strongly discouraged.

LOCAL PLANS

- 6.1.10 A Local Plan shall be required to support applications for residential development within the Crossfield East ASP area. The Local Plan shall:
 - a) Ensure that no more than half of the total number of dwelling units in a residential Local Plan shall be designated within the same residential land use district;
 - b) Ensure that the type of uses for the residential area are consistent with those identified in this ASP;
 - c) Provide a strategy to manage traffic impacts, servicing and drainage;
 - d) Address applicable design considerations for residential communities, including, but not limited to: roadway configuration, non-vehicular pathway networks, open space, recreation and school facilities, and preservation of natural features;
 - e) Provide landscaping, lot, and building design requirements that provide for high-quality development;
 - f) Incorporate green building techniques, passive solar design, energy efficient and pedestrian-friendly design where possible; and
 - g) Incorporate Crime Prevention Through Environmental Design (CPTED) features where possible.

7. COMMERCIAL & REGIONAL COMMERCIAL

The ASP Land Use Strategy (Map 6) envisions commercial lands to be in the Crossfield East ASP area as a logical complement to the Town's adjacent downtown area to the west. Commercial uses to the east of the Town's downtown are intended to facilitate larger scale uses (e.g. 'retail power centre'). Commercial uses straddling Highway 2A will accommodate an expansion of the existing Downtown. The intent is to develop the commercial area logically out towards to the east from the Downtown, with uses that will complement the Downtown's small-town character.

To develop suitable commercial land that will enhance the viability of the Town's commercial lands and respect the Town's downtown vision.

OBJECTIVES:

- Ensure that commercial land uses within the Crossfield East ASP area enhance the viability of the Town of Crossfield's Downtown, contribute to the Town's gateways, and align with the design provisions in the Downtown ARP.
- Provide for appropriate commercial land uses and scale for the Town's expected future growth
- Provide for well-designed regional commercial (e.g. 'retail power centre') in an area to the east of the Town's downtown as indicated on Map 6.

POLICIES:

- 7.1.1 Commercial and regional commercial land uses shall be located within areas identified for those land uses identified on Map 6.
- 7.1.2 Development of commercial uses shall proceed in an orderly and phased approach, developing eastwards from downtown Crossfield, and shall be supported by full municipal servicing.

SERVICING

- 7.1.3 Municipal infrastructure and full servicing of water, waste water and storm water shall be provided to all commercial development within the Crossfield East ASP area.

LAND USE

- 7.1.4 Within the downtown and adjacent areas, the primary commercial land uses should be a mix of office, business, personal services and retail development. Shopping centres, outlet malls, institutional uses and tourist facilities should be located in the balance of the commercial area identified to the east of downtown (see Map 6).
- 7.1.5 Commercial uses located adjacent to existing or future residential or industrial areas shall address the Interface Policies of this Plan.

TRANSPORTATION

- 7.1.6 Commercial areas shall be designed in such a way and situated in a location that ensures safe and efficient access and egress from adjacent roadways, pathways and sidewalks.
- 7.1.7 Commercial areas shall be designed with ample vehicle, pathway and sidewalk connections to Crossfield's Downtown area.

SIDEWALKS

- 7.1.8 Sidewalks should be included on both sides of the street in a commercial development.

LIGHTING

- 7.1.9 All private lighting, including security and parking area lighting, shall be designed according to the Town's Land Use Bylaw requirements. Lighting should not have an adverse effect on users of Highway 2A.

COMMERCIAL DESIGN GUIDELINES

- 7.1.10 All commercial development in the Plan Area, including Local Plans for commercial uses, shall incorporate design and architectural elements that give visitors and patrons a positive impression of Crossfield, including consideration of the following design elements:
 - a) Appropriate scale and massing relative to adjacent existing and proposed development;
 - b) Linear 'strip' development is strongly discouraged;
 - c) Development should be oriented towards roadways to create a street presence of buildings and add a sense of place and enclosure for pedestrians;
 - d) Parking should be located in the rear of the development and not dominate the area fronting a roadway;
 - e) Parking areas should be designed to address adequate circulation of vehicles, pedestrians and cyclists; and large contiguous parking areas should be divided by hard or soft landscaping.
 - f) Regional commercial (i.e. big box retail) should consider stacking floors and parking to reduce overall footprint and enhance the pedestrian experience;
 - g) Facades should present a pattern of architectural variety through detailing, colour, texture and material;
 - h) Architectural building elements should emphasize primary building entries, important corners and significant architectural features;

- i) Loading docks, commercial garbage storage, service courts and mechanical equipment should not be visible from public street right-of-way;
- j) Outdoor display areas shall only provide limited examples of equipment, products or items related to the site's commercial use;
- k) Materials should be of the highest quality and be respectful to adjacent buildings and the immediate context;
- l) Samples of materials may be requested by the Town of Crossfield during the development approvals process;
- m) Large unbroken elevations comprised of a singular material should be avoided;
- n) All mechanical, electrical and communications systems should be screened from view from surrounding streets, highways and other buildings; and
- o) Where appropriate and feasible, incorporation of green building techniques, energy efficient design, and pedestrian-friendly infrastructure.

8. INDUSTRIAL

The overall intent of the Town's industrial area is to create a large land base that will service both local and regional needs for serviced industrial land in close proximity to the amenities of the Town. Future development will respect the natural environment as well as strategically develop in a phased approach, so as to ensure continual respect for adjacent agricultural and other non-industrial land uses. Industrial development will be attractively designed to create visually appealing gateways to the Town and transition from agriculture to industrial, and into the downtown.

Figure 7 – Land Use Strategy identifies a significant portion of the Plan Area for industrial land use. Collaborative planning with the adjacent County industrial lands has the potential to achieve a large and successful industrial node that will mutually attract many new businesses to the area. Access to highway transportation networks is excellent and the Town can provide a local labour force to meet the growing demand. The close proximity to the City of Calgary will also be beneficial for additional skilled labour, professional services and a large economic base.

OBJECTIVES:

- Support the development of local and regional industrial businesses.
- Create opportunities for local employment and assist with the Town of Crossfield's financial sustainability.
- Develop in a phased approach that respects surrounding land uses, including existing agricultural operations.
- Contribute to visually appealing gateways to the Town of Crossfield.

POLICIES:

- 8.1.1 All industrial development shall be located in the areas identified on Map 6: Crossfield East Land Use Strategy as Industrial.
- 8.1.2 Development of industrial-business uses shall proceed in an orderly and phased approach and be supported by full municipal servicing.

INDUSTRIAL DESIGN

- 8.1.3 New industrial development should be designed to incorporate: a variety of building types and designs, provide access to open space and outdoor recreation facilities, support pedestrian and non-motorized transportation modes, and ensure high quality landscaping, screening and site planning.
- 8.1.4 Industrial development should incorporate aspects of sustainable design including: alternative energy sources, energy efficiency, water conservation, recycled materials, universal design, crime prevention through environmental design (CPTED), and sustainable design standards (e.g. LEED® or similar).

LAND USE

- 8.1.5 Land uses deemed appropriate for the industrial areas identified include the following: offices, contractors, warehousing, distribution logistics, transportation, industrial services, construction, eco-industrial development, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage.
- 8.1.6 Heavy industrial uses and other industrial land uses with significant off-site nuisance (e.g. noise, smell, visual impact, etc.) shall not be permitted in the Crossfield East ASP Area unless there are appropriate mitigation measures taken to the satisfaction of Town of Crossfield.
- 8.1.7 The ASP Area shall promote fully serviced and comprehensively planned industrial development. Development shall be integrated with existing development in close proximity in terms of land use, density, building height, and scale.
- 8.1.8 Where new industrial development is proposed adjacent to or within view of existing or future non-industrial uses, the industrial development shall mitigate any potential negative impacts through: site and subdivision design, building design and architecture, landscaping, berming, screening, pollution controls, noise abatement and operational procedures.

LIGHTING

- 8.1.9 All private lighting, including security and parking area lighting, shall be designed according to the Town's Land Use Bylaw requirements.

SIDEWALKS

- 8.1.10 Sidewalks shall be included on at least one side of the street in an industrial development.
- 8.1.11 New industrial development should incorporate pedestrian and cycling facilities that reduce employees' dependence on private automobile commuting to and from work.

LOCAL PLANS

- 8.1.12 A Local Plan shall be required to support applications for industrial development within the Crossfield East ASP area. The Local Plan shall:
 - a) Ensure the type of land uses for the industrial areas are consistent with those identified in this ASP;
 - b) Where necessary, provide a strategy to mitigate offsite impacts; including noise reduction due to operations;
 - c) Address applicable design considerations including, but not limited to: Interface and Gateway areas, adjacent land use compatibility, building height, landscaping, parking location and configuration, density, overall scale of the development, setbacks, and building design and architecture.
 - d) Provide landscaping, lot, and building design requirements that provide for high-quality development.
 - e) Where appropriate and feasible, a Local Plan should incorporate policies that provide for green building techniques, energy efficient and pedestrian – friendly design.

9. INTERFACE AREAS

Proper planning and design of the interface between the different land uses (i.e. residential and industrial or commercial) will be critical for the success of the ASP. Interface areas are 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, screening and landscaping.

OBJECTIVES:

- To minimize conflict between differing land uses and ensure visually appealing development.
- To determine appropriate interface areas and design considerations that respects the unique needs of all land uses.

POLICIES:

- 9.1.1 The following policies apply to those areas identified in Map 8: Gateways & Interface Areas as Interface Areas.
- 9.1.2 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 ASP.
- 9.1.3 Acceptable uses within the Interface Areas are those activities primarily carried on within an enclosed building that generate no significant nuisance factor outside of the enclosed building.
- 9.1.4 Industrial or business uses that interfere with the use and enjoyment of adjacent non-industrial-business use (i.e. residential, recreation or commercial) because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.
- 9.1.5 The local road network within any industrial-business area should be separated from and/or buffered from the adjacent non-industrial areas.
- 9.1.6 Outside storage or RV storage are not acceptable uses in the Interface Areas.

SETBACKS AND BUFFERING AREAS

- 9.1.7 Spatial separation between industrial and non-industrial (i.e. residential) uses will be achieved by providing appropriate setbacks for industrial developments.
- 9.1.8 Where industrial buildings are on lands adjacent to a residential area, the industrial building shall be setback a minimum of 50 metres from the industrial property line.
- 9.1.9 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.

- 9.1.10 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 the parking is hidden from view by berms and/or landscaping.
- 9.1.11 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 that addresses the Town’s Land Use Bylaw.

MASS PLANTINGS AND/OR BERMS ARE REQUIRED TO MINIMIZE THE VISUAL IMPACT OF INDUSTRIAL BUILDINGS WITHIN THE INTERFACE AREA. BUILDING QUALITY AND APPEARANCE

- 9.1.12 High quality building appearance should be emphasized where industrial buildings face residential areas.
- 9.1.13 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.
- 9.1.14 Figure 1 below identifies the proposed design considerations for an Industrial-Residential Interface. Local Plan applications shall identify ways 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

10. AGRICULTURE INTERFACE POLICIES

The Crossfield East ASP area borders on rural agricultural land within the north portion of the ASP. As such planning for this area must respect the need for proper transitions between agriculture and proposed residential land uses within the Crossfield East ASP area. Although the Town is not bound by policies developed by the County, 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. The Town may wish to encourage developers to consider these guidelines.

OBJECTIVES:

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

POLICIES:

- 10.1.1 Where development shares a boundary with agriculture operations the developer is encouraged to consider the Rocky View County Agricultural Boundary Design Guidelines or other best practices of agricultural boundary design within any Local Plan, redesignation, subdivision or development application.

11. GATEWAYS

Gateways are important entryways, along major roads, entering and exiting a municipality or a community. They are much more than a single sign or entryway 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 ASP area includes three critical Gateways as indicated on Figure 10. These gateway areas include Highway 2A from both the north and south, and Limit Ave./Township Rd. 285, entering downtown Crossfield.

OBJECTIVES:

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

POLICIES

- 11.1.1 Gateway area policies shall apply to those areas identified as 'Gateways' on Map 8: Gateway & Interface Areas.
- 11.1.2 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 Figures 2 and 3 where applicable, as well as the following guidelines:

Industrial developments:

- a) Industrial buildings shall not face the highway;
- b) Industrial buildings shall be setback from the highway and front a local road;
- c) Sufficient natural berming, plantings and screening is required along industrial property lines adjacent to the Highway; and
- d) Screening, signage, fencing and berming should be consistent in quality, design, and style throughout an entire development.

Commercial developments:

- e) Local commercial developments within the gateway areas are intended to promote active streets and be fully integrated with the Town's existing downtown developments and policy plans, including the Town's Downtown Area Redevelopment Plan;
 - f) Local commercial sites should be comprehensively planned to promote the creation of an active street, including pedestrian facilities, outdoor seating areas, cycling facilities, public art and other similar amenities that add vibrancy to a commercial area;
 - g) Local commercial buildings are strongly encouraged to locate parking to the rear of the commercial building and create a street presence with the commercial building through the reduction of building setbacks from the street; and
 - h) Regional commercial development (i.e. 'big box retail) is encouraged to adhere to the principles of high quality urban design, including reduction of building setbacks, rear parking, reduction in large blank/homogenous facades, and provision of pedestrian and cycling facilities.
- 11.1.3 Local plan design guidelines for gateway areas should consider factors as: sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high-quality landscaping and signage.
- 11.1.4 Local plan applications within an identified Gateway Area shall specify how the proposed development complies with the general design considerations illustrated in Figures 2 and 3.
- 11.1.5 The Town of Crossfield will collaborate with Rocky View County and Alberta Transportation in creating an attractive gateway along Highway 2A.
- 11.1.6 Signage shall obtain any required Alberta Transportation approvals and be in compliance with the Town's Land Use Bylaw and any other applicable bylaws.

CONCEPTUAL GATEWAY SKETCHES

The figures below 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 how these transition areas will obtain a high-quality design. The Town may request supporting documents such as a landscaping plan.

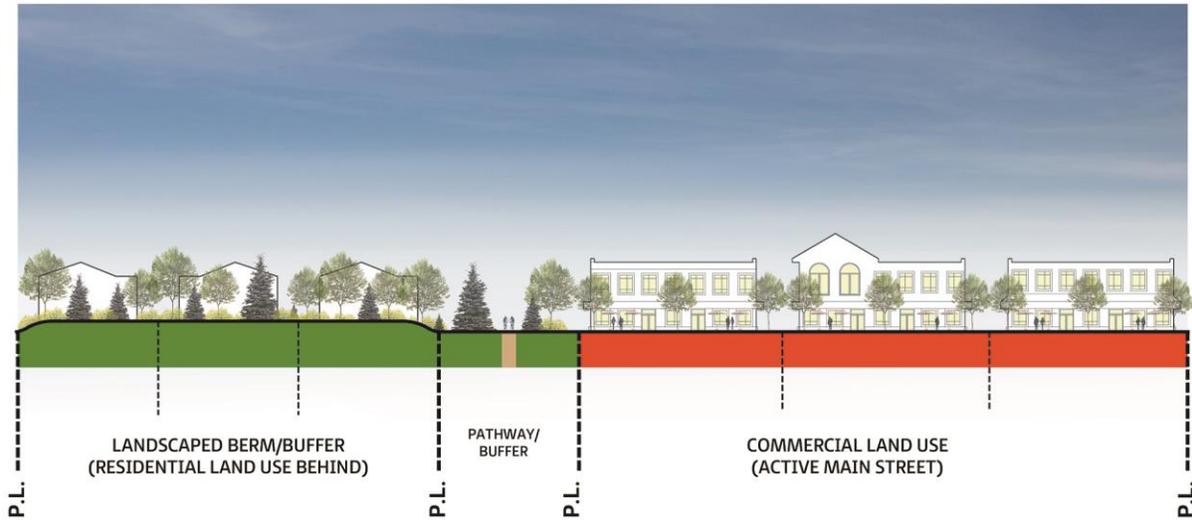


Figure 2: Elevation 2 - Residential - Commercial Gateway (Highway 2A north of Crossfield)

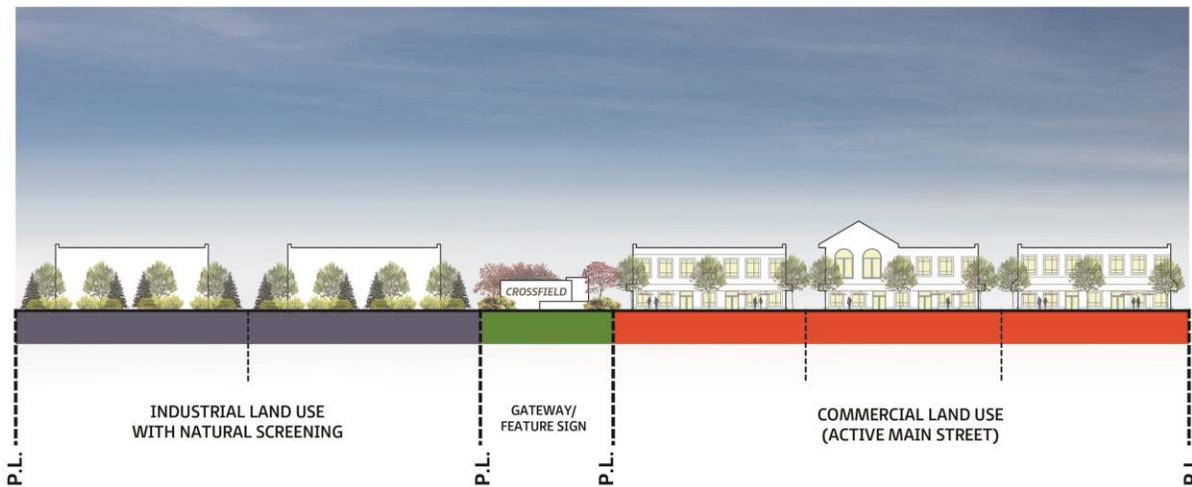
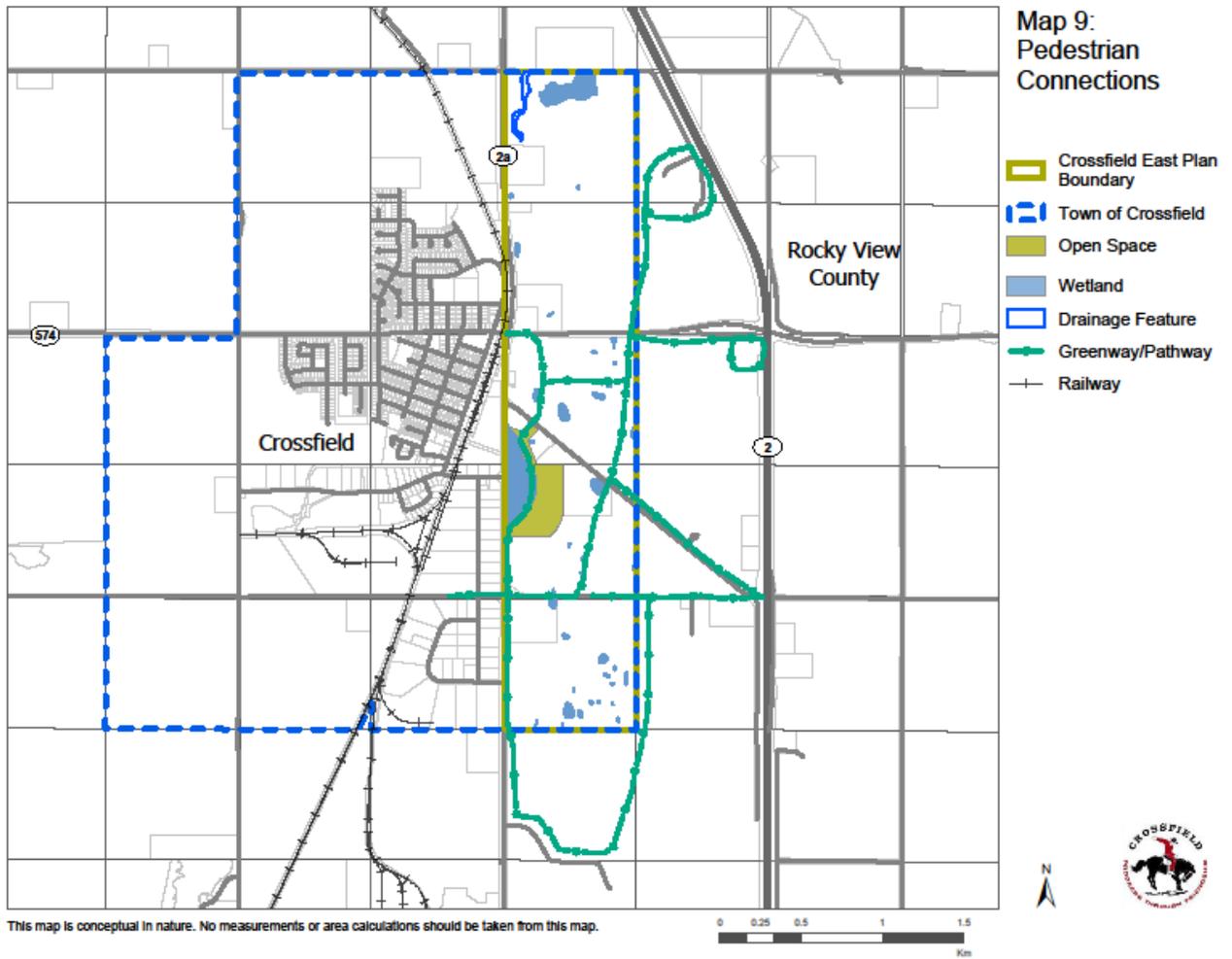
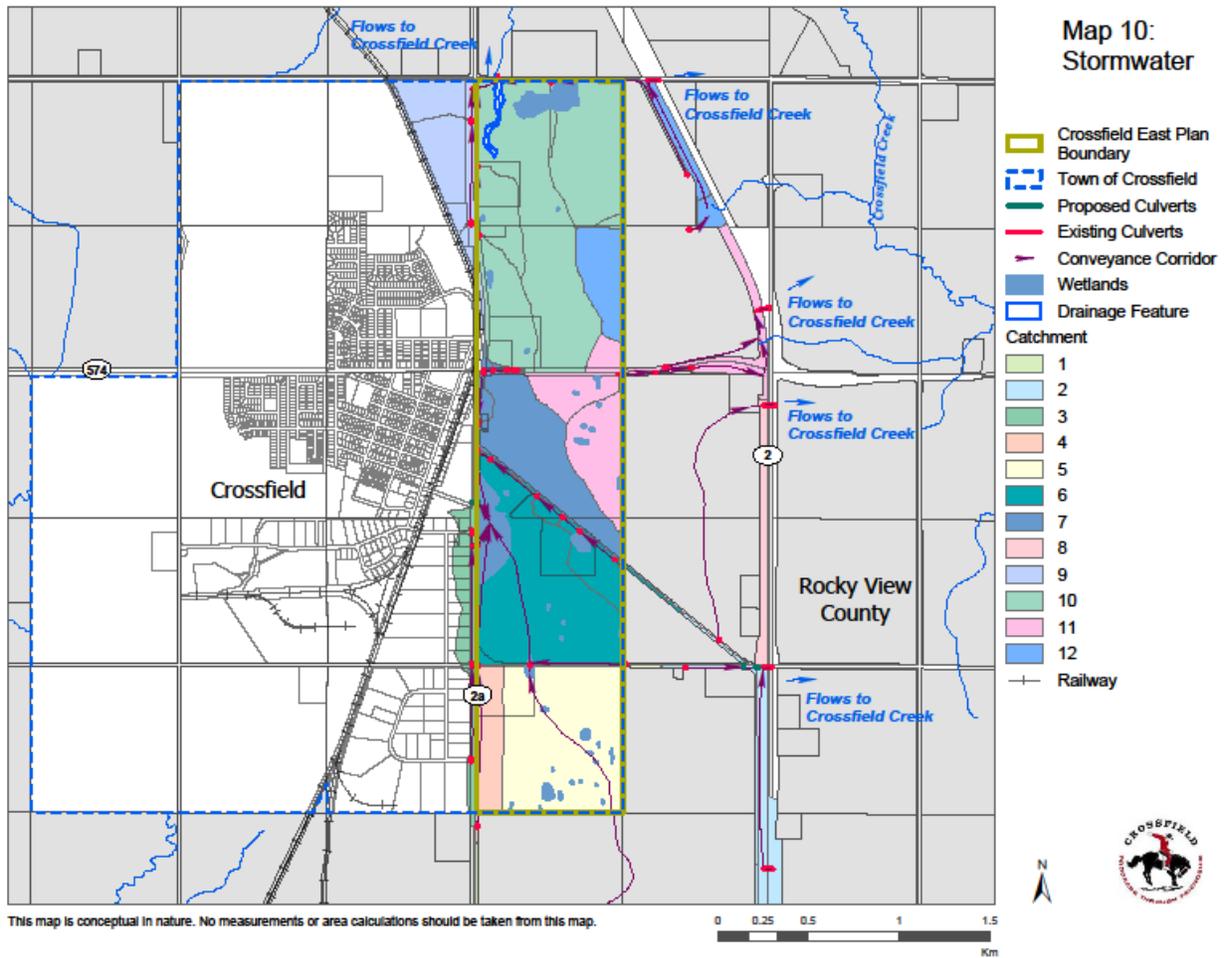


Figure 3: Elevation 3 - Industrial - Commercial Gateway (Highway 2A)

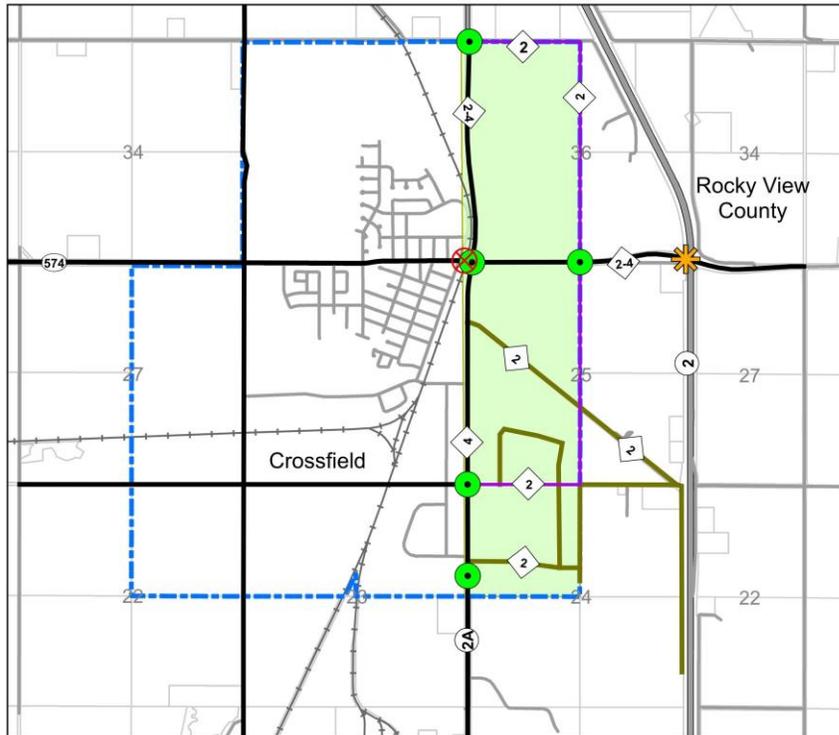
Map 9: Pedestrian Connections



Map 10: Stormwater



Map 11: Transportation



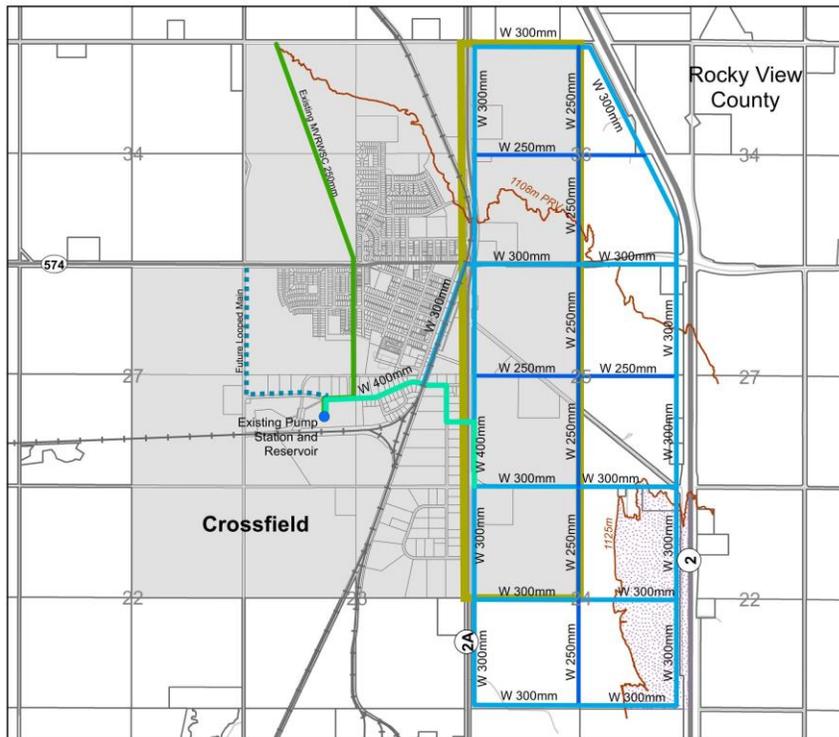
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 11: Transportation

- Crossfield East Plan Boundary
- Town Boundary
- Railway Crossing
- Possible Future Interchange
- Signalized Intersections
- Existing Road
- Industrial/Commercial Road
- Regional Arterial
- Railway
- Lanes



Map 12: Water



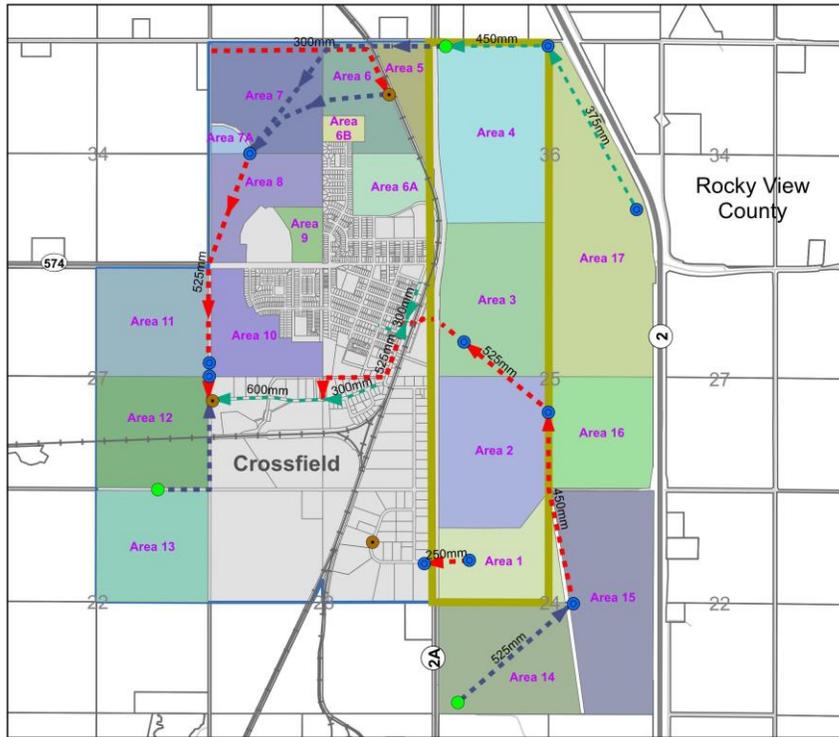
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 12:
Water

-  Crossfield East Plan Boundary
-  Town of Crossfield
-  Limited Fire Flow
- Feedermain**
-  W 250mm
-  W 300mm
-  W 400mm
-  Existing MVRWSC 250mm
-  Future Looped Main
-  Existing Pump Station and Reservoir
-  Contours
-  Railway



Map 13: Wastewater



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

Map 13:
Wastewater

- Crossfield East Plan Boundary
- Town of Crossfield
- Sanitary Catchment Area-Variou Colours
- Existing Lift Station
- Node
- Proposed Lift Station
- Existing Trunk
- Proposed Force Main
- Proposed Trunk
- Railway



B. SERVICES

12. OPEN SPACES, PARKS AND PATHWAYS

Open space, parks and pathways contribute to community building and healthy living by preserving rural and small-town character and providing residents and employees with opportunities for passive and active recreation and mobility. All land uses, including industrial, within the Crossfield East ASP area should have consideration for open spaces, parks and pathways. Quality of the local environment through the creation and integration of parks and pathways can promote healthy living and greater quality of life. Furthermore, pathways can provide an alternative transportation mode for residents and 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 and pathway system that is tailored to the needs of commercial, industrial, and businesses uses.
- 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 with key areas and features in the Town.
- Provide opportunities for passive recreation and alternative transportation modes within the Crossfield East ASP areas.
- Work with Alberta Transportation and other agencies to provide for safe vehicle and pedestrian crossing(s) from the Plan area across Highway 2A to downtown Crossfield, particularly from the future residential area.

POLICIES:

OPEN SPACE

- 12.1.1 An interconnected system of open space shall be provided in the Plan area that is in general accordance with Map 6: Crossfield East Land Use Strategy and Map 9: Pedestrian Connections.
- 12.1.2 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 storm water conveyance systems;
 - f) land purchases, endowment funds, land swaps, and donations; and/or
 - g) other mechanisms as may be approved by the Town.
- 12.1.3 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.
- 12.1.4 Open space shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

PATHWAYS, TRAILS AND SIDEWALKS

- 12.1.5 The network of pathways, trails, and sidewalks should promote walking and cycling, and provide connections between commercial, industrial, and residential uses in the Crossfield East Area.
- 12.1.6 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 and:
- a) provides connections within and external to the local plan area, including the overall connectivity to the Rocky View County, and existing network within Crossfield;
 - b) wherever possible be located within, or align 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 other municipalities' pedestrian networks, most notably those with Rocky View County.
- 12.1.7 The design and construction of parks, pathways, and trails and associated amenities shall be of high quality and adhere to the Town's servicing and development standards.
- 12.1.8 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 Town standards or in a municipal reserve land adjacent to a road.

13. NATURAL ENVIRONMENT

The Plan area is presently mostly composed of a mixture of agricultural land, intermittent streams and natural wetlands. 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 or reconstruction of wetlands and riparian areas.

OBJECTIVES:

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

POLICIES:

- 13.1.1 The Town shall evaluate and protect areas identified as semi-native grassland, woodland, tall shrub, stream complex and wetlands of a higher functional value or claimed by the Crown, under Section 3 of the Public Lands Act in the Crossfield East ASP area as per the Municipal Development Plan.
- 13.1.2 An environmental impact assessment shall be prepared at the Local Plan stage to identify areas of environmental significance and any requirements for the protection of wetlands.
- 13.1.3 An Environmental Site Assessment shall be prepared at the Local Plan stage to identify any contaminated lands.

WETLANDS

- 13.1.4 Wetland protection shall be guided by Town and Provincial Policy.
- 13.1.5 The Town shall require the use of the Provincial system to determine wetland classification and relative wetland value.
- 13.1.6 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.
- 13.1.7 Local plans shall determine, through consultation with the Province, whether wetlands are Crown owned land.
- 13.1.8 Wetlands, not claimed by the Crown, that have a high relative value should be protected.
- 13.1.9 Where wetlands are not retained, developers shall provide for appropriate replacement or compensation, in accordance with Provincial policy.

RIPARIAN AREAS

- 13.1.10 Riparian area protection shall be guided by Town and Provincial Policy.
- 13.1.11 Local Plans shall identify the impacted riparian areas in the Crossfield East Plan Area through the completion of a wetland assessment in accordance with Policy 15.1.6.
- 13.1.12 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 which may replace this document.
- 13.1.13 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the Town.
- 13.1.14 Building and development in the riparian setback area shall be in accordance with the Town's Land Use Bylaw and any other applicable Town policies.
- 13.1.15 The riparian setback area uses may include parks, pathways, and trails.
- 13.1.16 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.
- 13.1.17 The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

14. RESERVES

Municipal reserves and environmental reserves are lands dedicated to the Town 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 Town 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, the Town 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;
- to ensure public access to an adjacent water body; and
- to prevent development where the natural features present a risk of personal injury or property damage.

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:

- 14.1.1 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.
- 14.1.2 The Town should consider innovative approaches to municipal reserve within industrial areas of the ASP, including dedication and creation of public amenities, such as parks and trails for benefit and well-being of employees.
- 14.1.3 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.
- 14.1.4 Prior to the disposition of municipal or school reserve land declared surplus by the school board, the Town will determine if the land is required for community services reserve land as provided for in the Municipal Government Act.
- 14.1.5 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 Town.
- 14.1.6 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.
- 14.1.7 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to Town Policy, agreements with local school boards, and the requirements of the Municipal Government Act.
- 14.1.8 Provision and allocation of reserves shall be determined at the time of subdivision by the Town's Subdivision Approving Authority.

- 14.1.9 The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this Area Structure Plan, the Municipal Development Plan, local plans, school boards, and /or recreation boards.
- 14.1.10 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 14.1.11 Where an identified park, trail, and pathway system (Map 9) 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

- 14.1.12 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.
- 14.1.13 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 Town.
- 14.1.14 Environmental reserves should be determined by conducting:
 - a) a Biophysical Impact Analysis Report;
 - b) a Geotechnical Analysis;
 - c) Wetland Assessment and Impact Report (WAIR) and / or
 - d) other assessments acceptable to the Town.

RESERVE ANALYSIS

- 14.1.15 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.
- 14.1.16 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 Crossfield East ASP area include fire and protection service needs. The Town of Crossfield has an agreement with Rocky View County for emergency services in the Plan area.

OBJECTIVES:

- Ensure an appropriate and efficient level of fire and protective services is made available for current and future residents and businesses in order to provide for a safe and liveable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.

POLICIES:

- 15.1.1 In association with Town of Crossfield Fire Services, County 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.
- 15.1.2 Fire services in the Plan area will be provided from existing Town or County emergency service facilities where appropriate.
- 15.1.3 Police services within the ASP area will be provided by the RCMP. The closest RCMP detachment is located in the City of Airdrie.
- 15.1.4 In preparing Local Plans, development proponents shall work with the Town and the County to identify any potential land requirements for fire and protective services.
- 15.1.5 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.
- 15.1.6 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 Town.
- 15.1.7 Crime Prevention Through Environmental Design (CPTED) features should be considered in the design and construction of all new development.

EMERGENCY SERVICE INFRASTRUCTURE

- 15.1.8 All industrial and commercial buildings shall provide fire suppression systems and they shall be in compliance with the Alberta Fire Code.

- 15.1.9 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.
- 15.1.10 Where a proposed development may pose a significant risk or hazard to adjacent properties the Town may require the proponent of the development to complete an independent hazard risk assessment. The Town at its sole discretion may require the proponent to undertake measures to reduce the hazard risk.

C. INFRASTRUCTURE

16. TRANSPORTATION

The transportation network must develop in a manner that is safe, functional and efficient. The network should minimize impacts on high valued wetlands and natural features, integrate development within the Joint Planning Area, and provide regional opportunities for walking, cycling, and public transportation. Map 11: Transportation Network shows the provincial, regional and local transportation networks in the Joint Planning Area, and provides information on road classifications.

OBJECTIVES:

- Support the regional and provincial road networks through efficient planning of future transportation corridors and rights-of-way that honours the township grid system.
- Provide opportunities for a regional transportation route and connections.
- Provide opportunities for alternative transportation modes, including walking and cycling.
- Provide for internal road network that contributes to a high quality built environment, and efficiently and safely aligns with the regional road network.
- Design internal road networks that minimize new infrastructure and impacts to natural systems and existing pipeline rights-of-way.

POLICIES:

- 16.1.1 The transportation network should be development in accordance with Map 8: Transportation.
- 16.1.2 A Transportation Impact Assessment shall be required as part of the local plan preparation and / or subdivision application process to determine if potential off-site road improvements are required to support the proposed development.
- 16.1.3 Any costs associated with transportation improvements identified through a Transportation Impact Assessment shall be the developer's responsibility.
- 16.1.4 Development proponents shall be required to pay the Town Transportation Offsite Levy as per the levy requirements, or oversize infrastructure capacity contributions in accordance with Town policy, as the Town deems appropriate.

- 16.1.5 All subordinate transportation analysis shall respect and conform to the Town's Master Transportation Plan.

REGIONAL TRANSPORTATION NETWORK

The Crossfield East Area Structure Plan is adjacent to Rocky View County, 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.

- 16.1.6 The Town and the County shall collaborate to ensure:
- a) 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.
- 16.1.7 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.
- 16.1.8 Land required for future regional road network improvements or interchanges/intersections shall be identified as part of local plan preparation and subdivision application processes.
- 16.1.9 Regional network roads should be designed in accordance with the cross-section requirements established by the Town.
- 16.1.10 Access to the regional transportation network shall use sound access management principles and be in accordance with Town servicing standards and policy.
- 16.1.11 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.
- 16.1.12 The type of road cross section located within a local plan area shall be determined at the time of local plan preparation.
- 16.1.13** Industrial areas shall provide pedestrian facilities and connections (e.g. pathways, sidewalks, or trails) in alignment with Map 9: Pedestrian Connections.

17. UTILITY SERVICES

Properly designed and maintained utilities and infrastructure are the fundamental to successfully planned development. New development within the Crossfield East ASP area is expected to connect to municipal water and wastewater services. Utility systems must be designed and constructed in a manner that is safe and reliable. Shallow utilities, mainly gas, electricity, and telecommunications are provided by private companies and also require a coordinated approach during the development process. Utilities services will need to be mindful of the many oil/gas pipeline rights-of-way in the Plan area and minimizing additional crossings with new pipes wherever possible.

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 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:

- 17.1.1 The Town and the County shall coordinate the provision of water and wastewater services within the ASP area.
- 17.1.2 The Town and the County, and where appropriate, the applicable regional servicing commissions and/or regional partnerships shall enter into a Joint Servicing Agreement prior to the extension of municipal services to the plan area.
- 17.1.3 All future development shall comply with the provisions of the Joint Servicing Agreement between the Town and the County.
- 17.1.4 Development proponents shall be required to pay any required off-site levies or cost recoveries, in accordance with Town bylaws and policy.

SYSTEM CAPACITY

- 17.1.5 Servicing requirements, staging, and cost contributions for regional municipal servicing shall be identified at the local plan stage.
- 17.1.6 Local plan applications relying on municipal utility services shall not be supported until the Town has confirmed servicing capacity exists, or will be provided, to the satisfaction of the Town of Crossfield.

17.1.7 The Town shall determine servicing capacity requirements and allocation within, and external to, the Plan area.

17.1.8 Development requiring high water volumes may not be supported in the Plan area.

UTILITY LOCATION

17.1.9 Utility service development should support an orderly, logical, and sequential pattern of development.

17.1.10 The provision, alignment, and capacity of the water distribution system shall be in general accordance with Map 12: Water.

17.1.11 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with Map 13: Wastewater.

17.1.12 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 Town, the developer, and the utility companies.

17.1.13 Utility rights-of-way and easements shall be provided to accommodate Town utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

WATER:

17.1.14 All new comprehensive development should connect to the municipal potable water system.

17.1.15 A water use assessment shall be required with local plan preparation, subdivision applications and/or development permit applications to determine expected water demand and infrastructure required to meet that demand.

17.1.16 Development and buildings relying on potable water provided by the municipal system shall use low flow fixtures and appliances.

17.1.17 The Town encourages the reduction and reuse of water in accordance with Provincial laws and regulations.

17.1.18 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

17.1.19 All new comprehensive development should connect to a municipal waste water system.

17.1.20 A waste water servicing study shall be required with local plan preparation, subdivision applications, and / or development applications to determine wastewater demand and infrastructure required to meet that demand.

17.1.21 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

SHALLOW UTILITIES

- 17.1.22 All new development shall be serviced with shallow utilities at the expense of the developer.
- 17.1.23 Costs associated with the provision of shallow utilities shall be the developer's responsibility.
- 17.1.24 Commercial Communications Facilities should be located on land identified for industrial, commercial, or agriculture use and in accordance with Town policy.

18. STORMWATER

The Crossfield East Area Structure 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 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 Town of Crossfield and the County.

Map 10: Stormwater shows the main wetland 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

- 18.1.1 The Town and the County shall coordinate the provision of stormwater services within the Plan area.
- 18.1.2 The Town and County shall reach a Joint Servicing Agreement prior to the extension of municipal stormwater services to the plan area.

- 18.1.3 All future development shall comply with the provisions of the Joint Servicing Agreement between the County and the Town.
- 18.1.4 Development proponents shall be required to pay any required off-site levies or cost recoveries in accordance with Town bylaws and policy.

DESIGN

- 18.1.5 As part of a local plan preparation process, the applicant shall submit a Sub-Catchment Master Drainage Plan that is consistent with the approved Master Drainage Plan and the policies of this Plan.
- 18.1.6 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.
- 18.1.7 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.
- 18.1.8 Stormwater management systems, including re-use or irrigation, should be designed at a scale that services the local plan area. The Town discourages stormwater ponds or volume control measures designed for individual lots.
- 18.1.9 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.
- 18.1.10 Stormwater shall be conveyed downstream in a manner that protects downstream properties.
- 18.1.11 Stormwater conveyance systems shall be designed to accommodate upstream stormwater flows, to the satisfaction of the Town.

STORMWATER PONDS, CONSTRUCTED WETLANDS, & WETLANDS

- 18.1.12 Proposed stormwater ponds should be enhanced with bio-engineering techniques, wherever possible, to promote volume control and water quality within the plan area.
- 18.1.13 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 as per approval under the Water Act.

REDUCE, RECYCLE, AND REUSE

- 18.1.14 The Town 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.

18.1.15 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

18.1.16 Developers relying on regional stormwater services shall be required to front-end the costs of service upgrades where deemed necessary by the Town.

18.1.17 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 offsite levy bylaw.

18.1.18 Developers relying on regional stormwater services shall be required to pay the Town of Crossfield Stormwater Off-Site Levy.

19. SOLID WASTE & RECYCLING

Solid waste policies address the management of solid waste 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 managing solid waste effectively. The location of the Crossfield East ASP area adjacent to the County will require cooperation between the municipalities on solid waste and recycling. The Town operates a Waste Transfer Site and Recycling Depot within the Town.

OBJECTIVES:

- Ensure municipal cooperation between the Town and the County regarding solid waste management and recycling
- Ensure developments address solid waste management and recycling during all stages of development.
- Encourage solid waste management plans to have a diversion target of 50%.
- Provide direction on the expected level of post-construction waste management service to be provided by the Town of Crossfield.

POLICIES:

19.1.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.

19.1.2 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 Town'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

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

AGRICULTURE AREAS

- 19.1.4 Solid waste management shall be the responsibility of existing property owners in agriculture areas.
- 19.1.5 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 Infrastructure Constraints). These facilities, including sweet and sour gas well 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 ASP.

This ASP directs developers in the Plan area 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 energy resource facilities.
- Work collaboratively with the AER and energy resource facility operators/owners to mitigate future and existing risk from energy resource facilities
- Allow for the continued safe operation of energy resource facilities.
- Consider the use of pipeline rights-of-way for trails and pathways.

<p>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.</p>
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<p>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.</p>

<p>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.</p>
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POLICIES:

- 20.1.1 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 C) and/or the

development guidelines of the National Energy Board (NEB) for NEB regulated pipelines.

- 20.1.2 At the time of subdivision or development, the developer shall register a restrictive covenant that prevents the construction of any building within a setback area from an active, suspended, or abandoned well.
- 20.1.3 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.
- 20.1.4 Prior to the preparation of a local plan to develop lands within 1.5 km of an oil and gas facility within an EPZ, the development proponent shall consult with the Town and the operator of the facility to determine how an Emergency Response Plan will be prepared, updated, or replaced.
- 20.1.5 The location, development setbacks, EPZs, and emergency response planning regarding all petroleum facilities shall be identified in the local plan and shall include in any marketing information and other public communication materials for oil and gas facilities.
- 20.1.6 As part of the local plan preparation, applicants should consider the use of existing pipeline rights-of-way be used as a passive green space or as part of a linear park system, where applicable, to the satisfaction of the operator(s) and the Town.

ACTIVE / ABANDONED OIL & GAS WELLS

- 20.1.7 There are four known abandoned well sites and two active storage wells within the Plan area. The following policies apply to land located in proximity to abandoned well sites.
- 20.1.8 All buildings located in proximity to an abandoned or active 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.
- Vehicular access to an abandoned or active well site shall:
 - be determined through discussion with the abandoned or active well licensee;
 - be identified in the local plan; and
 - be protected by easements in favour of the Town at the time of subdivision or development approval.
- 20.1.9 In conjunction with a local plan, subdivision or development permit application for any parcel containing an abandoned or active well shall require that the Applicant provide:

- surveyed locations of abandoned or active wells and pipelines and confirmation of the setback requirements;
- a Phase I Environmental Site Assessment specific to the abandoned or active well or pipeline; and
- a Phase II Environmental Site Assessment specific to the abandoned or active well or pipeline as deemed necessary by the Town.

20.1.10 Public roads should not be located over an abandoned or active well.

20.1.11 During land development, all abandoned or active well sites shall be marked with temporary signage identifying the location of the abandoned or active 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 or active well bore.

PIPELINES

20.1.12 All setbacks from a pipeline shall be in accordance with Provincial and Federal regulations.

20.1.13 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.

20.1.14 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.

20.1.15 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.

20.1.16 Pathways and other passive green space opportunities may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the Approving Authority.

20.1.17 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. The following policies apply to land located in proximity to abandoned pipeline sites.

20.1.18 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.

20.1.19 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.

20.1.20 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.

PART THREE: IMPLEMENTATION & AMENDMENTS

21. IMPLEMENTATION

The Crossfield East Area Structure Plan (ASP) outlines the vision for the future physical development of the eastern area of the Town 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 phasing of development, specify requirements to ensure the area structure plan policies and strategies are adhered to, and to ensure that the working relationship between the Town of Crossfield and Rocky View County continues in a collaborative manner.

OBJECTIVES:

- Implement the land use strategy and policies of the Crossfield Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing 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.
- Minimize land use conflicts between users, as well as the Town and County.

POLICIES:

LOCAL PLANS, REDESIGNATION, SUBDIVISION, AND DEVELOPMENT APPLICATIONS

Local Plans are to be developed within the framework provided by this Area Structure Plan. Policy sections in the Area Structure 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.

21.1.1 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 Town.

21.1.2 Notwithstanding 22.1 above, applications for a Development Permit with a land use approved prior to the adoption of this Plan do not require a local plan.

- 21.1.3 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.
- 21.1.4 Subdivision and development applications shall address and adhere to the requirements of the local plan and the policies of this Plan.
- 21.1.5 The identification and implementation timing of any required off-site improvement and / or community services will be determined to the satisfaction of the Town in conjunction with the local plan approval process.
- 21.1.6 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.

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

INFRASTRUCTURE COSTS AND LEVIES

The 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, Town improvements, provincial contributions, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite levies for transportation, water, wastewater and stormwater servicing have or will be developed for the Crossfield Area Structure 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. Complete community costs also include costs associated with program and service delivery to residents and business owners (e.g. Community recreation, fire and property protection, parks maintenance, waste and recycling operations, etc.), which serve community needs and are an essential part of the community.

- 21.1.8 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 Town;
 - or

b) external to the Plan area, including provincial or adjacent municipal infrastructure, shall be determined to the satisfaction of the Town, in consultation with Rocky View County and/or the relevant Provincial department.

21.1.9 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 Town.

21.1.10 Costs associated with transportation and/or utility service improvements shall be the developer's responsibility.

21.1.11 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.

21.1.12 Development proponents shall be required to pay the Town of Crossfield:

- a) Water and Wastewater Off-Site Levy;
- b) Stormwater Off-Site Levy; and
- c) Transportation Off-Site Levy.

PHASING

The purpose of the phasing strategy is to provide for the logical and cost-effective progression of development. Phasing of development will be driven by market demand; availability of water, wastewater and storm water servicing; transportation infrastructure; and landowner timing. The phasing strategy is based on:

- a) Existing planning approvals;
- b) Proximity to existing or near-term transportation and / or utility infrastructure; and
- c) Industrial land demand.

21.1.13 New development areas should be contiguous to existing development or approvals.

21.1.14 Development should proceed based on logical and cost-effective extension of infrastructure.

TECHNICAL REQUIREMENTS AND SUBMISSIONS

The various policy sections in this Area Structure Plan identify specific requirements of a local plan. All other standard technical requirements of a Local Plan are identified in the Municipal Development Plan.

21.1.15 Local plans shall address the requirements as set out in the policies of this Plan and the Town's Municipal Development Plan.

- 21.1.16 All planning or development applications, and any associated infrastructure construction should comply with this ASP and meet the technical requirements of the Municipal Development Plan, Land Use Bylaw, local plans, Town Servicing Standards, and Provincial and Federal requirements.

PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Crossfield East Area Structure Plan is intended to address a **20 year plus build-out of the area**. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required.

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

- 21.1.17 The Town may consider periodic review and occasional amendment of the Crossfield Area Structure Plan in accordance with the Municipal Development Plan, and the Municipal Government Act.

- 21.1.18 The Area Structure 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 Town to achieve the goals, objectives, and policies of the Plan. The following are the recommended Town actions to assist in the implementation of the Area Structure 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. Develop applicable soft service agreements with Rocky View County, such as fire and emergency services in order to provide service coverage to the entire ASP area.

22. INTERMUNICIPAL COORDINATION AND COOPERATION

The Plan area is bordered by Rocky View County on the east and south. The Plan acknowledges the land use intent of this adjacent municipality and provides for appropriate, compatible land use transitions at the interface areas. In addition, given the collaborative development of this Plan with Rocky View County, specific emphasis has been placed on ensuring compatible land use transitions, an appropriate interface between industrial and non-industrial, and intermunicipal policies that promote a coordinated and cooperative approach to planning.

Specific objectives were identified in the 2009 annexation agreement between Rocky View County and the Town of Crossfield in terms of the need for effective planning, including the development of the Joint Planning Area. The coordinated approach to planning was later refined and formalized through the 2013 Rocky View County/Town of Crossfield Intermunicipal

Development Plan (IDP). The IDP reinforces the notion of developing the Joint Planning Area to ensure coordinated land use and efficient servicing provisions.

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 and (Crossfield's Plan) or Joint Planning area.
- Ensure a coordinated and cooperative approach to planning with Rocky View County in accordance with the provisions of the Rocky View County/Town of Crossfield IDP.

POLICIES:

- 22.1.1 The Town shall work with the County 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.
- 22.1.2 To achieve policy 22.1, the Town shall circulate local plan applications to the Rocky View County, 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.
- 22.1.3 If a local plan application is received in the joint planning area that includes lands within both the Town and the County, the following circulation procedures should apply:
- a) After initial receipt of applications, Administration from both municipalities should consult to ensure similar technical requirements and shared understanding of issue and 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.
- 22.1.4 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

- 22.1.5 The Town of Crossfield 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

Area Structure Plan (developer initiated) is a statutory plan, and is sometimes subordinate to a larger area structure plan. It is adopted by bylaw and is prepared by a developer and must conform and align to the policies of the larger area structure plan, ARP, MDP and Land Use Bylaw. Developer initiated Area Structure Plans provide more detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.

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.

Local plan is a term that refers to a developer initiated area structure plan. A local plan will have unique planning requirements, based on the planning direction provided in the Crossfield East Area Structure Plan. Local plans must also address the general requirements for preparing these plans as identified in the in the Town of Crossfield Municipal Development Plan (Section 12.3.8).

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.

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.

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.

Riparian Areas – lands adjacent to streams, rivers, lakes and wetlands, where vegetation and soils are strongly influenced by the presence of water. (Alberta Riparian Habitat Management Society).

Waterbody – any location where water flows or is present, whether or not the flow or the presence of water is continuous, intermittent or occurs only during a flood and includes but is not limited to wetlands, and aquifers but does not include except for clause (nn) and section 99 “water body” that is part of an irrigation works if the irrigation works is subject to a licence and the irrigation works is owned by the licensee, unless the regulations specify that the location is included in the definition of water body (Province of Alberta, Water Act 2000).

Ephemeral Waterbody – terrain affected by the water table near, at or above the ground surface for a short period of days, but not long enough to promote the formation of water altered soils within 30 cm of the ground surface or dominance of water tolerant vegetation (Alberta Wetland Classification System 2015).

Wetland – land that is saturated with water long enough to promote formation of water altered soils, growth of water tolerant vegetation, and various kinds of biological activity that are adapted to wet environments (Alberta Wetland Classification System 2015).

Wetland Complex is two or more permanent or intermittent wetlands connected by natural vegetation and drainage

Wetland Value is assessed based on relative abundance on the landscape and other key criteria such as biodiversity, water quality improvement, flood reduction, and human values, such as recreation, education and cultural significance (Alberta Wetland Policy 2013).

Appendix B: Landscaping and Design Guidelines

The following Design Guidelines are intended to promote and ensure a coordinated and pleasant visual presence of commercial or industrial development in the Plan area.

1. Local plans shall address the Town's Land Use Bylaw landscaping and screening requirements and document how the local plan meets those requirements and guidelines.
2. Where buildings are located adjacent to a residential area, the building design emphasis should be on those building elevations that are facing the residential area.
3. Within any single parcel, the colours, materials and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick or stone masonry. Wood, unfinished concrete and concrete block may be used as a secondary material only.
5. Facades of buildings which exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
6. Facades 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.
7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
8. Roofs should have at least two of the following features:
9. Parapets concealing flat roofs and / or rooftop mechanical and electrical equipment;
10. Overhanging eaves extending past the supporting wall;
11. Sloping or pitched roofs with two or more roof slope planes; and
12. Roof-top gardens that support ecological functions such as storm water retention, building insulation, bird habitat, outdoor green space, etc.
13. Each primary building shall have a clearly defined main entrance featuring at least two of the following:
 - a) Canopy or portico;
 - b) Overhang or arcade;

- c) Raised corniced parapet over the door;
 - d) Outdoor amenity area;
 - e) Upgraded window glazing areas; or
 - f) Integrated planters or landscaped sitting areas.
14. A minimum 3.0 metre landscaped area shall be provided between the front of any primary building and any adjoining parking or lot area.
15. Landscape plans shall:
- a) promote the use of native plant material and plant proven for the climate of the region;
 - b) avoid species monoculture over large areas;
 - c) provide for massing of plantings;
 - d) ensure retaining walls and front yard fencing is decorative as well as functional; and
 - e) provide attractive landscape designs at key public intersections and entryways.

Appendix C: 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
- 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