

## Area Structure Plan

# Railside Industrial Park 2015



S 1/2 Section 33-47-24-W4M

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Appendix C	Traffic Impact Assessment
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Traffic Impact Assessment of Highway 2 Intersection.

# **1. INTRODUCTION**

## **1.1. AMENDMENT**

The Railside Industrial Park 2015 Area Structure Plan is an amendment of the Proposed Railside Business Park ASP which was adopted by the County of Wetaskiwin as Bylaw 2007/22 Appendix A. The reason for the amendment is to reflect new ownership in the land, a change in market demand that requires changes to land use districts, and to provide an update regarding development activities on and adjacent to the land since the adoption of the Proposed Railside Business Park ASP in April, 2007.

## **1.2. PURPOSE**

This Area Structure Plan provides a framework for the immediate and long-term subdivision and development of the lands located at SW and SE 33-47-24-W4M. The Plan Area is located east of RGE Road 244, and north of TWP Road 475. The site's proximity to the Town of Millet gives it considerable potential for industrial expansion.

Since adoption of the ASP in 2007, a 40 acre area in the SW 32-47-24-W4M was serviced for industrial lots plus a stormwater management pond has been constructed. Due to an ownership change and a change in market conditions no

sales have occurred for industrial lots. Current market interest indicates that a combination of uses and lot sizes would best suit timely development of the land. These uses include industrial with managed open storage requirements and Direct Control.

The primary purpose of this Area Structure Plan is to identify appropriate locations for such uses and provide an outline for development to meet parameters within the County of Wetaskiwin Municipal Development Plan. The Area Structure Plan also considers how development will affect the surrounding lands, infrastructure, and also endeavours to provide a flexible plan for the subdivision of the property into individual lots.

One of the mandates of the County of Wetaskiwin Municipal Development Plan identifies the need for timely development and absorption of land that is approved for development. This amended ASP proposes land uses that will accommodate this important consideration.

### **1.3. REGIONAL CONTEXT**

The Railside Industrial Park 2015 ASP plan area in the regional context is shown on **Figure 1**. Specifically, the plan area is bounded by TWP Road 475 to the south, RGE Road 244 to the west, TWP Road 475A to the north, and RGE Road 243 to the east.

The lands located directly west of the property are within the Town of Millet limits. These lands, located as SE 32-47-24-W4M, contain mostly residential and commercial development. Highway 2A and the Canadian Pacific rail line also run through this portion of Millet.

The quarter section of land directly east of the project site (SE 32-47-24-W4M) contains the small acreage community called Pineridge Downs and is zoned CR. A 40 acre parcel adjacent to Pineridge Downs contiguous to the east boundary of RRG 243 has recently been zoned CR.

A portion of the section of land located directly south of the project site (NW 28-47-24-W4) contains the County of Wetaskiwin's East Millet Waste Transfer Station.

Land within NW 28 47-24-W4M on the south side of TWP Road 475 is zoned Industrial and has been partially developed as an open storage site for the purpose of storing oil field pipe.

Land within NE 32-47-24-W4M north of TWP Road 475 A is zoned Industrial.

A parcel of land within NW 33-47-24-W4M is zoned Direct Control and is being used as a water hauling enterprise.

Land uses within the Town of Millet on the west boundary of RGE Road 244 include single family housing, a mobile home park and industrial.

The predominant land use of other surrounding lands is agricultural.



**Figure 1**  
 Regional Existing Land Use Context Map



## **1.4. POLICY CONTEXT**

The Council of the County of Wetaskiwin No. 10 requires that an Area Structure Plan be completed for any proposed subdivision that will create three (3) or more parcels. This subdivision falls within this requirement. As such, this Area Structure Plan has been prepared as per the County of Wetaskiwin's Area Structure Plan Policy / Requirements.

The Rainside Industrial Park 2015 Area Structure Plan meets the requirements of Section 633 of the Municipal Government Act, which describes, at a broad level of planning, the proposed sequence of development, land uses, overall density, and infrastructure requirements within the plan area.

## **1.5. PROCESS**

The plan preparation process began by gathering, reviewing and analyzing all relevant information pertaining to future development options within, and around, the plan area. Secondly, a number of studies to support the ASP, but not a part of the ASP including Storm Water Management, Traffic Impact Assessments, and Geotechnical investigation, Site Development Guidelines.

In addition to the studies, a Public Information Session was held on Nov.1, 2006 at the Hugo Witt Room of the Millet Agriplex. This meeting was for landowners and

residents from the plan area as well as representatives from the Town of Millet. The public session provided valuable input and direction in regard to planning the future of the Railside Industrial Park 2015. Input obtained through the public consultation process will be considered when completing the subdivision design. Information follow up is in Appendix D.

## **2. EXISTING CONDITIONS**

The boundary of the Railside Industrial Park 2015 Area Structure Plan is defined by SW and SE 33-47-24-W4M. The development site contains approximately 123 hectares (304 acres). Currently, the plan area is zoned for industrial uses but is largely undeveloped. This section summarizes the existing conditions of this area that are significant for identifying an optimal future land use concept, and for formulating appropriate Area Structure Plan policies.

### **2.1. NATURAL FEATURES**

The topography of the subject quarters has positive drainage to the south. The vast majority of the area has been cleared for agricultural purposes. Stripping and grading of the land on the SW 33-47-24-W4M has been done since 2007. Servicing on the SW corner of this quarter section includes the installation of water, sewer and stormwater utilities plus a storm water management pond has been constructed. There are a few tree stands located in the southwest and in the

northwest part of SE 33-47-24-W4M. Future development should be encouraged to provide opportunities for tree, shrubbery and foliage in their landscaping plans.

Existing topography and environmental features are shown on **Figure 2** and include:

- The majority of the SE 33-47-24-W4M is grassland that slopes from 1 to 5 percent towards the south ditch (which is within the right of way of TWP Road 475).
- The majority of the SW 33-47-24-W4M is stripped without final development grades with slopes from 1 to 5 percent towards the south ditch (which is within the right of way of TWP Road 475).
- There is an abandoned farm yard located in the northwest portion of SE 33-47-24-W4M.
- There are poplar trees & bush located in the southwest portion of SE 33-47-24- W4M. Grading of the area will most likely result in the removal of most of these trees.

Lower elevations in the southern portion of the property provide opportunities for integration into the local storm water management system. The Storm Water

Management Plan found in Appendix A provides a detailed explanation of storm water management requirements for the site. Generally, the Storm Water Management Plan identifies a requirement for approximately 35,000 cubic meters of storage. This storage requirement will utilize approximately 3 hectares (7.4 acres) of area. The active storage area will be identified as a Public Utility Lot that remains as municipal reserve

Figure 2



## 2.2. EXISTING LAND USE

The predominant land use within this area is zoned as Industrial but is not developed.

The land is vacant and there are no farming activities on the land. There is a nuisance ground area located in the south-eastern portion of SW 33-47-24-W4M. The nuisance ground is the Town of Millet old dump site. Currently, the nuisance ground area consists of native grasses. This nuisance ground will affect the development of this site. The nuisance ground property is owned by others.

The Alberta Government's Soil Information Viewer rates most of the area's soils as Class 1 and 2. Stripping of topsoil within the SW 33-47-24-W4M has occurred since 2008.

## 2.3. EXISTING ZONING

The current land use within the plan area is shown on **Figure 1**. The land use districts applicable to the plan area under the County of Wetaskiwin's Land Use Bylaw No. 95/54 are as follows:

- SE 33-47-24-W4M - currently zoned as Industrial
- Portion of SW 33-47-24-W4M - currently zoned as Industrial

- Portion of SW 33-47-24-W4M - currently zoned as ILF ( Old Nuisance Grounds) 2.83 acres

## 2.4. NATURAL RESOURCES

The geotechnical report for the proposed Railside Industrial Park 2015 can be found in Appendix B. This report describes the subsurface conditions of the site. The lithological sequence of soils is described as topsoil / organic silty sand ("browns") overlying sand which overlies weathered sandstone. An isolated clay layer was encountered in one test hole. Overall the site presents favourable soil conditions for development of the site with the exception of the possible high plastic clay in certain areas.

According to the Alberta Geological Survey Maps and the geotechnical investigation of the site, there are no substantial gravel deposits underlying the site.

## 2.5. EXISTING TRANSPORTATION FEATURES

**Figure 3** illustrates the major features of the plan area's existing transportation system. The system is comprised of four county roadways surrounding the site. These features are described as follows:

- TWP Road 475A bounds the plan area to the north. This two lane gravel



roadway currently serves residents in the area, as well as traffic that needs to access the Town of Millet and Highway 2A from the northeast.

- RGE Road 243 bounds the plan area to the East. This two lane gravel roadway currently serves residents in the area.
- TWP Road 475 bounds the plan area to the south. This two lane paved roadway currently serves residents in the area, as well as traffic which wishes to access the Town of Millet and Highway 2A from the east.
- RGE Road 244 bounds the plan area to the west. This two lane gravel roadway currently serves residents in the area, as well as traffic which needs to access the Town of Millet and Highway 2A from the northeast.

For further information on these transportation features, consult the Traffic Impact Assessment which was done on Highway 2A at intersection of Highway 616 and TWP 475 road.

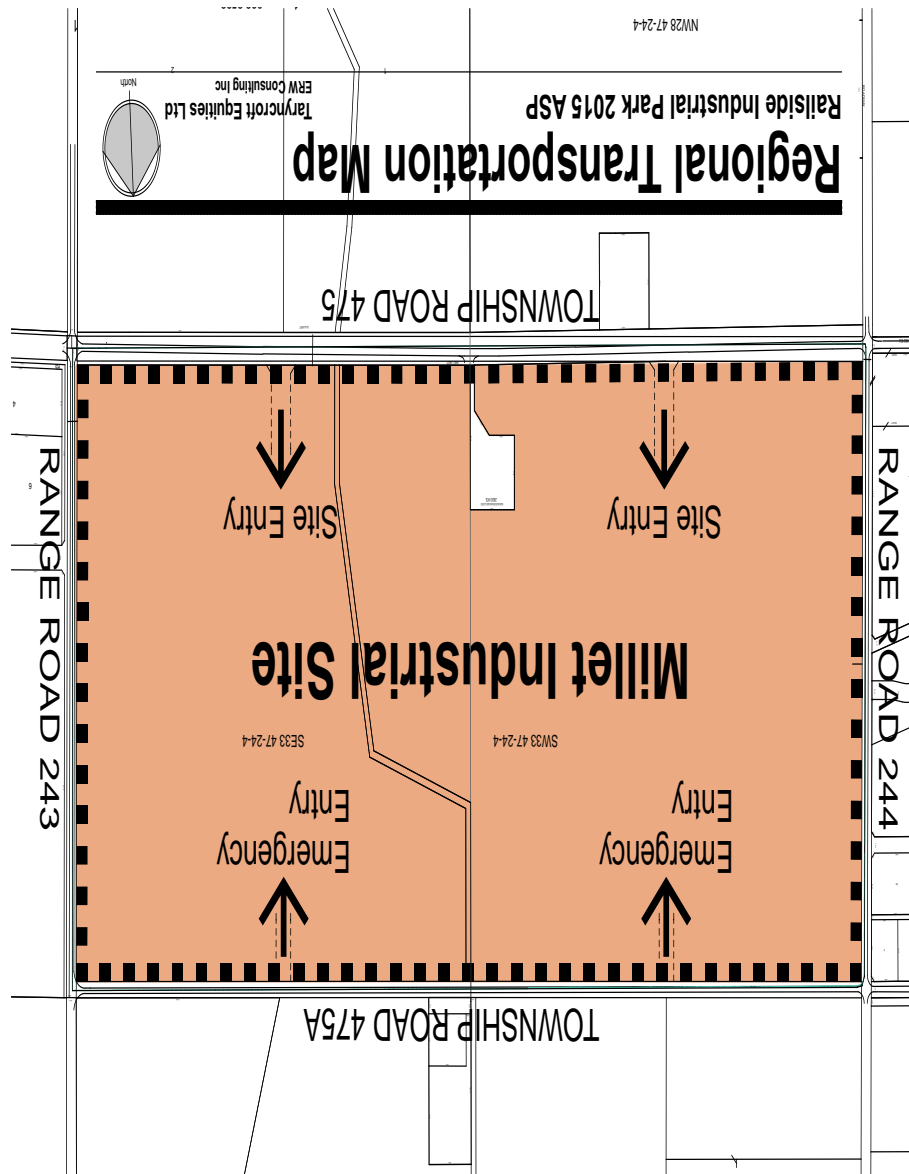
The attached Traffic Impact Assessment for Highway 2A indicates the existing intersection of Highway 2A, Highway 616 and TWP Road 475. This report indicates the needed upgrades based on current traffic levels and discusses the impact of Railside Industrial Park 2015 traffic to this intersection. Installation of crossing barriers has delayed the timing of the requirement for signalization.

This Area Structure Plan is designated for the development of Railside Industrial Park 2015 within lands SE and SW 33-47-24W4M. The Traffic Impact Assessment for Highway 2A intersection is a pre-existing condition that should be upgraded. The best approach is to upgrade and develop this intersection in combination with Railside Industrial Park 2015 and other developments.

Payment for the Highway 2A intersection signalization upgrades will be determined in the Development Agreement.

**Figure 3**

Existing Transportation Features



## **2.6. UTILITIES**

### **2.6.1. Water and Sanitary Sewage**

Water and sewer utilities were installed in approximately 2008 at the south west corner of SW 33-47-24-W4M. These utility lines have not yet been connected to the Town of Millet water and sewer systems.

Payment for connections to water and sanitary sewage systems will be to the Town of Millet and will be determined in the Development Agreement.

### **2.6.2. Storm Water Management**

Storm water within the plan area currently drains via overland flow as well as through the road ditches that surround the site. Storm water management facilities, therefore, should be located to take advantage of the natural low areas where possible. A storm water management pond was constructed in approximately 2008 at the south west corner of SW 33-47-24-W4M. Underground storm pipe is installed almost to the corner of TWP Road 475 and RGE Road 243. The storm pipe is not connected to flow to its ultimate overland outfall south of TWP Road 475 and along RR 244.

### **2.6.3. Major Utility Facilities**

Power connection for the development will be through FORTIS. FORTIS has power

lines in the area that serves the Town of Millet as well as rural residents.

#### **2.6.4. Shallow Utilities**

An existing natural gas low pressure service line runs through SW 33-47-24-W4M on a north south axis.

The SE 33-47-24-W4M contains a high pressure and a low pressure natural gas line.

### **2.7. PUBLIC INPUT**

The comments noted in section 2.8 Public Input in normal text are those provided in the original Proposed Railside Business Park ASP that was adopted in 2007. Italicized comments reflect current conditions as of Dec 2015.

The public communications component of the plan preparation process involved a Public Information Session. A public information session was held Nov. 1, 2006 in the Hugo Witt Room of the Millet Agriplex. Approximately 60-70 people attended the meeting. The information session informed attendees of the development and provided an opportunity for their input in regard to possible design I construction issues. The issues brought forward during the public information sessions are summarized as follows:

**Traffic Issues:**

- Many local residents were concerned about traffic issues on Highway 2A and TWP 475. Residents were worried that with the addition of new traffic accessing the Railside Business Park, along with the existing traffic (specifically truck traffic) using Highway 2A, that both Highway 2A and TWP 475 will have more traffic than they were designed for. There were concerns that this would result in excessive wait times at intersections as well as safety concerns on both roadways.

Alberta Infrastructure and Transportation (A.I.T.) are responsible for upgrading and maintaining Highway 2A. A Traffic Impact Assessment has been completed for the current condition of the intersection of Highway 2A / Highway 616 / and TWP Road 475. This report is being reviewed and will be come back with a response from A.I.T. with respect to A.I.T. guidelines. The report indicates that the current status (prior to Railside Business Park traffic) of this intersection is substandard. For more information see Highway 2A and Highway 616 Traffic Impact Assessment.

A traffic impact assessment has been completed for the two accesses entering from the south side of the development. Details of the intersections are contained in the Traffic Impact Assessment that can be found in Appendix C. The Developer will be responsible for the upgrades of all

subdivision access points.

*A functional study of the Highway 2A upgrade at Highway 616 was completed in 2011 by Alberta Transportation.*

- There was some concern that traffic volumes on TWP 475A, RGE 243, and RGE 244 would substantially increase due to the development. There was also concern that truck traffic on these roadways would increase due to trucks trying to avoid the Highway 2A - TWP 475 intersection.

It is not expected that traffic volumes on TWP 475A, RGE 243, or RGE 244 will increase substantially as a result of the subdivision development. Railside Business Park Subdivision has no public accesses on these roadways. This will substantially limit the number of new vehicles that travel on these roadways. All traffic is expected to use TWP 475, Highway 2A, and Highway 814 to access the subdivision.

The roads TWP 475A, RGE 243, or RGE 244 are not truck routes. It will be the responsibility of the Town of Millet and Wetaskiwin County to ensure that no trucks will be permitted to bypass the lights at Highway 2A and TWP 475 by travelling on the roadways listed above. If additional signage is required, the Developer will cost share with respect to truck routes for area affected by this development.



*There are no traffic lights at the intersection of Highway 2A and TWP 475.*

- Other concerns from residents centered on how the traffic will be kept off of the subdivision's northerly emergency access, as well as the purpose of disallowing public traffic use of the northern accesses.

The two proposed northerly emergency accesses will be designed to be used only if there is some type of blockage to the two accesses to the south of the subdivision. The northern accesses will be constructed with crash gates, or barricades, so that only emergency vehicles can use them.

The purpose of not permitting traffic to enter the subdivision from the north is to limit the number of existing roadways that are affected by the development. This also helps in limiting the number of local residents that are affected by increased traffic volumes on their local roadways.

*The Railside Industrial Park 2015 ASP does not permit traffic to enter the subdivision from the north, west, and east bounding roadways.*

#### **Rezoning Issues/Questions:**

- What is the likelihood of the eastern quarter remaining as an Urban Fringe zoning instead of changing to Industrial zoning?

Is it the intent of the Developer to move forward with a request to rezone the subject property to industrial?

It is the intent of the Developer to move forward with a request to rezone the subject property to Industrial.

*Since the adoption of the ASP in 2007, the SW 33-47-24 W4 has been zoned to industrial land use.*

- If the subdivision is approved, what types of restrictions will there be on building timelines? For example, if a subdivision user purchases a lot, will there be restrictions on how quickly he must develop his site?

The Developer will not include restrictions on time of development.

- What types of businesses will be going into the Railside Business Park and what will the business hours be?

It is likely that the majority of potential industrial park users will be involved in either oilfield or agricultural supply and service businesses. Thus, the operation of each business will be subject to the bylaws of Wetaskiwin County

Note: The municipal reserve areas along the north, east and west sides of the subdivision will provide a visual and sound attenuation buffer between the subdivision and adjacent residents. The 20 m wide buffer will consist of a topsoil berm that will be planted with native trees and bushes. At eye level, the berms and vegetation will provide a complete visual buffer. It will also limit noise generated from within the subdivision. Further information on the buffer zones can be found in the Site Development Guidelines in Appendix E.

#### **Utility Issues/Questions:**

- Is the Town of Millet's water and sewer system able to handle the increased loading that will result from the addition of the Railside Business Park?

Both Millet's water and sewer system currently have the capacity to service the Railside Business Park. Both systems are currently designed to handle a population greater than the current population of Millet. This includes the sewage lagoon. The addition of the Railside Park will not adversely affect any of the system's current users. As the Town of Millet is responsible for providing water and sewer service to the development, industrial users will have to apply (usually in a Service Agreement) and be approved for hook-up to the water and sewer systems prior to the development permit process.

- If further development occurs as a result of this development, will Millet's

water and sewage system still be able to handle the extra loading?

The Town of Millet has future plans to upgrade the water supply and sewage lagoon systems when the Town reaches a threshold population.

*It is anticipated that the Railside Industrial Park 2015 will be serviced by a regional waterline when it is available. The planned upgrading of the Town of Millet sewage lagoon will accommodate Railside Industrial Park 2015. An interim solution of sanitary pumped out holding tanks is possible.*

- How will the development affect local water wells in the area? Can subdivision land owners drill their own water wells if they want to?

Local water wells are not expected to be affected by the proposed Railside Business Park. The subdivision will be connected to the Town of Millet's water system and therefore will not draw water from private wells thereby not affecting nearby resident's water wells.

- Where are the Town of Millet's water wells in relation to the proposed Railside Business Park? Will they be affected by any possible pollution from the subdivision?

The Town's water wells are located in various locations around the Town of Millet, to the west of the proposed Railside Business Park. Stormwater

management for the subdivision site will be accomplished through an overland drainage system consisting of ditches and drainage swales. These ditches and swales will direct runoff to a stormwater detention pond located within the subdivision. In the event of a spill of a pollutant, the pollutant will be restricted to the ditches and the stormpond. There is an expectation that the pollutant will be discovered in these locations before it leaves the site. This will prevent neighbouring sections of land from being affected by any possible pollution. Alberta Environment standards and guidelines will have to be followed for cleanup and containment in the event of the pollutant being spilled on site. These standards will also define how hazardous materials can be stored on site.

**Buffering Issues/Questions:**

- What is meant by the "buffering" in the municipal reserve and what will the buffer consist of? Will it provide a sound barrier?

The municipal reserve areas along the north, east and west sides of the subdivision will provide a visual and sound attenuation buffer between the subdivision and adjacent residents. The 20 m wide buffer will consist of a topsoil berm that will be planted with native trees and bushes. At eye level, the berms and vegetation will provide a complete visual buffer. It will also limit noise generated from within the subdivision. Further information on the

buffer zones can be found in the Site Development Guidelines that are in Appendix E.

#### **Miscellaneous Questions/Issues:**

- How will property values of the land adjacent to the subdivision change due to the development?

This is beyond the scope of this document.

- Is there potential for the railway to expand in the area? Will there be a rail spur from the existing rail line to this new subdivision?

Currently, there are no plans to extend a rail spur from the mainline to the Railside Business Park. There is, however, room for expansion of a rail spur near the location of the old grain elevators. If a rail spur is required in the future, it will likely be installed near the location of the old grain elevators. The development of a loading area will require further traffic study and separate approval.

- What will be done with the remains of the old landfill?

The remains of the old landfill will be excavated and hauled away to the West Dried Meat Lake Landfill Site located near Camrose, Alberta.

*Approximately 5500 m3 of earth was removed from the nuisance ground site in 2008. Monitoring test holes were drilled to a depth of 25 feet to determine if the water table was contaminated by the landfill. An application for a reclamation certificate has not been made by the landowner.*

## **2.8. IMPLICATIONS FOR FUTURE LAND USE**

Significant implications in regard to opportunities and constraints to future land use and development in the plan area result from the area's existing conditions, relevant plans and policies, and the public input obtained through the communications process. The most significant implications are as follows:

### **2.8.1. Natural Features Implications**

- The gently sloping topography of the lands, make these lands highly visible from TWP Road 475. This means that the lands may be more valuable for business industrial uses, but also creates the challenge to ensure that development is visually attractive. The reader is directed to Appendix E "Site Development Guidelines" for information regarding managing the visual components of the development.
- The lower elevations in the southern portion of the property will provide opportunities for storm water management. Locating storm

water management facilities in the southern portion of the site allows the majority of the site to naturally drain towards them. The remainder of the low areas will be filled and graded for incorporation into saleable lots.

### **2.8.2. Existing Land Use and Zoning Implications**

- Although most of the plan area is considered above average agricultural land, development pressures and general public input suggest that support exists for oilfield/agricultural industrial servicing uses. The public recognizes that the proximity of the area to the Town of Millet and Highway 2A, and the resultant increases in land values have reduced the viability of conventional extensive agricultural operations. Municipal Development Plan policies support the use of better lands for non-farming purposes in locations close to urban areas and highways.
- The nuisance ground in the southern part of SW 33-47-24-W4M will affect the development of the site. According to the Municipal Government Act, three options are viable for this situation. The first is to implement a 300 m setback for development from the nuisance ground. This would be in affect for any development of schools, hospitals, food establishments, or residential use. This would eliminate



several lots in the study area for these uses should the nuisance ground remain in place. The second option is to complete a geotechnical investigation and gas monitoring program to determine if the area is contaminated. If it is not contaminated, the setback from the nuisance ground can be reduced. This would result in a lower number of lots being eliminated from development. The third option would be to dig up and remove the nuisance ground. All material removed would have to be disposed of at an approved offsite location such as the West Dried Meat Lake Landfill Site located near Camrose, Alberta. A request has been sent to the Town of Millet, to discuss the removal of the nuisance ground.

- The third option noted above has been completed by removal of 5,500 m<sup>3</sup> soil within the nuisance ground. This material was disposed of at an approved location. Monitoring test holes were drilled to a depth of 25 feet to determine if the ground water table was contaminated by the land fill. No water table was identified within the 25 foot depth. The current owners of the property have not yet applied for a reclamation certificate.
- The proposed land use pattern provides a basis for providing industrial, open space industrial and commercial land uses to the plan area.
- The current zoning of the SW and SE 33-47-24-W4M is Industrial.

- Development of the identified properties could open the opportunity for adjacent properties to take advantage of the upgraded infrastructure.

### **2.8.3. Natural Resource Implications**

- No significant development constraints result from the existing natural resources and related features that are contained within the Railside Industrial Park 2015 area.
- There are no gas or oil wells in the immediate vicinity of the development site.

### **2.8.4. Transportation Implications**

- TWP Road 475 provides high quality visibility for business development purposes on the south side of the project site. There are two proposed subdivision accesses off of TWP Road 475. The new intersection from SW 33-47-24-W4M to the TWP Road 475 will be built to a Type IVa immediately. The second access that will join SE 33-47-24 W4M to TWP Road 475 will be built to a Type IVa intersection with the timing linked to lot sales. For more information on Type IVa accesses see Traffic Impact Assessment in Appendix C.

- The industrial development in NW 28-47-24-W4M (Shipway Industrial) on the south side of TWP Road currently has its access immediately south of the access into the SW Sec 33-47-24 W4M of Railside Industrial Park 2015. It will be requested that the Shipway Industrial access be upgraded by Shipway Industrial to proper standards to match that of Railside Industrial Park 2015.
- There are also two proposed emergency only accesses to the subdivision, both on the north side of the subdivision. This access will not be used by everyday traffic. It will be used only as a controlled all weather access for emergency response. It should not require upgrading within the next 25 years.
- The Developer will enter into a Development Agreement to have paved roadways built to Industrial Standard and provided in conjunction with development on the site. The design period for the pavement structure will be 15 years. The roadway will be 12.5 M in a 30 M roadway right of way. Entry road right of way width at connections to TWP Road 475 will be 40 meters.

### **2.8.5. Utilities Implications**

The Millet Industrial Development has a number of gas lines running through it. All

gas lines are owned and operated by AltaGas Utilities Inc. Refer to **Figure 2** for general gas line locations.

- There is an existing pipeline that runs through the western portion of SE 33-47-24-W4M. The pipeline runs from the northwest to the southeast. The gas line inside the pipeline easement area shown on **Figure 2** is a 2 inch, high pressure, aluminum gas pipeline which was originally constructed by IGC Utilities and is now owned by AltaGas Utilities Inc. The easement of the pipeline is 5 m on either side of it. This pipeline will affect the construction and development of this site. The lot layout of the site will have to accommodate the pipeline layout. No permanent or temporary structures should be placed over the gas pipeline right-of-way. Some land uses, such as storage yards, berms, parking lots, etc. may be used over the right of way. However, any land use over the right of way should be discussed with the pipeline licensee to ensure the pipeline integrity will not be compromised. Representatives for AltaGas have indicated that it will not be feasible to move this high-pressure line. However, it is likely that the line will have to be lowered to accommodate multiple roadways and ditch crossings. The Energy Utilities Board's (EUB) guidelines should be consulted before working around this pipeline.

- There are a number of  $\frac{3}{4}$  inch Polyethylene service lines located in both the southwest and southeast quarter sections. These gas lines are shown in **Figure 2**. Representatives for AltaGas have indicated that it will be possible to move these lines to accommodate the development of the site. Specifically, the line running north to south through the west-central portion of SW 33-47-24-W4M can be moved to the west so that it is adjacent to RGE Road 244's right of way. This realignment would leave this quarter section free of gas lines.
- The  $\frac{3}{4}$  inch Polyethylene service line that runs north to south through west central portion of SE 33-47-24-W4M is within the right of way of the 2 inch, high pressure line for most of its length. Since the 2 inch line will most likely not be moved, it is not practical to move the  $\frac{3}{4}$  inch Polyethylene line. However, some realignment of this  $\frac{3}{4}$  inch line may be necessary in the north western portion of this section. It is likely that the line will have to be lowered to accommodate multiple roadways and ditch crossings. The Energy Utilities Board's (EUB) guidelines should be consulted before working around this.
- The Town of Millet, located directly west of the proposed subdivision location, has existing water and sewer lines. This provides the opportunity for connection of the proposed subdivision's water and

sewer lines to the Town of Millet's existing infrastructure.

#### **2.8.6. Implications of Relevant Plans and Policies**

- Wetaskiwin County uses Land Use By-law 95/54 and the Municipal Development Plan as two planning tools for making decisions on development permits, rezoning applications, business approvals and such.

### **3. FUTURE LAND USE**

The Future Land Use Concept proposed for the Railside Industrial Park 2015 Area Structure Plan is shown on **Figure 4**. The plan recognizes the implications summarized in Section 2.8. As a result, the plan reflects the findings of the review of all relevant background information. Specifically, the concept responds to the following critical factors:

- Wetaskiwin County's existing statutory plans, with particular emphasis on the Municipal Development Plan;
- existing conditions such as natural features, current land uses, utility right of ways, parcel boundaries, and subdivision and development

proposals, which result both in opportunities and constraints for future land use;

- existing and proposed transportation features;
- the recognition that, in the foreseeable future, water will be and sanitary service may be provided through the Town of Millet;
- the timely development of land following the cessation of agricultural land use activities.

The foregoing factors are reflected in the Plan objectives.

### **3.1. AREA STRUCTURE PLAN OBJECTIVES**

The Future Land Use Concept reflects the following key objectives of the proposed Railside Industrial Park 2015 Area Structure Plan:

- To provide the opportunity to fully realize the development potential of the plan area.
- To protect the integrity of all highways and associated intersections affected by the Railside Industrial Park 2015 Area Structure Plan, to the satisfaction of Alberta Transportation, while still recognizing the opportunities these features provide for development purposes. The

County of Wetaskiwin will be responsible for the intersection upgrades, as directed by Alberta Transportation guidelines. The intent of the Developer is to work with the authority groups to facilitate an agreeable solution.

- To protect significant environmental features in their natural state, to the extent possible.
- To utilize significant environmental features for landscaping and storm water management.
- To minimize future land use conflicts by promoting a compatible land use pattern, and by applying effective screening and buffer techniques, or an appropriate combination thereof.
- To recognize the physical capacity of the plan area to sustain development based on the understanding that municipal water and sanitary sewer will be provided by the Town of Millet.
- To promote industrial and commercial uses which meet the policy criteria of the Municipal Development Plan in terms of the types of such uses which are best suited to the County, while recognizing that certain uses are better suited to the highly visible portions of the plan area than others.
- To encourage the development and application of design, landscaping



and signage guidelines to enhance the visual qualities of industrial/commercial development.

- To provide a flexible lot layout which can be modified during design and development to suit the clients needs.

## **3.2. DESCRIPTION OF THE FUTURE LAND USE CONCEPT**

Two land use categories are proposed by the concept shown on **Figure 4**. These uses are described below in the context of the overall concept.

### **3.3. Industrial District**

Industrial District land uses within the Railside Industrial Park 2015 ASP include agri-based uses (service and supply), natural resource servicing operations, indoor or outdoor manufacturing, indoor or outdoor sales, transportation, warehousing, distribution, rental service businesses, open storage and other uses that take advantage of major existing transportation linkages.

Industrial District usages may have open storage use on lots. Industrial District lots will have lots that require buildings as well as lots that do not require buildings

although a building or buildings may be part of any lot development. **Figure 4** identifies generally where industrial lots will have buildings and other lots that might not have buildings.

The open storage area on all development lots within the Railside Industrial Park 2015 ASP area will not exceed 67% of the total net developable area of the land in the ASP area.

It is anticipated that each Industrial District lot may have unique outdoor open storage requirements. Some lots may use less and others may use more than 67% outdoor storage of the lot area. Open storage area on each lot will be calculated and monitored as the ASP area is developed to ensure that when the land is fully developed, it will not exceed a maximum of 67% open storage area overall.

Each lot owner will enter into an agreement with the Developer or Land Owners Association that defines the amount of open storage area on the lot. This agreement will be registered as a covenant on the Land Title for the lot.

Calculation and monitoring of the open storage use areas will be the responsibility of the Developer or Land Owners Association. The County will not manage or enforce the open storage area agreements between lot owners and Developer or Land Owners Association.

For clarity, open storage area is defined as the area of land used only for open

storage and does not include areas of the lot for such uses as buildings, landscaping, parking, circulation, outdoor sales and product display, outdoor manufacturing, marshaling, modular yards, trans-loading facilities, private on site storm water management areas, or other non open storage uses.

### **3.4. Direct Control District**

Direct Control District land uses include retail service commercial businesses, commercial recreation vehicle storage and mini storage business and other businesses such as highway commercial uses that service the travelling public.

Factors considered in designating the lands for Industrial District and Direct Control District uses include:

- Future compatibility with the Wetaskiwin Municipal Development Plan.
- The shared use of transportation infrastructure encouraging compatible development on neighbouring land areas.

Although it is recognized that the lands proposed for industrial and direct control use are rated as better agricultural land, the Municipal Development Plan allows for the conversion of such land to non-farming activities for industrial and commercial expansion next to major transportation corridors or populated areas.

Although the proximity to the Town of Millet and Highway 2A provide a high

quality of exposure and visibility to future developments, this same visibility also creates a challenge to ensure that development is visually attractive. Due to the fact that some users may be backing onto residents of the Town of Millet and adjacent country residential development in the County, proper landscaped buffering, combined with common standards for signage, building facades, fencing and storage are required. The Site Development Guidelines in Appendix E outlines the landscaping, signage and building architectural requirements.

To ensure that all of the Industrial District Common Area land is not fully developed before any Industrial District Lots with buildings the County will, through the Development Agreement, require the Developer to maintain a minimum number of acres of serviced, ready for development Industrial District lots that are available for sale to the market until such time that all the planned Industrial District lots are sold.

The balance between the development of Industrial District Common Area and Industrial District lots with buildings will be as follows:

- The Developer will be allowed to develop the first 50% of Industrial District Common Area prior to completing the minimum number of serviced lots.
- Prior to developing any additional Industrial District Common Area land, the

Developer must develop a minimum of 15 gross acres of land located in the existing Phase 1 development.

Following development of the initial Industrial land, the Developer can proceed with further development of Industrial District Common Area lands conditional upon:

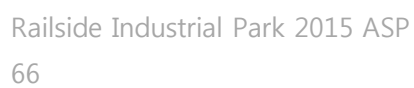
- The Common Area land is correctly zoned and approved for development with a development agreement executed.
- The Developer maintains a minimum 5-acre inventory of serviced Industrial land for sale. This will meet the County's economic development goal of providing an inventory of serviced 'shovel ready' land.
- If buildings are subsequently developed on the Common Area Land, the Developer or Land Owners Association may, by following the formulaic approach described herein, determine that this effectively reduces the actual percentage of open storage on this parcel thus freeing up unallocated open storage for elsewhere within the project.

**Figure 4** identifies the proposed land use districts layout on the site. Note that the mapping is schematic only and is subject to change.

**Figure 5** shows possible site development plan examples. It identifies how various uses on a lot are combined to provide a net area for open storage use on the lot. It is anticipated that each lot will be different depending on the needs of the user.

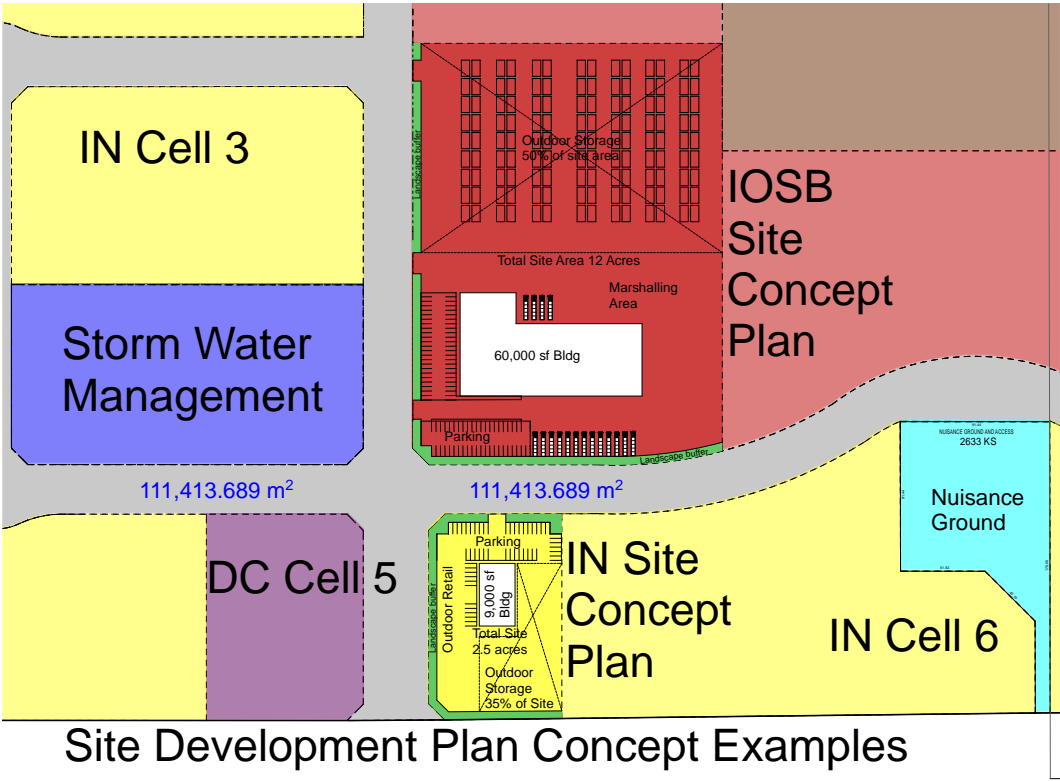
**Figure 6** shows a Site Coverage Analysis example showing possible net percentages of open storage use on the proposed land uses within the ASP area. The Developer will manage and monitor, through agreements with lot owners, the amount of open storage use on each site.

## Proposed Land Use Map



**Figure 5**

Site Development Plan Examples





**Figure 6**

**ASP Site Coverage Analysis**

**Railside Industrial Park 2015 ASP Site Coverage Analysis**

		Sq. M.	Acres
Gross Area		8,233,441.80	<b>304.66</b>
SWM (PUL)	SWM-1	3,580.92	5.82
SWM (PUL)	SWM-2	3,233.56	5.74
Internal Roads		11,413.70	27.52
MR/Buffer		8,157.36	6.95
MR/Buffer		4,858.40	11.08
Nuisance Ground		614.87	2.37
<b>Sub-Total: Common Area</b>		40,858.80	59.49
Net Developable Area		92,583.00	<b>245.17</b>
Permitted Open Storage	67%	665,030.61	<b>164.26</b>
Conversion Factor: Sq. M. to Acres:			0.000247

Effective Open Storage Area Analysis									
Proposed Land Use	Cell Number	Area Sq. M.	Area Acres	LU Cells	DC	DC	IN	I-OSB	I-OSN
<b>Anticipated Effective Percentage of Area for Open Storage</b>					<b>0%</b>	<b>75%</b>	<b>40%</b>	<b>75%</b>	<b>84.32%</b>
Direct Control (DC)	DC-1	58,326.45	14.41			10.80			
	DC-5	2,018.21	2.97		0.00				
<b>Direct Control (DC) Total</b>				<b>17.38</b>					
Industrial (IN) IN: Industrial Uses with building and marshalling areas and limited outdoor storage	I-2	50,438.62	14.93						
	I-3	5,977.42	6.42						
	I-4	58,148.14	16.83						
	I-6	5,783.59	11.31						
	I-7	8,385.80	11.95						
	I-8	7,503.28	11.73						
<b>Industrial (IN) Total</b>				<b>73.17</b>			29.27		
Industrial (I-OSB) OSB: Industrial Uses with building and marshalling areas and outdoor storage	I-OSB 10	87,012.21	46.19						
	I-OSB 11	9,366.18	12.19						
	I-OSB 11	2,273.83	7.97						
<b>Industrial (I-OSB) Total</b>				<b>66.36</b>				49.77	
Industrial (I-OSN) OSN: Industrial Users with no building but with marshalling areas and outdoor storage	I-OSN 12	57,349.27	88.27						
<b>Industrial (I-OSN) Total</b>				<b>88.27</b>					74.42
<b>Total Open Storage Area</b>				<b>164.26</b>	0.00	10.80	29.27	49.77	74.42
Reconciliation: Permitted vs. Projected		0.00	0.00						
Reconciliation: Gross Area vs. Calculated									



### 3.5. FUTURE TRANSPORTATION SYSTEM

To service the proposed Railside Industrial Park 2015, a subdivision access layout has been proposed (see **Figure 3**). This layout has been chosen for concept only. This layout consists of two proposed accesses into the subdivision as well as two all weather emergency accesses. The south accesses from the subdivision will have merge lanes along TWP 475 road.

The **Figure 3** proposed layout would involve two subdivision access routes to the south, and two all weather emergency access routes to the north. Prior to subdivision, any engineering required to support the subdivision access changes must be approved by the County of Wetaskiwin.

Currently, the only routes to the property are through an approach that leads to the SW 33-47- 24-W4M (old nuisance ground) and yard site access route. The required access routes for the proposed subdivision as well as the roadways within the subdivision will be owned and maintained by the County of Wetaskiwin.

If signage is identified to be a requirement for RGE Road 243 & 244 & TWP Road 475A, the costs will be paid by the Developer.

Any internal roads in the ASP area required to facilitate private development of the

subdivision lots will be constructed and paid for by the Developer.

The subdivision accesses layout consisting of two accesses to the south (**Figure 3**) has been chosen for concept only and may vary according to final approval. The Railside Industrial Park 2015 with this intersection layout would require the following intersection improvements (as per the Traffic Impact Assessment which is attached in Appendix C):

**Intersection Type:**

- *TWP Road 475 & South West Access Road #1* will be designed as a Type IVa to meet the traffic demands. The requirement for pedestrian accommodation at the intersections is not anticipated. The Type IVa intersection will be required immediately. A turning radius of at least 15.0 meters with a simple curve and 55-18-55 meters with a centred curve to meet the necessary conditions of the design vehicle. Illumination will be required.
- The industrial development in NW 28-47-24-W4M (Shipway Industrial) on the south side of TWP Road currently has its access immediately south of the access into the SE 33-47-24 W4M of Railside Industrial Park 2015. It will be requested that the Shipway Industrial access be upgraded by the Landowner to proper standards to match that of Railside Industrial Park

2015.

**Intersection Type:**

- *TWP Road 475 & South East Access Road #1*: will be designed as a Type IVa to meet the traffic demands. The requirement for pedestrian accommodation at the intersections is not anticipated. The Type IVa intersection will be required once the SE 33-47-24-W4M quarter has received adequate support with respect to the lot sales. A turning radius of at least 15.0 meters with a simple curve and 55-18-55 meters with a centred curve to meet the necessary conditions of the design vehicle. Illumination will be required.

It is recommended that traffic counts be done periodically to determine if the AADT levels have reached the levels needed to warrant for illumination. Signalization is not warranted at either of the two intersections that were analyzed. The minimum pavement width of the turning roadway is to be 9.1 meters.

### **3.6. FUTURE UTILITY SYSTEMS**

Future development in the plan area will rely on the Town of Millet's water and sanitary system for service. This will require that the proposed subdivision connect to existing lines that are located in the northwest part of Millet (directly west of the

Railside Industrial Park 2015).

The minimum lot size proposed for the Railside Industrial Park 2015 is 0.462 hectares (1.14 acres). Local realtors and County representatives have indicated that the demand for industrial land in the plan area appears to be for a mixture of lot sizes. The ability to provide smaller lots ensures that choices are available to potential purchasers as well as to provide a degree of flexibility in overall parcel size.

It has been indicated that the Town of Millet's municipal water supply will have, through an Inter-municipal Agreement, sufficient capacity to sustain long term needs. The sufficient capacity of the water supply from the Town of Millet will be based on fire flows required by local and provincial standards. The Town of Millet has indicated that their water system will have sufficient capacity to support the addition of the proposed Railside Industrial Park 2015. All installations will be installed to County of Wetaskiwin and Provincial Code Standards.

The Inter-municipal Water Servicing Agreement is scheduled to provide water to the Town of Millet in 2016 with the installation of a regional water line.

Near surface groundwater conditions and soil permeability also will need to be investigated. The Geotechnical Report, found in Appendix B, provides supporting

technical data regarding the construction suitability of soils in the development area.

According to the Storm Water Management Plan found in Appendix A, drainage for the development will be accomplished via roadway ditches and drainage swales. To ensure that run-off is maintained at pre-development rates, two storm water management facilities of approximately 15,000 - 20,000 cubic meters each are required.

## **4. AREA STRUCTURE PLAN POLICIES**

The policies listed below are unique to Railside Industrial Park 2015 ASP area and are to be applied at the time of new subdivision and development. All existing statutory plans and policies, particularly those policies contained in the County's Municipal Development Plan must also be applied.

### **4.1. LAND USE POLICIES**

- 4.1.1. All future subdivision and development in the Railside Industrial Park 2015 ASP area shall comply with the Land Use Concept shown on **Figure 4**. Note that the Land Use Map is schematic and may be subject to change related to layout of the proposed land use districts.

#### **Land Use Districts**

4.1.2. The Land Use Bylaw specifies a minimum parcel size for any subdivision of land for industrial uses in hamlets that are tied into full municipal services. The minimum parcel size is 1858 m<sup>2</sup> (20 000 ft').

4.1.3. Development shall be restricted to non-polluting operations, as per Alberta Environment Standards and Guidelines.

4.1.4. Land use districts shall be applied to the area designated as such by this Area Structure Plan, at the time of subdivision and development. In addition to the types of regulations typically included in the County's Land Use Districts, the district shall:

- Provide for uses appropriate to the unique location of the plan area. The district shall also recognize that a considerable variety of appropriate uses is desirable so that the rate of absorption can facilitate the timely construction of an internal road system.
- For uses located adjacent to either of the RGE Roads or TWP Roads, provide for a common standard of building setback and location considerations, building materials, building heights, lighting fixtures, landscaping, signage controls, and the location and proper screening of parking areas. The landscaping and architectural guidelines governing



these items will be completed as part of the subdivision approval process.

- Allow outdoor storage of goods or products on any portion of the a site facing the RGE Roads or TWP Roads, subject to approval of the County based on the implementation of effective screening that minimizes the visual impact of the stored goods or products from the roadways, or that the goods or products are stored in an aesthetically pleasing manner to the County's satisfaction.

4.1.5. Subdivision and development permit applications for lands located adjacent to the RGE Roads or TWP roads shall be referred to Alberta Infrastructure and Transportation for their review and comment. Proposed lighting shall be to the satisfaction of that Department.

### **Natural Areas**

4.1.6. Existing natural features, such as tree cover and drainage courses, shall be preserved wherever possible by integrating such features into the design of the new subdivision.

## **4.2. TRANSPORTATION POLICIES**

4.2.1. All roads within Railside Industrial Park 2015 shall be constructed to

County standards, including road links to the south, north (emergency only) and west (emergency only).

4.2.2. Required future road widening on the north side of TWP Road 475 from Railside Industrial Park 2015 road links shall be dedicated at the time of subdivision.

4.2.3. The Developer shall be responsible for its share of the cost of upgrading TWP Road 475 as required by the installation of road intersections from the Railside ASP plan area.

4.2.4. The Developer shall be responsible for construction all roads within the ASP plan area.

4.2.5. The Developer shall be responsible for its share of the cost of installation of traffic lights at the intersection of TWP Road 475 and Highway 2A.

4.2.6. Cost sharing and/or cost recoveries from benefiting adjacent landowner Developers will be addressed in the Development Agreement.

### **4.3. UTILITIES POLICIES**

4.3.1. Subdivisions and development that require water and sewer services

shall be serviced via connection with the Town of Millet's water and sanitary system.

4.3.2. The shallow utilities (Electrical, Telephone, Cable, and Gas) will be in the shallow utilities right of way in the front of the properties parallel to the roadway.

4.3.3. Water servicing will be sized such that fire protection will be provided where required.

4.3.4. Storm water management facilities shall be constructed according to the Stormwater Management Study, found in Appendix A and to the policies described in this Section. Storm water management works must be constructed prior to final subdivision approval.

#### **4.4. SITE DEVELOPMENT GUIDELINES**

The Site Development Guidelines are outlined in Appendix E in support of the ASP, but not part of this ASP. These guidelines will provide the following information for land owners:

- Land use requirements
- Screening requirements
- Planting requirements

- Additional landscaping requirements
- Signage requirements
- Lighting requirements
- Access requirements
- Building requirements

## **4.5. STORM WATER MANAGEMENT**

The following text summarizes the relevant findings of the Storm Water Management Report completed by A. D. Williams Engineering Inc. and found in Appendix A that form the policies of this Area Structure Plan.

- a) Storm water management for this site will be conducted utilizing an overland drainage system only. This will be accomplished by using roadway ditches, culverts and drainage swales along lot lines. Individual lots will be graded to direct runoff water to the drainage swales or ditches. These ditches will be used to convey water from the lots to the storm ponds. The layout of the overland flow system will be chosen to work closely with existing topography, as well as the lot layout.
- b) Parking and open storage areas may be used to temporarily store storm water which will be ultimately conveyed to storm water detention pond areas.

- c) Two storm water detention pond areas are proposed for this subdivision, one on each quarter section, to collect and contain storm water during peak flows. The storm water pond volume will be sized to contain 100 year 24 hour storm.
- d) Boreholes drilled during the geotechnical site investigation did not reach groundwater level. This means that the groundwater level is lower than the 748.00 m contour.
- e) The SCS Method was used for determining the storm pond volume as well as the predevelopment flow rate. A Chicago distribution of the City of Edmonton's 24 hour, 1 in 100 year storm event was used as the design storm event for pond sizing. Table 4.5.1 displays the analysis results.

Table 4.5.1 Pond Size Requirements

Pond	Required Pond Volume (m3)	Approximate Pond Surface Area (m2)
1 (SW)	15000	10500
2 (SE)	20000	13500

## 4.6. GEOTECHNICAL CONDITIONS

The following text summarizes the relevant findings of the Geotechnical Investigation completed by GTECH Earth Sciences Corp. and found in Appendix B that form the policies of this Area Structure Plan.

### 4.6.1. Geotechnical Evaluation

- a) The lithological sequence of soils is described as topsoil/organic silty sand overlying sand which overlies weathered sandstone. A clay layer was also discovered in one area.
- b) The site presents favourable soil conditions for development of the site

with the exception of possible high plastic clay which would introduce potential peril for surface structures and building foundations. Further testing is recommended to confirm geotechnical characteristics of these soils. High plastic clay should be avoided for use as foundational soils. It is likely suitable for liner material.

- c) In-situ sands are expected to have good workability and if undisturbed, provide sufficient bearing capacity for normal foundations. Additional testing will be required for site specific designs. Roads and surface improvements over sands are expected to perform adequately on condition of proper compaction, drainage and maintenance.

#### **4.6.2. Storm Water Management Facility**

The following text summarizes the geotechnical concerns and recommendations in regards to the construction and operation of storm water management facilities in the plan area.

Both ponds will have outlets to the south for the release of runoff volumes for large storm events. The ponds will also depend on infiltration and evaporation for discharge of small storm events. The expected pond base is considered to be comprised of a sandy soil. The base and side slopes of the pond are designed to be located above ground water level, so seepage of runoff water will be driven by the temporary head of storm water in the pond basin. A review of the condition of

the pond side slopes at the time of construction is recommended, and to sub-cut out any clayey soils which may inhibit the seepage from the basin.

- a) For preliminary design purposes the slope angles on the proposed detention pond should be at least SH: 1V on all sides. Some restrictions might apply to pond operations, because fast draw-down rates will impact slope stability. For safety reasons, municipal authorities such as City of Edmonton design ponds with volumes to limit surface water rises to less than 1.0 m for a 1:25 year rainfall event and 2.5 m for a crisis event.
- b) The pond shore line should be protected against erosion from wave action, because shoreline erosion may destabilize the pond slopes. Side slopes should be vegetated as soon as possible after construction.
- c) Adjacent development restrictions may be required in relation to design groundwater levels. Seepage from the pond is not expected to significantly impact adjacent residences, however, it is considered prudent to set adjacent foundation elevations above the design high water level in the pond.

## **4.7. MUNICIPAL WATER SUPPLY**

The proposed Railside Industrial Park 2015 will be connected to the Town of Millet's water system. Discussions with the Town of Millet have indicated that their



system has sufficient capacity to support the addition of the proposed Railside Industrial Park 2015. They have also provided water line connection points in the north western part of Millet for the subdivision to use. The water lines will be constructed under the roadways and PUL. A vault will house a master water meter from the Town of Millet Reservoir with the alignment preferred from the Town of Millet.

#### **4.8. MUNICIPAL SANITARY SERVICE**

The proposed Railside Industrial Park 2015 will be connected to the Town of Millet's sanitary system as well. The Town of Millet currently may not have capacity for additional sewage treatment. Upgrading to the Towns sewage lagoons may be required before additional capacity is available. If necessary, an interim sanitary services solution using pump out sanitary tanks is recommended.

Subdivision sites that require sewage treatment may be required to hold on site, pump and haul their sewage to approved facilities until such time that the Town of Millet sewage treatment capacity is available.

#### **4.9. PLAN ADMINISTRATION AND IMPLEMENTATION**

- a) Pursuant to the provisions of Section 633(1) of the Municipal Government Act, 1995, and associated public hearing, this Area Structure Plan shall be

adopted by the County of Wetaskiwin as the Railside Industrial Park 2015 Area Structure Plan. All subdivision and development within the Railside Industrial Park 2015 area shall be in accordance with the provisions and policies of this plan.

- b) Council may, from time to time, choose to amend this Area Structure Plan. As part of the amendment process, the required public hearing process will ensure that the continued input of the landowners and adjacent residents is considered.
- c) The planning and engineering detail plans will be provided to the County, the County will provide the plans to both the County's Engineering Consultants and the Town of Millet's Engineering consultants for review.
- d) Expiry Date of ASP - should the Developer not register at least one lot in any of the phases within three years of the adoption of the amendment to the ASP, the Developer will be subject to the application of any new policy that would normally be applied to the ASP and related development as if it were to be approved at the time of the expiry of the three year term.