



WHEATLAND COUNTY

Where There's Room to Grow



Request for Decision

May 21st, 2019

Resolution No. _____

Date Prepared May 6th, 2019

Subject

Decision-making topic title

2nd Reading for Bylaw 2019-11 – for the purpose of amending the West Highway 1 Area Structure Plan Bylaw No. 2006-05 (WH1ASP) to include primary commercial uses within the Origin Business Park Area, to add Map B outlining the Origin Business Park Area, and to make additional amendments to make the whole of the WH1ASP consistent with the aforementioned additions.

Recommendation

Clear resolution answering – what/who/how/when

RECOMMENDATION: THAT Council choose Option #1 and grant Second Reading to Bylaw 2019-11 to amend the West Highway 1 Area Structure Plan Bylaw No. 2006-05 (WH1ASP) to include primary commercial uses within the Origin Business Park Area, to add Map B outlining the Origin Business Park Area, and to make additional amendments to make the whole of the WH1ASP consistent with the aforementioned additions.

Option #1: THAT Second Reading of Bylaw 2019-11 be granted

Motion #1 THAT Bylaw 2019-11 be given Second Reading.

Motion #2 THAT staff submit an Interim Regional Evaluation Framework Application to the CMRB for consideration.

GM Comments

Any additional comments regarding the reason for the recommendation

RECOMMENDATION

Report/Document:

Attached

Available

None

Key Issue(s) / Concepts Defined

Define the topic, reference background material and state question to be answered

The purpose of this amendment is to allow primary commercial uses to be applied for within the Origin Business Park, to include a map that outlines the location of the Origin Business Park, and to amend the whole of the document to ensure it is consistent with the aforementioned changes.

The attached report explains the proposed changes and the rationale behind them.

As this statutory plan amendment falls within the CMRB, an Interim Regional Evaluation Framework Application is required to be submitted to the CMRB for consideration prior to Third Reading being granted. If the CMRB does not approve the submission, the applicant can choose to address the comments put forward by the CMRB and apply again. Council cannot give Third Reading to the bylaw until the CMRB approves the submission.

The proposed amendments generally align with the CMRB's Interim Growth Plan. Not all of the maps have the major highways identified and some of the policies may not address the IGP's policies well enough. These are existing issues in the WH1ASP, and are outside of the areas the applicant amended.

The application generally aligns with the South Saskatchewan Regional Plan, the WH1ASP asks for nuisance mitigation for dwellings within 400m of an industrial/commercial development. One of the larger issues for this area is the absence of piped servicing. Typically primary commercial uses use a significant amount of water and thus create a significant amount of waste water. Having on-site servicing for these types of development isn't sustainable for the long term. The proposed amendment looks at this, suggesting communal treatment and disposal systems if individual onsite wastewater disposal isn't acceptable.

The proposed amendments begin to align the WH1ASP with the Regional Growth Management Strategy Plan. The RGMS identifies the WH1ASP as an area to encourage economic growth and an area to cluster business industrial development. There are some discrepancies between the RGMS and the WH1ASP, such as the watercourse setback.

The proposed amendments also begin to align the WH1ASP with the Municipal Development Plan. The MDP identifies the WH1ASP as an area for commercial and industrial development. The MDP also states that the County shall take into consideration the cumulative development effect for all commercial and industrial development applications.

A few letters were received through the circulation process. Two letters of concern and one letter of interest. All attached to this RFD. Concerns from staff were raised in regards to the terminology. Staff obtained the applicant's permission to generalize "Primary Commercial" and "Secondary Commercial" to "primary commercial uses" and "secondary commercial uses" so it aligns with the current Land Use Bylaw 2016-01.

Relevant Policy / Practices / Legislation

South Saskatchewan Regional Plan
Calgary Metropolitan Region Board; Interim Regional Evaluation Framework, Interim Growth Plan.
Regional Growth Management Strategy
Municipal Development Plan
West Highway 1 Area Structure Plan 2006-05
Land Use Bylaw 2016-01 Sections 9.4 & 9.5

Strategic Relevance

Response Options and Desired Outcome(s)

OPTIONS:

Option #1: THAT Second Reading of Bylaw 2019-11 be granted

Motion #1 THAT Bylaw 2019-11 be given Second Reading.

Motion #2 THAT staff submit an Interim Regional Evaluation Framework Application to the CMRB for consideration.

Option #2: THAT Bylaw 2019-11 be refused.

Motion #1 THAT First Reading of Bylaw 2019-11 be rescinded.

Option #3: THAT Council approve an alternate recommendation.

IMPLICATIONS OF RECOMMENDATION

General

If Council grants second reading, staff will need to submit an application to the CMRB for review and approval. If approval is not granted, the applicant will be required to address the comments from the CMRB before staff will resubmit the application.

If approval is granted by the CMRB, staff will bring Bylaw 2019-11 back to Council for Third Reading.

Organizational

Staff has requested the applicant complete part of the CMRB application, the rest of the application will include the RFDs and reports already submitted to Council.

Financial

Environmental, Staff and Public Safety

N/A

Follow-up Action / Communications

Staff will submit the IREF application to the CMRB. Should the CMRB approve the application, staff will bring Bylaw 2019-11 back to Council for Third Reading.

Submitted by:



Reviewed by:

Position:

Megan Williams
Intermediate Planner

Matthew Boscarol
GM of Planning & Economic Development

Brian Henderson
GM of Corporate & Financial Services
Acting CAO



PLANNING REPORT
2nd Reading – COUNCIL
May 21st, 2019

BYLAW #: 2019-11	
EXISTING TEXT: “Primary Commercial is not considered within the WH1ASP”	PROPOSED TEXTUAL AMENDMENT: “primary commercial uses are considered within the Origin Business Park only”
The purpose of this application is to amend the West Highway 1 Area Structure Plan Bylaw No. 2006-05 (WH1ASP) to include primary commercial uses within the Origin Business Park, to add Map B outlining the Origin Business Park location, and to make additional amendments to make the whole of the WH1ASP consistent with the aforementioned additions.	

BACKGROUND INFORMATION:

The applicant initially proposed an amendment to the Land Use Bylaw 2016-01 to add ‘Restaurants’ as a discretionary use in the Industrial General district to facilitate a proposed development for a gas station with attached restaurant. It was brought to Council on December 4th, 2018 with the recommendation for refusal as the proposed development did not comply with the West Highway 1 Area Structure Plan (WH1ASP). After reviewing the RFD and discussing the development plans with the applicant, Council moved to refuse the Land Use Bylaw amendment. Staff advised that the WH1ASP would need to be amended in order to accommodate primary commercial uses such as restaurants and gas stations.

The applicant submitted their proposal, originally the amendment opened the whole of the WH1ASP to primary commercial uses; they later amended it to restrict primary commercial uses to the Origin Business Park (previously ‘Wheatland West Industrial Park’) and included a map that outlined the properties that are within the Origin Business Park.

Originally the WH1ASP created an Industrial/Commercial District with the intent that these uses would be implemented in the WH1ASP area. The current Land Use Bylaw (2016-01) removed the ‘industrial/commercial district’ and split it into Industrial General District and Commercial Highway District. The applicant is proposing the Commercial Highway District be named in the WH1ASP as one of the main implementation mechanisms for their amendment to add primary commercial uses.

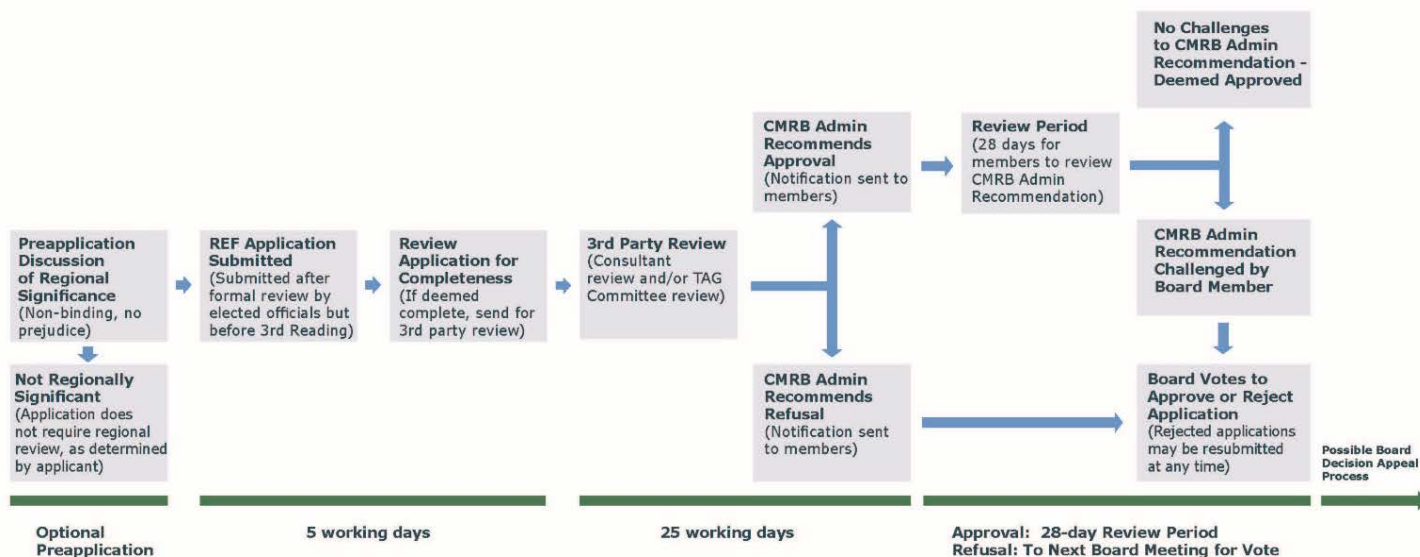
The applicant intends to apply to redesignate one of the properties in the Origin Business Park from Industrial General District to Commercial Highway, and submit a development permit application for a gas station with attached restaurant.

The applicant held an open house (February 13th, 2019), and has written a summary (attached to this report). Staff has circulated the proposed amendment internally and to affected agencies. Their comments are included in this report. Staff circulated the notice of public hearing to all landowners within and adjacent to the WH1ASP within Wheatland County and Rocky View County.

POLICY ANALYSIS:

Calgary Metropolitan Region Board:

As this is an amendment to a statutory plan within the CMRB, it is required to go to CMRB for review prior to third reading. The below chart outlines the Interim Regional Evaluation Framework (IREF) process including timelines. Staff recommends taking the application to the CMRB after second reading has been granted.



The WH1ASP amendment would need to be consistent with the principles, objectives, and policies of the Interim Growth Plan (IGP). There are three policy sections of the Interim Growth Plan that apply to the WH1ASP: Employment Area Policies, Mobility Corridors, and Transmission Corridors.

Employment Area Policies

3.4.5.1 *Employment areas* shall be planned and developed to make efficient and cost-effective use of existing and planned infrastructure and services

3.4.5.2 *Employment areas* should plan for connections to existing and/or planned transit, where appropriate.

The WH1ASP is currently unserved, and Wheatland County doesn't have any existing or planned transit.

Mobility Corridors

3.5.1.1 Proposed *statutory plans* and amendments to existing *statutory plans* for lands within 1.6 kilometres of a *regionally significant* mobility corridor [...] within the *statutory plan* area boundary shall:

- a. identify the mobility corridor(s) on maps;
- b. demonstrate that the proposed land-use, built form, and *density* optimizes the proximity and adjacency to *regionally significant* mobility corridors; and
- c. provide mitigation measures and policies to address identified/potential *adverse impacts* on *regionally significant* mobility corridors.

Highway 1 and Highway 24 are named on most maps in the WH1ASP document, the proposed addition Map B identifies both highways. The CMRB may request that the highways are labelled on all maps. The WH1ASP has a section dedicated to future road networks. Over time, all at-grade accesses to major highways will be eliminated, the WH1ASP plans for staged closures and for a service road to be constructed. Development that has high traffic volumes may require the at-grade accesses to be decommissioned sooner than intended, thus forcing the County to build the service road for effected parcels to be accessed from. The WH1ASP's transportation policies provide mitigation measures including asking for a traffic impact assessment, planning for intersection closures, requiring parcels adjacent to Highway 24 to dedicate a road right of way at rezoning, and that roads are to be built to County standards. Staff feels these WH1ASP policies address the aforementioned CMRB policies.

Transmission Corridors

3.5.2.1 Proposed *statutory plans* and amendments to existing *statutory plans* with *regionally significant* transmission corridor right-of-ways and/or related infrastructure [...] within the *statutory plan* area boundary shall:

- a. identify the transmission corridor rights-of-way or related infrastructure on maps;
- b. provide a rationale, servicing agreements, and supporting policies for crossing, accessing and/or connecting to *regionally significant* transmission corridor rights-of-way or related infrastructure; and
- c. provide mitigation measures and policies to address identified/potential *adverse impacts* on *regionally significant* transmission corridor rights-of-way or related infrastructure.

At this time the Calgary regional waterline to Strathmore isn't within the WH1ASP area. The intent is to have this area of Wheatland County fully serviced. At this time, however, it is unknown how to service this area. In the interim, the WH1ASP has policies that state subdivision and development shall be serviced by on-site water and sewer systems until such a time as piped water and sewer systems are constructed. The WH1ASP contains a map that shows where the transmission lines and pipelines are. It doesn't have any policies that speak specifically to them other than to recommend further reading on setbacks on the AER website. The WH1ASP may need additional amendments above what the applicant has provided to address the CMRB's IGP policies.

South Saskatchewan Regional Plan:

The SSRP's *Community Development* Objectives and Strategies encourage mixed use, high density development, minimizing conflict, and minimizing or mitigating possible negative effects on important water resources. Though the WH1ASP aims to create an industrial/commercial corridor, it takes into consideration the existing residences, with nuisance mitigation for dwellings within 400m of an industrial/commercial development.

There are water resource issues in this area, with a high water table and no piped servicing. The WH1ASP's policies touch on these issues, stating on-site water and septic servicing are appropriate for the short term. Typically primary commercial uses use a significant amount of water, thus having on-site servicing for these developments isn't sustainable for the long term. The policy amendment the applicant proposed speaks to future piped water and wastewater and proposes a communal treatment and disposal system if individual onsite wastewater disposal isn't acceptable.

Regional Growth Management Strategy Plan:

The County's RGMS was developed to guide development over the next 40 years; it looks at how development interacts with various themes such as Agriculture, the Natural Environment, Transportation & Infrastructure, and Economic Development. The RGMS identifies the WH1ASP as a strategic area to encourage economic growth and an area to cluster business industrial development. The proposed amendments permit the uses listed in the Commercial Highway District within the Origin Business Park. This will diversify the Origin Business Park and, in theory, encourage economic development within the business park, aligning with the growth plans as per the RGMS.

Most of the policies in the WH1ASP haven't been amended. These policies address topics such as stormwater management and servicing. Staff has noticed a few discrepancies between the WH1ASP and the RGMS, specifically the watercourse setbacks. The WH1ASP states the setback is to be at least 15m, whereas in the RGMS 30m is the minimum distance. The policies in the RGMS would prevail over the WH1ASP. There are some gaps in the environmental policies of the WH1ASP, some of which are covered by the RGMS. The amended policies to include commercial uses in the Origin Business Park work towards aligning the WH1ASP with the RGMS.

Municipal Development Plan:

This proposed amendment would be a step toward aligning the WH1ASP with the MDP. Section 3.7 Commercial and Industrial Development speaks directly about how the WH1ASP was developed to focus commercial and industrial development, and that it is an area for industrial and commercial development, subject to site specific suitability. Currently the WH1ASP focuses industrial development and excludes commercial development within the plan area.

The objectives and policies of Section 3.7 speak to promoting growth in commercial and industrial development, directing said growth to designated areas, and facilitating a good supply of land to meet industrial and commercial market needs. Including 'primary commercial uses' within the WH1ASP will help meet these objectives.

Policy number 3.7.2.5 states "The County shall take the cumulative development effect into consideration for all commercial and industrial development applications." Staff are able to request a variety of studies to ensure the proposed development doesn't negatively impact the subject parcel, the surrounding ones, the environment, traffic, etc. The provision of additional studies at the redesignation and/or development stage will provide Staff, Council, and MPC with updated land use requirements at the time of these application submissions.

West Highway 1 Area Structure Plan:

The WH1ASP guides subdivision and development within the plan area, accommodating light to medium industrial uses with compatible commercial land uses. The associated policies provide a long-term base for future economic growth, and ensuring a high quality of development standards. At the time of implementation, the WH1ASP created an overlay and a land use district (Industrial Commercial General District). The current land use bylaw has split the uses within this land use district into Industrial General and Commercial Highway. It is not typical for area structure plans to create or reference existing land use districts as it may create situations where the created district is no longer used in an amended version of the land use bylaw.

The WH1ASP defines primary and secondary commercial use, specifically stating primary commercial uses aren't considered in the ASP.

Primary Commercial - Not considered in ASP; characterized by high traffic volumes, sale of retail goods and services, smaller parcel sizes, piped water and sewer; detailed architectural design; high landscaping and paving requirements; requires multiple road access points. This designation includes uses such as supermarkets, big box stores, stand-alone commercial retail units (CRU's).

Secondary Commercial characteristics - lot sizes vary from 0.25ac to +10 acres; open storage is typically of specific goods for retail or wholesale purchase to target users and not everyday goods and services; structures may be small or major component of the site; typically paved parking and vehicle access areas; typically serviced with piped water; intense, soft landscaping (trees and plants); may have a manufacturing component that is subordinate to the principle use. Uses are typically carried on indoors where no significant nuisance factors are created or apparent beyond the boundaries of the site. This designation includes uses such as warehouses, wholesale distributors, farm implement dealerships.

Where primary commercial uses weren't considered in the WH1ASP, several other amendments have to be made to ensure there's no conflicting policies or objectives in the document.

Development within the WH1ASP has been at a moderate pace. There're some properties redesignated to Industrial General, however the bulk remain Agricultural General. Cultivation is the primary development within the WH1ASP, though there are some industrial developments such as RV storage, warehousing, repair shops, and cannabis production facilities.

The WH1ASP highlights Provincial concerns regarding traffic turning off and on the highway. These concerns are addressed by establishing a schedule to decommission the intersections, planning to eventually eliminate all at-grade intersections in favour of grade-separated interchanges. With the introduction of primary commercial uses, there is the potential to increase traffic. This may press the issue, forcing the closing of intersections and the construction of service roads.

Land Use Bylaw:

The proposed amendments to the WH1ASP will allow primary commercial uses such as what you find in the Commercial Highway district in the Origin Business Park. This is specifically to allow the application for a gas station with an eating and drinking establishment. Attached below are the permitted and discretionary uses for Commercial Highway and Industrial General Districts. In order to allow an eating and drinking establishment, the applicant will have to apply to redesignate their property to Commercial Highway. This will require circulation and a public hearing.

Commercial Highway District

Permitted	Discretionary
Accessory Building / Structure	Agricultural Support Services
Campground (minor)	Auction Mart
Car Wash	Automotive and Equipment Services
Commercial Storage	Campground (major)
Convenience Store	Composting Facility
Drinking & Eating Establishment	Cultural Facilities
Fitness Centre	Food and Beverage Production
Greenhouse, Public	Hotel
Laundromat / Dry Cleaning	Kennel
Mechanical Repair Shop	Liquor Sales

Nursery	Motel
Office	Recreational Vehicle Storage
Outdoor Café	Recycling Facility
Parks & Playgrounds	Shipping Container
Private Amenity Space	Signs requiring a Development Permit^
Restaurant	Tower
Retail Establishment	Warehouse Sales
Service Station	WECS (Category 1)
Signs not requiring a Development Permit ¹	
Solar Panel, Ground Mount	
Solar Panel, Structure Mount ¹	
Spa and Wellness Centre	
Stripping and Grading ¹	
Truck Stop	
Warehouse Storage	

Industrial General District

Permitted	Discretionary
Accessory Building / Structure	Agricultural Processing - Major
Agricultural Operation	Auction Mart
Agricultural Processing - Minor	Automotive and Equipment Services
Agricultural Support Services	Composting Facility
Cannabis Production Facility (Only considered within the WH1ASP)	Dwelling, Employee
Commercial Storage	Industrial, Medium
Contractor Service	Mechanical Repair Shop
Essential Public Service	Signs requiring a Development Permit^
Food and Beverage Production	Tower
Greenhouse, Public	Warehouse Sales
Industrial, Light	WECS (Category 1)
Office	Work Camp
Outdoor Storage	
Recreational Vehicle Storage	
Service Station	
Shipping Container	
Signs not requiring a Development Permit ¹	
Solar Panel, Ground Mount	
Solar Panel, Structure Mount ¹	
Stripping and Grading ¹	
Stockpile	
Veterinary Clinic	
Warehouse Storage	

CIRCULATION COMMENTS:

Public hearing notices were sent out to landowners within the WH1ASP and adjacent to it, including those landowners adjacent in Rocky View County and the Town of Strathmore. The public hearing was advertised in the paper for two weeks. Three letters were submitted, two in opposition to the amendment, and one letter of interest. The letter of interest would prefer to see the amendment apply to the whole of the WH1ASP rather than the Origin Business Park. There were a few phone calls asking for clarification on the amendment. They were given a brief overview and directed to the website to review the document if they were interested.

EXTERNAL AGENCIES	COMMENTS
Alberta Community Development-Parks Areas	<i>No comment received</i>
Alberta Culture and Tourism	<i>No comment received</i>
Alberta Environment and Parks	<i>No comment received</i>
Alberta Health Services: Environmental Health	<i>No comment received</i>
Alberta Transportation	No issues or concerns
Alta Link	<i>No comment received</i>
ATCO Electric	<i>No comment received</i>
AUC - Alberta Utilities Commission	<i>No comment received</i>
Canada Post - Mail Delivery Planner	No comment
Canadian National Railway	<i>No comment received</i>
Canadian Pacific Rail	<i>No comment received</i>
Cenovus Energy Inc	<i>No comment received</i>
Ember Resources	<i>No comment received</i>
Encana Corporation	<i>No comment received</i>
Fortis Alberta	<i>No comment received</i>
Husky Oil	<i>No comment received</i>
Natural Resources Conservation Board (NRCB)	<i>No comment received</i>
RCMP: Strathmore Detachment	<i>No comment received</i>
Redeemer Catholic School Division	<i>No comment received</i>
Regional School Division #75- Golden Hills	<i>No comment received</i>
Rocky View County	<i>No comment received</i>
Special Areas Board	<i>No comment received</i>
TELUS Network Planning	No objection
Town of Strathmore	<i>No comment received</i>

Transcanada	<i>No comment received</i>
Western Irrigation District	<i>No comment received</i>
INTERNAL DEPARTMENTS	
Agricultural Services	
Emergency Services	<p>Interesting proposal. I do have a singular concern with the proposal however. Should the density increase over time and the new permitted uses come into effect, I would like to see the ASP serviced with both Water and Sewer. There is the obvious protection requirement of water but also the marketability of the properties would be increased significantly. Options of what types of discretionary uses would also become less of a concern to us.</p> <p>I do believe the water line from Calgary/Chestermere/Strathmore runs in close proximity to this ASP and there may be an opportunity to tie into that line. I don't know the particulars of that. In an ideal world, Cheadle and even Lyalta could be tied into water at the same time. Just my thoughts.</p> <p><i>The water line runs along TWP 240, just south of Cheadle</i></p>
Development Services	<p>I have been thinking a lot about this amendment since we had our meeting with McElhanney and the developer. What has been nagging me is their use of the word "Primary Commercial". They are calling Primary Commercial a use in this ASP. Primary Commercial was in our previous LUB but we did not bring it forward to this LUB. With the new LUB we separated out most of what they are calling primary commercial into individual uses in the Commercial Highway District and 1 or 2 uses in the Industrial General district. You could fit almost anything into the Primary Commercial definition. Same concern with what they are calling "Secondary Commercial".</p> <p>My concern is the LUB will not fall in line with this ASP when speaking about Primary Commercial. Their parcels are currently zoned IG and if they wanted to apply for a Drinking & Eating establishment they would have to rezone the parcel. Are they aware of this?</p> <p><i>The WH1ASP is an older statutory plan that is due to be reviewed and revised. The proposed amendment is a 'quick fix' scenario. With the Applicant's permission, Staff has included the word 'uses' after the instances where 'Secondary Commercial' and 'Primary Commercial' are used to generalize the terms.</i></p> <p><i>The applicant is aware they will need to redesignate their parcel to Commercial Highway if the WH1ASP amendment is approved.</i></p>
Protective Services	
Transportation & Infrastructure Services	

OPTIONS:

Option #1: THAT Second Reading of Bylaw 2019-11 be granted

Motion #1 THAT Bylaw 2019-11 be given Second reading.

Motion #2 THAT staff submit an Interim Regional Evaluation Framework Application to the CMRB for consideration.

Option #2: THAT Bylaw 2019-11 be refused.

Motion #1 THAT First Reading of Bylaw 2019-11 be rescinded.

Option #3: THAT Council approve an alternate recommendation.

RECOMMENDATION

Staff is recommending Option #1 – That Bylaw 2019-11 be given Second Reading for the following reasons:

- The proposed amendments are a step towards aligning the WH1ASP with the MDP, RGMS, and SSRP;
- The proposed amendments generally align with the CMRB Regional Growth Plan policies;
- The proposed amendments aim to increase economic growth and development within the WH1ASP.

Respectfully submitted,



Megan Williams, Intermediate Planner
Planning & Economic Development Department

West Highway 1 Area Structure Plan Proposed Amendments

Open House
February 13, 2019

What We Heard

Submitted for:

Origin Business Park Inc.

by

McElhanney Consulting Services Ltd.

February 19, 2019

1. Engagement Overview

Origin Business Park Inc. and McElhanney Consulting Services Ltd. Hosted a Public Open House at the Cheadle Community Hall in Wheatland County on Wednesday, February 13th, 2019. The open house was advertised for two consecutive weeks in the local newspaper, the Strathmore Times. These ads appeared in the February 1, 2019 and February 8, 2019 editions.

Invites were also mailed out to all landowners within and adjacent to the Plan area. In addition, a number of organisations or individuals who were identified as key stakeholders for the proposed amendments were invited directly by mail.

There were 22 attendees at the open house, comprised of local landowners, elected representatives and administrative staff from local and neighbouring municipalities.

The overarching goals of the open house were to:

- Offer information to the public on the background of WH1ASP
- Identify Origin Business Park within WH1ASP
- Provide detailed information on the proposed amendments along with supporting rationale
- Provide an opportunity to gather feedback on the proposed amendments and identify any concerns or opportunities for the application.

The open house was structured in an informal drop-in format, with 8 display boards providing information on the amendments. The boards have been included as **Appendix A** of this report. A 'Key Messages' handout was also made available for attendees to readthrough or take home, this is included as **Appendix B** of this report. The proposed amendments were summarised under the following 4 categories:

1. Align ASP districts with Land Use Bylaw districts
2. Introduction of Origin Business Park
3. Inclusion of Primary Commercial uses within Origin Business Park
4. Additional definition under the Land Use and Subdivision policy.

Under each amendment, attendees were asked to provide their feedback as “**I support these amendments because...**” or “**I’m concerned about these amendments because...**”.

2. Responses

Feedback was gathered by notes on the display boards, feedback forms (exit survey) and general discussion. The themes of responses on the night were largely positive or neutral. We heard from several attendees that they were happy to eventually see development in the area, adding that the proposed updates to the ASP appear to be necessary. Almost all attendees stated that they had no concerns.

One attendee commented that the environment should be an important consideration when developing the area.

One attendee expressed concern in relation to traffic generation, wastewater disposal and stormwater management.

3. Verbatim Comments

“Good to see development eventually happen”

“No concerns with these changes, they make sense”

["We have just returned home to the area to settle, after being away for years. The area is a very different place to what it was in 2006. I'm happy to see businesses come in to the area"] *Note: Paraphrased from verbal discussion.*

“It makes sense to have somewhere you can stop to fill up or grab some food in this location between Strathmore and Calgary”

“I was curious about servicing the site - but it appears this has been addressed”

“Economic development can and should be used to improve the quality of life for all residents. Consider ecology during this process to ensure prosperity is not at the expense of the environ.”

“Concerned about

- # of daytrips
- left hand turns on highway
- soils will not accept this volume of septic
- increased run off from park area”

Appendix A

Open House Boards

WELCOME

West Highway 1 Area Structure Plan Amendments

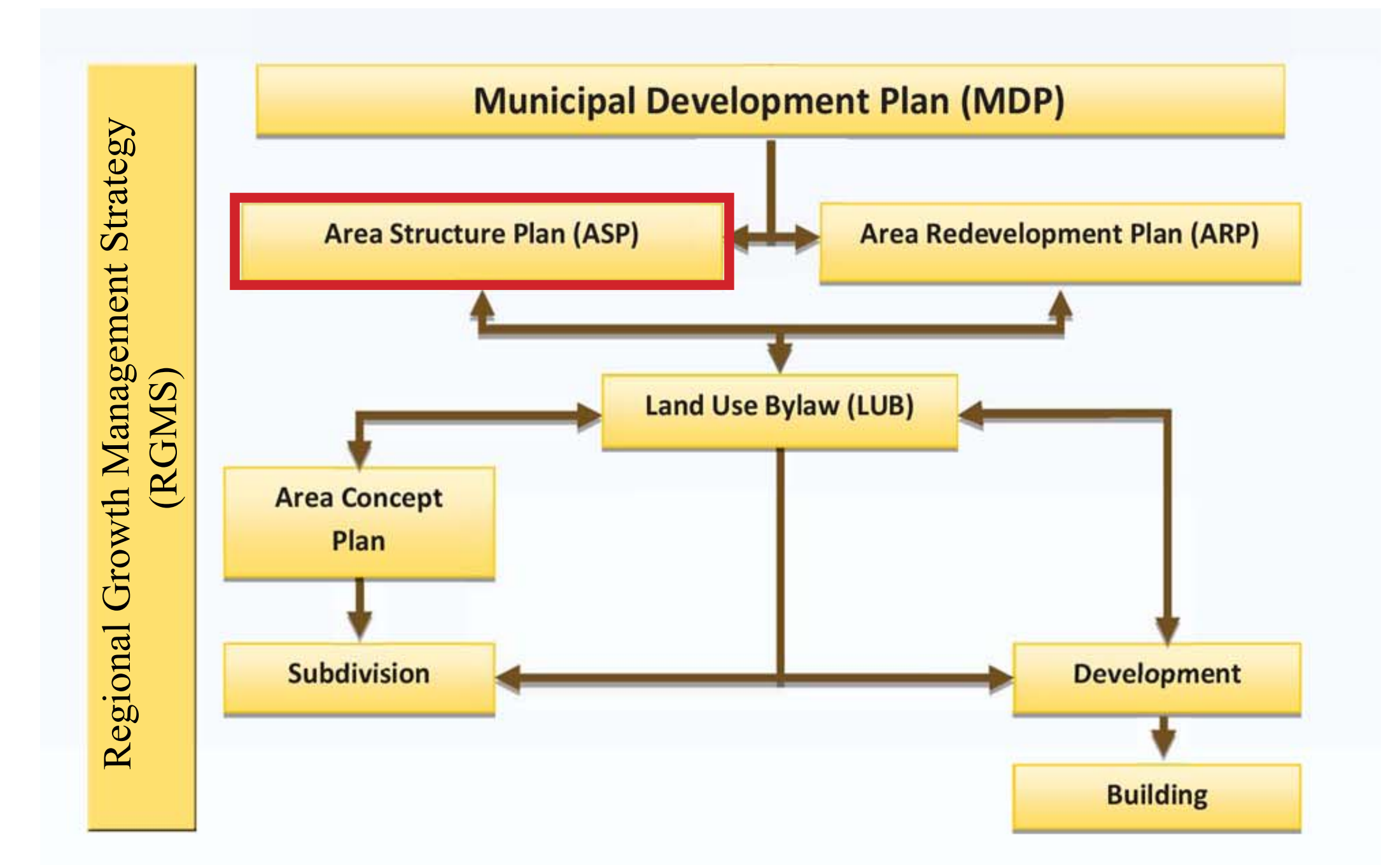
Thanks for joining us.

Please sign-in when you arrive and complete an exit survey on your way out.



What is an Area Structure Plan?

- » Area Structure Plans (ASPs) are statutory documents that are approved by Council as bylaws.
- » The documents are used by the County when evaluating planning or development applications within the specific areas.



Source: Wheatland County Municipal Development Plan

WEST HIGHWAY 1 AREA STRUCTURE PLAN



WHEATLAND COUNTY

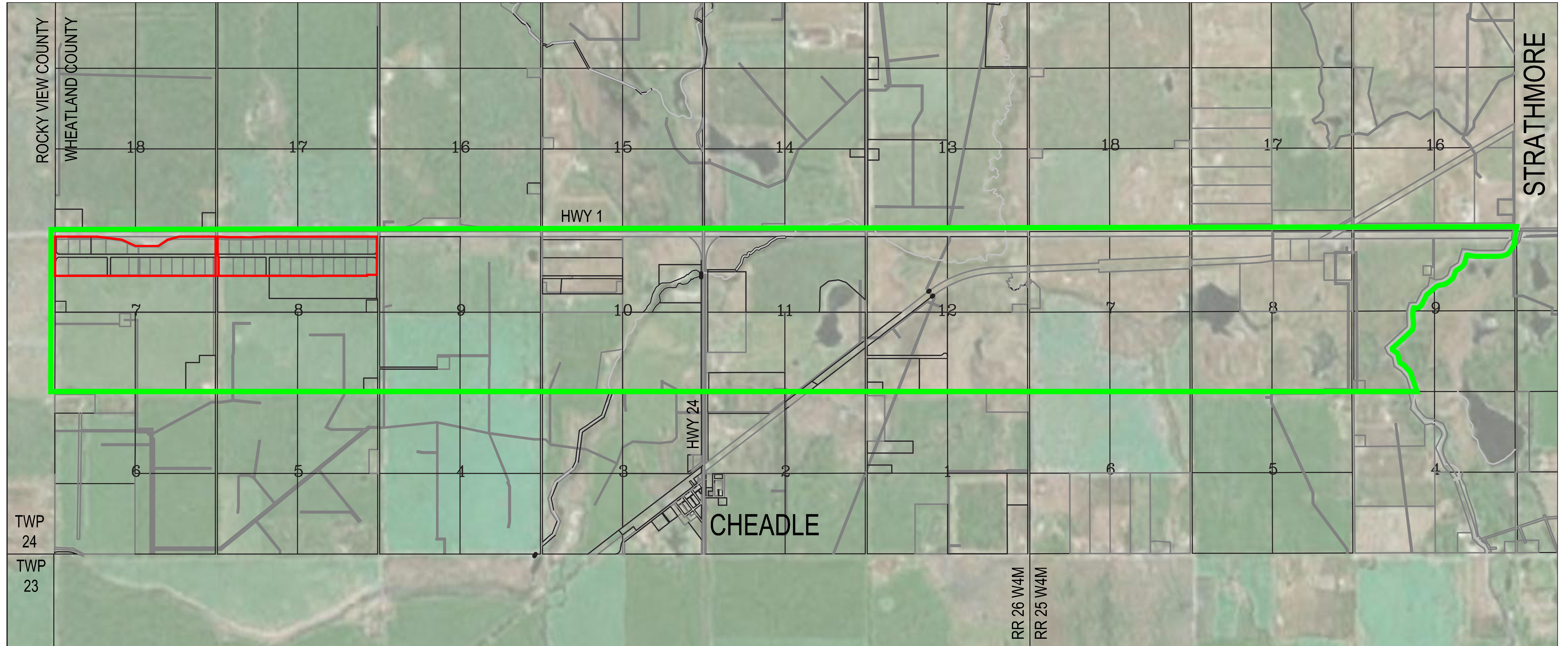
MARCH, 2006

West Highway 1 Area Structure Plan

- » The West Highway 1 Area Structure Plan (WH1ASP) was adopted by Wheatland County in March 2006.
- » The document provides a framework for future subdivision and development of lands within the West Highway 1 area.

ASP Boundary

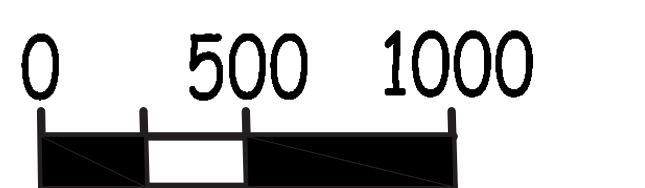
West Highway 1 Area Structure Plan Amendments



LEGEND

-  WEST HIGHWAY 1 AREA STRUCTURE PLAN
-  ORIGIN BUSINESS PARK

SCALE: 1 : 60 000



- » Recent development proposals for land within WH1ASP have brought to light inconsistencies in the text of the document, such as Land Use Districts which no longer exist.
- » This application proposes minor text amendments to some of the policies and definitions within the ASP document to bring the document up to date, and to allow for the continued economic development and attraction of essential business to Wheatland County.
- » The amendment application also identifies a small area within the WH1ASP, known as Origin Business Park, and proposes amendment to commercial policy in this area only.



1. Align ASP districts with Land Use Bylaw districts

Amendment:

- » References to Industrial Commercial (IC) District have been updated to Industrial General (IG) District and Commercial Highway (CH) District.

Reasoning:

- » The Industrial Commercial (IC) District no longer exists in the Land Use Bylaw and the area is currently zoned Industrial General (IG) District.
- » The Industrial General (IG) District does not meet the initial intended direction of 'Industrial Commercial' therefore Commercial Highway (CH) District may be considered more appropriate for some parcels within the ASP.

TELL US WHAT YOU THINK

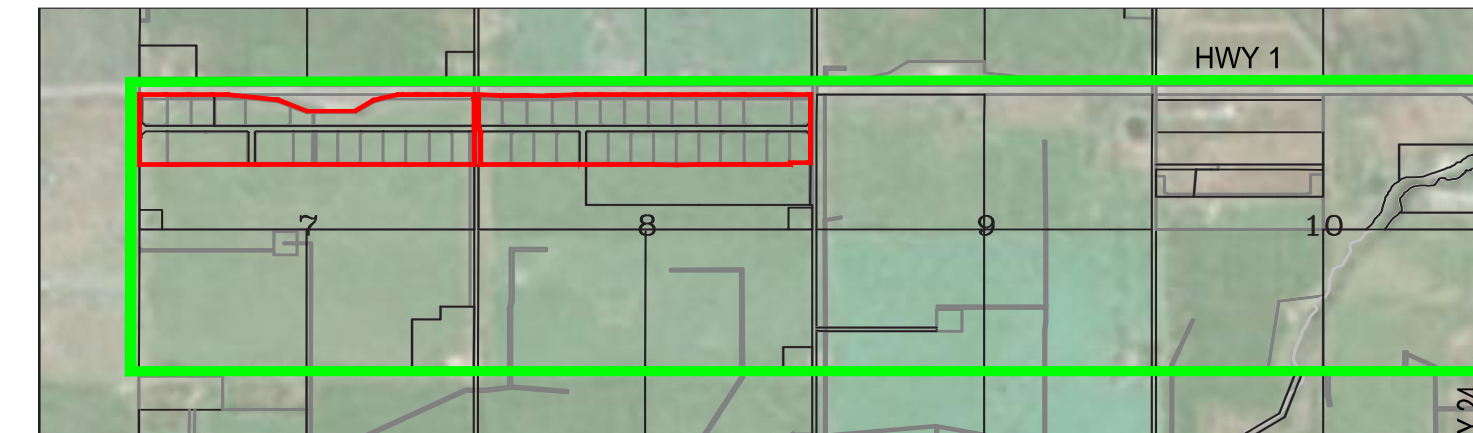
I support these amendments because...

I'm concerned about these amendments because...

2. Introduction of Origin Business Park

Amendment:

- » Additional map in ASP document identifying the location of Origin Business Park on the West boundary of the Plan area.



Reasoning:

- » Objectives within the ASP encourage light to medium industrial and compatible commercial development. Lack of clarity on what is considered 'compatible commercial' has restricted this objective.
- » Origin Business Park has been identified as an ideal location to provide clarity and flexibility for compatible commercial uses which avail of major transportation links, provide services to the traveling public and not be in conflict with light-medium industry.

TELL US WHAT YOU THINK

I support these amendments because...

I'm concerned about these amendments because...

3. Primary Commercial development within Origin Business Park

Amendment:

- » Add 'Primary Commercial' to the considered uses within the Origin Business Park boundary.

Reasoning:

- » The proposed change will align ASP policy with objectives by encouraging economic growth and allowing compatible commercial development. Making the change within the Origin Business Park only will allow for this to occur on an incremental level, on lands which can avail of major transportation links and provide services to the traveling public such as service stations and food and beverage outlets.
- » Service Stations are currently listed as a Permitted Use within the Industrial General (IG) District, and therefore this change would also bring the ASP in to alignment with the Land Use Bylaw district.

TELL US WHAT YOU THINK

I support these amendments because...

I'm concerned about these amendments because...

4. Land Use Policy Intent

Amendment:

- » Expand Land Use and Subdivision policy to include the creation of a diverse and attractive location for future business.

Reasoning:

- » To reflect the objectives of the ASP as well as align with other major planning documents such as the Wheatland County Economic Development Strategy and the Wheatland County Municipal Development Plan.
- » Clustering industrial and commercial operations is intended to encourage economic development in areas where possible offsite impacts are lessened.

TELL US WHAT YOU THINK

I support these amendments because...

I'm concerned about these amendments because...

The proposed amendments will go before Wheatland County Council for First Reading in March 2019.

Your Feedback

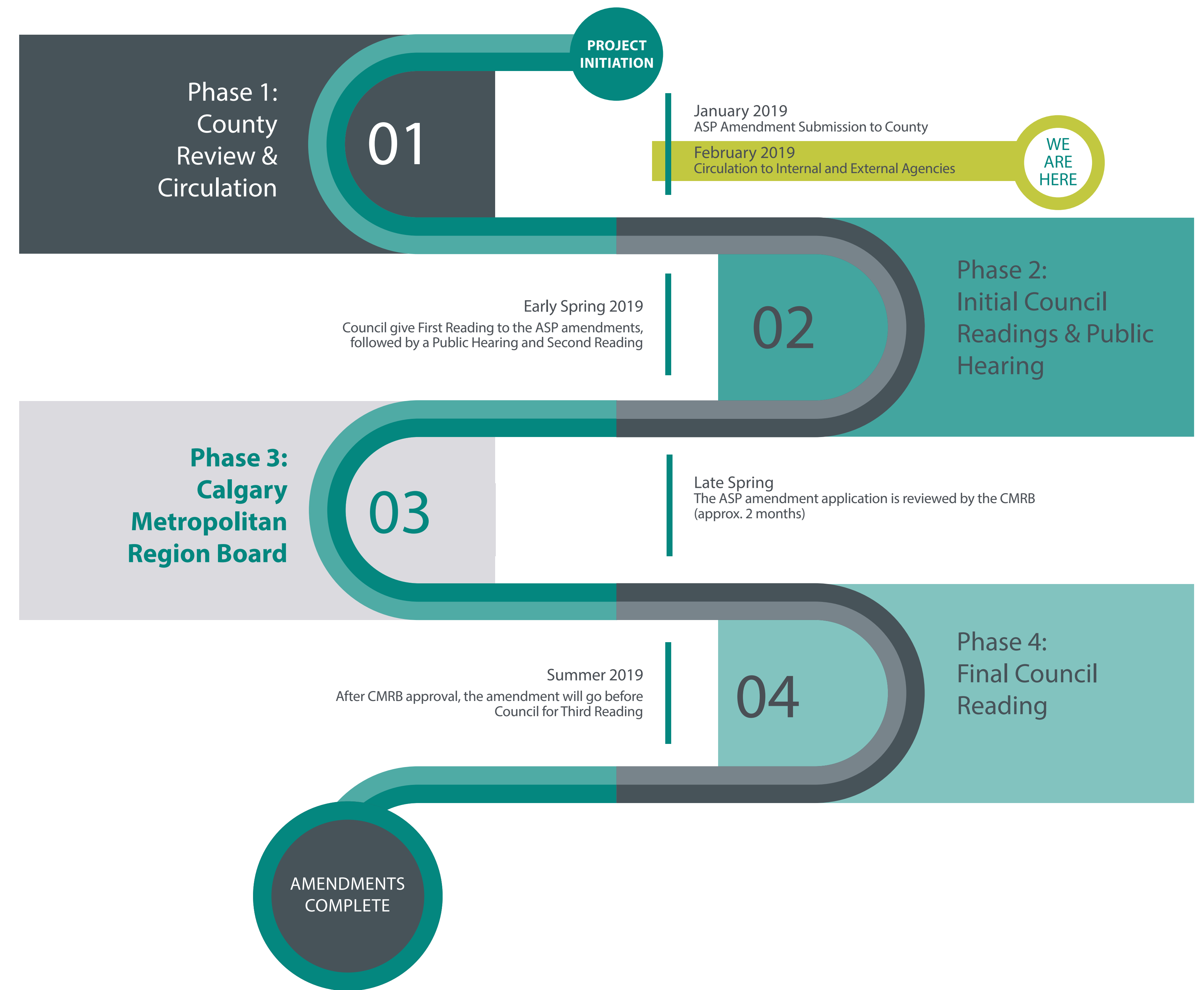
Your input will be shared with Council at First Reading.

We welcome all questions and comments from you tonight to help influence the future development of the West Highway 1 area.

Future Opportunities for Input

A public hearing to share your thoughts directly with Council as part of the adoption process will be held prior to second reading of the bylaw.

ASP Amendment Process



“Ensuring economic sustainability of the County is a key priority. Wheatland County aims to create an attractive place for commercial and industrial development balancing the growth of new economic development with the conservation of agricultural land uses.”

- Wheatland County Municipal Development Plan

Appendix B

Key Messages Handout

West Highway 1 Area Structure Plan Amendments

Open House - February 13, 2019



Key Messages

What is an Area Structure Plan?

Area Structure Plans (ASPs) are statutory documents that are approved by Council as bylaws. They are used by the County when evaluating planning or development applications within the specific areas. The West Highway 1 Area Structure Plan (WH1ASP) was adopted by Wheatland County in March 2006 and provides a framework for future subdivision and development of lands within the West Highway 1 area.

Why is the West Highway 1 ASP being amended?

Recent development proposals for land within WH1ASP have brought to light inconsistencies in the document, such as districts which no longer exist in the Land Use Bylaw. The proposed amendments will make some minor edits to the policies and definitions within the ASP document to bring it up to date, and to allow for the continued economic development and attraction of essential business to Wheatland County.

What are the proposed amendments?

1. Align land use districts recommended within the ASP, with actual land use districts existing in the Land Use Bylaw.
2. Identify location of Origin Business Park within the ASP boundary.
3. Consider some 'Primary Commercial' within the Origin Business Park, such as Service Stations and Food & Beverage outlets.
4. Clarify the intent of Land Use Policies in the ASP and create alignment with the ASP objective to accommodate *'development opportunities in Wheatland County for light to medium industrial and compatible commercial land uses.'*

What are the benefits of these changes?

1. Fix some misalignments within the ASP, and with other major planning documents such as the Regional Growth Management Strategy and the County's Municipal Development Plan.
2. Allowing additional commercial uses to a small area of the ASP will provide necessary services for the working population and residents of the area, such as food provisions and day-to-day retail essentials.
3. Allowing diversification within the industrial area will be an attraction for future businesses and increase employment opportunities.
4. Availing from major transportation links, development such as service stations and food & beverage uses may be considered highly compatible development as they provide services not only to existing residents, workers and visitors of the area, but also to the traveling public, which are easily accessed, between urban areas.



West Highway 1 Area Structure Plan Amendments

Open House - February 13, 2019



Origin Business Park Proposed Development



How will your feedback be used?

We welcome all questions and comments from you to help influence the future development of the West Highway 1 area. Your input will be reviewed and included with the amendment application. The responses will be shared with Council at First Reading.

How can you get involved?

- Come and speak with any of us at the open house tonight to discuss the ASP amendments.
- Fill out a feedback form and drop it in to the box at the door before you leave.
- Attend the public hearing and provide feedback.
- There will be further opportunities for public input on the overall Origin Business Park Development proposal, as listed in the diagram on the left.

How can you stay informed?

- Check the Wheatland County website for Council updates, public hearing schedules or development permit decisions and appeal processes.
- Keep an eye on the local newspaper for advertisement of future events or meetings.
- Landowners within and adjacent to the West Highway 1 Area Structure Plan may also receive letters directly on future events.



February 26, 2019

Reeve and Council
c/o Wheatland County
242006 Rg. Rd. 243
Highway 1 RR 1
Strathmore, Alberta
T1P 1J6

Dear Reeve and Council;

RE: Proposed Text Amendments to West Highway 1 Area Structure Plan Wheatland County by Origin Business Park; submission to County Council for the March 5th, 2019 Public Hearing

I represent AFIN Investments Ltd. with landholdings within the West Highway 1 ASP. These holdings include lands east of Highway 24 and South of Highway 1 in NE and NW 11-24-26-W4M (known as Plan 0010401) for a total of 75.23 ha (185.9 ac). This land is part of the **Ansar ASP**, approved by County Council in 2014. AFIN Investments Ltd. also owns two quarter sections north of the Origin Business Park, specifically NE and NW 18-24-26-W4M. Therefore, we have a direct interest in the proposed amendments to the West Highway 1 ASP.

Our understanding of the amendments is to provide more flexibility for Origin Business Park to the exclusion of other lands within the ASP area. It would allow for higher intensity retail uses and introduce the Commercial Highway District into the ASP for the Origin Business Park only.

We also understand that the County has proposed a comprehensive review of the West Highway 1 ASP for a number of years now but for whatever reason, this review has not moved forward. In discussions with a number of previous County planners, it was explained that the County's West Highway 1 ASP Review would coordinate a number of existing and future issues including

- Reconciling the overall West Highway 1 Master ASP with more detailed ASP's (such as the existing Ansar ASP),
- A future Highway 1/ Hwy 24 interchange strategy,
- Allocating turning movements to and from Highway 1 based on Alberta Transportation approvals,
- Assessing the shifting land-use dynamics within an expanding regional economic footprint,
- Considering long-term piped water and sewer servicing in the ASP,
- Coordinating regional and on-site stormwater standards/agreements and
- Most recently, accounting for the added layer of approvals through the Calgary Metropolitan Regional Board (CRMB) and the Regional Plan process.

With all these issues hanging in the air, we look with interest to understand how the County Council will view the overall West Highway 1 ASP when considering the applicant's submission. We also look with interest to understand how the CRMB will respond. From a purely land-use planning viewpoint, it would seem premature to make site-specific changes until these larger issues are straightened out in a comprehensive manner.

Having said the foregoing, we are also businessmen who have an interest in seeing more flexibility to allow higher value retail land uses within the ASP area. We would also submit that the Ansar ASP is equally if not more strategically placed to successfully develop retail uses as envisioned by the applicants proposed amendments. If the Council is prepared to offer site-specific amendments to the ASP, we look forward to approvals for similar amendments in the future. Therefore, we believe it more appropriate to generalize the proposed ASP amendments and introduce the Commercial Highway District of the land-use bylaw throughout the West Highway 1 ASP area and not just on a site specific basis.

In closing, there is no doubt the County would benefit in the long run by establishing successful commercial nodes within the West Highway 1 ASP. That success is more likely if the County and landowners in the West Highway 1 ASP work together with a common vision.

Sincerely,

Pervez Nasim, President
AFIN Investments Ltd.
105-1825 Markham Road
Toronto ON M1B 5L6

March 22, 2019

Wheatland County

242006 RR243

Highway 1 RR 1

Strathmore, Alberta

T1P 16

Attention Megan Williams Intermediate Planner

Dear Madam:

Re: proposed Area Structure Plan Amendment

West Highway 1 Area Structure Plan

Wheatland County

In perusing the amended document, we find ourselves asking a number of questions which we would like addressed in the current context.

1. Page 4: “benefit of focusing industrial and commercial operations in an area where possible offsite impacts are lessened”. We are farms and acreages that have attempted to co exist within the current framework to no avail. The impact of the existing development has been severe – with minimal co operation or assistance over the past 10 years. We pointed out the weakness of the project right from the beginning indicating areas that needed to be addressed and acted upon, but nothing has been done. They gave us verbal and written assurances ... How will this change?
2. Page 4 – c : “providing valuable services to business park employees and visitors and those travelling through the County.” As owners adjacent to the park, we are already picking up garbage, oil cans, food containers, pop bottles and cans. Who is going to monitor and clean up the garbage left behind the traveling public? What about the effect on our lives? We even went so far as to place a garbage can, anchored to one of the gate posts, on one of the first two driveways along RR270 – the can was stolen.
3. Page 4 – F : “ nuisance mitigation “ mention is made that the nuisance should not extend beyond the boundaries of the area zoned – who will monitor that? To date, the lights for the oilfield building are muted, facing downward, the lights for the new building at the end of the road are so bright as to be an annoyance. To be fair, you say that Council will determine if the nuisance is excessive. Would Council not have to move to live with in the area or adjacent to the area zoned to be able to give an expert opinion on the subject?
4. Page 14 -2.8 of the amended original highway structure plan indicates that another “storm water management plan will be provided” demonstrating that the proposal will not alter off site

drainage patterns or run off rates. There is a problem here in that all the previous commitments to control water run off, contain water run off, ensure that water run off rates will not change have not meant anything. The situations have been blamed on excess rain, unforeseen circumstances, you already have water, so we will add a little more – no problem, you are exaggerating – the problem is not that bad, water does not flow that way, its always flowed that way...removing the top soil does nothing to water run off rates etc. The original plan stated that “all water would be retained on site”. Why not solve the existing water issues before you begin another project that will only impact others in a negative way? Communicating directly with the people affected by the problems would be a good place to start. A public forum is not the place for these types of discussions. In all the years, since the project began, no one from Wheatland County or previous owners of Wheatland Development park, has ever initiated a request for a meeting to discuss what’s going on. Public consultations yes, but not with just the immediate affected owners. There appears to be no accountability to the individuals most impacted. We call, you come, you observe, and you go away. Nothing gets done. It’s all meaningless. We have observed oil slick type sheen on the pond in the NW corner of the project a number of times over the years. As you well know, this pond overflows onto our property a number of times each year because the ponds can not contain all the water flow off of the NW part of the development. Mention is now made that each owner (developer) will be responsible for the water drainage, with the county stating that “the use of on site dug outs, reservoirs, berms may be necessary on a case by case basis”. The caveat states that owners must retain all Effluent on site, with the county requiring oil/grit separators and settling ponds to ensure effluent does not go off their property does not give us a lot of hope either. You have constructed the ditches on the developed property to accept all the run off, each lot is graded to ensure that it drains into the ditches. The ditches drain into the pond – the pond overflows and all the “water” runs all over our land. All of this was not mentioned in the original documents back in 2006, 2011 and 2013 – Written promises (statements) were made to retain all water on the development – this has never happened. What is going to change? Words do not prevent water from running down hill.

5. Page 14 – 2.9 Environmental protection. We have seen the erosion that happened to the development after it was stripped of its top soil. We have presented pictures to council before. The water causing the flooding over flowed the pond and the road depositing it on our land along with the weed seeds and other debris that accompanied the flooding. Will you come to our aid when this happens again? The pond is overflowing into the ditch now already, bringing with it all the winter accumulation of contaminants from stored equipment. Who pays for loss of crop production, remediation, and flood mitigation?
6. Flooding of a another’s property by the actions of that said neighbor (a developer) in changing run off patterns are also not recommended, are they?(Its amazing to see how much water 7 – 8 inches of top soil and general ponding on producing fields can hold, and become a controlled release of water, not the rush of water that we have shown you in pictures) However there is no going back, the damage has been done, and the flooding continues. Are you being a “good Neighbor”.
7. According to the Co operative StormWater Management Initiative that came out in April of 2014, the overall SWM mandate was to meet the needs of both the municipal and irrigation sectors (land development, rural, structural and non structural options and strategies – I will take the liberty of paraphrasing a few items in their report. They should strive to:

- a) manage run off pollutants at source,
- b) control run off volumes to minimize impacts on the “receiving body” be it land or water
- c) ensure peak flow rates from developments are controlled to meet ESRD drainage standards and Guidelines
- d) convey the storm water to its ultimate end use or destination and
- e) provide an ultimate end use (or destination of the storm water).

According to the experiences that we have had in the last 10 years, these objectives would solve the problem that we see with the water management from the development from our vantage point – that being at the bottom of the hill. Right now, our land is the end use destination. The water sits on the front 200 feet of our property with no exit or drainage point. It does not flow into Weed Lake of its own volition, as is stated (pg 15) it does not flow into the canal naturally. We can only ask why these recommendations have not been implemented? It has caused a lot of financial loss, heart ache and distress for 3 Rocky view Land owners and 2 Wheatland land owners.

8. We also find reference in the above mentioned document that they propose approaching land owners around Weed Lake to expand additional “wetlands” to accommodate all the run off from land Development.(page 50) Is that the ultimate end game? Does the “uncontrolled overland flooding of our land from the industrial development” reduce its value as agricultural and become the basis for the redesignation and take over by Weed Lake? We have also seen higher water levels in Weed Lake, which brings the water table up resulting in increased ponding and salt deposits coming to the surface on adjacent lands all around the perimeter of Weed Lake.
9. According to Stormwater management Guidelines for the Province of Alberta (1999) page 5-14, site specific rainfall data should be collected to calibrate run off simulation models. The original Storm Water management plan used the City of Calgary criteria, and felt that it was satisfactory. The drainage areas identified in the initial reports stopped at RR 270 (Boundary Rd) even though its clearly stated that the drainage areas should not be based on jurisdictional boundaries, and that the entire drainage plan needs to be assessed to meet the downstream hydrologic constraints. They failed to take into account the fact that our land at the front of our quarter (the first 150 -200 feet) heading west, rises, and does not allow natural drainage to Weed Lake as stated). Also according to the Guidelines, when you change a surface from pervious to impervious, you can expect increases in storm water run off of 400 percent or more. The letter from Bill Turnbull stated in 2009 that they has seriously underestimated the sheer volume of water that came off the development towards Boundary Rd. The same would be true for spring run off as the snow builds up around the items stored in the Industrial area, or is stopped by the “highway berm” put in by Wheatland Industrial, rather than blowing across a field. This also increases run off exponentially. Again, this spring, the amount of water that came off the highway onto our land was huge. The highway “ditch” is higher than our land. Will the adjustments be made to allow for this increase in water, and assist it in moving to its final destination? Flooding our land cannot be its final destination.

Before this development began, we dealt with the water the way it came. We have lived here since 1992. There were no major issues. Since the development started, we have had 10 years of continual flooding. This cannot be blamed on “environmental changes, or climate change “. This has to do with roads and ditches being built and modified, soils being removed, berms being built, water courses

changed and water issues being mismanaged. We have to note that in the last two years we have seen better water management practices implemented by the group hired to do the job, however, what assurances do we have that they will continue doing the job. The park has new owners. The damage to our property has already been done. Soil salinization has occurred. Soils need to be rebuilt. The flooding has to stop. In the last couple of years, we have observed that some of the excess water from the existing ponds has been pumped into the area where the soils have been stripped for the new development. Where will the excess water be directed now?

You, as Wheatland County and the new owners of Wheatland Industrial Park are asking for our approval of your project so that land can be sold, tax revenues can be generated and business can be conducted. Is this just a formality, or will something actually change so that we can support your project without it costing us everything? This quarter section of land is our home, our income. Developments and Counties should not be able to advance their corporate agendas at the expense of its neighbors.

Thanking you in advance for addressing our concerns, and ensuring that these concerns will be addressed before development continues.

Sincerely

Harold and Elvira Boldt

NE12 24 27 W7

241191 Boundary Rd (RR270)

Calgary, Alberta

T2P 2G7

Wheatland County
242006 Range Rd. 243
Highway 1 RR 1
Strathmore, Alberta
T1P 1J6

April 5, 2019

Re: The proposed changes to the Area Structure Plan for Wheatland Industrial Park

Thank you for providing information on to us regarding the newly proposed changes to the Wheatland Industrial Park ASP.

We have a few concerns with the proposed changes.

The change in zoning that would allow commercial properties will most likely change the traffic flow. We realize there is a plan to handle that eventually but what will be done in the immediate near term to mitigate the traffic volume changes? Will another access road be developed on connect this area to the east end of the industrial park?

The allowance of smaller commercial properties will bring more septic and water demand in the area. Will this be properly monitored? Will it cause a drain the regional water aquifer reservoirs? We believe the Wheatland County should have a predetermined septic design layout specified in a by law regulation that precisely prescribes how the septic will be laid out. Therefore, these plans can be inspected for prior to occupancy and prevent future issues.

Litter has become a problem in the area – the increased traffic related to the park has resulted in more people being careless with regards to their waste. There is no control or cleanup we have observed by the park owners or the county. On a few occasions, we have discovered and cleaned up fridge contents being dumped on Boundary road after an RV unit had littered in preparation for parking in the storage lot.

This change will also bring more impact to the current light and noise levels in the area. The recent development has very bright lights compared to the previous plans. Will there be regulations to reduce the impact on the neighbouring area and what recourse do we have if we have a complaint?

The current run off has been a problem for the previous 10 years. The park is regulated to contain all of its run off on the property. The Boldt's, Harris', and other neighbours have been affected by runoff flooding their lands due to lack of attention to this requirement. The Western Storm pond is currently full and has spilled over into the ditch. Any additional rainfall in this spring will have the run off spilling over the road and down the ditch to the culvert to sit on the Boldt and Harris lands. We were under the impression when the Boundary road upgrade was proposed, the ditch slopes were being designed to move the water to Hartell coulee that runs into WID canal. The ditch slope does not allow water to move at all and merely mirrors the offset land slope and therefore pools and spills into adjacent lands.

The road upgrade did nothing to help with the extra run off caused by the change of land use and the parks inability to retain all of the run off on their property.

The last few years the water management has been better in part because the owners had the water pumped to the vacant field which is now going to be developed into smaller parcels. We believe there should be a working plan to handle and fix this problem before any other approvals go through.

The parks owners or Wheatland County have not been held accountable in the past for their promises with regard to limiting impact and we would appreciate your support in giving us the recourse to be protected while allowing Wheatland and its current owners to develop this property.

Sincerely,

Eldon and Heather Culshaw

240259 Boundary Road