
DISTRICT 2&42

Major Area Structure Plan

Red Deer County Planning
& Development Services

Bylaw No. 2016/9

Adopted: May 24, 2016

Red Deer County

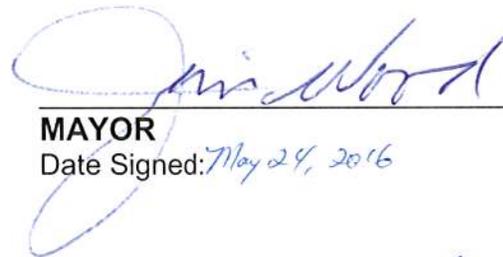


BYLAW NO. 2016/9

A BYLAW OF RED DEER COUNTY, IN THE PROVINCE OF ALBERTA, TO ADOPT THE DISTRICT 2 & 42 MAJOR AREA STRUCTURE PLAN.

Pursuant to the authority conferred upon it by the Municipal Government Act, the Council of Red Deer County hereby enacts that **Bylaw No. 2016/9** be adopted as the **District 2 & 42 Major Area Structure Plan** for lands located within SW 3, S ½ 4 and S ½ 5, 37-27-4 and N ½ 32, N ½ 33 and NW 34, 36-27-4 as attached hereto and marked as Schedule "A" to this bylaw.

FIRST READING: MARCH 22, 2016
SECOND READING: APRIL 26, 2016
THIRD READING: MAY 24, 2016



MAYOR

Date Signed: *May 24, 2016*



COUNTY MANAGER

Date Signed: *May 24, 2016*

Executive Summary

The District 2&42 Major Area Structure Plan is a long range plan that is intended to supplement, if not replace, the County's industrial and commercial lands that it stands to lose near its urban neighbour, the City of Red Deer. The County intends to minimize this risk in order to be financially, socially, and economically sustainable and be able to facilitate employment lands location within the County to foster local opportunities for job creation. In addition this Plan prepares the County for future growth as existing commercial and industrial land supply runs out. This will bring the County in better position to maintain the levels of service it currently provides to its constituents.

Industrial areas north of the County are almost fully built out. These areas include Burnt Lake, Belich, and Blindman industrial parks. These areas have a logistical advantage including access to highways and highway visibility. They are one of the major sources of employment for the County. Incidentally, they are also in proximity to the City of Red Deer identified as City's Future Growth Areas (City and County Intermunicipal Development Plan). This means that future city annexation of these industrial lands will eventually happen.

Gasoline Alley is a major highway commercial area within the County located along the Calgary and Edmonton highway corridor. The area is approaching full build out and the availability of future highway commercial area within the County along this corridor is limited. Also, Alberta Transportation has indicated that there are plans for future Highway 2 realignment affecting direct access to Gasoline Alley. This means that ease of access by the travelling public into these highway commercial establishments will be affected. The next closest highway interchange south of Gasoline Alley is at Highway 2 & 42.

The District 2&42 Major Area Structure Plan will provide the necessary statutory document for long range planning of industrial and commercial land supply within Red Deer County. The Highway 2 and 42 interchange was chosen for its desirable location. The area comprises some 590 hectares where concentrated nodal form of commercial and industrial development is envisioned. It is estimated that 75,000 plus motorists, on average passes through the area on a daily basis (2014 estimates). The Plan Area is estimated to contain approximately 329 ha (813 acres) of industrial land uses including an agri-business component and some 96 ha (237 acres) of commercial land uses.

The County identifies the lands surrounding the Highway 2 & 42 interchange as a future commercial and industrial development in its Municipal Development Plan. In order for the County to be financially, socially, and economically sustainable, the County must look ahead and find new areas where employment lands may be located as the current supply of these lands starts to dwindle.

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1.0 INTRODUCTION

1.1 Purpose

The purpose of the District 2&42 Major Area Structure Plan (MASP) is to provide a framework for future and orderly development of Highway 2 & 42 interchange. It is envisioned that this area will be developed as a highway commercial and industrial node with a focus on light and medium industrial uses. The MASP also provides opportunity for agricultural business to locate here providing opportunities for the value added agricultural industry in terms of land uses.

Current industrial land supply north of the County including Burnt Lake, Belich, and Blindman industrial parks are approaching full build out. Light and medium industrial developers wishing to locate within the County are limited in their choices. In addition, these areas are identified as part of the City of Red Deer's Growth Area (Red Deer County & City of Red Deer Intermunicipal Development Plan (2007)). This means that these industrial lands are slated for Red Deer's future growth.

The current supply of highway commercial lands along the Edmonton and Calgary highway corridor (Highway 2) in Gasoline Alley is also approaching full build out. Gasoline Alley is the County's main highway commercial area along this corridor. In addition Alberta Transportation is planning a Highway 2 realignment in order to provide a safe and efficient highway network in this part of the County.

The combined effects of industrial and commercial lands approaching full build out, city growth, and Highway 2 realignment prompts the County to start planning for future location of these types of land uses. Highway 2 & 42 interchange provides ease of access to the international highway network positioning the County to be competitive in Central Alberta and potentially provide a tax base and local employment opportunities that will contribute to the County's financial, economical, and social sustainability that will result in continued provision of high level of service to its community.

The County has identified Highway 2 and 42 interchange as future industrial and commercial areas in its Municipal Development Plan (2012) and have also indicated this Major Area Structure Plan as one of its Strategic Priorities (2015). The future need of providing industrial and commercial location is served by the District 2&42 Major Area Structure Plan.

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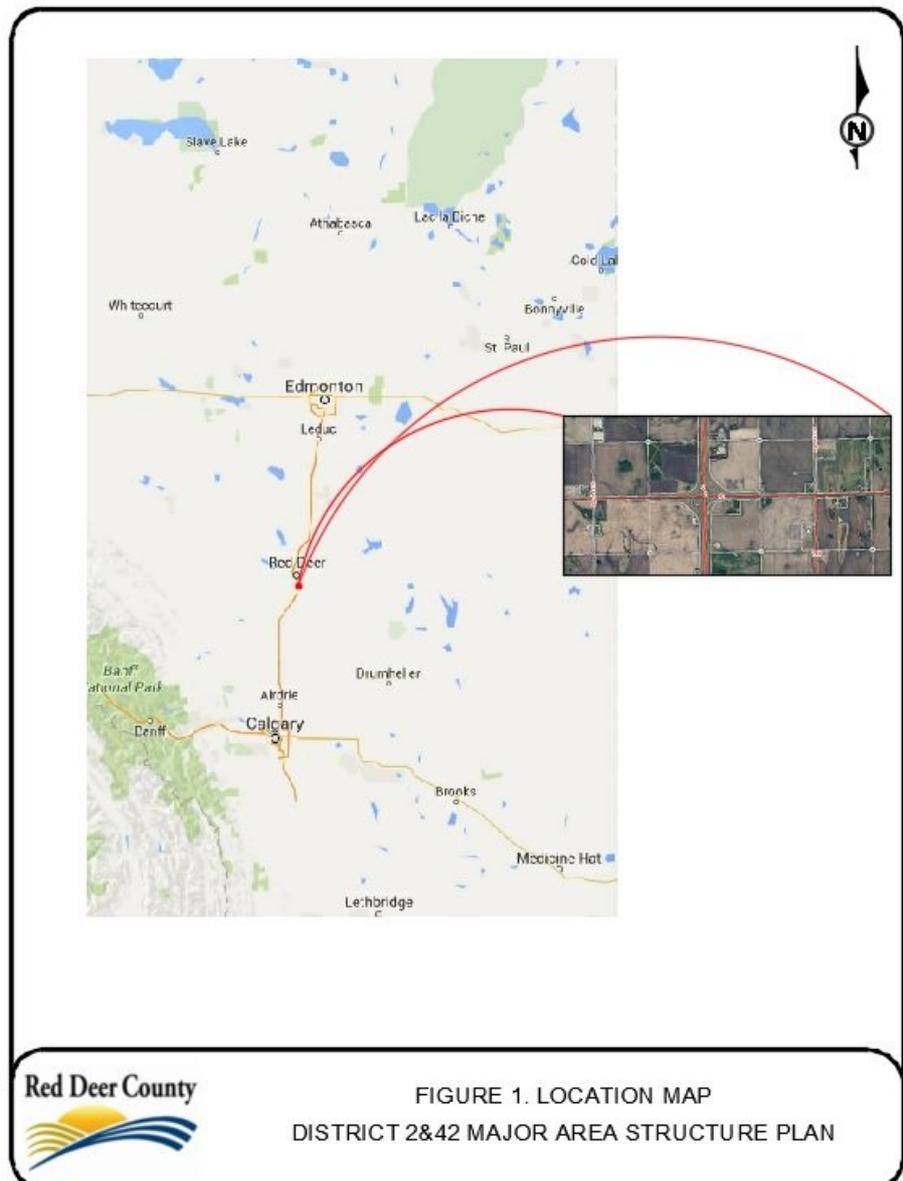
2.0 SITE CONTEXT

2.1 Location

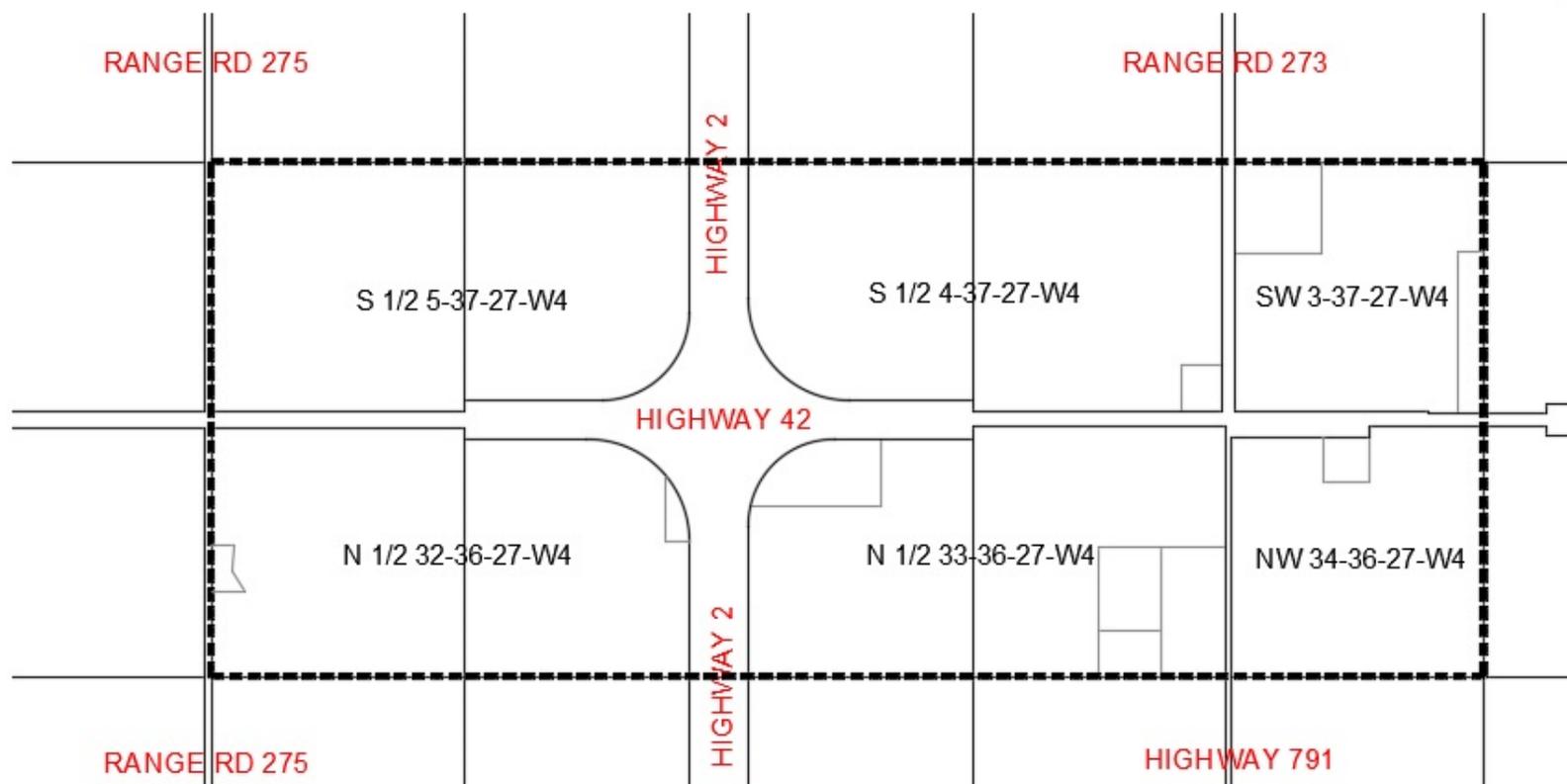
The location of Highway 2 & 42 interchange is approximately the halfway point of Red Deer County's north and south boundaries along the Edmonton and Calgary highway corridor (Figure 1 - Location Map). Although not a major intersection, it offers high visibility to the motorists due to its highway exposure. Highway 42 provides an easy of access to the Highway 2 corridor.

The District 2&42 Major Area Structure Plan (MASP) Plan Area is divided by the two highways. It is located approximately 9 ½ km south of the City of Red Deer, 800 metres east of the Town of Penhold, 12 km north of the Town of Innisfail, and 21 km west of Pine Lake. Figure 2, shows the entire Plan Area encompassing two and half sections of land approximately 590 ha (1,458 acres) in size.

The Plan Area is bisected by Highway 42, running east-west, and by Highway 2 running north-south direction. It is bounded by SW 3-37-27-W4 and NW 34-36-27-W4 to the east, Range Road 275 to the west, S1/2 of 4 and 5 -37-27-W4M and SW 3-37-27-W4 to the north, and N1/2 of 32 and 33-36-27-W4M and NW 34-36-27-W4 to the south (refer to Figure 2 – Plan Area on the next page).



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LEGEND
----- PLAN AREA

Red Deer County



FIGURE 2. PLAN AREA
DISTRICT 2&42 MAJOR AREA STRUCTURE PLAN

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2.2 Existing Conditions

Natural Features

The Plan Area terrain is generally undulating to flat land where the vegetation include agricultural crops, pasture lands, and a small concentration of tree stands. Some lands contain low lying wet areas, creeks and natural water courses. The topography is gently sloping from the highest point at the eastern boundary and lower elevation in the west end of the boundary.

The SE 5-37-27-W4 is heavily treed on its west boundary and contains two water courses. It is evident that some portions of this quarter section has been cultivated.

Existing Land Uses

The main land use within the Plan Area is agriculture with the exception of the waste transfer site and the Co-op bulk fuel storage. Additional features include a number of pipelines and resource extractive activities such as sweet and sour gas wells (refer to Figure 3 – Oil & Gas Facilities).

The Horn Hill waste transfer site covers approximately 8 ha (20 ac) while the Co-op petroleum storage site occupies approximately 1.21 ha (3 ac). There are currently thirteen (13) residences within the Plan Area.

Several land uses are worthy of note including a residential subdivision and some businesses. Neighbouring Beacon Heights is a multi-lot Country Residential District adjacent to the Plan Area's north eastern boundary. The Agrium fertilizer and storage yard is located adjacent to the west boundary of the Plan Area. The land located adjacent to the northwest boundary of the Plan Area is zoned Direct Control District used for recreational vehicle storage covering approximately 5.26 ha (13 ac). Refer to Figure 4 – Existing Land Use Districts for current zoning and locations of existing land uses within and outside of the Plan Area.

Transportation and Utilities

There are multiple accesses to the Plan Area. For ease of reference, the Plan Area has been divided into quadrants dissected by Highways 2 & 42 (refer to Figure 5). Quadrant I covers the northeast area, Quadrant II covers the northwest area, Quadrant III covers the southwest area and Quadrant IV covers the southeast area.

There are a number of existing service roads currently in place within the Plan Area boundary. In Quadrant I and IV a service road crossing Highway 42 at the halfway point between Highway 2 and Highway 791 / Range Road 273. The existing service roads in Quadrants II and III crossing Highway 42 is located halfway between Highway 2 and Range Road 275.

Potable water and wastewater treatment are owned privately while shallow utilities are provided by franchised services.

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LEGEND

-  PLAN AREA
-  PIPELINE RIGHTS-OF-WAY
-  OIL AND GAS FACILITY

Red Deer County



FIGURE 3. OIL & GAS FACILITIES

DISTRICT 2&42 MAJOR AREA STRUCTURE PLAN

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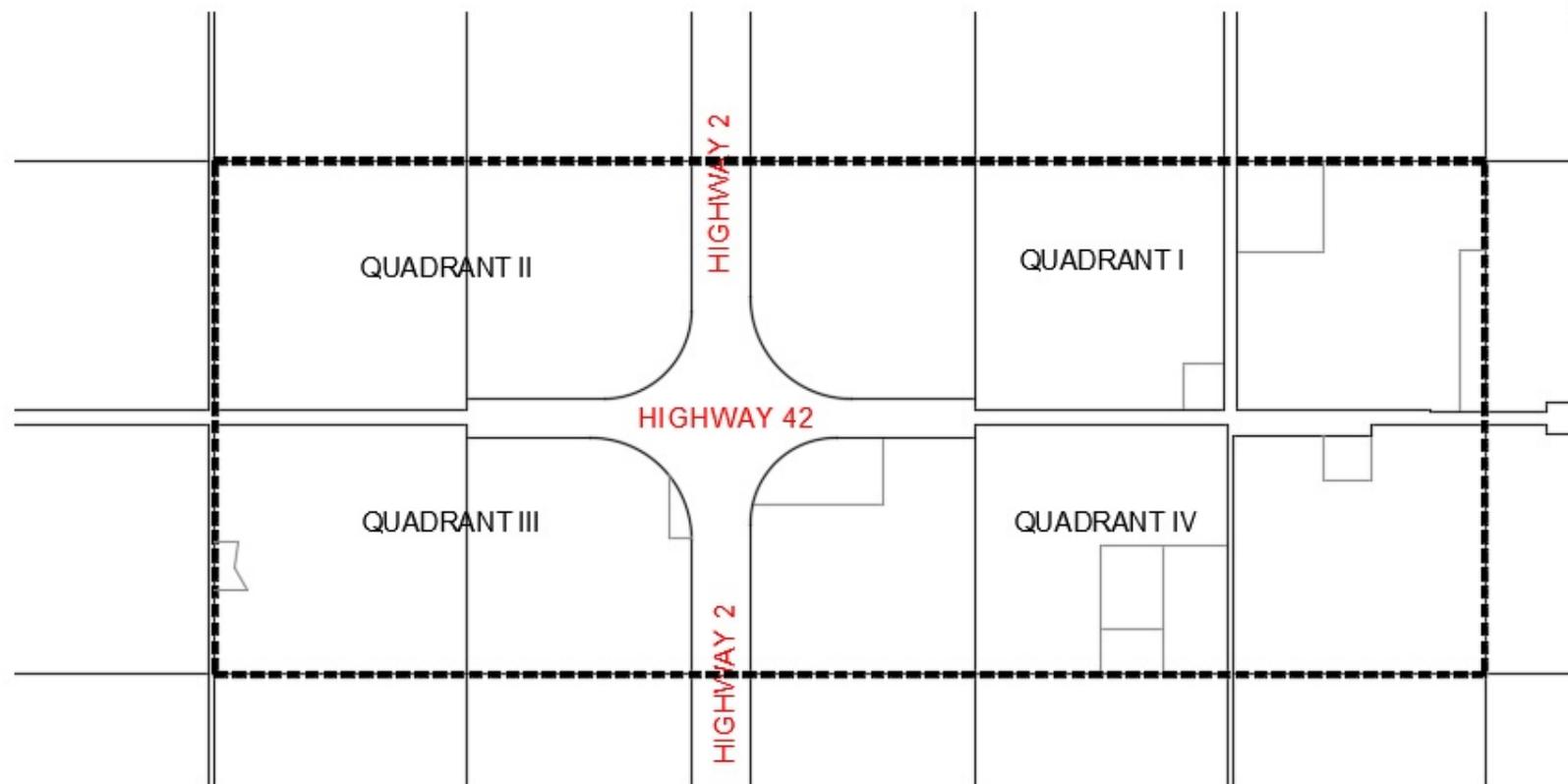
LEGEND

- PLAN AREA
- PUBLIC UTILITY (PU)
- AGRICULTURE (AG)
- COUNTRY RESIDENTIAL (R-1)
- DIRECT CONTROL (DCD#15)
- BUSINESS SERVICE INDUSTRIAL (BSI)



FIGURE 4. EXISTING LAND USE DISTRICTS
DISTRICT 2&42 MAJOR AREA STRUCTURE PLAN

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LEGEND
----- PLAN AREA



FIGURE 5. PLAN AREA DIVIDED IN QUADRANTS
DISTRICT 2&42 MAJOR AREA STRUCTURE PLAN

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3.0 POLICY CONTEXT

3.1 Municipal Development Plan

The Municipal Development Plan (MDP) is a generalized plan guiding future growth and development within the County in an orderly, economical, and sustainable way. The significant MDP policies that Highway 2&42 Major Area Structure Plan addresses are the following Sections:

- 2.1 Future Growth Areas Concept Map
- 3.1.3 Value-Added Agricultural Industry
- 6.1.1 New Industrial and Commercial Development
- 6.1.5 Highway Commercial and Business Park Development
- 8.2.4 Efficient Use of Transportation Network
- 8.7.2 Alternative Energy

3.2 Growth Management Strategy

Red Deer County's Growth Management Strategy (2006) recommends a hybrid of central and nodal growth along the Edmonton and Calgary highway corridor bounded to the south by Highways 2 and 42 interchange. The following recommendations were to:

- Reduce land use conflicts by providing appropriate distance or buffers;
- Concentrate growth where the economic trend dictates; and
- Identify areas of population concentration and land supply adequacy for residential, commercial, and industrial growth.

3.3 Economic Development Strategy

Red Deer County's Economic Growth Strategy (2006) was insightful in determining economic opportunities for the County and recommends to strengthen its industrial and commercial land base and market competitiveness. The following principles were applied to this MASP:

- Expand and diversify industrial and commercial base;
- Strengthen and promote value-added agribusiness; and
- Maintain and improve economic growth and fiscal well-being.

3.4 Past Public Engagement

Comments gathered from past public and council workshops, interviews, meetings, and an open house were compiled, reviewed, and incorporated into this Major Area Structure Plan. Stakeholder participation in this regard has been very helpful in formulating the Plan. Identified concerns and other comments were as follows:

- Safety on Highway 42 overpass from Highway 791 intersection;
- Direct Highway 2 access will be prohibited;
- Range Road 273 needs to be upgraded due to poor condition;
- Proper buffering where lands are adjacent to residences; and
- Quarter section SW 3-37-27-W4 has limited potential for buildable site;
- Phasing of the development would be critical in the area's success.
- The proposed waste to energy conversion is a great opportunity to introduce innovative ways to bring sustainability principles in the development area.

The last point on the concerns above may be eliminated. Environmental sustainability and its principles may be achieved in many ways including efforts to reduce waste and energy consumption by:

- using innovative construction methods materials and sources;
- employing passive design;
- taking advantage of the sun and wind thru building orientation;
- using low impact development;
- integrating nature with landscape and building design;
- using smart technology; and
- cooperating and sharing of resources by integrating processes that mimics industrial ecology and use systems approach to attain synergistic relationship and sustainability.

3.5 Recent Public Engagement

Communication to the public and stakeholders was conducted in a two-step process to come up with the District 2&42 Major Area Structure Plan. The landowners were consulted first and foremost and then followed by a public open house giving them the opportunity to be involved in the planning process.

Consultation with the landowners reconvened with a mail out informing them of the County's plan to pursue the creation of this Major Area Structure Plan. A letter was sent on November 18, 2015. Seven landowners responded by letters, meetings, and phone conversations to provide their comments on the future land use concept plan.

A public open house was held at the Red Deer County Centre on February 24, 2016. The event was well attended with twenty six attendees. Planning staff were at hand to answer questions and provide more information if needed. Comment sheets were also provided for those wishing to submit their thoughts, concerns, and general observation of the proposed future land use concept plan.

Generally speaking the proposed Plan was well received. Through this public consultation process the following concerns were raised:

- Land uses being proposed are incompatible to our place of residence:
 - Effects on environmental integrity
 - Pollution
 - Noise
 - Traffic
 - Property value depreciation
 - Increased property taxes
- Farm heritage and history spanning a century
- Good agricultural land growing crops being paved over

4.0 DEVELOPMENT CONCEPT

The development concept is focused on light to medium industrial land uses with some highway commercial along access points and portions fronting Highway 42 and concentrate value added agriculture and/or agricultural business park in one area to provide an opportunity for business interactions.

The future land use concept was designed with rural character in mind. Industrial uses requiring large spaces for storage would find this location ideal. There are several factors affecting this design concept including land owners' input, topography, current oil and gas pipelines and wells, natural drainage, existing land uses, and physical location. The Future Land Use Concept shown on Figure 6 is referred to throughout the discussion of the generalized concept of future land uses within the Plan Area.

4.1 Planning Principles

The main thrust of the plan came from the previously proposed waste-to-energy plant at its initial phase, setting the framework of the conversation regarding environmentally and socially responsible types of development. Although the waste-to-energy conversion plant is no longer contemplated, the desire for an environmentally and socially responsible development is still retained. Therefore the following principles were used in drafting this Area Structure Plan:

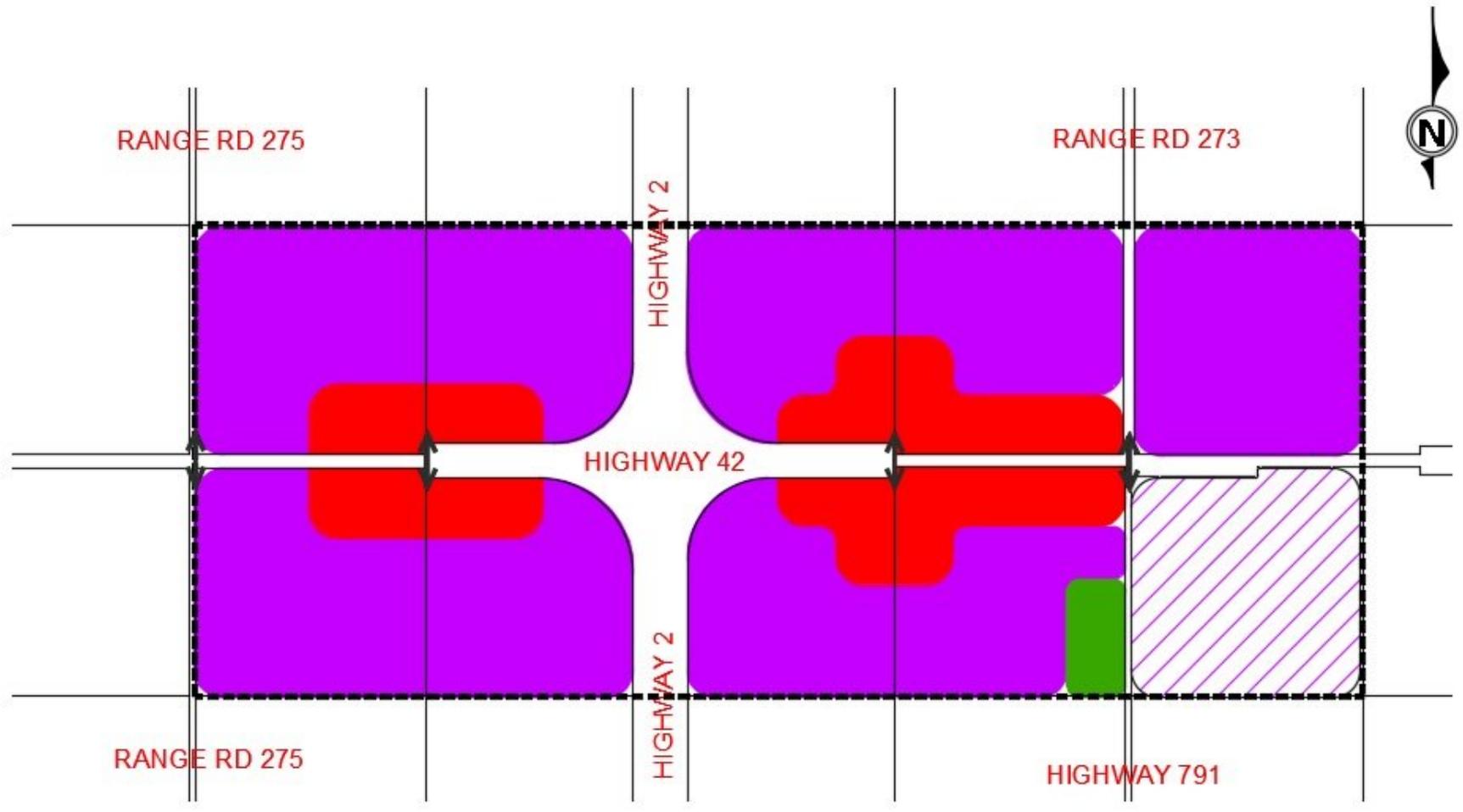
1. Provide a mix of light to medium industrial land uses.
2. Encourage safe, efficient, and effective transportation network.
3. Promote the efficient use of land and resources by clustering commercial, industrial, and value added agricultural uses; and using building design as appropriate;
4. Lower use of energy (or fossil fuel/non-renewable energy) by building orientation, environmental design, and innovation by encouraging developers to acquire Leadership in Energy and Environmental Design (LEED) certification, or equivalent.
5. Respect for the rural character of the area and its neighbours.

4.2 Objectives

The objectives of District 2&42 Major Area Structure Plan are as follows:

1. To encourage light industrial areas to locate adjacent to or near commercial uses.
2. To direct medium industrial uses away from commercial areas.
3. To encourage commercial uses to locate at key access points and fronting on portions of Highway 42.
4. To minimize negative impacts to current residential areas within and adjacent to the Plan Area.
5. To provide safe, efficient, and effective transportation network.
6. To conserve the natural drainage and minimize removal of natural vegetation on SE 5-37-27-W4.
7. To plan appropriately for future extension of regional municipal services.

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LEGEND

-  PLAN AREA
-  PUBLIC UTILITY
-  ACCESS

-  COMMERCIAL
-  INDUSTRIAL
-  AGRI-BUSINESS

Red Deer County



FIGURE 6. FUTURE LAND USE CONCEPT
DISTRICT 2&42 MAJOR AREA STRUCTURE PLAN

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4.3 Industrial

Light and medium industrial uses are anticipated to dominate this landscape within the Plan Area, with particular attention to lessening the visual impacts they may have to the rural character of the surrounding area.

Heavy industry is not expected to be located here; however lands that are developed as an agricultural business park may benefit from products produced from small to medium sized industrial activity or vice versa. Hence, careful consideration of their location and collaboration among the industries are encouraged.

Light industrial uses are encouraged to locate adjacent to or in the vicinity of the commercial uses that provides a separation from commercial and medium industrial uses. Medium industrial uses are encouraged to locate away from the commercial areas in order to minimize potential conflict due to the nature of their respective businesses.

4.4 Agri-Business Park

Value added agriculture comes in many forms, but generally involves transformation of raw agricultural product into some other form. These activities would generally include processing, manufacturing, assembling, packaging, and marketing. The land use associated with these activities are encouraged to locate on NW 34-36-27-W4. Concentrating these activities in one quarter section gives these types of businesses an opportunity to interact with each other and it is hoped that innovation may result from such interaction.

4.1 Commercial

Commercial land uses will be located along portions of Highway 42. The location of commercial areas were selected at key access points for the travelling public's convenience and potentially capturing anticipated consumers resulting from traffic flows in the surrounding areas with high visibility from the highway.

4.2 Land Use Statistics

The land use calculation on Table 4.1 illustrates the anticipated land development for the varied uses within the Plan Area. Assumptions were made to calculate the land statistics for the conceptual land use development which includes the following:

- Lands that are not developable are to be used for the following:
 - a. Transportation network;
 - b. Stormwater retention ponds;
 - c. Environmental reserve; and
 - d. Municipal reserve.
- The remainder would be considered developable lands once *not developable* lands above have been removed from the total Plan Area.
- Maximum allowable reserves are under the provision of the Municipal Government Act, RSA 2000 Chapter M-26.
- No physical restrictions to development.

The land use statistics below show that the entire plan area has a total area of 590 ha (1,458 ac), removing the ten percent (10%) Environmental Reserve or ER leaves a gross developable area of 531 ha (1,312 ac). The land uses were allocated as follows: 62% to industrial uses

which includes the proposed agri-business park; 18% to commercial uses, 10% as municipal reserve, and 10% to roadways and other infrastructure.

LAND USE STATISTICS	Area (ha)	GDA (%)
Gross Area	590	
Environmental Reserve	59	10
Gross Developable Area (GDA)	531	100
Industrial Uses		
Industrial includes Agri-business	329	62
Commercial Uses		
Commercial	96	18
Municipal Reserve		
Public Use / Buffer	53	10
Infrastructure		
Roadways / Utilities	53	10

Table 4-1. Land use statistics for District 2&42 Major Area Structure Plan.

5.0 DEVELOPMENT POLICIES

5.1 General Policies

The following general policies shall apply to any proposed subdivision and development:

- 5.1.1 Any proposed multi-lot subdivision may be required to prepare one or all of the following:
 - a. A Concept Plan for lands greater than a quarter section;
 - b. A Local Area Structure Plan for lands that are approximately one quarter section or less.
- 5.1.2 Area Redevelopment Plan (ARP) must be prepared and approved for any proposed subdivision resulting in increasing parcel density to a fully built out Plan approved under Section 5.1.1 from the date of its adoption.
- 5.1.3 Subdivision or Development shall not proceed until such time as the Off-Site levy Bylaw for District 2&42 Major Area Structure Plan has been established.
- 5.1.4 Location of land uses shall be generally consistent with the Future Land Use Concept on Figure 6.
- 5.1.5 Development of lands should proceed in a logical progressive manner in a contiguous pattern of development to avoid unnecessary requirement for untimely extension of County's piped municipal services.
- 5.1.6 Existing natural drainage courses and wetlands shall be conserved and may be used in conjunction with stormwater management.
- 5.1.7 Subdivision and development are encouraged to integrate Crime Prevention through Environmental Design (CPTED) principles.
- 5.1.8 Subdivision and development are encouraged to obtain Leadership in Energy and Environmental Design (LEED) certification, or equivalent, to demonstrate commitment to lower carbon emissions by using the following but not limited to reducing building footprint, building orientation, district heating and cooling, using energy efficient materials, using the landscape to enhance environmental performance and many other methods.
- 5.1.9 The County may partner, explore incentives, or find ways to demonstrate technological advances in reducing carbon emissions.

5.2 Industrial

Industrial land uses will slowly replace the predominantly agricultural landscape of the Plan Area. It is anticipated that developments on the South ½ of 5-37-27-W4 and North ½ of 32-36-27-W4 would take the form of industrial development that requires large outdoor storage due to presence of the pipelines rights-of-way. Other industrial developments are envisioned to promote light industrial uses be generally located in between commercial and medium industrial uses.

Goals:

- To encourage light industrial uses to locate in between medium industrial and commercial uses;
- To encourage industrial clusters; and
- To encourage businesses requiring large outdoor storage to locate west of Highway 2.

The following polices shall apply for Industrial developments:

- 5.2.1 Light industrial uses should be located adjacent to commercial uses providing a transition from commercial to medium industrial uses.
- 5.2.2 Medium industrial uses should not be located adjacent to commercial uses.
- 5.2.3 A mix of industrial uses developed as an industrial park may be located in clusters.
- 5.2.4 Industrial uses maybe located in proximity or adjacent to value added agricultural uses.
- 5.2.5 Industrial uses requiring large outdoor storage should locate west of Highway 2 as a preferred location where moving pipeline rights-of-way becomes a deterrent to development.
- 5.2.6 Landscaping, buffers, and any nuisance mitigating strategies and methods shall be required to reduce potential negative impacts on non-industrial uses.
- 5.2.7 Industrial uses visible along the Highway 2 corridor shall demonstrate high quality of visual aesthetic; visual impact assessment may be required in order to inform landscaping strategies in how to best conserve the rural character along the corridor.

5.3 Commercial

Commercial land uses are directed toward selected portions of Highway 42 frontage within the Plan Area and are located at key access points (refer to Figure 6 – Future Land Use Concept).

Goals:

- To encourage commercial activities along portions of Highway 42 at key access points.
- Commercial land uses are encouraged to provide high quality visual aesthetics that respects the rural landscape of the surrounding area.

The following policies shall apply to commercial developments:

- 5.3.2 Commercial uses shall be located at key access points generally consistent with the Future Land Concept shown on Figure 6.
- 5.3.3 Auto commercial oriented uses shall ensure safe and efficient circulation of vehicles and pedestrians within the development site; particular attention should be given to transportation connectivity with adjacent uses.
- 5.3.4 Lower level plans proposing commercial uses shall address how landscaping, parking and street frontage treatment will contribute to rural character and environmental sustainability.
- 5.3.5 Commercial adjacent major roads or highways shall use buffers, landscaping and/or screening to reduce the amount of exposure of solid building materials to provide visual relief and minimize impact on the County's rural character and to any other incompatible land uses.
- 5.3.6 Commercial areas proposing to develop any type of food establishment shall be located, at a minimum, 300m away from Horn Hill Waste Transfer Facility.
- 5.3.7 Visual impact assessment along highway visibility to conserve the rural character may be required to evaluate the appropriateness of the landscape and buffers being proposed.
- 5.3.8 Commercial uses shall provide landscaping, buffers, and/or similar means to minimize impacts to adjacent residences.

5.4 Agriculture

Agriculture is the mainstay of the County's history, rural character, and culture. The County will therefore, encourage businesses that contribute to the long term viability of agriculture. Specifically those industry that process, manufacture, package, market agricultural product as well as those supporting services to locate within the Plan Area.

Goals

- To respect current residents and agricultural operation.
- To provide a transition from residential use to the future use contemplated in the future land use concept.
- To encourage concentration of value added agriculture in one location

The following policies shall apply:

- 5.4.1 First parcel farmstead subdivision shall be supported per Municipal Development Plan, but landowners are cautioned that the future goal is to eliminate residential use within the Plan Area.
- 5.4.2 Existing agricultural operation may remain until such time as the lands are rezoned for other uses consistent with the policies of this Major Area Structure Plan.
- 5.4.3 Development of any agri-business park or related uses should be located at NW 34-36-27-W4. The park shall include land uses that are involved in transforming agriculturally based raw products into some other form. These value added agricultural activities including, but not limited to, the following:
 - a. Processing
 - b. Manufacturing
 - c. Packaging
 - d. Marketing.
 - e. Transporting
 - f. Warehousing
 - g. Research and Development.
- 5.4.4 Landscaping and screening shall be a requirement for all land uses that are adjacent to existing residents and fronting any roads to the satisfaction of Red Deer County.
- 5.4.5 Value added agricultural uses shall take into consideration the nuisance effects it might impose on any residential areas and minimize these effects to the greatest extent as practicable.

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6.0 TRANSPORTATION NETWORK

Transportation is one of the Plan Area's most important attributes due to its location. It is located in one of the busiest highway corridor in North America right in the middle of the two biggest cities in the Province of Alberta, Edmonton and Calgary.

Transportation network design and vehicular traffic will be paid close attention to in order to move goods and people safely, efficiently, and effectively within the Plan Area. The anticipated high volume of traffic movement and parking must be carefully planned for to meet the needs of the traveling public and heavy truck haulers including those with multiple trailers and wide loads. This means accommodating for wide turns, appropriate distances for buildup and slow down of traffic speeds.

6.1 Transportation

It is imperative that ease of access and exit off of Highways 2 and 42 interchange is maintained since this is one of its most important feature, its location. Traffic congestion is one of the most pressing problem faced in Gasoline Alley and is one that the County would like to avoid in this particular area.

District 2&42 will be the next best alternative for the travelling public and heavy truck haulers to find a convenient place to stop and find all the services they need to continue on with their travel.

Industrial uses and businesses need transportation network that are cost effective in order to be competitive. District 2&42 offers transportation network that has a relatively smooth traffic flow with no traffic congestion, as well as exposure to major roads and highway.

Goals:

- To provide convenient access into the Plan Area
- To allow for safe and efficient movement of goods and people throughout the Plan Area
- To encourage integration and innovation of conventional infrastructure method and materials with environmental features and services.

The following transportation policies shall apply:

- 6.1.1 The main access points to the Plan Area along Highway 42 are proposed at four intersections as shown on the Future Land Use Concept – Figure 6 including:
 - a. Approximately 800 m east of Highway 2;
 - b. Approximately 800 m west of Highway 2;
 - c. At Highway 791 south of Highway 42;
 - d. At Range Road 273 (maybe viewed as an extension of Highway 791) north of Highway 42
 - e. At Range Road 275 north and south of Highway 42.
- 6.1.2 Access from Range Road 275 into the Plan Area shall be 200m from Highway 42 and no less 200m thence from each other.
- 6.1.3 Access from Highway 791/Range Road 273 shall be a minimum of 400m from Highway 42 and no less than 200m thence from each other.

- 6.1.4 The County shall work and coordinate with the Province regarding transportation accesses from major roads and highway intersections network.
- 6.1.5 No new access will be permitted from the existing Highway 2 service roads until such time as the upgrades to the main access points have been established.
- 6.1.6 All highway entrances and exits of the Plan Area must be designed to accommodate heavy truck traffic.
- 6.1.7 All roads shall be paved and connected to the closest paved highway or public road including internal subdivision road to County Standards at the developer's expense.
- 6.1.8 Green infrastructure or low impact development may be considered with an approved comprehensive plan addressing the challenges and cost estimates to maintain and replace the alternative infrastructure.
- 6.1.9 Developers may build to a higher standard than those of the County provided that:
 - a. Developers present an approved innovative design, configurations, materials, incorporating landscaping and art that are designed to move people safely, in an interesting and attractive public space using best practices, in a manner that enhances the environment and its functions, that is well integrated into the site design;
 - b. Commercial and Industrial shipping and receiving must be designed in a way that maximizes efficient flow of traffic in and out of each sites taking into consideration its effects on the overall traffic flow; and
 - c. All transportation networks must be designed and implemented in a way to ease navigation within the Plan Area.
- 6.1.10 Highway approach for entrances and exits into the internal subdivision road shall be safe, efficient, and visually attractive by providing the following:
 - a. The County may create an overall transportation master plan and design guideline for the area to address traffic access, egress, way-finding, signage, landscaping and traffic circulation.
 - b. Appropriate land allocation needed for future road widening;
 - c. Road developments must be designed to accommodate the size and intensity of traffic generated progressive with the build out and projected traffic generation in advance of considering new application for ASP, ARP, and Concept Plan; and
 - d. The County may conduct periodic Traffic Impact Analysis as needed.
- 6.1.11 Subdivision and road network design shall be continuous to the satisfaction of the County.
- 6.1.12 All transportation network and parking shall be built, at a minimum, to County Standards.

7.0 SERVICING

The success of this Plan is dependent on how the lands will be serviced by municipal infrastructure in a fiscally responsible way; therefore, timing and coordination with other agencies and stakeholders is of importance.

Servicing in the Plan Area including water and wastewater infrastructure would come in phases dependent on the economic climate, feasibility, private developers and regional initiatives. Therefore, private servicing in the form of individual, communal, and eventually a regional system are expected to occur in a progressive manner. The intent is to have all developments fully connect to the water and wastewater regional lines while minimizing the risk and cost to the County.

7.1 Servicing – Water and Waste Water

The County plans to extend piped municipal services to the Plan Area. However, until such time as this is fiscally, environmentally, and socially responsible, all developments must provide potable water and wastewater treatment privately in the form of either individual or condominium ownership designed and properly sized for future link to piped regional system. The developer is responsible for the cost of servicing.

Goals:

- To allow for development to occur in the absence of a piped regional servicing until such time as this is available.
- Provide an interim solution prior to availability of regional servicing.
- To provide water and wastewater services that is fiscally prudent.

The following policies shall apply:

- 7.1.1 All development shall connect to municipal services for water and wastewater.
- 7.1.2 Developers shall enter into a deferred servicing agreement in cases where County piped municipal services are not available.
- 7.1.3 In the interim, until such time as the County's piped municipal services becomes available, multi-lot subdivision and development shall be served by communal water and wastewater systems as a condominium to be provided by the developer.
- 7.1.4 Notwithstanding Policy 7.1.3, individual on-site water and wastewater systems may be considered on an exceptional basis for new subdivision and development where:
 - a. County's piped municipal service line is unavailable;
 - b. It is not feasible for the County to extend piped municipal services;
 - c. Communal servicing may not be provided because the size of any individual lot exceeds 8ha (20 ac) and 90% of the lot is used for outdoor storage;
- 7.1.5 Landowners shall bear the full cost of providing water and wastewater services and connecting to the County's piped municipal services as they become available.
- 7.1.6 Developers may collaborate with the County to explore innovative solutions to reduce water and/or energy consumption, and enhance environmental performance including, but not limited to efforts contributing to:
 - a. reduce air pollution;
 - b. reduce water consumption by minimizing the need for fresh water;
 - c. reduce material waste ;
 - d. reduce carbon footprint;

- 7.1.7 An approved stormwater management plan is required which forms part of any Local Area Structure Plan.

7.2 Shallow Utilities

The following policies shall apply as it pertains to shallow utilities:

- 7.2.1 Shallow utilities shall be provided by franchise utilities.
- 7.2.2 Cost to any alterations and/or appurtenances required to the existing pipelines to accommodate a proposed development shall be borne by developers.
- 7.2.3 Upgrades or improvements necessary to implement this plan, including acquisition of land, may be required for the purposes of utilities.
- 7.2.4 All developments shall adhere to oil and gas pipelines and facilities setback requirements and/or standards where an act and/or regulation as applicable having jurisdiction over it.
- 7.2.5 Alternative energy sources, such as solar, wind, and other types of renewable resources, may be used exclusively or as a supplement to any conventional energy sources.
- 7.2.6 District heating and cooling systems are encouraged to be developed in the Plan Area.
- 7.2.7 The County may consider incentive programs for a period of time to promote and encourage district heating and cooling in the Plan Area. The County may use financing and taxation tools at its disposal provided by the Municipal Government Act.
- 7.2.8 Innovative companies to advance research and development of renewable energy and resources using agricultural products or byproducts, or other sources, are encouraged to locate here as their test bed for commercially viable and marketable products.

7.3 Reserves

The Municipal Government Act gives provision for municipalities to provide policies for three types of Reserves including municipal, environmental, school, and the combination thereof in the form of land and/or money in lieu.

The following policies shall apply as it pertains to Reserves:

- 7.3.1 Reserves shall be dedicated to the County at the time of subdivision.
- 7.3.2 Required reserves shall take the form of land dedication, cash-in-lieu of land or a combination of both in accordance with the policies of the County Municipal Development Plan (MDP).
- 7.3.3 Environmental reserves shall be required in accordance with the Municipal Government Act and MDP.
- 7.3.4 Applicants shall provide a market value appraisal if the reserves are to be taken in the form of cash-in-lieu using either of the following, whichever is greater:
- a. Certified by a qualified appraiser to determine the amount of cash-in-lieu of land for reserve dedication; or
 - b. Market value appraisal as determined by the County.

8.0 IMPLEMENTATION

District 2&42 Major Area Structure Plan is to be implemented by County Administration with general direction as approved by Council. Any departure from the intent of this Plan would be subject to a review of this document and public consultation as a necessary step to ensure that the community is well informed and have its own input to shape the community's future success.

8.1 Plan Administration

Goals:

- Provide policy mechanism to realize the planning principles and vision of District 2&42 Major Area Structure Plan.

Objectives:

- To give County Administration the means to bring the vision of this Major Area Structure Plan into reality.
- To provide clarity for the general public as to how this plan will be administered and what processes are involved in planning and development.

The following policies shall apply to implement the District 2&42 Major Area Structure Plan:

- 8.1.2 No development shall be considered until the Highway 2&42 Major Area Structure Plan Off-Site Levy Bylaw has been established.
- 8.1.3 Pursuant to the provision of Section 633 (1) of the Municipal Government Act, this plan shall be adopted by bylaw by Red Deer County as the District 2&42 Major Area Structure Plan.
- 8.1.4 All subdivision and development within the Plan Area shall be in accordance with the provisions and policies of this Plan.
- 8.1.5 The County shall require an approved Local Area Structure Plan (LASP) prepared by developers of new multi-lot subdivisions, with densities of two or more lots (three in the case of a previously un-subdivided quarter section).
- 8.1.6 Local Area Structure Plans and any other plans adopted by resolution (ie.concept plans) shall be consistent with the policies of the District 2&42 Major Area Structure Plan, the County Municipal Development Plan, and the Land Use Bylaw.
- 8.1.7 The County shall require an approved Area Redevelopment Plan, in accordance with Section 634 of the Municipal Government Act if any proposed development will have the effect of increasing the parcel density within a fully built out area where an approved LASP is currently in place.
- 8.1.8 Subdivision and development must proceed in an orderly logical extension of growth and land use patterns.
- 8.1.9 Any amendment to this Plan shall be adopted by bylaw.

County Initiatives

- 8.1.10 The County shall establish the District 2&42 Off-Site Levy Bylaw.
- 8.1.11 The County may provide Design Guidelines to supplement the District 2&42 Major Area Structure Plan for which the Developers and Administration shall adhere to.
- 8.1.12 The County shall provide a stormwater management master plan.
- 8.1.13 The County may create New Districts in its Land Use Bylaw if it finds that the current Districts are inadequate to fulfill the desired outcome of the District 2&42 MASP.

- 8.1.14 Development incentives may be provided by the County to encourage LEED certification, or equivalent.
- 8.1.15 The County may enter into partnership to encourage environmental sustainability or spur development in the Plan Area provided that:
 - a. There is an approved Local Area Structure Plan;
 - b. The County may withdraw from the partnership at any point in time where it finds that it is in its best interest to do so.

8.1 Development Phasing

The phasing of development may proceed as shown on Figure 7 – Phasing. The timing and progression of development within this Major Area Structure Plan is dependent on many factors; primarily on the economic climate in Alberta. Also, two major factors affecting the pace of development within this Plan Area namely on the timing of the City of Red Deer’s annexation of the County’s employment lands (Burnt Lake, Belich, and Blindman Industrial Parks) and the anticipated realignment of Highway 2 accesses into Gasoline Alley.

The development phasing is broken down into three phases; however, time estimates of development is dependent on private developers and market factors. Development is in the private hands, thus the County will work with the private sector to encourage and conduct orderly development within the Plan Area.

The general phases of development are shown on Figure 7 - Development Phasing. It is assumed that highway commercial services for the north and south bound traffic through Highway 2 would be the main determinant of development for the commercial areas. Capital improvements and servicing would dictate as to how quickly development may follow. The development within the area also allows for private servicing on the interim, hence development phasing would be harder to impose upon but would generally follow below:

Phase I

Commercial areas development are anticipated to develop first for both east and west of Highway 2.

Phase II

Business service commercial and light Industrial development are expected to follow from Phase I in close proximity to the commercial areas.

Phase III

The last phase of development where the lands furthest from the Highway 2 - Edmonton and Calgary highway corridor may be developed complementing the businesses that exists within the Plan Area.

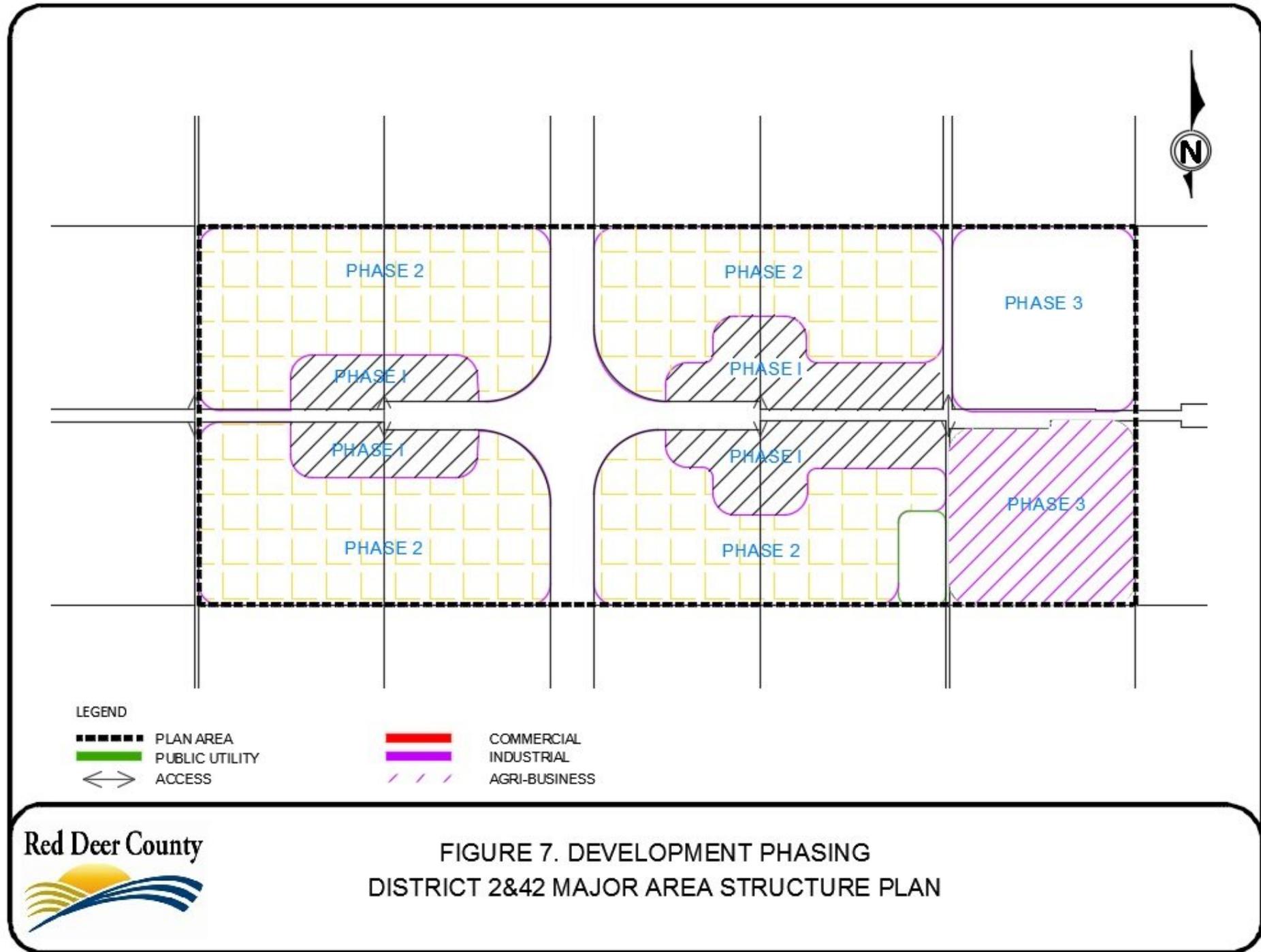


FIGURE 7. DEVELOPMENT PHASING
DISTRICT 2&42 MAJOR AREA STRUCTURE PLAN

