TOWN OF OLDS
BYLAW NO. 2024-38

WHEREAS Section 633(1) of the Municipal Government Act, being Chapter M-26 of the Revised Statues of Alberta 2000, and amendments thereto, provides that a council may adopt an area structure plan; and

WHEREAS the Northeast Area Structure Plan has been prepared in accordance with the requirements of Part 17 of the Municipal Government Act, as amended; and

WHEREAS the Council of the Town of Olds deems it desirable to adopt the Northeast Area Structure Plan.

NOW THEREFORE the Council of the Town of Olds in the Province of Alberta, duly assembled, enacts as follows:

1. THAT the document entitled "Northeast Area Structure Plan" and attached as Schedule A of this bylaw is adopted.

BYLAW TITLE: This Bylaw may be cited as the **Northeast Area Structure Plan**.

EFFECTIVE DATE
This bylaw comes into force on the date it is passed.

READINGS

Read for the first time on the 9th day of September 2024.

Public Hearing was held on the 15th day of October 2024.

Read a second time on the 15th day of October 2024.

Read a third and final time on the 15th day of October 2024.

Judy Dahl, Mayor

Brent Williams, Chief Administrative Officer

SIGNED by the Chief Elected Official and the Chief Administrative Officer this 18th day of October 2024.

2024

OLDS NORTHEAST AREA STRUCTURE PLAN



TOWN OF OLDS

Land Acknowledgement

The Town of Olds is on the traditional territories of the people of the Treaty 7 region of Alberta, which includes the Blackfoot Confederacy (Siksika, Piikani, and Kainai First Nations), as well as the Tsuut'ina First Nation and the Stoney Nakoda Nations (Chiniki, Bearspaw, and Wesley First Nations). This area is also home to the Métis Nation of Alberta, District 3.

Contributors Acknowledgements

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1. INTRODUCTION

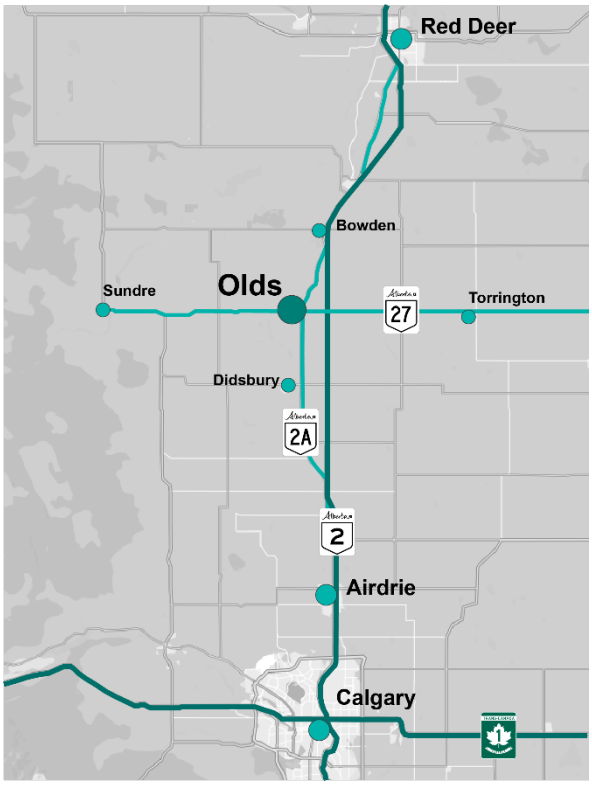


Figure 1: Regional Context Map of Olds

1.1. PURPOSE

The Town of Olds (the Town), located in Mountain View County, is directly west of the Queen Elizabeth II Highway, and at the heart of the Edmonton to Calgary corridor. Access to the Town by virtue of rail, airport (by way of the Olds-Disbury Airport) or vehicles (by way of Highway 2A and Highway 27) makes the Town an important part of the Central Alberta landscape (see **Figure 1**). Due to its central location the Town is a major service centre and regional market for over 40,000 people in Mountain View County and surrounding area. The proximity to Red Deer and Calgary contributes to the continued growth and economic stability for the Town. This Area Structure Plan (the Plan) has been developed as a guide for the Town's growth in becoming an economic hub in central Alberta. The lands designated for this Plan have been identified as Industrial and Commercial Lands and will contribute to attracting viable long-term business and industrial development to allow the Town to be a diverse and economically feasible place to live, work and play.

1.2. PLAN AREA

The lands subject to the Northeast Area Structure Plan (the Plan Area) cover approximately 655 acres of land in the Town (see **Figure 2**) and includes lands from the following quarter sections:

Portion of NW 4-33-1-W5

NE 4-33-1-W5

SE 4-33-1-W5

SW 4-33-1-W5

The land is in the northeast corner of the Town north of Highway 27 (46th Street) and east of Highway 2A (46th Avenue). The Plan Area is designated as Urban Reserve (UR) and Highway Commercial (CH). Future Highway Commercial lands will be concentrated along Highway 27 and align with the Municipal Development Plan's direction of supporting commercial development along Highway 27 (Town of Olds, 2020). Adjacent lands to the north, east and west of the Plan Area are agricultural lands within Mountain View County, while directly south are lands for Olds College and designated as College (COL). The land designated for the Plan Area was part of Mountain View County until 2022, when the Town annexed the

land to increase its supply of commercial and industrial land. The goal of this annexation was to establish commercial and industrial opportunities for growing the local economy, improving the financial viability of municipal wastewater extension, consolidating jurisdiction of the lift station service area and facilitating a well-planned industrial park, aiming to provide long-term economic resilience for the Town.



Figure 2: Context Map of Olds

1.3. AUTHORITY & INTERPRETATION

This Plan has been prepared as per Section 633 of the *Municipal Government Act* (Revised Statues of Alberta, 2000, Chapter M-26) which authorizes a council to adopt an area structure plan and follows the guidelines and policies set forth by the Town for the development of new areas. Amendments to the Plan must be passed by Bylaw through Council and must continue to adhere to the *Municipal Government Act*.

Policies that use the words **"shall"** or **"must"** apply to all situations, without exception. Policies that use the word **"should"** are to be applied in all situations, unless it can be demonstrated to the satisfaction of the Development Authority that the policy is not reasonable, practical or feasible beyond considerations of cost and/or convenience. Proposed alternatives will comply with the applicable policies and guidelines to the satisfaction of the Development Authority regarding design and performance standards. Policies that use the word **"may"** apply to situations that are permitted to occur as they relate to the overall goals and objectives of the plan. For reference purposes and clarity, a glossary of terms is included in Appendix A.

1.4. LIMITATIONS

This Plan is a long-term planning document. It promotes the vision for the area and includes policies and guidelines that work to achieve the vision over time. The Plan may be amended over time for various initiatives set out by the Town or for future land use applications.

Policies and guidelines in the Plan are not to be interpreted as approval for specific uses for individual sites. Site conditions, including environmental constraints, adjacency and compatibility of light and general industrial uses and all other constraints must be assessed on a case-by-case basis through planning applications, required technical studies, and must adhere to the rules and regulations of the Land Use Bylaw.

2. PLANNING CONTEXT

2.1. NATURAL ENVIRONMENT

The Plan Area is located within the Parkland Natural Region, the Central Parkland Subregion and the Aspen Parkland Ecoregion, with a vegetal mix of native grasslands and tame pasture. The Plan Area includes highly productive croplands and most of the site has been cultivated. The characteristic remaining native vegetation includes aspen-grassland mosaic. The area marks the transition from grassland in the southeastern portion of the province to a more continuous aspen forest in the north. Subsurface conditions consist mainly of orthic black chernozem soils of the Didsbury and Lonepine series. The topography of the Plan Area has a gentle regional slope to the southwest, with the presence of a shallow wetland zone and one watercourse through the southwest corner. The Plan Area provides medium-quality habitat value for birds, amphibians, burrowing mammals and ungulates. Based on habitat suitability onsite, the most likely mammals include several species of squirrels, deer and coyotes. There are approximately nine wetlands within the Plan Area, as shown in **Figure 3 – Natural Environment**, as well as several man-made water bodies for drainage connection.

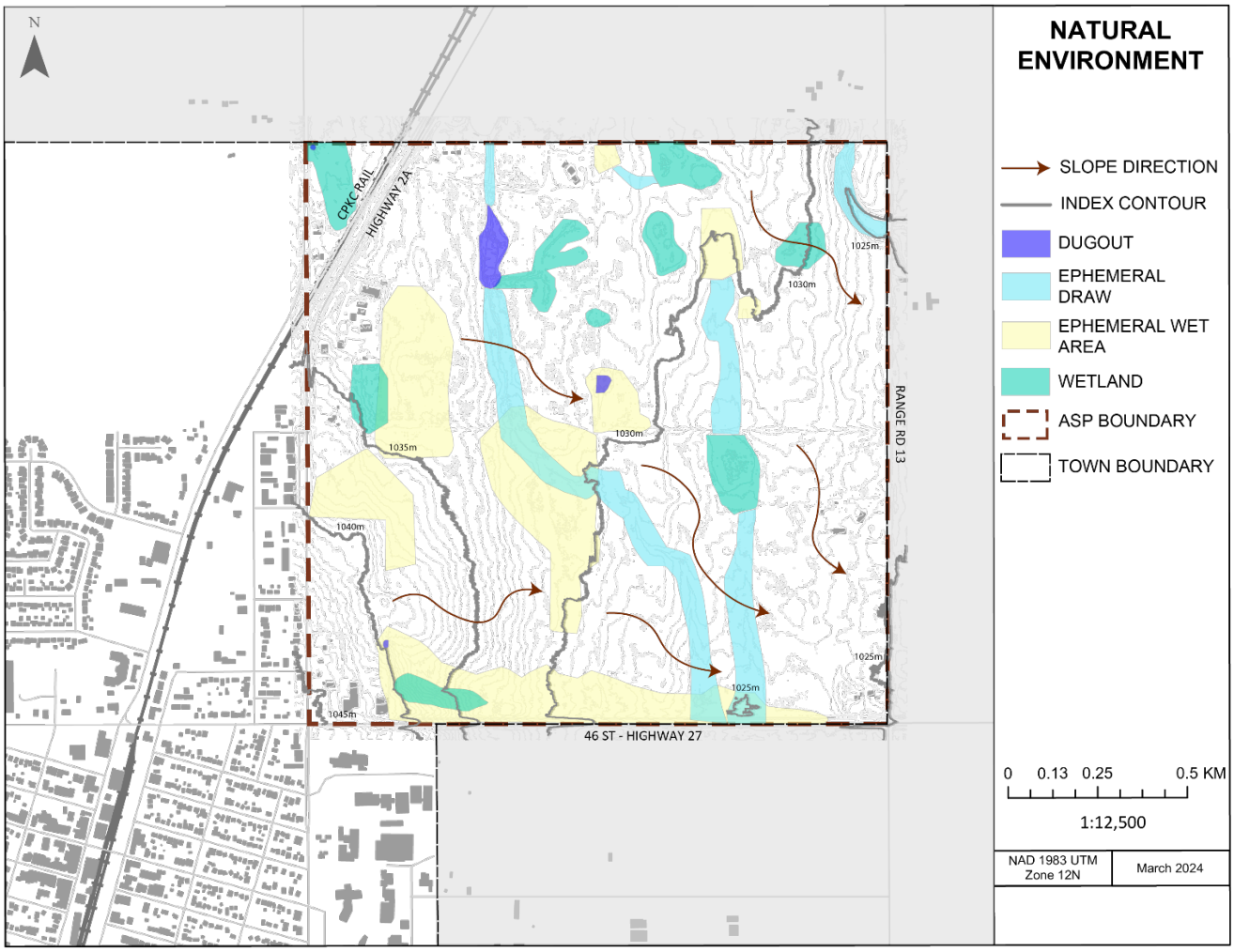


Figure 3: Natural Environment Map

2.2. LAND OWNERSHIP

As of April 2024, the Plan Area is comprised of 16 titled parcels of land owned by 14 different landowners. **Table 1** shows the landowners in the Plan Area. Numbers in the left column correspond with parcels shown on **Figure 4 – Parcels & Existing Development**.

Land Ownership					
#	**Title Number**	**Owner(s)**	**ATS Reference**	**Area (Hectares)**	**Area (Acres)**
1	191060794	Private Landowner	NW 4-33-1-W5	4.93	12.18
2	AF12	Calgary and Edmonton Railway Company	NW 4-33-1-W5	1.52	3.76
3	011128013	Mountain View County	NW 4-33-1-W5	3.12	7.71
4	201224894	Private Landowner	NW 4-33-1-W5	1.82	4.5
5	211045851001	Private Landowner	NW 4-33-1-W5	49.8	123.1
6	971278435	Clarke Agri Business Inc.	NE 4-33-1-W5	64.5	159.38
7	75R150	Town of Olds	NE 4-33-1-W5	0.19	0.47
8	931173585	Private Landowner	SE 4-33-1-W5	62.67	154.86
9	231375102	Private Landowner	SE 4-33-1-W5	0.97	2.40
10	201218851	Private Landowner	SW 4-33-1-W5	60.55	149.62
11	071152160	Private Landowner	SW 4-33-1-W5	0.46	1.14
12	861207438DD	Suncor Energy Inc.	SW 4-33-1-W5	0.39	0.96
13	151284338	Private Landowner	SW 4-33-1-W5	0.21	0.52
14	151003133	Private Landowner	SW 4-33-1-W5	0.64	1.58
15	56W128	Her Majesty the Queen in Right of Alberta	SW 4-33-1-W5	0.06	0.15
16	971166187	Town of Olds	SW 4-33-1-W5	0.78	1.93

Table 1: Land Ownership

2.3. EXISTING LAND USE

Lands within the Plan Area are currently zoned Urban Reserve (UR) and Highway Commercial (CH). Most of the land within the Plan Area is used for agricultural purposes, however, development on the site represents a variety of land uses including seven farmhouses, a highway maintenance yard, a gas station, a hotel and restaurant, and the Olds Administration Office, as shown in **Figure 4 – Parcels & Existing Development**. Most structures are multi-level buildings.

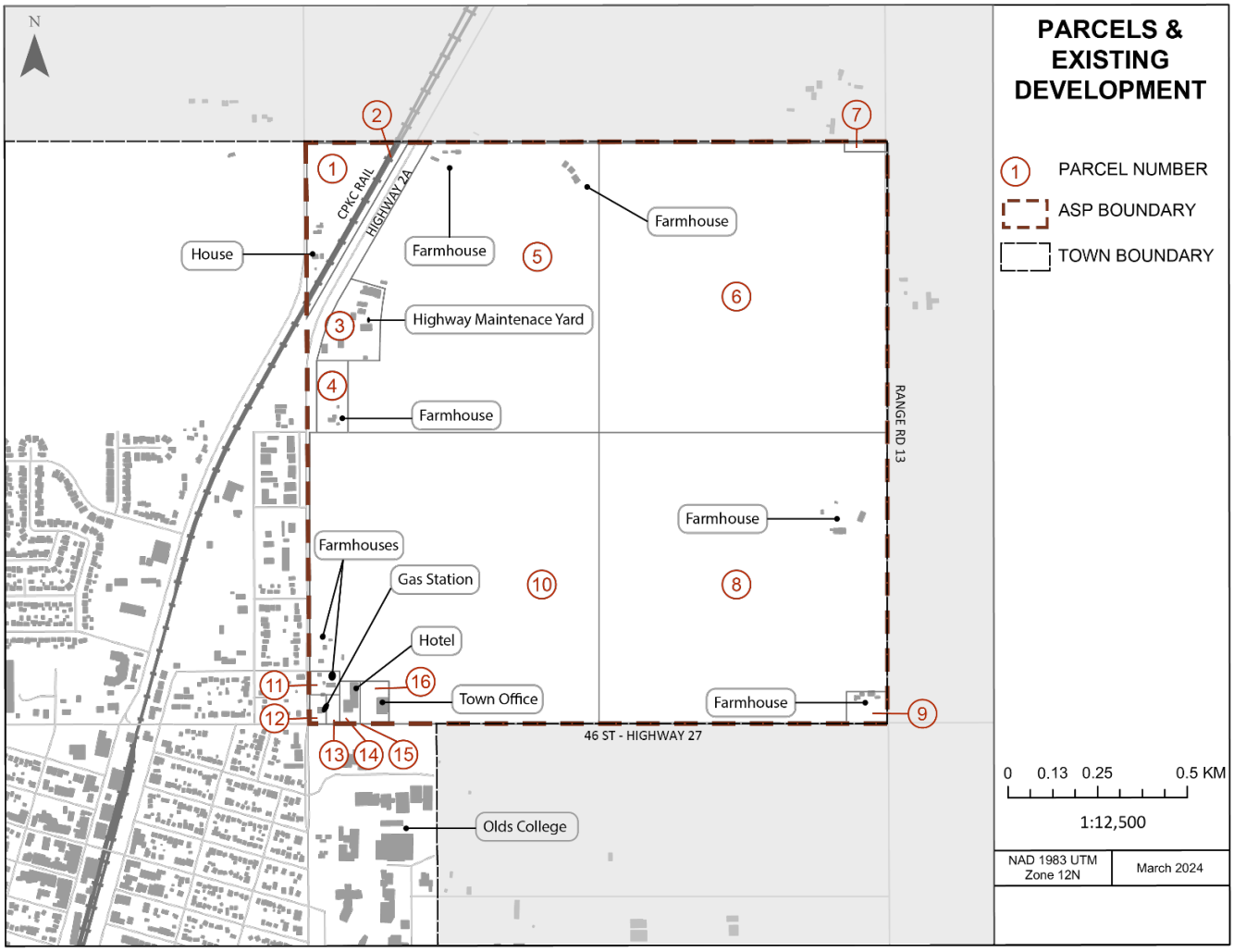


Figure 4: Parcels & Existing Development Map

2.4. EXISTING SERVICING

2.4.1. Water

Treated water for the Town is supplied from the Anthony Henday Water Treatment Plant, located in Red Deer, and is conveyed through a regional treated water supply line, both of which are owned and operated by the Mountain View Regional Water Services Commission (MVRWSC). This regional water supply line runs through the Plan Area and provides treated water to the Town though a connection to the Town's North Reservoir, which is located east of Highway 2A and south of 45th Street.

The North Reservoir is set to be replaced as part of the Town's capital plan and presents an opportunity to strategically locate and size the new reservoir for the Plan Area to meet both demands and fire flow requirements for the Plan as well as additional Town requirements.

2.4.2. Wastewater

The Town's wastewater system includes gravity wastewater mains, forcemains, three local lift stations, and one regional lift station. Wastewater is collected through the gravity wastewater system. There are three existing lift stations which pump wastewater to the gravity mains. Through the gravity mains, the Town's wastewater is conveyed to the Olds regional lift station, which is located along 70th Avenue and approximately 1.6km north of Highway 27 and is discharged into the South Red Deer Regional Wastewater Commission's (SRDRWC) regional forcemain, which then conveys the flows to the City of Red Deer's Wastewater Treatment Plant.

There is an existing lift station adjacent to the Plan Area, which is located west of Highway 2A and south of 42nd Street. However, due to the Plan Area's natural topography, which generally slopes from west to east, conveying wastewater to the existing lift station via gravity sewers would not be viable. Therefore, a new lift station is proposed to be constructed in the southeast quarter section of the Plan Area, with the exact location and specifications to be determined through further study during the detailed design phase.

2.4.3. Stormwater

The Town's stormwater collection system captures surface drainage via storm sewers along 46th Avenue (Highway 2A) with bounds the west of the Plan Area. Local surface drainage on the site primarily does not connect to the municipal system and travels through natural drainage channels, pools in low wet areas, or is contained within dugouts.

2.5. PLANNING POLICY FRAMEWORK

A review of legislative framework is an important step in developing an Area Structure Plan as it provides context as to how the Area Structure Plan relates to other planning and policy documents. Below is a summary of the relevant planning documentation that was reviewed for alignment.

2.5.1. Municipal Government Act

The Plan must conform to the requirements of the *Municipal Government Act* (MGA) (Revised Statues of Alberta, 2000, Chapter M-26). Section 633 of the MGA outlines the current Area Structure Plan requirements within the Province of Alberta. Area Structure Plans at a minimum must:

- Describe the sequence of development proposed for the area;
- Dictate the land uses proposed for the area, either generally or specifically to parts of the area;
- Outline the population density proposed for the area, either generally or specifically to parts of the area; and
- Identify the general location of major transportation routes and public utilities.

Area Structure Plans may also dictate other planning elements Olds Council (Council) considers necessary. These include recreation, transportation, land use descriptions, and neighbourhood character. This Plan meets all requirements of the MGA and Section 633.

2.5.2. Provincial Land-Use Framework

In addition to the MGA, all Area Structure Plans within Alberta must conform with the *Land-use Framework*, 2008. Pursuant to this framework, the Plan Area is located within the Red Deer Regional Plan area. The Red Deer Region borders the Alberta-Saskatchewan border to the east and encompasses the entirety of Mountain View County. As of the writing of this Plan, the Red Deer Regional Plan has not been developed or adopted by the Province.

2.5.3. Intermunicipal Development Plan

The Intermunicipal Development Plan (IDP) between the Town and Mountain View County (the County) was adopted in March of 2022. The Plan Area of this Area Structure Plan is bordered by three distinct areas (see **Figure 5**) as defined by the Mountain View-Olds IDP.

1) Agricultural Growth Area (located directly north of the Plan Area)
   Centered around existing grain elevators and rail shipment facilities, critical for the area's agricultural operations and economy.

2) Referral Area (located directly east of the Plan Area)
   Are lands that are not intended to accommodate Town growth within 50-70 years of this ASP.

3) College Area (located directly south of the Plan Area)
   This area is of interest for the Town and the County in ensuring the ongoing success of a key public institution, coordinating planning decisions around college lands and coordinating municipal service delivery to college lands.

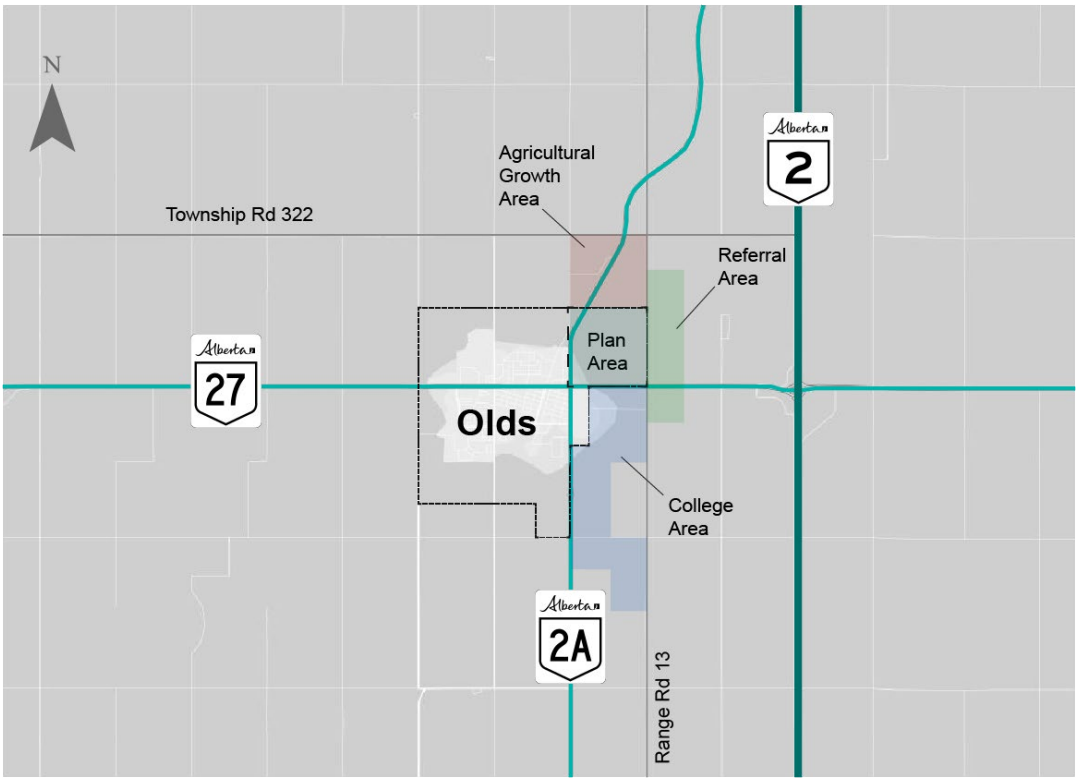


Figure 5: IDP Area Map

Policies for all three of these areas are to be governed by Mountain View County's Municipal Development Plan and Land Use Bylaw, apart from a portion of the College Area located within the Town which is governed by the Town's Land Use Bylaw. This Plan has taken into consideration the existing uses of the surrounding lands to foster a cohesive and collaborative planning document for the Plan Area.

2.5.4. Town of Olds Municipal Development Plan (2020)

The Town of Olds Municipal Development Plan (MDP) is a high-level policy document for the Town that establishes the goals, objectives and policies that will guide long-term growth. The MDP directs growth and development in an environmental, social, and fiscally sustainable way to benefit the community's existing and future residents and businesses.

The MDP acknowledges the need for lands suitable for industrial growth. This includes development in areas that offer long-term expansion potential and which are located in areas that avoid or minimize conflict with non-industrial uses. The MDP highlights specific areas for industrial growth, including in the northeast. The types of anticipated industrial development include manufacturers, fabricators, trucking and logistics, distribution, equipment sales, and contractors, which are presently a source of skilled labour and investment in Olds. Additionally, the Plan Area provides an attractive site for business and research parks to accommodate new, innovative industries. Where industrial uses may create nuisances for others, the MDP supports transitional development that establishes a buffer between industrial and non-industrial uses. Specific policies within the Town's MDP that direct the development of this Plan are as follows:

Policy 5.7	**Joint Growth Commercial & Industrial Uses**	The Town shall work with Mountain View County to meet the combined needs of the Town and County for commercial and industrial lands
Policy 7.2	**Adequate Supply of Serviced Land**	The Town should provide an adequate supply of serviced industrial, commercial, and residential land. This may be accomplished by annexing additional lands to the Town of Olds and/or working with Mountain View County on joint growth opportunities and preparing more detailed area structure plans and servicing concepts.
Policy 11.2	**Highway 27/46 Street Commercial Corridor**	The Highway 27/46 Street commercial corridor shall be the primary highway commercial area within the Town. Opportunities for intensification of land use, mixed-use development and improvements to make the corridor more pedestrian-friendly shall be explored.

Policy 11.3	**Quality of Commercial Development**	Commercial developments shall provide for safe and convenient onsite vehicular, bicycle, and pedestrian movement. Where necessary, adequate buffering between commercial and nearby existing or future residential areas shall be provided to minimize noise, traffic, light and visual impacts.
Policy 13.2	**Maintain an Adequate Supply of Industrial Land**	The Town shall seek to provide an adequate inventory of serviced industrial sites or various lot sizes and types (light and general) to meet the needs of business and industry.
Policy 13.4	**Land Use Compatibility with Industrial Development**	The Town shall strive to maintain adequate separation distances and transitions between industrial and non-industrial uses where land use conflicts with regard to noise, dust, vibration, smoke, odour and safety and risk management issues may be created.
Policy 13.5	**Truck and Dangerous Goods Routes to Industrial Areas**	The Town shall plan industrial areas to have direct access to truck routes, highways and railways to the greatest extent possible.
Policy 13.6	**Promoting Environmentally Friendly and Innovative Industrial Uses**	The Town shall encourage the development of more innovative and environmentally friendly industrial employment centre concepts such as business parks, high tech campuses, research parks and eco-industrial parks.
Policy 17.5	**Transportation Needs in Industrial and Commercial Areas**	The Town shall work towards providing appropriate transportation facilities in commercial and industrial areas to accommodate both the movement of truck traffic and the travel needs of employees and customers.

2.5.5. Land Use Bylaw (01-23)

The Land Use Bylaw (LUB) for the Town outlines development regulations that affect all properties and land uses within the municipality. The LUB dictates zoning for the land to organize the municipality into different districts, each with their own set of uses and standards. The Plan Area will be designated for commercial and light to medium industrial uses.

2.5.6. Town of Olds Strategic Plan (2022-2032)

The Town of Olds Council has laid out four distinct goals for the next 10 years, as described in the 2022-2032 Strategic Plan. Citizen perspectives are crucial in the decision-making process of Council while considering how the community's points of view can be used to achieve the best possible outcome. Town Council's four strategic goals are: Open Dialogue, Skilled Governance, Collaborative Relationships and Sound Fiscal Practices.

2.5.7. Town of Olds/Mountain View County 2009-2035 Transportation and Utilities Master Plan

The Town of Olds and Mountain View County Transportation & Utilities Master Plan outlines infrastructure priorities for the short and long term and is focused on supporting growth in undeveloped areas surrounding the Town, including the Plan Area. The plan outlines logical, environmentally sound and fiscally responsible solutions for capital infrastructure investments until 2035 and indicates various improvements to Highway 27 such as access management modifications, intersection improvements and realignments, as well as the twinning of the highway adjacent to the Plan Area until it reaches the interchange with Highway 2.

2.6. CONSTRAINTS

This section provides a summary of special attributes that may affect future development within the Plan Area. Those developing in the Plan Area must practice due diligence in the development process as it relates to considerations within this section. This is not an exhaustive list, and it is the responsibility of the developer to strive to meet all applicable development standards when considering new development within the Plan Area.

2.6.1. Communications Tower

A Rogers telecommunications tower is located within the southeast quarter section of the Plan Area.

2.6.2. Chemicals & Waste Storage

Some development within the Plan Area includes chemical and waste storage which may have significant impacts on future development and include:

- Highway Maintenance Yard – Stores salt and brine as the primary chemicals for road salting and likely includes hydrocarbon storage/fuels. Fuel storage tanks have historically been present at this site.
- Gas Station & Associated Oil Warehouse – Anticipated to store diesel, propane, and gasoline in aboveground (AST) and underground (UST) storage tanks. The presence of ASTs and USTs could pose environmental concern if leakage into surrounding soils occurs.
- Farmhouses – Propane tanks to be observed at several houses, and may include fuel storage tanks, agricultural chemicals and non-hazardous waste associated with typical farm operations.

2.6.3. Areas of Potential Environment Concern (APECs)

A Phase I Environmental Site Assessment (ESA) was conducted as part of the preparation of this Plan which identified 10 Areas of Potential Environment Concern (APECs) that require further investigation. A Phase II ESA is recommended to quantitatively assess soil and groundwater at the identified locations, which generally involves the collection of soil and groundwater samples and the analyses of those samples by an accredited laboratory. Potential contaminants of concern will be determined during the planning stages of the Phase II ESA. A description of each APEC is provided in **Table 2** with locations shown on **Figure 6 – Constraints**.

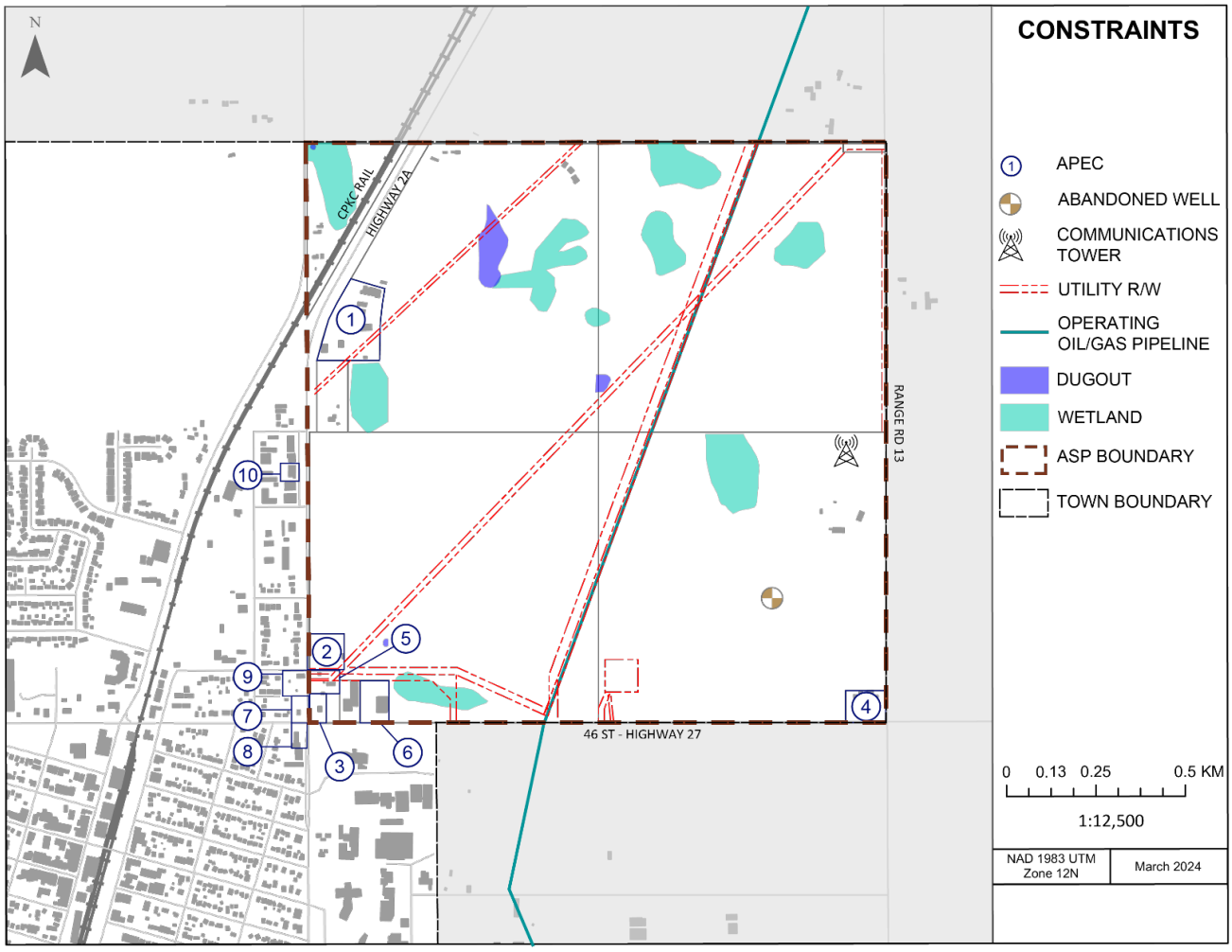


Figure 6: Constraints Map

Area of Potential Environmental Concern (APEC) – Shown on Figure 6	
APEC #	**Description**
1	The Highway Maintenance Yard (HMY) in the northwestern portion of the Plan Area. Construction of the HMY began in approximately 1950.
2	A farmhouse in the southwestern corner of the Plan Area which has been there since pre-1950. The property contains two ASTs that are in poor condition.
3	The Petro-Canada gas station in the southwestern corner of the Plan Area which has been in operation since before 1960. The gas station has a history of contamination. Former USTs have been replaced at the gas station.
4	A farmhouse in the southeastern corner of the Plan Area which was established pre-1950. This location is residential land that is also used as an equipment storage yard.
5	A farmhouse in the southwestern side of the Plan Area which was established between 1950 and 1963. The location is residential, however, it is in close proximity to the gas station and hydrocarbon odours were detected in soils in 1995.
6	The Olds Administration Office located in the southeastern side of the Plan Area and in the location of the former hospital site. The property is listed as a hazardous waste generator.
7 (Off-Site)	A current 7-11 Petro-Canada Gas Station (4602 46 Ave) located offsite on the northwest corner of the Highway 2A and Highway 27 intersection containing operational fuel storage tanks.
8 (Off-Site)	Former Motocar Automotive Supply (4610 46 Ave, Olds) located offsite on the southwest corner of the Highway 2A and Highway 27 intersections. This Site was a former Shell gas station in the 1960s containing underground storage tanks.
9 (Off-Site)	The current Town of Olds Water and Wastewater Treatment Plant (4502 46 Ave) located at the intersection of Highway 2A and 45th Street.
10 (Off-Site)	Synergy Well Servicing (formerly McGregor Oilfield Services) located at 4202 46 Ave containing decommissioned fuel tanks.

Table 2: Areas of Potential Environmental Concern (APECs)

2.6.4. Topography

Potential soil erosion by water is generally low in undulating (high relief) areas. The risk of erosion by wind increases from low in the north to moderate in the south, reflecting higher, average wind speeds.

2.6.5. Surface Water Features

There are two dugouts located within the Plan Area, one in the northwestern quarter section and one in the southwestern quarter section. The dugouts were created to manage surface waters for agricultural purposes. An additional stormwater pond is located within the boundaries of the Highway Maintenance Yard to manage surface waters.

2.6.6. Wetlands

There are approximately nine wetlands within the Plan Area. Wetlands in the Plan Area are subject to the *Water Act* and *Alberta Wetland Policy* (2013), which uses a three-stage 'Wetland Mitigation Hierarchy' approach to 'conserve, restore, protect, and manage Alberta's wetlands to sustain the benefits they provide to the environment, society, and economy (*Alberta Wetland Policy*, 2013).

2.6.7. Existing Oil and Gas Wells

Within the Plan Area, there is one drilled wellsite in the SE 4-33-1-W5 that was Reclamation Certified on January 17, 2024. The wellsite placement will require a setback of 5m surrounding the wellhead as per Alberta Energy Regulator (AER) Directive 079, Surface Development in Proximity to Abandoned Wells to protect the wellhead and retain access.

2.6.8. Utility Corridors

Various rights-of-ways related to transmission of electricity or gas affect the development potential of subdivided and vacant lands.

2.6.9. Existing Railway

The Canadian Pacific Kansas City (CPKC) line runs adjacent to Highway 2A through the northwestern quarter section of the Plan Area and continues in a southeast direction through the Town. The railway provides an important method of goods shipment from the local market to regional and international markets but will necessitate a 30m setback and earthen berm for future development adjacent to the line, the specifics of which may need to be determined by way of a noise and vibration study.

2.7. PLAN APPROVAL

The development of this Plan involved consultation with local and neighbouring landowners, interested parties, and relevant referral agencies. Between 2023 and 2024, Town Administration and Council held meetings with landowners and interested parties to discuss and identify preferred land uses. The Plan underwent three readings and a public heading, in accordance with provincial legislation.

3. DEVELOPMENT CONCEPT

3.1. VISION STATEMENT

The vision of this Plan is to create a thriving industrial and commercial hub that fosters economic growth, supports local business, enhances the quality of life for residents, and contributes to the growing economic activities of the Town, through coordinated development for long-term prosperity and resilience.

3.2. OBJECTIVES

The purpose of this Plan is to establish a comprehensive land-use planning framework for future subdivision and development. The objectives of this Plan include:

- To attract and retain a variety of businesses and industries that provide stable, well-paying jobs for residents.
- To develop a diverse economic base that can withstand market fluctuations and provide long-term stability for the Town's economy.
- To develop logical, efficient infrastructure that supports the needs of businesses and allows for accessibility by employees, residents, and visitors.
- To establish a diverse commercial area for the broader community, enhancing the quality of life for residents of the Town.

3.3. LAND USE CONCEPT

The land use concept plan shown in **Figure 7 – Land Use Concept** provides a general land use plan for the area. Lot and design details are to be provided at the time of survey and subdivision.

The main features of **Figure 7 – Land Use Concept** are:

Industrial Land Use	This category includes a range of industrial uses including light industrial and industrial business as outlined in the Land Use Bylaw.
Commercial Land Use	This category includes Highway Commercial uses, acting as an extension of the Highway 27/46th Street commercial corridor.
Storm Water Management	The location for a new reservoir shall be in keeping with that outlined in the Land Use Concept. One location in a commercial area has been identified for a potential location. Other properties (see **Figure 9 - Stormwater Concept**) must provide on-site ponds that ultimately empty out into the reservoir and connect to Town systems.
Arterial, Collector and Local Road Network	The Land Use Concept identifies which roadways are proposed to be arterial, collector or local roadways.

Land Use Category/Item	Area (ha)	Percentage of Plan Area (%)
Total Land in Plan Area	**265**	**100**
Existing Roadway and Railway Right-of-Way	5	1.9
Existing Development	8	3
Proposed Roadway Right-of-Way	30	11.3
Proposed Industrial Development	170	64.2
Proposed Commercial Development	51	19.2
Proposed Reservoir Area & Facilities	1	0.4

Table 3: Land Use Statistics

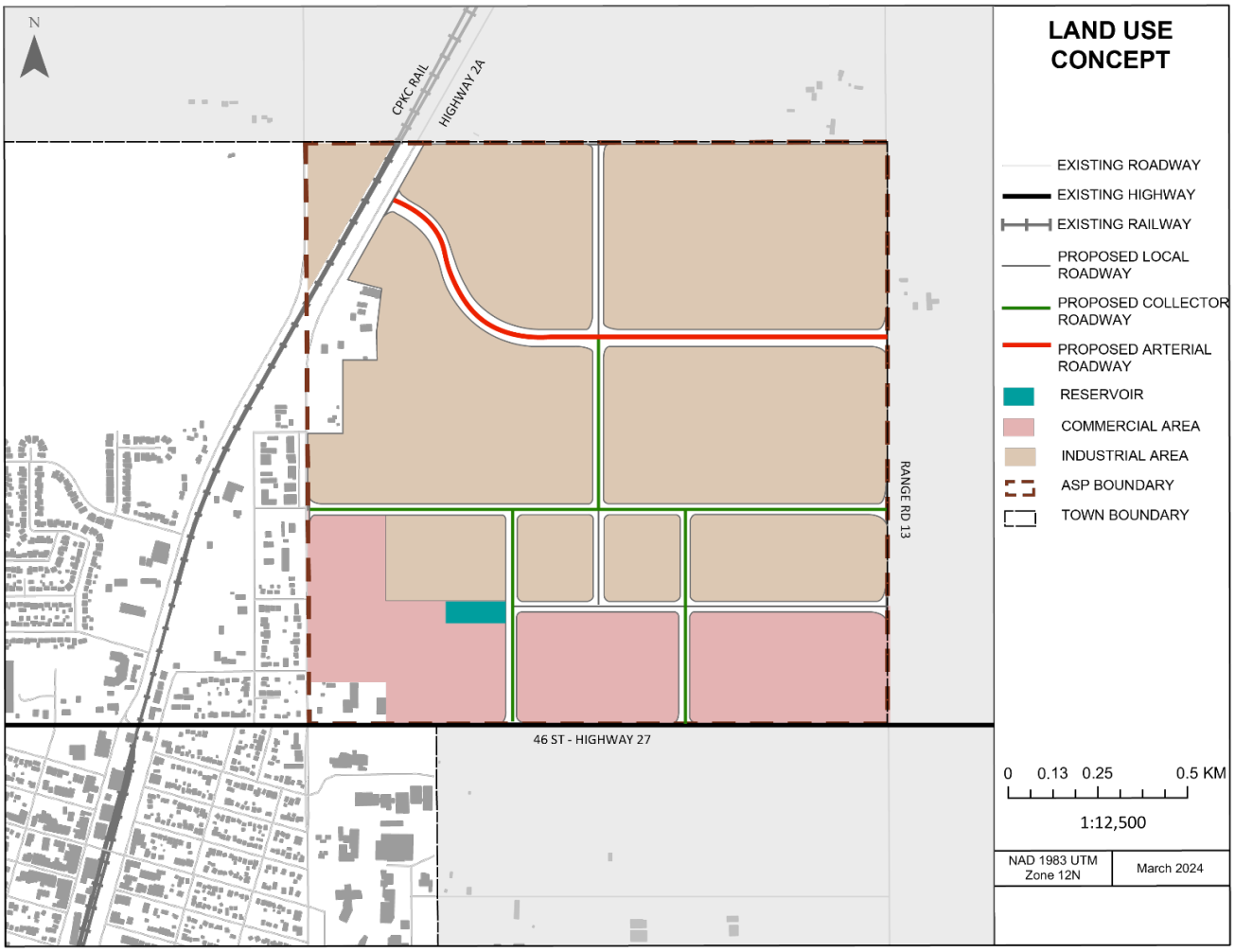


Figure 7: Land Use Concept Map

3.4. LAND USE POLICIES

3.4.1. General Policies

The following general policies are applicable to all lands within the Plan:

3.4.1.1. All future development and subdivision shall comply with the Land Use Concept shown in **Figure 7**.

3.4.1.2. All proposed land uses shall be in conformance with the Town of Olds' MDP and LUB regulations as well as the respective policies identified in this Plan.

3.4.1.3. All development shall be designed and constructed in accordance with the *Town of Olds 2018 Minimum Design Guidelines*, or equivalent document.

3.4.1.4. A variety of lot sizes should be created to encourage opportunities for all types of commercial and industrial uses.

3.4.1.5. Contaminated sites shall be subject to detailed investigation and reclaimed to the satisfaction of the Town before any new development is permitted. All costs associated with contaminated site investigations and reclamation shall be borne by the developer/property owner.

3.4.1.6. All outdoor storage areas, particularly those visible from Highways 2A and 27, or an arterial road, should be screened with fencing and/or vegetation, or some combination of the two, as deemed appropriate by the Development Authority.

3.4.1.7. Proposed marijuana production facilities shall continue to be addressed through the Direct Control 7 (DC7) District of the Land Use Bylaw.

3.4.1.8. All development adjacent to railways shall have setbacks provided in accordance with Federation of Canadian Municipalities (FCM) guidelines.

3.4.1.9. All development and subdivisions shall meet the required setbacks from existing oil and gas facilities (wells and pipelines) in accordance with *Matters Related to Subdivision and Development Regulation.*

3.4.1.10. The upgrading of existing municipal roads and intersections that access a proposed subdivision and/or development in the industrial park may be required by the Town.

3.4.1.11. At the time of subdivision, municipal and/or environmental reserves shall be dedicated in accordance with the requirements of the *Municipal Government Act*.

3.4.1.12. The Town may require a Phase I, II or III Environmental Site Assessment (ESA) at the time of development permit application, subdivision application, or land use bylaw amendment application.

3.4.1.13. All abandoned oil or gas wells shall be identified within a subdivision application and development permit application. Setbacks for development must be in accordance with Alberta Energy Regulator (AER) Directive 079 (Surface Development in Proximity to Abandoned Wells).

3.4.1.14. Subdivision and development permit applications in proximity to a provincial highway must be referred to Alberta Transportation and Economic Corridors as per the requirements of the *Municipal Government Act.*

3.4.2. Highway Commercial District

The Highway Commercial district is intended for the development of commercial uses adjacent to Highway 2A and Highway 27, the primary highway commercial corridor within the Town.

3.4.2.1. Highway Commercial land uses shall be developed in accordance with **Figure 7 – Land Use Concept** and be consistent with the requirements of the Highway Commercial District in the Town's Land Use Bylaw.

3.4.2.2. Opportunities for intensification of land use, mixed-use development and improvements to make the area more pedestrian friendly shall be explored.

3.4.2.3. The Town should incorporate design recommendations from the Hwy 27: Olds Functional Planning Study into all development adjacent to Highway 27.

3.4.2.4. Commercial development adjacent to industrial land uses shall be properly screened or separated by a landscape buffer strip.

3.4.3. Light Industrial District

The Light Industrial district is intended to provide an area for light industrial uses which are visually compatible with adjacent uses and do not cause any external, objectionable or dangerous conditions beyond parcel boundaries.

3.4.3.1. Light Industrial land uses shall be developed in accordance with **Figure 7 – Land Use Concept** and be consistent with the requirements of the Light Industrial District in the Town's Land Use Bylaw.

3.4.3.2. Outdoor storage shall be screened from roadways and adjacent properties through landscaping, berms, and/or fencing.

3.4.3.3. Buffers shall be provided between land uses which may be incompatible with adjacent or nearby uses to minimize land use conflict, risk, and nuisance, subject to the satisfaction of the Town. Required buffering will be determined by the Town at the subdivision or development permit stage.

3.4.3.4. Lot sizes shall be consistent with the requirements of the Light Industrial District in the Town's Land Use Bylaw. Commercial uses intended to serve the needs of employees in the industrial area should be considered within the industrial area of the Land Use Concept Plan.

3.4.3.5. The Town may require that levels of nuisance be quantitatively assessed and mitigated to reduce the cumulative impact of each nuisance factor a level below standard. Nuisances may include noise, dust, odour, airborne emissions and/or traffic.

3.4.4. Industrial Business District

The Industrial Business district is intended to provide an area for industrial business uses which are visually compatible with adjacent uses and serve as a buffer between industrial and residential or other non-industrial areas.

3.4.4.1. Industrial Business land uses shall be developed in accordance with **Figure 7 – Land Use Concept** and be consistent with the requirements of the Industrial Business District in the Town's Land Use Bylaw.

3.4.4.2. The Town shall prepare design guidelines for the business park designated within the district after adoption of it. Such guidelines will address lot configuration, traffic access and relationships to adjacent uses, pedestrian access, landscaping and parking.

3.4.4.3. The Development Authority may require a higher standard of landscaping and/or buffering where industrial uses are situated adjacent to or near residential or recreational areas or major roads. The intent of such buffering is to reduce visual, auditory and other potential impacts on non-industrial areas. Buffering may take the form of landscaping, berms or fences or a combination of these.

3.4.5. Environmental Open Space

The Environmental Open Space district is intended to provide areas for either the preservation of public land in its natural state, or for its development as a park.

3.4.5.1. Environmental Open Space land uses shall be consistent with the requirements of the Environmental Open Space District in the Town's Land Use Bylaw.

3.4.5.2. Environmental Open Spaces shall include lands that are either undevelopable because of physical constraints or lands that are used for planned parks or recreation areas.

3.4.5.3. Undevelopable lands may remain under private ownership or may be subject to environmental reserve dedication and/or environmental reserve easement.

3.4.5.4. Wetlands shall be classed by value by a suitably qualified professional at the time of subdivision and/or rezoning.

3.4.5.5. Planned park or recreation areas shall be dedicated as municipal reserve.

3.4.5.6. All municipal reserve parcels shall be landscaped to the satisfaction of the Town.

3.4.5.7. Wherever possible major and minor open spaces should be linked via linear parks/pathways. These should also connect with existing parks and pathways outside the Plan Area.

3.5. URBAN DESIGN POLICIES

The following policies are meant to guide the visual appearance and functionality of development in the Plan Area and contribute to its overall attractiveness and desirability.

3.5.1. General Policies

3.5.1.1. All development within the Plan Area shall be design in accordance with Crime Prevention through Environmental Design (CPTED) principles.

3.5.1.2. Outdoor lighting for development, including the design of public spaces and landscaping shall consider Dark Sky lighting principles and avoid the unnecessary projection of lighting into neighbouring properties

3.5.1.3. The use of low-impact development principles should be considered for the development of subdivisions and individual sites throughout the Plan Area. This includes, but is not limited to:

a. Placing buildings to take advantage of natural light, wind breaks, passive solar heating and shading
b. Preferential parking for carpooling, electric vehicles and bicycles
c. Use of xeriscaping and drought-resistant landscaping plants and materials
d. Use of green building materials such as energy efficient window and composite materials
e. Onsite renewable energy generation

3.5.2. Active Frontages

To facilitate wayfinding and encourage walkability, commercial areas should be appropriately scaled and visually enticing with interconnected street patterns to make it easier to navigate the neighborhood on foot, while only having to park once.

3.5.2.1. Facades should be broken into smaller pieces to create visual interest by using a variety of materials and textures.

3.5.2.2. In commercial areas, developments must provide on-site exterior pedestrian walkways which:

a. Connect on-site uses to each other and to the public right-of-way adjoining the development in a safe and convenient manner; and
b. Coordinate with alignments and access points to other existing or planned pedestrian walkways on adjacent sites

3.5.2.3. Parking areas should be located to the rear or sides of commercial buildings, to minimize the view of the parking area from the travelling public.

3.5.2.4. Loading areas should be located to the rear or sides of the property and not easily visible from the adjoining street or highway.

3.5.2.5. Loading areas should be screened from view from major roads using landscaping where possible or fencing if required.

3.5.3. Public Realm & Placemaking

To contribute to the uniqueness of the development and enhance its vision as an attractive destination, there should be placemaking elements scattered throughout the Plan Area.

3.5.3.1. Areas of rest should be included within the public realm to increase pedestrian comfort

3.5.3.2. Appropriately scaled public realm options should be provided, including pocket plazas, parks and open spaces and areas of rest.

3.5.3.3. The public realm should be connected in a walkable, hospitable and logical sequence to promote a legible experience for pedestrians

3.5.3.4. Tree planting, berms and other landscape treatments should be used to limit the influence of wind on public space.

3.5.3.5. Consistent place branding elements should be included within the Plan Area to reinforce the commercial and industrial look and feel of the area including, but not limited to, gateway signage, identity signage, street furniture, and wayfinding signage.

3.5.3.6. Signage should be placed in logical locations that facilitate pedestrian wayfinding.

3.5.3.7. Gateway signage should be installed along Highways 27 and 2A and designed to align with the industrial and commercial style of the area. Appropriate landscaping and native plants should be integrated with gateway signage, and signage should not interfere with intersection function and safety.

3.5.4. Street Design

Street design should consider all modes of transportation and incorporate multi-modal transportation opportunities and prioritize pedestrian first infrastructure.

3.5.4.1. The Town should explore the feasibility of establishing an ‘active mode’ pathway along the north side of Highway 27 connecting with the rest of the community.

3.5.4.2. Building height and massing should be scaled in proportion to open spaces and street corridors.

3.5.4.3. Streets in commercial areas should be designed such that walking and biking are convenient, safe and accessible.

3.5.4.4. Street patterns in commercial areas should be designed in a way that facilitates wayfinding and enhances the pedestrian experience.

4. SERVICING & UTILITIES

4.1. UTILITY INFRASTRUCTURE

4.1.1. General Policies

4.1.1.1. The detailed design of all municipal services shall be provided at the time of subdivision and, if not addressed as part of subdivision approval, at the time of development permit approval.

4.1.1.2. All utility systems shall be designed, constructed and operated in accordance with the *Town of Olds 2018 Minimum Design Guidelines*, or equivalent document, and comply with the most current municipal and provincial standards/requirements.

4.1.1.3. Any necessary right-of-way and easement agreements shall be in place prior to construction of any utilities.

4.1.1.4. Any potential future connections to the County shall require further feasibility studies and agreements between the Town and the County.

4.1.1.5. The Town shall assess future servicing requests based on capacity, infrastructure needs, and alignment with long-term planning objectives, including coordination with the County and the shared intermunicipal infrastructure goals.

4.1.2. Water

The conceptual water distribution system will generally follow the conceptual road network shown in **Figure 11 – Road Network Concept**. It is assumed that the regional treated water supply line will be extended north, as shown in **Figure 10 – Sanitary Servicing Concept** and will fill the treated water reservoir. The treated reservoir will provide water supply via a new pump station.

Based on the full-build out of the Town, the required reservoir volume required at full build-out of the Town is 10,465 m^3. The south reservoir can provide 87% of this volume alone. Therefore, it is recommended that prior to design of the reservoir, further investigation be undertaken to determine:

- The reservoir volume needed based on the Town's desired criteria, including any excess capacity within the system to account for supply disruptions due to the regional supply line being non-operational due to maintenance or repairs. Additional considerations would be operational that consider the turn-over of the potable water within the reservoirs while maintain adequate chlorine residuals.

- The required pump flow rate required from the new reservoir that is needed to provide best operational efficiencies of the water system with the pumps from the south reservoir also operational, to meet the required demands.

The following connections to the Town's existing water system are recommended to allow for redundancy in the system and improve overall system operations:

- At the junction of 43rd Street and Highway 2A (46th Avenue)

- At the junction of 45th Street and Highway 2A (46th Avenue)

- Along Highway 27, approximately 140m east of Highway 2A (46th Avenue)

These are illustrated in **Figure 8 – Water Servicing Concept** as Areas of Note, described in **Table 4**.

4.1.2.1. All water mains shall be designed and constructed to Town standards at the time of detailed design.

4.1.2.2. The minimum water main diameter shall be 200mm.

4.1.2.3. Developers shall be required to provide utility rights of way to accommodate water main extensions through property parcels.

4.1.2.4. Developers should be required to submit a Water Conservation Strategy along with their development permit application.

Water Servicing Concept – Areas of Note	
#	**Description**
1	New treated water reservoir and pump station, along with the proposed reservoir area and related facilities.
2	Proposed water crossing.
3	Proposed watermain to interconnect to Discovery Plains ASP water distribution network. Alignment of watermain to be coordinated between Discovery Plains and parcel owner.
4	Connect to existing 300mm PVC watermain.
5	Connect to existing 150m AC watermain.
6	Existing north reservoir/pump station.
7	Connect to existing 150mm AC watermain.

Table 4: Water Servicing Concept - Areas of Note

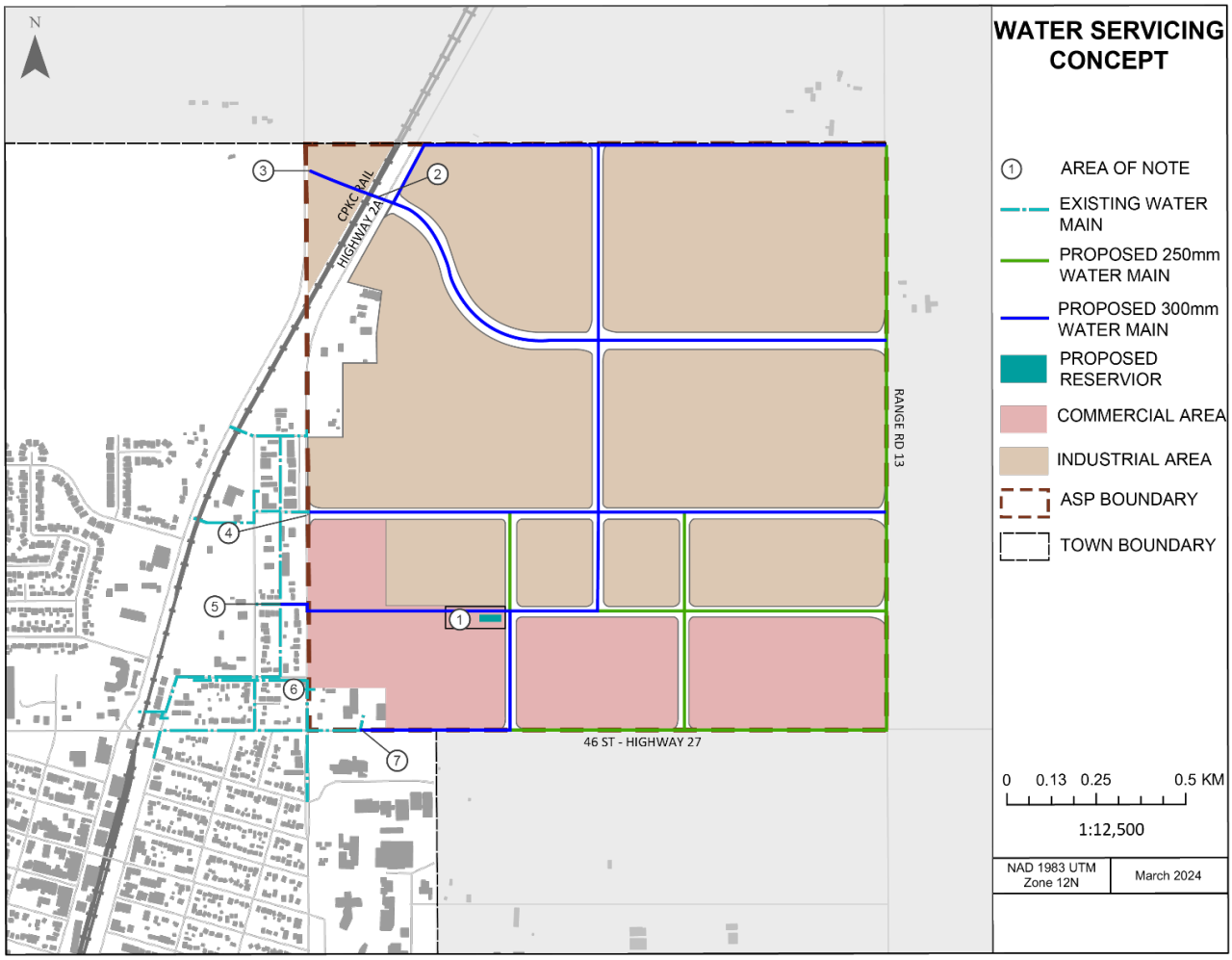


Figure 8: Water Servicing Concept Map

4.1.3. Stormwater Management

The overall direction of surface drainage run-off within the Plan Area is towards the southeast. Each of the quarter sections can supply its own storm water management facility to manage increased volume of run-off while working with the existing, natural directions of drainage to provide water to downstream lands and maintain natural features and functions.

The proposed stormwater system is comprised of a combination of ditches and stormwater pipes. The design of these elements is summarized below and is according to the *Town of Olds 2018 Minimum Design Guidelines*.

Stormwater will be drained into five wet/dry ponds identified in **Figure 9 – Stormwater Concept**. These ponds have been identified based on the natural slope of the land as well as the existing natural drainage. Their actual size and shape will be determined at the time of development or subdivision. These areas may be dedicated as public utility lots at the time of subdivision.

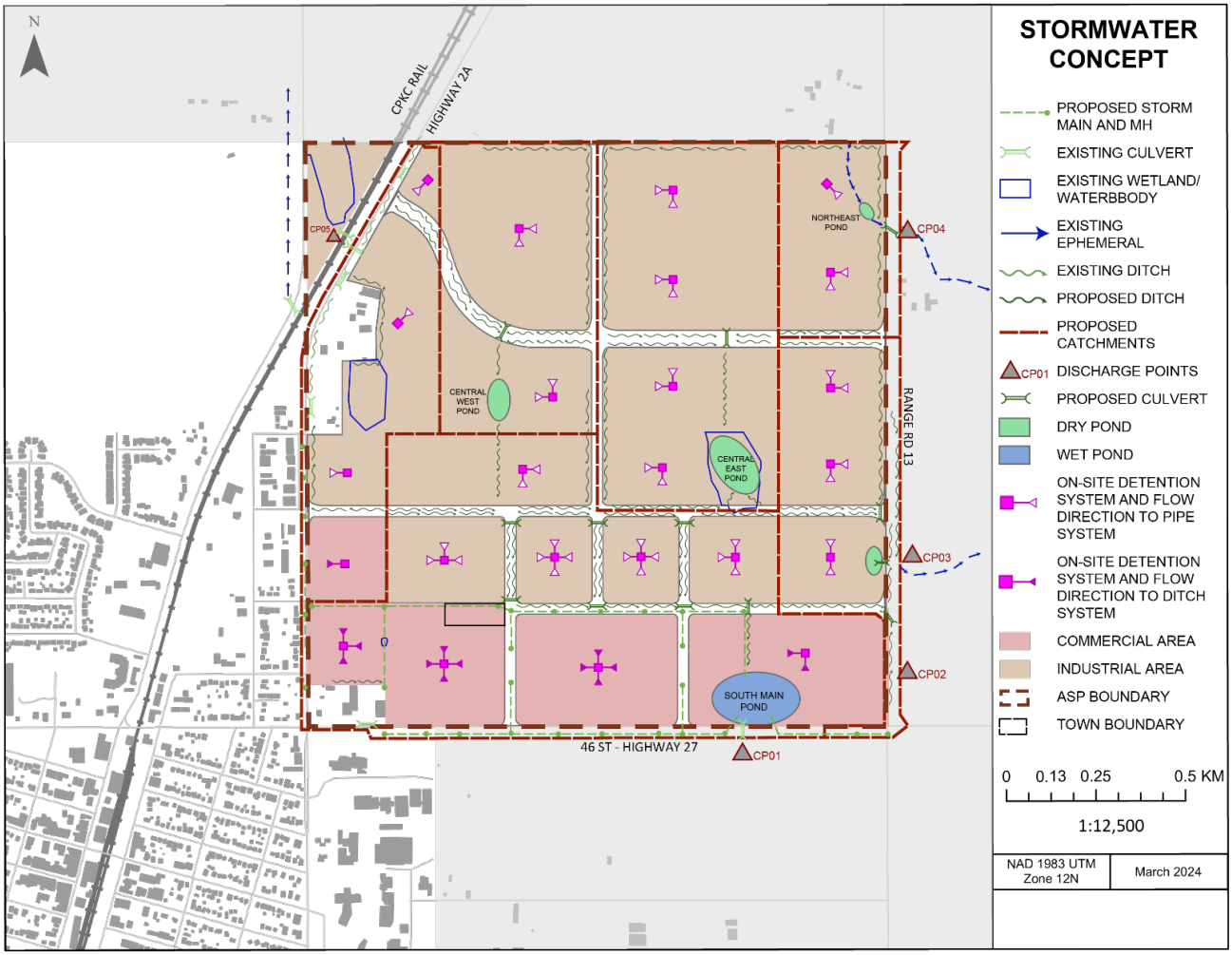


Figure 9: Stormwater Concept Map

4.1.3.1. Stormwater management facilities shall be designed and constructed in accordance with Alberta Environment and Protected Areas requirements.

4.1.3.2. Onsite stormwater detention shall be provided as required within general locations identified within **Figure 9 – Stormwater Concept** and maintained according to Town of Olds and Alberta Environment and Protected Areas requirements.

4.1.3.3. The location of future stormwater management facilities should be determined based on the geographical features of the land itself as well as engineering principles.

4.1.3.4. Developers shall be required to submit site-specific stormwater management plans to demonstrate that stormwater requirements are met prior to development approval.

4.1.3.5. Stormwater management plans developed during the outline plan or rezoning stages must consider not only the subject area but also any areas within the same catchment area that lie outside the subject area boundaries.

4.1.3.6. The requirements of Policy 4.1.3.5 do not apply to lands located in the northwest corner of the Plan Area across Highway 2A and the CPKC rail line, as these parcels are in a separate topographical catchment area and will require a separate assessment prior to development approval.

4.1.3.7. The water quality of storm water runoff that is discharged to either a watercourse or a wetland shall meet Alberta Environment and Protected Areas standards.

4.1.3.8. The rate of post-development stormwater discharge from the Plan Area should not exceed pre-development discharge levels to maintain the integrity of surrounding lands.

4.1.3.9. The use of Low Impact Development (LID) strategies, such as green roofs, permeable surfaces, and other water management systems is encouraged for development located within the Plan Area.

4.1.4. Sanitary Sewer

The conceptual wastewater system, as shown in **Figure 10 – Sanitary Servicing Concept** is comprised of gravity mains. It is recommended for the Plan Area to have its own system separate from what exists in the Town due to the natural topography of the site predominately sloping from west to east. Wastewater will be conveyed by gravity eastward to a new lift station, which will then pump flows through the new 1.7km forcemain which will be located along Range Road 13 and connect to the existing SRDRWC regional forcemain. The new lift station is proposed to be located within the southeast corner of the industrial area, approximately 680m north of Highway 27 and 100m west of Range Road 13. This location was selected for the new lift station to optimize wastewater main sizes and depths of cover throughout the Plan Area.

The proposed lift station shall be sized to manage a Peak Wet Weather Flow (PWWF) of 538.7 L/s and designed with at least two pump units of the same size for redundancy purposes. The proposed forcemain will be 600mm diameter PVC at 20m of pressure head, based on preliminary analysis using modeling software. The proposed size may be reduced, based on the selected design pump parameters, which will later be confirmed during detailed design phase.

The total estimate wastewater flows from the Plan Area is 488.3 L/s for Peak Dry Weather Flow (PDWF) and 538.7 L/s for PWWF.

4.1.4.1. Future development in the Plan Area shall be serviced by extensions to the existing and/or proposed sanitary sewer trunks as required.

4.1.4.2. Reuse of water on-site should be encouraged over wastewater release to municipal sewage systems where practical.

4.1.4.3. All sanitary sewers and sewage facilities shall be designed and constructed to Town standards.

4.1.4.4. A lift station shall be provided in the general location identified in **Figure 10 - Sanitary Servicing Concept**. The lift station shall be accessible by maintenance vehicles from a public roadway.

4.1.4.5. Sanitary sewer mains extended into and through the Plan Area shall follow the alignment of roads and be contained in the road rights-of-way. Where subdivision does not take place, the developer shall be required to provide utility rights-of-way to accommodate sanitary sewer collection main extensions through their property.

4.1.4.6. The minimum sanitary sewer main diameter shall be 200mm.

4.1.4.7. At the outline plan/land use amendment stage, the sanitary sewage flows shall be calculated. and the sewage collection mains sized to accommodate the anticipated flows. The engineering assessment must also verify availability of capacity in the existing system including gravity mains.

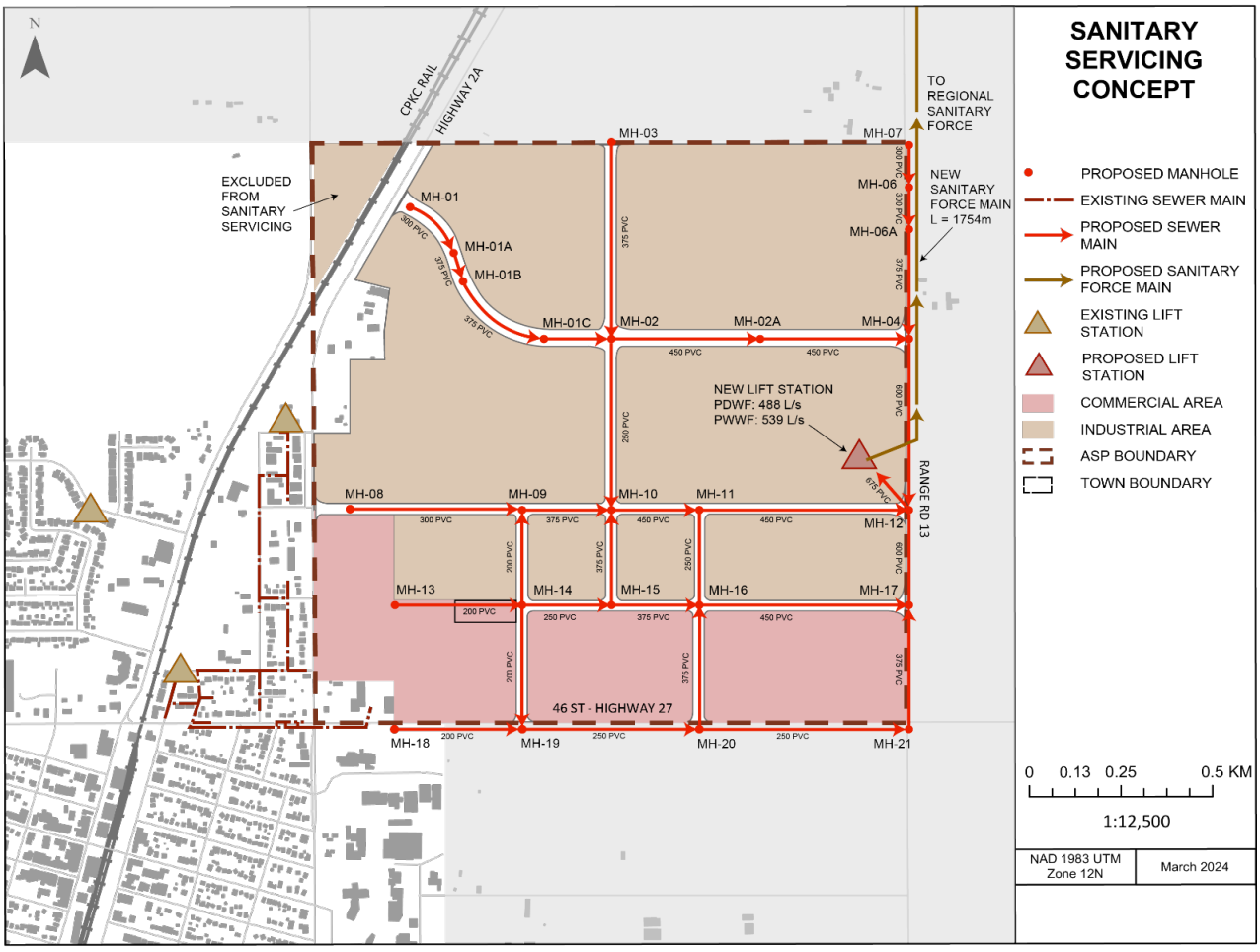


Figure 10: Sanitary Servicing Concept Map

4.1.5. Shallow Utilities

Shallow utilities consisting of power, gas, phone and cable television will be supplied directly by the franchise utilities.

4.1.5.1. Shallow utilities consisting of power, gas, phone and cable television will be extended into the Plan Area in accordance with the requirements of the individual utility companies and service providers.

4.1.5.2. All shallow utilities shall be designed and submitted to the Town for review and approval prior to commencement of construction.

4.1.5.3. All work on shallow utilities involving excavation shall require an excavation permit from the Town.

4.1.5.4. Installation of utilities must be coordinated so that the sequence of construction follows installation of deep utilities and finished grades are established.

4.2. TRANSPORTATION NETWORK

The plan area is bounded by Highway 2A on the west, Highway 27 on the south and Range Road 13 to the east. The Plan Area is located directly east of Highway 2A which is an alternative north-south route parallel to Highway 2. Highway 27 is a critical east-west corridor leading to Highway 2 and is designated as an arterial provincial highway. Within the Town, it is knowns as 46 Street. The east boundary of the Plan Area is Range Road 13 and is classified as a local road.

The transportation network for the Plan Area (as shown in **Figure 11 - Road Network Concept**) is designed to accommodate anticipated traffic volumes in an efficient, safe, and effective manner. Local and private roadways will be determined at outline plan, subdivision, or development permit stage to service future developments without requiring an amendment to this Plan.

A Transportation Impact Assessment (TIA) has been completed for the Plan Area, based on full build out of commercial and industrial development. The purpose of the TIA is to provide an understanding of the required transportation investments to support the expected growth and development within the Plan Area and its impact on surrounding infrastructure.

The internal road network will be comprised of arterial, collectors, and local roads. While the current volumes estimate for the internal road does not warrant a need for an arterial roadway, significant growth is anticipated west of the study area in the long term. The proposed arterial roadway dedication will provide an additional east-west connector removing some of the traffic on Highway 27. Proposed road classifications are detailed in **Figure 11 – Road Network Concept**.

The TIA found that the existing signalized intersection at Highway 27/Highway 2A is nearing its operational capacity and it is anticipated that upgrades will be necessary to allow the intersection to remain at an acceptable level of service during peak times.

The study also revealed that the current signalized intersection at Highway 27/50 Avenue will approach its operational capacity by the trips generated from the proposed development during peak periods and an upgrade will be necessary to allow for an acceptable level of service.

Two new access points along Highway 27 are proposed to accommodate the estimated 4,000 new trips during peak hour within the Plan Area. At full build, the expansion of Highway 27 from two lanes to four lanes is likely needed based on the traffic forecast to meet the guidelines established by Alberta Transportation and Economic Corridors. At minimum, three lanes will be necessary to support the projected development trips but given the need for turn tapers and lane drops, commitment to a four-lane cross section is more functional in the long term.

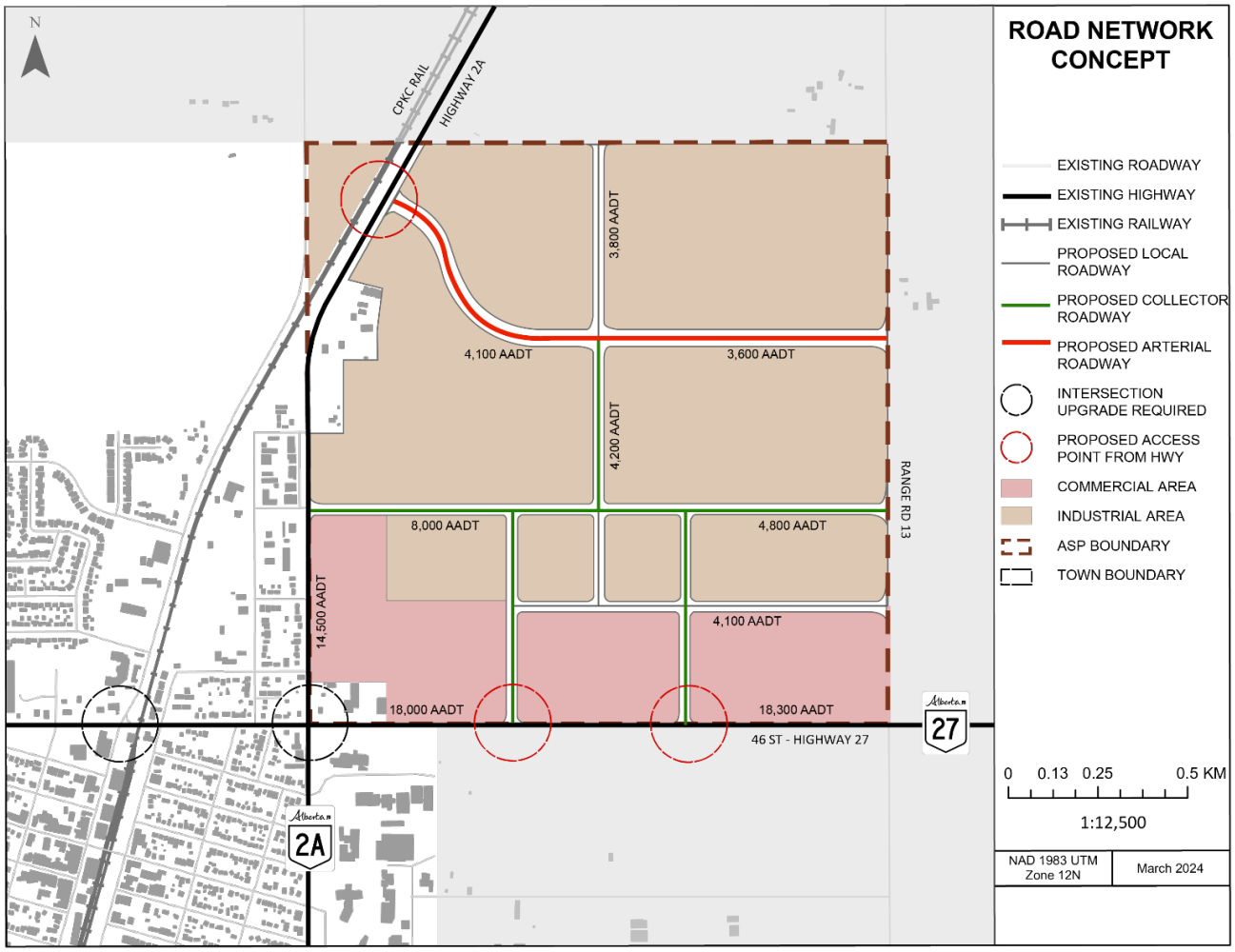


Figure 11: Road Network Concept

4.2.1.1. All roads shall be designed and constructed in accordance with the *Town of Olds 2018 Minimum Design Guidelines*.

4.2.1.2. The Town may require Traffic Impact Assessments within the plan area for individual subdivision and development permit applications.

4.2.1.3. New development and subdivision applications shall demonstrate how their proposed development impacts the existing road capacity and identify intersection and road network upgrades if required.

4.2.1.4. All road infrastructure within the Plan Area shall be designed to allow for efficient emergency response access with emergency vehicle access points clearly identified and maintained.

4.2.1.5. Access points shall be provided along Highway 2A, Highway 27 and Range Road 13, providing direct access to the future development lands.

4.2.1.6. Roads shall be located according to **Figure 11 - Road Network Concept**.

4.2.1.7. Policies within the Plan shall align with the direction of the Highway 27 Corridor study and shall be coordinated with Alberta Transportation and Economic Corridors.

5. IMPLEMENTATION & AMENDMENTS

5.1. PHASING

Phasing of development within the Plan Area will be determined by the logical extension of services and infrastructure to support development as well as the desires of landowners. It is anticipated that the first stage of growth will occur in the southwest quarter section of the Plan Area, adjacent to the existing Highway Commercial development along Highway 27.

5.1.1.1. An outline plan shall be required prior to the subdivision of any parcel larger than 5 hectares for proper coordination of roadways, utilities, and other infrastructure, and must include a phasing strategy that outlines the order of development and servicing for each phase.

5.1.1.2. When an outline plan is required, it shall be the responsibility of the applicant to prepare and submit the plan for approval by the Town.

5.2. IMPLEMENTATION

5.2.1.1. The Town shall strive for all development decisions to be consistent with the policies outlined in the Plan.

5.2.1.2. Approval of development shall not prejudice the further subdivision of any subsequent development within the Plan Area.

5.3. AMENDMENTS

Amendments may be required to the Plan and shall be carried out in accordance with the *Municipal Government Act*, which requires the Town to gather comments from the public through a Statutory Public Hearing process before deciding whether to amend the Plan.

5.3.1.1. Policies, text and mapping information contained within the Plan may be amended from time to time to remain current in response to broader or more specific issues affecting the Plan Area.

5.3.1.2. Any change to policy, text or mapping information contained within the Plan shall be in accordance with the *Municipal Government Act* requirements and higher order documents such as the Town of Olds Municipal Development Plan and the Intermunicipal Development Plan with Mountain View County.

5.3.1.3. An application or person requesting an amendment of this Plan shall submit the supporting information deemed necessary by the Town to evaluate the requested changes.

5.3.1.4. The Town may amend this Plan to achieve consistency between the Town's statutory plans and the policies that they contain.

5.4. PLAN REVIEW

To maintain the relevancy of the Plan, the Town will strive to review the Plan every ten years. The review process should start with a written evaluation by planning staff followed by a recommendation to Council regarding the need to undertake a formal update process.

Appendix A - Glossary

A

Adjacent Land – land that is contiguous to the parcel of land that is the subject of an application and includes land that would be contiguous if not for a highway, road, river or stream.

Area of Potential Environmental Concern (APEC) – specific locations or zones within a geographic area that may have environmental issues or risks.

Arterial Road – a corridor that accommodates a major road and facilities for multi-modal forms of transportation (i.e. pathway for multi-users, travel lanes for public transit, etc.) It is meant to carry more traffic than other roads and corridors and enable the movement of people and goods between the neighbourhoods and districts that make up the larger urban community.

B

Buffer – trees, shrubs, earth berming, open space, fencing or a combination thereof to provide visual screening, sound attenuation and/or separation between sites and districts.

Building – includes anything constructed or placed on, in, over or under land but does not include a highway or road or a bridge forming part of a highway or public road.

Business Industrial District – an industrial area intended to serve as a buffer between industrial and residential or other non-industrial uses with operations and services that are functionally and aesthetically compatible with surrounding areas, which do not cause any external, objectionable or dangerous conditions beyond the parcel boundary.

C

Collector Road – a corridor that accommodates low to moderate-capacity traffic. It is meant to carry traffic between local and arterial roads.

Conservation Agreement or **Easement –** an agreement registered against title whereby a landowner grants to another person or organization rights related to the protection, conservation and enhancement of the environment, including the protection, conversation and enhancement of biological diversity and items of natural scenic or aesthetic value. A conservation agreement may provide for recreational use, open space use, environmental education use, and research and scientific studies of natural ecosystems.

Crime Prevention through Environmental Design (CPTED) – an approach to planning and development that reduces opportunities for crime through the application of site planning and landscape design, such as outdoor seating areas and public plazas.

D

Dark Sky Lighting – lighting designed to minimize the negative impacts on the surrounding environment, human health, and visibility of the night sky

Development Authority – the person or persons appointed pursuant to Development Authority Bylaw #2019-28.

District – Land Use District.

E

Environmental Open Space – area intended for either the preservation of public land in its natural state or for its development as a park.

Environmental Reserve – land that is dedicated (given) to a municipality, during the subdivision process, because it is considered undevelopable for environmental reasons in accordance with

Section 664 of the Municipal Government Act. This may include areas such as wetlands, ravines, drainage courses, steep slopes, etc.

Environmental Reserve Easement – a legal agreement registered with Land Titles in favour of the municipality for lands that would be normally taken as environmental reserve in accordance to Section 664 of the Municipal Government Act. It requires the land to remain in its natural state but continues to be owned by a private landowner.

Environmental Site Assessment (ESA) – a process used to evaluate the environmental condition of a property and identify potential contamination or environmental issues.

F

Facade – the exterior wall of a building exposed to public view or that wall viewed by persons not within the building.

Federation of Canadian Municipalities (FCM) – a national organization established in 1901 that represents and advocates for the interests of municipalities across Canada.

H

Highway Commercial District – a commercial area intended for trade and service(s) related to automotive transportation and the automobile traveler, and other commercial land uses which are built at low densities, in planned centres, generally to serve the host community and the region as a whole.

I

Infrastructure – systems and facilities (e.g. roads, sanitary sewers, water treatment and distribution networks, power lines, and telephone and cable TV systems) that service urban development.

Intermunicipal Development Plan (IDP) – a plan adopted by two or more councils, pursuant to the Municipal Government Act, which is an overall policy guide for the coordination of land use planning matters between the municipalities.

L

Land Use Bylaw – the bylaw that divides the town into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land can be used and developed and includes a zoning or district map.

Land-use Framework – provincial legislation developed to manage and guide land use and development across the province.

Light Industrial District – an industrial area intended to include light industrial operations and services that are functionally and aesthetically compatible with surrounding areas, which do not cause any external, objectionable or dangerous conditions beyond the parcel boundary.

Local Road – a corridor that accommodates low-capacity traffic. It is meant to provide direct access to commercial and industrial businesses and other local destinations within a community.

Low Impact Development (LID) – a land use planning and design approach to manage stormwater runoff by emphasizing conservation and use of on-site natural and designed features to protect water quality.

M

Mixed-Use – a combination of different land uses, such as, but not limited to, residential, office commercial, retail commercial, public or entertainment, which are horizontally integrated (i.e. uses located on the same site beside one another) and/or vertically integrated (i.e. uses located on different floors in the same building) within a single compact form of urban development. The mixes of uses are to be compatible, mutually beneficial, and integrated into the community, for example, live/work in the same complex.

Municipal Development Plan (MDP) – a plan adopted by Council, pursuant to the Municipal Government Act, which is an overall policy guide to a municipality's future growth and development.

Municipal Government Act (MGA) – provincial legislation which outlines the power and obligations of a municipality. Part 17 of the MGA provides the means by which plans and bylaws may be adopted to guide development and the use of land and buildings.

P

Placemaking – the process of incorporating physical design, cultural programming, or temporary installations into a space to create a vibrant, community-centred environment that fosters social interaction, wellbeing, and a sense of belonging.

Policy – a statement identifying a specific course of action for achieving objectives.

Public Realm – all publicly accessible spaces within a community, including streets, parks, plazas, sidewalks, and other outdoor areas.

R

Reserve – land provided, as part of a subdivision, by the developer without compensation for park and school purposes in accordance with the provisions of the Municipal Government Act. This includes lands dedicated as municipal reserve (MR), school reserve (SR) and municipal and school reserve (MSR).

S

Shallow Utilities – telephone, power, gas, fibre optic cable, cable TV, etc.

T

Transportation Impact Assessment – a comprehensive study that evaluates the potential effects of a proposed development or land use change on the surrounding transportation network. The assessment is used to determine whether the existing infrastructure can accommodate the anticipated traffic demand or if improvements are necessary to mitigate any adverse impacts.

Town of Olds 2018 Minimum Design Guidelines – a document that provides technical information and standards required for constructing developments or projects within the town.

U

Urban Design – planning and architecture that contributes to the creation of attractive spaces by having regard to design elements such as building form and style, views and vistas, open space, and streetscape treatments, which provide an urban context that is both functional and aesthetically pleasing.

Urban Reserve District – lands reserved for future subdivision and development until an overall plan is prepared for and approved by Council.

W

Water Conservation Strategy – a comprehensive plan detailing how a proposed development will manage and reduce water use, ensuring the sustainable use of water resources.

Wayfinding Signage – a system of signs, symbols, and other visual cues designed to help people navigate through an area.

X

Xeriscaping – the practice of designing landscaping to reduce or eliminate the need for irrigation

Appendix B – Land Use Concept

