

Township Road 120

Master Area Structure Plan



Bylaw No. 2011/34

Project # 110904

February 14, 2012

Amendments To June 19, 2012



106 Westside Common
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Medicine Hat, AB T1A 0H5
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CYPRESS COUNTY

BYLAW 2011/34

A Bylaw of Cypress County in the Province of Alberta to adopt the Township Road 120 Master Area Structure Plan.

PURSUANT TO the provisions of the Municipal Government Act, being Chapter M-26 of the Revised Statutes of Alberta, 2000, and amendments thereto, the Council of Cypress County in the Province of Alberta, duly assembled, ENACTS AS FOLLOWS:

1. Having prepared a Master Area Structure Plan for Township Road 120 which will serve as a guide for future development and growth within the Plan area boundary.
2. Having held a public hearing on the document, the Master Area Structure Plan is hereby adopted as the Township Road 120 Master Area Structure Plan shown in the attached Schedule "A".
3. This bylaw shall take effect upon final passage thereof.

Read a first time this 20th day of December, 2011.

Read a second time this 6th day of MARCH, 2012.

Read a third time and finally passed this 6th day of MARCH, 2012.



Reeve



Designated Officer

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1. Introduction

1.1. Purpose of the Plan

The Township Road 120 Master Area Structure Plan is a statutory document to establish a planning framework for the further development of the subject lands. The Tri-Area Intermunicipal Development Plan identified this area as a Potential Serviced Commercial/Industrial (PSCI) district. The purpose of this area structure plan is to develop policies and guidelines to allow suitable development to proceed in an orderly fashion. Cypress County commissioned Finley Hann Engineering Ltd to prepare this plan.

After work on this plan was underway, Cypress County requested that Finley Hann Engineering Ltd expand the study area to include four (4) quarter sections at the eastern end of the study area which were identified as part of other studies in the Tri-Area Intermunicipal Development Plan. It was felt that these properties were more closely linked to the Potential Serviced Commercial/Industrial (PSCI) district than the districts they were originally included with.

1.2. Approval Process

In accordance with the Cypress County's planning process, the Master Area Structure Plan will be submitted to the County for review by the Planning Staff. The plan will then be presented to Council for consideration. When Council is ready to proceed with the adoption process, they will give the document the first of three readings. In accordance with the Municipal Government Act, prior to the second and third readings a public hearing will be held. After the public hearing, the plan may be amended as required prior to the plan being considered by County Council for adoption. To ensure the plan was reviewed fully, prior to the public hearing, copies of the draft plan were made available for review and posted on the County's website.

1.2.1 Public Open House

A Public Open House was held in October 2011 to present a draft development concept and obtain feedback from area residents. Approximately 50 people were in attendance and those in attendance were asked to complete a comment sheet or provide feedback. Only four (4) sheets were returned. It should be noted that all were from country residence owners. Two recommended that no commercial or industrial development be approved in the area, while two recommended that a greater than 100 m separation distance between commercial/industrial and residential land uses be established.

1.3. Policy and Legislative Framework

1.3.1. Municipal Government Act (MGA)

The framework for Area Structure Plans is established within Section 633 of the **Municipal Government Act**. Specifically, the legislation states that:

"An area structure plan

- (a) must describe*
 - i) the sequence of development proposed for the area,*
 - ii) the land uses proposed for the area, either generally or with respect to specific parts of the area, and*
 - iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and*
 - iv) the general location of major transportation routes and public utilities, and*
- (b) may contain any other matters the council considers necessary."*

1.3.2. Statutory Plans (IDP)

The subject lands are included in the Tri-Area Intermunicipal Development Plan (IDP), a statutory plan adopted by Cypress County, the City of Medicine Hat and the Town of Redcliff. In accordance with Section 638 of the MGA, statutory plans must be consistent with each other.

The Tri-Area Intermunicipal Development Plan (IDP) is a joint plan between the City of Medicine Hat, the Town of Redcliff and Cypress County. The plan was initiated in 2005 and adopted 2009. The Tri-Area Intermunicipal Development Plan outlines the general growth and development objectives for the three (3) municipalities. The study area lies within the IDP Boundary and is identified as a Future Area Structure Plan district.

The IDP contains goals, objectives and policies that relate to industrial and commercial lands. Policies in this plan were taken into consideration during the preparation of this area structure plan, as a result, this area structure plan is consistent with the goals, objectives and policies of the IDP.

1.3.3. Municipal Development Plan

The Cypress County Municipal Development Plan is the second statutory plan that impacts the properties in the study area. The Municipal Development Plan contains goals, objectives and policies that promote the preservation of 'better' agricultural land, as well as promoting the establishment of commercial and industrial developments in appropriate locations within the County.

The provisions of this area structure plan are consistent with the goals, objectives and policies of the Municipal Development Plan.

1.3.4. Land Use Bylaw (LUB)

The Cypress County Land Use Bylaw (Bylaw No. 2011/04) divides the municipality into a number of land use districts. The majority of the study area is designated Agricultural IDP District "A-1-IDP". There are three (3) multi lot Country Residential "CR" developments containing a total of 23 lots. There is one property (Ag-Plus Mechanical) classed as Industrial "I", while there are two existing commercial parcels (Schlenker Auction and the RV storage) within the study area that were approved as discretionary uses, but remain as an Agricultural IDP District "A-1-IDP" designation.

2. Study Area

2.1. Study Area

The subject site consists of 1526 ha± (3771 ac±) of land located within portions of N ½ Sections 31, 32, 33 & 34, Township 11, Range 5 W4M; S ½ Sections 3, 4, 5 & 6, Township 12, Range 5 W4M; Portions of the N ½ of Section 35 & all of the N ½ Section 36, Township 11, Range 6 W4M and the S ½ of Sections 1 & 2, Township 12, Range 6 W4M. The site is located approximately 1.5 kilometres south of the City of Medicine Hat and west of the Hamlet of Dunmore and is bisected by Township Road 120. (*Figure 1*)

The initial study area for this area structure plan as identified in the Tri-Area Intermunicipal Development Plan was identified as 1344 ha± (3322 ac±) and did not include the NE ¼ of Section 34, Township 11, Range 5, W4M, NE ¼ of Section 4, Township 12, Range 5, W4M & N ½ of Section 3, Township 12, Range 5, W4M. Several of these quarters were initially identified as being part of the Dunmore Urban Service Area, while others were included in the Potential Growth Area. The Tri-Area Intermunicipal Development Plan proposed that these areas be reviewed as part of other area structure plans. Based on the fact that several of these properties included existing gravel operations and one of the land owners requested a change in land use status to allow their property to be developed for commercial or industrial uses, County Council requested that these properties be included in this area structure plan. In December 2011, an amendment to reclassify these properties in the Intermunicipal Development Plan to Potential Sand and Gravel Extraction Potential Areas was adopted.

2.2. Land Ownership

There are currently twenty-eight (28) large parcel landowners and thirty (30) smaller parcel landowners. There are forty-eight (48) dwellings within the study area. (*Figure 2*)

2.3. Site Conditions and Constraints

The majority of the subject lands are being used for agricultural purposes, ranging from intense irrigation to grazing and pasture. The irrigated and cultivated lands occupy the westerly portion of the study area. The pasture land tends to be located in the easterly portion of the site.

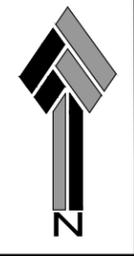
There are three sand and gravel excavation operations located at the easterly end of the study area. Some of the lands containing these operations were originally identified in the Tri-Area Intermunicipal Development Plan, while some are not. These operations are compatible with commercial/industrial activities and may be ideal locations for such activities provided they do not interfere or hinder the extraction of this scarce resource.

The soils in the study area range from Class 1 to Class 6 soils under the Canada Land Inventory (CLI). The soils are broken down as follow: Class 1 - 13 %, Class 2 – 35%, Class 3 – 18%, Class 4 – 13%, Class 5 – 19% and Class 6 – 3%. The class 1, 2 and 3 soils are located in the westerly portion of the study area while the class 4, 5 and 6 soils are located in the east.



LOCATION PLAN	TOWNSHIP ROAD 120 AREA STRUCTURE PLAN CYPRESS COUNTY, AB
2011.11.15 Date	 FINLEY HANN ENGINEERING LTD 640 3rd Street SE Medicine Hat, AB T1A 0H5 403-581-0009 www.finleyhann.com
FIGURE 1 Drawing No.	
1:35,000 Scale	





CITY OF MEDICINE HAT MUNICIPAL BOUNDARY

STUDY AREA

TOWNSHIP ROAD 120

PASICIEL RANCH	JANS W. & S.	DERZAPH J. & M.	MJB ENTERPRISE	WIESE K.	HASHIZUME T.	HERMAN N. & T.	HOHLOCH W.	HOUFF & CRAWFORD	BOHNET C & I	BOHNET C & I	BOHNET C & I	ALBERTA MUNICIPAL
ERIK W. & A.	PISONI L. & M.	STUBER B. & B.	1184125 ALBERTA	HUPFNER R. & D.	MAYBERRY J. & J.	O+ RANCHING	O+ RANCHING	WEBBER W.	WEBBER W.	POZZO R. & N.	1287006 ALBERTA	

TOWNSHIP ROAD 120

OWNERSHIP PLAN		TOWNSHIP ROAD 120 AREA STRUCTURE PLAN CYPRESS COUNTY, AB	
2011.11.15 Date			
FIGURE 2 Drawing No.	640 3rd Street SE Medicine Hat, AB T1A 0H5 403-581-0009 www.finleyhann.com		
1:35,000 Scale			

Approximately 40% of the subject land is currently irrigated. The irrigated lands are located in the same westerly portion of the study area as the class 1, 2 and 3 soils. This would indicate that the land in the westerly portion of the study area tend to contain better agricultural lands.

There are forty-eight (48) dwellings within the study area, which includes: twenty-four (24) country residences in three (3) multi-lot subdivisions and twenty-four (24) farmsteads or individual dwellings. Of these, sixteen (16) of the dwellings are located adjacent to Twp Rd 120, while the remaining eight (8) are located throughout the study area. It is recognized there is a potential for conflict between commercial/industrial activities and residential developments. The interface between the existing dwellings or country residential lands and proposed commercial/industrial is an issue that must be addressed. (*Figure 3*)

There are also a number of pipelines and canals within the study area, which should not present a major constraint to development. However, these facilities will need to be considered when development is being proposed.

2.4. Adjacent Land Use

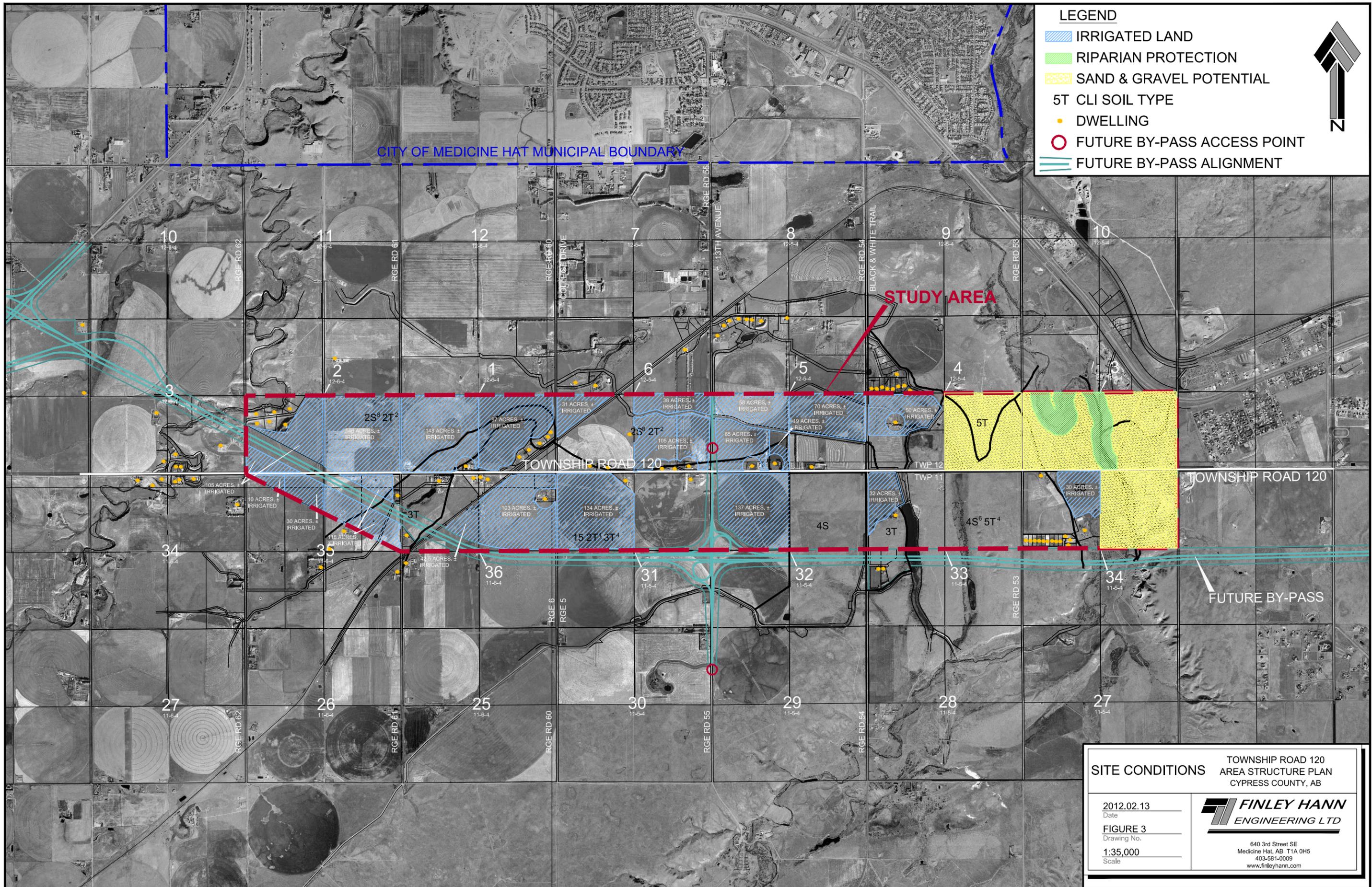
The surrounding land use is primarily agricultural, consisting of a mixture of irrigated, cultivated and pasture lands. This area of the County is located within one of the more intensely irrigated parts of the County.

A fifteen (15) lot country residential subdivision lies immediately north of the study area on the east side of the Black & White Trail and a four (4) lot country residential subdivision lies immediately south of the study area off of Range Road 53. In addition, there are number of single residences in close proximity to the study area.

2.5. Topography

The overall topography of the site is relatively flat, generally sloping from south to north. There are some areas in the easterly portion of the study area where the elevation difference across the quarter will present some challenges for development. There are also several quarters with draws containing north-south drainages channels in the study area. Some contain permanent, while others contain intermittent water bodies and may be suitable for use as part of the storm water management system and may not be suitable for development and should be protected at the development stage. Bullshead Creek runs through the eastern end of the study area and in recent years some flooding has occurred in this area. The Intermunicipal Development Plan includes the creek in a Riparian Protection zone, which may require special consideration if land in this area is proposed for developed.

Other than the above mentioned areas, the topography of the site should not present any major any challenges to the development of the subject lands.



LEGEND

- IRRIGATED LAND
- RIPARIAN PROTECTION
- SAND & GRAVEL POTENTIAL
- 5T CLI SOIL TYPE
- DWELLING
- FUTURE BY-PASS ACCESS POINT
- FUTURE BY-PASS ALIGNMENT

SITE CONDITIONS		TOWNSHIP ROAD 120 AREA STRUCTURE PLAN CYPRESS COUNTY, AB	
2012.02.13 Date			
FIGURE 3 Drawing No.	640 3rd Street SE Medicine Hat, AB T1A 0H5 403-581-0009 www.finleyhann.com		
1:35,000 Scale			

Geo-Technical Investigation

No overall geotechnical investigation was undertaken to determine the subsurface and groundwater conditions. Individual testing will be required at the development stage. Given the large sites and limited building coverage, no problems are anticipated. Detailed testing may be required at the development stage.

2.6. Biophysical Overview

A biophysical review has not been conducted for the subject lands. The majority of the plan area has been under cultivation or grazing for the past number of years, therefore no issues with regard to natural or native vegetation are anticipated.

2.7. Historic Resources

A review of the Alberta Culture & Historic Resources' Historic Resources Inventory indicates there are no properties within the study area listed as containing known archaeological or paleontological resources. An Archaeological Resource Potential Map included in the Highway 1 & 3 Functional Planning Study, prepared for Alberta Infrastructure and Transportation, shows the majority of the study area as having a low or medium potential for archaeological resource potential. However, there are parts of six (6) quarters identified as having a high potential and there is a site adjacent to the study area identified as containing a known potential resources.

In accordance with the ***Historical Resources Act***, any historic resources encountered during subdivision or development must be reported to Alberta Community Development and there is a potential that the landowners may be required to have studies done prior to development.

3. Development Concept

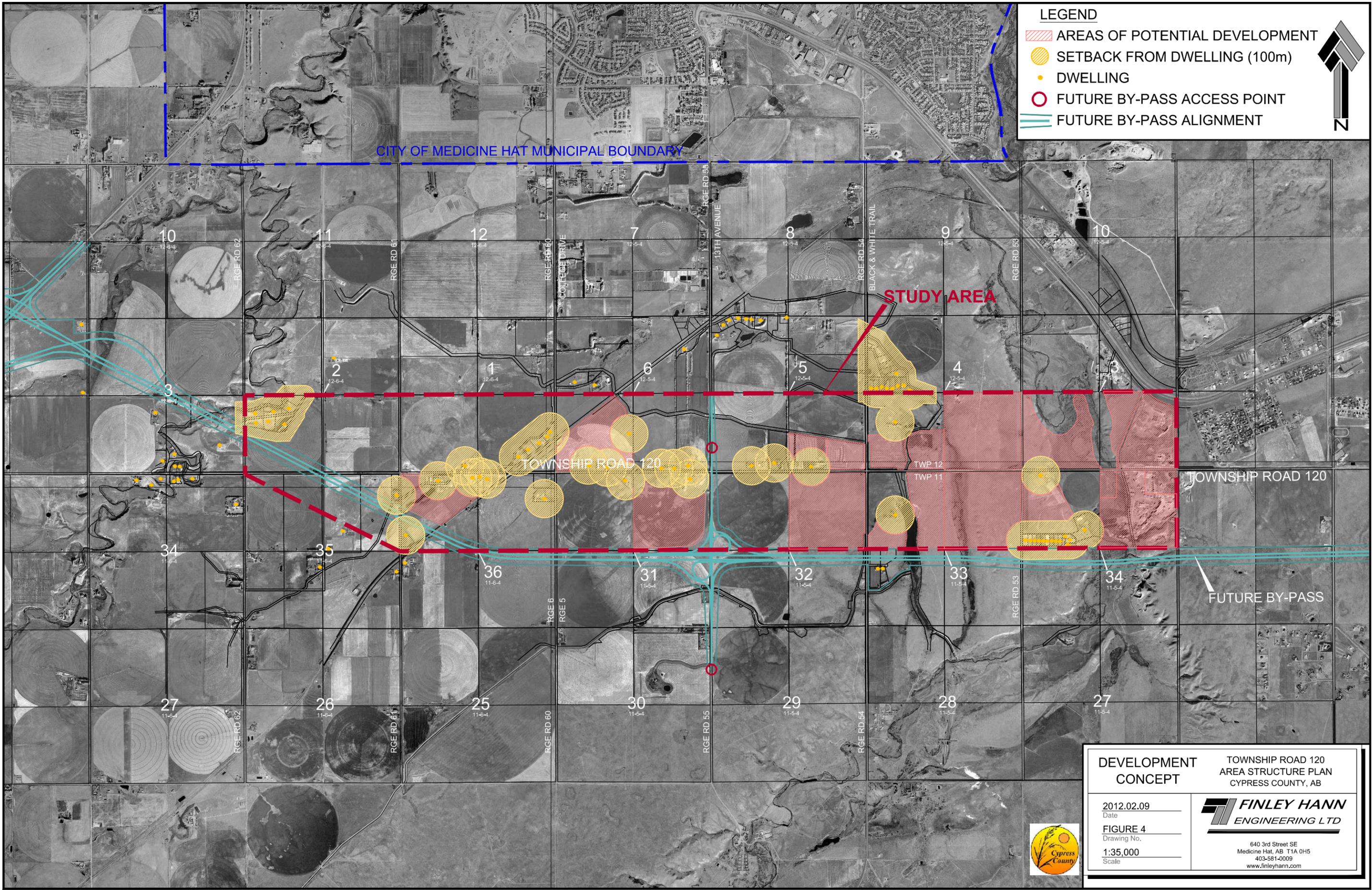
3.1. Development Concept

The purpose of this area structure plan is to establish a development concept for some of the properties within the 1526 ha± in the study area to guide future subdivision and development. The plan, once adopted, provides direction for the land owners, Cypress County and the general public regarding the types of development that may occur within this area. The development plan is conceptual in nature in that the exact locations may change as more detailed planning is carried out at the subdivision and development stage. In accordance with the Tri-Area Intermunicipal Development Plan, it is recommended that more detailed planning in the form of a new area structure plan or conceptual scheme may be required for developments that propose to create six (6) or more contiguous lots. This additional planning is required to establish utility servicing, access and right of way requirements and storm water management issues.

Adoption of this area structure plan will not force any land owners to sell or develop their land, rather it is intended to provide an opportunity to allow the conversion of their land from agricultural to the proposed commercial/industrial uses should they chose and are able to meet the appropriate development criteria.

During the preparation of the development concept, issues mentioned in Section 2.3. Site Conditions and Constraints were taken into consideration. First of all, in accordance with policies in the existing statutory plans (IDP and MDP), "better agricultural land" was not considered suitable for commercial/industrial development. Therefore, any lands that are currently irrigated were not included. Secondly, any lands within 200 metre of a dwelling were also excluded and finally, any lands that fell within the proposed TransCanada Highway realignment or Riparian Protection Zone were not considered. The result is there are approximately 499 ha± of land that have the potential to be developed for commercial/industrial purposes. It should be noted that this 'potentially developable' land includes areas that are recognized as having Sand and Gravel Potential. The Tri-Area Intermunicipal Development Plan contains policies aimed at protecting these areas from development that may prevent the recovery of this scare resource. This area structure plan recognizes there may be situations where these areas may be suitable for potential commercial/light industrial development, if it involves an area where the sand and gravel resource has been extracted or it can be established that the proposed development will not interfere with future extraction. Similarly, a temporary operation or a development than can be easily relocated could be considered as long as such activity does not create a long term problem for future sand and gravel extraction. *(Figure 4 & Appendix B)*

It is envisioned that the types of commercial/light industrial uses that will locate along Twp Rd 120 will be businesses that require larger tracts of land with limited services, rather than full service lots typically found in urban settings. It is projected that the primary uses will be for the offices and shops and large storage areas for equipment and materials. Heavy industrial uses are not considered appropriate in this area. The desired lot size appears to be in the 2 ha± range. However, with market demands changing over time, parcel size may need to be reviewed in the future. All proposed development



LEGEND

- AREAS OF POTENTIAL DEVELOPMENT
- SETBACK FROM DWELLING (100m)
- DWELLING
- FUTURE BY-PASS ACCESS POINT
- FUTURE BY-PASS ALIGNMENT

DEVELOPMENT CONCEPT	TOWNSHIP ROAD 120 AREA STRUCTURE PLAN CYPRESS COUNTY, AB
2012.02.09 Date	<p style="font-size: x-small;">640 3rd Street SE Medicine Hat, AB T1A 0H5 403-581-0009 www.finleyhann.com</p>
FIGURE 4 Drawing No.	
1:35,000 Scale	



must comply with the provisions commercial and light industrial requirements of the County Land Use Bylaw.

The study area has been identified as a “potentially serviced” area, in the Tri-Area Intermunicipal Development Plan. This means that at some time in the future Cypress County may provide water services via a low volume water system to the developments along Twp Rd 120 in accordance with a Water Gate Agreement between Cypress County and the City of Medicine Hat. In the interim stages, water for developments may be handled by private wells or cisterns, while sewage disposal can be accommodated by septic fields or holding tanks. At the time a waterline is installed, landowners will have the opportunity to connect. The cost of connecting will need to be worked out between the County and land owners through a service agreement and may include an offsite levy.

Storm water will need to be controlled on a site by site basis. Water for fire protection is also an issue that may need to be addressed.

As previously mentioned, to reduce the conflict between proposed developments and existing dwellings, a setback or separation distance will be required. The Tri-Area Intermunicipal Development Plan specifies a minimum distance of 100 metres between any proposed development and existing dwelling be established. After much deliberation and careful consideration, County Council established the minimum separation between a residence and any new commercial/light industrial developments within the study area at 200 metres. However, at the land use reclassification stage, the County Council reserves the right to reduce this separation distance up to a minimum of 100 metres, based on the merits of each case. In addition, Council also reserves the right to have the discretion to approve a minimum distance of separation of less than 100 metres from an existing residence involving a previously established development which was in existence prior to the adoption of this Plan.

The separation distance between a residence and a proposed commercial/light industrial subdivision or development shall be measured from the closest point of the residence to the property line of the proposed development. In the case of existing multi-lot country residential subdivisions, the distance shall be measured from the closest residence in the subdivision to the closest property line of the proposed commercial/light industrial development.

Developments that could potentially generate excess traffic, excessive noise, dust, manufacture or store hazardous materials or products or create excessive light should not be located in close proximity to existing dwellings. In addition to separation distances, to minimize the visual impacts, the storage of equipment or materials should be screened from the adjacent residences to the satisfaction of the Development Authority.

Since the Tri-Area Intermunicipal Development Plan has identified the study area as a potentially serviced commercial/industrial area, in accordance with Policy 2.8.2 (g), additional residential subdivisions shall not be approved in this area and the

development of additional residences discouraged. Increasing the residential density in this area will increase the potential for future conflicts.

3.1 Land Use Statistics

	<i>ha±</i>	<i>Acres±</i>	<i>%</i>
STUDY AREA	1526	3771	100
<i>Less:</i>			
<i>Twp Rd 120</i>	24.9	62	
<i>Range Roads</i>	20.2	50	
<i>Railway</i>	8.2	20	
<i>Net Area</i>	1473	3639	96
<i>Less:</i>			
<i>Irrigated Land ¹</i>	637	1574	
<i>Misc Parcels (Cut off, etc.)</i>	69	170	
<i>Dwelling Setback (200 m)</i>	221	544	
<i>Riparian Protection</i>	34	83	
<i>Hwy Re-alignment²</i>	13	34	
<i>Potential Commercial/Industrial</i>	499	1234	33

Note:

1. Based on SMRID Information
2. Alberta Transportation Plan

4. Transportation

4.1. Twp Rd 120

The Tri-Area Intermunicipal Development Plan identified the study area as a Potential Serviced Commercial/Industrial area. One of the reasons this area was identified as having this potential is the fact that Twp Rd 120 is a ban free paved roadway with good access to Highway 3 and the TransCanada Highway and is in close proximity to the City of Medicine Hat and the Hamlet of Dunmore. Twp Rd 120 is connected to the City of Medicine Hat by College Drive, 13th Avenue and the Black & White Trail. Twp Rd 120 currently functions as a bypass or an alternate access from the City of Medicine Hat to Highway 3 to the west and TransCanada Highway to the east.

4.2. Future TransCanada Highway Bypass

The Tri-Area Intermunicipal Development Plan identifies the future alignment of the TransCanada Highway as proposed by Alberta Transportation. In fact the proposed alignment of this road establishes one of the boundaries of IDP and the southerly boundary of the study area.

Stantec was hired to prepare the Highway 1 & 3 Functional Plan for Alberta Transportation. This study identifies the preferred TransCanada realignment running south of majority of the study area, then turning north westerly through three quarters at the west end. The proposed realignment will commence about three kilometres east of Dunmore, where it will swing south running along the south boundary of the study area. As it approaches the west end of the study area, it will turn northwest to cross the South Saskatchewan River, running west of the Town of Redcliff before reconnecting with the current TransCanada alignment approximately eight (8) km north of the Town of Redcliff. An interchange connecting the proposed alignment with the City of Medicine Hat is proposed at 13th Avenue. The plans have been presented to the public at several Open Houses and ratified by Cypress County, the City of Medicine Hat and the Town of Redcliff. The planning has been completed and the ultimate alignment has been designated and the report has been received for information. The timelines for the construction of this realignment and interchange is in range of 10 to 20+ years. In accordance with the requirements of the Tri-Area Intermunicipal Development Plan, prior to adoption of any statutory plans or approval of applications for subdivision and development in proximity to the proposed highway realignment, the County shall refer all applications to Alberta Transportation for review and comment.

4.3. Access

Accesses along Twp Rd 120 may be limited to ensure proper access management as it currently functions as an arterial road. The Transportation Association of Canada indicates that the minimum separation distance for intersections and accesses along arterial roadways should be 400 metres. All new accesses or intersections along Twp Rd 120 should conform to this standard, unless it can be proven that the proposal will provide a safe design and has been reviewed and approved by the County's engineer.

To achieve this spacing, it may be necessary to provide access to future developments from the north south range roads. In the event that a range road is used to provide access, the County will require the owner/developer to upgrade the current road to the same standard as Twp Rd 120.

It should be noted that when the proposed TransCanada Highway realignment is constructed, Twp 120 will likely be dead ended on either side of the new highway and a portion of the Twp 120 moved north at 13th Avenue to create a proper intersection spacing between Twp Rd 120 and the new TransCanada Highway. In the ultimate design for the new highway, access to the highway will be limited to the proposed intersection. The only intersection proposed in the study area will be at 13th Avenue. Service roads will likely be required to provide access to areas that will be impacted by the closure of portions of Twp Rd 120. The detailed planning and design of the service roads may be done as part of the detailed construction plans. In some instances, the design and construction of services roads will be part of the highway realignment project and in other instances; it will be the responsibility of the developer/land owner.

In accordance with County road policies, the County will require all public roads providing access to developments in this study area to be paved to a standard sufficient to accommodate the heavy loads anticipated for this area. The paving of these roads will reduce the amount of dust created and lessen the impact on adjacent properties.

5. Utility Services

5.1 Water

5.1.1 Domestic Water

The IDP identifies the study area as a potentially serviced area. The County and the City of Medicine Hat have entered into a "Water Gate Agreement that will allow for the provision of municipal water to this area. The agreement states that the County may connect to a future 'water gate' at the corner of 10th Avenue & South Boundary Road. The construction of a water line from the water gate could run south 3.2 kilometres to Twp Rd 120, where it could turn east and run eight (8) kilometres to Dunmore. The costs to construct this line will likely have to be recovered from benefiting developments in the form of a levy unless new grants become available. However, due to the lack of grants currently available, it is anticipated that this water line will not be constructed in the near future. Detailed engineering has not been undertaken. However, to minimize future conflicts, as development occurs, it will be necessary to ensure sufficient right of way is preserved. Given that an overhead power line is located on the north side of Twp Rd 120, it is recommended that an alignment along the south side of the road be preserved. To ensure sufficient room, as properties are developed, the County should ensure that road widening or a right of way is protected.

In the interim, water will be the responsibility of the individual owner. Since the uses proposed for this area do not typically use large amounts of water, this should not be a problem in terms of domestic water. Typically, the domestic water requirement for the type of business proposed for this area is limited and can be accommodated through water hauling or private wells. Water wells require a licence from Alberta Environment.

5.1.2 Fire Protection

The water requirement for fire protection is another matter. The Alberta Building Code requires some buildings to provide fire sprinklers. The provision of sprinklers is based on class, use and size of building. The installation of sprinklers requires a considerable reserve of water. Developments in other areas of the County that have provided fire sprinkler systems have used dugouts to meet this fire demand. This may be an acceptable solution, however, one that requires continual maintenance to ensure a sufficient supply of water and the equipment will function when required. Insufficient ongoing maintenance for private fire systems is a common concern among other municipalities.

Several developments in the County have installed more elaborate systems that included wells in addition to ponds or reservoirs to meet their fire flow requirements. Based on the uncertainty of runoff as a source of water, wells were drilled and pumps installed to maintain a constant volume of water. Pressure systems complete with a series of water lines and hydrants were installed to provide the required fire protection. These systems may be more elaborate than the minimum code requirement, but well worth the expense in the event of a fire.

As individual fire protection systems are developed, coordination needs to occur to ensure the equipment being installed is of a standard that can be used by County. There have been examples where non standard hydrants have been installed and the County Fire Department cannot connect. The County may wish to maintain an inventory of facilities as a reference for their fire department as potential water sources in the event of major fires in the area. This inventory could also be used as a reference for routine inspections.

5.2 Sanitary Sewer

No municipal sanitary sewer system is planned for this area. Domestic sewer can be handled by septic systems or holding tanks. Non domestic sewer generated by any business locating in this area will need to be accommodated by using appropriate methods. Such non domestic sewer systems will require specific approvals from Alberta Environment and Cypress County.

5.3 Storm Water Management

A comprehensive approach to planning, design, construction and on-going maintenance of storm water management systems is an important development requirement. Storm water management planning must include improvements to minimize environmental impacts as well as maximizing drainage efficiency. Development in this area should be preceded by the design and development of appropriate facilities, to address increased runoff. Options include infiltration/evaporation basins with zero discharge, or wet/dry storm ponds if a suitable discharge location can be determined.

Two creeks pass through the study area; Seven Persons Creek at the NW edge of the study area, and Bullshead Creek near the eastern edge of the study area. These conveyances could be utilized as storm water discharge points for developed storm water systems within the study area. The City of Medicine Hat has commissioned Master Drainage Plans for these conveyances, and those plans recommend that new developments discharging to the creeks limit their discharges to the 1:100 year pre-development rates (1.35L/s/ha for Seven Persons Creek, and 1.54 L/s/ha for Bullshead Creek). Extending the requirement to this study area is recommended. In order to attenuate flows from developed areas, detention storage facilities will be required. Consideration should be given to requiring extended wetland detention facilities to provide a high level of water quality treatment before discharging into the creek in order to prevent adverse impacts to aquatic life, habitat or downstream users.

Other potential discharge points for developments include irrigation works and road ditches, however prior approval from SMRID or Cypress County would be required and the requirement to limit discharges to pre-development rates should remain. Engineers designing systems which discharge to public roadway ditches must examine the ditch's capacity for both flow and storage, to prevent adverse affects on neighbouring properties as well as public roadways. Proper design of erosion protection measures is required at all discharge points.

Multiple land ownership within the study area, and differing land owner objectives and capabilities can be barriers to consensus regarding the optimal development pattern. Adjacent landowners may work together to control storm water events. If this is the case, the landowners must provide the County with an approved storm water management plan. This does not allow one landowner to shift the responsibility of storm water management onto another land owner without their consent and approval.

Many properties within the study may not have a natural drainage outlet or access to an adequate storm discharge point. Proposed development in these areas will have to include the design of infiltration/evaporation facilities, unless a municipal piped system is implemented.

A comprehensive review of existing topography and potential solutions to storm water management problems could be undertaken once development aspirations are understood, and a development agreement established in order to implement an overall drainage concept. The agreement may include provisions for land exchange and/or financial compensation between various landowners. For the purposes of development staging, it is technically feasible to develop detention ponds incrementally in concert with development and defer the construction of trunk sewer mains until they are required.

5.4 Shallow Utilities

Shallow utility servicing for the subject site will be provided from existing infrastructure in the area. Natural gas will be provided by AltaGas Utilities Inc. Electrical power is supplied by two different suppliers. The area near Dunmore is supplied by the City of Medicine Hat Electric Utility, while the remainder of the area is serviced by FortisAlberta. Telephone service will be provided by Telus Communications Inc. Each land owner will be responsible for the cost of extending services to their lands. It is recommended that landowners work together to coordinate servicing to reduce overall costs.

6. Staging & Implementation

6.1 Development Sequence

Good Planning Principles suggest that development should occur in a logical sequence. However, given the number of land owners, some of whom may wish to develop, while other may not and the fact that utility servicing is not a factor in the initial stage, there is nothing preventing the County from reclassifying parcels as requested. Council may allow development to occur independent of adjacent quarters provided the development meets the guidelines and requirements of this area structure plan.

To provide some control over the number of parcels being created, Council shall establish a policy similar to Policy 3.4 in the Municipal Development Plan, which limits the numbers Country Residences in an area. This policy is intended to prevent a proliferation of undeveloped lots in the area. When considering new applications Council shall take into account the number of vacant commercial/industrial lots in the area.

6.2 Reserve Dedication

In accordance with the provisions of the Municipal Government Act (Sections 661 to 667), a municipality may require a landowner to dedicate up to 10% of the land being subdivided as reserve. The lands dedicated as reserve may be used for parks, school or buffers.

The primary land uses proposed for the subject lands are commercial/industrial uses; as a result, there is limited need for parks or reserves in this area. It is therefore recommended that at the time of subdivision, the reserve requirement be met by payment of money in place of public reserve in accordance with Section 669(1) of the MGA. In the event land for a park or municipal reserve is required, funds from the money in place of public reserve funds could be used.

6.3 Land Use Amendment

The majority of the properties within the subject lands are currently designated A-1 "Agricultural District". To allow this area to be developed, the land use will need to be reclassified to more a more appropriate commercial or industrial land district. The County Land Use Bylaw currently has two (2) land use districts that are considered appropriate for the future development in the study area. They are Highway Commercial District (HWY-C) and Light Industrial District (LI). Similarly, as development proceeds, the uses included in the current land use bylaw may not be appropriate and at that time, the County may consider introducing new districts or amending the current ones to include new uses or standards. The introduction of more appropriate districts will not necessitate an amendment to the Intermunicipal Development Plan.

It is recognized that over time, market demand may change. Therefore, the land use classifications should be made just prior to the submission of a subdivision application or as part of the subdivision application process.

Appendix A

Commercial/Light Industrial Development Guidelines

1. Purpose

Cypress County wishes to maintain a visually pleasing image for the residents and traveling public along Twp Rd 120. The following guidelines are intended to assist in maintaining this image by establishing a positive visual impression by enhancing the quality and appearance of developed properties within this area.

2. Application

- 2.1. The guidelines apply to the development or redevelopment of all lands classified for commercial or light industrial purposes within the study area;
- 2.2. The guidelines may be applied as a condition of a Development Permit.
- 2.3. The guidelines shall apply to the redevelopment of existing buildings and facilities as well as all new development.
- 2.4. Where the provisions of the guidelines conflict with other regulations of this bylaw, the more restrictive provisions shall take precedence.

3. Fencing & Landscaping

- 3.1 All front and side yards visible from the Twp Rd 120 shall be landscaped to the satisfaction of the Development Authority.
- 3.2 Landscaping should provide greenery and seasonal colour to visually soften paved areas and buildings;
- 3.3 Unsightly equipment or materials shall be screened from the view of adjacent roadways or adjoining properties;
- 3.4 Screening may include fencing, berms or landscaping that provides a visual barrier, and
- 3.5 Fencing shall not exceed 2.4 m (8 feet) and may not be solid or consist of wooden slabs.

4. Storage

- 4.1 New equipment may be stored along existing roads provided it is arranged and maintained in a neat and orderly fashion, provided it meets the land use bylaw setback requirements or as approved.
- 4.2 Storage of materials and equipment shall be screened from adjacent residences.

5. Additional Standards

- 5.1 The Development Authority may require the application of additional standards, if in its opinion:
 - a) the proposed development may generate undesirable impacts on surrounding sites, such as unsightly storage, excessive noise, light, odours, traffic, litter or dust;
 - b) the proposed development may generate undesirable impacts on the site, and cause conflicts with adjacent properties;
- 5.2 The additional standards that may include, but are not limited to, the following:
 - a) Additional separation distances between incompatible uses;
 - b) The use of trees, shrubs, opaque fences, walls, and berms to buffer or screen uses;
 - c) The use of trees, shrubs, planting beds and surface treatments to enhance the appearance of a proposed development.

6. Signs

- 5.1 In addition to the Sign Regulations contained in the Cypress County Land Use Bylaw, the following requirements shall apply.
- 5.2 No sign advertising off-premises developments or facilities (billboards) shall be permitted in this area.
- 5.3 All portable signs shall comply with the requirements of the Portable Sign sections of the Cypress County Land Use Bylaw.
- 5.4 Notwithstanding the above, portable signs along Twp Rd 120 shall only advertise businesses; developments or facilities located on the site on which the sign is located.

- 5.5 Building facades shall not be used as billboards.
- 5.6 Sign types other than freestanding signs, but excluding billboards sign may be considered by the Development Authority if they comply with the following principles:
 - a) One illuminated logo sign per visible façade. The maximum dimension of such sign shall not exceed 3.0 m (10 ft.) in vertical and horizontal direction, parallel to the façade of the building, nor exceed a depth of 0.3 m (1.0 ft.);
 - b) One illuminated business name sign per visible façade shall not exceed 15% of the area of the façade of the building.

6. Lighting

- 6.1 Outdoor lighting provided for security, display or attraction purposes for any development shall be arranged so that no light is directed at any adjoining site or interfere with the effectiveness of adjacent traffic, and shall comply with the following provisions:
 - a) Light structure shall not exceed a height of 7.62 m (25.0 ft.);
 - b) The developer shall provide a plan indicating the location of all exterior lights, including the projected light patterns in relation to adjacent public roadways and developments; and,
 - c) No flashing or strobe, or revolving lights, which may impact the safety of motorists using adjacent public roadways, shall be installed on any structure or site.

7. Access

- 7.1 Vehicular entrances and exits, vehicular routes shall be designed in a manner that provides a safe and clearly defined circulation pattern.
- 7.2 To provide opportunities for convenient and free flowing traffic movements between developments on adjoining lots, consideration should be given to providing joint accesses and direct on site access connections between sites.

8. Architectural Features

- 8.1 All buildings shall exhibit a high standard of appearance.
- 8.2 Mechanical equipment (including roof top equipment) shall be screened from view. Screening shall be compatible with the character of the site.
- 8.3 All waste collection areas, shall be screened. Screening shall take the form of any one or a combination of the following: landscaping or solid fencing.

APPENDIX B



**TWP RD 120 ASP
DEVELOPMENT AREAS**

Q	Sec	Twp	Rge	Owner	Developable Areas		Developable Areas	
					ha±	ac±	ha±	ac±
Less Hwy								
NW	31	11	5	Hupfner				
NE	31	11	5	Mayberry	49	122	43	106
NW	32	11	5	O+ Ranching				
NE	32	11	5	O+ Ranching	59	147	59	147
NW	33	11	5	Weber	34	83	34	83
NE	33	11	5	Weber	61	150	61	150
NW	34	11	5	Pozzo	15	36	15	36
NW	34	11	5	Stable				
NW	34	11	5	CR Dev				
NE	34	11	5	1287006 Alta	52	128	52	128
NE	34	11	5	NE Corner	4	11	4	11
NE	34	11	5	1287006 Alta	8	20	8	20
NW	35	11	6	Erik				
NW	35	11	6	Pisoni				
NE	35	11	6	Pisoni				
NW	36	11	6	Stuber	23	56	15	38
NW	36	11	6	Farmland SE				
NW	36	11	6	Residence NE				
NE	36	11	6	1184125 Alta				
NE	36	11	6	Ag Plus				
NE	36	11	6	Farmstead				
NE	36	11	6	Residences NW				

Township Road 120 – MASTER AREA STRUCTURE PLAN

SW	3	12	5	Bohnet	25	63	25	63
SE	3	12	5	Alta Municipal Affairs	36	88	36	88
SE	3	12	5	Bohnet	14	35	14	35
SW	4	12	5	Houff & Crawford	26	65	26	65
SE	4	12	5	Bohnet	65	160	65	160
SW	5	12	5	Carlier				
SW	5	12	5	Herman				
SE	5	12	5	Penner	18	44	18	44
SE	5	12	5	Hohlock				
SW	6	12	5	Wiese	24	60	24	60
SW	6	12	5	Other NW				
SE	6	12	5	Hashizume				
SW	1	12	6	Derzaph				
SE	1	12	6	MJB Enterprises				
SE	1	12	6	CR Dev				
SE	1	12	6	Schlenker				
SW	2	12	6	Pasiciel Ranch				
SW	2	12	6	CR Dev				
SW	2	12	6	Cut-Off Parcel				
SE	2	12	6	Jans				
Total					513	1268	499	1234

Note: Potential Development Areas are Gross Areas & Exclude:

- a. Irrigated lands
- b. 200 metre setback from residences
- c. Riparian Protection Zone
- d. Proposed Highway Bypass