PICTURE BUTTE

# NORTH INDUSTRIAL AREA STRUCTURE PLAN

**BYLAW NO. 923-22**

**FEBRUARY 2022**

Consolidated to Bylaw 937-23, August 2023

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# TOWN OF PICTURE BUTTE
# IN THE PROVINCE OF ALBERTA

## BYLAW NO. 937-23

**A BYLAW OF THE TOWN OF PICTURE BUTTE IN THE PROVINCE OF ALBERTA TO AMEND THE NORTH INDUSTRIAL AREA STRUCTURE PLAN BYLAW No. 923-22.**

**WHEREAS** in accordance with Section 633 of the Municipal Government Act, RSA-2000, Chapter M-26, and all amendments thereto, the Council of the Town of Picture Butte deems it advisable to adopt amendments to the North Industrial Area Structure Plan Bylaw No. 923-22;

**AND WHEREAS** the purpose of proposed Bylaw No. 937-23 is to amend the existing plan and enable the redesign of the lot layout and road network of the plan area to enable future subdivision and development for highway commercial and industrial land within the north area of Picture Butte;

**AND WHEREAS** the municipality wishes to provide for orderly growth and development to occur;

**AND WHEREAS** a Public Hearing, as required by Section 692 of the Municipal Government Act, will be held prior to second reading of this Bylaw;

**NOW THEREFORE**, the Council of the Town of Picture Butte in the Province of Alberta hereby enacts as follows:

1. That the amendments to the North Industrial Area Structure Plan Bylaw No. 923-22 attached hereto as Schedule "A" and forming Bylaw No. 937-23 be adopted.

2. Final formatting and consolidation shall take place following the passage of the amending bylaw.

3. This bylaw comes into effect upon third and final reading hereof.

READ a **first** time this 26th day of June 2023.

***Mayor*** – *Cathy Moore* ***Chief Administrative Officer*** – *Keith Davis*

READ a **second** time this 28th day of August 2023.

***Mayor*** – *Cathy Moore* ***Chief Administrative Officer*** – *Keith Davis*

READ a **third** time and finally passed this 28th day of August 2023.

***Mayor*** – *Cathy Moore* ***Chief Administrative Officer*** – *Keith Davis*

# 1. INTRODUCTION

## 1.1 PURPOSE

Council for the Town of Picture Butte is looking to ensure adequate land for future industrial and commercial growth. Currently there is limited marketable industrial land or highway commercial land within Picture Butte to accommodate new businesses. To address this issue, Council reached an annexation agreement with Lethbridge County to add almost 19 hectares (47 acres) of land to Picture Butte for highway commercial and industrial development. This annexation process was finalized in July 2020.

The addition of accessible and serviceable land into the Town boundaries will support economic growth and help to bring more balance to Picture Butte's taxes by increasing the percentage of the tax assessment that comes from non-residential land. Before this land is developed, however, it needs to be comprehensively planned. This Industrial Area Structure Plan (ASP or Plan) will include the following key elements:

- Policy and plan context
- Existing site and servicing conditions
- Design scheme including lot layout, density, road network and servicing
- Sequence of development and next steps

## 1.2 LOCATION AND BACKGROUND

The North Picture Butte Area Structure Plan (ASP) refers to lands in the north portion of the Town that were part of a recent annexation application submitted on November 17, 2019 to the MGB. The plan area is approximately 18.99 hectares (46.93 acres) and is located east of Highway 25 and north of an existing industrial subdivision in Picture Butte (see Map 1). The subject lands are made up of two parcels that are currently owned by the same individual (see Table 1).

**Table 1 - Parcels Within the Plan Area**

| Parcel Number | Certificate of Title Number | Landowner | Legal Description | Ha | Ac |
|---|---|---|---|---|---|
| 1 | 211193805001 | RME VENTURES GP INC | Ptn. NW 2-11-21 W4M | 18.64 | 46.05 |
| 2 | 211193805 | RME VENTURES GP INC | Lot 1, Block 1, 1411186 | 1.07 | 2.64 |
| | | | **Total** | **19.71** | **48.69** |

Picture Butte has had a steady growth rate over the last few decades. Based on the last 35 years of historic data, the Town has grown at an average rate of 0.77 percent per annum since 1981.

The 2018 Picture Butte Industrial Growth Study estimated that the Town may require approximately 4 to 5 acres of land for highway commercial development over the next 20 years and between 30 to 50 acres of land for industrial development over the next 25 years.

The addition of non-residential land to the Town will provide space for existing and new businesses to grow, while also addressing the tax assessment balance of non-residential to residential uses. At 81.2 percent, Picture Butte's residential percentage of the overall assessment is slightly higher than the average of 78.9 percent found in similar sized communities in Southern Alberta. The non-residential tax assessment of 16.5 percent for Picture Butte is below the average of 17.9 percent for similar communities. This ratio means that the commercial and industrial sectors of town are contributing slightly less to the municipal tax base than in other similar sized communities, which results in a higher tax burden for residential landowners.

## 1.3 POLICY DIRECTION

Several plans support and guide the development of industrial and commercial land in Picture Butte. Relevant portions of plans that apply to this ASP are highlighted below.

**Picture Butte Municipal Development Plan (MDP)**

- The Town MDP was adopted in 2004 and requires updating
- The analysis when the MDP was written identified the following circumstances that have not significantly changed over the last 16 years:
    - there was no vacant land available to accommodate future Highway commercial development
    - there was approximately 87 acres of land designated for industrial activities
- The MDP suggested that when industrial expansion was warranted the logical directions for future growth would be to the north and east

**Picture Butte Municipal Sustainability Plan**

- High priority strategies include promoting business expansion and attraction (Economy pillar 5.4.1 a) and promoting the availability of non-residential land to potential purchasers (Economy pillar 5.4.2 a)
- Goal to maintain a balance of taxes at approximately 70 percent residential to 30 percent non-residential to help the Town maintain financial stability
- Long term objective to increase the inventory of serviced non-residential land available for purchase

**Lethbridge County and Town of Picture Butte Intermunicipal Development Plan (IDP)**

- The recent IDP created between Picture Butte and Lethbridge County identifies several areas adjacent to the Town that are suitable for growth, including the area covered by this ASP

- The growth area is targeted for industrial and highway commercial uses, with highway commercial development next to Highway 25 and industrial development in the remainder of the planning area. The following policies within the IDP refer specifically to development in this area:
    - *Further development and subdivision of this area will require consultation with Alberta Transportation as it is adjacent to the east side of Highway 25, and setbacks and access (including restrictions) onto the highway will need to be considered in the planning processes. (6.8.3)*
    - *An Area Structure Plan will be required prior to multi-lot subdivision or at the redesignation stage for development proposals submitted in compliance with the requirements of this Plan. Future road connectivity to adjacent lands (Planning Areas 4 and 5) must be considered and illustrated in the overall plan design. (6.8.5)*
    - *Area Structure Plans submitted by a developer/landowner must be professionally prepared at the developer's expense and shall comply with all relevant and applicable policies of this IDP. (Note: An ASP must address, including, but not limited to: conformity with planning documents, proposed land uses, lot sizes and density, access, transportation linkages, fire suppression, soil conditions, sub-surface conditions, storm water management, municipal reserve provisions, architectural controls, and all servicing (deep and shallow utilities), etc.). (6.8.6)*
    - *Developers shall provide and construct at their expense the required access, service roads, or major and minor roadways as needed in accordance with Alberta Transportation conditions, municipal requirements, and the transportation policies in Part 5, Section 5.3 of the Plan. The municipality having jurisdiction will use "Endeavor to Assist" agreements wherever possible to aid the initially develop to recoup planning/engineering costs that later developers may benefit from. (6.8.7)*
    - *Developers shall be responsible to provide at their expense Traffic Impact Assessments that may be required by Alberta Transportation for any major subdivision or development which may impact the provincial road network. (6.8.8)*
    - *When considering applications for redesignation, subdivision and/or development approval for industrial, business light industrial or commercial uses, all applications must meet the policy for minimum performance standards and development design guidelines as outlined in Appendix A of the Plan. (6.8.9)*

**South Saskatchewan Regional Plan**

- *Provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses; developed in an orderly, efficient, compatible, safe and economical manner. (8.11)*
- *Complement their municipal financial management strategies, whereby land use decisions contribute to the financial sustainability of the municipality. (8.17)*

# 2. DESIGN CONSIDERATIONS

## 2.1 EXISTING LAND USES

The plan area is made up of two lots under the same ownership and the land is undeveloped, except for parcel 2 which contains an existing shop building associated with an agri-business. To the north of the plan area is the Picture Butte Auction Market, which will be in operation for the foreseeable future. East of the plan area is undeveloped agricultural land. South of the plan area is Factory Drive and existing industrial development. West of the plan area is Highway 25 and beyond that is the Picture Butte Reservoir (see Map 1 – Location).

As part of the annexation process, the subject land was reviewed for environmental features that could be impacted by development. This review included examining provincial records of ESAs, Alberta wetland mapping, and a report on environmentally significant areas in the Oldman River Region[1]. As a result of this review, it was found that there are no sensitive environmental features that will be affected by designating land for highway commercial and industrial development in the plan area. Further environmental review may be required at the time of development.

## 2.2 ROAD NETWORK

The plan area has two potential accesses, one off Factory Drive and one off Highway 25. Factory Drive is situated immediately south of the plan area located within the Town and there is currently a driveway to the existing agri-business.

Highway 25, located to the west of the plan area will remain within Lethbridge County and will continue to be maintained by Alberta Transportation. Currently there is an access north of the plan area off Highway 25 into the Picture Butte Auction Market. This access can be extended into a service road that runs parallel to Highway 25. Based on Alberta Transportation's standard distances between highway accesses, it is unlikely that another access will be granted between the Auction Market and Factory Drive. Alberta Transportation's requirements will need to be adhered to regarding connectivity to Highway 25 and the development of the service road. Any Transportation Impact Assessments as required by Alberta Transportation will need to be prepared as part of the detailed engineering process. An initial Transportation Impact Assessment is provided in Appendix C for information purposes (the final TIA to be included in Appendix C as part of this ASP shall be as approved by Alberta Transportation).

[1] "Environmentally Significant Areas in the Oldman River Region – County of Lethbridge", prepared by Cottonwood Consultants Ltd. for Alberta Forestry, Lands and Wildlife, Edmonton, Alberta, and Oldman River Regional Planning Commission, Lethbridge, Alberta, 1988

Since the plan area is under a main single title, with the exception of the existing small 2.64 acre lot on Factory Drive, developing an internal local road network to serve future highway commercial and industrial lots should be straightforward.

## 2.3 UTILITIES

The plan area is currently in an un-serviced state. Adequate provisions for future requirements of water, sanitary sewers, storm sewers, telecommunications, electrical and gas lines must be provided prior to development within the plan area.

The municipal sanitary sewer lines currently run along Crescent Avenue North and Highway Avenue North, ending before Factory Drive to the southwest of the plan area. A sanitary line does connect to Factory Drive off Railway Avenue, southeast of the plan area. Storm water lines currently run along Highway Avenue North, ending just after 2 Street North to the southwest of the plan area. Tie-ins will have to be made into this system to extend servicing to the additional proposed lots.

Gas and electrical services will also need to be extended and provided to the area. Shallow utilities such as telephone and possible cable service will also be required, however, the actual distribution facilities will likely be determined later in conjunction with Shaw and Telus. Utility companies usually require the developers to pay for line relocation, expansion and additional hook-ups.

## 2.4 DRAINAGE

Storm water runoff within the Town of Picture Butte is currently conveyed through both minor and major drainage systems entirely to Piyami Coulee located in the southeast area of the Town. Runoff from the northeast quadrant of the Town generally slopes to the southwest.

The Town's minor storm water system consists of a piped system operating under gravity conditions, while the major system uses overland conveyance features in a form of ditches and swales. Existing land uses south of Factory Drive use a road drainage ditch and culverts to handle drainage. A storm water management system will be required to handle run-off from future development in the plan area.

## 2.5 FURTHER INDUSTRIAL LAND USE CONSIDERATIONS

Highway commercial is development that provides services targeted to motorists, such as gas stations, restaurants, and business support services. An industrial district is one that is mainly devoted to the manufacture, storage and distribution of goods. Picture Butte can accommodate development within the plan area under the following existing land use districts in the Picture Butte Land Use Bylaw:

- Highway Commercial - C2 - High quality development of commercial uses adjacent to Highway 25 to serve local and regional customers
- Industrial – I – orderly industrial development that is compatible with other land uses

General requirements for industrial land use include:

- fast, easy and convenient access to good transportation facilities including rail, highway and possibly air
- an adequate supply of suitable land free from foundation and drainage problems
- an adequate and reliable supply of utilities and servicing, including water, storm sewers or waste water disposal, electricity and natural gas or other fuel
- protection from encroachment of residential or other land uses
- suitable location to minimize obnoxious external effects on neighbouring non-industrial land uses

The plan area does not border any existing or planned residential development and is therefore ideally suited to accommodate industrial uses. Parcels may need to be combined for larger lots depending on the needs of industries and businesses locating in either the highway commercial or industrial areas of the plan. Further subdivision to create smaller parcel sizes than those indicated in Map 4 should be carefully considered to ensure the capacity of the stormwater management system and the efficient delivery of servicing can still be met.

# 3. PLAN DESIGN AND POLICIES

## 3.1 TYPE OF DEVELOPMENT

There are two main land uses proposed for the plan area: highway commercial and industrial (see Map 2: Land Use Concept).

Highway commercial is suitable along Highway 25 to serve the commercial needs of those driving by as well as the industrial businesses in the area. Highway commercial use will form the smaller portion of the plan area. Industrial development is suitable for the remainder of the plan area. Industrial development should be more light than heavy in nature to be compatible with the adjacent commercial activities and provide opportunities for a range of businesses that support economic growth in Picture Butte.

**Land Use Polices**

3.1.1 Prior to development, landowners/developers shall redistrict land within the ASP area at their own expense to Highway Commercial and Industrial, or equivalent land use districts in the Town of Picture Butte Land Use Bylaw, based on the general layout of land uses in Map 2 – Land Use Concept.

3.1.2 Minor adjustments to the amount and location of highway commercial or industrial land uses will not require an amendment to this Plan. Significant changes to the amount or location of land uses from what is shown in Map 2 – Land Use Concept may require an amendment to this Plan and further servicing or planning studies, at the discretion of the Town.

3.1.3 Landowners/developers that develop highway commercial shall be required to demonstrate how they are meeting the development design guidelines in Appendix A, to the satisfaction of the Town.

## 3.2 LOT LAYOUT

The plan area is approximately 46 acres and is currently two parcels under one owner.

The proposed lot layout (see Appendix E, Schedule A, Map 4) provides for 20 lots and takes into account the following considerations:

- new lots should be designed to serve the needs of a wide range of highway commercial and industrial uses
- lots should provide a range of sizes to accommodate different businesses and be able to be

combined if necessary, to accommodate larger developments

- highway commercial lots should have good visibility and be orientated to Highway 25 and Factory Drive
- lots should have access to a logical internal road network that has the potential to connect to adjacent land in the future

Appendix E, Schedule A shows 20 lots that can accommodate a variety of industrial development. The lots meet the minimum lot size requirements in the land use bylaw. The proposed lots are similar in size to many of the existing industrial lots on 2 Street South within the town. Businesses that require a larger or smaller area may combine adjacent lots or further subdivide large lots to meet their needs

The plan area may be developed in phases, based on market demand and servicing infrastructure plans. Map 5 – Development Phasing illustrates a potential two phase build-out scenario.

**Lot Layout and Phasing Policies**

3.2.1 Lot layout and sizes shall generally conform to the lot layout shown in Appendix E, Schedule A.

3.2.2 Developers/landowners may combine or further subdivide lots at the subdivision stage if different lot sizes are required based on market demand without requiring an amendment to the ASP, at the discretion of the Town. If further subdivision of what is shown on the concept plan is proposed in the future, the developer will need to provide, as requested by the Town, an updated engineered storm water drainage analysis to confirm if the capacity of the storm pond can accommodate additional density.

3.2.3 Phasing of development shall generally be in accordance with Map 5 but may be phased differently based on the landowners/developers needs. Whatever phasing approach is taken, the landowners/developers shall provide adequate servicing and road infrastructure to accommodate the phase of development and connect to future phases.

## 3.3 ROAD NETWORK

The integration of new roadways into existing roadways will be essential for logical and efficient development in accordance with engineering standards. The proposed road network shown in Map 3 – Road Network provides easy flow of traffic through the plan area and the potential to connect to undeveloped land in Lethbridge County to the east and north in the future. It is recognized that the town's IDP with Lethbridge County recognizes these lands within Lethbridge County could potentially allow for future development. The illustrated potential road is a method to provide future connectivity to the adjacent lands and a means for those areas to connect out to Highway 25.

There is an existing dedicated 30 m wide service road right-of-way on the land to the north, which is currently used for parking for the Picture Butte Auction Market. The internal road network will connect to this service road in the northwest corner of the subject site to provide access to Highway 25. The most northly internal roadway could eventually be extended to the east if the adjacent land is ever developed. To ensure smooth flow of traffic and easy access to individual lots by truck and trailers, interior roads should have a minimum 20-metre right-of-way.

Factory Drive was recently upgraded in 2015 by the Town and Lethbridge County and should be sufficient to handle increased traffic in the industrial district. Industrial Drive South, Railway Avenue, and 2nd Street South are not fully developed and may need to be considered for paving in the future if traffic increases. Increased traffic may also occur along Highway 25 as it is the primary access route. An alternate truck route may be needed to prevent heavy traffic from travelling through the Town on Highway Avenue. Highway 519 may also experience an increase in truck traffic with the expansion of the industrial district in the Town.

**Road Policies**

3.3.1 All required engineering, survey work, subdivision or survey plans to facilitate the subdivision of land and provision of roads shall be at the expense of the landowners/developers. The landowner/developer will also be responsible for the costs associated with the construction of any required roads.

3.3.2 Landowners/developers shall dedicate a minimum 20 m road right-of-way, as stipulated in this Plan, at the time of subdivision. It is recognized that the Town will not be responsible for the purchase or acquisition of any road right-of-way in the Plan Area.

3.3.3. The provision of any required public roadways is to adhere to the land use concept as illustrated on Map 2 and Map 3 and is based on aligning with the existing and proposed road network through the area.

3.3.4 The asphalt road grade and base must be prepared and constructed to proper municipal specifications in accordance with the Town of Picture Butte's engineering and servicing guidelines/standards.

3.3.5 Required new roads may be provided in stages (phased), at the discretion of the Town. When new roads are phased and do not yet connect, a temporary turnaround area (bulb) will be required and shall be registered with the subdivision plan as an access easement until such time that the road extension is provided and registered on a plan.

3.3.6 A Traffic Impact Assessment (TIA) may be required by Alberta Transportation as part of development of the Plan area, which is to be provided by the landowners/developers when requested.

3.3.7 An initial Traffic Impact Assessment prepared by ISL Engineering does not form part of the adopted ASP document until such time Alberta Transportation has reviewed the TIA and granted an approval (at which time it may be included in Appendix C and used for reference.)

3.3.8 The potential roads (Maps 2-5) illustrated as 'road connections' into Lethbridge County are shown as "future connections" with respect to long-term planning for connectivity, and in the interim, they will be undeveloped or developed as a turn-around bulb instead of a through road.

## 3.4 UTILITY SERVICING

Municipal water and sewer services can be extended and looped through the new road network from existing lines on Highway Avenue North. Street lighting will also have to be provided by developers and distributed along the road network in the plan area. Town off-site levies and development fees will be applied to developers at the time of development in the Plan area.

The Town of Picture Butte receives treated potable water (under its licence) from the City of Lethbridge, which is stored in two underground treated water reservoirs within the Town. Water mains exist on Highway Avenue North and a connection to Factory Drive exists off Jamieson Avenue. To service the development area, the water distribution system must be looped and have a minimum number of dead end connections. Fire hydrants will be dispersed throughout the plan area where necessary and located on the road rights-of-way.

Sanitary sewer servicing connections are available at the intersection of Highway Avenue North and Crescent Avenue. Sewage flows by gravity into the wet well of the sewage lift station located in the south side of the Town. From the wet well, sewage is then pumped by a lift pump into the lagoon located south of the Town boundary in Lethbridge County. The lagoon likely has enough capacity for future development, however, further engineering studies are required to determine the capacity of the current system for this development area and potential tie-in points. The Town has completed previous studies that do illustrate future expansion needs.

All shallow utilities (electrical, telephone, gas, cable, etc.) shall be underground. The actual utility distribution facilities will be determined later in conjunction with ATCO Gas, Telus and Shaw Cable. The location of utility services will preferably be in the road rights-of-way, however, prior to subdivision, the landowner and the utility companies shall discuss servicing requirements in more detail.

Appendix D North Industrial Supporting Studies Review provides additional utility servicing information.

**Utility Servicing Policies**

3.4.1 It is the responsibility of the landowner/developer to contact the various utility agencies regarding the provision of utility services and all shallow utilities shall be installed at the expense of the developer.

3.4.2 Any utility rights-of-way registered on lots shall be shared between utility providers and the rights-of-way plans and documents should be registered in the Town's name.

3.4.3 Landowners/developers shall be responsible for installing streetlights to municipal standards.

3.4.4 Landowners/developers shall be responsible for providing water and sanitary servicing connections to service their development. Landowners/developers shall reference the ISL engineering drawings in Appendix B to understand the water and sanitary servicing requirements. More detailed engineering plans may be required at the discretion of the Town prior to subdivision or development.

## 3.5 STORM WATER DRAINAGE

Overall, the overland system within the Town of Picture Butte tends to drain adequately toward Piyami Coulee. The best way to add new development and continue to have adequate drainage management is by collecting storm water runoff in major trunk sewers and conveying it to a stormwater pond, where the release rate to the coulee or existing system can be controlled to the determined pre-development release rate.

The land within the plan area is generally flat but does slope slightly towards the east. The two lowest points in the plan area are in the north east and south east corners. Based on topography and the road network, the most logical location for a storm pond is in the southeast corner of the plan area. Map 2 – Land Use Concept shows the general location and size of a potential storm pond. The size and location of the storm pond has been examined through engineering to ensure suitability with grading and can accommodate the expected level of development in the plan area. The pond site should be designated as a public utility lot (PUL) at the subdivision stage, and

the final size may need to be adjusted at the subdivision stage, based on more detailed review of the required storage volume.

**Storm Water Policies**

3.5.1 The required storm water management facility (SWMF) shall be in the general location and size as shown in Map 2 and shall refer to the ISL engineering drawings in Appendix B. Minor adjustments to the SWMF design or size shall be based on further detailed engineering work and will not require an amendment to this Plan. Significant changes to the size or location of the SWMF due to changes to lot layout or design may require an amendment to this Plan at the discretion of the Town.

3.5.2 As part of the Engineering Detail Plan, and prior to any subdivision approval, the landowners/developers shall provide at their expense a comprehensive engineered storm water management plan. All stormwater runoff from proposed development shall be accommodated in the planned SWMF. Individual storm water catchments on lots will not be accepted as part of a landowners/developers stormwater management plan.

3.5.3 Landowners/developers of the subdivision will be required to provide the mechanisms or infrastructure needed for storm water management, at their expense.

3.5.4 The required storm water management facility shall be dedicated as a Public Utility Lot (PUL) to the municipality as part of the subdivision plan registration.

3.5.5 If any drainage easements are needed for the functioning of the engineered storm water system and conveyance of drainage water, the securing and registering of those documents and plans shall be provided by the developer, to the satisfaction of the Town.

## 3.6 MUNICIPAL RESERVE

As a primarily industrial/business area, there is limited need for park land within the ASP area. However, there is the possibility for municipal reserve land dedications for buffer strips between the highway commercial and industrial land uses or abutting the storm water management facility. Municipal reserve will be provided in accordance with section 666 of the *Municipal Government Act* at the time of subdivision.

**Municipal Reserve Policies**

3.6.1 Unless otherwise specified and agreed to by the Town, municipal reserve will be provided as cash in lieu of land. An exception to this is where dedicated land may be provided for buffer strips between highway commercial and industrial development or around the stormwater management facility. If buffer strips are provided, they should be a minimum of 6 meters in width to accommodate a public pathway and landscaping on either side.

3.6.2 If land is developed in phases, a deferred reserve caveat may be considered by the municipality and registered on title to be addressed at future subdivision stages.

## 3.7 DEVELOPMENT AGREEMENTS

At the time of subdivision, the landowner/developer will be required to enter into a development agreement which will establish the road construction requirements and the assignment of costs.

**Development Agreement Policies**

3.7.1 The landowner/developer shall be required to enter into a Development (Service) Agreement with the Town of Picture Butte. The landowner shall be responsible for all development and servicing costs, and any applicable municipal infrastructure associated with servicing the subdivision or development proposal.

3.7.2 The Town will specify through the terms of the Development Agreement the obligations on the developer for the provision of required infrastructure necessary to serve the subdivision or Plan Area, and the specified standards of such infrastructure.

3.7.3 The provision of sufficient security, in a form and amount acceptable to the municipality, may be required in conjunction with a Development Agreement with the Town at the time of subdivision and/or development applicable to covering the costs of installation of any required infrastructure to service the development, particularly as it applies to the construction of any required roadways and storm water drainage management system works.

3.7.4 Any applicable costs owed to the Town by the landowners for the associated planning and engineering expenditures the municipality up-fronted to develop this Plan, shall be applied through the terms of the Development Agreement. These are to be paid to the Town at the time of subdivision or development and will be calculated on a per acreage basis.

## 3.8 DESIGN GUIDELINES

To ensure a high quality of development occurs, the landowner/developer will be required at the time of redesignation, subdivision and development to address landscaping and design guidelines. (Appendix A)

3.8.1 The Town will require architectural controls to be prepared for internal industrial lots to the municipality's satisfaction and registered on title at the time of subdivision to ensure a high quality of development occurs.

3.8.2 In addition to the guidelines outlined in Appendix A, architectural controls will be required at the time of redesignation and are to be registered on title at the time of subdivision for commercial/industrial land use adjacent to Highway 25, in accordance with the 'Highway Commercial Design Guidelines' of the IDP with Lethbridge County for land along the IDP identified highway entranceways.

# 4. IMPLEMENTATION

## 4.1 ENGINEERING DETAIL PLANS

After the Area Structure Plan has been adopted by Council, landowners/developers will be responsible, at their expense, for preparing additional Engineering Detail Plans prior to applying for redesignation or subdivision to the satisfaction of the Town.

The Engineering Detail Plan will typically include more detailed engineering information pertaining to road networks, drainage and storm water management, utility provisions and rights-of-way, fire suppression, geotechnical and soils analysis, and exact lot dimensions. The Lot Grading Plan, or portion of the plan if combined with the overall storm plan, should specify design elevations, surface gradients, lot types, swale locations, and other drainage related information required for lot grading as well as establish the drainage relationship between adjacent properties.

## 4.2 REDISTRICING LAND

Most of the land within the Plan area is currently designated Rural Urban Fringe (RUF), which is a land use district under the Lethbridge County Land Use Bylaw and will need to be redistricted to either Highway Commercial (HC) or Industrial (I) under the Picture Butte Land Use Bylaw. The process for redistricting land, as outlined in the Municipal Government Act, provides for advertising of the proposal and holding a public hearing where affected landowners may comment on the proposal. As per the Lethbridge County and Town of Picture Butte Intermunicipal Development Plan, the proposed redistricting shall also be referred to Lethbridge County for comment. Council will make the final decision to redistrict a parcel and there is no appeal of this decision.

Slight deviations in the proposal in terms of the lot layout may be allowed, provided they are acceptable to Council. However, the overall design scheme laid out in the Area Structure Plan including the density, road network and SWMF design should be adhered to.

## 4.3 SUBDIVISION, DEVELOPMENT AND SERVICING OF LAND

After a parcel of land is redesignated as either Highway Commercial or Industrial, the landowner may apply for subdivision of the parcel into separate titles. The landowner or developer will have certain costs to consider associated with the subdivision process, including:

- Subdivision application fees, survey costs and registration costs.
- Providing municipal reserve where applicable by land or cash in lieu of land in an amount not exceeding 10 percent of the acreage of the parcel being subdivided or 10 percent of

the per acre value of the parcel being subdivided. It is assumed that municipal reserve will be provided as cash in lieu of land.

- Developers will be required to enter into a Development Agreement with the Town of Picture Butte related to providing infrastructure to service the plan area.
- Developers will be required to provide the following infrastructure to the Town's specifications to adequately service the area:
    - water mains and service connections,
    - sanitary sewer mains and service connections,
    - storm sewer mains and service connections,
    - overland drainage system,
    - paved roadways complete with curb and gutter,
    - natural gas (ATCO Gas),
    - electrical and street lighting (Fortis and AltaLink),
    - telephone (Telus), and
    - cable television (for internet purposes) (Shaw Cable).
- Town off-site levies and development fees (that also helps cover costs for Town engineering and planning costs associated with the preparation of this ASP) will be applied to developers of the area at the time of development.
- The engineered storm water management plan must be submitted and receive approval under the provincial Water Act by AEP.
- The Town, at its discretion, may require architectural controls to be prepared to the municipality's satisfaction and registered on title to ensure a high quality of development occurs. For the highway commercial development adjacent to Highway 25, this will be required in accordance with the IDP with Lethbridge County and the Highway Commercial Design Guidelines.

## 4.4 DEVELOPMENT OF INDIVIDUAL PARCELS OF LAND

Once the plan area has been subdivided, the necessary infrastructure in place, conditions met and separate titles issued, the landowner can apply to the Town of Picture Butte for a development permit. The development permit can be applied for on an individual lot, for a permitted or discretionary use as listed in either the Highway Commercial or Industrial district.

The development approval process will include the following:

- The landowner will be required to submit an application form, a fee, a site plan showing the location of the building on the lot, building plans and a grading plan.

- Once the application, applicable fee and any required information have been submitted, the designated officer or the development authority will review and make a decision on the application.
- If a proposed development conforms to this Plan and the land use bylaw, the designated officer shall issue a development permit with or without conditions. If the application is for a development permit for a discretionary use the designated officer shall send the application to the development authority for a decision. In this instance, the development authority shall notify persons likely to be affected by the issuing of the development permit.
- The development authority may require that as a condition of issuing a development permit, the applicant enter into a development agreement with the Town of Picture Butte in regards to the provision of infrastructure services or pay for an off-site levy.
- The landowner should be aware of the location of any underground services present before any excavation work is commenced. In addition, the person to whom a development permit has been issued shall notify the designated officer following the stake out of the site but prior to the commencement of construction.
- The applicant must commence the development within 12 months from the date of issuance of the permit, unless the development permit is suspended or cancelled; otherwise the permit is no longer valid.

# APPENDIX A. HIGHWAY COMMERCIAL DESIGN GUIDELINES

As shown in Map 2 - Land Use Concept highway commercial development is proposed along Highway Avenue (Highway 25) on the west side of the plan area. This is also the entrance to the Town of Picture Butte if you are arriving from the north. As an entrance to the community, it is important that development along the highway is welcoming and aesthetically pleasing. The below are important guidelines that shall apply at the subdivision and development permit stage for highway commercial development. In addition to these standards, the Lethbridge County and Town of Picture Butte IDP Bylaw No. 18-009 & 865-18 also contains more comprehensive guidelines that are to apply to highway commercial development.

## BUILDING AND SITE DESIGN

1. To prevent large, blank walls on buildings the following elements shall be encouraged:
    a. Articulation of buildings through projections, recesses, parapets etc.
    b. Transparency through window glazing
    c. The use of colour and high-quality finishing materials

2. Parking lots shall be located to the side or rear of the principle building where possible. If parking is in the front of the principle building, landscaping, hardscaping and pedestrian walkways shall be used to break up large areas of parking.

3. Ancillary or accessory buildings shall be designed, constructed and finished in a manner that compliments the character and appearance of the principle building(s) on the same lot.

4. Accessory buildings shall be located in the rear or side yard.

5. Storage is encouraged to be located inside buildings where possible. Outside storage shall not be located in the front yard. Outside storage may be located in the rear or side of a principle building but shall not be located within the side or rear yard setback. Outside storage shall be visually screened all year long from Highway 25.

6. Outside display areas are allowed if they are limited to examples of equipment, products, vehicles or items sold by the commercial or business light industrial use located on the same site. Outdoor display areas shall not be located within any required setback or landscaping area.

7. Vehicles or equipment that is in a dilapidated or dismantled condition shall not be allowed to remain outside a building or on a vacant lot within the highway commercial area.

8. Lighting shall be used that accommodates both vehicles and pedestrians. Lighting should be of an appropriate height, scale and quantity to function well for the site without creating excessive light pollution. Night sky lighting that directs light towards the ground should be used wherever possible.

9. Directional signage should be clear and easy to read by both motorists and pedestrians and should be uniform with other signage in the area. Signage shall not incorporate any repeated flashing, strobing, intermittent or animated illumination. Large signs should be placed in areas that do not obstruct the view of motorists at intersections.

10. In addition to the above guidelines, highway commercial lots in the southwest corner of the Plan area (as outlined in orange on the map below) shall adhere to the following additional design guidelines:
    a. Buildings and main signage shall be orientated to Highway 25 and Factory Drive rather than to the internal road network.
    b. Site access shall be from the interior road network and parking shall be located to the rear or side of the lot.
    c. If unique circumstances require orientation of the building to the internal road network and make it difficult to meet guideline 10.a and 10.b, the applicant shall show how they are addressing the look of their buildings and property from Highway 25, through architectural details, landscaping/hardscaping, signage, and screening of storage and garbage. Design elements shall contribute to a welcoming entrance into Picture Butte, to the satisfaction of the Development Authority.




## LANDSCAPING

11. A professionally prepared high-quality landscape plan shall be provided for highway commercial development to the satisfaction of the Development Authority.

12. The following landscape features may be used where appropriate to mitigate noise, buffer uses, or provide screening of outside storage, utilities, waste or garbage equipment:
    a. Noise-reducing berms or barriers
    b. Vegetated stormwater swales
    c. Hedges or tree-lined areas
    d. Fences, only where natural vegetation would not work due to site constraints

13. Security fencing shall be limited to side and rear yards and visually screened with landscaping. Security fencing shall be located behind the landscape buffer so that the landscaping is visible from the street or adjacent parcels. Fencing in front yards should be limited to decorative use only and should not visually obstruct the principle building.

14. Landscape materials shall be selected with an emphasis on quality, durability and maintenance, including the following considerations:
    - Weather resistant materials, such as stone, concrete, corrosion-resistant metals, and pressure-treated lumber should be favoured over less durable products to ensure the longevity of landscape features.
    - Drought-tolerant perennial plants should be favoured over high-maintenance annuals and should be suitable to the region's climate and hardiness zone.
    - Xeriscaping (drought resistant plants, and the use of hardy trees, rocks and mulch) is encouraged to reduce maintenance costs, reduce the amount of irrigation required, and ensure a visually appealing landscape year-round.
    - Attractive hardscaping may be used including walkways, retaining walls, paved areas, or other similar structures incorporated in the built environment as a replacement to horticultural elements.

## SIGNAGE

15. Billboards and third-party signage are not permitted in accordance with the Lethbridge County and Town of Picture Butte IDP Bylaw No. 18-009 & 865-18.

16. All other signage shall be as per the standards of the Town of Picture Butte Land Use Bylaw and in accordance with any requirements of Alberta Transportation.

# APPENDIX B. Engineering Design Drawings

# APPENDIX C. Transportation Impact Assessment

Will be inserted upon approval from Alberta Transportation

# APPENDIX D. North Industrial Supporting Studies Review

# Memorandum

416B Stafford Drive South, Lethbridge AB T1J 2L2, T: 403.327.3755 F: 403.327.3454

| | | | |
|---|---|---|---|
| To: | **Rocky Mountain Equipment** | Date: | **June 20, 2023** |
| Attention: | **Jason Carter** | Project No.: | **28286** |
| Cc: | | | |
| Reference: | **North Industrial Supporting Studies Review** | | |
| From: | **Jason Warkentin** | | |

Further to our pre-application discussions with the Town of Picture Butte and ORRSC, we have reviewed the changes to the Picture Butte North Industrial Area Structure Plan (ASP) which will be required to accommodate the revised concept.

SERVICING:

We have revised the servicing plan and it is updated to reflect the revised lot layout, please see the attached exhibit. Although the servicing layout within the proposed subdivision is modified from the previous lot layout provided in 2020, the connection points and alignments outside the development area for water, sanitary and storm remain the same.

The following text has been added to the ASP as track changes and the revised figures showing the updated concept plan have been provided as Schedule A, to be attached to the ASP document.

- The water system will be connected to the main located at the north end of Crescent Avenue, approximately 40 metres west of the intersection of Highway 25 and Crescent Avenue. A 300 mm diameter HDPE water main will be installed under Highway 25 by direct drill to allow Highway 25 to remain in service during construction. The watermain will continue along the east property line going north along Highway 25 to connect to the future roadway 400 metres north in the new development. A stub connection will be installed on the east side of Highway 25 and Factory Drive to allow for future looping along Factory Drive. Fire hydrants will be located to provide adequate coverage in the road right-of-way.

- The sanitary sewer will consist of a gravity system connected to a lift station with a forcemain. The forcemain will be connected to the sanitary manhole located near the water main tie-in location at the north end of Crescent Avenue east of Highway 25. The forcemain will be installed by direct drill under Highway 25 and will follow parallel to the watermain on the east side of the property line along Highway 25 to the future roadway. Lot service connections and the sanitary main system will drain by gravity to the lift station so it can be pumped to the manhole at the tie-in location.

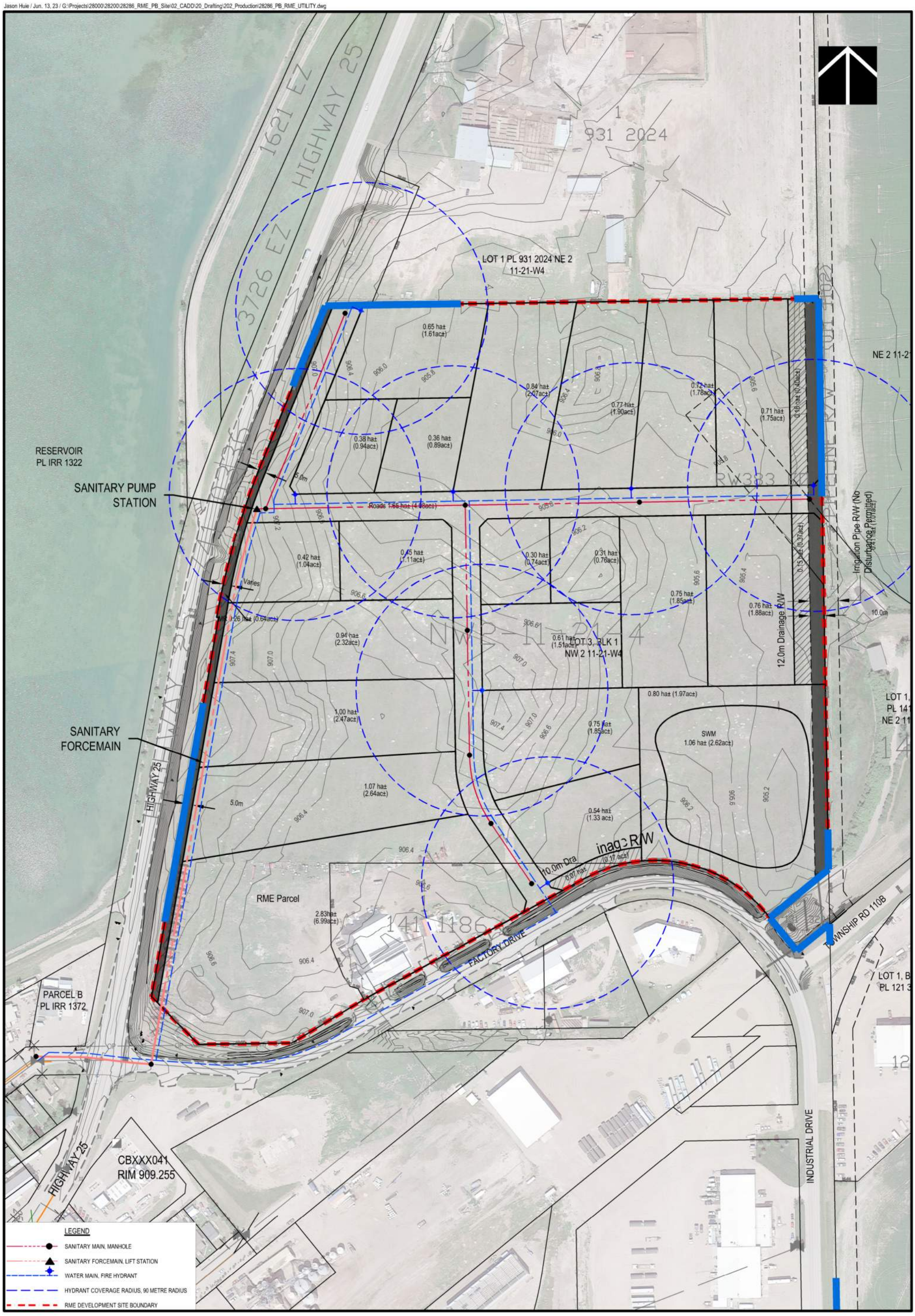
- The storm system will consist of ditches and culverts that will drain by gravity to the Storm Water Management Facility (SWMF) on the southeast corner of the development. The SWMF will consist of a wet pond with an outlet pipe that will limit the storm runoff rate to pre-development flow rate as per Alberta Environment guidelines. Individual lots will drain towards the roadways by swales or ditches along property lines so it can be conveyed to the SWMF, which will drain to the ditch at Township Road 110B and Factory Drive.

TRANSPORTATION:

ISL engaged with Alberta Transportation and Economic Corridors (ATEC) to confirm whether an update to the 2020 Transportation Impact Assessment is required as a result of the revised Land Use Concept. ISL is currently waiting for a response from ATEC and will advise the Town of their decision when a response is received.

Regarding the roadway system, the site distance for the proposed intersection on Factory Drive does not meet the ATEC recommendations for intersection sight distance for a WB-21 vehicle, however, it has been deemed by ISL to be acceptable given the limited access opportunities. We are recommending additional signage to indicate trucks turning and possibly lowering the speed limit around the curve.

Jason Huie / Jun. 13, 23 / G:\Projects\28000\28200\28286_RME_PB_Site\02_CADD\20_Drafting\202_Production\28286_PB_RME_UTILITY.dwg




ISL Engineering and Land Services

# RME UTILITY SERVICING

## SANITARY, WATER AND STORM SERVICING

01

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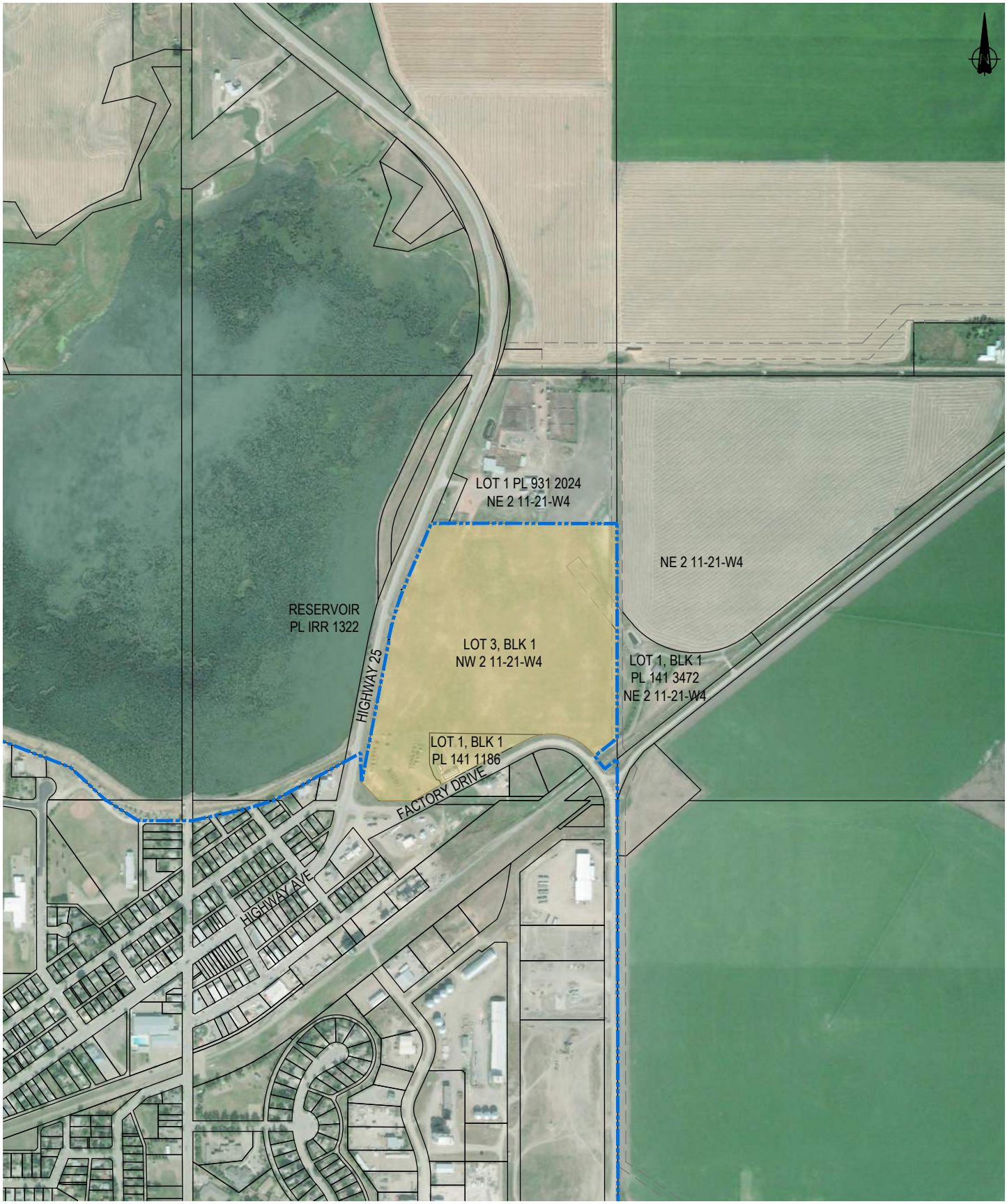
June 12, 2023

# APPENDIX E. ASP Schedule A (Revised ASP Figures)




Town Boundary

Area Structure Plan Boundary

0 100 200 300 400m

1:10 000

Integrated Expertise, Locally Delivered

# Town of Picture Butte
# North Industrial Area Structure Plan
## Map 1
## Location Plan

June 2023

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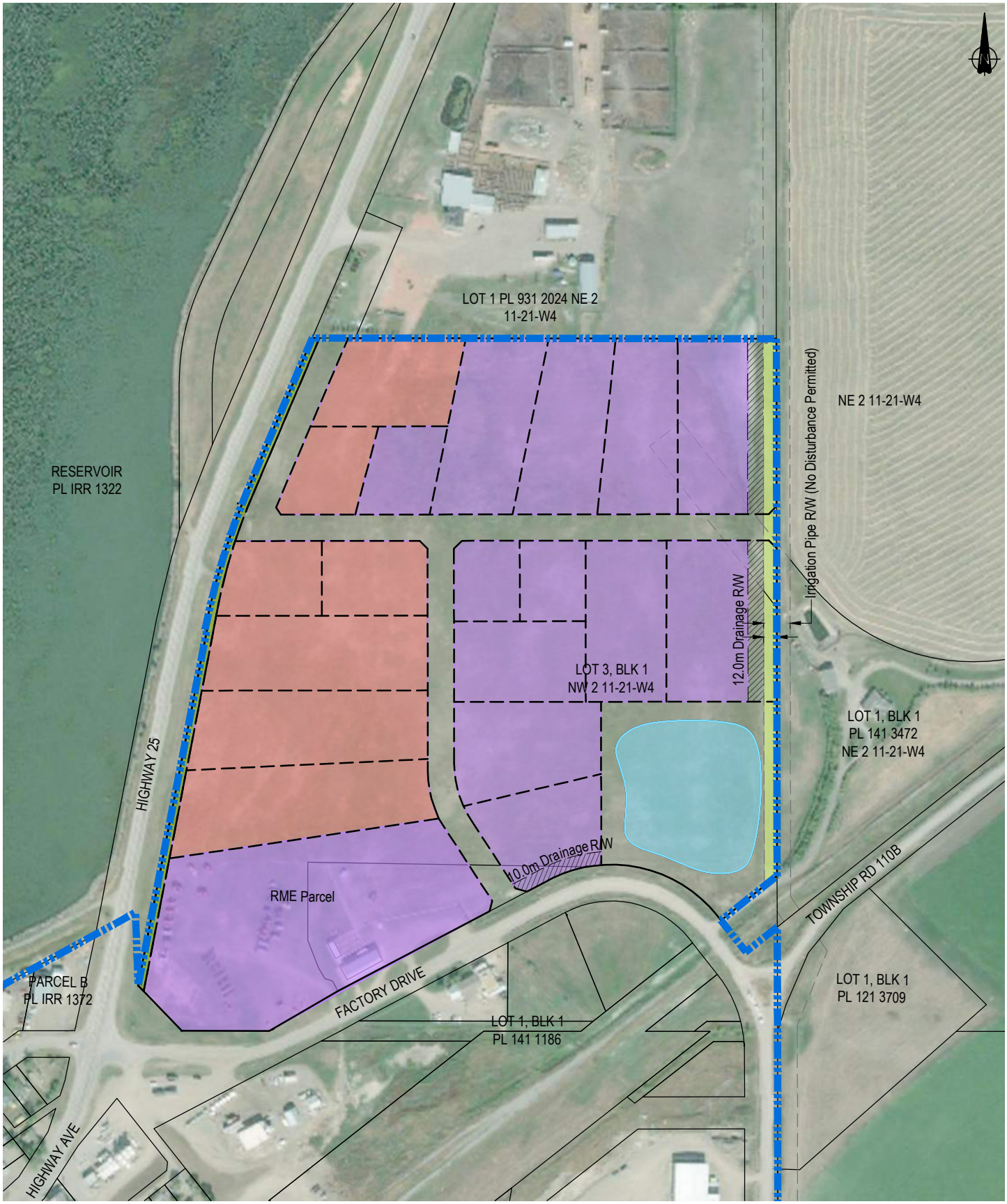


ISL

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Integrated Expertise, Locally Delivered

Town Boundary

Proposed Stormwater Management Facility

Mixed Use - Highway Commercial / Industrial

Industrial

Drainage Right-of-Way

# Town of Picture Butte
# North Industrial Area Structure Plan
## Map 2
## Land Use Concept

June 2023

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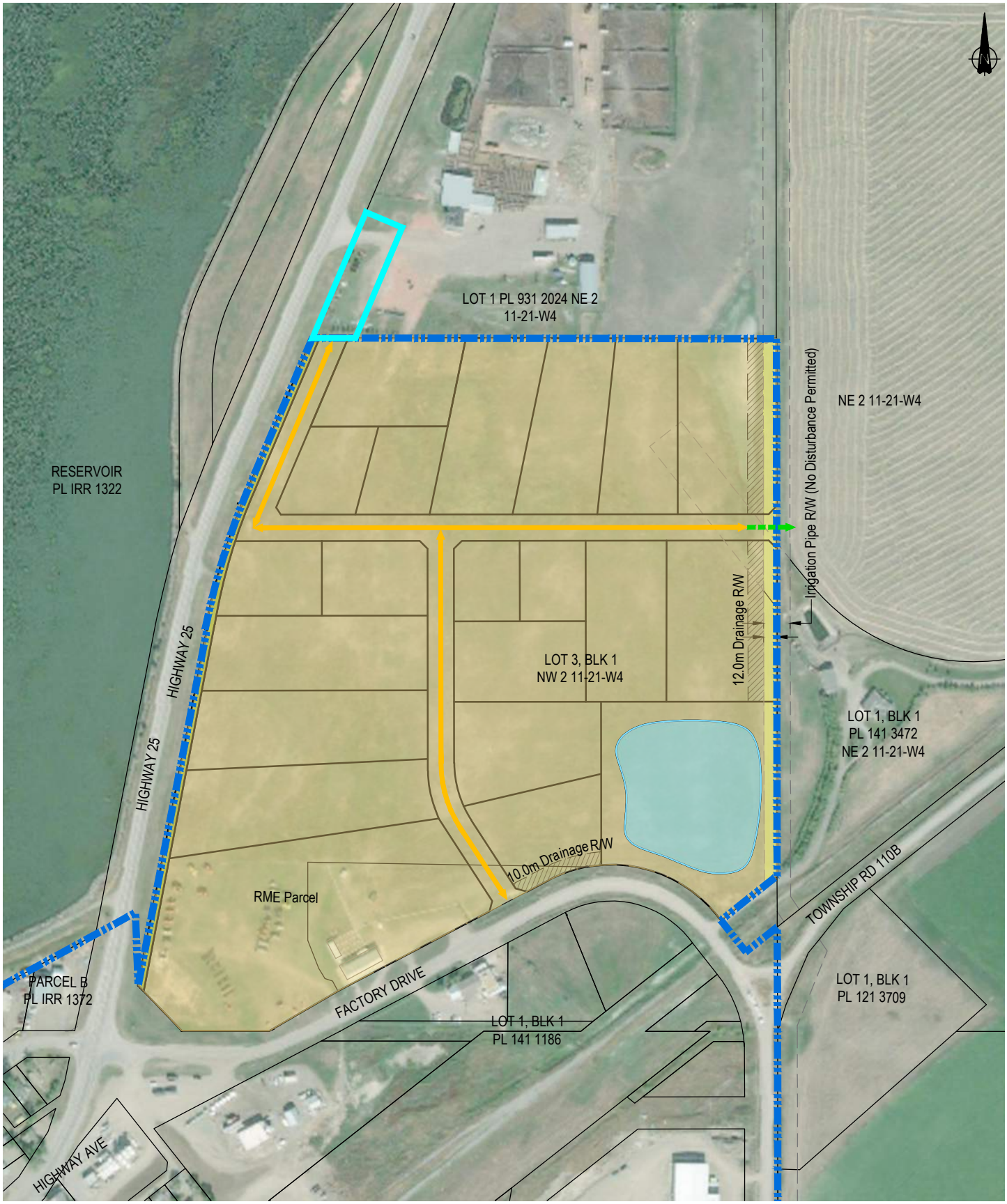


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Integrated Expertise, Locally Delivered

Town Boundary

Proposed Stormwater Management Facility

Area Structure Plan Area

Existing Service Road

Proposed Road Connection

Future Road Connection

# Town of Picture Butte
# North Industrial Area Structure Plan
## Map 3
## Road Network

June 2023

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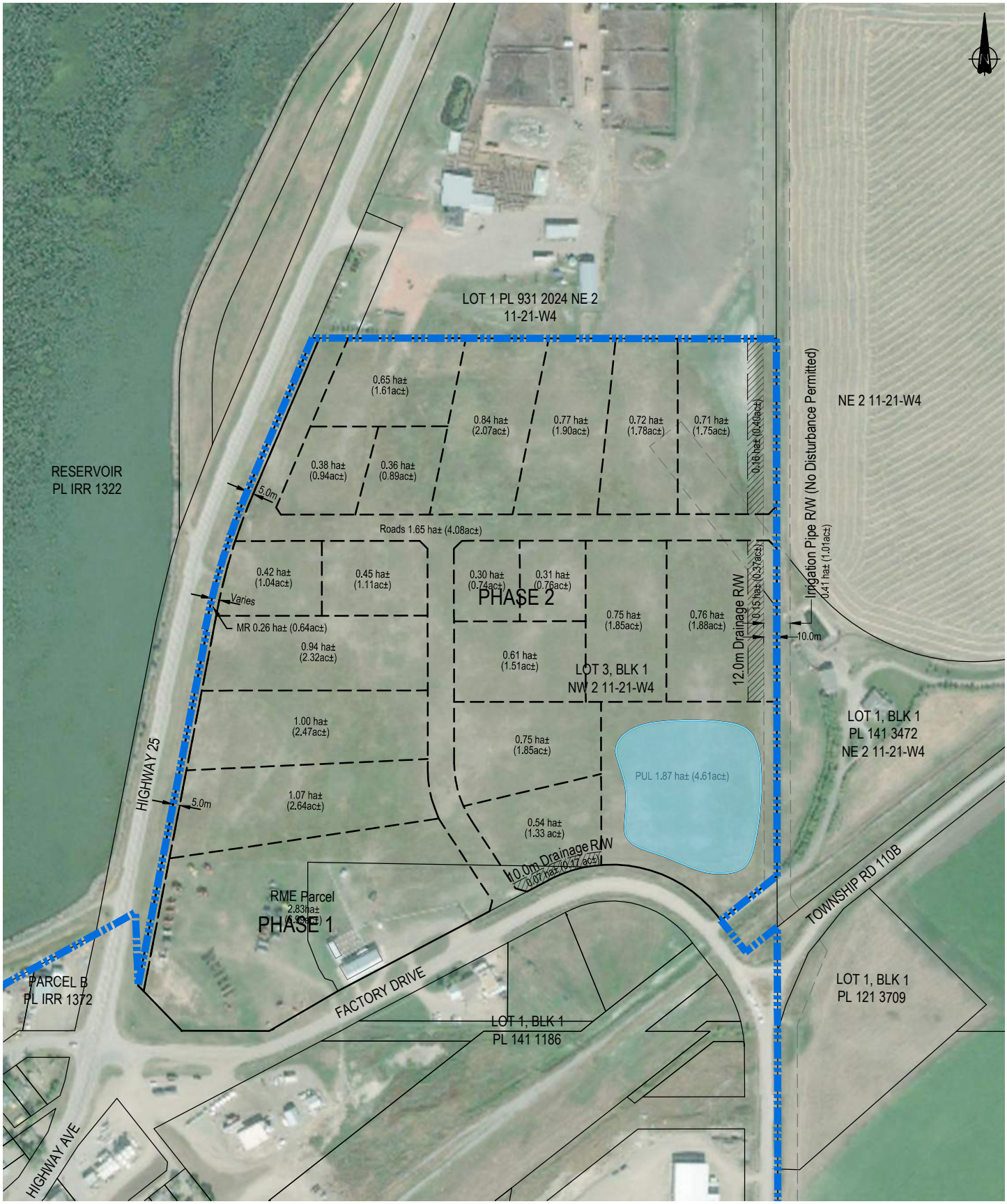


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Integrated Expertise, Locally Delivered

Town Boundary

Proposed Stormwater Management Facility

Proposed Lot Lines

# Town of Picture Butte
# North Industrial Area Structure Plan
## Map 4
## Lot Layout

June 2023

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Integrated Expertise, Locally Delivered

Town Boundary

Proposed Stormwater Management Facility

Proposed Phase 1

Proposed Phase 2

Drainage Right-of-Way

# Town of Picture Butte
# North Industrial Area Structure Plan
## Map 5
## Development Phasing

June 2023

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