



OYEN EAST INDUSTRIAL

AREA STRUCTURE PLAN



Bylaw No. 904-23

Draft

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ACKNOWLEDGEMENTS

*Special Areas Administration
Special Areas Board
Town of Oyen Administration and Council*

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SUPPORTING REPORTS (under separate cover)

Report	Consultant / Author
Transportation Study	MPE Engineering Inc.
Functional Servicing Report	MPE Engineering Inc.
Storm Water Management	MPE Engineering Inc.



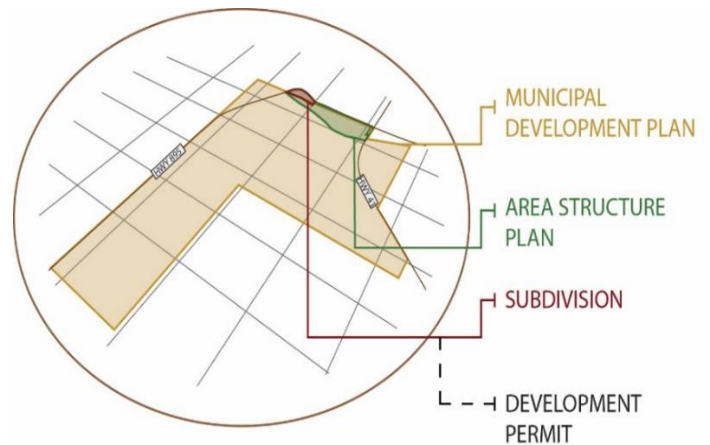
HOW TO READ THIS DOCUMENT

The purpose of the ASP is to provide the overall vision and broad policy guidance, while leaving the details to subsequent subdivision and development approval processes. An Area Structure Plan (ASP) is intended to be read holistically and jointly with other applicable statutory plans and bylaws within each municipality. As a statutory plan all subdivision and development applications within the Plan Area must comply with this ASP.



INTERACTIVE LINKS

The digital version of this document has interactive links. Readers can click on the Table of Contents sections, sub-sections and figures to jump to the desired section or figure. Similarly, figure references, definitions and acronyms are highlighted in **BOLD GRAY** text in the document and if clicked on will jump the reader to the applicable figure or *Section 7.0 Definitions and Acronyms*.



MUNICIPAL DEVELOPMENT PLAN

Guides overall growth and development in Special Areas Board.

AREA STRUCTURE PLAN

Provides the vision for the physical development of a specific area.

SUBDIVISION

A process to divide an area of land divided into legal lots.

DEVELOPMENT PERMIT

A process to gain approval for a specific development on an area of land.

ASP VISION

Oyen East Industrial will become a prosperous development for the Town and the region by creating new economic opportunities and attracting diverse businesses that will thrive on the proximity to major rail and road transportation infrastructure.

1 INTRODUCTION

1.1 PLAN PURPOSE

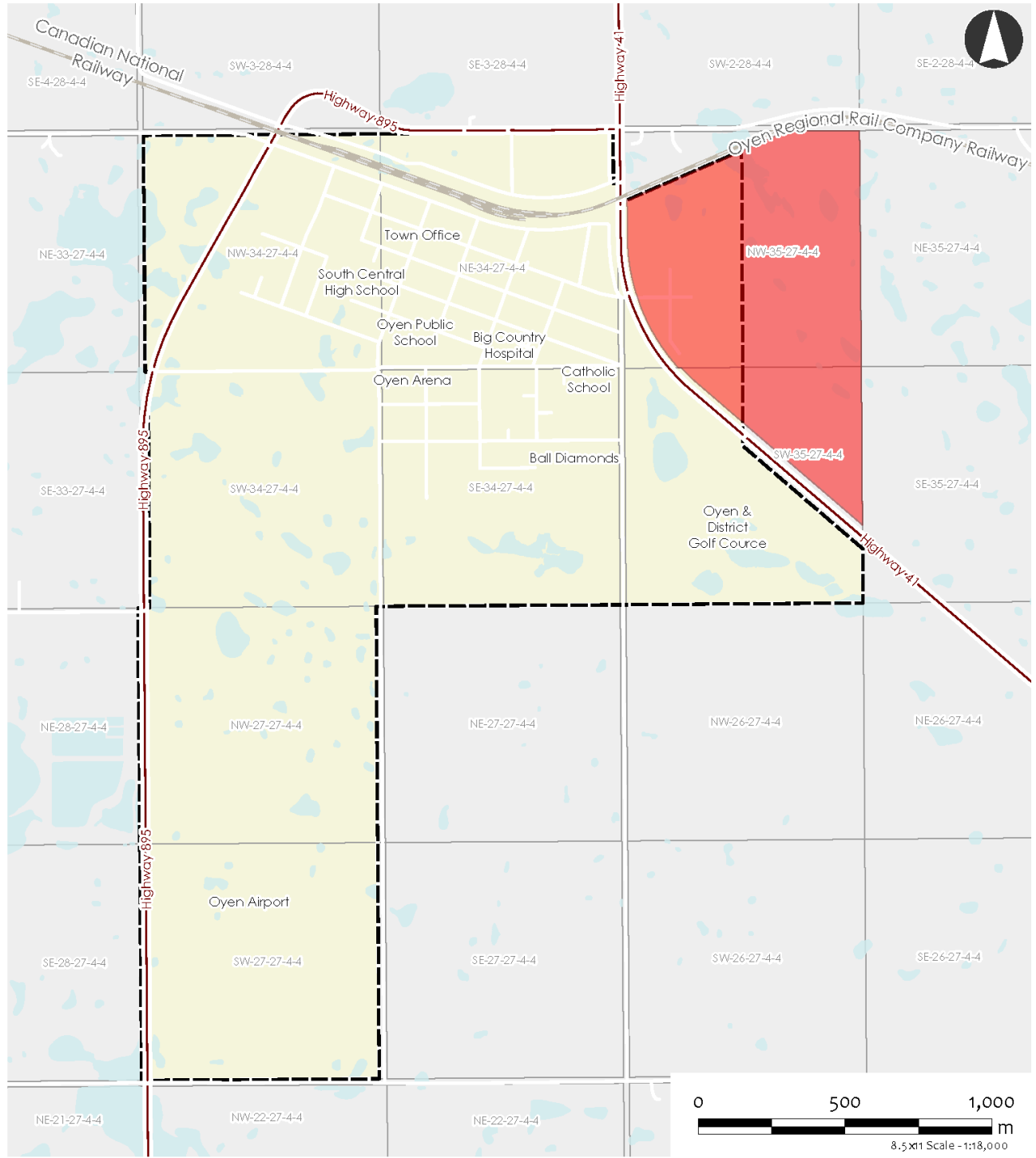
The purpose of the Oyen East Industrial Area Structure Plan (ASP) is to provide a framework for subsequent subdivision and development of the **Plan Area**. This will be accomplished by meeting the following objectives:

- to ensure that any proposed development or subdivision within the **Plan Area** is consistent with the policies and objectives of the Special Areas Board and the Town of Oyen;
- to provide a framework to assist in the evaluation of future subdivisions and developments in the **Plan Area** by describing future land uses, transportation networks and public utility systems; and
- to outline and describe a sequence of development through the identification of development phases in order to allow development to occur in stages.

The ASP will stimulate the future growth of the Town of Oyen and Special Areas Board through commercial and industrial development that will bring prosperity to the region. The Oyen East Industrial ASP provides an excellent location for commercial and industrial uses that utilize and maximize major transportation corridors (see **FIGURE 1 | PLAN LOCATION**).

This ASP is a collaboration between the Town of Oyen and the Special Areas Board. This ASP is a statutory document approved by both the Special Areas Board and the Town of Oyen in this case and adopted by bylaw. An ASP provides citizens, developers, Town staff and Council with a road map when considering applications for land use redesignation, subdivision, and development. Since the ASP is a statutory document, it must align with the higher-level plans, including both the Town of Oyen and the Special Areas Board **Municipal Development Plans (MDP)** and the **Intermunicipal Collaboration Framework (ICF)**. The ASP does not predict the rate or pace of development within the plan area since market forces will determine when a parcel of land develops.

FIGURE 1 | PLAN LOCATION



Legend

- Oyen East Industrial ASP Plan Area
- Oyen Town Boundary
- Water Feature
- Railway

Plan Location

Oyen East Industrial
Area Structure Plan

1.2 MUNICIPAL GOVERNMENT ACT

The **Municipal Government Act (MGA)** section 633 dictates the basic requirements for an Area Structure Plan. The MGA (current as of August 1, 2022) states the following in section 633:

“633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) 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,*
- (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, including matters relating to reserves, as the council considers necessary.

1.3 INTERPRETATION

The plan policies are written as ‘shall’, ‘should’ or ‘may’ statements. Policy statements utilizing ‘shall’ outline mandatory compliance. ‘Should’ or ‘may’ policy statements outline policies to which compliance is encouraged and recommended. In certain circumstances the ‘should’ or ‘may’ statements may not be practical and therefore the policy provides flexibility to respond to such circumstances.

2 PLAN AREA AND SITE ANALYSIS

2.1 PLAN AREA DESCRIPTION

The **Plan Area** for the Oyen East Industrial Area Structure Plan as shown on **FIGURE 1** is located on the eastern side of the Town of Oyen, bisected north-south by the Town's eastern boundary with Special Area No. 3 and consists of approximately 177.17 acres (71.70 hectares). A portion of the Plan Area was included within the previously adopted Buffalo Trail Area Structure Plan (1988). The Plan Area encompasses portions of the Northwest quarter of Section 35, Township 27, Range 4, W4M, and portions of the Southwest quarter of Section 35, Township 27, Range 4, W4M (see **FIGURE 1 | PLAN LOCATION**). The northern boundary follows the curve of the Canadian National Railway tracks, the west to south boundary follows the curve of Highway 41 (Buffalo Trail), and the eastern boundary aligns with Section 35-27-4-4.

2.2 SITE ANALYSIS SUMMARY

A site analysis was conducted for the Plan Area to understand the challenges, constraints, and opportunities for future development within the Plan Area. The site analysis methodology included a site visit and desktop analysis of maps and previous reports. No geotechnical or biophysical field work was completed. Individual landowners will be required to undertake this type of field work as part of future subdivision and development applications.

SITE CONDITIONS AND ENVIRONMENTAL CONSIDERATIONS

The Plan Area is generally flat with a few small rolling elevation changes that may produce intermittent water collection (see **FIGURE 2 | EXISTING CONDITIONS**). There are a few prominent wetlands (intermittent waterbodies or temporary marshes) along the eastern side of the **Plan Area**. Some of these wetlands may contribute to municipal or environmental reserve lands. Drainage generally flows towards the central north portion of the site, with portions draining towards the eastern Highway 41 boundary. The soils within the Plan Area have a CLI classification of 4-5, which indicates land with limited agricultural capabilities. Refer to **Section 4.6** for more detailed Environmental Considerations.

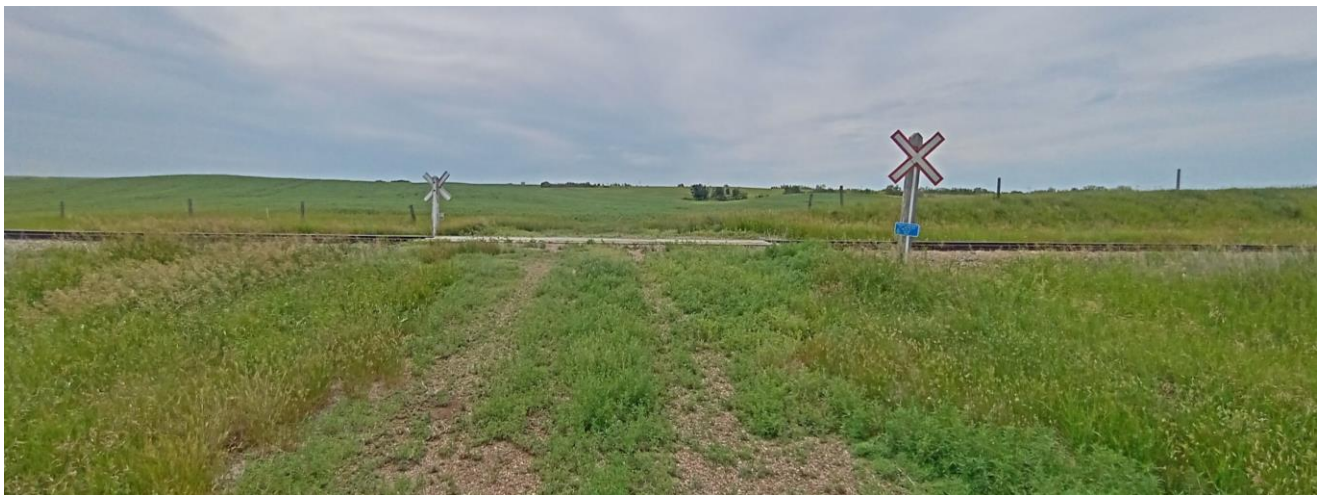


PHOTO 1: LOOKING SOUTH FROM TOWNSHIP ROAD 280



PHOTO 2: LOOKING EAST FROM HIGHWAY 41

EXISTING DEVELOPMENT

The **Plan Area** includes an existing 14 lot subdivision on its western boundary, and a subdivided lot with an existing industrial shop on the north portion of the site to be maintained throughout the development of the rest of the site. The existing subdivided portion within the Town of Oyen on the west side of the Plan Area is currently designated as Highway Commercial and Industrial. The remaining lands within the Town of Oyen portion is designated as Urban Reserve while the lands within Special Area No. 3 are currently designated as Agriculture and are utilized as grazing and pasture (see **FIGURE 5 | EXISTING LAND USE DESIGNATIONS**).

ROADS AND RAIL

The **Plan Area** is bounded by the curve of Highway 41 (Buffalo Trail) from the northwest corner of the site to the southeast corner. The existing development in the subdivided area on the west portion of the Plan Area is accessed from the intersection of Highway 41 and 1st Ave E. There is currently a gravel frontage road running north of this intersection along the subdivided portion of the site. The subdivided area identifies the extension of 1st Ave E into the Plan Area where it meets the north-south 5 St E road alignment. Township Road 280 is an east-west gravel road that runs parallel to the rail tracks approximately 200m from the NW corner of the site and eventually converges to be directly parallel to the rail tracks. The rail tracks are owned by the Oyen Regional Rail Company. The existing subdivided lot on the north portion of the Plan Area is accessed with a crossing over the rail tracks.

SHALLOW UTILITIES

A low-pressure ATCO natural gas service line is situated within the **Plan Area**. This line enters the site from the north and is located in a north-south direction along the general alignment of 5 St E.

ELECTRICITY

The existing ATCO Energy overhead lines are located on the west side of the **Plan Area**, running parallel to the 5th St. E corridor. ATCO has indicated that the lines on the poles have three-phase power.

WATER

The Henry Kroeger Regional Water Services Commission which provides service to the Town of Oyen and Special Areas 3, has a line extended into the core of the Town of Oyen. There are existing water pressure mains approaching the Highway 41 and 1st Ave E intersection.

STORMWATER

The natural flow through the site trends toward the central north portion of the Plan Area through a few minor low-lying areas. The effects of development on Stormwater management are considered to be minimal as the development of large lot industrial and commercial development should allow for stormwater to be handled on each individual site with natural drainage patterns, gravel lots, and introducing permeable landscaping where necessary. The natural drainage patterns should be recognized at the time of development to ensure grading does not negatively affect existing sites or landowners.

WASTEWATER

The Town of Oyen sewage lagoons are located on the far southwest side of the Town of Oyen. Existing sanitary gravity mains are located across Highway 41 within the Town of Oyen. Currently, there is no desire to service the Oyen East Industrial Park with a municipal sanitary sewer collection system. The Oyen East Industrial Park is proposed to have privately owned sanitary sewer holding tanks and/or septic fields on each lot as required. and will be required to meet the requirements of the current Private Sewage Disposal System Standard of Practice, Alberta Plumbing Code and any Special Areas regulations and policies.

OIL AND GAS DEVELOPMENT

There are no well sites or high-pressure gas pipelines within the plan area that would introduce a constraint to development or adversely affect the operation and safety of the pipeline infrastructure. The closest high-pressure gas pipeline is situated approximately 350m parallel to the northern most portion of the Plan Area.

[illegible]

Oylen East Industrial Area Structure Plan

- Oyen East Industrial Area Structure Plan | 7

2.3 PLAN AREA OWNERSHIP

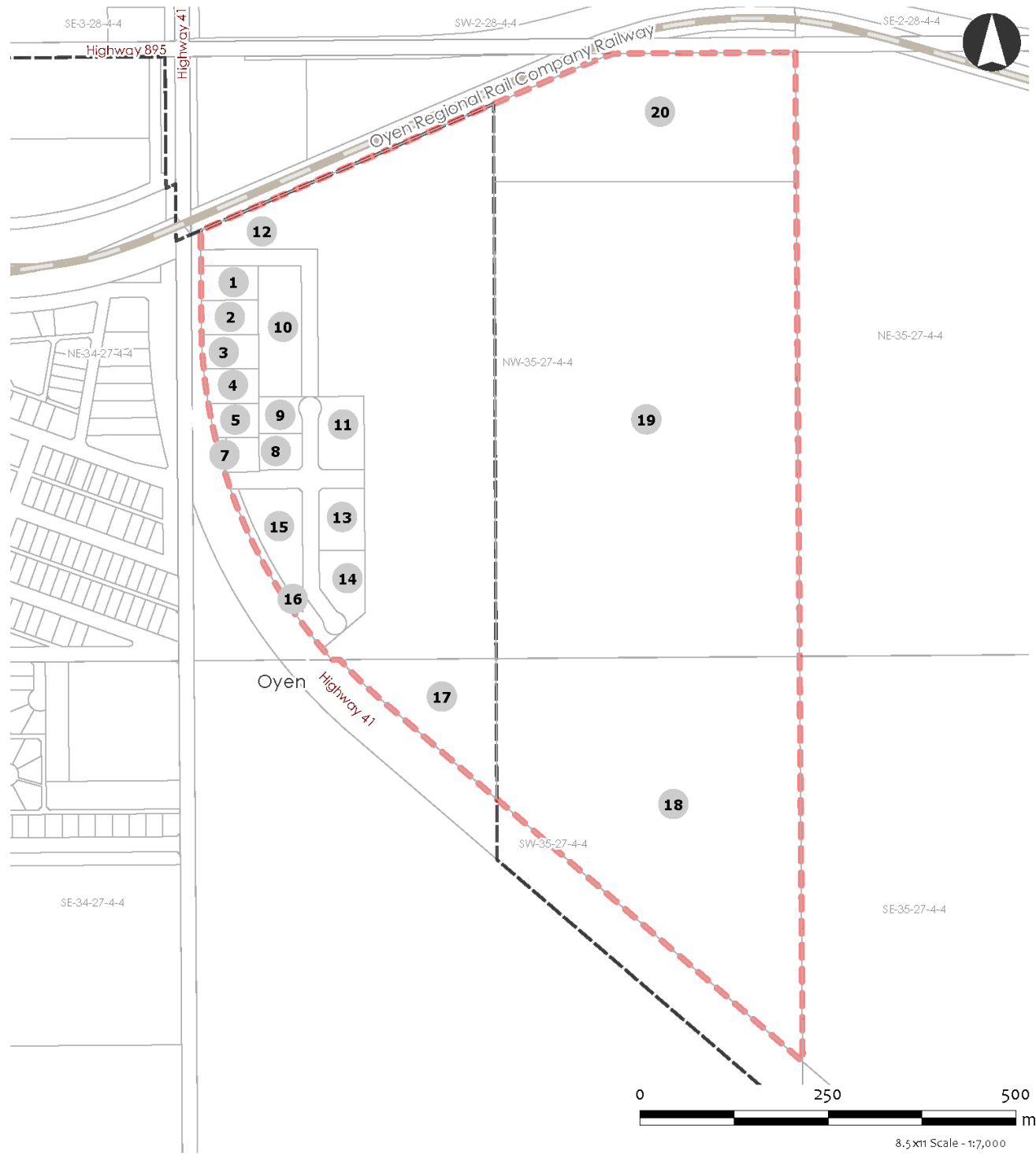
As shown on **FIGURE 3 | PARCELS AND OWNERSHIP**, the **Plan Area** consists of nineteen (19) legal parcels over 2 quarter sections with an area of approximately 172 acres (69 ha) plus a portion of the road right-of-way on the west side of the Plan Area with an additional area of 4.59 acres (1.86 ha). **TABLE 1 | PLAN AREA LAND OWNERSHIP** lists the legal titles, including title number, legal description, land area and owner.

TABLE 1 | PLAN AREA LAND OWNERSHIP

Plan Area Legal Descriptions					
Parcel Index #	Title #	Legal Description	Owner (as of September 2021)	Area (Acres)	Area (Hectares)
1	811166219	NW-35-27-4-W4	UNITED FARMERS OF AB CO-OP LTD.	0.86	0.35
2	811166219	NW-35-27-4-W4	UNITED FARMERS OF AB CO-OP LTD.	0.86	0.35
3	001364789	NW-35-27-4-W4	Private individual	0.84	0.34
4	001364789	NW-35-27-4-W4	Private individual	0.80	0.32
5	831001988	NW-35-27-4-W4	CHINOOK APPLIED RESEARCH ASSOCIATION.	0.71	0.29
6	821213364	NW-35-27-4-W4	CHINOOK APPLIED RESEARCH ASSOCIATION.	0.50	0.20
7	831001986	NW-35-27-4-W4	CHINOOK APPLIED RESEARCH ASSOCIATION.	0.09	0.04
8	931015308	NW-35-27-4-W4	CHINOOK APPLIED RESEARCH ASSOCIATION.	0.68	0.27
9	931015308001	NW-35-27-4-W4	CHINOOK APPLIED RESEARCH ASSOCIATION.	0.69	0.28
10	141146378	NW-35-27-4-W4	Private individual	2.47	1.00
11	201085418002	NW-35-27-4-W4	JICA4 HOLDINGS LTD.	1.45	0.59
12	201085418	NW-35-27-4-W4	JICA4 HOLDINGS LTD.	37.48	15.17
13	201085418003	NW-35-27-4-W4	JICA4 HOLDINGS LTD.	1.24	0.50
14	201085418001	NW-35-27-4-W4	JICA4 HOLDINGS LTD.	1.22	0.49
15	061220716	NW-35-27-4-W4	1102233 ALBERTA LTD..	1.92	0.78
16	931015306003	NW-35-27-4-W4	THE TOWN OF OYEN.	0.81	0.33
17	201085418	SW-35-27-4-W4	JICA4 HOLDINGS LTD.	4.93	1.99
18	201085290	SW-35-27-4-W4	JICA4 Holdings Ltd.	36.26	14.67
19	201085290	NW-35-27-4-W4	JICA4 Holdings Ltd.	78.78	31.88
			Total of Titled Lots	172.58	69.84
N/A	N/A	Roads / Non-titled land	N/A	4.59	1.86
			Total Plan Area	177.17	71.70

*land area calculations from Land Titles may differ slightly from other area calculations used within this document.

FIGURE 3 | PARCELS AND OWNERSHIP



Legend

- Oyen East ASP Boundary
- Town Boundary
- Parcel Index #

Parcels and Ownership

Oyen East Industrial
Area Structure Plan

2.4 LAND USE ORDER / LAND USE BYLAW

Special Areas Board Land Use Order

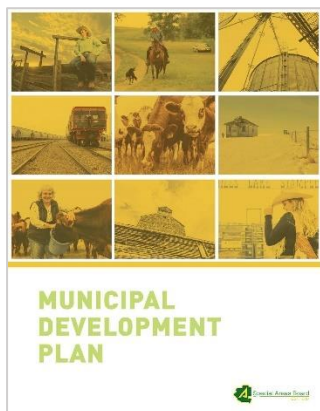
As per the Special Areas Board's Land Use Order (LUO), the portion of the Plan Area within Special Areas No. 3 is currently designated as Agricultural (A) as shown on **FIGURE 3 | PARCELS AND OWNERSHIP**. The Agricultural District is intended for extensive agricultural use and related land uses, including dwellings. Various commercial and industrial uses are listed as discretionary uses in the Agricultural District. However, given the proximity of the industrial park to the Town of Oyen, the Hamlet Industrial (HI) district may be the most appropriate district within the Land Use Order.

The Town of Oyen Land Use Bylaw 826-13

As per the Town of Oyen Land Use Bylaw No 826-15, the portion of the Plan Area within the Town of Oyen is currently designated as Urban Reserve District (UR), Industrial District (I), and Highway Commercial (HC) as shown on **FIGURE 5 | EXISTING LAND USE DESIGNATIONS**. The Industrial and Highway Commercial areas are currently subdivided, with some lots having pre-existing development. The remaining Urban Reserve area allows for a limited number of uses.

2.5 MUNICIPAL DEVELOPMENT PLANS (MDP)

Special Areas Board Municipal Development Plan



The Special Areas Board **Municipal Development Plan (MDP)** was adopted in 2020 and guides the overall growth and direction of the Special Areas Board. The MDP includes six key goals, including:

- “grow the local economy,”
- “promote growth & development through smart municipal investment” and
- “create and maintain a sustainable tax base.”

Currently, the majority of tax revenue (65%) comes from non-residential linear assessment made up of oil & gas pipelines. It is anticipated that provincial economic and policy changes to linear assessment will affect revenue from this stream, pushing the Special Areas Board to explore other areas of tax revenue to maintain the current level of services.

The Special Areas Board has identified growth priorities within the MDP. The focus of growth in these areas should be adjacent to existing services such as water lines and road infrastructure, support growth in urban centers, encourage rural economic development and diversification, and support rail and rail-related development.

The **Plan Area** is within an identified growth focus along the Highway 9 corridor as specified in Figure 6 of the MDP. Policy 7.1.1 states that the Board should prioritize infrastructure and economic investment within the Growth Corridors and Growth Focus Areas. Policy 7.1.2 states the Board encourages economic diversification throughout the region where businesses will be supported by adequate infrastructure and transportation networks. Finally, Policy 7.1.3 states that the Board will continue to foster partnerships with other municipalities, governmental agencies, and private industry to promote the economic opportunities available in the region. The MDP also outlines important environmental policy to preserve the ecological integrity of the surrounding landscape and ecological features of the region.

The vision and goals of the Oyen East Industrial ASP align with the priorities of the Special Areas Board MDP.

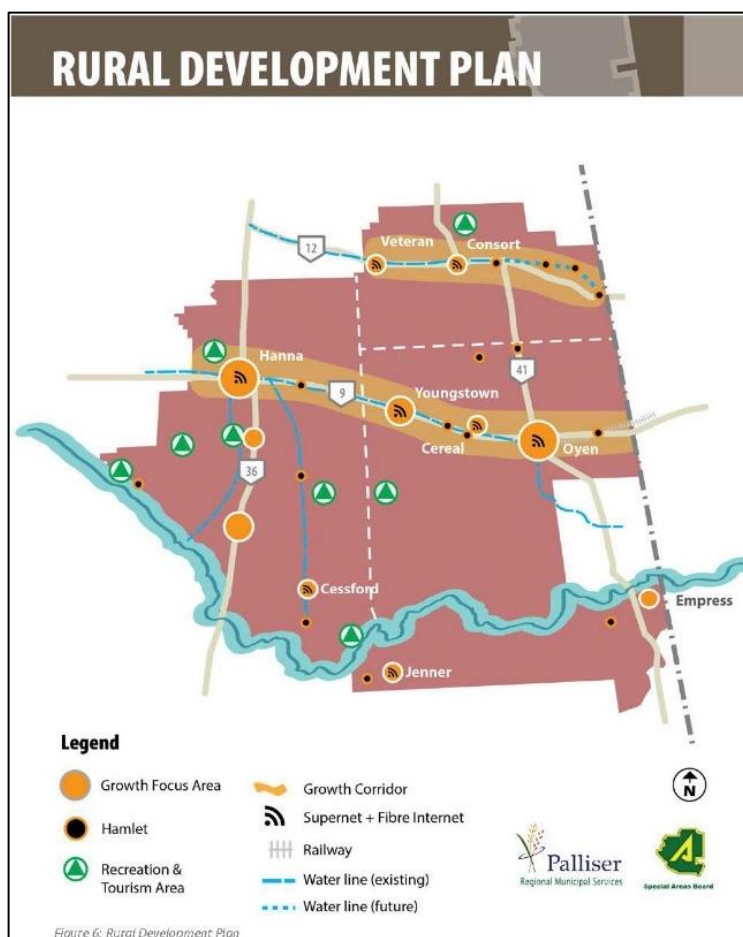


FIGURE 4 | SPECIAL AREAS BOARD MDP - RURAL DEVELOPMENT PLAN

The Town of Oyen Municipal Development Plan

The Town of Oyen **Municipal Development Plan (MDP)** (Bylaw No. 825-13) was adopted in 2013 and guides the overall growth and direction of the Town. The Town is a service centre for the surrounding rural population, served by north-south Highway 41, east-west Highway 9, a bus line, and small airport. The development pattern is based on a traditional grid street pattern and is highly influenced by the railway corridor with streets and avenues running parallel and perpendicular to the railway tracks.

Oyen's primary industries are agricultural services such as mixed grain farming, and livestock, as well as oil and gas extraction. There are two key industrial areas, firstly along Railway Avenue, and secondly within the existing subdivision within the Plan Area. There is a shortage of serviced land for industrial use, and diversified industry is being promoted to increase population growth. The MDP anticipates population growth to average 0.5% annually. Current water and sewage servicing are considered sufficient to accommodate the Town's projected growth.

2.6 INTERMUNICIPAL COLLABORATION FRAMEWORK

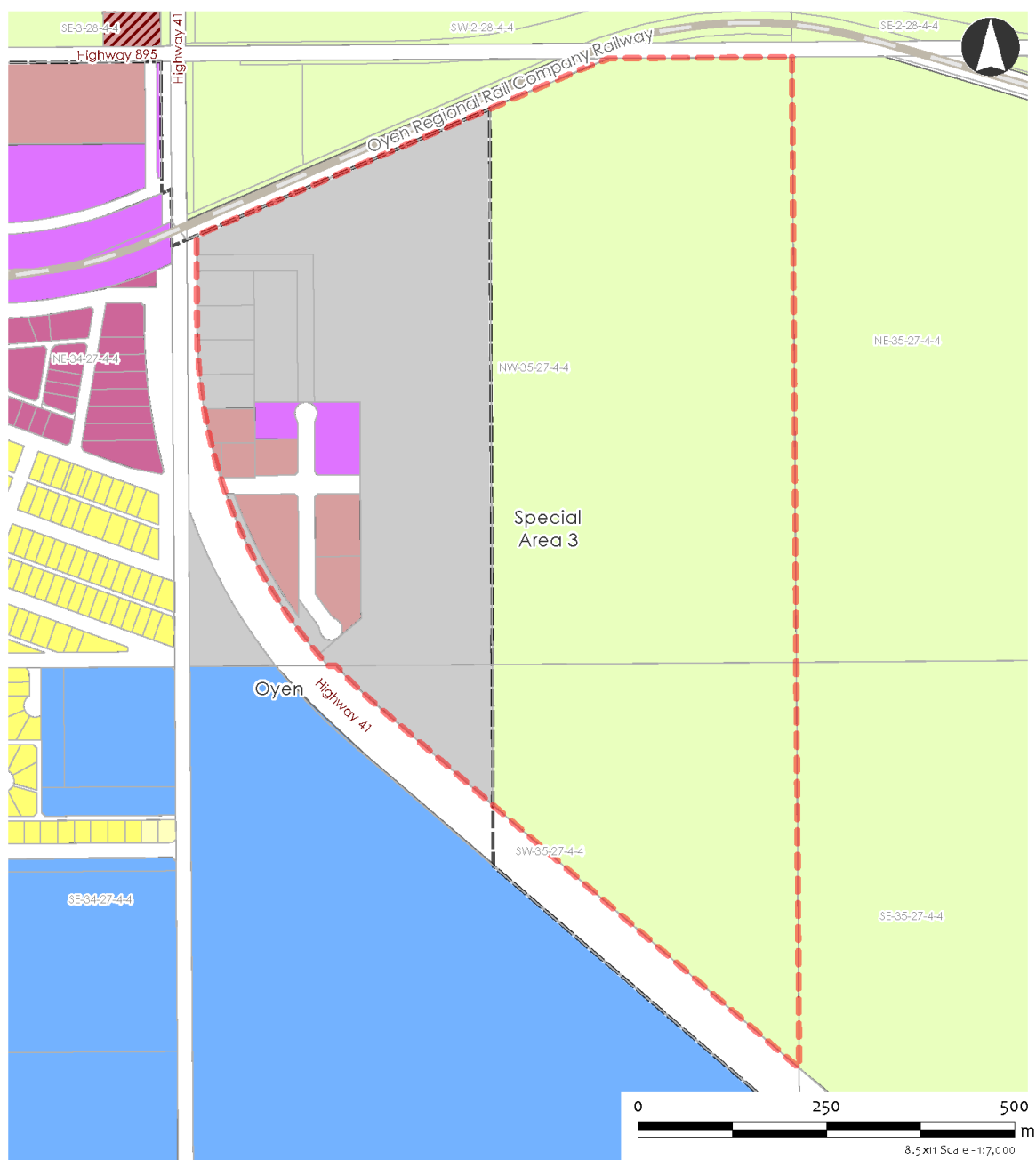
The **Intermunicipal Collaboration Framework (ICF)** between the Town of Oyen and Special Areas Board, provides a means of exploring opportunities and developing common solutions or responses to service delivery gaps or challenges that affect the region. There is no **Intermunicipal Development Plan** needed between the Town of Oyen and Special Areas Board. The ICF encourages communication at all levels of the respective municipal organizations to ensure opportunities are recognized and explored to their fullest potential. The core principles of the Framework are focused on a sharing vision and priorities, enhanced communication, embracing differences to develop a more robust region, transparency, regional success with local autonomy, development of a collective vision for the future, identifying opportunities for future collaborative efforts, in the provision of cooperative rather than competitive services.

The ICF acknowledges the history of the Town of Oyen and Special Areas Board working together to provide enhanced municipal services to their residents. Transportation, Water and Wastewater, and Solid Waste Management are provided independently by both municipalities. Of note, both municipalities are part of the Henry Kroeger Regional Water Services Commission and the Big Country Waste Management Commission.

As per the ICF, the Intermunicipal Collaboration Committee must meet within 90 calendar days of the reception of written notice of a new project, unless both the CAO and Chair agree otherwise.

As the Oyen East Industrial ASP borders the Town of Oyen and Special Area No. 3, it provides an opportunity for enhanced collaboration between the Town of Oyen and Special Areas Board.

FIGURE 5 | EXISTING LAND USE DESIGNATIONS



Legend

Oyen East ASP Boundary	Manufactured Home	Highway Commercial
Town Boundary	Community Service	Urban Reserve
Oyen Land Use Bylaw	Industrial	Special Areas Land Use Order
Single Detached Residential	Central Commercial	Agriculture
General Residential	Commercial Transitional	Highway Commercial

Existing Land Use Policy

Oyen East Industrial
Area Structure Plan

3 VISION

3.1 ASP VISION

Oyen East Industrial will become a prosperous development for the Town, Special Areas Board, and the region by creating new economic opportunities and attracting diverse businesses that will thrive on the proximity to major rail and road transportation infrastructure.

The Oyen East Industrial ASP vision supports an active industrial and commercial centre that utilizes the railway connectivity and maximizes the eastern boundary of the Town of Oyen along Highway 41.

The Oyen East Industrial ASP envisions a fully integrated, multi-modal industrial and commercial development covering approximately 173 acres (70 hectares) with multiple internal Oyen rail tracks accessing the mainline track. The Oyen East Industrial ASP also has excellent road transportation connectivity with Highway 41 and Alberta's high-load corridor, allowing for transportation of heavy loads to Alberta's oil and gas sector and the USA. Existing and future businesses and their employees will also benefit from being in close proximity to the Town of Oyen and its many amenities. Employees that live in Oyen are only minutes away from their homes and can access their employment by driving, cycling, or walking.



PHOTO 3: RAIL TRACKS LOOKING EAST FROM TOWNSHIP ROAD 280

3.2 ASP GOALS

The following ASP goals were identified during the formation of the Plan:

1

Create the foundation for prosperous industrial and commercial economic opportunities in all aspects of community design, including lot design, transportation network, environmental considerations, and servicing.

2

Provide clear direction and expectations to future developers in the Plan Area.

3

Comply with all legislative requirements and align with other higher-level statutory plans.

4

Enable industrial businesses to co-exist and minimize negative impacts with adjacent agricultural and non-industrial land uses.

5

Outline logical servicing strategies and development phasing.

6

Ensure environmental sensitivity to wetlands and wildlife habitat through development buffers and/or other mitigations.

7

Consider the proper integration of existing and new rail lines as an incentive to attract rail dependent business.

8

Create a collaborative process between the Town of Oyen, Special Areas Board, Palliser Regional Municipal Services, Town citizens, landowners, and businesses, to build on-going support as the area builds out.

4 LAND USE POLICY

4.1 ASP DEVELOPMENT STRATEGY

The Oyen East Industrial ASP will be completed in **three** phases (subject to change at the time of development), resulting in a mix of industrial and commercial uses. Development is anticipated to begin along the Highway 41 corridor in order to utilize the highway frontage. Each lot is accessible via the internal roadway network to be built, with a frontage road on Highway 41 for the southern lots. Lot 1, which has a pre-existing shop, will retain an existing access off Township Road 280. Industrial lots are anticipated to range in size from approximately 11 to 18 acres. Commercial lots will be smaller in size, with the possibility for Lot 11 to be subdivided into smaller portions depending on demand. Final lot size and configuration will be determined at the subdivision stage. Refer to **Table 2: Development Statistics** and **FIGURE 6 | Development Concept**.

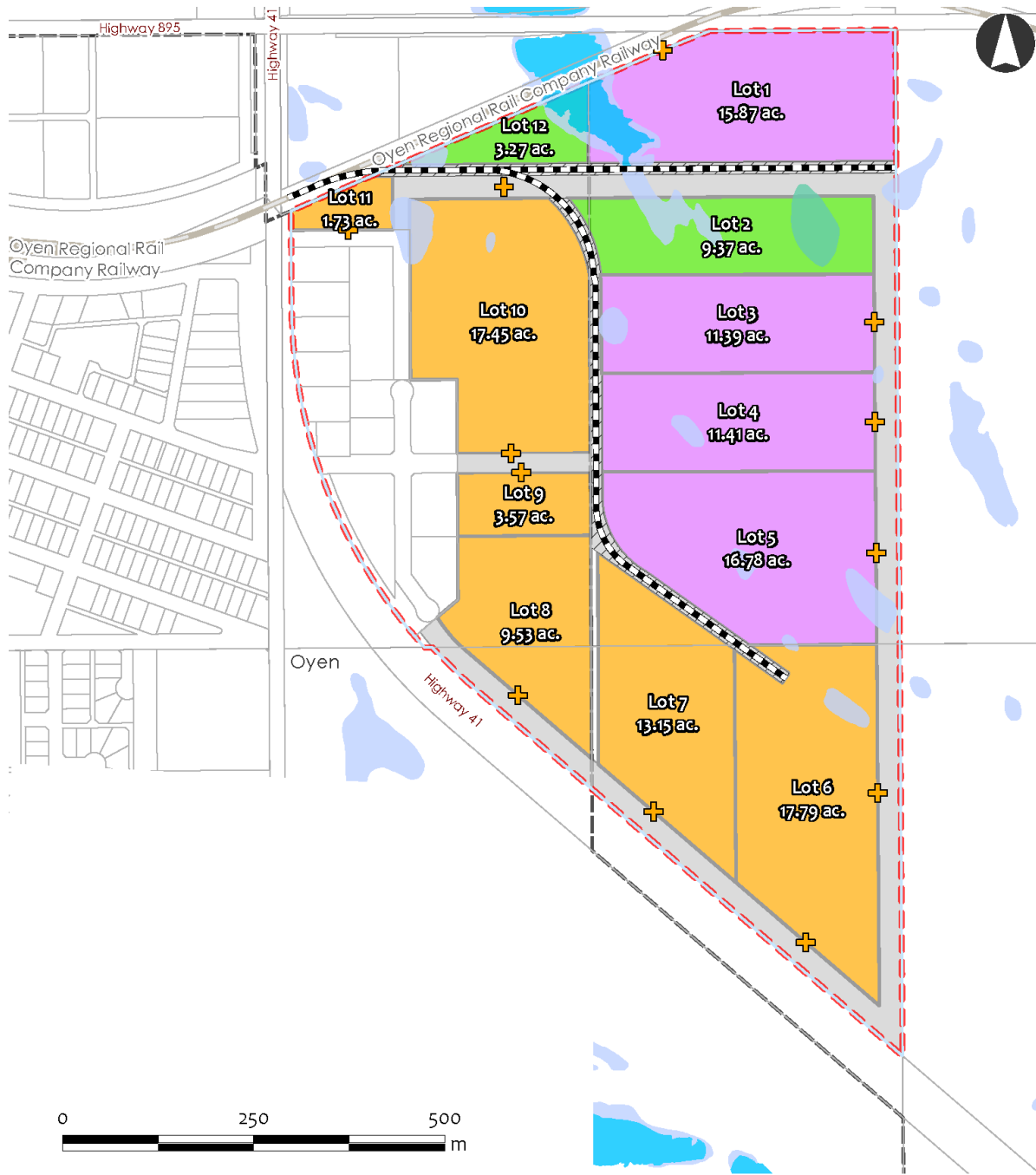
4.2 DEVELOPMENT STATISTICS

The Oyen East ASP will yield approximately 115.3 acres (46.7 hectares) of developable industrial and commercial land.

TABLE 2: DEVELOPMENT STATISTICS

Land Use		Area (acres)	Area (ha)	% of ASP
Industrial Lots	Phase			
<i>Lot 1 – Industrial</i>	1	12.9	5.2	7.3%
<i>Lot 2 – Environmental Reserve</i>	1	13.8	5.6	7.8%
<i>Lot 3 – Industrial</i>	2	11.4	4.6	6.5%
<i>Lot 4 – Industrial</i>	2	11.4	4.6	6.5%
<i>Lot 5 – Industrial</i>	2	16.8	6.8	9.6%
<i>Lot 6 – Flex Highway Commercial / Industrial</i>	1	17.8	7.2	10.0%
<i>Lot 7 – Flex Highway Commercial / Industrial</i>	1	13.2	5.32	7.4%
<i>Lot 8 – Highway Commercial</i>	1	3.6	1.5	2.0%
<i>Lot 9 – Flex Highway Commercial / Industrial</i>	1	5.7	2.3	3.2%
<i>Lot 10 – Flex Highway Commercial / Industrial</i>	1	3	1.2	1.7%
<i>Lot 11 – Flex Highway Commercial / Industrial</i>	3	19.2	7.8	10.8%
<i>Lot 12 – Environmental Reserve</i>	1	1.8	0.7	1.0%
Total - Proposed Lots (12)		130.9	53.0	74.1%
Existing Lots		15.1	12.9	8.5%
Existing Wetlands		3.4	13.8	1.9%
Future Rail Right-of-Ways		8.0	11.4	4.5%
Total Existing Features & Future Rail ROWs				14.9%
Roads / Right-of-ways				
<i>Existing Roads/ROWs</i>		2.8	1.86	1.4%
<i>Future Roads/ROWs</i>		17.1	6.9	9.6%
Roads / Right-of-ways Total		19.8	8.0	11.0%
Grand Total – All land uses		177.2	71.70	100%

FIGURE 6 | DEVELOPMENT CONCEPT



Legend

- | | |
|------------------------|------------------------|
| Oyen East ASP Boundary | Future Road |
| Town Boundary | Marsh |
| Highway Commercial | Open Water |
| Industrial | Swamp |
| Flex (Hwy-C/Ind) | Future Rail Spur Lines |
| Environmental Reserve | Lot Access |
| Future Rail ROW | |

Development Concept

Oyen East Industrial
Area Structure Plan

4.3 INDUSTRIAL LAND USE

A significant portion of the ASP lands are intended for a variety of industrial land uses, which benefit from a location in close proximity to the heavily utilized Highway 41 and the Oyen Regional Rail Company tracks. Industrial land use will be situated in both the Town of Oyen and Special Areas No. 3.

General Policies:

- Policy 4.3.1** Future subdivision of lots shall be guided by **FIGURE 6 | Development Concept** with exact lot lines and lot configurations to be determined at the time of subdivision. Lots may be subdivided (or consolidated) in the future to suit new tenants or operations as needed.
- Policy 4.3.2** Guided by **FIGURE 6 | Development Concept** the Oyen East Industrial ASP industrial lots are intended to be medium to large in size, generally ranging from 10 to 20 acres with larger lots also acceptable.
- Policy 4.3.3** Appropriate land uses in the **Plan Area** will include a broad spectrum of **industrial uses**. **Residential uses** are not permitted.
- Policy 4.3.4** Individual industrial sites and developments should be planned in a way that minimizes impacts to adjacent industrial properties and creates a cohesive overall development pattern in the industrial park. Individual developments should address the following when site planning:
- strategic location of buildings farther from neighbouring properties;
 - use of landscaping (trees, shrubs, berms) and fencing/noise attenuation walls to create buffers between properties and land uses;
 - preservation of existing natural features (wetlands, trees, shrubs, wildlife habitat);
 - strategic placement of parking areas to create a buffer/separation between buildings and sites; and
 - alignment of driveway access points with adjacent parcels.
- Policy 4.3.5** Development applications for a **heavy industrial land use** proposed in the ASP shall be referred to Special Areas Board and Town of Oyen Fire Services for comment prior to approval. Where additional firefighting capacity is required for the proposed development, the individual site owner/operator applying for the development shall either provide additional capacity on-site or enter into an agreement with Special Areas Board or the Town to ensure sufficient firefighting capacity exists.
- Policy 4.3.6** **Heavy industrial land uses** proposed that pose a potential off-site risk to life and/or property (e.g. chemical/fertilizer plants or heavy manufacturing operations) **may be required** to provide a **Hazard Risk Assessment** as part of any development permit or subdivision application. The operator/owner shall communicate regularly with Special Areas Board, including notification of any incidents or if the risk level at the site changes.
- Policy 4.3.7** Industrial land uses that pose a potential off-site risk to life and/or property (e.g. chemical/fertilizer plants or heavy manufacturing operations) **shall** provide a copy of their **Emergency Management Plan** as part of any development permit or subdivision application. The operator/owner shall communicate regularly with Special Areas Board and the Town of Oyen, including notification of any incidents or if the risk level at the site changes.

4.4 HIGHWAY COMMERCIAL LAND USE

The western portion of the ASP lands are intended for Highway Commercial (HWY-C), which benefit from adjacency to a major arterial road or highway to serve the commercial needs of the Town and surrounding area. Highway 41. According to Alberta Transportation, the section of Highway 41 running adjacent to the site saw an Annual Average Daily Traffic count of 840 vehicles in 2021.

- Policy 4.4.1** Future subdivision of lots shall be guided by **FIGURE 6 | Development Concept** with exact lot lines and lot configurations to be determined at the time of subdivision. Lots may be subdivided (or consolidated) in the future to suit new tenants or operations as needed.
- Policy 4.4.2** Recognizing the highway commercial area will form part of the entrance to the Town, it shall be developed so that it creates a positive visual appearance through the use of landscaping, attractive signage, and architectural features
- Policy 4.4.3** Appropriate land uses in the **Plan Area** will include a broad spectrum of **commercial uses** as outlined in the Land Use Bylaw. **Residential uses** are not permitted. Any existing **residential uses** must comply with relevant regulations within the applicable Land Use Bylaw.

4.5 INTERFACE AREAS

It is important to plan for how industrial development of the ASP will interact with the adjacent agricultural uses. The Plan Area falls within and is surrounded on the side by public community pasture lands that are managed by Special Areas Board. Design sensitivity to adjacent agricultural land is important to ensure any impacts are minimized to grazing livestock or other agricultural-related operations.

- Policy 4.5.1** Industrial development applications located adjacent to agricultural land uses should submit details on how the application will minimize impacts on adjacent agricultural operations. This should be in the form of text and illustrations (e.g. detailed site plan).
- Policy 4.5.2** Transitional space between uses should be achieved by providing appropriate setbacks between agricultural uses and industrial development.
- Policy 4.5.3** High-quality landscaping (e.g., trees, berms, storm ponds, or shrubs) should be located within the setback areas of an industrial property.

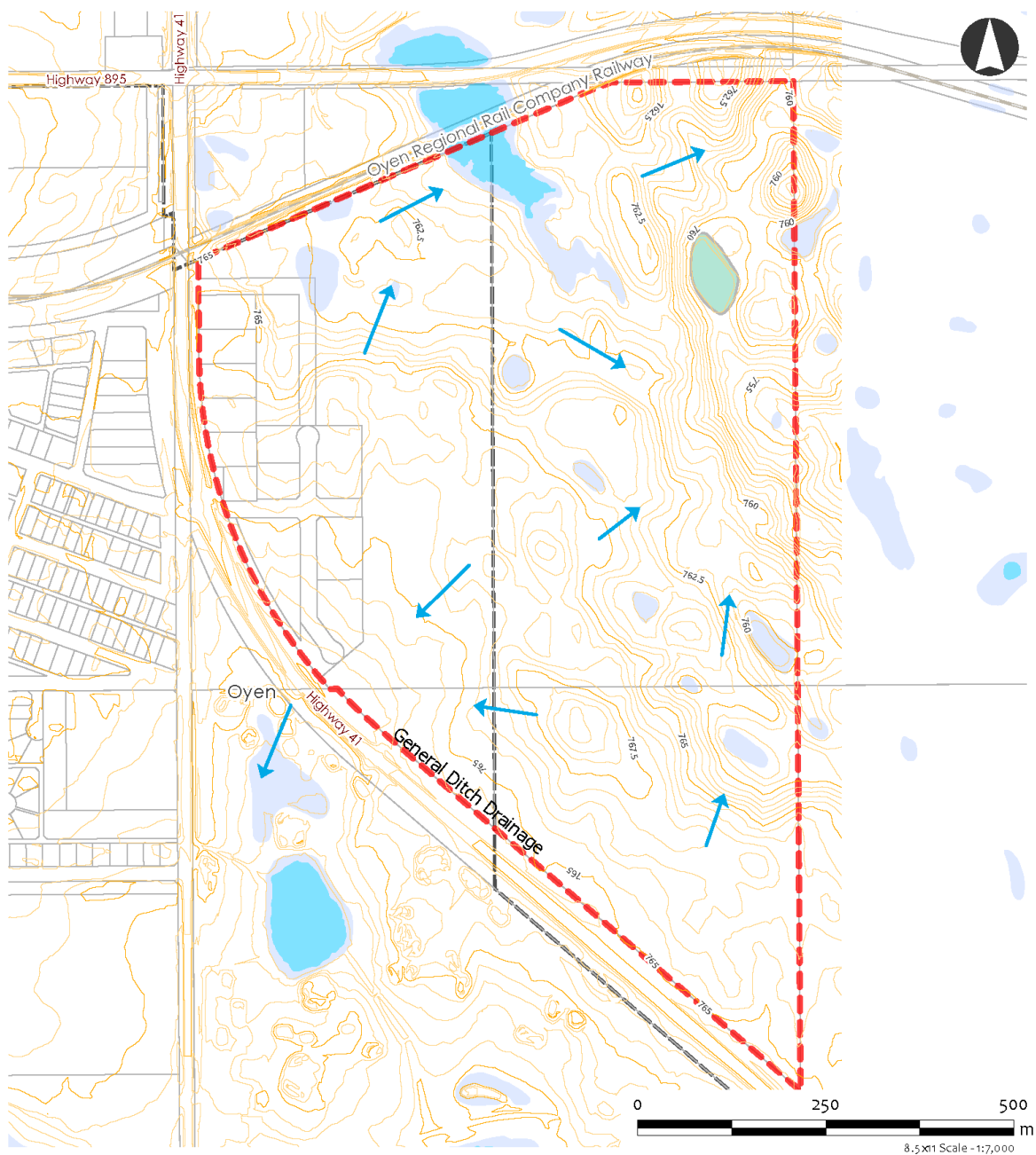
4.6 NATURAL ENVIRONMENT

The Plan Area has numerous wetlands and environmental features. These features should be incorporated into any future development or compensated through provincial approvals. Future developers are legally obligated to ensure compliance with all provincial legislation pertaining to wetlands, wildlife, and other environmental features.

- Policy 4.6.1** All lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.
- Policy 4.6.2** All subdivision and development applications that may impact a wetland shall provide proof to the subdivision authority or development authority, whichever is applicable, of compliance with the *Alberta Water Act* and *Alberta Wetland Policy*.
- Policy 4.6.3** If a wetland is identified on a proposed development site, the applicant shall use the provincial system to determine wetland classification, relative wetland value and work with the province to complete the process for protection, replacement or compensation as dictated by the *Alberta Water Act* and *Alberta Wetland Policy*.

- Policy 4.6.4** All developments shall comply with all applicable federal and provincial policies related to the natural environment.
- Policy 4.6.5** Developers, both individual site operators/owners and the overall developer of the **Plan Area**, shall be required during the construction stages (including site clearing, stripping, and grading) to minimize erosion and silt depositing into existing watercourses and drainage systems. An Erosion and Sediment Control Plan shall be submitted to the municipality at the time of construction.
- Policy 4.6.6** Individual site owners/operators in the **Plan Area** are encouraged to implement the recycling of by-products, water conservation, and the use of alternative energy resources.
- Policy 4.6.7** Developers, both individual site operators/owners and the overall developer of the **Plan Area**, should contact Alberta Environment and Parks prior to development to ensure compliance with all legislation pertaining to environmental sites identified in the **Plan Area**.

FIGURE 7 | ENVIRONMENTAL CONDITIONS



Legend

- | | |
|------------------------|----------------------------|
| Oyen East ASP Boundary | Contours |
| Town Boundary | 2.5m Contour |
| Marsh | General Drainage Direction |
| Open Water | |
| Swamp | |

Environmental Conditions

Oyen East Industrial
Area Structure Plan

4.7 RESERVES

- Policy 4.7.1** Reserves will be determined at the time of subdivision in accordance with the Municipal Government Act (MGA) and Municipal Development Plan (MDP).
- Policy 4.7.2** Cash-in-lieu of reserve land is the preferred method of reserve payment for the Plan Area.
- Policy 4.7.3** Deferment of municipal reserve is strongly discouraged.
- Policy 4.7.4** If municipal reserve is provided as reserve land, the amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public and shall comply with any applicable policies in the Special Areas Board Municipal Development Plan, Intermunicipal Development Plan or any other relevant municipal plans or strategies (e.g. Parks / Recreation / Open Space Master Plan).

4.8 AREAS OF ENVIRONMENTAL CONCERN

- Policy 4.8.1** Prior to subdivision or development all developments should undertake a Phase 1 Environmental Site Assessment (ESA) to identify any areas of potential environmental concern. Recommendations within a Phase 1 ESA should be followed, including where a Phase 2 ESA is recommended.

4.9 OTHER STATUTORY PLANS

In accordance with the Municipal Government Act (MGA), Intermunicipal Development Plans (IDPs) are the highest-level statutory plan in a municipality and take precedence over all other statutory plans. Municipal Development Plans (MDPs) are the second highest statutory plan in a municipality. Area Structure Plans are typically the third highest statutory plan and thus must comply with any adopted IDP and the municipality's MDP.

- Policy 4.9.1** The policies of this Area Structure Plan must be consistent with the Town's Municipal Development Plan, the Special Areas Board Municipal Development Plan and any adopted and applicable Intermunicipal Development Plan. Where there is a conflict between the policies of this ASP and a higher-level statutory plan the higher-level plan (MDP or IDP) will take precedence over this ASP.
- Policy 4.9.2** The Buffalo Trail Area Structure Plan should be rescinded concurrently with the adoption of this ASP.

5 INFRASTRUCTURE POLICY

5.1 WATER SERVICING

The Town receives its potable water supply via a pipeline from the Henry Kroeger Regional Water Services Commission (HKRWSC). The raw water originates from the Red Deer River where it is treated by the HKRWSC in the Town of Hanna and delivered via pipeline to the Town of Oyen. The pipeline feeds into two potable water storage reservoirs, one above ground and one below ground. The water is pumped from the reservoirs to the Town’s distribution system.

The **Plan Area** is to be serviced with municipal potable water by extending the Town’s water mains from the existing distribution system as shown in **FIGURE 8 | Water Servicing**. The proposed connection to the existing distribution system is on the west side of Highway 41 at the intersection of 4 Street E and 1 Avenue E. In 2020, a 250 mm diameter stub was installed for the proposed connection to service the future east side development. There is an existing 100 mm water line that crosses to the east side of Highway 41; however, a 100 mm water line is not suitable to provide adequate fire flows and may not be adequately sized to supply a sufficient amount of water or pressure to the proposed development.

The Town of Oyen has a target fire flow of 9,000 L/min to 10,000 L/min (150 L/s to 167 L/s) for industrial and commercial developments. To achieve the target 10,000 L/min fire flow for the Oyen East Industrial Park development, the minimum water main loop size should be 200 mm in diameter with the 250 mm diameter water main supplying the loop.

The Fire Underwriters Survey (FUS) “Water Supply for Public Fire Protection - A Guide to Recommended Practice in Canada, 2020” is the generally accepted guideline for municipalities that wish to provide municipal fire flows. According to the FUS, the maximum spacing of fire hydrants is 135 m for the desired 10,000 L/min fire target fire flow. However, for this development, 180 m spacing is proposed due to the low-density lot spacing.

The serviceable area of a water distribution system should provide a minimum pressure of 40 psi anywhere in the system at peak-hour demand flows. The developable area is generally flat, ranging in elevation between 754 m and 766 m. The pump station is at approximately 766 m elevation, therefore, there should be no issues providing water pressure in the proposed developable areas using the minimum main size of 200 mm in diameter.

The Oyen East Industrial ASP water servicing concept is shown in **FIGURE 8 | Water Servicing**.

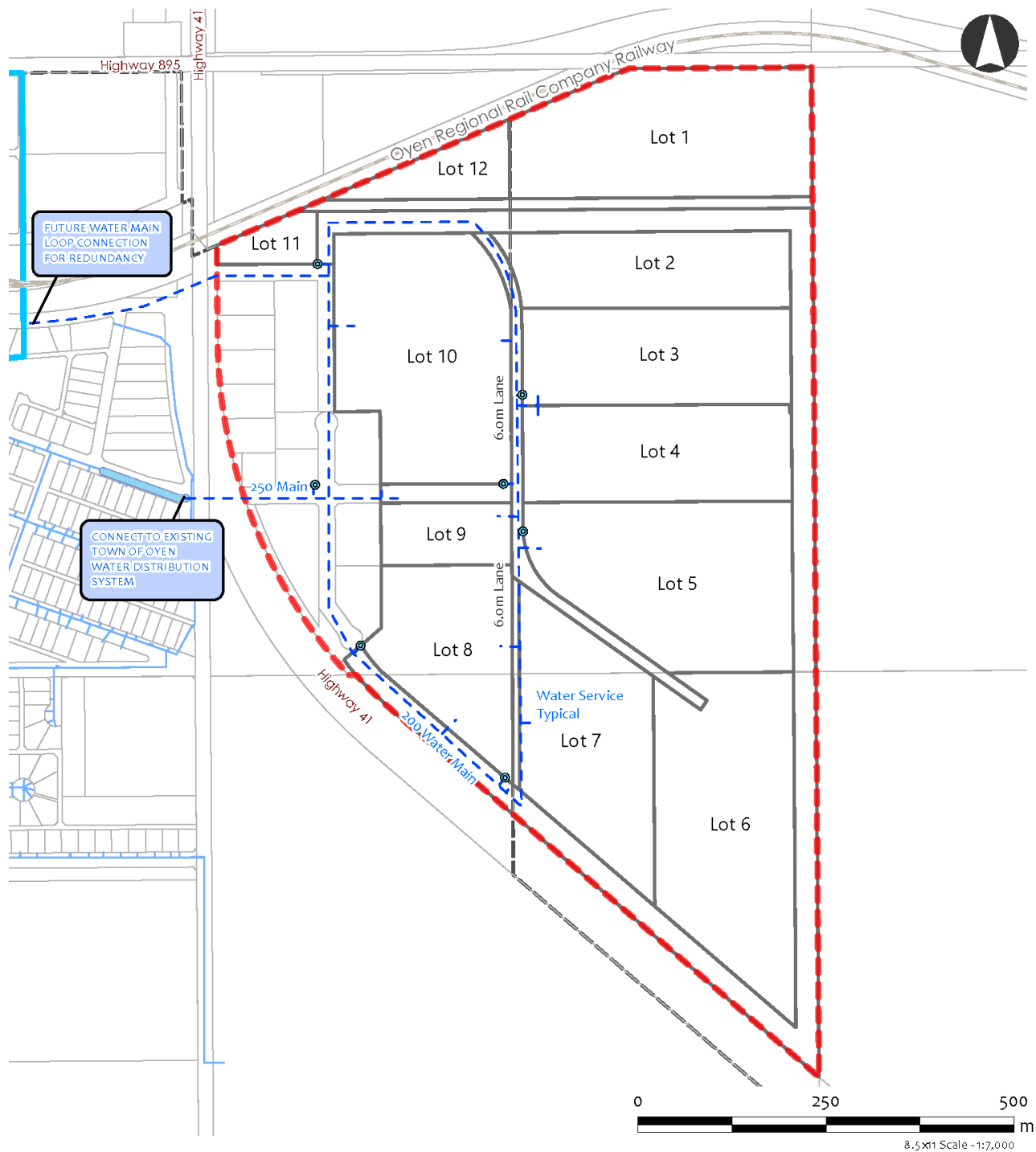
General Water Policy

- | | |
|---------------------|---|
| Policy 5.1.1 | Piped municipal water servicing shall be required for all new developments in the Plan Area as shown on FIGURE 8 Water Servicing . |
| Policy 5.1.2 | Notwithstanding Policy 5.1.1 above, interim on-site water servicing solutions may be permitted by the subdivision or development authority under the following conditions: <ul style="list-style-type: none">a) Piped water servicing is not yet available at the property line;b) The development authority or subdivision authority has determined the proposed development is a low to moderate water user;c) The developer shall enter into a Deferred Servicing Agreement to be placed on title specifying the legal parcel connect to piped water servicing either when it is available at the property line or at the time of future subdivision or development; and |


d) The proposed on-site water servicing solution complies with the Safety Codes Act.

- Policy 5.1.3** Any new land development shall have water main sizes designed by a professional engineer to accommodate fire flows of at least 150 L/s at Max Day Demands at each hydrant while maintaining 150 kPa pressure in the system.
- Policy 5.1.4** All new water main connections shall be designed by a professional engineer and shall be designed to accommodate a minimum fire flow of 150 litres per second at each hydrant.
- Policy 5.1.5** All costs associated with the construction of water infrastructure on a private lot are the responsibility of the landowner or developer.
- Policy 5.1.6** At the Town's discretion, developers in the **Plan Area** may be required to provide and transfer to the Town of Oyen / HKRWSC a License to Divert Water.
- Policy 5.1.7** The Town encourages the reduction and reuse of water in accordance with provincial laws and regulations.

FIGURE 8 | WATER SERVICING



Legend

- | | |
|--|---|
|  Oyen East ASP Boundary |  Proposed Fire Hydrant |
|  Town Boundary |  Existing Water Pressure Mains |
|  Henry Kroeger Regional Waterline |  Proposed Water Main |

Water Servicing

Oyen East Industrial
Area Structure Plan

5.2 WASTEWATER SERVICING

Due to the large lots and low density of development wastewater servicing for the Plan Area will be undertaken by each private developer in accordance with provincial regulations. No municipal wastewater collection system will be installed at this time.

Potential for Municipal Wastewater: While there are no current plans for municipal wastewater east of Highway 41, the Town has made plans for the extension of its system east. Developers wishing to tap into the Town’s wastewater system could undertake that work if they bore the full costs of the infrastructure.

There is an existing Town sanitary sewer main on the east side of Highway 41; however, it is not adequately deep to service the anticipated needs of the Industrial Park. It could be extended to service a limited portion of the Oyen East Industrial Park. In 2020, the Town of Oyen conducted a rehabilitation project along 1 Avenue E. As part of the project, a 200 mm sewer stub on the west side of Highway 41 was installed deeper than the existing sewer to allow for potential future sanitary servicing on the east side of Highway 41. To consider the potential service area from the main by gravity (without additional pumping), a minimum sewer grade was projected from the main on the west side of Highway 41 to the east. The sewer grade was projected until the depth of cover was less than 2.5 m. **FIGURE 9 | Wastewater Servicing** shows the estimated area that could potentially be serviced by gravity from the existing sewer main without additional pumping. As shown in **FIGURE 9 | Wastewater Servicing** , only the lots furthest west can be serviced with sewer without additional pumping.

- Policy 5.2.1

Private wastewater treatment systems shall be designed and installed by a qualified professional in accordance with the applicable municipal and provincial standards.
- Policy 5.2.2

Individual on-site wastewater and septic solutions shall be permitted in accordance with the Alberta Safety Codes Act.
- Policy 5.2.3

Individual site owners/operators shall confirm the suitability of the site for the proposed private wastewater treatment system prior to development as part of the development permit approval process. In the case where a septic field system is proposed, a Private Septic Treatment System (PSTS) report by a qualified professional shall be provided by the individual site owner/operator to the municipality as part of the development permit approval process.
- Policy 5.2.4

All costs associated with the construction of wastewater infrastructure on a private lot are the responsibility of the individual site owner/operator.
- Policy 5.2.5

Any developer wishing to connect to the Town’s municipal wastewater system:

a)

shall work with the Town to determine the design, engineering and construction details of the project;

b)

shall enter into a development agreement with the Town; and

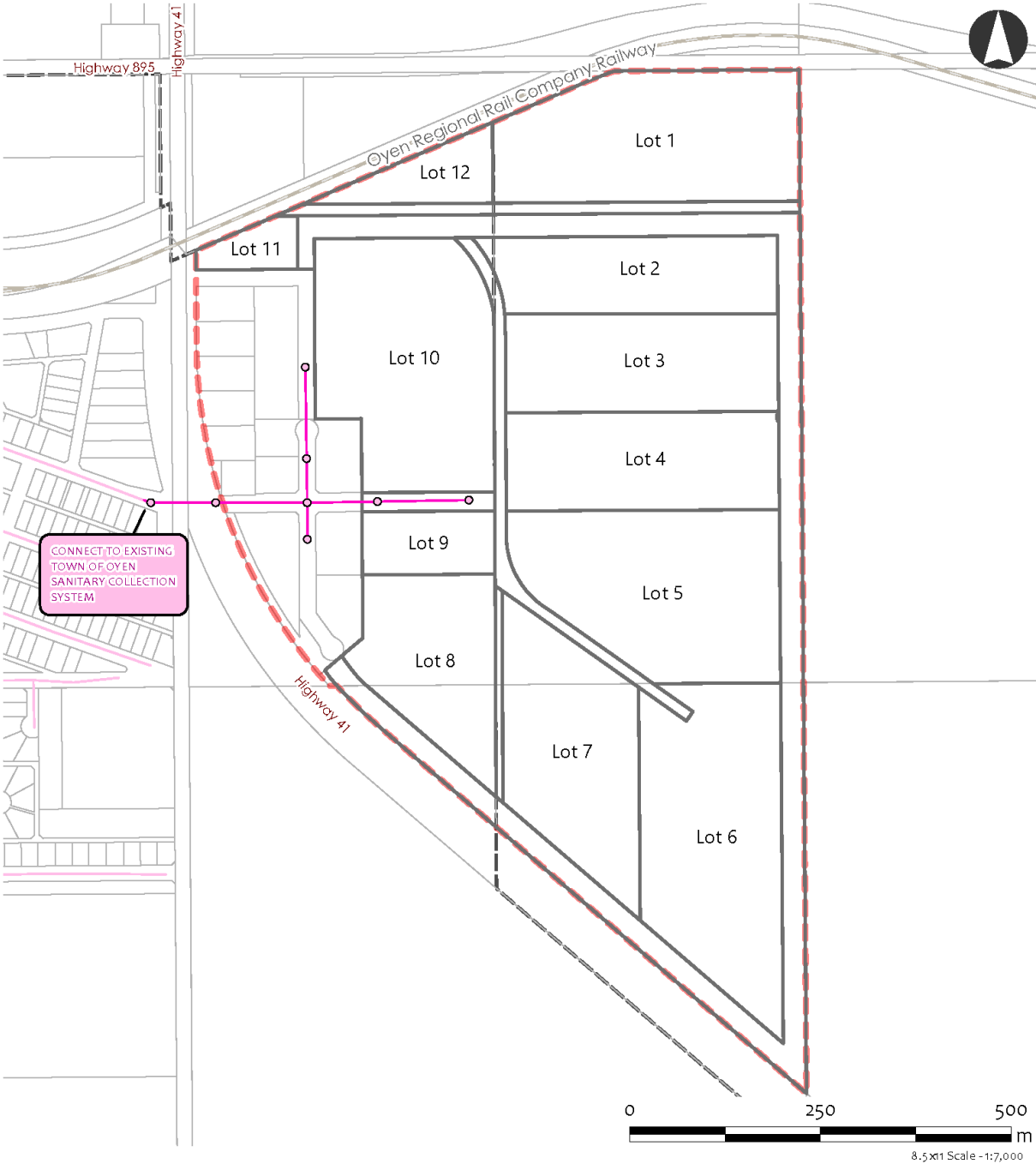
c)

shall pay the full costs of the required infrastructure, including the design, engineering, and construction; and

d)

may enter into an Endeavour to Assist Agreement with the Town to recover costs associated with the project.

FIGURE 9 | WASTEWATER SERVICING



Legend

- Oyen East ASP Boundary
- Town Boundary
- Existing Sanitary Gravity Main
- Proposed Sanitary Line
- Proposed Sanitary Manhole

Wastewater Servicing

Oyen East Industrial
Area Structure Plan

5.3 STORMWATER SERVICING

Stormwater management systems are based on the dual drainage concept to provide collection, conveyance, storage, and treatment of stormwater runoff. Dual drainage systems are comprised of both minor and major collection systems. The minor system includes roof leaders, roof gutters, lot drainage, and underground pipe infrastructure. It is designed to collect and convey stormwater runoff during minor rainfall events. The major system includes overland conveyance systems, roads and gutters, drainage ditches/swales, trapped lows and end-of-pipe stormwater management facilities such as dry ponds, wet ponds, evaporation ponds, and constructed wetlands. The major system is designed to convey, store, treat and discharge stormwater runoff collected during major rainfall events in excess of the minor system.

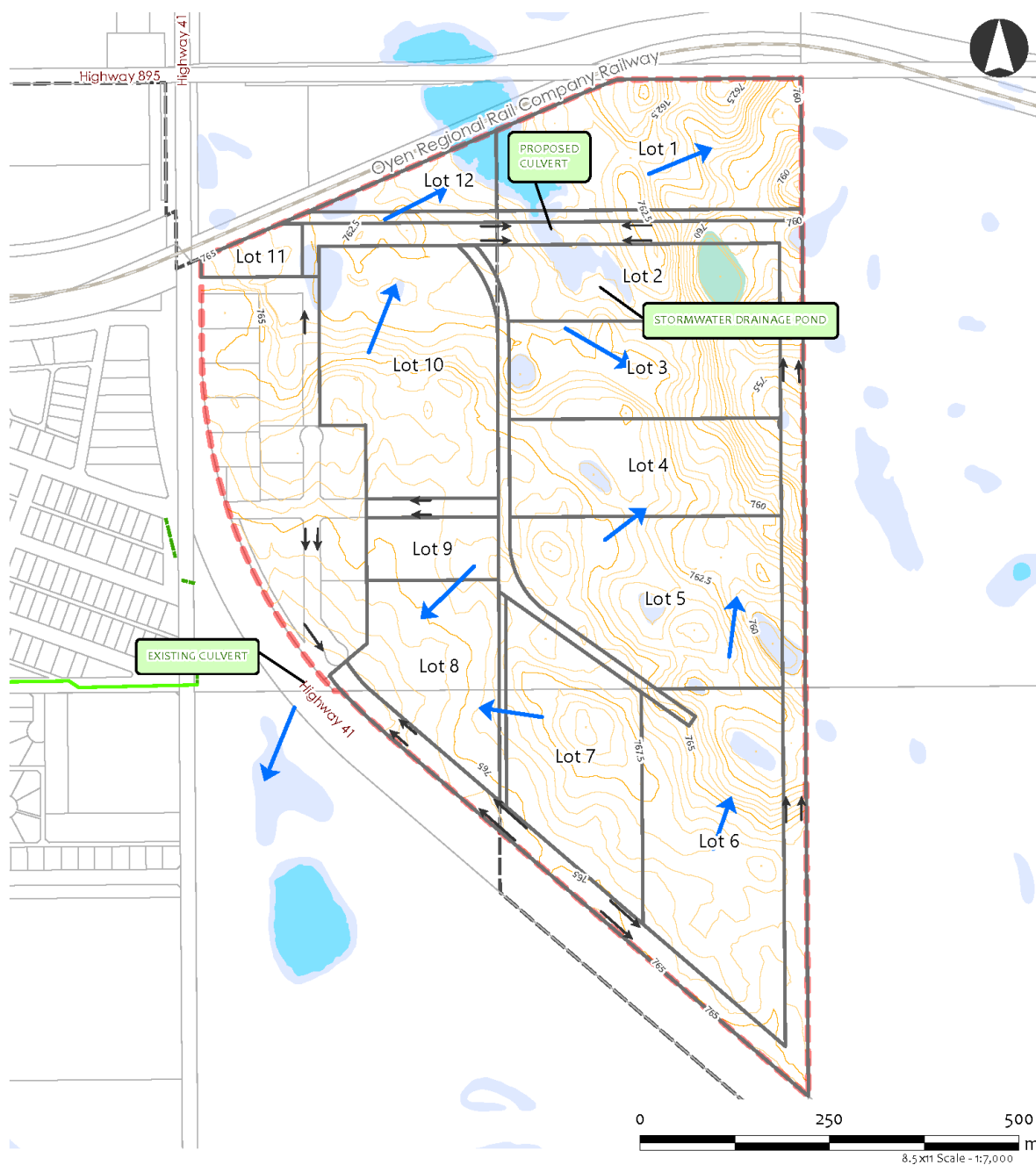
The **Plan Area** is generally flat with a few small rolling elevation changes that may produce intermittent water collection. There are a few more prominent wetlands (intermittent waterbodies or temporary marshes) along the eastern side of the Plan Area. Some of these wetlands will contribute to municipal reserve lands. Drainage generally flows towards the central north portion of the site, with portions draining towards the eastern Highway 41 boundary.

The **Plan Area** is currently all overland drainage with minimal existing defined drainage paths except the ditches along Highway 41. In general, drainage in the southwest parts of the ASP area drains towards a culvert crossing Highway 41 which ultimately drains into the Town’s golf club stormwater ponds. Drainage of the north and east parts of the ASP area drain towards the north and east.

A potential location of a stormwater storage pond is shown in **FIGURE 10 | Stormwater Servicing**, which may require the use of an existing wetland for storage, which would be dependent upon approvals from the Province of Alberta. Drainage ditches along the proposed roads are expected to generally drain towards the north to the proposed stormwater pond.

- Policy 5.3.1** Developments shall adhere to the Stormwater Servicing Plan for the **Plan Area** as shown on **FIGURE 10 | Stormwater Servicing**.
- Policy 5.3.2** Developers shall be required to submit a drainage plan or stormwater management plan acceptable to the municipality that reflects alignment with **FIGURE 10 | Stormwater Servicing**.
- Policy 5.3.3** Drainage plans and stormwater management plans submitted by a developer shall align with this ASP and any subsequently adopted stormwater plans for the Plan Area or adjacent lands that are within the same drainage catchment area. that.
- Policy 5.3.4** New industrial and commercial development within the **Plan Area** will be required to maintain current flow patterns (if not impacting adjacent properties), provide on-site storage and treatment, and not increase release rates to the existing system above pre-development flow rates in order to reduce flooding potential, reduce erosion downstream, and promote settlement of contaminants.
- Policy 5.3.5** Stormwater conveyance systems should be designed to accommodate upstream and downstream properties and adjacent road networks.
- Policy 5.3.6** Measures should be taken to maintain the value of any natural wetlands and/or natural drainage courses that are retained. This may involve receiving treated stormwater through direct or indirect flow.
- Policy 5.3.7** Gravel sites will be prioritized over asphalt and other paved surfaces when allowable to encourage better drainage and less strain on the stormwater network.

FIGURE 10 | STORMWATER SERVICING



Legend

- ▬ Oyen East ASP Boundary
- ▬ Town Boundary
- ▬ Storm Gravity Mains
- ▬ Storm Pressure Mains
- ➔ General Overland Flow
- ➔ Ditch Drainage
- ▬ 2.5m Contour
- ▬ 0.5m Contour
- ▬ Marsh
- ▬ Open Water
- ▬ Swamp

Stormwater Servicing

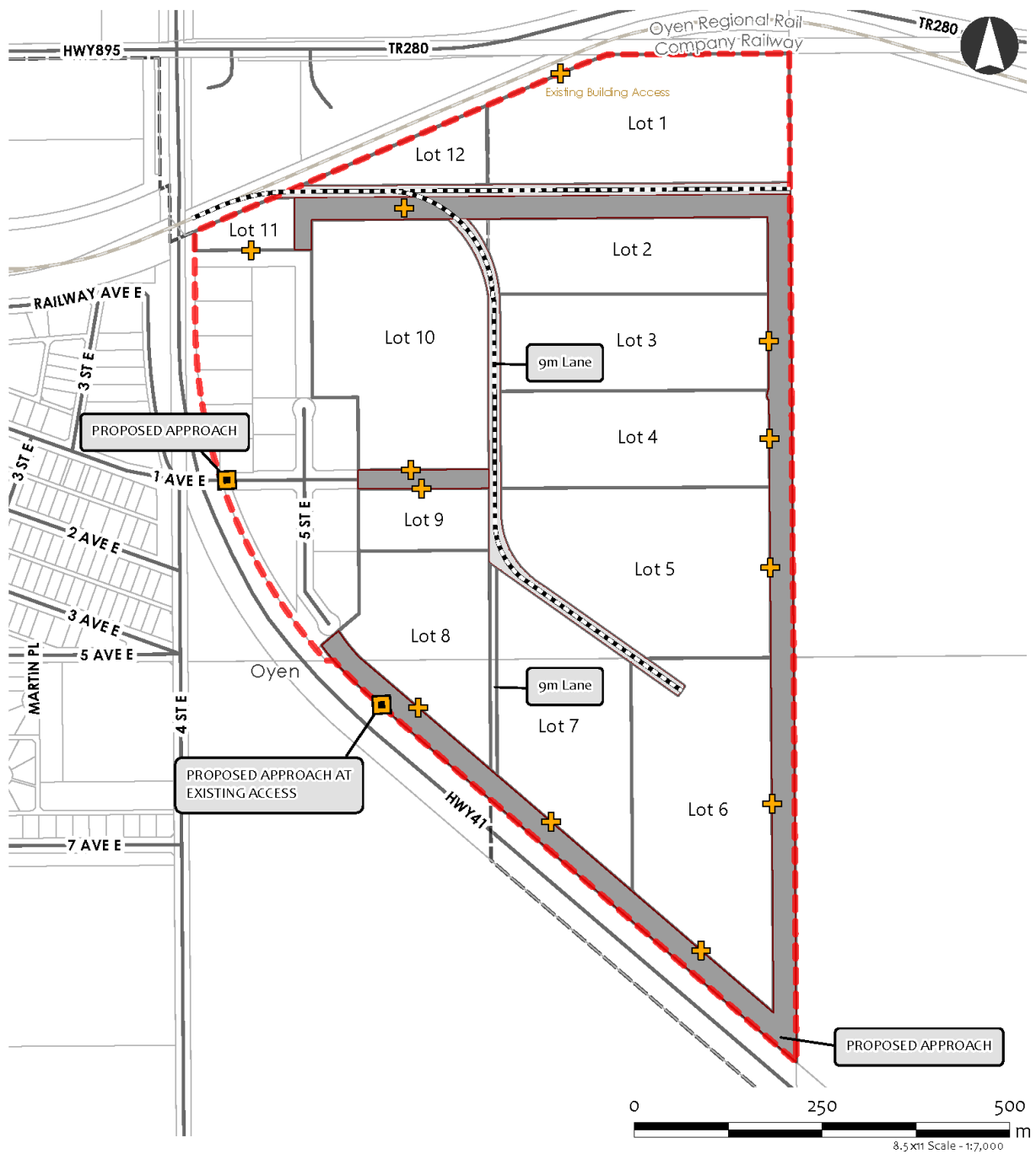
Oyen East Industrial
Area Structure Plan

5.4 TRANSPORTATION

The transportation network must be planned and developed in a manner that is safe, coordinated, and efficient. Gravel surfaces are proposed to be used for the municipal grid road, Township Road 280, and the public roads internal to the development shown on the proposed road layout in **FIGURE 11 | Transportation**. A paved road may be more cost-effective than the continuous maintenance that would be required on a gravel road; however, there is no other reason the road would need to be paved and the final surface is at the discretion of the Special Areas Board and lot purchasers.

- Policy 5.4.1** The future road network for the **Plan Area** shall align with the existing and future roads identified on **FIGURE 11 | Transportation**.
- Policy 5.4.2** At the time of subdivision or development permit application the developer should identify potential impacts on the local and regional transportation systems either through a **Transportation Impact Assessment** (TIA) or **Transportation Study**.
- Policy 5.4.3** Where a **TIA** or **Transportation Study** identifies a road requires upgrading due to a development, the municipality may require the developer to upgrade the road at the expense of the developer.
- Policy 5.4.4** Roads and rights-of-way in the **Plan Area** shall adhere to Town of Oyen's or Special Area Board's engineering standards for industrial roads, whichever is applicable.
- Policy 5.4.5** To accommodate gravel roads with ditches, a minimum 24 m wide right-of-way is required to achieve a road with suitable ditches and potentially a 30 m wide right-of-way is required if there are significant ditches required to accommodate the major overland system. Road rights-of-way should be in accordance with **FIGURE 12 | Typical Road Cross Section** and as shown on **FIGURE 11 | Transportation**.
- Policy 5.4.6** Access to the **Plan Area** is proposed from Highway 41 at 1st Avenue E and at the south-east corner of the **Plan Area** as shown in **FIGURE 11 | Transportation**. The access should be built to accommodate traffic volumes and design vehicles expected for the type of development (i.e. heavy truck traffic)
- Policy 5.4.7** Intersection designs required at the Highway 41 accesses shall be in accordance with the requirements of Alberta Transportation.
- Policy 5.4.8** Road dedication at the time of subdivision shall be provided by the developer In accordance with the *Municipal Government Act*.
- Policy 5.4.9** Prior to the design and development, all developers should:
- consult with railway operators (CN or Oyen Regional Rail Company) to address risks and mitigations of any proposed development, and
 - review the *Guidelines for New Development in Proximity to Railway Operations (Guidelines)* provided by the Federation of Canadian Municipalities and the Railway Association of Canada. It is available at <https://fcm.ca/en/resources/land-use-planning-around-rail-corridors>.

FIGURE 11 | TRANSPORTATION



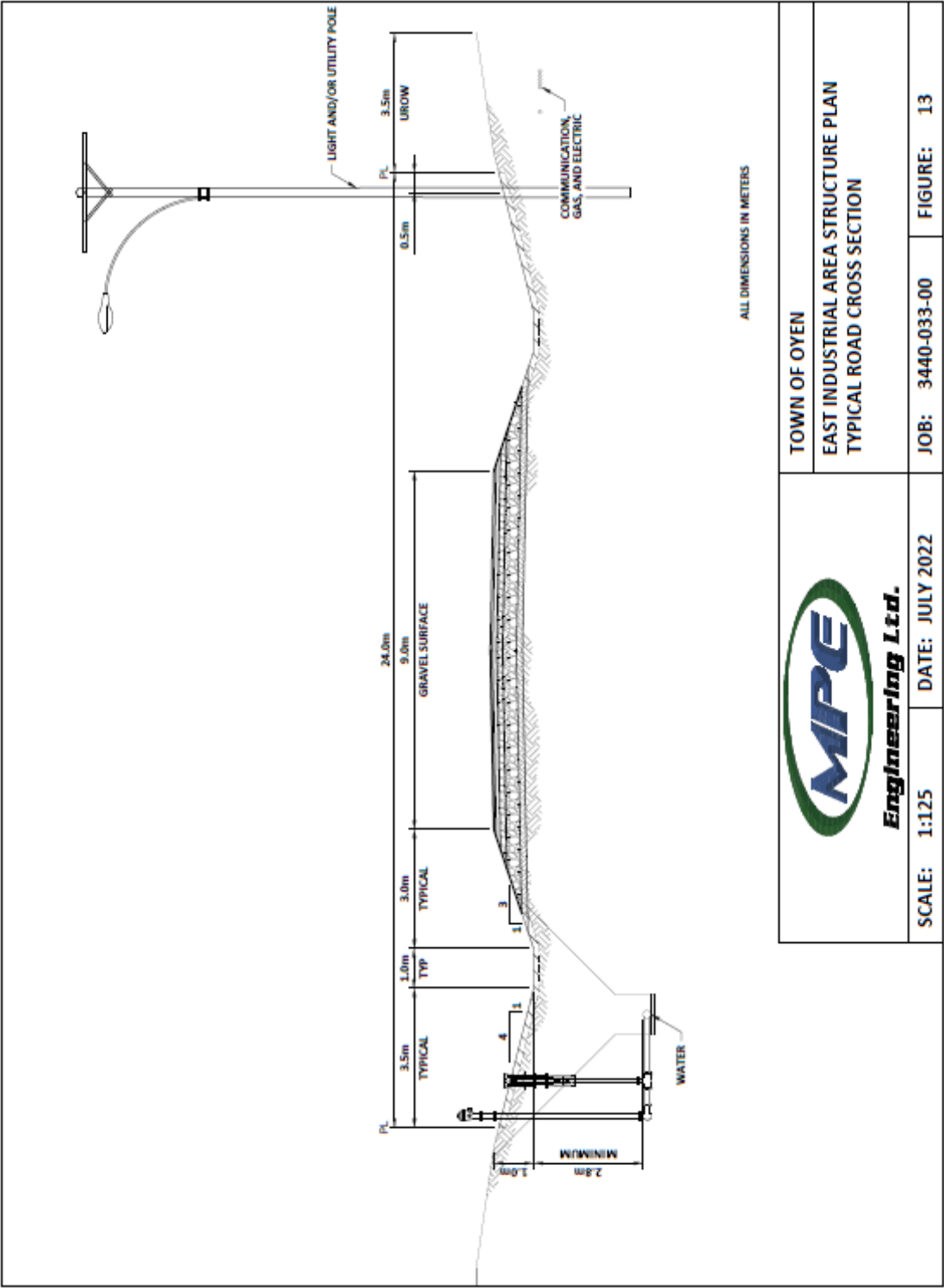
- Legend
- Oyen East ASP Boundary
 - Town Boundary
 - Easement for Future ROW
 - Future Industrial Road
 - Existing Road Centerline
 - Future Rail Spur Lines
 - Lot Access

Transportation

Oyen East Industrial Area Structure Plan

8.5x11 Scale - 1:7,000

FIGURE 12 | TYPICAL ROAD CROSS SECTION



5.5 EMERGENCY SERVICING

- Policy 5.5.1

The Town of Oyen’s existing emergency services agencies and departments (RCMP, Town Fire Department and Big Country Hospital/EMS) will serve the Plan Area.
- Policy 5.5.2

Following adoption of this ASP, the Town of Oyen should update its Emergency Management Plan to take into consideration industrial and railyard development as outlined in this ASP.
- Policy 5.5.3

The Town of Oyen should consult with railway operators (CN and Oyen Regional Rail Company) to assess the risks and potential risk mitigations pertaining to the railway and development on the north side of the railway. For example, in the case of an emergency situation where transportation access to the north side is blocked.

5.6 SHALLOW UTILITIES (ELECTRICITY & GAS)

Natural Gas Service

A low-pressure ATCO natural gas service line is situated within the Plan Area. This line enters the site from the north and is located in a north-south direction along the general alignment of 5 St E. (see **FIGURE 2 | EXISTING CONDITIONS**). This line is 20mm in diameter. To meet the expected demand of future tenants in the Plan Area, upgrades will be required.

Electricity

ATCO Energy is the provider of electricity to the Plan Area. The existing ATCO Energy overhead lines are located on the west side of the Plan Area, running parallel to the 5th St. E corridor. ATCO has indicated that the lines on the poles have three-phase power.

- Policy 5.6.1

All new development shall be serviced with shallow utilities (electricity and gas) at the expense of the individual site owner/operator.

6 PHASING & IMPLEMENTATION

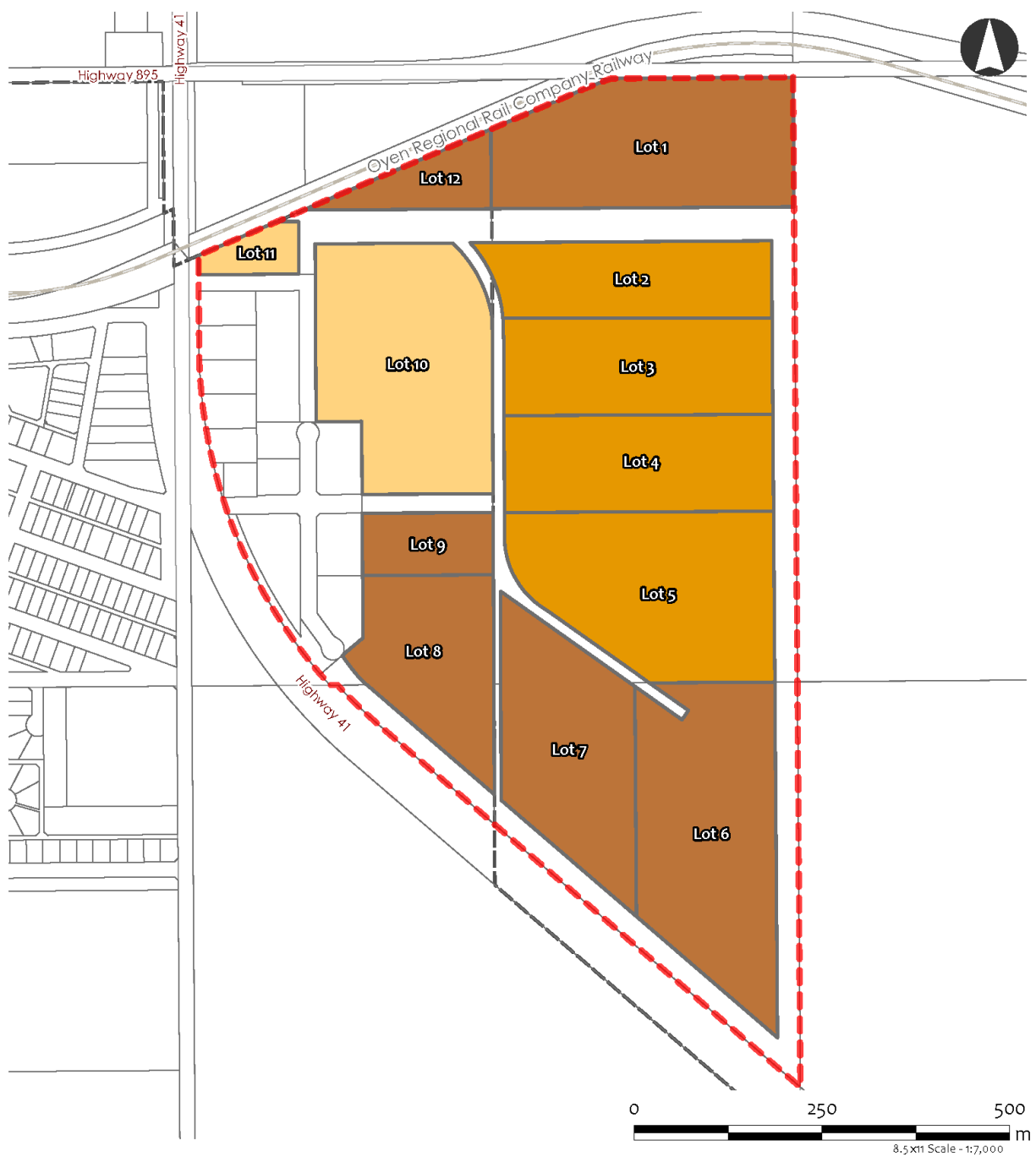
6.1 PHASING OVERVIEW

A portion of the western subdivision within the Plan Area, and the northern Lot 1 already has existing development. It is anticipated that development will generally proceed from west to east. The southwest portion of the plan has preliminary development interest due to the adjacency to the Highway 41 corridor. Development will be in accordance with **FIGURE 13 | PHASING PLAN**; however, it is recognized that future development may not exactly follow phasing policies.

- Policy 6.2.1** Development should proceed based on logical and cost-effective extension of infrastructure guided by **FIGURE 13 | PHASING PLAN**.
- Policy 6.2.2** Development phasing should be guided by **FIGURE 13 | PHASING PLAN**.
- Policy 6.2.3** Where a development is required to extend infrastructure (roads, water, sanitary or storm water services) across undeveloped parcels of land in the ASP, the proponent of the development and SAB may enter into an Endeavour to Assist Agreement, also known as a “latecomers’ agreement”.

6.2 IMPLEMENTATION POLICIES

- Policy 6.3.1** This ASP is intended to guide future subdivision and development applications within the ASP lands. Future redesignation, subdivision and development applications in the Plan Area are not required to create a subsequent ASP or conceptual scheme if they follow this ASP.
- Policy 6.3.2** Where a proposed redesignation, subdivision or development application does not comply with this ASP the applicant shall be required to submit an application to amend this ASP and undertake the statutory plan amendment process in accordance with the *Municipal Government Act*.
- Policy 6.3.3** All planning, subdivision and development applications, and any associated infrastructure construction shall comply with this Plan and all other relevant municipal, provincial, and federal requirements.
- Policy 6.3.4** The Special Areas Board and the Town of Oyen should consider review of this Area Structure Plan every five (5) years to determine if any updates are required.



Legend

- Oyen East ASP Boundary
- Town Boundary
- Phase 1
- Phase 2
- Phase 3

Phasing

Oyen East Industrial
Area Structure Plan

FIGURE 13 | PHASING PLAN

7 DEFINITIONS & ACRONYMS

7.1 DEFINITIONS

The following definitions apply to this Plan, referred to as the Oyen East Industrial Area Structure Plan.

Area Structure Plan (ASP)	Means an Area Structure Plan as defined in the <i>Municipal Government Act (MGA)</i> .
Commercial use	Means a use primarily involving the sale of goods or services.
Conceptual Scheme	Means a comprehensive plan for an area that includes maps, drawings, and related policies of the proposed development and may be adopted as a bylaw or passed by a resolution of a municipal Council.
Emergency Management Plan	A plan prepared by a site operator, developer, landowner, or government body addressing disasters caused by a malfunction of a site operation, natural / environmental hazards or other emergency or hazard situations. The plan covers hazard mitigation, emergency preparedness, and emergency response.
Endeavour to Assist Agreement	Means an Agreement that addresses the methods by which an initial developer can recoup a proportion of the costs relating to the oversizing and/or extension of infrastructure to future benefitting lands that are located outside the initial development lands.
Hazard Risk Assessment	A professional report outlining the risk to human life and property from a potential hazard or catastrophic event at an industrial operation conducted by a professional engineer or similarly qualified professional.
Heavy Industrial Land Use	Means those developments that may have an effect on the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods. Typical uses include manufacturing and processing facilities that create a Nuisance .
Industrial Use	Means light, medium and heavy industrial land uses, including the manufacture, fabrication, processing, reduction, or destruction of any article, substance, or commodity, or any other treatment thereof in such a manner as to change the form, character, or appearance thereof, and includes storage elevators, truck storage yards, warehouses, wholesale storage, and other similar types of enterprise.
Interface Strategy	Means a report or memo composed of text and images identifying how a proposed development will address compatibility with adjacent land uses and shall include details on landscaping/screening, building location and site design.
Intermunicipal Collaboration Framework (ICF)	Means an Intermunicipal Development Framework as defined in the <i>Municipal Government Act</i> , which states: ““framework” means an intermunicipal collaboration framework entered into between 2 or more municipalities in accordance with this Part, and includes any amendments to a framework.” (s.708.26(1))
Intermunicipal Development Plan (IDP)	Means an Intermunicipal Development Plan as described and defined in the <i>Municipal Government Act</i> .
Municipal Development Plan (MDP)	Means a Municipal Development Plan as described and defined in the <i>Municipal Government Act</i> .

Municipal Government Act (MGA)	Means the current version of the <i>Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26</i> .
Nuisance	Means anything that interferes with the use or enjoyment of property, endangers personal health or safety, or is offensive to the senses.
Plan / the Plan	Means the Oyen East Industrial Area Structure Plan
Plan Area	Means the Oyen East Industrial Area Structure Plan lands as identified on FIGURE 1 PLAN LOCATION
Residential Use	Means a use where people live on a permanent or temporary basis in a dwelling designed for human habitation.
Special Areas Board	Means the municipality of the Special Areas Board composed of Special Area 2, 3 and 4.
Transportation Impact Assessment	Means a study completed by a qualified professional engineer or similarly qualified professional to assess the potential effects of proposed development on the transportation network. The Assessment identifies infrastructure needs to ensure the transportation network will remain at acceptable levels of service and safe for all modes of travel and support the long-term needs of the community.
Transportation Study	Means a report or memo similar to a Transportation Impact Assessment (TIA), completed by a professional engineer or similarly qualified professional, but with more limited analysis and smaller scope than a TIA.

7.2 ACRONYMS

The following definitions apply to this Plan, referred to as the Oyen East Industrial Area Structure Plan.

ASP	Area Structure Plan
IDP	Intermunicipal Development Plan
ICF	Intermunicipal Collaboration Framework
MDP	Municipal Development Plan
MGA	Municipal Government Act
MR	Municipal Reserve
TIA	Transportation Impact Assessment