An illustration of a railyard in a rural setting. In the foreground, several parallel railway tracks run across a green field with small tufts of grass. To the right, a large red cylindrical tank is visible. In the background, there are various industrial buildings, including a white rectangular structure and a grey silo. On the left, a paved path shows two people walking. The sky is blue with stylized yellow and orange clouds.

Oyen Railyard Industrial Area Structure Plan

Bylaw No. 876-21

Adopted March 18, 2021

Oyen
ALTA.

 Palliser
Regional Municipal Services

ACKNOWLEDGEMENTS

Town of Oyen Administration and Council

Special Areas Board

Primary Author:

Palliser Regional Municipal Services

Engineering Analysis:

MPE Engineering

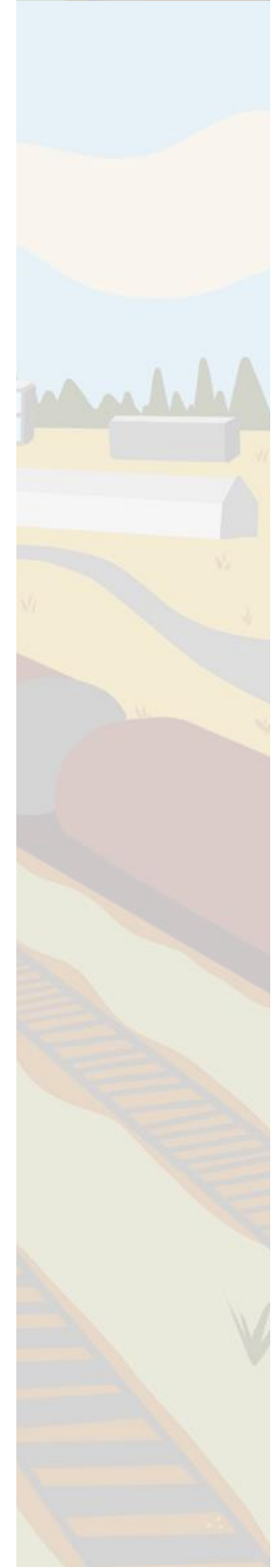
Photos and Design

Photos on pages 3, 9, 12, 16, 31 by Olivia Sederberg Photography used with permission.

Cover Design by Lauren Armeneau

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Supporting Reports (under separate cover)

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



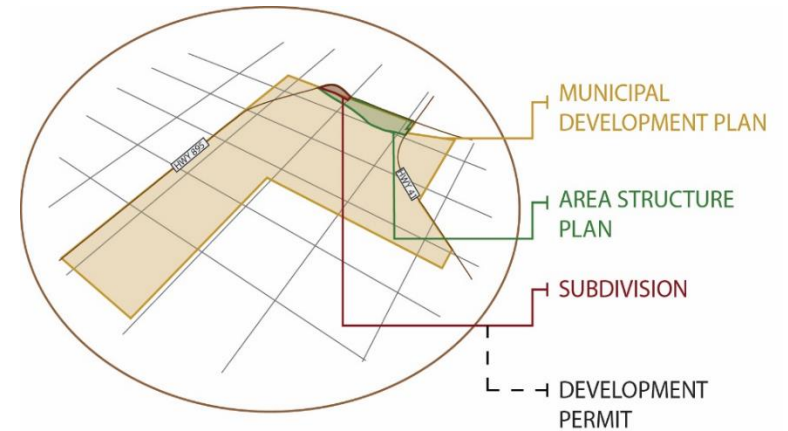
How to Read this Document

An Area Structure Plan (ASP) is intended to be read holistically and jointly with other applicable statutory plans and bylaws within the municipality. As a statutory plan all subdivision and development applications within the Plan Area must comply with this ASP. 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.



INTERACTIVE LINKS

The digital version of this document has interactive links. The Table of Contents sections, sub-sections and figures can be clicked to jump to the desired section or figure. Similarly figure references, definitions and acronyms are highlighted in **bold green** 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 for the Town

AREA STRUCTURE PLAN

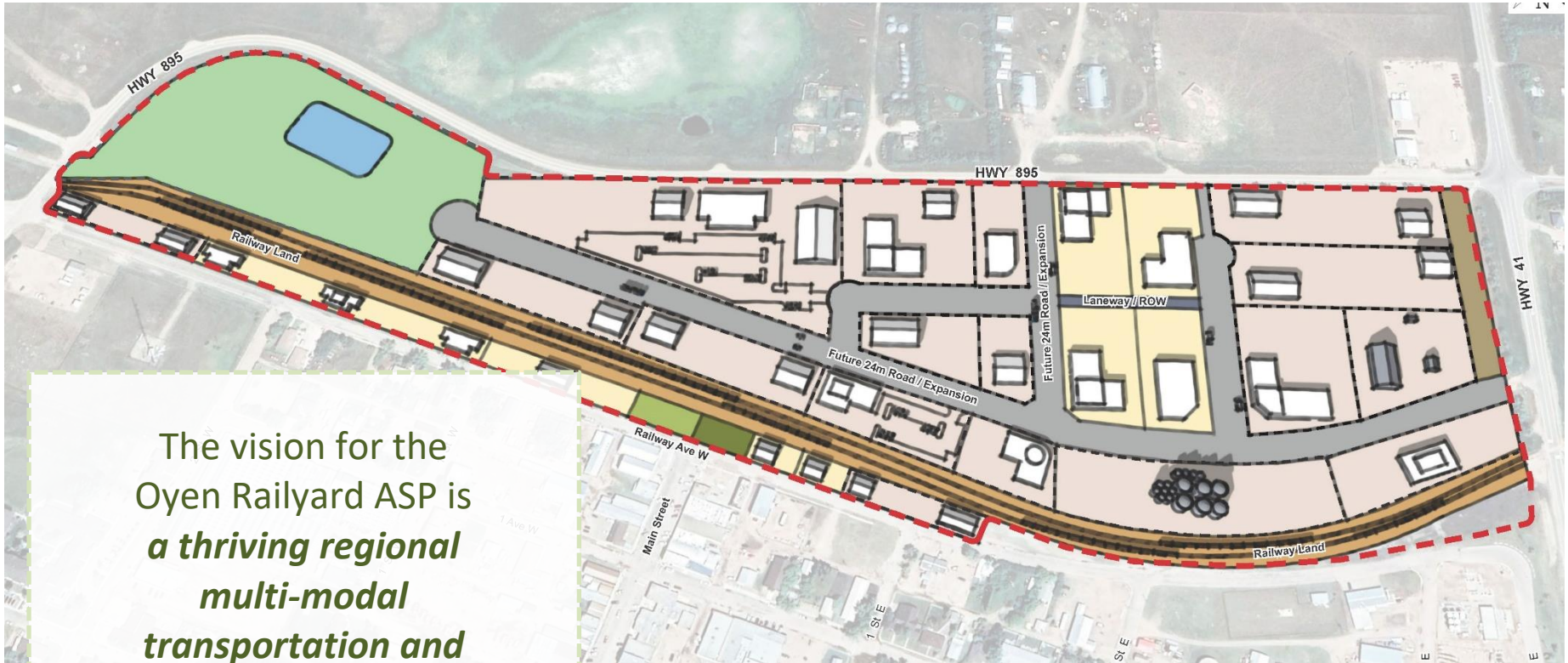
Provides the vision for the physical development of an area

SUBDIVISION

An area of land divided for development

DEVELOPMENT PERMIT

An area of land that has been approved for a specific use, and associated details of that use



The vision for the Oyen Railyard ASP is ***a thriving regional multi-modal transportation and logistics hub that is the economic engine for Oyen, Special Areas and the broader region.***

1.0 Introduction

1.1 PLAN PURPOSE

The purpose of the Oyen Railyard Industrial Area Structure Plan (ASP) is to guide and direct future industrial subdivision and development within the Plan Area (see **Figure 1: Context**) in an appropriate way that fulfills the ASP vision and adds to the vitality of the Town of the Oyen.

The ASP is a joint collaboration between the Town of Oyen and Special Areas Board.

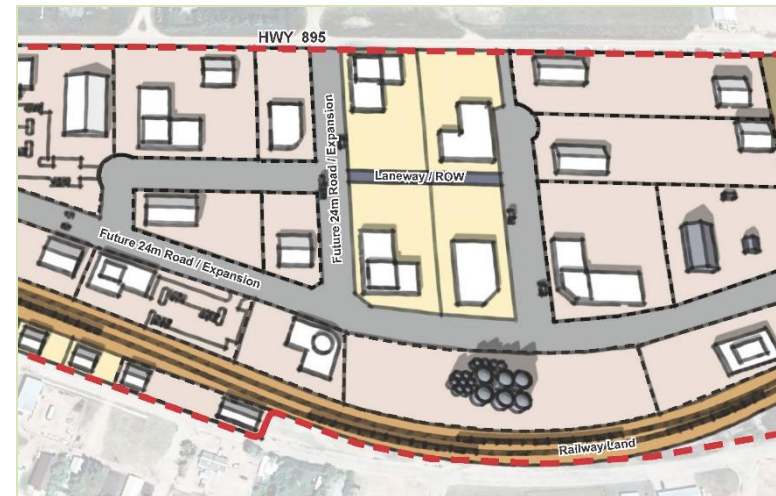
An ASP is a statutory document approved by Town Council and adopted by bylaw. An ASP provides citizens, developers, Town staff and Council with a road map when considering applications for land use redesignation, subdivision and development. Since the ASP is a statutory document it must align with the Town's higher-level plans, including the Municipal Development Plan (MDP) and Intermunicipal Development Plan (IDP).

The ASP does not predict the rate or pace of development within the plan area; since market forces will determine when and if a parcel of land develops.

1.2 PLAN VISION

The vision for the Oyen Railyard Industrial ASP is for

a thriving regional multi-modal transportation and logistics hub that is the economic engine for the Town of Oyen, Special Areas and the broader region.



1.3 MUNICIPAL GOVERNMENT ACT

The Municipal Government Act (MGA) section 633 dictates the basic requirements for an Area Structure Plan. The MGA (current as of June 10, 2020) 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 ASP

(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.

(3) An area structure plan must be consistent with

(a) any intermunicipal development in respect of land that is identified in both the area structure plan and the intermunicipal development plan, and

(b) any municipal development plan.

1.4 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.



2.0 Plan Area and Site Analysis

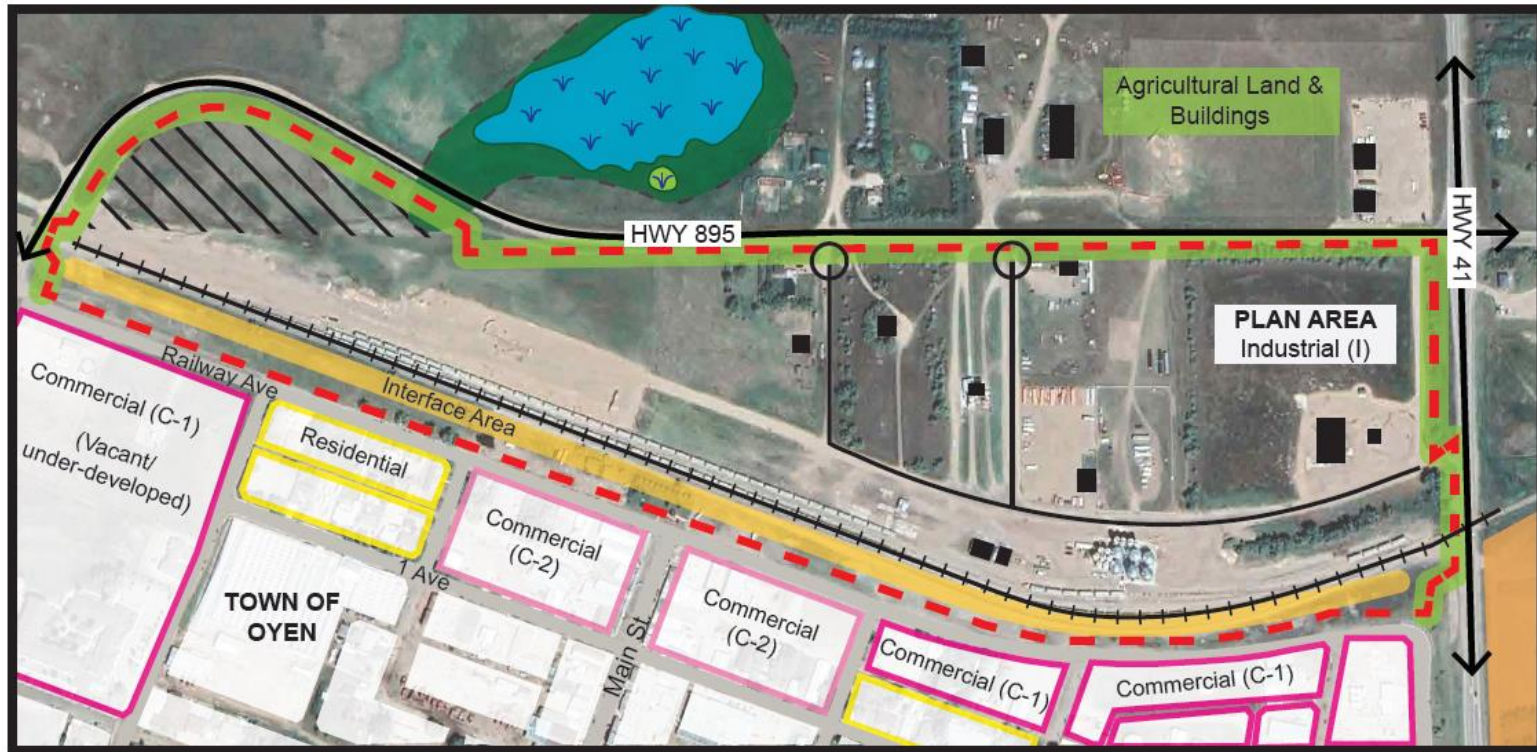
2.1 PLAN AREA DESCRIPTION

The Plan area is located at the northern edge of the Town of Oyen, bordered by Highway 895 to the north and west, as well as Railway Ave to the south. Railway Ave is a two-lane road carrying mostly local traffic. The site is bisected by Range Road 43 and Canadian National Railway tracks with the adjacent lands used as rail yards. Lands located north of the site are designated in the Oyen Municipal Development Plan's *Future Land Use map* as 'long term industrial/commercial'. These lands include multiple pipelines and utility right-of-ways, which may influence development (see **Figure 2: Site Analysis**).

South of Railway Ave includes mostly commercial and some residential land uses. The Plan area and the lands east of the ASP border are zoned for industrial uses. The interface between industrial and non-industrial uses will be important to the success of the Plan, especially in the area adjacent to residential uses. The northern-most part of the Plan area was recently annexed by the Town. In October 2017, the Plan area was part of the Oyen Railyard and Logistics Park project. The Logistics Park's goal was to increase the capacity of cars that could be managed, supporting further economic development for the Town of Oyen via import/export of goods. The Plan area includes multiple power, gas, and water line rights-of-way, as well as patches of wetlands north of the Plan boundary.



Plan Area looking east



0 100 200 400 Meters

1:3,400

Site Analysis

Legend

- Interface Area
- Agricultural-Industrial Interface
- ASP Boundary
- Annexation Area
- Wetlands
- Residential Land Use
- Commercial Land Use (C-1)
- Commercial Land Use (C-2)
- Buffalo Trail ASP

OYEN INDUSTRIAL ASP



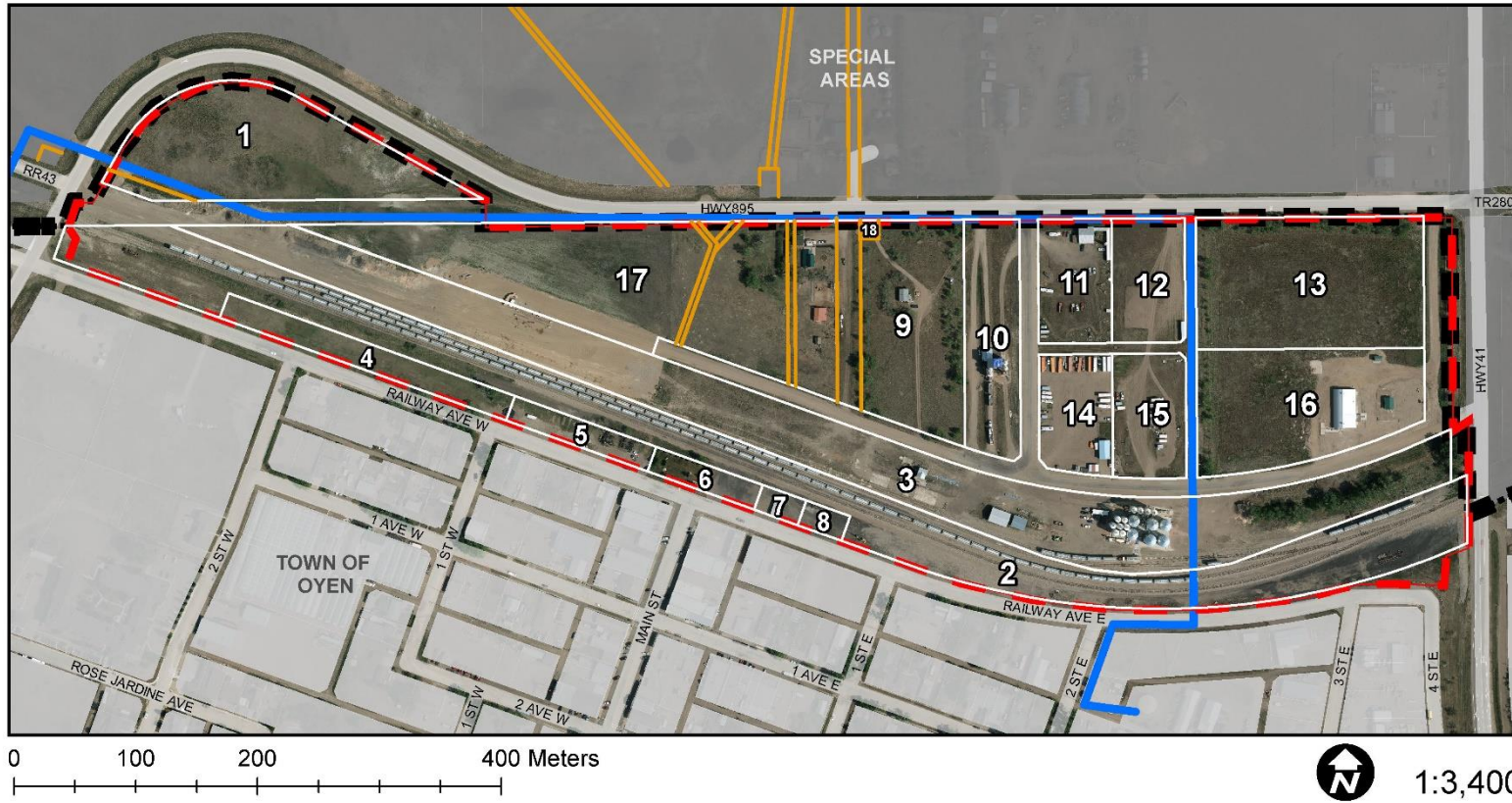
Figure 2: Site Analysis

2.2 PLAN AREA OWNERSHIP

As shown on **Figure 3: Legal Parcels** the Plan Area consists of 18 legal parcels of land totaling approximately 67.5 acres (27.31 ha). **Table 1** lists the legal titles, including title number, legal description, land area, owner as of September 2020.

Table 1: Plan Area Land Ownership

Plan Area Legal Descriptions					
Parcel Index #	Title #	Legal Description	Owner (as of September 2020)	Area (Acres)	Area (Hectares)
1	931201547	SW-03-28-04-4	Department of Municipal Affairs	4.74	1.92
2	201018171001	PLAN RW18	Canadian Northern Railway Company	10.57	4.28
3	201067793	PLAN 2010200 BLK 26 LOT 2	Special Areas and Oyen Dev Corp	12.18	4.93
4	951173161	PLAN 9511484	Private Landowner	1.33	0.54
5	141026000	PLAN 9511484	Private Corporation	0.65	0.27
6	951228990	PLAN 9511484	The Town of Oyen	0.49	0.20
7	951173150	PLAN 9511484	Private Corporation	0.20	0.08
8	151233400	PLAN 9511484	The Town of Oyen	0.20	0.08
9	031432397	MER 4 RGE 4 TWP 27	Private Landowner	4.30	1.74
10	14R1	PLAN 3638JK	Private Corporation	2.18	0.88
11	61523776	PLAN 8110968	Private Landowner	1.52	0.62
12	141184756	PLAN 8110968	Private Corporation	1.52	0.61
13	61248459	PLAN 8010303	Private Landowner	5.00	2.02
14	141014817	PLAN 8110968	Private Corporation	1.44	0.58
15	141045130	PLAN 8110968	Private Corporation	1.52	0.62
16	961245535	PLAN 8010303	Private Corporation	4.09	1.65
17	201019290	PLAN 135FT	Private Landowner	8.52	3.45
18	11008730	PLAN 582HR	Atco Gas And Pipelines Ltd.	0.06	0.02
			Total of Titled Lots	60.53	24.50
X	X	Roads / Non-titled land	N/A	6.95	2.81
			Total Plan Area	67.48	27.31



1:3,400

Legal Parcels

Legend

-  Legal Parcel
-  Easements
-  Henry Kroeger Water Line
-  ASP Boundary
-  Town Boundary

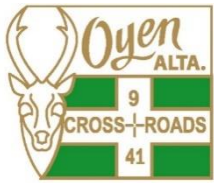
OYEN INDUSTRIAL ASP



Not responsible for error or omissions "Legal Parcels". [15.4*11' PDF, ArcGIS] 1:3,400. Town of Oyen Industrial ASP Area. Palliser Regional Municipal Services, January 2021.

Figure 3: Legal Parcels

2.3 LAND USE BYLAW



As per the Town's Land Use Bylaw (LUB) the ASP area is designated Industrial - I (see **Figure 4: Land Use Districts**). The Industrial district is meant to provide for a range of industrial uses including manufacturing and warehousing.

Some permitted uses in the district include: *automotive or farm machinery sales and service, storage facilities or yards, equipment and machinery sales and service, and communication towers.*

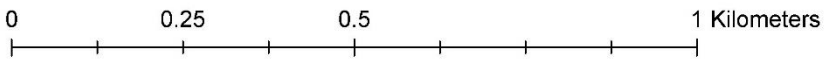
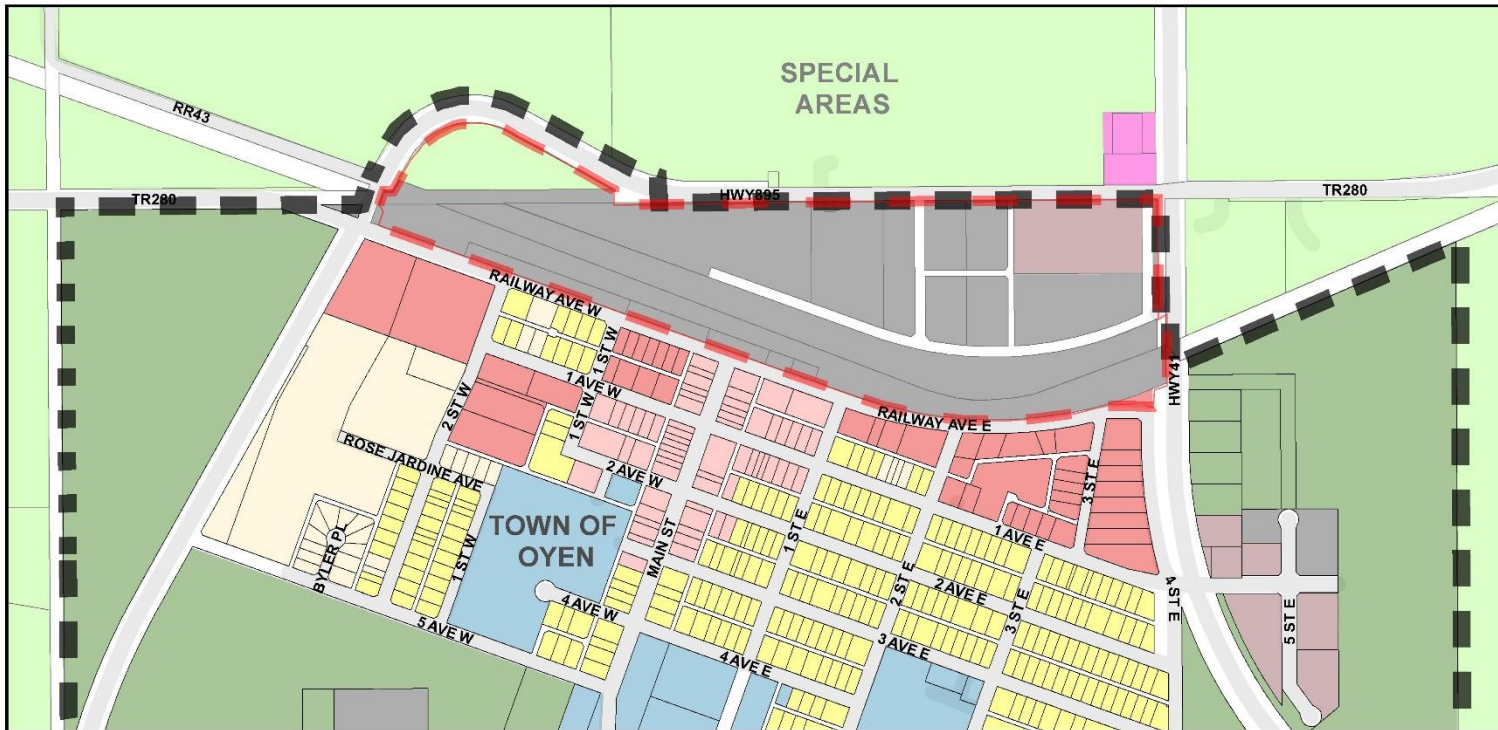
Discretionary uses within the Industrial - I district include: *renewable energy systems, propane gas distribution, and other manufacturing or processing uses that do not pose any threat to the public.*

Restrictions to the built form include a maximum site coverage of 60% and a maximum height of 10.67 m (35 ft.). The Land Use Bylaw also requires industrial sites to provide servicing for water, electricity, sewerage, drainage, and street access.

2.4 MUNICIPAL DEVELOPMENT PLAN (MDP)

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 boundary of the Buffalo Trail ASP east of the Town boundary (see **Figure 2: Site Analysis**). 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. The current population density sits at two persons per hectare, mostly living in single-detached homes (68%). The MDP policies aim to maintain this low-density character while diversifying the housing stock and increasing the number of multi-unit dwellings in specific areas (west of 3rd Street and south of 7th Avenue). Current water and sewage servicing are considered sufficient to accommodate the Town's projected growth.



Legend

- | | | |
|----------------------------------|--------------------|------------------------|
| ASP Boundary | Central Commercial | Residential 1 District |
| Town Boundary | Community Service | Residential 2 District |
| Legal Parcels | General Commercial | Manufactured Home |
| Highway Commercial Special Areas | Highway Commercial | Urban Reserve |
| Agriculture Special Areas | Industrial | |

Land Use Districts

OYEN INDUSTRIAL ASP



Not responsible for error or omissions. "Land Use Districts". [15.4"11" PDF, ArcGIS]. 1:6000. Town of Oyen Industrial ASP Area. Palliser Regional Municipal Services, July 2020.

Figure 4: Land Use Districts

3.0 Vision



3.1 ASP VISION

The vision for the Oyen Railyard ASP is *a thriving regional multi-modal transportation and logistics hub that is the economic engine for Oyen, Special Areas and the broader region.*

The Oyen Railyard Industrial ASP envisions a fully integrated multi-modal development covering approximately 27 hectares (67 acres) with industrial lots from 0.5 to five acres in size; 8,000 metres of new and upgraded rail sidings; and three internal Oyen rail tracks accessing the CN mainline track. The Oyen Railyard also has excellent road transportation connectivity with Highways 895 and Highway 41 and Alberta’s high-load corridor only two kilometres away, 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.



3.2 ASP GOALS

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

- Establish a policy framework in the ASP that:
 - Creates the foundation for a successful and thriving multi-modal transportation and logistics hub in all aspects of community design, including lot design, transportation network, environmental considerations, and servicing.
 - Provides clear direction and expectations to future developers in the Plan Area;
 - Complies with all legislative requirements in the ***Municipal Government Act***;
 - Enables industrial businesses to co-exist and minimizes negative impacts with adjacent non-industrial land uses;
 - Outlines logical development phasing;
 - Aligns with higher-level statutory plans; and
 - Is created through a collaborative effort between the Town of Oyen, Specials Areas, Palliser Regional Municipal Services, Town citizens, landowners, and businesses, in order to build on-going support for the development of the Plan Area as it builds out.



4.0 Land Use Policy

4.1 ASP DEVELOPMENT STRATEGY

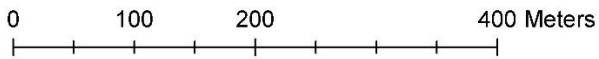
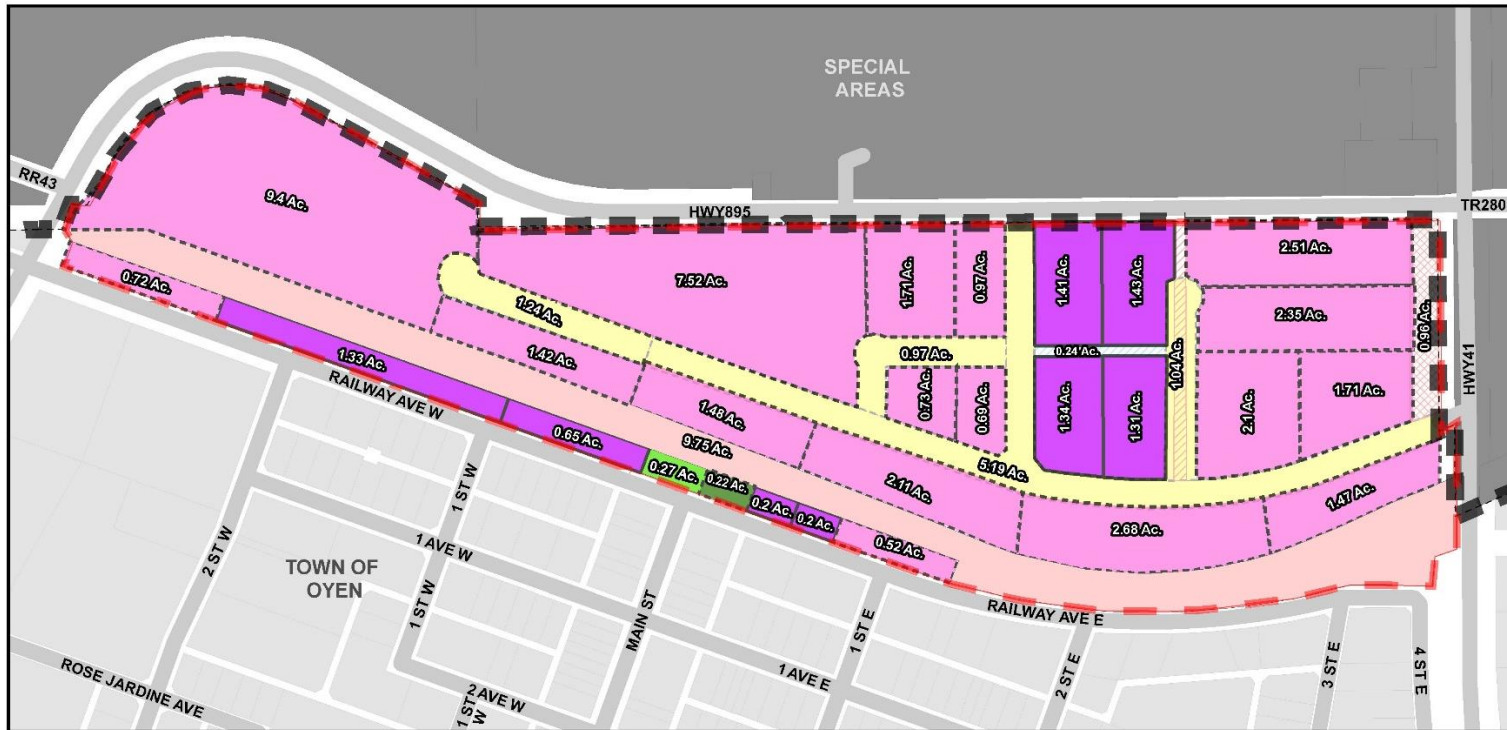
The Oyen Railyard Industrial Area Structure Plan envisions a thriving industrial node centred on the railway that provides vital economic opportunities to the Town of Oyen, Special Areas and the broader region. Industrial lots along the railway are intended to be small to medium in size from approximately 0.5 acres up to 5 acres (see **Figure 5: Development Concept** and **Figure 6: Development Vision**). Lots may be subdivided (or consolidated) in the future to suit new tenants or operations as needed. The ASP lands will be serviced from the Town’s water system and individual on-site sanitary systems. Municipal sanitary servicing to the ASP lands may be viable in the long-term as the development builds out and economies of scale increase. Storm water will be largely directed to a common storm pond in the northwest corner of the ASP lands. Phasing of the development will begin by focusing on the lots just north of the railway (Area 1) followed by the remaining lands north of the railway (Areas 2 and 3) and finally on the lands south of the railway (Area 4). Lands may be developed sooner if there is demand (see **Figure 7: Planning Areas**).

4.2 DEVELOPMENT STATISTICS

The Development Concept will yield approximately 38.54 acres (15.58 hectares) of developable industrial land. Based on an estimated average building site coverage of 20% proposed buildings equate to approximately 296,007 square feet (27,500 m²) of industrial building capacity in the ASP.

Land Use	Area (acres)	Area (ha)	% of ASP
Industrial Lots			
<i>Existing Lots</i>	20.63	8.34	32.2
<i>Proposed Lots</i>	17.91	7.24	28.1
Sub Total	38.54	15.58	60.3
Railway (CN)	7.24	2.92	11.3
Public Facilities (e.g. storm pond)	7.77	3.14	12.2
Park			
Existing Park	0.24	0.09	0.3
Future Park Expansion	0.24	0.09	0.3
Roads / Right-of-ways			
<i>Existing Roads</i>	6.59	2.66	10.4
<i>Future Roads</i>	3.27	1.32	5.2
Total	63.89	25.8	100

*Note: calculations provided in the table above are based on *Figure 5: Development Concept*



North arrow icon and scale 1:3,400

Legend

- Existing Lots
- Future Park Expansion
- Closure and Consolidation
- Proposed Lots
- Railway
- Future 24m Road/ Expansion
- Existing Park
- Existing ROW
- Laneway/ ROW
- ASP Boundary
- Town Boundary

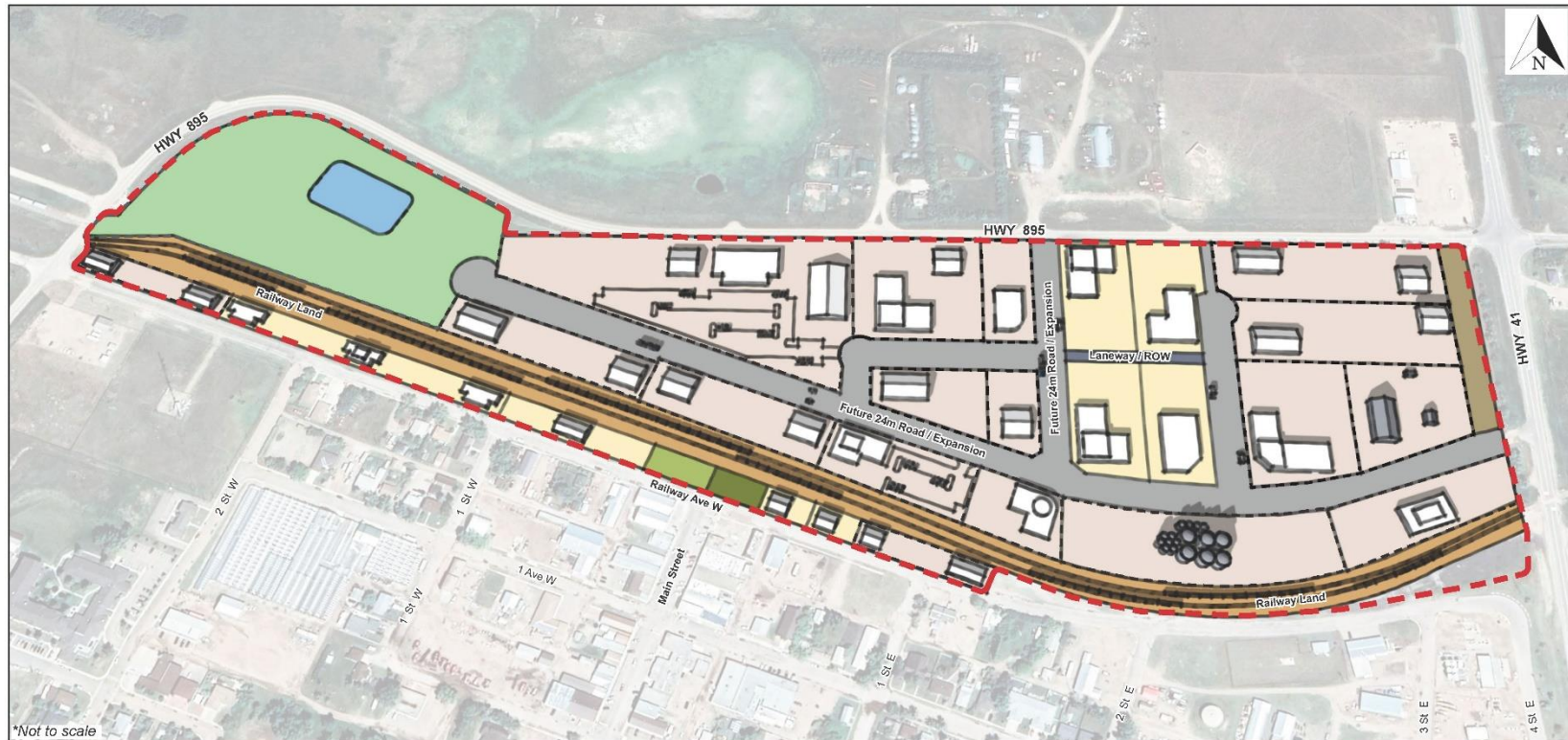
Development Concept

OYEN INDUSTRIAL ASP















Not responsible for error or omissions "Development Concept". [15.4*11" PDF, ArcGIS] 1:3,400.Town of Oyen Industrial ASP Area. Palliser Regional Municipal Services, July 2020.

Figure 5: Development Concept



*Not to scale

Legend

- | | | | | | |
|---|-----------------------------|---|---------------------------|---|--|
|  | ASP Boundary |  | Laneway / ROW |  | Existing Lots
<small>(Some existing lots are planned to be re-subdivided in the future)</small> |
|  | Potential Stormwater Pond |  | Existing Park |  | Proposed Lots |
|  | Railway Land |  | Future Park Expansion |  | Existing Buildings |
|  | Future 24m Road / Expansion |  | Closure and Consolidation |  | Proposed Buildings
<small>(approximately 25% of the proposed lot coverage)</small> |

Development Vision
OYEN INDUSTRIAL ASP



Figure 6: Development Vision

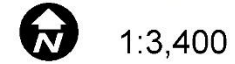
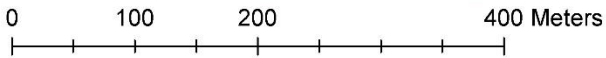
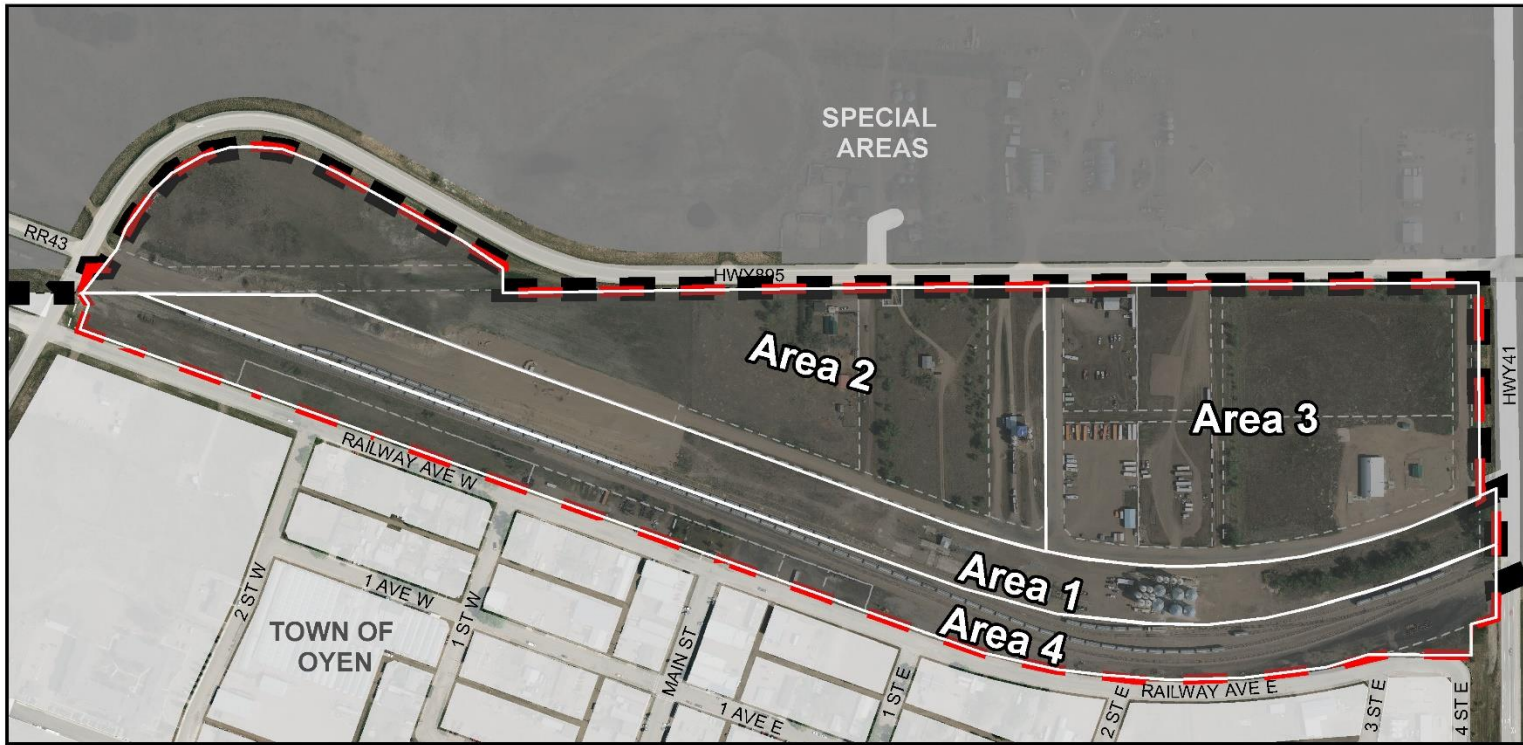
4.3 INDUSTRIAL LAND USE

The entirety of the ASP lands are intended to be industrial. The vast majority of ASP lands are presently zoned Industrial (I) in the Town's Land Use Bylaw. The only exception is a parcel in the northeast corner designated as Highway Commercial. The present mix of permitted and discretionary land uses in the Town's Industrial (I) land use district will not be altered at this time. The intention of the ASP is to provide a general development pattern, including roads, lots, and phasing while maintaining the current industrial zoning.

General Policies applying to all ASP Areas:

- Policy 4.3.1** Future subdivision of lots shall be guided by **Figure 5: 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** Industrial lots are intended to be small to medium in size from approximately 0.5 acres (0.2 ha) up to 7 acres (2.8 ha) guided by **Figure 5: Development Concept**.
- Policy 4.3.3** Developers in the ASP area shall minimize off-site nuisances and impacts, such as light, sound, dust and noise pollution.
- Policy 4.3.4** Entranceways and gateways to the Plan Area should be well-designed and visually appealing to ensure a smooth transition between industrial and non-industrial uses.
- Policy 4.3.5** Prior to submission of a development application all developers should consult the *Guidelines for New Development in Proximity to Railway Operations* document available at www.fcm.ca.









Planning Areas

OYEN INDUSTRIAL ASP

Legend

-  Planning Areas
-  Town Boundary
-  ASP Boundary
-  Legal Parcels

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Figure 7: Planning Areas

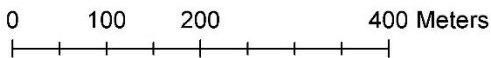
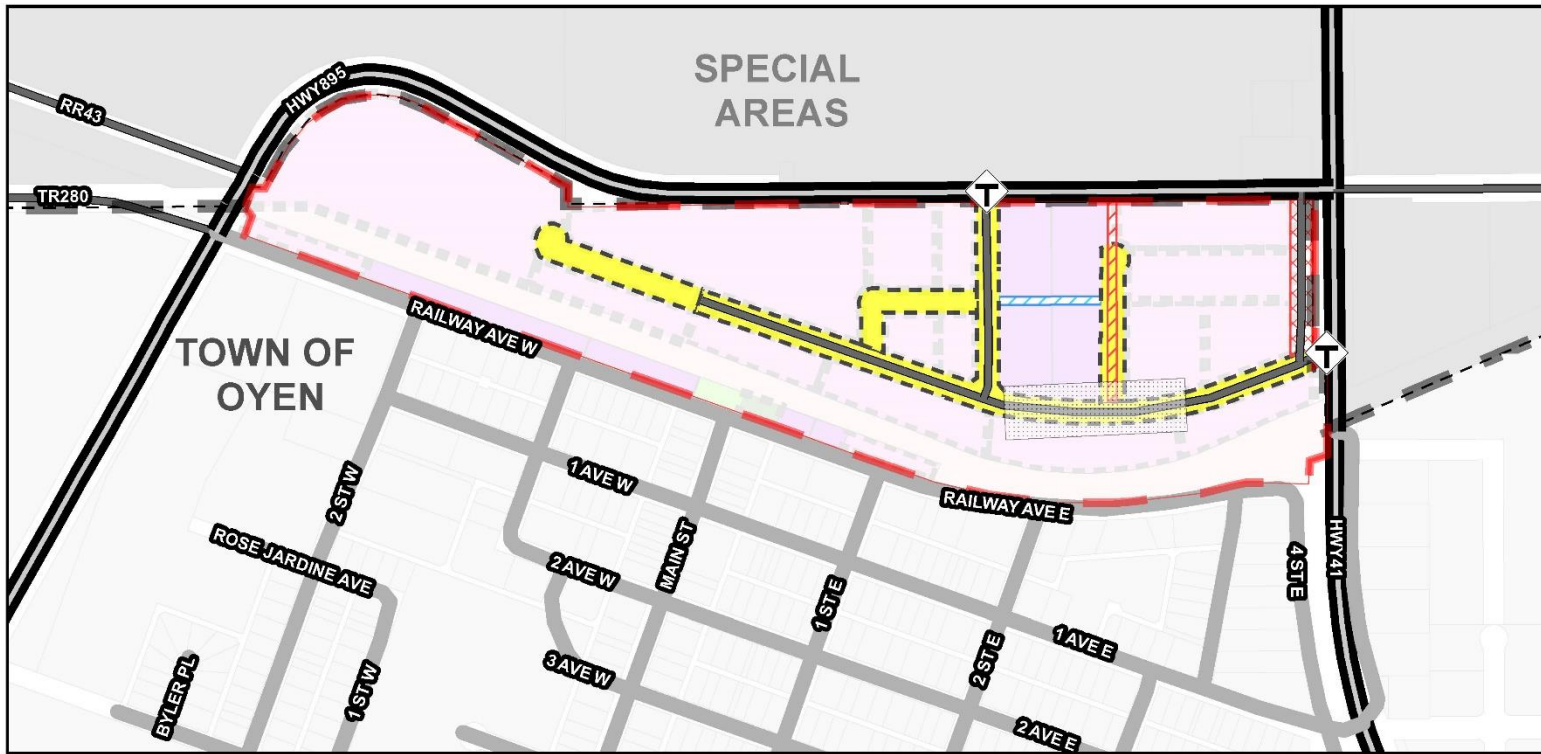
Policies applying to Areas 1, 2 or 3:

- Policy 4.3.3** Land uses in ASP Areas 1, 2 or 3 will include a broad spectrum of light, medium and heavy industrial uses as regulated by the Town’s Land Use Bylaw.
- Policy 4.3.4** Heavy industrial land uses proposed in ASP Areas 1, 2 or 3 that have potential off-site impacts (e.g. noise, dust, vibration, traffic, hazard risk) shall demonstrate to the development authority prior to approval how those potential negative impacts will be mitigated.
- Policy 4.3.5** Heavy industrial land uses proposed in ASP Areas 1, 2 or 3 that pose a potential off-site risk to life and/or property (e.g. chemical/fertilizer plants or heavy manufacturing operations) shall provide a Hazard Risk Assessment and a copy of their Emergency Management Plan as part of any development application. The operator/owner shall communicate regularly with the Town, including notification to the Town of any incidents or if the risk level at the site changes.

- Policy 4.3.6** Development applications for a heavy industrial land use proposed in ASP Areas 1, 2 or 3 shall be referred to the Town’s Fire Department for comment prior to approval. Where additional firefighting capacity is required for the proposed development the developer shall either provide additional capacity on-site or enter into an agreement with the Town to ensure sufficient firefighting capacity exists within the Town’s Fire Department.

Policies applying to Area 4:

- Policy 4.3.7** Heavy industrial uses with significant off-site impacts (e.g. noise, dust, vibration, risk hazard) shall not be located in ASP Area 4.
- Policy 4.3.8** Land uses in ASP Area 4 shall be restricted to light and medium industrial uses that have minimal or no offsite impacts (e.g. noise, dust, vibration, risk hazard).




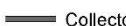


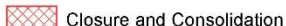





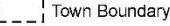
 1:4,500

Existing & Future Transportation Plan

OYEN INDUSTRIAL ASP



Legend

-  Arterial
-  Collector
-  Existing Street
-  Existing ROW
-  Closure and Consolidation
-  Future 24 Road/ Expansion
-  Laneway/ Water Line
-  Intersection
-  Possible ROW Size Reduction
-  ASP Boundary
-  Town Boundary

Not responsible for error or omissions "Existing & Future Transportation Plan". [15.4*11' PDF, ArcGIS] 1:4500. Town of Oyen Industrial ASP Area. Palliser Regional Municipal Services, January 2021.

Figure 8: Existing and Future Transportation Network

4.4 INTERFACE AREAS

The Plan Area is relatively small at approximately 68 acres (27.5 ha) and thus it is important to plan carefully for how the future development of the ASP will interact with adjacent land uses. The Plan Area interfaces with agricultural land on the north, west and east; and commercial and residential land on the south. **Figure 9: Interface Areas** highlights these three key land use interfaces.

Residential-Industrial & Commercial-Industrial Interface (South boundary)

Ensuring appropriate development design along the southern boundary of the Plan Area will be critical for the success of the ASP and its integration with the broader Town of Oyen. The southern boundary contains both residential-industrial and commercial-industrial interfaces (see **Figure 9: Interface Areas**) that require thoughtful design and site planning. Adherence to the following design and policy considerations will create a cohesive development with the Town's established residential and commercial areas. A compatible interface provides sufficient transitional space between land uses that allows for mutual co-existence. This can be achieved through building setbacks, lot and building design, such as placing buildings farther from the interface and adding high-quality landscaping features (see **Figure 10: Residential - Industrial Interface Cross-Section**). Transitional space may act as a visual buffer and could help to reduce noise, pollution, or perceived incompatibility. A properly designed interface area will minimize the impact of industrial uses on adjacent non-industrial lands while accommodating the needs of both uses. Industrial uses are an important part of the Town and region's economy and must be developed in a way that they can function optimally while respecting the needs of adjacent land uses.

Agricultural-Industrial Interface

The north, west and east borders of the Plan Area interfaces with adjacent agricultural lands that consist of fields as well as agricultural buildings and associated residences. Design sensitivity to this interface is less critical, but still important to ensure any impacts are minimized to these agricultural operations and the enjoyment of life of the agricultural property owners and residents.

- Policy 4.4.1** Industrial development applications located south of the railway within Planning Area 4 shall submit to the Development Authority an *Interface Strategy* that includes details on how the application addresses compatibility with adjacent non-industrial uses, and how the development will minimize impacts on adjacent non-industrial uses, and shall include details on landscaping/screening, building location and site design. An *Interface Strategy* should be in the form of text and illustrations.
- Policy 4.4.2** 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.
- Policy 4.4.3** Transitional space between uses shall be achieved by providing appropriate setbacks between residential and industrial development.
- Policy 4.4.4** High-quality landscaping (e.g. trees, berms, storm ponds, or shrubs) should be located within the setback areas of an industrial property.
- Policy 4.4.5** Industrial activities which create undesirable effects for non-industrial (i.e. residential) uses shall not be located in ASP Area 4.



0 100 200 400 Meters

1:3,400

Legend

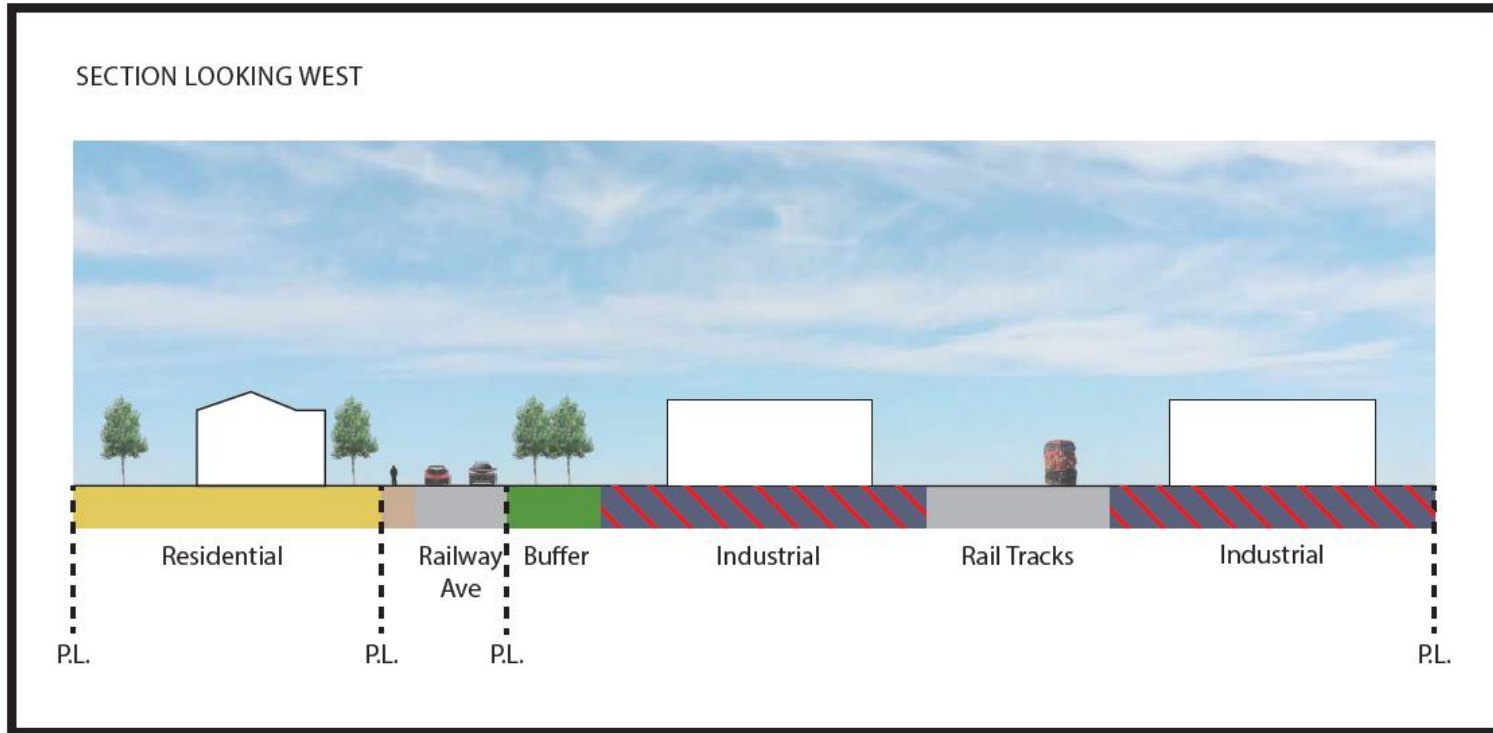
- Residential-Industrial Interface
- Residential Land Use
- Commercial-Industrial Interface
- Commercial Land Use
- Agricultural-Industrial Interface
- ASP Boundary

Interface Areas

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Figure 9: Interface Areas



Interface Cross-Section

Legend

 Consult "Development in Proximity to Railway Operations Guidelines"

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Figure 10: Residential - Industrial Interface Cross-Section

4.5 NATURAL ENVIRONMENT

- Policy 4.5.1** All developments are encouraged to design around the natural environment and maintain the natural ecosystem function of the area, including retention or replacement of wetlands and natural watercourses, minimizing on-site grading and locating buildings away from sensitive environmental features.
- Policy 4.5.2** 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 4.5.3** 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 4.5.4** 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 4.5.5** All developments shall comply with all applicable federal and provincial policies related to the natural environment.
- Policy 4.5.6** Developers 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 4.5.7** Developers in the ASP area are encouraged to implement the recycling of by-products, water conservation, and the use of alternative energy resources.

4.6 RESERVES

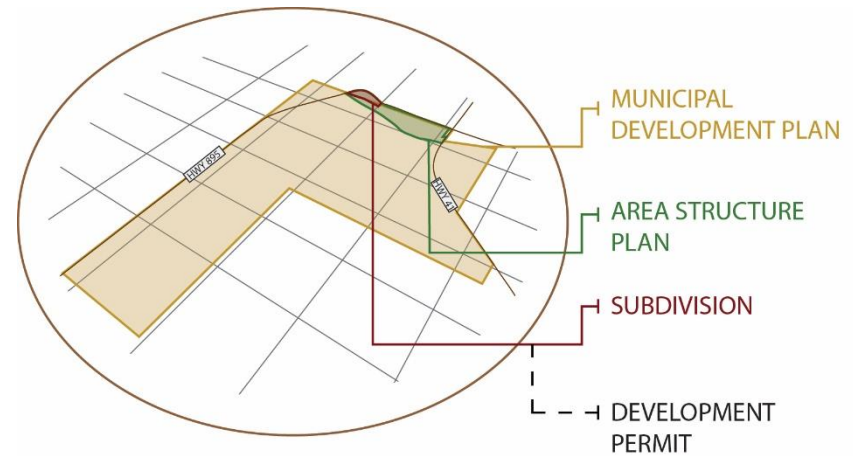
- Policy 4.6.1** Reserves will be determined at the time of subdivision in accordance with the Municipal Government Act (MGA) and Municipal Development Plan (MDP).
- Policy 4.6.2** Reserves owing on a parcel of land shall be provided as:
- a. municipal reserve, school reserve, or municipal and school reserve;
 - b. cash in lieu of reserve land; or
 - c. a combination of land and cash.
- Policy 4.6.3** Cash-in-lieu of reserve land is the preferred method of reserve payment for the Oyen Railyard ASP lands.
- Policy 4.6.4** Deferment of municipal reserve is strongly discouraged.
- Policy 4.6.5** 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 Town's *Municipal Development Plan*, *Intermunicipal Development Plan* or any other relevant municipal plans or strategies (e.g. Parks / Recreation / Open Space Master Plan).

Policy 4.6.6 If municipal reserve is provided as reserve land in the form of a pedestrian trail or pathway it shall either be directly connected to the Town’s existing pathway system or be part of the Town’s long-range pedestrian / mobility plan.

4.7 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 4.7.1 The policies of this Area Structure Plan must be consistent with the Town’s 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.



MUNICIPAL DEVELOPMENT PLAN

Guides overall growth and development for the Town

AREA STRUCTURE PLAN

Provides the vision for the physical development of an area

SUBDIVISION

An area of land divided for development

DEVELOPMENT PERMIT

An area of land that has been approved for a specific use, and associated details of that use

5.0 Infrastructure Policy

5.1 WATER SERVICING

The Town receives its 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.

Although the HKRWSC supply pipeline passes through the Plan Area, the pipeline is not designed to provide significant service demand and will not provide any fire flow to the Plan Area. Only trickle type service connections are tapped into the supply pipeline for which will require the permission of HKRWSC.

Water System Concept 1

The Oyen Railyard Industrial Park area will be serviced with municipal potable water by extending the Town's water mains from the existing distribution system as shown in **Figure 11: Water System Concept 1**. The proposed connection to the existing distribution system is at 2nd Avenue E. In 2020, a 200 mm diameter stub was installed for this connection on 2nd Avenue E.

A target supply of 10,000 L/min for fire flows is being pursued by the Town of Oyen for the Plan Area. To achieve fire flow, the minimum water main size should be 200 mm in diameter in the Plan Area. Fire hydrants have been placed to meet the minimum spacing of 90 m for industrial coverage as outlined in the Fire Underwriters Survey Water Supply for Public Fire Protection, 1999.

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 764 m and 771 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. For redundancy, increased reliability, and increased fire flow in the water supply to the Plan Area, it is good practice to loop the water mains. Looping will require a second water main connection to the Oyen Railyard Industrial area further to the west. This connection is not mandatory to service the Plan Area.

Water System Concept 2

The Town's long-term plan may be to re-route the HKRWSC as shown in **Figure 12: Water System Concept 2** to reduce the number of rail crossings for the water line. In **Water Concept 2** the HKRWSC main line is moved along Railway Ave W and the Plan area is serviced by a single line under the rail tracks. This re-route of the water line would have numerous benefits, including easy maintenance of the water line and less reliance on rail crossings.

The following policies apply to ASP Planning Areas 1, 2, or 3 as shown on **Figure 7: Planning Areas:**

- Policy 5.1.1** Piped municipal water servicing shall be required for all new developments in ASP Planning Areas 1, 2 or 3 as shown on **Figure 7: Planning Areas.**
- 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:
- i) Piped water servicing is not yet available at the property line;
 - ii) The development authority has determined the proposed development is a low to moderate water user;
 - iii) 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
 - iv) The proposed on-site water servicing solution complies with the Safety Codes Act.
- Policy 5.1.3** 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 5.1.4** All costs associated with the construction of water infrastructure on a private lot are the responsibility of the landowner or developer.
- Policy 5.1.5** Where a proposed development has a significant need for water the developer may be required to provide and transfer to the Town / HKRWSC a Licence to Divert Water.

Policy 5.1.6 The Town encourages the reduction and reuse of water in accordance with provincial laws and regulations.

The following policies apply to ASP Planning Area 4 as shown on **Figure 7: Planning Areas:**

Policy 5.1.7 All future developments in ASP Planning Area 4 shall require piped municipal water servicing.

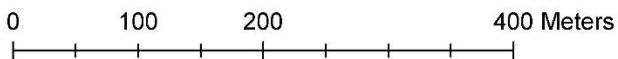
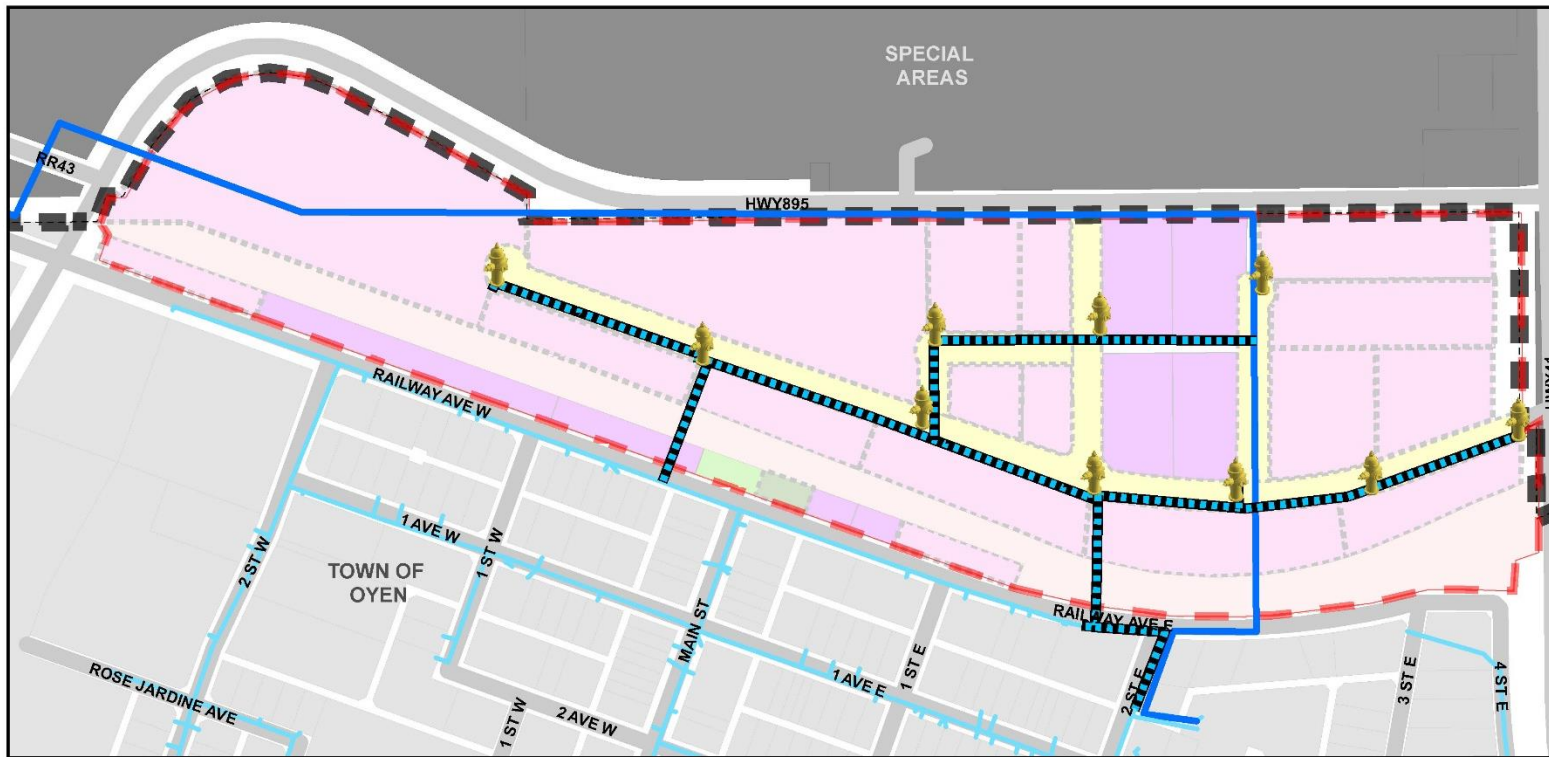
5.2 WASTEWATER SERVICING

The following policies apply to ASP Planning Areas 1, 2, or 3 as shown on **Figure 7: Planning Areas:**

- Policy 5.2.1** Individual on-site wastewater and septic solutions shall be permitted in Planning Areas 1, 2, or 3 in accordance with the Safety Codes Act.
- Policy 5.2.2** All costs associated with the construction of wastewater infrastructure on a private lot are the responsibility of the landowner or developer.

The following policies apply to ASP Planning Area 4 as shown on **Figure 7: Planning Areas:**




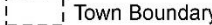
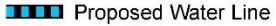

Policy 5.2.3 All future developments in ASP Planning Area 4 shall require piped municipal wastewater servicing.



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Watermain Concept

Legend

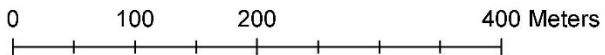
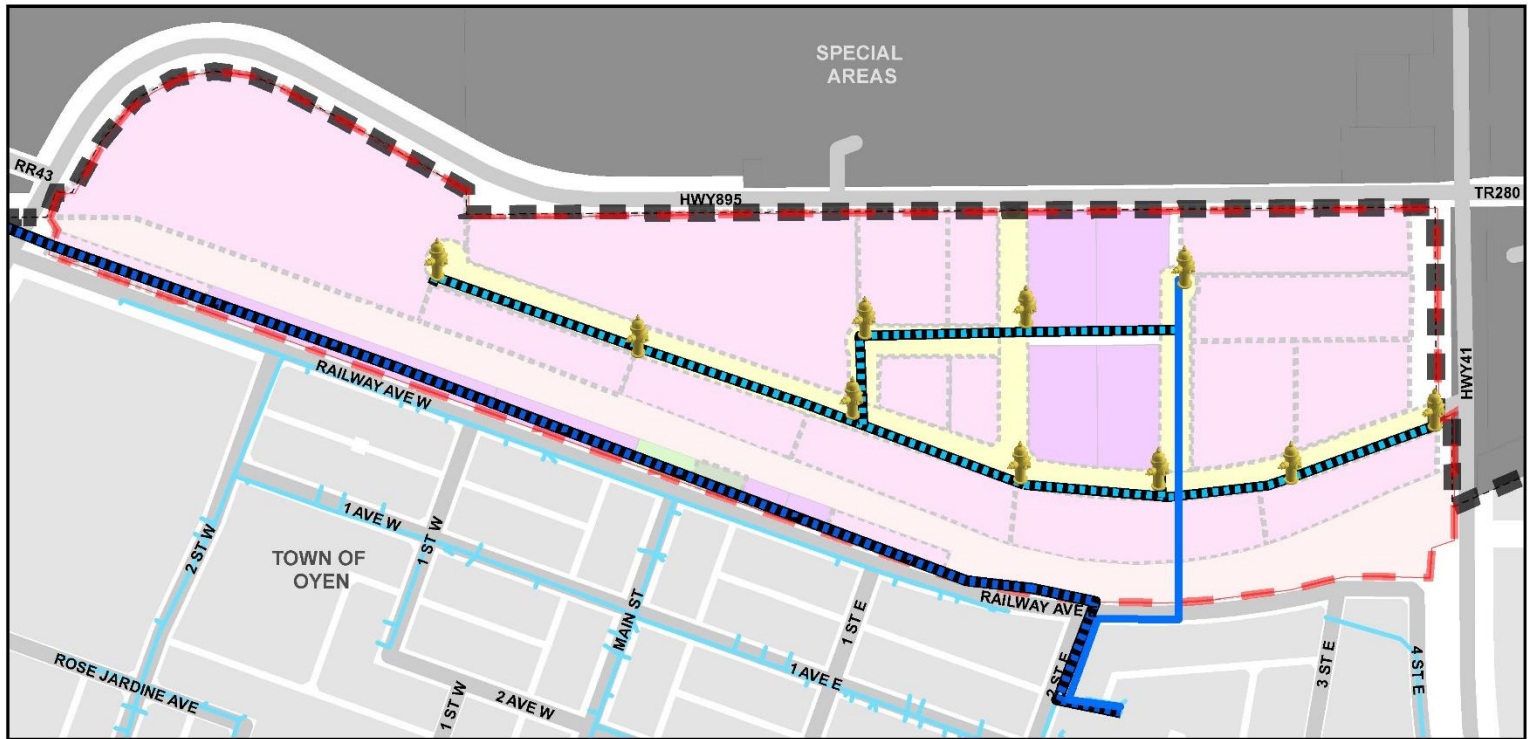
-  Proposed Hydrant
-  Henry Kroeger Water Line
-  ASP Boundary
-  Town Boundary
-  Proposed Water Line
-  Existing Water Line

OYEN INDUSTRIAL ASP



Not responsible for error or omissions "Development Concept". [15.4*11" PDF, ArcGIS] 1:3,400.Town of Oyen Industrial ASP Area. Palliser Regional Municipal Services, January 2021.

Figure 11: Water System Concept 1



1:3,400

Watermain Concept 2

Legend

- Proposed Hydrant
- Proposed HKWL Reroute
- Existing Water Line
- Existing Water Line
- Proposed Water Line
- ASP Boundary
- Town Boundary

OYEN INDUSTRIAL ASP



Not responsible for error or omissions "Development Concept", [15.4"11" PDF, ArcGIS] 1:3,400, Town of Oyen Industrial ASP Area, Palliser Regional Municipal Services, January 2021.

Figure 12: Water System Concept 2

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, roads and gutters, 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.

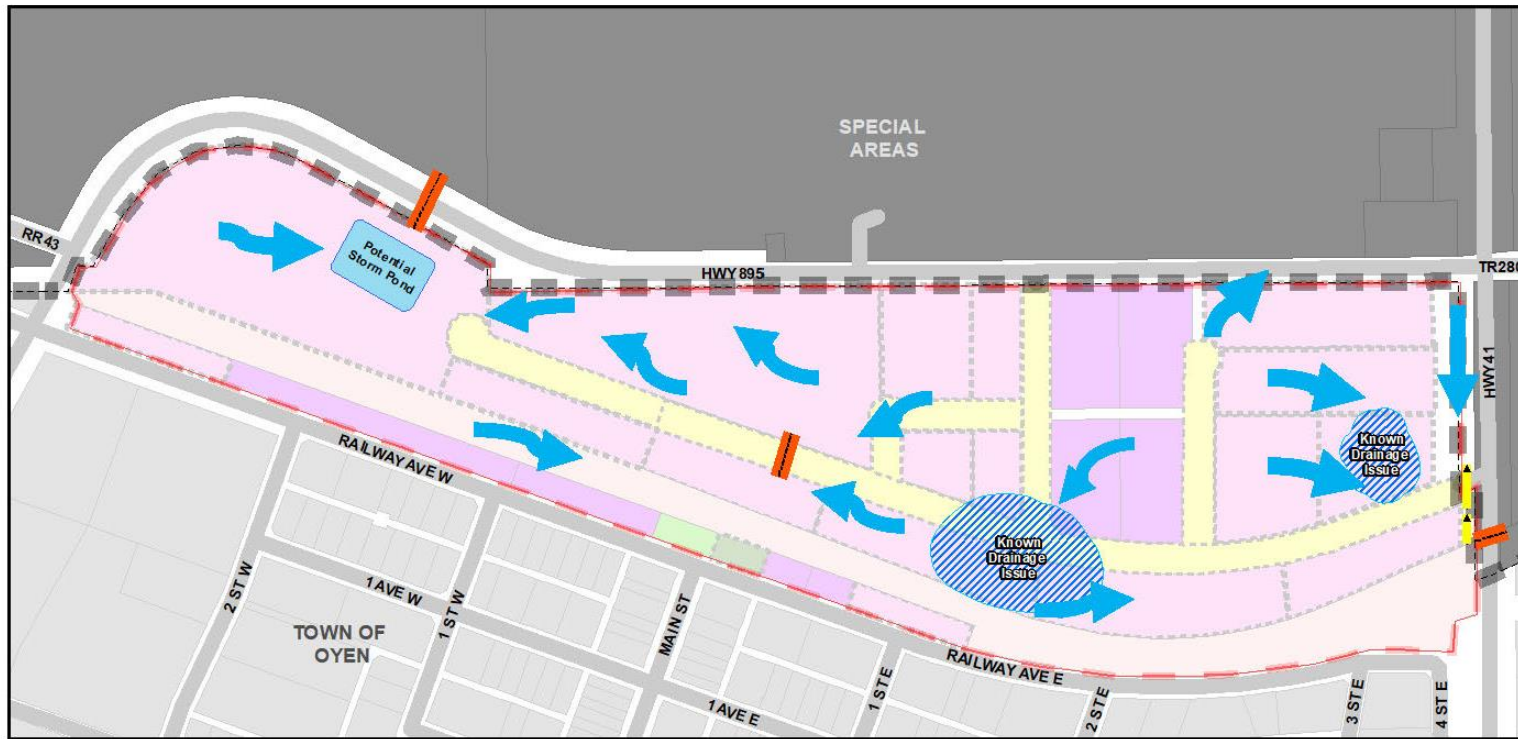
The Plan Area is currently all overland drainage with minimal existing defined drainage paths except the highway ditches along Highways 895 and 41. The Town indicates there are existing drainage issues in the area particularly along the southwest corner of parcel #14 as identified on **Figure 3: Legal Parcels**.

Several constraints within the Plan Area are identified that impact the stormwater drainage:

- The area is relatively flat in elevation.
- Existing development within the Plan Area, including buildings and other existing infrastructure, such as roads and gravelled parking areas.
- The area is bound on all four sides by Highway 895, Highway 41, and the railway for which are all at higher elevation than the surrounding lands.
- Narrow width of existing road rights-of-ways. Currently, the Plan Area is comprised of road rights-of-way that are between 9 m and 15 m in width; whereas 24 metres is a recommended standard.

Asphalt paved roads with overland drainage ditches are desired for the Plan Area. Storm sewers and curb and gutter are not desired. To accommodate a paved road with ditches, a minimum 24 m wide right-of-way is required to achieve a road with suitable ditches. A proposed right-of-way cross section for the Plan Area is shown in **Figure 13: Road Cross-Section**. A potential location for a stormwater management facility in the Plan Area's northwest is shown on **Figure 11: Drainage**. An overflow to the land to the north is recommended as shown on **Figure 11: Drainage**.

- | | |
|---------------------|---|
| Policy 5.3.1 | Developments shall adhere to the Stormwater Master Plan for the ASP as shown on Figure 11: Drainage . |
| Policy 5.3.2 | Developers shall be required to submit a Drainage Plan or Stormwater Management Plan that reflects alignment with Figure 11: Drainage . |
| Policy 5.3.3 | Drainage Plans and Stormwater Management Plans submitted by a developer shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this Plan. |
| Policy 5.3.4 | Stormwater conveyance systems should be designed to accommodate upstream and downstream properties and adjacent road networks. |
| Policy 5.3.5 | 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. |



0 100 200 400 Meters

1:3,400

Drainage Plan

Legend

-  Existing Culvert
-  Proposed Culvert
-  ASP Boundary
-  Town Boundary
-  Drainage Flow Direction

OYEN INDUSTRIAL ASP



Not responsible for error or omissions "Development Concept". [15.4**11' PDF, ArcGIS] 1:3,400, Town of Oyen Industrial ASP Area, Palliser Regional Municipal Services, July 2020.

Figure 13: Drainage Plan

5.4 TRANSPORTATION

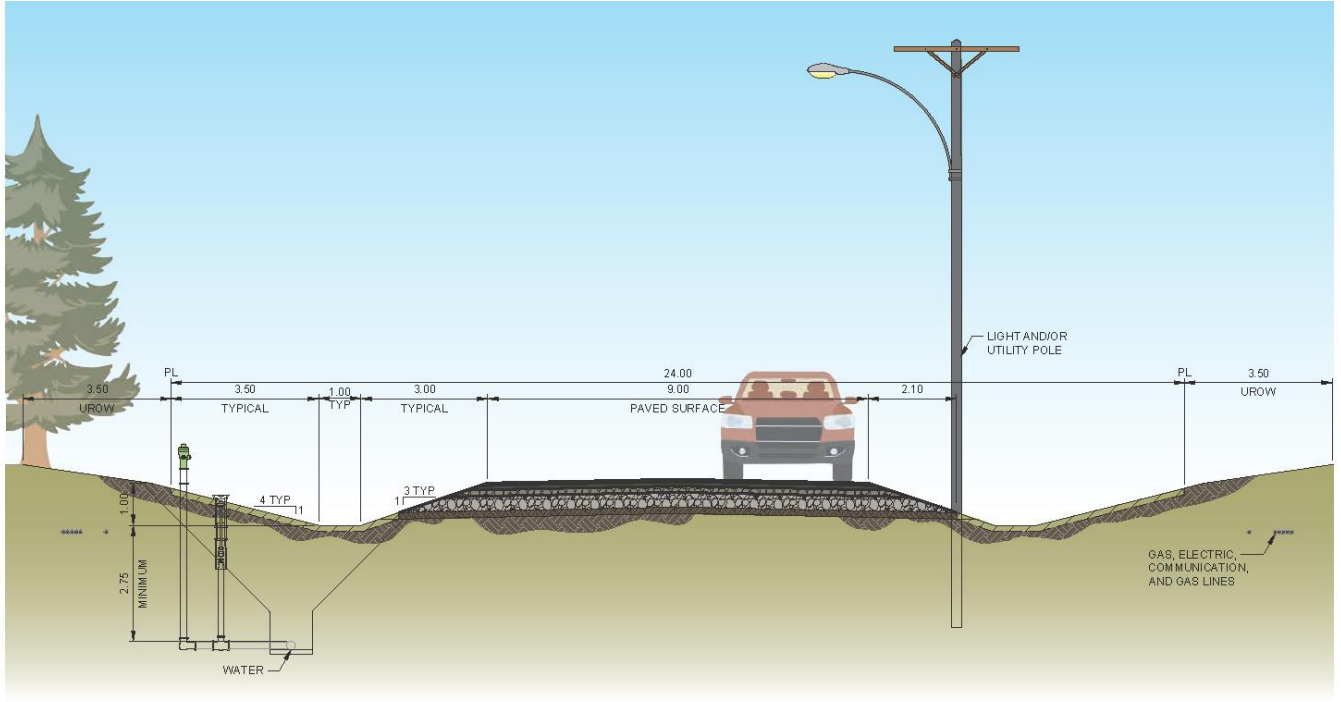
- Policy 5.4.1** The future road network for the Plan Area shall align with the existing and future roads identified on **Figure 5: Development Concept** and **Figure 8: Existing and Future Transportation Network**.
- Policy 5.4.2** At the time of subdivision or development permit application the developer 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 Town may require the developer to upgrade the road at the expense of the developer.
- Policy 5.4.5** Roads and rights-of-way in the plan area shall adhere to Town of Oyen’s engineering standards for industrial roads.
- Policy 5.4.6** Road right-of-ways should be 24 metres in accordance with **Figure 13: Road Cross-Section** and as shown on **Figure 8: Existing and Future Transportation Network**.
- Policy 5.4.7** In accordance with Municipal Government Act Section 662, where a future roadway or roadway widening is required as identified in this ASP or by the Town at the time of subdivision, the developer shall dedicate land for the required roadway to the Town without compensation.

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 ASP lands.
- 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 CN Railway 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

- Policy 5.6.1** All new development shall be serviced with shallow utilities at the expense of the developer.



1:125
 All dimensions in meters

Typical Road Cross-Section

OYEN INDUSTRIAL ASP

Figure 14: Road Cross-Section

6.0 Phasing & Implementation

6.1 PHASING OVERVIEW

The Area Structure Plan is a relatively small area by typical ASP standards and does not require strict land use phasing. Portions of the ASP are already developed and future phasing will be determined largely by which developers or landowners have the capacity to develop their land. **Figure 7: Planning Areas** provides guidance as to the general phasing anticipated for the ASP lands; however it is recognized that future development may not exactly follow **Figure 7: Planning Areas**.

6.2 PHASING POLICIES

Policy 6.2.1 Development should proceed based on logical and cost-effective extension of infrastructure guided by **Figure 12: Water System** and **Figure 5: Development Concept**.

Policy 6.2.2 Development phasing should be guided by **Figure 7: Planning Areas**, with more immediate development anticipated within Planning Areas 1 and 2 and longer-term development anticipated in Planning Areas 3 and 4.

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 developer and Town may enter into an **Endeavour to Assist Agreement**, also known as a “latecomers agreement”.

6.3 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, conceptual scheme or concept plan if they are in compliance with 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 shall comply with the Town's Municipal Development, Land Use Bylaw, Town policy, and provincial and federal requirements.

Policy 6.3.4 The Town should consider review of this Area Structure Plan every five (5) years to determine if any updates are required.

7.0 Definitions & Acronyms

7.1 DEFINITIONS

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

Area Structure Plan (ASP)	Means an Area Structure Plan as defined in the Municipal Government Act (MGA).
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.

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 Development Plan (IDP)	Means an Intermunicipal Development Plan as described and defined in the MGA.
Municipal Development Plan (MDP)	Means a Municipal Development Plan as described and defined in the MGA.
Municipal Government Act (MGA)	Means the current version of the <i>Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26</i> .
Plan / the Plan	Means the Oyen Railyard Industrial Area Structure Plan
Plan Area	Means the Oyen Railyard Industrial ASP lands as identified on Figure 1: Context .
Special Areas	Means the municipality of the Special Areas Board composed of Special Areas 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 Railyard Industrial Area Structure Plan.

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

