

## Railway Junction Intermunicipal Area Structure Plan

City of Camrose/Camrose County

April 2021





ISL Engineering and Land Services Ltd. Is an award-winning full-service consulting firm dedicated to working with all levels of government and the private sector to deliver planning and design solutions for transportation, water, and land projects.



## ACKNOWLEDGEMENTS

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The City of Camrose and Camrose County Railway Junction Intermunicipal Area Structure Plan would not have been accomplished without the support of landowners, residents, administration, and Council who have provided their perspectives, passion, and commitment to creating a vision and direction for these lands. Thank you for sharing your time, expertise, and knowledge.



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*The City of Camrose is a Municipality located in Treaty 6 territory, the traditional lands of the Indigenous and Métis People.*





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## 1.0 Introduction

### 1.1 Plan Area Location

The Railway Junction Intermunicipal Area Structure Plan (ASP) applies to 266 hectares (ha), as shown on Figure 1. The area is located on lands in the eastern portion of the City of Camrose (the City) and in Camrose County (the County). It is bounded by:

1. Highway 13 (48 Avenue),
2. Township Road 464 to the south,
3. Range Road 201 (Exhibition Drive) to the west, and
4. Range Road 200 (Dried Meat Lake Road) to the east.

The plan area includes the City/County municipal boundary that runs east-west through its centre. The Cargill Canola Crush Plant and Processing Facility site is located immediately to the south of the plan area, with its rail spur running north-south through the plan area. A Canadian Pacific Railway right-of-way is located to the north of the plan area and a Canadian National Railway right-of-way is located approximately 800 m to the southwest of the plan area.

### 1.2 Purpose

The purpose of the ASP is to provide a detailed framework for the future development of the area and increase the commercial and industrial land supply in the City and County. The ASP was prepared in conformance with the *Municipal Government Act* and is designed to:

1. Conform to the Intermunicipal Development Plan (2020) Bylaw 1461 and Bylaw 3080-20,
2. Conform to the policies and Land Use Concept Map of the City's Municipal Development Plan (2011) Bylaw 2188/99, as amended,
3. Conform to the policies of the County's Municipal Development Plan (2016) Bylaw 1372,
4. Establish the conceptual land use, municipal reserve, transportation and servicing patterns, and development phasing for the ASP to implement the City's and County's MDP, which designates this area for commercial and industrial expansion, and
5. Identify existing physical features and development conditions and summarize engagement opportunities.

### 1.3 Area Structure Plan Vision and Goals

The subject lands benefit from exceptional transportation advantages, with both highway and rail access. The ASP capitalizes on this, regarding the subject area as a hub for economic development in the region, providing employment opportunities and contributing to a strong industrial and commercial tax base for City and County.

The respective municipal Councils, Camrose Intermunicipal Committee, and municipal administrators view the ASP as an opportunity to jointly market the area future development and may consider the creation of a development corporation to undertake implementation.

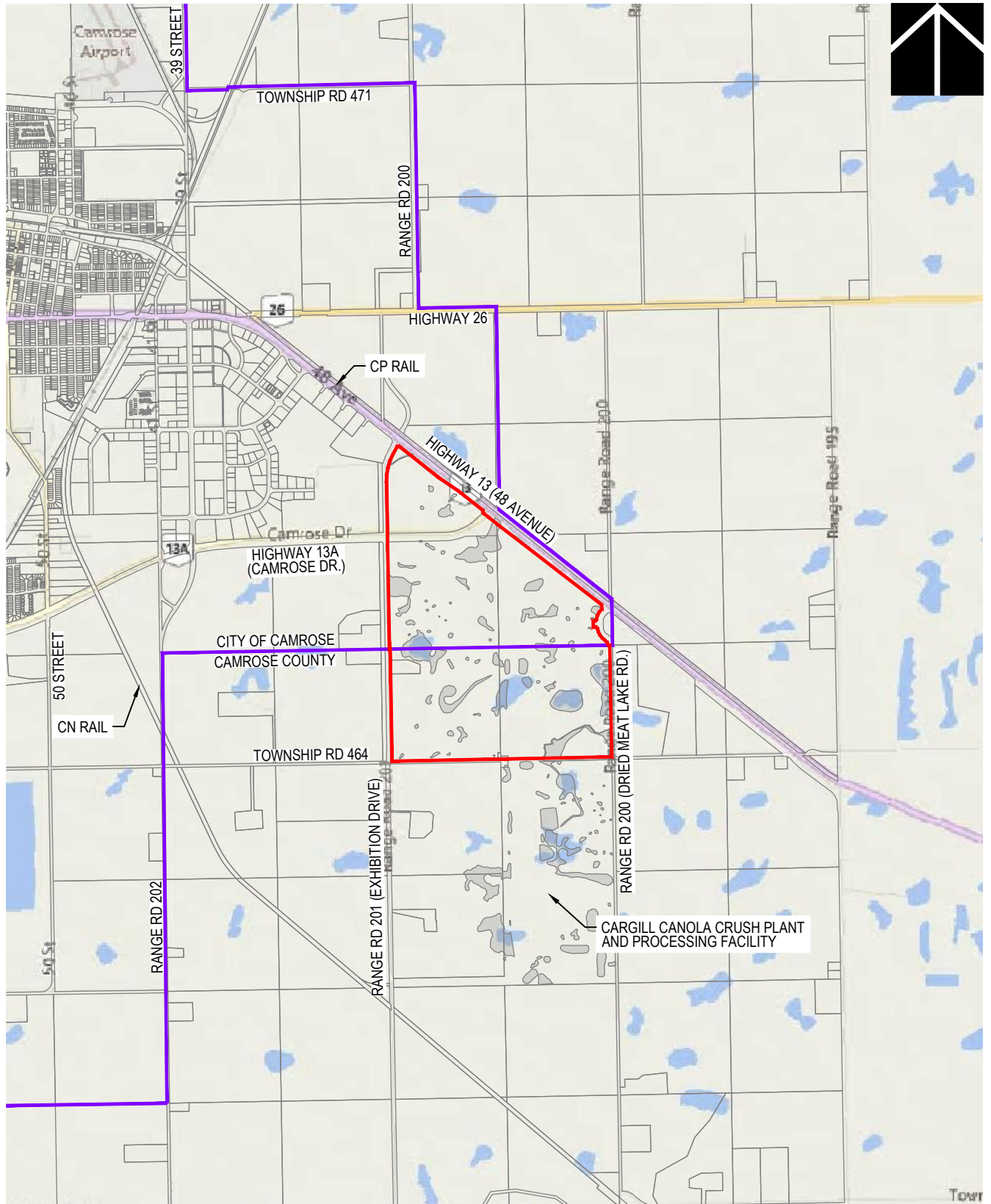
### 1.4 Timeframe of the Plan

Based on the City's Annexation Report (2009) it is anticipated that the City portion of the plan area will be developed over a period of 30 years, subject to market demand. The City's Growth Study identified that the County lands within the plan area will be developed over a 40-year period. However, the municipalities agree that the projections contained in the Growth Study were overly ambitious. Development phasing and development timeframes may be reviewed as part of an Economic Development Strategy, and/or Retail and Industrial Demand Study should the City and/or County undertake such an analysis.



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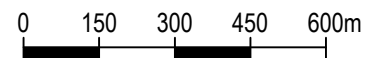




#### LEGEND

- CITY BOUNDARY
- ASP BOUNDARY – GROSS AREA = 266.2 ha (657.8 ac)

Eric Tan / Nov. 23, 20 / G:\Projects\150001550015546\_Crossroads Inter municipal ASP\03\_Reports\32\_WorkingFigures\Figure 1 Location Plan.dwg



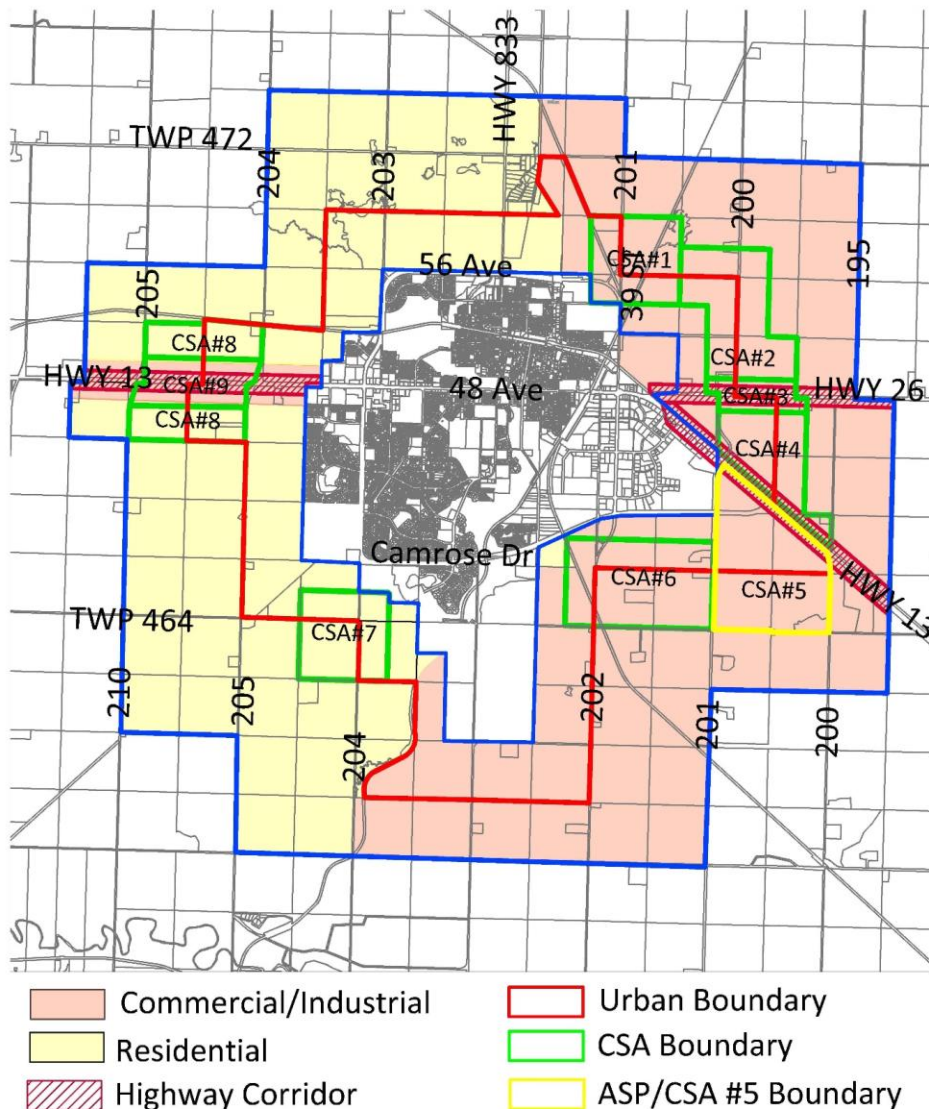


## 2.0 Statutory Compliance

### 2.1 Intermunicipal Development Plan

The Intermunicipal Development Plan (IDP), Bylaw 1461 and 3080-20, for Camrose County and the City of Camrose applies to the plan area. The IDP designates the plan area as “Coordinated Service Area #5,” as shown in yellow highlight below, suitable for commercial and industrial growth, with areas adjacent to Highway 13 part of a “Highway Corridor”.

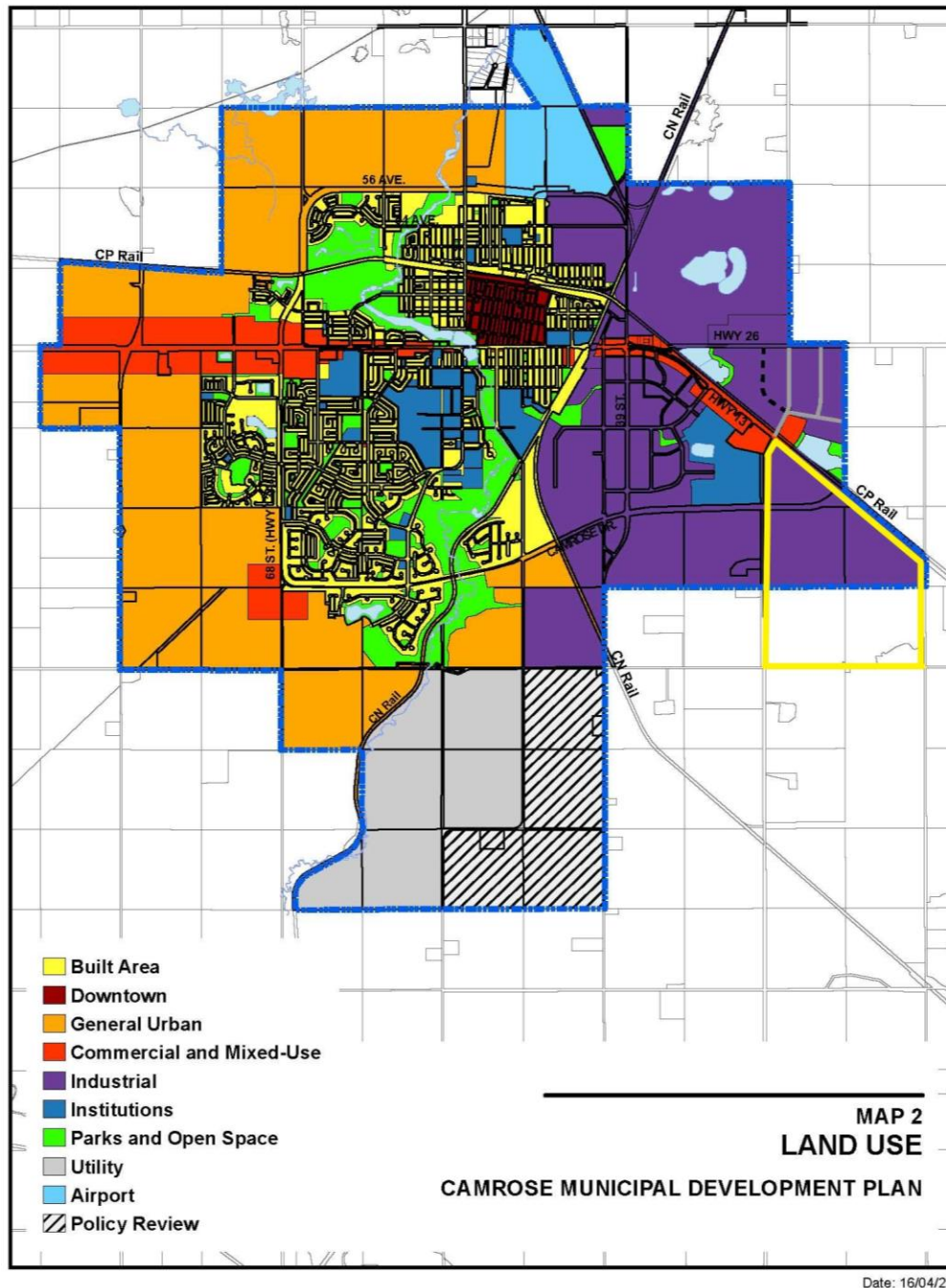
## CSA and Highway Corridor Boundaries



Map 1: IDP Growth Development

## 2.2 City Municipal Development Plan

The City of Camrose Municipal Development Plan (MDP) future land use policy map (Map 2, below) designates the plan area, identified by a yellow boundary in Map 2, for industrial land uses.



Map 2: City MDP Future Land Use Policy

The MDP also includes policy direction for the development of specific land uses within the City of Camrose. The policies relevant to the plan area are described in the following table.

Table 1: City MDP Policies

Policy Area	Policy
Commercial & Mixed Use	Regional commercial uses will integrate with surrounding residential areas through pedestrian connections and contextually appropriate architectural design.
	High visibility commercial development along major roadways should be enhanced through attractive building and landscape design.
Industrial	Appropriate landscaping, streetscapes, and buffering at the interface with other land uses or when a business is located adjacent to a major road will be essential to the creation of business park areas within Camrose that foster community pride and economic development.
	Industrial areas are encouraged to provide commercial services that are compatible with and complementary to main use and for employees.
	Where an ASP identifies commercial development within the industrial area, no amendment shall be required to the MDP.
Transportation	The City should integrate pedestrian walkway and bicycle trail systems into street and utility corridors.
	New neighbourhoods shall provide a high degree of road and pedestrian connectivity to allow for shorter travel distances between destinations and greater dispersal of traffic.
	Where appropriate, new development should incorporate elements of a continuous city-wide multi-use trail system as an alternate transportation system connecting residential areas to commercial, institutional, employment and public transit destinations.
Servicing	Stormwater management facilities including wet ponds, constructed wetlands or natural wetlands will be incorporated in the drainage system for stormwater storage and treatment purposes.
	The City will encourage the incorporation of major low-lying areas and existing wetlands into the urban stormwater management system through the construction of engineered stormwater management facilities. Retention of existing wetlands and/or provision of compensation for alteration of qualifying wetlands will be required in accordance with applicable provincial regulations.



## 2.3 County Municipal Development Plan

Under the policies of the Camrose County Municipal Development Plan (MDP), Bylaw 1372, the plan area is defined as a Growth Centre, allowing subdivision for industrial, commercial, institutional or public uses when provided for in an ASP. The MDP policies relevant to the plan area are described in the following table.

Table 2: County MDP Policies

Policy Area	Policy
Growth Centres	Growth Centres shall not include intensive agricultural operations, CFO's, ILO's, heavy industrial uses, or any other nuisance uses.
	Commercial, business parks, and light industrial uses shall be accommodated as approved in an ASP.
	Residential, commercial, institutional, and mixed-use development shall be accommodated when such development is compatible with the existing and proposed development.
	Growth Centres shall be located where accessible by existing and planned roads and municipal infrastructure.
Economic Development	The County shall work closely with provincial and federal agencies, as well as private industries to ensure commercial, industrial, and tourism opportunities develop.
	Development of new commercial and industrial uses should be directed towards existing commercial and industrial clusters to maximize their potential. However, new business parks are also encouraged.
	Commercial and industrial uses shall demonstrate a design compatible with the surrounding neighbourhood.
Recreation	The County should consider existing and proposed regional trails at detailed planning, subdivision, and development stage.
Environmental	ASPs shall identify hazardous areas, environmentally sensitive areas, critical wildlife habitat and travel corridors, and potential sites of historic and archeological significance.
	The County may require environmental studies at the time of an ASP application including but not limited to environmental screening, environmental site assessment, historic resource overview, biophysical study, geotechnical study, and/or top of bank survey.
	All development shall be designed to retain buffer strips between any man-made development and water bodies, ravines, watercourses, and bog areas to prevent soil erosion and siltation of streams.
Transportation, Servicing and Utilities	With the exception of the first 3 lots, a stormwater management plan shall be required for all future subdivision and/or development in accordance with provincial regulations.
	Solid waste disposal plans shall be provided for each new development for each Growth Centre, and for developments with over twenty-four (24) titles in un-serviced areas and forty (40) titles in serviced areas.
Reserve and Conservation Lands	All new ASPs shall demonstrate a municipal reserve (MR) dedication strategy, including how the MR will link to adjacent lands including linear parks and trails, as well as providing central open spaces, to the satisfaction of the County.

The policies of the ASP are designed to support the City and County MDP policies outlined above.

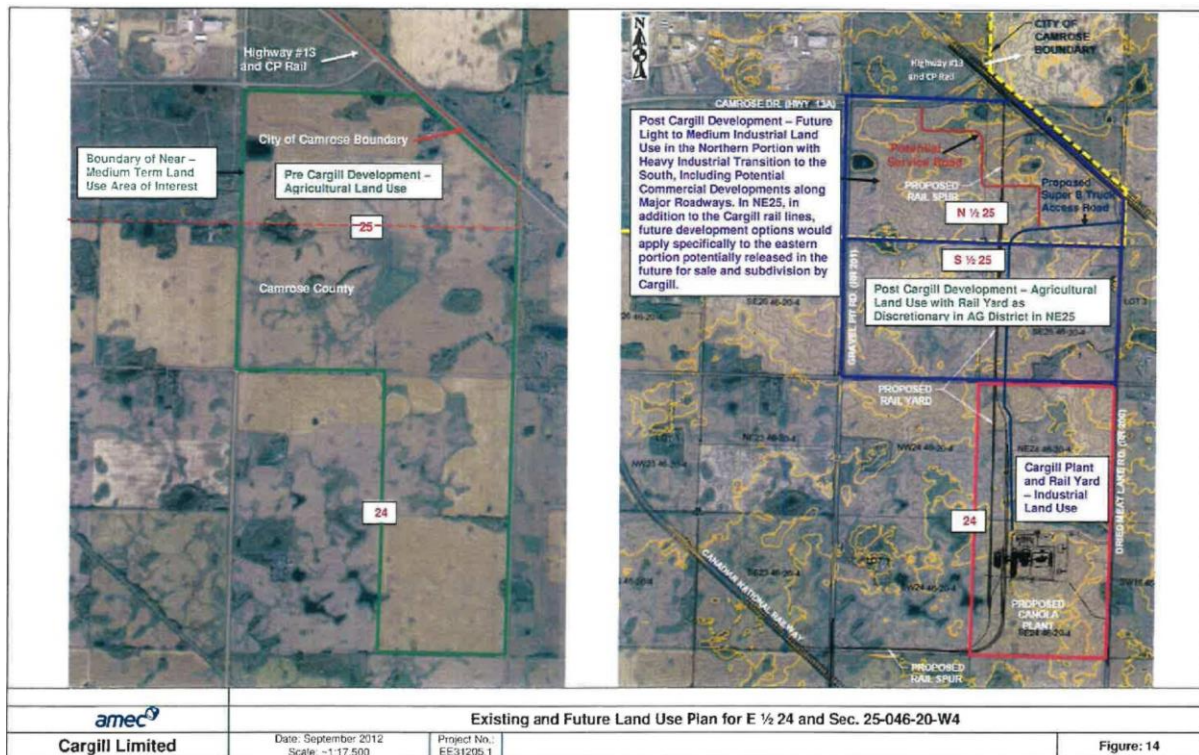
## 2.4 Adjacent Area Structure Plans

### Cargill ASP

The Cargill ASP applies to lands within and adjacent to the plan area and is within both the City and County. To remedy the overlapping plan area boundaries, the City will prepare an amendment to the Cargill ASP plan area boundary to exclude the lands that now fall under the Railway Junction Intermunicipal ASP. The amendment will be presented to each Council and considered in advance of the Railway Junction Intermunicipal ASP.

The current Cargill ASP includes Cargill's canola crushing plant, processing facility and railway siding in the southern portion of the plan area. These are heavy industrial uses directly adjacent to the southeast portion of the Railway Junction Intermunicipal ASP boundary. The balance of the ASP designates the northern portion of the plan area for commercial, and light and medium industrial uses.

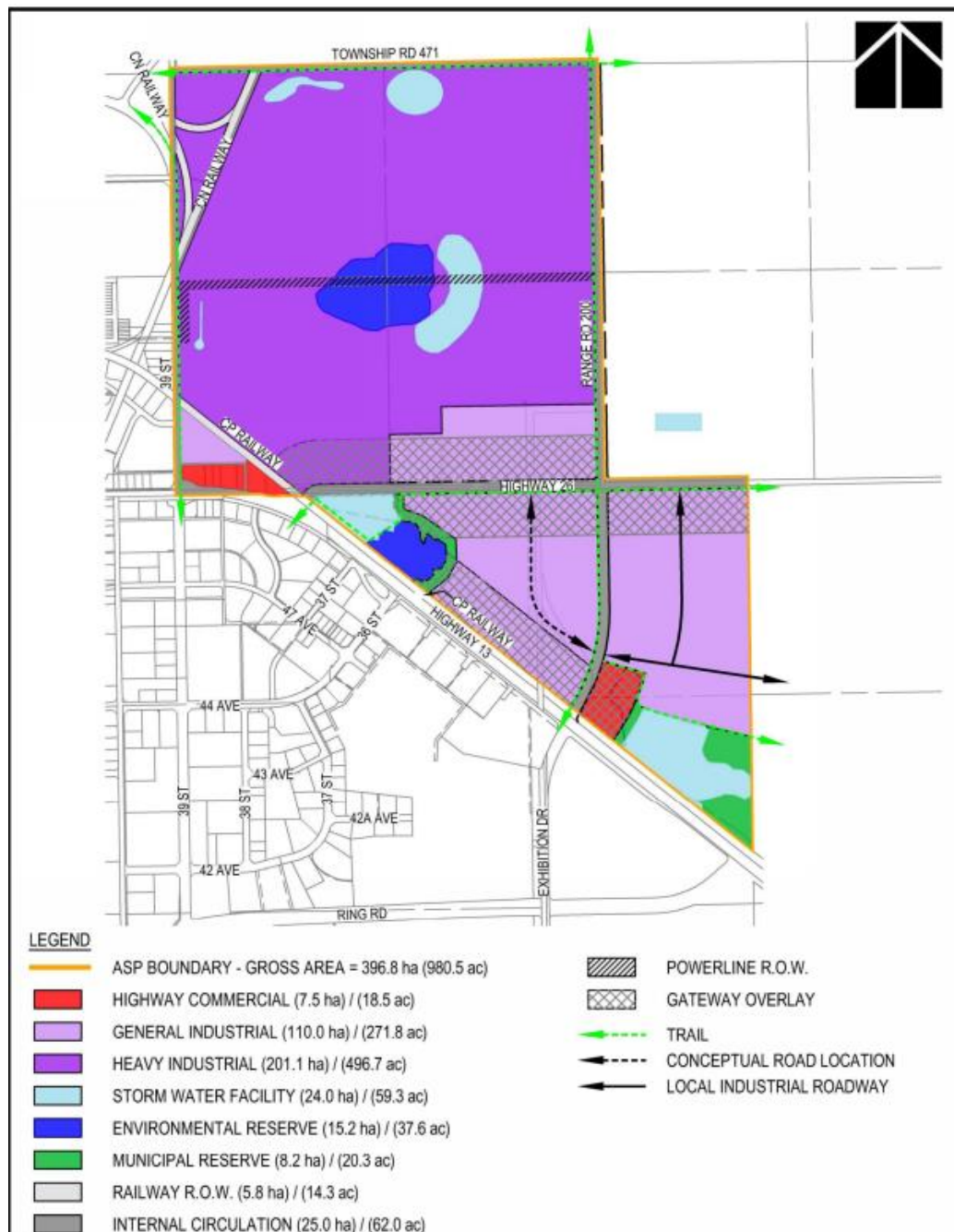
The Railway Junction Intermunicipal ASP is compatible with the land uses of the Cargill ASP and provides an appropriate transition between land uses.



Map 3: Cargill ASP

## East Gateway ASP

The East Gateway ASP applies to lands to the northwest of the plan area, within the City. The East Gateway ASP, as shown in Map 4 below, accommodates highway commercial, general industrial and heavy industrial uses, stormwater management facilities and environmental and municipal reserve lands. As of the passing of this plan, shared infrastructure projects within the East Gateway ASP are under review.



Map 4: East Gateway ASP



## 3.0 Municipal Documents

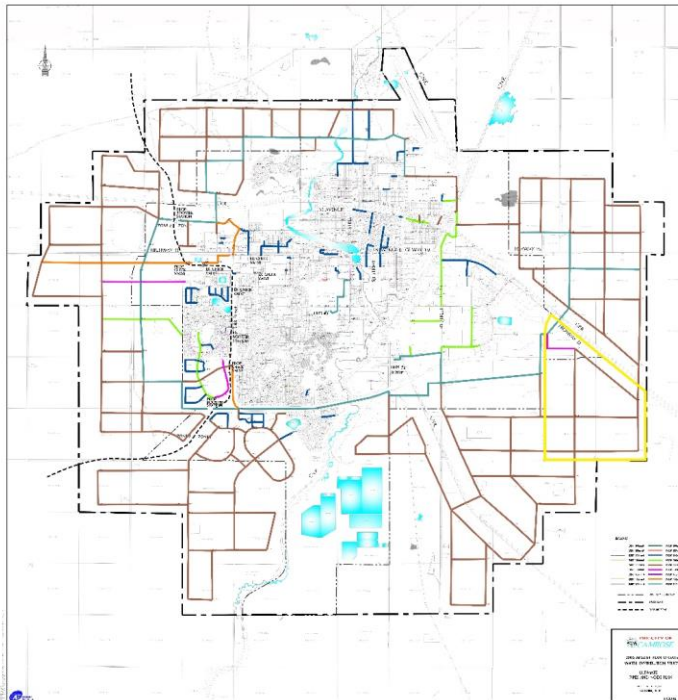
### 3.1 Transportation Master Plan

The City's draft Transportation Master Plan (TMP), prepared in 2019, will manage expected growth in transportation demand through improvements to roadway infrastructure and prioritization of walking, cycling and transit modes. No significant transportation infrastructure improvements including lane widening or intersection improvements are listed for the plan area. Since these roadways do not require future improvement it is logical to assume their connections outside of the City also do not require improvement. However, the City's 2009 annexation report indicates that Highway 13 (48 Avenue), Range Road 201 (Exhibition Drive) and Range Road 200 (Dried Meat Lake Road) will be upgraded to an urban standard; the annexation report was based on the Growth Study, so the timeline for upgrades is expected to be longer than initially anticipated. Upgrading is likely not within the expected build out of developable lands in the ASP.

The TMP also provides an inventory of the existing trail system and proposes to create a minimum network by extending the system and adding trails throughout areas of the City. Connecting the subject lands to the network is recommended. A logical alignment extends the trail on the west side of Range Road 201 (Exhibition Drive), or into the subject lands at the time of subdivision or development.

### 3.2 Water Distribution System Master Plan Update

The City's Water Distribution System Master Plan Update (2006) contains future water servicing plans for the City including the plan area. Planned future servicing of the ASP area includes: a 600 mm watermain from the water treatment plant to the west and a network of 300 mm mains throughout the remainder of the plan area. (Map 5, below). Most or all planned projects will not be required within the Railway Junction Intermunicipal ASP. Future water servicing within the plan area will be provided by private services. If servicing is extended into the area in the future, it shall follow the arrangement contemplated by the master plan. An existing 300mm watermain is located at Exhibition Drive and approximately 200m south of Highway 13.



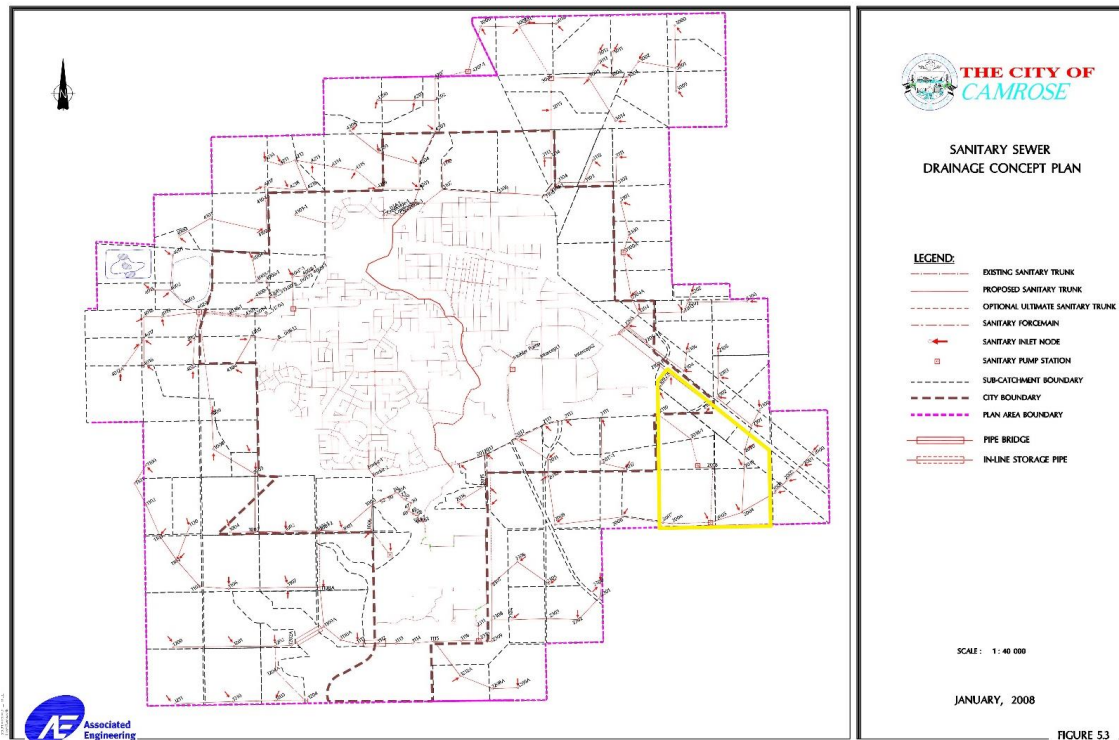
Map 5: City Water Distribution Master Plan

The networks in the far northwest (600 mm and 300 mm mains) were planned to be phased in by 2026. The remainder were planned for build-out over a longer term.

The current fire flow is deficient 20-40% along the existing 300mm watermain. On-site fire ponds and/or cisterns may be implemented for fire protection.

### 3.3 Sanitary Sewer Master Plan

The City's Sanitary Sewer Master Plan (2007) contains future sanitary servicing plans and include the plan area. There are existing sanitary infrastructure connections located at 36 Street south of Highway 13 and Camrose Drive near the CN railway crossing, as shown in Map 6, below. Infrastructure may be extended from the existing sanitary connections in the Mohler Industrial area to service the ASP area following the network contemplated by this master plan. However, at this time, rather than extending sanitary connections into the plan area, private sanitary services such as holding tanks shall be provided by each landowner.



Map 6: City Sanitary Sewer Concept Plan

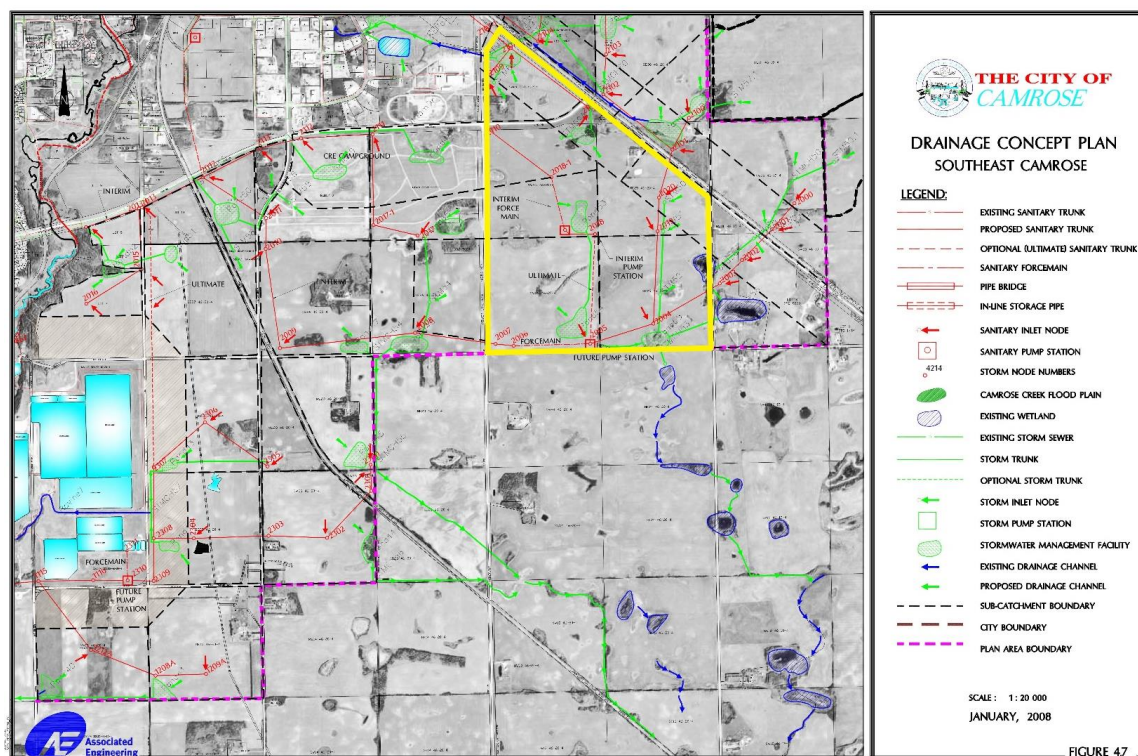
### 3.4 Stormwater Master Plan Update

The City's Stormwater Master Plan Update (2008) contains future stormwater management plans for the City including the ASP area. Stormwater management facilities (e.g. storm ponds) are required to control the quantity and quality of stormwater runoff and to protect the downstream systems, including Camrose Creek which has known erosion issues.

The Master Plan calls for the lands north of Camrose Drive drain to the west, through the Mohler basin and into Camrose Creek. Lands south of Camrose Drive convey flows ultimately to Battle River and Driedmeat Lake approximately 9km from the plan area.

The lower-lying lands to the south are intended to follow existing drainage patterns, through a natural, intermittent drainage course southeast through agricultural lands and existing wetland areas, as shown on Map 7, below. This natural drainage course will require improvement to accommodate increasing runoff as development progresses.

If servicing is extended into the area in future, it shall follow the network contemplated by this master plan.

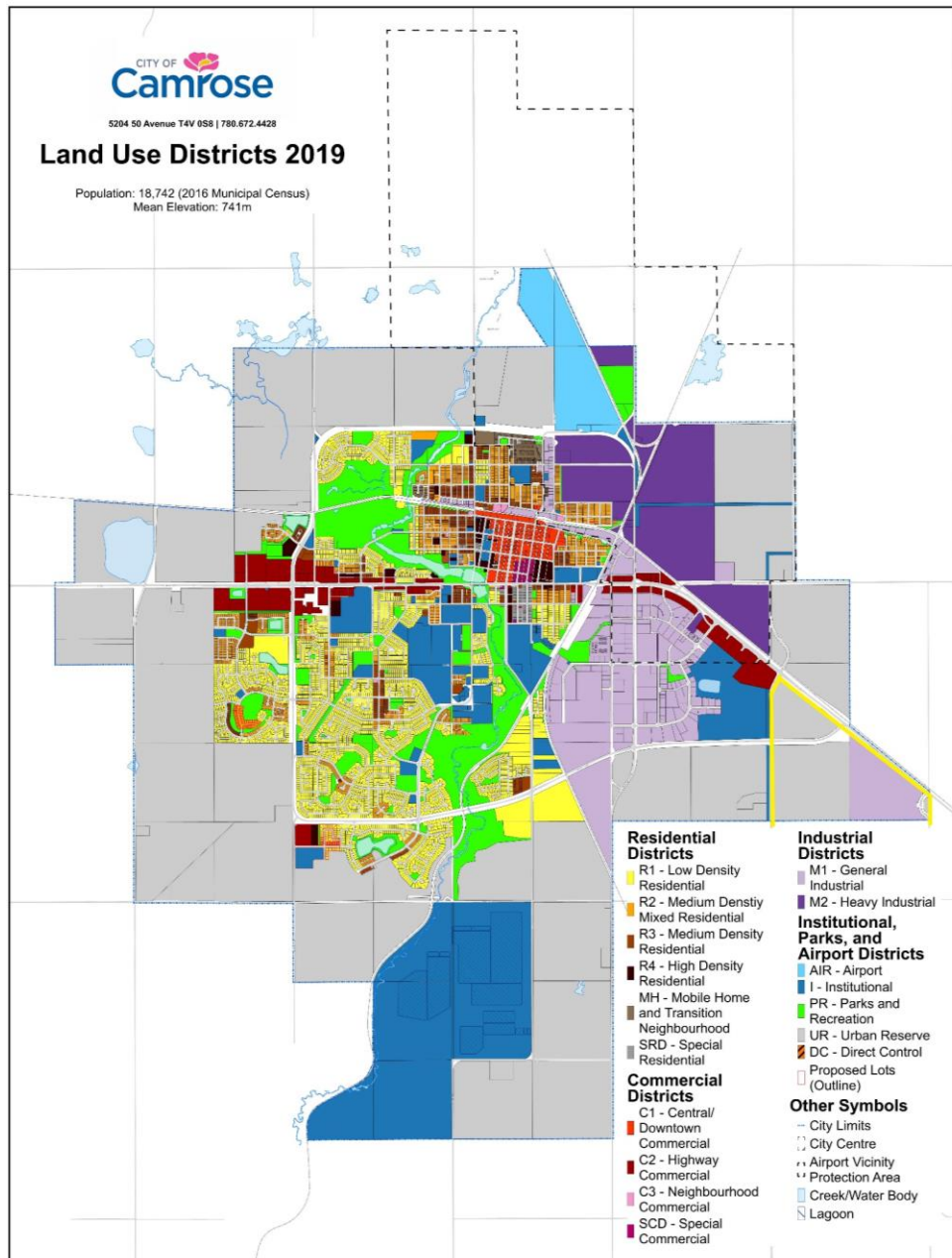


Map 7: City Stormwater Concept Plan – Southeast Camrose

## 3.5 Land Use Bylaw

### 3.5.1 City Land Use Bylaw

The City's Land Use Bylaw, Bylaw 2929-17, as amended, controls development of the lands within the north half of the plan area, which is currently zoned Urban Reserve (UR) and General Industrial (M1) Districts, as shown in Map 8. Adjacent and nearby lands within the City are zoned Urban Reserve (UR), Institutional (I), Highway Commercial (C2), and Heavy Industrial (M2).

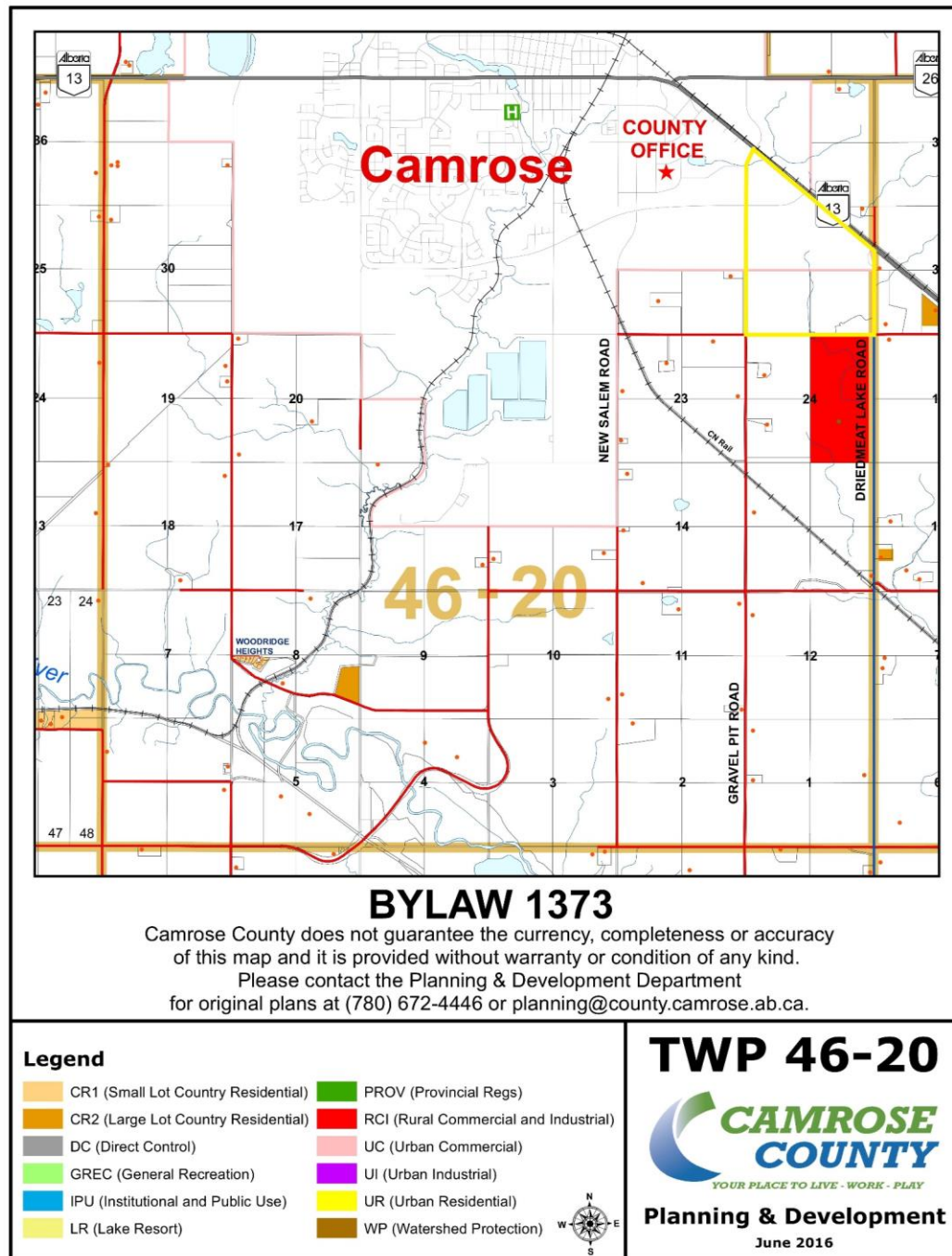


Map 8: City Land Use Districts



### 3.5.2 County Land Use Bylaw

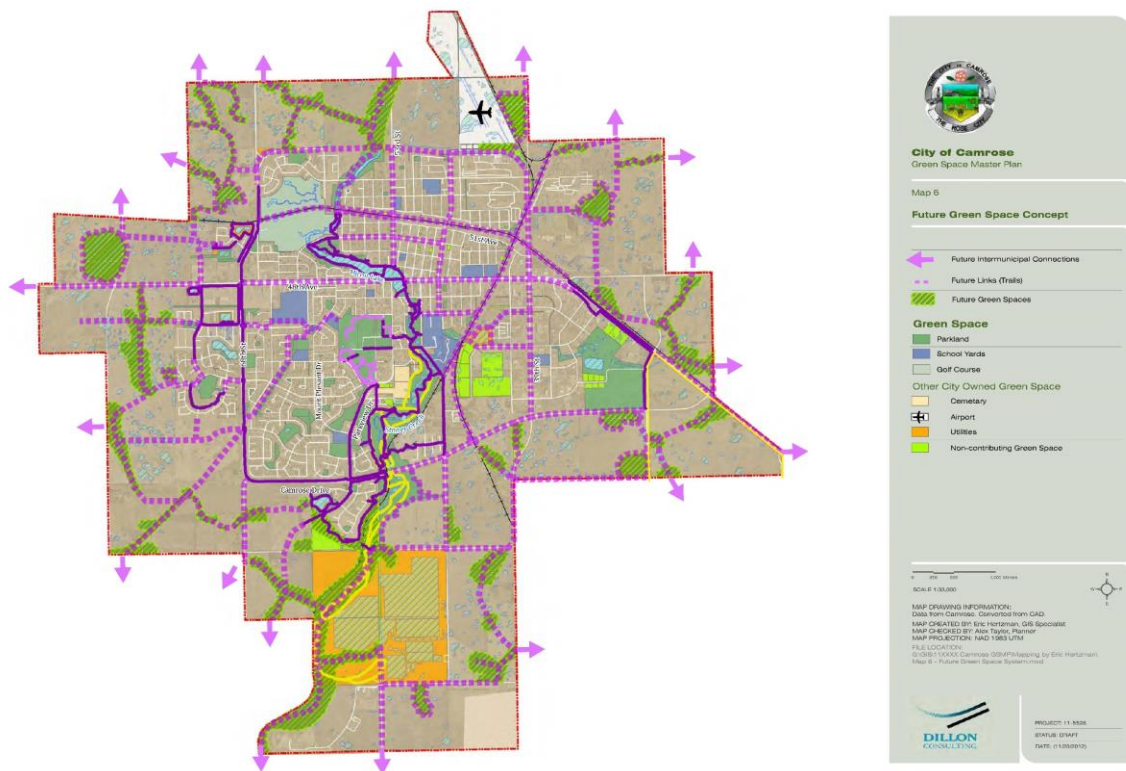
The County's Land Use Bylaw, Bylaw 1373, as amended, controls development of the lands within the southern half of the plan area (the plan area is identified by a yellow boundary). These lands are zoned Agricultural (A) District, as shown in Map 9. The adjacent Cargill lands are zoned Rural Commercial and Industrial (RCI) District.



Map 9: County Land Use Districts

### 3.6 Green Space Master Plan

The City's Green Space Master Plan (GSMP), prepared in 2014, describes existing and future trails within the City, as well as future inter-municipal connections. Map 6 the GSMP identifies three greenspaces for the plan area that are connected to a comprehensive trail network, as shown in Map 10, see below. The network also connects the plan area to adjacent neighbourhoods and Camrose County.



Map 10: Green Space Master Plan

The ASP recognizes the three greenspaces by designating them as storm water management facilities, Environmental Reserve or Municipal Reserve. Plan area roads may provide connections to these areas, provide connections to adjacent neighbourhoods, and to lands within the County. The ASP will implement GSMP policies for natural areas and parkland, however no sidewalks or trails are intended for the plan area.

### 3.7 Off-Site Levy Bylaw

The City's Off-Site Levy Bylaw (OSLB), prepared in 2017, is currently under review. Off-site levies are in place to support infrastructure development through building financial reserves for projects that benefit the community, such as sanitary system upgrades, storm water management, and transportation projects. The OSLB outlines the details for the payment of levies in respect of land that is to be developed or subdivided.

For the Railway Junction Intermunicipal ASP lands, the OSLB is only applicable for storm water, to provide for an off-site ditch that all private storm ponds will discharge into, and transportation infrastructure. Due to the ASP area being privately serviced, sanitary and water levies are not applicable. However, if water and sanitary services are extended to the plan area levies will be required.

## 4.0 Site Analysis

### 4.1 Desktop Environmental Review

In September 2019 ISL Engineering and Land Services completed a Desktop Environmental Review of the plan area. The review includes information about habitat features, waterbodies, wetlands, watercourses, and vegetation characteristics. Based on confirmation provided by Alberta Environment and Parks (AEP), three of the wetlands, shown in blue outline and identified by the numbers 1, 2 and 3 in Map 11, will be preserved as Crown-claimable waterbodies under the Public Lands Act. These wetlands are incorporated into the ASP Land Use Concept, and the ASP includes policies to ensure federal, provincial and municipal requirements pertaining to wetland preservation are addressed.

Regulatory requirements for construction occurring in the plan area include the *Migratory Birds Convention Act*, *Fisheries Act*, *Wildlife Act*, *Water Act*, *Public Lands Act*, and *Historical Resources Act*. A conclusive determination is dependent on the results of field studies, project planning and design and construction techniques. Field studies prior to the time of ground disturbance will be required to meet regulatory requirements. Data collected during fieldwork is generally considered expired 2-3 years from collection. ISL recommends wildlife studies, specifically migratory bird assessments during the spring season to assess for protected species and the need for mitigation specific to those species and to remain in compliance with the *Wildlife Act* and *Migratory Bird Convention Act*. ISL also recommends wetland field assessments, conducted during the growing season and following AEP directives, to support *Water Act* applications for wetland disturbance. Fish and fish habitat studies should also be conducted to determine fish presence to ensure compliance with the *Fisheries Act*.



Map 11: Wetlands, as per Environmental Review

Policies to ensure developments address federal, provincial and municipal legislation pertaining to environmental concerns are included in the ASP.

### 4.2 Historical and Archaeological Review

Alberta Culture and Tourism's Listing of Historic Resources does not assign a known Historic Resource Value to any lands in or adjacent to the plan area. Alberta Culture and Tourism provided approval for the activities described by the ASP.

### 4.3 Soils

The Canada Land Inventory has identified the soils in the plan area to be of a Class 2 variety, which have moderate limitations that restrict the range of crops or require moderate conservation practices. Soils are not expected to have any negative impacts on development. Agricultural uses will continue in the plan area until those lands are developed for designated uses. The necessity for any geotechnical evaluations will be determined at the subdivision or development stage.

## 4.4 Topography

The plan area is relatively flat with very mild topographical relief, as shown in Figure 2. The elevations range from 746 m in the northwest, 749 m in the southwest and 752 m in the central portion of the plan area. In general, overland flows proceed east to west, and either north or south from the high point in the central portion of the plan area.

## 4.5 Environmental Site Assessment

An Environmental Site Assessment (ESA) Phase I, II and III, which identifies environmental contamination for a given site, has not been prepared for the plan area. As most of the plan area has historically consisted of agricultural uses, an ESA at this stage of the development process was not seen as essential. However, given the industrial development in the adjacent area, the presence of railway rights-of-way, and the existence of well sites, a Phase I ESA is recommended for any future development. Accordingly, the necessity for any ESA will be determined at the subdivision or development stage.

## 4.6 Existing Transportation Network

### Highway 13 (48 Avenue)

Highway 13 (48 Avenue) is a two-lane rural standard arterial roadway that serves as a major entrance area to the east side of the City. 48 Avenue is within the City's boundary along the north edge of the plan area, changing to Alberta Transportation's (AT) jurisdiction east of Range Road 200. Highway 13 (48 Avenue) is a designated dangerous goods route and truck route within the City's boundary.

Based on 2018 traffic counts conducted by AT, the City's draft TMP indicates that the roadway currently operates with a volume/capacity ratio of less than 0.4, with a projected increase to between 0.4 - 0.6 by 2036. The low volume to capacity ratio indicates there is available capacity to support additional growth.

Relevant intersections along 48 Avenue include:

- Highway 13 (48 Avenue)/Camrose Drive: unsignalized with stop control on the minor legs.
- Highway 13 (48 Avenue)/Range Road 200: unsignalized with stop control on the minor leg.
- Highway 13 (48 Avenue)/Exhibition Drive: signalized with channelized right turns for all directions.

### Highway 13A (Camrose Drive)

Highway 13A (Camrose Drive) is a paved two-lane rural standard arterial roadway that bisects the northern portion of the plan area. The roadway connects from the west to the east, through the southern limits of developed areas of the City, forming an arterial road around the City.

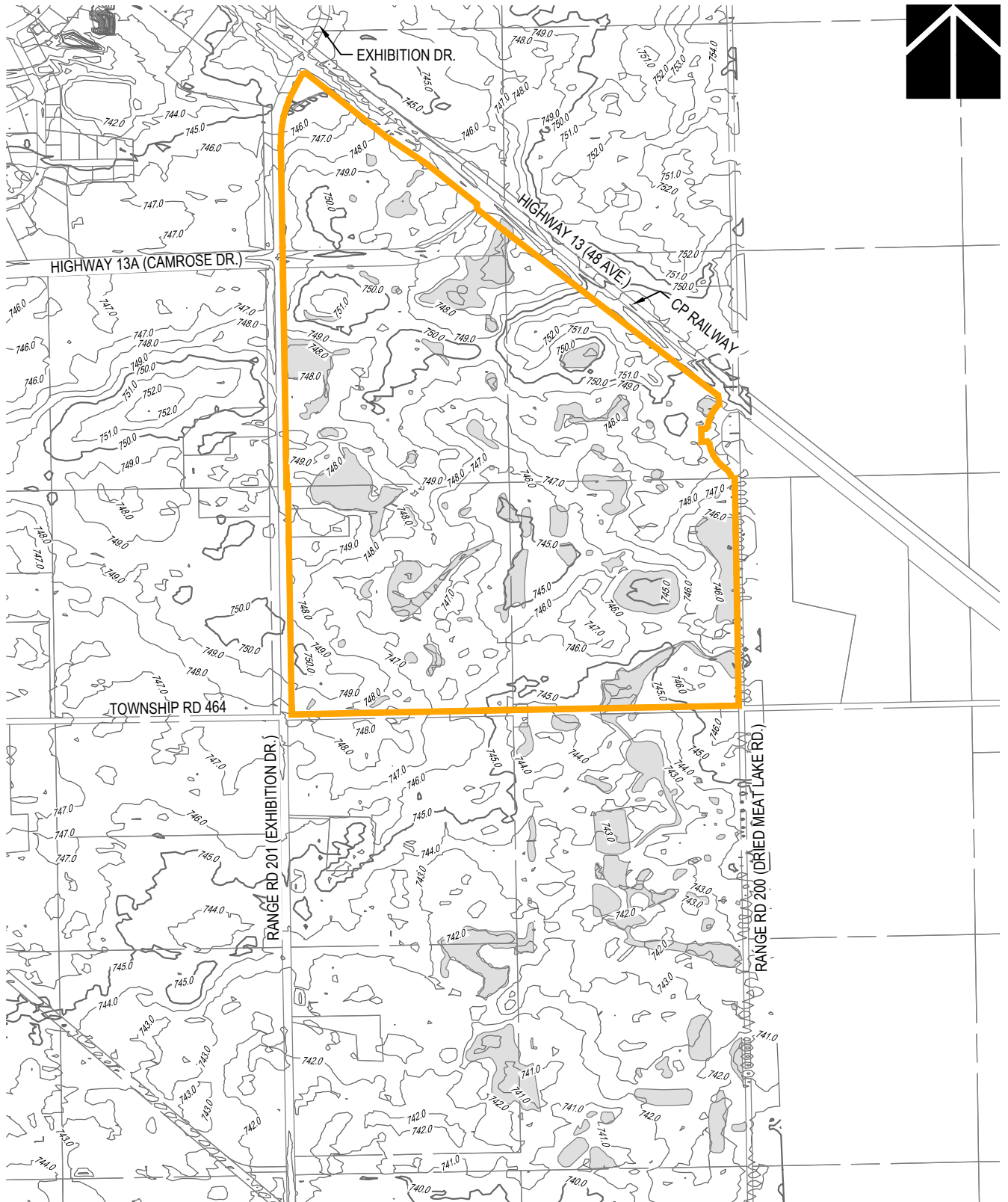
The average annual daily traffic along Highway 13A is 1,370 based on a 2018 AT traffic count at 48 Avenue and Camrose Drive. The corridor has available capacity to support new growth, with a volume to capacity ratio of less than 0.4 currently that is anticipated to remain below 0.4 in 2036. The arterial serves as a truck and dangerous goods movement route within the City. The intersection of Camrose Drive/Exhibition Drive (Range Road 201) is unsignalized with stop control on the minor leg.

### Range Road 201 (Exhibition Drive)

From Highway 13A (Camrose Drive) to Highway 13 (48 Avenue), Range Road 201 (Exhibition Drive) is a two-lane, paved rural standard arterial. It provides access to the Camrose Resort and Casino, as well as Camrose Regional Exhibition Grounds, both of which can generate high levels of event traffic. The east portion of the roadway provides access to a private residence and an interior roadway. The roadway is expected to have a daily traffic volume of less than 2,000 and a volume to capacity ratio below 0.4 projected by 2036, indicating available capacity to support new growth.



Eric Tan / Nov. 17, 19 / G:\Projects\155001\155001\15546 Crossroads Intermunicipal ASP\03 Reports\32 Working Figures\Figure 2 Topography Plan.dwg



**LEGEND**

— ASP BOUNDARY - GROSS AREA = 266.2 ha (657.8 ac)



South of Highway 13A (Camrose Drive) the roadway is an unpaved rural standard and classified as an arterial within the City. The County classifies Range Road 201, which is heavily traveled and carries heavy truck traffic, as a Class 1 road. This roadway is a designated dangerous goods movement and truck route within the City of Camrose.

#### **Range Road 200 (Dried Meat Lake Road)**

Range Road 200 (Dried Meat Lake Road) is a paved two-lane rural standard roadway bounding the eastern portion of the plan area. The roadway provides arterial functionality based on spacing to Highway 13 (48 Avenue) and is considered a Class 1 road within the County. The roadway provides access to the Cargill Canola Crush Plant and Processing Facility and includes a Type IVb (AT standard) intersection at Highway 13 (48 Avenue), as and an access south of the plan area.

A rural residence has access onto Range Road 200 from the east side, approximately 230 m south of Highway 13. Range Road 200 outside of the City is not included in the draft TMP assessment, and therefore analysis is required to determine the average daily and volume to capacity ratio.

According to Development Permit #3686 the City indicates that Range Road 200 will ultimately form part of the City's future arterial roadway network as an industrial/commercial four lane arterial.

#### **Township Road 464**

Township Road 464 is a two-lane unpaved County roadway that forms the southern boundary of the plan area. The roadway does not span the entire southern boundary, as it ends within the centre of the plan area. This roadway is not included in the City's draft TMP, and therefore analysis is required to determine the average daily and volume to capacity ratio.

#### **Private Access Roads**

A paved, two-lane private access road to Cargill Canola Crush Plant and Processing Facility branches off Range Road 200 (Dried Meat Lake Road) approximately 140 m south of Highway 13 (48 Avenue). The roadway extends westwards towards the rail line ending at the Cargill site. An additional paved, two lane private access to the Cargill facility is located on Range Road 200 (Dried Meat Lake Road) south of the plan area.

The development permit for Cargill Canola's Crush Plant and Processing Facility indicates that its private access road will become an industrial/commercial collector roadway in the future. Additionally, the permit stipulates that the rail spur within NE25 (the portion of the plan area north of the private access road) is a maximum of one rail right of way wide. These stipulations indicate that a future east/west collector roadway is possible within the northern third of the plan area.

#### **Rail**

There is a Canadian Pacific Railway (CP) rail line to the north of the plan area, and a Canadian National Railway (CN) rail line to the south. The plan area is also served by the Battle River Railway (BRR), which is a shortline railway on the Alliance railway subdivision that was previously operated by CN. The Alliance line leaves the City of Camrose in a south east direction and CN has retained running rights on the first 6 miles of the rail line. It is off the Alliance line that CN has constructed a turnout that provides service to the Cargill Canola Crush Plant and Processing Facility. Similarly, CP operate on the rail line that leaves the City of Camrose in a south east direction and runs parallel to Highway 13. CP has also constructed a line turnout that provides service to the Cargill facility. This line contains two at-grade connections crossing Highway 13 (48 Avenue), both are single tracks, and are marked with flashing lights, bells and cantilever.

The rail infrastructure that is in place to service Cargill was “purpose built” to deliver rail cars, load rail cars, and depart rail car traffic with the greatest efficiency for Cargill, and both CN and CP. This is an ideal situation for Cargill in terms of pricing and delivery, as both CN and CP have access to the Port of Vancouver, and CN also has access to the Port of Prince Rupert. The trains that are being used for the Cargill Facility are known as unit trains, and are typically 100 to 120 cars in length, and are generally of the same commodity type, such as canola, soybean, and corn.

## 4.7 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was prepared by ISL Engineering and Land Services in July 2020 subsequent to the completion of an ASP land use concept. The TIA considered plan area intersections, road alignments, traffic generation, access locations (400m spacing for all directional accesses), and active transportation infrastructure.

The TIA concluded that as of full buildout in 2036, the roadway network is anticipated to operate well without improvements to existing intersections or the roadway network in general.

The TIA was conducted assuming the ASP lands are unserviced, resulting in low industrial trip rates. If a land use with higher trip rates is proposed at the time of development, an updated TIA is recommended.

## 4.8 Current Land Uses

The plan area is predominantly in agricultural production, and vegetation is limited to clusters of trees around wetlands or lowlands. Development in the plan area includes a farmstead in SW36-46-20, the Cargill private access road and rail spur, and a potable water pumphouse located on Township Road 464. A Cargill Fertilizer Plant is located on SE-25-42-20-4, and a residential acreage on SW-25-47-20-4. A cannabis production facility is proposed for Lot 4, Block 1, Plan 142 4213.

The plan area is located east of existing industrial and commercial development, including the adjacent Camrose Resort and Casino and the Camrose Regional Exhibition Grounds. A transition and/or municipal reserve buffers between the farmstead on SW36 and acreage on SW 25 from future industrial and commercial uses within the plan area and existing uses is necessary.

Highway 13, a major gateway into the City, and the adjacent railways provide access to the region and beyond.

The proximity of the plan area to existing commercial and industrial development and these major transportation corridors make it an ideal location for highway commercial and a range of industrial development opportunities.

### 4.8.1 Wells and Abandoned Wells

The plan area, according to the Alberta Energy Regulator (AER) well map viewer and AbaData information, indicates there are two abandoned wells, as shown on Figure 3. The abandoned wells are reclamation certified and will require an access route and a minimum 5.0 m setback radius around each well, as per AER Directive 079.

### 4.8.2 Pipeline and Utility Rights-of-Way

There are no high pressure oil and gas pipelines identified within the plan area. A natural gas line, as shown on Figure 3, services the farmstead in SW 36-46-20-W4 and NE 25-46-20-W4.

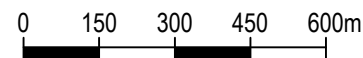


Eric Tan / Nov. 21, 19 / G:\Projects\150001550015546 Crossroads Intermunicipal ASP\03 Reports\32 Working Figures\Figure 3 Existing And Surrounding Land Uses.dwg



#### LEGEND

— ASP BOUNDARY - GROSS AREA = 266.2 ha (657.8 ac)





In late 2008, the City installed a new 300mm waterline through NW 25-46-20-W4 (west of the rail line, within City lands). Once the watermain reached the south edge of NW25, the pipe was reduced to 150mm and the alignment was changed to run along quarter section boundaries to Township Road 464, at which point the line runs mainly east along the road right-of-way. The water line must be considered when planning and constructing new roadways.

## 4.9 Property Ownership Patterns

The land located within the plan area is owned by 7 different landowners on 10 titled properties, as described in the following table and shown in Figure 4.

Table 3: Property Ownership

Legal Description	Owner	Area (ha)
SW36-46-20-W4M	Reber, Riexinger, Anderson	27.2
NW25-46-20-W4M	City of Camrose	61.8
NE25-46-20-W4M	Cargill Limited	43.6
SE25-46-20-W4M	Cargill Limited	55.7
Lot 1, Block 1, Plan 102 2718	Camrose County	0.1
Lot 4, Block 1, Plan 142 4213	Luft Holdings Ltd.	8.5
SW25-46-20-W4M	Allied Consulting Services Inc.	61.1
Plan 3695J	Allied Consulting Services Inc.	0.1
Lot 1, Block 1, Plan 172 2419	Derksen and Derksen	2.0
Road Plan 882 3091	City of Camrose	6.1
<b>Total Plan Area – including roads</b>		<b>266.2</b>

## 4.10 Market Analysis

Colliers International prepared a Market Analysis in January 2020 to determine preferred land uses, servicing types, parcel sizes, land value, development costs, and absorption to ensure the ASP is in alignment with market demand and expectations.

Based on the analysis the following primary observations were made:

- The current supply of small to medium sized industrial land within the City of Camrose is estimated to meet the historic demand for another 10 to 20 years.
- There is a limited supply of serviced Highway Commercial land in the Camrose region.
- It is uneconomic to provide additional serviced industrial or commercial land with current development costs ranging between two and four times that of current market value.
- There has been a growing demand for large parcel (8 hectares to 32 hectares) rural serviced industrial land with good access to rail, highways and pipeline corridors.
- Large users do not require full municipal services and tend to look for inexpensive alternatives.
- There are a number of rural industrial subdivisions in Camrose County that offer site sizes in the 0.8 hectares to 4 hectares range.
- There are currently no readily available larger industrial parcels (8 hectares to 32 hectares) in the Camrose region that provide rail and highway access.

## 4.11 Contributions Plan

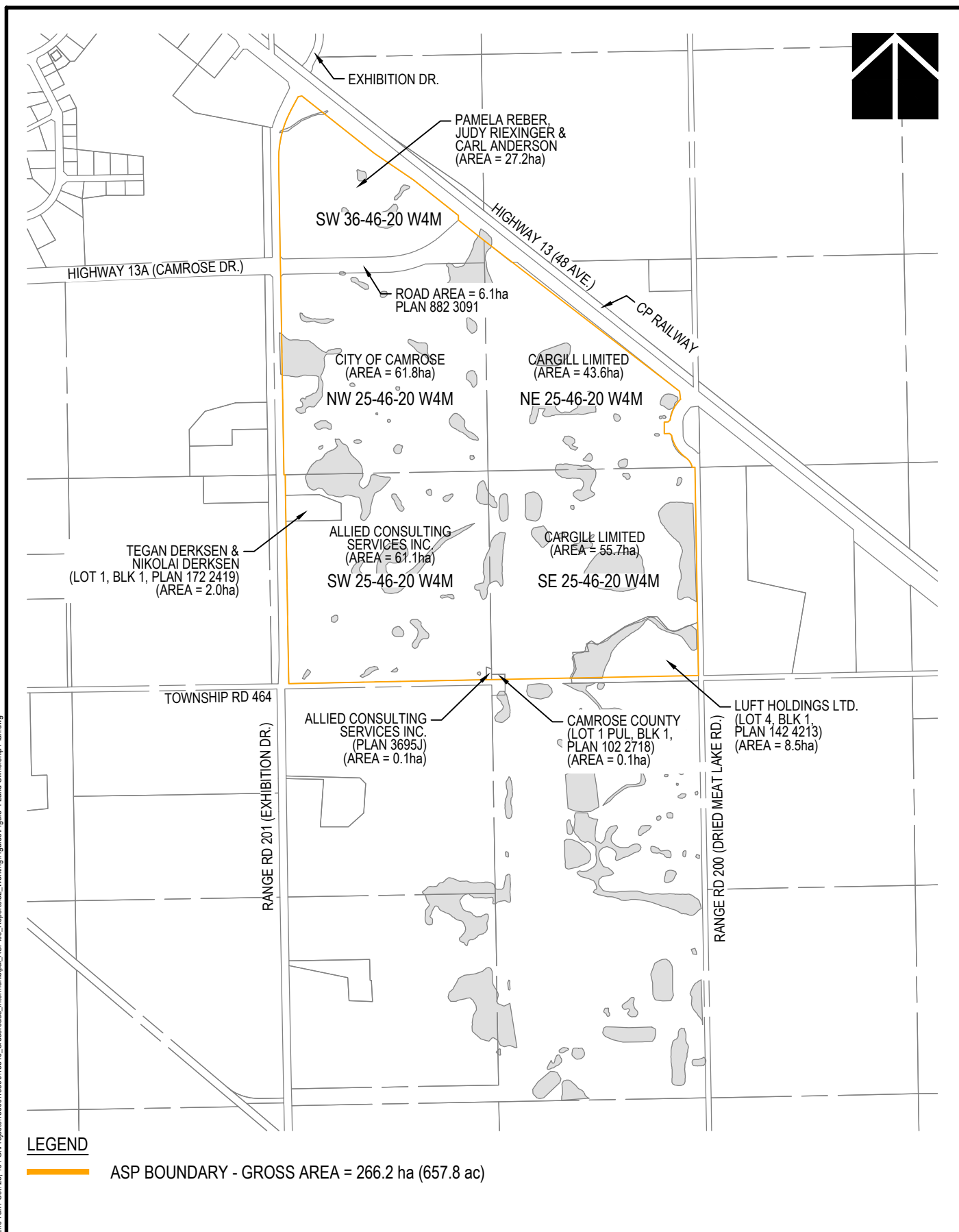
A Contributions Plan is being prepared by ISL Engineering and Land Services. The Plan is currently being reviewed by the City and County.



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Eric Tan / Oct. 28, 19 / G:\Projects\150001550015546\_Crossroads\_Intermunicipal\_ASP\03\_Reports\32\_WorkingFigures\Figure 4 Land Ownership Plan.dwg





## 5.0 Engagement

### 5.1 Railway Junction Intermunicipal Area Structure Plan Engagement Process

ISL prepared an Engagement Plan to guide opportunities for information exchange with City and County Council, Administration, key referral agencies, landowners and the general public throughout the project, as shown below:



### 5.2 Engagement Approach

In the fall of 2019, the City of Camrose, Camrose County, and ISL began the first phase of the project by: creating a project website; notifying plan area landowners, adjacent landowners, and referral agencies about the project; completing a review of background information; and initiated the first round of engagement with plan area landowners and stakeholders.

#### Phase 1 Engagement

##### Landowners

In September 2019, the City sent out project introduction letters to the five private landowners within plan area and adjacent landowners. The City and County are also landowners within the plan area and have provided input throughout the project.

In October 2019, the five plan area landowners were invited to attend a landowner workshop to share their future plans and identify potential constraints and opportunities for the plan area. No landowners responded to the workshop invite by the deadline, and the City and County cancelled the workshop and instead arranged to conduct telephone interviews. Three landowners responded and the telephone interviews were held between October 29 and November 4, 2019. On November 12, 2019, contact was made with a fourth landowner, Cargill. Despite telephone calls and email follow-up with one additional landowner, Luft Botanicals, the team did not receive a response.

##### Stakeholders

In addition to engagement with plan area landowners, ISL also reached out to CN Rail and CP Rail by telephone to their respective Business Development Managers. Despite attempts to reach CP over a two month period, no response was received. ISL met with CN's Business Development Manager on October 10, 2019 in Edmonton.

## Phase 2 Engagement

### Landowners

In March 2020, a second round of engagement was initiated with the five private landowners within the plan area. The landowners were each sent a letter, which included a project update, the draft ASP development concept, and an invitation to participate in a telephone interview with the project team. ISL coordinated and conducted the interviews with four of the five landowner groups from March 12 to 26, 2020. The fifth landowner (Luft Botanicals) has been non-responsive since project initiation.

### Stakeholders

In March 2020, ISL also contacted key stakeholders: CN Railway and CP Railway and their respective Business Development Managers. The stakeholders were each sent an email, which included a project update, the draft ASP development concept, and an invitation to participate in a telephone interview with the project team. To date, CP Railway has provided comments about the draft ASP development concept, while CN is considering their response.

## Phase 3 Engagement

### Landowners

In December 2020, a final round of engagement was initiated with the plan area landowners. The landowners were each sent an email, which included a project update, the draft ASP development concept with information describing how their previous feedback had been incorporated into the ASP, and an invitation to participate in an interview with the project team. ISL coordinated and conducted the interviews with three landowners between January 14-20, 2021. Following the interviews, the project team had additional discussions with each of the landowners and the development concept and draft ASP were updated to reflect landowner input. Overall, the plan area landowners indicated they were satisfied with the development concept and draft ASP.

### Stakeholders

Request for meetings with and input from key stakeholders, CN Railway and CP Railway, about the draft ASP were sent on December 14, 2020. To date, no comments have been received.

## 6.0 Development Concept

The Railway Junction Intermunicipal ASP development concept creates a commercial/industrial area, an industrial area, an agri-industrial area, and a residential area, as shown on Figure 5. The concept locates commercial/industrial use adjacent to a high visibility highway corridor, industrial uses adjacent to arterial roads and rail rights-of-way within the City of Camrose, agri-industrial adjacent to rail access within Camrose County, and residential use where there are existing and imminent residences. This land use approach facilitates a diversity of industrial and commercial development with a specific emphasis towards large-parcel, privately-serviced development that is currently underserved by regional land supply, and can capitalize on outstanding rail and highway access.

The comprehensive design of the land use concept:

1. Is compatible with adjacent land use designations and development,
2. Includes a compatible combination of land use designations,
3. Integrates public amenities, pedestrian connections and natural features, conserving wetlands through environmental reserve designation and buffering them with municipal reserve-designated parkland,
4. Provides excellent access to rail and highway,
5. Places an emphasis on private servicing and internal transportation options, and
6. Identifies gateway corridors that will be developed in a manner that creates a sense of arrival and place and that maintains a high standard of aesthetic appeal.

### Objectives

The following outlines the objectives of the Railway Junction Intermunicipal ASP:

1. To develop a commercial and industrial business park spanning the eastern boundary where the City of Camrose meets Camrose County.
2. To provide the region with a supply of unserviced land with potential for large parcel industrial and commercial developments (8 to 32 hectares) with proximity to rail and highway and access, of which there is currently a limited supply and growing demand.
3. To provide a range of employment and business opportunities and services for the residents of Camrose and the regional market.
4. To provide adequate transitioning or buffering between any conflicting land uses.
5. To maintain high development standards adjacent to the highway corridor which runs through the plan area, recognizing the 'gateway' function of these corridors into the City.
6. To ensure that land uses are provided with safe and convenient access, and that the transportation corridors respect the safety and function of adjacent rail rights-of-way.
7. To encourage energy efficient and environmentally responsible designs wherever possible using landscape design, stormwater management strategies, and building and site orientation techniques.
8. Ensure public access to wetlands and stormwater management facilities and provide vistas to these features.

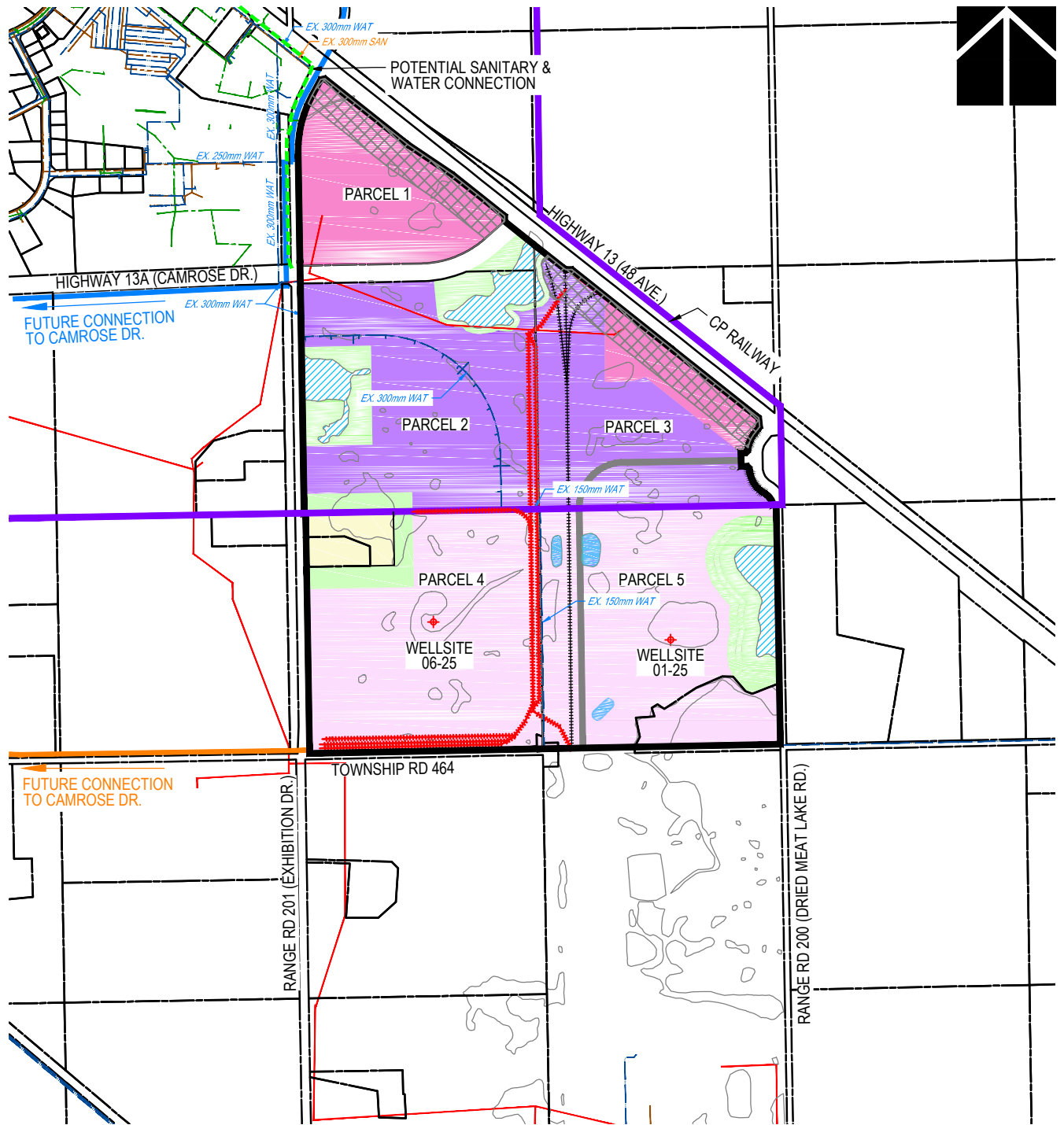
## 6.1 Land Use Statistics

The following table outlines the proposed development statistics for the plan area based on the land use concept shown in Figure 5.

Table 4: Land Use Statistics

	Area (ha)	% of NDA
Residential	5.3	2.1
Existing Stormwater Management Facility	1.2	0.5
Industrial	79.9	31.1
Commercial/Industrial	36.3	14.1
Agri-Industrial	106.1	41.3
Municipal Reserve (City)	11.8	4.6
Municipal Reserve (County)	11.5	4.5
Highway	4.7	1.8
<b>Net Developable Area (NDA)</b>	<b>256.8</b>	100.0
Environmental Reserve	9.8	
<b>Gross Plan Area</b>	<b>266.6</b>	

Eric Tan / Jan. 26, 21 / G:\Projects\150001550015546\_Crossroads\_Intermunicipal\_ASP\03\_Reports\32\_WorkingFigures\Figure 5 Development Concept.dwg



#### LEGEND

- |  |                   |  |                                     |  |   |
|--|-------------------|--|-------------------------------------|--|---|
|  | CITY BOUNDARY     |  | EXISTING WELLSITE                   |  | RESIDENTIAL                                     |
|  | ASP BOUNDARY      |  | EXISTING ROAD                       |  | PRIVATE SWMF                                    |
|  | EXISTING GAS      |  | EXISTING RAIL SPUR                  |  | INDUSTRIAL                                      |
|  | EXISTING SANITARY |  | POTENTIAL SERVICE / RUNAROUND TRACK |  | COMMERCIAL / INDUSTRIAL                         |
|  | EXISTING STORM    |  | EXISTING TRAIL                      |  | AGRI-INDUSTRIAL                                 |
|  | EXISTING WATER    |  |                                     |  | CROWN CLAIMABLE WETLAND / ENVIRONMENTAL RESERVE |
|  | FUTURE SANITARY   |  |                                     |  | MUNICIPAL RESERVE                               |
|  | FUTURE WATER      |  |                                     |  | GATEWAY OVERLAY                                 |





## 7.0 Land Use Policies

The following policy headings and their corresponding policies relate to the land use designations identified on Figure 5. General land use policies that apply to the entirety of the ASP are introduced in this Chapter.

### 7.1 General Land Use Policies

1. Prior to subdivision or development, the applicant:
  - a. shall conduct a wildlife survey(s) following the Environment and Sustainable Resource Development for Sensitive Species Inventory Guidelines. A Professional Biologist (P. Biol.) will recommend the number and type of surveys required specific to each subdivision and a P. Biol shall conduct the survey(s). If an active nest and surrounding habitat are located within the proposed development, appropriate setbacks will be implemented as per the Recommended Land Use Guidelines for Protection of Selected Wildlife Species and Habitat within Grassland and Parkland Natural Regions of Alberta and as per the direction of Environment and Climate Change Canada biologists.
  - b. may be required to prepare a Biophysical Impact Assessment, Environmental Site Assessment Phase I, II or III (as necessary), Geotechnical Assessment, Servicing Design Report, Transportation Impact Assessment and/or Wetland Assessment to support an application.
2. Prior to commercial or industrial development, migratory bird assessments during the spring season to assess for protected species and the need for mitigation specific to those species and to remain in compliance with the Wildlife Act and Migratory Bird Convention Act must be conducted. Wetland field assessments conducted during the growing season and following AEP directives, to support Water Act applications for wetland disturbance should also be conducted if wetlands are to be disturbed or encroached upon. Fish and fish habitat studies should also be conducted if fish habitat is present, to determine fish presence to ensure compliance with the Fisheries Act. These studies should occur no greater than two to three years prior to development to remain valid.
3. Alberta Culture and Tourism provided historic resources approval for work in the ASP area. If, during development, historic resources are found the developer shall notify Alberta Culture and Tourism.
4. Crime Prevention through Environmental Design (CPTED) techniques of natural surveillance, natural access control and territorial reinforcement shall be considered in all non-residential development applications.
5. The City of Camrose and Camrose County encourage rail side development adjacent to the rail rights-of-way subject to the Transportation Master Plan, the Railway Junction Intermunicipal Transportation Impact Assessment, and review by the City and County's Infrastructure and Planning Departments.
6. Any non-residential development that exists after the approval of this ASP and located adjacent to an existing residential development outside the plan area shall minimize land use incompatibilities and nuisance at the time of Development Permit through such measures as, but not limited to, noise, light, dust, odor, outdoor storage, loading, or traffic to the satisfaction of the Development Authority by providing additional screening (e.g. landscaping and/or fencing) and setbacks and/or fixed hours of operation. These terms may be included as conditions of development permit approval.
7. Temporary or interim uses, other than agriculture, will be discouraged unless it can be demonstrated that the use will not affect the ultimate integrity of the ASP.
8. Active oil and gas wells require setbacks in accordance with Alberta Energy Regulator (AER) requirements.
9. The two abandoned oil and gas wells within the plan area, as shown on Figure 3, require an access route and a minimum 5.0 m development setback radius around each well, as per AER Directive 079.

## 7.2 Environmental Reserve Policies

There are numerous wetlands within the plan area, three of which Alberta Environment and Parks (AEP) has identified as Crown-claimable wetlands. These three wetlands are approximately 9.8 hectares in total area and are designated as Environmental Reserve, as shown on Figure 5.

1. Prior to subdivision or development all wetlands in the plan area must be field delineated, classified, and valued by a Wetland Science Practitioner (WSP). Setbacks for Crown-claimable wetlands designated as Environmental Reserve will be identified and applied as per Stepping Back from the Water (AESRD 2012). Development setbacks from other wetlands must be considered and assessed during planning.
2. All developments should ensure access to Crown-claimable waterbodies via connections to the transportation network, as per the Transportation Master Plan and Green Space Master Plan to ensure the amenity values of natural areas are enhanced. There are no municipal trails planned to link directly to the Crown-claimable waterbodies, however the adjacent road network provides access to them. The multi-use trail planned to run alongside Range Road 201 (Exhibition Drive) is located within proximity to the waterbodies.
3. Development in the plan area shall follow the wetland mitigation hierarchy of: Avoid, Minimize, Replace. Impacts to wetlands and waterbodies shall be avoided whenever possible and implementation of setbacks considered. Measures to minimize impacts to wetlands shall be assessed and implemented where avoidance is not possible. Compensation for any wetland loss should be explored as a last option. Where any alteration to, or removal of, wetlands or waterbodies is deemed necessary approvals will be required under the Alberta Water Act. In such cases, Alberta Environment and Parks compensation fee ratios shall apply. This is in addition to the cost of acquiring the land.

## 7.3 Municipal Reserve Policies

Municipal Reserve will be dedicated as a combination of land for green infrastructure and as cash-in-lieu in accordance with the MGA. Where allocated as land, Municipal Reserve may be provided as open space adjacent to storm water management facilities, or as a separation between uses, as shown on Figure 5. Municipal Reserve (MR) collection is intended to reflect a relatively equal division between the City and County.

The municipal reserve lands will be connected to the trail network, or provided with road frontage, and situated near waterbodies so that the parks provide an amenity space for the area and views to waterbodies for visitors who will visit the site. These opportunities not only provide for a better environment but also add to the overall aesthetics of the area.

1. Municipal Reserve shall be provided in accordance with the locations shown on Figure 5. The final shape of the parcel and its area shall be determined at the time of subdivision.
2. The land surrounding Environmental Reserve in the plan area shall be dedicated as Municipal Reserve for open space purposes to provide a separation between the Environmental Reserve parcel and adjacent development.
3. The Municipal Reserve land surrounding the areas designated for Residential development in the western portion of the plan area shall serve as a buffer between it and surrounding industrial uses. Its dimensions are to provide a separation of approximately 75 m in the north and south and 65 m east of most easterly residential property line. Berms and/or landscaping are to be provided as per the City or County's Land Use Bylaw, whichever applies.
4. Prior to subdivision endorsement Municipal Reserve shall be provided as land, as cash-in-lieu of land, or as combination of land and cash-in-lieu, in the amount of 10% of the developable area. Municipal Reserve may be deferred to a future subdivision, provided a staging plan is submitted.

## 7.4 Residential Development Policies

The Residential land use designation applies to one existing acreage and allows consideration of an additional future acreage located in the County and the west portion of the plan area, as shown in Figure 5. These areas are approximately 3.8 hectares (ha) or 1.5% of the developable area. The landowners within the residential area of the ASP are aware that the primary purpose of this area is the development of a commercial/industrial business park. However, the ASP's policies are intended to minimize or mitigate nuisances.

1. On the lands designated Residential, which are in the County and shown on Figure 5, each residential site,
  - a. shall provide lot dimensions that consider soil conditions and natural drainage,
  - b. shall demonstrate a suitable building site, ensuring appropriate setbacks from wetlands, roadways and surrounding industrial development, and
  - c. shall be serviced entirely and exclusively by private means, in accordance with Provincial guidelines. No municipal water, sewer, or stormwater service connections shall be provided.
2. The City and County shall register Restrictive Covenants and/or Nuisance Easements on residential properties within the Plan area that will advise owners of existing and/or future agricultural, commercial and/or industrial development, and the potential for these developments to expand.
3. The existing rail trackage serving the Cargill facility is classified as a Freight Rail Yard and all new residential structures shall be set back 300 m from the property line of the rail. Any potential future trackage in the plan area would be classified as Spur Track and all new residential structures shall be set back 15 m from the property line of these rail rights-of-way.

## 7.5 Commercial/Industrial Policies

The Commercial/Industrial land use applies to areas in the far northwest and northeast of the plan area, offering proximity to Highway 13 (48 Avenue) and Highway 13A (Camrose Drive). These sites cover 36.3 hectares (ha) or 14.1% of net developable area, create employment and commercial service opportunities, and shall provide a standard of development appropriate to their prominent location.

1. This plan provides for water, sanitary, and stormwater service to be provided by private means. Should the developer require connections to municipal systems, further discussion will be needed on the appropriate size, location of the pipe, potential for cost-sharing, contributions to off-site levies, and other such items as contemplated in section 9.1.
2. Prior to issuance of a Development Permit for lands designated Commercial/Industrial, a site plan identifying enhanced parking lot landscaping, paved and screened parking and loading areas, and appropriate signage, must be submitted to the satisfaction of the approving authority.
3. At the time of Development Permit application for any development the City's Development Authority shall require the screening of equipment or materials stored outdoors for those uses adjacent to Range Road 201 (Exhibition Drive) and Range Road 200 (Dried Meat Lake Road). Screening may be provided through provision of building locations and/or visual screening consisting of landscaping or fencing, or a combination thereof.
4. Any new non-residential development that exists after the approval of this ASP and whose lot lines coincide with a municipal reserve parcel surrounding a residential development that exists at the time the ASP is passed shall minimize land use incompatibilities and nuisance at the time of Development Permit through such measures as, but not limited to, light, noise, dust, odor, outdoor storage, loading, or traffic to the satisfaction of the Development Authority by restricting hours operation or providing additional screening (e.g. landscaping and/or fencing) and setbacks.

5. Commercial and industrial development adjacent to rail rights-of-way shall be setback in consultation with Transport Canada and Cargill, with input from the rail service providers (CP Rail and CN Rail), which is based on:
  - a. the commodity handled along the rail right-of-way, minimum clearances for trains, and regulated loading and unloading facilities or,
  - b. the non-hazardous commodity, such as pipe and steel, handled along the rail right-of-way and the loading/unloading method used, and the length and weight of the products or,
  - c. other considerations that may be site and product specific.
6. Given the prominent location of Commercial/Industrial sites along Highway 13 (48 Avenue) development within this area shall be designed in a manner that will compliment and visually improve these gateways. New development and the Development Authority shall consider the policies in Section 7.8.

## 7.6 Industrial

The plan area contains 79.9 hectares of land designated for a range of general industrial use and located entirely within the City as indicated on Figure 5.

This area is designed to allow for a wide range of industrial uses. The area may include heavy industrial activities that can mitigate nuisances such as, but not limited to, light, noise, dust, odor, and vibration.

1. All properties shall be serviced entirely and exclusively by private means. No municipal water, sewer, or stormwater service connections shall be provided.
2. At the time of Development Permit application for any development the City's Development Authority shall require the screening of equipment or materials stored outdoors for those uses adjacent to Range Road 201 (Exhibition Drive) and Range Road 200 (Dried Meat Lake Road). Screening may be provided through provision of building locations and/or visual screening consisting of landscaping or fencing, or a combination thereof.
3. Any new non-residential development that exists after the approval of this ASP and whose lot lines coincide with a municipal reserve parcel surrounding a residential development that exists at the time the ASP is passed shall minimize land use incompatibilities and nuisance at the time of Development Permit through such measures as, but not limited to, light, noise, dust, odor, outdoor storage, loading, or traffic to the satisfaction of the Development Authority by restricting hours operation or providing additional screening (e.g. landscaping and/or fencing) and setbacks.
4. Industrial development adjacent to rail rights-of-way shall be setback in consultation with Transport Canada and Cargill, with input from the rail service providers (CP Rail and CN Rail), which is based on:
  - a. the commodity handled along the rail right-of-way, minimum clearances for trains, and regulated loading and unloading facilities or,
  - b. the non-hazardous commodity, such as pipe and steel, handled along the rail right-of-way and the loading/unloading method used, and the length and weight of the products or,
  - c. other considerations that may be site and product specific.
5. Given the prominent location of Industrial sites along Highway 13 (48 Avenue) development within this area shall be designed in a manner that will compliment and visually improve this gateway. Development and the Development Authority shall consider the policies in Section 7.8.

## 7.7 Agri-Industrial

The plan area contains 107.3 ha of land designated for Agri-industrial use, as indicated in Figure 5. These lands are either developed or proposed to be developed by commercial and industrial uses on large parcels, such as 8 to 32 hectares, of rural-serviced land with good access to rail, highways and pipeline corridors. The plan aims to buffer main arterials, the adjacent industrial policy area and existing industrial/commercial businesses and residences from these uses by providing visual screening (e.g. fencing, landscaping, berming, or a combination thereof) at the time of subdivision or development.

1. All properties shall be serviced entirely and exclusively by private means. No municipal water, sewer, or stormwater service connections shall be provided.
2. At the time of Development Permit application for any development the County's Development Authority shall require the screening of equipment or materials stored outdoors for those uses adjacent to Range Road 201 (Exhibition Drive) and Range Road 200 (Dried Meat Lake Road). Screening may be provided through provision of building locations and/or visual screening consisting of landscaping or fencing, or a combination thereof.
3. Any new non-residential development that exists after the approval of this ASP and whose lot lines coincide with a municipal reserve parcel surrounding a residential development that exists at the time the ASP is passed shall minimize land use incompatibilities and nuisance at the time of Development Permit through

such measures as, but not limited to, light, noise, dust, odor, outdoor storage, loading, or traffic to the satisfaction of the Development Authority by restricting hours operation or providing additional screening (e.g. landscaping and/or fencing) and setbacks.

4. Development adjacent to rail rights-of-way shall be setback in consultation with Transport Canada and Cargill, with input from the rail service providers (CP Rail and CN Rail), which is based on:
  - a. the commodity handled along the rail right-of-way, minimum clearances for trains, and regulated loading and unloading facilities or,
  - b. the non-hazardous commodity, such as pipe and steel, handled along the rail right-of-way and the loading/unloading method used, and the length and weight of the products or,
  - c. other considerations that may be site and product specific.

## 7.8 Gateway Overlay Policies

Gateways into the City of Camrose and Camrose County, such as Highway 13 (48 Avenue), are special areas that convey the region's character. They form first impressions, and as such it is important for their value to be protected and enhanced. Through proper design, gateway and streetscape treatments can provide a strong sense of identity and arrival and enhance not only the visual appeal but the economic assets of the corridors.

Highway 13 (48 Avenue) provides a unique opportunity to showcase life in the City and County because this corridor is frequently used by residents and visitors. As an important route of travel, the impression created by Highway 13 will have an impact on the overall image of the region. Accordingly, the Gateway Overlay will be applied to those lands adjacent to the corridor, and outline the policies that should inform the design, function and character of this corridor.

The purpose of the Gateway Overlay is to ensure that development visible from the corridor, and the corridor itself, creates a sense of arrival and place and that maintains a high standard of aesthetic appeal. Gateway corridors, in addition to being a linear entrance, consist of specific entrance features; that are an assemblage of buildings, natural features, landscaping, lighting and signage. The following policies will provide guidance for the development of each of these elements. Development within the Gateway Overlay area shall be based on the following policies:

1. All developments which fall within the Gateway Overlay, as shown on Figure 5, shall comply with the policies of this Section, to the satisfaction of the approving authority. The Overlay includes all lands within 100.0 m of the Highway 13 (48 Avenue) right-of-way.
2. The City of Camrose and Camrose County shall develop a Gateway Entrance Feature Program to introduce unique and dramatic elements to the streetscape design at three key intersections. The Program will:
  - a. Apply to the intersections of Highway 13 at Range Road 201; Highway 13 at Highway 13A; and Highway 13 at Range Road 200. The consistent design of these feature intersections creates rhythm and repetition and strengthens the overall visual identity;





Photo Exhibit 1: Key Intersection Concept

- b. Identify the theme and type of entrance feature identified in Policy 7.8.2.a. The three feature nodes provide the opportunity to tell three unique stories integral to the life and history of the plan area, the City or the County. Some examples of these themes include agriculture, sports, community history, and citizens. Elements such as sign blades, wayfinding, and traffic signal structures should be complementary to the nearby East Gateway plan area aesthetic.
- c. Entrance features shall be designed in a manner that will not disrupt traffic flow or block sight lines, provide a unique way to celebrate Railway Junction, and create a dramatic effect that will become a unique signature; and

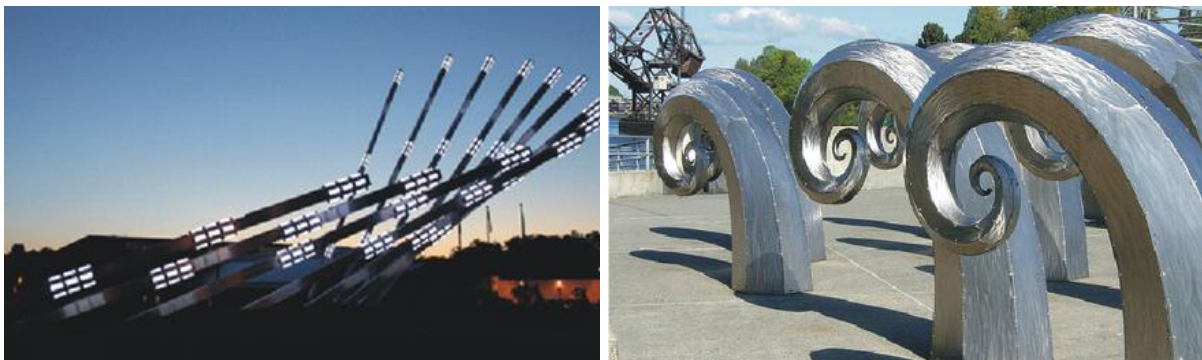


Photo Exhibit 2: Entrance Feature Artwork

- d. Collect levies at \$500.00/hectare to assist in the completion of this program.
3. Plan area development shall be designed in a manner that will compliment and visually improve the Highway 13 corridor. Development shall consider the following:
    - a. Development shall provide sight lines to wetlands, parks, or open space in order to reveal and celebrate the areas natural character and amenities.
    - b. Buildings shall be street facing. This requires all four facades of the building to be architecturally finished, particularly those facades facing Highway 13. Placing the building at the rear of the property should be avoided.
    - c. Development shall provide screening that ensure storage yards, loading areas, waste and recycling receptacles, and other uses that have adverse visual impacts are hidden from public view from the entry corridors.
    - d. Landscaping provides an aesthetically pleasing environment, and a means to frame buildings, soften parking areas, and to screen loading and service areas.

- i. Landscaping on the yards visible from Highway 13 shall be visually attractive and provide a high level of design quality.



Photo Exhibit 3: Parking Lot Landscaping and Walkways

- ii. Landscaping shall be low maintenance with hardy, drought resistant plant species.
- iii. Trees should be clustered to provide a canopy for walkways within a site and provide a more pedestrian focused sense of scale.
- iv. Plant material species in the Commercial/Industrial and Industrial area should be limited to deciduous trees with high canopies. Coniferous trees should be used strategically for screening purposes, particularly in the Industrial area.
- v. Shrub and perennial plantings provide color and interest, and should be provided in key locations, predominately at seating areas.
- vi. Plantings should provide four-season features and highlight amenities.



Photo Exhibit 4: Plantings Providing Color and Interest

- vii. Rolling berms screen industrial development and create a visually strong backdrop for plantings and may be required at the time of development.

- e. Building signage facing Highway 13 shall be limited to:
  - i. One illuminated business name sign per building;
  - ii. Illuminated cut out letters; and
  - iii. 15% of the area of the façade to a maximum of 40.0 m<sup>2</sup>.

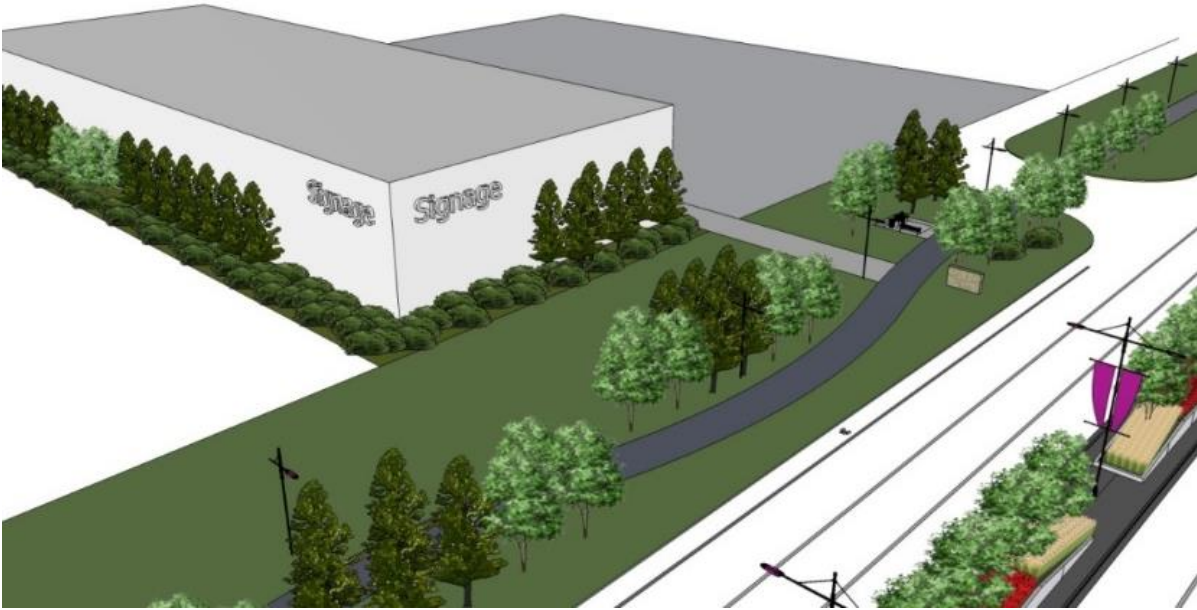


Photo Exhibit 5: Building Signage and Landscaping

- f. Billboards shall not be permitted in the Highway 13 right-of-way or on private property.
- g. Parking is recommended to be located at the rear or side of buildings.
  - i. Parking lot landscaping shall include trees and permeable road surfaces to reduce the heat island effect created by asphalt parking lot surfaces.
  - ii. Loading areas should remain separate from parking areas.
  - iii. Loading docks should not face Highway 13 and should be screened and architecturally articulated in a manner to reduce visual impact (e.g. screening walls composed of same materials as building).
  - iv. Garbage enclosures and work yards should be well screened with architectural elements and/or landscaping.



## 8.0 Transportation

The Railway Junction Intermunicipal ASP transportation network will consist of a roadway system that moves goods and people efficiently through the plan area, providing access to the regional highway system and the major arterials serving Camrose as well as connections to link to the existing freight rail yard and, through it, to the CP and CN mainlines and market destinations beyond.

The arterial and collector road network located adjacent to and within the plan area will be supported by a private road system, allowing landowners and developers flexibility in its layout. As such, an internal roadway network is not defined at this stage. However, the arterial and collector road network, and its ultimate classifications, are outlined in Figure 6.

A Traffic Impact Assessment (TIA) completed in 2020 concluded that the transportation network, after full buildout of the plan area in 2036, is anticipated to operate well with the current transportation system and that no improvements to existing intersections will be required. Any new intersection accesses will be stop-controlled. However, if developments are proposed that do not adhere to the TIA's unserved industrial use assumptions, an update to the 2020 TIA is necessary.

As the higher-order road network is restricted by the existing rail crossings and major intersections, the possibility for additional accesses for internal roads are limited to the locations outlined in Figure 7.

A watermain runs through NW 25-46-20-W4 (west of the rail line, within City lands) and then realigns to run along quarter section boundaries to Township Road 464, at which point the line runs mainly east along the road right-of-way. The water line poses a potential constraint to new roadways and needs to be taken into consideration at the time of subdivision and development.

### 8.1 Transportation Policies

1. The Traffic Impact Assessment (TIA) accompanying this ASP shall be reviewed in conjunction with any subdivision and development application. The TIA has identified and assessed the potential impacts from the proposed development activities on the surrounding road network. The report identifies trip generation rates, recommended staging of road construction and delineates preferred intersection spacing. All future access and intersection locations shall have regard to the recommendations made in the TIA.
2. The TIA assumes low intensive, privately serviced industrial development. A new TIA shall be prepared if a proposed land use, number of accesses, a change to existing land use assumptions occurs (including but not limited to the provision of municipal servicing or the potential development of highway commercial uses).
3. The City or County may require the submission of a TIA, prepared to the satisfaction of the Development Authority, at the time of subdivision or development.
4. There shall be no direct access to Highway 13A (Camrose Drive).
5. All new roads and approaches shall be constructed to the design standards of the Development Authority.
6. The City's Off-Site Levy Bylaw is applicable for transportation infrastructure.
7. All proposed lots shall have direct access to a roadway. Access by easement shall only be considered if no reasonable alternative is available.
  - a. Notwithstanding Policy 7, at the time of subdivision cross lot access agreements between lots adjacent to Highway 13 (48 Avenue) or fronting onto Range Road 201 and Range Road 200 may be considered in order to facilitate movement between lots and reduce accesses to these roadways.
8. All subdivision proposals may require the dedication of future road right-of-way, by caveat or plan of survey, for new roads, and/or upgrading or widening of existing roads, in accordance with the Municipal Government Act.
9. Roads shall be developed and managed to minimize impact on the ecological, aesthetic and recreational qualities of natural areas.

Eric Tan / Nov. 25, 20 / G:\Projects\150001550015546\_Crossroads, Intermunicipal\_ASP\03\_Reports\32\_WorkingFigures\Figure 6 Roadway Network And Classifications.dwg

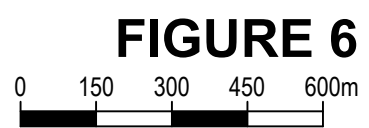


**LEGEND**

- EXISTING CITY ARTERIAL
- EXISTING COUNTY CLASS 1
- FUTURE CITY ARTERIAL
- RURAL COLLECTOR
- AT HIGHWAY
- PRIVATE ROAD

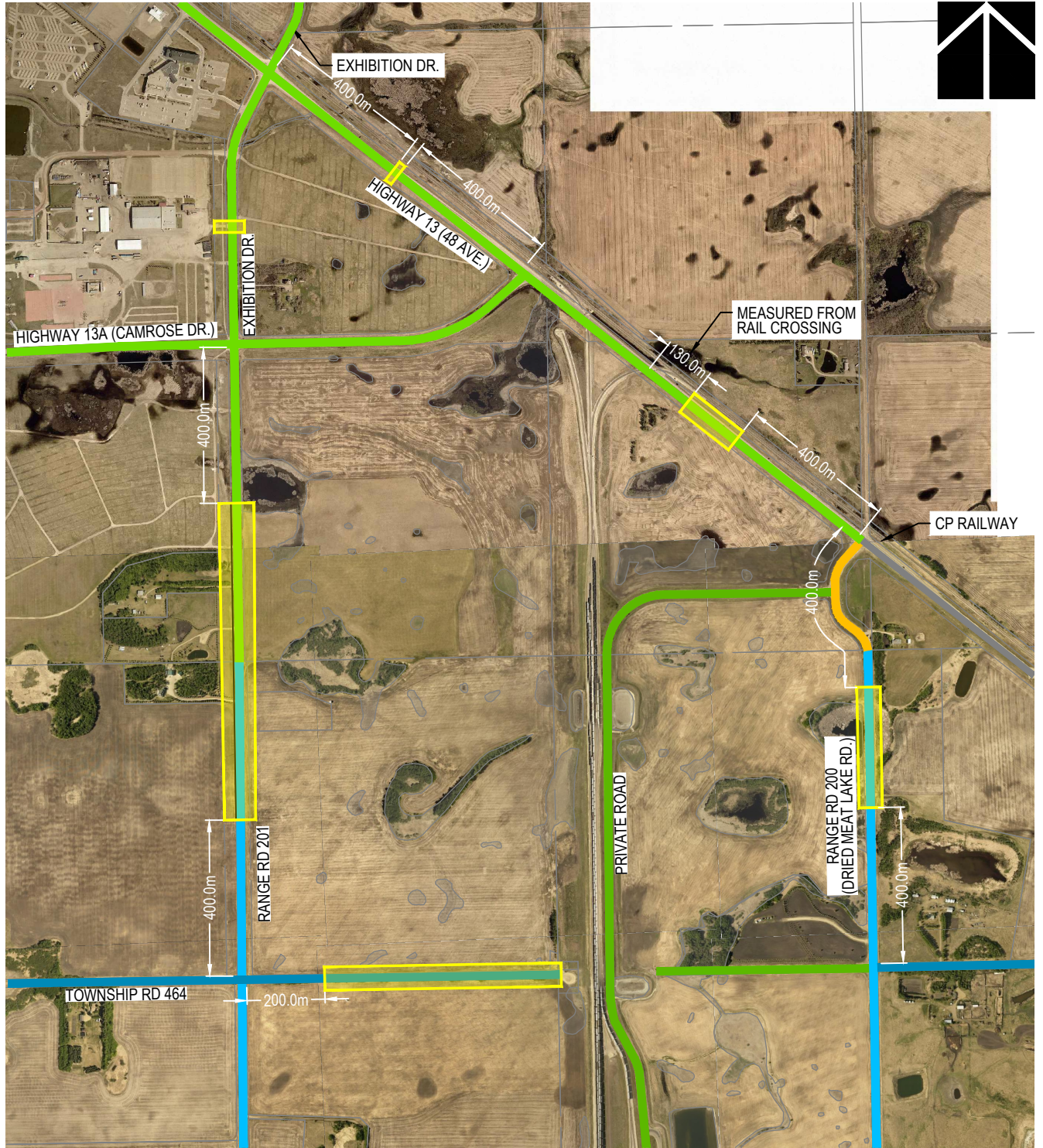


**RAILWAY JUNCTION  
INTERMUNICIPAL  
AREA STRUCTURE PLAN**  
ROADWAY NETWORK AND  
CLASSIFICATIONS







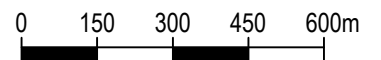


#### LEGEND

- EXISTING CITY ARTERIAL
- EXISTING COUNTY CLASS 1
- FUTURE CITY ARTERIAL
- RURAL COLLECTOR
- AT HIGHWAY
- PRIVATE ROAD
- POTENTIAL ACCESS LOCATION

## RAILWAY JUNCTION INTERMUNICIPAL AREA STRUCTURE PLAN POTENTIAL ACCESS LOCATIONS

## FIGURE 7





10. If a roadway is proposed to cross the rail spurs within the plan area, the proponent shall, at the time of development permit, conduct a rail crossing assessment as per Transport Canada Grade Crossing Standards.
11. As per the Cargill development permit, the applicable Development Authority should consider proposals of a private roadway crossing the north/south rail line, between traffic zones 2 and 3 of the TIA.
12. Any proposed modifications to or realignments of at-grade rail crossings will require applications to CP Rail, CN Rail and/or the Canada Transportation Association (CTA).
13. Any development proposed to use the existing or future rail right-of-way may be required to provide a forecast for rail traffic and assess the impacts on existing rail grade crossings as part of a TIA.
14. The proponent of any future rail right-of-way proposed for the ASP lands should work with the City, County, Transport Canada, CN, CP, Cargill and adjacent landowners to create the most efficient routing and address compatibility and setback concerns.
15. The planning and construction of any new roadways in the ASP area shall take into consideration the watermain that runs through NW 25-46-20-W4 (west of the rail line, within City lands) and then realigns to run along quarter section boundaries to Township Road 464, at which point the line runs mainly east along the road right-of-way.
16. The City and County shall provide each other with advance notice of proposed major transportation infrastructure projects or initiatives to facilitate collaboration and coordinated planning.
17. The City and County may refer ASP and Land Use Bylaw amendments, subdivisions and development permits that include land located within 1.6 kilometers (km) of Highway 13 or Highway 13A to Alberta Transportation for review and comment.

## 9.0 Utilities

Utilities provide potable water, the conveyance of sanitary sewage, the management and conveyance of rain water and the provision of natural gas, power, and communications. The utilities within the plan area shall conform to the following policies.

### 9.1 General Servicing Policies

1. All subdivision and development within the plan area shall be self sufficient for all services, including potable water supply, sanitary sewage disposal, and storm water management.
2. Water services, sanitary sewage disposal and storm water management methods must comply with provincial regulations and municipal design standards.
3. Infrastructure within the City or County may be extended to development in the plan area in a contiguous, logical and efficient manner. If municipal services are extended into or throughout the plan area for any rezoning, subdivision or development, the following criteria shall be met:
  - a. The municipal system has the capacity to accommodate demand.
  - b. The costs of extending the services, including the costs to determine capacity, construction, connection and oversizing associated with their development, are borne by the proponent, as identified in the City's off-site levy bylaw.
  - c. The off-site infrastructure design and construction to extend services to property line, if required, are borne by the proponent which may be potentially recoverable as identified in the City's off-site levy bylaw.
  - d. The off-site levy rate structure for utilities, in the City's off-site levy bylaw, shall be updated to incorporate levy assessments on the lands requesting/requiring municipal services.
  - e. The servicing, if provided, shall be consistent with the concepts in the City's master plans, and deemed to be of mutual benefit to both the City and County.
  - f. At the time of rezoning, a Hydraulic Network Analysis and Sanitary Assessment shall be provided to the City to support the proposed development.
4. On-site fire ponds and/or cisterns may be implemented for fire protection.
5. Upon approval of this ASP, the Water Master Plan Update (2006), the Sanitary Sewer Master Plan Update (2007) and the Stormwater Master Plan Update (2008) may be reviewed and/or updated to ensure consistency with the servicing design strategy outlined in this ASP document.
6. Prior to subdivision or development, the applicant may be required to prepare a Geotechnical Assessment and/or Servicing Design Report to support an application.



## 9.2 Storm Water Management Policies

1. *Water Act* approval is required for any activity that may impact wetlands, including development of storm water facilities.
2. An On-site Storm Water Management Plan, outlining the integration of low impact development design strategies, shall be submitted at the Subdivision or Development Permit stage.
  - a. The Plan may include low-impact development design strategies with the goal of reducing overall discharge, recharging ground water and enhancing water quality. Design strategies may include the use of bioretention cells (rain gardens), bioswales (grassed swales), green roofs, permeable pavers, and/or xeriscaping.
3. Storm water facilities associated with naturally occurring wetlands should be naturalized. They should be designed in accordance with Alberta Environment and Parks (AEP) requirements and planted with native vegetation like the vegetation communities found in the existing and adjacent wetlands thereby creating continuous wetland-like habitat for wildlife. Naturalization may also include mimicking wetland geometry (e.g. avoid square facility geometry with unnatural angles) and employing natural substrate instead of rip-rap to encourage wildlife use, such as nesting, foraging, and staging.
4. Storm water management facilities shall be tied into the environmental and municipal reserve network and transportation network in order to serve as amenities.
  - a. Views toward storm water facilities should be enhanced and encouraged
  - b. Adjacent development shall provide landscaping to screen outdoor storage areas.
5. The natural, intermittent drainage course located in the southeast portion of the plan area will require improvements to accommodate increasing runoff as development progresses.
6. The City's Off-Site Levy Bylaw is only applicable for storm water. Due to the ASP area being privately serviced, sanitary and water levies are not applicable.
7. Viewpoint parks may be developed in association with storm water management facilities where they can enhance their amenity value.
8. The City and County encourage innovative and sustainable designs for new development to accommodate the collection and reuse of greywater, and the exchange of surplus greywater and waste energy between businesses and industries in the plan area.

## 9.3 Shallow Utilities Policies

1. Shallow utilities such as gas, power, telephone and cable will be provided to the site as required through franchised agencies and/or by the extension of existing adjacent infrastructure.
2. Shallow utilities shall be placed within road rights-of-way or within registered easements.
3. The City and County encourages the creation of shared utility corridors where possible to minimize land fragmentation and promote efficient use of land. Utility lines are encouraged to locate in a manner which integrates transportation routes and utility lines within defined corridors and, minimizes the impact on recreation, historic and wildlife areas
4. The municipalities and third party providers should work together to facilitate the extension of broadband to the plan area.

## 10.0 Sustainability Policies

The following policies shall be integrated into development wherever possible:

1. Utilize native plantings in order to reduce the requirement for irrigation and maintenance.
2. Strategically locate landscaping to maximize solar benefits and increase the energy efficiency of buildings. For example, plant coniferous vegetation at higher densities along the west face of buildings in order to shelter from prevailing winds; plant deciduous trees along the south side of buildings to provide shading in the summer and allow unobstructed sunlight in the winter.
3. Encourage energy efficient building design in order to reduce costs and lessen the impact on the environment. For example, integrate high efficiency HVAC systems, enhance insulation, utilize alternative roofing materials (e.g. reflective or white roofs), strategically locate windows to enhance natural lighting and reduce energy use for lighting.
4. Orient buildings to the front of the lot wherever feasible to not only contribute to a more pleasing streetscape but also to reduce the distance required for infrastructure extensions.
5. Encourage shared facilities between neighbouring businesses to avoid unnecessary redundancy. For example, allow for communal waste collection areas, shipping and receiving areas, and parking.
6. Ensure pedestrian connections are provided between commercial sites, between buildings on a site, and between buildings and the sidewalk/trail network in order to encourage pedestrian activity.
7. Utilize bioswales to reduce pipe infrastructure and enhance natural systems. Bioswales may be integrated with the landscaped setback of the site or within parking areas to provide an amenity as well as a stormwater servicing function.
8. The implementation of sustainable development strategies shall be encouraged and integrated where feasible, at the subdivision and Development Permit stages, to the satisfaction of the Development Authority.
9. The Development Authority shall devise incentives and facilitate negotiations between adjacent businesses for the purpose of promoting sustainable design implementation.
10. The City's and County's Land Use Bylaw shall be reviewed and amended for the purpose of facilitating the implementation of sustainable design strategies.



## 11.0 Implementation

This ASP will be implemented through a variety of mechanisms available to municipalities, including: MDP and ASP policy, the Land Use Bylaw, subdivision, development permits and development agreements.

### 11.1 Plans and Policy Documents

Section 638 of the *Municipal Government Act* states that all statutory plans are to be consistent with one another. Accordingly, an amendment to the Cargill ASP will be required to revise its plan area boundary to exclude the lands that now fall under the Railway Junction Intermunicipal ASP. Neighbourhood Structure Plans will not be required in advance of subdivision or Development Permit submission.

Supporting technical reports prepared in the development of this ASP will be published separately and made available on the City and County website to inform subsequent plans and more detailed engineering for developments in the plan area. Technical appendices for review include.

Appendix A – Desktop Environmental Review  
Appendix B – Market Analysis  
Appendix C – Traffic Impact Assessment  
Appendix D – Historical Resources Act Clearance Letter  
Appendix E – Engagement Plan and Summary  
Appendix F – Contributions Plan

The appendices are not part of the ASP Bylaw and may require updates on an individual subdivision or development application basis, or as conditions change in the plan area.

### 11.2 Rezoning

In order to comply with the City's and County's Land Use Bylaw, a series of redistricting applications may be required concurrent with individual applications to subdivide or develop land. Land designated for Commercial/Industrial may be considered as the City's C2 and/or M1 Districts. Land designated for Industrial may be considered as the City's M1 District or M2 District. Land designated for Agri-Industrial may be considered as the County's RCI District. Land designated for Residential may be considered as the County's A, CR-1, or CR-2 Districts.

### 11.3 Development Staging

The anticipated development staging for the plan area, as it relies on private servicing and internal transportation options, will be flexible and responsive to market demand. Sites that the market absorbs first will develop first, and the overall staging will proceed as market absorption progresses. As the ASP addresses a largely unmet need in commercial and industrial land supply for the region, it is anticipated that this ASP will fully develop in advance of the nearby East Gateway ASP.

Development phasing and development timeframes may be reviewed as part of an Economic Development Strategy and/or Retail and Industrial Demand Study and Strategy; should the City and County undertake such studies.