

**TOWN OF THREE HILLS**

**BYLAW NO. 1471-20**

**TOWN OF THREE HILLS IRON SHIELD AREA STRUCTURE PLAN BYLAW**

**BEING A BYLAW OF THE TOWN OF THREE HILLS FOR THE PURPOSE OF ADOPTING THE TOWN OF THREE HILLS IRON SHIELD STRUCTURE PLAN.**

**WHEREAS** it is deemed necessary and expedient to adopt an area structure plan for the purpose of providing a framework for the subdivision and development of the undeveloped land east of highway 21 and south of 2<sup>nd</sup> Street NE located within Section 31, Township 31, Range 23, West of the 4<sup>th</sup> Meridian.

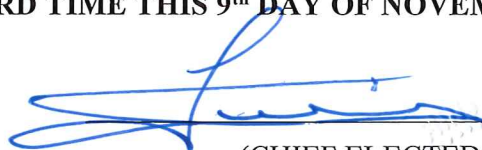
**NOW THEREFORE** the Council of the Town of Three Hills, duly assembled, and under the powers conferred upon it by the *Municipal Government Act*, RSA 2000, C, M-26, as amended.

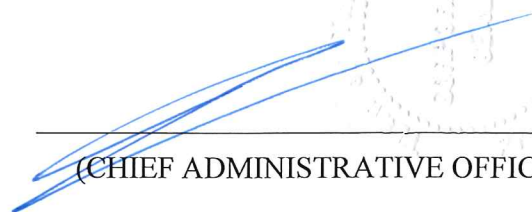
**THAT** Schedule "A", that is attached to and forms part of this Bylaw, is hereby adopted as the Town of Three Hills Iron Shield Area Structure Plan.

**READ A FIRST TIME THIS 13<sup>th</sup> DAY OF OCTOBER 2020.**

**READ A SECOND TIME THIS 9<sup>th</sup> DAY OF NOVEMBER 2020.**

**READ A THIRD TIME THIS 9<sup>th</sup> DAY OF NOVEMBER 2020.**

  
\_\_\_\_\_  
(CHIEF ELECTED OFFICIAL)

  
\_\_\_\_\_  
(CHIEF ADMINISTRATIVE OFFICER)

SEAL

# Iron Shield

## AREA STRUCTURE PLAN



Bylaw No. 1471-20

Adopted By Council  
November 2020

Prepared For:



Three Hills

Prepared By:





**TOWN OF THREE HILLS**

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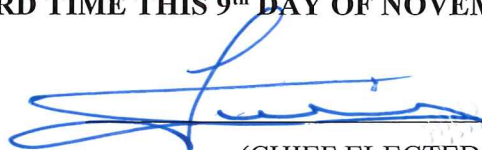
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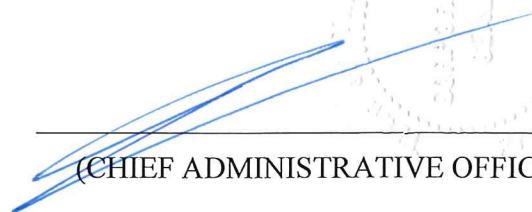
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SEAL

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# SECTION ONE

## Planning Context

# 1

*This section outlines the policy context of the Iron Shield ASP as well as the interpretation, monitoring, review and amendment of policies herein.*

### 1-1 HISTORY

As a tribute to the rich tradition of the area, the Iron Shield Area Structure Plan (“Iron Shield ASP” or the “Plan”) is named after a Blackfoot warrior who was ambushed and killed while hunting alone in the Three Hills area. His legend is well known in the area.

Many years after his death, a family belonging to the Kainai Nation was travelling north to Fort Edmonton when they came near the site where Iron Shield was killed. A child in the group exclaimed that this was the site of his death and led his family to a large rock where his former possessions were found beneath it, including fragments of leather clothing and a small totem bag.

When the family reached Fort Edmonton, they encountered a group of Blackfoot camped near a trading post. The young child pointed to an Elder woman within the camp informing his parents that she had once been his wife. The Elder confirmed these items were her handy-work and that she was indeed the widow of Iron Shield.

This reincarnation story highlights the important historical significance of the Three Hills region as a crossroads and meeting place. With the hills visible from a distance, serving as landmarks for

travellers, the area was known to all. The Plan recognizes the significance of the area, the long history of community hospitality and the deep traditional connection with the past.

## 1-2 PURPOSE

The Iron Shield ASP is a statutory plan that provides a comprehensive development concept for lands within the plan area. As outlined in Section 633 (1) of the Municipal Government Act (MGA), ASPs are developed “for the purpose of providing a framework for subsequent subdivision and development of an area of land...”

The MGA empowers municipalities to shape their communities and regulates how municipalities are funded and how they should plan for growth. Per the MGA, the Plan addresses the:

- Sequencing of development proposed for the area,
- Proposed land uses,
- Proposed density of population, and
- General location of major transportation routes and public utilities.

## 1-3 POLICY CONTEXT

Policies within the Plan are consistent with the following regulation, statutory plans and local bylaws:

### **Provincial Regulation**

All development within the Plan will be consistent with Provincial regulation, in particular the MGA and those of Alberta Parks and Environment (AEP).

### **Three Hills Municipal Development Plan (MDP)**

The Plan demonstrates its consistency with the Vision and Guiding Principles of the MDP by:

- Balancing development with respect for the environment,
- Supporting the local economy and providing employment opportunities for residents,
- Fostering culture and community through the provision of social and recreational amenities,
- Envisioning a safe and inclusive community with a variety of housing types, and
- Proposing servicing strategies that are efficient and sustainable.

The Town may require a Concept Plan to be prepared for areas of land, to provide a more detailed and comprehensive framework for future redesignation, subdivision and development, to encourage collaboration between landowners, and to achieve efficient and orderly development.

### **Town of Three Hills and Kneehill County Intermunicipal Development Plan (IDP)**

The Plan falls within the IDP’s intermunicipal referral boundary. The Town will notify Kneehill County on all any proposals, applications, or studies within the plan area.



### **Land Use Bylaw (LUB)**

The Development Concept prepared for the Plan can be accommodated within the Three Hills LUB. Land use categories shown on the Development Concept do not signify land use districts specified in the LUB. Future development within the plan area currently designated Urban Reserve District (UR) will require an amendment to the LUB prior to development.

### **Integrated Sustainability Plan (ISP)**

The ISP provides direction for the development and alignment of the Town’s municipal plans and policies and is used to guide Council and Administration in the preparation of capital and operating budgets.

The Plan demonstrates its consistency with the ISP by:

- Respecting healthy ecosystems by observing environmental protections,
- Supporting a diverse social and economic climate,
- Providing a range of housing options, and
- Envisioning a mixed-use community with access to recreation, amenities, services and retail.

### **Economic Development Strategic and Future Growth Plan (EDSFG)**

The EDSFG provides specific strategic objectives, goals and actions to facilitate economic development and create an environment where residents and businesses are inspired and welcome.

The Plan demonstrates its consistency with the EDSFG by:

- Providing opportunities for retention and expansion,
- Addressing current needs within the local workforce and industry context,
- Providing a framework to accommodate future growth and strategic planning objectives, and
- Providing a process to facilitate future development proposals.

## **1-4 PLAN INTERPRETATION**

### **Map Interpretation**

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or utility/road rights-of-way. Details shown on the maps will be subject to further study at the development approval stage. No measurements or area calculations shall be taken from the Plan maps.

### **Policy Interpretation**

Where “shall”, “will” or “require” are used in a policy, the policy is considered mandatory in order to achieve a desired result.

Where “should” or “encourage(d)” is used in a policy it is anticipated that the policies will be applied in all situations unless it can be clearly demonstrated to the satisfaction of the Development Authority, that the policy is not reasonable, practical and feasible in a given situation.

Where a policy requires compliance within a Concept Plan, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage at the discretion of the Development Authority.

### **Appendix Interpretation**

Appendices included herein do not form part of the statutory portion of the Plan. The purpose of an appendix is to provide information to further clarify the intent of the Plan policies.

## **1-5 MONITORING AND REVIEW**

The Plan is a long-term policy document that promotes a vision for development and provides guiding principles and policies that work towards achieving that vision over-time.

The policies within the Plan will be monitored and should be reviewed and updated every 10 years until such time as build-out of the plan area is achieved. The Plan may also be amended in response to changes in the overall policy direction within the Town or specific planning applications.

## **1-6 AMENDING THE PLAN**

If major changes with regards to land use, road networks or any other significant aspect of the plan are contemplated, an amendment to the Plan, that includes a public hearing, shall be held in accordance with the MGA.

Minor changes will not require an amendment if, in the opinion of the Development Authority and/or Council, the intent of the Plan is still achieved.

Where an amendment to this Plan is requested by an applicant, the applicant shall be required to submit the justification and information necessary to support the amendment.

## **1-7 LIMITATIONS**

Policies within the Plan are not to be interpreted as an approval for a use on a specific site. This Plan does not confirm that any particular site within the plan area is suitable for a particular purpose. Detailed site conditions or constraints – including environmental considerations – need to be assessed on a case-by-case basis as part of an application for a Land Use Amendment, Subdivision, or a Development Permit.



# SECTION TWO

## Plan Area

# 2

*This section highlights the existing conditions within the plan area and the opportunities and constraints as they relate to future development.*

### 2-1 LOCATION

The Plan is comprised of approximately 62.0 hectares of land located in east Three Hills, adjacent to Kneehill County (see **Figure 1**).

The Plan is located within Section 31 of Township 31, Range 23, W4M, situated south of Highway 583 and bounded by Highway 21 on the east. Existing development along the Plan's periphery includes residential dwellings to the west and northwest, campgrounds and sports fields to the north, and commercial businesses to the northeast. Undeveloped agricultural lands lie to the south of the plan area and east of Highway 21 in Kneehill County.

### 2-2 LANDS IN THE PLAN AREA

There is currently no urban development within the plan area and lands are primarily farmed.

Topography within the Plan is best described as generally flat with pothole wetlands and a gradual slope to the southwest. Surface water collects in marsh wetlands, exiting to the southeast via a seasonal drainage wetland.



**2-3 CURRENT LAND USE**

As shown on **Figure 2**, land uses within the plan area at the time of adoption include undeveloped Residential Single Dwelling Unit (R1) District and Residential Mixed (R3) District on the west boundary, with the majority of the lands designated Urban Reserve (UR) district.

The purpose and intent of the UR District is to protect lands for future forms of development by restricting premature subdivision and development of parcels of land and to provide for a limited range of temporary uses that can easily be removed when the land is redesignated to allow for urban forms of development.

Future development proposals within the areas currently designated UR District, will require an amendment to the LUB prior to development if the land use proposed does not comply with the existing designation. The approximate areas for existing land uses are as follows:

**Table 1 – Current Land Use**

Land Use	Area** Hectares
Urban Reserve (UR) District	58.6
Residential Single Dwelling Unit (R1) District	3.0
Residential Mixed (R3) District	0.4

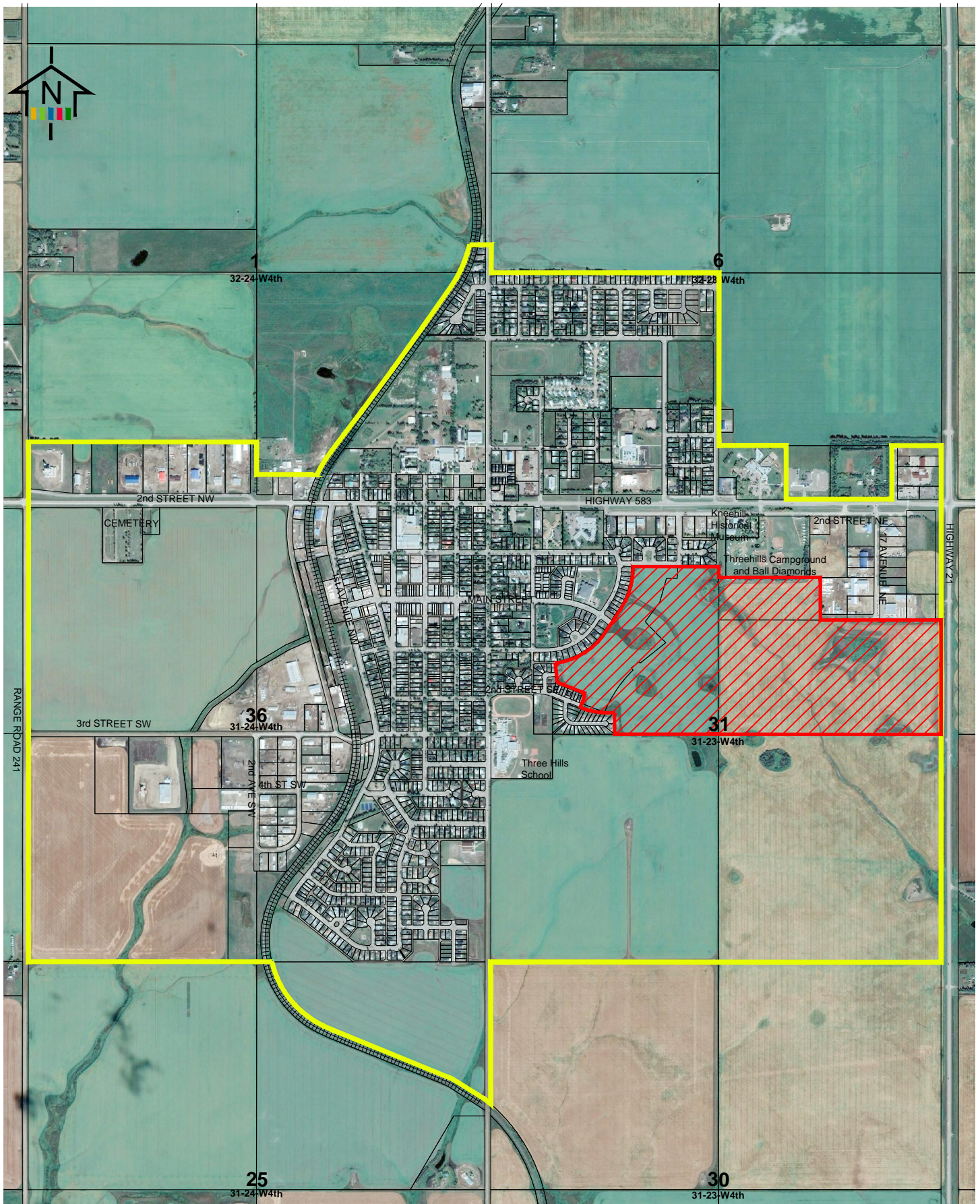
\* Land Use Districts are subject to change through future Land Use Amendment applications and/ or changes to the Land Use Bylaw.  
 \*\* Areas are approximate only and any discrepancies are a result of rounding.

**2-4 PLAN AREA CONTEXT**

Potential development constraints within the plan area are shown in **Figure 3** and described below. Policy within the Plan has been crafted to proactively address these constraints.

- **Topography**  
 The plan area is relatively flat, generally sloping from the north to the southeast corner of the area with an elevation change of approximately 6 meters.
- **Environmentally Sensitive Areas**  
 Several ephemeral or intermittent wetland features exist in multiple locations throughout the area.
- **Pipelines**  
 A natural gas pipeline right-of-way traverses the plan area. Development will be subject to setbacks required by the Alberta Energy Regulator (AER).
- **Adjacencies**  
 Adjacent development includes residential, commercial and recreational uses as well as undeveloped lands within Kneehill County.





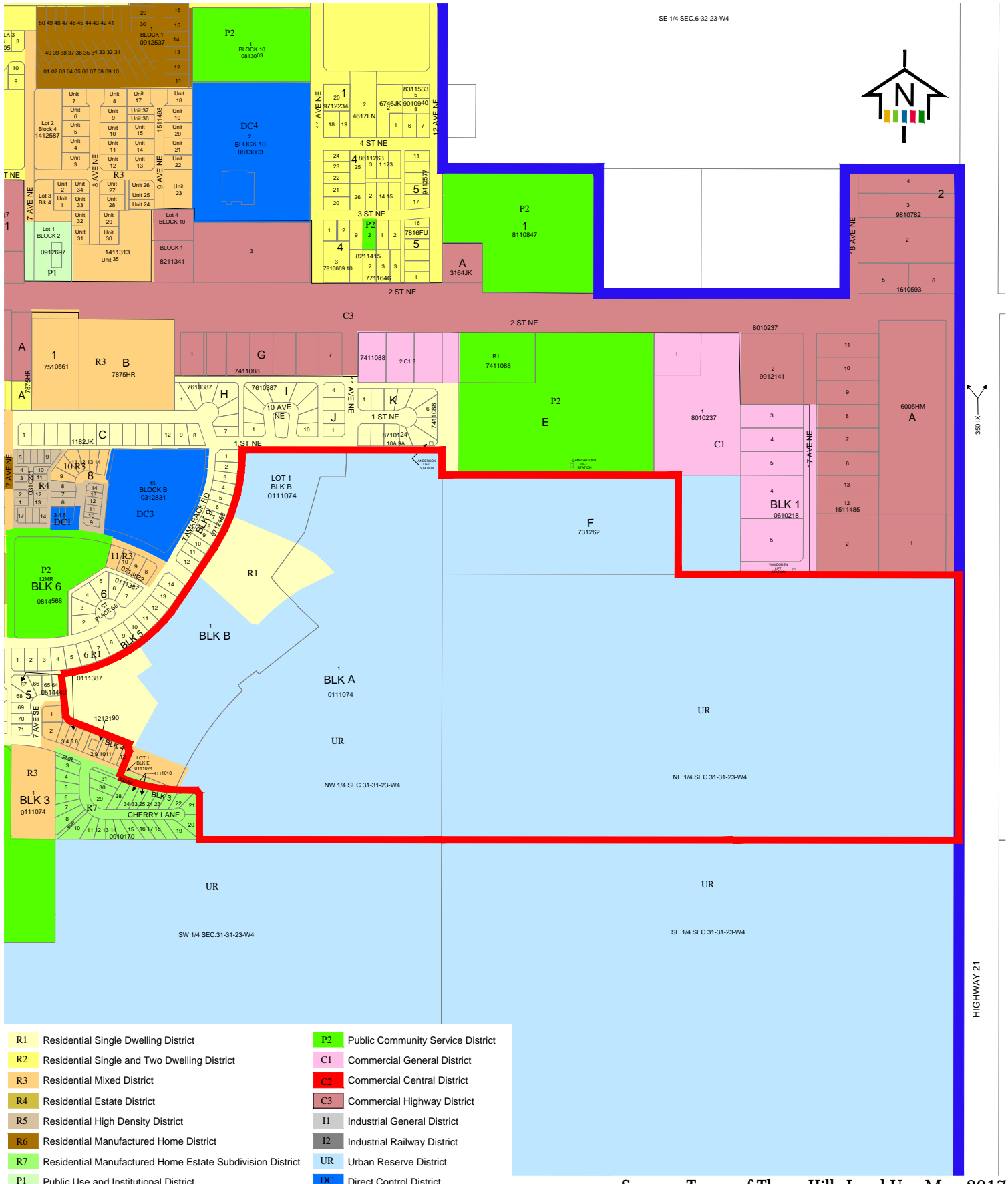
- Town Boundary
- Iron Shield ASP Boundary

**TOWN OF THREE HILLS  
IRON SHIELD ASP**

FIGURE 1.0  
PLAN LOCATION  
NOVEMBER 2020







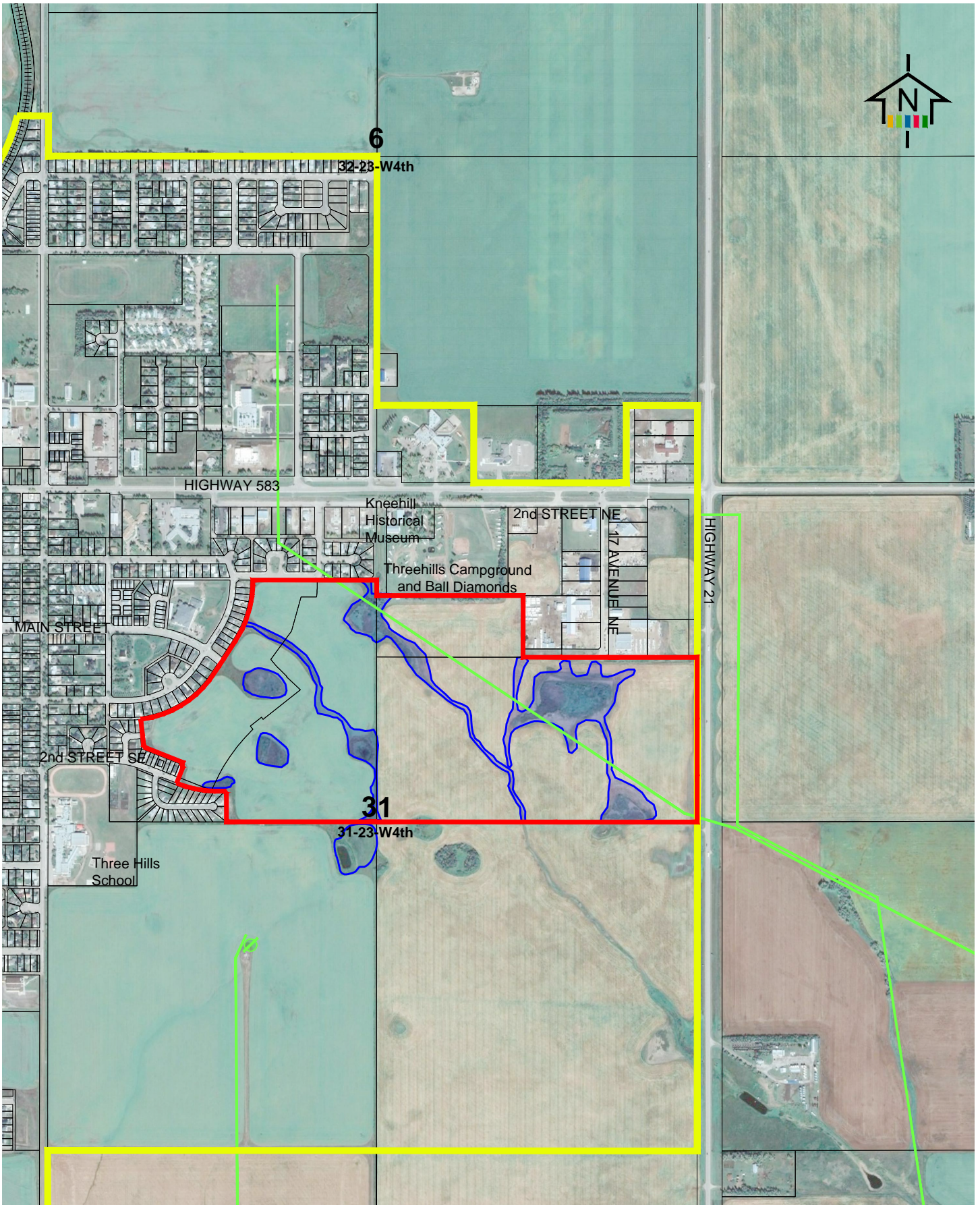
Source: Town of Three Hills Land Use Map 2017



— Town Boundary  
 — Iron Shield ASP Boundary

**TOWN OF THREE HILLS**  
**IRON SHIELD ASP**  
 FIGURE 2.0  
 PLAN AREA AND CURRENT LAND USE  
 NOVEMBER 2020





Three Hills

- Town Boundary
- Iron Shield ASP Boundary
- Suspended Gas Well
- Gas Pipeline
- Potential Wetlands

### TOWN OF THREE HILLS IRON SHIELD ASP

FIGURE 3.0  
PLAN AREA CONTEXT  
NOVEMBER 2020





# SECTION THREE

## Development Concept

# 3

*This section provides the overall Development Concept for the Iron Shield ASP, showing the general location of proposed land uses, community amenities and the road network within the plan area.*

### 3-1 VISION

***The Iron Shield area is a vibrant complete community characterized by a diverse population and a strong community spirit. Development is respectful of the natural environment and focuses on sustainable strategies to integrate a wide range of uses within in an efficient network. Quality of place is promoted throughout the area, enhancing pride in the community.***

### 3-2 GUIDING PRINCIPLES

The following principles provide guidance on the nature of development within the plan area:

#### **Sustainability**

Infrastructure and servicing should be developed in an efficient manner following sustainable best practices. Energy efficiency, innovative development strategies and alternative servicing options for new construction should be considered.

### **Environmental Stewardship**

Natural areas should be protected from negative development impacts. Innovative approaches such as green infrastructure, water conservation and low impact development should be encouraged for future development.

### **Complete Community**

New development should be safe, accessible, and have a strong sense of belonging. Recreational, social, educational, commercial and health services should be integrated into the neighbourhood design to provide opportunities to live, work and play.

### **Diversity**

A high quality of life for residents should be established through a diverse, supportive, affordable, and inclusive community environment. Uses and programs should support wellness for residents of all ages and backgrounds.

### **Community Pride**

Three Hills' rich cultural heritage and character should be celebrated through the development of vibrant public spaces and the thoughtful integration of new development into the existing community fabric.

## **3-3 MARKET CONDITIONS AND CONSIDERATIONS**

Three Hills' economy supports a population of 3,212 residents who have access to an attractive downtown commercial core, various shopping options, and health and government services. The Town's recreation facilities, elementary and secondary schools, and historic Prairie College draw visitors from throughout the region and beyond.

The local agricultural, oil and gas, and retail sectors benefit from the Town's central location, multi-modal connection opportunities, (including access to Highway 21), and businesses friendly environment. The Town's diverse economy has allowed Three Hills to remain resilient, particularly with respect to periodic downturns in the energy sector.

The 2019 EDSFG identified gaps in business subsectors within the Town. These included a lack of offices for professional and health services as well as a lack of retail options for clothing and groceries and motion picture and video industries.

## **3-4 CONSULTATION**

The Development Concept was prepared in consultation with plan area landowners, stakeholders, the general public and Administration.

Due to the unprecedented COVID-19 pandemic during the development of the Plan, initial engagement opportunities occurred via online and virtual meetings in order to protect the safety and well-being of landowners, staff and other stakeholders. Stakeholder input for the Plan was gathered through telephone interviews and an online survey.



This feedback was used to establish a vision and guiding principles to inform the Development Concept and policies within this Plan. Consultation milestones included:

- **Stakeholder Survey (April 2020)** shared online with Council and key stakeholders to obtain feedback regarding challenges, opportunities, and an overall vision for the plan area.
- **Landover Interviews (April 2020)** conducted to gather feedback on development priorities, a vision for the Plan, and any other opportunities and challenges associated with the plan area. Interviews were completed with all three (3) plan area landowners.
- **Community Open House (September 2020)** for the community to learn about the purpose of the ASP and obtain feedback used to refine the Development Concept and draft ASP.

### 3-5 DEVELOPMENT CONCEPT

The Development Concept, shown in **Figure 4**, has been created by using input gathered from the consultation process to prepare a design that respects the physical and man-made constraints within the plan area. The Plan provides a balance of land uses to create a complete community where residents can live, work and play.

Four primary land use areas have been identified within the Plan, including:

- **Residential.** Residential uses have been accommodated on the west side of the plan area in keeping with the approved land uses and providing a transition adjacent to the existing residential neighbourhood to the west. The residential uses are designed to focus on the natural open space corridor provided by the intermittent and ephemeral wetland areas. The Plan encourages a diversity of residential uses including higher densities in proximity to recreational and employment opportunities. A well-connected road network and extensive open space corridor provide mobility choices for future residents.
- **Mixed-Use/Commercial.** Mixed-use commercial areas have been incorporated into the design to allow for local neighbourhood commercial uses and amenity spaces, including higher densities in proximity to local goods and services. Uses are intended to be of a neighbourhood scale, providing residents with daily requirements and promoting walkability.
- **Light Industrial/Commercial.** The light industrial areas are intended to provide for uses that have minimal to no impacts on adjacent landowners in terms of operational nuisance. Many of the employment opportunities will be within a comfortable walking or cycling distance from residential areas. The industrial uses are appropriately located adjacent to Highway 21 and serve as a buffer between the Town and Kneehill County. Commercial uses that complement and support the industrial uses will be allowed in this area.
- **Open Space.** Open space corridors have been proposed within the natural drainage areas. These corridors preserve natural areas, provide buffering between uses, accommodate stormwater facilities and greatly enhance overall walkability by providing valuable connections between the key land use areas. The open space corridor divides the residential and industrial neighbourhoods and has been designed to accommodate wetlands and stormwater management facilities and recreational amenities.

The uses above are part of the comprehensive plan for future development and do not constitute land use approvals per the Town’s LUB. Prior to development land use amendments will be required to comply with the LUB in place at time of development.

The general location of the primary road network is illustrated in the Development Concept. The optional road network, which allows for the development of smaller lots or site-specific access conditions may be revised without an amendment to the Plan so long as adjacent landowners are not negatively impacted by the proposed changes and revised alignments are consistent with the Town’s standards.

The following Land Use Statistics are based on the Development Concept:

**Table 2 – Land Use Statistics <sup>1,2</sup>**

Proposed Land Use	Area* Hectares
<b>Gross Developable Lands</b>	
Residential	23.7
Mixed-Use/Commercial	3.0
Light Industrial/Commercial	20.0
Open Space	15.3

<sup>1</sup> All calculations are approximate and will be confirmed at the Concept Plan stage.

<sup>2</sup> Environmental Reserve (ER) and Municipal Reserve (MR) will be identified and dedicated at the Concept Plan stage.

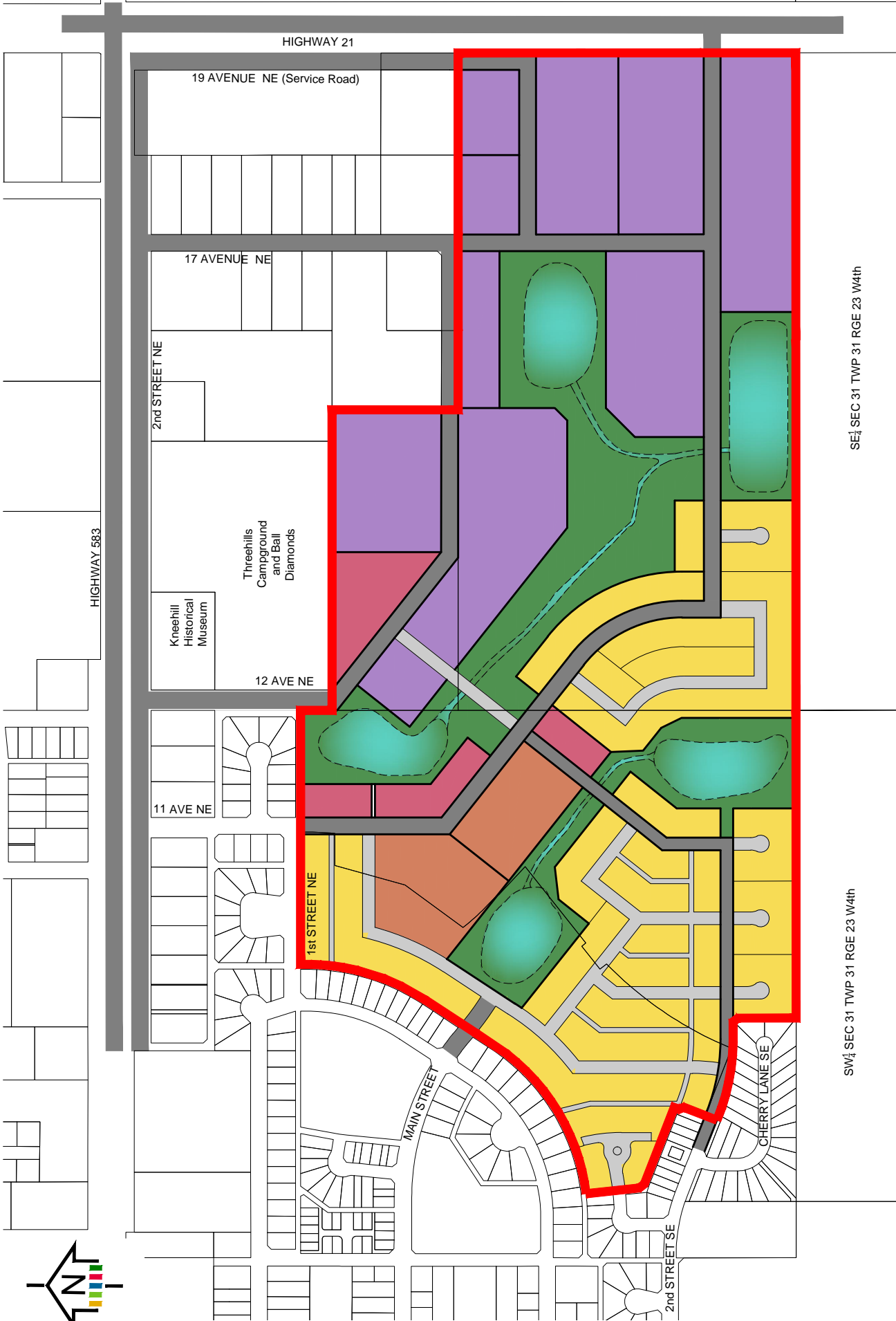
\* Areas are approximate only and any discrepancies are a result of rounding.

### 3-6 CONCEPT PLANS









Concept Plans are not legislated under the MGA, but are important decision-making tools approved by the Development Authority. Concept Plans are smaller in scale than ASPs but provide greater detail than an ASP and can be completed in a single phase (or several small phases) of development.

An ASP is intended to provide a broad framework for future development, however detailed technical information may change over time and the ASP should be flexible enough to accommodate evolving technology and market conditions without requiring constant amendments as development progresses.

The Town may require a Concept Plan be prepared for areas of land, to provide a more detailed and comprehensive framework for future redesignation, subdivision and development, to encourage collaboration between landowners, and to achieve efficient and orderly development. Policies regarding Concept Plans are provided in **Section 4.1 – General Development** and **Section 7.2 – Concept Plans**.



**TOWN OF THREE HILLS  
IRON SHIELD ASP**  
FIGURE 4.0  
DEVELOPMENT CONCEPT  
NOVEMBER 2020

- |   |                                   |   |                             |
|---|-----------------------------------|---|-----------------------------|
|  | Iron Shield ASP Boundary          |  | Light Industrial/Commercial |
|  | Low Density Residential           |  | Open Space                  |
|  | Medium Density Residential        |  | Primary Road Network        |
|  | Mixed Use/Neighborhood Commercial |  | Optional Road Network       |





# SECTION FOUR

# Development Framework

# 4

*This section details the policies designed to promote the economic and social potential of the plan area.*

## 4-1 GENERAL DEVELOPMENT

The Development Concept has been designed to respond to stakeholder feedback, align with current statutory policy and reflect market conditions. The following policies apply to all development within the Plan.

- |                     |  |
|---------------------|--|
| <b>Policy 4.1.1</b> | Concept Plans will be required prior to approval of Subdivision or Land Use Redesignation applications. Requirements for a Concept Plan application are provided in <b>Appendix A</b> .  |
| <b>Policy 4.1.2</b> | Relaxations to Concept Plan requirements may be considered at the discretion of the Development Authority for single parcel developments or those less than 2 hectares which conform to the Plan and are contiguous to existing development. |
| <b>Policy 4.1.3</b> | Municipal Reserve dedication shall be up to ten (10) percent of the developable lands. At the discretion of the Development Authority Municipal Reserve may be dedicated as cash-in-lieu when subdivision occurs.                            |

<b>Policy 4.1.4</b>	Building setbacks and landscaping requirements shall comply with the requirements of the LUB.
<b>Policy 4.1.5</b>	Institutional uses may be integrated, where appropriate, throughout the plan area.
<b>Policy 4.1.6</b>	Appropriate landscaping, building orientation, building design and screening shall be required as conditions of subdivision or development permit approval in order to mitigate any unsightly operational areas and to ensure view corridors are protected.
<b>Policy 4.1.7</b>	Developers are encouraged to consider energy efficiency and alternative servicing options for new construction.
<b>Policy 4.1.8</b>	Sidewalks and pedestrian access shall be provided in accordance with Town standards.

## 4-2 RESIDENTIAL

The Development Concept provides for a Residential Area located within the west side of the Plan, that is designed to enhance connectivity and encourage walking and cycling. Direct connections are provided to the adjacent open space network and employment opportunities. The Residential Area will accommodate a diversity of housing types and local services and amenities.

<b>Policy 4.2.1</b>	The Residential Area shall be provided generally in the locations shown on <b>Figure 4</b> .
<b>Policy 4.2.2</b>	Single-detached residences shall be the predominant form of housing within the low density residential.
<b>Policy 4.2.3</b>	A diverse range of housing forms may be accommodated.
<b>Policy 4.2.4</b>	Opportunities for affordable housing are encouraged.
<b>Policy 4.2.5</b>	Innovative housing types to accommodate home occupations or secondary suites are encouraged.
<b>Policy 4.2.6</b>	Multi-family development shall be accessible from a collector road.
<b>Policy 4.2.7</b>	The primary entrance of multi-family development should be oriented towards the street.
<b>Policy 4.2.8</b>	Residential development shall achieve an overall density of 20 units per hectare.

### 4-3 MIXED-USE/ COMMERCIAL

The purpose of the Mixed-Use/ Commercial Areas is to accommodate mixed-use, retail development that provides local services and amenities to adjacent residents at a neighbourhood scale. The Mixed-Use/Commercial Areas are designed to complement the adjacent residential development and accommodate a limited range of service and amenities within a comfortable walking distance.

<b>Policy 4.3.1</b>	The Mixed-Use/Commercial Area shall be provided generally in the locations shown on <b>Figure 4</b> .
<b>Policy 4.3.2</b>	A range of uses including higher-density residential, local commercial and amenity spaces shall be permitted in the Mixed-Use/Commercial Area.
<b>Policy 4.3.3</b>	Landscaping of individual sites shall visually enhance the immediate area.
<b>Policy 4.3.4</b>	Integration of hard and soft landscaping is encouraged. Hard landscaping can include, but is not limited to, raised planters, sculptures and public art, street furniture and vertical landscape treatments.

### 4-4 PARKS, OPEN SPACE AND RECREATION

Natural areas within the Plan will be used to create an open space network that contains a wide range of active and passive recreational amenities as well as natural park areas where physical constraints preclude feasible development.

<b>Policy 4.4.1</b>	Parks and open spaces shall be provided generally in the areas shown on <b>Figure 4</b> .
<b>Policy 4.4.2</b>	Regional trails shall be provided to ensure the plan area is connected to adjacent established areas and / or existing trail systems if applicable.
<b>Policy 4.4.3</b>	No development shall be permitted within Alberta Environment and Parks (AEP) setbacks from a wetland as determined by a Wetland Impact Assessment or Biophysical Impact Assessment prepared by a Qualified Professional.
<b>Policy 4.4.4</b>	Areas identified as Environmental Reserve shall be dedicated at the time of subdivision in accordance with Provincial regulations.
<b>Policy 4.4.5</b>	Innovative servicing strategies to incorporate stormwater management facilities within the open space corridors are encouraged.
<b>Policy 4.4.6</b>	Impacts to existing drainage channels shall be minimized.
<b>Policy 4.4.7</b>	View corridors shall be maintained and natural vegetation shall be retained within open spaces wherever feasible.
<b>Policy 4.4.8</b>	Open space may be used for camping or other recreational activities at the discretion of the Development Authority.



**4-5 LIGHT INDUSTRIAL/COMMERCIAL**

The purpose of the Light Industrial/Commercial area is to provide for industrial uses that have minimal to no impacts on adjacent landowners in terms of operational nuisance.

Uses may include buildings and structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage and distribution of goods or materials that do not have an adverse impact or are dangerous beyond the boundaries of the site by way of noise, odors, airborne emissions, lighting or vibration and are not dependent on significant outdoor storage.

Given the proximity to Highway 21, commercial uses will be allowed to complement and support the industrial development in this area.

<b>Policy 4.5.1</b>	The Light Industrial/Commercial area shall be provided generally in the areas shown on <b>Figure 4</b> .
<b>Policy 4.5.2</b>	Light Industrial/Commercial development shall provide conveniently located, safe and accessible pedestrian linkages that connect building and site entrances with internal and public pedestrian networks.
<b>Policy 4.5.3</b>	Light Industrial development shall provide conveniently located amenity spaces for employees, to be identified in a site plan at the development permit stage.
<b>Policy 4.5.4</b>	Light Industrial development shall be buffered and landscaped so as to minimize impacts on adjacent Environmental Reserve or Municipal Reserve lands.
<b>Policy 4.5.5</b>	Development in light industrial areas shall not have an adverse impact on adjacent areas by way of noise, dust, odours, outdoor lighting or other emissions.
<b>Policy 4.5.6</b>	Commercial uses shall be ancillary to light industrial uses.
<b>Policy 4.5.7</b>	Integration of hard and soft landscaping is encouraged. Hard landscaping can include, but is not limited to, raised planters, sculptures and public art, street furniture and vertical landscape treatments.
<b>Policy 4.5.8</b>	Development visible from Highway 21 shall provide a visually appealing interface through different building forms and massing, a variety of building materials, and architectural detailing.
<b>Policy 4.5.9</b>	A noise study may be required to identify attenuation measures related to the potential impact of proposed uses.



# SECTION FIVE

# Transportation Framework

# 5

*This section addresses how pedestrians, cyclists and motorists are accommodated within and beyond the plan area.*

## 5-1 TRANSPORTATION NETWORK

The Transportation Network, shown in **Figure 5**, will accommodate anticipated traffic volumes in an efficient, safe and effective manner.

Should smaller lot sizes be required, additional local roads (optional road network) may be designed to further subdivide the area. The local road network shall be re-evaluated and revised as necessary via the Concept Plan approval process.

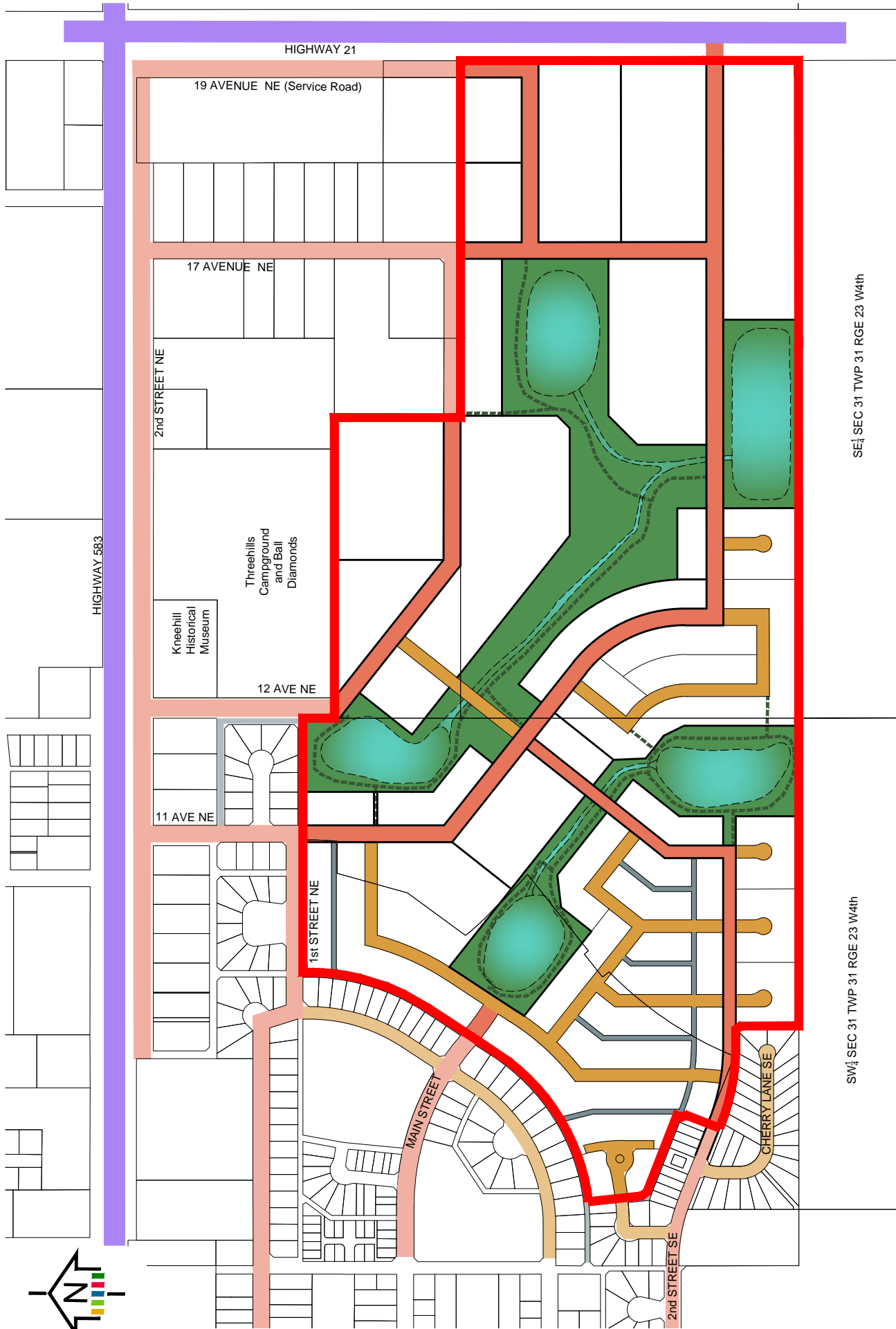
The roads within the plan area will be maintained at a standard sufficient to accommodate existing and proposed development.

**Policy 5.1.1** The roadway network shall be consistent with Town’s established—planning documents and engineering standards.

**Policy 5.1.2** Intersection treatments at locations where plan area roads meet the existing highway/road network may be cost shared by all benefiting developers through the Standard Development Agreement process.

<b>Policy 5.1.3</b>	Roundabouts may be considered in the design of key intersections where feasible.
<b>Policy 5.1.4</b>	A Traffic Impact Assessment (TIA) may be required as a supporting study to a Concept Plan.
<b>Policy 5.1.5</b>	Revisions to the optional road network may be considered within a Concept Plan without requiring an amendment to the Plan so long as adjacent landowners are not negatively affected by the proposed changes and revised alignments are consistent with Town standards.
<b>Policy 5.1.6</b>	Buffering and sound attenuation measures may be required to mitigate traffic noise.
<b>Policy 5.1.7</b>	Roadway design shall accommodate expected heavy vehicle traffic in the Industrial Area.





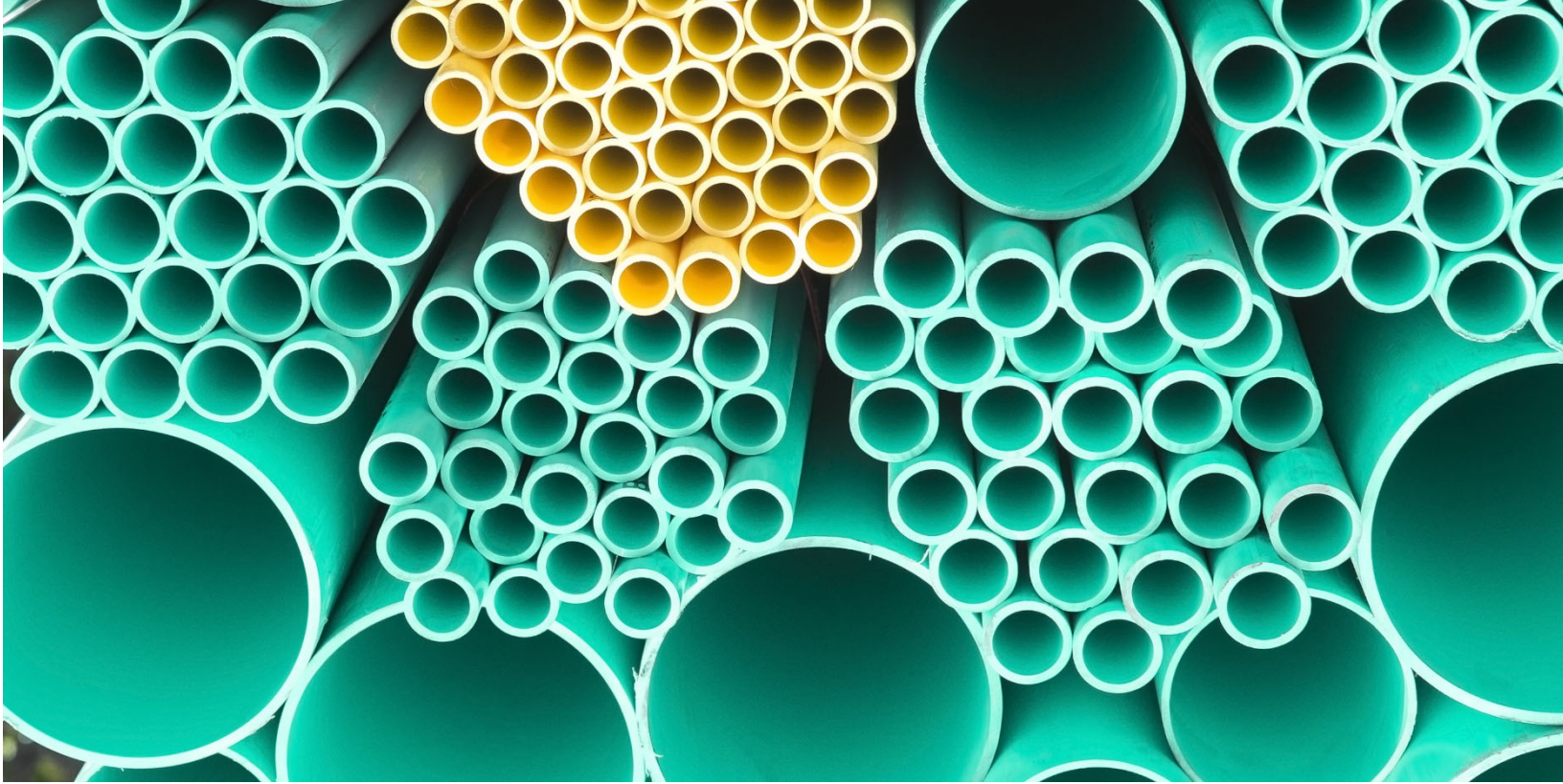
SE¼ SEC 31 TWP 31 RGE 23 W4th

SW¼ SEC 31 TWP 31 RGE 23 W4th

**TOWN OF THREE HILLS  
IRON SHIELD ASP**  
FIGURE 5.0  
TRANSPORTATION NETWORK  
NOVEMBER 2020

- |   |                                    |   |   |
|---|------------------------------------|---|---|
|  | <b>Iron Shield ASP Boundary</b>    |  | <b>Collector Road</b>                   |
|  | <b>Existing Secondary Highways</b> |  | <b>Potential Local Road</b>             |
|  | <b>Existing Collectors</b>         |  | <b>Potential Lanes</b>                  |
|  | <b>Existing Local Roads</b>        |  | <b>Potential Pedestrian Connections</b> |
|  | <b>Existing Lanes</b>              |  | <b>Open Space</b>                       |





# SECTION SIX

## Servicing Framework

# 6

*This section addresses the efficient provision of water, sanitary and stormwater services within the plan area.*

### 6-1 GENERAL SERVICING POLICY

The following policies apply to the development of all servicing infrastructure within the plan area. Existing servicing infrastructure will be retained until such time as redevelopment occurs. Development/re-development or upgrading of servicing infrastructure will align with current Town standards and connect to existing regional services where applicable. **Figures 6, 7 and 8**, represent a high-level view of how servicing is likely to occur. The specific alignment and design of servicing infrastructure shall comply with the Town’s master servicing plans in place at the time of development.

**Policy 6.1.1** Utility rights-of-way and easements shall be provided to accommodate municipal utilities at the discretion of the Development Authority and shallow utilities as determined necessary by utility providers.

**Policy 6.1.2** Utility alignments may be refined at the Concept Plan stage without an amendment to this Plan.

<b>Policy 6.1.3</b>	Utility rights-of-way and easements and public utility lots shall be dedicated to the Town as required, to accommodate the development or the extension of municipal utilities necessary for development.
<b>Policy 6.1.4</b>	A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in order to allow for the servicing of a site.
<b>Policy 6.1.5</b>	Utilities shall be aligned to avoid Environmental Reserve lands unless otherwise approved by the Approval Authority. Temporary disturbance for utility installation shall be reclaimed to the satisfaction of the Town.
<b>Policy 6.1.6</b>	New or redevelopment shall be required to tie in to existing regional services and preserve or improve existing drainage patterns.

## 6-2 WATER

The water distribution system for domestic uses and fire protection in the plan area is supplied by main trunks extending from existing water systems.

<b>Policy 6.2.1</b>	The regional water distribution looping system shall comply with the Town’s master servicing plans, as amended.
<b>Policy 6.2.2</b>	The design of the water distribution system shall ensure that all land has sufficient looping and connections to provide for adequate fire flows as development progresses.

## 6-3 SANITARY

The wastewater collection system in the plan area is supplied by gravity sewers, forcemains and lift stations connecting to existing wastewater systems.

<b>Policy 6.3.1</b>	Sanitary servicing shall comply with the Town’s master servicing plans, as amended.
<b>Policy 6.3.2</b>	Any downstream infrastructure improvements to facilitate the development shall be identified prior to the approval of Subdivision or Land Use amendments.
<b>Policy 6.3.3</b>	All onsite sanitary infrastructure shall be at the cost of the developer.
<b>Policy 6.3.4</b>	Offsite infrastructure costs associated with the development shall be established through offsite levies.



**6-4 STORMWATER**

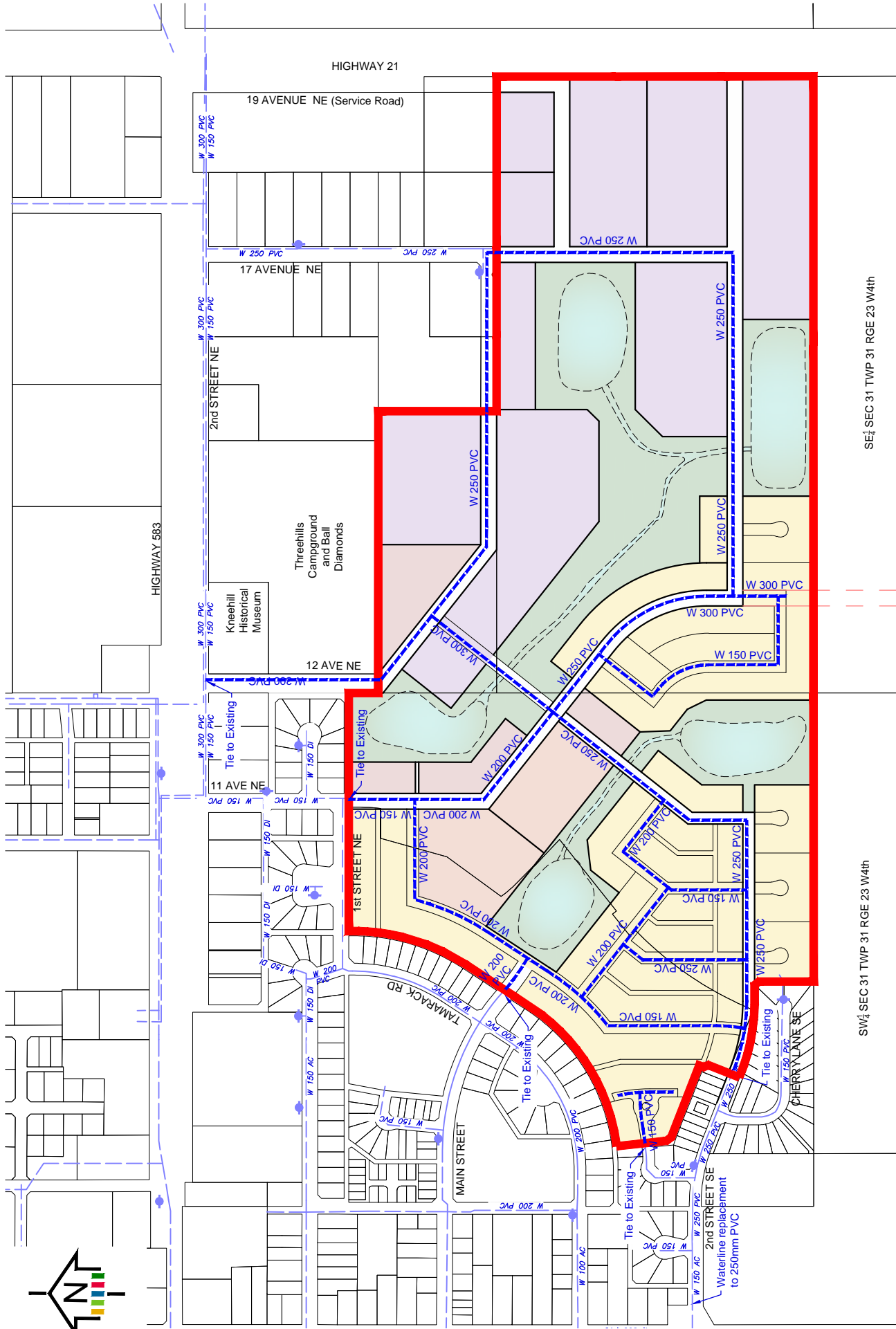
Appropriate facilities for stormwater management facilities are proposed throughout the plan area to control stormwater and alleviate the impact of post-development flows on overland conveyances.

<b>Policy 6.4.1</b>	Stormwater management shall comply with the Town’s master servicing plans, as amended.
<b>Policy 6.4.2</b>	The pre-development release rate shall be required to be achieved and detailed as a part of the Stormwater Management Plan.
<b>Policy 6.4.3</b>	Existing wetlands may be incorporated into the stormwater management system.
<b>Policy 6.4.4</b>	The use of engineered stormwater wetlands is encouraged within the open space corridors to ensure long-term sustainability, water quality improvements and pleasing aesthetics, in a manner that continues to provide viable habitat.

**6-5 SHALLOW UTILITIES**

Shallow Utilities include telephone, natural gas, electrical, internet, and cable services. The developer will be responsible for the provision of these services and extension from adjacent developed/developing areas.

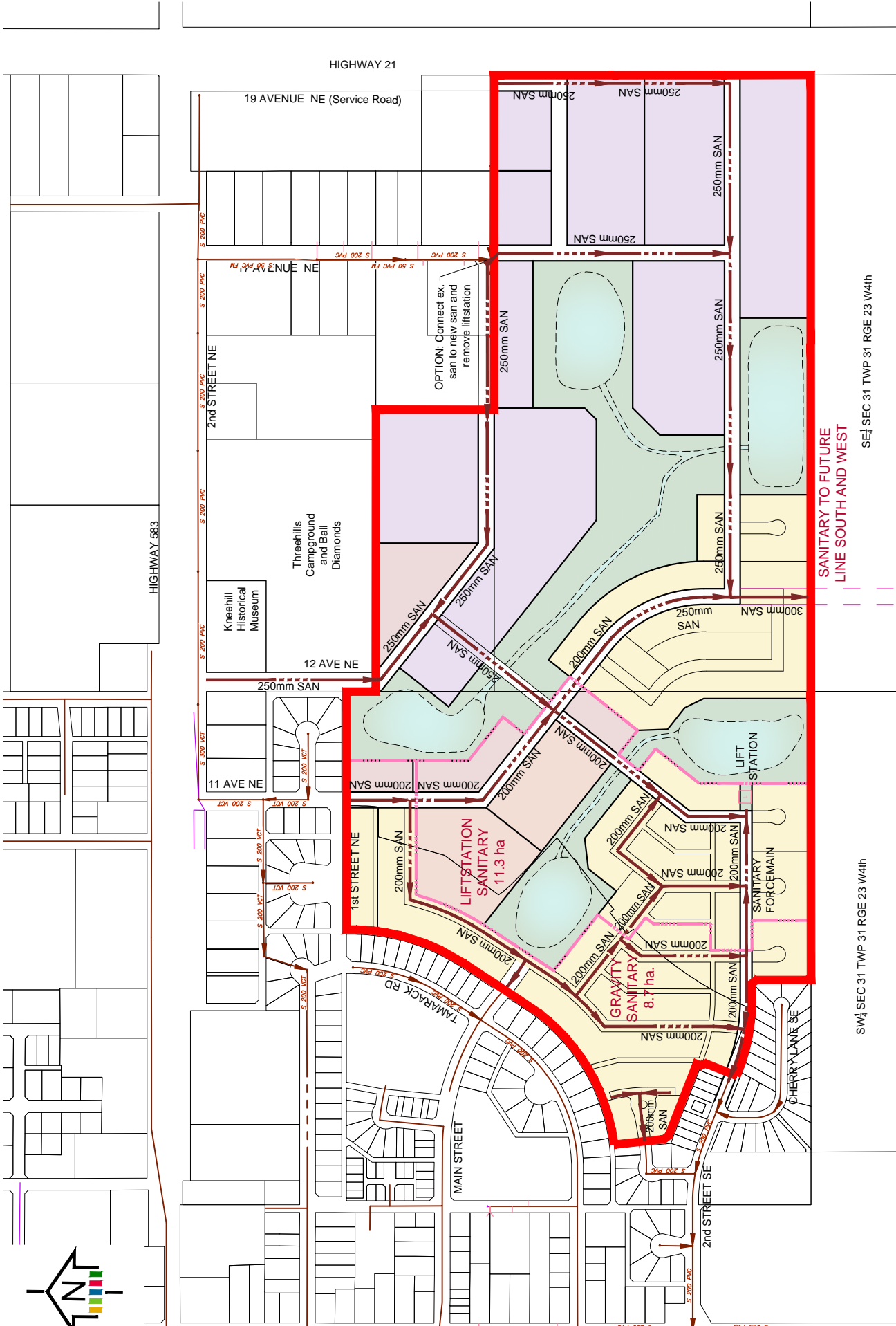
<b>Policy 6.5.1</b>	The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments shall be addressed to the mutual satisfaction of the Town, the landowner and the utility companies.
<b>Policy 6.5.2</b>	Detailed design of shallow utilities shall be determined at the Subdivision stage.







**Three Hills**

- Iron Shield ASP Boundary
- - - Existing Waterline
- ◆ Existing Hydrant
- - - Proposed Waterline

**TOWN OF THREE HILLS  
IRON SHIELD ASP**  
FIGURE 6.0  
WATER DISTRIBUTION  
NOVEMBER 2020

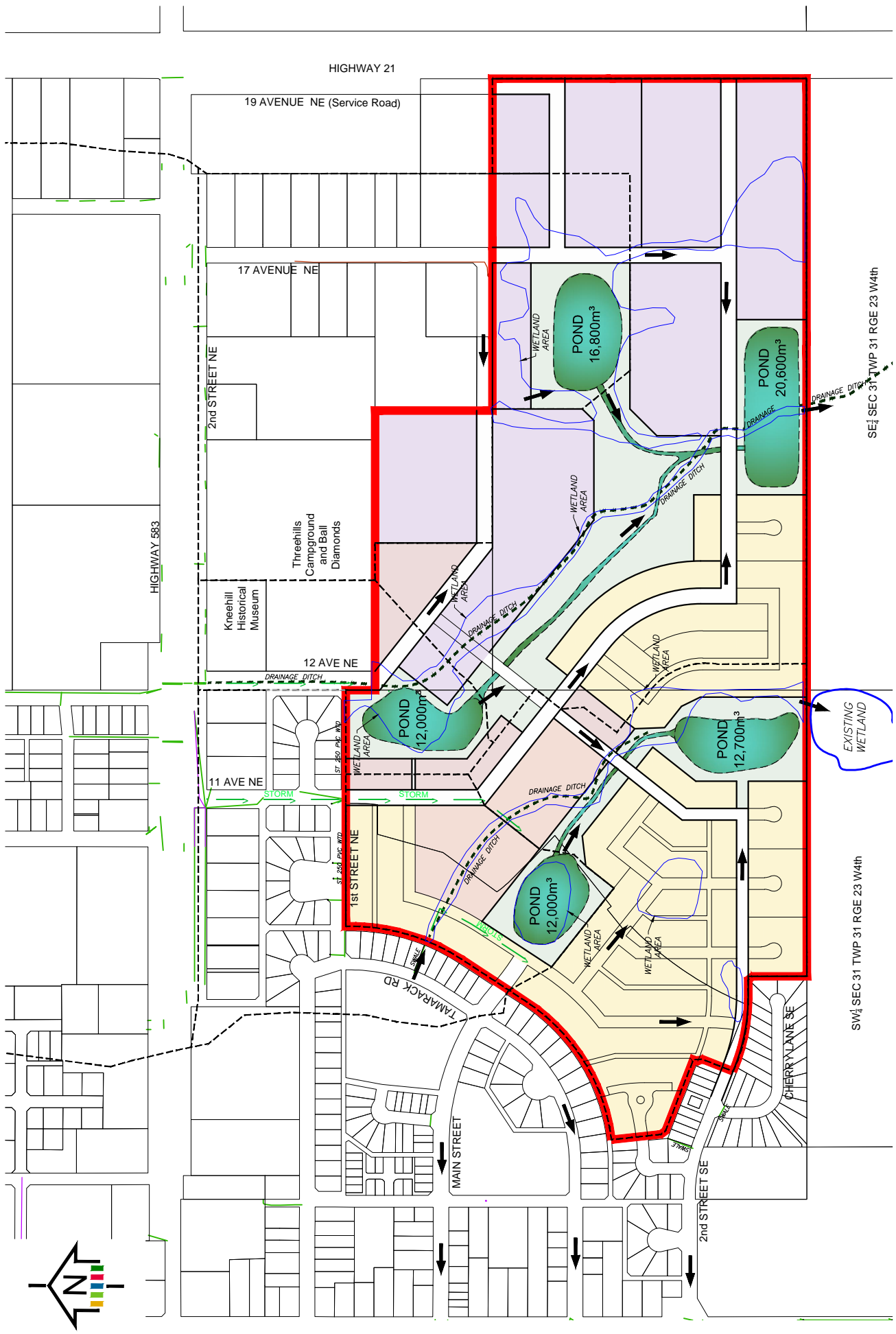


-  Iron Shield ASP Boundary
-  Existing Sanitary line
-  Proposed Sanitary line
-  Direction of flow

**TOWN OF THREE HILLS**  
**IRON SHIELD ASP**  
 FIGURE 7.0  
 SANITARY SERVICING  
 NOVEMBER 2020







- Iron Shield ASP Boundary
- Existing Storm line
- Proposed Flow Direction
- Proposed Storm Catchment Boundary
- Existing Ground Contours
- Existing Wetlands
- Proposed open Space
- Proposed SWM Area
- Existing Drainage Ditch
- Storm Drainage Direction





# SECTION SEVEN

## Implementation

# 7

*This Section outlines the proposed sequence of development and the process required to proceed with future planning applications.*

### 7-1 SEQUENCE OF DEVELOPMENT

The general sequence of future development within the Plan has been determined in consideration of capacity and constraints within the transportation and servicing networks.

**Policy 7.1.1** It is anticipated that development will generally proceed as shown on **Figure 9**.

**Policy 7.1.2** The sequence of development of the plan area:

- shall be informed by patterns of growth management that consider infrastructure capacity, servicing availability, environmental stewardship, and the topography of land; and
- shall occur through a staged approach to ensure a logical expansion of development.

**Policy 7.1.3** Variances to the proposed sequence of development may be permitted so long as an acceptable strategy to provide the required infrastructure is justified to the satisfaction of the Development Authority.

**7-2 CONCEPT PLAN REQUIREMENTS**

The Town may require a Concept Plan be prepared for areas of land, to provide a more detailed and comprehensive framework for future redesignation, subdivision and development, to encourage collaboration between landowners, and to achieve efficient and orderly development.

Prior to land use redesignation or subdivision, a Concept Plan will need to be approved by the Development Authority to address design, servicing and transportation issues. Requirements for a Concept Plan application are provided in **Appendix A**.

As noted in **Policy 4.1.2** relaxations to Concept Plan requirements may be considered at the discretion of the Development Authority.

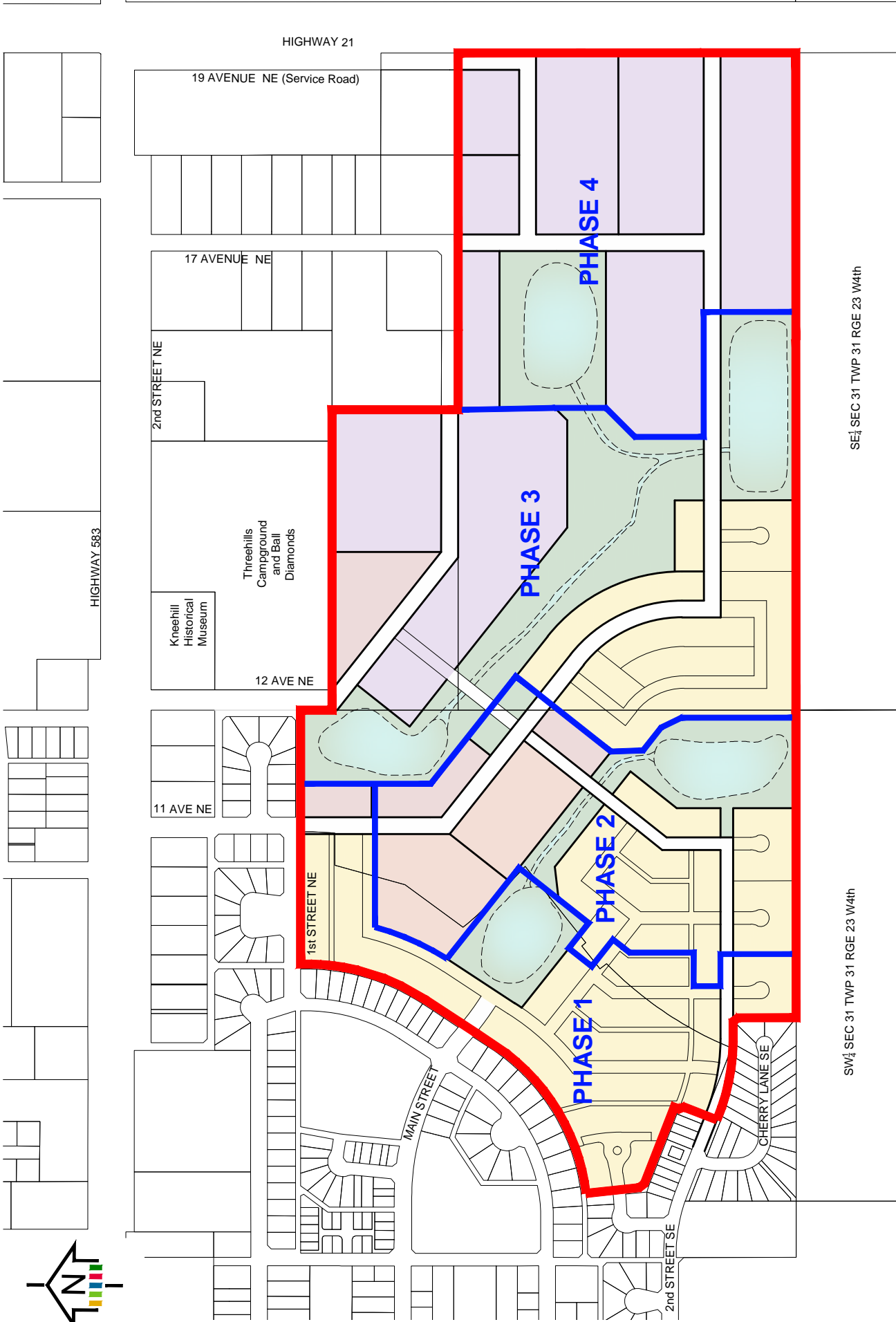
- Policy 7.2.1** Subdivision and development applications shall not be approved for areas requiring a Concept Plan unless the plan has been accepted by the Development Authority.
- Policy 7.2.2** Land Use approval for areas requiring a Concept Plan shall not be granted unless the plan has been accepted by the Development Authority.

**7-3 CIRCULATION AND COLLABORATION**

Responsible development within the Plan boundary entails decision making which is sensitive to existing adjacent uses. Development applications will require engagement with adjacent landowners within the Town.

- Policy 7.3.1** Adjacent landowners, provincial agencies and other stakeholders shall be circulated on Concept Plan applications per Town protocol.
- Policy 7.3.2** Upgrading of roadways between municipalities in the plan area shall be coordinated where appropriate.





 Iron Shield ASP Boundary  
 Development Boundaries

**TOWN OF THREE HILLS**  
**IRON SHIELD ASP**  
 FIGURE 9.0  
 SEQUENCE OF DEVELOPMENT  
 NOVEMBER 2020



# Appendix A

## Concept Plan Application Requirements

### CONCEPT PLANS

Concept Plans are not legislated under the MGA, but provide important decision-making tools approved by resolution of Council. Concept Plans are smaller in scale than ASPs but provide greater detail than an ASP and can be completed in a single phase (or several small phases) of development. Concept Plans will be required prior to approval of Subdivision or Land Use Amendment applications.

### CONCEPT PLAN REQUIREMENTS

The following items comprise a complete Concept Plan Application:

#### CONCEPT PLAN (MAP):

- 6 copies of the proposed area (map) and a digital (PDF) copy, at a minimum scale of 1:2000, with all dimensions and areas in metric showing:
    - north arrow
    - legal description
    - Concept Plan boundary
    - ownership boundaries (if different from Concept Plan boundary)
    - the plan location in the parent ASP
    - proposed land uses
    - land development statistics
    - proposed street names
    - existing contours with a minimum contour interval of 1.5 metres
    - the proposed road system identifying road standards, any road closures, and any temporary and emergency access roads and turnarounds
    - layout of proposed and existing utility systems (water, sanitary and storm), including high-pressure gas lines, pipelines, and overhead powerlines and associated setbacks
- Note:** Detailed design of shallow utility alignments shall be determined at the subdivision stage
- proposed reserve land such as municipal reserve (MR) and environmental reserve (ER) etc.
  - existing vegetation, water bodies and any unique species or topographical features
  - offsite infrastructure required to service and access the Concept Plan area, and
  - any public facilities identified in the ASP

## REPORTS SUPPORTING THE CONCEPT PLAN:

- 6 copies of the Concept Plan report and a digital (PDF) copy which includes:
  - design rationale
  - explanation of any unique design features
  - site concepts
  - justification for proposed land uses
  - reserve analysis that determines the amount of reserve owing
  - any buffering and nuisance mitigation measures
  - phasing plan (map) that identifies the sequence of development
  - information on existing edge conditions that may have an influence on the plan
  - location of sour gas wells and facilities within 1.5 kilometres of the plan area
  - public engagement process
  
- The following studies may be required to be prepared in support of a Concept Plan:
  - Historical Resource Overview (HRO), and if required, a Historical Resource Impact Assessment (HRIA)
  - Biophysical Impact Assessment (BIA)
  - Geotechnical Report (including Slope Stability Analysis if any slopes are greater than 15%)
  - Stormwater Management Plan
  - Water/Wastewater Servicing Strategies
  - Traffic Impact Assessment (TIA)
  - Phase 1 Environmental Site Assessment (ESA)
  - Market Study Analysis
  - Groundwater impact analysis and soils study

## ADMINISTRATIVE REQUIREMENTS

- A copy of the Certificate(s) of Title
- Copies of any restrictive covenants, utility rights-of-way, easements or caveats registered on the Title(s)
- All required application fees
- A letter of authorization from the landowner if the applicant is not the landowner
- Abandoned well declaration form (if applicable)