

Entwistle ASP

GPC March 6, 2012

Entwistle Business Park and Entwistle Concrete Comments June 21 and September 20, 2011 GPC and Feb 21, 2012 GPC

- ▶ The current Business Park is an active gravel pit, can we relocate the Business Park along Highway 16?
- ▶ As previously stated by staff, much of the land outside of the Hamlet of Entwistle is constrained by existing and historical gravel pit operations including the proposed alternative Business Park location along Highway 16. See Constraints Map 4.

Constraints Map

TRANS CANADA 16 ALBERTA YELLOWHEAD

CN Railway

Alternative Business Park location along HWY 16 - Entwistle Concrete Location

Current Business Park Location

Legend

- Steep Slope
- Resource Extraction
- Lagoon Setback
- Slope Study Area
- Highways

Constraints Map

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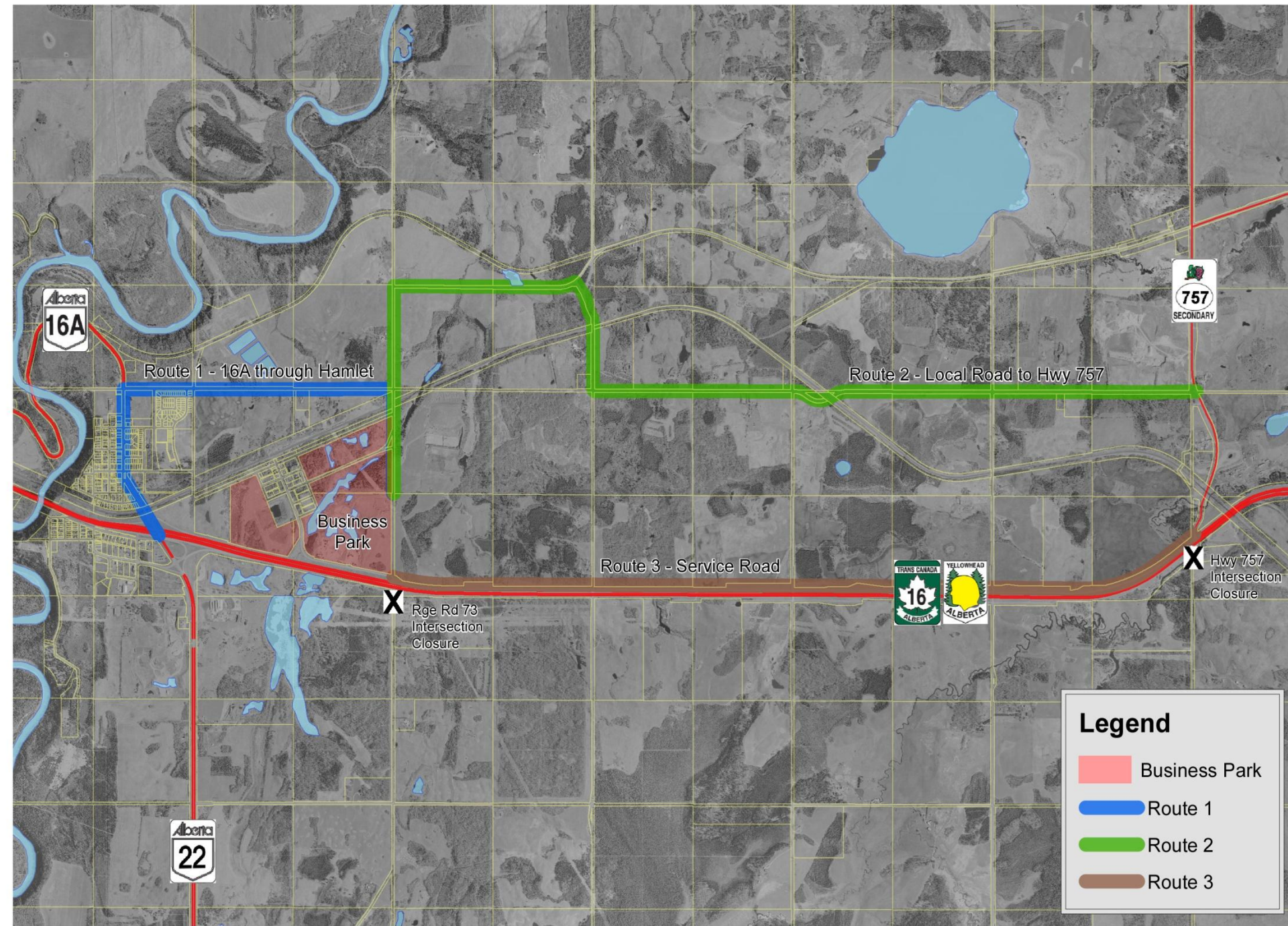
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- ▶ Are there not benefits to having the Business Park along Highway 16 due to the direct Highway 16 access?

 - ▶ This was investigated by Planning staff with Alberta Transportation and presented at the September 20, 2011 GPC meeting. Alberta Transportation indicated that if this area was identified as Industrial, direct highway access at Range Road 73 utilized by Entwistle Concrete would be closed and rerouted either:
 - through the Hamlet boundaries (Route 1 on map), or
 - through the municipal grid roads to the northeast connecting with Highway 757 (Route 2 on map).
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Route 1 - 16A through Hamlet

Route 2 - Local Road to Hwy 757

Business Park

Route 3 - Service Road

X Rge Rd 73
Intersection
Closure

X Hwy 757
Intersection
Closure

Legend

-  Business Park
-  Route 1
-  Route 2
-  Route 3

- ▶ If the Highway 757/Highway 16 intersection closes, then there may be opportunities to explore cost share for developing the local route rather than a fronting service road solution adjacent to Highway 16 to connect to Highway 757 (Route 3 on map).
 - ▶ In the Steering Committee and Administration's opinion, locating the Business Park north of Highway 16 severely limits access opportunities to the Highway system.
 - ▶ The only option to access Highway 16 from the north would be further west using Highway 16A through the Hamlet.
 - ▶ Administration does not consider this route as practical and believes it would negatively impact the Hamlet due to potential conflicts between truck traffic and Entwistle residents.
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- ▶ Shouldn't we include Entwistle Concrete as Industrial along Highway 16 as it is already an existing operation?
 - ▶ Entwistle Concrete renewed their development permit in 2010 to operate a gravel pit operation as shown on the constraints map. Their permit is valid until 2015.
 - ▶ Under their current District which is AGR (Agricultural Restricted District), natural resource extraction is listed as a discretionary use; therefore they may continue to operate and are in compliance with the Land Use Bylaw as well as the proposed ASP.
 - ▶ As indicated previously, we risk the closure of their direct highway access by identifying them as Industrial.
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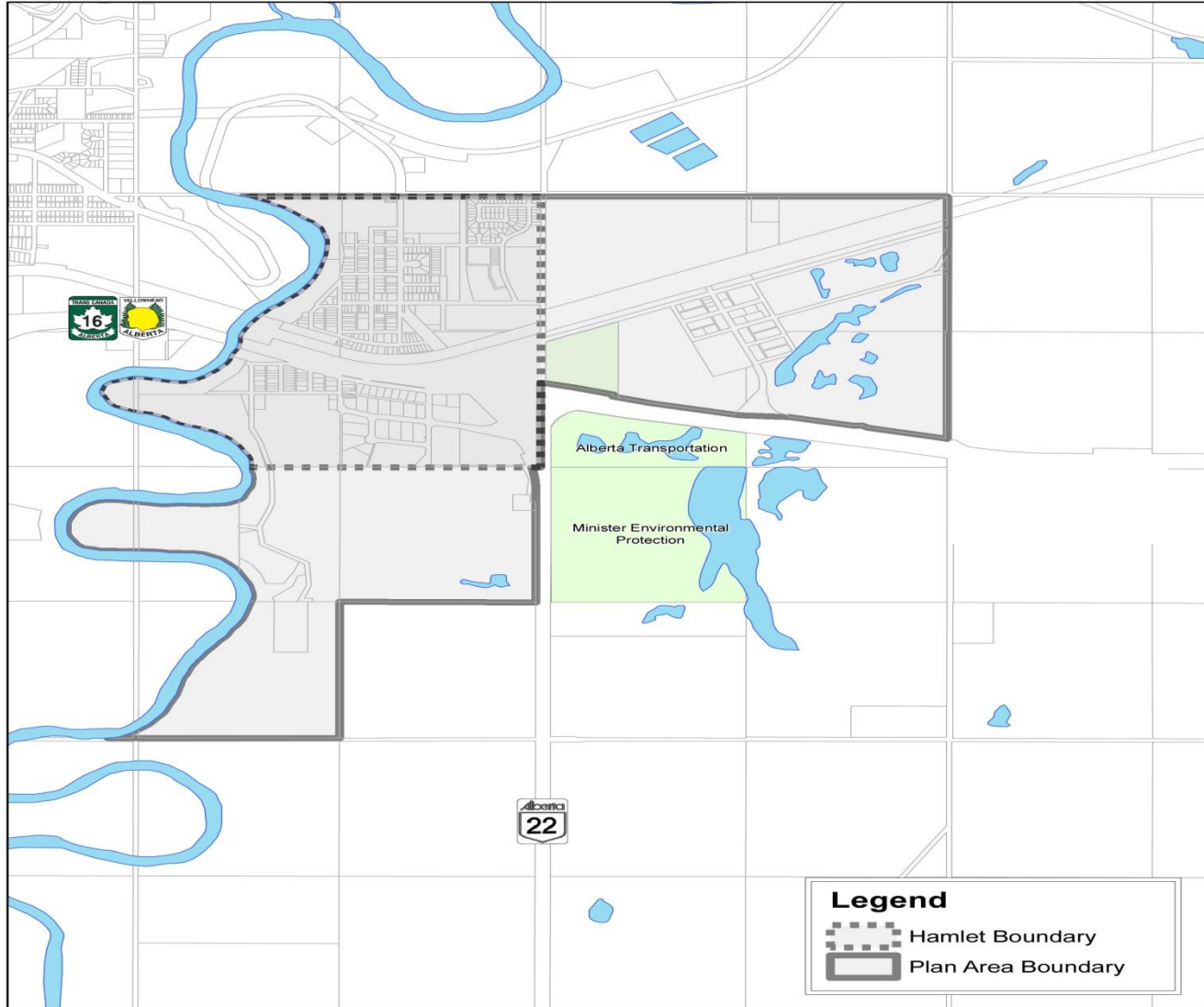
- ▶ Should we include Pembina Concretes existing operation in the Entwistle Area Structure Plan Boundary?
 - ▶ The Steering Committee decided that the ASP boundary should encompass the Hamlet, potential areas for its expansion, Old Entwistle, and the current Business Park ASP location.
 - ▶ This enabled Administration to focus the document on the various needs of Hamlet and its urban style, instead of broadening the scope to introduce lands largely outside the Hamlet boundaries and used for resource extraction.
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Plan Area Boundary

Map 2



0 125 250 500 750 1,000 Meters



Business Park Options



- ▶ Keep current Business Park Location.
 - Existing gravel pit operation, lands will have to be reclaimed in phases for industrial development to occur.
 - Direct Access to Highway 22; interchange access to Highway 16.
- ▶ Choose alternative Business Park location along Highway 16
 - Change Entwistle Concrete from AGR to Industrial Districting
 - Existing gravel pit operation, lands will have to be reclaimed in phases for industrial development to occur
 - Entwistle Concrete's direct Highway 16 access closed at Range Road 73 and rerouted to HWY 757 or through the Hamlet.

CN Railway

comments at the June 21, 2011 GPC and Feb 21, 2012 GPC

- ▶ Can we make the CN Rail line more visible on the ASP maps?
- ▶ The CN Railway has now been clearly defined on all the ASP maps.
- ▶ Is there a possibility for the addition of a Spur Line connecting to the CN Railway?
- ▶ This was addressed by Planning Staff at the September 20, 2011 GPC meeting.
- ▶ Administration contacted CN Rail to explore opportunities the Hamlet would have for the addition of a Spur Line connecting to the CN Railway.
- ▶ The CN's Regional Manager for Western Canada indicated that a potential stop in Entwistle may be considered if there was the volume of approximately 100 rail cars per day leaving a potential Entwistle stop (+3000 cars per month).
- ▶ CN would need a significant user to locate in Entwistle before it would consider the potential of a Spur Line.
- ▶ These lands have been left as AGR in the ASP due to the resource extraction in this area.

Direct Control

Comments from the June 21 and September 20, 2011 and Feb 21, 2012 GPC Meetings

- ▶ Currently the lands along Highway 16A are Direct Control in the Land Use Bylaw, can they stay Direct Control in the Area Structure Plan?
- ▶ No, Section 633(2)(a)(i) of the MGA states that an Area Structure Plan must describe the land uses proposed for the area.
- ▶ Direct Control is an element found only in the Land Use Bylaw. Section 641(1) of the MGA states that Council of a Municipality may in its Land Use Bylaw designate an area as Direct Control District.

- ▶ Doesn't Direct Control make sense for this mixed use area because Council has the approving authority?
 - ▶ Direct Control requires all development applications for that area to go to Council instead of the Municipal Planning Commission or the Development Officer including a permit for an accessory building such as a detached garage or shed.
 - ▶ While this may be useful for Council when the application is controversial, it makes a simple application's process time lengthier and leaves landowners with uncertainty on what specific types of uses may be built next door. Will a four storey apartment be built? A gas station?
 - ▶ Section 641(4)(a) of the MGB states that with Direct Control there is no opportunity for an appeal. Therefore, a landowner has no right to be heard by the SDAB on any concerns with a controversial use or relaxation impacting their property.
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- ▶ Will Council have the ultimate authority to approve or refuse any application if this area remains Direct Control in the Land Use Bylaw?
 - ▶ To some extent; however, as indicated by staff at the February 21, 2012 GPC meeting, if Council chooses to make this area residential in the ASP, even with Direct Control, Council will not be able to approve any development permits for a commercial use unless an amendment is made to the ASP first.
 - ▶ Will Council be able to ensure that potential mixed uses along Highway 16A occurs to the satisfaction of Entwistle residents in the area if these lands are not Direct Control in the Land Use Bylaw?
 - ▶ Yes, as indicated by staff at the September 20, 2011 and February 21, 2012 GPC meetings, Council will be able to review and approve the types of permitted and discretionary uses for the underlying district in the Land Use Bylaw.
 - ▶ By making sure certain types of commercial uses remain discretionary in the Land Use Bylaw, Council will provide some level of certainty to landowners and ensure their right of appeal if they have concerns with a particular development.
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Mixed Use Commercial Along Highway 16A

GPC comments June 21 and September 20, 2011 and
February 21, 2012

- ▶ Does Local Commercial mean the same types of Highway Commercial uses along Highway 16?
- ▶ No, as previously indicated at GPC by staff, the intent is for mixed use small scale business akin to main street development. This is specifically stated in Section 7.1 of the ASP.
- ▶ As members of the Governance and Priorities Committee stated at the February 21, 2012 GPC meeting that mixed use was the preference for this area; Section 7.0 has been renamed Mixed Use Commercial instead of Local Commercial.

- ▶ What types of uses could be proposed along Highway 16A?
 - ▶ Section 7.0 of the ASP directs this area as being mixed use commercial.
 - ▶ As stated in Section 7.1 of the ASP, some examples could include bake shop, professional office, health services, personal services, and neighbourhood convenience store.
 - ▶ Can we also allow for multifamily residential development in this area instead of just commercial?
 - ▶ As this was brought up as a preferred option by members of the Governance and Priorities Committee at the February 21, 2012 GPC meeting, allowance for medium density residential development has been added to Section 7.1 of the ASP.
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- ▶ Where are the assurances at this point in the ASP that residential development will not be adversely impacted by commercial development along 16A?
- ▶ As stated by staff at the February 21, 2012 GPC meeting, a new section has been added in the ASP to specifically address development along Highway 16A. Section 7.2 of the ASP states the objectives of this area:

7.2.1 “Allow for mixed use development along Highway 16A including single family, medium density residential, and local commercial uses.”

7.2.2 “Ensure that new commercial and medium density residential development provides effective physical buffers to avoid adverse affects on existing residential uses.”

7.2.3 “Ensure that future commercial and medium density residential development along Highway 16A respect the rural character of the Hamlet as well as the scale and integrity of surrounding single family residential uses.”

Also Section 7.3.1 (iv) states:

“Building height and scale shall be evaluated to ensure drastic contrasts are avoided when reviewing new developments adjacent to existing residential uses.”



- ▶ What about the impact on those residents across the rear alleyway?
- ▶ Section 7.1 of the ASP states:

“the alleyway will have to be upgraded to accommodate the potential increase in traffic; therefore, impact on existing single family residential uses located on the west side of the alleyway must also be taken into consideration. Future development shall be required to implement mitigation measures and buffers to the satisfaction of the Municipal Planning Commission. Some examples could include fencing, landscaping, and restricted hours of operation and/or delivery services.”

- ▶ Section 7.3.3(i)(c) states:

“fencing and screen planting shall be used as a buffer between commercial and residential uses to conceal views that are less desirable and to reduce traffic impacts on local residents.”

- ▶ Section 7.3.4(i) states:

“the rear alleyway shall be upgraded to a standard suitable for the potential traffic loads.”



- ▶ Can the size of the lots along Highway 16A accommodate a commercial use building and rear parking?
 - ▶ Each proposed development will have to be evaluated by the Municipal Planning Commission to see if it will meet the requirements of the Land Use Bylaw.
 - ▶ Many of the lots depending on the proposed site design will be able to accommodate rear parking for their business.
 - ▶ Section 7.0 states that the size and scale of the buildings are to be compatible with adjacent residential dwellings.
 - ▶ Some smaller lots may not on their own be able to support a commercial use and will have to be consolidated with an adjacent parcel.
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Example Site Plan Sketch



- ▶ If this area is commercial in the ASP will a residence that burns down be able to be rebuilt?

- ▶ Yes, Section 7.1 of the ASP states:

“single family residential development along this corridor shall be permitted to continue and special consideration must be taken to ensure that the area’s gradual transition to commercial development does not negatively impact the use and enjoyment of these residents’ properties.”

- ▶ As stated by staff at previous GPC meetings, Council can also ensure through the Land Use Bylaw that the district for lands along Highway 16A has single family dwelling as a permitted use.



Highway 16A Options for the ASP

- ▶ Have this area as Mixed Use Commercial in the ASP
- ▶ Will allow for a mixture of residential and commercial type uses.
- ▶ Council will have the opportunity to determine specific mitigation regulations and exact permitted and discretionary uses at the Land Use Bylaw level.
- ▶ Have this area as Residential in the ASP
- ▶ This area will stay residential
- ▶ Applications for commercial uses would not be considered by any approving authority.

Other GPC Comments

- ▶ Can we use another evaluation method instead of a required 30.0 metres for Section 11.1.5(ii) when referencing Environmental Reserve dedication adjacent to the Pembina River Valley?
- ▶ *“Future subdivision shall require Environmental Reserve land dedication adjacent to the Pembina River Valley. The size and amount shall be determined based on Parkland County policy or as recommended through a Slope Stability Assessment or Biophysical Analysis.”*
- ▶ The wording in Section 11.1.8(iii) appears to conflict with provincial policy can it be better worded?
- ▶ *“Subject to overriding approvals from provincial and federal agencies, existing resource extraction operations may remain; however, new resource extraction operations shall be evaluated by the Municipal Planning Commission to ensure that land use conflicts do not occur between future Hamlet expansion and resource extraction operations.”*

- ▶ There are different types of metal siding. Can the type that is prohibited be better defined?
 - ▶ metal siding for façades highly visible from the Highway in Sections 8.0 and 9.0 has been changed to vertical or corrugated metal siding.
 - ▶ Metal siding for Mixed Use Commercial in Section 7.0 has been updated to include, “unless simulating a wood or stone look”.
 - ▶ As Main Street is Entwistle’s preeminent retail area and the heart of the Hamlet, metal siding is not considered appropriate exterior finish. However, Section 6.3.2(ix) does make allowances for alternative exterior finishes subject to Municipal Planning Commission approval.
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Should these lots be commercial?

- ▶ These lots are adjacent to public service buildings and across the street from recreation facilities.
- ▶ A commercial use would be compatible with these adjacent uses.
- ▶ In conjunction with the Steering committee, these lots were included as commercial to allow the parcels to develop into a use such as conversion to office space.
- ▶ Council can ensure these lots have single family dwelling as a permitted use in its district under the land use Bylaw.

