

Entwistle Area Structure Plan Bylaw No. 23-2012



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1.0 Introduction

1.1 Regional Context

The Hamlet is located along the eastern banks of the Pembina River within Parkland County. The Hamlet is situated approximately 84 kilometres west of Edmonton at the intersection of the Yellowhead Highway and Highway 22. The Yellowhead Highway which is also known as Highway 16 is the major east/west transportation corridor connecting Entwistle to the rest of Western Canada. Highway 22 is a minor north/south transportation corridor that connects Entwistle to both northern and southern Alberta.

Entwistle and nearby Evansburg (under the jurisdiction of Yellowhead County to the west) have developed simultaneously over time and have a mutual interdependence for services. Entwistle serves as a gateway to the Pembina Provincial Park and campgrounds as well as providing services to local, regional, and highway traffic.

The Hamlet is home to approximately 534 residents and provides the western segment of Parkland County's population with service, employment, and recreational opportunities. The main industries in Parkland County are electrical generation, coal mining, oil and gas, manufacturing, grain and wheat farming, agriculture, ranching, and tourism. Parkland County is a member municipality in the Capital Region Board (CRB) which was established in 2008 to ensure the sustainable provision of regional services for the future.

1.2 Purpose

The purpose of the Entwistle Area Structure Plan (ASP) is to provide Parkland County (the County) and its ratepayers with a document that outlines direction for balanced and sustainable development of the Hamlet and its surroundings. The ASP is a policy document that will guide future development by supporting and directing growth that will be capable of meeting the residential, service, commercial, and community needs of the area's residents.

1.3 Plan Area

Map 1 "Area Structure Plan Location" delineates the location of the Plan Area within a regional context. Policies contained in this Area Structure Plan apply to the lands within the Plan Area. The Plan Area is outlined on Map 2 "Plan Area Boundary" which includes those lands within the Hamlet and specific lands surrounding the Hamlet. The lands contained within the Entwistle Area Structure Plan are legally described as:



The following Sections in Township 53, Range 7, West of the 5th Meridian:

- a. All those lands in Section 21 north of the Yellowhead Highway 16;
- b. The North East Quarter of Section 18 east of the Pembina River; and
- c. All those lands in Section 17 east of the Pembina River.

2.0 Area Structure Plan Process

2.1 **Policy Context**

There are a number of policy documents and management guidelines that affect land use planning within the Entwistle Area Structure Plan Area. The following are some of the important applicable legislation and background documents/studies which should be considered when developing in this area.

2.1.1 **Legislative Framework**

The authority for municipal planning, subdivision, and development management is established under Part 17 of the Municipal Government Act (MGA). Section 633(1) of the Municipal Government Act (MGA) provides municipalities the opportunity to create Area Structure Plans “for the purpose of providing a framework for subsequent subdivision and development of an area of land”. This section also allows municipalities the opportunity to establish general land use, transportation, and servicing framework for specific areas undergoing development. Further, Section 638 of the MGA requires that all statutory plans adopted by a municipality must be consistent with each other. As a result, this Area Structure Plan must be consistent with the County’s Municipal Development Plan and Land Use Bylaw.

2.1.2 **Capital Region Growth Plan**

The Capital Region Growth Plan is implemented and supported through the adoption of the Capital Region Board Regulation AR 17/2010. The Capital Region Board (CRB) is made up of 24 member municipalities whose representatives include mayors and reeves from Alberta’s Capital Region. The board was created to jointly develop a long-range regional growth management plan for the Capital Region and to oversee the implementation of that plan. Parkland County is an active member of the CRB. With respect to the development of this Area Structure Plan for the Hamlet, the Plan Area is not included within the Capital Region Growth Plan’s Priority Growth Areas and Cluster Residential Areas Map.

2.1.3 **Land Use Framework**

The Land Use Framework is implemented and supported through Bill 36 (Alberta Land Stewardship Act). The purpose of the Land Use Framework is to manage growth through sustainable and smart growth principles. Local decision making will be left up to municipalities; however, in the future their decisions and plans will have to be consistent with the Regional Land Use Framework Plan. Parkland County is part of the North Saskatchewan Regional Plan and this plan will be completed at some point in the future.

2.1.4 **Municipal Development Plan**

The County’s Municipal Development Plan (MDP) provides guidance for growth management and development in the future. The MDP established new directions to provide guidance and clarity for the facilitation of good, sound sustainable development. The MDP emphasizes the importance of directing growth to hamlets such as Entwistle as it is fully serviced by piped water and sanitary sewer. To properly manage this future growth, Section 4.1 of the MDP directs that an Area Structure Plan shall be prepared by the County for the Hamlet and the Area Structure Plan shall address three broad items which include servicing, residential development, and recreation opportunities. Future development will be concentrated and accommodated within the hamlet so that agricultural land is protected from development pressures. The economic conditions, land owners, and the County will decide when the time is right for the actual development of the land. This ASP is intended to provide more detailed planning direction in conformity with the general goals, objectives, and policies as set out in the MDP.

2.1.5 Land Use Bylaw

While the MDP and this ASP provide planning goals, objectives, and policies for the area, it is the Land Use Bylaw (LUB) that is the tool by which the policies are implemented. The LUB establishes districts and the corresponding regulations for the use of land and buildings in Parkland County.

2.2 Community Involvement

2.2.1 Steering Committee

One of the primary points of community involvement into the Area Structure Plan was through the dedication and commitment of the Area Structure Plan Steering Committee. Seven public members of the Steering Committee represented community perspectives and provided policy direction and guidance throughout the development of the Area Structure Plan.

2.2.2 Community Open House and Public Hearing

The first of three Open Houses were held outside of the formal public hearing process which provided an opportunity for the community to participate in the development of the Area Structure Plan on June 16, 2011. The Open House was advertised in three newspapers (Community Voice, Pembina Post, and Drayton Valley Western Review) as well as on Parkland County's web site and Facebook page. Residents were able to view a display of the Plan Area Boundary map, Community Vision, Plan Area Constraints map, Conceptual Trail System map, and Future Land Use map. Paper copies of the entire Draft Area Structure Plan were also provided for review and comment sheets were made available to all in attendance.

A second Open House was held on November 17, 2011 for the residents providing those in attendance an opportunity to offer their comments on the Area Structure Plan. This Open House was advertised by unaddressed mail outs to all residents of Entwistle and surrounding area as well as being advertised on the County's web site. Residents were able to view a display of the Plan Area Boundary map, Community Vision, Plan Area Constraints map, Plan Area Transportation map, Existing Land Use map, and Future Land Use map. Paper copies of the entire Draft Area Structure Plan were also provided for review and comment sheets were made available to all.

A third Open House was held on January 17, 2012 for the residents giving those in attendance an opportunity to provide their thoughts on the Area Structure Plan. The Open House was advertised on through the Community Voice and unaddressed mail out to all residents of Entwistle and surrounding area. Residents were able to view the Draft Area Structure Plan, Plan Area Transportation map, Plan Area Constraints map, and Future Land Use Map. Additionally, Administration created posters that listed the Objectives for the Local Commercial, Main Street Revitalization, Entwistle Industrial Business Park, and Recreation and Trail System areas. These posters also included photographic comparisons between existing development and potentially new development after the implementation of the Area Structure Plan.

A total of 13 comment sheets were submitted at the Open Houses. Most respondents agreed that having an Area Structure Plan for Entwistle was needed and overdue. A summary of the comments from the Open Houses resulted in the following feedback for consideration:

- Capitalize on both sides of Highway 22 to maximize commercial and Industrial development;
- Smooth transition from commercial to residential uses;
- Questions surrounding property tax implications;
- Supported commercial area along Highway 16A;
- Does not support commercial area along Highway 16A;

- Would like to see the beautification policies implemented to make the Hamlet more appealing;
- Commercial and Industrial development should be designated to Yellowhead Highway corridor;
- Should not include the NE 17-53-7 W5M within the ASP;
- The ASP should have land for un-serviced industrial uses;
- Provides good opportunity for growth and development;
- Supports the idea of more walking trails and commercial area on west side of Highway 16A;
- Good mix of residential and commercial uses;
- Additional people using trail system might bring problems closer to homes;
- Would like to see roads paved and sidewalks improved;
- Limited vehicle access to alley west of commercial area along Highway 16A; and
- Likes having the certainty about what you can do with your land.

The Public Hearing represents the last opportunity for public comment on the draft Entwistle Area Structure Plan before it receives second and third reading by County Council. A Public Hearing was held on?? to gather input from the public.

2.2.3 Addressing Community Concerns

The concerns that were raised as a result of the Open Houses and Public Hearing have been considered and incorporated into the final Entwistle Area Structure Plan where possible. Administration reviewed commercial and industrial opportunities east of the interchange with Highway 22 and the Yellowhead Highway and found that the lands are under the ownership of the province so the opportunities for development are not possible. The trail system policies were enhanced to support the future development of a trail system that would be functional and have consideration for the inclusion of the community groups in the ultimate location of the trail system within the ASP area. The comments regarding the commercial area along Highway 16A have been further addressed by including an additional section in the final ASP to mitigate any possible future impacts to adjacent land owners if the lands were redeveloped to a commercial use. The final ASP also contains additional policies to allow the existing residential uses to continue along Highway 16A.

2.2.4 Stakeholder Referrals

Stakeholders will be referred as part of the County's legislated responsibility when moving forward to the Public Hearing. Feedback from Stakeholders will be included in this section when the information becomes available.

3.0 Site Analysis

3.1 Plan Area Features

The Plan Area is characterized by a diversity of natural and man-made features. This Section summarizes those existing conditions that are significant for identifying an optimal future land use concept, and for formulating appropriate Area Structure Plan policies.

3.1.1 Pembina River Valley

Known for its cliffs shaped from the last retreating glaciers which rise in excess of 60 metres. The Pembina River Valley habitat plays host to a diverse collection of wildlife including moose, deer, birds, and waterfowl, thereby establishing the valley as a key wildlife movement corridor. Sporting fish in the area are abundant, and the bluffs along the river are historical nesting sites for peregrine falcons. Therefore, the Pembina River Valley has been identified by the Province of Alberta as an Environmentally Significant Area.

Entering the Athabasca River approximately 130 kilometers north of Edmonton, the river itself has carved through the underlying sandstone, shale, and siltstone formations creating a deeply incised gorge. As a result, the gorge presents exceptional site seeing opportunities for these geological features. Scenic views of the geological formations can be seen from within the Hamlet and the Pembina River Provincial Park (Westworth Associates Environmental Ltd, 2004). Due to the extreme slopes, required setbacks for development adjacent to the valley should be implemented. This can be reinforced through a geotechnical slope stability assessment at the time of a proposed development.



3.1.2 Groundwater and Recharge Area

The Hamlet primarily utilizes the sandstone aquifer of the Paskapoo formation for its water needs. Water levels in the aquifer, monitored by Alberta Environment over a 40 year period, show no indication that water levels have declined as a result of supplying the Hamlet. However, the groundwater availability in the area is sensitive due to the nature of the system, so drawdown is limited. As a result of the Pembina River Valley walls being very steep and incised into bedrock, the river valley functions as a drain on the shallow sandstone aquifer. Conversely, the aquifer is recharged by sand and gravel deposits which contain water that overlie the bedrock (Omni-McCann Consultants Ltd. 2005). Possible contamination and alteration of the recharge pattern may occur if development is not managed properly. In order to protect the natural recharge occurring within the area, a future study will be needed to identify the parameters required to appropriately protect the recharge area located south of the Yellowhead Highway.

3.1.3 Provincial Highways

The Study area is intersected by three Provincial highways; the Yellowhead Highway separates the Hamlet north and south, and the Hamlet is again divided east and west by Highway 16A. Highway 22 borders the Hamlet's east boundary on the south side of the Yellowhead Highway. All three highways are currently connected at one interchange within the study area. As the Yellowhead Highway is being protected to a freeway standard, Alberta Transportation has advised that a functional study is

contemplated at a future date for this area. Plan Area access points onto all of the highways and the future of the interchange will not be confirmed until the functional study has been completed.

3.1.4 Canadian National Railway

Starting from west end of the Plan Area, after crossing the Pembina River Valley, the Canadian National Railway progresses adjacent to Yellowhead Highway. The railway then angles northeast proceeding along the northern boundary of Old Entwistle. A report prepared for the Railway Association of Canada titled *Proximity Guidelines and Best Practices* provides a number of recommendations in order to ensure that sensitive land uses proposed adjacent to railway corridors are buffered from noise, vibration, odour, and other contaminants. This can be done through the use of setbacks, fencing, site grading, berms, and landscaping. The type and size of the buffer will depend on the railway's classification and the proposed form of development. Any future development proposed adjacent to the railway will have to consider the recommendation within the *Proximity Guidelines and Best Practices Report* and those determined by consultation with Canadian National Railway.

3.2 Existing Land Uses

Existing land uses within the Plan Area can be grouped into four broad categories: residential, industrial, commercial, and agricultural/resource extraction. Within the Hamlet boundary the land uses can also be grouped into four broad categories: residential, industrial, commercial, and urban reserve/direct control. Land use designations within the Entwistle ASP area are under the jurisdiction of Parkland County's Land Use Bylaw. The existing land uses are identified in Map 3 "Existing Land Use" as reflected by the County's current Land Use Bylaw No. 20-2009.

3.2.1 Residential

Residential is the most dominant use in the Hamlet. It is estimated that approximately twenty percent of the Hamlet's land base is used for residential purposes. Within the Hamlet boundaries a majority of the lands are districted for single family dwelling use; however, there are lands within the boundary that have been designated with higher residential density to provide for a range of residential uses. These lands are concentrated north of the Yellowhead Highway.



There is a historical subdivision that exists as a Plan of Survey only at this time. This historical subdivision was created before the Hamlet was dissolved into Parkland County and is located in the north east corner of the Hamlet boundary. The physical construction of the subdivision was never completed, and these lands are currently used for agricultural purposes. For ease of use within this ASP, this historical subdivision will be referred to as the undeveloped subdivision.

There is also existing residential development south of the Yellowhead Highway and east of the Hamlet boundary. The lands south of the Yellowhead Highway are within the Direct Control District and range from single family dwellings to manufactured homes. The area east of the Hamlet boundary is known as "Old Entwistle" and has been developed primarily to accommodate single family dwellings.

3.2.2 Industrial

Industrial uses within the Hamlet boundary are concentrated south of the Yellowhead Highway where a portion of the lands are districted Business and Medium Industrial. A majority of those industrial uses are located at the south west junction of Highway 22 and the Yellowhead Highway which provides access to a variety of markets in the vicinity. It is estimated that approximately nine

percent of the Hamlet's land base is used for industrial purposes. The existing businesses range from self-storage, construction, tire shop, to highway maintenance.

The Entwistle Business Park Area Structure Plan (NE 17-53-7 W5M) was originally envisioned for the development of a commercial/industrial area in the western portion of Parkland County to support small business growth. The 2005 Area Structure Plan is to be incorporated into the Entwistle Area Structure Plan. Policies will be included in the Entwistle Area Structure Plan to address the future reclamation and development of the Entwistle Business Park ASP area. Currently, there is a resource extraction operation working on the subject lands.

3.2.3 Commercial

Highway Commercial uses have congregated in the south west quadrant for the intersection of Highway 22 and the Yellowhead Highway. Specific uses include: restaurants, gas station, and motels. These uses are typical for lands located adjacent to highways and major entrances to hamlets. Those uses with frontage to the Yellowhead Highway are provided access via a service road; however, the standard of the service road does not satisfy current Alberta Transportation requirements. Highway Commercial makes up approximately six percent of the Hamlet's land base.

Main Street Commercial is located along 50th Avenue between King Street and 2nd Street in the northern portion of the Plan Area west of Highway 16A. The uses include: financial, travel, grocery, post office, legal, and fire station. Approximately two percent of the Hamlet's land base is dedicated for Main Street Commercial purposes.

3.2.4 Agricultural/Resource Extraction

A majority of the Agricultural uses within the Plan Area are located north of the Canadian National Railway line where the undeveloped residential subdivision and a few quarter sections eastwards are being cultivated at this time. Within the Plan Area boundary approximately sixty percent of the land is currently being used for agricultural/resource extraction purposes.

Resource Extraction is a major activity in Parkland County especially inside and surrounding the Plan Area for the Entwistle Area Structure Plan. There are several quarter sections where the extraction of gravel is occurring. Specifically, the lands identified as the Entwistle Business Park Area Structure Plan as well as the lands south of the Canadian National Railway and north of the Yellowhead Highway. There is some minor extraction occurring on the lands in the north east corner of the Plan Area north of the Railway line. As a result, the operating gravel pits surround not only the Plan Area but also surround most of the Hamlet boundary as well; therefore, future expansion for the Hamlet and Area Structure Plan boundaries may be limited until the lands that have been excavated are reclaimed.

3.2.5 Urban Reserve/Direct Control

A significant amount of land within the boundary of the Hamlet has been districted as Urban Reserve and Direct Control. The lands under the Urban Reserve district tend to be at the outer limits of the Hamlet boundary while the Direct Control district areas are located immediately adjacent to the Yellowhead Highway and Highway 16A. Approximately fifty percent of the Hamlet area is made up of these two uses. As these lands are not designated for any specific use, these lands present a challenge both to land owners and developers when contemplating future growth.

As indicated in the County's Municipal Development Plan, in its Guiding Principles Section, Land Use Certainty, "the County supports maintaining a reasonable degree of certainty for its residents in terms of the future use and development of their lands and surrounding properties". It is the intent of this Area Structure Plan to transition a majority of the lands that fall under these two districts to a district that would better reflect the existing uses (i.e. residential, local commercial, or Industrial).

3.3 Existing Hamlet Infrastructure

The Hamlet has both piped water and sewer services; however, a number of properties both within and outside the Hamlet boundary currently remain on private systems. Just outside of the Plan Area on the northern Boundary is the Entwistle Sewage lagoon. This section will summarize the extent of the Hamlet's infrastructure as well as identify any limitations or possible obstacles for future development. The subsequent sections within this Area Structure Plan will address these limitations and/or obstacles by providing options to improve the Hamlet's infrastructure services as lands within the Area Structure Plan Area are developed.

3.3.1 Water Servicing

Entwistle has been authorized by Alberta Environment to divert 327 m³/day from the sandstone aquifer and presently three wells supply the Hamlet with water on a rotation basis (Omni-McCann Consultants Ltd. 2005). The water is treated and subsequently piped through a distribution system to Hamlet residents. There is one existing watermain which supplies water across the Yellowhead Highway to the north side of the Hamlet; however, it has been identified that development is limited until watermain looping at the Yellowhead Highway is constructed and the existing pumphouse is upgraded to increase capacity. A future water servicing study for the Plan Area will be required in order to assess how municipal water can be supplied for newly proposed developments and infill that will exceed current system capacity.

3.3.2 Sewer Servicing

Entwistle is serviced by a gravity collection sanitary sewer system. All sewage collected on the south of the Yellowhead Highway is discharged into a lift station and then pumped across the Yellowhead Highway into the north collection system. It has been identified that the existing liftstation is in need of improvements and is currently running close to capacity. Therefore, future development including the Entwistle Business Park, is limited until the liftstation is upgraded or a new liftstation is built south of the Yellowhead Highway (Associated Engineering, 2000). As a result, a future sewer servicing study for the Plan Area will be required in order to assess how municipal sewer may be supplied to newly proposed developments that trigger upgrades to the current system.

3.3.3 Entwistle Sewage Lagoon

Sewage treatment is accommodated by a sewage lagoon located northeast of the Hamlet boundary. The Lagoon was completed in 2003 with a capacity of 105,000 m³/year (288 m³/day) to contain usage by the existing residents and to meet Alberta Environment Guidelines (AECOM, 2009). Due to the increasing amount of truck haul in recent years, additional upgrades for improvements and expansion was completed in 2011. The increased capacity is expected to be 125,000 m³/year. Just of note, the Subdivision and Development Regulation (Alberta Regulation 43/2002) maintains that a school, hospital, food establishment or residence may not be constructed within 300 metres of the working area of an operating wastewater treatment plant. This development setback has been identified on the Map 4 "Plan Area Constraints".

3.3.4 Roadway and Sidewalk Systems

With respect to the Associated Engineering report of 2000, a majority of the existing roadways in the Hamlet consist of asphalt stabilized gravel or asphalt sealed gravel pavement structure and appear to be in fair condition from a structural aspect. Roadway upgrades are recommended once financing sources are secured to rectify any drainage problems and to rehabilitate the sidewalk and curb/gutter concrete structures. Some roadways and sidewalks will be significantly impacted by future deep utility construction/reconstruction; therefore, both roadways and sidewalks should be reconstructed along with the deep utilities.

3.3.5 Stormwater System

Entwistle's overland stormwater flows are managed through a combination of ditches, culverts, and some minor conveyance system components. The existing culverts have adequate capacity to convey anticipated overland flows for a 1:5 year storm event. The existing stormwater system was constructed before the consideration of the impact of a 1:100 year major storm event. Any improvements to the stormwater system and roadways should be conducted simultaneously to ensure proper directional flow and runoff management.

3.4 Development Constraints

There are a number of physical constraints within the Plan Area. These constraints include the Yellowhead Highway, Highway 22, and Highway 16A that are under the jurisdiction of Alberta Transportation, setback from the river valley, 300 metre setback from the sewage lagoon, setback from the railway line, and existing resource extraction operations. All of these constraints have been identified on Map 4 "Plan Area Constraints."

As well as physical constraints, several limitations to full-scale development of the Plan Area have been identified through a review of the information contained in the Site Analysis section. These include the limitations of existing servicing infrastructure, the undeveloped residential subdivision, Hamlet's aquifer, and the groundwater recharge area. However, these limitations can be addressed through studies completed in the future or as a result of development triggers. The future studies include, but may not be limited to, the following:

- a. Alberta Transportation's Functional Study for the interchange and highways within the Plan Area;
- b. Servicing Studies for the Hamlet infrastructure;
- c. Geotechnical studies to define the aquifer recharge area and setbacks from the river valley; and/or
- d. Reclamation studies for the lands disturbed by resource extraction.

Many of these limitations and constraints can be mitigated through the studies identified above, and policy development found in later sections of this Area Structure Plan. Site specific constraints or limitations may be identified in the future through additional review for a proposed development.



4.0 Planning Values

4.1 Community Vision

The Hamlet is a family-oriented rural community that has the advantage of enjoying a vast natural environment resulting in its proximity to the Pembina River Valley. Future development will be accommodated in an orderly manner to ensure growth is balanced and harmonious with the existing community. In order to promote the Hamlet as a desirable place to raise families, the Plan Area shall see continued growth in its recreational and economic opportunities through the expansion of the Entwistle Industrial Business Park, Main Street Revitalization, and Pembina River Valley Trail System. The natural environment and historical features will be preserved and enhanced to make certain the Plan Area retains its most valued assets.

4.2 Area Structure Plan Goals

4.2.1 Residential Goals

- i. To promote orderly and logical residential growth by encouraging infill development of vacant residential sites within the Hamlet boundaries as well as Old Entwistle prior to extending outside these defined areas.
- ii. To support a variety of housing opportunities for families within the Hamlet boundary that will be connected to municipal servicing.
- iii. To support a friendly, unique, and safe community that provides residents and families with access to essential goods, and services, such that their basic needs are met.

4.2.2 Commercial/Industrial Goals

- i. To encourage economic diversification and expansion of existing businesses.
- ii. To continue to encourage a range of industrial and commercial development south of the Yellowhead Highway and west of Highway 22 (i.e. Entwistle Industrial Business Park) in an efficient manner that is sensitive to the nearby natural environment and existing residential uses.
- iii. To promote the enhancement and safety of highway commercial corridors by locating designated parking areas, implementing landscaping standards and additional visual enhancements.
- iv. To promote the revitalization of the main street core area by encouraging infill development, aesthetic improvements, and increasing opportunities to conduct business, recreate, gather and socialize in order to help unify the Hamlet.
- v. To increase small business opportunities in Entwistle by promoting mixed use commercial development along Highway 16A.



4.2.3 Recreation Goals

- i. To define opportunities for a community trail system along the Pembina River Valley and throughout the Hamlet that connects to the Pembina Provincial Park, Main Street, school, and historic landmarks.
- ii. To promote recreation projects in keeping with the County's Recreation, Parks and Open Space Master Plan.
- iii. To support the Hamlet as a family-oriented rural community by working with regional partners to promote access to local recreational facilities.
- iv. To promote the Hamlet as a regional recreation destination within the Capital Region of Alberta.

4.2.4 Environmental Goals

- i. To maintain the natural and environmental quality of the Plan Area by preserving local sensitive natural features that are important to the community and its residents, like the Pembina River Valley.
- ii. To ensure that the proper development setbacks will be identified and respected adjacent to the Pembina River Valley.
- iii. To encourage the undertaking of comprehensive studies in designated areas to regulate growth within or adjacent to environmentally sensitive lands and ensure sustainable, balanced development within the Plan Area.
- iv. To support a rural community that works towards protecting the natural systems that support life by minimizing air, water, and soil pollution.
- v. To support businesses and residents in using alternative renewable energy sources such as solar power and geothermal heating to encourage a more environmentally responsible community.
- vi. To support businesses and residents in using alternative water conservation measures such as rain water collection to encourage greater sustainability.

4.2.5 Infrastructure Goals

- i. To identify existing servicing limitations and ensure adequate upgrades and/or expansion that will accommodate sustainable future growth of the Plan Area.
- ii. To promote the creation of engineering development standards tailored to meet the needs of the Hamlet.
- iii. To operate and maintain safe and efficient Plan Area roadway and utilities systems.
- iv. To continue to liaise with Alberta Transportation to ensure efficient vehicle traffic while maintaining safety for vehicles accessing local businesses along the highway routes.
- v. To manage stormwater in a manner that sustains the quality and quantity of water being released into the County's water features.

4.2.6 Agricultural Goals

- i. To accommodate appropriate agricultural uses in the lands that surround Entwistle that does not conflict with the residential nature of a hamlet.
- ii. To provide land area suitable for the future growth of the Hamlet while accommodating existing agricultural land uses.
- iii. To ensure land use conflict does not occur between the Hamlet and resource extraction operations.



5.0 Future Land Use Concept

5.1 Future Land Use

Within Parkland County's Municipal Development Plan, it states in its Guiding Principles Section, Respect Community Character, that "preserving the character of Parkland's communities, be it hamlets, country residential subdivisions, or agricultural areas, is highly valued by its residents". "Growth should be managed in a manner that respects the traditional community character while recognizing that new development and new forms of development can make their own positive contribution to the County's character".

Within the Vision Statement of this document, the priority for the future of the Hamlet is to see the community develop in a direction that can support all aspects of a healthy balanced lifestyle for families and Plan Area residents. For residents to live, work, and recreate within the Plan Area, Entwistle must provide for future business, residential, and recreational growth. Map 5 "Future Land Use" will guide growth over time, as different levels of services become available. Map 5 reflects the review of all background site analysis, Steering Committee participation, as well as the Area Structure Plan Goals outlined in Section 4.0.

5.1.1 Residential Growth

Residential growth shall initially be in the form of infill development that will enable existing infrastructure to be maximized. Infill should occur on existing vacant residential sites such as Blocks 40 and 41 located on the east side of Highway 16A. Infill could also include Lot E Plan 7921352 located south of the Entwistle Community Church. Residential growth should accommodate a range of housing opportunities for Plan Area residents. Multi-family developments, assisted living, continuing care facilities, and affordable housing options should be made available and supported in the appropriate locations. Old Entwistle is expected to continue to develop single family dwellings with private on-site water and sewer services.

Once residential infill has been maximized, lands designated for future residential growth can be developed. One such location is the undeveloped subdivision located on the east side of the NE-20-53-7-W5M under Plan 812 2561. This subdivision has been registered at Land Titles; however, the infrastructure has never been developed. The registration of this subdivision occurred prior to Entwistle being dissolved and being brought under the jurisdiction of Parkland County. In order to ensure the subdivision eventually develops when desired; the parcels shall be consolidated and then re-subdivided as part of an application to Parkland County. This will ensure all proposed lots, roads, servicing, and storm water can be developed to Parkland County standards.

5.1.2 Commercial Growth

Main Street revitalization is one of the foremost components of this Area Structure Plan; therefore, infilling of vacant lots on Main Street shall be encouraged and supported. Main Street Revitalization Objectives and Principles are outlined in Section 6.0 of this Area Structure Plan. Development along the west side of Highway 16A has also been identified as a suitable location for commercial opportunities due to the advantage of exposure to traffic generated by Highway 16A. Although it is the intent of the ASP to provide additional commercial opportunities along Highway 16A, the revitalization of Main Street shall remain the priority for local business growth.

Infill of highway commercial development along the Yellowhead Highway corridor is to be encouraged and supported. Opportunities for new highway commercial development along the Highway 22 corridor has been made available and is intended to coincide with future industrial development within the Entwistle Industrial Business Park. Commercial Design Principles have been set out in Section 8.0 of this Area Structure Plan.

5.1.3 Industrial Growth

Serviced business industrial development within the Plan Area is to include infill of existing Business industrial lots located directly south of the Yellowhead Highway. Growth of industrial is expected to progress further south into NE 17-53-7-W5M which was previously identified as the Entwistle Business Park lands. In order to encourage and attract more industrial users this area is to accommodate medium industrial with some development being initially un-serviced. The Entwistle Industrial Business Park Objectives and Principles are set out in Section 9.0 of this Area Structure Plan.

5.1.4 Recreation



Lands along the Pembina River Valley are designated as Recreation in order to preserve the areas for open space activities and grant additional access points to the river valley. The Pembina River Valley offers unique recreational opportunities such as swimming, tubing, and fishing for hamlet residents and tourists. Lands designated as Recreation can be used as part of a future trail system within the Plan Area. The future trail system can also enhance opportunities for hiking, biking, and cross country skiing.

An anchor for the trail system in the Hamlet could be located on Main Street using a parcel such as Lot 3, Block 2, Plan 0521705. This Main Street anchor could act as a gathering place by supplying benches or picnic area, community bulletin, and trail system maps displaying trail connections north and south.

A buffer area to separate residential and industrial land uses has also been defined south of the Yellowhead Highway along the western edge of the Entwistle Industrial Business Park. This area should be used for park space and be incorporated into the future trail system when these lands develop. The Recreation and Trail System is discussed further in Section 10.0 of this Area Structure Plan.

5.1.5 Plan Area Transportation

The Yellowhead Highway separates the Hamlet north and south, and it is again divided east and west by Highway 16A. Alberta Transportation has advised that a functional study is contemplated to verify the existing interchange location and access points onto the Yellowhead Highway.

Alberta Highway 22 also borders the Hamlet's east boundary on the south side of the Yellowhead Highway. Ultimately, access for the Entwistle Industrial Business Park onto Highway 22 will be subject to approval from Alberta Transportation. A Traffic Impact Assessment will be required to confirm the location and distance for access onto Highway 22 from the interchange ramp intersection at the time development in the area occurs. Transportation is depicted on Map 6 "Plan Area Transportation".

6.0 Main Street Revitalization

6.1 Introduction

One of the primary objectives of Section 4 of Parkland County's Municipal Development Plan (2007) supports directing growth to Entwistle so that the Hamlet becomes a regional centre capable of meeting residential, service/commercial, and community needs of residents located in the western portion of the County. In order to become a regional service centre, the Hamlet should be able to provide an appropriate mix and level of services as well as a variety of housing options to area residents. The most suitable location for these types of uses would be within the Hamlet's downtown area.



Main Street is the heart and focal point of Entwistle's downtown where the sense of place should be most evident. Main Street is located along 50th Avenue between King Street and 2nd Street. Main Street's visibility is supported by the Yellowhead Highway interchange with Highway 16A which leads to the Pembina Provincial Park and further north. Main Street principles will encourage vertical mixed use buildings including ground oriented retail and office with residential dwellings above on the second storey. The mixing of the commercial/retail and residential components creates a dynamic, attractive, and vibrant area that will support the rural character and natural setting of the Hamlet.

These regulations are to be satisfied as part of the development permitting process for all new structures in the Main Street area. Proposed re-development and/or additions to existing buildings shall incorporate the principles to the maximum extent practical as determined by the Municipal Planning Commission. These principles should be viewed as a framework and employed in conjunction with the applicable requirements under the Land Use Bylaw.

6.2 Objectives

- 6.2.1 Create a vibrant and active Main Street in a small-scale mixed use environment that respects the rural character and the natural setting of Entwistle.
- 6.2.2 Establish Main Street as the central focus and landmark of the community that will encourage tourists to explore the area as well as promote economic opportunities for local entrepreneurs.
- 6.2.3 Create a pedestrian-oriented environment featuring wide sidewalks, buildings oriented to the street, benches, street trees, and landscaped boulevards.
- 6.2.4 Encourage new businesses to locate along Main Street, infill of underutilized lots as well as redevelopment of existing buildings will be a priority.
- 6.2.5 Provide the Hamlet's required neighbourhood retail and office services.

6.3 Principles

6.3.1 Main Street Revitalization

- i. Parkland County shall investigate funding opportunities to assist in the revitalization of Main Street.
- ii. Parkland County shall promote the revitalization of Main Street by continuing with the development of improvements including landscaping, pedestrian bulges, street lighting, street furniture, sidewalk improvements and any other related features once financing sources are secured.
- iii. Parkland County shall consider incentives to advance Main Street revitalization through improvements to existing buildings and new development that reflect the Hamlet's intentions for appearance, design, and style.
- iv. Parkland County shall consider a variety of means to promote the development and revitalization of Main Street which will include the encouragement of shop front improvements, new building design and signage that will be as attractive as possible in appearance, design, and style.
- v. All improvements to shop fronts, signage, and buildings design shall be implemented through the development permit process and shall be provided for in Parkland County's Land Use Bylaw.
- vi. Main Street shall be redeveloped in the future to include wherever possible, trees, shrubs, pedestrian bulges, and landscaped boulevards to make Main Street more pedestrian friendly. The vegetation used shall be low maintenance native plants that are resistant to Alberta winters and appropriate for the Hamlet's climate.
- vii. The streetscape shall feature elements which enhance walkability and improve the viewscape for Main Street (i.e. underground power services, wide sidewalks, benches, bike racks, pedestrian lighting, landscaped boulevards, trees, et cetera).
- viii. The design of the pedestrian spaces shall take the rural character of Entwistle into consideration.
- ix. Parkland County shall promote and encourage the use of Main Street for social, community and recreational purposes. A map of local areas and/or interpretive signage should be located at significant and appropriate locations describing the historical information, views orientation, directions, distances, and walking, cycling and driving times from points of interest to Main Street.
- x. A gathering place (i.e. gazebo, picnic tables, benches, or shade trees) shall be developed as a focal point and anchor for Main Street.
- xi. Where feasible, "Back of house" activities shall be located in the back of buildings with appropriate setbacks. "Back of house" activities include but are not limited to the following:
 - a. Off-street parking, access and loading areas;
 - b. Enclosed and unenclosed storage areas; and
 - c. Vents, meters, and transformers.



- xii. Outside storage of material, supplies, dumpsters, or equipment shall not be permitted in front of the buildings adjacent to Main Street. These items must be located behind the building at the rear of the property away from public view and should be screened with materials consistent with the Parkland County's Land Use Bylaw.
- xiii. Every undeveloped lot shall be landscaped and maintained to a standard which is reasonably compatible with neighbouring properties and does not detract from the attractive appearance of Main Street.

6.3.2 Building Design and Siting

- i. Building design shall reflect the architectural history of the Hamlet through the selection of tasteful building styles that are historically appropriate.
- ii. Buildings along Main Street should be mixed use, with primarily retail, office, and personal service at the ground level with residential uses on second floor shall be encouraged. Industrial type uses shall not be permitted.
- iii. Building mass and scale should be considered when reviewing developments adjacent to residential areas.
- iv. All buildings along Main Street shall be two stories in height or have an articulated "false front" roof form that will be as attractive as possible in appearance, material, design, and style. The height of the articulated roof shall be in keeping with the heights of neighbouring buildings.
- v. All buildings fronting onto Main Street shall be oriented towards the Main Street and provide a strong street edge. The entire street front building façade shall be within 1.5 metres of the front property line. Buildings that flank two roadways are allowed setbacks on both street fronts. Setbacks are not allowed between buildings except in accordance with Alberta Safety Codes.
- vi. Building entrances, and windows, shall be oriented to Main Street. Balconies shall also be oriented to Main Street whenever possible. Balconies could be oriented toward alleyways as a last resort and shall be subject to the approval of the Municipal Planning Commission.
- vii. Main entrances shall be well defined using architectural elements such as awnings, overhangs, columns, pilasters, window placements, and/or attractive signage to define main entrance. Secondary entrances for residential uses on the second storey are private and should be designed accordingly (i.e. recessed or covered entrance).
- viii. Outdoor patios or sidewalk patios may be allowed subject to Parkland County developing regulations that will be included in the Land Use Bylaw and any subsequent administrative policies and procedures.
- ix. New buildings being constructed or existing buildings that are being renovated shall be required to include exterior finishes that will be evocative and respectful of a rural setting and shall not include metal siding. The façade finishes shall be as follows or other materials/colours acceptable to the Municipal Planning Commission:

a. Façades shall include wood, stone, or plaster finishes or finishes that simulate the wood or stone look, and include material colours that are harmonious with the natural setting (earth tones).

b. Bright or contrasting colours may be used in small amounts to highlight architectural details or features, but should not dominate the façade.

c. Original façade materials that are important to the heritage or character of Main Street should be retained and restored if feasible. Existing unpainted brick or stone work should not be painted.

d. The combination and proportions of materials on a building façade should complement the architectural style and contribute to the overall theme and aesthetics of the building.

e. Subject to the approval of the Municipal Planning Commission, less expensive materials, simpler details, and more expedited means of construction may be considered for use on second storeys, but the finishes shall be harmonious with and complement the design and construction at ground level.

x. Large blank walls that front Main Street are strongly discouraged. If unavoidable, they should be mitigated by one or more of the following elements:

a. Using different textures, materials, and colours on the wall to articulate the surface and make it more visually appealing.

b. Murals or other forms of public art.

c. Signage as may be authorized by the Land Use Bylaw.

d. Installing a trellis or living, green wall.

e. Providing a raised or terraced planter bed with adequate area to plant landscaping that can grow to screen the wall.

f. Incorporating the wall into an outdoor patio or sidewalk patio area.

xi. Flowers may be incorporated in visually appealing planters and located along shop fronts as they are relatively inexpensive and provide for an impressive display of colour.

xii. Routine maintenance on building façade is encouraged. Building components to be mindful of include deteriorating foundations, building exterior finishes, signs, aged awnings, and exterior paint condition.



6.3.3 Window Design

- i. Glazed or semi-opaque windows will not be permitted at ground level; however, semi-opaque windows will be permitted on the second storey.
- ii. Store front windows shall be used for displays or provide views into the interior space and must not be covered. Windows shall not be boarded up or covered.
- iii. Drive-thru windows are prohibited.
- iv. Exterior roll-down window security grates or grilles along street frontages are discouraged unless integrated with the overall architectural theme. Open-mesh type security grates are encouraged and shall be installed on the interior of windows.

6.3.4 Sign Design

- i. Primary signage for individual buildings or uses should be incorporated into the building façade design. The signage should be simple and low technology and relate to the materials and style of building they serve.
- ii. Backlit and neon signs are not appropriate. Neon “open” signs are acceptable in windows as long as they are small and do not adversely impact the aesthetics of Main Street.
- iii. Illuminated, vinyl, billboard, or roof type signs shall not be used.
- iv. Hanging signs, parapet extensions, awnings, and canopies shall be constructed with sufficient bracing to withstand strong winds such as might be typical of the area. At the discretion of the Municipal Planning Commission and subject to compliance with the Land Use Bylaw, these signs may encroach into the set back along Main Street.
- v. All freestanding business, informational, and directional signs shall be monument-style signs that are consistent with the surrounding façade finishes in colour scheme, texture, and tone.
- vi. Displaying of advertising signage on windows shall be minimal.

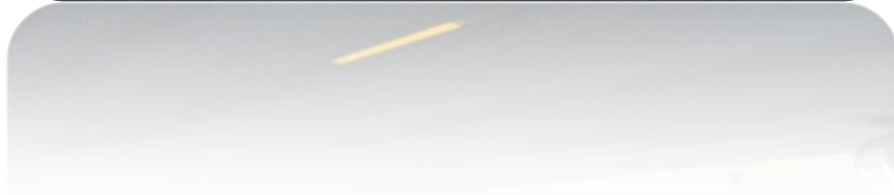
6.3.5 Lighting

- i. Parkland County shall endeavor to add pedestrian-scale low lighting to the existing light standards along Main Street to provide passive street use during all times of the day. These modifications must be structurally sound and indicative of the rural character of the area.
- ii. Exterior building lighting shall highlight architectural elements, entryways, signs, or other distinctive features rather than attract attention to the light fixture itself. All lighting equipment used shall complement and enhance the appearance of the area.
- iii. Illumination levels should be appropriate for the function served. Encouraged lighting examples for buildings include downcast gooseneck lights, pot lighting, LED lighting of storefronts.

6.3.6 Parking

- i. Off-street parking lots shall be screened from the street to enhance the pedestrian environment of Main Street. Screening examples include landscaping, a trellis, or grillwork with climbing vines.
- ii. Angled parking shall continue to be encouraged along the north side of Main Street while parallel parking shall continue along the south side of Main Street.

- iii. Despite the parking and loading requirements set out in the County's Land Use Bylaw, the provision for off-street parking is not compulsory for a commercial/business development unless parking can be accommodated at the rear and accessed from the alley.



7.0 Mixed Use Commercial

7.1 Introduction

This section shall apply to those lands developed along Highway 16A. The intent of identifying lands along Highway 16A as mixed use commercial is to allow for a transitional area for additional business opportunities in the Hamlet once infill along Main Street has been maximized. This area contains a mix of land uses due to its historical Direct Control land use districting as well as a few vacant lots. As the opportunity for the expansion of the Main Street Commercial area further eastward is limited by residential development to the east, this Mixed Use Commercial area with its highway exposure along Highway 16A makes an ideal location for an extension of local commercial uses.

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 medium density residential and local commercial development does not negatively impact the use and enjoyment of these residents' properties.

Permitted uses should be limited to uses that generate low vehicle traffic as access and parking for these businesses will be required from the rear alleyway. Examples of commercial type uses could include professional office space, bake shop, personal services, or a neighbourhood convenience store. The alleyway will have to be upgraded to accommodate the potential increase in traffic; therefore, impact on existing single family residential development 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.

7.2 Objectives

- 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 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.



7.3 Principles

7.3.1 Building Design and Siting

- i. All buildings fronting onto Highway 16A shall be located and oriented towards the front of the lot to maximize space for parking and access at the rear of the building.
- ii. The use of metal siding for the façades on primary and accessory structures shall be prohibited unless simulating a wood or stone look. Façades shall include wood, stone, or plaster finishes and all new construction or redevelopment should, to the greatest practical extent, utilize materials that are evocative and respectful of the rural setting (earth tones).
- iii. Outdoor storage shall be prohibited.

- iv. Building height and scale shall be evaluated to ensure drastic contrasts are avoided when reviewing developments adjacent to existing residential uses.
- v. Alberta Transportation setbacks shall be adhered to.

7.3.2 Sign Design

- i. Sign materials shall reflect the materials and style of the building(s) they serve. Plastic signs, banners, or flags that include loud colors, particularly colors not pertaining to the building materials or style, are discouraged.
- ii. Illuminated, vinyl, billboard, or roof type signs shall not be used.
- iii. All freestanding business, informational, and directional signs shall be monument-style signs that are consistent with the surrounding façade finishes in colour scheme, texture, and tone.
- iv. Alberta Transportation approval for signs is required.

7.3.3 Landscaping

- i. Landscaping shall be consistent with the Land Use Bylaw's Commercial Landscaping Requirements. In addition the following elements shall also be required:
 - a. Large expanses of parking shall be broken up with tree and shrub plantings;
 - b. Flowers may be incorporated as part of landscaping as they are relatively inexpensive and provide for an impressive display of colour; however, consideration should also be given to the impact of using low maintenance native plants which are resistant to Alberta winters and appropriate for the local climate; and
 - c. 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.

7.3.4 Parking and Access

- i. All parking shall be off-street and located at the rear of the building.
- ii. All access shall be provided from the rear alleyway.
- iii. The rear alleyway shall be upgraded to a standard suitable for the potential traffic loads.



7.3.5 Lighting

- i. The lighting scheme for commercial sites shall be designed and maintained so as to avoid glare on adjacent residential areas.
- ii. All proposed lighting schemes shall be in compliance with Alberta Transportation's requirements; lighting shall not impact the safety and efficiency for vehicles travelling along Highway 16A.

8.0 Highway Commercial Corridor

8.1 Introduction

This section shall apply to those lands developed adjacent to the Yellowhead Highway and Highway 22. The character of highway commercial development along the Yellowhead Highway and Highway 22 corridors determines the initial impression of the Hamlet. Because commercial development along highway corridors are less intensive, incorporating character defining elements that respects and compliments the Hamlet's rural quality will provide an inviting and attractive location for travelers to stop as well as assist in setting the tone for the rest of the Hamlet.



Although roadside pedestrian amenities are generally not appropriate within a highway corridor, the highway commercial development located immediately south of the Yellowhead Highway currently contains a majority of the Hamlet's restaurants and is the most accessible area of business for those who reside in the southern portion of the Hamlet. As well, a pedestrian tunnel that runs beneath the Yellowhead Highway emerges at the highway commercial corridor's west end. This tunnel provides local residents a pedestrian link between Entwistle's north and south neighbourhoods. Therefore, improvements to pedestrian amenities and pedestrian access along the Yellowhead Highway corridor should be implemented.

There is concern that the parking of commercial vehicles along the Yellowhead Highway service road has become a safety issue. Preserving safety and ensuring efficiency for vehicles traveling along the highway routes that access the highway commercial areas is a priority, and traffic circulation shall be a consideration for design as part of a development permit application when implementing the principles. Access onto all highways is under the jurisdiction of Alberta Transportation. The County will continue to liaise with Alberta Transportation on development matters as well as any future traffic studies for the area.

The intent of the highway commercial corridors is to provide a mix of highway-oriented commercial uses that would provide services to both local residents and the traveling public. This area is not intended for general retail services that would be considered more appropriately located along Main Street. The highway commercial principles shall apply to all commercial use parcels of land located south of the Yellowhead Highway, and west of Highway 22 corridors. These regulations are to be satisfied as part of the development permitting process for all new structures. Proposed redevelopment and/or additions to existing buildings shall incorporate the principles to the maximum extent practical as determined by the Municipal Planning Commission. The principles should be viewed as a framework and employed in conjunction with the applicable requirements under the Land Use Bylaw. The high standard of design and landscaping that is contemplated for the highway commercial uses in this section is supported by Policy 5.4 of the Municipal Development Plan.



8.2 Objectives

- 8.2.1 Incorporate design elements that respects the rural character and the natural surroundings in order to provide an attractive setting that will draw in highway travelers to Entwistle. Improve pedestrian amenities within the highway commercial corridor in order to connect Entwistle residents to the local business area.
- 8.2.2 Encourage a mix of additional highway commercial oriented businesses to locate along the highway corridors.
- 8.2.3 Preserve safety and ensure efficiency for vehicles traveling along the highway routes that access the highway commercial areas.
- 8.2.4 Establish designated parking locations for commercial vehicles along the Yellowhead Highway and Highway 22 routes in order to improve safety in the area.



8.3 Principles

8.3.1 Building Design and Siting

- vi. The usage of vertical or corrugated metal siding for façades of primary structures shall be prohibited, and all new construction or redevelopment should, to the greatest practical extent, utilize materials that are evocative and respectful of the rural setting (earth tones).
- vii. The usage of vertical or corrugated metal siding for façades of accessory structures shall be prohibited, in highly visible areas along highway commercial corridors.
- viii. The usage of metal siding for façades of accessory structures may be considered when not clearly visible along highway commercial corridors.
- ix. Routine maintenance on building façade is encouraged. Building components to be mindful of include: deteriorating foundations, building exterior finishes, signs, aged awnings, and exterior paint condition.
- x. Direct access from a parcel of land to either the Yellowhead Highway or Highway 22 shall not be approved by the County without prior approval from Alberta Transportation.
- xi. Alberta Transportation setbacks shall be adhered to.



8.3.2 Sign Design

- v. Sign materials shall relate to the materials and style of the building(s) they serve. Plastic signs, banners, or flags that include loud colors, particularly colors not pertaining to the building materials or style, are discouraged.
- vi. The pole element of a pole-mounted sign shall be architecturally pleasing and in proportion to the sign that it carries.
- vii. Ample landscaping shall be provided at the base of signs.

- viii. Alberta Transportation approval for signs is required.

8.3.3 Landscaping

- ii. Landscaping shall be consistent with the Land Use Bylaw's Commercial Landscaping Requirements. In addition the following elements shall also be required:
 - a. Large expanses of parking shall be broken up with tree and shrub plantings;
 - b. Flowers may be incorporated as part of landscaping as they are relatively inexpensive and provide for an impressive display of colour; however, consideration should also be given to the impact of using low maintenance native plants which are resistant to Alberta winters and appropriate for the local climate;
 - c. Fencing and screen planting shall be used to obstruct views that are less desirable, this would include storage yards and dumpsters;
 - d. Implementing consistent tree placement or high visible buffer along the road frontage will help to establish a rural highway character and define parking areas.
- iii. For redevelopment and or additions to existing structures, landscaping in accordance with 7.3.3(i) above, shall be incorporated into the site as part of the development permit to a level acceptable to the Municipal Planning Commission.
- iv. Every undeveloped lot shall be landscaped and maintained to a standard which is reasonably compatible with neighbouring properties and does not detract from the attractive appearance of the Hamlet.



8.3.4 Pedestrian Access

- i. A transition zone consisting of pedestrian amenities (sidewalks and landscaping) should occur between buildings and parking areas.
- ii. Parkland County shall connect the pedestrian tunnel to other pedestrian amenities within the Yellowhead Highway corridor and to the westerly adjacent residential area through the development of a trail system in order to increase the area's walkability.

8.3.5 Parking

- iv. Parkland County will work with Alberta Transportation and private landowners in order to establish designated parking areas to accommodate commercial vehicles along the Yellowhead Highway and Highway 22 routes.
- v. New highway commercial development shall provide spaces for commercial vehicle parking to the satisfaction of the Municipal Planning Commission. Such parking shall be located in a yard not adjacent to the highway and shall be effectively screened from the highway by principal or accessory buildings, landscaping, berming, et cetera.
- vi. Parking and loading requirements shall be implemented to the maximum extent possible in accordance with provisions set out in the County's Land Use Bylaw.

8.3.6 Lighting

- i. Parking facilities used at night shall have adequate lighting for the entire parking facility where the lighting is focused downwards and is designed and maintained so as to avoid glare on adjacent residential areas adjacent to the highway commercial corridors.
- ii. The Development Officer may require a lighting scheme for commercial and industrial sites to ensure lighting is focused downwards and is designed and maintained so as to avoid glare onto adjacent residential areas, roads, and highways.
- iii. All proposed lighting schemes shall be in compliance with Alberta Transportation's requirements as to not impact the safety and efficiency for vehicles travelling along the highway routes.



9.0 Entwistle Industrial Business Park

9.1 Introduction

Policies within Section 5 of the County's Municipal Development Plan will promote the future development of the Entwistle Industrial Business Park through investigating the feasibility of extended piped water and sewer services as well as encouraging new industrial growth to locate within the business park.

In 2005, the Entwistle Business Park Area Structure Plan (Bylaw No. 10-2005) was adopted in order to encourage the development of a commercial and business industrial area in the western portion of Parkland County to support small business development. Consisting of approximately 150 acres of land, the subject quarter section was chosen due to its proximity to existing commercial and business industrial operations located to the north which would enable connection to existing servicing infrastructure. Another benefit of this area is the visibility from and accessibility to the Yellowhead Highway and Highway 22.

As part of the Entwistle Area Structure Plan review, it was determined that lands for medium industrial development should also be made available in order to accommodate for those businesses looking to locate medium industrial type operations in the County's west end. The Business Park lands are to therefore be established as the Entwistle Industrial Business Park.

Although the NE-17-53-7-W5M is located in close proximity to other serviced business industrial operations, municipal servicing and development for this quarter section must be phased as there is a gravel extraction operation presently covering a large portion of the quarter section. Due to the distance from existing municipal servicing, un-serviced industrial development will be temporarily permitted.



9.2 Objectives

- 9.2.1 Support the development of a fully serviced commercial/industrial park within the Plan Area.
- 9.2.2 Allow un-serviced medium industrial development on a temporary basis until these lands can be accessed by municipal water and sewer.
- 9.2.3 Plan for development and servicing to be completed in a logical and cost-effective manner to support business park expansion.
- 9.2.4 Provide for development in a manner that will help sustain and conserve groundwater resources long term for the Hamlet.
- 9.2.5 Ensure appropriate conservation of environmentally significant areas, including the Pembina River Valley, adjacent riparian areas, groundwater recharge areas, and any other watercourses or water bodies within the Plan Area.

- 9.2.6** Develop the industrial business park with eco-industrial performance standards to enhance the environment, attract an additional market for business users, and to create a more amenable site for adjacent landowners.

9.3 Principles

9.3.1 Building Design and Siting

- i. The use of vertical or corrugated metal siding for façades of structures may be considered when not clearly visible along highway commercial corridors.
- ii. Routine maintenance on building façades is encouraged. Building components to be mindful of include: repairs to deteriorating foundations, building exterior finishes, signs, aged awnings, and exterior paint.
- iii. Undeveloped lots shall be landscaped and maintained to a standard which is compatible with neighbouring properties. Undeveloped lots shall not detract from the attractive appearance of the Hamlet.
- iv. Alberta Transportation setbacks shall be adhered to.

9.3.2 Access and Transportation

- i. Currently, there are two access points that connect off of Highway 22 into NE 17-53-7 W5M. Ultimately, all access locations available for the industrial business park onto Highway 22 will be subject to final approval from Alberta Transportation.
- ii. Individual development shall not gain access onto Highway 22 and a service road shall not frontage onto the highway.
- iii. Alberta Transportation will be responsible for conducting a Functional Planning Study to confirm the existing interchange location. Therefore, access to the industrial business park will be finalized at the time subdivision and development occurs through a Traffic Impact Assessment to verify the distance for the access from the interchange ramp intersection.
- iv. Geometric assessment and intersection design may be required at the time of subdivision or development to ensure development of the site meets all of Alberta Transportation's requirements.
- v. Road widening may be required by Alberta Transportation for Highway 22.
- vi. Internal industrial collector roads shall provide the main access into the industrial business park. Industrial local roads shall provide property access to each parcel.
- vii. All roads within the industrial business park shall be developed to Parkland County standards and to the satisfaction of the General Manager of Infrastructure Services.
- viii. The upgrading of existing municipal roads and intersections that access a proposed subdivision and/or development in the industrial business park may be required by the County.
- ix. Development of the industrial business park shall require the construction of a legal and physical access to the rodeo grounds as the current access is not within a legal right of way.

9.3.3 Stormwater Management

- i. Development of the industrial business park shall ensure that stormwater is controlled onsite in order to prevent runoff onto adjacent parcels of land.
- ii. To assist in minimizing stormwater run-off, eco-industrial performance standards will be encouraged to be implemented at the time of subdivision and/or development
- iii. Natural areas and drainage courses shall be protected in order to enhance water quality. Storm ponds may be required as a means of managing large volumes of runoff.
- iv. Overland flows draining to the west that may increase contamination and nutrient loading into the Pembina River shall be minimized and controlled to the satisfaction of Parkland County and Alberta Environment.
- v. All storm water management within the industrial business park shall be developed to Parkland County standards and to the satisfaction of the General Manager of Infrastructure Services.
- vi. Developers may be required to provide a Stormwater Master Plan for developments within the industrial business park at the discretion of Parkland County.

9.3.4 Servicing

- i. Upon full build out of the Entwistle Industrial Business Park, all developments shall be connected to the Hamlet's municipal servicing system.
- ii. Initial development in the industrial business park that "leapfrogs" and is not within 200 metres of a municipal connection may be allowed to be developed temporarily to an un-serviced standard.
- iii. Any development outside of 200 metres of a municipal servicing connection that chooses not to connect to the municipality's water system shall be restricted to trucked-in water servicing, and the use of water cisterns.
- iv. Any development outside of 200 metres of a municipal servicing connection that has not connected to the municipality's sewage system shall be restricted to the use of pump out holding tanks for sanitary sewer only.
- v. All private on-site systems as identified in 9.3.4 (iv) and (v) shall comply with all applicable federal and provincial standards for the construction, operation, and maintenance of these systems.
- vi. Costs associated with the construction, operation and on-going maintenance for any on-site private water or sewage system as identified in 9.3.4 (iv) and (v), shall be borne by the landowner or developer.
- vii. A Restrictive Covenant shall be registered against the title for un-serviced developments which will require the development to hook up to the municipal system when Parkland County has determined that servicing has become available to their property. The required future connection shall be constructed solely at the cost to the landowner.
- viii. All lands within the industrial business park shall contribute to the installation and required municipal servicing infrastructure upgrades to be determined at the time of subdivision and/or

development either in the form of a financial contribution, off-site levy, or any other contribution made legally available to Parkland County.

- ix. Should a developer install municipal servicing and infrastructure upgrades which benefit other parcels of land, they shall be compensated through an endeavour to recover agreement.
- x. Developers who propose to tie into the municipal servicing may be required to supply detailed studies including but not limited to, water and sewer servicing studies and domestic groundwater studies at the discretion of Parkland County, to ensure that the carrying capacity of the land or infrastructure is capable of supporting the proposed development.



9.3.5 Sign Design

- i. Sign materials shall relate to the materials and style of the building(s) they serve. Plastic signs, banners, or flags that include loud colors, particularly colors not pertaining to the building materials or style, are discouraged.
- ii. Alberta Transportation approval for signs may be required.

9.3.6 Landscaping

- i. Landscaping, fencing, screening, and noise attenuation measures shall be provided to the satisfaction of Municipal Planning Commission to promote higher visual and aesthetic appearances along Highway 22.
- ii. Fencing and screen planting shall be used to obstruct views that are less desirable, this includes, but is not limited to, the screening of storage yards and dumpsters when visible from the highway corridor.
- iii. All other landscaping shall be consistent with the Land Use Bylaw's Commercial Landscaping Requirements.



9.3.7 Parking

- i. Parking and loading requirements shall be implemented in accordance with provisions set out in the County's Land Use Bylaw.
- ii. Highway commercial development shall provide spaces for commercial vehicle parking to the satisfaction of the Municipal Planning Commission. The required parking shall be located in a yard not adjacent to the highway and shall be effectively screened from the highway by principal or accessory buildings, landscaping, berming, et cetera.

9.3.8 Lighting

- i. Parking facilities used at night shall provide adequate lighting to illuminate the entire parking facility.
- ii. The Development Officer may require a lighting scheme for commercial and industrial sites to ensure lighting is focused downwards and is designed and maintained so as to avoid glare onto adjacent residential areas, roads, and highways.

- iii. All proposed lighting schemes shall be in compliance with Alberta Transportation's requirements as to not impact the safety and efficiency for vehicles travelling along the highway routes.

9.3.9 Environmental Management

- i. It is expected that development within the industrial business park will occur in phases. Reclamation Certificates from Alberta Environment shall be required for resource extraction areas that fall within NE 17-53-7 W5M. Certificates shall be submitted to the County prior to phased development proceeding.
- ii. Due to the proximity to the Pembina River Valley and the presence of a wetland bog located along the west boundary of industrial business park, a biophysical assessment shall be required to determine appropriate conservation and mitigation measures of the existing environmental features at the time an application is made to subdivide and/or develop the site in accordance with the relevant policies included in the County's Municipal Development Plan.
- iii. Environmentally significant features such as the Pembina River Valley, adjacent riparian areas, groundwater recharge areas, and wetlands shall be protected from adverse impacts due to development of the industrial business park. The protection of these lands shall be incorporated through stormwater management, eco-industrial performance standards, environmental reserve dedication, and any other measures deemed appropriate by Parkland County.
- iv. Municipal reserve, environmental reserve, and stormwater ponds within the industrial business park shall be connected to any existing or future planned trail system proposed for the Plan Area.
- v. Parkland County may develop an incentive program or another means of encouraging companies within the industrial business park to incorporate eco-industrial performance standards into their developments which may include:
 - a. Maximizing energy efficiency through facility design or rehabilitation, co-generation (the capture and use of otherwise wasted heat from the electrical generating process), and energy cascading (the use of residual heat in liquids or steam from a primary process to provide heating or cooling to a later process: steam from a power plant, for example, is used in a district heating system);
 - b. Achieving higher efficiency through inter-plant energy flows;
 - c. Extensive use of renewable resources and maximum reuse and recycling of materials;
 - d. Designing water flows to conserve resources, reuse grey water, and reduce pollution;
 - e. Pollution prevention, especially with toxics and the reduction of toxic materials risks, through integrated site-level waste treatment; and/or
 - f. Linking to companies in the surrounding region as consumers and generators of usable by-products via resource exchanges and recycling networks

10.0 Recreation and Trail System

10.1 Introduction

Access to recreational opportunities can enhance the quality of life for both individuals and families by improving resident health, providing aesthetic enjoyment, and contributing to the overall image and attractiveness of a community. Recreational services in the Hamlet of Entwistle include the rodeo grounds, swimming pool, and the skate park. Entwistle is known in the region for its rodeo that is held every year on the July long weekend. The Entwistle swimming pool is an 18.0 metre outdoor pool suitable for diving and swimming. The pool offers swimming lessons, public swim, late night swims, and pool rentals. The Entwistle Skate Park is located in the Hamlet adjacent to the outdoor pool.

Entwistle residents are fortunate to be located on the easterly cliffs of the Pembina River which provides an additional abundance of local recreational opportunities. A few notable recreational uses for the Pembina River Valley include hiking, biking, cross country skiing, swimming, tubing, canoeing, and fishing. Camping is available directly north of the Hamlet site at the Pembina Provincial Park.

It has been identified that the development of trail systems within the Plan Area would be ideal in order to enhance access to the Pembina River Valley and draw visitors from the Pembina Provincial Park to the Hamlet of Entwistle. A trail system can increase local resident awareness of its natural and scenic areas and be used as an educational tool that can foster environmental stewardship. Recreational opportunities and a future trail system may also benefit the local economy by supporting local tourism, increasing property values, and providing economic development opportunities.



10.2 Objectives

- 10.2.1 Ensure support for the implementation of a trail system within the Plan Area.
- 10.2.2 Identify potential locations and linkages for the future trail system alignment.
- 10.2.3 Ensure that development of the trail system is compatible with the conservation of existing natural areas, including the Pembina River Valley.
- 10.2.4 Allocate land for parks, trails, gathering places, and open space when future development and expansion of the Hamlet of Entwistle occurs.
- 10.2.5 Ensure the continued access to recreation facilities.

10.3 Principles

10.3.1 Trail System

- i. Parkland County is committed to working with local residents to develop a network of trails within the Plan Area.

- ii. A detailed design of the trail system shall be created utilizing cooperative partnerships between local residents, Parkland County, Pembina River Provincial Park, various community groups, developers, and/ or other provincial and federal governments and agencies.
- iii. Parkland County shall work with those partnerships to investigate funding opportunities which would assist in the development of the trail system.
- iv. The trail system shall link to the Pembina River Valley, local historical sites, Main Street, north and south residential neighborhoods, Pembina River Provincial Park, the Entwistle School, and other recreation amenities like the Entwistle pool, and the Skate Park.
- v. Entwistle is also unique in that it has the use of an underground pedestrian tunnel which acts as a linkage for the Hamlet's north and south ends on either side the Yellowhead Highway. This pedestrian tunnel shall also be used as part of the overall trail system alignment.
- vi. Trail system development in industrial and commercial areas south of the Yellowhead Highway and east of Highway 22 shall occur where feasible and logical to connect residential areas to local business nodes and places of work.
- i. The trail system partnership shall investigate the use of reserve lands, municipally-owned land, and road allowances for trail development.
- ii. The trail system shall takes advantage of the scenic views and vantage points along the Pembina River Valley to provide an enjoyable interpretive experience for local residents and tourists.
- iii. Develop educational and interpretive trails options within the trail system where feasible. This includes, but is not limited to the use of interpretive panels and signage.
- iv. Trail system maps shall be erected at appropriate trail entrance point locations to act as a guide for local residents and tourists. Potential locations include Main Street, Pembina River Provincial Park, the Yellowhead Highway commercial corridor adjacent to the pedestrian tunnel, and the Entwistle School.
- v. Development of passive non-motorized trails may be considered along the periphery of riparian areas of the Pembina River Valley provided that trail construction and their use can be proven to not negatively impact the integrity of the riparian lands. These trails shall be sensitively designed as low impact pedestrian-oriented trails that respect the "lay of the land"



- vi. The environmental integrity of the Pembina River Valley and other environmentally sensitive areas shall be respected. Trail construction shall follow "no net loss" principles within environmentally sensitive areas.



10.3.2 Recreation and Open Space

- i. An open space anchor for the Hamlet should be located on Main Street. This Main Street anchor shall act as a gathering place by supplying benches or picnic areas, community bulletin boards, and trail system maps displaying trail connections north and south. A parcel of land such as Lot 3, Block 2, Plan 0521705 would be a suitable location.
- ii. The buffer used to separate residential and industrial land uses south of the Yellowhead Highway along the western edge of the Entwistle Industrial Business Park shall be used for park space, or be incorporated into the future trail system when these lands develop.
- iii. Refurbishing of the existing Yellowhead Highway pedestrian tunnel including enhanced lighting and aesthetic appeal (painting, landscaping, signs, et cetera) shall be completed when funds become available.
- iv. When the opportunity for dedication of Municipal Reserve in the Plan Area arises, all Municipal Reserves shall be dedicated as land and used for park space or to extend trail system linkages.
- v. Parkland County will work with local residents to promote the Hamlet as a regional recreation destination through economic initiatives by marketing the outdoor recreational activities made available in the area.
- vi. Development of the Entwistle Industrial Business Park shall ensure construction of legal and physical access for the general public to the rodeo grounds.
- vii. The County will consult with local community groups on a continuing basis to determine long range recreation needs and the appropriate use of municipal reserve lands.



11.0 Area Structure Plan Policies

11.1 Land Use Policies

This section outlines the policies that will guide future development in the Plan Area. The policies listed below provide specific implementation strategies that support the Vision Statement, Area Structure Plan Goals, and Map 5 “Future Land Use”, as well as all other topics discussed in each section of this document. The Principles outlined in Section 6.0 Main Street Revitalization, 7.0 Local Commercial, 8.0 Highway Commercial Corridors, Section 9.0 Entwistle Industrial Business Park, and Section 10.0 Recreation and Trail System, shall be implemented in conjunction with the policies listed below.

11.1.1 General Land Use Policies

- i. Subdivision and development of lands within the Plan Area shall comply with the Future Land Use Concept depicted in Map 5 “Future Land Use”.
- ii. Development of the Plan Area is encouraged to be phased as depicted in Map 7 “Development Phasing Concept”.
- iii. A slope stability report conducted by a suitably qualified geotechnical engineer shall be required when an application for a Development Permit is submitted to Parkland County for a parcel of land situated within or touching the Slope Study Area defined on Map 4 “Plan Area Constraints”. The report shall analyze the stability of the slope and provide mitigation measures to ensure its integrity due to the resulting development. Additional detail may be required certifying that the building foundation has been designed to reduce the potential slope hazard to a level acceptable by the Municipal Planning Commission.
- iv. The setback from a Natural Resource Extraction/Processing operation to an existing or proposed residential use shall be a distance as identified in Parkland County’s Land Use Bylaw.
- v. Any future development proposed adjacent to the railway corridor shall consider the recommendations included within the August 2007 *Proximity Guidelines and Best Practices Report* in conjunction to consultation with Canadian National Railway.
- vi. Where applicable, Municipal Reserve shall be used as a buffer between industrial or commercial and residential, or other incompatible land uses.
- vii. Parkland County shall work with the residents of Entwistle to upgrade the *Welcome to Entwistle* entrance sign.

11.1.2 Residential Land Use Policies

- i. Parkland County shall encourage residential infill development to make use of existing municipal servicing where possible and cost effective.
- ii. A development permit shall not be issued for the lands located within the eastern half of the NE-20-53-7-W5M under Plan 812 2561 (undeveloped residential subdivision) until such time as the subdivision’s infrastructure has been installed to County standards.
- iii. Parkland County shall endeavour to work with the land owner(s) of the undeveloped subdivision within the eastern half of the NE-20-53-7-W5M under Plan 812 2561 to consolidate the lands in order to facilitate future redesign and subdivision to County standards.

- iv. Old Entwistle shall continue to be utilized solely for residential use and shall be re-designated to an appropriate residential land use district under Parkland County's Land Use Bylaw.
- v. A range of housing options will be encouraged in Entwistle to meet income, lifestyle, and social requirements through a variety of housing types including single detached dwellings, duplexes, manufactured homes, multi-family residential dwellings, affordable housing, assisted living, and continuing care facilities.
- vi. Design Standards for residential uses within the Plan Area shall be in conformance with the following:
 - a. In all developments, the design, use of exterior finishes and construction shall be to the satisfaction of the Municipal Planning Commission who shall ensure, as far as reasonably practical, that materials will be similar to, or better than the standard of surrounding development.
 - b. The predominant building material shall be durable and aesthetically pleasing materials, having regard to the objective of ensuring that material is appropriate to the development style.
- vii. When locating or replacing a manufactured home within the Plan Area, the model shall be no older than 25 years and have a Canadian Standard Association Certification. Manufactured homes shall also be compliant with the Design Standards listed above.

11.1.3 Commercial and Industrial Land Use Policies

- i. Parkland County shall encourage commercial and industrial infill development to make use of existing municipal servicing where possible and cost effective.
- ii. Proposed Main Street commercial development located along 50th Avenue between King Street and 2nd Street shall adhere to the Main Street Commercial Revitalization Principles as set out in Section 6.0 of this Area Structure Plan.
- iii. Proposed local commercial development along Highway 16A between 50th Avenue and 52nd Avenue shall adhere to the Local Commercial Principles as set out in Section 7.0 of this Area Structure Plan.
- iv. Proposed commercial development located adjacent to the Yellowhead Highway and Highway 22 shall adhere to the Highway Commercial Corridor Principles as set out in Section 8.0 of this Area Structure Plan.
- v. Proposed industrial and commercial development within NE 17-53-7-W5M shall adhere to the Entwistle Industrial Business Park Principles as set out in Section 9.0 of this Area Structure Plan.
- vi. Commercial Development shall be encouraged as infill along Highway 16A once Main Street development has been maximized. It may also be located south of the Yellowhead Highway and used to transition between more intensive industrial uses and residential areas.
- vii. Land uses that causes the creation of noise, odor, dust, and smoke will be discouraged within a 200 metre buffer area of residential land designations. This buffer may be reduced provided adequate mitigation measures (landscaping, screening, et cetera) are put in place that eliminate or reduce these nuisances to the satisfaction of the Municipal Planning Commission. The

Municipal Planning Commission may require additional information to satisfy any requested variance to the setback.

- viii. Fence screening shall be required at the development permit stage along west side of the Entwistle Business Park to assist in buffering residential uses further west.

11.1.4 Recreation Land Use Policies

- i. Future residential subdivision will be required to dedicate their Municipal Reserve in the form of trails and parks. Municipal Reserve allocation should also be of appropriate size and configuration addressing the targets/guidelines set out in the Recreation, Parks and Open Space Master Plan.
- ii. Trails will be constructed in conjunction with new development and in accordance to Trail Development guidelines as set out in the Recreation, Parks and Open Space Master Plan, as well as Section 10.0 of this Area Structure Plan.
- iii. Parkland County will continue to provide Entwistle area residents access to a range of recreational facilities through regional partnerships with neighbouring municipalities and direct service provision through Parkland County Recreation and Parks.
- iv. Parkland County shall endeavor to promote the Plan Area as a regional recreation destination through economic development initiatives within the Capital Region.
- v. Parkland County will work with the appropriate government agencies to provide Pembina River Provincial Park signs posted along the Yellowhead Highway and 16A directing traffic to the Provincial Park through the Hamlet in hopes to stimulate economic activity along the Highway 16A corridor and Main Street.



11.1.5 Environmental Policies

- i. Although lands identified have been designated for residential, commercial, and industrial uses, all environment significant features within the Plan Area shall be appropriately protected at the time a Subdivision or Development application is made.
- ii. 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.
- iii. Parkland County will encourage and support local groups and agencies in their efforts to conserve environmentally sensitive areas for passive recreation use and environmental educational purposes.
- iv. In order to promote solar power, wind power, and geothermal heating within the Plan Area, Parkland County will create an educational flyer distribution program or other environmental initiatives to encourage an environmentally responsible community.

11.1.6 Infrastructure Development Policies

- i. Infill and phasing of development shall occur, whenever practical, that maximizes efficient utilization of installed water and sewer servicing.
- ii. All residential development within the Hamlet boundary is required to be connected to the Hamlet's municipal water and sewer systems. Future residential development outside of the Hamlet boundary shall not occur until the appropriate servicing studies have been completed.
- iii. Commercial or Industrial Development south of the Yellowhead Highway within the NE 17-53-7-W5M (Entwistle Industrial Business Park) that "leapfrogs" and is not within 200 metres of an available municipal connection may be temporarily un-serviced, and restricted to cisterns and holding tanks.
- iv. A Restrictive Covenant shall be registered against the title for un-serviced developments within the NE 17-53-7-W5M (Entwistle Industrial Business Park). This Restrictive Covenant will require the development to hook up to the municipal system when Parkland County has determined that servicing has become available to their property. The required future connection shall be constructed solely at the cost of the landowner.
- v. Commercial and/or Industrial Development south of the Yellowhead Highway and north of NE 17-53-7-W5M will not have the option to be temporarily un-serviced, and shall connect to the municipal water and sewer systems at the time development occurs.
- vi. Developers who are to tie into municipal servicing may be required to supply detailed studies, including but not limited to, water and sewer servicing studies and domestic groundwater studies at the discretion of Parkland County. These studies will ensure that the carrying capacity of the land and/or infrastructure is capable of supporting the demand of the proposed development.
- vii. Roadway upgrades are recommended to rectify drainage problems and replace the aging sidewalk and curb/gutter concrete structures. Some roadways and sidewalks will be significantly impacted by future deep utility construction/reconstruction; therefore, both roadways and sidewalks should be reconstructed along with the deep utilities.

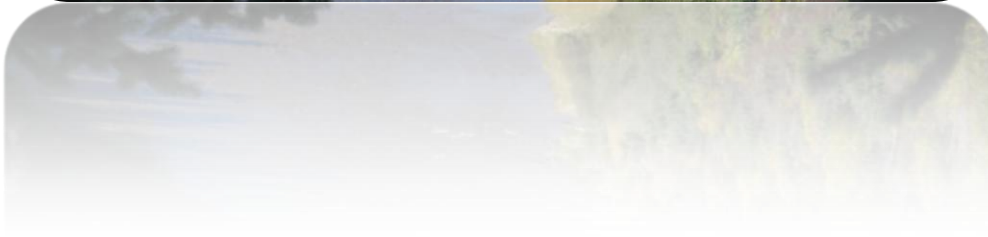
11.1.7 Transportation Development Policies

- i. Alberta Transportation will be conducting a Functional Planning Study to verify the existing interchange location and access points onto the Yellowhead Highway.
- i. A Traffic Impact Assessment will be required to confirm the location and distance for access onto Highway 22 from interchange ramp intersection at the time development in the area occurs.
- ii. The County shall initiate a comprehensive signage upgrade strategy for the Yellowhead Highway in consultation with Alberta Transportation that properly identifies Hamlet attractions and facilities.

11.1.8 Agricultural Land Use Policies

- i. Some lands within the Agricultural Restricted Area will eventually be converted to accommodate growth and expansion of the Hamlet. However, until this development proceeds, existing agricultural operations will be encouraged to continue.

- ii. Within the Agricultural Restricted Area, Parkland County will allow extensive agricultural land uses, such as field crops, but not intensive agricultural operations, such as intensive livestock operations, subject to overriding approvals from Provincial and Federal agencies.
- iii. 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.
- iv. Parkland County shall ensure an orderly progression and staging of development in order to prevent premature Hamlet development and conflicts with existing agricultural operations.



12.0 Area Structure Plan Implementation

12.1 Implementation

This Area Structure Plan is meant to serve as a planning framework to guide future subdivision and development with the Entwistle Area Structure Plan Area. Section 638 of the Municipal Government Act requires that all statutory plans adopted by a municipality be consistent with each other. Therefore, the policies contained in this Area Structure Plan shall be implemented through the Land Use Bylaw and other statutory and non-statutory documents and through the subdivision and development process. Revisions to the County's Municipal Development Plan and Land Use Bylaw may be required to ensure consistency between this Area Structure Plan and statutory plans and non-statutory documents.

12.1.1 Municipal Development Plan

Revisions to the Municipal Development Plan may be required to ensure consistency of land use designations between this Area Structure Plan and the Municipal Development Plan. The Municipal Development Plan for Parkland County is required under Section 632 of the Municipal Government Act.

12.1.2 Entwistle Industrial Business Park Area Structure Plan

As the Entwistle Industrial Business Park Area Structure Plan No. 10-2005 is being incorporated into this Area Structure Plan, the Entwistle Business Park Area Structure Plan will have to be rescinded in its entirety in accordance with the Municipal Government Act.

12.1.3 Land Use Bylaw

Require redistricting applications to conform to the land use designations in the Area Structure Plan. Areas designated for various land uses within the ASP are generalized and more precise definitions of these areas needs to occur at the outline plan and/or subdivision and development stages. Any County led revisions to the Land Use Bylaw will be appropriate to ensure consistency between this Area Structure Plan and the Land Use Bylaw.

12.1.4 Approval of Minister of Transportation

Section 14 of the Subdivision and Development Regulation, Alberta Regulation 43/2002 and 196/2006, prevents a Subdivision Authority from approving an application for subdivision of land within 0.8 kilometres of a highway where the posted speed is 80 kilometres, unless the land is, among other things, "contained and permitted within an area structure plan satisfactory to the Minister of Infrastructure and Transportation".

This Area Structure Plan is intended for approval for the Minister of Transportation, to enable Parkland County's Subdivision Authority to approve subdivision within the vicinity of the primary highway network.

12.1.5 Capital Region Board

According to the Capital Board Regulation 17/2010 and Ministerial Order L:270/10, this Area Structure Plan will not be referred to the Capital Region Board for approval as the Plan Area does not meet the necessary Regional Evaluation Framework criteria. The Plan Area is bisected by an Existing Regional Highway as identified by the *Regional Transportation Infrastructure Map* in the *Capital Region Growth Plan*. Nonetheless, this Area Structure Plan does not propose land uses that would add to, alter, interrupt or interfere with the distribution, expansion, and/or integrated development of regional infrastructure, and recreation, transportation and utility corridors as identified on the Regional Transportation Infrastructure, Regional Water and Wastewater Infrastructure, Regional Power Infrastructure, and Regional Corridors maps in the Capital Region Growth Plan or conservation buffers as shown on the Regional Buffers Areas map of the Capital Region Growth Plan. As a

courtesy, Parkland County may provide a copy of the Area Structure Plan to the Capital Region Board for information.

12.1.6 Development Phasing

The purpose of implementation policies is to provide for the logical progression of development to accommodate the ultimate land uses, densities, and municipal services contemplated in this Area Structure Plan. Subdivision and development within the Plan Area is anticipated in phases, beginning in the area within and surrounding the existing Hamlet. Logical extensions of roadways, municipal services, and infrastructure will be important considerations in subsequent phasing of subdivision and development. Development and/or subdivision of several areas should not proceed concurrently. A recommended phasing sequence is shown on Map 8 “Development Phasing Concept.” Alternatives to the recommended phasing sequence may be considered by Parkland County based upon provision of municipal services and infrastructure to a standard acceptable to the County in an economic and orderly manner.

12.1.7 Plan Amendments

Future applications to amend this Plan will be considered only after community consultation has been conducted and the proposed amendment is found to meet the vision for the community. Applicants applying to amend the Area Structure Plan may be required to provide a supporting Outline Plan that would allow Parkland County to properly evaluate the proposed changes considering:

- a. The need for additional areas for the proposed use a determination of the benefit and cost, and cumulative impact;
- b. The extent to which existing areas for the proposed use are available for development;
- c. The cumulative effects the proposed amendment and related development will have on the natural environment and surrounding land uses;
- d. The cumulative effect the proposed use will have on the roadways, water, sewer, and storm systems; and
- e. Any other considerations the County deems necessary.

12.1.8 Development/Servicing Agreements

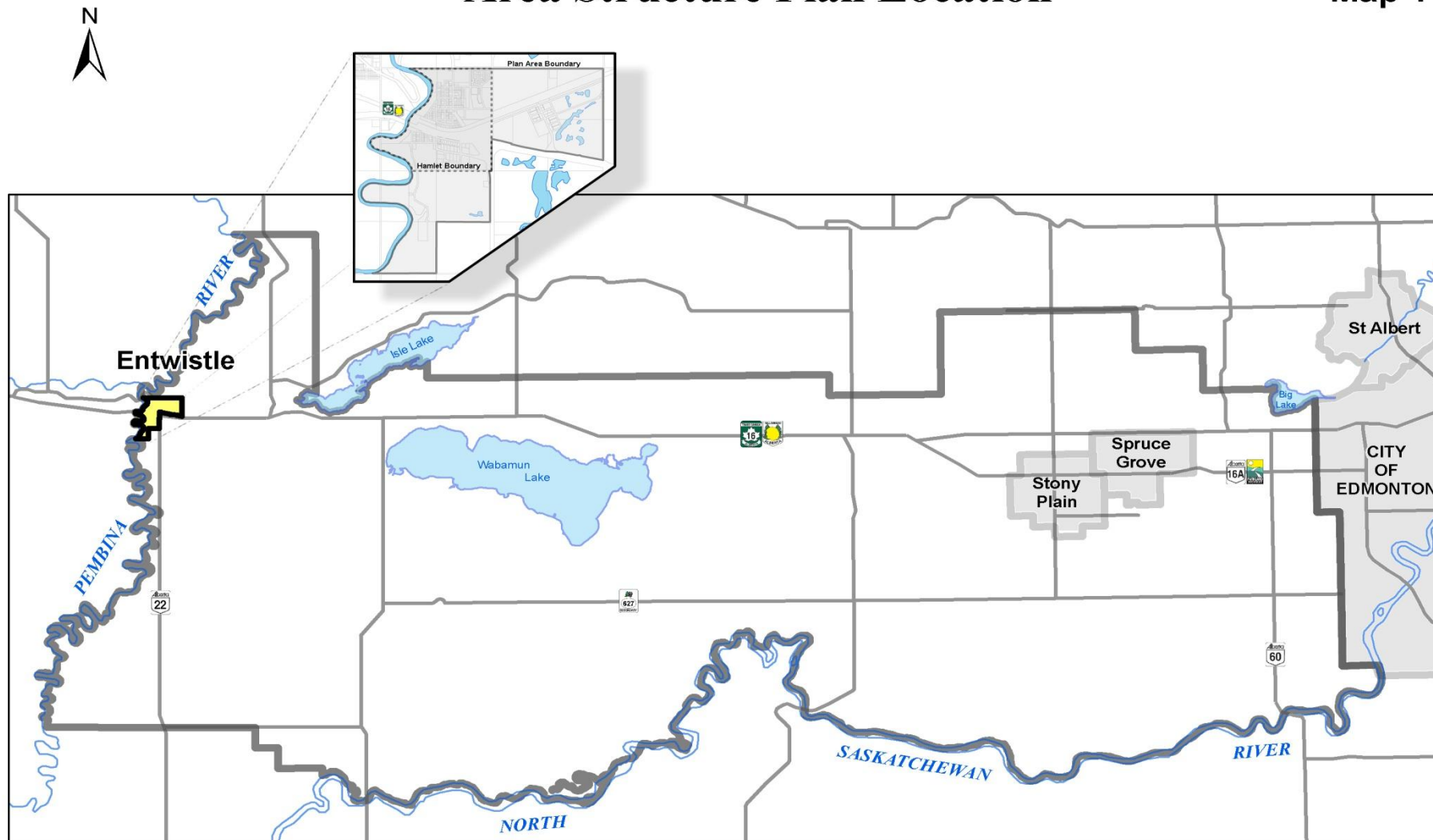
Require on-site and off-site costs associated with servicing new developments with roadways, utilities, and other infrastructure are to be borne by the development through development charges in accordance with specific development agreements.

12.1.9 Reviewing and Updating the Area Structure Plan

Undertake a review and update, if necessary, to the Area Structure Plan at five year intervals from the date of its adoption by Council or sooner if appropriate.

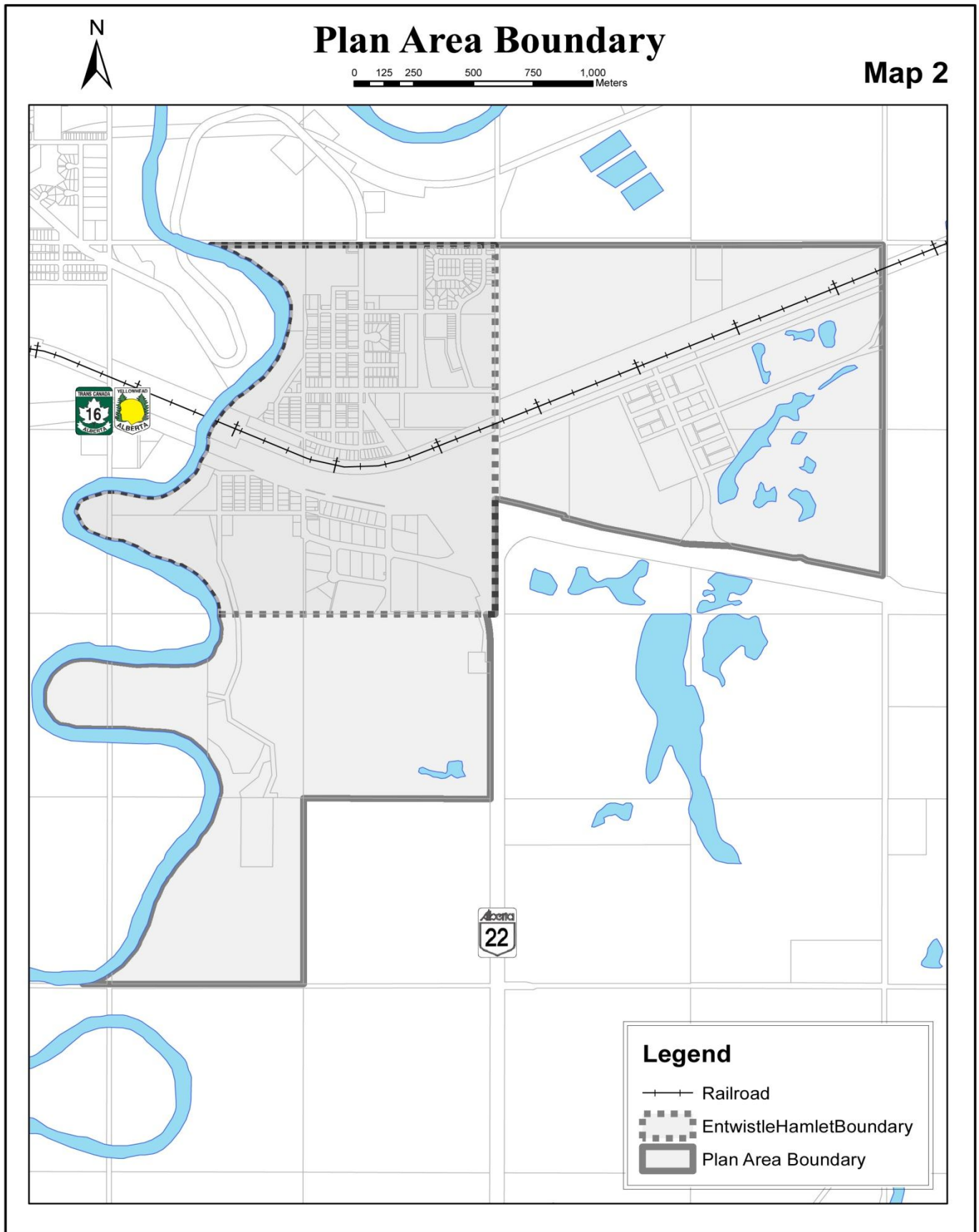
Area Structure Plan Location

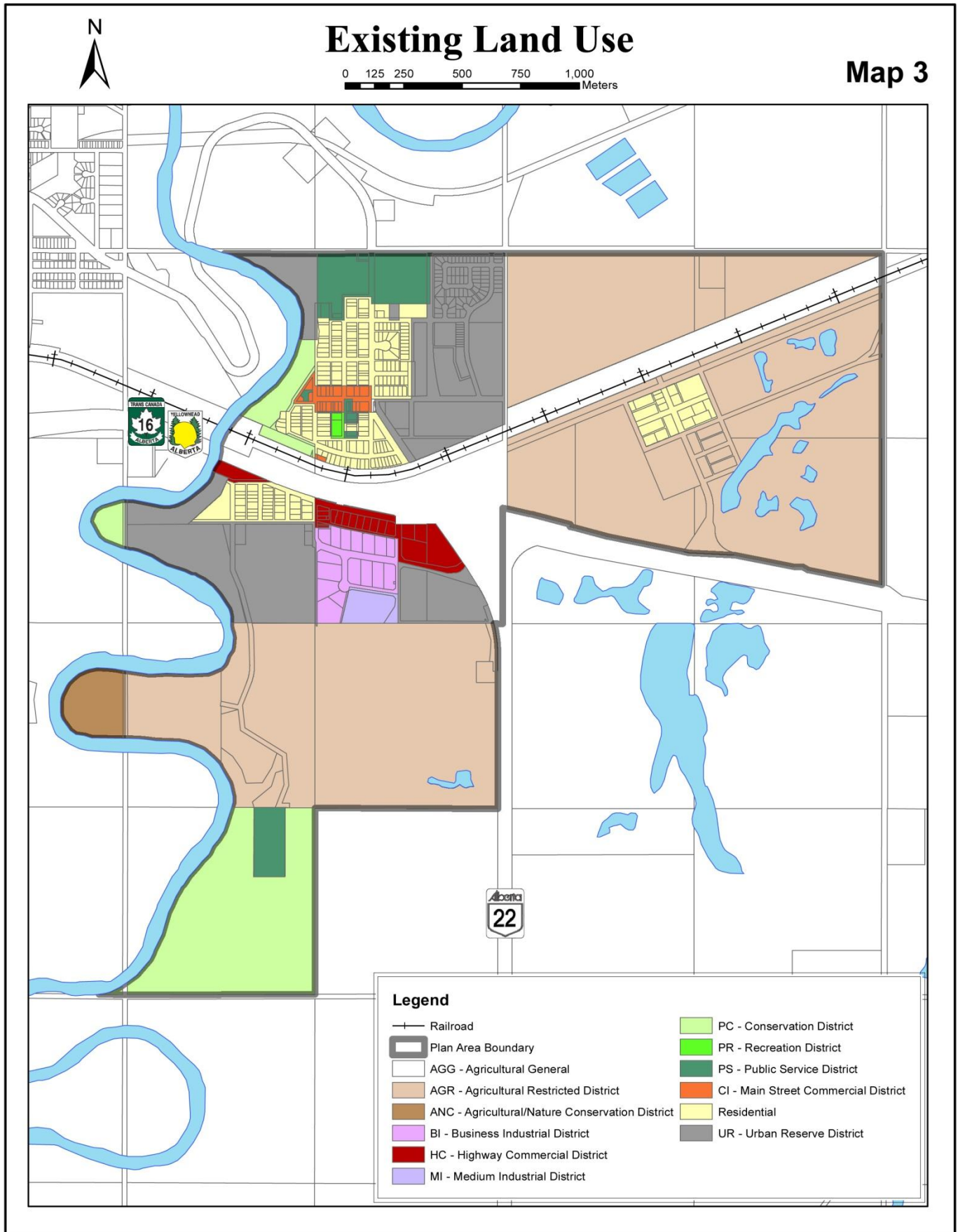
Map 1

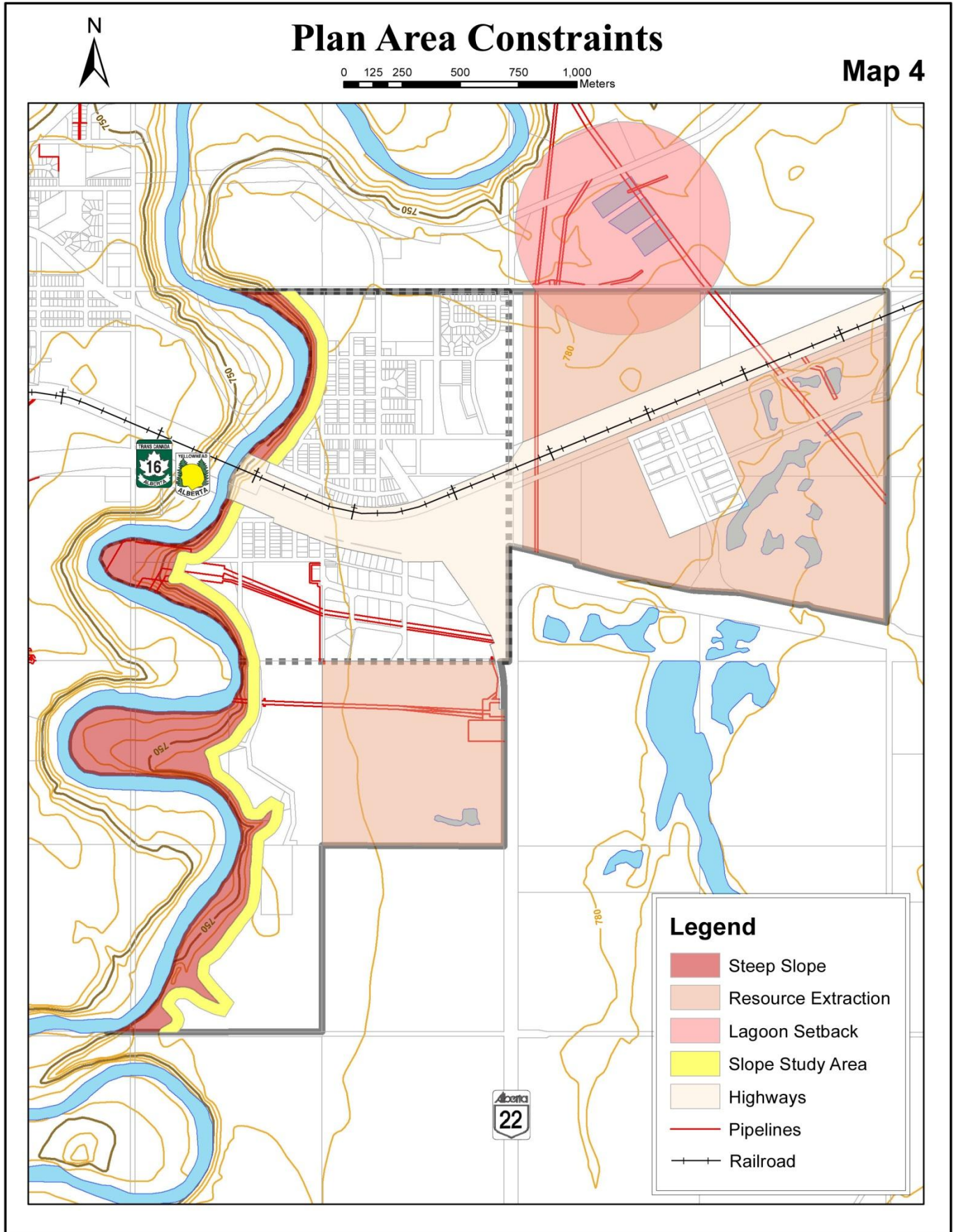


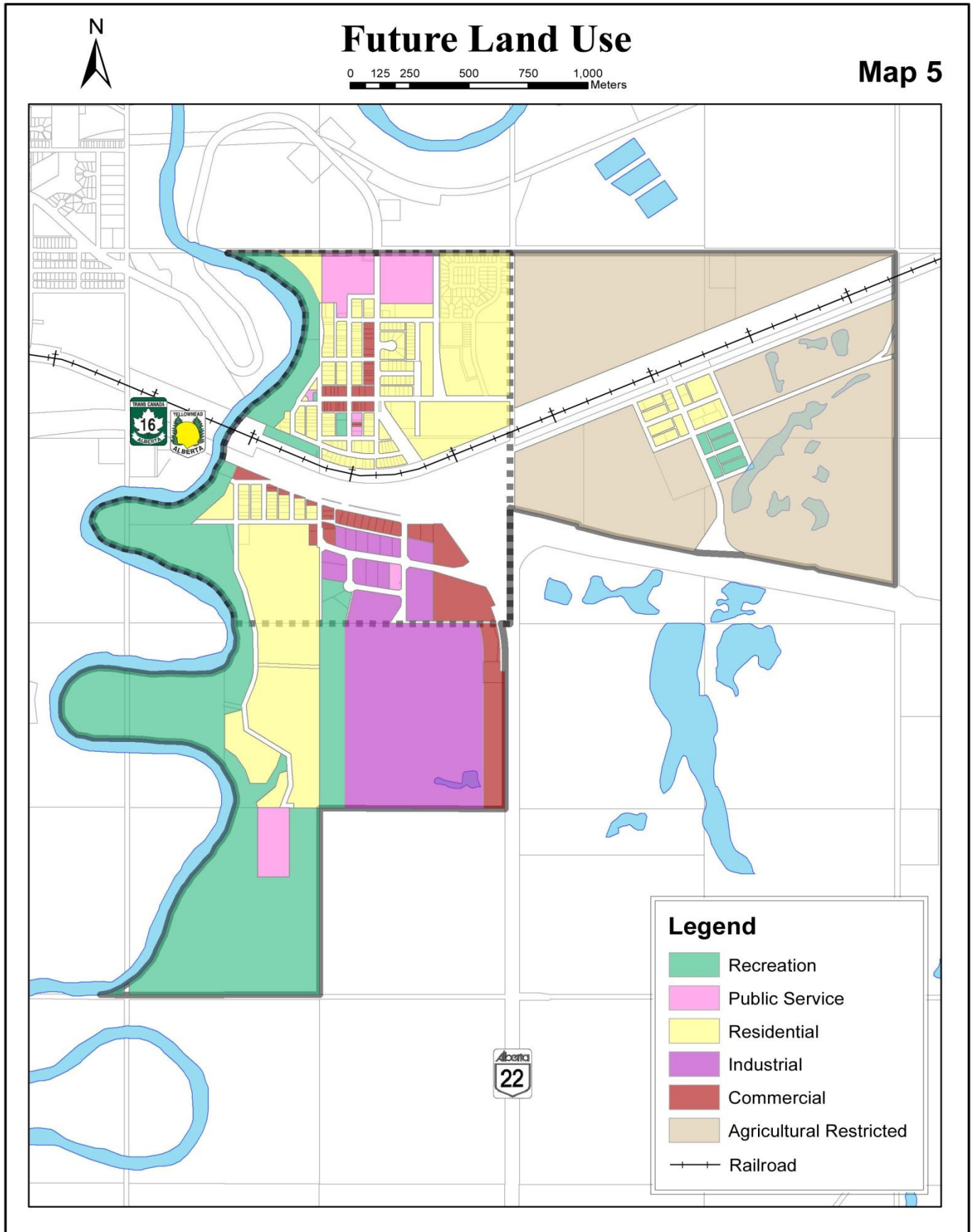
Legend

-  Entwistle Plan Area Boundary
-  City/Town Boundary
-  Parkland County Boundary











Plan Area Transportation

0 125 250 500 750 1,000
Meters

Map 6

