BY-LAW NUMBER 2018/32

BY-LAW NO. 2018/32 is a by-law of the County of Wetaskiwin No. 10 in the Province of Alberta, to authorize the adoption of an Area Structure Plan for the purpose of providing a framework for an Area Structure Plan for G3 Canada Limited within SW 2-46-24-W4M, in accordance with Section 633 of the Municipal Government Act, Chapter M-26.1, Revised Statutes of Alberta 2000, and amendments thereto.

WHEREAS: at the requirements of County Council, as per Policy 6606, an Area Structure Plan has been prepared for SW 2-46-24-W4M.

AND WHEREAS: the proposed Area Structure Plan has been widely circulated and discussed within the County pursuant to Section 230, 606(1), and 633(1) of the Municipal Government Act, 2000, Chapter M-26.1, and amendments thereto.

NOW THEREFORE: the County of Wetaskiwin No. 10, duly assembled, hereby enacts as follows:

(a) The document attached to this By-law as "Appendix A", together with accompanying maps, is hereby adopted as the G3 Canada Limited Area Structure Plan within SW 2-46-24-W4M.

1. This by-law comes into effect on the date of third reading.

READ: A First time this 8 day of June, A.D., 2018.

READ: A Second time this 8 day of June, A.D., 2018.

READ: A Third time and finally passed this 17 day of July A.D., 2018

REEVE

SECRETARY-TREASURER

"APPENDIX A" BL2018/32

Proposed Area Structure Plan
County of Wetaskiwin
NW and SW 2-46-24-4
Owner: Ware Farms Inc
Developer: G3 Canada Ltd

Plan prepared by Robert Riddett
Registered Professional Planner, Alberta and NWT
rriddett@gmail.com

Contents

Maps

Appendices

1 Purpose of this area structure plan

G3 Canada Limited (G3) is a national grain handling enterprise based in Winnipeg. The company has primary elevators in Manitoba and Saskatchewan, and port elevators on the west coast and on the St Lawrence River. It is now moving into Alberta, and has selected Wetaskiwin as its first location. The target date for start of construction is the summer of 2018.

The Wetaskiwin facility will consist of a large capacity elevator and storage bins with a capacity of 42,000 tonnes of grain. This compares with a capacity of 45,620 tonnes of storage at Legacy Junction and 46,500 tonnes at Lacombe. The projected throughput is 440,000 tonnes a year. The site will have a 3,000 metre loop track capable of loading a 134 car train. The developer has an option to purchase the whole of NW and SW 2-46-24-4 east of the CPR line, about 272 acres. The elevator complex plus the loop track will occupy about 55 acres, and the remaining 217 acres will be leased back and farmed. The location is shown on Map 1.

There are no plans for fertilizer and chemical sales at this location.

Prior to approving any large development, the County of Wetaskiwin requires an area structure plan (ASP) which describes the land, how it is serviced, how the proposal will affect the neighbours, and how this meshes with municipal and provincial policies. This document therefore addresses all the issues listed in the County's *Policy 6606, Requirements for Area Structure Plans*.

This ASP draws heavily on engineering and design work by Stantec, whom G3 have engaged as their prime consultant. As far as possible this ASP avoids duplicating Stantec's material; those who want a fuller description of the underlying engineering should consult the original Stantec documents. These are listed in Appendix B.

2 Municipal policies

The land is in the County of Wetaskiwin, and development is controlled by the County's municipal development plan (MDP) and land use bylaw.

Municipal development plan: The County's MDP encourages the establishment of agriculture-related industries "close to the material source and transportation corridors" (section 5.3). In this case, the chosen site is in the middle of a major grain producing area, and is located on the main north-south CPR line. This effectively over-rides the County's more general policy of reserving better quality soils for crop production.

Land use bylaw: The land in question is currently zoned Agricultural. The zoning bylaw does not list grain elevators as permitted or discretionary uses, so a bylaw amendment will be required.

3 Intermunicipal considerations

The entire site is within one mile of the City of Wetaskiwin, in an area where the County and City jointly manage land use. The following documents apply.

County MDP: Policy 7.1.2 of the County's MDP commits it to refer to the City all proposed ASPs, zoning amendments, subdivision applications, and applications for discretionary land uses within one mile of the municipal boundary. The one mile referral area is shown on Map 1. The elevator site is included in that referral area.

City / County IDP: In 1998 the City and County of Wetaskiwin adopted an intermunicipal development plan (IDP) which set out an agreed pattern of land use around the City, and required the County to refer to the City all applications for changes of land use within a defined area. As shown on Map 1, the proposed elevator site is outside the area where future land uses have been mutually agreed. The IDP referral area has not been expanded following the recent annexation.

Possible annexation: The IDP says that

> *Land should remain in whichever municipality is best able to provide services to it and its owners. As a general rule, farm land should be in the County, and land which is subdivided to urban densities, or which requires municipal water and/or sewer, should be in the City.*
>
> *The City will not attempt to annex any land until there is a legitimate proposal for development to urban uses or requiring urban services.*

As noted in sections 15 and 16 below, the site will have its own water and sewer, so annexation is not contemplated.

City MDP: The City MDP does not address the future use of the proposed site, but it does show the quarter immediately north (and currently outside the City boundary) as future industrial.

Referral to Ermineskin: The proposed development is more than one mile from the boundary of the Ermineskin reserve, so there is no obligation to consult. However, in a spirit of good neighbourliness, an advance copy of this ASP was forwarded to the band council for their information.

4 Response from the City of Wetaskiwin

After reviewing an earlier version of this ASP, the City sent the County an email on 24 May setting out several concerns and suggestions. Those issues have been addressed in this version of the ASP.

5 Provincial policies

Although land use is a municipal responsibility, the County must also consider provincial regulations set out in provincial legislation, and particularly in the *Subdivision and Development Regulation,* AR 43/2002, the *Public Highways Development Act*, and environmental legislation. The following provincial policies apply.

Proximity to highways:	A municipality must not adopt an area structure plan or approve a development within 1,600 metres of a primary highway without the prior approval of Alberta Transportation (AT). The land is adjacent to Highway 2A, so this document and the traffic impact assessment referred to in section 13 has been submitted to AT for comments and recommendations.
Airports:	The elevator site is 3,550 metres from the end of the runway at Wetaskiwin Regional Airport. This is beyond the height and noise restrictions imposed by Transport Canada and municipal land use bylaws. As shown on Map 7, the elevator will be far enough away from the airport that it will be well below the statutory height limits. In the opinion of pilots using the airfield, the existing and proposed uses of the proposed site will not affect and will not be affected by flight operations.
Sewer lagoons:	Any building that includes food handling space (which includes lunchrooms) must be at least 300 metres away from sewer lagoons. The closest sewer lagoon 4,800 away, on the east side of Wetaskiwin.
Waste disposal sites:	Food handling spaces must be at least 300 metres away from an active or closed waste disposal site, and no water wells for human consumption may be drilled within 450 metres of such a site. The closest waste disposal site is the County transfer station in SW 29-36-23-4, about 5 km distant. The closest active landfill is about 7 km away, on the north side of Wetaskiwin.
Sour oil and gas installations:	A proposal to subdivide or develop land within 1,500 metres of any sour gas well or pipeline must be referred to the ERCB for comments. There are no sour oil or gas installations within 1,500 metres of the property.
Other oil and gas installations:	Buildings frequented by the public are required to be set back at least 100 metres from oil and gas wells, and cannot be constructed within the right-of-way of a sweet oil or gas pipeline. Map 3 shows that there are no active or suspended wells on the proposed site. The closest is about 400 metres away.

Abandoned wells:	There are no abandoned wells on the proposed site. The closest are about 400 metres away.
Water issues:	The *Alberta Environmental Protection Act* (AEPA) requires a municipal planning document to address storm water management. Section 17 of this ASP addresses this.
Wetlands:	The *Water Act* requires a municipal planning document to address the effect on wetlands. This is dealt with in Section 12.
Historical resources:	The Alberta Government's Historical Resources Management Branch (HRMB) has the right to require a historical or archaeological assessment of land which is to be developed. The department's *Listing of Historic Resources* does not note anything of interest on the site proposed for development. Nevertheless, an application for clearance was made by Stantec.

In summary, Alberta Transportation is the only provincial department whose approval is needed before this ASP can be adopted.

6 Former uses of the land

Air photographs back to the 1960s, held by West Central Planning Agency, show that the land has been in agricultural use since the earliest photos were flown, more than 50 years ago.

The developer's engineers have tested the site and found nothing of concern.

There has been underground coal mining in the past in the Wetaskiwin area, but the *Coal Mine Atlas of Alberta* does not show any activity on the land proposed for development.

7 No conflict with confined feeding operations

The County of Wetaskiwin requires an ASP to identify any confined feeding operation (CFO) within two km of a proposed ASP.

The Natural Resources Conservation Board (NRCB) regulates CFOs under the authority of the *Agricultural Operations Practices Act* (AOPA). The NRCB web site contains a map-based search engine which shows all approvals, including municipal approvals prior to the enactment of AOPA. Map 1 shows the locations of the closest ones, and they are 5 km distant.

There is a small dairy in NE 3-46-24-4, a few hundred metres from the proposed elevator site. An operation of this size is not regulated by the NRCB, and should have no effect on the proposed elevator.

8 Slope and drainage

The half section has a low relief with over a hundred sloughs and potholes which make seeding difficult in a wet spring, but they normally dry up over the summer so harvesting is not impeded.

The northern 43 hectares drains to the north, towards Wetaskiwin. The remainder of the land drains south and east into a small creek that joins the Battle River south of the Gwynne dam. The greatest slope is along the south boundary, where the land falls about three metres over 800 metres, or 0.4%. The drainage pattern is shown on Map 4.

Section 17 discusses how this affects storm water management following development.

9 Geotechnical considerations

In order to test the suitability of the site, the developer had Machibroda Engineering drill thirteen test holes, up to 24 metres in depth, at the location of the proposed elevator and storage bins. This was done late in 2017.

The material under the topsoil typically consisted of two or three metres of stiff clay overlying glacial till which extend down to 17 or 18 metres below ground level.

Based on these findings, it was determined the best way to support the planned weight was to pour concrete pilings down 20 metres under the elevator structure, and 15 metres under the storage bins. These pilings will then support a concrete raft over granular fill.

10 Proposed design and operation

Map 5 shows the proposed site layout, which has been designed in co-operation with the CPR.

There are two ways of loading a long train of grain cars. One is to break the train into sections, store the sections in sidings (known as ladders), load each section, and re-couple the train. This is slow, inefficient, and noisy. The alternative is to create a loop track off the main line, long enough that the entire train move past the elevator and be loaded without uncoupling.

The Wetaskiwin elevator will use the loop system. The loop will be slightly over 3,000 metres (almost 10,000 feet) long and will accommodate up to 134 cars. It will be built off the main line and will cover up to 200 acres. After the train is moved on site by the CPR, G3 staff will take over and operate the locomotives at low speed to load the cars as they pass by the elevator at the south end of the property, about 1,500 metres from the City boundary. When the train is fully loaded, a CPR crew will take over and haul the train to the terminal elevator on the west coast.

It is expected that one train will be loaded every ten to twenty days. Between loadings, the bins will be re-filled by trucks coming from producers' storage.

Most trucks will enter the site from Highway 2A, cross the CPR tracks, and drive along TR 460 to the site entrance. They will then unload at the storage bins situated about 200 metres north of the township road before returning to Highway 2A.

Although the company will purchase the full 272 acres, most of this will remain as farm land and be kept in production.

11 Effect on the neighbours

There will be two main impacts on neighbours: traffic and noise.

Traffic: Most of the truck traffic in to the site will come from Highway 2A along TR 460. The company estimates that 40 trucks per day will come in and out of the site. That could rise to 100 trucks per day in the post-harvest peak season. This compares with about 40 vehicles per day at present on TR 460.

Noise: Construction of the facility, and truck and rail movements during operations, will create a certain amount of noise. This will be minimized to comply with the County's noise control bylaw.

During the construction phase, working hours will generally be limited to 6:00 am to 6:00 pm, seven days a week, but for limited times, such as during the slip (raising the concrete work-house), operations will be 24 hours a day for approximately eight days.

Once construction is finished and operations start, three things will minimize the noise coming from the elevator and its working.

- First, a rail loop makes in un-necessary to break and re-couple the train, which is the main cause of noise in a ladder-style elevator. While being loaded, a train will be moved at a very low speed, which will minimize the noise from the locomotives and from the grain car couplings.

- Second, the elevator and loading area are situated more 800 metres (half a mile) away from the cluster of acreages immediately south of the City boundary, and about 500 metres from two residences on RR 242 in NE 34 and NW 35. This distance will attenuate any noise from elevator or railway operations.

- Third, the operator prefers to work during daylight hours for reasons of safety. This will reduce the impact of both noise and light pollution.

For these reasons, the company believes the impact of noise on neighbours will be minimal.

12 Environmental impact

Section 5.7 of the policy on ASPs states that

> *The County may request that a qualified professional produce an Environmental Assessment in the case that the subject area and/or surrounding area is known to be environmentally sensitive, in terms of wildlife issues, potential contamination from previous or adjacent land uses, or potential effects on nearby lands, uses, waterways or groundwater tables are anticipated.*

The land has been farmed since the railway came to Wetaskiwin in the late 19th century, and the natural environment has been completely altered. There are no sizeable stands of native vegetation. The only watercourses are spring runoff channels which are then cultivated. The ephemeral sloughs are not protected by the provincial wetland policy. In summary, the proposed development will have no appreciable impact on the natural flora and fauna beyond that which has already happened.

Despite the expected low impact on the natural environment, G3 engaged Stantec to undertake an environmental impact assessment. The consultant noted that

- The Alberta government's *Fish and Wildlife Internet Mapping* System shows no sensitive wildlife in the project area or within one kilometre.
- No part of the property is noted on *Canadian Important Birds* mapping.
- A total of 124 wetlands were mapped in the two quarters and a 100 metre buffer area. All but one are ephemeral, temporary, or seasonal; one is semi-permanent.
- No wetlands appear to meet requirements for Crown ownership under the *Public Lands Act.*

Following detailed site design, G3 will approach Alberta Environment to find if any lost wetland needs to be replaced under the provincial wetlands policy.

13 Road access

Most users will access the site from Highway 2A At this point it is a two lane highway with a 100 km/h speed limit carrying about 5,800 vehicles per day year-round, rising to 6,300 vehicles per day in the summer. The intersection with TR 460 is a simple Type 1 with no turning or acceleration / deceleration lanes, and there is limited stacking distance for vehicles between the stop line and the CP rail line. The intersection will have to be upgraded to carry the expected volume and type of traffic in safety. The developer therefore engaged Stantec to examine the access and to recommend necessary upgrades.

Stantec recommended that the present intersection of Highway 2A and TR 460 be upgraded to a Type IV-b with a dedicated left turn lane for the use of traffic heading south and turning on to TR 460. Illumination (street lights) should also be installed. Once upgraded, the intersection will have ample capacity to handle the expected level of traffic.

Stantec's report has been submitted to Alberta Transportation for approval. Some details remain to be worked out, but G3 commits to upgrading the highway intersection as agreed with AT. This will include reasonable accommodation for pedestrians.

Additionally, G3 will widen TR 460 to 8.2 metres from Highway 2A to the site entrance. This work will be done in accordance with County road design standards. Warranty will be extended for a two year period following the issuance of the final acceptance certificate by the County. During construction, G3 will provide reasonable dust control from the highway to the site

entrance. This will include water and/or chemical based dust suppression applications as required. Ongoing maintenance and repair will be the responsibility of the County.

G3 commits to expediting the work associated with the upgrading of the intersection of the highway with TR 460 as early as possible in the construction phase of the development. Detailed design work will begin upon receipt of final approval of the TIA by Alberta Transportation.

Some of the traffic to the site will come from the east along TR 460. The County has indicated that traffic from Highway 13 and Highway 613 will be directed to use RR 240 south to TR 460 to avoid passing through the City of Wetaskiwin (see Map 6). This may require County roads to be upgraded to handle the traffic safely. It is understood that the County will apply for funding through the Alberta Government's Resource Roads program.

The Alberta Transportation website says that this program "provides funding assistance to local municipal road authorities for the movement of goods and people associated ... with high throughput grain elevators". Connections east and north to Highway 613 and / or Highway 822 could benefit from this program. In making its case, the County can point out that, at present, the closest high throughput elevators in the Edmonton-Calgary corridor are Legacy Junction (45 km to the east), Lacombe (66 km to the south) and Acheson on the west side of Edmonton (85 km to the north), so a high throughput elevator at Wetaskiwin will fill a large gap in Alberta's grain handling system.

G3 will co-operate with the County to mitigate the concerns of local residents regarding traffic safety, dust, and noise issues on TR 460 and RR 240.

14 Reserves

When land is subdivided into multiple lots, the municipality has the right to take ownership of all undevelopable land as environmental reserve, and up to 10% of the developable land as municipal reserve (*Municipal Government Act*, sections 664 and 665).

Because the site will not be subdivided, reserves will not be due.

15 Water supply

When a subdivision will result in there being six or more residential lots on the quarter section, and those lots will use wells, section 23 of the *Water Act* requires the developer to provide a report by a professional engineer, geologist, or geophysicist, certifying that a diversion of 1,250 cubic metres of water per year (754 gallons per day) for household purposes for each of the lots within the subdivision will not interfere with any existing household uses, licensees, or traditional agricultural users (*Water Act*, section 23(3) and AR 205/98, section 9).

Section 23 does not apply in this case because the land is not being subdivided and the proposed use is not residential. An industrial user may be required to obtain a water licence, but this is a provincial, not a municipal issue, and will be addressed at the time of development.

The elevator complex will use water only in the staff lunchroom and washroom. The volume will be so small that it can be supplied by a private well. Alberta Research Council maps show expected yields of about 5 gallons per minute in this area. This is ample for the proposed use. G3 is also investigating the idea of using cisterns as well as supplying bottled water for drinking.

16 Sewage treatment

The small volume of water used on site means that there will also be a small volume of sewage to deal with. Sewage will be stored in an underground tank, then taken by a sewage hauling firm to the County facility at Mulhurst for treatment and disposal.

17 Storm water management

When land is developed for industrial use, and the hard-surfaced area increases, storm water and snow melt tends to run off instead of being absorbed into the ground. To avoid overloading downstream watercourses, culverts, and bridges, Alberta Environment requires that runoff be managed so that peak flows of storm water after development are no higher than they were in the land's natural state.

In this case, higher rates of runoff can be expected from the loading area (0.5 ha), approach road and other gravelled areas (2.2 ha), and railway track (6.0 ha). Runoff from the crop land will remain unchanged.

Stantec Consulting were engaged to examine the present surface water flows and to calculate how these will be affected by the proposed development. Their report has been forwarded to the County under separate cover.

Stantec's report calculates the additional runoff, describes it as "minimal", and says that all flows can be managed on site in ditches and existing depressions. On page 10 it says

> *There is ample natural storage both inside and outside the railway loop to accommodate the estimated additional 400 m3 runoff volume generated by Drainage Area A [43.4 ha draining north towards Wetaskiwin]. The additional 1,370 m3 runoff volume generated by Drainage Area B [68.3 ha draining south and east to the creek] will be stored in the grain elevator site ditches and existing adjacent low area.*

In summary, off-site flows will not change, and there is no need to construct a storm water pond.

All drainage work will be planned, constructed and managed in accordance with Alberta Environment regulations.

18 Fire Protection

Section 5.10 of the County's policy on ASPs states that "Each development must have adequate water available for fire protection... the exact volume of water required will vary based on the type of use and density."

G3 is not aware of any country grain elevators in Western Canada with a supply of water for fire fighting. There is very little combustible material in a concrete and steel elevator. Grain has a very low combustibility; the main risk is from grain dust. That risk is minimized by dust control, collection, and monitoring.

Fire control will be addressed in discussions with the County's Director of Emergency Services and provincial authorities, and will be addressed in the building permit.

19 Next steps

Following approval of the ASP, the developer will immediately ask the County to amend the zoning to allow a grain handling operation on the site. Only the elevator site will be rezoned; the remainder of the property will keep its Agricultural zoning.

After zoning is in place, the company will submit a development application and hopes to start construction in 2018.

20 Subsequent changes to County policies

Should development approval not be applied for within one year of the adoption of this ASP, the plan may be subject to any new policy or bylaw adopted by Council after the date of ASP approval. Further, the developers acknowledge that if the development is registered in phases, all policies and bylaws at the time of registration will apply.

Appendix A: Public Input

As required by County policy, G3 organized an open house at which they presented their proposal. It was advertised in the *Wetaskiwin Times* and *Pipestone Flyer*, and invitations were also mailed to 29 owners of adjacent land. The open house was held at the Best Western Wayside Inn in Wetaskiwin on Monday 16 April. Between 60 and 70 people attended.

Robert Beaudry and Murray Vanderpont from G3's Winnipeg head office made a presentation for about half an hour and answered questions for another ninety minutes. In that time the following points were raised.

Volume of rail traffic	What effect will extra traffic have on the existing, heavily used CP Rail line? G3 expects to load one train per week during peak periods. CP Rail do not believe this will overload their system. The loop system means that trains will not block the main rail line while they are being loaded.
Volume of truck traffic	How many trucks per day are expected at the site? The company expects to unload up to 40 trucks per day during peak periods.
Size of vehicles	Is the operation designed to accommodate the largest trucks now in use? The hundred foot scale is designed for Super B-trains.
Noise from operations	Will noise from operations affect nearby residences? The elevator will be situated more than half a mile from the cluster of residences along Highway 2A just south of the City limits, and more than a quarter of a mile from the two residences to the south on RR 242. The loop system makes it unnecessary to break and re-connect the train, which eliminates the noise made by coupling.
Night operation	Will grain cars be loaded or trains move during the night? Loading will normally be done during daylight hours. There may be an occasional night load during peak periods, but this will be rare.

Possible alternative sites	Did G3 consider any other sites? The company looked at several sites inside a triangle formed by Legacy Junction, Lacombe, and Edmonton, but this was the only one that had the necessary highway and rail access, level ground, and a willing seller.
Increase in traffic on Highway 2A	How much traffic will be added to Highway 2A? Alberta Transportation reports that Highway 2A is now used by about 5,800 vehicles a day. Eighty new movements per day -- 40 in and 40 out -- will increase the traffic on Highway 2A by about 1.4%.
Highway 2A / TR 460 intersection	What will be done to improve safety at the highway intersection? G3 engaged Stantec, a Canada-wide firm of consulting engineers, to prepare a traffic impact assessment and submit it to Alberta Transportation (AT) for approval. Stantec's draft report, now being considered by AT, recommends that the intersection be upgraded by constructing turning and acceleration / deceleration lanes and possibly street lighting. G3 has committed to doing whatever is required by AT, at its own expense. The traffic impact assessment is available to anyone who wants a copy.
Increase in traffic on rural roads	It was pointed out that producers to the east might want to use TR 460 and other rural roads instead of coming through the City. However, many of these roads were not suitable for heavy vehicles. G3 replied that the County could control traffic on these roads through load limits and designated truck routes.
Drainage	There are drainage problems south-east of Wetaskiwin. Will G3's operation add to the problem? G3 had Stantec examine the present and future drainage of the site. In their opinion, the effect of development on drainage will be minimal. Storm water will be held in a detention pond and released slowly, at a rate no higher than at present.
Date of construction	When will construction start? And when will you open for business? G3 hopes to start construction this summer, and be ready to buy the 2019 crop.

Emergency plans	Will G3 have an emergency response plan and make it available to local residents? Yes.
County involvement to date	Has the County been involved in the planning of this project? Staff and councillors give different answers. County staff are aware of G3's plans, but have not been involved in the planning. The County will not respond officially until they receive an application from G3.
Employment	How many people will be employed on site? During construction there will be up to 60 people working on site under the supervision of a prime contractor experienced in elevator work. Local companies will be invited to bid on sub-contracts. About a dozen people will be employed full time when the elevator is up and running.
Benefits to producers	The proceedings ended on a generally favourable tone with several attendees indicating their support for the development.

All these comments and questions have been taken into account in the version of the ASP submitted to the County.

Appendix B: sources and references

Studies commissioned by G3

Traffic impact assessment	Stantec Consulting Ltd, file 1135 200040.508
Geotechnical investigation	P. Machibroda Engineering Ltd, file 13754
Environmental assessment	Stantec Consulting Ltd, file 1135200040.508.403
Drainage plan	Stantec Consulting Ltd, *G3 Wetaskiwin Stormwater Management Report* dated 24 January 2018 (no file number given)

County documents

Intermunicipal development plan	Bylaw 98/66
Municipal development plan	Bylaw 2010/34
Land Use Bylaw	Bylaw 95/54
Noise bylaw	Bylaw 2103/05
Policy documents	Policy 6606: Requirements for area structure plans

City documents

Intermunicipal development plan	Bylaw 1420-98
Municipal development plan	Bylaw 1782-11

Provincial documents

Municipal Government Act:	s 633	Area structure plans
	s 650	Development agreements

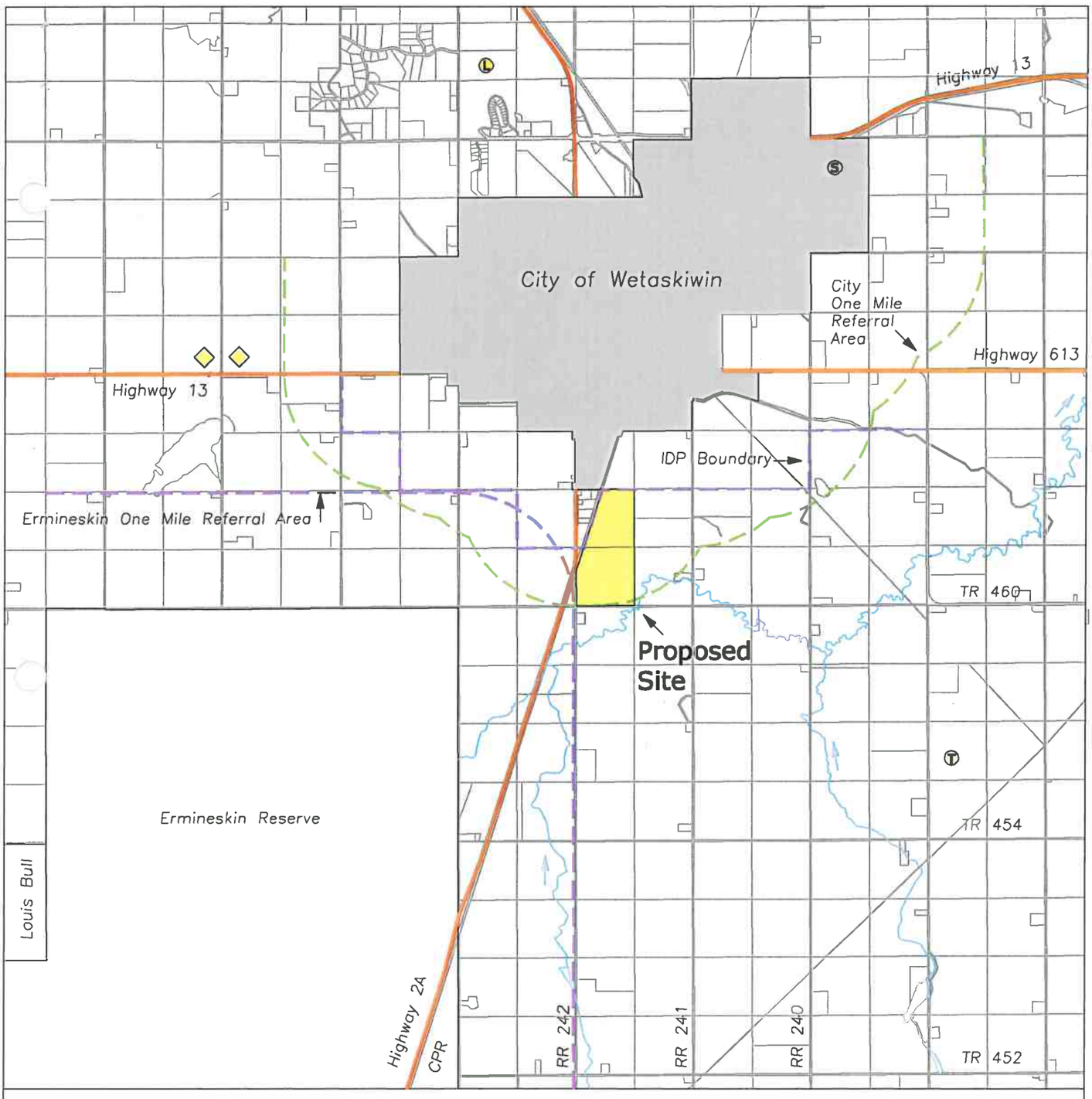
Subdivision and Development Regulation, Alberta Regulation 43/2002:

s 9	Road access
s 10	Distance from sour gas facilities
s 11	Distance from gas and oil wells
s 12	Distance from sewer lagoons
s 13	Distance from waste disposal sites
s 14	Development near highways

Protection of historic resources	Alberta Historical Resources Act Land Use Procedures Bulletin accessible at *culturetourism.alberta.ca/heritage-and-museums/programs-and-services/land-use-planning*
Wetlands policy	aep.alberta.ca/water/programs-and-services/wetlands/documents/AlbertaWetlandPolicy-Sep2013.pdf
Resource Road Program	transportation.alberta.ca/documents/STIP_guidelines_Oct-2016.pdf

Miscellaneous data sources

Confined feeding operations	Mapped on NRCB website at *https://cfo/nrcb.ca/DecisionsSearchEngine.aspx*
Traffic volumes on highways	*www.transportation.alberta.ca/3459.htm*
Oil and gas data base	AbaData.ca mapping converted and supplied by West Central Planning Agency
Coal mines	Coal Mine Atlas of Alberta at aer.ca/data-and-publications/statistical-reports/st45#1
Groundwater	Alberta Research Council: Hydrogeology of the Red Deer Area, Map 83A (WCPA library)
Elevator capacities	Canadian Grain Commission: Grain Elevators in Canada, Crop Year 2017-18



County of Wetaskiwin
Area Structure Plan
Grain Handling Complex
NW and SW 2-46-24-4
Map 1
Location

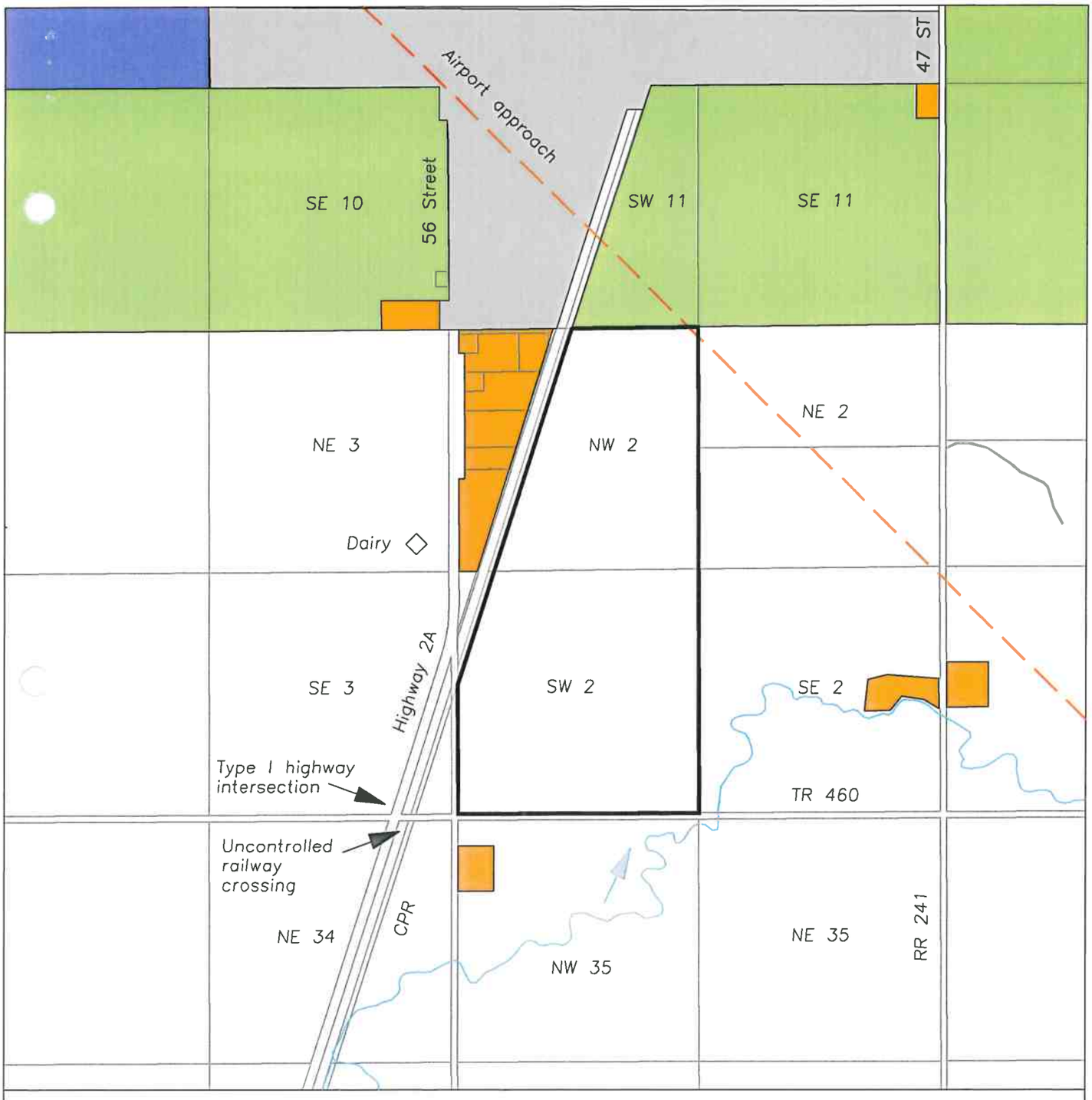
Nearest facilities requiring setbacks

- Ⓣ *Waste transfer station*
- Ⓛ *Active landfill*
- Ⓢ *Sewer lagoon*
- ◇ *Confined feeding operation*

N

Maps are AltaLIS from WCPA rotated 1 degree clockwise round 0,0

1 km



County of Wetaskiwin
Area Structure Plan
Grain Handling Complex
NW and SW 2-46-24-4
Map 2
Neighbouring Land Uses

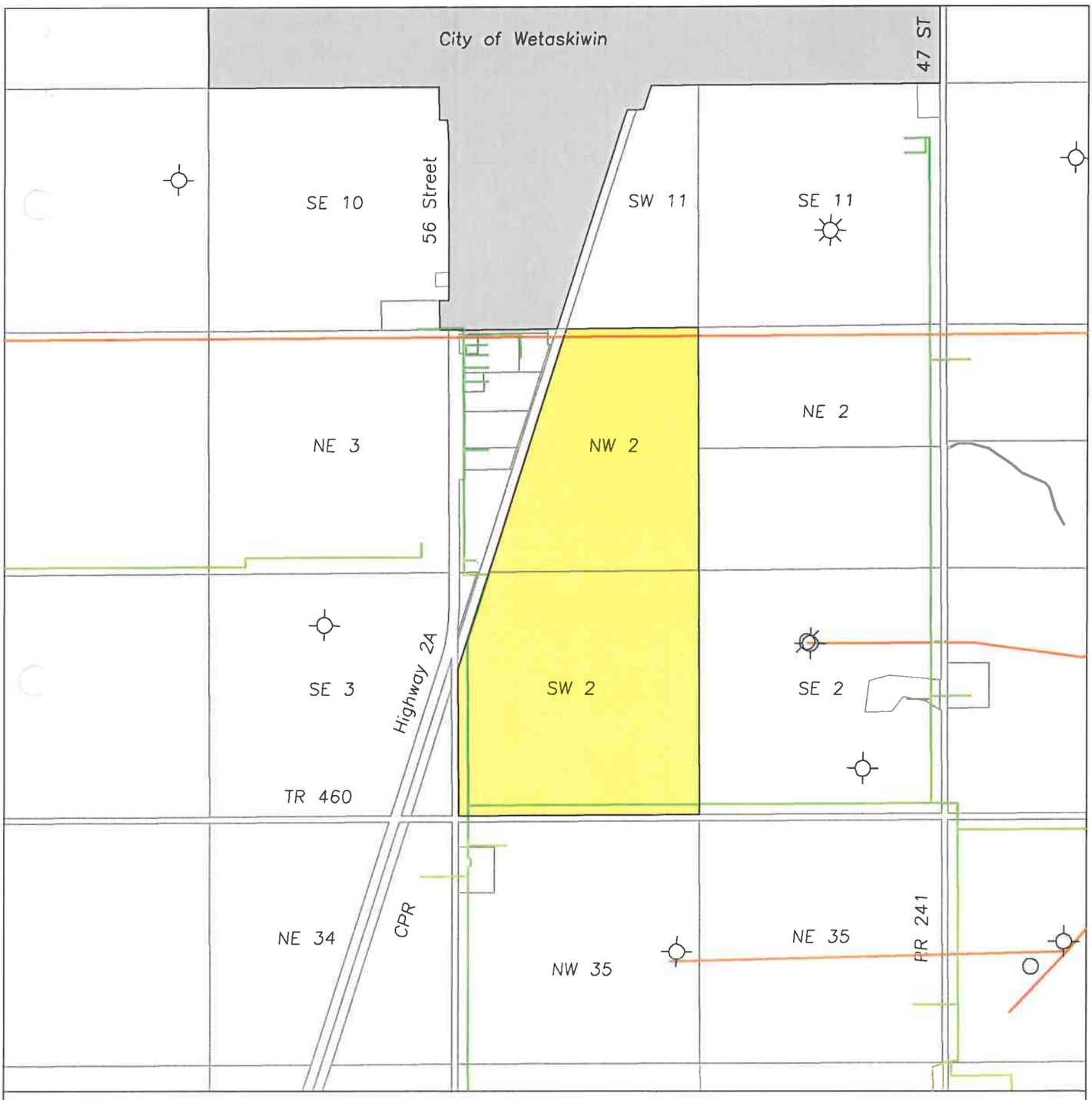
Present Zoning

- Urban Fringe
- Rural Residential
- Industrial
- City zoning

All other land zoned Agricultural

N

200m



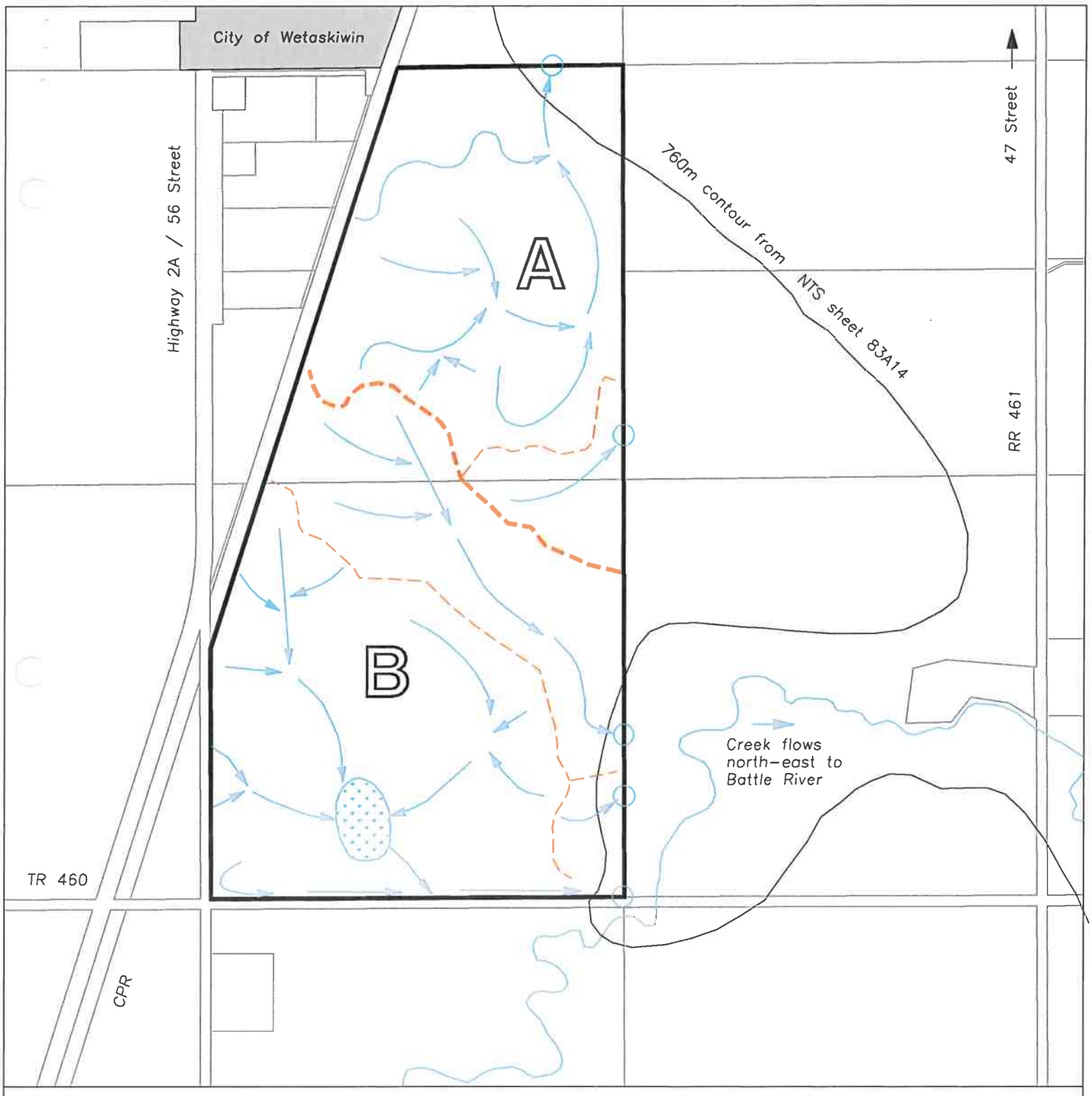
County of Wetaskiwin
Area Structure Plan
Grain Handling Complex
NW and SW 2-46-24-4
Map 3
Surface Oil and Gas Facilities

Source: AbaData supplied by WCPA

- Area of ASP
- Flowing gas wellhead
- Suspended gas wellhead
- Location wellhead
- Abandoned wellhead
- Natural gas pipeline
- Local gas distribution line

N

200m



County of Wetaskiwin
Area Structure Plan
Grain Handling Complex
NW and SW 2-46-24-4
Map 4
Generalized Drainage Pattern

Adapted from Stantec Storm Water Report

Direction of water flow

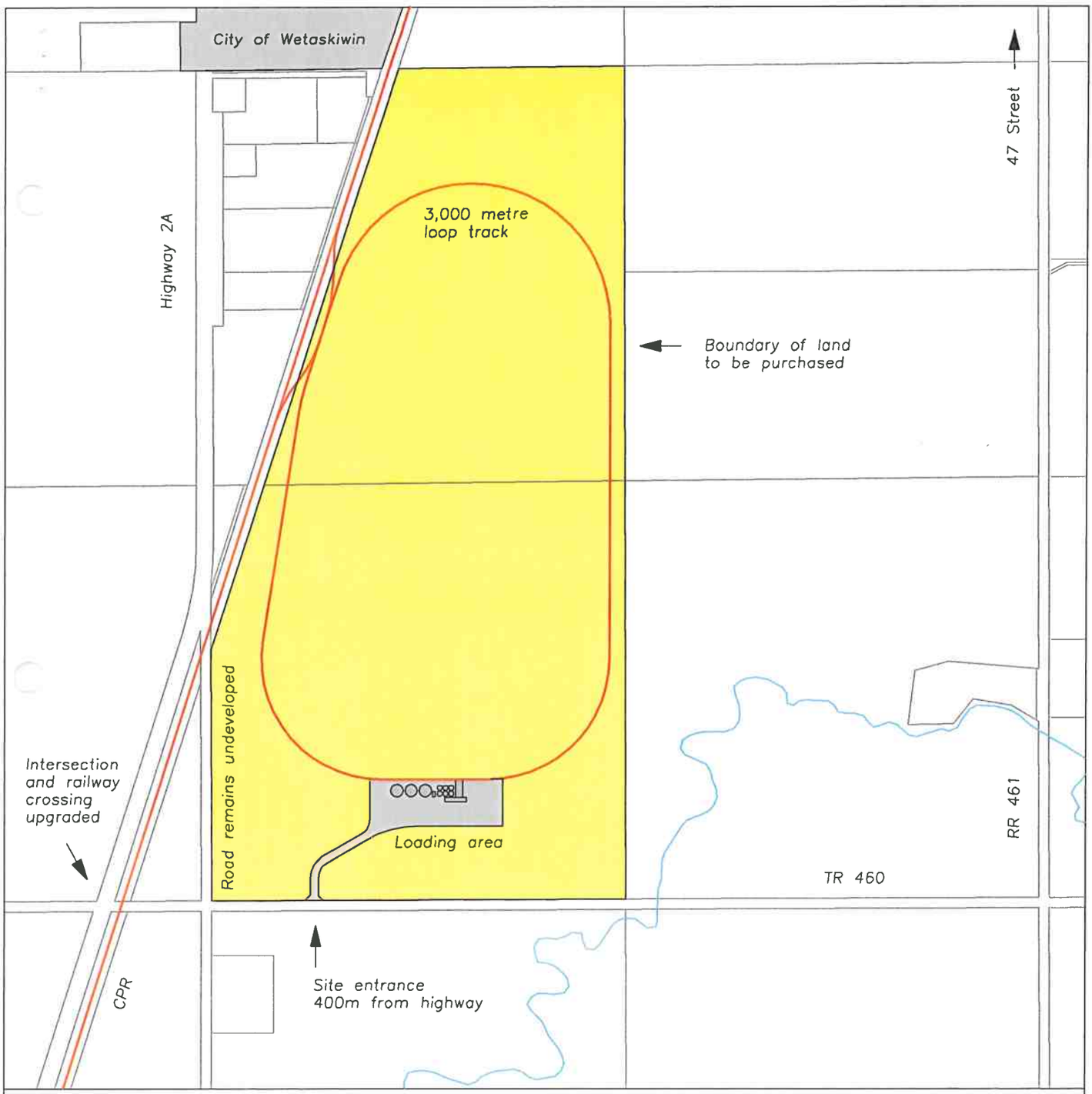
Water leaves property

Drainage divide

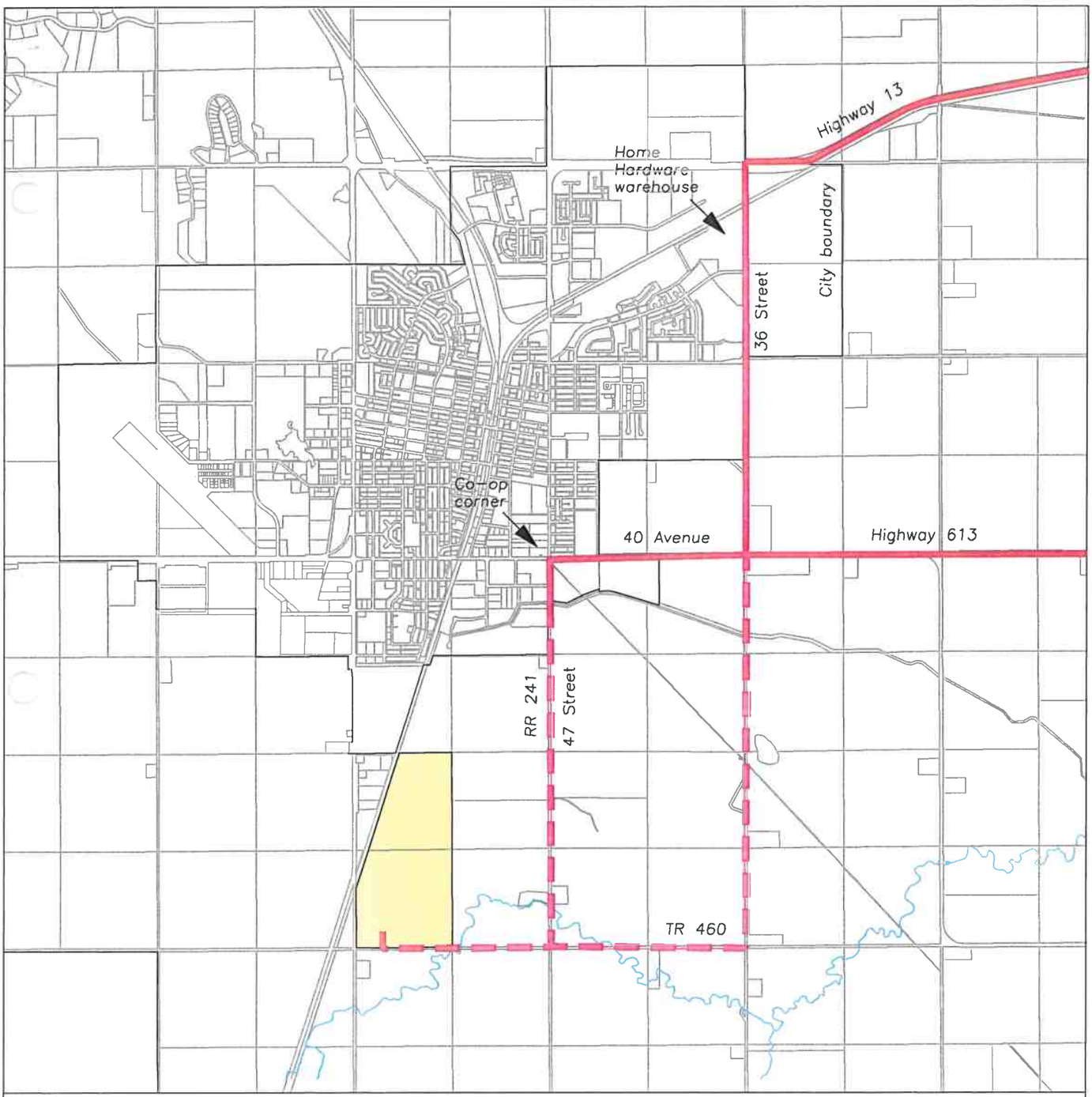
A Drainage area

N

200m



County of Wetaskiwin
Area Structure Plan
Grain Handling Complex
NW and SW 2-46-24-4
Map 5
Site Layout



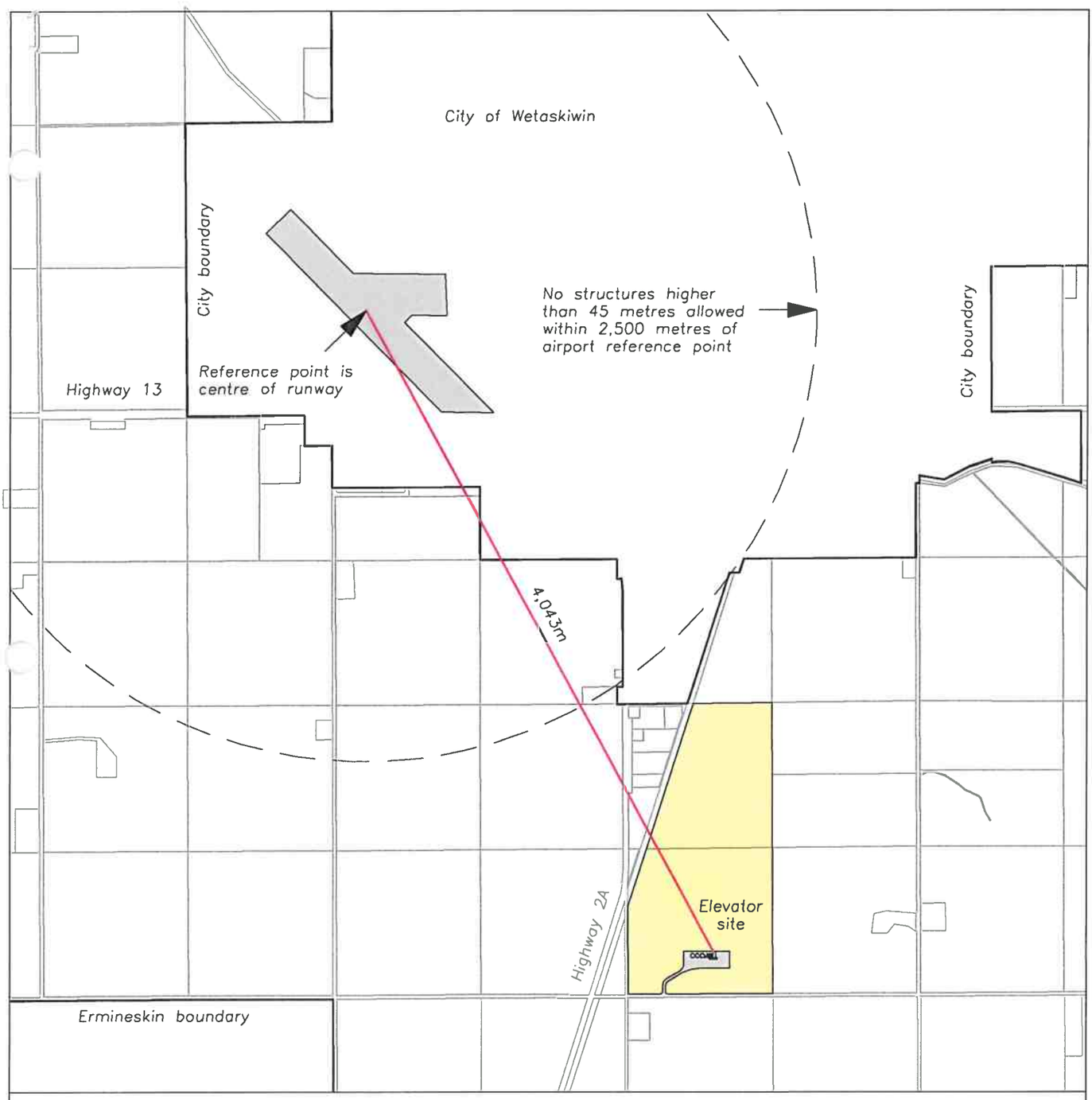
County of Wetaskiwin
Area Structure Plan
Grain Handling Complex
NW and SW 2-46-24-4
Map 6
East Road Access

Paved roads

Gravel roads

N

1 km



County of Wetaskiwin
Area Structure Plan
Grain Handling Complex
NW and SW 2-46-24-4
Map 7
Airport Height Restrictions

Height restrictions from City email 24 May 2018

Elevator is 4,043 metres from airport reference point.
This allows a structure with a maximum height of 4,043 x 0.0333 = 135 metres.
Elevator will be approximately 200 feet or 69 metres high.

N

500m