

**WEST CENTRAL PLANNING AGENCY**

#101, 5111 – 50 AVENUE WETASKIWIN, ALBERTA T9A 0S5  
TELEPHONE (780) 352-2215 – FAX (780) 352-2211  
ADMIN@WESTCENTRALPLANNING.CA

TOWN OF KILLAM



Area Structure Plan  
N ½ 17-44-W4M



*Prepared for the Town of Killam by West Central Planning Agency (Revised: September 2, 2011)  
(Amended October 17, 2024 – Bylaw #887 – Area Structure Amending Bylaw)*

# **1. INTRODUCTION & BACKGROUND**

## **1.1. Purpose**

Under the authority of section 633 of the Municipal Government Act (“the Act”), Council of a municipality may adopt an Area Structure Plan (ASP) for the subdivision and development of an area of land within the municipality. Section 633 requires the ASP to describe:

- the sequence of development proposed for the area,
- the land uses proposed for the area, either generally or with respect to specific parts of the area,
- the density of population proposed for the area either generally or with respect to specific parts of the area, and
- the general location of major transportation routes and public utilities, and
- may contain any other matters the Council considers necessary.

These requirements are addressed in this ASP.

This ASP has been prepared for the plan area described below and shown on Map 1 - Location. It will be adopted by Council of the Town of Killam to provide the necessary statutory planning support for the immediate and long-term development of the lands within the plan area for commercial, highway commercial and industrial land uses.

## **1.2. Plan Area**

Map 1 shows the plan area for the ASP within the N ½ 17-44-13-W4:

- the west boundary of the Highway 36 right-of-way,
- the north boundary of the Highway 13 right-of-way,
- the west boundary of 57<sup>th</sup> Street (Range Road 135), and
- the north boundary of N ½ 17-44-13-W4.

This area is based in part on comments from Alberta Transportation on an earlier draft of this ASP that focussed only on part of NE 17-44-13-W4. Alberta Transportation recommended that the ASP include all of N ½ 17-44-13-W4 between Highway 36 and 57<sup>th</sup> Street (Range Road 135).

## **1.3. Jurisdiction**

The Town has jurisdiction over subdivision and development of lands within the corporate limits of the Town, subject to referrals and approvals that may be required from various provincial departments.

Given the Plan area is adjacent to Highway 356 and Highway 13, subdivision and development will be referred to Alberta Transportation and Economic Corridors or the equivalent provincial department for approval in accordance with the Matters Related to Development and Subdivision Regulation, AR 84/2022, as amended.

Lands located outside of the Town on the quarter section to the north ( S ½ 20-44-13-W4) and on the east of Highway 36 are within the municipal jurisdiction of Flagstaff County.

#### **1.4. Planning Framework**

In 2009 under Bylaw 790 a new Municipal Development Plan (MDP) for the Town of Killam was adopted. Under this plan Policy 6.4 and 6.6 states that:

*6.4 The Town may require the preparation of an area structure plan (ASP) or other non-statutory plan, acceptable to Council, before subdivision and/or development of any large tract of land is permitted to proceed.*

*6.6 Area Structure Plans and Area Redevelopment Plans adopted by Council must be consistent with this plan.*

Additionally, under Policy 10.3 the MDP identifies the ASP lands as appropriate for highway commercial development, stating:

*10.3 The Town will encourage the highway commercial development along Highway 13 within the Town boundaries but may consider other types of compatible commercial or industrial development.*

Additionally, under Section 10.4 the Town agrees to work closely with Alberta Transportation, stating:

*10.4 The Town will work closely with Alberta Transportation to insure that any future access or activity adjacent to Highway 13 is constructed to Alberta Transportation's standards.*

As noted above, this ASP has been extended to the west to include NW 17-44-13-W4 at the request of Alberta Transportation.

For industrial development, under Policy 12.3 the MDP commits to following the ASP; stating:

*12.3 The Town will ensure orderly development of the industrial area north of Highway 13 in accordance with any area structure plan adopted for the area.*

Finally, in regards to the continuous development of the lands outlined in this ASP, under Policy:

26.3 *The Town intends to ultimately expand through annexation to the west (south of Highway 13) for residential purposes and to the northeast (north of Highway 13 and east of Highway 36) for light industrial business purposes”.*

The Town of Killam adopted a Municipal Sustainability Plan in 2008; this ASP is consisted with Section 4.1 Strategic Priorities – Economic.

The Town of Killam also adopted a new Land Use Bylaw in 2009 under Bylaw 791, amended with bylaw 801. This new Land Use Bylaw identifies the land in the ASP as Light Industrial Business District (Section 72) and Urban Reserve (Section 75).

### **1.5. Existing Development**

There is existing commercial development on both sides of Highway 36 north of the Highway 13 intersection. An Ag Pro elevator and UFA bulk station are located on the east side of Highway 36. A Co-op fuel sales depot and an Agricore farm supply centre are located on the west side of Highway 36. These existing uses are shown on Map 2 - Existing Development.

West of the Agricore Centre, two additional lots have been approved for subdivision by the Town in 2007 (TK-07-01). Further subdivision has been approved (TK-07-02) north of the Co-op depot next to Highway 36. There were two lots approved under TK-07-02; one is for the development of a Storage Compound and a PUL (drainage swale). Additional subdivision has been proposed (TK-11-01) north of the Storage Compound and west of the TWP. Rd 443 intersection.

On the Town lands in NE 17, there is a partially developed roadbed that ends on the west side of Highway 36. This roadbed has been incorporated into the ASP Development Concept. The roadbed has recently been upgraded as a result of the development of a Storage Compound. The Storage Compound has been built to gain access to the north onto the roadbed. Additionally, a turnaround has been built at the east end of the roadbed that precludes any further access to Highway 36.

The CPR right-of-way and service road (52<sup>nd</sup> Avenue) separate the south boundary of the subject lands from Highway 13. The service road spans the half section. There are two grain elevators midway along the service road between Highway 36 and Range Road 135. A small number of undeveloped lots front onto the south side of the service road, and a cluster of developed commercial uses are located at the intersection of the service road and Range Road 135. There are two residential sites on the north side of the service road. The remnant agricultural parcels (Blocks A and B, Plan RN97) are cleared and in agricultural use.

## **1.6. Existing Servicing**

### Water

Water service is provided by a water line from the Town on the south side of Highway 13 in the southeast corner of NE 17. This water line extends north into the Town-owned lands and follows the old roadbed as far north as the Co-op fuel sales depot. An extension of this waterline to the west is a condition of subdivision approval under TK-07-01.

The water also extends west across the N ½ 17 following the service road, switching sides about halfway across.

The Town intends to extend the water line north along 44 Street in the future. Nonetheless, an applicant maybe required to provide both proactive and reactive emergency response measures (to address fire suppression and other emergency response requirements) as determined appropriate by the Town.

Additionally, commercial and industrial developments that require water for other purposes such as agricultural purposes like watering livestock or for cooling systems may be required to provide and store water on-site.

Sewer services have not been provided to these lands, and the Town does not plan to extend the sewer servicing that currently serves the core commercial and residential areas of Town south of Highway 13.

### Stormwater

Although most of the land in the Plan area remains in agricultural production it is possible to determine the existing, pre-development pattern on the subject lands.

Most of the seasonal flows come from the northwest corner of NW 17 and move across NE 17, shown on Map 3 – Topography, to the west side of Highway 36. Drainage continues under Highway 36, eventually connecting with a drainage course coming from the south. The combined drainage course eventually connects to Iron Creek to the northeast.

High points on the subject lands overall are generally on NE 17 at +/- 646m (2122 ft.). The elevation at the lowest area west of Highway 36 area is +/- 642m (2108 ft.), for an overall drop of about 4.2m (14 ft.), or an average slope of about one per cent.

### Utility and Road Network Analysis (Design Brief)

When an applicant is contemplating a Solar Energy Facility in the Plan Area and seeks to alter either the sequence in Map 4 – Development Concept or the road/ utility network referenced in the Map 4- Development Concept, the applicant shall as part of an application for redistricting, and as part of the Alberta Utilities Commission provide a Design Brief, namely an analysis of the road and utility network acceptable to the Town. This Design Brief shall:

- a. Be stamped and prepared by a member of APEGA;
- b. Be based on parameters acceptable to the Town;
- c. Include an analysis for the municipal road network;
- d. Include an analysis for municipal utilities (stormwater including stormwater management facilities and water) as well as third party utilities (gas, power, internet and cable television);
- e. Include appropriate stormwater management facilities, corridors and land dedications in NW 17 and NE 17 (within 44-13-W4M); and
- f. Address needs respecting not only from development arising on the NW of 17 and the NE of 17, but also arising from adjacent lands (including NE 18, SE19, SW20) all within 44-13 W4M.

At redistricting of lands within NW 17 and NE 17, and as part of the application to the Alberta Utilities Commission ( or if acceptable to the Town at the time of subdivision application or development application), the applicant will provide a Design Brief which shall provide an analysis of the road network and servicing (for road networks and municipal utilities namely water, and stormwater, as well as third party utilities) sufficient to satisfy the Town. This analysis shall be prepared and stamped by a member of APEGA and according to the base parameters acceptable to the Town and shall include consideration or requirements for corridors and land dedication within NW17 and NE 17 arising from not only development of the lands subject to the application, but also the adjacent lands.

## **2. DEVELOPMENT CONCEPT**

### **2.1. Proposed Uses**

The Plan area will support the development of commercial, highway commercial, and industrial development (including Solar Energy Facility). Institutional uses may be allowed provided they are compatible with already established uses. No residential uses will be allowed in the Plan Area, subject to temporary dwelling units that are accessory to an approved commercial or industrial use.

### **2.2. Density**

The Town's Land Use Bylaw under Section 72: LIB Light Industrial Business District requires a minimum lot size of 0.4 hectares (1.0 acres). There is no minimum lot size for the UR Urban Reserve District.

End users will likely require lots larger than 1,000 m<sup>2</sup> to provide a suitable building site, adequate room for vehicle movements, and land for a private sewage disposal system that will meet provincial setback requirements. Individual commercial, highway commercial and industrial land uses will likely have specific land requirements and will require a lot to be custom designed to fit their needs.

### 2.3. Proposed Development Sequence

Map 4 – Development Concept is conceptual. It is anticipated that the blocks shown on the Development Concept for each phase will be subdivided into individual lots on a demand basis. Regardless, reasonably consistent lots can be achieved within the blocks defined by the internal road network. If the internal road network is maintained as shown, lot sizes can vary within the blocks shown.

The Development Concept suggests a sequence of proposed development for the Plan Area, and the proposed location of an internal road network; however, Council (for redistricting) or the subdivision authority or the development authority may alter the sequence and the location of the internal road network if they determine that it is appropriate, and if sufficient information has been provided to justify the alteration.

#### Phase 1

- Existing development. Includes all existing lots, road and servicing within the plan area.
- **Completed.**

#### Phase 2

- Two lots approved per Subdivision Approval TK-07-01 and registered in 2009 under plan # 092 2380.
- Dedication of 30m all-weather gravel standard industrial road to the west boundary of Town-owned land to establish road link to lands to the west.
- North extension of existing PUL for Town waterline, east side of subject lands
- **Completed.**

#### Phase 3

- Two lots approved per Subdivision Application TK-07-02, with one lot to accommodate existing Storage Compound.
- TK-07-02 was registered in 2009 under plan # 092 3117.
- Dedication and construction of a 30m all-weather gravel standard industrial road to the north boundary of the north lot proposed under TK-07-02, with temporary turnaround (i.e. on the old roadbed).
- Upgrading of the old roadbed along the north boundary of the north lot proposed under TK-07-02, including installation of a turnaround at the east end (completed as of spring 2008).
- Dedication of PUL lot for drainage on the south side of the proposed lots.
- Extension of the Town waterline north up 44<sup>th</sup> Street to serve the lots, as required.  
**(Completed).**

#### **Phase 4**

- Two lots proposed per Subdivision Application TK-11-01 with a service road on the west side of Highway 36.
- Dedication and construction of 30m all-weather standard gravel industrial road, including a temporary turnaround, to the west boundary of Phase 4
- Extension of the waterline in 44<sup>th</sup> Street to the south boundary of Phase 4 (to provide water to those two proposed lots), with a temporary flushing valve

#### **Phase 5**

- Future road option 1 is to go through Phase 7 or go south to 53<sup>rd</sup> Avenue as Option 2 (45<sup>th</sup> Street)
  - Option 1: Dedication and construction of future road west to 46<sup>th</sup> Street to a 30m all-weather standard gravel industrial road, including a temporary turnaround.
  - Option 2: Dedication and construction of 45<sup>th</sup> Street south to a 30m all-weather standard gravel industrial road.
- Extension of the Town waterline north up 44<sup>th</sup> Street to serve the lots, if deferred from Phase 3, with a temporary flushing valve.
- Additional study to determine how to plan for drainage crossing Phase 5 lands – whether to channel this drainage to a PUL between lots, or design the lots around the drainage. This study must also take into account the drainage upstream for future Phases 6 and 7, subject to any Alberta or provincial wetland guidelines.

#### **Phase 6**

- Road and utilities (municipal and third party) development will be based on the Design Brief referenced above.

#### **Phase 7**

- Future road option 1 is to go through Phase 7 or go south to 53<sup>rd</sup> Avenue as Option 2 (45<sup>th</sup> Street)
  - Option 1: Dedication and construction of future road west to 46<sup>th</sup> Street to a 30m all-weather standard gravel industrial road, including a temporary turnaround.
  - Option 2: Dedication and construction of 45<sup>th</sup> Street south to a 30m all-weather standard gravel industrial road.
- Dedication and construction of 46<sup>th</sup> Street north to a 30m all-weather standard gravel industrial road, including a temporary turnaround.
- Extension of the waterline in 46<sup>th</sup> Street, with flushing point for temporary waterline dead-end.

#### **Phase 8**

- Road and utilities ( municipal and third party ) development will be based on the Design Brief referenced above.



## **2.4. Subsequent Phases**

The seven development phases shown on the Development Concept will meet the industrial land needs of the Town and of local and regional businesses for the foreseeable future. Further phases are not shown at this time.

The Development Concept provides for a continuation of the internal subdivision road to an access point onto 57<sup>th</sup> Street (Range Road 135), and two additional access points to the service road on the south side of the plan area.

## **3. IMPLEMENTATION**

### **3.1. Compliance with the Act**

With respect to section 1.1 above, this ASP addresses:

- The sequence of development, as shown on the Development Concept
- Land use. Uses in the plan area will be commercial, highway commercial and industrial to serve the agriculture, oil and gas, and highway transportation industries
- Population density. This element does not apply as the lands in the plan area are not intended for residential development.
- Transportation and utilities. The Development Concept includes an internal road system for circulation. Municipal and private utilities will use the internal road rights-of-way, or will require easements from lots as they are developed.

### **3.2. Future Planning Approvals - Districting**

The lands in the Plan Area are all under the UR Urban Reserve District pursuant to the Town's Land Use Bylaw.

Prior to development, lands must be re-districted to an appropriate land use district under the Town's Land Use Bylaw. Lands may be re-districted to LIB Light Industrial Business District to facilitate light industrial use and compatible commercial uses or to other appropriate districts to facilitate proposed uses outlined in section 2.1 of this ASP.

### **3.3. Traffic Impact Assessments**

As development progresses, Traffic Impact Assessments (TIAs) will be required by the Town, subject to input from Alberta Transportation. The Town will rely on Alberta Transportation to provide information on an ongoing basis about traffic counts on Highways 36 and 13 and look to Alberta Transportation for direction on the timing of TIAs as development progresses.

Locations where TIAs will be required in future include:

- a) The existing intersection of Highway 36 and 53<sup>rd</sup> Avenue,
- b) The proposed intersection of Township Road 443 and the internal subdivision road at the northeast corner of NE 17, and
- c) In the long term, at the intersection of Highway 13 and Range Road 135.  
TIAs will be carried out at no cost to Alberta Transportation or the Town – they will be the responsibility of the developer.

### **3.4. Off-Site Levies**

Once the Area Structure Plan is adopted the Town will research, prepare and adopt an Off-Site Levies Bylaw. The purpose of the Bylaw will be to acquire the funds needed to pay for the cost of the future intersection treatments identified above.

The Bylaw will determine an equitable manner of assigning those costs so that as future lands are developed, developers pay a proportional amount of the off-site levies required.

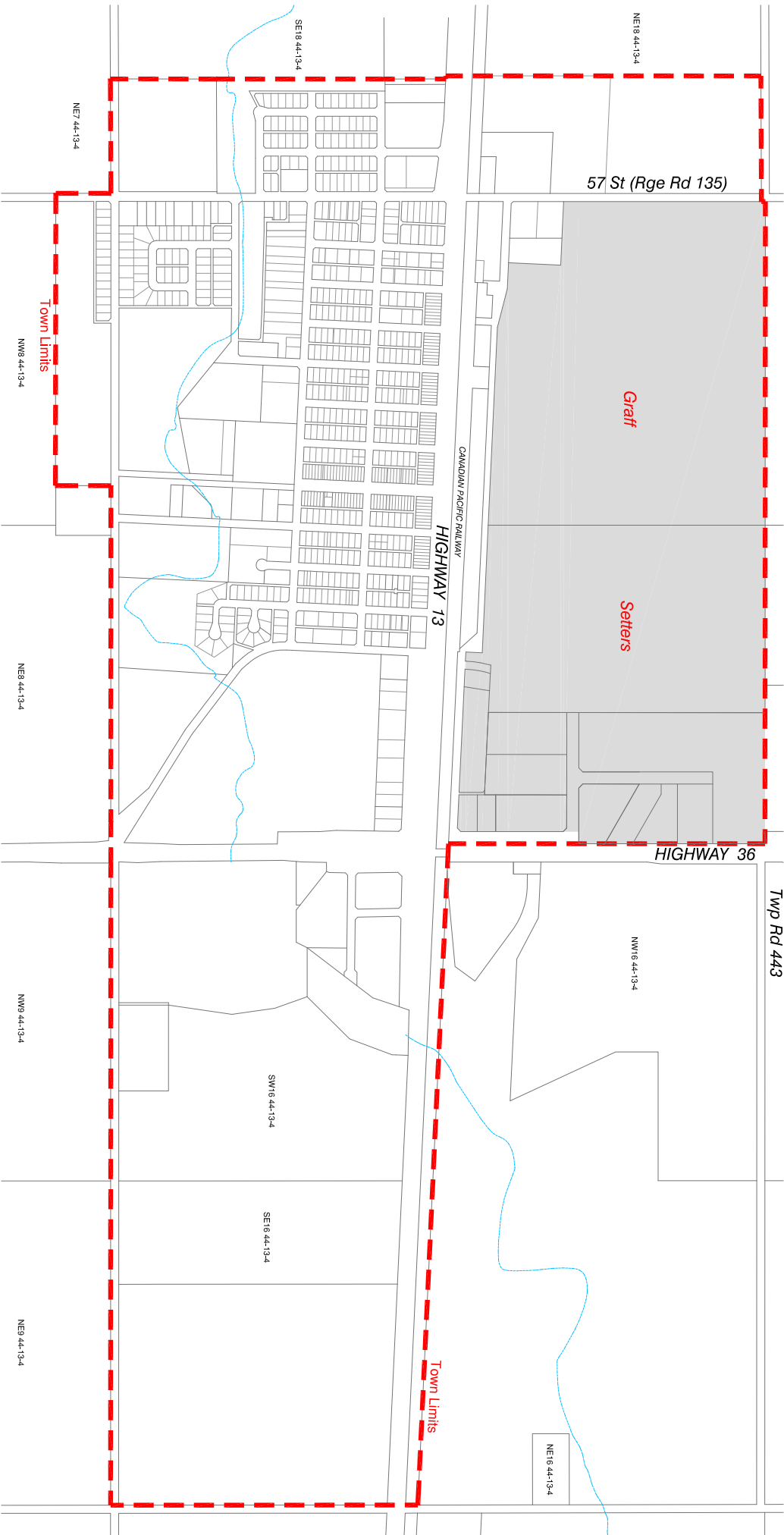
## **4. POLICIES**

- 4.1.** Subdivision and development of the lands under this Area Structure Plan is to be carried out pursuant to the Development Concept. Proposals to amend the road alignments, and therefore, the block plan, will trigger a requirement for a formal amendment of the Area Structure Plan.
- 4.2.** A proposal to amend the Area Structure Plan will trigger the notification, advertising and public hearing requirements of the Act.
- 4.3.** Internal subdivision road rights-of-way within the plan area must be dedicated to a 30m standard.
- 4.4.** Roads in the above rights-of-way must be built to an all-weather gravel standard with a minimum 10m road top and a rural cross-section.
- 4.5.** All lots created within the Plan Area must be serviced with municipal water or must provide onsite water to the satisfaction of the Town.
- 4.6.** Municipal water service in the Plan Area will be to a domestic standard and may not meet a fire flow standard which will require developments to provide on site water for fire suppression. In the event that water service does not meet a fire flow standard the applicant shall (at time of redistricting or alternately if acceptable to the Town at the time of subdivision or development) address both proactive and reactive emergency response measures (to address fire suppression and other emergency response measures) as determined appropriate by the Town.

- 4.7.** All lots created within the plan area are to be serviced with private sewage disposal systems pursuant to the *Private Sewage Disposal Systems Regulation AR 229/1997*.
- 4.8.** Storm water will be accommodated within the above roads built to a rural cross-section standard with associated ditching.
- 4.9.** A Public Utility Lot (PUL) must be dedicated at the south end of Phase 3 of the Development Concept to protect the existing drainage way that flows to, under and beyond Highway 36.
- 4.10.** Prior to proceeding with redistricting, subdivision or development in Phase 5, Phase 6, and Phase 8 and the lands westerly of Phase 6 and Phase 8, the applicant shall prepare a Design Brief determining how to best deal with overland drainage through the plan area (i.e. whether to route the drainage through Public Utility Lots (PUL) or some other type of utility corridor , or to follow the natural drainage course and require the lots in those phases to be designed to fit.
- 4.11.** On adoption of this Area Structure Plan, the Town will research, prepare and adopt an Off-Site Levies Bylaw to identify the future costs of intersectional improvements to Highway 13 and 36. The Off-Site Levy Bylaw will identify a method to assign the costs to the lands in the plan area on a proportional basis.
- 4.12.** The Town will require developers to pay for Traffic Impact Assessments (TIAs) when required and/or when the need for a TIA is identified by Alberta Transportation and communicated to the Town.
- 4.13.** As the lands in the plan area are subdivided, the Town will not require developers to provide municipal reserves in the form of either land or cash pursuant to Council motion 227.07.11.02.
- 4.14.** Information prepared by West Central Planning Agency that matches the air photo image with the mapping base for the plan area suggests that the service road at the south end of the plan area does not follow the original surveyed service road right-of-way. The service road may encroach on neighboring properties. The Town will commission an Alberta Land Surveyor to survey the service road relative to the surveyed alignment to determine whether lot-line adjustments are required.
- 4.15.** To keep this Area Structure Plan up to date, Council will review the Plan five years after the date of adoption. If Council identifies changes to be made to the Plan, Council's changes will be subject to Policy 2 above.

# Map 1 - Location

Shaded area is the Plan Study Area



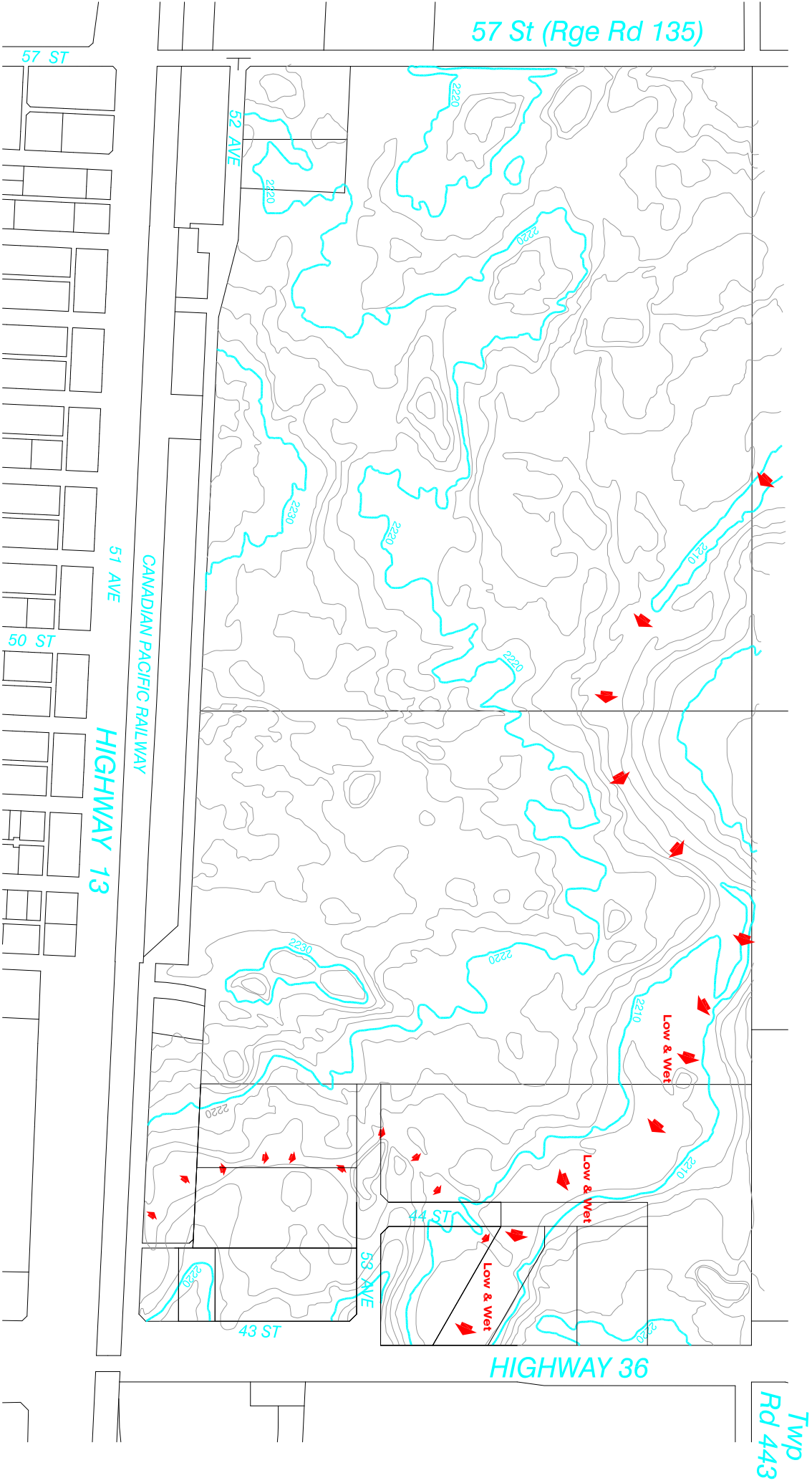
Dashed line shows Corporate limits, Town of Killam  
All other lands are in Flagstaff County

# Map 2 - EXISTING DEVELOPMENT





# Map 3 - TOPOGRAPHY



Twp  
Rd 443

# Map 4 - Development Concept

