

PROJECT OVERVIEW

DIRECT CONTROL DISTRICT #2 PROJECT

1.0 INTRODUCTION

As part of the “Red Tape Reduction” initiative, administration proposed the redesignation of Direct Control District #2 and other business-based Direct Control districts to existing land use districts in the current Land Use Bylaw.

By rezoning lands from Direct Control to a current standard land use district, red tape may be reduced as follows:

- eliminate duplication of existing land uses;
- make available a range of both permitted and discretionary uses to provide for more surety and transparency to landowners;
- allow for more efficient and timely application processing of development permits; and
- support development in the corridor.

The Direct Control District #2 lands were noted as the first priority for the Direct Control redesignations.

June 9, 2021, Council directed administration to proceed with public engagement for the purpose of obtaining feedback from stakeholders on the proposed land use redesignation of the Direct Control District #2 land.

The area subject to this review and redesignation is the Direct Control District #2 lands within the Highway 2A Industrial Corridor.

2.0 OBJECTIVES

The following are the identified objectives for the project:

- Gather feedback from landowners, businesses, and all applicable referral agencies, intermunicipal parties, and stakeholders in the process;
- Reduce the duplication of land uses by rezoning Direct Control district lands to current land use district under the Land Use Bylaw;
- Review uses and land use provisions for lands currently zoned Direct Control District #2;
- Increase transparency for development in the industrial corridor;
- Encourage non-residential development in the Highway 2A Industrial Area Structure Plan Area;
- Create a more efficient process for development in the Highway 2A Industrial Area Structure Plan Area.

3.0 BACKGROUND

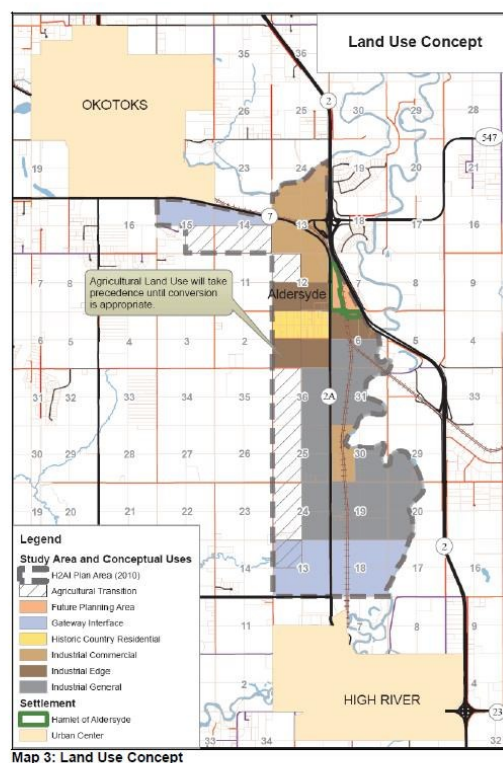
3.1 Highway 2A Industrial Area Structure Plan;

The **Highway 2A Industrial Area Structure Plan (H2AISP)** was originally adopted in 1995 under Bylaw 128/95. Council authorized the review of the plan in conjunction with the Aldersyde Area Structure Plan (Bylaw 661/1986) in 2008. Further to review and public stakeholder consultation, the updated Highway 2A Industrial Area Structure Plan was adopted October 14, 2010 under Bylaw 98/2010, replacing the previous Highway 2A Industrial Area Structure Plan and the Aldersyde Area Structure Plan. The land base of the Highway 2A Industrial Area Structure Plan was increased from 4,465 acres to 8,587 acres with the creation of the new plan.

The intent of the updated overall plan was to create a regional industrial park and outline a long-range vision and planning policy for the Highway 2A corridor, allowing for most of the County's industrial growth to be directed to the area in a logical, efficient, and sustainable manner.

Land Use Concept

The Highway 2A Industrial Area Structure Plan allocates lands within the plan area to different Conceptual Uses, each with their own comprehensive policy direction.



A copy of **Map 3 Land Use Concept** from the Highway 2A Industrial Area Structure Plan is included above for information.

Conceptual Uses include Agricultural Transition, Future Planning Area, Gateway Interface, Historic Country Residential, Industrial Edge, Industrial General, and Industrial Commercial.

Lands currently zoned Direct Control District #2 are located in [three](#) separate policy areas within the Land Use Concept in the Highway 2A Industrial Area Structure Plan:

1. **General Industry**

A large portion of the lands within the Highway 2A Industrial Area Structure Plan are identified as General Industry land use policy area. (This is the area identified in Grey on Map 3 – Land Use Concept)

The intent of the *General Industrial Policy Area* within the Highway 2A Industrial Area Structure Plan is as follows:

The Industrial General Policy Area is meant to provide for the continued development of general industrial uses within the identified areas of the corridor. Industrial General development will entail primarily industrial uses with the possibility for appropriate accessory commercial uses on-site, and the requirement to adhere to general design and landscaping guidelines. Additionally, interim uses such as storage facilities may be considered prior to feasible continuation of water and wastewater servicing.

2. **Industrial Commercial**

The lands within the W ½ 30-19-28-W4, west of the Highwood River, which include the Abild's Industrial Park, are identified in the Highway 2A Industrial Area Structure Plan as **Industrial Commercial** land use policy area. (This is the area highlighted in Orange in the center of the grey Industrial General area.)

The intent of the **Industrial Commercial Policy Area** within the Highway 2A Industrial Area Structure Plan is as follows:

The Industrial Commercial (IC) policy area is intended to allow industrial and certain commercial forms of development to take place approximate to one another in a manner that is mutually beneficial and complementary. IC policy areas will adhere to enhanced design and landscaping guidelines.

Note: Council has exempted this area from the requirement to adhere to the enhanced design guidelines. Amendments to the Highway 2A Industrial Area Structure Plan in accordance with this exemption are foreseen in accordance with the direction from Council.

The intents of these two policy areas within the Area Structure Plan are quite similar.

3. **Gateway Interface**

One parcel was recently rezoned to Direct Control District #2 in NW 18-19-28 W4 to allow for a storage yard. This parcel is located within the **Gateway Interface Policy Area** on Map 3, Land Use Concept.

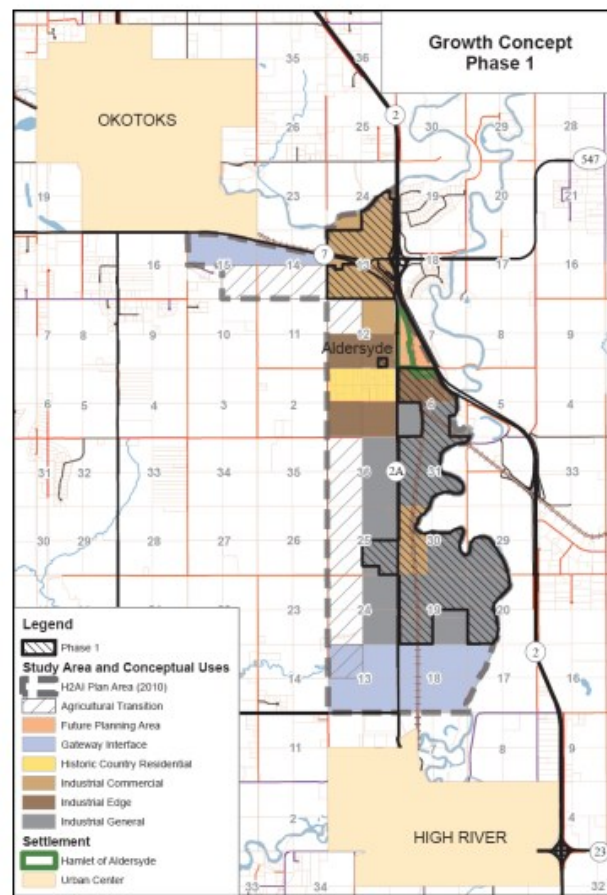
The intent of the **Gateway Interface Policy Area** within the Highway 2A Industrial Area Structure Plan is as follows:

The Gateway Interface (GI) Policy Area is meant to foster cooperative intermunicipal planning within the lands identified as gateways into and out of the Town of High River and the Town of Okotoks. GI policy areas should ensure the character of the corridor and its urban neighbors to the north and south are upheld and enhanced through the development of distinctive and inviting gateways into each of the three municipalities.

Growth Concept

The Highway 2A Industrial Area Structure Plan speaks to managing development within the corridor in a cost-effective and logical development pattern, while accounting for existing and approved subdivision and development. The map below shows the plan's *Growth Concept* as proposed in the Area Structure Plan. Policies indicate that subdivision and development should occur first on those lands zoned Direct control, Industrial and Commercial in place prior to October 14, 2010, and applications within Phase 1 should be considered based on a combination of available piped water resources and other relevant attributes determined by the Approving Authority. Subsequent phases on lands outside of Phase 1 should be considered only when additional piped water resources are secured.

All the Direct Control District #2 lands are located within the Phase I area of the Highway 2A Industrial Area Structure Plan Growth Concept, with the exception of the 19.8-acre portion of NW 18-19-28-W4.



3.2 Direct Control District #2 Land Use

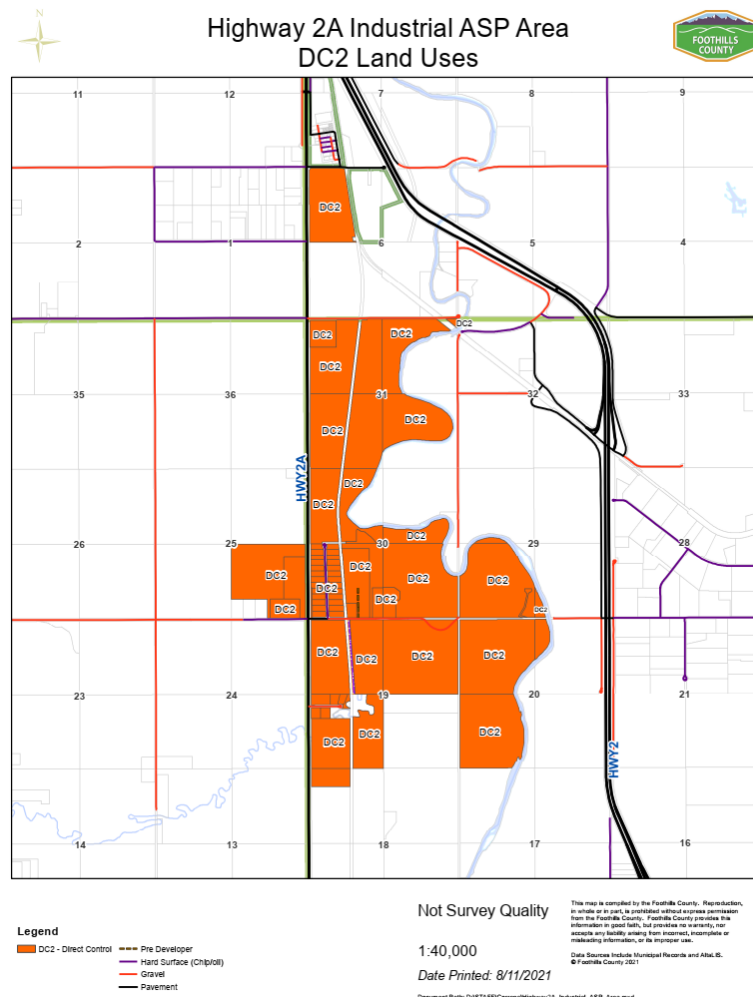
The **Direct Control District #2** was created under Bylaw 871 adopted October 1, 1987, for an area of land identified for Industrial Development between Highway 2A and the Highwood River extending from 434 Ave to one half mile south of 466 Ave.

This area was prioritized for industrial development in a centralized area in the corridor where the County had the ability to provide water servicing.

- Approximately 200 acres of land, adjacent to the south within the Highway 2A Industrial Corridor, have been added to the Direct Control District #2 land use district since the original district was created in 1987.
- The Direct Control District #2 District was created with no permitted uses, only discretionary uses.
- The uses listed under Direct Control District #2 have not changed since it was created, except for the addition of Cannabis Production as a discretionary use.

There are currently 64 Direct Control #2 District parcels that encompass an area of approximately 1,815.86 acres, all within the Highway 2A Industrial corridor.

The following map shows all the lands in the Highway 2A Industrial Area Structure Plan Area currently zoned Direct Control #2 District:



Current Direct Control District #2 parcel sizes range from 1.1 acre to 160 acres in size.

Parcels larger than 80 acres in size	12
Parcels 21- 79 acres	8
Parcels 3 – 20 acres in size	11
Parcels under 3 acres in size	33

The **Direct Control District #2 (DC#2)** land use district rules are included as **Appendix A**.

3.3 Development Permits:

We have record of approximately 140 development permit applications that have been issued on the Direct Control District #2 land use between 2000 and March 2021.

Development permits have been issued for a wide number of uses on Direct Control District #2 lands. Existing uses approved on these lands include:

- Storage sites
- Business offices
- Contractor businesses
- Abattoir
- light industry to heavy industry
- manufacturing and processing
- recycling operations
- Other

4.0 Other Municipal Policy Direction

4.1 Updated Land Use Districts Bylaw 60/2014

Land Use Bylaw 60/2014 was adopted in December 2014 as part of a thorough review of Land Use Bylaw 01/99. At the time of this review, several new land use districts were created in accordance with the Highway 2A Industrial Area Structure Plan for industrial, commercial, and transitional uses within the Highway 2A corridor. These new land use districts included in the Bylaw 60/2014 were as follows:

- Business Park District;
- General Industry District;
- Industrial Edge District

These land use districts were created with the current Highway 2A corridor development in mind and with the intention that parcels within the Highway 2A Industrial Area Structure Plan area would be rezoned to the appropriate new land use districts in accordance with the Highway 2A Industrial Area Structure Plan.

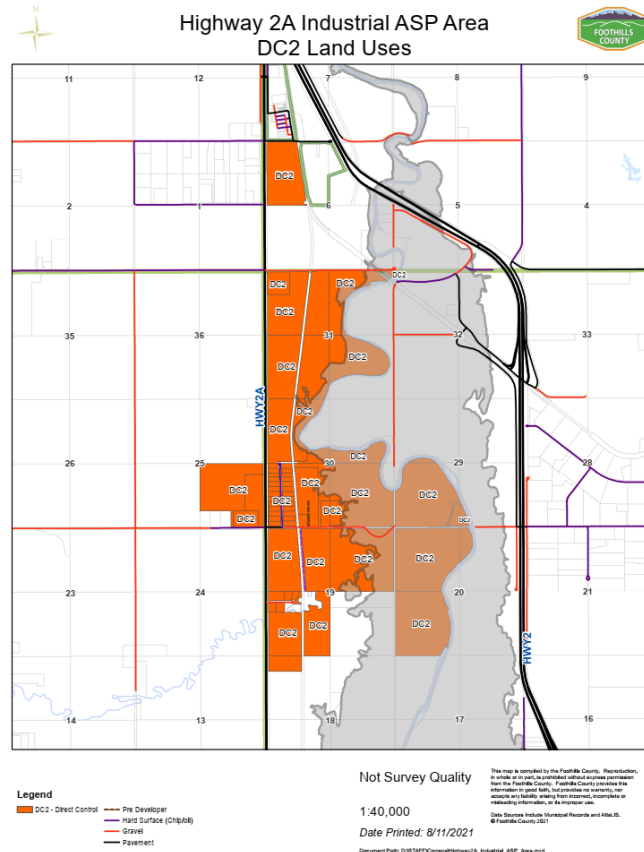
4.2 Flood Hazard Protection Overlay

A large portion of the lands within the Highway 2A Industrial Corridor are within the **Flood Hazard Protection Overlay** District in the Land Use Bylaw. The Flood Protection Hazard Overlay are lands that are either within areas of the provincially identified floodway or flood fringe or were impacted by the June 2013 flood event.

Development permits are required for all uses and activities within the Flood Hazard Protection Overlay area in accordance with Section 11 of the Land Use Bylaw.

Permitted and discretionary uses listed under the primary land use district may continue to apply if supported by engineering and technical studies and meet all applicable development requirements. However, where provisions of the Flood Hazard Protection Overlay appear to be in conflict with the regulations of the land use district, the provisions of the overlay shall take precedence and be applied in addition to the regulations of the district.

The following map shows lands in this area included within the Flood Hazard Protection Overlay identified in grey.



The Province is undertaking updated **Flood Hazard Mapping** on the Highwood River. The current (1992) flood mapping is available at <https://floods.ablerta.ca/#>. Updates on the studies currently underway are available on the Provincial website at <https://222.alberta.ca/draft-flood-maps.aspx>

We hope to see more information in Fall 2021. Current information on the **Flood Scoping Study** for the Highwood River and **Flood Hazard Identification** can be found on the County website.

4.3 Design Guidelines and Screening Standards

Additional guidelines and standards apply to development in the Highway 2A Industrial Area Structure Plan area in addition to the standard municipal wide policies:

Highway 2A Corridor Design Guidelines.

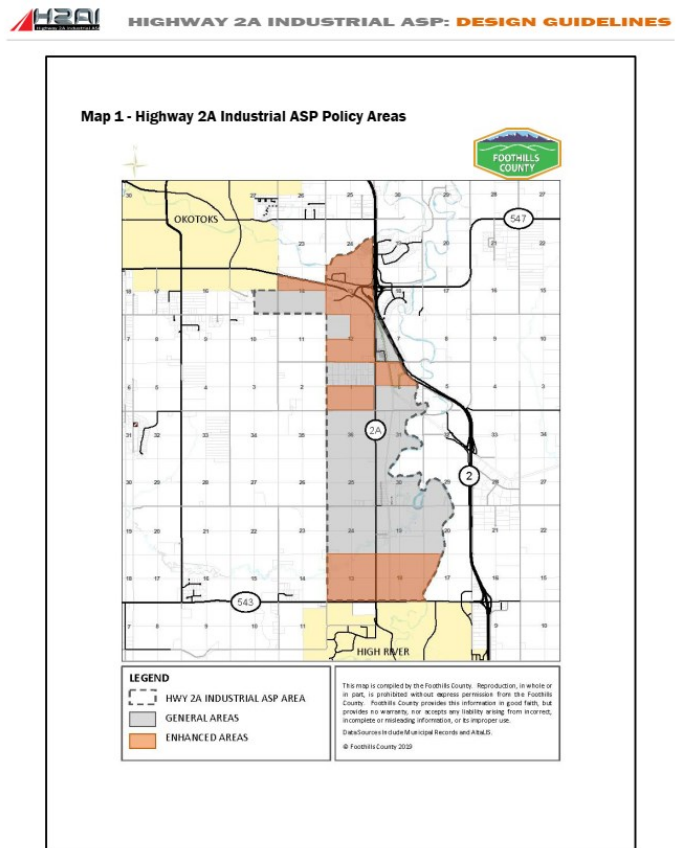
- All Development located within the Highway 2A Industrial Area Structure Plan area must comply with the Highway 2A Corridor Design Guidelines. These guidelines provide developers with minimum requirements and a clear understanding of the expectations for development in the Highway 2A plan area and give the County a system to evaluate potential projects. These design guidelines were updated March 3, 2021.

Foothills County Screening Standards

- Council also recently adopted an updated version of the *Foothills County Screening Standards* March 3, 2021.
- Landscaping and screening on commercial and industrial lands must also be done in accordance with these screening standards.

A copy of the Highway2A Industrial ASP Design Guidelines and the Foothills County Screening Standards can be found on the County website.

The following map shows the Design Guideline policy areas for the Highway 2A Industrial ASP:



Note: Council has requested that Abild's subdivision no longer be considered part of the area required for Enhanced Design Guidelines under the Highway 2A Industrial ASP Design Guidelines. An Area Structure Plan amendment will be required to amend the land use policy area from Commercial/Industrial to General Industry to accommodate this change.

5.0 THE PROJECT

Staff is proposing the redesignation of Direct Control District #2 lands as part of the County's red tape reduction initiative. Consideration to rezone some or all of the Direct Control District #2 lands to General Industry District in accordance with the Highway 2A Industrial Area Structure Plan is subject of this project proposal.

One of the primary reasons for having direct control districts is to provide for direct control by Council over areas where there is a need for special considerations or where there is a lack of policy to provide guidance to the development authority. However, this area already has an existing overarching policy approved by Council that provides guidance.

These Direct Control District #2 lands are located within an area that is identified as a regional industrial corridor with an adopted Area Structure Plan in place to provide overarching policy guidance in addition to the guidance provided under the Municipal planning documents such as the MDP2010 and the Land Use Bylaw.

Primary objectives for undertaking this project in line with the County's red tape reduction initiative are:

- to eliminate duplication of existing land uses;
- make available a range of both permitted and discretionary uses to provide for more surety and transparency to landowners;
- allow for more efficient and timely application processing of development permits; and
- to support development in the corridor.

The Highway 2A Industrial Area Structure Plan identifies most of the Direct Control District #2 lands as General Industry and Industrial Commercial policy areas within the conceptual land use mapping for the corridor. The intents for these conceptual policy areas are very similar in nature and the lands within them have a great deal of existing development to be considered when looking at future land use.

5.1 Introduction to General Industry District

The purpose and intent of the General Industry District under the current Land Use Bylaw states:

"To Provide for continued general industrial development within the Highway 2A corridor in accordance with the Highway 2A ASP. Development should be primarily general industrial uses with some forms of accessory commercial uses permitted where deemed appropriate. Interim uses such as storage facilities may be considered prior to feasible servicing being established. Uses should be low water usage industrial uses and shall meet the requirements of the Highway 2A Corridor's Design guidelines (2021), as may be amended or replaced by Council from time to time."

There are a large number of permitted and discretionary uses listed under the General Industry District. These uses are considered suitable within a planned Industrial corridor with consideration for accessory commercial and interim uses to complement the area.

Amendments are recommended to the General Industry District to meet the current and future anticipated development approvals on these lands. This includes amendments to the variety of uses as well as additional land use and development provisions to guide development.

A copy of the draft amendments to the General Industry District is attached as **Appendix B** of this report.

5.2 Land Use District Comparison

The following are key differences between the Direct Control District #2 and the General Industry District land use rules:

- The Development Officer is the Development Authority for General Industry as opposed to Council; therefore, the decisions can be timelier as they don't need to be scheduled for Council meetings;
- There are more uses listed under the General Industry District, and all the uses are current with the updated Land Use Bylaw;
- There are many permitted uses under the General Industry District where there are none under the Direct Control District #2;
- The area landowners have a right of appeal against approvals for discretionary uses under General Industry, they do not under Direct Control;
- There are land use and development guidelines provided in the General Industry district to allow for transparency and guidance. These provisions under Direct Control are "as determined by Council" under the Direct Control District and determined on a case by case basis by Council;

A comparison of the two land use districts has been included as **Appendix C**.

5.3 Benefits of Rezoning the Lands

The following are some benefits to redesignation of the Direct Control District #2 lands to General Industry District:

1. MORE EFFICIENT AND TIMELY PROCESSING

- Development Permit applications can be processed more quickly;
- More efficient use of staff and Council time without applications going to Council;

2. REDUCE DUPLICATION OF EXISTING LAND USES.

- The long-term goal would be to reduce the overall number of Direct Control districts in the County by rezoning the lands to existing land use districts where appropriate.
- The intent of having Direct Control land use designation is not just to allow Council to exercise control over the use and development of the land but to address land that has unique characteristics or unusual site conditions, or where a use or development requires specific regulations that are unavailable in other land use districts.
- We have created the General Industry District specifically to accommodate the majority of the Direct Control District #2 lands in accordance with the Highway 2A Industrial Area Structure Plan.

3. ATTRACT MORE NON-RESIDENTIAL DEVELOPMENT AND BUSINESSES TO THE COUNTY;

- *Permitted uses* provide more certainty for new businesses and developers;
 - The General Industry District has permitted uses available so once a parcel is zoned, there are a list of permitted uses which must be approved by the Development Authority as long as the other provisions of the Land Use Bylaw are met. The Direct Control District #2 District has no permitted uses.
- *A larger range of uses* in a district allows for more choices;

4. CONSISTENCY OF DECISIONS WITH MORE DEFINITIVE PROVISIONS:

- Providing land use rules that are clearly outlined in the Bylaw allows for more transparency and clarity rather than just stating "at the discretion of Council" which creates uncertainty regarding what will be allowed;
- Council may change every four years and so can the direction of what is allowed and how it is developed under a Direct Control district where there are limited land use provisions outlined in the district itself and all decisions must go to Council.

5.4 Special Consideration Required

The following are some considerations that may require special attention when looking at the redesignation of the Direct Control District #2 lands to General Industry District:

1. Lands Within Flood Hazard Protection Overlay

- There is a large amount of Direct Control District #2 zoned land that is within the Flood Hazard Protection Overlay area and land that may be considered floodway or flood fringe under the Province's Flood Hazard mapping on the Highwood River.
 - Lands within Provincial floodway or flood fringe and lands within the Flood Hazard Protection Overlay area require special consideration for development. It is important that development is appropriately limited in these areas and that any development approved in these areas is supported by appropriate engineering and technical studies.
 - It is imperative that permitted uses are restricted in these areas to enable the County to use much needed discretion and impose conditions necessary to protect the area;

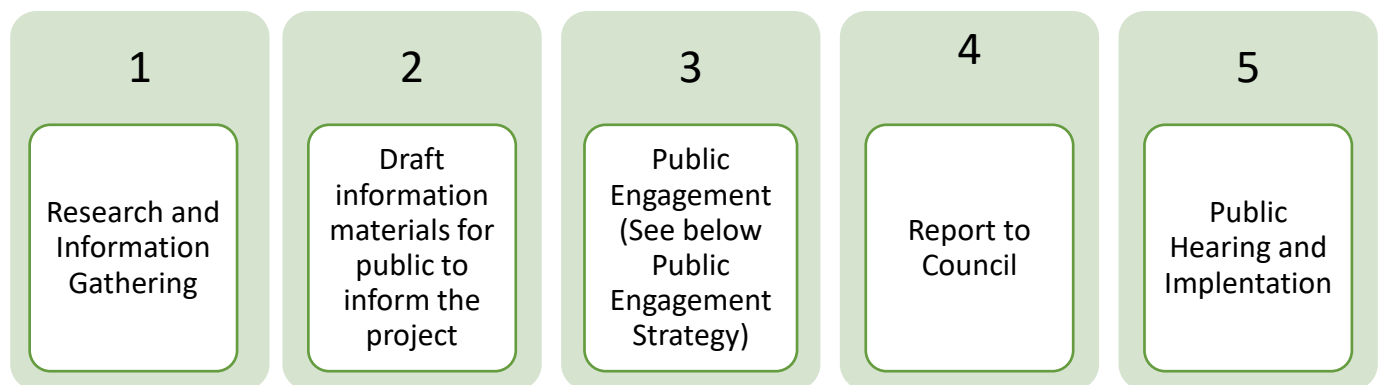
2. Desire For Orderly and Efficient Development

- Approval of *Outline Plans* and *Access Management Planning* in advance of development approval may be required in instances where larger tracts of land or potential for multiple parcels exists, to ensure that long range planning is taken into consideration.

6.0 PROJECT PROCESS

The process to proceed with the project is as follows:

1. Research and gather information;
2. Draft information materials for public to inform the project;
3. Public Engagement
4. Report to Council;
5. Public Hearing and Implementation.



7.0 Public Engagement Strategy

7.1 Public Engagement Objectives

The County is committed to engaging with citizens and stakeholders when making decision that have the potential to impact them. Our objectives for the public engagement strategy are as follow:

- Provide the necessary information to the public to ensure they are properly informed;
- Advise stakeholders and public of the planning process and opportunities for participation;
- Address ongoing questions and concerns throughout the planning process;
- Gather feedback from stakeholders and landowners to guide the project;
- Report back on what we heard throughout our engagement strategy;
- Guide the project based on the information and feedback that was gathered.

7.2 Levels of Engagement

The engagement strategy will involve two different levels of engagement:

1. Stakeholder Engagement

The stakeholder engagement will include those people most directly impacted and will include landowners/business owners of the DC#2 lands as well as applicable referral agencies such as Alberta Transportation, CP Rail, Intermunicipal bodies, Alberta Environment, and internal department such as Public Works, Municipal Engineering, and Assessment. Stakeholder engagement early on in the process will assist with gathering information required to move forward with appropriate planning further on in the process.

2. Public Engagement

Public engagement will involve those included in the stakeholder engagement as well as other individuals that are more indirectly impacted by the proposal including adjacent landowners and business owners outside the Highway 2A Industrial Area Structure Plan area;

7.3 Engagement Process

7.3.1 STAKEHOLDER ENGAGEMENT – INTRODUCTION AND IDENTIFICATION OF ISSUES

Stakeholder Letter

The first task is to make the stakeholders, (the Direct Control District #2 landowners and appropriate referral agencies) aware that the project is being undertaken and inviting them to participate in the process

This will be done by sending a letter to each landowner and identified stakeholder by direct mail giving them an introduction to the project and inviting them to participate in the early stages of the process by setting up meetings with municipal staff in person, online, or by telephone to discuss the project.

Stakeholder Meetings

Those stakeholders who wish to participate in the process may set up in person meetings with municipal staff (depending on the COVID-19 situation), attend personal online meetings, through email, or participate in telephone interviews.

The goal of the stakeholder meetings will be to:

- Provide adequate information to the stakeholders pertaining to what is proposed, background on existing land uses and policies, potential land uses, and special consideration requirements;
- Allow for discussion on opportunities and constraints for the area;
- Have stakeholders identify their needs and/or concerns early in the process.

Draft Proposal

Information gathered from Phase I stakeholder engagement will be carefully considered and assist in putting forward a draft proposal identifying the following:

- Potential future land use for DC#2 lands;
- Proposed amendments required to existing land uses to accommodate development and necessary provisions to guide development;
- Special consideration/additional requirements needed.

7.3.2 PHASE 2 – PUBLIC FEEDBACK ON DRAFT AMENDMENTS

Notice of Draft Amendments

The draft proposal will be posted on a project page on the website along with the project summary including background information relative to the project. Social media may also be used as a means to get the proposal out to the public.

Stakeholders notified in the initial stages of the process will be contacted directly (using the preferred method as indicated at the initial contact) to inform them of the draft amendments.

There will be information available to allow for people to request additional material by email, mail, or in person; contact information to have questions answered; and an opportunity to provide feedback on the proposal.

Public Engagement

Some form of on-line or in personal open house will be held to allow the stakeholders and the general public to provide feedback on the draft proposal. The engagement will include both an informative section that provides details on the project highlights and necessary information to make informed decisions on the project. There will be some means of providing feedback on the proposal in order for staff to gather all the necessary comments and concerns from those who feel they are affected by the proposal.

Report To Council

Further to completion of the public engagement process, a report will be provided to Council by staff to identify what we heard from the stakeholder and public engagement.

Recommendations for redesignation and required amendments to land use districts or current County provisions will be presented to Council, requesting further direction and approval to proceed to a public hearing.

7.3.3 Public Hearing and Implementation

A public hearing is required prior to second reading for redesignation any amendments to municipal bylaws. The public hearing will be held at a regular council meeting and will be advertised in the usual manner.

Notice of land use redesignation and amendments will be sent to necessary referral agencies for a formal 30-day agency circulation prior to the public hearing.

Notices will be mailed directly to landowners being rezoned and to those to those landowners within one half mile radius of the affected lands. Council or administration may choose to mail notification of the hearing to landowners within an expanded circulation area.

At the hearing the Council may again hear from any stakeholders or landowner and/or agent; from any person who claims to be affected by the proposal; and from any other person who wishes to make representation AND whom the Council agrees to hear.

Further to the public hearing, after considering all information heard, the Council may do one of the following things:

1. Postpone the application for additional information;
2. Give a Bylaw one reading and then ask staff to review the application/proposal further to comments received at the Public Hearing if more information or clarification is required.
3. Give a Bylaw three readings thus authorizing the redesignation

A bylaw requires three reading prior to the adoption and implementation of the amendments. Following adoption of redesignation or amendments, implementation of any changes will proceed.

18.2 DIRECT CONTROL DISTRICT #2 (DC2)**DC#2****18.2.1 PURPOSE AND INTENT**

The purpose and intent of this district is to allow Direct Control by the Council over development on the following lands:

In Township 19, Range 28, West 4th Meridian:

The North Half Section 19 (excepting that portion as shown on the Land Use Map No. 29 as being within the Urban Fringe of the Town of High River);

Portion North Half Section 20;

Portion South Half Section 29;

Portion Section 30;

Portion Section 31;

All on the west side of the Highwood River and east of Highway No. 2A

The 58.84-acre portion of S.W. 19-19-28-W4, which lies west of the railway and east of Highway #2A (as shown on Schedule A attached to Bylaw No. 136-90).

Ptn. SE 25-19-29-W4 – 122.18 acres

Ptn. NW 18-19-28-W4 (19.82 acres portion of site)

18.2.2 PERMITTED USES

Nil

18.2.3 DISCRETIONARY USES (FOR EXAMPLE, BUT NOT LIMITED TO)

Accessory Uses

Agricultural Distribution and Storage

Agricultural Processing

Auto Wreckers

Dwelling single family

- no more than 2 such dwellings are permitted on a lot that is 32.4 ha (80 acres) or more in size;
- no more than 1 such dwelling is permitted on a lot that is less than 32.4 ha (80 acres) in size.

Extensive Agricultural Uses

Hazardous Industry

Inside Storage

Intensive Agricultural Uses

Cannabis Production

Cannabis Production, Micro

Cannabis Production, Nursery

Cannabis Production, Standard

Natural Resource Extractive Industry

Non-Labour Intensive Industry

Public Works

Scrap Metal Collection Centers

18.2.4 GENERAL LAND USE AND DEVELOPMENT REQUIREMENTS

- 18.2.4.1 Land use and development requirements shall be at the discretion of the Council.

18.2.5 SPECIAL USE REGULATIONS/DEVELOPMENT STANDARDS FOR CANNABIS PRODUCTION

- 18.2.5.1 Development permit required.
- 18.2.5.2 All Cannabis production shall operate only under applicable federal licensing. Proof of valid Federal licensing and the activities as approved thereunder shall be provided to the County.
- 18.2.5.3 All licensed processes and functions shall be fully enclosed within a stand-alone building(s). Loading stalls and docks shall not be visible from a public road or adjacent lands.
- 18.2.5.4 Outdoor storage is not permitted with cannabis production operations.
- 18.2.5.5 No noise, odour, smoke or air borne particles inherent to the nature of operations shall be determinable beyond the legal boundaries of the parcel.
- 18.2.5.6 An applicant shall illustrate the ability to comply with municipal water allotments or prove a licensed source of water.
- 18.2.5.7 Where on-site illumination is required, all lighting shall be positioned in such a manner that lighting falling onto abutting properties is minimized and shall be in accordance with the *“Dark Sky Bylaw”* adopted by Council and attached as Appendix E to this bylaw.
- 18.2.5.8 A minimum landscaping and screening plan shall be completed to the satisfaction of the Approving Authority.
- 18.2.5.9 Any cannabis production operation shall provide parking in accordance with Section 9.19 of this bylaw.
- 18.2.5.10 Engineering requirements:
- a. Professionally Engineered stamped plans (structural, mechanical, and fire);
 - b. Must meet Alberta Building Code and Fire Code provisions for use and occupancy.
- 18.2.5.11 Safety & Health:
- a. Must adhere to relevant environmental legislation;
 - b. Must satisfy all public health requirements;
 - c. An applicant shall provide appropriate information with respect to daily operations pertaining to safety and security, to the satisfaction of the Approving Authority.
- 18.2.5.12 Upon issuance of a development permit for any cannabis production, the applicant shall obtain a Business License from the County. If the business license is not obtained or is revoked or suspended, the development permit shall be and remain suspended until the business license is obtained or re-instated.

18.2.5.13 Signage as approved by Development Permit.

18.2.5.14 The Approving Authority may impose the following conditions pertaining to cannabis production:

- a. Setbacks from roads, residential and other developments;
- b. Delivery route requirements; location of access to the lands;
- c. Provision of a waste management plan, completed by a qualified professional that includes detail on:
- d. The incineration of waste products and airborne emissions, including smell;
- e. The quantity and characteristics of liquid and waste material discharged by the facility;
- f. The method and location of collection and disposal of liquid and waste material.
- g. Any other matters deemed necessary by the Approving Authority.

18.2.6 PROCEDURE

18.2.6.1 Notwithstanding the procedure established for development permit applications in Section 4 and Section 5, an application for a development permit in respect of the lands referred to in Section 18.2.1 shall be referred by the Development Officer to the Council for its approval or refusal.

18.2.6.2 Notwithstanding the procedure established for the issuance of development permits in Section 5, the Council shall decide on all applications for development permits with respect to the lands referred to in Section 18.2.1. The Council may approve a development permit application with or without conditions, or may refuse and application for development permit.

18.2.6.3 There is no appeal to the Development Appeal Board from a decision of the Council on an application for a development permit in respect of the lands referred to in Section 18.2.1.

15.2 GENERAL INDUSTRY DISTRICT**GI****15.2.1 PURPOSE AND INTENT**

To Provide for continued general industrial development within the Highway 2A corridor in accordance with the Highway 2A ASP. Development should be primarily general industrial uses with some forms of accessory commercial uses permitted where deemed appropriate. Interim uses such as storage facilities may be considered prior to feasible servicing being established. Uses should be low water usage industrial uses and shall meet the requirements of the Highway 2A Corridor's Design guidelines (2013), as may be amended or replaced by Council from time to time.

15.2.2 GENERAL REQUIREMENTS:

- 15.2.2.1 Refer to Section 4.2 "No Development Permit Required" in the Land Use Bylaw for uses not requiring a development permit.
- 15.2.2.2 Refer to Section 9 and Section 10 respectively for the general and specific land use regulations and provisions that apply to this District.

15.2.3 PERMITTED USES	15.2.4 DISCRETIONARY USES
Accessory building not requiring a development permit Agricultural, general Agricultural processing & distribution Agricultural support services Animal care services Auctioneering services Auto body Auto repair Business office Commercial school or college Commercial storage Contractor, limited Farm equipment sales and service Government services Industrial, storage and warehousing Intensive vegetation operation Industry, general Industry, light Lot grading Manufacturing, light Park Protective and emergency services Public works Recreation vehicle storage	Abattoir Accessory building requiring a development permit Accessory uses Auto sales Bulk fuel depot Card lock fuel dispensing facility Commercial storage Dog park Dwelling, Temporary (accessory to principal use) Food service, drive-in Industry, heavy Industrial, storage and warehousing Kennel, commercial Outdoor storage Recreational vehicle sales Storage compound Waste management, minor

15.2.3 PERMITTED USES	15.2.4 DISCRETIONARY USES
Signs not requiring a development permit Recycling collection point Recycling depot Restaurant Retail store, Service station Signs not requiring a development permit Truck stop Utility services, minor Warehouse sales	

15.2.5 LAND USE REQUIREMENTS

- 15.2.5.1 A person who wishes to subdivide land in this district into additional lots must first apply for and be granted approval of a land use bylaw amendment.
- 15.2.5.2 In order to facilitate the purpose and intent of this district and ensure the sustainable development of general industrial uses within the District, the following applies to applications for subdivision:
- a. Parcel Density:
 - i. Parcel density requirements shall be determined by the Approving Authority, and if applicable, in accordance with the Highway 2A ASP or an approved outline plan.
 - b. Minimum Parcel Size:
 - i. 8000 m² (1.98 acres); or
 - ii. The area on title at the time of passage of this Bylaw, whichever is greater; or
 - iii. As determined by the Approving Authority, in accordance with the Highway 2A Industrial area structure plan and approved outline plan, where applicable.
 - c. Maximum Parcel size:
 - i. The area in title at the time of passage of this Bylaw, whichever is lesser; or
 - ii. As determined by the Approving Authority, in accordance with the Highway 2A Industrial area structure plan and approved outline plan, where applicable.
- 15.2.5.3 Utility Servicing Criteria
- a. Municipal or communal water and wastewater disposal systems;
 - b. Municipal or communal water system, and an advanced package sewage treatment system; or
 - c. On site water storage system on site and/or wastewater pump out tanks if deemed appropriate by the Approving Authority in accordance with the highway 2a industrial area structure plan and an approved outline plan where applicable.

15.2.6 DEVELOPMENT REQUIREMENTS

15.2.6.1 Maximum Lot Coverage

- a. No building or group of buildings including their accessory buildings and impervious surfaces shall cover more than sixty (60) percent of the lot area.

15.2.6.2 Minimum Yard Setbacks Requirements

- a. Front Yard Setbacks:
 - i. 40m (131.23 ft.) from the ultimate right of way or 70 meters from the centreline of a Provincial highway, whichever is greater;
 - ii. 48m (157.48 ft) from the centreline of the Municipal road;
 - iii. 15m (19.69 ft) from the property line from an internal road;
 - iv. Front yard setback may altered in conformance with an approved outline plan in accordance with the Highway 2A Industrial Area Structure Plan for industrial uses;
- b. Side Yard Setbacks:
 - i. 1.5 m (4.92 ft) from the property line.
- c. Rear Yard Setbacks:
 - i. 15m (49.21 ft) from the property line.
- d. If the title to a lot is subject to a caveat in respect of a land dedication or an agreement for the acquisition of land for road widening purposes, the dedicated area or area of future road widening shall be considered the future property boundary for which setback distances set out shall apply.

15.2.6.3 Corner Parcel Restrictions:

- a. In accordance with Section 9.27.9 - 9.27.12.

15.2.6.4 Minimum Environmental Setback Requirements:

- a. Slope:
 - i. Adjacent to a slope of 15% (8.3°) or greater, development shall be setback a minimum of 30m or the distance determined by a Geotechnical Report, whichever is greater.
- b. Water body:
 - i. 30m (98.43 ft) (from the top of bank); or
 - ii. Setback determined appropriate by The Approving Authority in accordance with the *“Riparian Setback Matrix Model”*, whichever is greater.

15.2.6.5 Other Minimum Setback Requirements:

- a. See Section 9.27 “Special Setback Requirements” of this bylaw for additional setback requirements that may apply.
- b. The Approving Authority may require a greater building setback for any industrial use which, in the opinion of the Approving Authority, may interfere with the amenity of adjacent uses.

15.2.6.6 Maximum Height of Structure:

- a. Buildings - 12m (39.37 ft);
- b. Satellite dishes, radio antennas, internet towers and wind turbines - 16m (52.49 ft).

15.2.7 SPECIAL REQUIREMENTS

15.2.7.1 Landscaping and Screening:

- a. Landscaping shall be completed in accordance with the Municipal Screening Standards;
- b. Levels and methods of screening of the site shall be completed in accordance with the Municipal Screening Standards.

15.2.7.2 Design Guidelines:

- a. All development located within the Highway 2A Industrial Area Structure Plan (H2AI ASP) area shall comply with the Highway 2A Corridor Design Guidelines (2013), as may be amended or replaced by Council from time to time..

15.2.7.3 Lighting:

- a. All lighting must be in accordance with Section 9.15 of this Land use bylaw and with the Municipal Dark Sky Bylaw.

15.2.7.4 Lot Drainage:

- a. A Development agreement shall be entered into for lot grading to the satisfaction of the Director, Public Works and Engineering;
- b. Lot grading and drainage shall be in accordance with Section 9.17 of the Land use bylaw.

15.2.7.5 Other:

- a. The Approving Authority may allow a building to be occupied by a combination of one or more of the above mention uses listed for this district and each use shall be considered as a separate use.

15.2.8 EXCEPTIONS:

APPENDIX D - LAND USE COMPARISON

	DIRECT CONTROL#2 DISTRICT	GENERAL INDUSTRY DISTRICT	
DEVELOPMENT AUTHORITY	Council acts as the Development Authority; May delegate their authority to a Development Officer	Development Officer	
APPEAL	Appeal limited to whether DA followed the direction of Council when decision delegated to Development Authority.	Appeal on Discretionary Uses	
PERMITTED USES	None	<u>Existing Uses:</u> Accessory building not requiring a development permit Agricultural, general Agricultural processing & distribution Agricultural support services Animal care services Auctioneering services Auto body Auto repair Business office Commercial school or college Commercial storage Contractor, limited Farm equipment sales and service Government services Industrial, storage and warehousing Intensive vegetation operation Industry, general	Industry, light Lot grading Manufacturing, light Park Protective and emergency services Public works Recreation vehicle storage Signs not requiring a development permit Recycling collection point Recycling depot Restaurant Retail store, Service station Signs not requiring a development permit Truck stop Utility services, minor Warehouse sales
		<i>It is anticipated that amendments will be required to General Industry District to change some permitted and discretionary uses around and allow for additional uses. This will be discussed as part of the public engagement.</i>	

	DIRECT CONTROL#2 DISTRICT	GENERAL INDUSTRY DISTRICT
DISCRETIONARY USES	Accessory Uses Agricultural Distribution and Storage Agricultural Processing Auto Wreckers Dwelling single family Extensive Agricultural Uses Hazardous Industry Inside Storage Intensive Agricultural Uses Cannabis Production Natural Resource Extractive Industry Non-Labour Intensive Industry Public Works Scrap Metal Collection Centres	<u>Existing Uses:</u> Abattoir, Minor and Major Accessory building requiring a development permit Accessory uses Auto sales Bulk fuel depot Card lock fuel dispensing facility Commercial storage Dog park Dwelling, Temporary (accessory to principal use) Food service, drive-in Industry, heavy Industrial, storage and warehousing Kennel, commercial Outdoor storage Recreational vehicle sales Storage compound Waste management, minor
		<i>It is anticipated that amendments will be required to General Industry District to change some permitted and discretionary uses around and allow for additional uses. This will be discussed as part of the public engagement.</i>