

AREA STRUCTURE PLAN

for

S.E. 36-38-20-W4

BYLAW 1836-01

A BYLAW OF THE TOWN OF STETTLER, IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING THE AREA STRUCTURE PLAN FOR THE S.E. 36-38-20-W4 PURSUANT TO THE MUNICIPAL GOVERNMENT ACT STATUTES OF ALBERTA, 1994, CHAPTER M-26.1 AND AMENDMENTS THERETO.

WHEREAS Section 633 of the Municipal Government Action provides that a municipal Council may, for the purposes of providing a framework for subsequent subdivision and development of an area of land, adopt an Area Structure Plan; and

WHEREAS the Council of the Town of Stettler deems it desirable to adopt this area structure plan; and

NOW THEREFORE the Council of the Town of Stettler in the Province of Alberta, duly assembled, hereby enacts as follows:

1. This Bylaw should be cited as the "Area Structure Plan for the S.E. 36-38-29-W4 Bylaw".
2. The document attached hereto including all text and maps and forming part of this Bylaw, is hereby adopted as the "Area Structure Plan for the S.E. 36-38-29-W4".
3. The area as outlined on Map 1 is designated as the plan area.
4. This bylaw shall come into force and effect upon the third and final reading thereof.


READ a first time this 6th day of February, A.D. 2001

Advertise: February 21 & 28, 2001

Public Hearing held: March 6, 2001

READ a second time this 6th day of March, A.D. 2001

READ a third time and finally passed this 6th day of March, A.D. 2001


MAYOR


SECRETARY-TREASURER

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for

S.E. 36-38-20-W4

February 2001

Background

The impetus behind this Area Structure Plan is the proposed subdivision of a 57.4± hectare (141.9± acre) portion of the S.E. 36; 38 - 20 - W4 into three parcels (see Map 1). The purpose of this Area Structure Plan is to show a long range development concept for urban residential use, planned in a manner to accommodate the proposed initial subdivision of the subject land into three large parcels.

The Town of Stettler Municipal Development Plan (MDP) contains a number of policies that are relevant to this Area Structure Plan. The subject land is currently used for agricultural purposes and the MDP supports agricultural uses that are environmentally sensitive and compatible with adjoining uses. In regard to the dedication of reserves the Town of Stettler's MDP supports the deferral of reserves by caveat until such time as future subdivision makes it suitable for the dedication of reserves. Another key aspect of the Town's MDP is that it encourages consultation with the County of Stettler concerning the subdivision and development of adjoining lands.

The Town of Stettler Municipal Development Plan (MDP) provides guidance regarding future development of land within the Town. All new development should be fully serviced where deemed appropriate and cost effective. The Town's MDP supports the deferral of reserves when not needed at present and the dedication of swamp and flood prone areas as environmental reserves. The dedication of reserves in order to provide for bicycle and pedestrian trails is supported by the MDP. The nearest potential school site is identified by the MDP as being in the Meadowlands subdivision in the Kelly quarter (NW ¼ 36; 38 - 20 - W4). This potential school site is also supported by the South West Area Structure Plan.

The long term implementation of this Area Structure Plan will require cooperation between the Town and the County. Currently there is no intermunicipal development plan in place to guide intermunicipal planning; however, it is noted that the former Joint General Municipal Plan (1990) identified the subject land for residential development.

As part of the plan preparation process, input will be sought from adjacent landowners, utility companies, Community Health Services, Clearview Regional Division #24, the County of Stettler, the Stettler Airport Board, and Alberta Infrastructure. All parties will be notified of the plan process and will be invited to comment on a preliminary sketch.

Existing Land Uses

The subject land is situated in the Town of Stettler adjacent to the south boundary of the Town of Stettler (see Map 1). The land is bordered by existing residential development to the north, a 3.13 hectare (7.75 acre) acreage to the northeast, Highway 56 to the east, and farmland to the south and west. The Stettler Airport is approximately 0.8 kilometres (0.5 miles) to the west. The Central Western Railway has a rail line on a separate 2.75 ha (6.80 ac) title running northeast to southwest through the subject land. This rail line is currently used by the East Central Historical Society to provide tourist steam train excursions.

The Town of Stettler Land Use Bylaw identifies the northern portion of the subject land as being situated within the Airport Vicinity District (AIR)'s Noise Exposure Forecast (NEF) Contours (see Map 2). The purpose of this district is to maintain the safety and effectiveness of the Stettler Airport. In order to accomplish this, restrictions are placed on uses and development in the vicinity of the airport. Restrictions vary between each level of the Noise Exposure Forecast Contours. The 25 – 30 NEF area allows for such uses as farming as well as detached dwellings; but mobile homes are not allowed. The 30 – 35 NEF area allows for farming, but does not allow for detached dwellings or mobile homes. Restrictions are also placed on the maximum building heights in the vicinity of the airport. These limits vary between 25 metres (82.0 ft.) near the northwest area of the subject land and 40 metres (131.2 ft.) further to the east. Compliance with these height restrictions will not be a problem for long-term residential development in this area.

Highway 56 along the east side of the subject land is an important transportation route in the region. Accordingly, there is a need to protect this valuable transportation route while allowing for access into the subject land.

Site Analysis

Map 2 shows the existing features of the subject land. The land is primarily agricultural land, including both cultivated and hay land, and contains an existing residence and several agricultural outbuildings. The land is slightly rolling with several stands of trees and low areas. Drainage generally flows from the southeast towards the northwest. Access to the existing building site is via Highway 56. Legal access to the area northwest of the rail line is available via 62nd and 64th Streets.

Short Term Land Use

The short-term proposal is for three large parcels as shown on Map 3. The proposed parcel sizes are as follows:

Northwest of the Rail Line	14.0± hectares (34.7± acres)
East of the Rail Line, northern parcel	14.0± hectares (34.5± acres)
East of the Rail Line, southern parcel	29.4± hectares (72.7± acres)

The land use designation of the proposed three large parcels located within the boundaries of the S.E. 36-38-20-W4 is "Urban Reserve" (UR) which lists Farming as a "permitted use". The Urban Reserve designation ensures that the three parcels will continue to be primarily used for agricultural and related uses until such time as further development is pursued.

At the time of subdivision to create the three parcels, reserves will be deferred proportionately between the three parcels. Access to the proposed parcel northwest of the rail line is anticipated to be via 62nd and 64th Streets and access to the two parcels east of the rail line could be via a shared access onto Highway 56.

Long Term Land Use

Map 4 shows how the subject land may be developed in the long term. Long term subdivision and development is based upon several principles:

- Subdivision and development will be pursued in a spirit of cooperation and open communication between the developer(s), the Town and the County.
- Development will comply with the applicable land use bylaws and statutory plans.
- Agricultural land will not be taken out of production prematurely.
- Wherever possible, development will be contiguous with existing development; leap frogging will be discouraged and avoided wherever possible.

The primary land use will be low-density residential, typically detached houses. Semi-detached dwellings may be accommodated in at least one location. Redesignation to appropriate land use districts will occur prior to or at the time subdivision approval is applied for. It is estimated that the design concept in Map 4 could accommodate a total of approximately 360 dwelling units. This would result in approximately 6.28 dwelling units per gross hectare (2.54 dwelling units per gross acre). Density would increase slightly if more multi-family dwellings, such as semi-detached dwellings, are allowed within the subject area.

A neighbourhood convenience commercial site has been provided for in the southeast corner of the subject land. If in the long term this site is not utilized for a neighbourhood convenience commercial use, other uses such as multi-family residential or a church may be considered.

When subdivision of residential lots occurs, reserves will be provided in accordance with municipal policies and the Area Structure Plan. It is expected that, wherever feasible, reserves will be provided in a manner that preserves existing tree stands and accommodates the possible development of trails. Wherever possible, reserve lands should be left in as natural a state as possible. Reserves will also buffer residential uses from Highway 56 and the rail line. If abandonment of the rail line occurs, it is expected that the 2.75 ha (6.80ac) railway parcel would be utilized for open space and trail development. No large open spaces such as playing fields are anticipated for the subject area as it is assumed larger open spaces will be provided to the west of the school site identified in the Town's Municipal Development Plan and the South West Area Structure Plan. In addition, the limitations imposed on development by the airport NEF contours will also increase the likelihood of other large open spaces being provided further to the west, near the airport.

The total proposed dedication of reserves is approximately 9.57 ha (23.64 ac) of municipal reserve and 0.93 ha (2.30 ac) of environmental reserve (ER). The environmental reserve parcel will cover a low area in the southwest corner near the rail line. The distribution of municipal reserves between the three areas is as follows:

	Parcel Area	Proposed Municipal Reserve Dedication	Percent of Total
Northwest of the Rail Line	14.0± ha (34.7± ac)	5.04 ha (12.45 ac)	36%
East of the Rail Line, northern parcel	14.0± ha (34.5± ac)	1.45 ha (3.58 ac)	10%
East of the Rail Line, southern parcel	29.4± ha (72.7± ac) minus 0.93 ha ER	3.08 ha (7.61ac)	11%
TOTAL	57.4 ha (141.9 ac) minus 0.93 ha ER	9.57 ha (23.64 ac)	17%

The estimated municipal reserve exceeds the usual 10 percent dedication, especially northwest of the rail line, because of the limitations placed on potential development by the Airport Vicinity District. The rail line cutting diagonally across the quarter section also imposes design constraints leading to the need for reserve buffers.

A total of three access points are envisioned for the area east of the rail line; one collector road from Highway 56 and two roads from the proposed arterial road running along the southern boundary. Subdivision beyond the initial three parcels will require dedication of the collector road access on Highway 56 and will require the approval of Alberta Infrastructure. No crossing of the Central Western Railway line is proposed at this time.

An arterial road is proposed to run east - west along the southern boundary of the subject land. In the long term it is anticipated that this road will not only provide access into the neighbourhood, but may also serve as part of an arterial road linking Highway 12 from the east side of Stettler to the west. The Transportation Study of the early 1980's shows the arterial ring road located along the southern Town boundary, which is the north boundary of the subject land. However it is recommended that this location be reconsidered for several reasons:

1. it is situated adjacent to existing residential development within the Town;
2. an arterial road with limited access does not appear to fit in with the continuation of 62nd and 64th Streets which appear to be designed to extend southward; and
3. crossing the rail line just west of Highway 56 would result in two grade crossings of the rail line in close proximity of each other and at a sharp angle.

It is also noted that neither the South West Area Structure Plan nor the Town of Stettler Municipal Development Plan identify an arterial road in the location identified by the Transportation Study.

In the northwest area the 64th Street collector road is proposed to continue south and then westward. This collector is anticipated to intersect with a collector road that will head north towards the Kelly quarter section as shown in the County of Stettler's South West Area Structure Plan.

Phasing

It is anticipated that the first phase will consist of the creation of the three large parcels as shown on Map 3. When local housing markets lead to further residential expansion in southwest Stettler, further subdivision of the SE 36 to typical urban densities is anticipated to take place first in the northwest area where roads and services can be extended from Grand View Stage IV Subdivision.

Further subdivision and development east of the rail line is expected to start at or near the northeast corner of the Area Structure Plan and progress southward as roads and services are provided. The timing of the potential phases will, for the most part, be dependent upon market forces.

Servicing

Any subdivision and/or development at a typical urban density will require the provision of municipal water and sewer service. It would appear that the area to the north of the railway right-of-way will be able to tie into the Town's existing services, but this will be subject to a full engineering review. Servicing of the area east of the rail line will also be subject to a full engineering review.

Subdivision and development beyond the initial three parcels will also require the preparation of a storm drainage plan.

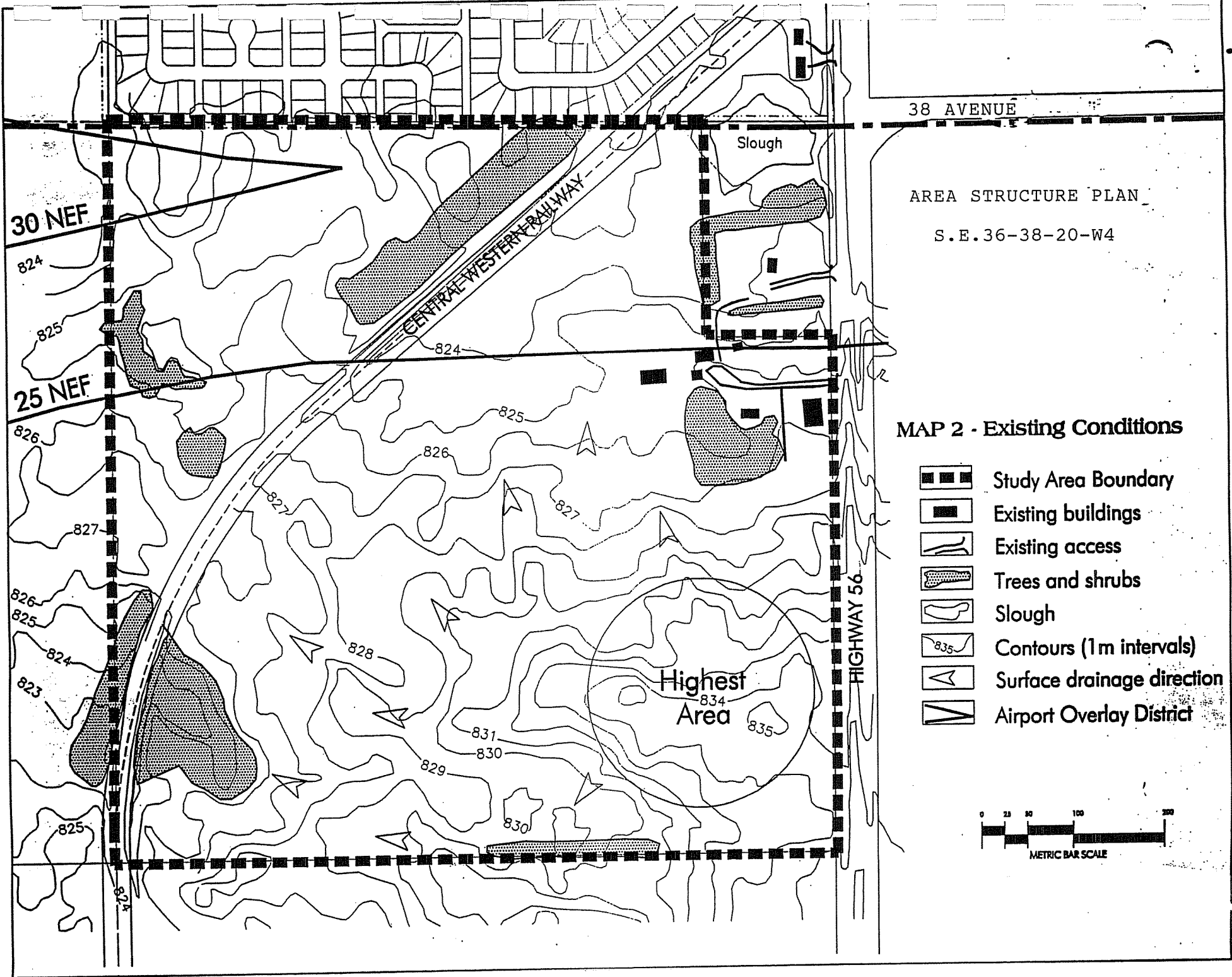
Existing utility right of ways will have to be accommodated or relocated at the developer's expense. As well, the cost of new servicing will be borne by the developer.

Interpretation

The purpose of this Area Structure Plan is to serve as a guide for future subdivision and development within the subject land. The text and maps contained in this plan must be read in conjunction with each other, not in isolation from each other. As well, the layout of local roads and blocks as shown in Map 4 should be interpreted as conceptual only. The exact layout of local roads and lots will be determined at the time of subdivision and may also be subject to engineering requirements.

Implementation

It is hereby requested that the Town of Stettler consider approval in principle of this Area Structure Plan and give first reading to the corresponding bylaw for it.



38 AVENUE

AREA STRUCTURE PLAN

S.E.36-38-20-W4

30 NEF

25 NEF









CENTRAL-WESTERN RAILWAY

Slough

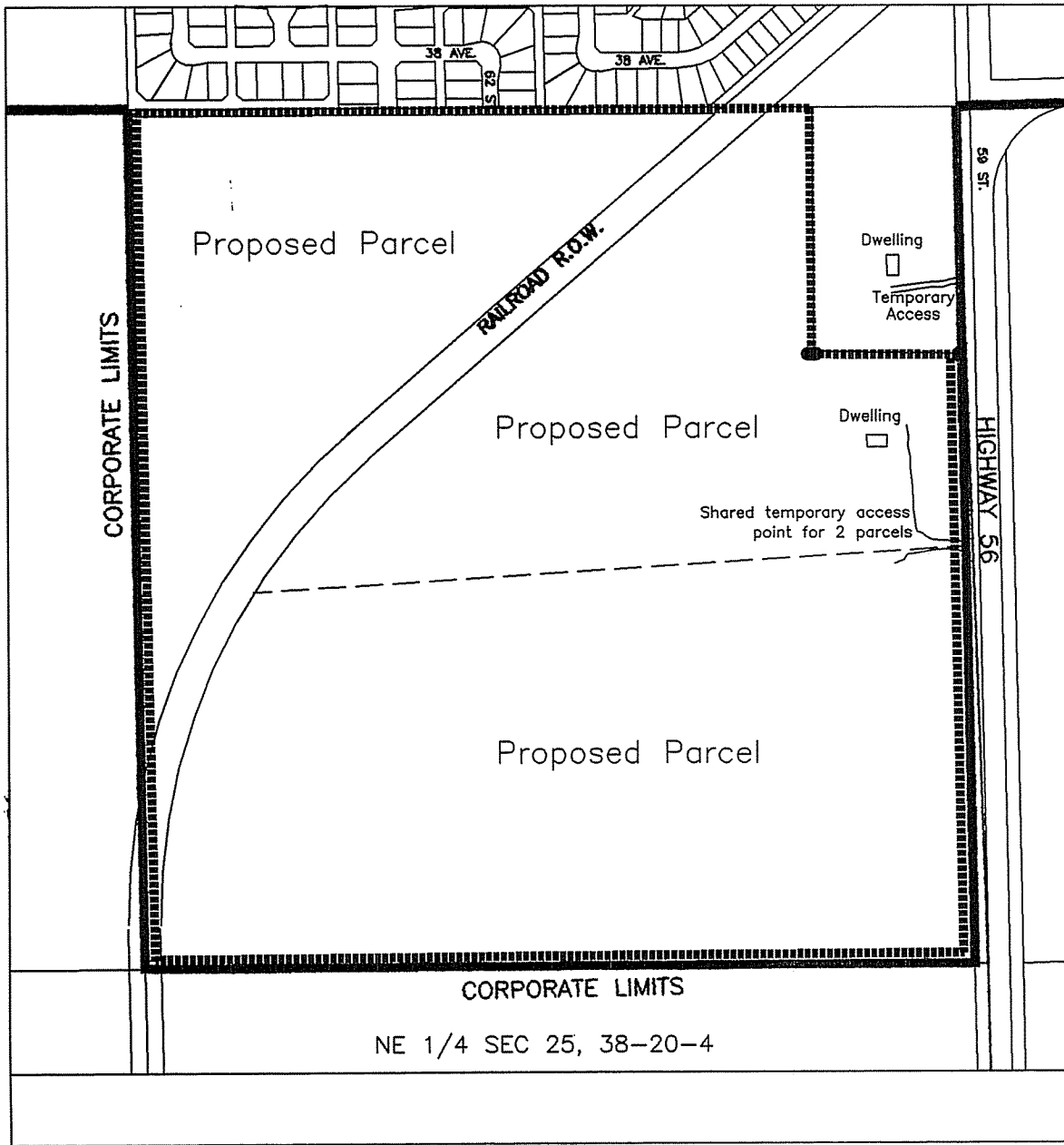
HIGHWAY 56

Highest Area

MAP 2 - Existing Conditions

-  Study Area Boundary
-  Existing buildings
-  Existing access
-  Trees and shrubs
-  Slough
-  Contours (1m intervals)
-  Surface drainage direction
-  Airport Overlay District



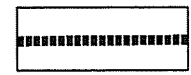


AREA STRUCTURE PLAN

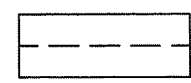
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SE 1/4 SEC 36, 38-20-4

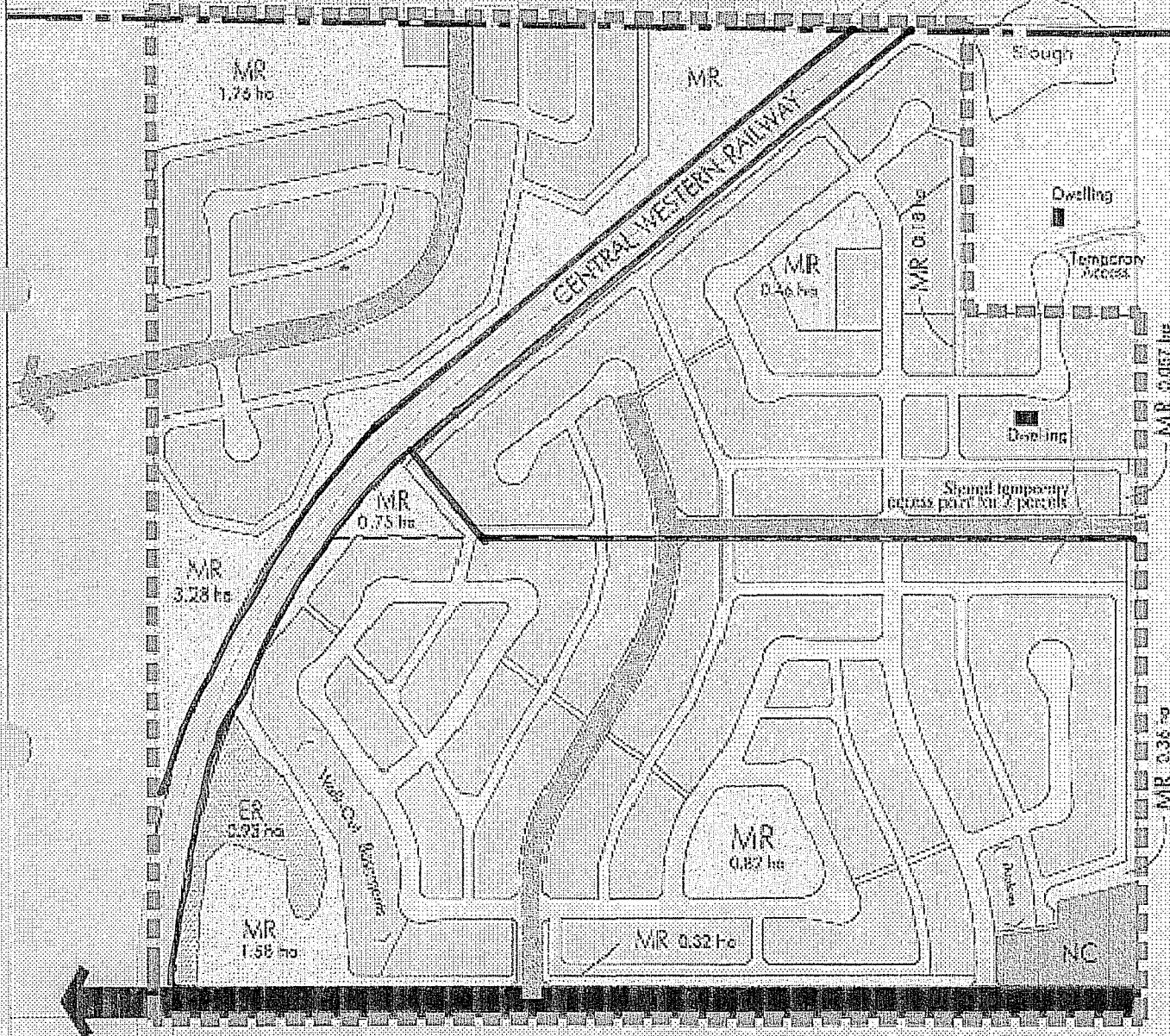
**MAP 3 - Short - Term
Land Use Concept Plan**



Study Area












*Proposed Parcel
Boundary*

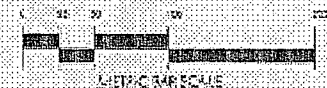


OUTLINE PLAN

for the
S.E. 36; 38-20-W4

MAP 4 - Long-Term
Land Use Concept Plan

-  Study Area
-  Proposed Arterial Road
-  Proposed Collector Road
-  Proposed Local Road
-  Residential
-  Neighbourhood Commercial
-  Environmental Reserve
-  Municipal Reserve
-  Proposed Parcel Boundary



DATE: February 1999

LAND AND COMMUNITY PLANNING SERVICES

