

TOWN OF STETTLER
NORTH AREA STRUCTURE PLAN
BY-LAW NO. 1672-92

A land use planning guide prepared with the assistance of
the Red Deer Regional Planning Commission

1992

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**TOWN OF STETTTLER
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A BY-LAW OF THE TOWN OF STETTTLER, IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING THE NORTH AREA STRUCTURE PLAN, PURSUANT TO THE PLANNING ACT, BEING CHAPTER P-9 OF THE REVISED STATUTES OF ALBERTA, 1980, AND AMENDMENTS THERETO.

WHEREAS the Planning Act 1980 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

WHEREAS the North Area Structure Plan has been prepared under the direction of a Committee of Council;

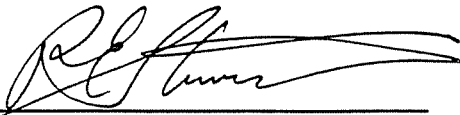
NOW THEREFORE the Council of the Town of Stettler in the Province of Alberta, duly assembled, hereby enacts as follows:

1. This By-law should be cited as the "Town of Stettler North Area Structure Plan By-law".
2. The document attached hereto including all text and maps and forming part of this By-law, is hereby adopted as the "North Area Structure Plan".
3. The area as outlined on Figure 1 is designated as the area structure plan area.
4. This By-law shall come into full force and effect upon the third and final reading thereof.

READ A FIRST TIME THIS 19th DAY OF May, 1992

READ A SECOND TIME THIS 16th DAY OF June, 1992

READ A THIRD TIME AND FINALLY PASSED THIS 1st DAY OF September, 1992.



MAYOR



SECRETARY-TREASURER

1.0 INTRODUCTION

The Town of Stettler General Municipal Plan (G.M.P.) and the Town and County Joint General Municipal Plan (J.G.M.P.) both indicate that one of the future directions for new industrial and highway commercial growth will be in the northern area of the Town along both sides of the Highway 56 (46th Street) entrance into Town. These existing statutory plans indicate that the more detailed "Area Structure Plan (A.S.P.)" will be used as a land use planning tool to guide development of this future growth area. Other than the G.M.P. and the J.G.M.P. designating these areas for ultimate industrial and highway commercial uses, no specific design or development concept exists. This Area Structure Plan will therefore go one step further, dealing with such issues as the road network, environmental conservation, installation and level of utilities, municipal reserves, staging of development, and other matters that the Town has deemed necessary.

This Area Structure Plan will encourage and promote an orderly development of the area in order to minimize both capital and social costs. The Town will strive to maintain and improve its living and working environment, and will endeavour to develop an economically balanced community by expanding residential, recreational, commercial, and industrial development. Council will welcome investment and will reciprocally improve local services and facilities.

The Area Structure Plan is based upon an extensive review of past development, recent trends, and present activity. The Town's 1991 population of 4,947 persons is projected to increase annually (1989 R.D.R.P.C. population projections), indicating slow but steady growth. The Town's future prospects and opportunities have promise in view of its geographical location to local oil and gas resources and a dominant agricultural producing region. Current and historical population growth, development constraints, present land use and transportation network, economic activity, and serviceability of the area have been reviewed and evaluated. Regionally significant transportation and utility infrastructure will be protected. This Plan has been prepared in the context of a long range development concept plan whereby it will be left to free enterprise and the market place to determine the time frame for actual development.

This Area Structure Plan contains only those areas as shown on Figure 1, lands that lie within the present corporate boundary of the Town of Stettler.

2.0 PURPOSE

In order to avoid isolated uncoordinated and uneconomical development in this area it is essential that future development be related to an overall plan, embodied firmly in a By-law, so that both private and public interests will be more certain of future expectations and plans for the development of this area. The Town of Stettler North Area Structure Plan therefore, can subsequently be used as a sound basis for making decisions on zoning and subdivision applications.

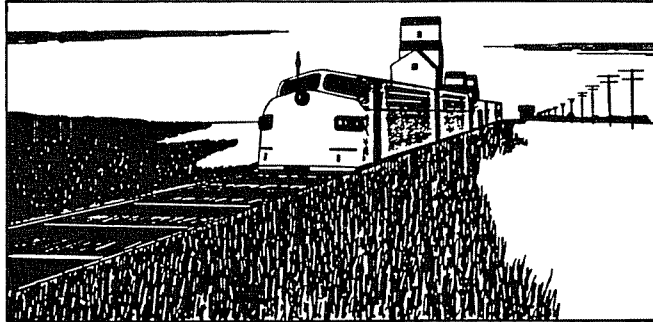
3.0 EXISTING DEVELOPMENT & CONSTRAINTS (Figure 2)

An examination of the factors that influence the site is essential in the preparation of this long range land use and development plan. Much of what already exists - i.e. developed roadways, the railway, current development, etc. has the potential to affect future development.

3.1 Land Use

The plan area consists of a mix of land uses comprised of residential, industrial, highway commercial, vacant, and agricultural properties that show a wide range of intensity of use.

The existing industrial and commercial developments are generally in keeping with the I, Industrial and C-2, Highway Commercial District designations pursuant to the Town's Land Use Bylaw. This development is also compatible with the anticipated industrial and



highway commercial uses for the area as shown in both the Town's General Municipal and Joint General Municipal Plans. Generally, there has been a limited demand for new industrial and highway commercial sites within the Town. Forecasting future requirements is difficult owing to varying locational needs and the uncertain influence of external economic forces. It is important that the marketplace be able to offer a choice of industrial and commercial sites and lot sizes in order to stimulate development, create local employment opportunities, and improve the Town's tax base. In addition to basic land allocation, there is the need to consider the development costs of the land in order to ensure that the cost of bringing developable land to market is not a constraint to economic activity.

The site contains five (5) individual residences which are separate from the existing industrial and commercial developments. These residences will not be compatible with the anticipated industrial and commercial uses for the area. These sites will likely over time, be redeveloped for either industrial or highway commercial purposes in keeping with the intended land use designations for the area.

A large portion of the site is in agricultural production. It is anticipated that these agricultural lands will remain in crop production until they are required for development. The Town's Land Use By-law presently designates these lands as UR, Urban Reserve District. This designation will allow a large portion of the Plan area to remain, in the interim, in agricultural use and safeguard the area against uses and practices which otherwise might be incompatible with the future uses as anticipated by this Plan.

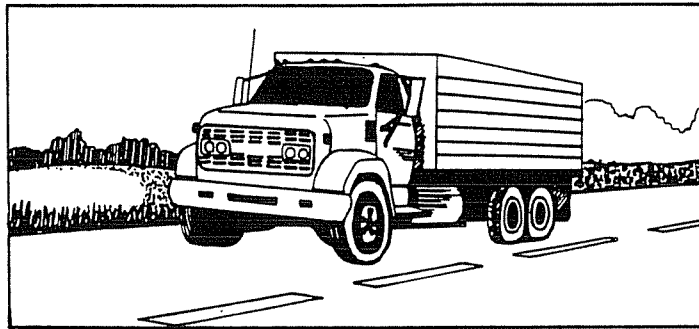
The Town of Stettler is located over the "Stettler North" oil/gas field. The Plan area presently contains no producing oil/gas facilities nor any pipelines.

3.2 Transportation

The developments facilitated by this Plan will be served by an integrated transportation system for the safe and efficient movement of people and goods.

The major roadway in the Plan area is Highway 56. It is considered a regional route, the primary function of which is to accommodate a limited amount of through traffic and to provide the Town of Stettler with regional access to its residential, commercial, and industrial districts, and other community services and facilities. Both the Town's General Municipal and Joint General Municipal Plans infer that Highway 56 is to be rerouted to run in an east/west direction along the north side of the Plan area. Alberta Transportation and Utilities indicate that this proposed alignment may possibly only be an intermediate solution to the ultimate long term alignment of Highway 56. The existing north/south portion of Highway 56 (46th Street) would effectively continue to function as a collector roadway expediting any through traffic, and serving the local transportation needs of this future development area.

Presently 52nd Avenue and 42nd Street serve as good local access roadways to a number of the established businesses in the area. It is anticipated that the status of these roads will not change as the area becomes more intensely developed.



Presently 42nd Street is not constructed south of 52nd Avenue. The construction of this portion of roadway and its extension southward over the railway tracks is unlikely in the foreseeable future. 44th Street is presently not developed. In all likelihood, future access from this street to Highway 56 will not be permitted.

The west side of the Plan area is bounded by 57th Street which is designated under the General Municipal & Joint General Municipal Plans as a future arterial roadway connecting to a realigned east/west Highway 56 along the north side of the Plan area. The Town's Land Use By-law currently requires that 5 metres of road widening be taken along both sides of 57th Street.

The Plan area also contains another major mode of transportation - the railway. The area contains both the Canadian Pacific Railway and the Central Western Railway Companies, both of which currently operate from developed trackage on the site. The Central Western Railway has recently received approval to purchase and operate the Stettler to Coronation portion of the Canadian Pacific Railway line. The two separate railways connect to each other within the Plan area.

Located west of Highway 56 (46th Street) and north of the Canadian Pacific Railway are a number of railway associated uses (i.e. grain elevators, fertilizer depots, etc.). These businesses are located on lands that are leased from the railway, and currently have physical access by way of a substandard private roadway. There has been

some pressure to subdivide this area so that these individual businesses can be located on their own lots. As legal access must be provided to all individually created lots, a problem has arisen in trying to register a public roadway of sufficient right-of-way that can be constructed to Town standards. The railway lands themselves do not have sufficient depth to allow for both the creation of individual lots, and a proper road right-of-way.

3.3 Environmental Conservation

A recently completed regional Environmentally Significant Areas study (Nov. 1988), undertaken for all lands within the County of Stettler, does not identify any lands within the Plan area that are environmentally important, useful, or considered a sensitive feature of the landscape. Furthermore, an on-site inspection did not identify any environmentally significant areas that would be considered a locally important feature. Therefore, no conservation nor protection

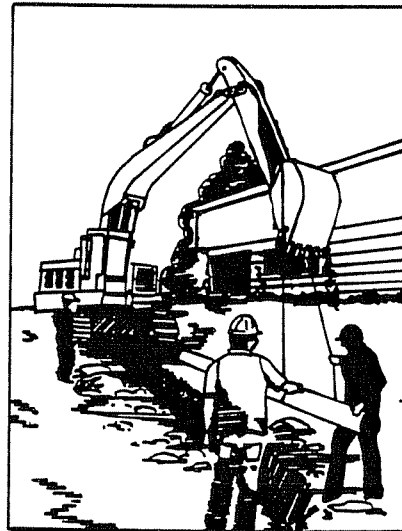


measures are required of the several small low and/or wet areas on the site, the largest of which is located in the north-west corner of the Plan area. These low and/or wet areas are not considered a constraint to future urban expansion and development.

3.4 Utilities

The extension, improvement, and operation of the Town's water and sewerage systems have kept pace with its growth and development over the years. The Town will continue to ensure that sanitary sewer, storm sewer (where applicable), and water utilities will be upgraded and economically extended into new development areas.

The availability and quantity of treated water well exceeds the Town's present usage of 2000 cubic meters per day. The Town's water treatment facility, located to the west on the Red Deer River, has a design capability to produce 4000 cubic meters of water per day. The Town's one water reservoir, located beside the fire hall and having a storage capacity of 4500 cubic meters, is sufficient to meet the needs of a Town population of 8000-9000 residents. It will be necessary to upgrade the reservoir pumps as water lines are extended into new development areas.



The Town's sewage lagoons, which have a retention capacity of 7.5 months, are currently being drained twice a year. This gives the Town ample storage capacity to meet its present needs as well as its future short-medium term needs depending upon the rate of Town growth and the type of industry locating in the Town. No sewage lift stations are required to service the Plan area.

Regarding payment of costs associated with the installation of municipal utilities, it is Town policy that the developer/landowner pays for the provision of these services. This policy, from time to time, is subject to review by Town Council.

3.5 Ownership

Within the Plan area there are 32 separate parcels of land owned by various individuals, associations, firms, or corporations. Due to the number of land owners, future development of the area could be complicated. Under certain circumstances, one owner could hold up the development of an adjoining owner's land unless a compromise can be reached between the affected owners. All land owners have been informed of the preparation of this Plan and their input has been requested at various stages of the planning process prior to the final Plan adoption by Town Council.

4.0 CONCEPT PLAN AND POLICIES (Figure 3)

The development concept shown in Figure 3 is a graphic summary of the long range land use and transportation patterns proposed within the area structure plan area. The concept represents Council's policy direction with regard to existing land uses and anticipated development. The long range development concept for the area shall be interpreted and implemented in conjunction with the General Municipal Plan, the Joint General Municipal Plan, and the Land use By-law of the Town of Stettler.

The concept accommodates much of the existing development and provides for the long term expansion of additional industrial and highway commercial uses into the area. As such, actual future development of the area should occur in stages dependent upon the demand for additional industrial and highway commercial space. Land use changes and new development are expected to occur over a substantial period of time. Actual design and development will be the responsibility of the various landowners and developers of the affected lands, subject to conformity with the policies of this Plan. The exact alignment of roadways and location of land use boundaries may be refined at the subdivision stage without amendment to this Area Structure Plan. However, any major variance from the concepts shown on Figure 3, or to the text of this Plan, will necessitate a By-law amendment.

4.1 Land Use Policies

- (1) Development applications, Land Use By-law redesignations (rezoning), and subdivision designs will be in accordance with the broad concepts illustrated on Figure 3.
- (2) Incompatible and/or non-conforming buildings and land uses will be relocated or removed at the owners expense prior to any redevelopment.

- (3) The interim agricultural use of all vacant future development land will be encouraged, where practical. When these lands are developed, the density shall be such that the maximum utilization of land takes place.
- (4) High standards of site development including screening of storage yards and attractively designed buildings will be encouraged according to standards set out in the Land Use By-law.
- (5) The extraction of any non-renewable resources (i.e. oil/gas) will be permitted where possible, bearing in mind public safety. Such development however, may have to be protected in the long term from encroaching land uses which would render them inaccessible or make extraction more dangerous or costly.
- (6) All highway commercial land is to front onto, and have direct access to 46th Street (Highway 56).

4.2 Transportation Policies

- (1) All roadways will be developed in accordance with the concepts illustrated in Figure 3. This concept provides for an integrated transportation system that allows for safe, efficient traffic movement both within the Town and, to and from the region.
- (2) Upgrading of all existing roadways will occur as the need arises, however, development in the area shall anticipate the ultimate design of the roadway.
- (3) Service roads will not be required adjacent to 46th Street (present day Highway 56) as direct parcel access will be permitted. This is in anticipation of 46th Street being down-graded to a collector roadway once the highway is realigned.
- (4) The Town, and Alberta Transportation where applicable, will determine road rights-of-way, carriage widths, grades, construction standards, etc. that are appropriate to the functional classification of each roadway, based on expected traffic volumes and applicable safety standards.
- (5) The following hierarchy of roadways is established:

<u>Road Type</u>	<u>Function</u>	<u>R/W</u>
Arterial	movement of large volumes of traffic	30m-36m (98 ft-118 ft)
Collector	linkage of arterial and local roads, individual property access	22m-35m (72 ft-115 ft)
Local	individual property access	15m-20m (49 ft-66 ft)

- (6) The Plan provides for the protection of the railways by creating no additional crossings and at the same time, allows for the flexibility of rail access to a number of industrial parcels. Development adjacent to rail lines shall not interfere with the safe operation and future upgrading of the system.
- (7) As development occurs, routes for the transportation of dangerous goods shall be established in accordance with the Town's Dangerous Goods By-law.
- (8) No individual parcel access shall be permitted onto arterial roadways. Access control shall be by way of Municipal Reserve dedication or through the Town's Land Use By-law.

4.3 Servicing and Utilities Policies

- (1) It is intended that all existing and new development will be connected to the Town's water and sanitary sewer systems and, where applicable, the storm sewer drainage system. Possible partial servicing of the industrial lands will be at the discretion of the Town.
- (2) Council and its Town Engineer will regularly monitor the utility servicing systems as required, to ensure that the facilities are capable of handling additional growth and will be able to accommodate future urban development.
- (3) The timing of servicing future development areas by the Town's utility systems will be related to the cost efficient extensions of those systems including the environmentally safe discharge of storm water.
- (4) The Town will require all developers to enter into a development agreement for the supply of water, sanitary and storm sewerage; the payment of off-site levies; and any other municipal services and facilities as may be required.

4.4 Municipal Reserve Policies

- (1) With the possible exception of Municipal Reserves being used to control access to arterial roadways, no Municipal Reserve land dedication is warranted. Instead, money-in-lieu of Municipal Reserves shall be required of all landowners/developers at the time of subdivision.
- (2) If Municipal Reserves are to be taken for the purpose of eliminating parcel access to arterial roadways, it is to be in the form of a strip of land at least 6m (20 feet) in width running parallel and adjacent to the arterial roadway.

4.5 Sequence of Development Policies

- (1) All future development shall be contiguous with existing built-up areas and reflect a logical extension of existing transportation and utility systems.
- (2) If problems arise in the developability or release of required lands, development may be permitted to occur out of natural sequence.
- (3) All phasing and priority of development shall be determined by Council through the control that they exercise over their Land Use By-law regarding land redesignations (rezoning).

4.6 Miscellaneous Development Policies

- (1) All costs associated with the servicing and development of privately owned land, including the payment of any off-site levies, shall be the responsibility of the landowner/developer.
- (2) The landowner/developer will be required to front end the cost of extending utility and transport services to the area.
- (3) The construction and installation of all public improvements shall be in accordance with Town policies and design standards.
- (4) The location and timing of future public works may be determined in the form of a Town capital works program which would be reviewed on an annual basis.

5.0 IMPLEMENTATION

The Town of Stettler North Area Structure Plan is to serve as a guide for the future development of the area leading to subdivision, installation of utility infrastructure, and construction of roadways. The discussion and policies set out in this Area Structure Plan provides a critical path for the development of the Plan area and provides ongoing guidance for Council, Administration and potential or affected developers or landowners. The policies are to be implemented as the opportunity arises, ensuring that all future development is consistent with this Plan and any existing applicable Land Use By-law, General Municipal Plan, or Joint General Municipal Plan, and that development will be in the Town of Stettler and adjoining area's best interests.

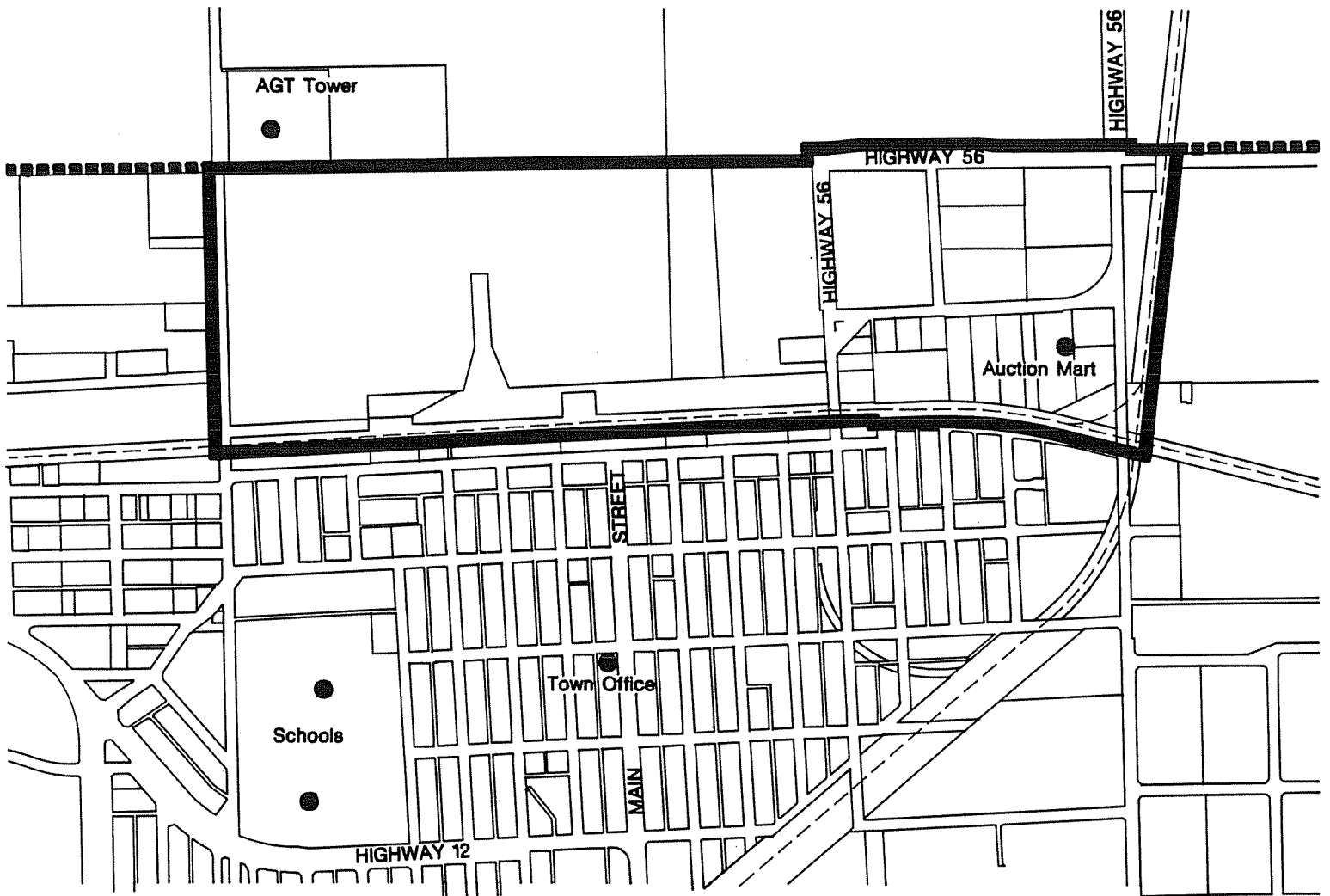
Redesignation (rezoning) of land under the Land Use By-law to accommodate future development will only be approved by Town Council upon adequate information being made available which ensures the need and adequacy of potential sites for the intended use, and adherence to the policies of this Plan.

This North Area Structure Plan is adopted by By-law by Town Council, a procedure that requires a public hearing and three readings by Council. Development concepts should not be interpreted as being absolute and inflexible. Provided that the intent of the Plan is maintained, minor adjustments to proposed land use boundaries and roadway locations may be made where necessary without amendment to this Plan. Any major change, deletion, or deviation not in keeping with the intent of this Plan, should be dealt with as a proposed amendment to the original By-law.

STETTLER

NORTH

Area Structure Plan





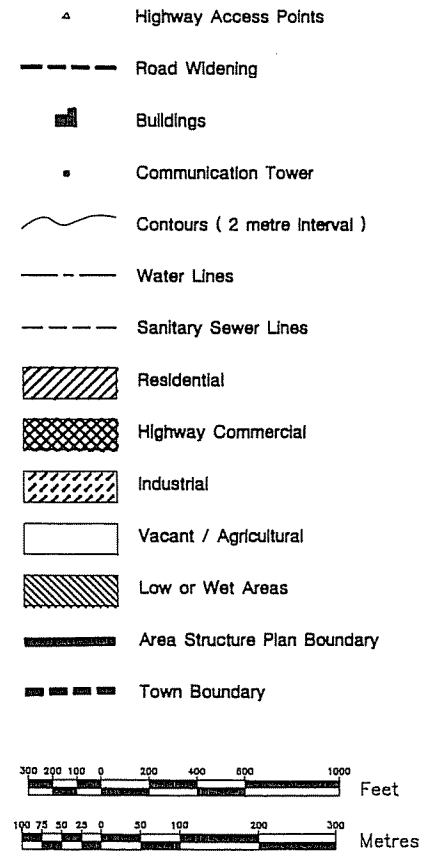
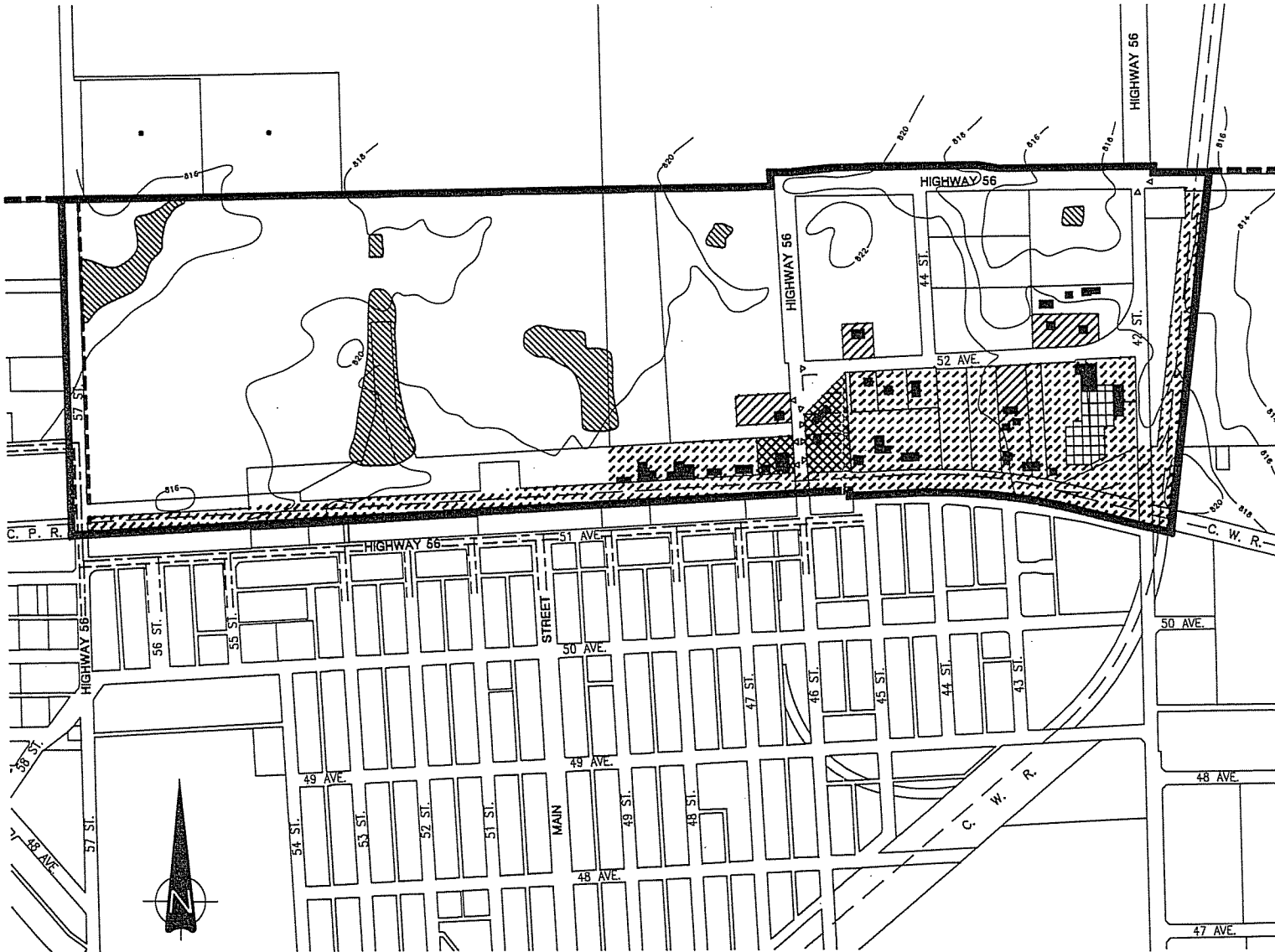
-  Area Structure Plan Boundary
-  Town Boundary



Figure 1

STETTLER NORTH Area Structure Plan

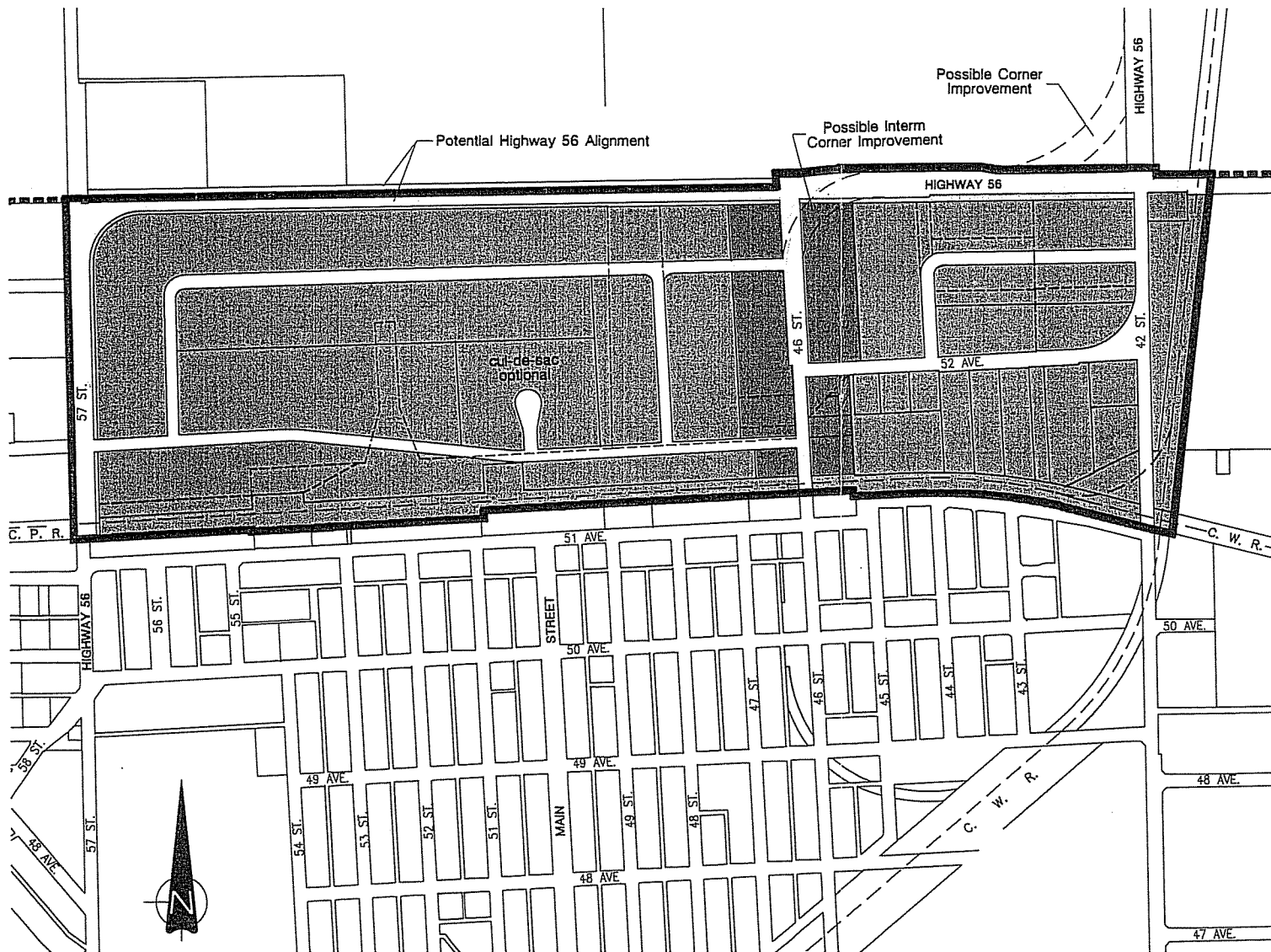










EXISTING FEATURES & CONSTRAINTS

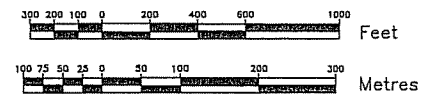


Figure 2

STETTLER NORTH Area Structure Plan



-  Highway Commercial
-  Industrial
-  No Road Access
-  Arterial Road
-  Collector Road
-  Local Road
-  Area Structure Plan Boundary
-  Town Boundary



FUTURE LAND USE CONCEPT



Figure 3