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# Northwest Area Structure Plan

Bylaw XXXX

August 2021

Town of  
**Stettler**

**AL-TERRA** Engineering  
(Red Deer) Ltd.

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# 1 Introduction

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## 1.1 Vision

The Northwest Area Structure Plan neighbourhood will be a vibrant and desirable residential community in north Stettler. The development will respect existing natural features in an effort to preserve wildlife habitats, while enabling residents and visitors to enjoy beautiful natural surroundings.

The Land Use Concept for the Plan Area creates a residential community that supports residents in accessing their daily needs via walking, cycling and motor vehicle. Access to employment areas, retail, leisure, and cultural spaces is facilitated by excellent pedestrian, cycling, and road connections.

## 1.2 Purpose

The Northwest Area Structure Plan has been prepared to provide a framework for the rezoning, subdivision, and development of a portion of the NE ¼ 06-39-19 W4M section, located north of 52<sup>nd</sup> Avenue, within the Town of Stettler. The Plan Area encompasses of 16.53 hectares (40.85 acres) and includes the 57<sup>th</sup> Street right of way.

The Northwest Area Structure Plan replaces a previous Area Structure Plan (adopted by Town Council in 1985) with the same name, encompassing the same Plan Area.

The Northwest Area Structure Plan (the Plan) has been prepared as a guide for Town Council, land developers, citizens, and administration. The Plan has three primary objectives:

- To refine and implement the strategic planning objectives and policies identified within the Town of Stettler's Municipal Development Plan (MDP), and Master Servicing Plans;
- To provide direction and policy guidance for land-use decisions relating to development and growth within the Plan Area; and
- To provide flexible development opportunities while considering existing and emerging market demands.

## 1.3 Regional Context

The Plan Area is located within the Town of Stettler's existing municipal boundary. See Figure 1: Location Plan.

## 1.4 Policy Context

The Northwest Area Structure Plan meets the requirements of Section 633 of the Municipal Government Act and, as such, describes, at a broad planning level, the proposed sequence of development, land uses, overall density and infrastructure requirements for the Plan Area.

The subdivision design (land use, transportation and servicing) of the Plan Area meets the requirements and policies of the Town.

Per Section 637 of the Municipal Government Act, *"the adoption by a council of a statutory plan does not require the municipality to undertake any of the projects referred to in it"*. It is anticipated that residential development within the Plan Area will be completed by private developers.

The Northwest Area Structure Plan is adopted by Town Council via bylaw, 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 bylaw.

## 1.5 Process

The Plan preparation process began by gathering, reviewing and analyzing relevant information pertaining to future development options within, and around, the Plan Area.

On July 30, 2020, the Town hosted a preliminary planning session related to the Plan Area. Existing landowners within the NE ¼ 06-39-19 W4M section were invited to attend and provide input into the overall planning direction for the Plan Area.

This Plan was circulated in draft form to the adjacent landowners, lease holders, ATCO Electric, AltaGas, Shaw Communications and Telus Communications for comment. Input obtained through this part of the consultation process was considered when making final revisions to the Plan prior to bringing forward a bylaw to Town Council for contemplation and adoption.

Per Section 636 of the Municipal Government Act, where the land that is the subject of an Area Structure Plan is within 1.6 kilometres of a provincial highway, Alberta Transportation must be notified of the plan and provided an opportunity to make suggestions or representations. As the Plan Area is within 1.6km of Highway 56 and Highway 12, Alberta Transportation was provided with the Plan.

The Plan Area is not included in the “Town of Stettler and County of Stettler No. 6 Inter-Municipal Development Plan” (2009), however, the Plan was provided to the County for their input and comments.

To gain input from the public and stakeholders, a public open house was held on XXXXXXXX. The open house was advertised publicly.

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## 2 Existing Conditions

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The Plan Area is located within the Town of Stettler's existing municipal boundary. See Figure 1: Location Plan.

### 2.1 Surrounding Land Uses

North of the Plan Area, there are several low-density acreage homesteads. The Town has a drainage right of way through the acreage properties, which contains a drainage ditch. Access to the acreage properties is via the 56<sup>th</sup> Avenue road right of way to the north of the properties.

East of 57<sup>th</sup> Street, the land is undeveloped, and is used for agricultural purposes.

South of 52<sup>nd</sup> Avenue, there are three residential cul-de sacs, with relatively low-density housing. South of the cul-de sacs, the CP Rail line runs east / west.

The Emmerson Estates residential development is west of the Plan Area. This development includes a range of low, medium, and high-density dwellings. The easterly portion of the Emmerson Estates development (directly adjacent to the Plan Area) has yet to be developed.

### 2.2 Current Land Use

Figure 2 illustrates the existing land features and topography.

There are several acreage homesteads within the Plan Area along the south and east perimeter. The lot size for these acreages ranges from .085 hectares (0.21 Ac) to 6.29 hectares (15.54 Ac). Access to these acreages is via 52<sup>nd</sup> Avenue or via 57<sup>th</sup> Street. There are large mature trees throughout these acreage properties.

The existing subdivided parcels within the Plan Area have varying shapes and sizes. This variability is considered a site constraint as it will influence the layout of the transportation network, serviceability, future lot sizing and layout, and development phasing.

There is a small tree farm within lot 4, Plan 772 0587.

Most of the Plan Area is currently used for agricultural purposes. This includes Parcel A of Plan 965 KS, Parcel X of Plan 1368 AT, and a portion of lot 4 of Plan 772 0587.

There is a natural depression area within Parcel A.

There is a row of mature trees along the lot line between Parcel A and Lot 4.

There are no oil or gas wells within the Plan Area, and no oil or gas pipelines.

Alberta Environment has a record of two water wells within the Plan Area. Both are within Parcel A.

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## 3 Future Land Use

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### 3.1 Future Land Use Concept

Figure 3 illustrates the land use concept.

### 3.2 General Policies

The land use concept is based on current and anticipated market trends, the objectives of this Plan, and relevant principles contained in the Town's Municipal Development Plan and Land Use Bylaw.

The following table illustrates the land use statistics for the Plan Area.

Table 1: Land Use Characteristics

Land Use Category	Hectares (ha)	% of Plan Area
Residential - Existing	4.88	29.5%
Residential - New	5.78	35.0%
Public Utility Lots (including stormwater ponds)	1.35	8.2%
Open Spaces (Municipal Reserve)	0.20	1.2%
Roadways	4.32	26.1%
Total	16.53	100%

#### 3.2.1 Residential

The primary purpose of the lands within the Plan Area is to provide opportunities for residential development, as defined within the Land Use Bylaw. The Residential Districts within the Town of Stettler Land Use Bylaw provide a number of suitable uses which will complement the Plan Area.

Existing developments may remain, subject to the requirements of the Town's Land Use Bylaw.

The inclusion of secondary suites within the Plan Area will be determined based on the applicable land-use bylaw, and at the discretion of the Town.

#### 3.2.2 Public Utility Lots and Open Spaces

Public Utility Lots and Open Spaces are illustrated on Figure 3.

All developers within the Plan Area will dedicate proportionately similar amounts of municipal reserve (MR) for the use and enjoyment of residents, in the form of land or money-in-lieu of land, or both, depending on the parcel's location, and at the discretion of the Town. The value of money-in-lieu will be calculated per Section 667 of the Municipal Government Act.

One centrally located neighbourhood playground (with play structure) is required within the Plan Area. The Town, at its discretion, may use collected money in-lieu for the development of the neighbourhood park space.

The storm water management facilities (wet ponds) within the Plan Area will complement the natural environment. The wet ponds will also serve as a habitat area for wildlife and will provide

recreational spaces for the neighbourhood. The area below the high-water mark of each pond will not be included in the 10% MR contribution.

A 2.5m wide paved pedestrian trail will be provided around each stormwater wet pond.

There is an existing tree stand along the property line, between Parcel A and Lot 4. This tree stand will be preserved where practical to do so.

Trees within the 57<sup>th</sup> Street right of way will be preserved where practical to do so.

Other existing mature tree stands trees within acreage homesteads will be preserved where practical to do so.

### **3.2.3 Density**

As noted, there are several acreage homestead properties along the south and east sides of the Plan Area. To preserve the appeal of these acreage properties, there will be a gradual increase in residential density, from low to medium, moving from east to west, and from south to north.

The target maximum density for the neighbourhood is around 3 people per hectare. This is consistent with the existing Emmerson Estates development to the west, which has a density of approximately 2.9 people per hectare (based on the current build-out).

Taking into account the transition from low density to medium density, it is expected that the overall average density of the Plan Area will be in the range of 2-3 people per hectare (using 2.3 people per dwelling).

For comparison, the Town of Stettler's current population density is approximately 4.5 people per hectare based on the 2016 Federal Census.

### **3.2.4 General Policies**

With the exception of the 57<sup>th</sup> Street right of way, all development within the boundaries of the Plan will be fully serviced to urban standards with paved streets, curb and gutter, piped municipal utilities (water, sanitary sewer, and storm water), and shallow utilities (gas, electrical, telecommunications). Any roadway improvements necessary at 57<sup>th</sup> Street will be constructed to a rural standard.

Development within the Plan Area may proceed in the sequence desired by the landowners provided each developer constructs the roads and utilities that the Town specifies as necessary to serve the development as a whole, and carries that cost until subsequent developers share it. Where over-sizing or installation of infrastructure is required that may benefit future development, an "Endeavour to Assist" agreement will be negotiated between the developer and the Town.

Development costs include "off-site levy costs" and "on-site costs". Off-site levy costs are determined by the Town and are charged to developers to cover the Town's capital cost to build municipal infrastructure. On-site costs include the site grading, utilities, illumination, roadways, and landscaping necessary for the development. Each developer will be entirely responsible for their portion of off-site levy costs and the costs of on-site development.

Due to the small size and location of some existing parcels within the Plan Area, it may not be feasible for a developer to proceed with a development independent of their neighbours, therefore, the landowners may negotiate the on-site costs amongst themselves.

In addition to this Area Structure Plan, each developer within the Plan Area may, at the discretion of the Town, be required to prepare an Outline Plan for approval. An Outline Plan may be required for each contemplated phase, prior to the Detailed Design stage, to schematically illustrate roadways and utility servicing alignments and sizing, and to confirm that the proposed transportation and utility servicing design is consistent and compatible with the intent of this Area Structure Plan.

If necessary, right of ways and easements will be provided to accommodate the extension of roads and utilities through the development, to the mutual satisfaction of the Town, utility providers and the developer. Road and utility alignments will be identified by the developer at the Outline Plan stage and confirmed prior to, or during the Tentative Subdivision Plan or Detailed Design approval stage.

All development in the Plan Area will meet the requirements of the Town's Minimum Design Standards for Development and will be consistent with the Town's Engineering Master Servicing Plans.

Per the MDP, the Town supports the recommendations of the "Town of Stettler Parks and Open Space Master Plan". Each developer will review this document and incorporate recommendations as required.

### **3.3 Transportation & Pedestrian Mobility**

#### **3.3.1 Existing Conditions**

The Plan Area is adjacent to 52<sup>nd</sup> Avenue and 57<sup>th</sup> Street. The Plan Area can currently be accessed via the 55<sup>th</sup> Avenue road right of way (northwest), the 53<sup>rd</sup> Avenue road right of way (southwest), the 58<sup>th</sup> Street road right of way (south), or the 54<sup>th</sup> Avenue road right of way (east).

Of the four access routes, only 53<sup>rd</sup> Avenue has been developed to an urban standard. The remaining three have not been constructed.

#### **3.3.2 Transportation & Pedestrian Mobility Objectives**

The objectives of the transportation and pedestrian mobility system in the context of the Plan Area are to;

- Provide safe and convenient routes for both motorized vehicle and pedestrian traffic.
- Ensure that the transportation network is compatible between different phases of development and suits the needs of all future developers.
- Take into account the future realignment of Highway 56. A portion of Highway 56 will be realigned through 57th Street and per Part 7 of the MDP; "the Town supports the recommendations of the 2011 Highway 56 Transportation Study".
- Provide connectivity to neighbouring developments.

- Ensure that roadways and pedestrian routes are aesthetically pleasing spaces for residents.
- Include adequate space within the right of ways for snow clearing and maintenance operations.
- Include emergency access to and from the Plan Area.
- Provide adequate opportunities for on-street parking.

### 3.3.3 Transportation & Pedestrian Mobility Plan

The transportation and pedestrian mobility network is illustrated on Figure 4.

At minimum, lanes will be gravel surfaced. Developers may choose to pave the lanes at their own expense.

At the time of development, landowners adjacent to 57<sup>th</sup> Street will provide a 5.0m road widening right of way dedication if they have not already done so.

If the existing parcels directly adjacent to 57<sup>th</sup> Street are developed further, the access for these new developments will not be from 57<sup>th</sup> Street.

The cross-section standard for 57<sup>th</sup> Street will remain as rural (roadside ditches versus curb and gutter). The Town, at its discretion, may require that 57<sup>th</sup> Street be upgraded to an urban cross-section standard in the future if widening becomes necessary due to increased traffic volumes.

Typical roadway cross-sections are illustrated on Figure 10.

The requirement for the inclusion of sidewalks will be at the discretion of the Town.

A paved trail or sidewalk will be provided around the stormwater management pond within Parcel A.

## 3.4 Utility Systems

### 3.4.1 Existing Services and Utilities

The Plan Area is flanked by existing residential developments to the north, south, and west. All relevant services can be extended into the Plan Area from adjacent roadways and road right of ways.

### 3.4.2 Servicing Objectives

Utility infrastructure will be well planned, economical, and will meet all the future servicing demands of the Plan Area.

At each phase of the development all of the proposed improvements will follow both the Alberta Environment requirements, and the Town's Master Servicing Studies, Design Standards and Specifications currently in place. It will be each developer's responsibility to maintain the servicing infrastructure until the end of a two-year maintenance period, after which the infrastructure will be turned over to the Town.



The final location of all shallow and deep utilities within roadway right of ways will be determined during the detailed design stage, in association with roadway cross-section review and finalization.

### **3.4.3 Water Distribution**

Refer to Figure 5: Water Mains.

The initial connection points for water distribution will occur at the west side of the Plan Area.

A water main will be installed along 57<sup>th</sup> Street.

A water distribution main will be provided through the Plan Area to accommodate the future servicing of the NW 5 quarter section. This main will be stubbed at 57<sup>th</sup> Street for future use.

### **3.4.4 Sanitary Sewers**

The initial connection points for sanitary sewers will occur at the west side of the Plan Area. Refer to Figure 6: Sanitary Mains.

A sanitary main will be provided through the Plan Area to accommodate the future servicing of the NW 5 quarter section. This main will be stubbed at 57<sup>th</sup> Street for future use.

### **3.4.5 Stormwater Runoff**

A detailed Storm Water Management Plan encompassing the entire Plan Area will be prepared by the Developer(s) prior to, or in conjunction with the development of the first phase.

The Plan Area will be serviced by three main stormwater management facilities (wet ponds). The wet ponds will be used to collect runoff from the Plan Area, and to restrict the runoff discharge to the Town's allowable discharge rate, as established in the Town's Stormwater Master Plan.

Refer to Figure 7: Stormwater System, for the proposed location of the stormwater wet ponds and storm sewers.

At minimum, the Developer of Parcel A (Plan 965 KS), Lot 4 (Plan 772 0587), and Parcel X (Plan 1368 AT) will construct stormwater management facilities (and associated discharge infrastructure) within their respective development areas.

If other lots within the Plan Area are re-developed during, or prior to the development of the lots noted above, they too will be responsible for contributing their proportional cost of the receiving stormwater management facility and associated discharge infrastructure if it is determined that the re-developed property will make use of the storm pond facility.

Each new phase of development will generally be graded toward one of stormwater ponds where practical to do so. The Town, at its discretion, may allow individual stormwater management facilities to be constructed at existing developed parcels during subsequent re-development, however, individual ponds must be hydraulically connected to the stormwater management system within the Plan Area via storm sewer piping.

Stormwater within the Plan Area will be conveyed from the stormwater management facilities to the northwest via a storm sewer pipe, where it will enter the Town's existing drainage channel.

In the case where new lots will not have a rear lane, stormwater will be conveyed via a concrete swale, to be installed along the back of the lots.

A storm sewer main or drainage ditch will be provided within 57<sup>th</sup> Street to accommodate the discharge from a future stormwater management facility within the NW5 quarter section.

Per the MDP; *“The Town will not permit development in areas prone to flooding. Permanent structures will not be allowed in the 1:100-year flood plain of the Red Willow Creek. Permanent structures will be allowed within the flood fringe of Red Willow Creek, subject to appropriate flood proofing certified by a professional engineer”.*

#### **3.4.6 Shallow Utilities**

Electricity, natural gas, telephone, and cable television services will be provided on a phase-by - phase basis. It will be each Developer’s responsibility to contact the current franchise holder of each utility to determine the requirements for servicing the development.

The primary alignment for shallow utilities will be located outside the road right-of-way, within a dedicated shallow utility right-of-way. Power and communication utilities will be buried where practical.

Where power, communications and natural gas share a common utility right of way, the right of way will be no less than 3.5m in width.

#### **3.4.7 Offsite Servicing**

Offsite servicing is illustrated in Figure 8.

### **3.5 Wetlands**

#### **3.5.1 Wetland Removal and Approvals**

The developers will procure the services of a qualified professional to identify, assess and classify potential wetlands throughout the Plan Area during the Outline Plan stage.

Developers will request an assessment of wetland permanence by Alberta Environment and Parks. Water features determined to be permanent are likely to have their ownership claimed by the provincial Crown per the Public Lands Act.

Prior to the removal or modification of any wetland within the Plan Area, the developer will obtain a Public Lands Disposition and Water Act Authorization from Alberta Environment and Parks.

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## 4 Phasing and Implementation

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### 4.1 Phasing

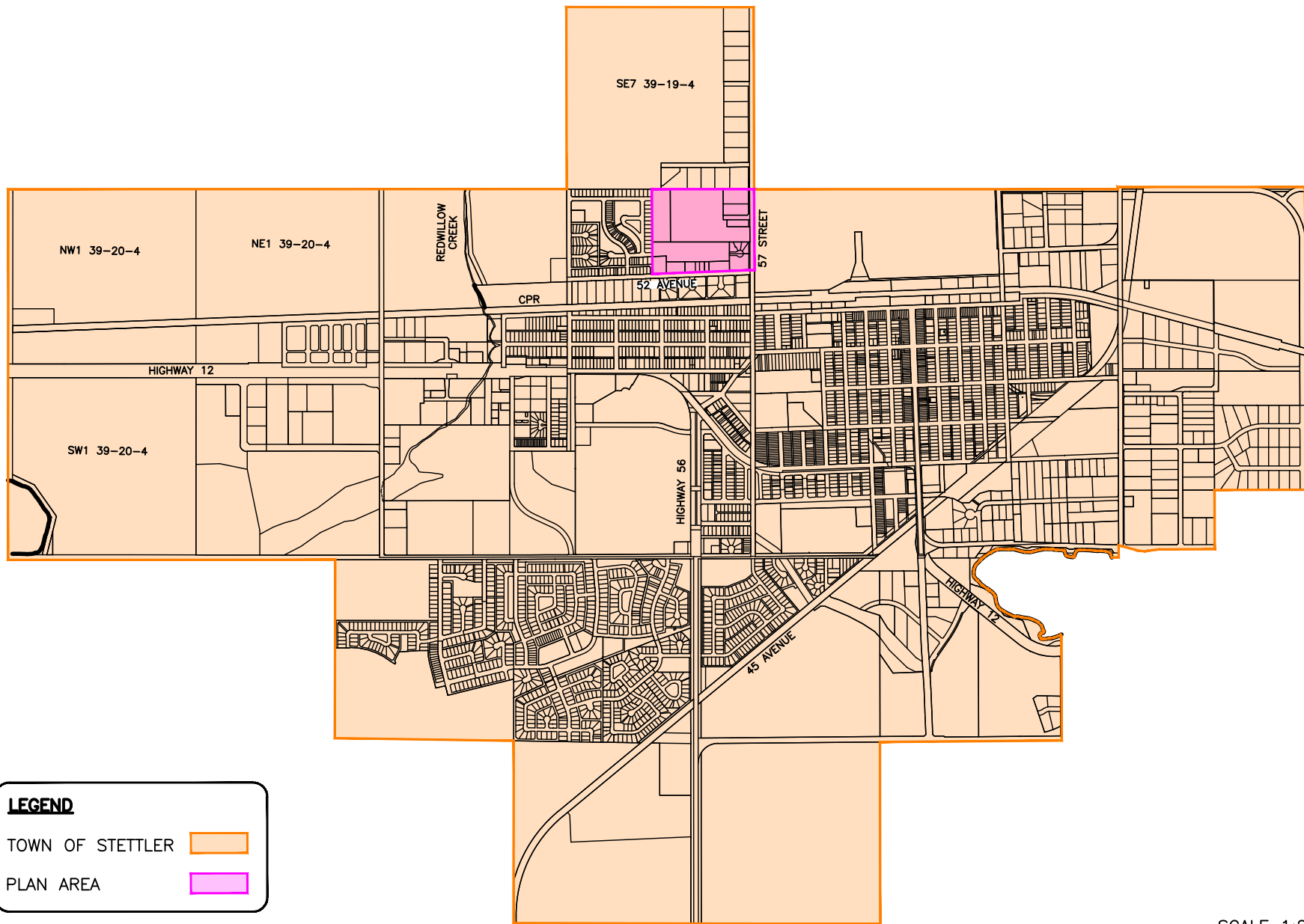
Refer to Figure 9 for anticipated development phasing.

Where a developer chooses to “leap-frog” a successive Phase, all the necessary on-site infrastructure that is intended in the skipped phase (including roadways, trails, street lighting, and utility services) will be constructed by said developer to accommodate the full-build out (ultimate) servicing requirements of the skipped phase, to avoid reconstruction by successive developers.

### 4.2 Plan Administration and Implementation

Pursuant to the provisions of Section 633(1) of the Municipal Government Act, this Area Structure Plan shall be adopted by the Town of Stettler as the Northwest Area Structure Plan. All subdivision and development within the Plan Area shall be in accordance with the provisions and policies of this Area Structure Plan.

Council may from time to time choose to amend this Area Structure Plan. As part of the amendment process, the required public hearing process will ensure that the continued input of the landowners and residents is considered.



**LEGEND**

TOWN OF STETTLER

PLAN AREA

SCALE 1:25,000



