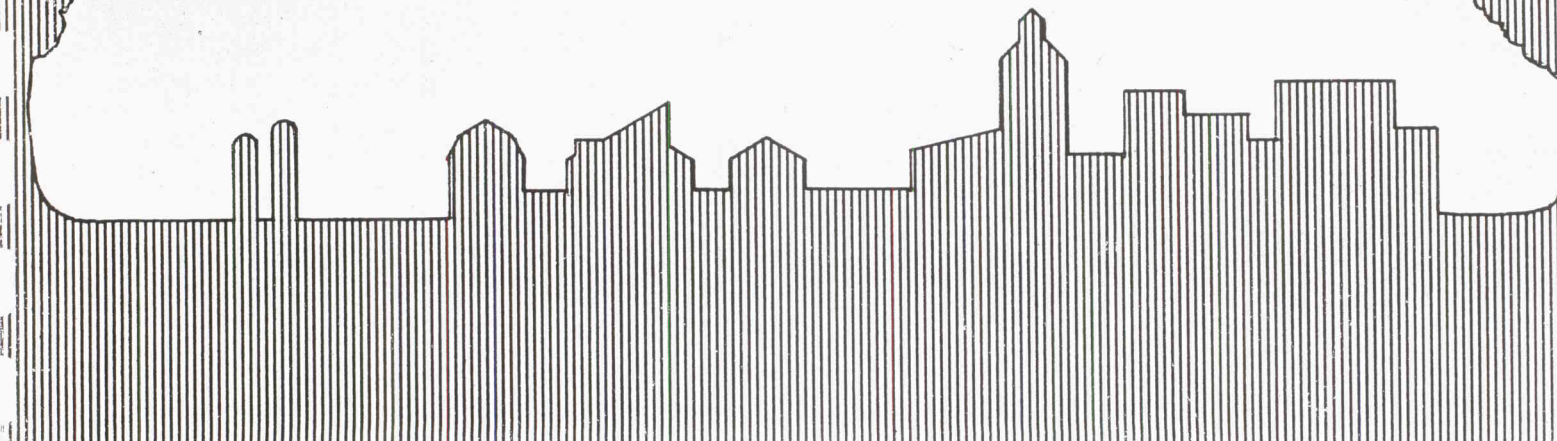


TOWN OF STETTLER

SOUTHEAST STETTLER AREA STRUCTURE PLAN



TOWN OF STETTLE
SOUTHEAST STETTLE AREA STRUCTURE PLAN
BY-LAW NO. 1617

Prepared By

Red Deer Regional Planning Commission

and

Town of Stettler
County of Stettler
Joint Municipal Planning Committee

1989

TOWN OF STETTLER
BY-LAW NO. 1617

Being the By-law to adopt the Town of Stettler Southeast Stettler Area Structure Plan.

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 as soon as possible; and

WHEREAS A Joint General Municipal Plan has already been adopted by By-law;

NOW THEREFORE The Council of the Town of Stettler enacts as follows:

That the attached booklet including all maps is hereby adopted as the Town of Stettler Southeast Stettler Area Structure Plan By-law.

READ A FIRST TIME the 18 day of July 1989.

READ A SECOND TIME the 15 day of August 1989.

READ A THIRD TIME and finally passed the 15 day of August 1989.


Mayor


Town Manager

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- Plan 1 - Study Area
- Plan 2 - Existing Land Use
- Plan 3 - Property Ownership and Utilities
- Plan 4 - Existing Buildings and Accesses
- Plan 5 - Concept Plan, Short Term
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1.0 INTRODUCTION

The Town of Stettler General Municipal Plan and the Town and County Joint General Municipal Plan both indicate that one of the principle directions for future residential, commercial, highway commercial, and industrial growth will be in the area southeast of the existing built-up portion of the Town of Stettler on lands contained both within the Town of Stettler and the County of Stettler. These existing Statutory Plans indicate that the more detailed Area Structure Plan will be used as a tool to guide development of this future growth area. Both the Town's General Municipal Plan and the Stettler Joint General Municipal Plan addresses portions of the area that are envisioned to be covered by the Southeast Stettler Area Structure Plans. The King Area Structure Plan, adopted by County Council in 1988, also addresses a portion of the study area. Other than what is contained in these three plans, little consideration has been given to future land uses, detailed long term planning, or specific design concepts for this large area of land in southeast Stettler. It is for these reasons that this detailed and comprehensive Area Structure Plan is necessary.

The respective Town of Stettler and the County of Stettler Southeast Area Structure Plans will only cover those lands that are within their corporate jurisdiction. Land uses and design concepts shown in the adjoining municipality will be separately adopted by that municipality as their version of the Southeast Area Structure Plan.

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 can be assured of future requirements. The Town of Stettler and the County of Stettler Southeast Area Structure Plans therefore, can subsequently be used as a sound basis for zoning and subdivision decisions.

3.0 EXISTING FEATURES AND CONSTRAINTS

Acquisition of a certain amount of background information is essential in the preparation of any long range land use plan. This is particularly true in the preparation of an area structure plan, as much of what already exists has the potential to affect future development.

The study area encompasses lands both within the Town of Stettler and the County of Stettler, totalling approximately 760 acres. The study area contains those lands envisioned to be ultimately contained within the respective Town and County Southeast Stettler Area Structure Plans. See Plan 1.

3.1 Land Uses and Transportation

The Town's General Municipal Plan and the Stettler Joint General Municipal Plan indicate the anticipated future land uses and major transportation network for much of the study area. The majority of the study area is in agricultural use or is vacant at the present time. The development that does exist is primarily of a residential and highway commercial nature. Highway 12 serves as the main transportation corridor for the study area. See Plan 2.

The majority of the undeveloped lands within the present Town boundary are designated for future residential development. Between the subdivided but undeveloped residential lots (200) that presently exist in the Town, and the future subdivision of the 300 + acres

(1500 lots) designated for residential development, the Town has enough residential land supply to accommodate a total population of 10,000 people.

A large portion of the areas adjacent to Highway 12 both within the Town and the County, and some additional areas along Highway 56 within the Town, are designated as future highway commercial sites. It would appear that the Town has approximately a 5 - 10 year supply of subdivided highway commercial land within its boundaries. Some commercial development has occurred within the County along the south side of Highway 12 in east Stettler. The demand for lower priced, unserved commercial land will likely lead to continued development pressures for this use in the County.

The Town in its General Municipal Plan has 350+ acres of land designated for future industrial development. Based on recent industrial land consumption rates, this represents an industrial land supply in the Town well in excess of 50 years.

The areas around or adjacent to Cold Lake and Red Willow Creek are indicated as areas to be protected from development or slated for some form of public use.

A new alignment for a portion of Highway 12 is shown in the Town's General Municipal Plan and is proposed from south of Cold Lake to the southern Town boundary south of the cemetery, and then west to Highway 56. This concept also appears in the Town's Transportation Study which was completed a number of years ago. Alberta Transportation acknowledges this proposal and even though they feel that these highway relocation plans are many years away, they recommend that acquisition of future road right-of-ways should be considered and implemented by this Area Structure Plan.

3.2 Ownership and Utilities

Within the study area there are 30 separate parcels owned by 24 different individuals, associations, firms, or corporations. See Plan 3. Several landowners control more than one parcel. The parcels range in size from 1 acre to nearly a full quarter section of 160 acres. Three large parcels within the Town are severed by Red Willow Creek.

No municipal sewer or water lines exist within the study area. See Plan 3. A 12 inch water main along the ring road in east Stettler has the capacity to be extended southwards across Highway 12 servicing this future development area. This line would have to be looped back into the existing Town water system to ensure continuous and adequate water flows. A 12 inch sanitary sewer line and a 10 inch water line in the Town's Parkdale subdivision can be extended under the Central Western Railway (formerly CN) to service a portion of the N 1/2 of Sec. 31-39-19-4, particularly the area known as the Fedick/McKay (Brown) property.

Alberta Environment was contacted regarding information relating to private water supplies, private sewage disposal, and any other environmental concerns that they may have within the Area Structure Plan area. Their Groundwater Protection Branch indicated that there are a total of seven documented water wells in this area that range in depth from 58 to 160 feet. A considerable amount of aquifer test and chemical quality data exists for these wells. Probable yields of 25 - 100 imperial gallons per minute have been assigned to the shale and sandstone formations that underlie most of this region. Depth to bedrock is around 20 - 25 feet. Water is generally classed as a sodium-bicarbonate type with total dissolved solids in the area of 1000 ppm. Their files do not contain any

percolation test information for the area. Agricultural classification lists the dominate soil type as "Killam Loam", a sandy to silty solid developed on a parent material of glacial till. In-filtration rates would be expected to be moderate to slow. Alberta Environment's River Engineering Branch have little information on high water marks, flood photography, cross sections, or contour information for Red Willow Creek, and consequently are unable to make an accurate assessment of potential flooding for this area. Portions of Red Willow Creek have been channelized to improve high peak water flows resulting from snow melt and surface storm drainage of the area. Any future development near Red Willow Creek must be designed to allow for the necessary area required for flood control protection measures and be at an elevation that is considered floodproof.

3.3 Buildings and Accesses

There are three main nodes of development within the study area. One is the King residential subdivision along the north side of Highway 12, another is the primarily highway commercial area across the highway from the King subdivision, and the third area is west of Cold Lake containing some residential and highway commercial development. In addition, the Town has recently rezoned 9 acres of vacant land adjacent to the east side of Highway 56 and south of the Central Western Railway to a highway commercial designation in anticipation of pending commercial development. Even though some of these areas contain service road dedication adjacent to the highway, the number of access points and the location of these access points onto the highway result in traffic movements that are not totally acceptable. This situation must be improved, not only in the long term, but beginning immediately.

3.4 Topography

The north half of some of the parcels in the King subdivision are low lying and would require a substantial amount of fill prior to any additional or future development taking place. An area southeast of Cold Lake, across Highway 12, contains lands that are also low lying and requires fill prior to any form of development.

Areas immediately adjacent to Red Willow Creek will require floodproofing measures to ensure the suitability of development adjacent to or near the creek.

4.0 CONCEPT PLANS (Plans 5 and 6)

This section describes the proposed development within the Town of Stettler and the County of Stettler Southeast Stettler Area Structure Plans. It recognizes the guidelines and constraints that have been set out previously. These concept plans show the schematic subdivision design, indicating the form of future short term (Plan 5) and long term (Plan 6) development. 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 changes to Concept Plans 5 and 6 or to any of the text of this Area Structure Plan document, will necessitate a By-law amendment.

Development policies affecting the development of the Structure Plan area are included in the Town's General Municipal Plan and the Joint General Municipal Plan with exact standards for parcel size and development being contained in the respective Town and County Land Use By-laws.

Concept Plan 5 (short term development) is defined as the initial development area including lands both within the Town and County.

Concept Plan 6 (long term development) is defined as those areas to be developed after the short term development areas are generally complete. These lands are all presently located within the County of Stettler.

Some flexibility must be assumed when trying to determine the short and long term development areas. For the purpose of this Area Structure Plan the various areas that are shown for either short or long term development on Plans 5 and 6, are to be viewed as a concept, with the final decision lying in the hands of the applicable municipal Council and in their control over development through land redesignation (rezoning). It is essential that a good working relationship exists between the Town and County, so that the decision of one will not undermine or suppress the other.

4.1 Land Use and Transportation

The detailed land uses and major road network as shown on Concept Plans 5 and 6 are consistent with what is advocated in the Town's General Municipal Plan and the Stettler Joint General Municipal Plan. These plans show how future development of presently vacant or partially developed lands will tie into development that already exists within the built-up portion of the Town. These plans will serve as the basis for more detailed tentative plans of subdivision and development proposals. They illustrate the overall development scheme for the future subdivision of the total study area with serviced lots similar in size to those existing elsewhere in the Town. The plans are flexible in that individual lot lines have not been shown within the block outlines. Depending upon owner and market preferences, lot widths, and to some degree parcel depths, can be varied.

Concept Plan 6, the long term development plan, indicates the location of the ultimate access points onto Highway 12. Each respective municipality will, as soon as is feasibly possible, implement these access alterations which will greatly improve the flow of traffic on and off the highway and improve the overall safety of the area.

The Concept Plans contain the following characteristics:

- The development shown on Concept Plan 5 to occur before the implementation of Concept Plan 6.
- 66 foot (20 metre) right-of-way service roads that will run parallel and adjacent to Highway 12 in the locations shown. Bulbing at each end of the service road, where access is allowed to the highway, will be required and is to be to the standards of Alberta Transportation.
- All highway commercial parcels to front onto a service road.
- All existing residential acreages will eventually be redeveloped to the land uses as shown.
- Protection of Red Willow Creek and any adjacent areas that may be subject to periodic flooding.

- The King subdivision will, in the long term, be converted to highway commercial use. When this occurs, the service road in front of this area will be opened and connect to the industrial ring bypass road.
- Implementation of highway access points as shown on Concept Plan 6.
- All future rights-of-way for local, collector, and arterial roadways to be to the standards recommended in the Town of Stettler Transportation Study (1982).
- Only when land is proposed for subdivision, redesignation or development will the requirements of this Area Structure Plan come into effect.

4.2 Services and Utilities

Water Distribution System

Extensions to the existing pumphouse and reservoir will be able to supply adequate capacity for a network of 300 mm mains extending eastward into the proposed future industrial areas. An existing 300 mm watermain on 50th Street south of the Central Western Railway tracks can provide the alternate feeder to serve the area. It is proposed to extend the watermain network with a 300 mm main on 44th Avenue and a 300 mm main around the south perimeter of the Area Structure Plan area. Distribution mains in all industrial areas will be sized at 250 mm.

The highway commercial areas can be serviced with a 250 mm main along the south side of Highway 12.

The residential area west of 50th Street will have a 250 mm loop which connects with the two mains feeding from the Parkdale subdivision north of the Central Western Railway tracks. Distribution mains in all residential areas will be sized at 200 mm.

Sanitary Sewer System

The existing sanitary sewer system cannot be extended to serve the Area Structure Plan area by gravity mains. Only the area west of 50th Street and south of the Central Western Railway tracks can be serviced with existing infrastructure by connecting into a 200 mm sewer main on the north side of the track which flows into a 375 mm trunk sewer on 44th Avenue.

The easterly 1/4 Section north of Highway 12 as well as the northerly portion of the existing industrial area can be serviced when a trunk sewer along the north Town boundary is extended eastward and a lift station constructed near the nuisance grounds. The remainder of the area can be serviced by a lift station east of Cold Lake, with a 300 mm forcemain into the existing 375 mm trunk sewer on 44th Avenue near 52nd Street. An additional lift station on the south side of Cold Lake will provide servicing of the proposed highway commercial areas south of Cold Lake.

The 375 mm trunk sewer on 44th Avenue will be at capacity or slightly overloaded and a future trunk sewer through the Kelly quarter and south around the Town in an easterly direction must leave adequate capacity to relief the proposed system. Servicing loads

are based on a residential population density of 18 persons per acre and a sewage contribution of 380 litres per capita per day. The industrial loading has been projected at 22,000 litres per hectare per day.

Storm Drainage System

Red Willow Creek is the drainage course into which the runoff from the southwesterly portion of the Area Structure Plan area directly discharges.

The Cold Lake drainage basin will ultimately discharge into Red Willow Creek. The proposed concept will have Cold Lake act as a retention pond with any excess storm water being pumped into Red Willow Creek as required to maintain reasonable lake levels. No detailed calculations have been carried out as yet, to establish size and level requirements.

The proposed industrial areas in the northerly portion of the Area Structure Plan area presently drain into a draw northeast of the nuisance grounds and will require storm sewers to cross the Canadian Pacific Railway tracks. A major system consisting of surface drainage is suggested to be developed initially to serve the areas until sanitary sewer can be brought into the industrial area and paving of roads can be considered. At this point in time, a total underground storm sewer system should be considered.

4.3 Staging and Sequence of Development

Concept Plans 5 and 6 generally indicate the overall sequence of development in this future growth area by separating them into short and long term development areas. Specific land uses (i.e. residential) shown for development in the short term Concept Plan should be largely complete before similar land uses are permitted in the long term development area in order to avoid leap frog and uneconomical development. In order to safeguard against leapfrog development, no subdivision or redesignation of lands will be permitted outside of those lands shown in the short term concept plan for use as Highway Commercial or Residential until such time as development of the lands shown in the short term concept plan is substantially completed.

Highway Commercial Areas: In all likelihood the highway commercial areas as shown on Concept Plan 5 will be developed prior to any of the other areas. This is because there is less land available in the Town for highway commercial purposes than for either residential or industrial. As a result of this situation, development pressures eventually will force prospective developers to look to the urban fringe areas for developable commercial land. Minimum parcel size for highway commercial parcels in the County should remain at one (1) acre unless serviced with Town water and sewer. Minimum parcel sizes in the Town will be as specified in their Land Use By-law. The actual sequence of development in the Town will be dependent upon the availability, location, and extension of water and sewer lines and services. Ancillary (accessory) residences may be constructed in the area shown for Highway Commercial in Plans 5 and 6.

Residential Areas: It is the intention of this Area Structure Plan that no new additional residential development will be permitted unless it is fully serviced with a municipal water and sewage system. The exception to this is that one residence per existing vacant parcel will be permitted on its own private water and sewage system provided that the new residence is situated in an area that Long Term Concept Plan 6 designates as a future

residential district. Additional subdivision of unserved lots will not be permitted in this area unless such subdivision is for the purpose of adjusting boundaries; boundary adjustments will be considered on a case by case basis. Cemetery expansion may be permitted in the residential areas shown on concept plans 5 and 6.

Industrial Areas: Future long term industrial development may be permitted with partial servicing similar to the situation that presently exists in the east Stettler industrial park.

General: Any existing residences in the Residential and Highway Commercial areas as shown in concept plan 5 may be renovated or expanded to maximum of 500 additional square feet or 50% additional floor space whichever is the lesser.

Municipal Councils through the control that they exercise over their Land Use By-law, regarding redesignation (rezoning) requests, will ultimately determine what areas are to be developed and at what time.

4.4 Municipal Reserves

In all residential developments, a minimum of 10 percent of usable land must be dedicated as Municipal Reserves. In highway commercial and industrial developments, money-in-lieu of land dedication will generally be the rule unless reserves can be deferred to future residential development areas. The dedication of Environmental Reserve and/or Municipal Reserve will be required adjacent to Red Willow Creek.

4.5 Annexation

Based upon the amount of vacant undeveloped land that presently exists within the Town of Stettler, annexation of lands to accommodate future growth does not appear necessary until the Town approaches a population of 10,000 people. Only when development pressures warrant the development of the areas contained within long term Concept Plan 6 should the Town pursue annexation.

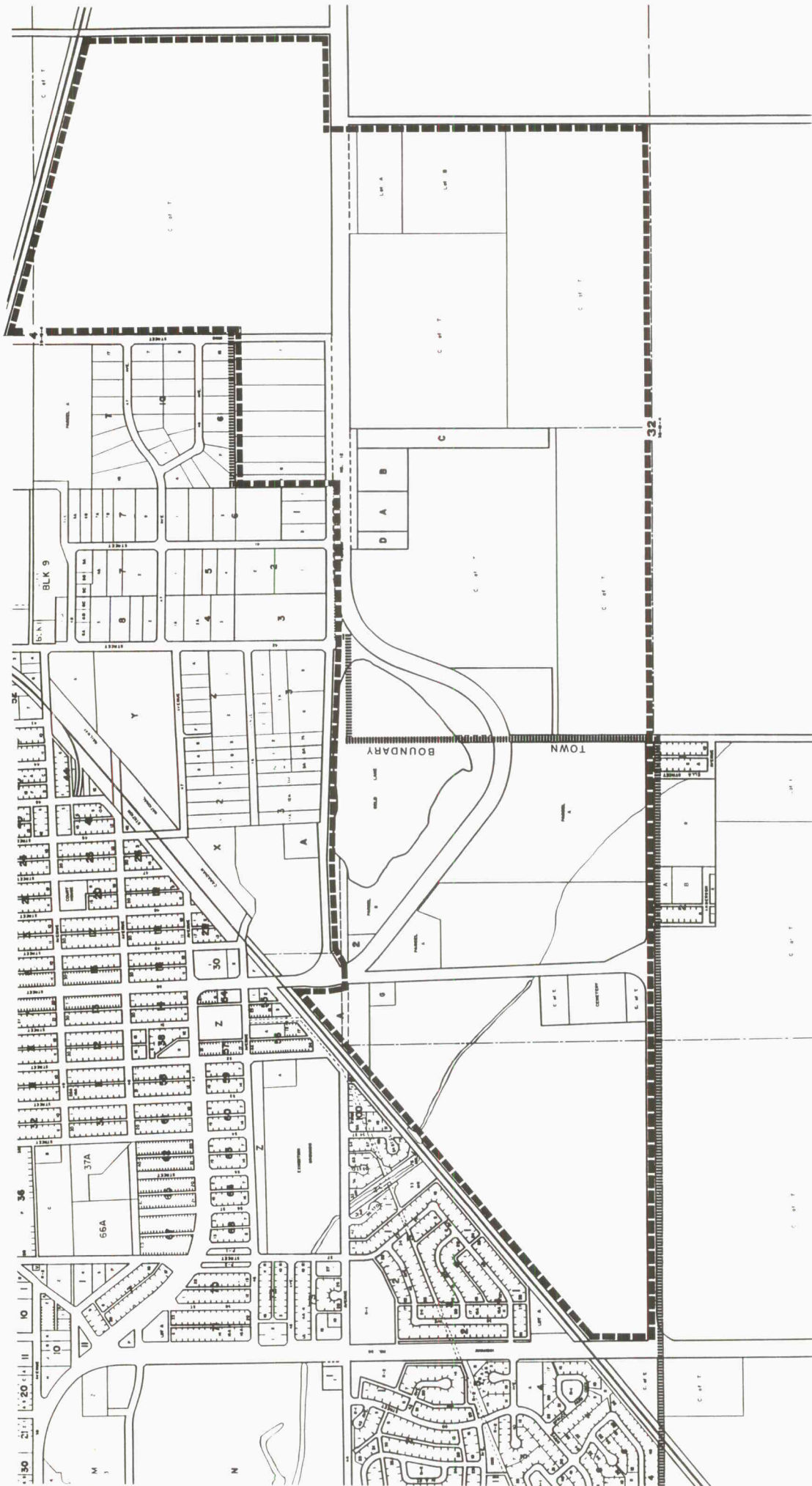
5.0 IMPLEMENTATION

The Town of Stettler and County of Stettler Southeast Stettler Area Structure Plans are to serve as the guide for future detailed development plans for the area. These future plans will lead to the subdivision and construction of utility infrastructure for the new development envisioned for the area.

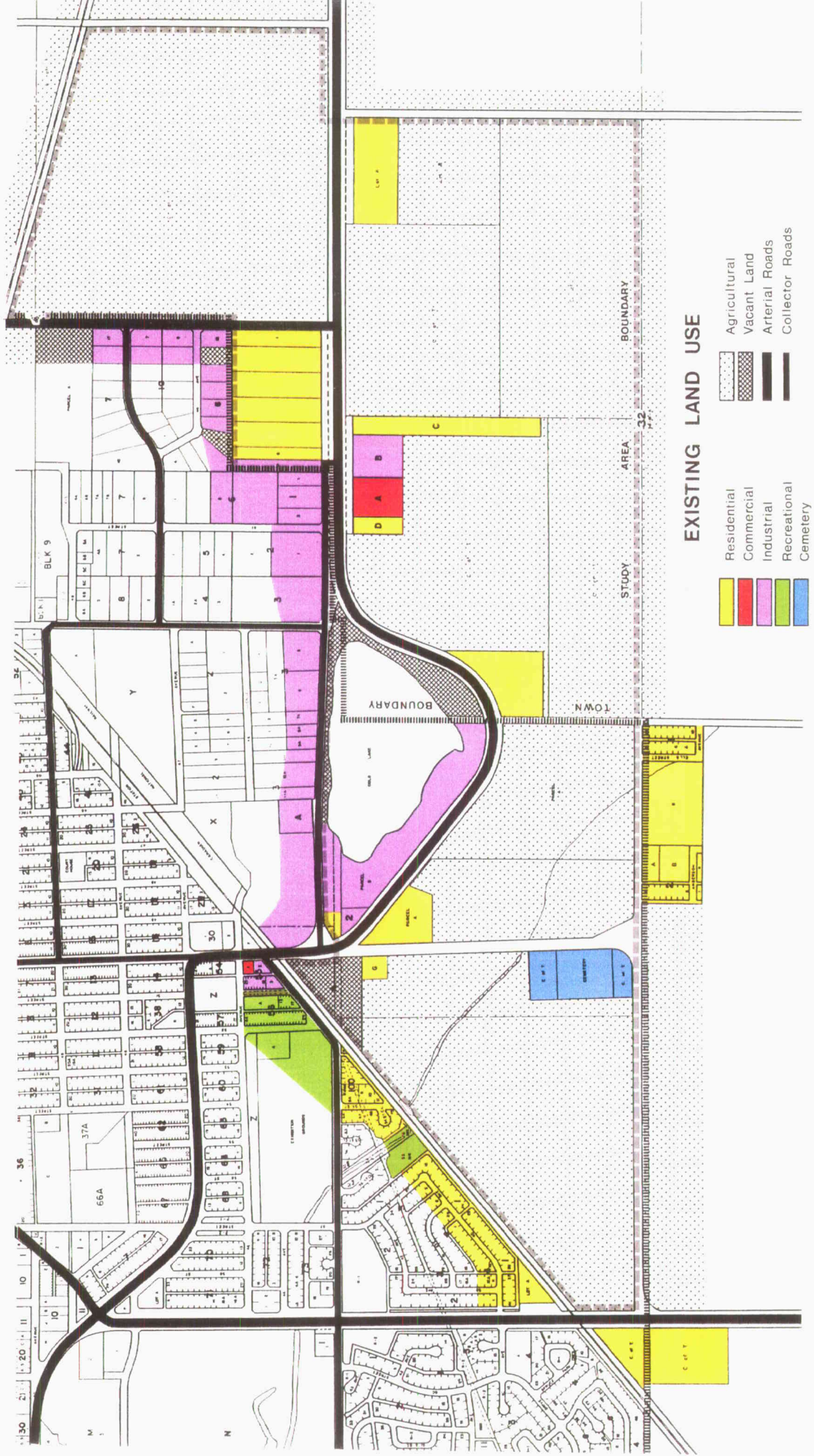
The Southeast Stettler Area Structure Plans are adopted by By-law by each respective municipality. This procedure requires public hearings and three readings by Council. Any major changes to the Plan should be adopted as an amendment to the original By-law. Redesignation of land under the Land Use By-law to accommodate future development will only be approved upon adequate information being available to the appropriate Council which ensures the adequacy of potential sites for the intended use.

The major preoccupation of each municipality with regard to implementing the proposals of these Southeast Stettler Area Structure Plans will be the MANAGEMENT of providing municipal services, coordinating the construction of roadways and installation of other infrastructure, and to ensure that future development is consistent with this Area Structure Plan and any existing applicable Land Use By-law, General Municipal Plan, Joint General Municipal Plan, and that development will be in the Town and County's best interests.

SOUTHEAST STETTTLER AREA STRUCTURE PLAN STUDY AREA BOUNDARY

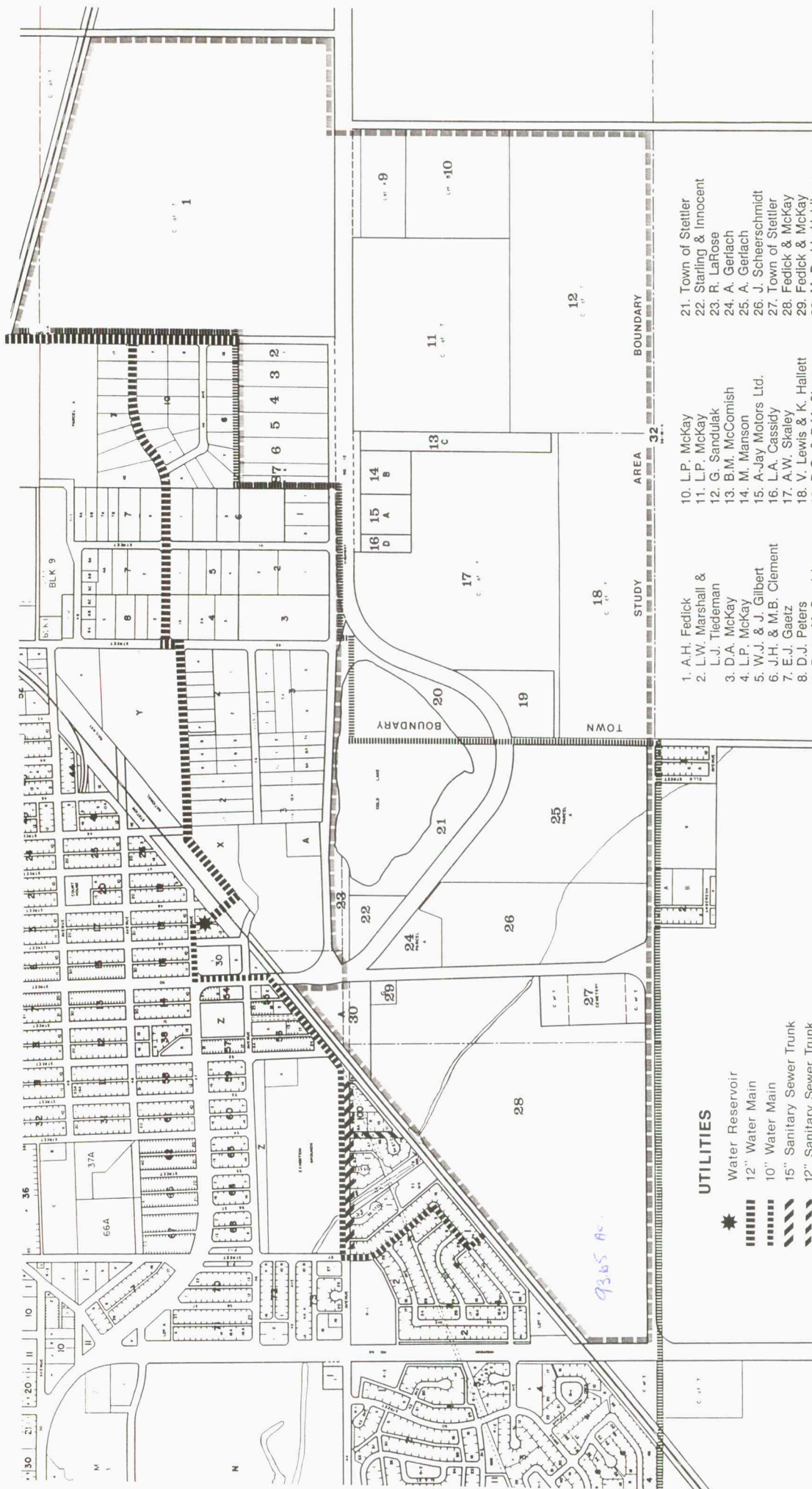


SOUTHEAST STETTTLER AREA STRUCTURE PLAN



SOUTHEAST STETTTLER AREA STRUCTURE PLAN

PROPERTY OWNERSHIP

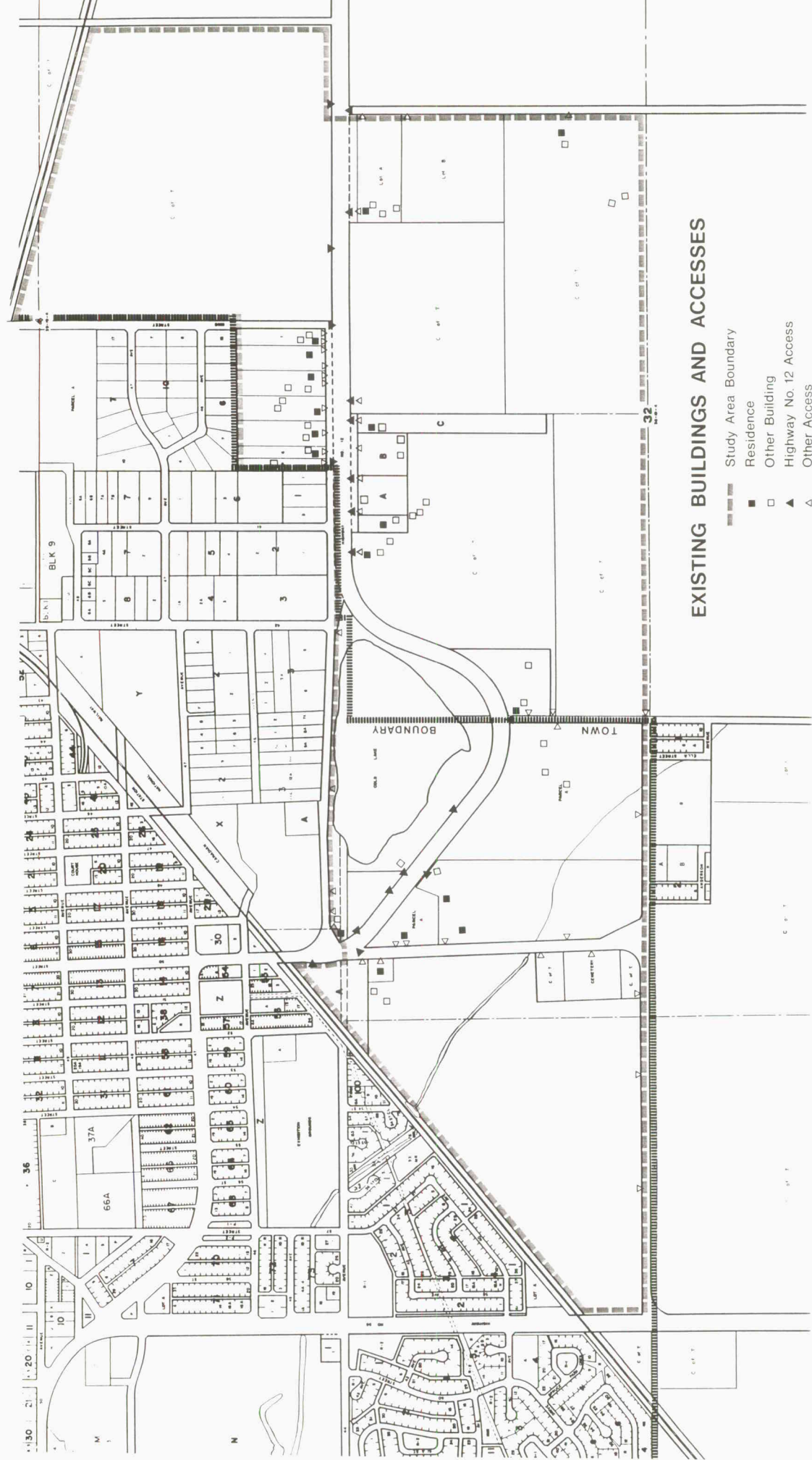


UTILITIES

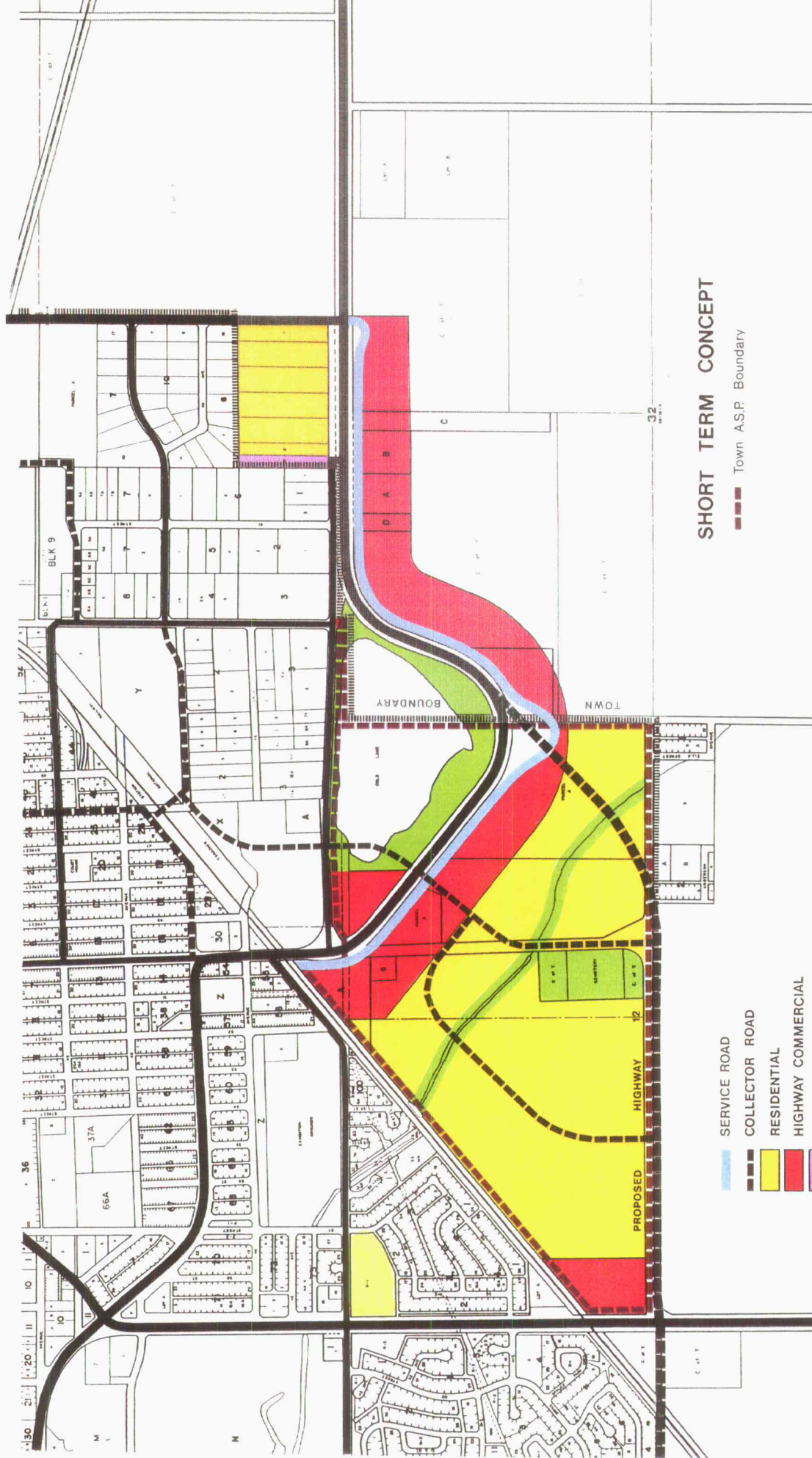
- ★ Water Reservoir
- ▬ 12" Water Main
- ▬ 10" Water Main
- ▬ 15" Sanitary Sewer Trunk
- ▬ 12" Sanitary Sewer Trunk

- | | | |
|----------------------------------|---------------------------|-------------------------|
| 1. A.H. Fedick | 10. L.P. McKay | 21. Town of Stettler |
| 2. L.W. Marshall & L.J. Tiedeman | 11. L.P. McKay | 22. Starling & Innocent |
| 3. D.A. McKay | 12. G. Sandulak | 23. R. LaRose |
| 4. L.P. McKay | 13. B.M. McComish | 24. A. Gerlach |
| 5. W.J. & J. Gilbert | 14. M. Manson | 25. A. Gerlach |
| 6. J.H. & M.B. Clement | 15. A-Jay Motors Ltd. | 26. J. Scheersmidt |
| 7. E.J. Gaetz | 16. L.A. Cassidy | 27. Town of Stettler |
| 8. D.J. Peters | 17. A.W. Skaley | 28. Fedick & McKay |
| 9. Bryan McComish | 18. V. Lewis & K. Hallett | 29. Fedick & McKay |
| | 19. D.G. & D.M. Simon | 30. M. Dodds Holdings |
| | 20. Town of Stettler | |

SOUTHEAST STETTTLER AREA STRUCTURE PLAN



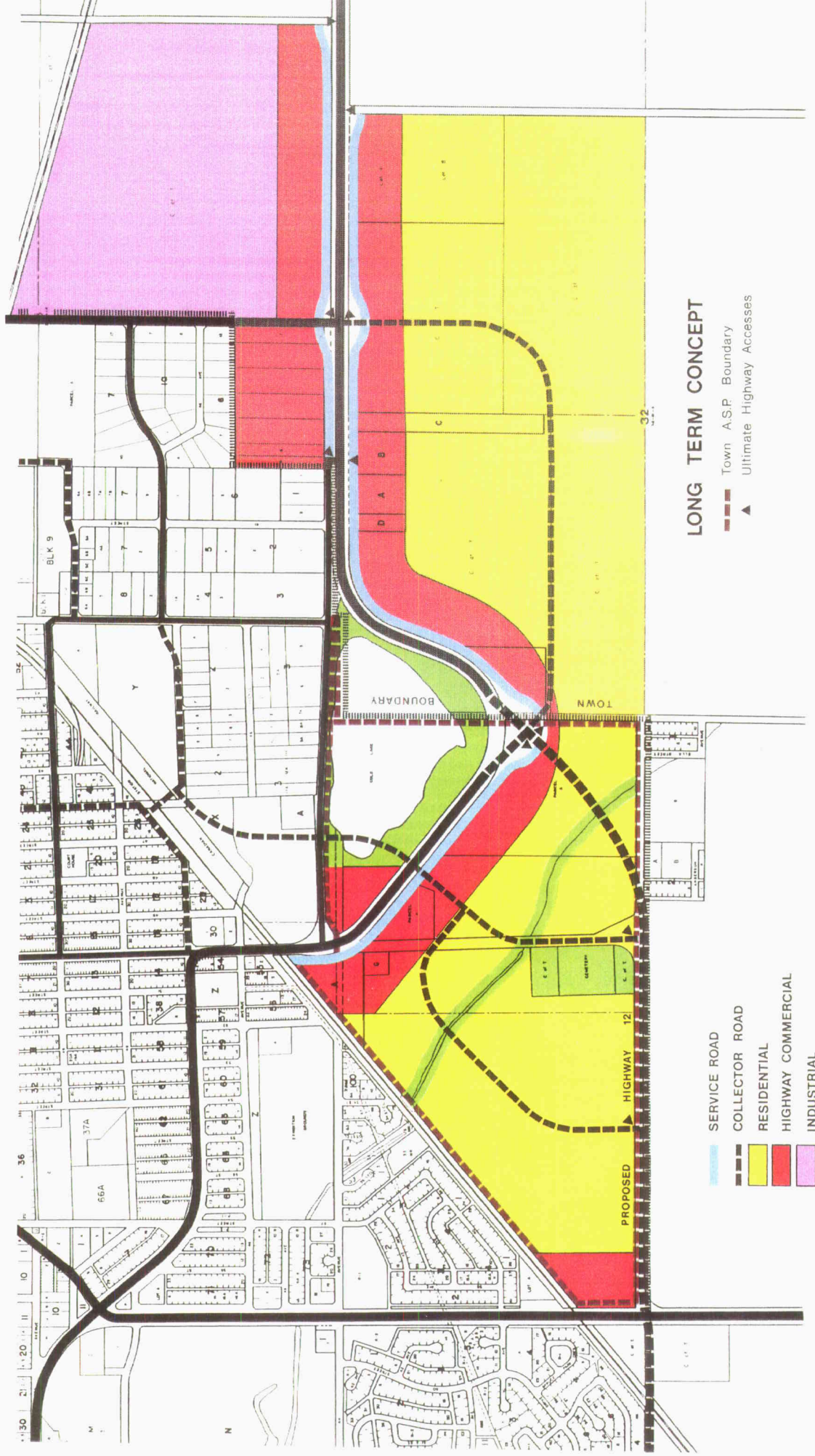
SOUTHEAST STETTTLER AREA STRUCTURE PLAN



SHORT TERM CONCEPT
--- Town A.S.P. Boundary

- SERVICE ROAD
- COLLECTOR ROAD
- RESIDENTIAL
- HIGHWAY COMMERCIAL
- INDUSTRIAL
- MAJOR OPEN SPACE

SOUTHEAST STETTTLER AREA STRUCTURE PLAN



BY-LAW #754-90

A by-law to amend By-law #744-89 being the By-law to adopt the County of Stettler Southeast Stettler Area Structure Plan, and to repeal By-law #729 being the by-law to adopt the County of Stettler King Area Structure Plan.

WHEREAS the Planning Act, RSA 1980 and amendments thereto authorizes the Council of the Municipality to enact a by-law amending and repealing a by-law to adopt an Area Structure Plan, and

WHEREAS the Council of the County of Stettler No. 6 deem it necessary and expedient to amend by-law no. 744-89 and to repeal by-law no. 729.

NOW THEREFORE, the Council of the County of Stettler No. 6, in the Province of Alberta, duly assembled, enacts as follows:

1. THAT the Southeast Stettler Area Structure Plan be amended in
 - (1) THAT there be substituted for paragraph 3 of Section 4.0,

"Plan 5 illustrates the short term development concept. The short term is defined as the period of time during which the Town grows to a population of 8000. This initial development area includes lands within both the Town and County."

- (2) THAT there be substituted for paragraph 4 of section 4.0,

"Plan 6 illustrates the long term development concept. The land uses shown on that Plan will be developable after the Town's population reaches 8000. The affected areas are all presented located in the County."

- (3) THAT there be substituted for characteristic 1 of paragraph 3 of section 4.1,

"The development shown on Concept Plan 5 to generally occur, and the Town's population to reach 8000 before the implementation of Concept Plan 6."

- (4) THAT there be added to Section 4.2 immediately following the heading "Services and Utilities."

"All lots in the County will continue to be privately serviced until the Town's utility systems can be economically extended to serve them and a change in use or jurisdiction necessitates servicing by a common system."

- (5) THAT there be added to paragraph 5 "General" of Section 4.3,

"Existing residences may also be replaced on their existing lots provided

- (1) allowance is made for the future service and other roads shown on Plan 5 and 6.
- (2) the use and development conforms to the applicable Land Use by-law and

- (6) THAT Plan 5 "Short Term Concept" be amended as shown on the attachment to this by-law.

2. THAT by-law no. 729 being the by-law to adopt the King Area Structure Plan be repealed.

READ A FIRST TIME THIS 14th DAY OF March, 1990 on MOTION OF Sandra Rairdan CARRIED

READ A SECOND TIME THIS 9th DAY OF May 1990 on MOTION OF Jack Hayden CARRIED

READ A THIRD TIME THIS 9th DAY OF May 1990 on MOTION OF Wayne Paulson CARRIED.

Reeve

County Administrator

/ds

AMENDMENT

COUNTY

CRAIG TEAL

Amends
1617

BY-LAW 1699-94

A BYLAW OF THE TOWN OF STETTLE PROVINCE OF ALBERTA TO AMEND THE TOWN OF STETTLE'S SOUTHEAST AREA STRUCTURE PLAN BYLAW NO. 1617.

WHEREAS Council deems it to be expedient and proper to re-define "Residential Areas" within Section 4.3-Staging and Sequence of Development of Bylaw No. 1617.

THEREFORE THE MUNICIPAL COUNCIL OF THE TOWN OF STETTLE DULY ASSEMBLED, ENACTS AS FOLLOWS:

Deletion of the first paragraph on page 7 and replacement with the following:

Residential Areas:

It is the intention of this Area Structure Plan that new residential development will be permitted with private water and pump out sewage system provided that the new residence is situated in an area that Long-Term Concept Plan 6 designates as a future residential district. Cemetery expansion may be permitted in the residential areas shown on concept Plans 5 and 6.

READ a first time this 3rd day of May, A.D. 1994.

READ a second time this 3rd day of May, A.D. 1994.

READ a third time and finally passed this 7th day of June, A.D. 1994.


MAYOR


SECRETARY

Public Hearing June 7, 1994.

TOWN AMENDMENT