

BYLAW NO 1603-04
OF THE
CITY OF WETASKIWIN
IN THE PROVINCE OF ALBERTA

A BYLAW TO RESCIND AN EXISTING AREA STRUCTURE PLAN AND ADOPT A NEW AREA STRUCTURE PLAN BEING THE “NE 10-46-24-4 AREA STRUCTURE PLAN.”

WHEREAS pursuant to the Municipal Government Act, Chapter M-26, R.S.A. 2000, as amended, the Council of the City of Wetaskiwin may by Bylaw adopt an Area Structure Plan.

AND WHEREAS a bylaw presently exists, being Bylaw 1509-01, adopting an Area Structure Plan for the property;

AND WHEREAS the land remains undeveloped and the present Area Structure Plan requires major amendments or replacement;

AND WHEREAS, pursuant to the Municipal Government Act, Chapter M-26, R.S.A. 2000, as amended, Council has deemed it expedient and proper to adopt an Area Structure Plan to provide framework for subsequent sub-division and development in the south easterly 41.4 Acres (more or less) of the undeveloped portion of NE-10-46-24-W4 and to ensure it is carried out in an orderly fashion.

NOW THEREFORE, the Municipal Council of the City of Wetaskiwin duly assembled hereby enacts as follows:

1. That this Bylaw be cited as the NE-10-46-24-4 Area Structure Plan Bylaw.
2. That the “NE-10-46-24-4 Area Structure Plan” of the City of Wetaskiwin attached hereto as Schedule “A” forms part of this Bylaw.
3. That this Bylaw may be amended from time to time following the same procedures outlined in the Land Use Bylaw for Land Use Bylaw amendments.
4. That Bylaw 1509-01 is hereby rescinded and replaced by this Bylaw.
5. This Bylaw shall come into full force and effect on the date of the final passing thereof.

READ a first time this 26th day of April, 2004.

READ a second time this 10th day of May, 2004.

READ a second time this 10th day of May, 2004.

ORIGINAL SIGNED

MAYOR

ORIGINAL SIGNED

CHIEF ADMINISTRATIVE OFFICER

**“NE 10-46-24-4 AREA STRUCTURE PLAN”
“SCHEDULE A” OF BYLAW 1603-04**

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AREA STRUCTURE PLAN

for the south easterly 41.4 acres of

(NE-10-46-24-4)

cited as “NE-10-46-24-4 Area Structure Plan”

Background

The City of Wetaskiwin's Municipal Development Plan (MDP) requires an Area Structure Plan (ASP) to be prepared and adopted by bylaw before particular undeveloped land is subdivided.

Area Affected by this Plan

The land affected by this Area Structure Plan is the most easterly 41.4 Acres (more or less) of the unsubdivided remainder of NE-10-46-24-4. It is bounded on the south by the north boundary of SE 10-46-24-4 (future 36th Avenue), on the east by 56th Street (Road Plan 1450 E.U.) and Lot 1, Block 1, Plan 792-0544 on the north. (Future 37A Avenue) and runs 372 metres west of Road Plan 1450 E.U. This subject area is highlighted on Map A.

Purpose

The purpose of the Area Structure Plan is to provide a general guide to subdivision of the lands and to assist in ensuring orderly, efficient development of the lands.

Ownership

The majority of the land is owned by a syndicate land developer. The existing drainage channel is owned by the City. The closed road at the easterly boundary is owned by the City. Ownership will be realigned at time of subdivision.

Present and Use Controls

The Municipal Development Plan has the subject property classed as 'highway commercial'. The City's land use bylaw classifies it as C3A – Retail Highway Commercial.

Proposed Land Uses

32.8 Acres (more or less) will be used for Shopping Center Commercial development. The 32.8 Acres of land may be divided up into fee simple lots for development of freestanding commercial buildings. The remaining land will be used for public roads and utility uses. (See Map D)

Sequence of Development

The site will develop as market demand dictates. Infrastructure availability will also dictate which portion of the land will develop first.

Area Building Densities

The building density shall not exceed 40% of each site for commercial development. The remaining lands may be used for on site parking and landscaping. Landscaping features shall be provided along arterial and collector roadways at time of development.

Roadways

The property is bordered by 56th Street on the east side. 56th Street is currently flanked by a service road. The service road has been closed and will be consolidated with the adjacent property. Only one access will be permitted off of 56th Street between 36th Avenue and 37A Avenue. If the fronting property is subdivided there shall be joint crossing agreements in place between properties to allow vehicular access to each parcel.

The remaining lands within NE-10-46-24-4 will gain access from 56th Street via collector roads being 37A Avenue and 36th Avenue. A 24 metre wide road right of way will be taken at time of the first subdivision for both 36th Avenue and 37A Avenue to the west boundary of the subject area. 37A Avenue will run directly adjacent to Lot 1, Block 1, Plan 792-0944. It is the intention of the Municipal Development Plan that this Avenue extend straight westerly to connect to 64th Street in the future.

36th Avenue shall be at least 24 metres in right of way width and be placed adjacent to the south boundary of NE-10-46-24-4. 36th Avenue is also intended to extend straight west to the 64th Street alignment. It is important that this road align with the existing 36th Avenue alignment east of 56th Street.

Development on this subject land shall allow for a private roadway running north to south through the subject lands aligning with the proposed intersection of 57th Street and 37A Avenue and continue through the property to 36th Avenue. This will provide good traffic flows for the area if the potential roadways are developed.

Road access to developments in the area should be limited in number and be placed at a reasonable distance away from the road intersections as determined by the City at time of a development proposal. If the property is subdivided roadway accesses should be joint use between adjacent properties. The future road alignments are laid out in Map B.

Location of Utilities

The properties within the subject region will be fully serviced with municipal services.

The alignments of the services will be as follows: (See also Map C)

1. Water - The property adjoining 56th Street is serviceable with a 8" water main to the north east corner of the property at 37A Avenue and 56th Street. This service may not provide adequate water supply for fire fighting should large buildings be constructed. A major water system upgrade will likely be required to serve the subject land. This upgrade should be sized to provide for future City expansion and properties along the way. If properly designed and located, the upgrade can serve several undeveloped properties and improve flows to the south end of the City. It is intended to design a system that will tie into the west trunk main running along 40th Avenue and run south to the City boundary and allow for further expansion. The main can provide dual service if ran in a utility right of way through the property. This will be negotiated at time of the subdivision agreement between the City and the Developer.

The cost of this main should be recovered on a per benefiting acre basis. This would be collected at time of subdivision or issuance of a development permit.

2. Sanitary Sewer - The property is currently served by a large trunk main running east and west in the 37A Avenue alignment; and in a utility right of way adjacent to 56th Street. This trunk main has the capacity to serve the entire subject area. All sanitary sewage site mains must be designed to flow to the trunk main. The westerly properties may require a branch main to be installed. The property with highway frontage must connect to the trunk main or into a private system leading to the main.

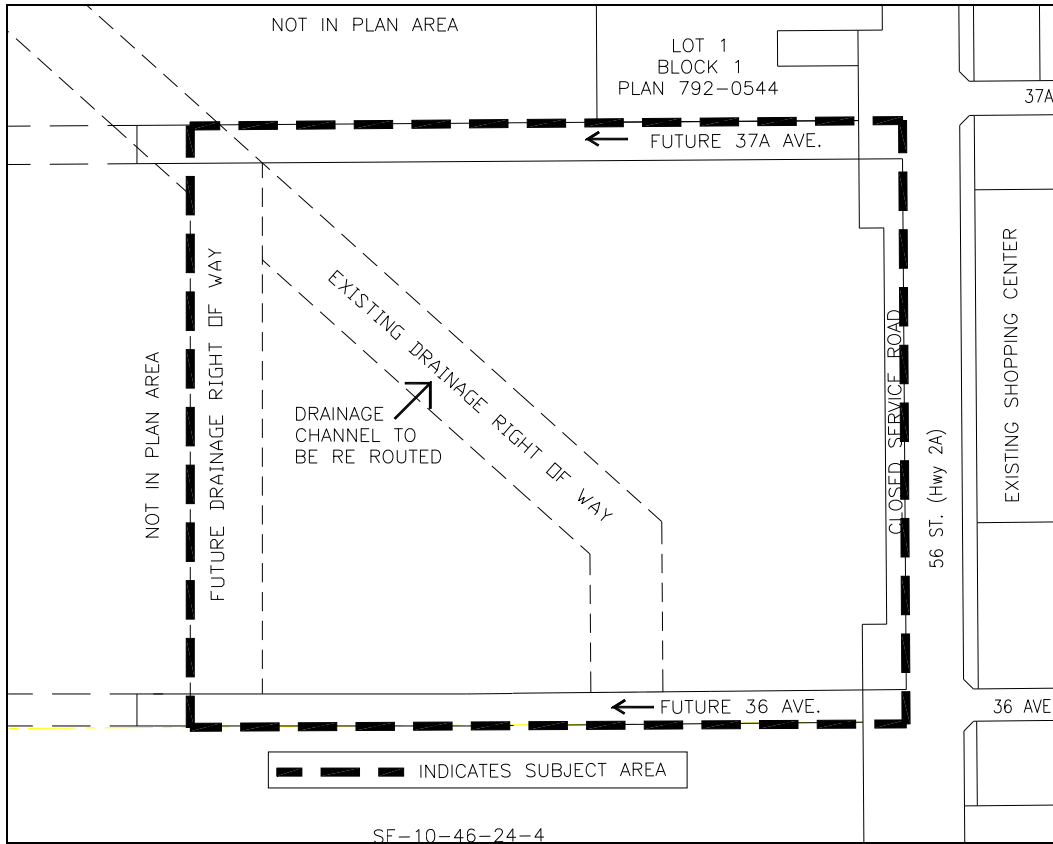
3. Storm Sewer – The property is currently drained by a storm water channel running at an angle through the subject properties and tying into an underground pipe system in the 36th Avenue alignment. To make better use of the properties the drainage channel should be rerouted to run parallel to 56th Street between 36th Avenue and 37A Avenue on the west boundary of the subject lands. A new right of way would be required for this channel. The channel would then drain to a new storm main within the new 36th Avenue.

Other Items

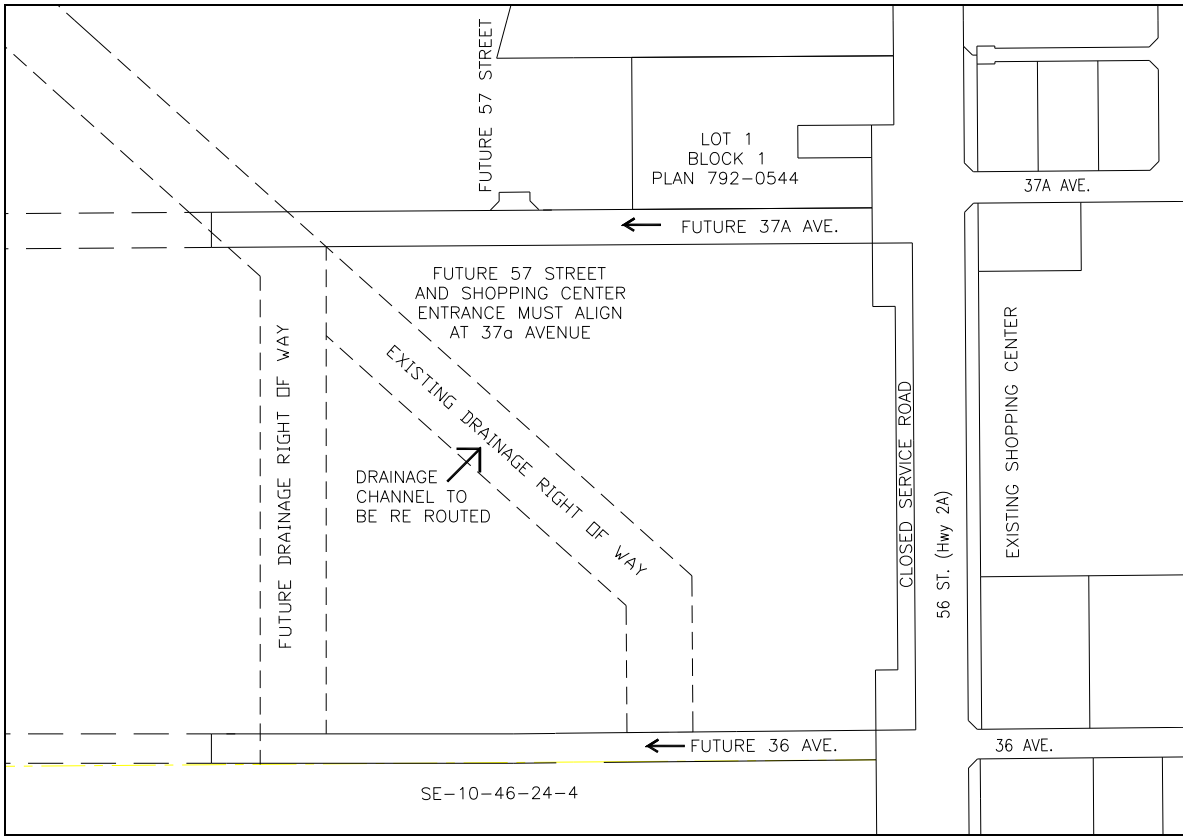
Airport - The subject lands are in the southeast approach to the Wetaskiwin Airport. The Airport Authority must be consulted during the development permit process for each development. Residential use in the subject area will not be considered due to the incompatibility with the airport.

Municipal Reserves – Municipal Reserves will be negotiated at time of subdivision. Policies regarding Municipal Reserves are laid out in the Municipal Development Plan.

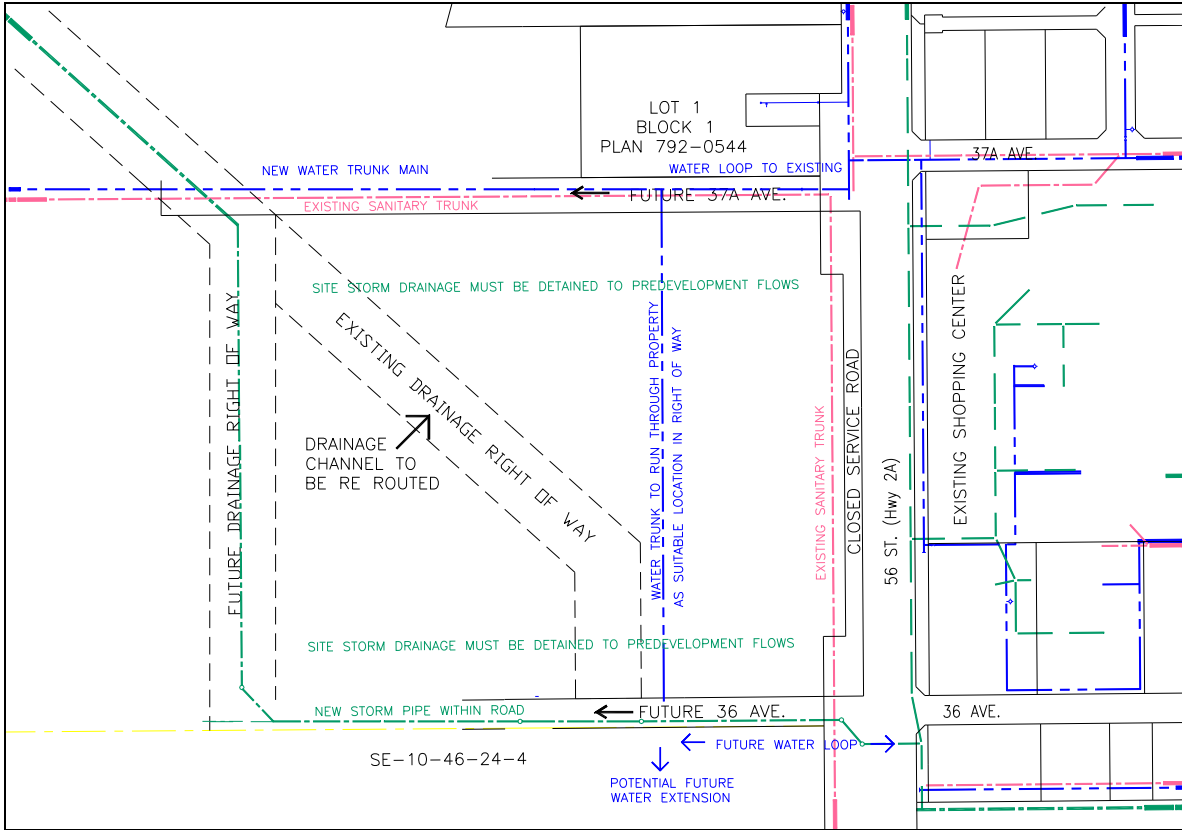
Map A – Subject Lands



Map B – Road Alignments



Map C – Utility Alignments



Map D – Land Uses

