

APPENDIX D

LAND USE BYLAW KEY REGULATIONS

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LAND USE BYLAW

KEY REGULATIONS

C1 – LOCAL COMMERCIAL DISTRICT

PURPOSE	This district provides Sites for the Development of convenience retail and service outlets that primarily serve Adjacent residential communities and may include residential Development.
PERMITTED USES	<ul style="list-style-type: none"> Artisan Food Establishment Artisan Shop Car Wash Community Facility Day Care Service Education Service Gas Bar General Accessory Development Government Service Office Outdoor Eating Establishment Park Personal Service Pet Grooming Private Club Recreation Facility Residential Sale Centre Restaurant Retail Store
DISCRETIONARY USES	<ul style="list-style-type: none"> Bar Cannabis Retail Sales Drive-Through Establishment Live Work Unit Multi-Unit Dwelling Religious Assembly Tourist Information
SUBDIVISION REGULATIONS	<ul style="list-style-type: none"> Site Area (minimum): 475 m² Site Area (maximum): 1.5 ha

C1 – LOCAL COMMERCIAL DISTRICT

DEVELOPMENT REGULATIONS	<ul style="list-style-type: none"> • Lot Coverage (maximum): <ul style="list-style-type: none"> ○ 60% • Floor Area (maximum): <ul style="list-style-type: none"> ○ 500 m² for any individual business that is not a Restaurant or a Day Care Service ○ 750 m² for any individual business that is a Restaurant or a Day Care Service • Front and Flankage Yard Setbacks (minimum): <ul style="list-style-type: none"> ○ 6.0 m to the building from the Front Lot Line, or the minimum required Setback of any district for properties immediately Abutting the Site along the same frontage ○ 4.0 m to the building from the Flankage Lot Line • Rear Yard Setbacks (minimum): <ul style="list-style-type: none"> ○ 7.0 m where a Rear Yard is used to provide vehicular access to the rear of the Lot ○ 6.0 m for all other Rear Yards • Side Yard Setbacks (minimum): <ul style="list-style-type: none"> ○ 7.0 m where a Side Yard is used to provide vehicular access to the rear of the Lot ○ 3.0 m for a Side Yard Adjacent to a residential district ○ 2.0 m for all other Side Yards • Building Height (maximum): <ul style="list-style-type: none"> ○ 14.0 m
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C2 – GENERAL COMMERCIAL DISTRICT

PURPOSE	<p>This district provides for a broad range of businesses and may include residential Development.</p> <p>This district is predominately located along collector and arterial roads, and highways to provide easy access and visibility.</p>
PERMITTED USES	<p>Artisan Food Establishment</p> <p>Artisan Shop</p> <p>Automotive and Recreation Vehicle Sales</p> <p>Automotive Service</p> <p>Bar</p> <p>Car Wash</p> <p>Community Facility</p> <p>Contractor Service</p> <p>Funeral Home</p> <p>Gas Bar</p> <p>General Accessory Development</p>

C2 – GENERAL COMMERCIAL DISTRICT

	<p>Government Service</p> <p>Hotel</p> <p>Motel</p> <p>Office</p> <p>Outdoor Eating Establishment</p> <p>Park</p> <p>Personal Service</p> <p>Pet Grooming</p> <p>Private Club</p> <p>Recreation Facility</p> <p>Repair Service</p> <p>Residential Sale Centre</p> <p>Restaurant</p> <p>Retail Store</p> <p>Theatre</p> <p>Tourist Information Centre</p>
DISCRETIONARY USES	<p>Building Supply Centre</p> <p>Campground</p> <p>Cannabis Retail Sales</p> <p>Day Care Service</p> <p>Drive-Through Establishment</p> <p>Education Service</p> <p>Garden Centre</p> <p>Heavy Vehicle and Equipment Sale and Service (see Section 2.11.5.9.)</p> <p>Microbrewery</p> <p>Mini Storage (see Section 2.11.5.9.)</p> <p>Multi-Unit Dwelling</p> <p>Outdoor Display Area Accessory Development</p> <p>Outdoor Storage Accessory Development</p> <p>Parking Facility</p> <p>Recycling Depot</p> <p>Religious Assembly</p> <p>Shipping Container Accessory Development</p> <p>Veterinary Clinic</p>
SUBDIVISION REGULATIONS	<p>Site Area (minimum): 0.2 ha</p> <p>Municipal Servicing Requirement: Full municipal servicing will be required by the Subdivision Authority prior to the endorsement of a plan of subdivision</p>
DEVELOPMENT REGULATIONS	<ul style="list-style-type: none"> • Lot Coverage (maximum): <ul style="list-style-type: none"> ○ 60% • Setback from Highway 16A: <ul style="list-style-type: none"> ○ No building may be erected within 15.0 m of the Highway 16A right of way • Front and Flankage Yard Setbacks (minimum):

C2 – GENERAL COMMERCIAL DISTRICT

	<ul style="list-style-type: none"> ○ 6.0 m ● Rear Yard Setbacks (minimum): <ul style="list-style-type: none"> ○ 7.0 m where a Rear Yard is used to provide vehicular access to the rear of the property ○ 6.0 m for all other instances ● Side Yard Setbacks (minimum): <ul style="list-style-type: none"> ○ 7.0 m where a Side Yard is used to provide vehicular access to the rear of the property ○ 4.0 m for all other instances ● Building Height (maximum): <ul style="list-style-type: none"> ○ 20.0 m ● Access <ul style="list-style-type: none"> ○ Site access will be determined by the Development Authority, which will be done in consultation with Alberta Transportation for any Site located Adjacent to or nearby a highway ● Multi-Unit Dwelling Uses <ul style="list-style-type: none"> ○ Multi-Unit Dwelling Uses in a new development: <ul style="list-style-type: none"> ■ are only allowed above a non-residential use which is identified as a Permitted Use or a Discretionary Use in both the C2 - General Commercial District, in Sections 2.11.2. or 2.11.3., and the C3 - Central Mixed Use District, in Sections 2.12.2. or 2.12.3.; ■ must not front onto roads with a speed limit greater than 60 km/h without a suitable buffer; ■ must be within 200 m of a residential district or C3 – Central Mixed Use District; ■ must be connected to municipal servicing; and ■ must have direct access to and connect with the pedestrian walkway system of the Municipality. ○ Where there is a change of use proposed within an existing development that contains a Multi-Unit Dwelling use above a non-residential use, only a non-residential use identified as a Permitted Use in the C2 - General Commercial District, in Section 2.11.2., and as a Permitted Use or a Discretionary Use in the C3 - Central Mixed Use District, in Sections 2.12.2. or 2.12.3., is allowed.
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M1 – BUSINESS INDUSTRIAL DISTRICT

PURPOSE	This district provides for commercial, and light and medium industrial uses.
PERMITTED USES	<p>Automotive and Recreation Vehicle Sales</p> <p>Automotive Service</p> <p>Building Supply Centre</p> <p>Car Wash</p>

M1 – BUSINESS INDUSTRIAL DISTRICT

	<p>Contractor Service Garden Centre Gas Bar General Accessory Development Government Service Greenhouse Heavy Vehicle and Equipment Sale and Service Heavy Vehicle and Equipment Wash Facility Indoor Farm Landscaping Supply Light Industrial Microbrewery Mini Storage Office Outdoor Display Area Accessory Development Outdoor Storage Accessory Development Park Pet Grooming Prefabricated Structure Accessory Development Recycling Depot Retail Store Shipping Container Accessory Development Warehousing</p>
DISCRETIONARY USES	<p>Abattoir Adult Entertainment Auctioneering Auto Body Shop Bulk Fuel Sale and Distribution Campground Cannabis Production and Distribution Facility Cannabis Retail Sales Crematorium Distillery Drive-Through Establishment Earthworks Education Service Hotel Town of Stony Plain Land Use Bylaw 2654/LUO/22 Page 2-32 Kennel Medium Industrial Motel Outdoor Eating Establishment Personal Service</p>

M1 – BUSINESS INDUSTRIAL DISTRICT

	<p>Private Club Recreation Facility Religious Assembly Restaurant Salvage Yard Snow Dump Site Surveillance Suite Accessory Development Temporary Outdoor Storage Tourist Information Centre Veterinary Clinic</p>
<p>SUBDIVISION REGULATIONS</p>	<p>Site Area (minimum):</p> <ul style="list-style-type: none"> • 0.2 ha for Sites with full municipal servicing • 0.8 ha for Sites without full municipal servicing <p>Municipal Servicing Requirement:</p> <ul style="list-style-type: none"> • Full municipal servicing will be required by the Subdivision Authority prior to the endorsement of a plan of subdivision
<p>DEVELOPMENT REGULATIONS</p>	<ul style="list-style-type: none"> • Lot Coverage (maximum): <ul style="list-style-type: none"> ○ 60% • Front and Flankage Yard Setbacks (minimum): <ul style="list-style-type: none"> ○ 6.0 m from the building to the Front Lot Line or Flankage Lot Line, except where a greater distance is deemed necessary by the Development Authority • Rear Yard Setbacks (minimum): <ul style="list-style-type: none"> ○ 7.0 m where a Rear Yard is used to provide vehicular access to the rear of the property ○ 6.0 m where a Rear Yard Abuts a residential district ○ 3.0 m in all other instances • Side Yard Setbacks (minimum): <ul style="list-style-type: none"> ○ 7.0 m where a Side Yard is used to provide vehicular access to the rear of the property ○ 6.0 m where a Side Yard Abuts a residential district ○ 2.0 m in all other instances • Building Height (maximum): <ul style="list-style-type: none"> ○ 20.0 m • Landscaping <ul style="list-style-type: none"> ○ 2.0 m of landscaping along road rights of way must be provided if there is no landscaping within Adjacent road right of way boulevards

Additional Key Regulations of the Land Use Bylaw

REGULATION	WORDING
1.2.3. DEVELOPMENT PERMIT CONDITIONS	<p>7. The Development Authority may impose, as a condition of approval on a development permit for a multi-unit residential, commercial, industrial, community and park use, or a Development requiring a servicing plan, a requirement to provide:</p> <p>a. on-site engineering design drawings signed and stamped by a professional engineer in the province of Alberta prior to the commencement of Development; and</p> <p>b. on-site engineering record drawings signed and stamped by a professional engineer in the province of Alberta once all the terms and conditions of the development permit are met.</p>
3.7.0. LANDSCAPING	<p>1. Landscape Plan Required</p> <p>a. A landscaping plan is required for any development permit application within:</p> <p style="padding-left: 40px;">C1 – Local Commercial District</p> <p style="padding-left: 40px;">C2 – General Commercial District</p> <p>b. A landscaping plan may be required for any development permit application within:</p> <p>M1 – Business Industrial District;</p>
TABLE 4.1.1.B – OFF-STREET PARKING REQUIREMENTS FOR NON-RESIDENTIAL USES	<p>Community Facility, Hospital or any commercial or industrial use not otherwise specified: 1 space per 50.0 m² of gross floor area</p> <p>A single industrial use: 5 parking spaces</p>
4.3.0 OFF-STREET LOADING REGULATIONS	<p>1. Each commercial, industrial, community and high-density residential building:</p> <p>a. must have one loading space; and</p> <p>b. may be required to have additional loading spaces at the discretion of the Development Authority.</p>
LIGHT INDUSTRIAL	<p>Means the manufacturing, processing, assembling, cleaning, repairing, servicing, testing, storage, warehousing, distribution or trans-shipment of materials, finished goods, products or equipment, and may include storage, display, sale and technical or administrative support areas, where there are no or minimal impacts to Adjacent Lots from noise, smoke, dust, odour, vibration, glare or other nuisances associated with the industrial activities of the Site.</p>
MEDIUM INDUSTRIAL	<p>Means the manufacturing, processing, assembling, cleaning, repairing, servicing, testing, storage, warehousing, distribution or trans-shipment of materials, finished goods, products or equipment, and may include storage, display, sale and technical or administrative support areas where there are impacts to Adjacent Lots from noise, smoke, dust, odour, vibration, glare or other nuisances associated with the industrial activities of the Site.</p>

APPENDIX E

AREA STRUCTURE PLAN

KEY FINDINGS

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COUNTRY PLAINS ESTATES (SEPTEMBER 1997)

- Per aerial imagery, current land use is predominantly Agriculture. A Residential parcel is located in the southwestern corner.
- A cemetery is located at the north of the site adjacent to Hwy 628.
- The ASP designates future land uses as Low and Medium-Density Residential; no Commercial or Industrial uses identified.
- Multi-family residential uses — to be developed at row house densities (40 units/ha)
- Single family residential development – at conventional Town densities of about 16 units/gross ha (20 units/ha)
- Low density single family residential development — at an "estates" density average of approximately 6 units/ha
- Direct access to Hwy 628 is provided

EAST BOUNDARY (AUGUST 2015)

- Per aerial imagery, current land use is predominantly Agriculture.
- Hwy 16A is immediately adjacent to the north.
- Canadian National Railway (CNR) mainline bisects the plan area – a 30 m development setback from the railway right-of-way is needed in order to meet Transport Canada's guidelines.
- A number of existing shallow and above ground utilities, including a major oil pipeline, are found in the area.
- No specific Residential, Commercial, or Industrial use policies are identified.
- North of CNR mainline designated Highway Commercial and General Commercial
- South of CNR mainline designated predominantly Low Density Residential with pockets of Medium and High Density Residential.
- Main access will occur at the 44th Avenue intersection with right-in right-out intersections provided south and east of the Boundary Road/Highway 16A
- Although direct access from Highway 16A is limited, Alberta Transportation has agreed in principle to allow a right-in right-out access to service commercial uses with an additional access and egress

AREA STRUCTURE PLAN KEY FINDINGS

<p>GOERTZ BUSINESS PARK (SEPTEMBER 2007)</p>	<ul style="list-style-type: none"> • Per aerial imagery, current land use is Industrial. • Hwy 16A is immediately adjacent to the south. • The ASP designates the entire area for Industrial land uses. • No Industrial use policies are identified. • Utilities were extended to the area with the development of the access road. • Site access is from an internal cul-de-sac; no access is provided directly to Hwy 16A
<p>NORTH INDUSTRIAL (AUGUST 2007)</p>	<ul style="list-style-type: none"> • Per aerial imagery, current land uses are predominantly Agriculture with pockets of Industrial development. • Hwy 16A is immediately adjacent to the southeast corner of the plan area. • This area is designated for Light Industrial and Medium Industrial development. • No Industrial use policies are identified. • Utilities will be extended from existing industrial development to the west and southwest. • Site access is provided by internal local roads and a connection to Hwy 16A is provided at 35th Street.
<p>NORTHWEST INDUSTRIAL (NOVEMBER 1981; AMENDED JULY 1991)</p>	<ul style="list-style-type: none"> • Per aerial imagery, current land uses include Manufactured Home Residential and Agriculture. • Hwy 16A is immediately adjacent to the south. • West quarter designated Industrial and Highway Commercial land uses. • East quarter amended in 1991 for Residential and Recreational uses. • No Residential, Commercial, or Industrial policies are identified. • Where residential uses abut Industrial/Highway Commercial uses, a 20 m wide municipal reserve buffer is required. • Utilities extended from existing development to the south. • The site is accessible from Meridian Road and from the Hwy 16A service road. No access is available directly from Hwy 16A.
<p>PARKLAND GATEWAY (OCTOBER 2015)</p>	<ul style="list-style-type: none"> • Per Land Use Bylaw, the area currently contains Business Industrial, General Industrial, and Highway Commercial uses along the western edge. • Hwy 16A is immediately adjacent to the north. • Commercial uses are designated for the areas at the west and north of the plan area immediately adjacent to Hwy 16A. • Commercial development will serve both a local and regional consumer base as well as provide employment opportunities for existing and future residents of the Town • Medium-Density Residential and High-Density Residential uses are designated for internal areas farther from Hwy 16A • Utilities will extend from existing development to the south and east. • TIA recommends that a roundabout be developed at the intersection of Highway 16A / Glory Hills Road; direct access is provided from Hwy 16A

AREA STRUCTURE PLAN KEY FINDINGS

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<p>SOUTH BUSINESS PARK (SEPTEMBER 1994; AMENDED AUGUST 1998, NOVEMBER 1998, MAY 2002, JULY 2004, AUGUST 2006, OCTOBER 2006, JUNE 2012, AUGUST 2013) TUSSIC (OCTOBER 2018)</p>	<ul style="list-style-type: none"> • Per Land Use Bylaw, the area currently contains a mix of Low, Medium, and High-Density Residential uses in internal areas and Commercial uses along the north adjacent to Hwy 16A. • Hwy 16A is immediately adjacent to the north. • The ASP area is approaching full build out. • Multiple amendments since adoption in 1994 mainly focused on increasing the amount of land designated for High-Density Residential uses. • Remaining undeveloped land designated for High-Density Residential use. • The plan area is fully serviced by all utilities. • No Industrial uses are proposed by the ASP. • Multiple direct accesses from Hwy 16A are provided. • Per aerial imagery, the area is currently predominantly Agricultural with High-Density Residential use in the extreme southwest and Highway Commercial use in the southeast adjacent to Hwy 628. • Hwy 628 is immediately adjacent to the south. • The site is designated for predominately Low, Medium, and High-Density Residential uses • Potential Commercial uses are located throughout the plan area including adjacent to Hwy 628 and are anticipated to be low intensity intended to meet the day-to-day needs of nearby residents. • There are registered utility right-of-way and right-of-way easements within the ASP area. • Utilities will extend from existing development to the west. • No Industrial uses are proposed by the ASP. • Residential Policies and Objectives <ul style="list-style-type: none"> ○ Achieve a minimum residential density of 35 dwelling units per net residential hectare in order to comply with the Edmonton Metropolitan Region Growth Plan (EMRGP) density targets. ○ Provide a wide range of housing choices including single detached, semi-detached dwellings, multi-unit residential including town housing and low-rise apartments, accommodating a range of ages, tenure, family types and income levels. ○ Locate multi-unit housing near collector and arterial roadways to provide easy access to amenities as well as provide transition in height and density to lower density development. ○ Provide for a range of residential densities, innovative housing types (e.g., garage suites, lane housing, zero lot line development) and alternative site and building designs (e.g., shallow lots) that will contribute to the overall diversity, sustainability and affordability within the neighbourhood. • Commercial Policies and Objectives <ul style="list-style-type: none"> ○ Locate two local convenience commercial development sites at the western and southern accesses of the ASP area to accommodate both

AREA STRUCTURE PLAN KEY FINDINGS

retail and service uses, to serve the day-to-day needs of the residents within and near the ASP area.

- The commercial area will also provide local economic development and employment opportunities.
- Industrial Policies and Objectives
 - N/A
- Transportation and Infrastructure Policies and Objectives
 - Additional access to Hwy 628 is contingent on the transfer by the Government of Alberta of the care and control of the portions of Hwy 628 within the Town boundaries to the municipality.
 - Four documents are registered regarding Hwy 628 widening (ultimately a 6-lane highway)
 - Direct access to Hwy 628 is provided by a collector connection to the proposed internal road layout.