

BY-LAW NO. 1081/D&P/91

BEING A BY-LAW OF THE TOWN OF STONY PLAIN IN THE PROVINCE OF ALBERTA FOR
THE PURPOSE OF AMENDING THE NORTHWEST INDUSTRIAL AREA STRUCTURE PLAN
BEING BY-LAW NO. 791

WHEREAS pursuant to Section 109(1) of the Municipal Government Act, Chapter M-26
Revised Statutes of Alberta consolidated to October 4, 1989 and subsequent
amendments thereto, which states:

"A Council may repeal or amend any by-law, but when the by-law has
received the assent of the electors the repeal or amendment shall be
similarly assented to."

AND WHEREAS the Council of the Town of Stony Plain deems it advisable and
necessary to amend the Northwest Industrial Area Structure Plan being By-
Law No. 791;

NOW THEREFORE the Council of the Town of Stony Plain, in Council duly assembled,
enacts as follows:

1. That the Northwest Industrial Area Structure Plan being By-Law No. 791 is
hereby amended as follows: See Attached Northwest Industrial Area
Structure Plan Marked Exhibit A.
2. This By-Law shall come into force and take effect upon the date of its
final passage.


Read a first time this 13th day of May, A.D. 1991.


MAYOR REG R. KOTCH


RICHARD H. MAH
SECRETARY-TREASURER

Read a second time this 8th day of July, A.D. 1991.


MAYOR REG R. KOTCH


RICHARD H. MAH
SECRETARY-TREASURER

Read a third time this 8th day of July, A.D. 1991.


MAYOR REG R. KOTCH


RICHARD H. MAH
SECRETARY-TREASURER

**NORTH WEST
INDUSTRIAL PARK
AREA STRUCTURE PLAN
AMENDMENT**

TOWN OF STONY PLAIN

**Prepared for:
Nomad Trailer Enterprises Ltd.**

JULY 1991

Table of Contents

	Page
1.0 LOCATION	1
2.0 PLANNING CONTEXT	1
3.0 AMENDMENT AREA	1
3.1 Natural Features	1
3.2 Existing Development	2
3.3 Site Access	2
3.4 Existing Municipal Services	2
4.0 PLAN AMENDMENT	3
4.1 Plan Boundary	3
4.2 Land Use Concept	3
4.3 Circulation	4
4.4 Demographics	5
4.5 Municipal Reserves	6
5.0 COMMUNITY SERVICES	6
5.1 Schools	6
5.2 Protection Services	7
6.0 SERVICING CONCEPT	8
6.1 Water Supply	8
6.2 Sanitary Sewer	8
6.3 Storm Water Management	8
6.4 Franchise Utilities	9
7.0 DEVELOPMENT STAGING	9

List of Tables

	Page
Table 1 Land Use Profile	4
Table 2 Population	5
Table 3 Student Generation	7

1.0 LOCATION

As shown in Figure 1, the Stony Plain North West Industrial Area Structure Plan covers the south half of Section 1-53-1-5, and is bounded on the east by Meridian Road and on the south by Highway 16. This amendment deals with the south east quarter of the section, or the east half of the existing plan area.

2.0 PLANNING CONTEXT

The Edmonton Metropolitan Regional Plan designates the plan area for "Potential Urban Expansion", a designation which includes urban residential, commercial, institutional, and/or industrial land uses. The Town of Stony Plain General Municipal Plan, 1981 designates the area for future industrial development. The existing Northwest Industrial Area Structure Plan is consistent with the General Municipal Plan in proposing industrial use for the south half of Section 1. The Town of Stony Plain Land Use Bylaw #919, 1986 designates the area M-R Industrial Reserve Holding District.

3.0 AMENDMENT AREA

3.1 Natural Features

The amendment area consists principally of cleared land in agricultural production. However, as shown in Figure 2, a substantial stand of trees associated with an intermittent water course and low, wet areas runs almost directly north/south from the north boundary to slightly south of the center of the quarter. This same stand of trees extends westward along the northern boundary of the quarter to the northwest corner. Vegetation associated with a fence line lies along the west boundary of the quarter. Along the east side of the quarter is a scrubby stand of willows and poplars.

There are several wet depressions, particularly in the western half of the quarter section.

The topography of the site is gently rolling with a maximum variation of approximately 5 m. The most significant natural topographical feature is the west "bank" of the north/south water course. This feature consists of a wide slope dropping 4 to 5 m over a distance of approximately 100 m.

A geotechnical study was prepared in 1979. This study was recently updated and the resulting report is submitted concurrently with this area structure plan amendment. Figure 3 reflects the findings of both studies. In general, the geotechnical update study confirms that a relatively substantial area of unstable organic soils (peat) exists in the eastern portion of the plan area. This area is likely to prove costly to develop for permanent buildings and roads.

3.2 Existing Development

There is an abandoned farmstead in the extreme southwest corner of the quarter. The northeast corner of the quarter section is occupied by the Alberta Transportation and Utilities Highway Maintenance Yard. To the north and west of the provincial facility is the County of Parkland Public Works Yard which is outside the plan area.

Along the south and east boundaries of the amendment area is a man-made drainage ditch. It parallels a service road which follows the southeast and south boundaries of the amendment area.

3.3 Site Access

The site is accessible directly from Meridian Road and from the Highway 16 service road. No access is currently available directly from Highway 16. The service road currently extends west from Meridian Road to an occupied farmstead in the southwest quarter of Section 1. The service road deadends at this point with no access to Highway 16.

The original North West Industrial ASP calls for an all directional access to be created at this point (approximately 350 m east of the west boundary of the section). It is to replace the existing all directional access at Glory Hills Road, which would be closed.

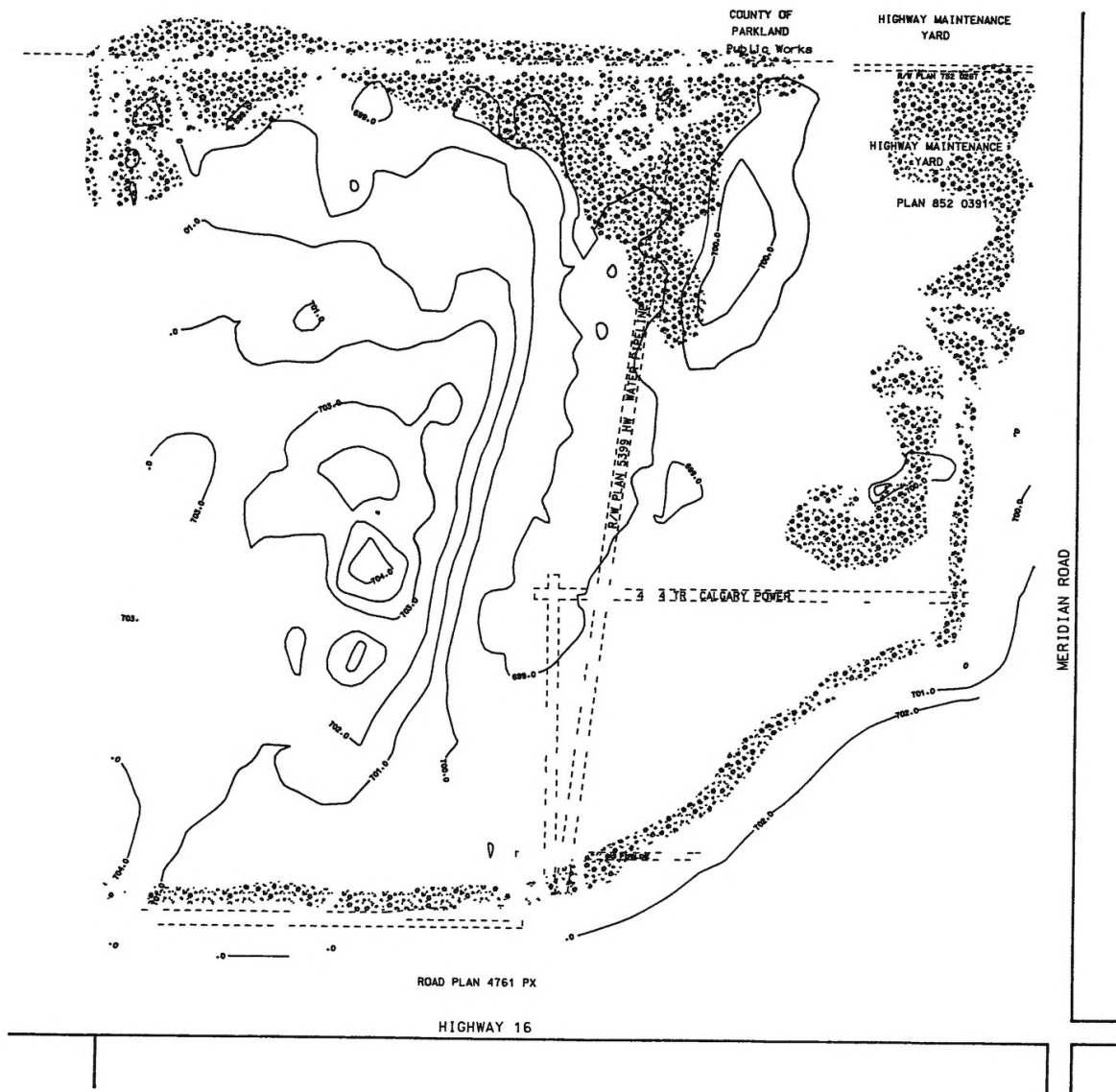
The original plan also provides for the closing of the service road access at Meridian Road, and for the incorporation of the service road into the plan area. The service road land would be purchased from Alberta Transportation and Utilities and the service road replaced by the internal road system.

It should be noted that, although the approved plan assumes that an eastern access to the plan area will be available from Meridian Road at the north boundary of the quarter section, the extension of the Highway Maintenance Yard south into the southeast quarter currently precludes this option.

3.4 Existing Municipal Services

The original plan makes reference to the future construction of a 250 mm watermain to be extended across Highway 16 north to the plan area. It also refers to a 300 mm watermain to be extended west from 44 Street to the northeast boundary of the plan area. A watermain has been constructed underneath Highway 16, but its diameter is 200 mm. The 300 mm main has not been constructed, although a 250 mm watermain does exist approximately 500 m east of Meridian Road.

The original plan also refers to the future construction of the Parkland Sewage Transmission Line. This line has now been constructed and terminates just north of the subject quartersection. It is now available to receive sanitary sewage from the plan area.



TOWN OF STONY PLAIN

NORTH WEST INDUSTRIAL Area Structure Plan Amendment

SE 1-53 -1-W5

Tree Cover

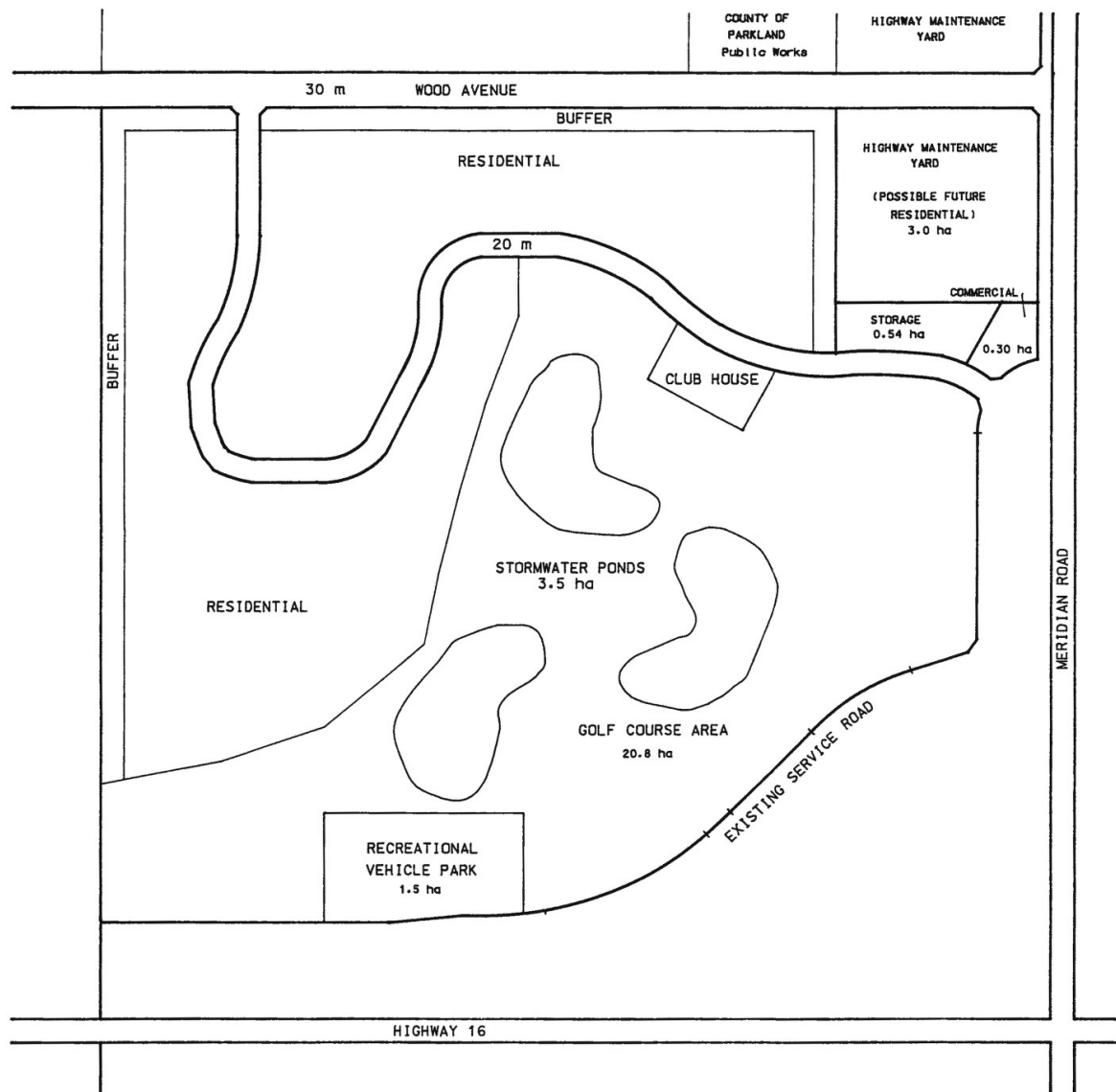
0.5 m Contour Interval



IDE

APRIL 1991
44-517-10

EXISTING FEATURES



TOWN OF STONY PLAIN

NORTH WEST INDUSTRIAL Area Structure Plan Amendment

SE 1-53 -1-W5



IDE

APRIL 1991
44-517-10

DEVELOPMENT CONCEPT

4.0 PLAN AMENDMENT

4.1 Plan Boundary

The plan boundary is amended on the east and south by deleting the lands occupied by the service road and drainage ditch. These lands are owned by Alberta Transportation and Utilities and were proposed, in the original plan, to be purchased by the developers of the subject quarter section. The amended plan contemplates no change in the use or ownership of these lands. There is, therefore, no need to include them within the plan boundary.

The amendment area includes the southern portion of the highway maintenance yard created under Plan 852-0391 (3.3 ha) and the remainder of the SE-1-53-1-5 (47.0 ha).

4.2 Land Use Concept

The land use concept is shown in Figure 3 and the land use profile is described in Table 1.

This amendment replaces the industrial use provided for in the original plan with a combination of residential (mobile home) and recreation (golf course) uses. Supplementary to these uses, the amendment provides for a small commercial site at the entrance to the development, a common storage area for the use of residents, and a recreational vehicle park (approximately 40 spaces).

Within the area designated as golf course, current plans call for the provision of an executive 9 hole golf course, a pitch and putt golf course, and a driving range. The area would also include a series of linked ponds which will serve as aesthetic features, as water hazards for the golf course, and as storm water management facilities for the entire quarter section.

The land use pattern respects two environmental constraints to development. The first is an area of peat along the eastern border of the amendment area which renders substantial permanent development economically unfeasible. This area is included in the golf course. The remainder of the golf course generally includes lands which are difficult to provide with municipal sanitary sewer service by virtue of their low elevation relative to the regional sewer line to the north.

The general east/west division between golf course and residential development lies along the crest of the ridge which runs north/south through the amendment area. This allows the residential development to overlook the golf course and the ponds within it.

Wherever residential development is likely to abut industrial development in the future, namely, to the north of the plan area, a 20 m wide buffer strip of municipal reserve will be provided. A similar buffer strip will be provided between the existing highway maintenance yard and the residential development to the west. This buffer, however, may not be designated as municipal reserve in order to simplify its conversion to residential or other use should the highway maintenance yard eventually be relocated. The existing service road and drainage ditch will provide a buffer from Highway 16 along the south boundary of the amendment area.

TABLE 1
LAND USE PROFILE
(Amendment Area)

	Ha	Acre
Residential (including highway maintenance yard)	15.8	39.1
Golf Course	17.3	42.7
Buffers	2.8	6.9
Stormwater Management Facility (high water level)	3.5	8.6
Recreational Vehicle Park	1.5	3.7
Outdoor Storage	0.5	1.2
Convenience Commercial	0.3	0.7
Road:		
- Wood Avenue (30 m row)	2.4	5.9
- Public Collector (20 m row)	2.2	5.4
- Private Local (estimated) (15 m row)	<u>4.0</u>	<u>9.9</u>
TOTAL AREA	50.3	124.3

4.3 Circulation

The original plan called for access to the area from a westward extension of Wood Avenue west, along the north boundary of the quarter section, from Meridian Road. The Alberta Transportation and Utilities highway maintenance yard was subsequently expanded southward into the amendment area. This, for the present, precludes the development of Wood Avenue in the intended alignment. It is anticipated that at some point in the future Wood Avenue would either be developed through the highway maintenance yard or that the southern portion, or all, of the highway maintenance yard will be relocated, allowing the planned alignment of Wood Avenue to be developed.

In the amended development concept, access to the development would be provided from the existing intersection of the service road and Meridian Road. From this access point, an internal loop road would ultimately connect with the westward extension of Wood Avenue in the northwest corner of the amendment area. This would serve as a collector road from which local roads would extend to provide additional direct access to residential units. The alignment

of the collector loop shown in Figure 3 is approximate and may be adjusted as development plans become more detailed.

The original plan shows a local road connection between development in the amendment area and development in the quarter section to the west. This connection, which was acceptable given exclusively industrial development within the original plan area, is to be eliminated under the amendment. It is not required for circulation purposes, and would tend to promote the shortcutting of industrial traffic through the residential development in the amendment area. The circulation pattern within the quarter section to the west remains functional and requires no further revision.

The first stage of residential development (as described in Section 7.0 Development Staging) requires only the development of the proposed access south of the existing maintenance yard. Prior to the development of a second residential stage, however, some provision for a second access must be made. This could take the form of an interim, emergency access connecting the collector loop south to the service road, or an extension of the loop westward along the alignment of Wood Avenue to Glory Hills Road 1/2 mile to the west. Other options for such interim emergency access may also be considered. As has been noted, the ultimate development in the area would see the westward extension of Wood Avenue from Meridian Road along the north boundary of the quarter section. Wood Avenue would then provide a second point of access to the residential development, and would provide connections at Meridian Road and Glory Hills Road to the Stony Plain arterial road system.

4.4 Demographics

The general and student population generation which will result from the residential development is described in Table 2. Table 2 is subdivided to reflect the proposed development staging which is shown in Figure 5.

TABLE 2
POPULATION

	Stage 1	Stage 2	Stage 3	Stage 4	Total
Net Residential Area	2.0	9.3	2.1	2.4	15.8
Approximate Average Lot Area	----- 560 m ² (6,000) sq. ft.) -----				
Lots	36	166	38	43	283
Persons Per Dwelling Unit	----- 2.9 ¹ -----				
Population	104	481	110	125	820

1. Source: Town of Stony Plain General Municipal Plan, 1983

4.5 Municipal Reserves

The land contained within the planned amendment area will generate potential municipal reserve generation of 5.0 ha. Approximately 1.0 ha of this municipal reserve will be utilized as buffer for the residential development area. Given that this substantial area is to be devoted to public recreation and open space, provision of additional park area is not regarded as necessary. Approximately 4.0 ha of potential municipal reserve generation, then, is not required within the plan area or as part of any district or municipal scale park in the vicinity of the development. Dedication of this excess municipal reserve will therefore not be required as a result of the development described in this plan. The golf course and associated facilities will be available to the general public and will not be restricted to residents of the mobile home development.

No dedication of environmental reserve is expected within the amendment area.

5.0 COMMUNITY SERVICES

5.1 Schools

Table 3 shows anticipated student generation by development stage.

Preliminary discussions with the public and separate school authorities indicate that no school facilities are planned for development north of Highway 16. It is unlikely that the numbers of students expected within the amendment area would justify alteration of these plans. This being the case, it is most likely that students residing in the amendment area will be bussed to schools located south of Highway 16. Both school authorities impose a transport fee for bussing students within the Town boundaries.

Existing public school facilities in the Town of Stony Plain are currently at or near maximum capacity. Construction of a new K to 9 school is planned for the Town. However, this new facility is intended, for the most part, to replace existing capacity which will be taken out of service rather than to create additional overall capacity. In general, it is anticipated that a public system students residing in the earliest stages of development will be bussed to schools west of Meridian Road in the Town of Stony Plain.

The existing separate school in the Town of Stony Plain, a K to 9 facility, is also currently near capacity. Additional development within the Town, including development in the amendment area, is likely to result in a requirement for the construction of a new school in the Town. It is likely that the new facility will be located in the northern portion of the Town, although still south of Highway 16. Until the new facility is constructed, students living in the early stages of development in the amendment area must be accommodated in the existing school.

Separate high school students are, and will for the foreseeable future continue to be, bussed to the separate high school in the City of Spruce Grove.

TABLE 3
STUDENT GENERATION

School Type	Students per Dwelling Unit ¹ .	Student Generation				
		Stage 1	Stage 2	Stage 3	Stage 4	Total
Public Elementary	0.34	12	56	13	15	96
Public Junior High	0.16	6	27	6	7	46
Public Senior High	0.13	5	22	5	6	38
Separate Elementary	0.27	10	45	10	12	77
Separate Junior High	0.13	5	22	5	6	38
Separate Senior High	0.10	4	17	4	4	29

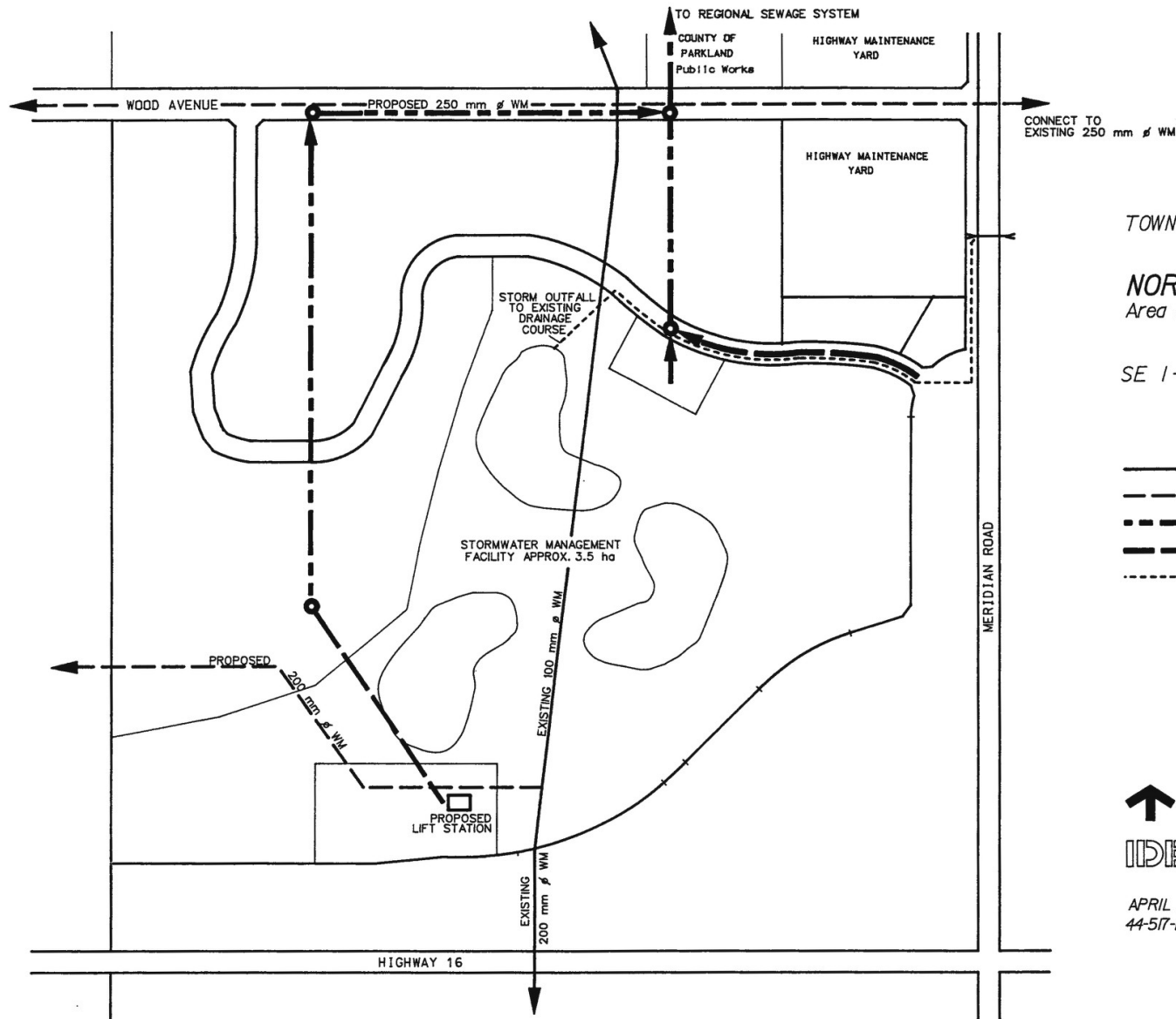
1. Source: Town of Stony Plain General Municipal Plan, 1983

5.2 Protection Services

Fire protection will be provided by the Stony Plain volunteer fire department. One fire station currently exists in the Town south of Highway 16. However, the current general municipal plan indicates that a second station will eventually be constructed north of Highway 16.

Police protection will be provided by the Stony Plain R.C.M.P. detachment.

Ambulance service will be the responsibility of the Parkland Ambulance Authority.



TOWN OF STONY PLAIN

NORTH WEST INDUSTRIAL Area Structure Plan Amendment

SE 1-53 -1-W5

- Existing Watermains
- - - Proposed Feeder Watermains
- . - . Proposed Gravity Sanitary Trunk
- - - Proposed Sanitary Forcemain
- - - - Storm Outfall to Existing Drainage Course



APRIL 1991
44-517-10

MUNICIPAL SERVICING

6.0 SERVICING CONCEPT

6.1 Water Supply

The amendment area will ultimately be supplied with potable water from the existing 200 mm main which crosses Highway 16 at the south boundary of the amendment area. The proposed development would be served by a system of 150 mm lines which would provide looping from the 200 mm to a future westward extension of a 250 mm water main which currently exists east of Meridian Road.

Provision will also be made for the extension of the 200 mm line at the south boundary to the west boundary of the amendment area. It is contemplated that this connection would, when the quarter section to the west is developed, be looped back to the 250 mm main extending west from Meridian Road.

A detailed water network analysis will be required to determine whether or not the first stage of residential development can be served from the existing 100 mm line which passes on a north/south axis through the amendment area.

6.2 Sanitary Sewer

With the exception of the southwestern portion of the residential area, development requiring sanitary sewer services will drain by gravity north to the regional sewer system. The southwestern corner of the plan area, including the recreational vehicle park, will require a lift station to convey sewage to the gravity system.

If the recreational vehicle park is developed in the early stages, prior to the installation of the lift station, interim provision for sanitary sewage in the form of a pump out tank will be required for that portion of the development.

In the northeast portion of the amendment area, the commercial site is outside the area which can be practically served by gravity sewers. Specific alternatives for providing sanitary sewer service to that development (eg. pump out tank, low pressure system, small lift station) must be investigated before that facility is developed.

6.3 Storm Water Management

The original plan proposed a 3.5 ha storm water management facility, located in the north central portion of the amendment area, to serve the entire original plan area. Current storm water management standards and practice suggests that such a facility would be adequate to serve the amendment area only. The 3.5 ha facility will be provided as part of the golf course. It will serve, in addition to its storm water function, as an aesthetic feature and a water hazard for the golf course.

When development is contemplated in the west half of the original plan area, the provisions of the original plan with respect to storm water management will require amendment to include the provision of a second storm water management facility to serve that additional development.

6.4 Franchise Utilities

Franchise or shallow utilities are available in the vicinity of the amendment area, and can be extended to serve development there.

7.0 DEVELOPMENT STAGING

Staging is depicted generally in Figure 5. The first stage would generally be restricted to the northeast corner of the amendment area. It is intended, however, to include the development of the recreational vehicle park in the south. If so, as has been noted in 6.2 above, interim provision for sanitary sewer service will be required. Access to the recreational vehicle park would be via the existing service road paralleling the Highway 16/Meridian Road interchange. Development of the golf course would commence as part of the first stage.

The possibility of providing sanitary sewer service to the first stage of residential development via the existing 200 mm sewer servicing the County of Parkland yard will be investigated

The second stage would consist of the residential area, to the west and south, which can be provided with sanitary sewer service by gravity. This large area may be developed in three or four phases of approximately equal areas. It will require the provision of a second means of access in addition to the collector connecting to Meridian Road, as discussed in Section 4.3 Circulation.

The third stage of development would see the construction of the southwest lift station to extend sanitary sewer services to the southern most portion of the residential development and to the recreational vehicle park.

A possible fourth stage of development may occur if the existing highway maintenance yard, south of Wood Avenue, is converted from industrial to residential use. Municipal services to this area would be provided by extension from the Stage 1 development east toward Meridian Road.

