

BYLAW NO 1716-07

OF THE
CITY OF WETASKIWIN
IN THE PROVINCE OF ALBERTA

A BYLAW TO AMEND THE "CREEKS CROSSING 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, pursuant to the Municipal Government Act, Chapter M-26, R.S.A. 2000, as amended, Council has through Bylaw 1660-06 adopted an Area Structure Plan to provide framework for subsequent subdivision and development;

AND WHEREAS, pursuant to the Municipal Government Act, Chapter M-26, R.S.A. 2000, as amended, Council may by bylaw amend an Area Structure Plan;

AND WHEREAS, City Council deems it appropriate to amend the Bylaw 1660-06 being the "Creeks Crossing Area Structure Plan" Bylaw.

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

1. That the existing "Appendix A" of the Creeks Crossing Area Structure Plan Bylaw be deleted in its entirety and be replaced with the attached "Appendix A".
2. This Bylaw shall come into full force and effect on the date of the final passing thereof.

READ a first time this 13th day of November, 2007.

READ a second time this 26th day of November, 2007.

READ a third time and duly passed this 26th day of November, 2007.

ORIGINAL SIGNED

MAYOR

ORIGINAL SIGNED

CHIEF ADMINISTRATIVE OFFICER

City of Wetaskiwin

Creeks Crossing - Area Structure Plan

("Appendix A" of Bylaw 1660-06 as amended by Bylaw 1716-07)

for the development of
Lot 1, Plan 982-3085; (Subject 1)
Lot 2, Plan 982-3085; (Subject 2)
Lot A, Plan 6373KS; (Subject 3)
Lot Y, Plan 912-1053; (Subject 4)
North part of Lot 1, Block 1, Plan 042-1055; (Subject 5)
Lot 1, Plan 992-6020; (Subject 6)
Lot B, Plan 1273RS;(Subject 7) and,
the closed portion of East Railway Street, Plan 7950U (Subject 8)
(as shown on Figure A)

Land Ownership

Subject 1, Subject 2, and Subject 5 are currently owned by separate individual landowners.

Subject 3, Subject 4, Subject 6, Subject 7 and Subject 8 are owned by the City of Wetaskiwin.

Subject 6 is a Municipal Reserve lot.

Present Land Characteristics

The subject land parcels as aligned are difficult to develop into a comprehensive neighbourhood. The lands are segmented into irregular shapes and sizes. The lands are generally flat lying between the City's drainage channel to the south, the Canadian Pacific Railway Hardisty line to the north, 47th Street to the west and Home Hardware Western Canada Distribution Center to the east.

Purpose of the Area Structure Plan

- To provide a framework for subsequent sub-division and development of the subject lands and to ensure it is carried out in a planned and orderly fashion;

- To plan a storm water management system through the subject lands that benefits all subject lands and improves the City system as a whole;
- To plan a sanitary sewer system through the subject lands that benefits all subject lands and improves the City system as a whole;
- To plan for a neighbourhood that is enjoyable for its future residents and cost efficient for the City to maintain;
- To plan a road network throughout the subject lands, considering current access points and considering the alignment of underground infrastructure;
- To outline generalized future land uses within the development area.

Proposed Land Uses

The subject land areas combined are approximately 32.38 hectares (80.02 acres). The City intends to use 10.2 hectares (25.16 acres) for a combined storm water management/green space system to improve the flow of storm water in the City while providing attractive spaces in the neighbourhood. These lands will be dedicated as “Municipal Reserve”.

With the exception of a 0.45-hectare (1.11 acre) neighbourhood commercial site on 47th Street, all remaining lands, 21.75 gross hectares (53.74 acres), will be allocated for residential uses. About 70% of the residential lands will be allocated for low-density residential, 22% for medium density residential and 8% for higher density residential. The generalized future land uses are shown on **Figure B**.

It is intended that there will be a variety of housing styles to meet the needs of all persons.

Municipal Utilities

Sanitary Sewer

The subject area currently has access to sanitary sewer mains in 47th Street to the west and to the trunk main in Garden Meadows Drive lying south of the subject lands with connection points at Parkside Drive, Garnet Crescent and Garwood Drive

A trunk main collecting the Aspen Ridge, Caledonia and Northmount areas, "Caledonia Sanitary Trunk Main," leading to the "Garden Meadows Trunk Main" also runs through Subject 2 within a right of way from north to south and connects to the Garden Meadows trunk main at the intersection with Garnet Crescent.

A trunk main currently collecting the developed and undeveloped lands west of the CPR main line and north of 54th Avenue, "Centennial Sanitary Trunk Main," runs from west to east through Subjects 2 and 3 to connect into the north sanitary main prior to the north sanitary main connecting into the Garden Meadows main.

During severe rainstorms, the Garden Meadows Sanitary Trunk Main has experienced surging problems due to the volume of weeping tile water and rainwater infiltration into the sanitary system through the catchment areas.

In order to reduce or eliminate the surging potential for the Garden Meadows Trunk Main the Caledonia Sanitary Trunk Main and the Centennial Sanitary Trunk Main would be intercepted prior to the Garden Meadows Sanitary Trunk Main and directed through a new Sanitary Trunk Main, "Creeks Crossing Sanitary Trunk Main," running east to west within road allowances through the subject lands.

This new Sanitary Trunk Main will discharge into the Garden Meadows Sanitary Trunk Main at the intersection of Garden Meadows Drive and Parkside Drive. This new Sanitary Trunk Main is an integral part of the timing of new development.

Sanitary Sewer from Subject 1 will be collected in the existing sanitary sewer system within 47th Street. Sanitary sewer from Cypress Drive will drain through existing lines in Garwood Drive to the Garden Meadows Sanitary Trunk Main. All other lands within the subject area will be collected in the Creeks Crossing Sanitary Trunk Main; therefore, the installation of this trunk main must precede development of the lands.

The installation of the Creeks Crossing Sanitary Trunk Main can proceed in stages commencing from the east and working west through the subject lands.

The existing sanitary sewer lines are shown on **Figure C**. The new sanitary sewer trunk lines alignments are shown on **Figure D**.

The cost of the Creeks Crossing Sanitary Trunk Main will be shared between the land developers and the City as a whole based on benefit. The land developers will be expected to pay the full cost of the line that would serve their development area. The city would be expected to pay the oversizing cost. Undeveloped lands outside of the subject lands that benefit from the installation of this trunk main will be expected to pay off-site levies to the City on a per acre basis. The per acre levies will be determined at the time the project costs are known and percentages are calculated.

Storm Water Management

The City's Garden Meadows Drainage Channel presently runs along the south east boundary of Subject 1 and along the south boundary of Subject 2 and Subject 5 into a regional storm pond constructed in 2006 mostly on Subject 6 and partially on Subject 5 as shown on **Figure E**. This storm pond was constructed as a regional pond to provide the storm water management for Subject 2, Subject 5, Lot 8, Plan 002-4852 being Home Hardware Distribution Center and to provide improvements to the City's Storm Water Management system to decrease the risk of flooding during severe storms. The City constructed the pond with 30% of the required funds from Home Hardware and from offsite levies on Subject 2 and Subject 5 on a per acre basis. The City funded approximately 70% of the storm pond as it benefits the City as a whole.

The Garden Meadows Drainage Channel presently collects storm water from a large catchment area. It collects from:

- a) all land lying west of the CPR main line and north of 45th Avenue drains into the North Central Drainage Channel which crosses under the railway, along 49th Street, under 47th Street and then runs easterly through Subject 3 to join into joins into the Garden Meadows Drainage Channel (“North West Storm Channel”);
- b) the Aspen Ridge, Caledonia, and Northmount neighbourhoods lying north of the CPR Hardisty line and east of the CPR Main line though an underground pipe system. The underground system crosses under the CPR Hardisty line and then runs through Subject 2 in a Utility Right of Way and drains into the Garden Meadows Drainage Channel (“North East Storm Trunk Main”); and
- c) all land lying south of the CPR Hardisty Line, north of 46th Avenue and lying east of the CPR Main line (“East Central Storm Water”).

Under this Area Structure Plan the Storm Water Drainage courses will be dramatically altered as follows:

- a) A second regional pond will eventually be constructed across the CPR Hardisty line in the Aspen Ridge Industrial district (“Aspen Ridge Pond”).
- b) The North West Storm Channel will be diverted to no longer run into the Garden Meadows Drainage Channel. East of 47th Street it will be diverted north into a new Storm Water Channel to Subject 7. The new channel will then turn northeasterly through Subject 7 and along the northerly boundary of Subject 2 to join into the regional storm pond as well as being connected under the CPR Hardisty line into the Aspen Ridge Pond in the future. This new channel will form part of the regional pond system and provide a buffer from the railway.
- c) When the Aspen Ridge Pond is built, the North East Storm Trunk Main will no longer contribute to the Garden Meadows Drainage Channel.
- d) The portion of the North West Storm Channel running through Subject 4 will be filled and used as a green space;

- e) Subject 1 will construct a storm retention facility on their site along the Garden Meadows Drainage Channel.

When completed, these changes will significantly reduce the risk of flooding of the Garden Meadows Drainage Channel.

The present system is shown on **Figure E**. The new system described above is shown on **Figure F**.

Water

Primary water will be served to the subject areas through a trunk main running from the intersection of Garden Meadows Drive, north through Parkside Drive to Cedar Drive and then east through Cedar Drive to the intersection of Cedar Drive and 47th Street.

The trunk main through the intersection would be tied to the existing mains within Garwood Drive. Branch mains would service the subject lands from this trunk main.

Road Connections

Upon completion, subject lands will be connected to existing road systems at three locations:

- a) the intersection of 47th Street and 49th Street on the west side of the subject lands;
- b) the intersection of Garden Meadows Drive and Garwood Drive;
- c) the intersection of Parkside Drive and Garden Meadows Drive on the east side of the subject lands.

(As shown on **Figure H**)

Depending on direction of travel it is anticipated that the 47th Street and Parkside Drive connections will be most popular.

A residential collector, being Cedar Drive, will run through the subject area from the intersection of 47th Street and 49th Street east through Subject 1, then turning north-east through Subject 2 and Subject 5 to end at the intersection with Parkside Drive.

A residential road will be constructed from the intersection of Garnet Crescent and Garden Meadows Drive north crossing the Garden Meadows Drainage Channel to join up with Cedar Drive.

Garwood Drive would extend north from Clearwater Crescent to Cedar Drive.

Parkside Drive would be extended from Garden Meadows Drive north across the Garden Meadows Drainage Channel to join up with Cedar Drive.

The existing 60th Avenue would be provided with a new exit onto Cedar Drive at the east end of 60th Avenue replacing the present exit onto 47th Street.

All other minor residential roads would connect to the roads named above.

Land Characteristics

The lands are presently very flat with very little difference in geodetic elevation. The majority of the clay extracted to form the storm pond has been stock piled on site on Subject 2. This clay will be utilized to raise the elevation of the lands within Subject 2, Subject 4, and Subject 5. This will allow for gravity drainage for storm water and for sanitary sewer. This will be one of the first steps in preparing the land for development. The increase in geodetic elevations will allow for the potential of walk out basements on lots adjacent to the regional storm pond creating very desirable lots.

The neighbourhood design does not plan for rear lane access to lots. This will have the majority of the lots requiring back to front drainage.

Phasing of Development

As there are three private developers owning the land, phasing will be dependent on each developer's choice on timing, as well as the logistics of installing water and sanitary sewer trunk mains to serve the development areas.

Neighbourhood Population

With 21.75 gross hectares (53.74 acres) of residential land and an estimated density of 42 persons per gross hectare, the neighbourhood population is estimated at 915 persons when fully developed.

Schools

The walking distance in metres from the farther lots to the schools are as follows:

School	West Lot	East Lot	Nearest Lot
Norwood Elementary	1171	1174	713
Sacred Heart K-9	1656	1660	1198
High School	2281	2285	844
Queen E Junior High	2120	3285	1675

No new schools have been planned for the subject area.

Parks and Recreation Areas

One playground will be constructed in the subject area to ensure that all properties are within a 400-metre radius of a playground. Existing playgrounds within 400 metres include: Garden Meadows Park, Massey Park and Parkside Park.

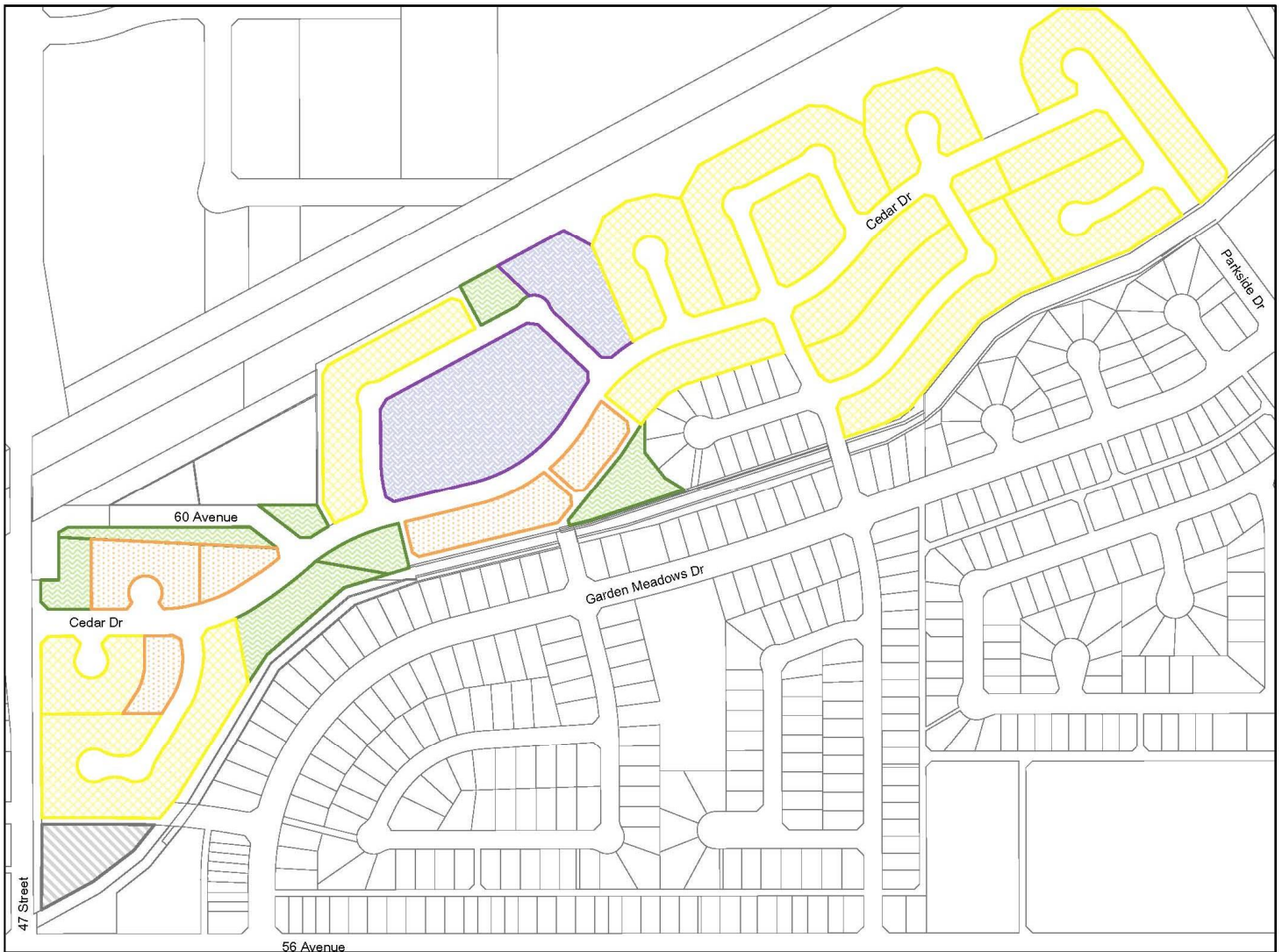
Existing walking trails run through the subject area. Further trail systems may be added in the future along storm retention facilities to provide a walking loop around the development area.

Sports fields exist at Norwood School, Knights of Columbus Ball diamonds and the recreation grounds.

Green spaces are provided around the storm retention facilities, on Subject 4.

Cedar Drive, combined with a footbridge crossing at Garnet Crescent, and road crossings at Garwood Drive and Parkside Drive allows for reasonable walking connections to other neighbourhoods.

Figure B - Generalized Future Land Uses



Legend

-  COMMERCIAL
-  GREEN SPACE
-  HIGHER DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL

Figure C – Existing Sanitary Mains

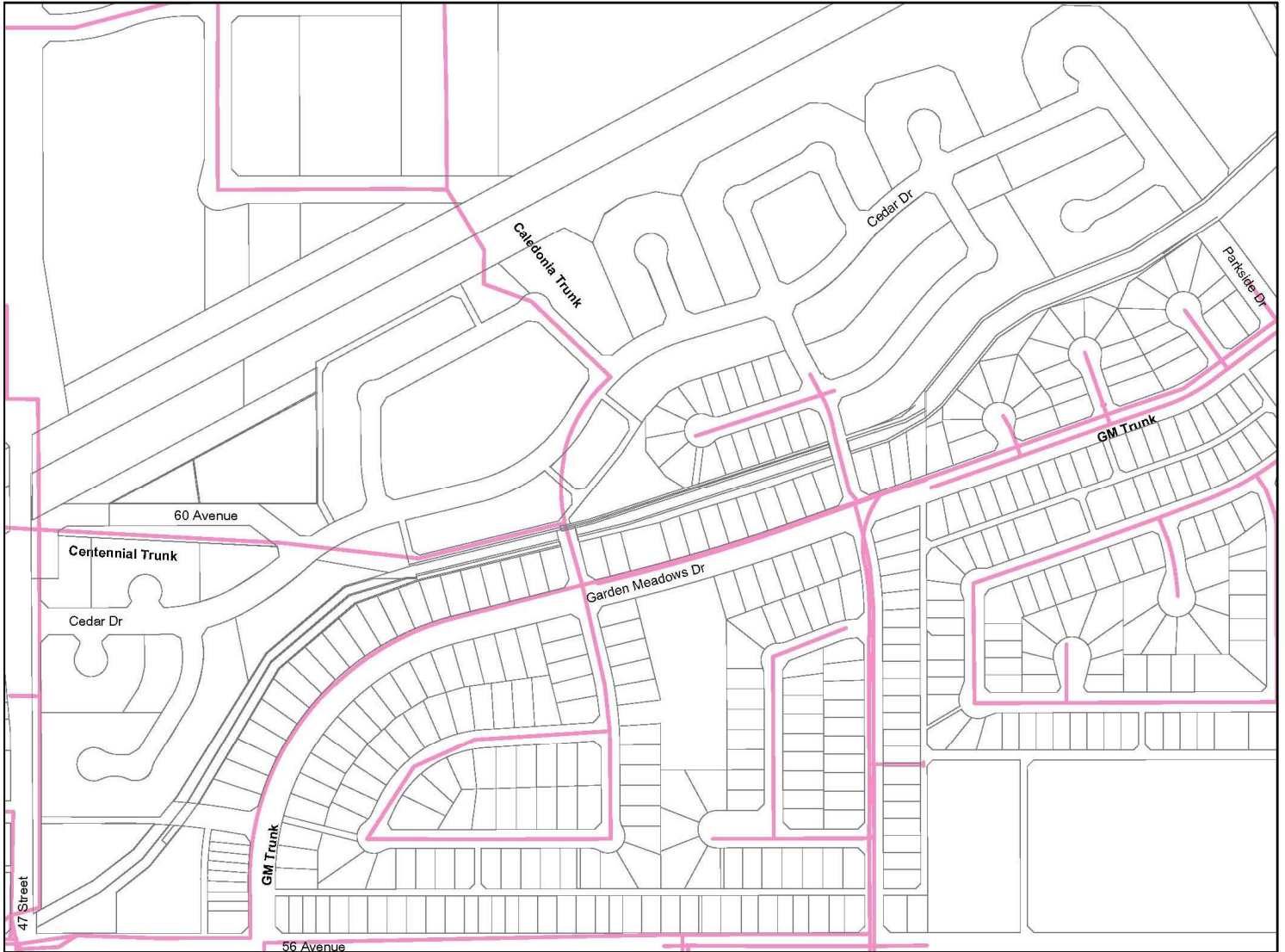


Figure D – Proposed Sanitary Main Routing

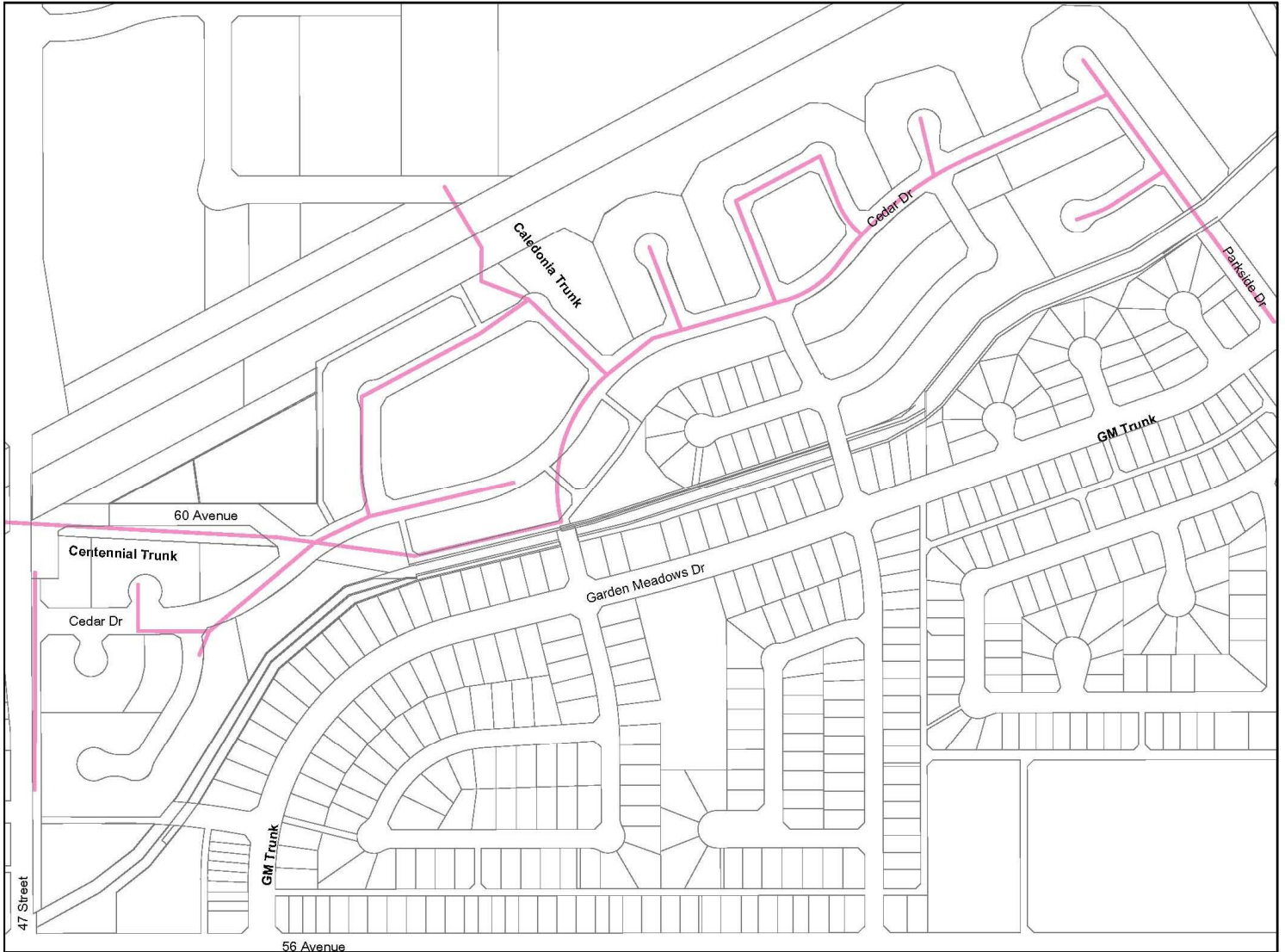


Figure E – Existing Storm Water Routing

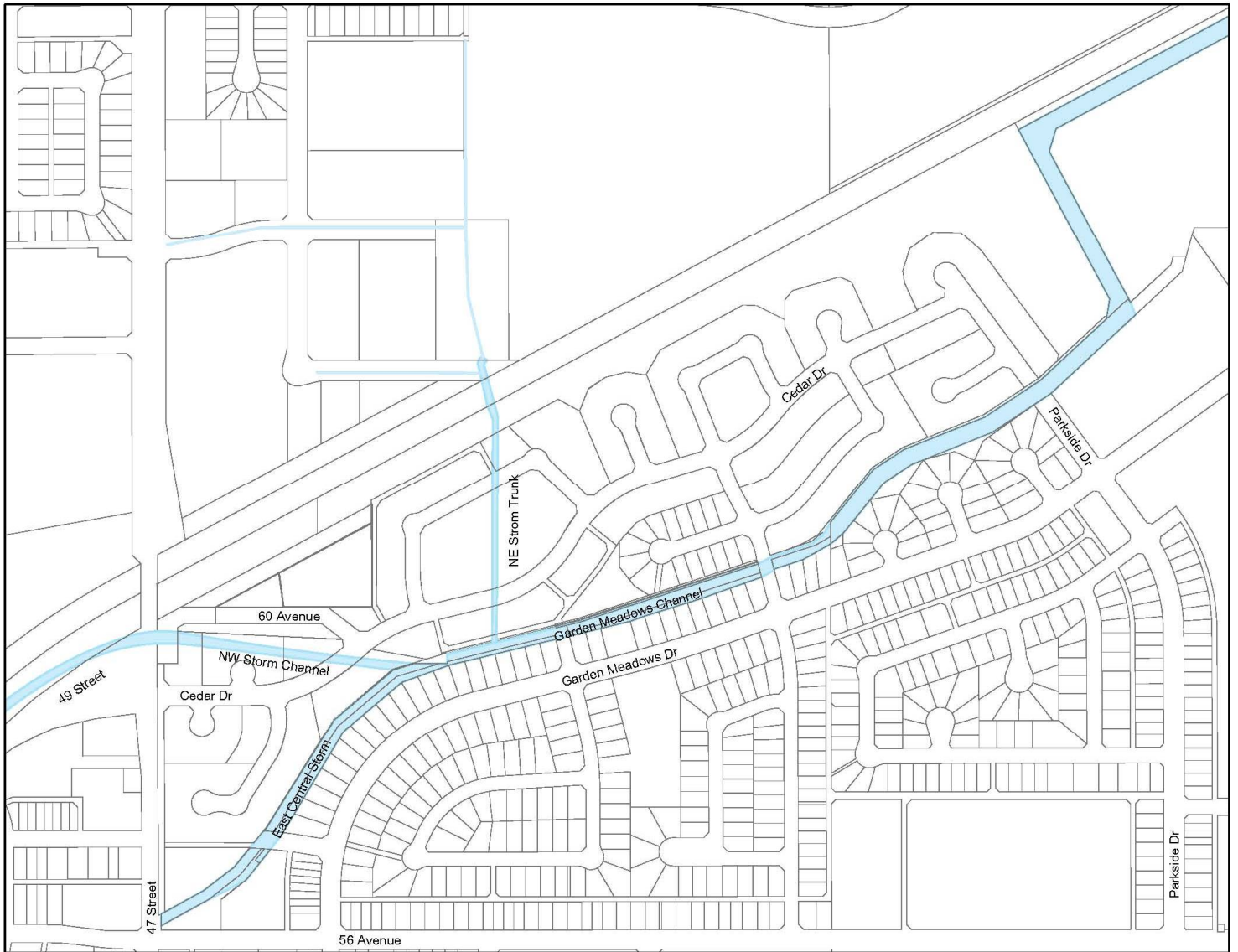


Figure F – Proposed Storm Water Routing

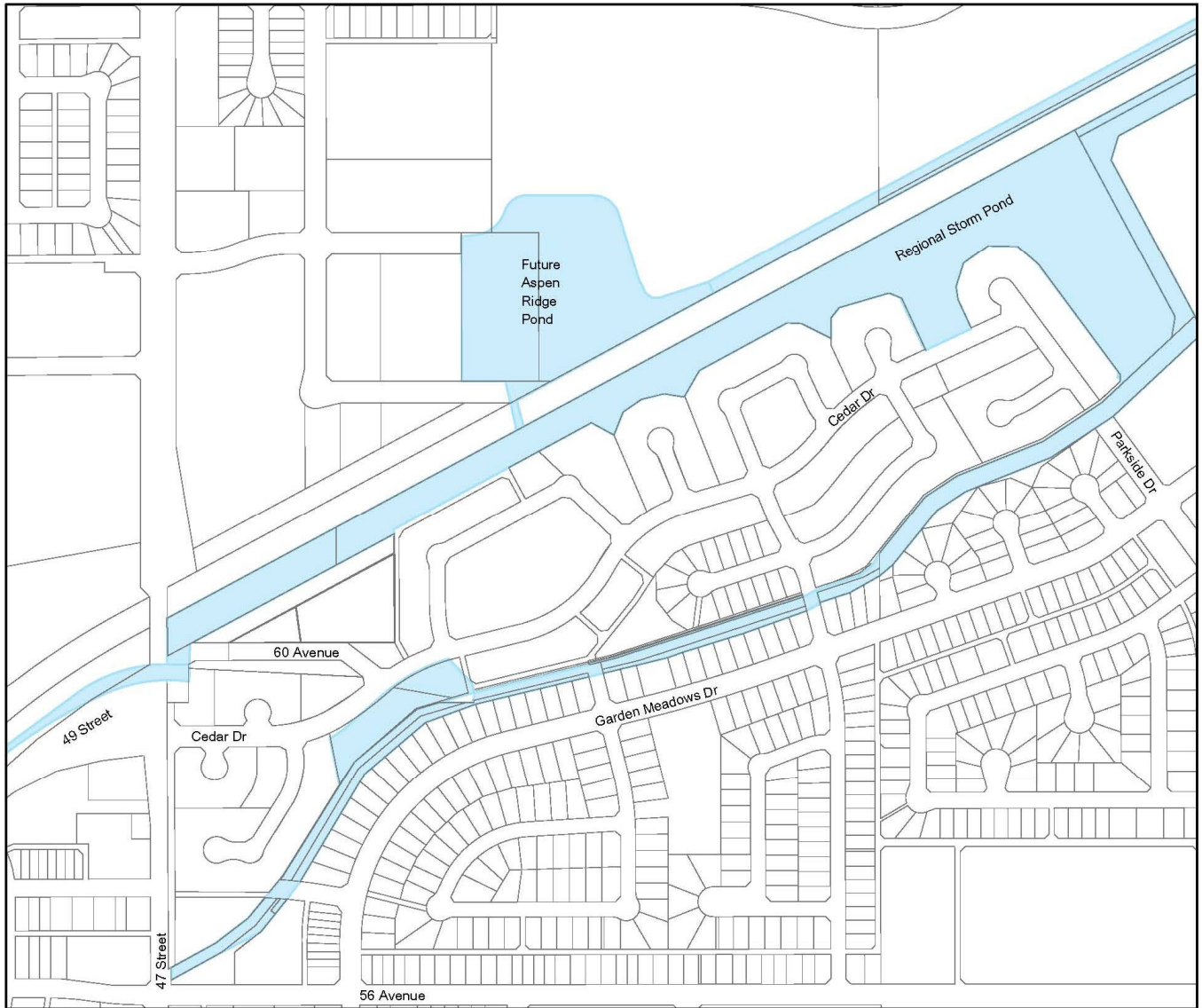


Figure H – Road Connections

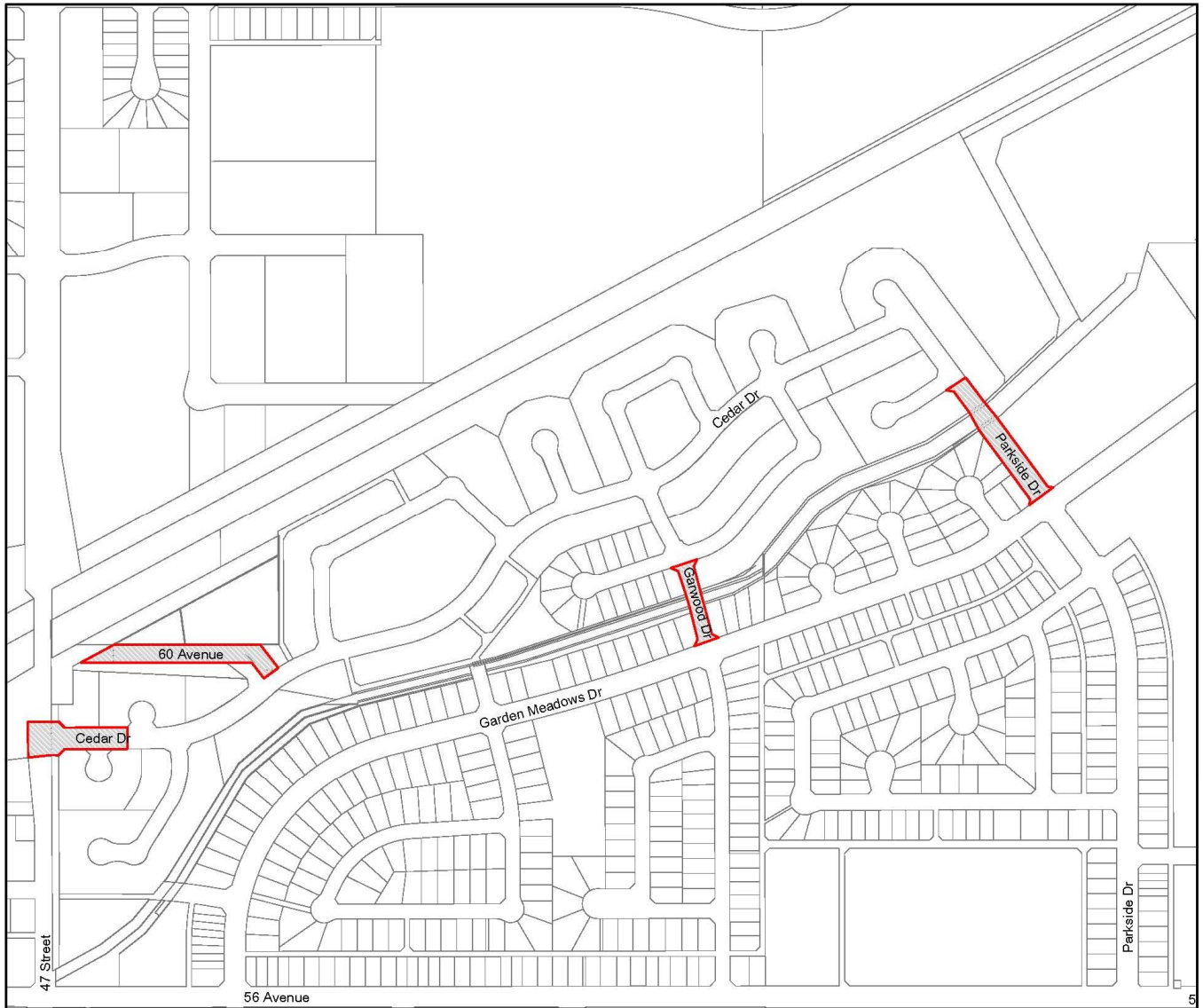


Figure I – Parks and Playgrounds

