

Table of Contents

Introduction	2
Site Description and Development Constraints.....	3
Topography	3
Geotechnical	3
Historical Land Use.....	3
Development Constraints	3
Existing Transportation	4
Existing Utilities.....	5
Adjacent Existing Development	5
Development Concept	5
Urban Service	6
Highway Commercial	6
Light Industrial	6
Direct Control Environmental Management	6
Municipal Reserves	7
Right of Way	7
Summary of Lands.....	7
Transportation	7
36 th Street.....	7
Highway 13.....	8
Northmount Drive.....	8
Internal Roadways.....	8
Trails.....	8
Servicing	8
Water	8
Sewer	9
Oversizing.....	9
Storm Water Management	9
Schedule A – Legal Descriptions	10
Schedule B – Historical Images of the Plan Area	11
Schedule C – Adjacent Land Use	14
Schedule D – Generalized Future Land Use.....	15

Bylaw 1815-13 North East Area Structure Plan

INTRODUCTION

The purpose of the North East Wetaskiwin Area Structure Plan (ASP) is to establish the framework for future land development. This area is comprised of three parcels. The largest parcel is 27.12 hectares (67.01 acres), 4.52 hectares (11.16 acres) leased by the Wetaskiwin Lion's Campground (WLC) and a privately owned 5.88 hectare (14.53 acre) parcel. The legal descriptions for these parcels are attached as Schedule A. The Municipal Development Plan requires this area to have an ASP in place prior to development.



City owned lands are in outlined in yellow and privately owned lands in white.

The City has received pressures to develop the plan area into highway commercial and light industrial properties. This plan will encourage attractive, fully serviced, high quality development as this area is the north east entrance to the community. With that in mind, this ASP has been prepared to guide future development on this property.

Bylaw 1815-13 North East Area Structure Plan

SITE DESCRIPTION & DEVELOPMENT CONSTRAINTS

Topography

The plan area is relatively flat however there are some lower areas in the east end. The land currently has a drainage channel running through it which runs from south west to north east. There are no trees on the site, with the exception of some brush along the south boundary adjacent to the railway tracks. Currently, much of the plan area is being farmed.

Geotechnical

A geotechnical report is required to confirm that land may be used safely for the intended purpose without undue risk of hazards. It will note any restrictions, conditions or limitations to potential development and give recommendations regarding development design considering these factors. A geotechnical report has not yet been prepared for the plan area, however will need to be completed prior to entering into a development agreement or gaining subdivision approval.

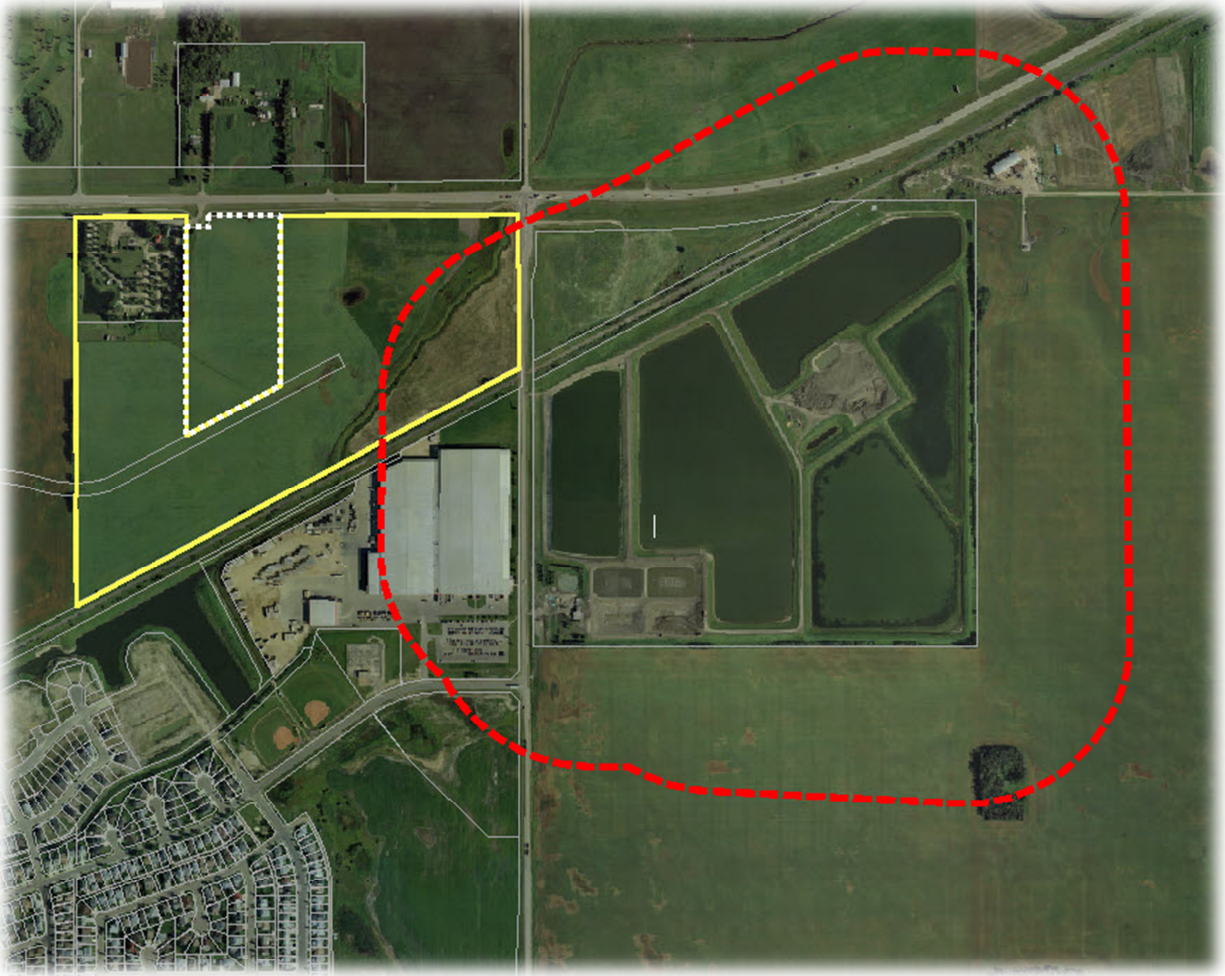
Historical Land Use

The majority of this site is undeveloped, with the exception of the Wetaskiwin Lion's Campground (WLC) which is in the north west portion of the plan area. The WLC area is currently comprised of 4.52 hectares which they lease from the City of Wetaskiwin. The WLC has also requested to lease an additional 2.63 hectares for campground expansion. The remaining farmable area has been used for many years.

Attached as Schedule B are historical aerial images of the subject area. These images show the plan area in 1975, 1986, 2003, 2007 and 2010.

Development Constraints

The plan area is to the west of the City of Wetaskiwin Wastewater Treatment Facility, and as such, the constraints on development as established by the Subdivision and Development Regulation (AR 43/2002) (SDR) will be applicable for a portion of the property. The SDR requires subdivision and development of schools, hospitals, food establishments, or residential uses to be more than 300m away from the working area of an operating wastewater treatment plant. The following image shows the 300m setback from the wastewater treatment site in red.



300m Setback From Working Area Of Waste Water Treatment Facility

Although the Subdivision and Development Regulation requires a 300m setback, all development in the plan area will be subject to an environmental review to determine suitability for development.

Existing Transportation

The plan area is in a prime area for access to transportation. Along the south boundary are CP railway tracks, 36th Street to the east, Highway 13 to the north and Northmount Drive which will extend through the development area to the west.

The Canadian Pacific Railway line that runs east to Winnipeg runs along the south border of this plan area. The railway right of way is to the south of the subject lands and is not included in the plan area. Access to the rail line is possible with the construction of a spur line.

Bylaw 1815-13 North East Area Structure Plan

36th Street is along the east boundary of the plan area. It is an arterial road running north to south from Highway 13 (East) to 40th Avenue. 36th Street is also a truck route. Access is available to 36 Street with the construction of infrastructure upgrades.

Highway 13 (East) is a provincial highway which is on the north boundary of the plan area. This Highway runs from 56th Street (Highway 2A) to the Saskatchewan border. The only access from Highway 13 to the plan area is to the Lion's Campground, will be removed upon the development of Northmount Drive. While Highway 13 provides excellent exposure to the development area, direct access to or from Highway 13 is not contemplated at this time.

Northmount Drive is an east west collector road that begins at 50th Street and continues east. The developed road currently ends at Ashwood Street, however the road allowance to continue through a portion of the plan area. At present, this road allowance does not extend to 36th Street. As Northmount Drive travels through a residential area to the west, steps must be taken in the area design and development agreement to prohibit trucks and commercial vehicles from travelling between 47th Street and the development area on Northmount Drive, except for emergencies.

Existing Utilities

As the plan area is undeveloped with the exception of the Lion's Campground, there is no sanitary sewer existing in the area. The only storm water management currently in the area is done via the existing drainage channel.

An existing 300mm water line is in place south from Highway 13 on the west side of the Lion's Campground development and is extended into the undeveloped Northmount Drive right of way.

Adjacent Existing Development

Attached as Schedule C is an image showing the adjacent property with their descriptions. There is a mixture of industrial, residential, and urban service properties, which make the area very dynamic.

DEVELOPMENT CONCEPT

Attached as Schedule D is an image showing the plan area and the generalized future land uses. The uses include urban service, highway commercial, light industrial and direct control environmental management (DCEM). Some of the areas indicated as DCEM may be designated as municipal reserve or cash in lieu would have to be paid to the reserve fund for the market value of the required reserve lands that are not achieved.

Bylaw 1815-13 North East Area Structure Plan

Urban Service

The WLC is on the northwest end of the plan area. This property is currently classified as US – Urban Service. The land to the south of the existing campground has also been reserved for potential expansion to the campground and is identified as US. The purpose of the US – Urban Service district is to have land used for public and/or privately owned institutional, recreational and community service developments. When Northmount Drive construction is done, the WLC will gain all access from Northmount Drive not Highway 13.

Highway Commercial

This ASP identifies the lands immediately to the south of Highway 13 as C3 – Highway Commercial. The purpose of the C3 district is to encourage high quality business establishments along a primary high traffic corridor through the community. The types of business in this classification provide services to the motoring public, visitors to the community and to local and regional business clients. The number of parcels, density and configuration will depend on market demand. It is important to note that no properties adjacent to Highway 13 will gain direct access to it, but will have to use Northmount Drive and 36th Street to get to Highway 13.

Light Industrial

Industrial lands in this ASP area are to be classified as M1 – Light Industrial. This land use provides for high quality, light industrial developments that create no nuisance (created or apparent) outside of an enclosed building. Limited outdoor activities such as loading, service and storage may occur provided that they are accessory to the dominate use. Parcels ranging from 1 acre to 10 acres can be developed based on market demand.

Direct Control Environmental Management (DCEM)

As this area is included in the 300m setback from the City's lagoon, it is recommended that this area be classified as DCEM – Direct Control Environmental. The DCEM district applies to lands specially impacted by known or suspected environmental and development constraints, including provincial subdivision and planning constraints. The DCEM district enables Council to regulate land use and development in respect to those constraints, including without restriction, to require special suitability testing prior to approval of any land use or development within the DCEM district. Included in this district are lands may be designated as Municipal Reserve. Most light industrial and some commercial uses may be compatible with this classification.

Bylaw 1815-13 North East Area Structure Plan

Municipal Reserves

A deferred reserve caveat was registered against the title of this parcel on May 27, 1996 indicating that there are 8.33 acres of reserves due on this property. If the plan area does not include sufficient land to satisfy the caveat for Municipal Reserves, the Municipal Development Plan (MDP) provides the option of paying cash in lieu. The amount due is calculated by determining the market value of the amount of land that has not been designated as municipal reserve. The value of the property must then be placed in the municipal reserve account.

Right of Way

A 40 metre right of way is planned to run parallel to the railway right of way up to the existing right of way at the end of the current Northmount Drive road plan. This right of way will be used for storm water drainage and will connect into the existing drainage ditch.

Summary of Lands

Description	Area (Acres)	% of Total
US – Existing WLC	11.16	12.0%
US south of WLC	6.5	7.0%
Highway Commercial (City Owned)	7.6	8.2%
Highway Commercial (Privately Owned)	5.13	5.5%
Light Industrial (City Owned)	28.6	30.8%
Light Industrial (Privately Owned)	9.4	10.1%
Direct Control Environmental Mgmt (Including MR)	15.5	16.7%
Right of Way	5.5	5.9%
Roads\Existing Right of Ways	3.4	3.7%
Totals	92.79	100%

It is important to note that the summary of lands is only proposed and is dependent on a geotechnical report, environmental review, and storm water management plan. The areas shown are only for demonstrative purposes. The actual areas will require redistricting by bylaw.

TRANSPORTATION

36th Street

This section of road way will require improvement to include lanes in and out of the plan area on to 36th Street upon development.

Bylaw 1815-13 North East Area Structure Plan

Highway 13

Upon development of the plan area, all direct access to Highway 13 will cease. The intersection of Highway 13 and 36th Street may require improvement (including traffic lights) depending on the intensity of the development.

Northmount Drive

This road is currently undeveloped in the plan area and would require to be developed as a collector road. Northmount Drive will extend from 36th Street west to the existing termination of Northmount Drive at Ashwood Street. Except for emergency situations, no trucks or commercial vehicles will be allowed to travel between 47th Street and the development area on Northmount Drive.

Internal Roadways

The design of internal roadways will need to be completed in detail at the time of development. Internal roadways will be required to be constructed in accordance with the design standards if to become a municipal improvement after the final acceptance certificate has been issued.

When internal roadways are on private property, for example in the case of a condominium, the roads will have to be developed to a standard acceptable to the developer and the City. All aspects of the roadway maintenance on the internal roadways would then be the responsibility of property owners for perpetuity.

Wherever feasible, joint crossing agreements and multi-function corridors should be developed to minimize future expense.

Trails

The existing trail running adjacent to Highway 13 must be extended and run through the plan area. There will be either a sidewalk or trail developed on one side of Northmount Drive to allow continuous pedestrian access through to 47th Street.

SERVICING

Water

There is an existing water line in the west portion of Northmount Drive road allowance. This 300mm water line would continue through the development area and connect to a proposed 300mm line in 36th Street which will have to be extended north to loop the line as a condition of development.

Bylaw 1815-13 North East Area Structure Plan

Sewer

A 500mm sewer line would have to be installed in the plan area and run to 36th Street where it would feed into a proposed 750mm line that would have to be continued north from the north east lagoon.

Oversizing

Wherever practical and financially feasible, services should be oversized to accommodate adjacent future development. If oversizing does occur, applicable costs will be collected from the benefiting properties at the time of development.

Storm Water Management

The plan area will require a storm water management plan. This plan may include adjacent properties, and will require detailed engineering to ensure its development is adequate to meet the needs of the area. It is anticipated that a large storm water management facility will be developed in the south east corner of the plan area. The subject area also has a drainage ditch which diverts water to the north east, through the County of Wetaskiwin.

Schedule A

City Owned Land

LINC: 0026 718 940

LEGAL DESCRIPTION:

MERIDIAN 4 RANGE 24 TOWNSHIP 46

SECTION 24

ALL THAT PORTION OF THE NORTH EAST QUARTER

WHICH LIES NORTH OF THE NORTHERLY LIMIT OF THE RIGHT OF WAY

OF THE CALGARY AND EDMONTON RAILWAY, AS SHOWN ON RAILWAY

PLAN C & E NO 10

CONTAINING 41.3 HECTARES (101.96 ACRES) MORE OR LESS

EXCEPTING THEREOUT:

		HECTARES	(ACRES) MORE OR LESS
--	--	----------	----------------------

A) PLAN 3651	SUBDIVISION	4.05	10.00
--------------	-------------	------	-------

B) PLAN 4039MC	RIGHT OF WAY	0.517	1.03
----------------	--------------	-------	------

C) PLAN 8222154	ROAD	0.080	0.20
-----------------	------	-------	------

D) PLAN 8322434	ROAD	1.685	4.16
-----------------	------	-------	------

E) PLAN 9423927	ROAD	1.30	3.21
-----------------	------	------	------

F) PLAN 9621835	SUBDIVISION	5.88	14.53
-----------------	-------------	------	-------

G) EXCEPTING THEREOUT ALL MINES AND MINERALS

H)

Additional 1.82 Acres leased to Wetaskiwin Lions Campground

Wetaskiwin Lions Campground

LINC: 0018 976 985

LEGAL DESCRIPTION:

PLAN 3651 HW

PARCEL (A)

CONTAINING 4.05 HECTARES (10 ACRES) MORE OR LESS

EXCEPTING THEREOUT:

0.269 HECTARES (0.66 ACRES) MORE OR LESS AS SHOWN ON

ROAD PLAN 8322434

EXCEPTING THEREOUT ALL MINES AND MINERALS

Total Leased Area 11.16 Acres

Privately Owned Land

LINC: 0026 718 981

LEGAL DESCRIPTION:

PLAN 9621835

BLOCK 39

LOT 1

EXCEPTING THEREOUT ALL MINES AND MINERALS

AREA: 5.88 HECTARES (14.53 ACRES) MORE OR LESS

Schedule B

Historical Images of the Plan Area 1975



1986



Schedule B
Historical Images Continued
2003

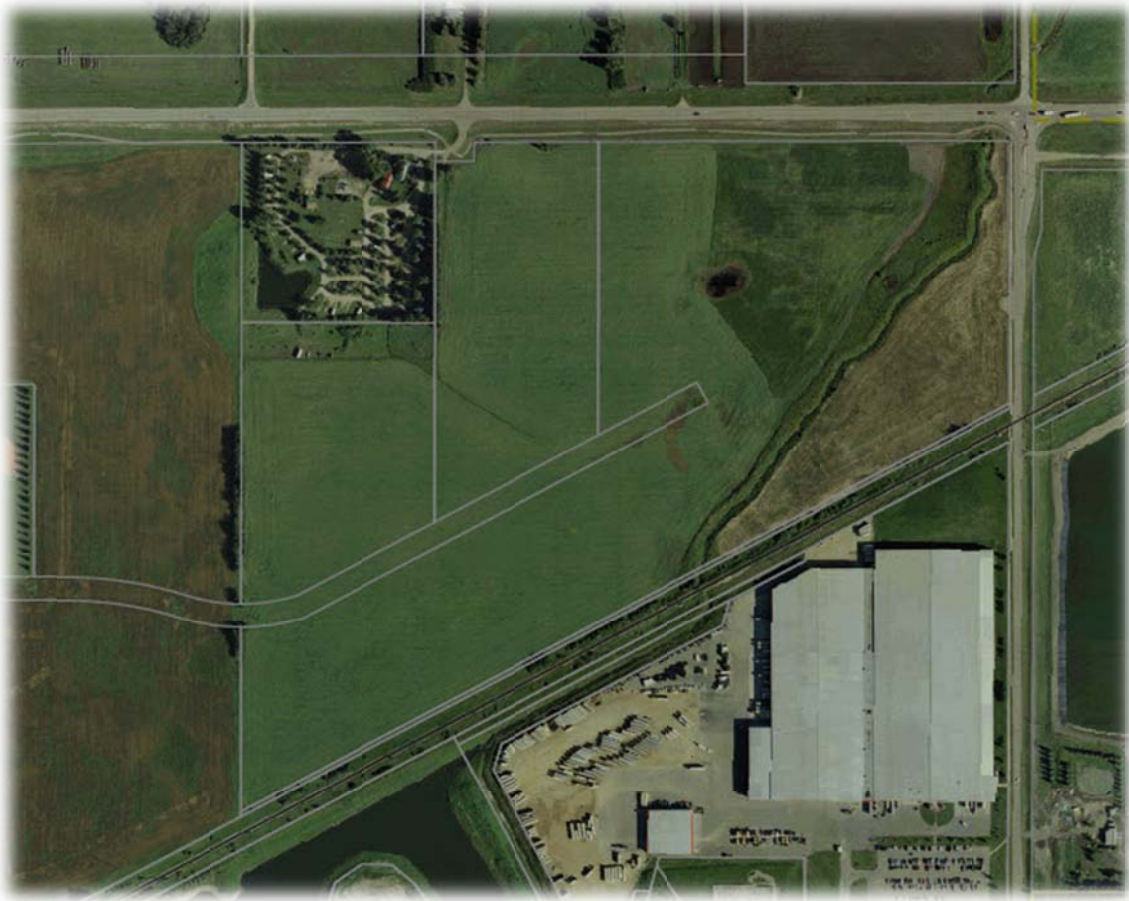


2007



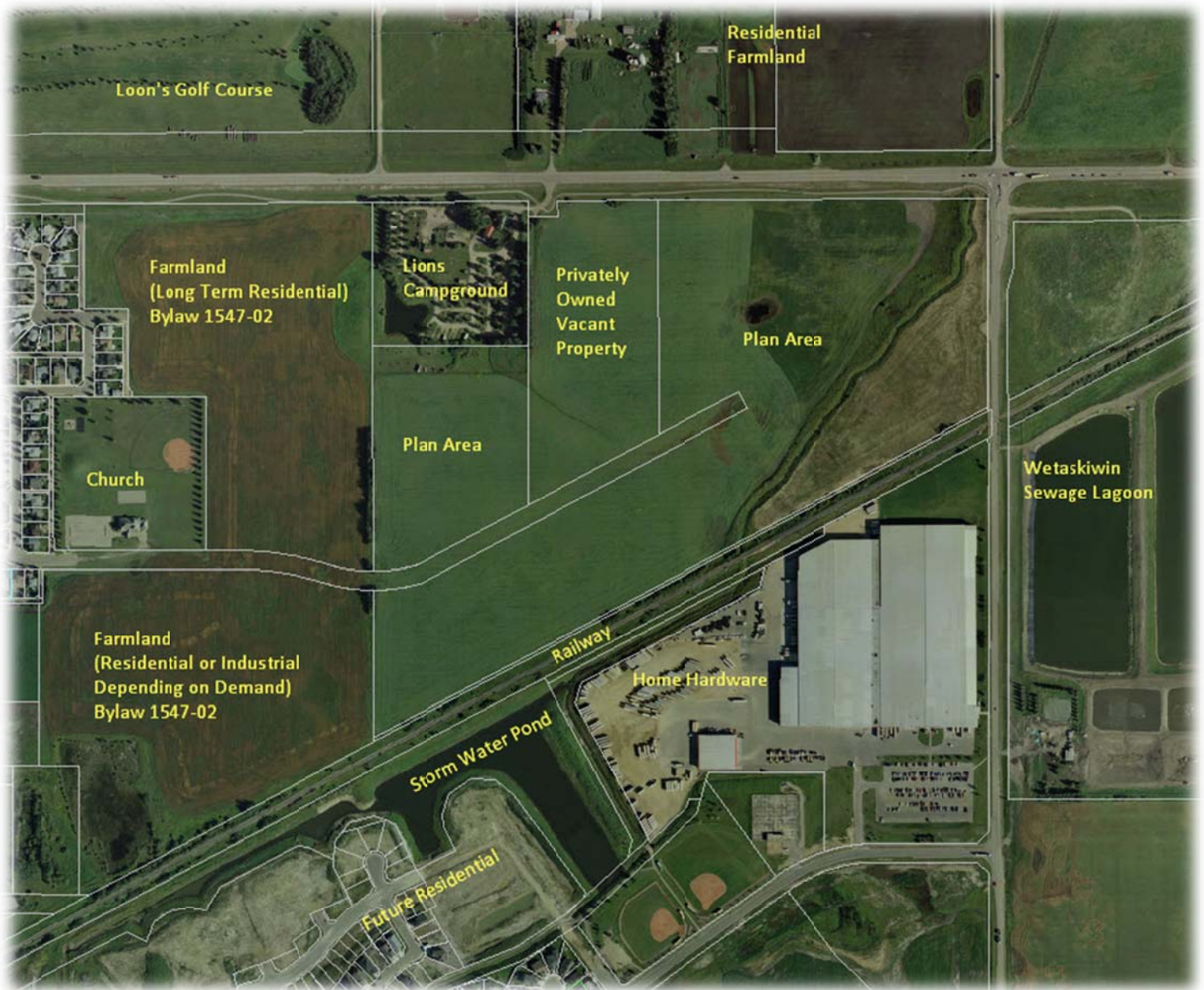
Schedule B

Historical Images Continued 2010



Schedule C

Adjacent Land Uses



Schedule D

Generalized Future Land Use



Schedule D

Generalized Future Land Use with 300m Buffer of Wastewater Treatment Facility



Red line shows 300m buffer of wastewater treatment facility working area