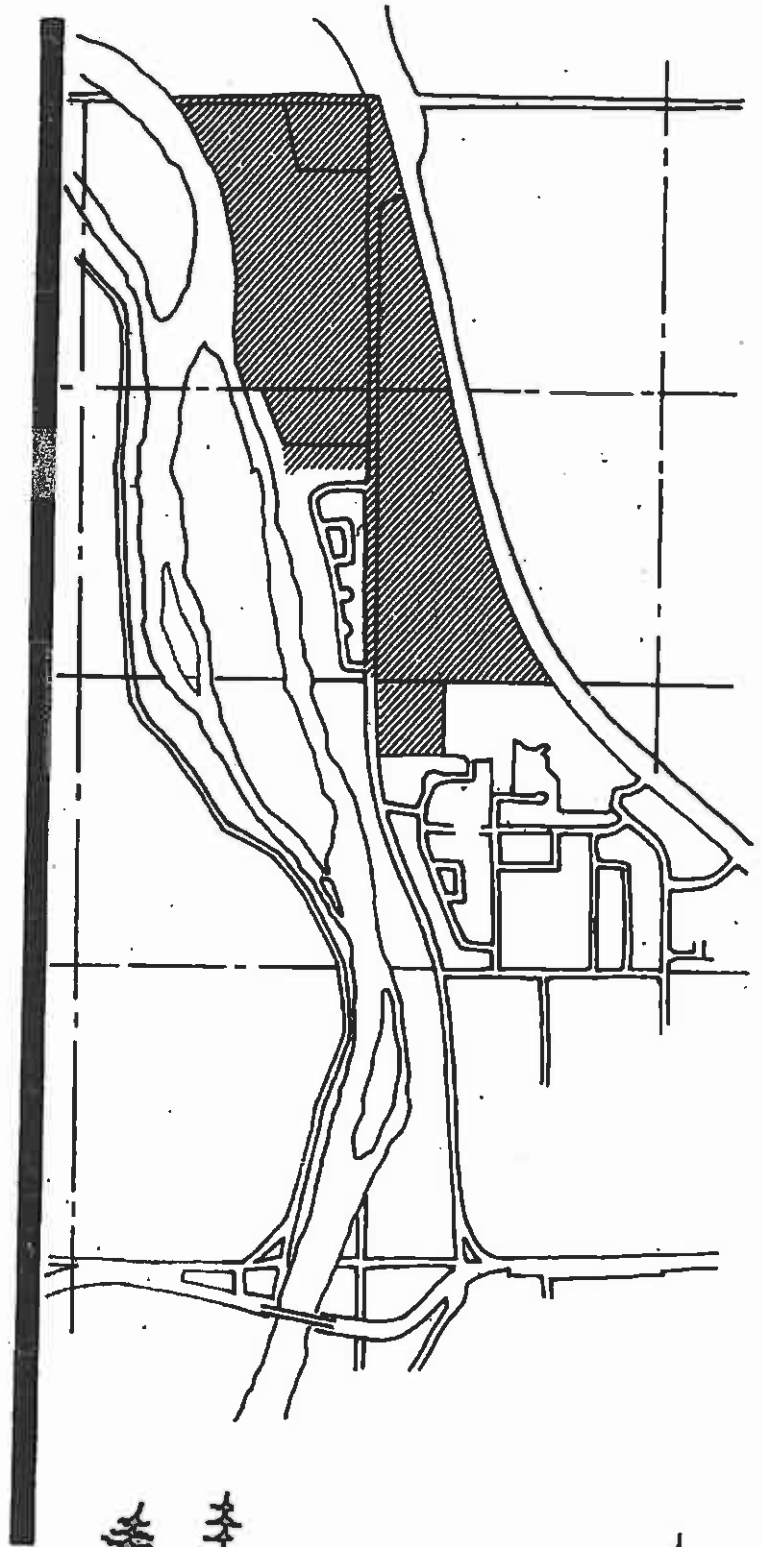


Town of Rocky Mountain House

NORTH AREA STRUCTURE PLAN



TOWN OF ROCKY MOUNTAIN HOUSE
NORTH AREA STRUCTURE PLAN
BYLAW NO. 94/01LU

Town of Rocky Mountain House
Red Deer Regional Planning Commission

BYLAW NO. 94/01LU

A By-law of the Town of Rocky Mountain House to update and amend By-law 91/17LU being the bylaw establishing the North Area Structure Plan for properties in part of the NE 33-39-7-W5; SE 33-39-7-W5; NW 34-39-7-W5; and SW 34-39-7-W5 under the Authority of the Planning 1980 and Amendments thereto.

The Council of the Town of Rocky Mountain House in the Province of Alberta duly assembled enacts that the North Area Structure Plan By-law 91/17LU be deleted and be replaced by By-law 94/01LU as established in Schedule "A" of this By-law.


READ A FIRST TIME IN OPEN COUNCIL this 18 day of January A.D. 1994.

READ A SECOND TIME IN OPEN COUNCIL this 15 day of February A.D. 1994.

READ A THIRD TIME IN OPEN COUNCIL this 15 day of February A.D. 1994.



MAYOR



TOWN ADMINISTRATOR

North Area Structure Plan

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Map 1 Land Ownership

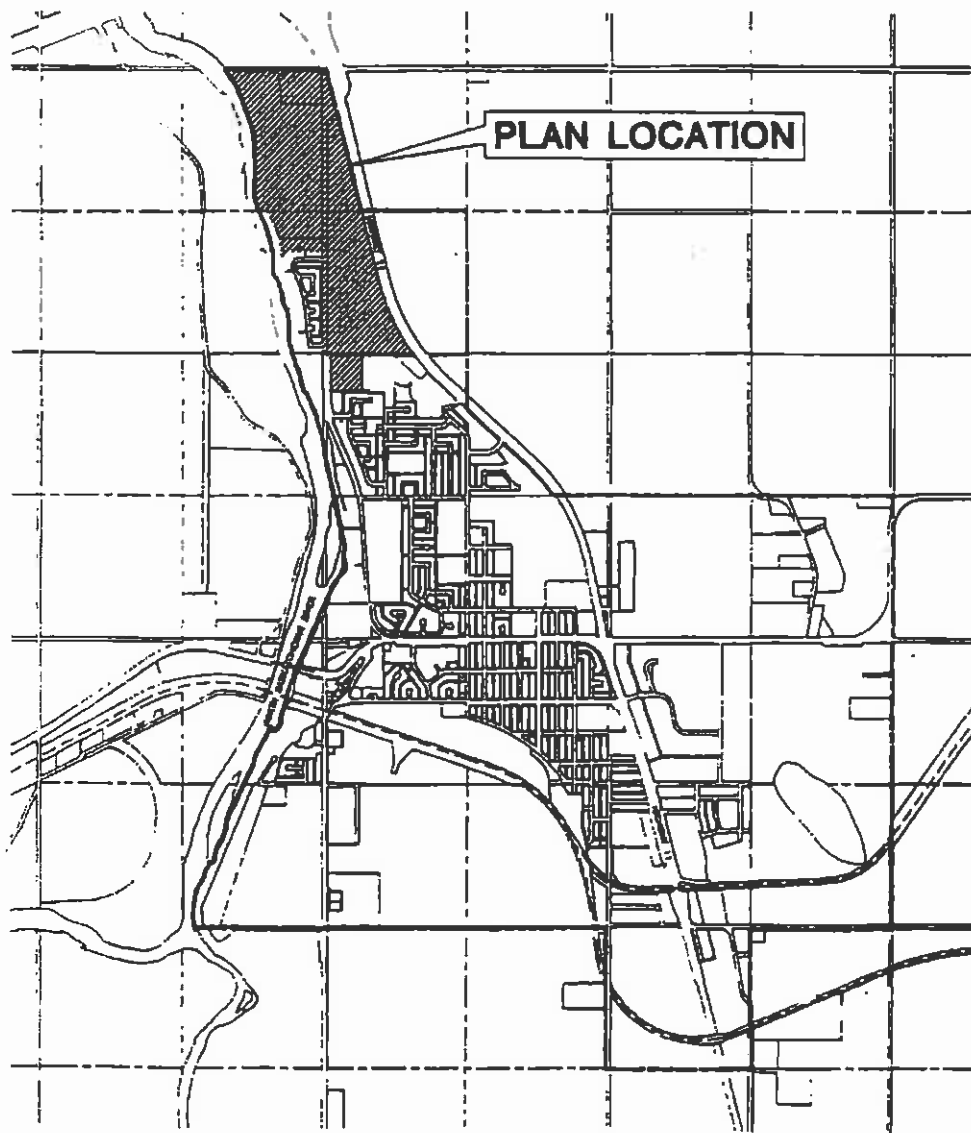
Map 2 Constraints and Opportunities

Map 3 Plan Concept

1.0 Plan Purpose.

1.1 This North Area Structure Plan has been prepared pursuant to Section 64 of the Planning Act (RSA, 1980, as amended) to provide a framework for the subdivision and development of the land shown below. Any application for approval of the subdivision of this land is required by Section 91(1)(b) of the Act to conform to the provisions of this Plan.

NOTE: The original north area structure plan adopted in 1991 bylaw 91/17LU has been updated and amended under the current bylaw # primarily to reflect circumstances pertaining to the reduced sewage lagoon setback described in section 2.1.4 herein.



2.0 Plan Context

2.1 Land Characteristics

2.1.1 This Plan benefits 77.1 ha between Highway 11 and the North Saskatchewan River at the northern limit of the Town. The land is held in ten titles, including three in the name of the Town which cover a total of 36.9 ha, as shown on Map 1. Of the balance, the largest parcel is one of 25.1 ha. This parcel is strategically located adjoining serviced development between 65th and 69th Avenues to the west and an area under development at 61st Avenue and 58th Street to the south.

2.1.2 This Plan encompasses two level areas separated by a steep treed escarpment, as shown on Map 2. The lowest area adjoining the river is partially affected by the 1 in 100 year floodplain.

Approximately 25 m above the River is the principal development area which is bisected by Frisco Road (60th Street). This road intersects with Highways 11 and 22 by the north Town boundary and runs south, serving as a collector road for existing residential subdivisions adjoining the Plan area.

2.1.3 The area is affected by elements of the Town's utility infrastructure and two natural resource pipelines. Two Amoco pipelines carrying crude oil and hydrocarbon products traverse the north of the area in a minimum 12.2 m wide right-of-way and a Westcoast Petroleum Ltd. natural gas pipeline parallels Highway 11 to the south.

2.1.4 The Town's sewage treatment lagoon lies east of Highway 11. The Town has installed a lagoon system with a separate unit aeration system which has effectively eliminated the nuisance of odour. Alberta Environmental Protection, Municipal Branch and the Red Deer Regional Health Unit have agreed to support the relaxation of the lagoon setback restriction for residential and highway commercial uses involving food services from 300 to 130 metres. Portions of the subject area are also crossed by two sanitary sewer rights-of-way which include the lagoon outfall to the river.

2.2 Statutory Requirements

2.2.1 This Plan is required to conform to the Town's General Municipal and Joint General Municipal Plans, pursuant to Section 64(1) of the Act, and to the Regional Plan under Section 54(2).

2.2.2 The General Municipal Plan allocates the land for residential, highway commercial and open space uses and identifies area structure plans as the means of determining housing mix and density. In addition, the Plan requires, amongst other things, that

- (1) special attention be given to the visual amenity of the north Saskatchewan River valley and escarpment and the Highway 11 approach to the Town,
- (2) proposed uses are suited to the topography of the site,
- (3) potential amenity values are recognized and used to advantage,
- (4) pipeline rights-of-way be functionally and visually integrated with development while public safety is protected,
- (5) new neighbourhoods be designed to ensure continuity of open space, walkways and roads,
- (6) the location and size of any proposed neighbourhood retail outlets to serve local convenience needs should be indicated in area structure plans,
- (7) open space be sufficient and of the right quality and location to satisfy the diverse needs of residents,
- (8) a pedestrian walkway system to link recreation areas be incorporated,
- (9) access to Highway 11 be limited, with highway commercial development being accessed from service roads,
- (10) roads be designed to minimize through traffic in residential areas, and
- (11) residential areas be buffered from major roads and commercial areas.

2.2.3 The Joint General Municipal Plan reiterates the provisions of the General Municipal Plan with particular emphasis on the provision of service roads to protect the functioning of Highway 11 and the use of the river corridor for open space uses. The Joint Plan also establishes

- (1) the protection of the rivers 1:100 year floodplain,
- (2) the encouragement of the improvement of the intersection of Highways 11 and 22,
- (3) a range for the density of residential expansion areas of between 30 and 40 people per gross hectare (12 to 16 people per gross acre), and
- (4) the use of the land north of the Town boundary and south of Highway 11 as residential and recreational.

2.2.4 The Regional Plan advises that the following regionally significant features in the area should be protected

- (1) Highway 11,
- (2) major oil and gas pipelines,
- (3) non-renewable resources, and
- (4) the North Saskatchewan River.

3.0 Plan Area

3.1 Land Uses

3.1.1 The land will be used for recreational open space, residential and highway commercial and local commercial purposes. The allocation to these uses reflects not only the constraints and opportunities shown on Map 2 but also the landowners interests and the degree of compatibility between the uses.

3.1.2 There are three district development areas:

- (1) the escarpment and the low lying area adjoining the river which will be used for open space recreation;
- (2) a residential area between the escarpment and the Highway 11 right of way;
- (3) a highway commercial and a local commercial area located in the NW 34-39-37-5, east of the present Frisco Road alignment.

3.1.3 The principal features of the development of the open space area will be

- (1) the preservation of the escarpment in its natural state except for the construction of a trail linking the existing trail and new residential subdivisions with the riverside land. Upon subdivision of the land in title which includes part of the escarpment, the slope will be dedicated as environmental reserve;
- (2) the exclusion of buildings and improvements susceptible to water damage from the floodplain;
- (3) the use of the riverside land in accordance with the policies of the Recreation Master Plan;
- (4) the retention of the existing municipal reserve parcel north of 69th Avenue in a modified form to allow for the residential subdivision of the land further north;
- (5) the dedication of a municipal reserve with a minimum width of 6 m along the top of the escarpment to facilitate trail construction.
- (6) the dedication of municipal reserve lands lying west of Highway 11 and east of the N.U.L gas pipeline.

- 3.1.4 The two residential areas shall exhibit the following characteristics:
- (1) the housing shall be primarily detached (single family);
 - (2) limited areas of row, duplex and apartment housing may be accepted at the Councils discretion where it considers
 - (a) road and open space accessibility to be adequate,
 - (b) the impact upon adjacent uses to be acceptable, and
 - (c) design to be sufficiently high and comprehensive to justify the higher density;
 - (3) municipal reserves in generally central locations shall be provided and these facilities shall be linked by walkways or other means acceptable to the Town, to the trail system. Council may consider the provision of reserves in the residential areas of such size and location as deemed necessary to provide for adequate amenity space.
 - (4) housing lots shall be buffered from the highway and the highway commercial area;
 - (5) exclude utility trunk lines and the natural resource pipeline rights-of-way shown on Map 2 from the lots;
 - (6) housing lots adjacent to natural resource pipelines shall be of sufficient size to ensure that any structures are built at least 5 m from the edge of the right-of-way. Any lots to be developed for public institutions where people rely upon others for evacuation shall be at least 200 m from the centre line of the Amoco high pressure pipeline.
 - (7) all lots shall be fully serviced with municipal water and sanitary sewer.
- 3.1.5 The highway commercial and local commercial areas shall be developed to
- (1) ensure lots of sufficient size to enable development to be landscaped to the high standard commensurate with the location on Highway 11 at the entrance to the Town and the proximity to residential areas;
 - (2) provide all lots with full municipal water and sanitary sewer services;
 - (3) dedicate municipal reserves to separate the lots from the residential areas and direct frontage on collector roads and Highway 11;
 - (4) exclude utility trunk lines and the natural resource pipeline rights-of-way shown on Map 2 from the lots;
 - (5) exclude uses which include food services from locating within the lagoon's 130 m setback limit due to the Red Deer Health Unit being unprepared to issue food permits within the area.
 - (6) allow for any neighbourhood convenience retail outlet in the area to be located on the north side of the diverted Frisco Road.

3.2 Road System

- 3.2.1 The residential, highway commercial and local commercial developments will be served by three collector roads with right of way widths and design standards acceptable to the Town of Rocky Mountain House. The collectors are as follows with the first two being adjustments of the existing Frisco Road;
- (1) a new alignment shall be created for the Frisco Road from approximately 100 m north of the 69 Avenue intersection, to a new proposed intersection onto Highway 11 at the mid-section line of Section 34-39-7-5.
 - (2) the most northerly 250 m (more or less) of the Frisco Road which extends southward from the intersection of Highways 11 and 22, while the intervening 450 m (more or less) section as shown on Map 3 and in accordance with Section 3.3 of this Plan being closed and a new collector road be alternately extended southward from the noted 250 m section to a point on the realigned Frisco Road.
 - (3) a new collector road be provided continuing an eastward extension of 65 Avenue and a north western extension of 54 Street from the 61 Avenue, Highway 11 access, to the east side of the Frisco Road.
- 3.2.2 The residential areas shall be served by a local road system in 18 m rights-of-way, in accordance with the conceptual provisions of Map 3. The system shall be designed to optimize accessibility and safety and to ensure continuity while discouraging through traffic and limiting excessive traffic movement. The design of the road system shall amongst other things, minimize the use of cul-de-sacs of greater than 100 m in length and the use of four-way intersections on residential roads.
- 3.2.3 In the southern residential areas,
- (1) the alignment of the proposed collector road being the eastward extension of 65 Avenue and north western extension of 54 Street, shall be designed to encourage the use by traffic between the Frisco Road and the 61 Avenue, Highway 11 access.
 - (2) an access road right-of-way to development on the eastern parts of the existing residential and church acreages may be required to be provided from the north, if such access has not previously been provided from the east, or west.
 - (3) the closure of portions of Muskeg Avenue with a generally corresponding increase in width of 65th Avenue to accommodate the relocated trail.
- 3.2.4 Upon the subdivision of the northern acreage on the Town boundary, local road access to the country residential lots in the M.D. of Clearwater shall be realigned off the road allowance to facilitate Highway 11/22 intersection improvements to the east (see Map 3).

- 3.2.5 The need for lanes in the residential areas shall be determined by the Town at the time of the preparation of plans for subdivision approval, having regard to lot frontages, development standards, utility servicing requirements and the existence of any adjoining non-residential uses.
- 3.2.6 The highway commercial lots shall be accessed solely by a service road on the general line shown on Map 3, except for the lot adjoining the north side of the collector road west of the service road where direct access to the collector may be accepted by the Town. No lanes shall be required adjoining highway commercial lots.

3.3 Development Sequence, Density and Servicing

- 3.3.1 It is anticipated that the first development will be the Town's residential subdivision west of the Frisco Road and north of 69th Avenue. The sequence of other development will be guided by market demand and economics although the availability of municipal utilities is expected to constrain development to the north, west of Frisco Road, and north and east of the lagoon setback on the east side of that Road.
- 3.3.2 The development of the eastern part of the acreages north of 61st Avenue will be subject to the provision of access from the east or north, from areas presently undeveloped, or from the service road to the west.
- 3.3.3 The development of the highway commercial and residential areas south of the current Highway 11 and Highway 22 and Frisco Road intersection, will be predicated upon the provision of the necessary roadways and construction of the new intersection with Highway 11 for the Frisco Road diversion.
- 3.3.4 The diversion of Frisco Road to a new intersection with Highway 11, as set out in Section 3.2.1(1), will require the new right-of-way for the necessary roadways to be dedicated and developed upon the subdivision of the adjacent land. When the land north of the mid-section line is subdivided the dedication and development of road right of way shall be required as necessary to serve the subdivision to a standard sufficient, in the opinion of the Town, to serve the proposed lots. Upon the subdivision of the land south of the mid-section line, the dedication and development of roadways shall occur in full. In both instances, the dedication and development shall be the responsibility of the land developer. If the Town requires an earlier diversion of the road, the matter will be the subject of direct negotiation with the landowner.
- 3.3.5 The construction of the new Highway intersection shall be to the standards of Alberta Transportation and Utilities and shall be undertaken at the developer's expense.

- 3.3.6 Upon the diversion of the Frisco Road, the existing road will be closed from the point of diversion north to either
- (1) the local road intersection serving the Town's residential subdivision, or
 - (2) if the local road system in that subdivision has been developed to provide alternative northerly access, the point of intersection with the remnant portion of the Frisco Road.

The closed right-of-way will be subsequently reclaimed by the Town and used for residential or open space purposes.

- 3.3.7 The local road shown on Map 3 will also be closed upon completion of alternative northerly access into the residential subdivision and the former right-of-way used for a walkway and expansion of adjoining residential lots.

- 3.3.8 The density of development will be strongly influenced by the standards in the Land Use By-law. It is anticipated that, having regard to these standards, the Town will guide land use designations and subdivision design to produce an average of 16 dwellings per gross hectare (dpgha) in the southern residential area (located south and east of the diverted Frisco Road alignment) and 12 dpgha in the northern area.

6.5
4.7

- 3.3.9 The servicing characteristics of the Plan area will be as follows:

- (1) **Water**
Existing trunk water lines serving the residential subdivision at 61st Avenue/58th Street to the south and at 65th/69th Avenues to the southwest will be extended as development proceeds.
- (2) **Storm Water**
Storm water run-off will be drained towards two gullies in the side of the valley escarpment located at the south end of the Town's land holding and in the northern acreage.
- (3) **Sewage**
Map 2 illustrates the approximate area that can be served by gravity flow to the existing sanitary sewerage system. Development north of this area will require a new lift station in the vicinity of the northern acreage and an associated force main to direct flows southwards to existing outfall sewers. The cost of this new infrastructure is expected to be shared proportionately by the developers of the land within the catchment of the new lift station.

(4) Utility Lines

- (a) Any town utility lines not in future road rights-of-way or municipal reserves shall be allocated to public utility lots.
- (b) The Town will retain the partial use of the Frisco Road right-of-way following closure for Trans Alta's overhead power lines.

4.0 Plan Management

4.1 Implementation

- 4.1.1 The Town will develop its land holding in relation to market demand.
- 4.1.2 The redesignation of the land will be required prior to the consideration of subdivision approval or the issuance of development permits. The Council will consider redesignation upon an application by or on behalf of a landowner. Upon such an application being made, the Council will require details of the tentative subdivision and development plans for the land holding, with an indication of the proposed phasing. The Town will require each phase to
 - (a) form a logical and efficient extension of the developed and serviced area of the Town,
 - (b) not prejudice the further subdivision and development of adjoining land,
 - (c) make sufficient provision for road access,
 - (d) dedicate such municipal reserves as the Town considers necessary.
- 4.1.3 It is expected that subsurface conditions northwards from the vicinity of the sewer outfall line will be quite wet and that construction problems may arise. The Town may therefore require preliminary geotechnical evaluations of the area prior to a consideration of land use redesignation.
- 4.1.4 The open space recreational areas and trails shall be developed in accordance with the provisions of the Recreation Master Plan.






4.2 Interpretation and Review

- 4.2.1 This Plan shall be interpreted with flexibility having regard to its purpose and concepts and the objectives and policies of the General Municipal Plan and Joint General Municipal Plan. The Council's decisions on interpretation shall be final.
- 4.2.2 This Plan will be reviewed
 - (1) at the instigation of the Council or upon the Council acceding to a request of a registered owner at any time,
 - (2) upon amendment to the General Municipal Plan or Joint General Municipal Plan, to ensure conformity,
 - (3) after a period of 3 years from adoption to ensure its adequacy.

4.3. Amendment

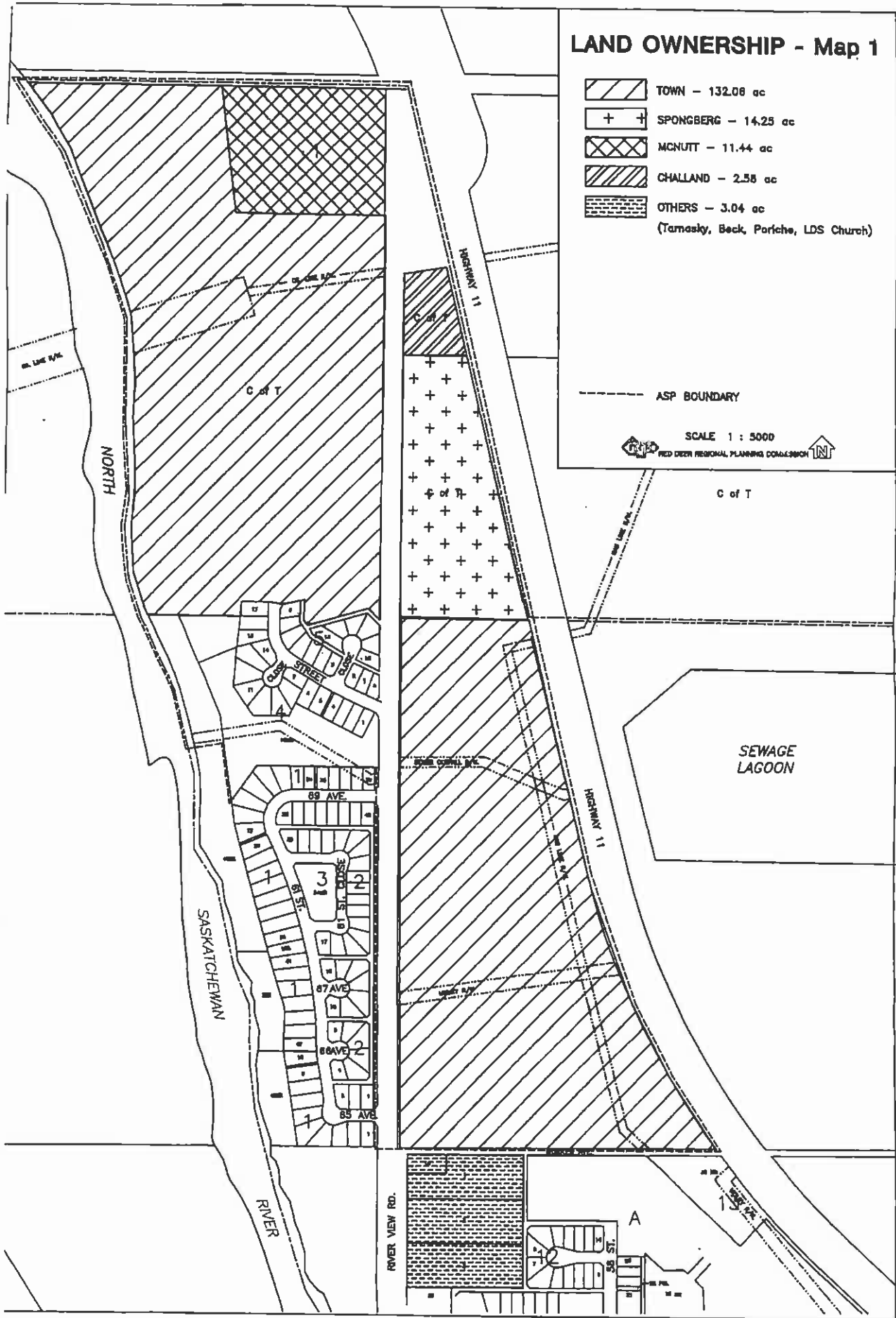
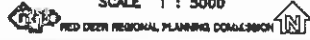
- 4.3.1 The Plan will be amended in accordance with the procedures established in the Planning Act, RSA 1980 (as amended). However, formal amendments will not be required for Plan adjustments which do not, in the opinion of the Council, affect the Plan in principle or substance.

LAND OWNERSHIP - Map 1








-  TOWN - 132.08 ac
-  SPONGBERG - 14.25 ac
-  MCNUTT - 11.44 ac
-  CHALLAND - 2.58 ac
-  OTHERS - 3.04 ac
(Tamasky, Beck, Pariche, LDS Church)

- - - - - ASP BOUNDARY

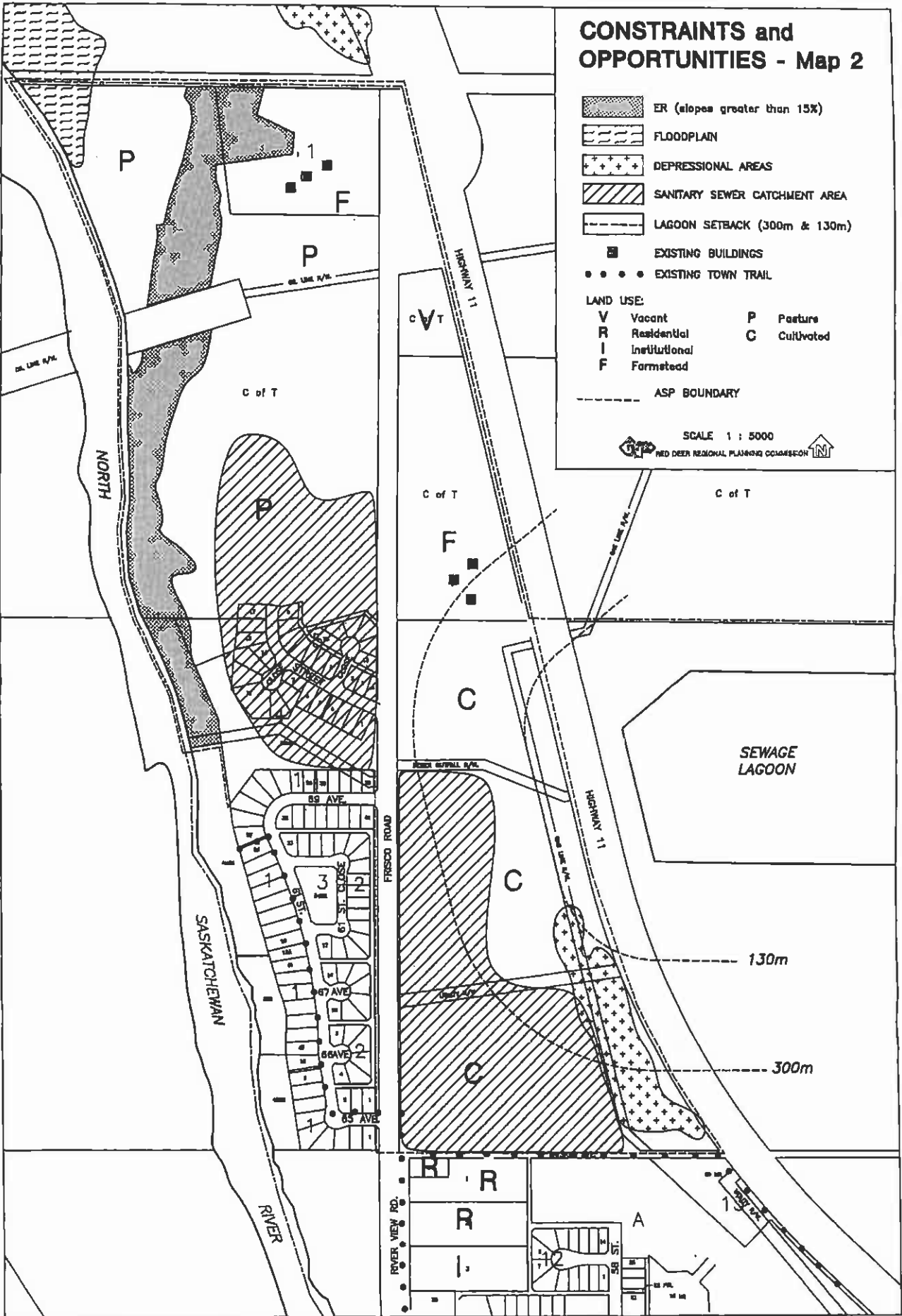
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






CONSTRAINTS and OPPORTUNITIES - Map 2

-  ER (slopes greater than 15%)
 -  FLOODPLAIN
 -  DEPRESSIONAL AREAS
 -  SANITARY SEWER CATCHMENT AREA
 -  LAGOON SETBACK (300m & 130m)
 -  EXISTING BUILDINGS
 -  EXISTING TOWN TRAIL
- LAND USE:
- | | |
|-----------------|--------------|
| V Vacant | P Pasture |
| R Residential | C Cultivated |
| I Institutional | |
| F Farmstead | |
- ASP BOUNDARY

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 RED DEER REGIONAL PLANNING COMMISSION 



PLAN CONCEPT - Map 3

-  RESIDENTIAL
-  HIGHWAY COMMERCIAL
-  PUBLIC OPEN SPACE
-  P.U.L. AND R.O.W.
-  ENVIRONMENTAL OPEN SPACE
-  30m MAJOR COLLECTOR ROAD
-  20m PROPOSED COLLECTOR ROAD
-  PROPOSED LOCAL ROAD ACCESS
-  PROPOSED SUBDMISION
-  ROAD CLOSURE
-  ACCESS PROHIBITED
-  WALKWAY
-  ASP BOUNDARY

SCALE 1 : 5000

