

**County of Wetaskiwin
Wetaskiwin Common
Area Structure Plan**

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Table of Contents

1.0	Introduction	1
1.1	Background and Purpose	1
1.2	Location.....	1
1.3	Regulatory Framework.....	1
1.3.1	Intermunicipal Development Plan	1
1.3.2	County of Wetaskiwin Municipal Development Plan.....	2
1.3.3	City of Wetaskiwin Municipal Development Plan	2
1.3.4	Policy # 6606.....	2
1.3.5	Airport Vicinity Protection	2
1.3.6	County of Wetaskiwin Land Use Bylaw 95/54	2
2.0	Site Analysis.....	3
2.1	Existing Conditions.....	3
2.1.1	Surrounding Land use.....	3
3.0	Development Concept	4
3.1	Land Use Concept	4
3.2	Highway Commercial	4
3.3	Residential	4
3.3.1	Low Density Residential.....	5
3.3.2	Medium Density Residential Condominium	5
3.3.3	Medium/High Density Residential	5
3.4	Circulation	5
3.5	Parks and Open Space.....	6
4.0	Engineering Services.....	7
4.1	Water Servicing.....	7
4.2	Sanitary Servicing	7
4.3	Stormwater Servicing.....	7
4.4	Shallow Utilities	7
5.0	Stakeholder Input.....	8
5.1	Alberta Infrastructure and Transportation	8
5.2	Canadian Pacific Railway	8
6.0	Implementation Plan	9

List of Appendices

Appendix A Land Use Statistics

List of Tables

Table 1: Land Ownership 3

List of Figures

Figure 1 - Context Plan 1
 Figure 2 - Site Features 3
 Figure 3 - Development Concept 4
 Figure 4 - Water Servicing 7
 Figure 5 - Sanitary Servicing 7
 Figure 6 - Stormwater Servicing 7

1.0 Introduction

1.1 Background and Purpose

The Wetaskiwin Common Area Structure Plan (ASP) will provide a development framework for the land use, development sequence, population density, and general location of major transportation routes and public utilities. The framework will ensure all proposed land uses complement long term growth patterns in both the County of Wetaskiwin and the City of Wetaskiwin, while guiding future subdivision and zoning within the neighbourhood.

This ASP was prepared in conformance with the *Municipal Government Act, County of Wetaskiwin No. 10 Municipal Development Plan Bylaw 2005/27* and the *County of Wetaskiwin Land Use By-law No. 95/54*.

1.2 Location

The ASP area is located in SW11-46-24-4 in the County of Wetaskiwin, directly east of Highway 2A. It contains 32.26 hectares of land immediately south of the City of Wetaskiwin's south boundary, and west of the Canadian Pacific Rail line (Figure 1).

1.3 Regulatory Framework

In order to have the Wetaskiwin Common ASP approved in the County of Wetaskiwin, adjacent to the City of Wetaskiwin, the following steps must be taken.

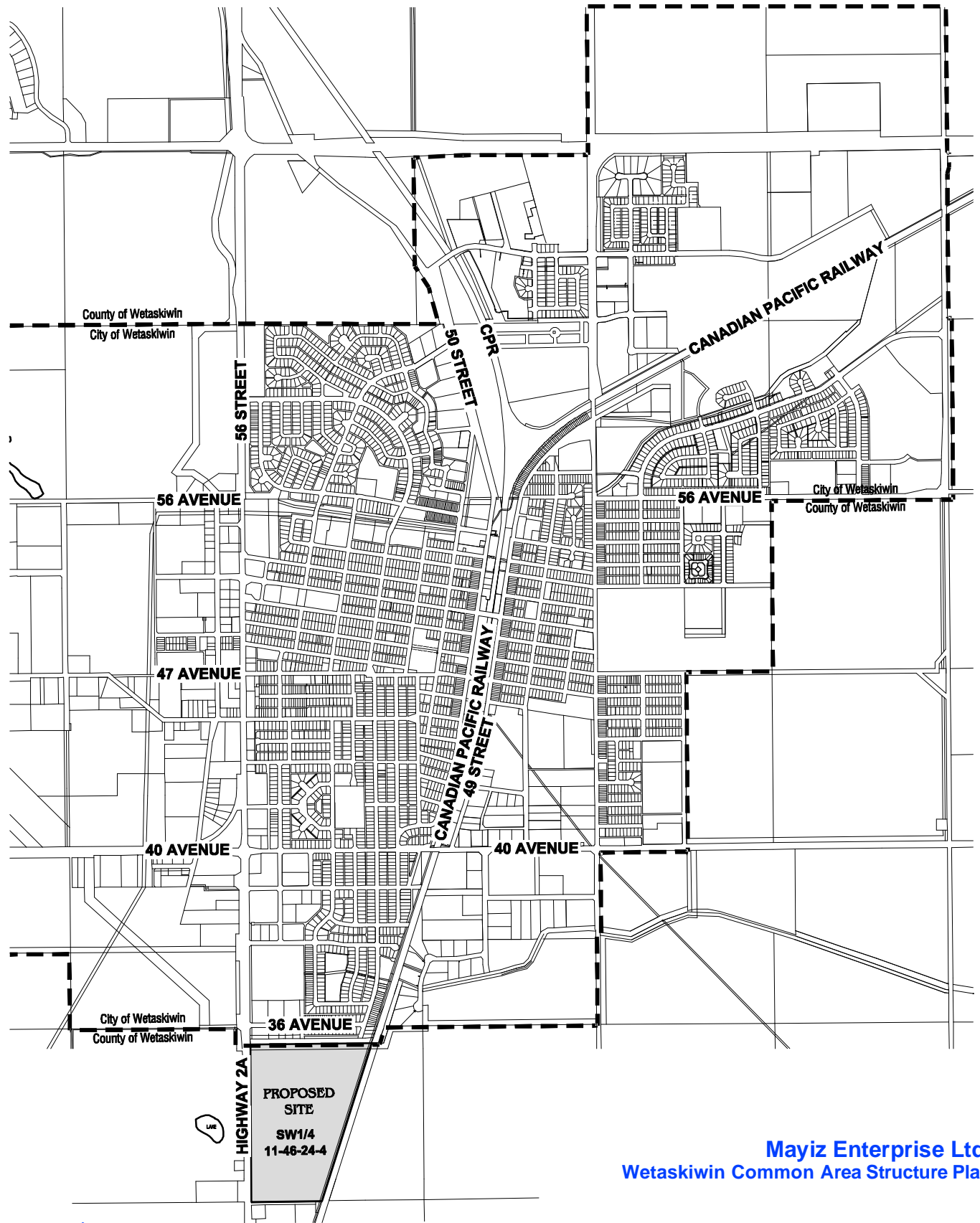
- Create an Area Structure Plan that satisfies the County of Wetaskiwin's Municipal Development Plan and Policy 6606.
- Submit the Area Structure Plan to the County for approval.
- Craft a zoning and subdivision application which satisfies both the County and City of Wetaskiwin's zoning bylaw and submit it to the County for approval.

Following approval of the ASP, zoning, and subdivision applications, the ASP area will be annexed by the City of Wetaskiwin prior to development of any buildings. Zoning and subdivision applications are submitted to the County of Wetaskiwin concurrently with this ASP. This process will necessitate amendments to the *Intermunicipal Development Plan* and the *City of Wetaskiwin's Municipal Development Plan*.

1.3.1 Intermunicipal Development Plan

The Intermunicipal Development Plan was created in 1998 and coordinates growth in areas where the County of Wetaskiwin and an existing municipality share long-term growth interests. Map 3 of the IDP identifies the plan area as "Serviced Industrial." This ASP proposes changing the existing designation to allow for a mix of commercial and residential development. The City and County must amend the Intermunicipal Development Plan's zoning of the ASP area from "Serviced Industrial" to "Serviced Residential" and "Highway Commercial" before approval of this ASP.

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Wetaskiwin Common Area Structure Plan

Context Plan

Figure - 1.0



1.3.2 County of Wetaskiwin Municipal Development Plan

The *Municipal Development Plan Bylaw 2005/27* (MDP) section 16 identifies “lands adjacent to urban centres” as land “for long-term conversion to urban uses” (16.1). The MDP establishes the Agricultural/Intermunicipal Development Plan (A/ID) district for urban fringe lands surrounding the City of Wetaskiwin. Section 16.4 states that all A/ID zones “are governed by the City/County IDP.”

1.3.3 City of Wetaskiwin Municipal Development Plan

The City of Wetaskiwin’s *Municipal Development Plan Bylaw 1408-98* gives general locations for existing and future growth patterns, land uses and trail networks within the City’s limits. Annexation of the Wetaskiwin Common ASP lands will require the City to amend any Municipal Development Plan maps showing the city boundary, future land use, road networks, or the proposed trail system.

1.3.4 Policy # 6606

This ASP was prepared in accordance with the County of Wetaskiwin’s Policy 6606, *Requirements for Area Structure Plans*.

1.3.5 Airport Vicinity Protection

The 30 NEF contour of the City of Wetaskiwin Airport does not encroach on the property. According to the City of Wetaskiwin’s MDP, expansion of the airport will occur to the City’s northwest and will not affect the southern 30 NEF contour positions.

1.3.6 County of Wetaskiwin Land Use Bylaw 95/54

The ASP area is currently zoned (A/ID) under the County’s Land Use Bylaw 95/54. This zoning allows lands surrounding the City of Wetaskiwin to “be converted to urban uses at urban densities” (Bylaw 95/54–18.1).

The urban land uses proposed in this ASP will conform to the Highway Commercial, Low Density Residential, Medium Density Residential and Condominium Residential districts set forth in the City of Wetaskiwin’s Land Use Bylaw 1095 – 88.

2.0 Site Analysis

2.1 Existing Conditions

The ASP area is generally flat, cleared, agricultural land which slopes slightly from southwest to northeast. There is a three meter elevation change from the southwest corner to the northeast corner. The highpoint is 761 metres, located in the ASP’s southwest corner. The low point is 758 metres, located in the ASP’s northeast. Slopes are generally less than one percent (Figure 2).

Two rights-of-way are within the ASP area:

- An Alberta Government Telephones buried Cable right-of-way (4393 MC) parallels the CP rail line on the east boundary; and
- A City of Wetaskiwin Sewer Line right-of-way (902-3218) forms the ASP’s north border.

405190 Alberta Ltd. is the only landowner in the ASP Area (Table 2).

Table 1: Land Ownership

	Legal Description	COT #	Owner	Area (ha)	% of Total
				Certificate of Title	
1	SW11-46-24-4	892 239 310	405190 Alberta Ltd	32.26	100
TOTAL				32.26	100%

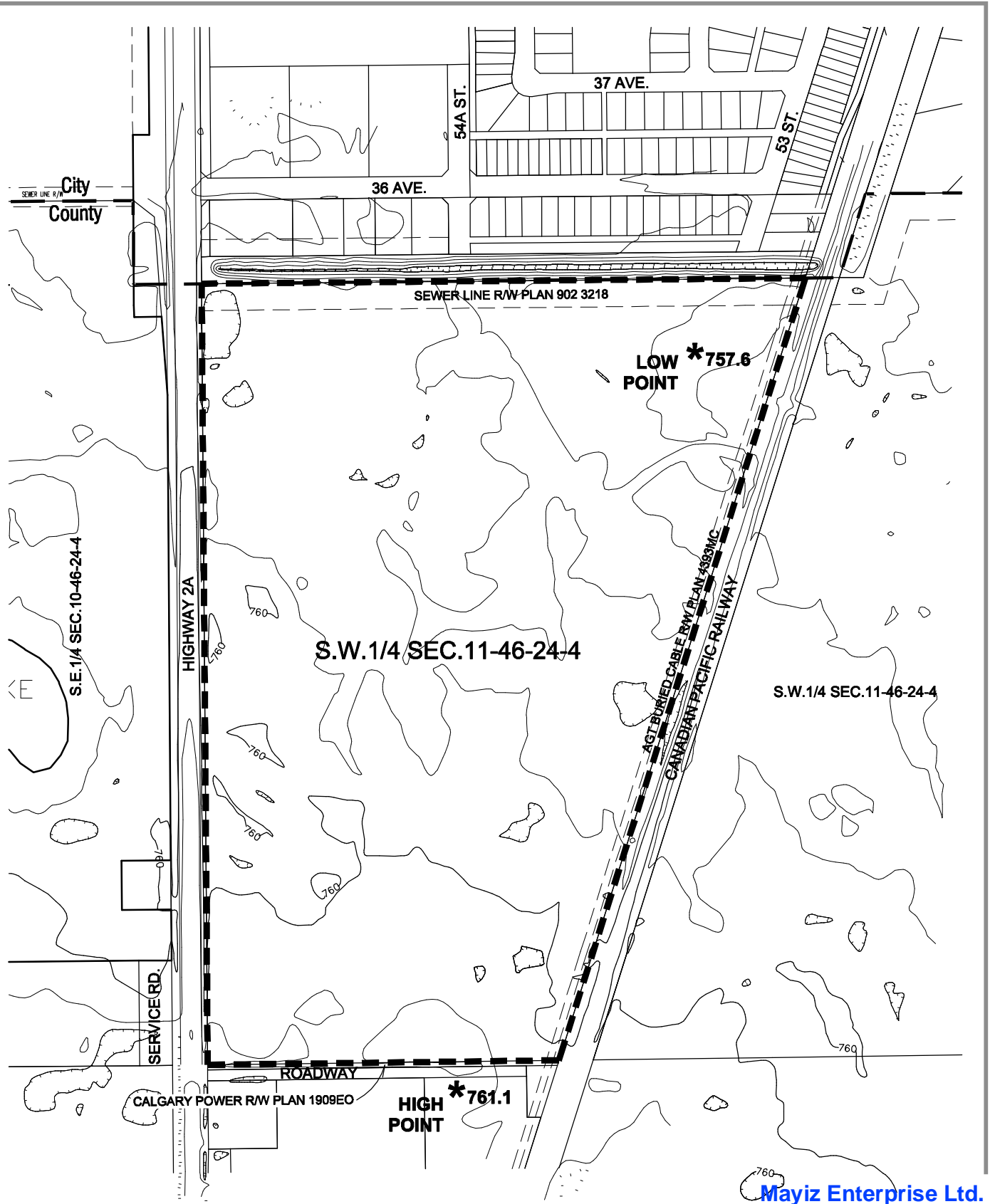
2.1.1 Surrounding Land use

The City of Wetaskiwin borders the north ASP plan area. The County of Wetaskiwin is found to the east west and south. County lands surrounding the ASP area are generally agricultural in use.

Highway 2A is directly west of the plan area. It connects with Highway 2 and Ponoka to the south, and the City of Wetaskiwin to the north. The highway provides high visibility to existing commercial developments adjacent to it to the north and also links the City of Wetaskiwin with areas beyond.

The proposed Wetaskiwin Common ASP area is separated from the City of Wetaskiwin by a utility corridor which forms the north boundary of the ASP. This existing corridor consists of a sewer line right of way and a drainage channel. The retention of this utility corridor will create a green open space between existing development and the proposed Wetaskiwin Common mixed use development. A mixed use neighbourhood exists north beyond the drainage channel. This neighbourhood consists of low and medium density residential homes and highway commercial developments including Wetaskiwin Mall.

A Calgary power company’s Transmission Line right-of-way (1909 EO) parallels the ASP’s southern border. Beyond the transmission line is a rural road and agricultural land.



Mayiz Enterprise Ltd.
Wetaskiwin Common Area Structure Plan

LEGEND
--- ASP BOUNDARY

Site Features

Figure - 2.0

3.0 Development Concept

3.1 Land Use Concept

The compact nature of the Plan area and its high visibility adjacent to Highway 2A lends itself to the urban mix of land uses proposed in this ASP. The extension of 54A Street south from the City of Wetaskiwin will create a “main street” through the central Wetaskiwin Common area and define and transition the commercial areas proposed adjacent to the Highway 2A to the residential uses proposed to the west. The complementary mix of low and medium residential uses is intended to provide a range of housing currently in demand in the City of Wetaskiwin. Wetaskiwin Common will become a dynamic and liveable community in the greater Wetaskiwin community. Figure 3 illustrates the development concept.

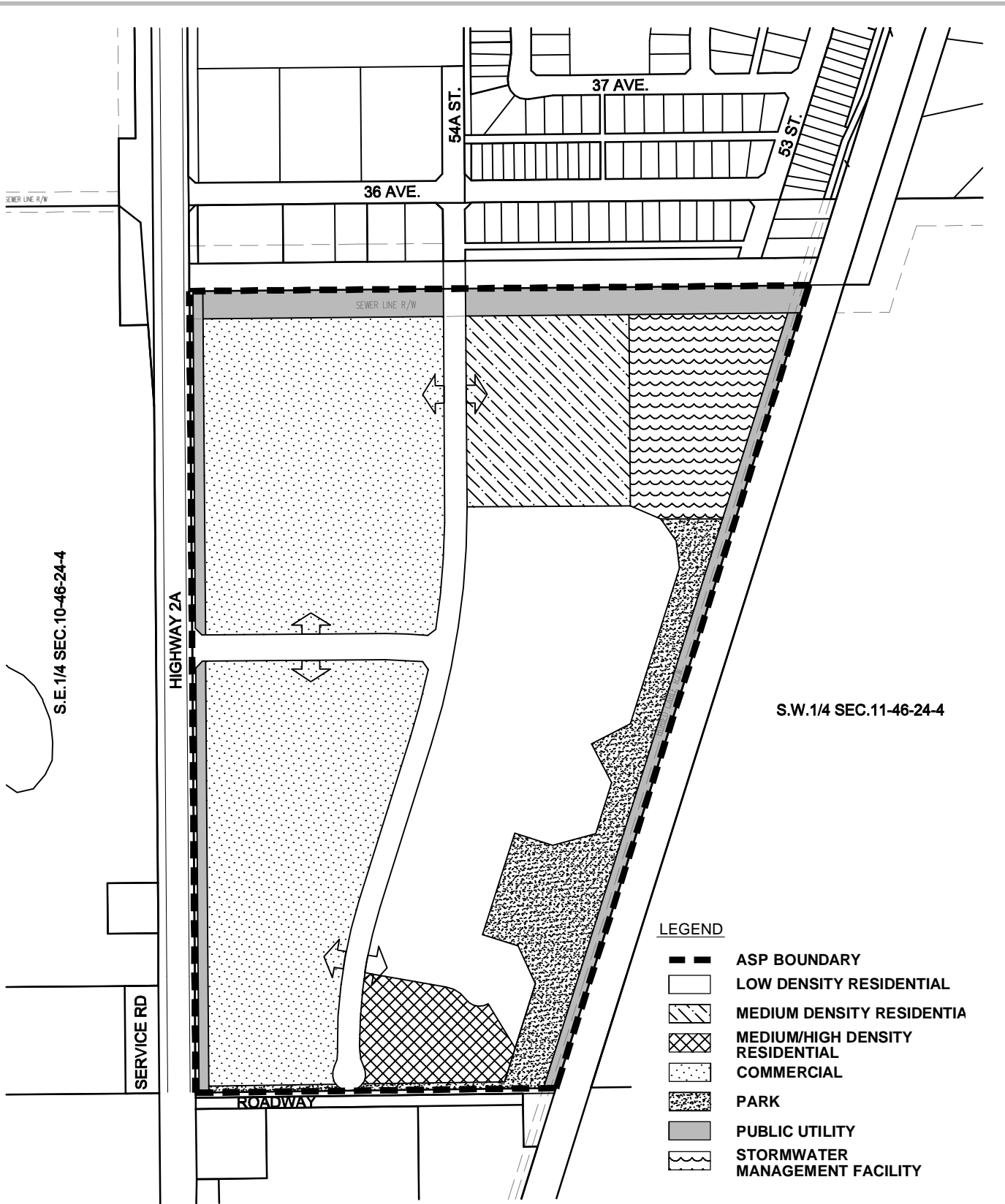
3.2 Highway Commercial

Wetaskiwin Common’s high visibility adjacent to Highway 2A makes it an ideal location for commercial, retail, office, personal services, institutional and possibly public service uses. The proposed highway oriented commercial is a logical extension of existing commercial designations to the north. One central access into Wetaskiwin Common is proposed to serve the two commercial parcels. This access will provide safe and convenient access and egress to a range of shops and services for residents within Wetaskiwin Common and beyond. The commercial areas will be serviced internally by a service road. The commercial areas also serve to buffer the residential uses tucked in behind from the busy highway.

3.3 Residential

The residential component of Wetaskiwin Common proposes a full spectrum of housing types. It includes a compatible mix of low and medium density housing, condominium units and an apartment building. The residential component of Wetaskiwin Common is located in the central Plan area to maximize the benefits created by the substantial open space amenity proposed adjacent to the railway corridor. This expansive greenbelt buffers the proposed residential units from the rail corridor and creates opportunities for units to face and back directly onto the park and open space amenity. Wetaskiwin Common’s diverse mix of housing will enable a wider range of market segments to access the housing market in Wetaskiwin. Careful attention will be paid to ensure transitions between alternative land uses and housing types are appropriate in terms of building heights and setbacks. The range of housing forms proposed will meet the needs of various target market groups including “move up” and “move down” buyers, first time home buyers, active adults and the elderly. Wetaskiwin Common will accommodate a range of household sizes, and age groups.

The residential developments will conform to the City’s R1-A, R2, R3 and R5 zoning regulations.



Mayiz Enterprise Ltd.
Wetaskiwin Common Area Structure Plan

Development Concept

Figure - 3.0

3.3.1 Low Density Residential

The low density residential proposed in the central Plan area creates opportunities to develop both a lane and laneless housing product in Wetaskiwin Common. This diversity in low density formats contributes to the market segmentation. The majority of lots will have front drive garages and, where possible, back onto open space. All lots with front drive garages will front onto internal local streets. Units with detached rear garages will front onto the “main street” or internal local streets. The incorporation of front porch type units along the “main street” will enhance the streetscape and contribute to a more pedestrian friendly environment in the community. Duplex homes may be included in the areas designated for low density land use.

A maximum overall density of 20 units per net hectare is assumed for purposes of population projection. Low density residential development will be developed according to the residential land use zones of the City of Wetaskiwin’s Land Use Bylaw.

3.3.2 Medium Density Residential Condominium

One medium density residential is proposed in the Plan area.

The 2.55 hectare medium density site in the north central Plan area is intended to be developed as a condominium site under the R5 Land Use district. Its exclusive location south of the drainage channel and west of the Stormwater Management Facility make it an ideal site for an active adult community.

3.3.3 Medium/High Density Residential

The 1.32 hectare site identified in the south Plan area is designated as a swing site that may be suitable for fourplexes, row housing, stacked row housing or apartments and may be developed under either an R3 or R4 zone. Height will not exceed three storeys.

3.4 Circulation

The transportation system within the ASP area consists of a central “main street” which extends south from the City’s 54A Street through Wetaskiwin Common and into the lands south. The construction of a temporary turn-around will be required at the south end of the “main street”. This turn-around will be an interim measure and it will be removed if the “main street” is extended south into the adjacent lands in the future. All local roads within the ASP connect to the “main street”. One access point to Highway 2A is provided off of this main street in the central plan area. This central location creates two commercial areas and provides safe and convenient access. A common internalized roadway will provide access within the two commercial parcels. Large parking areas will be minimized to the extent possible.

3.5 Parks and Open Space

The combination of park and stormwater management facility proposed adjacent to the rail corridor will be a major focal point for the Wetaskiwin Common community. The park and open space system is intended to support a variety of active and passive recreational activities. The system also provides for pedestrian circulation within the community and links it to neighbourhoods to the north. The park and open space is designated through municipal reserve and public utility lots. Ten percent of the gross developable area is 2.95 hectares. Municipal Reserve of 2.30 hectares (7.8%) is provided as park on the proposed plan. The 2.30 hectare park site is based on providing 10% of municipal reserve in land for residential land uses and 5% for commercial land use. We propose that the remaining 0.65 hectares (2.2%) be paid cash in lieu as the nature of a commercial site does not require a full 10% municipal reserve.

The expansive park and open space system proposed will allow the City of Wetaskiwin to expand its proposed trail system into Wetaskiwin Common and connect future residents to existing and proposed trails in the community. It will also create a natural noise buffer between the rail line and residential homes.

4.0 Engineering Services

The Wetaskiwin Common neighbourhood will be serviced in accordance with the City of Wetaskiwin Design Standards and approved by the City of Wetaskiwin Engineering Services prior to construction.

4.1 Water Servicing

The water supply for this site will be provided by the City of Wetaskiwin via a 250 mm diameter main located near the northwest corner of the development (Figure 4).

In order to meet the recommended fire flow demands of the commercial and residential development, upgrading of the supply mains to this site will be required. Water mains within the proposed development would be sized to accommodate the future water supply mains, and to meet the pressure and flows required on site. An agreement is to be entered into between the appropriate parties in regards to water supply upgrading cost responsibilities prior to annexation.

4.2 Sanitary Servicing

A 750 mm diameter sanitary trunk main operated by the City of Wetaskiwin is located along the north property line of this site (Figure 5). Preliminary reviews of the existing contours of the site, along with the size and depth of bury of the trunk main, suggest a gravity collection system should be capable of servicing this development.

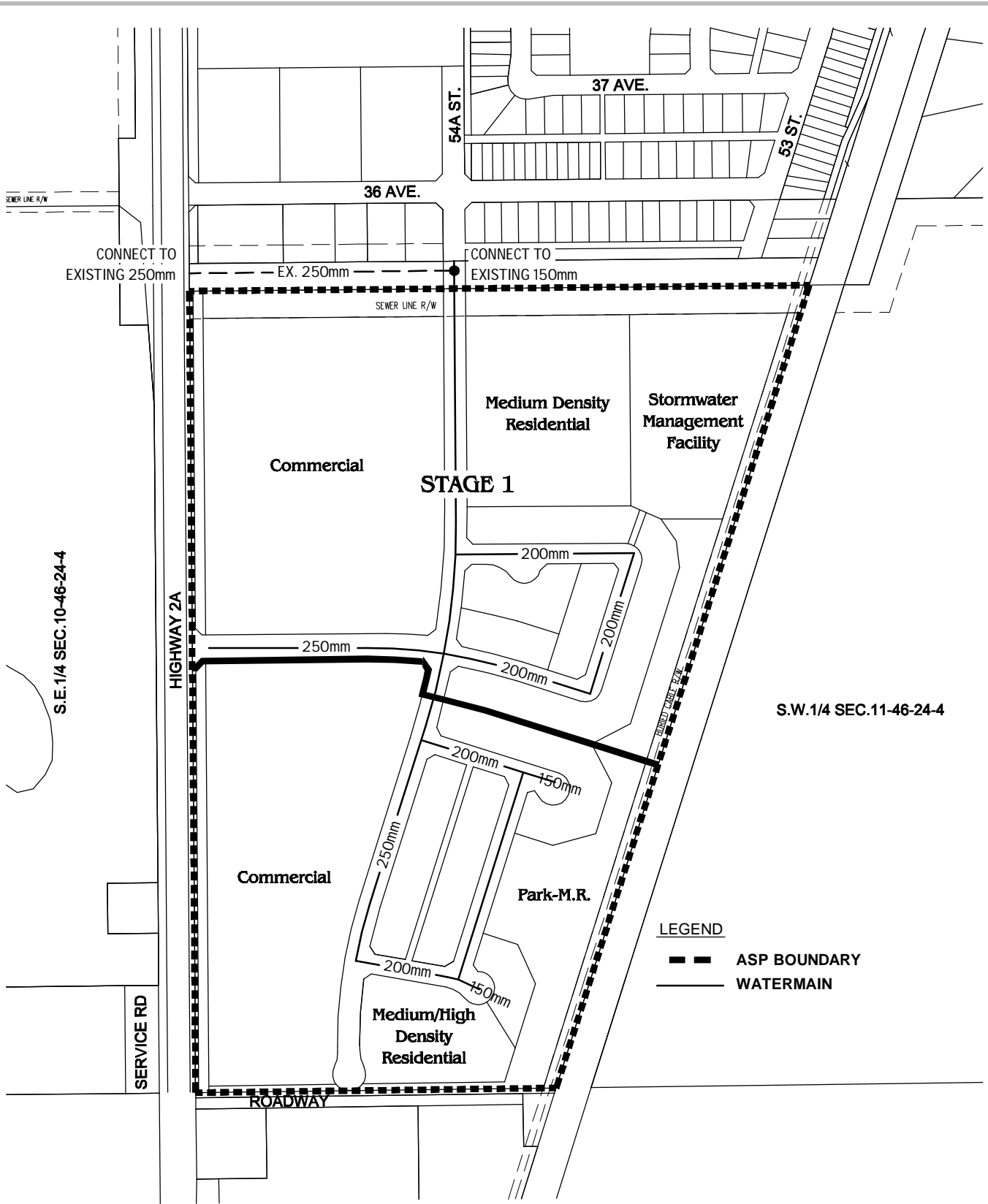
4.3 Stormwater Servicing

A stormwater management pond would be constructed on site to control the stormwater discharge to the existing channel to predevelopment flows. Preliminary review of the existing contours suggests locating the pond at the northeast portion of the site (Figure 6).

4.4 Shallow Utilities

The major shallow utilities would be provided by the local utility companies and include power, telephone, cable and gas. All the shallow utilities are readily available at the north boundary of the subdivision.

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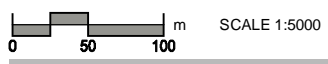


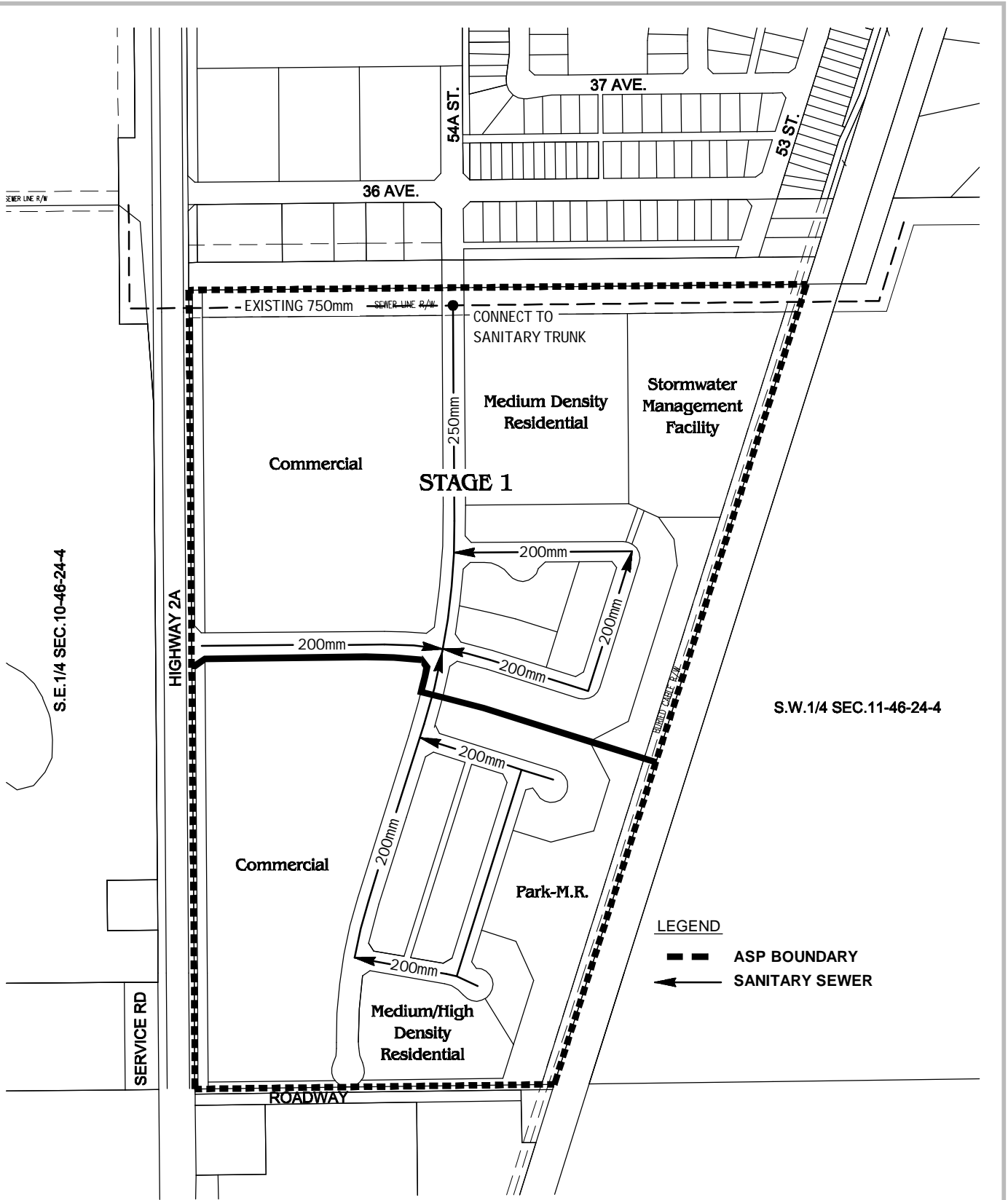
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 - - - ASP BOUNDARY
 ——— WATERMAIN

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 Wetaskiwin Common Area Structure Plan

Water Servicing Plan

Figure - 4.0





S.E. 1/4 SEC. 10-46-24-4

S.W. 1/4 SEC. 11-46-24-4

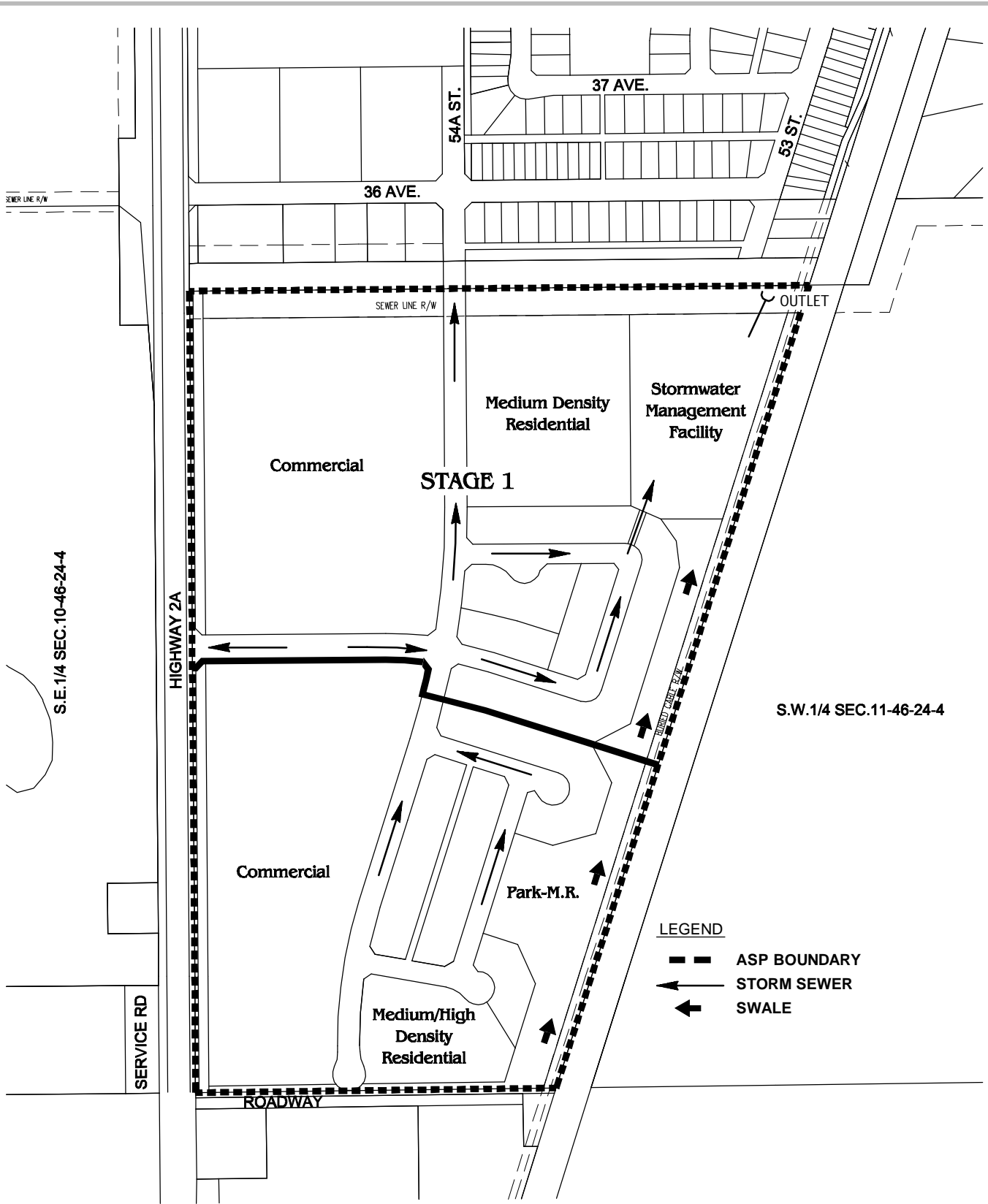
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 ← SANITARY SEWER

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Wetaskiwin Common Area Structure Plan

Sanitary Servicing Plan

Figure - 5.0

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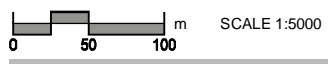
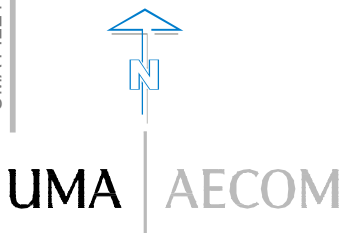


- LEGEND**
- ASP BOUNDARY
 - STORM SEWER
 - SWALE

Mayiz Enterprise Ltd.
Wetaskiwin Common Area Structure Plan

Stormwater Servicing Plan

Figure - 6.0



5.0 Stakeholder Input

The County of Wetaskiwin, the City of Wetaskiwin, CPR, and Alberta Infrastructure and Transportation were consulted through the development of this ASP.

5.1 Alberta Infrastructure and Transportation

Following a TIA review the County and City of Wetaskiwin have agreed to the location of a single access to Highway 2A in the central plan area. Any upgrades required to Highway 2A will require an agreement to be entered into between the appropriate parties in regards to the cost responsibilities for the upgrading prior to annexation. Upgrades will be coordinated with staging requirements.

5.2 Canadian Pacific Railway

Canadian Pacific Railway indicated that no additional rail crossings would be permitted through Wetaskiwin Common to the east. No crossings are indicated. CP Rail also requires the installation of a fence, to a standard acceptable to CP Rail and the City, during the first stage of development between the railway land and the development area to restrict access by the public to the CPR land.

6.0 Implementation Plan

Development will begin in the north near existing City of Wetaskiwin neighbourhoods and move sequentially towards the south. Initial development will include commercial, condominium and low density residential (R1-A and R2) developments.

Development is expected to occur in two or three stages.

Appendix A
Land Use Statistics

Use	Hectares	%	Units	%	Population	%	Density ppgh
Gross Area	32.26 (Titled Area)						
Sewer Line R/W	1.31						
AGT Buried Cable R/W	0.82						
Highway 2A Widening	0.23						
Sub-total	2.36						
Gross Developable Area	29.90						
Parks/Municipal Reserve	2.30	7.7%					
Stormwater Management Facility	2.07	6.9%					
Public Utility Lot	0.63	2.1%					
Circulation	4.50	15.0%					
Subtotal- Other Uses	9.50	31.7%					
Residential							
Low Density	4.73	15.8%	94	38.1%	310	48.0%	
Medium/High Density	1.11	3.7%	46	18.6%	101	15.6%	
Condominium	2.56	8.6%	107	43.3%	235	36.4%	
Subtotal - Residential	8.40	28.1%	247	100.0%	646	100.0%	21.6
Other							
Commercial	12.00	40.3%					
	29.90	100.0%					

Notes:

Residential Density

<i>Low Density Residential</i>	20 units / ha
<i>Medium Density Residential</i>	42 units / ha
<i>Medium/High Density Residential</i>	42 units / ha

Population Density

<i>Low Density Residential</i>	3.3 persons / unit
<i>Medium Density Residential</i>	2.2 persons / unit
<i>Medium/High Density Residential</i>	2.2 persons / unit