

BYLAW 2542/D&P/15

BEING A BYLAW OF THE TOWN OF STONY PLAIN IN THE PROVINCE OF ALBERTA FOR THE PURPOSE OF ADOPTING THE PARKLAND GATEWAY AREA STRUCTURE PLAN

WHEREAS Section 633(1) of the Municipal Government Act 2000 enables the Municipal Council to adopt by bylaw an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality;

AND WHEREAS The Parkland Gateway Area Structure Plan addresses the requirements of an area structure plan as outlined in Section 633(2) of the Municipal Government Act, RSA, 2000;

NOW THEREFORE, the Council of the Town of Stony Plain in the Province of Alberta, pursuant to authority conferred upon it by the Municipal Government Act, RSA, 2000 enacts as follows:

1. That this Bylaw 2542/D&P/15 be cited as "Parkland Gateway Area Structure Plan."
2. That Schedule "A" attached hereto is hereby adopted as part of this Bylaw
3. If any portion of this bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the bylaw is deemed valid.
4. That this bylaw shall come into force and take effect upon the date of third reading and signing in accordance with the Municipal Government Act.

Read a first time this 24th day of August, 2015.



Mayor William Choy

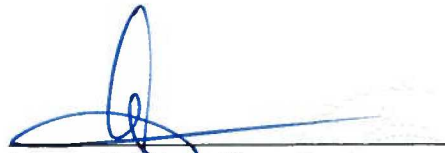


Louise Frostad, CMA, CLGM
Director of Corporate Services

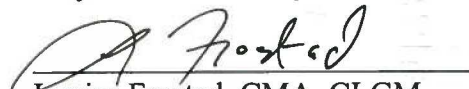
Public Hearing held on the 13th day of October, 2015.

Read a second time this 13th day of October, 2015.

Read a third time this 13th day of October, 2015.



Mayor William Choy



Louise Frostad, CMA, CLGM
Director of Corporate Services

SCHEDULE “A”

Parkland Gateway Area Structure Plan



PARKLAND GATEWAY AREA STRUCTURE PLAN

August 18, 2015

Portion of NW¼ Sec. 36-52-1 W5M

Plan 8420784; Lot 1

Plan 9421040; Lot 2

Plan 7820728; Lot A

Town of Stony Plain

Submitted to the



Prepared for:

1191788 Alberta Ltd.

Prepared by:



PARKLAND GATEWAY AREA STRUCTURE PLAN

Portion of NW¼ Sec. 36-52-1 W5M

Plan 8420784; Lot 1

Plan 9421040; Lot 2

Plan 7820728; Lot A

Stony Plain, AB

Submitted to the



Prepared for

1191788 Alberta Ltd.

Prepared by



#605 Empire Building, 10080 Jasper Ave.

Edmonton, Alberta T5J 1V9

Phone: (780) 423-6824 Fax: (855) 611-8701

Email: armin@parioplan.com

in association with



August 18 2015

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1.0 INTRODUCTION

1.1 Purpose

The purpose of the Parkland Gateway Area Structure Plan (ASP) is to establish a framework for the future subdivision and development of lands legally described as portions of NW ¼ Sec. 36-52-1 W5M, Plan 8420784; Lot 1, Plan 9421040; Lot 2 and Plan 7820728; Lot A in the Town of Stony Plain, Alberta. The ASP area is located in the west-central part of the Town of Stony Plain, directly south of Highway 16A and east of Glory Hills Rd. The Plan area encompasses a Gross Area of 62.7 ha (154.9 ac) of land.

1191788 Alberta Ltd.'s intent through this ASP is to develop a plan for a mix of land uses that will provide a logical transition from Heritage Park (formerly Exhibition Park) to the existing industrial lands adjacent to Glory Hills Road and Highway 16A. The Plan area will consist of industrial, commercial, residential, and recreational land uses which are complementary to the existing surrounding land uses.

Individual redistricting applications for each phase of development within the ASP area will be submitted to rezone the subject lands from their existing designation in the Town of Stony Plain Land Use Bylaw to the appropriate Land Use Bylaw district. The Development Concept presented by this ASP will be refined through future subdivision applications for each phase of development.

1.2 Plan Area

As shown on *Figure 1.0 – Plan Area*, the ASP area includes all lands within the NW ¼ Sec. 36-52-1 W5M, Plan 8420784; Lot 1, Plan 9421040; Lot 2 and Plan 7820728; Lot A. Refer to *Appendix A - Certificate of Title* for specific Title information.

The ASP area is otherwise bounded by Highway 16A to the north; highway commercial and urban service lands, including Heritage Park, to the east; urban reserve lands to the south; and by Glory Hills Road to the west.

1.3 Policies and Relevant Planning Documents

The Parkland Gateway ASP has been prepared within the context of existing statutory plans and other relevant policy documents. The following is a brief summary of the relevant planning documents which have been reviewed and referenced in the preparation of this plan:

1.3.1 Municipal Government Act (R.S.A. 2000, c. M-26)

The requirements of the *Municipal Government Act (MGA) (R.S.A. 2000, c. M-26)* have been adhered to in the preparation of the Parkland Gateway ASP. The MGA enables municipalities to adopt Area Structure Plans to provide a framework for the future subdivision and development of land. Sections 633, 636, 638, and 692 of the MGA relate specifically to Area Structure Plans, stipulating that an ASP must describe the sequence of development, land uses, population densities, and location of transportation routes and utilities proposed to service the ASP area.

The MGA also provides interested members of the public and school boards an opportunity to participate in the planning process through the stipulation that an ASP must be adopted by Bylaw and a public hearing must be held.

Moreover, the MGA requires the ASP to conform to the Town of Stony Plain *Municipal Development Plan* and other approved statutory plans.

1.3.2 Alberta's Land-use Framework

The purpose of *Alberta's Land-use Framework* is to manage growth and sustain Alberta's growing economy, while balancing this with the Province's social and environmental goals. *Alberta's Land-use Framework* was published in December, 2008 and consists of seven (7) basic strategies for improving the decision making process for land-use and development:

1. Develop seven regional land-use plans based on seven new land-use regions.
2. Create a Land-use Secretariat and establish a Regional Advisory Council for each region.
3. Cumulative effects management will be used at the regional level to manage the impacts of development on land, water and air.
4. Develop a strategy for conservation and stewardship on private and public lands.
5. Promote efficient use of land to reduce the footprint of human activities on Alberta's landscape.
6. Establish an information, monitoring and knowledge system to contribute to continuous improvement of land-use planning and decision making.
7. Inclusion of aboriginal peoples in land-use planning.

Two of the seven Regional Plans have been approved. The Parkland Gateway ASP falls within the North Saskatchewan Region Plan, which is in the process of being prepared. Once a Plan is in place for the North Saskatchewan Region, the Parkland Gateway ASP may have to be updated to align with policies in the Regional Plan.

1.3.3 Capital Region Growth Plan: Growing Forward

The *Capital Region Growth Plan: Growing Forward* was approved by the Government of Alberta on March 11, 2010 and provides a vision for the future of the Capital Region. The *Capital Region Growth Plan* includes four principal components; a Land Use Plan, an Intermunicipal Transit Network Plan, a Housing Plan, and a GIS Plan. The Plan area is located within Priority Growth Area A of the *Capital Region Growth Plan*, which has an overall density target of 25-30 dwelling units/net residential hectare. The Parkland Gateway ASP exceeds this density target with an overall residential density of 42.3 dwelling units / net residential hectare.

Some of the Land Use Principles from the *Capital Region Growth Plan* which have been addressed in this ASP include:

- Preserving and protecting the environment by integrating existing natural features within the Plan area.
- Support expansion of higher density residential housing forms which will help to reduce the development footprint and infrastructure costs, while providing more affordable housing options.
- Support healthy communities by creating and enhancing parks, trails and natural areas for public use.
- Support innovative and affordable housing options by providing a greater variety of housing types.

1.3.4 Municipal Development Plan 2013, Bylaw No. 2489/D &P/13

The Town of Stony Plain *Municipal Development Plan 2013 (MDP), Bylaw 2489/D&P/13* provides a vision, guiding principles and policy statements that are intended to guide the physical, social and economic development of the Town of Stony Plain. It includes a Future Land Use Concept for the Town and also provides policies for the provision of open spaces, transportation and utilities.

The Future Land Use Concept in the MDP identifies the ASP area as “Areas of Employment Lands”, “Area of Transition” and “Natural Areas” (portion of the low-lying area). For areas designated as “Employment Lands”, commercial development along Highway 16A is required to serve the needs of the vehicle-oriented public. The MDP identifies residential and commercial to be suitable uses for the “Area of transition” and recommends enhancing trail development by providing linkages between areas of municipal and environmental reserve. The land uses proposed in this ASP support these policies of the MDP and also complement the existing uses adjacent to the ASP area.

Design Principles which apply to future development in the ASP area include:

- Providing opportunities for arterial commercial expansion along major transportation corridors;
- Improve the quality and appearance of arterial commercial development;
- Provide adequate separation distances and transitions between industrial and non-industrial uses;
- locating multiple unit dwellings, which will be developed to a high standard of urban

design, near park development or recreation spaces and amenities;

- Locating seniors housing within walking distance of community amenities;
- providing parks and pedestrian links (trails and sidewalks) to develop a complete neighbourhood integrated into the Town-wide multi-use trail system;
- integrating existing trees, watercourses, wetlands, and other natural features into the design of the ASP area wherever possible;
- protection and conservation of natural areas through environmental reserve dedications; and
- directing development in a logical manner consistent with the efficient and economic expansion of municipal infrastructure.

1.3.5 Land Use Bylaw 2355/LUO/08

The Town of Stony Plain *Land Use Bylaw (LUB) 2355/LUO/08* defines the zoning districts for all lands within the Town of Stony Plain. Currently, undeveloped lands within the ASP area are zoned *U-R Urban Reserve District*. This district is intended to reserve areas within the Town which are rural in character until required for urban purposes. There are also lands along the western boundary of the ASP area which have been designated as *C-H Highway Commercial District*, *M-1 Business Industrial District*, and *M-2 General Industrial District*. A portion of the ASP area adjacent to Highway 16A also falls within the Highway 16A Corridor Overlay, the purpose of which is to create a positive image and enhance the aesthetics of the Highway 16A Corridor through Stony Plain.

Where necessary, applications to rezone the lands within the ASP area will be submitted for each phase of development to reflect the land use designations proposed in this ASP.

1.3.6 Adjacent Planning Areas

The ASP area is located south of the Northwest Industrial ASP area, which originally encompassed the entire south half of section 1-53-1-W5M and is located north of Highway 16A. The Northwest Industrial ASP area has yet to be built out, although in 1991 an amendment was prepared to remove the eastern quarter section from the Northwest Industrial ASP area, replacing the industrial uses originally proposed with a combination of residential (manufactured homes) and recreational (golf course) uses. This amendment formed the basis of the Meridian Meadows Area Structure Plan for SE1-53-1-W5M.

Currently, there are no approved Area Structure Plans to the south, east or west of the Plan area; although Stony Plain's Heritage Park is located directly to the east of the Plan area.

1.3.7 2005 Trails Master Plan

The purpose of the *2005 Trails Master Plan* is to present both a comprehensive, interconnected, recreational trail system to serve existing and newly developing areas within the Town of Stony Plain.

The proposed parks and open spaces within the Parkland Gateway ASP support the *Trails Master Plan's* aims of:

- linking parks and open spaces within the ASP area and surrounding lands;
- conserving natural features; and
- promoting the use of trails as alternative transportation routes connecting activity centres, parks, and open spaces.



2.0

SITE CONTEXT AND
DEVELOPMENT
CONSIDERATIONS

2.1 Topography and Vegetation

As shown in *Figure 2.0 – Existing Conditions*, the ASP area consists of gently rolling terrain that generally slopes toward the centre and northeast portions of the site. The high point of the Plan area is located in the northwest corner and generally slopes to the east. In the central and northeast portion of the ASP area is a large low-lying area containing larger segments of mixedwood forest with areas containing muskeg, a lowland area, a Class II wetland, a Class III wetland, and a large Class VII wetland (muskeg).

Portions of land within the eastern and western segments of the ASP area have been predominantly cleared and utilized for agricultural purposes, with the exception of a number of small Class I and II wetlands.

2.2 Soils

A *Preliminary Geotechnical Investigation* was completed for the Plan area in December 2010 by Thurber Engineering Ltd. and is attached as *Appendix B* to this ASP. The soil profile was found to vary throughout the ASP area.

Topsoil ranging in thickness from 150mm to 300mm was encountered at the ground surface in test

holes located in the cultivated areas along the eastern and western portions of the ASP area. Peat and organic clay were encountered at a range of depths in test holes located in the central portion of the site.

Clay was encountered below the topsoil / peat / organic clay in all test holes and extended to the termination depth of the test holes. Sand layers were also encountered in test holes located in the northern portions of the cultivated areas.

The results of the *Preliminary Geotechnical Investigation* indicate that the ground conditions are poor over much of the central and northeast portions site. Relatively high groundwater levels coupled with thick layers of peat and weak clay soils beneath the peat were encountered within the low-lying central portion of the site. In order to more accurately define the extent and depth of the muskeg / peat, additional, more detailed, testing was completed for the central and northeast portions of the ASP area. The results, attached as *Appendix C – Muskeg Probing*, indicate that topsoil / peat / organic clay thicknesses in the central portion of the ASP area have been measured at depths of up to 6.3m.

Based on the *Preliminary Geotechnical Investigation*, the cultivated areas along the west and east portions of the site are considered suitable for future development. Refer to *Appendix B – Preliminary Geotechnical Investigation* for further details.

2.3 Environmental Site Assessment

A *Phase 1 Environmental Site Assessment (ESA)* was completed for NW ¼ Sec. 36-52-1 W5M by Thurber Engineering Ltd. in December 2010, and is attached as *Appendix D – Phase I Environmental Site Assessment*. In general, the ESA did not encounter any historical evidence indicating that the Plan area has been impacted by contaminants. However, the report did find a low potential risk for environmental impact resulting from the presence of a soil stockpile south of the Rainbow Auction and Liquidators in the northwest corner of the quarter section; fill material encountered within the northwestern portion of the plan area; and a sewage underground storage tank located at the Parkland Packers Slaughter House along the western portion of the ASP area.

The ESA also concluded that the potential risks from off-site uses are considered low or negligible. Such uses include those associated with the commercial and business industrial development along the west side of the ASP area, Glory Hills Road, and the Parkland County Waste Transfer and Recycling Centre located southwest of the Plan area.

2.4 Environmental Screening of Wetlands

A *Biophysical Site Assessment* was prepared by EnviroMAK Inc. in January 2011, indicating that approximately 16.4 ha (40.5 ac) of the ASP area consists of wetlands. A total of nine (9) wetlands were observed within the ASP area. Two (2) Class I wetlands and five (5) Class II wetlands were observed, none of which contained water at the time of the on site assessment. These small wetlands are not considered to constitute significant wildlife habitat or natural resources and will be incorporated into future development, where feasible.

One (1) Class III wetland, which did contain water at the time of the on site assessment, was identified in the northeastern portion of the Plan area. This small wetland is not considered to constitute significant wildlife habitat or natural resources and will also be incorporated into future development, if feasible.

In addition, a large Class VII wetland / muskeg area has been identified in the central portion of the site, spanning from the southern property line to the northern property line. Forested areas and wildlife habitats (marsh-like areas) associated with these wetlands will be preserved as buffers to protect these natural wetland areas. *Appendix E – Biophysical Site Assessment* provides possible environmental protection opportunities which may be considered at the subdivision stage.

A Conceptual Storm Servicing Plan has been prepared by Associated Engineering (Alberta) Ltd. that integrates the large Class VII wetland with the stormwater management facility (see *Section 5.1.3 - Stormwater Management*). An application to alter the wetlands for development and for integration into the stormwater management system and open space network envisioned for the Plan area will be submitted for approval by Alberta Environment at the subdivision stage.

2.5 Historical Land Use

According to the historical records documented in the *Phase I ESA*, the east and western portions of the Plan area were cleared for agricultural purposes prior to the 1950's and have been under continuous cultivation since. A large portion central to the site, spanning from the southern boundary to the northern boundary, has been left unaltered and is currently in a natural state.

The Historic Resources Management Branch of Alberta Culture and Community Spirit has determined that the ASP area contains no previously recorded historic sites. They have also concluded that an Historic Resources Impact Assessment is not required, and Historic Resources Act clearance has been granted for this ASP.

2.6 Existing Utilities and Pipelines

As shown on *Figure 3.0 – Man Made Constraints*, there is one (1) registered utility right-of-ways within the ASP area.

A sanitary sewer pipeline owned by the Town of Stony Plain runs east-west along the south boundary of the Plan area and then north-south within the east half of the ASP area. At the subdivision stage, portions of this right-of-way may be dedicated as road right-of-way while the remaining portions will be dedicated as Municipal Reserve and used for trail and park development.


A direct buried cable owned by TELUS and aerial power owned by FORTIS Alberta runs north-south within the road right-of-way of Glory Hills Road. FORTIS also has aerial power facilities running north-south within the northwest corner of the Plan area. Gas lines owned by West Parkland Gas Co-op Ltd. run north-south within the west half of the Plan area and are protected under a blanket right-of-way instead of a registered right-of-way. There are also abandoned gas mains and services owned by ATCO Gas along the west side of the ASP area. During the development of the ASP area, gas and power lines will be relocated along the main transportation routes.

There are also existing power, gas and telephone services to the existing lots along the west side of the ASP area. These services are not within registered right-of-ways.

Currently there are no existing potable water or storm sewer systems within the Plan area.

2.7 Adjacent Lands and Surrounding Development

Four (4) commercial / business industrial developments are located within the western portion of



farmstead and residence located in the northeast corner. Located to the north is Highway 16A, across from which are residential acreages and agricultural fields. Directly east of the Plan area is the Stony Plain Chrysler, Jeep & Dodge dealership, south of which is the Stony Plain Heritage Park (former Exhibition Park) which includes an indoor pavilion, riding arena, and an outdoor stage. Further south, along the eastern boundary of the Plan area, is a residential acreage. South of the Plan area, in SW ¼ 36-52-01 W5M, are two acreages / farmsteads and agricultural lands.

The Parkland County Waste Transfer and Recycling Centre is located approximately 200m to 400m southwest of the ASP area. West of this facility is an inactive waste landfill site, located approximately 600m southwest of the ASP area. Both of these sites are located in SE ¼ 35-52-01 W5M.



3.0

PLANNING PRINCIPLES AND OBJECTIVES

The Parkland Gateway ASP has been prepared with the intent of being integrated with the existing surrounding land uses, while being designed to accommodate the existing natural features and topography of the site, wherever feasible. The key development objectives of the ASP area are as follows:

- to provide a framework to deliver high quality, comprehensively planned development south of Highway 16A by defining the general location and types of land uses, linkages, servicing designs and development staging;
- to provide land uses that are compatible with, and function as a logical extension of, the adjacent land uses, including Heritage Park to the east and the highway commercial / business industrial uses adjacent to the west;
- to accommodate the site's natural features, wherever feasible, while respecting the general intent of the existing Town of Stony Plain policies and guidelines;
- to provide for the implementation of the plan through an orderly and logical staging plan; and
- to fulfill the Municipal Development Plan Policies as mandated by the Town of Stony Plain.

3.1 Development Principles

The types, sizes, locations and configurations of land uses planned for the ASP area are supported by the *Uniquely Stony Plain: Municipal Development Plan 2013*. A description of the ways in which the Development Concept for the Parkland Gateway ASP area supports the MDP Policies is presented below.

MDP Policy	Description/Reasoning
<p>1.1.c Land use plans, regulations and incentive programs should enable and encourage environmental innovation. This includes promoting structures that are constructed using energy-efficient design and construction practices and environmentally friendly materials.</p>	<p>Where feasible, at the subdivision stage, local streets will be oriented with a north-west to south-east orientation to maximize opportunities for solar gain.</p> <p>Additional opportunities to incorporate energy technologies and efficiencies within the ASP area will be considered at the detailed design stage.</p>
<p>2.2.a Areas for transformation could include underutilized land near, and connected to, the core area, with special opportunities, including proximity to key institutional and commercial areas and connecting corridors.</p>	<p>The proposed commercial development within the ASP area will provide opportunities for new and existing business to expand into the area as well as provide commercial and employment opportunities for local residents.</p> <p>As indicated above, commercial uses proposed within the ASP area will support the expansion of the commercial development existing along Highway 16A. Additional commercial development is also proposed along the western portion of the ASP area. Walkways and pedestrian connections to existing urban fabric have been shown conceptually.</p>
<p>2.3.c New neighbourhoods should be complete, resilient and able to adapt to change, with a mix of appropriate uses and a diversity of housing.</p>	<p>A mix of housing types and densities sizes is planned for the eastern portion of the ASP area to accommodate a range of demographics and incomes. Transitions in land use type and housing density provide a clear and coherent urban form.</p> <p>High and medium density residential development is planned for area east to the Heritage Park, to provide an opportunity for single family residential uses in proximity to Heritage Park. The central mixedwood forest will be preserved and provide an appropriate buffer from the existing industrial land uses in the western portion of the ASP area.</p> <p>High Density Residential development is planned south of the major collector roadway in the north-east portion of the ASP area. This development will accommodate the growing demand for higher density multiple family housing and will be developed to a high standard of urban design. In addition, the high density residential development will provide a logical transition from commercial uses north and west of the collector roadway to lower density residential uses in the south-eastern part of the site.</p>

<p>2.3.e New development should include an integrated and connected system of natural features, open spaces, parks, corridors, trails and stormwater ponds.</p>	<p>The trail system provided within the ASP area will be integrated with the proposed trail system in the <i>Town of Stony Plain – 2005 Trails Master Plan</i>, providing a <i>connected and expanded Town-wide multi-use trail system</i>. <i>Multi-use trails will also connect the residential uses with stormwater management facilities and Municipal Reserve lands within the ASP area.</i></p>
<p>2.3.f New areas should have their own exceptional character, sense of place and a functional, high quality accessible public realm.</p>	<p>Opportunities to develop a heritage theme or character for the ASP area as an extension of Heritage Park could be explored at the detailed design stage.</p>
<p>2.5.f At the time of subdivision, the Town will require dedication of at least 10% municipal reserve in residential areas. In other areas, such as the industrial districts, the Town may take cash-in-lieu or a combination of municipal reserve and cash-in-lieu.</p>	<p>Municipal Reserve dedication planned for the ASP area will comprise 10% of the Gross Developable Area. In addition, stormwater management facilities will comprise over 10% of the Gross Developable Area and will be incorporated with the open space network within the ASP area and connected by a multi-use trail network to all parts of the ASP area and to the Town wide multi-use trail network. Approximately 9.6 ha (23.7 ac) of ER has also been dedicated to preserve the low lying mixedwood forest area central to the site. This is to be confirmed at the subdivision application stage.</p>
<p>3.1.a The Town will support expansion and diversification of the economic base by allocation sufficient land for commercial and other employment land uses, including home-based businesses.</p>	<p>The location of the ASP area, adjacent to Highway 16A, presents the opportunity to expand commercial uses within Stony Plain. These commercial uses will serve both a local and regional consumer base as well as provide employment opportunities for existing and future residents of the Town.</p>
<p>4.2.c To expand the range of alternative modes within the overall transportation system, the Town will consider other modes of active transportation (such as rollerblading and cross-country skiing), which are used occasionally, seasonally or regularly.</p>	<p>The hierarchy of collector and local roadways within the ASP area will be able to efficiently accommodate future transit service. Local roadway locations will be identified at the subdivision stage and will provide connectivity to the collector roadways providing access to Glory Hills Road and Heritage Park.</p> <p>All roadways will be built to the Town of Stony Plain’s Municipal Development Standards which include sidewalks for local roads, treed sidewalks for collector roads, and treed multi-use trails for arterial roadways to facilitate walking and cycling.</p> <p>The trail system, which will be developed adjacent to the stormwater management facilities and within the Municipal Reserve areas, will function as an enhancement to the sidewalk system, providing additional connectivity to the Town’s multi-use trail network. This trail system will also provide varied and attractive options for walking, cycling, and other forms of pedestrian transportation.</p>

<p>4.4.b The Town will continue to provide reliable emergency services by supporting the RCMP, the Fire Department, social services and other emergency services.</p>	<p>The hierarchy of collector and local roadways in the ASP area provides for an efficient and logical extension of municipal services to all portions of the ASP area and will allow for effective provision of emergency services. Representatives from the local RCMP detachment, Town of Stony Plain Fire Department and the branch of Alberta Health Services responsible for Emergency Medical response in Stony Plain were contacted prior to the design of the Development Concept for the ASP area. None of these agencies indicated a concern with respect to the proposed development and projected population of the Parkland Gateway ASP. Although, it should be noted that the local RCMP did not provide a formal response.</p>
<p>4.5.b The Town will use a balance approach, using low-impact development principles in the management of stormwater, by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration (the return of water from the earth’s surface back to the atmosphere) and infiltration and reduce erosion.</p>	<p>The stormwater management system for the ASP area, as described in Section 5.1.3 – Stormwater Management, will control water levels and outflow to pre-development levels and has been designed to incorporate natural wet areas and minimize potential soil erosion and flooding through respecting the sites existing drainage patterns, where feasible.</p> <p>The Conceptual Storm Servicing Plan for the ASP area will treat stormwater to minimize nutrients or suspended sediments in the outflows.</p>
<p>4.5.c The design of stormwater management facilities will enhance the natural function and visual landscape.</p>	<p>The park and open space areas planned for the ASP area provide opportunities for both active recreation, using the trails that will connect the stormwater management facilities and the mixedwood forest, and passive recreation activities such as bird watching and wildlife viewing within the preserved mixedwood forest lands.</p> <p>Overall, 4.8 ha (11.8 ac) of parks and open spaces is planned within the ASP area.</p>
<p>5.2.a The Town will develop formal policies in areas under its jurisdiction that will allow a strategic framework for municipal action. Legislative compliance, best practices and strategic intent will guide the discussion. When making decisions, the Town will consider alternatives based on policies, to ensure long-term planning and strategic objectives.</p>	<p>ParioPlan Inc. has met with and circulated the draft Development Concept to the Town of Stony Plain Administration in the preparation of this ASP document, with the goal of ensuring that development proposed for the ASP area will meet the Town’s requirements for future growth.</p>

<p>5.3.a So that all interests can be addressed in decision-making, the Town will provide a variety of engagement processes, both formal and informal, to reach representation from everyone in the community, including residents, businesses and the development industry.</p>	<p>A Landowner Meeting was held prior to First Reading of the ASP Bylaw by Council in order to provide affected community members and stakeholders an opportunity to provide their feedback on the ASP. Comments and concerns provided at this meeting have been addressed in this ASP.</p> <p>Following the First Reading of the ASP Bylaw by Council, a Public Hearing provided an additional opportunity for local residents and other stakeholders to provide their input to Council regarding the ASP Bylaw.</p>
<p>6.1.a The Town will allow a range of uses to ensure a complete and balanced community to meet the challenges of growth in a sustainable manner and promote diverse residential development and associated home-based businesses, [...]</p>	<p>The ASP area incorporates a mix of commercial, industrial, recreational and residential land uses to provide a diversity of land uses and promote a community where residents can live, work, and play. The proximity to Heritage Park also presents valuable recreational opportunities for future residents.</p>
<p>6.1.f Built form and neighbourhood design should positively contribute to the environment and encourage local biodiversity, by incorporating natural elements and features.</p>	<p>The topography and natural features of the ASP area will be maintained, wherever feasible through including environmental reserves, to reduce site disturbance.</p>
<p>6.2.c The Town will require the protection, enhancement and conservation of hazardous or environmentally significant areas—including wetlands, watercourse, water bodies and their associated riparian areas—through appropriate techniques, such as environmental reserve dedication and conservation easements, donations and bequests.</p>	<p>The Development Concept for the Parkland Gateway ASP sensitively integrates the natural features of the site. Wherever possible, significant wetlands, as identified through the Biophysical Site Assessment, will be preserved and integrated into the stormwater management system for the ASP area. Additionally, the centrally located mixedwood forest will be preserved and dedicated as Environmental Reserve as well as be integrated into an interconnected trail network within the ASP area. Other, smaller, seasonal wet areas and tree stands should be incorporated into the parks, open spaces, and trails network for the ASP area and/or retained within individual lots, where feasible, at the subdivision stage.</p>
<p>6.2.d An environmental review shall be provided by the land developer or landowner to support an area structure plan, rezoning or a subdivision application when one or more of the following occurs: potential wildlife corridor; ecological function, including wetlands; habitat for significant species; home to rare floral; or area of scientific interest.</p>	<p>The existing mixedwood forest, in the central portion of the ASP area, will be designated as Environmental Reserve (ER) and will continue to provide habitat for native wildlife species.</p> <p>The stormwater management system incorporates and preserves a significant portion of the low lying muskeg area within the central portion of the site. This feature also provides opportunities for wildlife habitat.</p>

<p>6.4.b.i Intensification of development along Main Street north of the CN Railway tracks towards the institutional node, which includes the Heritage Pavilion and the Pioneer Museum, will be encouraged. The concept is to link institutional uses in Old Town with those in Old Town North by both land use and a variety of transportation options.</p>	<p>The high density residential land uses planned for the ASP area are located in the north-east portion of the plan area. These uses are concentrated along a major collector roadway, providing efficient and convenient vehicular access to Glory Hills Road and Highway 16A. This strategic location provides improved vehicular access to commercial amenities provided in adjacent neighbourhoods and the Town of Stony Plain.</p>
<p>6.4.b.ii A wide mix of residential, commercial and mixed-use development will be encouraged and industrial developments will be discouraged. In particular, land uses that complement the existing and new institutional uses will be encouraged, including commercial uses related to tourism and park space.</p>	<p>Land uses proposed in the eastern portion of the ASP area will provide an opportunity for park and residential development which will compliment Heritage Park. Industrial lands within the western portion of the ASP area will complement existing industrial development along Glory Hills Road. Additionally, highway commercial development along Highway 16A complies with the purpose of the Highway 16A Corridor Overlay, identified in the Town’s LUB.</p> <p>The range of residential housing types proposed for the ASP area, including medium and high density residential uses, will provide for a mix of ages, incomes and family types within the ASP area. This range of household types and their proximity to Heritage Park will foster a strong sense of community for the area.</p> <p>In addition, future residents within the ASP area will support commercial development, schools and other community amenities planned for adjacent neighbourhoods and existing in the Town of Stony Plain.</p>



4.0

DEVELOPMENT CONCEPT

4.1 Overview of Development Concept

The Parkland Gateway ASP has been prepared in response to current and anticipated commercial, industrial, and residential market demand in the Town of Stony Plain. The ASP encourages development that provides a range of housing, commercial, and business industrial opportunities, active and passive recreation opportunities, and the preservation of natural features. The proposed land uses have been planned to complement existing adjacent land uses. As illustrated in *Figure 4.0 – Development Concept*, the Parkland Gateway ASP proposes a range of residential land uses to provide diversity and a variety of housing options for future residents.

Located adjacent to Highway 16A and Glory Hills Road, the ASP area is well connected with the rest of the Town. To serve the community, the regional trade area, and the traveling public, commercial uses have been planned along Highway 16A.

In addition, the ASP area integrates a large existing central wetland into a functional stormwater management facility. This stormwater management facility and the adjacent mixedwood forest serve as both an amenity for the community and a buffer between the industrial uses in the west and residential uses in the east.

Figure 4.0 – Development Concept provides a framework for the future development of lands within the ASP area. Although internal roadway patterns and parcel orientations may be altered at the detailed design stage, all future development within the ASP area shall be in general accordance with the Development Concept. Recently the ASP boundary has been extended to add an additional 14.2 ha (35.2 ac) to the ASP. The initial ASP area has been identified as *Area A* in *figure 4.0 – Development Concept*. The additional *Area B* has been added to provide for an extension of the proposed Minor Residential Collector roadway and a second access onto 50th street to improve connectivity in the ASP area. All supporting technical studies such as the Geotechnical Investigation, Phase I Environmental Site Assessment, Traffic Impact Study, and Servicing Concepts have been completed and accepted by the Town of Stony Plain for *Area A*. The conceptual alignment for the extension of the collector roadway and surrounding proposed land uses have been shown for *Area B*. It is understood that the necessary technical studies such as Geotechnical Assessment, Traffic Impact Study, Environmental Site Assessment, and Servicing Concepts will be completed for *Area B* prior to subdivision and/or development approval. The location and amount of Environment Reserve and Municipal Reserve requirements will be configured at the subdivision application stage in accordance with the provisions of the *Municipal Government Act (MGA)*.

4.2 Residential

As shown in *Figure 4.0 – Development Concept*, portions of *Area A* of the ASP, east of the central wetland and south of the major collector roadway are planned for residential uses; predominantly medium density residential with some areas designated for higher density housing forms. A logical transition of residential land uses has been established, locating higher density residential uses along major roadways and adjacent to green space, and medium density residential uses within the interior portions of the neighbourhood.



Table 1 – Land Use Statistics—Area A provides a breakdown of the land uses, residential densities and projected population for the proposed residential areas in *Area A* of the ASP.

4.2.1 Medium Density Residential

Approximately 5.8 ha (14.3 ac) or 12 % of the Gross Developable Area (GDA) of *Area A* is planned for medium density. These lots will be accessible from the proposed minor residential collector roadway as well as through an internal local road network. Medium density residential development is planned within the eastern portion of the site within *Area A*, taking advantage of the close proximity to the Town’s Heritage Park. This area is naturally buffered from the industrial land uses within the western portion of the *Area A* within the ASP area by the mixedwood forest and wetland central to the site.



4.2.2 High Density Residential

Approximately 3.8 ha (9.3 ac) or 8% of the GDA of *Area A* is planned for high density residential uses in close proximity to Heritage Park and other recreational opportunities. This area will be accessed from the proposed major collector roadway in the north-eastern portion of the ASP area.

The location of the high density residential development within *Area A* provides an appropriate transition of uses from the commercial uses along Highway 16A to the medium density residential uses to the south.

4.3 Commercial

The location of the Parkland Gateway ASP, adjacent to Highway 16A and east of Glory Hills Road, presents an opportunity to develop commercial uses along the northern portion of the ASP area. The intent of this development is to serve the needs of the traveling public.

Approximately 22.8 ha (56.3 ac) or 47 % of the GDA of *Area A* is planned for commercial development, extending from existing commercial development located to the east of the ASP area to Glory Hills Road. This commercial development will serve both a local and regional consumer base as well as provide employment opportunities for existing and future residents of the Town.

TABLE 1 - LAND USE STATISTICS -AREA A

	Ha	% of GDA
GROSS AREA	61.8	
Environmental Reserve (ER)	8.3	
Existing Business Industrial	2.2	
Existing General Industrial	1.4	
Existing Highway Commercial	2.0	
Subtotal	13.9	
GROSS DEVELOPABLE AREA	47.9	100%
Non-Residential Uses		
Circulation		
Collector (Industrial/Commercial) Roadway	1.9	4%
Collector (Residential) Roadway	1.5	3%
Local (Industrial/Commercial) Roadway	1.7	4%
Subtotal	5.1	11%
Stormwater Management Facility / PUL	5.3	11%
Municipal Reserve (MR) / Parks & Open Space*	4.8	10%
Subtotal	10.1	21%
Commercial	22.8	48%
Subtotal	22.8	48%
Total Non-Residential Uses	38.7	80%
Residential Uses		
Medium Density Residential	6.1	12%
High Density Residential	3.8	8%
Total Residential Uses	9.9	20%
TOTAL	47.9	100%

RESIDENTIAL LAND USE ANALYSIS					
	Area (Ha)	Density (Units/Ha)	Units	Persons/Unit	Population
Medium Density Residential	6.1	20.0	122	3.2	390
High Density Residential	3.8	80.0	300	2	600
TOTAL			422		990

**Note: Municipal Reserve will be further delineated in accordance to the provisions in MGA at the subdivision stage.*

TABLE 1 - LAND USE STATISTICS -AREA B

	Ha	% of GDA
GROSS AREA	14.2	
Environmental Reserve (ER)	—	
Subtotal	14.2	100%
GROSS DEVELOPABLE AREA	14.2	100%
Non-Residential Uses		
Circulation	1.5	11%
Stormwater Management Facility / PUL	0.4	3%
Municipal Reserve (MR) / Parks & Open Space*	—	—
Subtotal	1.9	14%
Commercial	1.2	8%
Subtotal	1.2	8%
Total Non-Residential Uses	3.1	22%
Residential Uses		
High Density Residential	11.1	78%
Total Residential Uses	11.1	78%
TOTAL	14.2	100%

**Note: The location and amount of Environment Reserve and Municipal Reserve requirements will be configured at the subdivision application stage in accordance with the provisions of the Municipal Government Act (MGA).*

4.4 Schools, Parks and Open Space

4.4.1 Schools

As shown in *Table 2 – Potential Student Population*, it is anticipated that full development of the *Area A* of the ASP area will generate approximately 260 students. Through consultation with local school boards it was determined that existing and proposed schools within the area could accommodate the additional students and there is no need for a school site within the *Area A* of the ASP area.

4.4.2 Parks and Open Space

Approximately 4.8 ha (11.86ac) or 10% of the GDA of *Area A* will be dedicated as Municipal Reserve (MR), to provide pedestrian connections and interconnected green space for residents. A larger MR parcel is located adjacent to the existing Heritage Park to provide recreational opportunities for residents and allow for a possible future expansion of the Town’s exhibition grounds.

Additional MR will be incorporated in the form of multi-use trail development to enhance pedestrian accessibility throughout the ASP area and support active recreational activities. Portions of the stormwater management facility above the high water level and riparian areas, as well as lands within existing pipeline and utility right-of-ways, will be integrated into the multi-use trail system.

TABLE 2 - POTENTIAL STUDENT POPULATION –AREA A

	K-6	7-9	10-12	Total
Public System	93	38	38	169
Separate System	50	21	21	91
Total				260
Assumptions				
Number of Students / unit	0.61			
Number of Units	427			
Proportion of Students in Public System	65%			
Proportion of Students in Catholic System	35%			

4.4.3 Environmental Reserve

Approximately 7.9 ha (19.5 ac) of the *Area A* will be dedicated as Environmental Reserve (ER) to protect and preserve natural features and environmentally significant areas associated with low lying areas and wetlands. Based on a Preliminary Geotechnical Evaluation, relatively high groundwater levels coupled with relatively thick layers of peat and weak clays beneath the peat are anticipated within portions of the low lying ER parcel in the central portion of the ASP area. A portion of this area has been integrated into the stormwater management plan and multi-use trail network, while the remainder will be dedicated as ER.

Removal of peat soils may be required for any development planned adjacent to these areas.

The exact thickness and extents of any potential peat areas will be determined on a site-by-site basis through a more detailed geotechnical analysis at the detailed design stage.

4.5 Transportation

All roadways proposed within the ASP area are to be constructed in accordance with the Town of Stony Plain *Municipal Development Standards*. *Figure 5.0 - Transportation Network* identifies the proposed roadway network within the ASP area. The proposed roadway network includes widening and upgrading of Glory Hills Road to an arterial standard between Highway 16A and the east / west major collector roadway; upgrading the southern portion of Glory Hills Road to a collector standard from the east / west major collector roadway to the southern boundary of the ASP; two future collector roadways routed through the ASP area to provide access to local roadways as well as to Glory Hills Road; a local commercial roadway; and a local roadway network, which will be refined and finalized at the subdivision stage, to provide access to the collector roadway network from individual lots.

A Traffic Impact Assessment (TIA) was also prepared by Associated Engineering Alberta Ltd. to assess the impact of pre and post development of *Area A* traffic volumes on the Highway 16A / Glory Hills Road intersection and provide recommendations for roadway upgrades. The TIA is attached as *Appendix F*.

The following is a detailed description of the roadway hierarchy proposed to serve the ASP area, specifically *Area A*, as well as recommendations for future upgrades to the Highway 16A / Glory Hills Road intersection.

4.5.1 Arterial Roadways

Highway 16A, located directly north of the ASP area, and Glory Hills Road, located directly west, will serve as arterial roadways to the ASP area. To accommodate the future development of the ASP area, Glory Hills Road will be upgraded to an urban arterial standard, which includes widening of the road right-of-way to accommodate a 40m wide cross-section, between Highway 16A and the proposed major collector roadway which run from west to east within the ASP area. Based on a phased build-out, the arterial roadway may be constructed as a two land roadway initially with an ultimate build-out of four lanes.

4.5.2 Collector Roadways

The collector roadways will provide access from Glory Hills Road to all portions of the ASP area. The network has been designed to provide central access to all portions of the site while leaving the central treed area as intact as possible. A 24m wide major collector road right-of-way has been planned to run parallel to Highway 16A, east / west through the ASP area. A 20m wide minor residential collector road right-of-way has been planned to direct residential traffic south from the major collector roadway within the eastern portion of the ASP area and potentially connect to the existing 50th street. All collector roadways are to be constructed as per the *Town of Stony Plain Municipal Development Standards*.

South of the east / west major collector roadway, Glory Hills Road will be upgraded to a major collector roadway which includes widening the road right-of-way to accommodate a 24m wide cross-section. The timing of this roadway will be monitored as future development continues south of the intersection of Glory Hills Road and the east / west major collector roadway.

4.5.3 Local Roadways

A local commercial road right-of-way has been proposed to provide appropriate access to the commercial development proposed in the western portion of the ASP area. The local commercial roadway will be constructed within a 22m right-of-way, as per the Town of Stony Plain's *Municipal Development Standards*.

In order to provide access to individual residential lots, a system of local roadways will be refined and finalized at the subdivision stage. Local roadways will be constructed within an 18m right-of-way, as per the Town of Stony Plain's *Municipal Development Standards*.

4.5.4 Lanes

Aside from the high density residential parcels identified within the Plan area, all residential development fronting onto collector roadways will be accessed via laneways at the rear of the lot. The minimum right-of-way width for lanes is 6m, as per the Town's *Municipal Development Standards*.

While orientation and access to internal residential lots will be determined based on market demand at the subdivision stage, lots backing onto natural areas or Municipal Reserve will be accessed directly from the local road network.

4.5.5 Highway 16A / Glory Hills Road Intersection

The TIA recommends that a roundabout be developed at the intersection of Highway 16A / Glory Hills Road in conjunction with the initial phase of development, in order to address existing sight distance concerns. Refer to the TIA in *Appendix F* for more information.

The TIA also contains a recommendation to remove both slip ramps to / from Highway 16A, east of Glory Hills Road, to address safety and operational issues associated with these accesses.

4.5.6 Emergency Services

Through consultation with the Stony Plain Royal Canadian Mounted Police, the Stony Plain Fire Department, and the Parkland Ambulance Authority, it has been determined that there is no need for lands within *Area A* the ASP area to accommodate additional emergency services facilities. Existing services within the Town of Stony Plain are sufficient to provide for future development within *Area A* the ASP area.



5.0 UTILITY SERVICING

5.1 Design Criteria

An analysis of the sanitary sewer, water servicing and storm servicing requirements for Area A the ASP area was conducted in accordance with the Town of Stony Plain *Municipal Development Standards*; Alberta Environment *Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems*; Alberta Environment *Stormwater Management Guidelines*; the Town of Stony Plain *Water Distribution, Sanitary Collection and Storm Drainage Master Plan Update (January 2008)*; the Town of Stony Plain *Area Structure Plan Sustainability Criteria*; and with the goals and objectives of the Town of Stony Plain *Municipal Development Plan (MDP)*. The design of the Conceptual Storm Servicing was also generated in conjunction with the *2004 Big Lake Basin Drainage Study*.

Franchise utility servicing information was contributed by the respective utility owner.

5.1.1 Sanitary Sewer Servicing

The Town of Stony Plain MDP and *Sanitary Collection System Master Plan Update (January 2008)* show that the ASP area will be serviced by the west sanitary trunk sewer system.

The west sanitary trunk sewer system was constructed through the ASP area in 2010. The entire ASP area will drain via gravity towards the existing sanitary trunk sewer.

Pipe alignments will follow the main transportation routes. Refer to *Figure 6.0 - Sanitary Servicing Plan*.

5.1.2 Water Distribution

The Town of Stony Plain *Water Distribution Master Plan Update (January 2008)* indicates that the ASP area will be serviced via three water connections – two from the east and one from the south.

The water connections from the east consist of a connection into the existing 300mm diameter watermain on 41 Avenue approximately 10m east of the eastern boundary of the ASP area, and extending a 400mm diameter watermain along 45 Avenue, 51 Street and 44 Avenue from the existing 400mm diameter watermain on 50 Street.

The water connection from the south is required for looping purposes and involves extending a 300mm diameter watermain from the existing watermain at the intersection of 52 Street and 50 Avenue.

Pipe sizes have been adopted from the *Water Distribution Master Plan Update*. The pipe alignments will follow the main transportation routes and existing right-of-ways. Refer to *Figure 7.0 - Water Servicing Plan*.

5.1.3 Stormwater Management

Area A of the ASP area naturally drains into the low lying treed area near the center of the site. The proposed storm servicing concept for the ASP area will follow the drainage concept identified in the Town of Stony Plain *Storm Drainage Master Plan Review – Stage 1 (January 2008)*. The proposed storm drainage concept includes drainage to the northeast into a proposed culvert under Highway 16A; then into Stream Course #4 which discharges into Stream Course #2; then into the Atim Creek drainage system, located on the east side of Town; and ultimately into Big Lake.

As indicated in the Town's *Storm Drainage Master Plan Review – Stage 1*, "the discharge capacity of the (existing) stream courses are limited by the capacity of the (existing) culverts at major road crossings." The existing culverts were designed for the 1:25 year storm event (1.6 L/s/ha) and therefore do not have capacity for the pre-development release rate of 2.5 L/s/ha. Due to existing topography, *Area A* of the ASP area cannot drain into an existing culvert under Highway 16A. Upon development of *Area A* the ASP area, a new culvert will be required under Highway 16A to drain the ASP area to the existing stream course. Upgrades to Stream Course #4 and Stream Course #2, downstream of the ASP area, may be required for capacity purposes.

Figure 8.0 - Storm Servicing Plan shows the essential elements of the stormwater management plan for the ASP area, including a wet pond and drainage pathways. *Table 3* identifies the catchment area and stormwater management facility size. The following is a summary of key features of the Conceptual Storm Servicing Plan:

- The proposed stormwater concept was developed using the natural topography of the site.
- Runoff from the entire *Area A* of the ASP area will be collected into a system of storm sewers and the major drainage system (streets and utility right-of-ways) and will be directed to the wet pond to help maintain the permanent pool of water.
- Runoff will be temporarily stored within the wet pond and released at a controlled rate not to exceed the pre-development flow rate from the basin of 2.5 L/s/ha (as per the *2004 Big Lake Basin Drainage Study*).
- The water level and outflow will be controlled with an outlet control structure.

- Retention within the permanent pools and the flood storage zone will further promote the settling of suspended sediments and removal of nutrients to improve the quality of water stored within and released from the wet pond.

Table 3 - Stormwater Management Facility Parameters—Area A

Facility	Type	Catchment Area (ha)	Water Surface Area at NWL (ha)	Water Surface Area at HWL (ha)	Water Surface Area at FB (ha)	Flood Storage Volume (m ³)	Depth of Active Storage (m)
1	Wet Pond	64.0	3.3	4.3	4.9	55,000	1.5

5.1.4 Franchise Utilities

It is anticipated that power, natural gas, telephone and cable TV services will be provided through extension of the existing systems.





6.0 PLAN IMPLEMENTATION

6.0 PLAN IMPLEMENTATION

6.1 Development Staging

Staging of development will be based on market demand and generally follow the logical extension of sanitary collection and water distribution systems (refer to *Figures 6.0* and *7.0*). Therefore, the ASP lands situated in the northern portion of the quarter section, along with the east / west collector roadway, will make up the first stages of development. Development of the east/west collector in the initial stage will require municipal servicing along this roadway to be constructed during the first stage along with the stormwater management facility central to the site.

The remaining lands within the ASP area will be developed in general accordance with the staging plan shown on *Figure 9.0 - Staging Plan*.

6.2 Redistricting and Subdivision

Redistricting and subdivision applications will be prepared for each stage of development and will conform to the land uses described in this ASP. Guided by the Town of Stony Plain MDP, redistricting and subdivision will also be required to adhere to the Town of Stony Plain *Land Use Bylaw 2355/LUO/08*.

6.3 Provision of Roadways and Infrastructure

Provision of new roadways and services and / or upgrades to existing services required to accommodate new development in the ASP area will be established through the subdivision process.

Applications for subdivision will be submitted for each Phase of development by the developer and reviewed by the Town of Stony Plain Subdivision Authority. As a condition of subdivision approval, a Development Agreement between the developer and the Town of Stony Plain will be required to be entered into. This Development Agreement will identify necessary roadway and servicing construction and/or upgrades to existing roadways and services required to accommodate development, based on the future land uses and densities proposed in the subdivision application. It will also indicate responsibilities for constructing the required roadways and services. Detailed engineering drawings are required to be submitted for the proposed new and/or upgraded roadways and services.

Through the Development Agreement process, the developer and the Town of Stony Plain will establish who will be required to pay for and construct the required roadways and services. Typically, the developer is required to pay for and construct the roadways up front, and would work with the Town of Stony Plain to determine opportunities for recovery of a fair portion of these upfront costs from subsequent development which will utilize the new and/or upgraded roadways and services. To ensure the proposed new and/or upgraded roadways and services are completed as identified in the engineering drawings, the Town of Stony Plain will require security to be provided, the amount of which is determined based on the construction costs for roadways and services. This security will be returned to the developer following a warranty period, which is determined by the Town of Stony Plain and identified in the Development Agreement.

Upon signing and approval of the Development Agreement between the developer and the Town of Stony Plain, the subdivision application will be approved by the Subdivision Authority, lots can be registered with Land Titles and road upgrades and construction of services can begin.

LIST OF FIGURES

Figure 1.0—Plan Area

Figure 2.0—Existing Conditions

Figure 3.0—Man Made Constraints

Figure 4.0—Development Concept

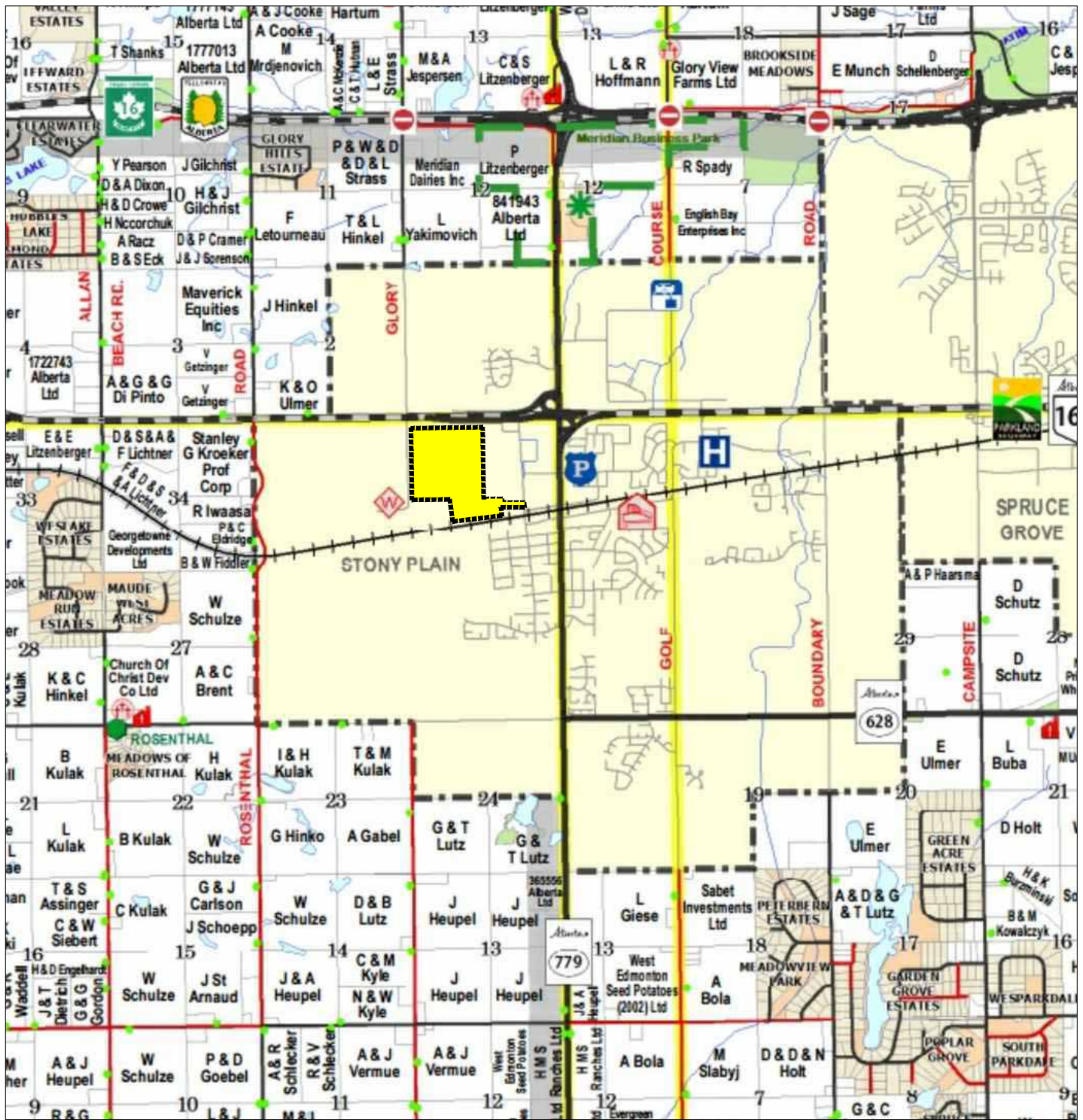
Figure 5.0—Transportation Network

Figure 6.0—Conceptual Sanitary Servicing Plan

Figure 7.0—Conceptual Water Servicing Plan

Figure 8.0—Conceptual Storm Servicing Plan

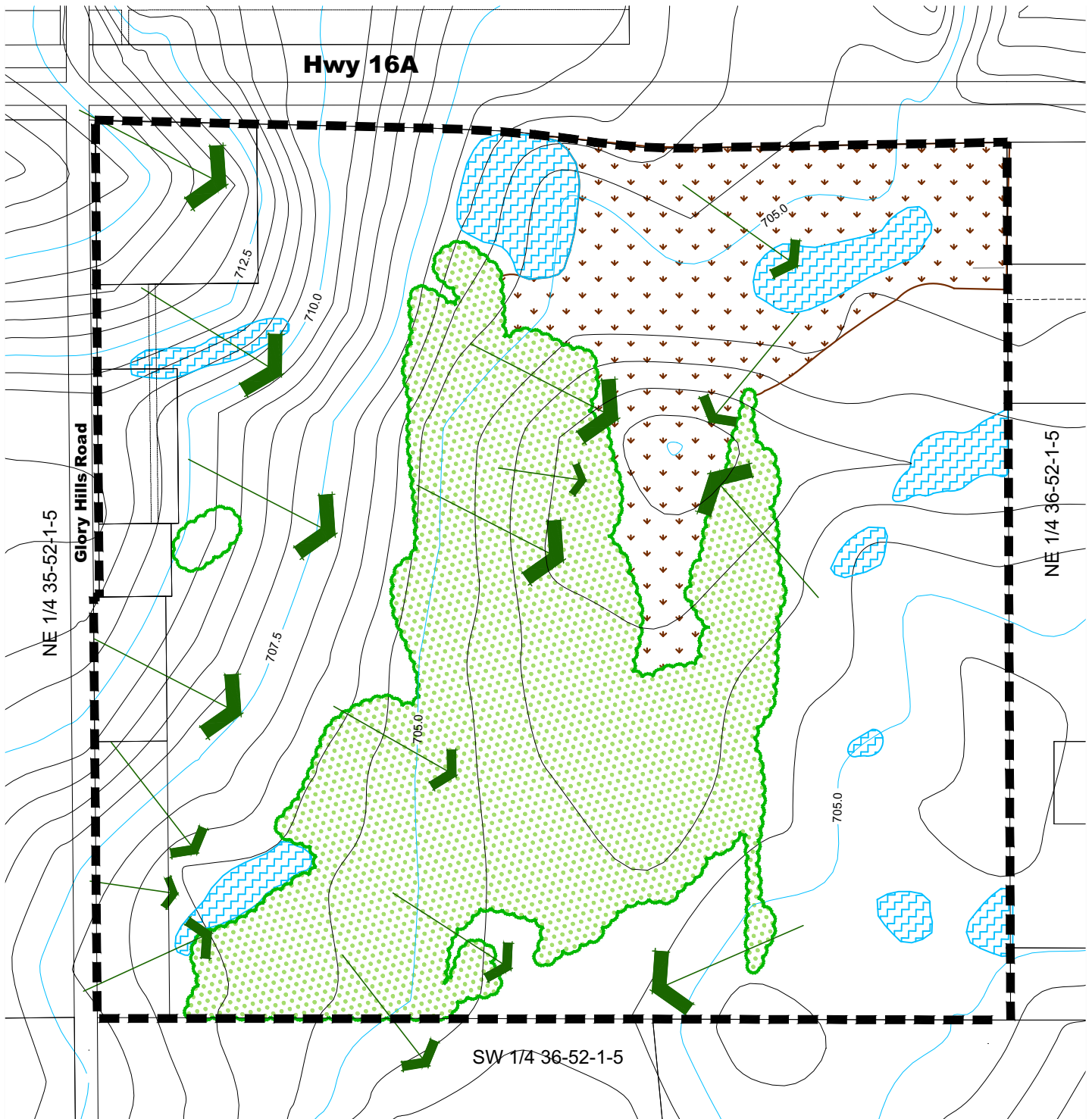
Figure 9.0—Staging Plan



 ASP Boundary

Figure 1.0
Plan Area

Parkland Gateway
Area Structure Plan
Stony Plain, Alberta



Legend












- ASP Boundary (Area A)
- Low Lying / Wet Area
- Treeline
- Mixed Wood Forest with Muskeg
- Muskeg
- Direction of Overland Drainage
- Minor Contour 0.5m interval
- Major Contour 2.5m interval

Figure 2.0
Existing Conditions

Parkland Gateway
Area Structure Plan
Stony Plain, Alberta



Legend

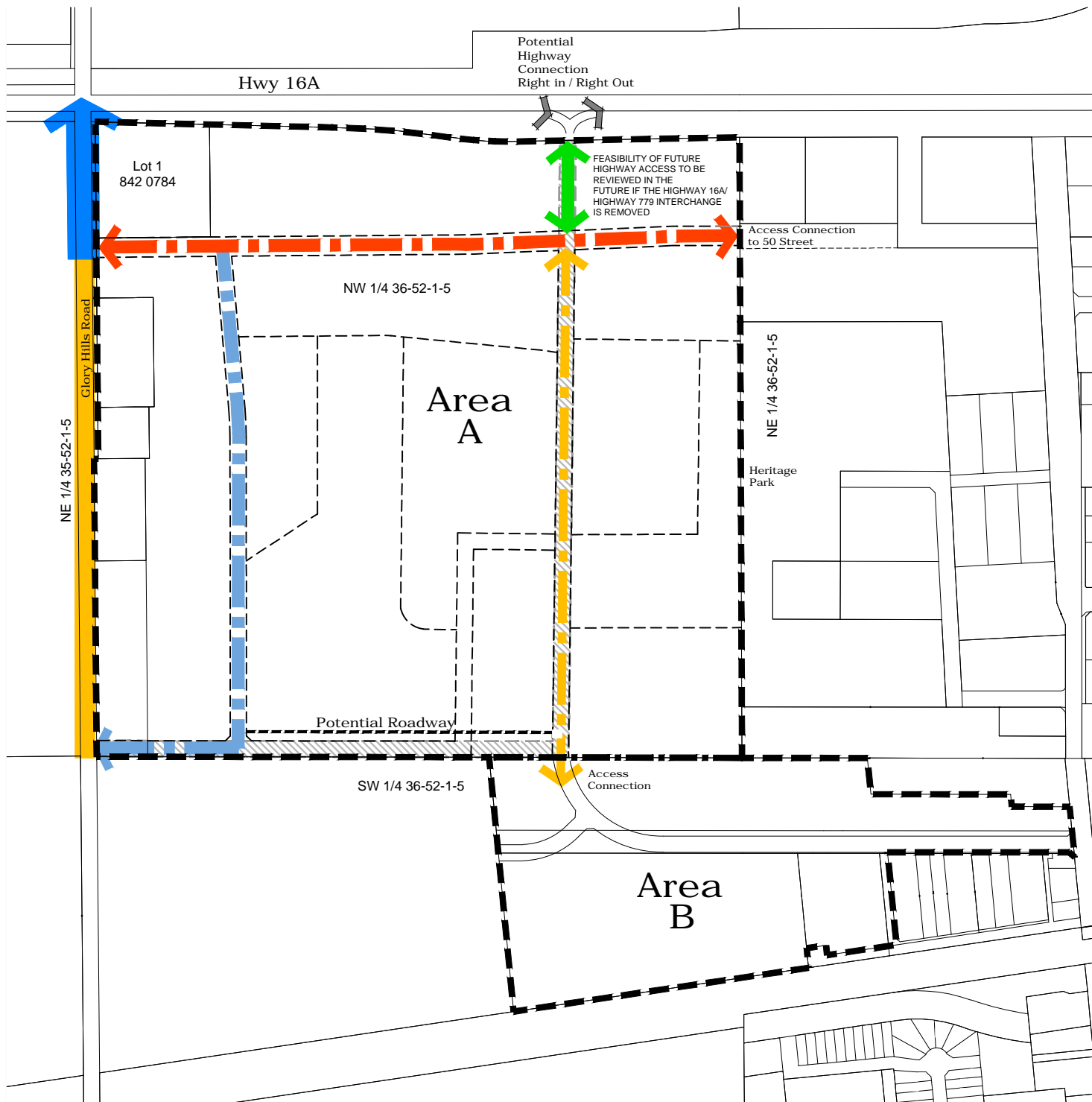
-  ASP Boundary
-  Medium Density Residential
-  High Density Residential
-  Commercial
-  Environmental Reserve (ER)
-  Municipal Reserve (MR) Park/Open Space
-  Stormwater Management Facility / PUL
-  Potential Multi-Use Trail
-  Existing Business Industrial
-  Existing General Industrial
-  Existing Highway Commercial

Note:
This drawing is conceptual only.
Development boundaries may be
adjusted at the subdivision stage.

Figure 4.0
Development Concept

Parkland Gateway
Area Structure Plan
Stony Plain, Alberta



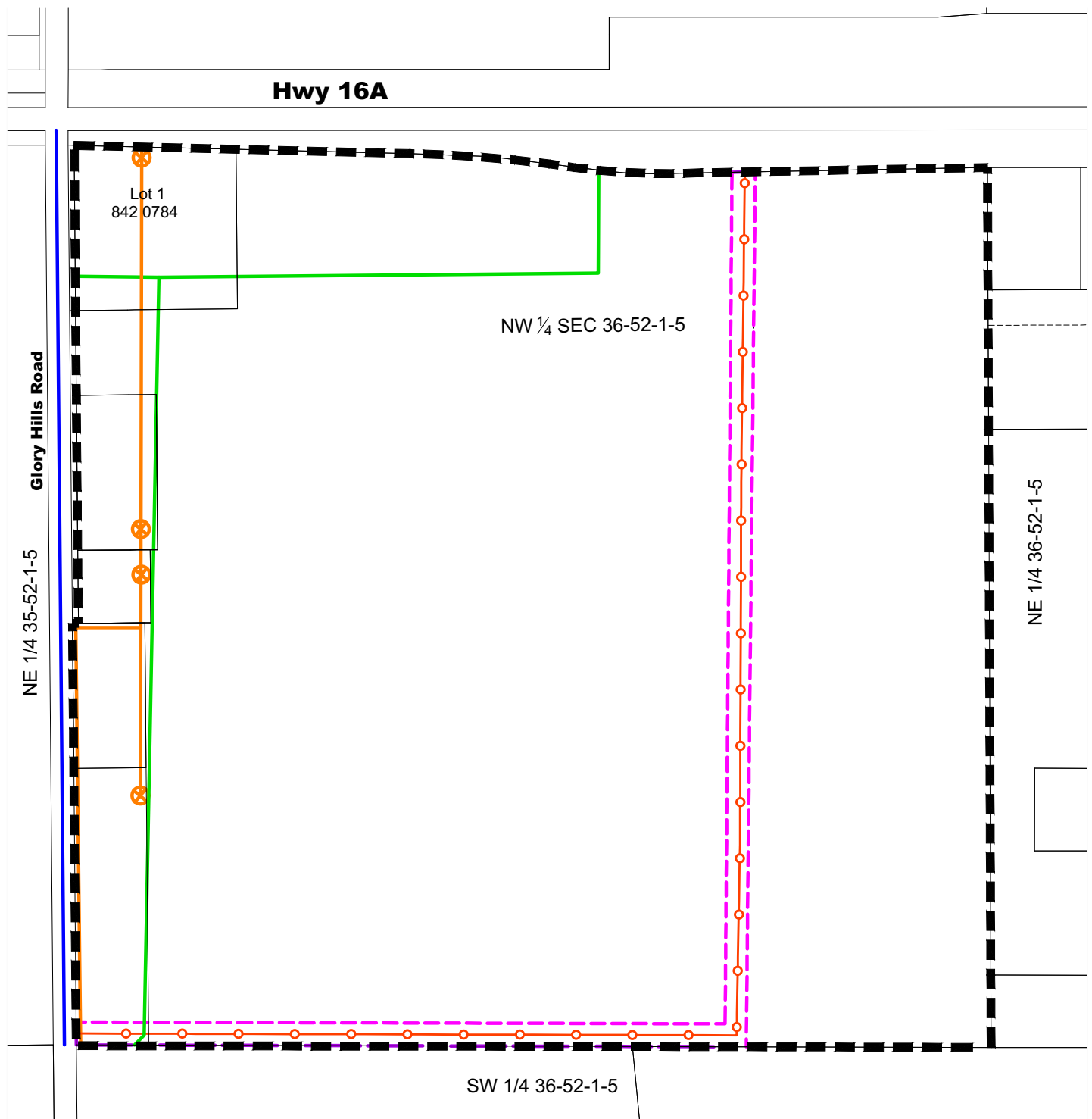


Legend

- ASP Boundary
- Arterial Road Allowance (40.0 m ROW)
- Collector Road Allowance (24.0 m ROW)
- Major Collector Roadway (24.0 m ROW)
- Minor Residential Collector Roadway (20.0 m ROW)
- Commercial Local Roadway (22.0 m ROW)
- Pipeline Right-of-Way
- Potential Highway Connection (Collector Roadway 24.0m ROW)

Figure 5.0
Transportation Network

Parkland Gateway
Area Structure Plan
Stony Plain, Alberta

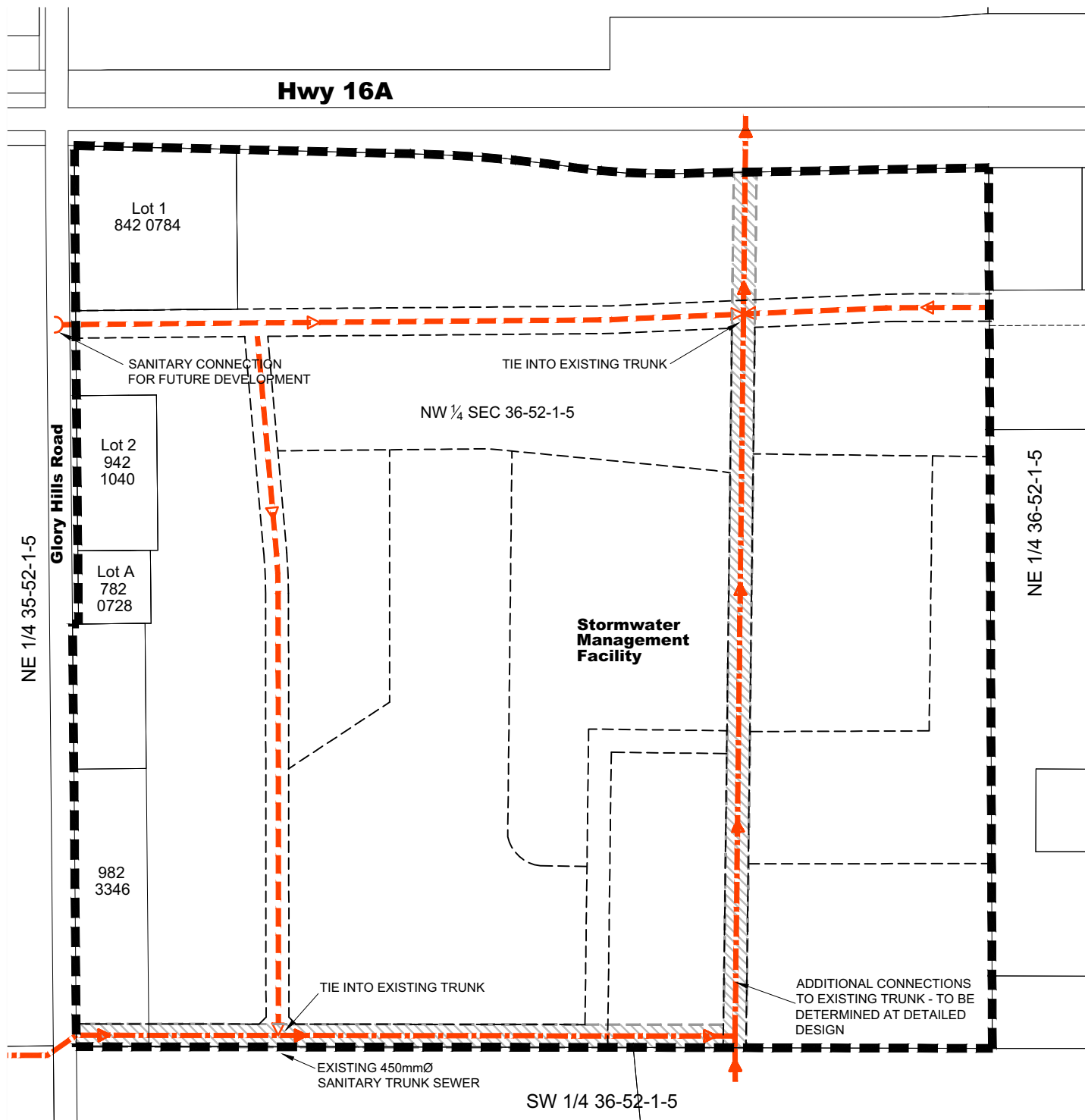


Legend

- ASP Boundary (Area A)
- - - - - Underground Pipeline Right-of-Way
- West Sanitary Trunk Line
- Underground Gas Infrastructure
- Electrical Overhead Powerline
- Underground Telephone Line
- ⊗ Electrical Transformer

Figure 3.0
Development Constraints

Parkland Gateway
Area Structure Plan
Stony Plain, Alberta

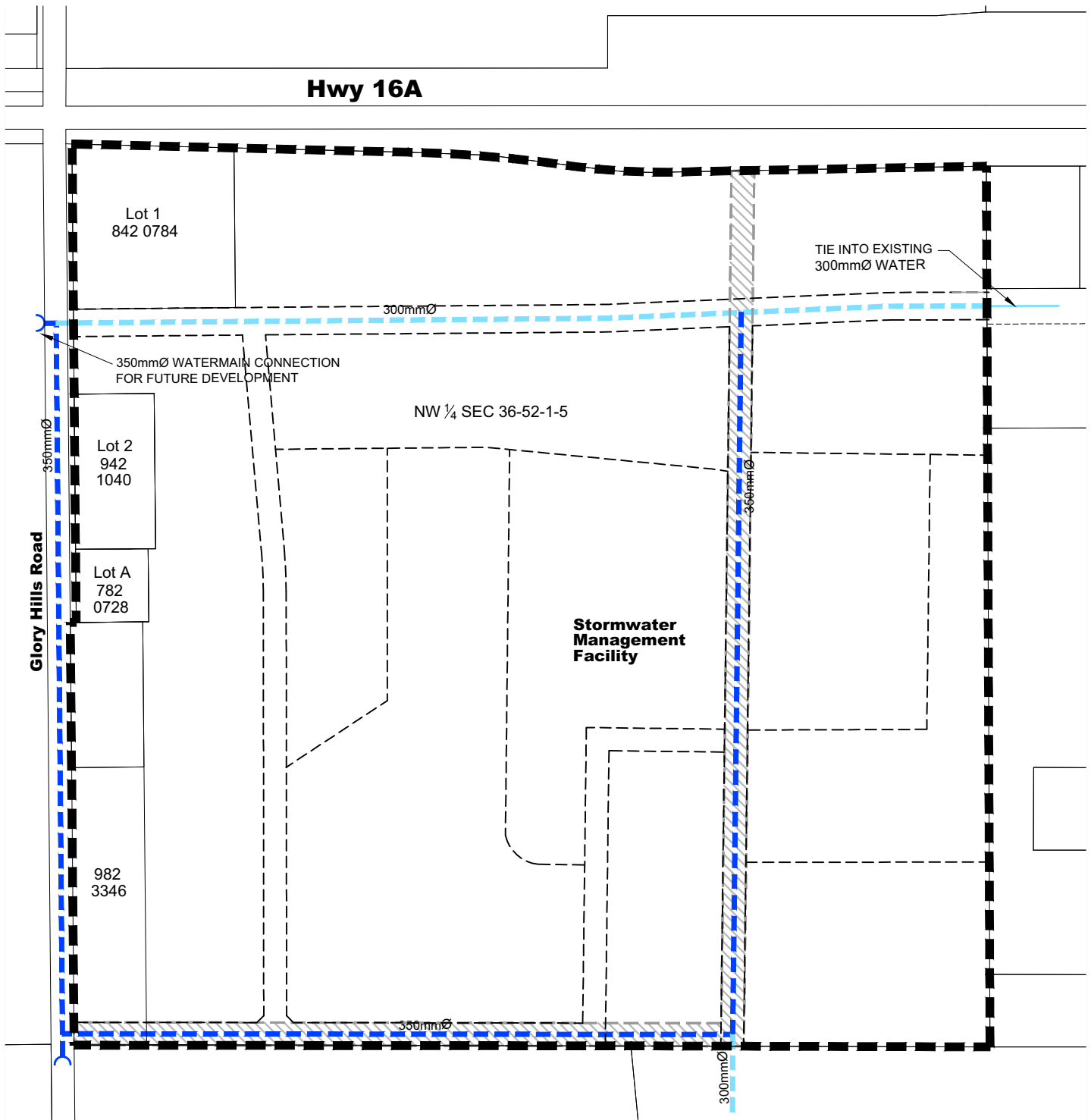


Legend

- ASP Boundary (Area A)
- - -> Proposed Sanitary Sewer
- . - -> Existing Sanitary Sewer

Figure 6.0
Conceptual Sanitary Servicing Plan

Parkland Gateway
Area Structure Plan
 Stony Plain, Alberta

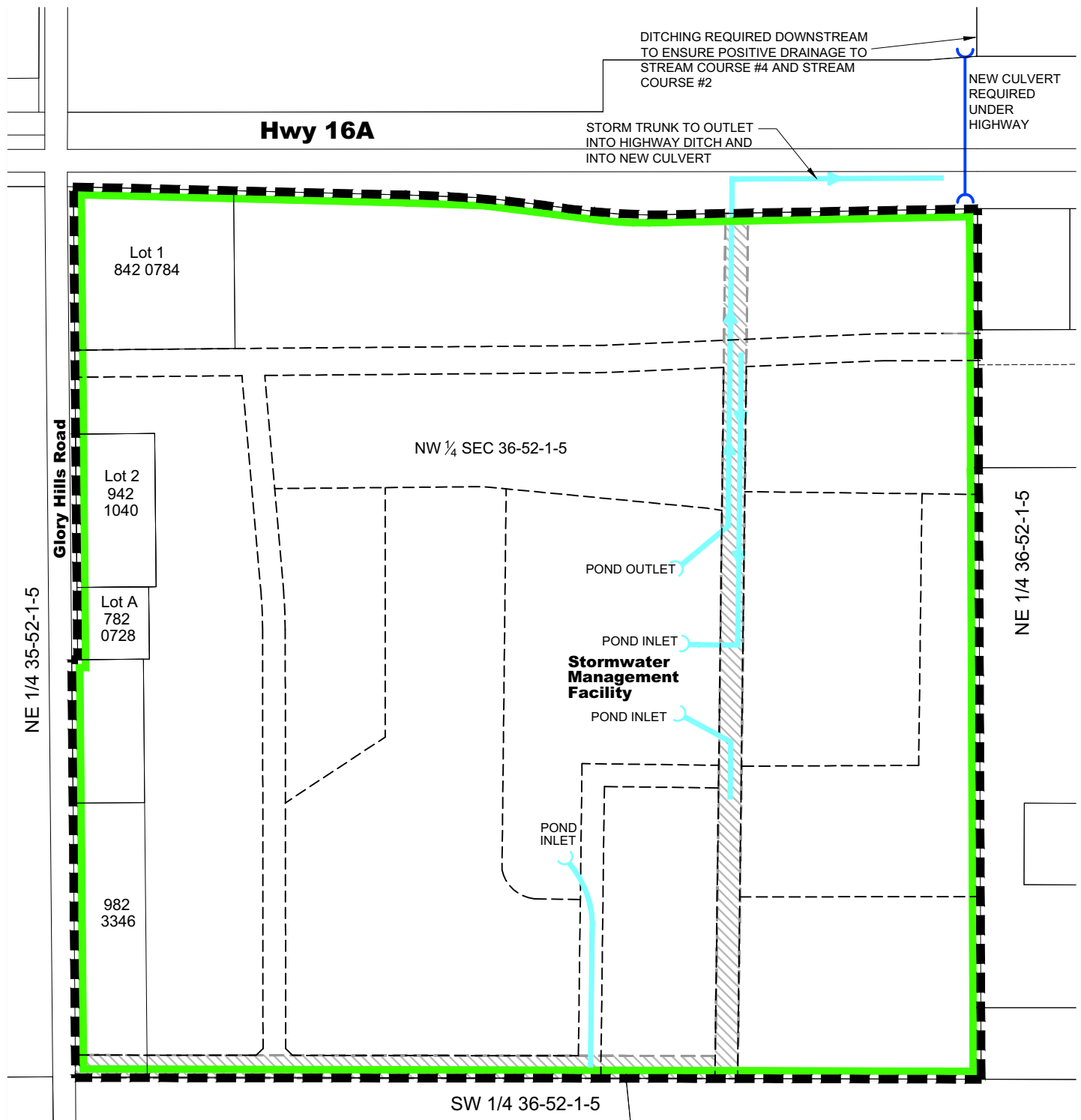


Legend

- ASP Boundary (Area A)
- Proposed 300mm Dia Watermain
- Proposed 350mm Dia Watermain
- Proposed 400mm Dia Watermain
- Existing 300mm Dia. Watermain

Figure 7.0
Conceptual Water Servicing Plan

Parkland Gateway
Area Structure Plan
 Stony Plain, Alberta

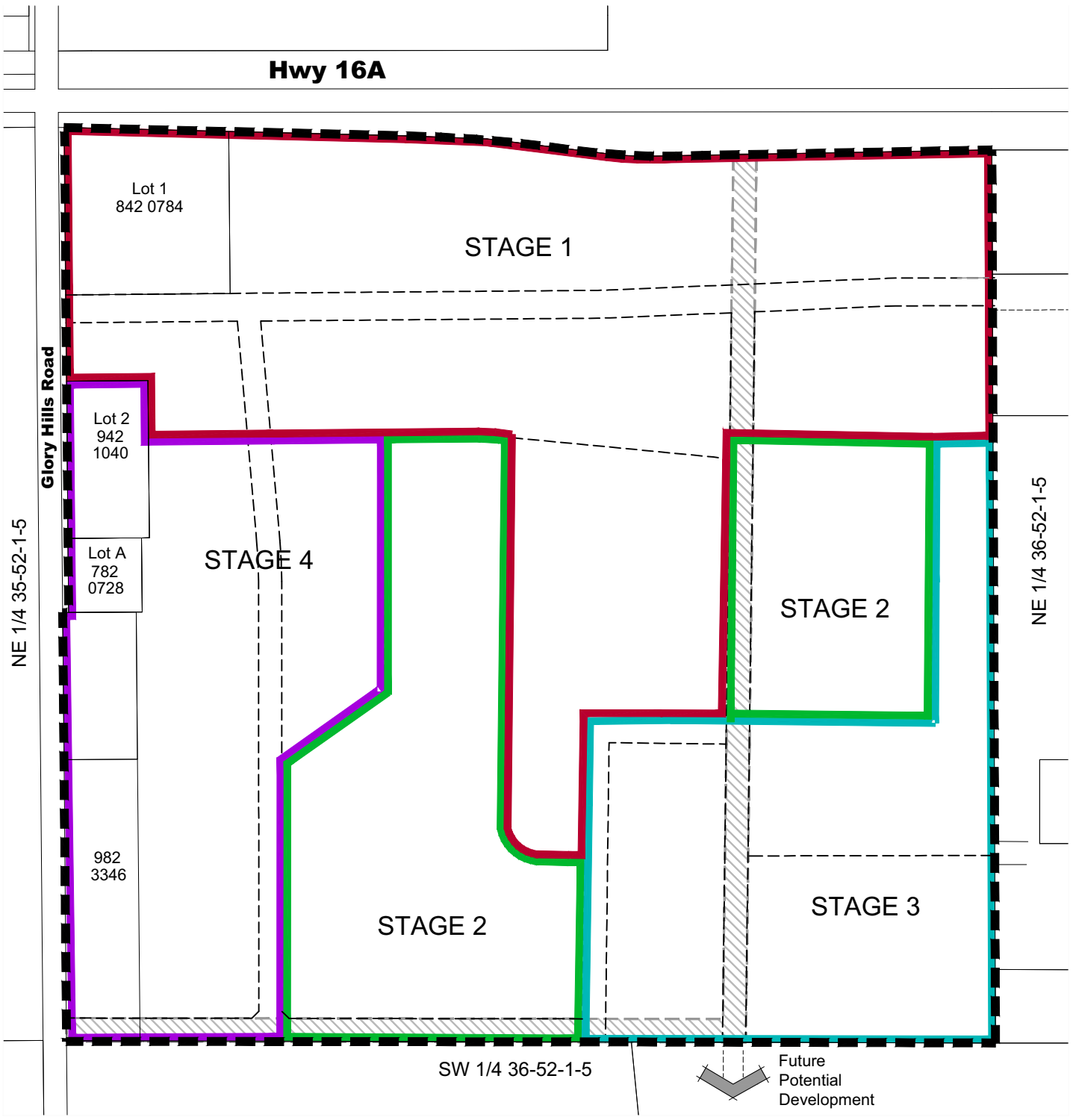


Legend

- ASP Boundary (Area A)
- Catchment Area
- Proposed Storm Trunk
- Proposed Pond Outlet/Inlet
- Proposed New Culvert
- Drainage Ditch

Figure 8.0
Conceptual Storm Servicing Plan

Parkland Gateway
Area Structure Plan
 Stony Plain, Alberta



Legend







-  ASP Boundary (Area A)
-  Stage 1 Boundary
-  Stage 2 Boundary
-  Stage 3 Boundary
-  Stage 4 Boundary
-  Pipeline Right-of-Way

Figure 9.0
Staging Plan
Parkland Gateway
Area Structure Plan
Stony Plain, Alberta