

BYLAW NO. 1421

OF THE TOWN OF WHITECOURT IN THE PROVINCE OF ALBERTA

TO ADOPT AN AREA STRUCTURE PLAN FOR  
DOWNTOWN SOUTH

**WHEREAS**, Council deems it expedient and proper to adopt an Area Structure Plan to provide a framework for subsequent subdivision and development of land contained within the municipal boundaries and legally described as land within the North East Quarter of Section 26 Township 59 Range 12 West of the 5<sup>th</sup> Meridian.

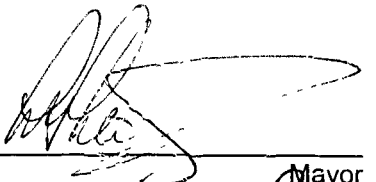
**NOW THEREFORE**, under the authority and subject to the provisions of the Municipal Government Act, being Chapter M-26 of the Revised Statutes of Alberta, 2000, and amendments thereto, the Municipal Council of the Town of Whitecourt, duly assembled, enacts as follows:


1. That for the purpose hereof, the land being the subject of this Bylaw includes:
  - a. Lot 2 Block 2 Plan 062-7192
  - b. Lot 1 Block 1 Plan 012-5578
  - c. Lot 2 Block 1 Plan 062-7192
  - d. Lot 1 Block 1 Plan 012-3269
  - e. Lot 4 Plan 4294 NY
  - f. Lot 1 Block A Plan 2150 NY
  - g. Lot 2 Block A Plan 2150 NY
  - h. Lot 3 Block A Plan 2150 NY
  - i. Remainder of the NE 26 59 12 w 5<sup>th</sup>. All within the NE 26 59 12 w 5<sup>th</sup>.
2. That the Council of the Town of Whitecourt hereby adopts the Area Structure Plan, being Schedules "A" and "B", attached to and forming part of this Bylaw.
3. That this Bylaw shall take effect upon the date of final passing thereof.

READ a first time this 14<sup>th</sup> day of April 2008.

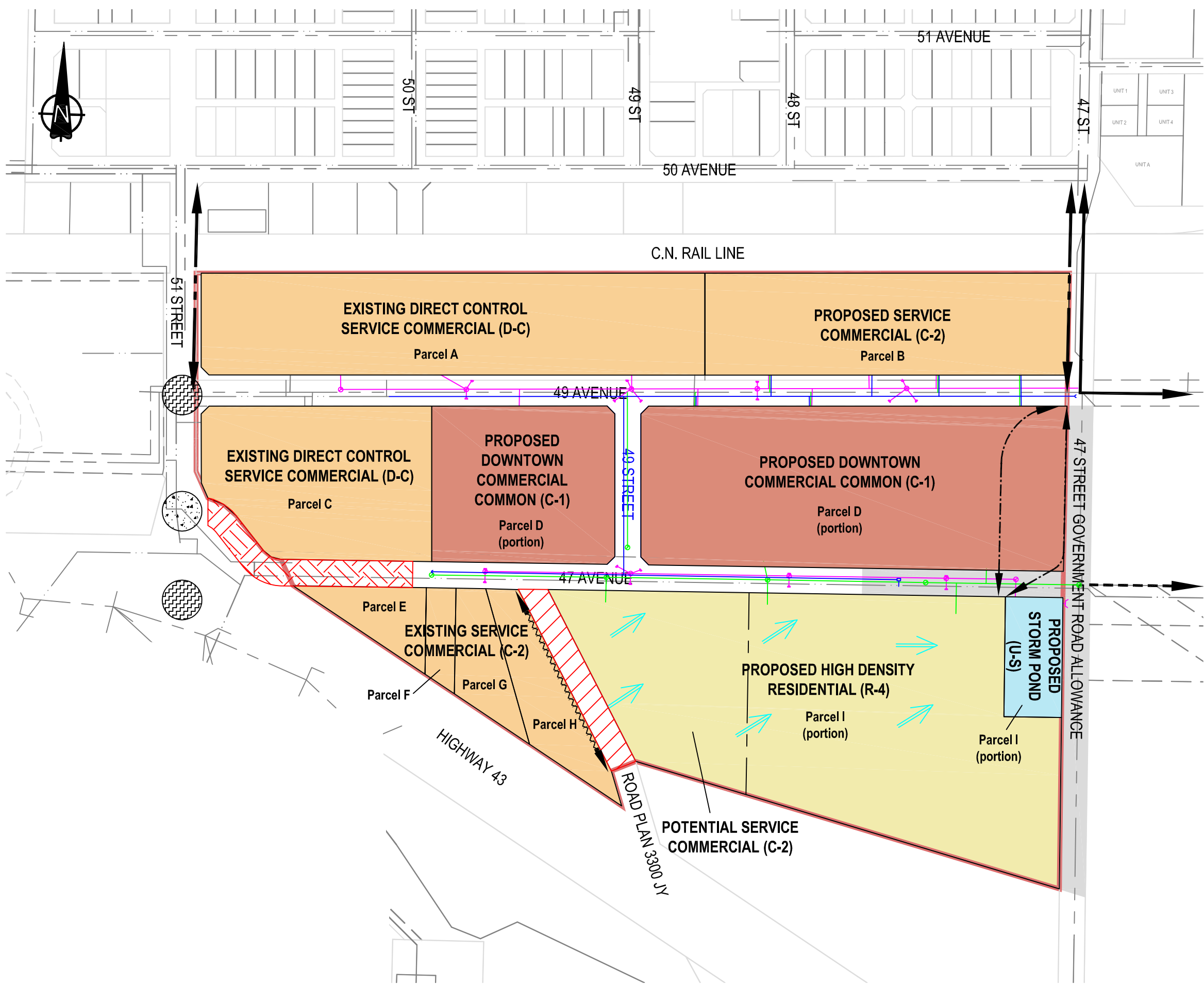
READ a second time this 14<sup>th</sup> day of April 2008.

READ a third and final time this 14<sup>th</sup> day of April 2008.











  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Chief Administrative Officer



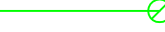


Signed by the Mayor and CAO this 30 day of April, 2008.



**TRANSPORTATION LEGEND:**


-  Future Road Connection
-  Possible Additional Road Connection
-  Undeveloped Road
-  Future Road Closure
-  Future Road Closure Opportunity
-  Pedestrian Rail Crossing
-  Possible Pedestrian Link Options
-  Town Access Easement Opportunity
-  Existing Traffic Signal
-  Future Intersection Closure

**UTILITIES LEGEND:**

-  Direction of Surface Flow
-  Proposed Water Main
-  Proposed Sanitary Sewer
-  Proposed Storm Sewer
-  Catch Basin

DOWNTOWN SOUTH COMMON  
AREA STRUCTURE PLAN  
DEVELOPMENT CONCEPT

1:3000  
April, 2008




PLANNING & DEVELOPMENT

## **Downtown South Common ASP Bylaw Appendix 'B'**

The following items will be investigated and negotiated by the Town and Developer at the time of subdivision and development approval for specific projects, and if determined relevant will be incorporated in Development Agreements or as Conditions of Development Approval. The responsibility for the costs of the items identified in this appendix will be negotiated and determined at this stage, unless otherwise noted.

### **Transportation**

1. Signal (Left turn from 51<sup>st</sup> Street north bound) and intersection improvements at the intersection of 49<sup>th</sup> Avenue and 51<sup>st</sup> Street will be undertaken by the Developer to maintain Level of Service "C". If Level of Service deteriorates below Level "C", further subdivisions or developments will not be approved until improvements are undertaken and accepted.
2. 49<sup>th</sup> Avenue will be constructed as a 15.0m wide four lane road, with boulevarded asphalt pathways 2.4m wide on both sides.
3. 47<sup>th</sup> Street from 49<sup>th</sup> Avenue to the railway will be constructed as a 15.0m wide four lane road, with boulevarded asphalt pathways 2.4m wide on both sides.
4. The 47<sup>th</sup> Street railway crossing will be constructed upon approval from CN.
5. If subdivision or development of Parcel B occurs before the Town obtains approval of a railway crossing at 47<sup>th</sup> Street, the cost of construction of 47<sup>th</sup> Street will be secured.
6. 47<sup>th</sup> Street from 47<sup>th</sup> Avenue to 49<sup>th</sup> Avenue will eventually be constructed as a 15.0m wide four lane road, with boulevarded asphalt pathways 2.4m wide on both sides. 50% of the cost of construction will be secured at the time of adjacent development to the west.
7. Where site accesses to 49<sup>th</sup> Avenue are closer than 50m to an intersection or other access, road and right of way widening for turn bays will be provided.
8. If traffic signals are required at the intersection of 49<sup>th</sup> Avenue and 49<sup>th</sup> Street to maintain Level of Service "C", the cost will be charged as a Development Levy, a Local Improvement, or a Special Tax.
9. If Traffic Signals are required at the intersection of 49<sup>th</sup> Avenue and 47<sup>th</sup> Street, the cost will be collected through Local Improvement or Special Tax.
10. 49<sup>th</sup> Street will be constructed as a 13.0m wide road, with 2.4m wide concrete sidewalks adjacent to the roadway on both sides.
11. 47<sup>th</sup> Avenue will be constructed as a 13.0m wide road, with 2.4m wide concrete sidewalks adjacent to the roadway on both sides.
12. At the time of subdivision or development of parcels D or I, the intersection of 47<sup>th</sup> Avenue and 51<sup>st</sup> Street will be closed by constructing a continuous curb, gutter and sidewalk on the east side of 51<sup>st</sup> Street, a landscaped boulevard at the west end of 47<sup>th</sup> Avenue, a gravel turnaround at the west end of 47<sup>th</sup> Avenue, and a concrete sidewalk to connect 47<sup>th</sup> Avenue to 51<sup>st</sup> Street.
13. At the time of subdivision or development of Parcel D or I, 49<sup>th</sup> Street will be constructed.
14. At the time of subdivision or development of Parcel I, 47<sup>th</sup> Avenue will be constructed west from 49<sup>th</sup> Street, including a paved turnaround of sufficient diameter to turn a school bus without any reversing movements.
15. The gravel trail adjacent to Highway #43 will be extended at the time of residential development.
16. A public right of way will be provided through the residential site to connect the highway trail to 47<sup>th</sup> Avenue.
17. If residential development occurs prior to the construction of the 47<sup>th</sup> Street Rail Crossing, fencing of the south boundary of the rail line and the east boundary of the plan area will be installed.

### **Storm Water**

1. Storm water discharge from the entire area will be restricted to the pre-development rate of discharge, with each stage of development meeting this criteria. This will include roadway discharge as well.
2. Grading and roadway construction will not interfere with the drainage from other properties.
3. The proposed storm drainage ditch from the proposed retention pond will lie in a right of way adjacent to the 47<sup>th</sup> Street road right of way or piped within the road right of way.

4. The storm drainage ditch from 49<sup>th</sup> Avenue to the railway tracks will be replaced by an underground storm drainage pipe at the time of subdivision or development of Parcel B.

### **Sanitary Sewer**

1. A Sanitary Sewer will be installed in 47<sup>th</sup> Avenue to the west property limit of Parcel D at the time of subdivision or development of any part of Parcel D adjoining 47<sup>th</sup> Avenue. The Development Agreement will provide for future recovery from Parcels E, F, and G.

### **Water System**

1. A secondary water main shall be installed in 47<sup>th</sup> Avenue to provide service to adjacent properties, with connection to the trunk line through a pressure reducing valve.
2. The 47<sup>th</sup> Avenue water main shall be installed for the length of the development area at the time of development, with future recovery from other benefiting property owners.

### **Shallow Utilities**

1. 3.0m wide utility right of ways shall be provided in the private property on each side of each public road for utility installation.
2. All buildings will be placed outside of utility right of ways.

### **Streetscape and Site Design**

1. 49<sup>th</sup> Street will be provided with street lights on the same spacing and similar in design to those on 50<sup>th</sup> Street and 51<sup>st</sup> Avenue in the existing downtown area.
2. 49<sup>th</sup> Street will be landscaped with a minimum of one street tree for every 30m of curb line.
3. 49<sup>th</sup> Street will be provided with benches, expanded sidewalk areas, planters, and waste receptacles similar to those on 50<sup>th</sup> Street and 51<sup>st</sup> Avenue in the existing downtown area.
4. 49<sup>th</sup> Street and 49<sup>th</sup> Avenue will be provided with Christmas Decorations similar to those in the existing downtown area.
5. All building exposures within 25m of a public road property line will have a minimum of two distinct finish materials, with a maximum of 80% of the exposure finished in one material.
6. All building exposures within 25m of a public road property line will have a minimum of 10% of the exposure comprised of glazing.
7. Where a parking area lies between a building and public property, a landscaped buffer a minimum of 2.0m wide or a fence between 0.5 and 1.0m high shall be placed between the parking area and the public property.
8. All service entrances, garbage enclosures, and loading docks shall be a minimum of 25m from a public property line, and screened from public roadways or walkways.
9. All buildings will have continuous hard surface barrier free pedestrian routes from all doorways to the nearest public sidewalk, with a minimum width of 1.8m and a maximum parking lot crossing width of 9.0m.

### **Land Use**

1. The construction of residential buildings will include special measures to ensure road noise levels inside the dwelling units are below 35 dB in bedrooms and 40 dB in living areas.
2. The size of the proposed high density residential site may be reduced by up to 25% from that shown on Schedule "A" and be replaced with Service Commercial uses implemented by the C-2 District without amendment of the Area Structure Plan.
3. The western portion of Parcel I was previously used for landfarming by the Developer and remediated to a commercial/industrial standard. This portion of Parcel I will be remediated to a parkland/residential standard should residential uses be developed on this portion of the site.