

BYLAW 846
THE TOWN OF GRIMSHAW
A BYLAW TO ENACT
THE INGHAM INDUSTRIAL AREA STRUCTURE PLAN

WHEREAS Section 64 of the Planning Act, 1980, empowers a Council to adopt an Area Structure Plan to provide a framework for the subdivision and development of an area of land within the Municipality; and

WHEREAS the Council of the Town of Grimshaw has deemed it necessary to prepare an Area Structure plan for certain lands within the Municipality;

WHEREAS the Council of the Town of Grimshaw has properly notified the owners of land within the development area, pursuant to Section 139 of the Planning Act, 1980; and

WHEREAS the Council of the Town of Grimshaw has held a public hearing pursuant to Section 139 of the Planning Act, 1980;

NOW THEREFORE, the Council of the Town of Grimshaw, duly assembled, hereby enacts as the following:

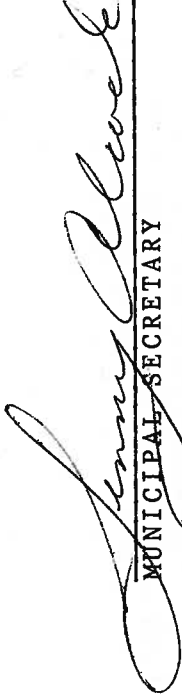
1. That this Bylaw shall be known as the "Town of Grimshaw Ingham Industrial Area Structure Plan Bylaw", as per Schedule "A" attached hereto.
2. That Bylaw 846 shall take effect on the date of its final passage by Council.

READ a first time this 11 day of January , A.D. 1989.

MAYOR



MUNICIPAL SECRETARY

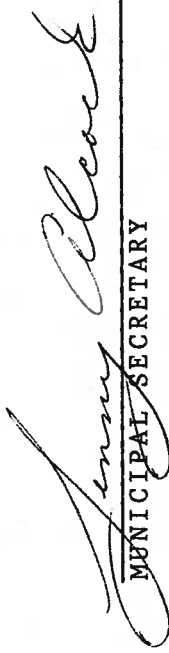


READ a second time this 08 day of February , A.D. 1989.

MAYOR



MUNICIPAL SECRETARY

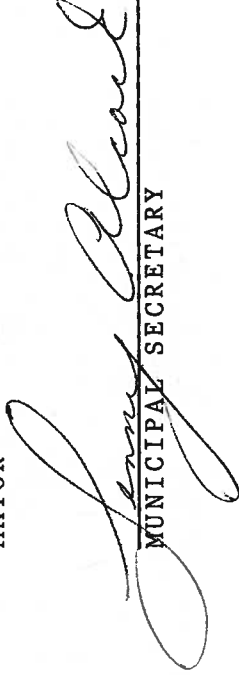


READ a third time and finally passed, in Council, this 08th day of MARCH , A.D. 1989.

MAYOR



MUNICIPAL SECRETARY



SCHEDULE "A" TO BYLAW 846

INGHAM INDUSTRIAL
AREA STRUCTURE PLAN

TOWN OF GRIMSHA W

INTRODUCTION - PURPOSE OF AN AREA STRUCTURE PLAN

The Council of the Town of Grimshaw and the Mackenzie Regional Planning Commission have undertaken to prepare an Area Structure Plan for the north part of the Town to accommodate highway commercial and light industrial land uses.

The Area Structure Plan is a planning tool which provides conceptual land use plans and general policies within which subsequent subdivision and development of an area shall occur. The Area Structure Plan is more specific and detailed in nature than the General Municipal Plan with which it must conform.

The Ingham Area Structure Plan describes the mix of land uses for the development area, the location of major transportation and utility routes, the sequencing of development, the particular controls on land use in the area, and any other matters which Council considers necessary.

The Area Structure Plan is adopted by Council after holding a public hearing and assessing the comments from members of the community.



DESCRIPTION OF DEVELOPMENT AREA

1. Purpose

The Ingham Area Structure Plan shall provide the framework and policies for the future development of lands described herein.

2. Location

The development area is located in the north-western part of Grimshaw, in NE 1/4 18-83-23 W5M. Highway #2 forms the eastern boundary. (Schedule 1(a); Schedule 1(b))

3. Land Area

The proposed area structure plan has a total area of 24.406 ha (60.306 acres) including one surveyed parcel - Lot B - of .944 ha (2.333 acres). The total area for subdivision is therefore 23.366 ha (57.736 acres)

4. Physical Features (Schedule 2)

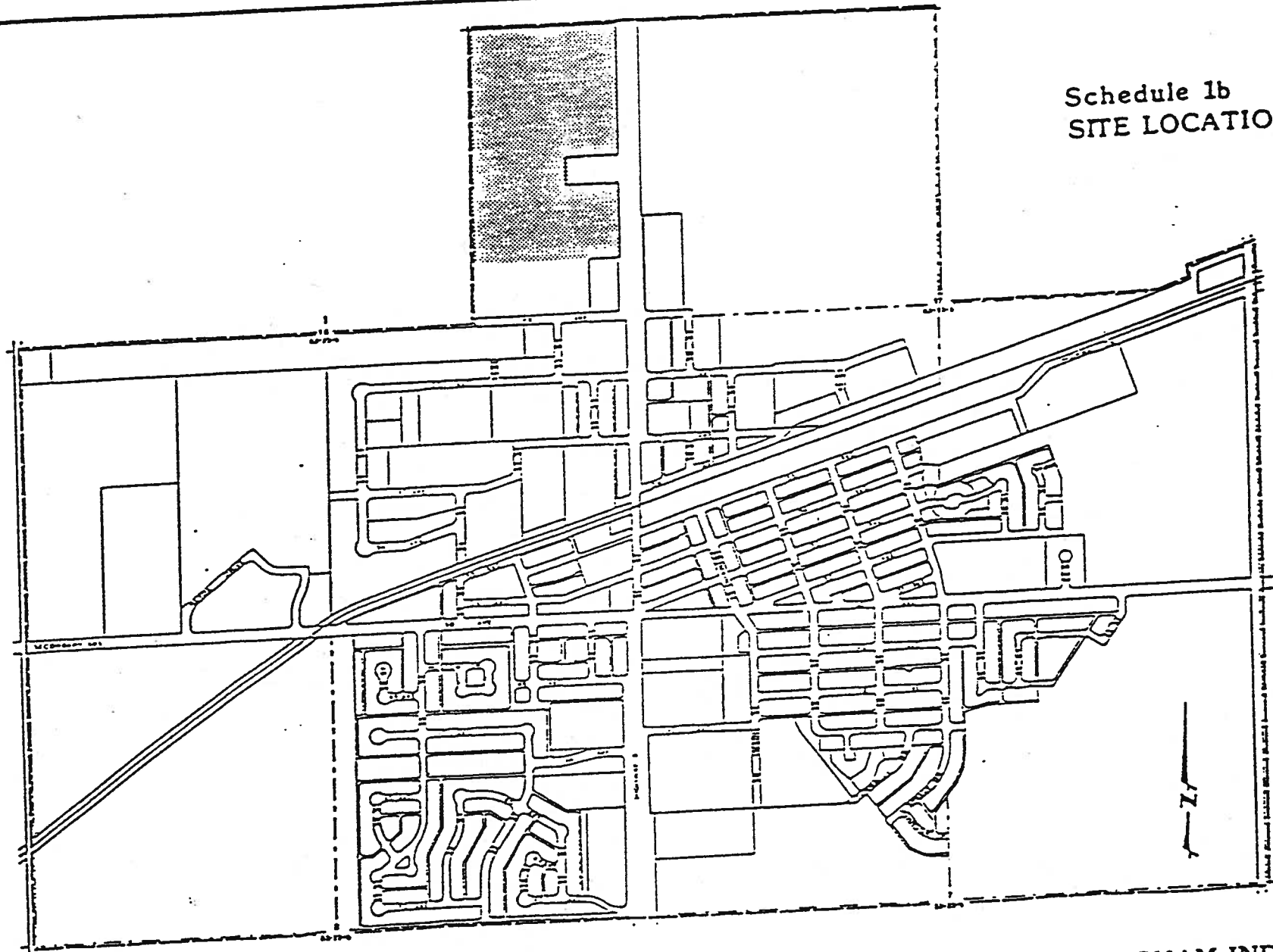
The topography of the NE 1/4 18-83-23 W5M is a gentle slope from the north-west corner to the south-east corner of the subdivision. The total difference in elevation between these two points is approximately 14.0 metres. The elevation difference from north to south is 8.0 metres with an average slope of 1.0%. The nature of the local topography means that the natural drainage course is from the north-west to the south-east. A small portion of the southern part of the subdivision is presently tree-covered.

5. Existing Land Use

The proposed subdivision area is presently used for agricultural purposes only. The present land use by-law designation is Agricultural-Urban Reserve (A-UR). The same designation also applies to the majority of land on the opposite (eastern) side of Highway #2, whereas the areas to the south are designated as Highway Commercial B (C-2B).



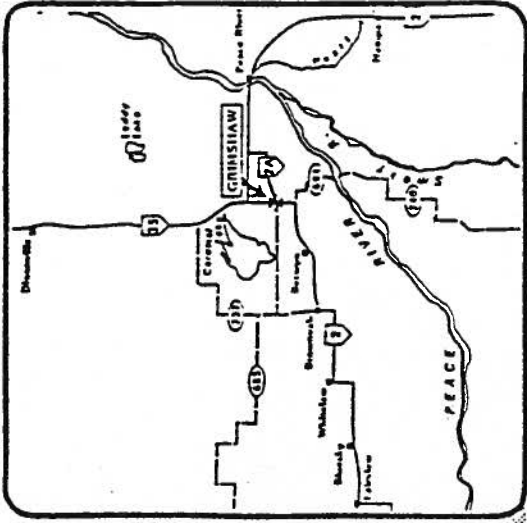
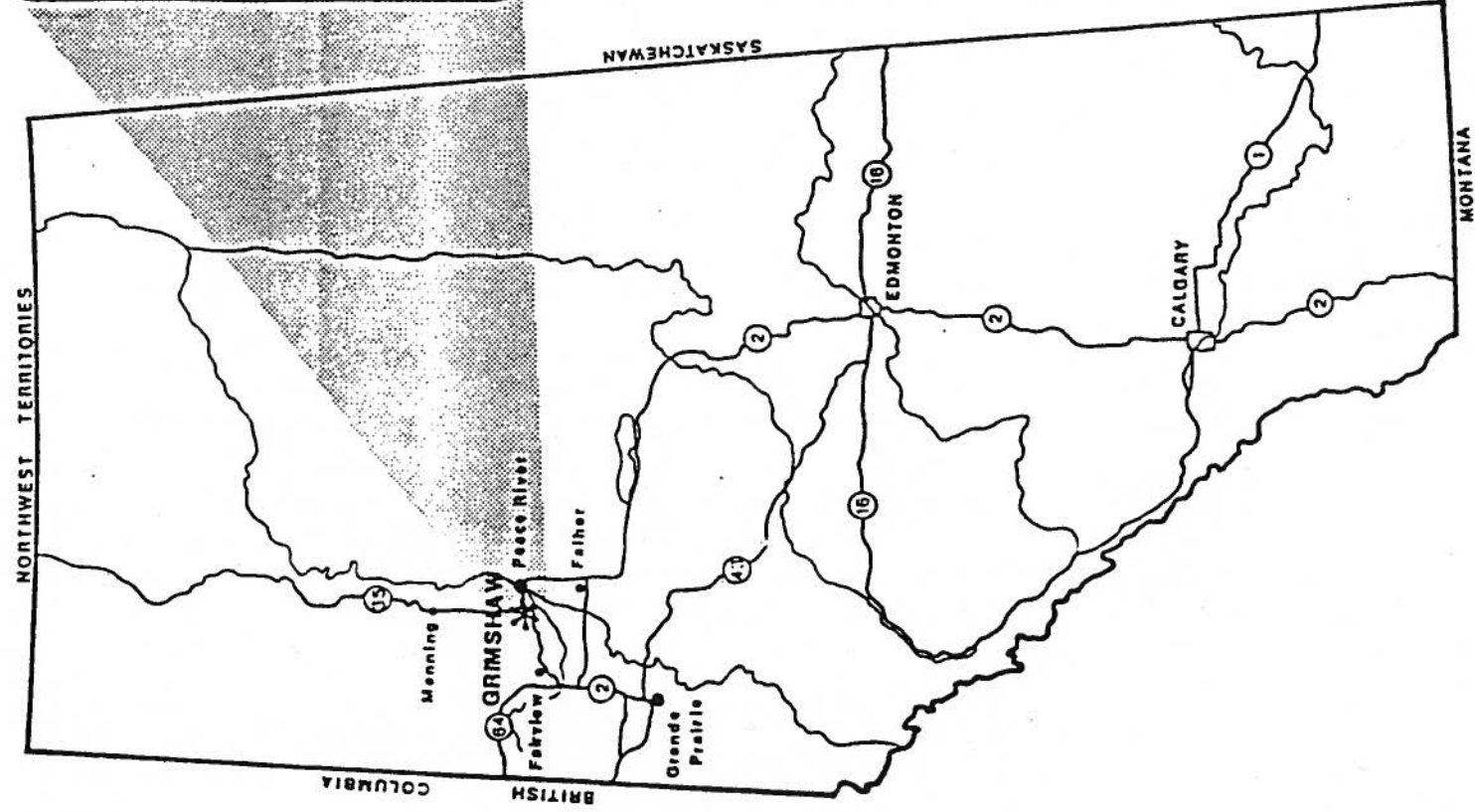
Schedule 1b
SITE LOCATION



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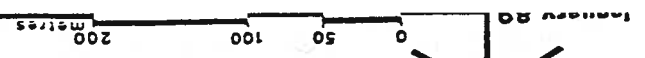
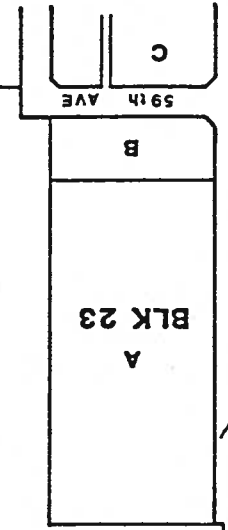
INGHAM INDUSTRIAL SUB'D
NE18-83-W5M
GRIMSHAW ALBERTA

Schedule 1 a
REGIONAL LOCATION
GRIMSHAW, ALBERTA

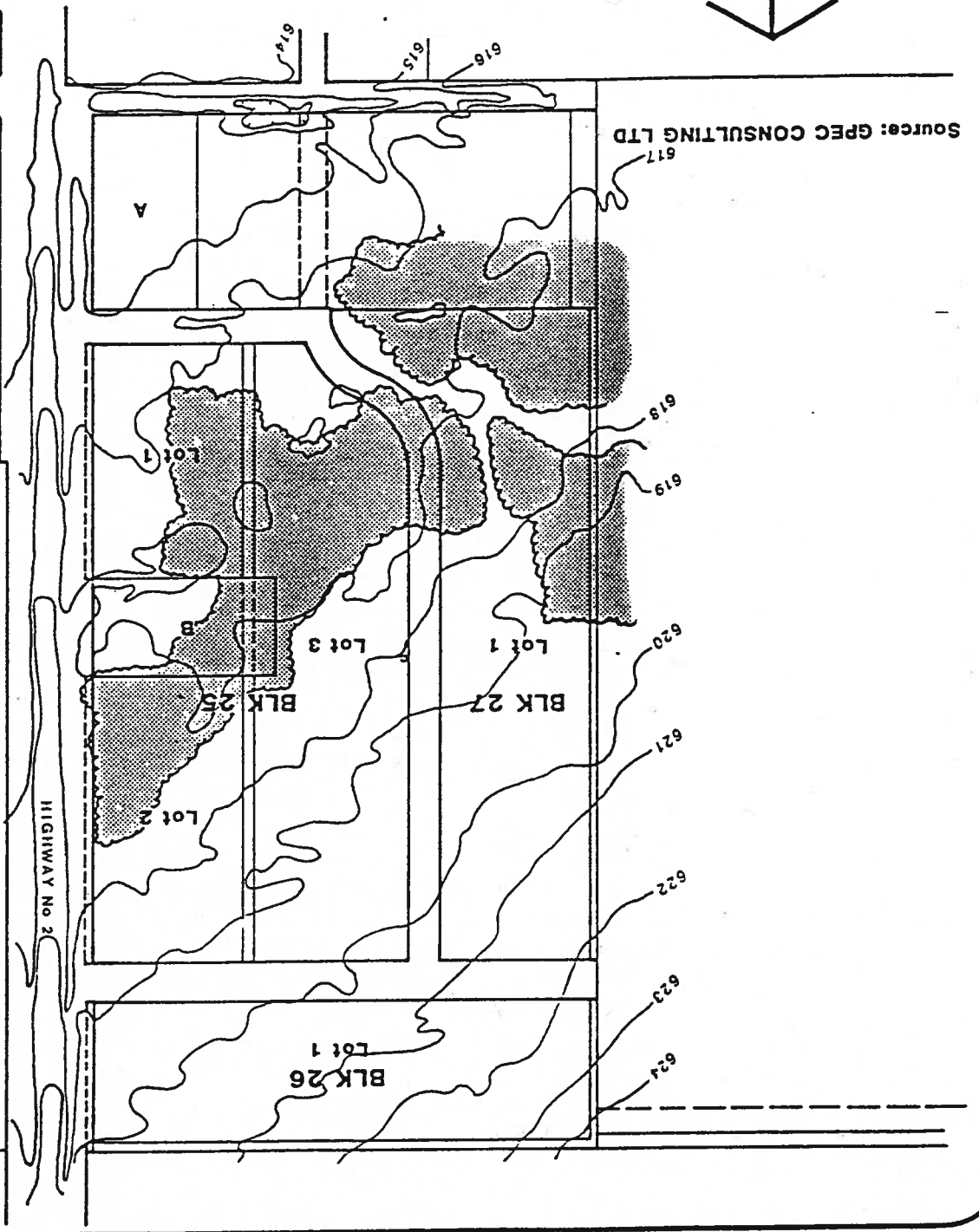


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INGHAM INDUSTRIAL SUB'D
NE18-83-W5M
GRIMSHAW ALBERTA



Source: GPEC CONSULTING LTD



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617
Contours
(1 metre intervals)

Trees

Schedule 2
LANDSCAPE FEATURES

6. Existing Legislation and Future Land Use

The Mackenzie Regional Plan and the Town of Grimshaw General Municipal Plan directly affect land use and development in the proposed subdivision area. The applicable policies from each document are reproduced below.

6.1 Mackenzie Regional Plan Policies

The general policy objective of the Mackenzie Regional Plan is to accommodate both urban and rural industrial development.

Urban industrial development is subject to the following:

Section 4.5.6 Industrial

Urban municipalities should plan for the accommodation of appropriate urban industries through their local plans, including locational criteria such as:

- a. access to transportation systems;
- b. buffering from sensitive land uses;
- c. future land use patterns;
- d. serviceability; and
- e. environmental impacts.

Urban commercial development is subject to the following:

Section 4.8 Highway commercial

Municipalities, in their local plans should address the following:

- a) effects on the transportation system
- b) relationship to existing highway commercial uses
- d) availability of servicing
- e) location of highway strip development

6.2 Town of Grimshaw General Municipal Plan Policies

Section 3.2.4 Highway Commercial

The Town shall:

- a) encourage the development of the area designated as highway and secondary commercial for uses which directly serve the travelling public, uses which require larger tracts of land than is usually available in the central business district, and uses which would benefit from direct highway exposure.
- b) encourage the preservation of those lots fronting along Highway 2 for those that would directly benefit from highway exposure
- c) recognize that the primary direction for new highway and secondary commercial development shall be to the north with a possibility of long term expansion along the western entrance of Town along Secondary Road 685.



Section 3.2.5 Highway Commercial

The Town shall:

- a) recognize that in consideration of all new developments locating adjacent to Highway 2, the protection of the highway will receive top priority
- b) ensure that in all new development areas, access points to the highway are minimized through the use of service roads

Section 3.2.6 Highway Commercial

To make the highway commercial area along the major highway as aesthetically pleasing as possible, the Town shall investigate a program of highway beautification, with particular emphasis on the entrances and exists to the Town.

Section 3.3.1 Industrial

The Town shall:

- a) encourage a full range and variety of lot sizes in industrial areas
- b) encourage fully serviced lots to be available for development

Section 3.3.3 Industrial

The Town shall:

- a) recognize the long term future industrial expansion as being to the north of the railway
- b) encourage the development of the majority of the existing areas
- c) recognize that any industrial expansion shall be dependant upon the capability to provide servicing.

The existing General Municipal Plan for the Town of Grimshaw designates the future land use for the proposed subdivision area as Highway Commercial with an industrial district immediately to the west. The development proposal conforms to these designations by proposing a highway commercial district adjacent to Highway #2 with a light industrial district immediately west of the highway commercial use.

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DEVELOPMENT PLAN AND POLICIES

A. SUMMARY OF LAND USES

<u>Land Area</u>	<u>Land Use</u>	<u>Acres</u>	<u>Approximate Area</u>	<u>Hectares</u>
Roads & Buffers		8.3		3.4
Utility Corridors		1.8		0.8
Highway Commercial		14.3		5.8
Light Industrial		<u>33.3</u>		<u>13.5</u>
		57.7 ac.		23.4 ac.

B. HIGHWAY COMMERCIAL

Planning Rationale

Highway commercial land uses are designated to provide necessary services to the travelling public. The proposed highway commercial area included in the area structure plan is located adjacent to Highway #2. Highway #2 provides the main road link between Grande Prairie to the south and northern Alberta and the North-West Territories. As such the highway is currently used by a variety of traffic including trucks servicing the forestry and oil and gas sectors, other industrial users, tourists as well as local traffic.

Present use of Highway #2 would justify additional highway commercial development as proposed in the area structure plan. Further justification for this type of development is provided by the expected increase in traffic along this part of Highway #2 due to committed development of regional forest resources, increasing activity in the oil and gas sector and increased regional tourism.

The proposed highway commercial area has visibility and accessibility from Highway #2 and should be developed with appropriate landscaping considerations.



Development Policies

1. Areas identified as highway commercial are intended for development of uses which directly serve the travelling public along Highway #2. In the areas without direct highway access, services requiring larger tracts of land such as dealerships, storage, automotive supply and such similar uses will be encouraged.
2. Highway Commercial development shall be subject to the landscaping and design guidelines established in Section D to contribute to and maintain an attractive highway frontage.

C. LIGHT INDUSTRY

Planning Rationale

Regional demand for industrial land is increasing and there is a need for more such land in Grimshaw particularly with respect to the Town's relationship to the Town of Peace River and local regional development. Significant commitments to developments in the regional forestry sector are expected to be a major contributor to demand for land designated as light industrial to accommodate various related industries.

The proposed Area Structure Plan is in an appropriate location within Grimshaw, being easily accessible to Highway #2, separated from residential districts and screened from Highway #2 by the proposed highway commercial area.

Development Policies

1. Land designated for industrial purposes in the planning area is intended to accommodate industrial development in the Town.
2. Special consideration shall be given to noxious industries which may require special siting requirements to reduce the potential for land use conflicts.
3. Development within the light industrial area may be subject to landscaping and design guidelines as set out in Section D at the discretion of Council and its appointed representative.
4. A variety of lot sizes should be provided within the plan area to accommodate all types of industrial development.

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D. LANDSCAPING AND BUILDING DESIGN REQUIREMENTS

1. In accordance with the current Town of Grimshaw General Municipal Plan, it is recommended that development in the plan area recognize the objective of addressing aesthetic considerations in all future developments.
2. Development of highway frontage properties shall provide for visual control through the use of fencing, berming and landscaping. Such improvements shall lessen the impact of adjoining commercial and industrial sites and buildings and be of a standard suitable to the development officer.
3. All permanent structures built on highway frontage properties shall be of a design, colour and exterior finish that is compatible and complements surrounding buildings to a standard acceptable to the Development Officer.
4. No temporary buildings shall be placed on developed sites except during construction phases.
5. Loading and shipping areas, open storage areas and garbage collection areas shall be hidden from view and adequately screened by the use of landscaping berming, fencing or walls. Loading and parking areas should be located preferably to the rear of buildings and should not dominate on-site structures and buildings.
6. All signing shall be of a uniform character and arrangement and should be compatible in materials, colour and shape to other on-site features to a standard acceptable to the Development Officer.
7. Proposed outdoor display areas should be upgraded with landscaping if necessary in frontage areas that view out onto the highway.
8. All applications for Development Permits shall conform to the requirements as set out by the Land Use Bylaw.

E. CIRCULATION (Schedule 3)

Highway #2 is the major roadway abutting the area structure plan area. Access to the area from the highway will be by a 10 metre gravel surface service road. Three approaches off Highway #2 presently exist: at the south end of Block 25, Lot A; an existing approach to Parcel B; and an approach approximately 100 metres north of the Parcel B approach. The latter approach is to be removed and replaced by a new approach for the north-end collector between Blocks 25 and 26.

Internal circulation will be facilitated by a gravel roadway and service road which will be upgraded and paved once sufficient lot development takes place. Provision is also included for a future southerly extension from the area to join with MacDonald (59th) Avenue.

MS.

INGHAM INDUSTRIAL SUB'D
NE18-83-W5M
GRIMSHAW ALBERTA

January 89

0 50 100 200 metres

Source: GPEC CONSULTING LTD

BLK 23
EXISTING APPROACH

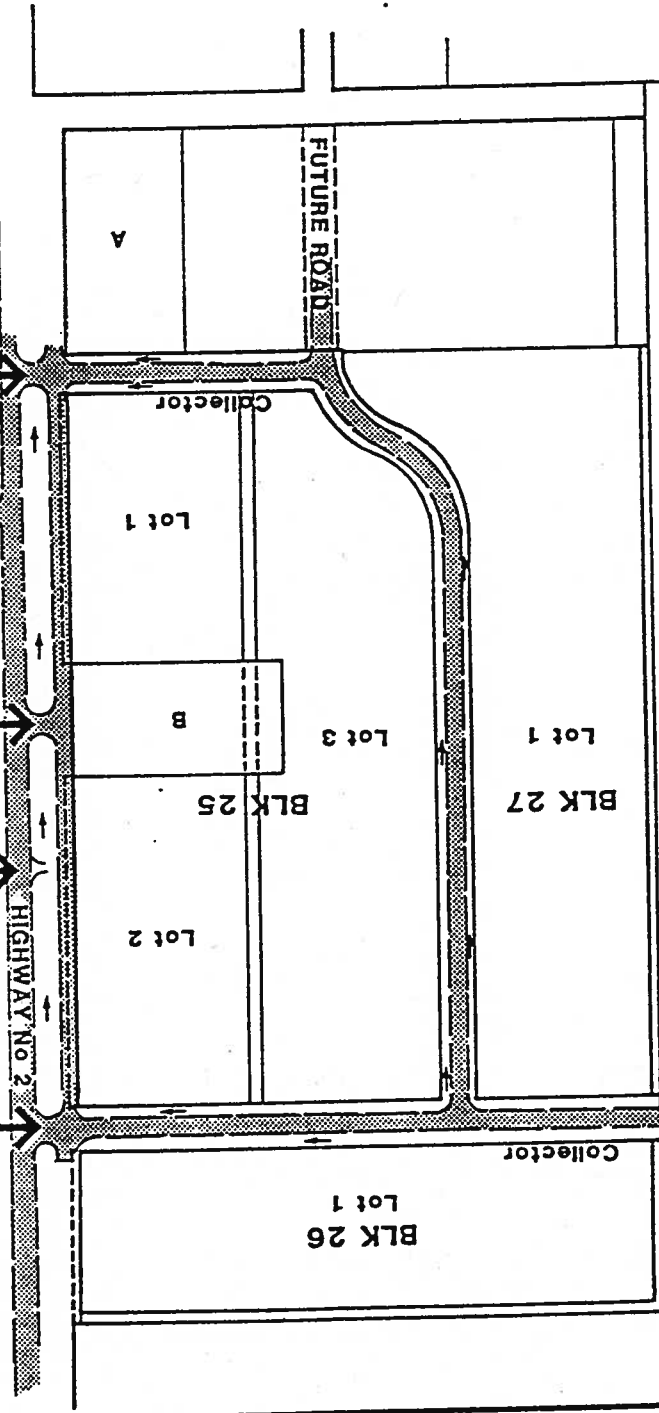
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NEW APPROACH

ROADS & DRAINAGE

Schedule 3

Direction of Flow



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Development Policies

1. Access from the area structure plan area to Highway #2 shall be via the proposed service drive and the three designated access points.
2. Access to the internal road system drive shall be by the north and south collector roads only.
3. Provision for a future roadway linking the south collector with MacDonald (59th) Avenue shall be maintained.
4. Access from the service drive to Highway #2 shall conform with the access and safety standards set out by Alberta Transportation.

F. SERVICING AND UTILITIES (Schedule 4)

The plan area is to be fully serviced including water, sanitary and storm sewer, power, gas and telephone. Sufficient water supply capacity is presently available from the Town of Grimshaw to accommodate the proposed development.

Water

A trunk watermain is proposed to enter the plan area in the northwest corner joining with the north collector road, then running easterly along the collector to Highway #2 to feed future development and connect to the existing system.

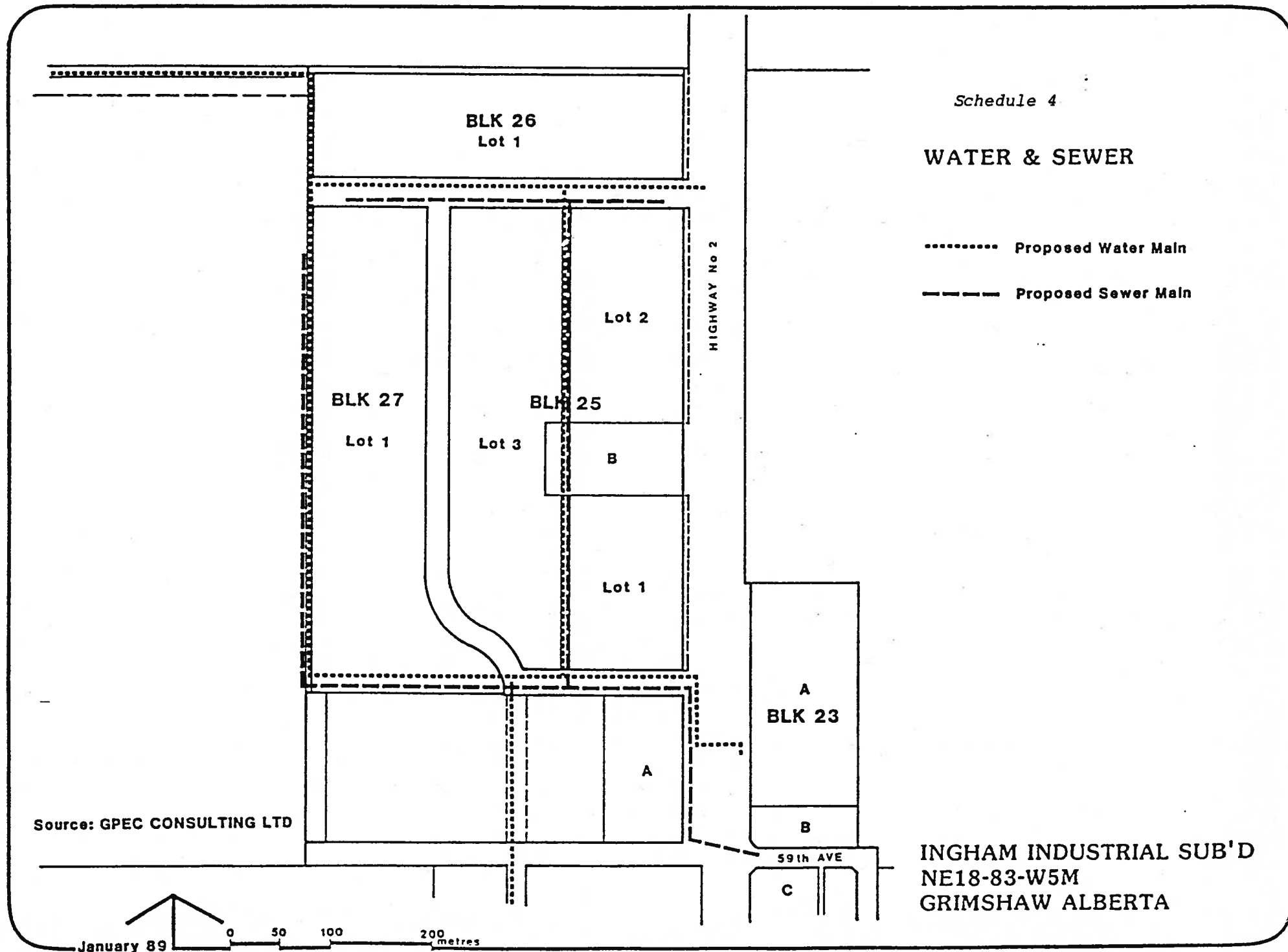
A watermain along the westerly boundary of the area joining to the south collector and running east along the collector to Highway #2 would be extended across Highway #2 to serve the existing system and future development in the NW 1/4-17. An additional watermain will connect to the existing main at Forbes (58th) Avenue along 53rd Street.

The water distribution system is designed to ensure fire fighting capacities for industrial and highway commercial uses.

Sanitary Sewer

The central utility corridor will accommodate sanitary sewer services.

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Schedule 4

WATER & SEWER

- Proposed Water Main
- Proposed Sewer Main

BLK 26
Lot 1

BLK 27
Lot 1

BLK 25
Lot 2
Lot 3
Lot 1

HIGHWAY No 2

A
BLK 23

B
C

59th AVE

INGHAM INDUSTRIAL SUB'D
NE18-83-W5M
GRIMSHAW ALBERTA

Source: GPEC CONSULTING LTD

January 89

0 50 100 200 metres

Utilities

The utility corridor located through the centre of the plan area is designed to accommodate underground and overhead power and telephone lines. Provision is also included within the plan area for street lighting and natural gas servicing.

Drainage

The plan design recognizes the natural north-south drainage course. The gravel surface internal roadways will be drained by swales towards Highway #2 and from there south through a ditch between the highway and the service road, towards MacDonald (59th) Avenue.

Development Policies

1. Adequate water supply, sanitary sewer and storm drainage services shall be provided to the development area consistent with the utility and drainage concepts.
2. An agreement between the Town and the developer shall be entered into to share the costs of servicing to connect the development area with existing municipal services.
3. Power, gas and telephone services shall be provided by the developer.

G. PUBLIC RESERVE

The area under this area structure plan is not subject to any reserve requirements and therefore no land needs to be set aside.

H. IMPLEMENTATION MEASURES

1. Following adoption of this plan, Phase I of the plan area, as designated on Schedule 5, shall be redesignated to Highway Commercial and Industrial under the Town of Grimshaw Land Use Bylaw, to permit subdivision.
2. The developer shall enter into a development agreement with the Town of Grimshaw as a condition of subdivision approval in the plan area. This agreement may deal with the costing of public roadways, drainage ditches, culverts, water supply, sewage disposal, utilities or other matters required by the Town and shall explain the financial responsibility expected of the developer, including payment of off-site levies.
3. The Town shall require payment of off-site levies on all new development areas, said payment to be effected prior to sale of any lots.

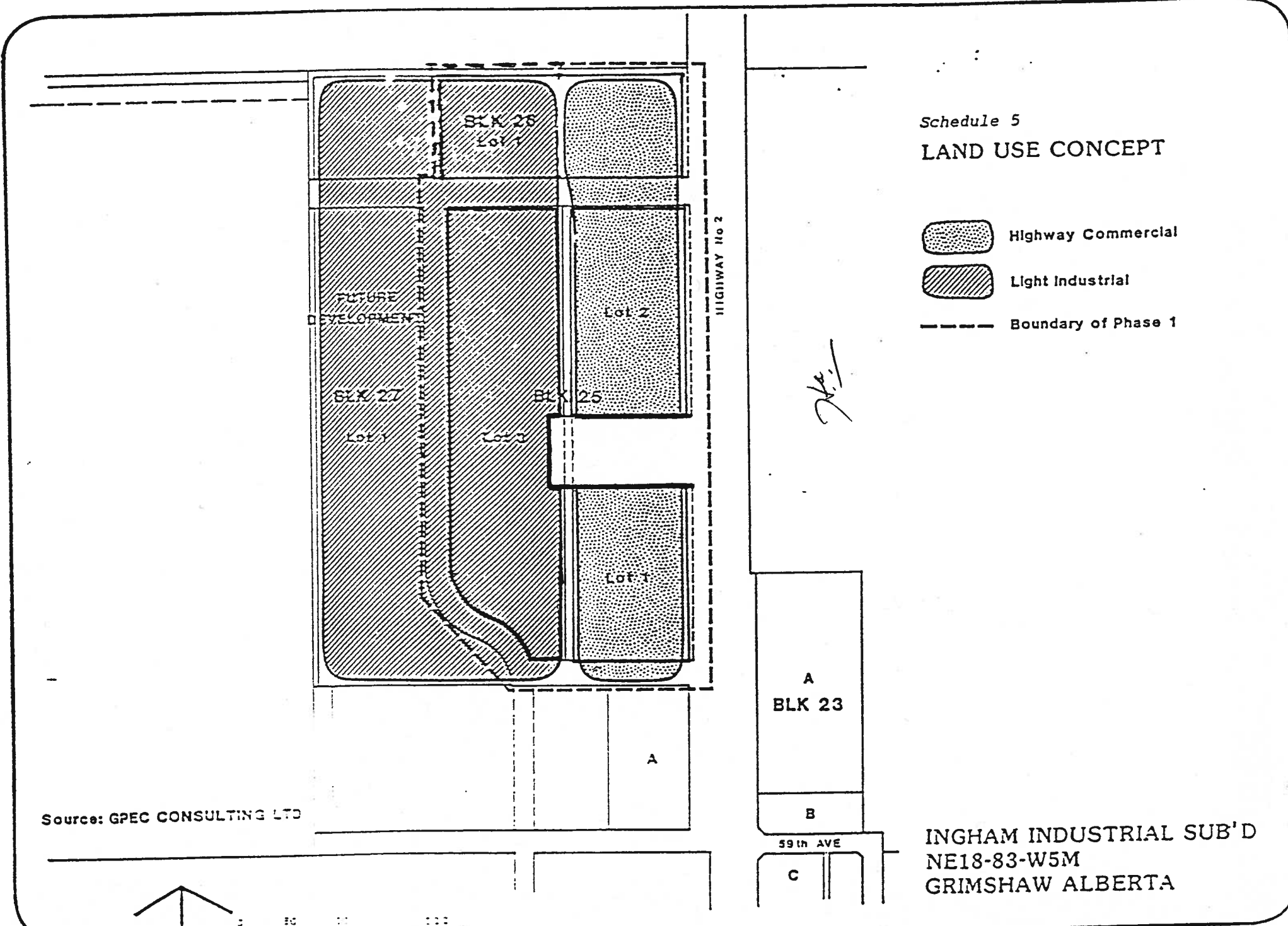
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I. LAND USE CONCEPT AND PHASING OF DEVELOPMENT (Schedule 5)

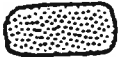


The land use concept proposes two land use types, a highway commercial area adjacent to Highway #2 and a light industrial area immediately west of the highway commercial district.

Phasing of development will reduce costs to the Town and provide for orderly subdivision and development of the area. Phase 1 constitutes Blocks 25 and 26 which are to be developed before Block 27. Since two land use types are to be included in the first phase, it is expected that short term development will reflect demand for each land use type. Therefore, it is conceivable that the Light Industrial District (Lot 3 of Block 25) may be fully developed before the Highway Commercial District (Lots 1 & 2 of Block 25). Long term development, however, should ensure that the Light Industrial District will be screened from Highway #2 by the Highway Commercial District. To expeditiously administer development, Council and the developer shall enter into a development agreement which will permit a development sequence that most appropriately meets the needs of the Town.

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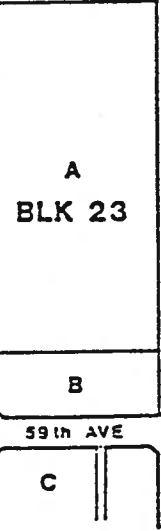


Schedule 5
LAND USE CONCEPT

-  Highway Commercial
-  Light Industrial
-  Boundary of Phase 1

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Source: GPEC CONSULTING LTD



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