

THE TOWN OF GRIMSHAW

A BYLAW TO ENACT

THE PARKLANDS SUBDIVISION 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 the 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 Parklands Subdivision Area Structure Plan Bylaw", as per Schedule "A" attached hereto.
2. That Bylaw 877 shall take effect on the date of its final passage by Council.

READ a first time this 13th day of SEPTEMBER, A.D. 1989.

Helen Anderson
MAYOR

James Black
MUNICIPAL SECRETARY

READ a second time this 11th day of OCTOBER, A.D. 1989.

Helen Anderson
MAYOR

James Black
MUNICIPAL SECRETARY

READ a third time and finally passed, in Council, this 11th day of OCTOBER, A.D. 1989.

Helen Anderson
MAYOR

James Black
MUNICIPAL SECRETARY

SCHEDULE "A" TO
BYLAW 877

DESIGN BRIEF
PARKLANDS SUBDIVISION
NW1/4-8-83-23-W5M
GRIMSHAW, ALBERTA

GPEC CONSULTING LTD.
JULY, 1989

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INTRODUCTION

The southerly portion of the NW1/4-8-83-23-W5M in the Town of Grimshaw is undeveloped. The land is currently in the name of the Alberta Housing Corporation and is under option to Caho Services Ltd. At one time Alberta Housing Corporation intended to develop a mobile home subdivision on the property. Accordingly some planning for the area had been previously carried out. Caho Services Ltd. intend to develop the property in stages as a residential subdivision incorporating single family and multiple family use with a highway commercial parcel.

PROPERTY AREAL DESCRIPTION

The undeveloped property contains 16.44 ha. The southern boundary of the property is situated along the entire length of the southern boundary of the NW1/4-8-83-23-W5M and is coterminous with the Town's southern limits.

The property is bounded on the west by Highway #2; on the north by Blocks 28 and 31; on the northeast by Blocks 29 and 33; and, on the east by the eastern boundary of the quarter section.

TOPOGRAPHICAL CHARACTERISTICS

The property has a gentle slope from the northwest to the southeast. The west/east profile along the southern boundary of the property reveals a drop of 5.5m from 602.5m a.m.s.l. to 597.0m a.m.s.l. which translates to a gradient of approximately 0.7% percent. The gradient from the most northwesterly corner to the most southeasterly corner of the property is approximately 0.9% percent.

A drainage channel which serves as part of the Town's storm water management is situated within the property along and paralleling the northeast boundary.

PRESENT USE AND ZONING

The property is currently zoned agriculture with an urban reserve designation (A-UR). Surrounding uses are a municipal reserve R-2 (Block 28) and a municipal school reserve (Lot 20, Block 31) to the north of the property. Single family residential is the land use for Blocks 29 and 33 to the northeast immediately adjoining the drainage channel. The land use immediately to the east in the adjoining quarter section is agricultural and is designated A-UR.

AREA OUTLINE PLAN

Access to the property is available from Highway #2 at the western limit; Main Street at the northern limit; and 48th Street (Turnbull Drive) and 47th Street (Shelley Drive) at the northeast limit. Given the surrounding recreational, school and residential land uses, its gentle topography and its accessibility, the most logical and hence proposed land use is a mixture of residential with a highway commercial parcel adjoining Highway #2.

The outline plan proposes a single family residential land use to the east of Main Street transitioning to low density multiple family, medium density multiple family, and highway commercial to the west of Main Street.

The design proposes the utilization of 47th Street/42nd Avenue as an east-west collector and Main Street as the north/south collector. The highway commercial would be served by a service road paralleling Highway #2 with access to the Highway. A local residential street provides access to future development to the adjoining quarter section to the east. There will be no through access at 48th Street (Turnbull Drive) to the subdivision so as to avoid another major drainage channel crossing and to improve the land utilization efficiency of the subdivision. Other than the aforementioned thoroughfares the design utilizes the cluster approach through the provision of cul-de-sacs. As is typical in the Town the concept incorporates lanes of 6.0m widths throughout the subdivision. The

lane along the property's southern boundary is 8.0m width and is coterminous with the existing 8.0m easement which incorporates a sanitary trunk main.

The single family residential is proposed to constitute larger than typical urban size lots and fall under the highest order of available zoning. The low density multiple family has been designed to accommodate duplex or townhouse type developments. The medium density multiple family is intended to enable a range of housing varying from townhouse, villas to walk-up apartments.

Reserve lands for the property have been allocated in previous developments. Accordingly none is required. However, a small triangular lot along the southern boundary has been provided as a potential ornamental park. The drainage channel along the northeast boundary will also serve as undeveloped recreation reserve land.

PROFILE AND DEMOGRAPHICS

The statistical profile of the Outline Plan area is as follows:

Gross Area			16.440 ha
Streets/Lands/Dedication		4.844	
Reserves - Ornamental	0.068		
- Recreation	<u>0.623</u>		
Sub Total		<u>0.691</u>	<u>5.535 ha</u>
Single Family (100 lots)		7.918	
Multiple Family			
- low density	0.544		
- medium density	<u>1.429</u>		
Sub Total		1.973	
Highway Commercial		<u>1.014</u>	
Net Developable Area			10.905 ha

Population generation from the development of the entire property is estimated to be 536 people. This is based on a Provincial average of 3.0 people per dwelling unit.

Single Family 100 lots	@ 3.0 = 300
Low Density 12 (duplex)	
Multiple Family	@ 3.0 = 36
Medium Density 100 units	@ 3.0 = <u>300</u>
	636

The medium density is based on 70 units per gross hectare. School population generation is estimated to be 160.

Elementary 15% of 636	= 96
(Grades 1-6)	
Junior High 7% of 636	= 45
(Grades 7-9)	
Senior High 3% of 636	= 19
(Grades 10-12)	——
TOTAL	160

MUNICIPAL INFRASTRUCTURE

The property is ideally located from the standpoint of the provision of urban municipal utilities and services. Figure 1 appended illustrates the existing and proposed municipal infrastructure facilities.

a) Sanitary Sewer

The property is serviced by an existing 300mm sanitary trunk which is located along the entire southern limit of the property and by a 300mm trunk which extends from Main Street to the east/west trunk. There is also a north/south 300mm trunk which ties into the east/west trunk along the eastern boundary of the property.

The Town's sanitary sewer treatment facility has the capacity to service the entirety of the development.

b) Water Distribution

Existing water mains are relatively near the property. A trunk is available 220m north of the property on Main Street (300mm) and on Highway #2 at 70m from the east limit of the Highway at the south west corner of the property. A water main is also available at the northeastern boundary of the property on 47th Street (Shelley Drive). The Town's capital works have the capacity to service the entirety of the development.

c) Storm Water Management

Storm water management would entail the provision of local storm sewers to handle surface runoffs. A storm sewer would carry storm waters to the drainage channel for the majority of the development. A short section of storm sewer would carry the runoff from the multiple family and highway commercial to a proposed storm sewer along Highway #2.

It is proposed that the existing drainage ditch along the Highway be replaced with a storm sewer, thus enabling the provision of a service road over the ditch.

d) Roadways

The Outline Plan provides for a dedication of a 13.9 metre strip of land for a service road paralleling Highway #2 and servicing the highway commercial. The 13.0m plus the 6.096m of Right-Of-Way Plan 5297 RS provides for a 20m width for the service road. A proposed highway access at the north end of the service road would provide for appropriate access to the commercial area.

Right-of-way widths are 20.117m for residential collectors and 18.0m for all other local streets. All cul-de-sacs have a 15m radius.

Town of Grimshaw standards would be applicable to all surface works.

e) Utilities

All utilities are readily available. Power, telephones, cables and natural gas will be placed underground utilizing lanes wherever feasible. Street lights will be serviced by underground leads to the front of the lots through easements along flankage lines wherever necessary.

PARKLANDS SUBDIVISION
NW1/4-8-83-23-W5M
GRIMSHAW, ALBERTA
BY
CAHO SERVICES LTD.

SUMMARY OF ESTIMATED DEVELOPMENT COSTS
TOTAL DEVELOPMENT

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Clearing and Pregrading	\$ 70,000
2	Sanitary Sewer	130,000
3	Watermains On-Site	250,000
4	Watermains Off-Site - (50% x \$58,000)	29,000
5	Storm Sewers	85,000
6	Service Connections	170,000
7	Road Works - On-Site	530,000
8	Road Works - Off-Site - (\$30,000)	nil
9	Provisional Sum Testing	10,000
10	Contingency Allowance	25,000
11	Sub Total - Construction Cost	<hr/> \$1,299,000
12	Engineering	130,000
13	Planning	4,000
14	Legal Survey	35,000
15	Land Titles and MRPC Fee	10,000
16	Underground Power	166,000
17	Street Lighting	56,000
18	Off-Site Levies	46,000
19	Sub Total - Total Estimated Capital Expenditure	<hr/> \$1,746,000

**PARKLANDS SUBDIVISION
NW1/4-8-83-23-W5M
GRIMSHAW, ALBERTA
BY
CAHO SERVICES LTD.**

**SUMMARY OF ESTIMATED DEVELOPMENT COSTS
PHASE I - SINGLE FAMILY RESIDENTIAL
31 SINGLE FAMILY PLUS 12 DUPLEX LOTS**

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Clearing and Pregrading	\$ 20,000
2	Sanitary Sewer	50,000
3	Watermains On-Site	74,000
4	Watermains Off-Site - (50% x \$36,000)	18,000
5	Storm Sewers	37,000
6	Service Connections	58,000
7	Road Works - On-Site	153,000
8	Road Works - Off-Site - (\$30,000)	nil
9	Provisional Sum Testing	5,000
10	Contingency Allowance	15,000
11	Sub Total - Construction Cost	<hr/> \$430,000
12	Engineering	43,000
13	Planning	4,000
14	Legal Survey	10,000
15	Land Titles and MRPC Fee	4,000
16	Underground Power	45,000
17	Street Lighting	15,000
18	Off-Site Levies	12,000
19	Sub Total - Total Estimated Capital Expenditure	<hr/> \$563,000

PARKLANDS SUBDIVISION

SHOWING PROPOSED SUBDIVISION IN
N.W. 1/4 SEC. 8-83-23-5

Grimshaw, Alberta

PROJECT BY:
CAHO SERVICES LTD.

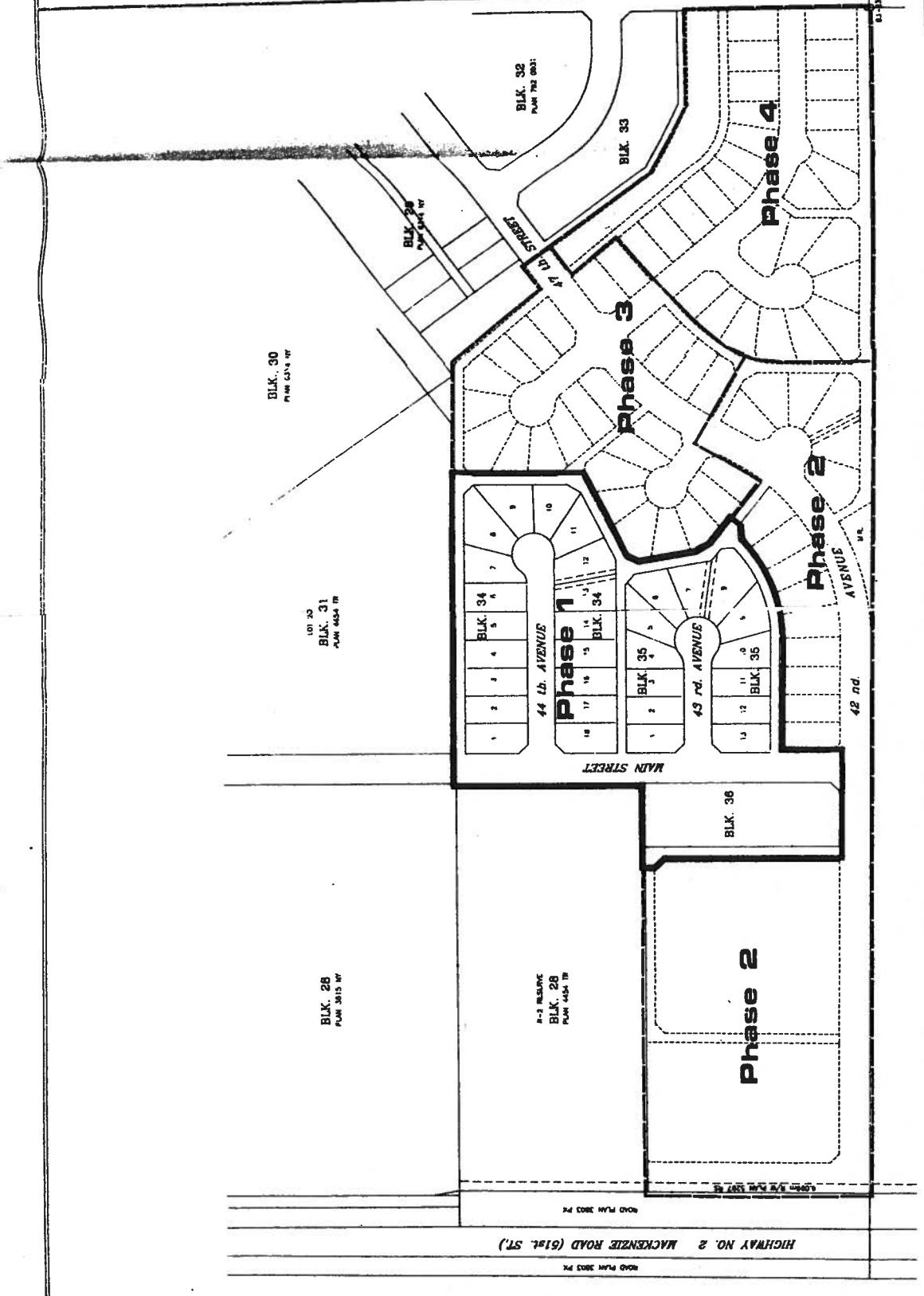


PHASING PLAN

NOTE
THE PHASES NOTED HEREON REPRESENT
THE LOGICAL SEQUENCE OF DEVELOPMENT
PHASES WOULD BE ADJUSTED IN
ACCORDANCE WITH MARKET CONDITIONS.

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SCALE = 1:2000
DATE = OCT. 1, 1988
gp



BLK. 30
PLAN 534 W

LOT 25
BLK. 31
PLAN 4454 TR

BLK. 28
PLAN 3812 W

4-2 BLOCK
BLK. 28
PLAN 4454 TR

ROAD PLAN 2003 P2
HIGHWAY NO. 2 MACKENZIE ROAD (51st ST.)
ROAD PLAN 2003 P2

44th AVENUE

43rd AVENUE

MAIN STREET

47th STREET

48th STREET

42nd AVENUE

42nd

Phase 4

Phase 3

Phase 1

Phase 2

BLK. 36

BLK. 33

BLK. 32
PLAN 792 002

BLK. 29
PLAN 514 W

BLK. 34

BLK. 34

BLK. 35

BLK. 35

BLK. 36

BLK. 28

PARKLANDS SUBDIVISION

SHOWING PROPOSED SUBDIVISION IN
N.W. 1/4 SEC. 8-83-23-5

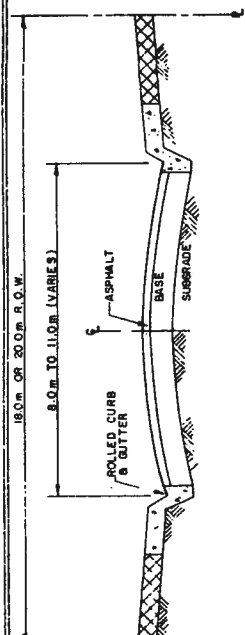
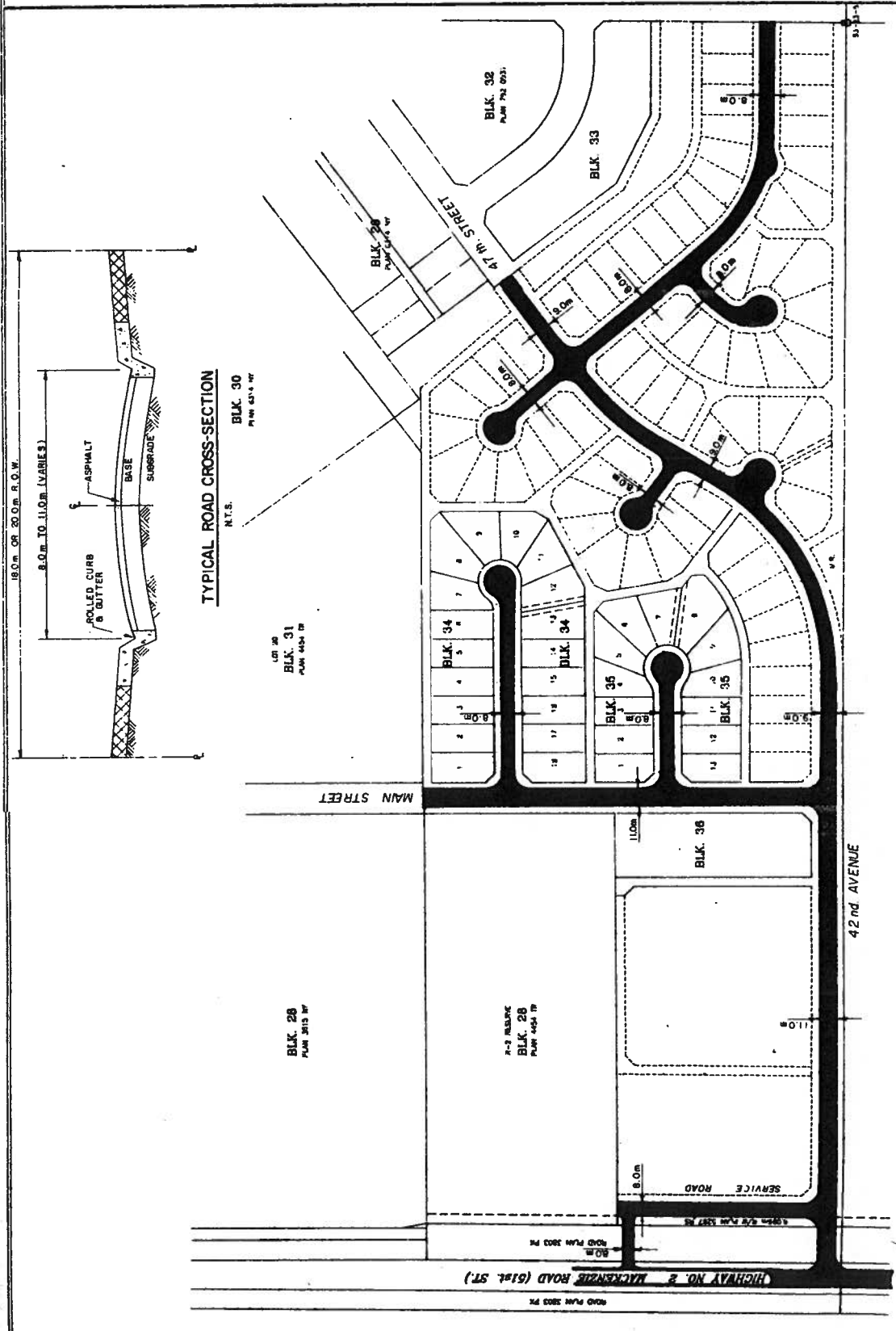
Grimshaw, Alberta

PROJECT BY:
CAHO SERVICES LTD.

ROAD PLAN & CROSS-SECTION

LEGEND

CARRIAGEWAY WIDTHS



TYPICAL ROAD CROSS-SECTION

N.T.S.

BLK. 30
PLAN 1424 TP

LOT 28
BLK. 31
PLAN 1424 TP

BLK. 28
PLAN 1415 TP

P-2 RESERVE
BLK. 28
PLAN 1424 TP

BLK. 32
PLAN 1424 TP

BLK. 33

BLK. 34

BLK. 34

BLK. 35

BLK. 35

BLK. 36

HIGHWAY NO. 2 MARKERS ROAD (STAT. ST.)

ROAD PLAN 2003 PK

ROAD PLAN 2003 PK

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PARKLANDS SUBDIVISION

SHOWING PROPOSED SUBDIVISION IN
N.W. 1/4 SEC. 8-83-23-5

Grimshaw, Alberta
 PROJECT BY:
CAHO SERVICES LTD.



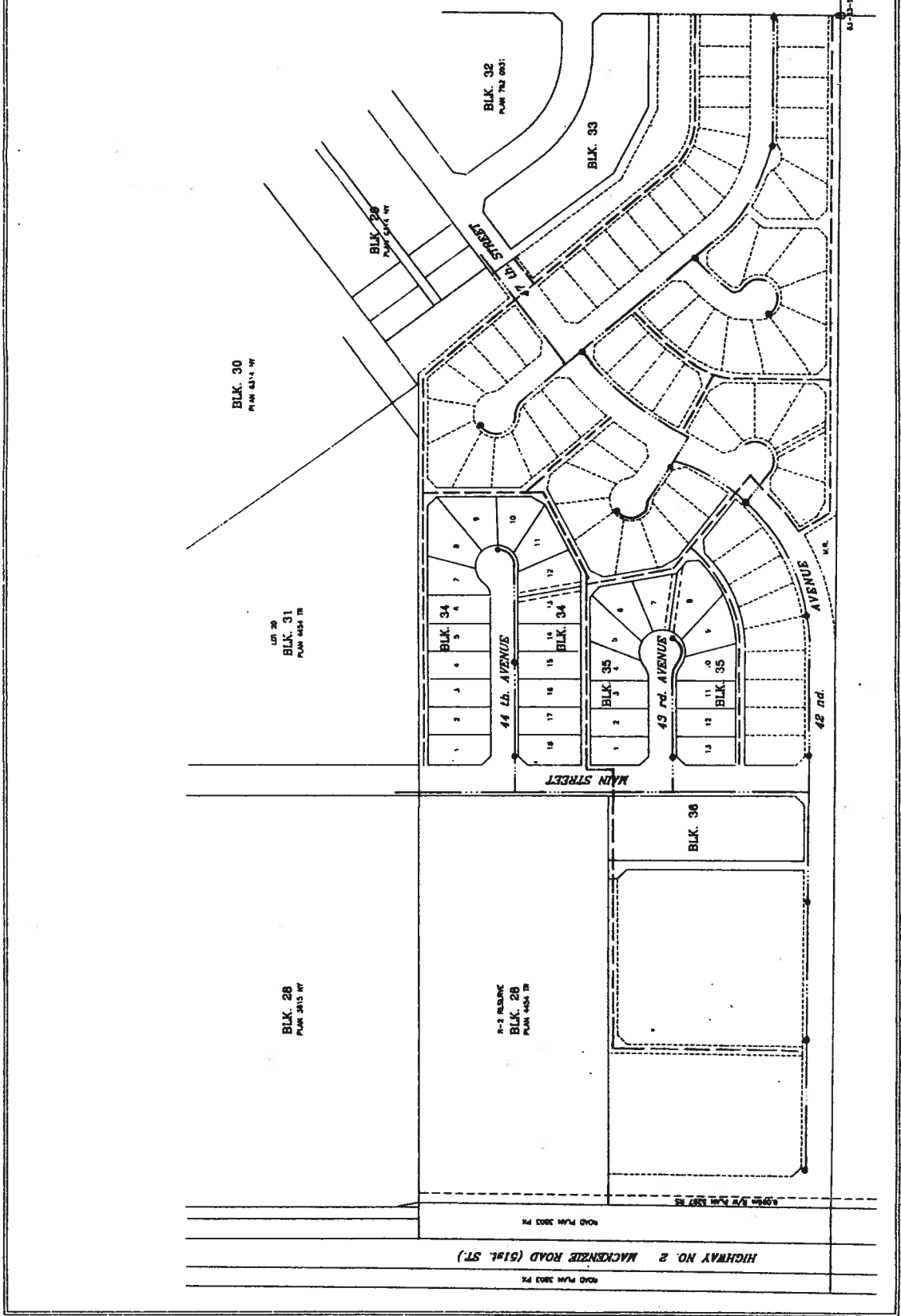
UTILITIES PLAN

- LEGEND**
- NATURAL GAS TYPICALLY IN LINES
 - POWER - UNDERGROUND TYPICALLY 0.60m BEHIND CURB.
 - STREET LIGHTS
 - TELEPHONE & CABLE TYPICALLY COINCIDING WITH UNDERGROUND POWER

NOTE:
 UTILITIES ALIGNMENT & LOCATION ARE SUBJECT TO DETAIL DESIGN BY UTILITY COMPANIES.

gpe
engineering

SCALE = 1:2000
 DATE = OCT, 1988



N.W. 1/4 SEC. 8-83-23-5

Grimshaw, Alberta

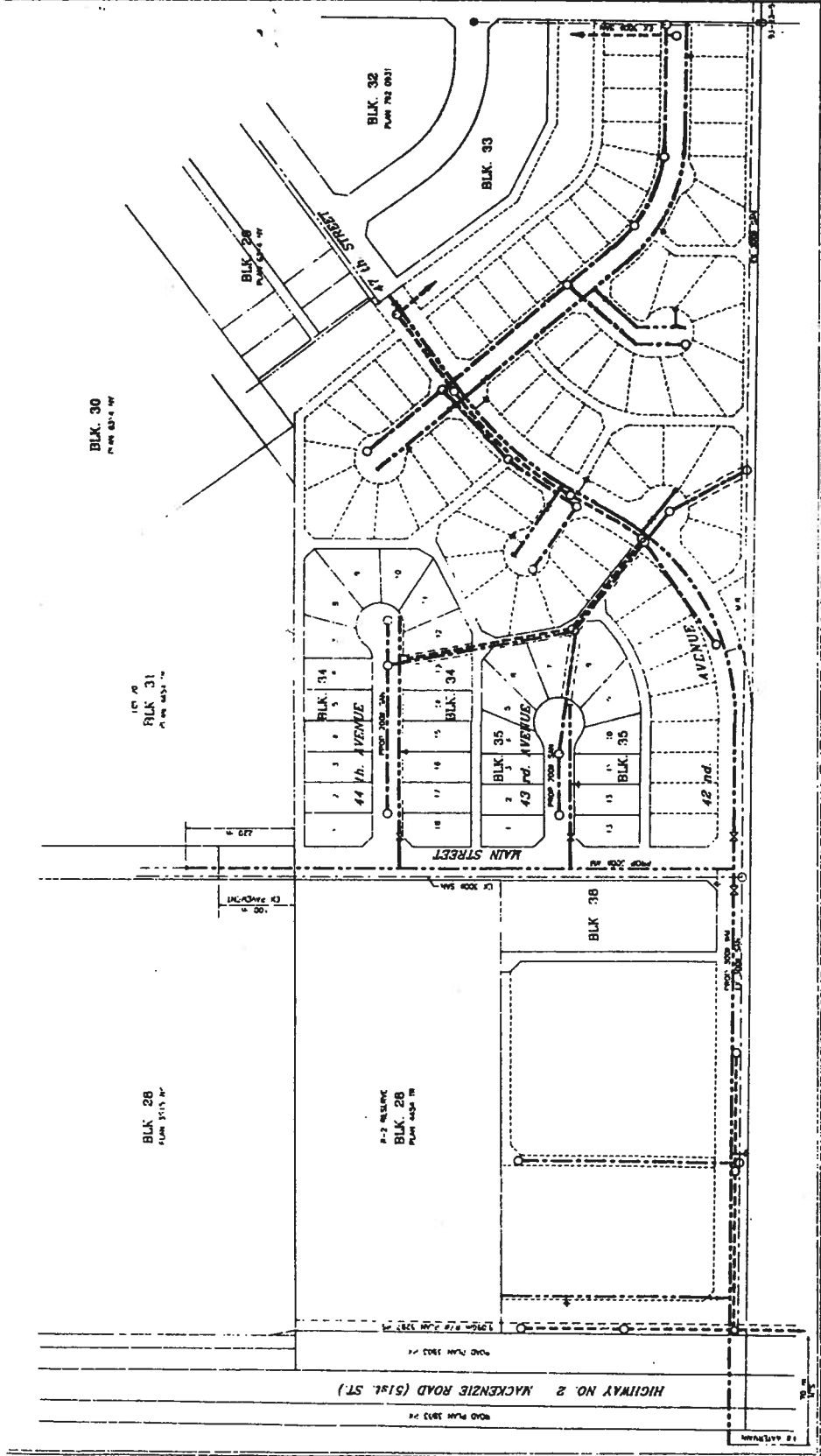
PROJECT BY
CAHO SERVICES LTD.



MUNICIPAL INFRASTRUCTURE

- LEGEND
- EXISTING WATERWAY CENTER
 - EXISTING WATERWAY CENTER
 - PROPOSED WATERWAY CENTER
 - PROPOSED WATERWAY CENTER
 - PROPOSED WATERWAY CENTER
 - PROPOSED WATERWAY CENTER
 - PROPOSED WATERWAY CENTER
 - PROPOSED WATERWAY CENTER

FIGURE 1



SCALE = 1:2000
DATE = JULY 1988
1-5 ALJAH, PROJECTOR
gpec CONSULTING INC.