

SCHEDULE "A"
TO
BYLAW NO. 1276-05

AMENDING BYLAW
TO BYLAW NO. 1233-03

**RINGUETTE
AREA STRUCTURE PLAN**

TOWN OF BONNYVILLE

2005

December 2005

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1.0 INTRODUCTION

The purpose of the Ringuette Industrial Area Structure Plan (ASP) is to provide a framework for the future subdivision and development of the four existing, limited services industrial parcels within the ASP area - see Map 1 entitled Plan Area and Key Plan. It also attends to the connection between these lands and those immediately to the east within the West Bonnyville Business Park Area Structure Plan.

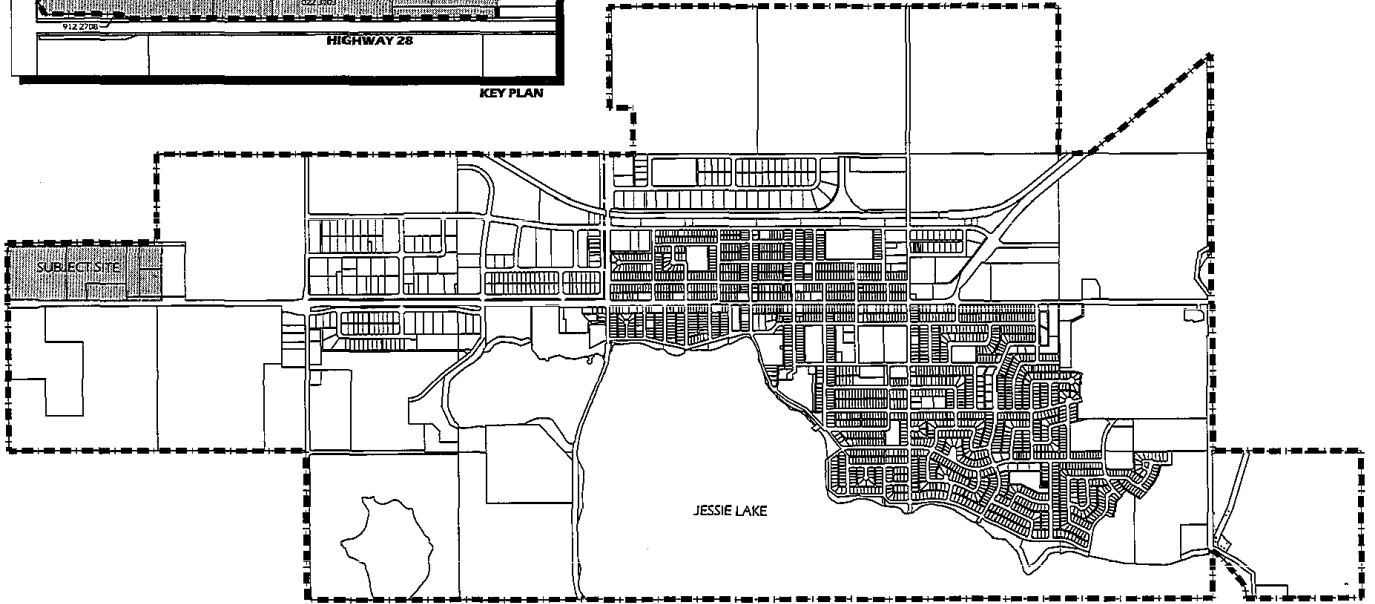
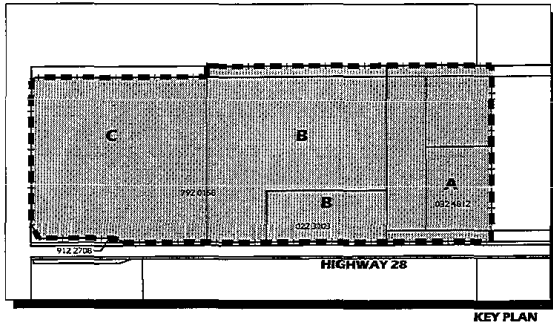
2.0 SETTING AND EXISTING NATURAL/MAN-MADE FEATURES

The Plan area includes four contiguous parcels, two road plans and a highway service road, all comprising an area of approximately 29 hectares (71.3 acres +/-). See Map 2, entitled Existing Natural and Man-Made Features. Block C, Plan 792 0158 is situated in the extreme southwest corner of the SW $\frac{1}{4}$ 14-61-6-W4M, Block B, Plan 792 0158 lies immediately to the east and Block A, Plan 032 4812 is in the most easterly portion of the Plan area and includes a portion of the SE $\frac{1}{4}$ of 14-61-6-W4M. Lot 1, Block B, Plan 022 3103 was subdivided in 2002 and is located adjacent to Highway No. 28 in the mid-southern portion of the Plan area.

Highway No. 28 forms the southern boundary of the entire Plan area to which Lot 1, Block B, Plan 022 3103 has direct access, the centreline of the approach being located 42.0 m \pm from the east boundary of the parcel, between the office and the shop. There is another access to Highway No. 28 via the public street running parallel to Highway No. 28 along the south boundary of Block A, Plan 032 4812. The public street provides internal access to both the existing dwelling and the shop/office located within Block A, Plan 032 4812 and intersects with Highway No. 28 immediately south of the existing house. A developed road allowance runs along the entire west boundary of the Plan area and a developed road (Road Plan 022 3102) and proposed road form the northern boundary. The Ringuette ASP is bounded on the east by land within the SE of $\frac{1}{4}$ of 14-61-6-W4, planned under provisions included in the West Bonnyville Business Park Area Structure Plan.

The property is relatively flat with a low area in the SW corner of Block C, Plan 792 0158. A shallow drainage course runs southwesterly into this area through Blocks B and C, Plan 792 0158. The Ringuette ASP proposes partial re-routing of this drainage course so that it runs along proposed property lines instead of traversing them. It can continue to be an open ditch for a considerable period and may eventually become a shallow, piped storm sewer line as part of the long-term stormwater management system. In both scenarios, it will continue to serve as surface drainage for Blocks B and C, Plan 792 0158 and can continue to drain the land to the north in the SW $\frac{1}{4}$ of 14 outside of the Plan area as required.

There are two Town of Bonnyville raw water supply lines (Plans 1998 TR and 1861 NY) running through the southerly portion of the Plan area. At the west end, these lines run just north of the low-wet area in Block B, Plan 792 0158 and run toward Highway No. 28, at which point they run parallel and adjacent to Highway 28 east into the Town of Bonnyville. A gas line (Plan 792 2948) runs west to east through the approximate centre of Blocks C and B, Plan 792 -0158 and into the middle of Block A, Plan 032 4812, where it deflects south and then east at a point adjacent to the waterlines and then parallels the water lines.



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Client/Project
RINGUETTE AREA STRUCTURE PLAN

Scale	Date	Figure
nts	05-12-14	1
2408.0002.01		Title

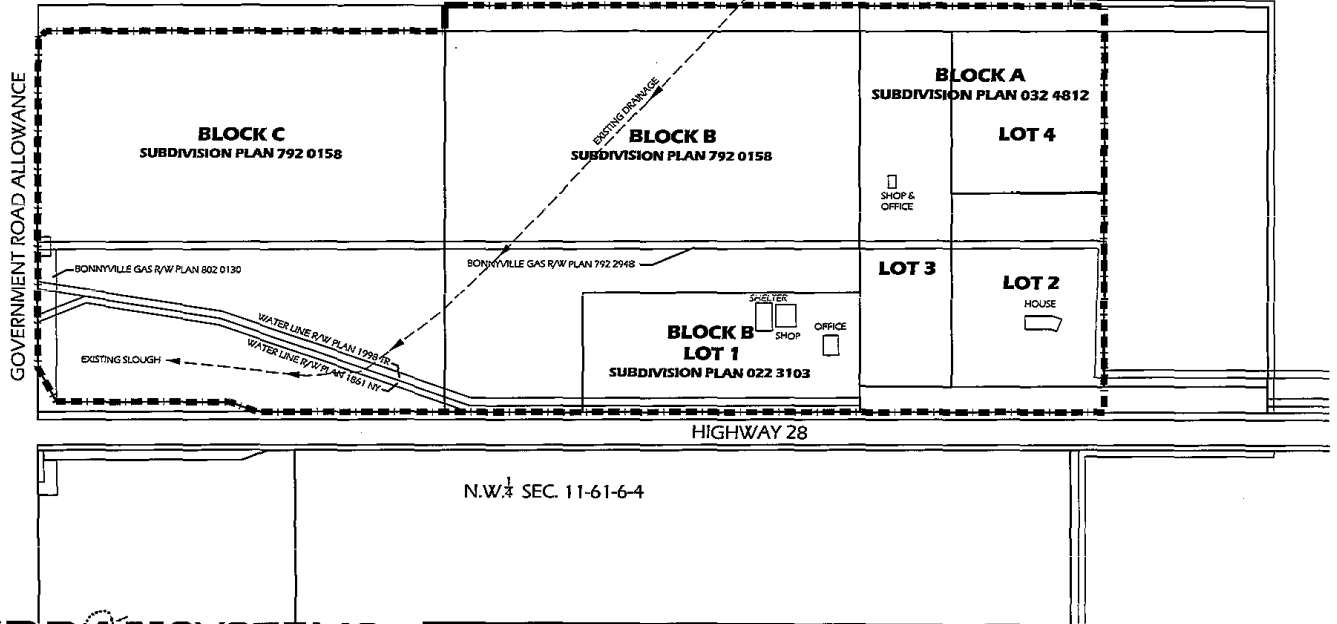
PLAN AREA AND KEY PLAN

TOWN OF BONNYVILLE

WEST BONNYVILLE
BUSINESS PARK AREA
STRUCTURE PLAN

S.W. 1/4 SEC. 14-61-6-4

ATCOGAS R/W PLAN 952.2706



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RINGUETTE AREA STRUCTURE PLAN

Scale	Date	Figure
NTS	05-12-14	2
2408.0002.01		Title

**EXISTING NATURAL AND
MAN MADE FEATURES**

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With the exception of the low-wet areas present, all lands within the Ringuette ASP are suitable for the types of limited services industrial uses in existence. A private residence and metal shop with an adjacent office is situated on Block A, Plan 032 4812. Lot 1, Block B, Plan 022 3103 contains 2.0 ha. (5.0 acre) on which an office and ancillary buildings related to the operation of a commercial construction company are located. A large metal shop is situated on the remainder of Block B, Plan 792 0158. Block C, Plan 792 0158 is the site of an oilfield drilling pipe yard and related buildings.

As no additional, direct access to Highway No. 28 will be allowed (nor is proposed), a 20.0 m (66.0 ft.) road (Plan 022 3102) is situated along the north boundary of Block C, Plan 792 0158 providing access to the existing development and will provide access to any future subdivision/development thereupon. Care must be taken at the time of any subdivision to secure whatever land is necessary so that this north bounding road is at least 24.0 metres in width anywhere within the ASP area. Ultimately, this road should be 30.0 m in width since it may serve as an important link through to the adjacent lands eastward over time. In fairness to the landowners within this ASP, a contribution of 6.0 metres of land from the immediately adjacent lands to the north should be set aside at the time of any subdivision thereof to ensure a 30.0 m wide road width is available. The existing road along the north boundary of Block B, Plan 792 0158 will need to be formalized/registered (and possibly upgraded) to allow for any future subdivision of Block B, Plan 792 0158. Again, 4.0 metres of land from the adjacent parcels inside this ASP will need to be provided to make up the 24.0 metres required. This northerly road will need to be extended further eastward (again, at a width of 24.0 metres inside the ASP area) to allow for any future subdivision/development of Block A, Plan 032 4812. As the public road access along and toward the northern boundary of the plan area develops and becomes available for use upon subsequent subdivision of these lands, the intent to eventually eliminate the existing approach from Lot 1, Block B, Plan 022 3103 to Highway No. 28 as well as the public street along the south boundary of Block A, Plan 032 4812 and its intersection with Highway No. 28.

The undeveloped portions the Plan area are covered by native grasses and brush with the exception of the areas surrounding the residence on Block A, Plan 032 4812 and the office on Lot 1, Block B, Plan 022 3103 which have some trees and grass planted as part of a man-made landscape. There appear to be no historical or archeological resources within the Plan area.

3.0 LAND USE POLICY/BYLAW CONTEXT

The lands encompassed by the Ringuette ASP are currently within the M3 - Unserviced Industrial District of the Town of Bonnyville Land Use Bylaw, which provides for the existing and proposed industrial uses. The M3 District is also applied to the lands immediately to the east and across Highway No. 28.

4.0 LAND USE, SUBDIVISION DESIGN AND DEVELOPMENT CONCEPTS

Although the Ringuette ASP anticipates that the lands in question will remain unserviced (meaning without connection to municipal water, sanitary and storm sewer systems) for a considerable time, and provides a subdivision/development concept based thereupon (see Map 3, entitled Unserviced (Penultimate) Subdivision/Development Concept), it also indicates a possible ultimate subdivision/development concept based on these services eventually becoming available over the long term (see Map 4, entitled Serviced (Ultimate) Subdivision/Development Concept). The idea is to ensure that in the design of the penultimate concept, provisions are made to easily accommodate the additional subdivision and development eventual servicing extension would allow. The ultimate subdivision/development concept (Map 4) would make possible (ie: trigger) the removal of the existing approach from Lot 1, Block B, Plan 022 3103 to Highway No. 28 as well as the public street along the south boundary of Block A, Plan 032 4812 and its intersection with Highway No. 28 resulting in only two intersections on the north side of this stretch of Highway No. 28, one at the west end of the Plan area and one at the east end (see Map 5, entitled Relationship to Adjoining Lands/Plans).

The penultimate (unserviced) concept would continue to be regulated in the Land Use Bylaw by a limited-services or "dry-lot" industrial land use district. Map 3 shows the subdivision potential without municipal services going from 4 existing unserviced parcels to 10 possible unserviced industrial parcels plus a Public Utility Lot (PUL) encompassing the low-wet area in the southwest corner of Block C, Plan 792 0158, the re-routed drainage channel leading to it as well as a portion of raw water supply lines. Map 3 also shows two future internal subdivision (public) roads which would need to be protected by caveat registered in favour of the Town against the unserviced parcels created at the penultimate stage of subdivision where required. Map 3 also shows another possible PUL linking what will become the two internal (crescent) roads should additional storm drainage be required in this manner. Two strips of land at least 20.0 m (66 ft.) wide from Block B, Plan 792 0158 would also be consolidated with Lot 1, Block B, Plan 022 3103 at the penultimate stage subdivision of Block B, Plan 792 0158, the purpose of which becoming clear when the Ultimate Subdivision Concept (Map 4) is examined. This is discussed further in relation to Map 4 below. Sewage treatment currently and throughout the penultimate stage would be by way of approved systems complying with Provincial Private Sewage Disposal Regulations.

The extension of services to the area, which would allow for greater parcel density and a much broader range of industrial uses within the Plan area, will lead to the ultimate (serviced) concept. In terms of the Land Use Bylaw, it would be prudent at that point to reexamine the land use district applicable to the Plan area. Map 4 shows the subdivision potential with municipal services going from 11 unserviced lots up to 28 serviced industrial parcels plus the PUL lot(s). The two internal subdivision (public) roads protected by caveat at the penultimate stage would be created and built at this stage to provide internal access to the serviced parcels. The 20.0 m (66 ft.) wide strips of land from Block B, Plan 792 0158 that were consolidated with Lot 1, Block B, Plan 022 3103 at the penultimate stage provide for the resubdivision of Lot 1, Block B, Plan 022 3103 with access to the internal public roads. It is important to note that these concepts result in no public road crossing the existing gas line running through the middle of the Plan and there is no direct parcel access to the north bounding (east-west) road at the ultimate stage as this road may serve as a through road for traffic to the lands eastward and, perhaps, eventually, as a truck route through to the Highway 41.

5.0 PHASING/SERVICING/ACCESS

Phasing at the penultimate, unserviced stage (Map 3) will be based on the logical and economic easterly extension of the public road running along the north boundary of the Plan area. Thus, phasing would begin at the westerly end of the Plan area and move easterly. The PUL lot(s) should be created early on in the life of the Plan. The future internal roads will need to be caveated against the unserviced industrial lots in a stepwise fashion moving in the direction of the penultimate phasing. Finally, the consolidation of the two strips of land with Lot 1, Block B, Plan 022 3103 would also need to occur at the time Block B, Plan 792 0158 is subdivided. Note that the internal road at the easterly end of the Plan will need to be constructed if proposed Lot 3 (see Map 3) is to be created. This is because access to Highway No. 28 is to eventually be removed altogether and the internal road will connect proposed Lot 3 through to the east-west road at the north boundary of the Plan area. Note that all areas within the plan could be subdivided and developed at the same time if the entire public road along the north boundary of the Plan area were created and built to public standards all at one time.

Phasing at the ultimate, serviced stage (Map 4) will be based on the logical and economic extension of municipal water and sanitary sewer from the east moving westerly. Thus, phasing would begin at the easterly end of the Plan area and move westerly following westerly extension of water and sanitary sewer. Construction of the internal public roads protected by caveat would be triggered as serviced subdivision and development occurs. The internal road system easily provides for the looping of water mains. Note that all areas could be subdivided and developed at the same time if municipal services are extended throughout the Plan area all at one time. Although not shown on either Map 4 or 5, rights-of-way may be needed within the ASP area for future extension of water and sanitary services to lands outside the Plan area when the location and need therefor are identified in a new Master Servicing Scheme.

Map 5 Relationship to Adjoining Lands/Plans illustrates the integration of the eastern end of the Plan Area with the West Bonnyville Business Park Area Structure Plan to the east.

The functionality of proposed servicing must be confirmed at the detailed engineering stage to the satisfaction of the Town of Bonnyville.

Power, telephone and natural gas are currently in place and future development would be served by those existing facilities. Police, fire, and ambulance services are in place to deal with future expansion of this area

6.0 RESERVES

Municipal Reserve land is intended to be provided as cash in lieu for the parcels at the time of subdivision. No environmental reserve is identified to be provided.

7.0 POLICIES

Future land use, subdivision and development shall be in accordance with this Area Structure Plan. Major deviations from this Plan shall require an amendment to this Plan. Minor relaxations may be considered without an amendment to this Plan where the developer can demonstrate to the satisfaction of Council, the Subdivision or Development Authority, as the case may be, that the minor relaxation would maintain the overall intent and direction of the Plan.



Town of Bonnyville
"The Multi-Municipal"

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**APPLICATION TO AMEND MUNICIPAL DEVELOPMENT PLAN/
AREA STRUCTURE PLAN/AREA REDEVELOPMENT PLAN**

Applicant:

Name: _____

Mailing Address: _____

Phone: _____ Cell: _____ Fax: _____

Landowner:

Name: _____

Mailing Address: _____

Phone: _____ Cell: _____ Fax: _____

Legal Description:

Lot(s) _____ Block _____ Plan _____

Municipal Address: _____

Proposed Land Use Designation: _____

Current Land Use Designation: _____

Purpose of Proposed Amendment:

In addition to completing this application form, please submit all information to support the proposed amendment, such as current copy(ies) of title(s), letter(s) of authorization from landowner(s), preliminary drawings of proposed development, real property report, studies, and assessments in accordance with the Municipal Development Plan, other statutory planning documents and Land Use Bylaw.

Applicant Signature: _____

Date: _____ Payment of Fee: _____

NOTE: This personal information is being collected under the authority of the municipal Government Act and will be used in the processing of this application. It is protected by the privacy provisions of the Freedom of Information and Protection of Privacy Act. If you have any questions about the collecting of this information, please contact the F.O.I.P.P. Coordinator at 826-3496.

FOR OFFICE USE ONLY	
Date Completed Application Received: _____	Fee Paid: _____
Bylaw No: _____	_____
First Reading Date: _____	_____
Public Hearing Date: _____	_____
Council Decision: Approved _____	Refused _____