

NORTH MANNING AREA STRUCTURE PLAN

MD of Northern Lights No. 22

Infrastructure Systems Ltd.

January, 2000

BYLAW NO. 99-61-083

**MUNICIPAL DISTRICT OF NORTHERN LIGHTS NO.22
IN THE PROVINCE OF ALBERTA**

**BEING A BYLAW FOR THE PURPOSE OF ADOPTING
THE NORTH MANNING AREA STRUCTURE PLAN**

WHEREAS, Section 633 of the Municipal Government Act, Statutes of Alberta, 1994 Chapter M-26.1, and any amendments thereto, permits the Council of the Municipal District of Northern Lights No.22 to adopt an Area Structure Plan, and

WHEREAS Council of the Municipal District of Northern Lights No.22 is of the opinion that providing a framework for subsequent subdivision and development of an area of land immediately north of the Town of Manning is a desirable and positive objective; and

WHEREAS Council of the Municipal District of Northern Lights No.22 views the adoption of an Area Structure Plan as a positive measure in relation to working with its municipal neighbor, the Town of Manning, now

THEREFORE Council of the Municipal District of Northern Lights No.22, duly assembled hereby enacts as follows:

1. This bylaw shall be cited as the North Manning Area Structure Plan Bylaw.
2. That the North Manning Area Structure Plan, affecting two quarter sections [SW-03-92-23-W5 and NW-34-91-23-W5] totalling an area of 128.8 hectares, dated January 2000, copy attached, is hereby adopted.
3. That this bylaw shall take force and effect on the date of third and final reading.

Read for a First time this 17th day of August 1999.

Read for a Second time this 31st day of March 2000.

Read for a Third and Final time this 31st day of March 2000.


Chief Elected Official


Chief Administrative Officer

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1.0 INTRODUCTION

The North Manning Area Structure Plan has been prepared for the Municipal District of Northern Lights No. 22 on behalf of the owners of the lands in question. This Plan is required to facilitate the future subdivision and development of the subject lands for highway commercial, light industrial and residential purposes.

This Area Structure Plan has been prepared in accordance with the requirements of the Municipal Government Act, as well as all applicable municipal planning legislation.

The primary objective of this Plan is to provide a framework for the development the subject lands in a manner that is consistent with the goals, objectives and policies of the Municipal District of Northern Lights No. 22. In addition, as the site fronts a primary highway, the requirements of Alberta Infrastructure have also been accommodated. It establishes the future land use and circulation pattern proposed for the site, and provides information respecting the proposed servicing for the area.

2.0 GOALS AND OBJECTIVES

The North Manning Area Structure Plan has been prepared in accordance with the following goals and objectives.

2.1 Goals

1. To provide a sound planning framework for the future development of the Plan area that is consistent with the goals of the Municipal District of Northern Lights No. 22.
2. To contribute to the continued economic development of the Manning area through the development of the Plan area for highway commercial and light industrial purposes.
3. To maintain the operational safety and integrity of the Highway 35 corridor.
4. ***To coordinate the subdivision and development of the planning area with the future growth of the Town of Manning.***

2.2 Objectives

1. To provide new opportunities for highway commercial and industrial development in the Municipal District of Northern Lights No. 22.
2. To establish an efficient and economical development concept for the Plan area.
3. To develop a land use and development pattern that is compatible with proposed development on adjacent lands in the Town of Manning.
4. To provide a safe traffic network and protect the Highway 35 corridor from incompatible development.

3.0 THE DEVELOPMENT AREA

3.1 Plan Area

The land affected by this Area Structure Plan is located adjacent to the north boundary of the Town of Manning as shown on Figure 1. The Plan area consists of two quarter sections (SW 3-92-23-W5M and NW 34-91-23-W5M), hereafter referred to as the "North Quarter" and the "South Quarter" respectively. The size of the Plan area totals 128.8 hectares (318.3 acres).

The Plan area is bounded to the west by Highway 35 and the Manning Airport, and by agricultural lands to the north, south and east. A mixture of light industrial and highway commercial uses are also located along Highway 35 to the northwest and southwest. The North and South quarters are separated by a developed local road.

3.2 Land Ownership

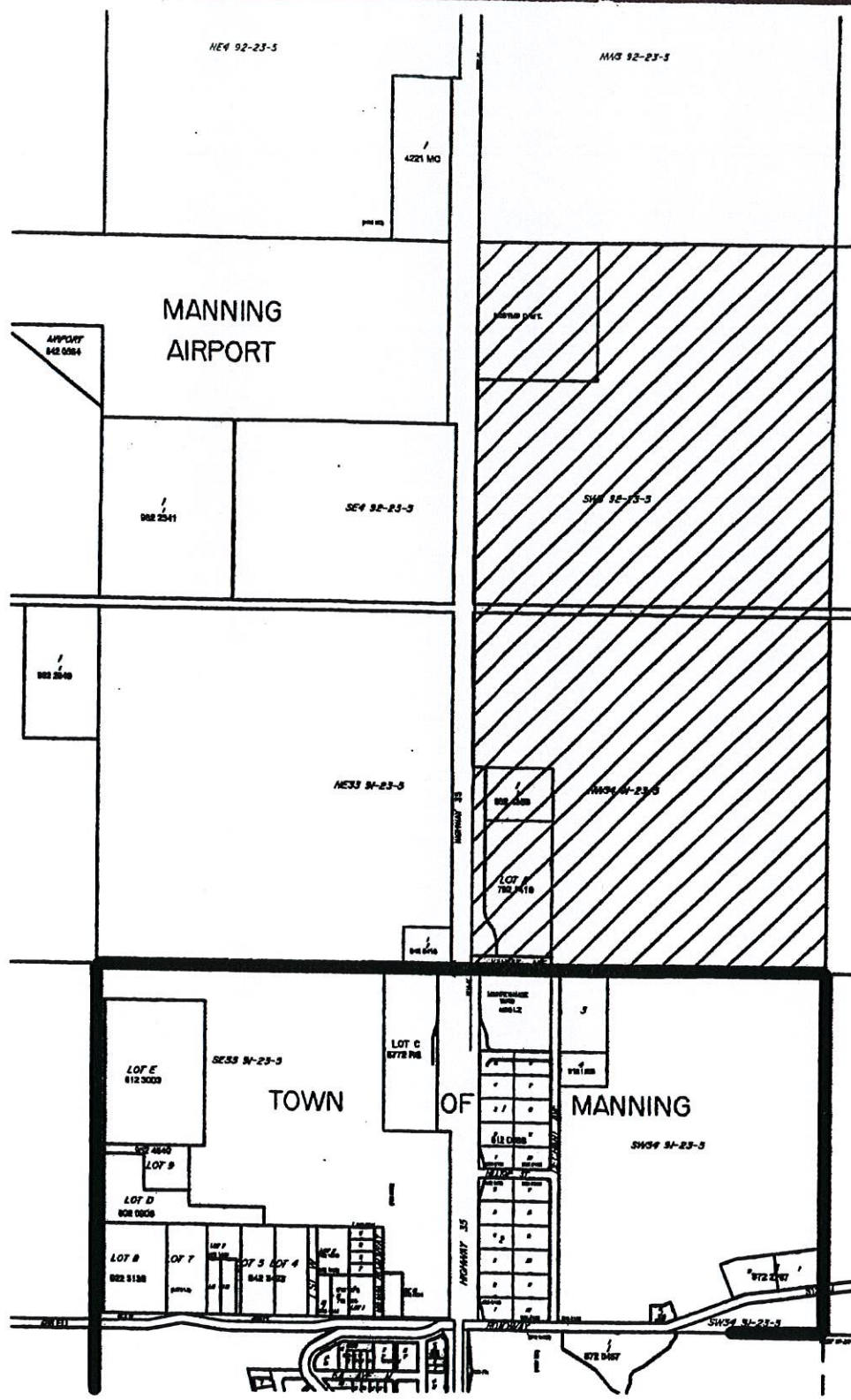
Land ownership in the Plan area is held by five different parties. A summary of landowners is provided in Table 1, and is illustrated in Figure 2.

Table 1 - Land Ownership

Legal	Owner
SW 3-92-23-W5M Pt. SW 3-92-23-W5M NW 34-91-23-W5M Lot A, Plan 782-1418 Lot 1, Plan 962-4363	Robert L. Jackson 233985 Alberta Ltd. (Krantz) Bryan and Helen Shields Leading Edge Sales & Rentals Ltd. United Farmers of Alberta Co-op. Ltd.

In addition, three major rights-of-way are present in the Plan area that have an impact on the design of the proposed development. First, a power line right-of-way traverses both quarter sections parallel to the highway. This right-of-way is paralleled by a high pressure gas line located to the east. Thirdly, a 90 metre-wide easement that accommodates a drainage ditch separates the Krantz Construction lot from the balance of the North Quarter. The location of these rights-of-way is illustrated on Figure 3.

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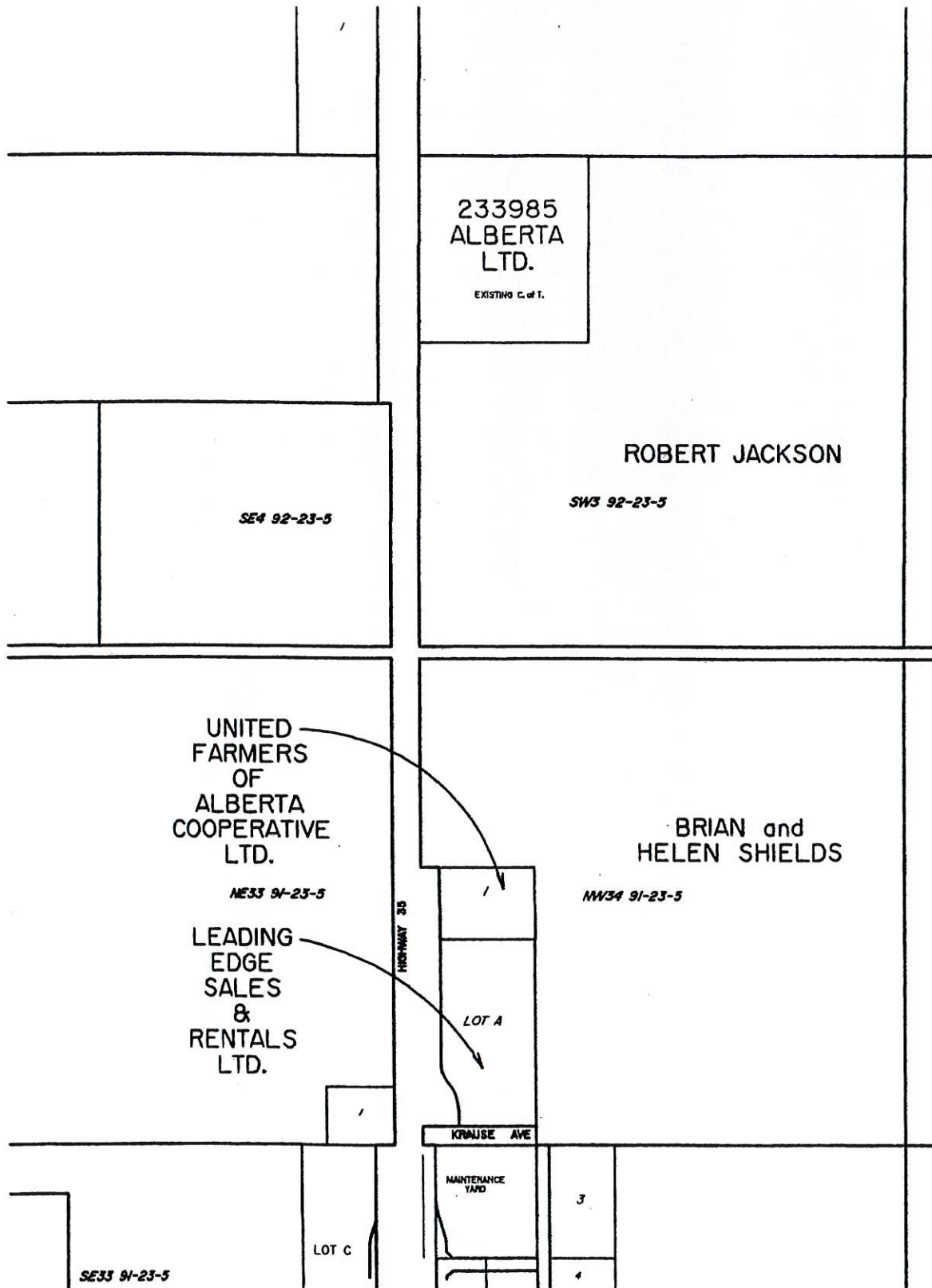
 PLAN AREA

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NORTH MANNING
AREA STRUCTURE PLAN
Figure 1
LOCATION MAP

Municipal District of
Northern Lights



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Systems Ltd.**
ENGINEERS PLANNERS
LANDSCAPE ARCHITECTS

**NORTH MANNING
AREA STRUCTURE PLAN
Figure 2
LAND OWNERSHIP**

**Municipal District
of
Northern Lights**

Further, a service road caveat that was required as a condition of a previous subdivision is located along the frontage of the lot occupied by Krantz Construction.

3.3 Existing Land Use

Both quarter sections are predominantly cultivated at present. However, some highway commercial and industrial development has also occurred in the Plan area. All existing land uses are illustrated in Figure 3.

With respect to the North Quarter, the only non-agricultural use is the Krantz Construction property that is located on the northwest corner of the quarter. This is primarily used for heavy equipment storage, and also contains a residence. Development on the South Quarter is confined to the west side, fronting on to Highway 35. One lot located at the southwest corner of the quarter is occupied by a number of businesses including a trucking operation, tire shop, oilfield equipment storage, and an equipment rentals outlet. Immediately north of this lot is a separate property containing a bulk fuel outlet. A residence and related out-buildings are located on the northwest corner of the quarter.

3.4 Topography

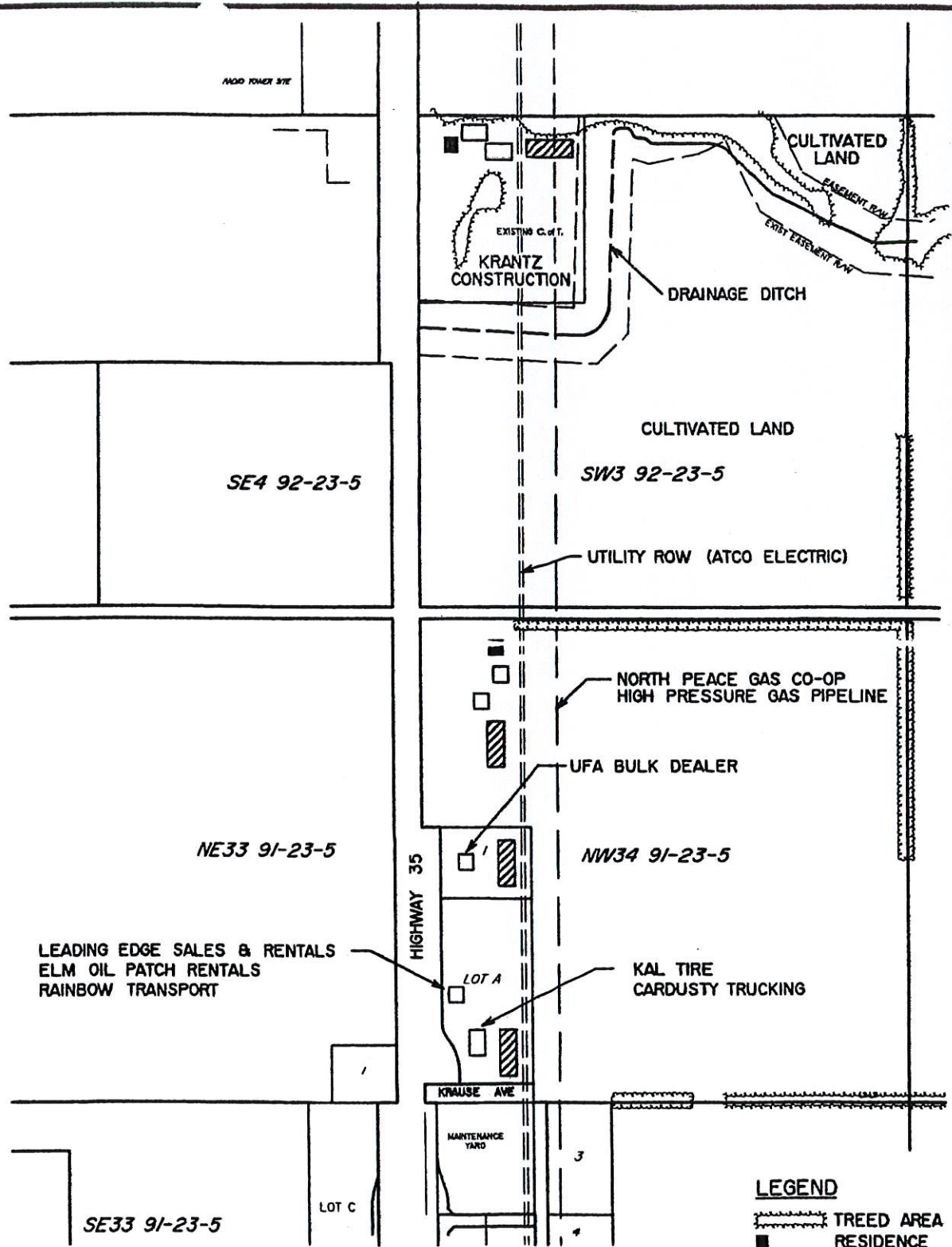
Overall the lands in the Plan area are extremely flat, although it is apparent that the overall drainage pattern is from west to east. At present, surface drainage is partially channeled in existing roadside ditches, as well as the drainage ditch that is located on the North Quarter.

3.5 Policy Framework

3.5.1 The Manning Intermunicipal Development Plan

The Plan area is subject to the policies of the Manning Intermunicipal Development Plan (IDP) which was recently approved by the Municipal District and the Town of Manning. This Plan is designed to ensure that future development located in close proximity to the Town occur in a coordinated and orderly manner.

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LANDSCAPE ARCHITECTS

NORTH MANNING
AREA STRUCTURE PLAN
Figure 3
EXISTING LAND USE

Municipal District
of
Northern Lights

This Plan is consistent with the policies of the IDP as follows:

- provision is made for future country residential development in the IDP area;
- the IDP allows for highway commercial and industrial development in the North Manning area subject to more detailed planning being carried out;
- there are opportunities to provide residences as accessory uses to industrial and commercial developments;
- the IDP encourages the development of dry-lot industrial areas; and
- the IDP requires that future subdivision and development in proximity to Highway 35 be subject to approved Area Structure Plans.

The South Quarter is identified as an annexation area for the Town of Manning. As a result, it is critical that the planning and future development of this area be carried out in close consultation with the Town.

3.5.2 MD of Northern Lights Land Use Bylaw

The subject lands are designated under the Airport Vicinity (AP) District in the Land Use Bylaw. The proposed development is consistent with this District both in terms of land uses¹ and lot size.

The North Quarter is contained within the boundary of "Zone 1" of the Airport Vicinity District, which contains height and land use restrictions that are necessary due to this quarter's close proximity to that facility. The approach to development in the South Quarter, which is contained in "Zone 2", is more flexible as the possible land uses include most of those included in the Agriculture General (A), General Industrial (M1), and Highway Development (HD) Districts.

¹ The Airport Vicinity District allows for a variety of residential, light industrial and highway commercial uses. However, uses that generate smoke, dust, or electronic interference, or that attract birds are not permitted.

4.0 DEVELOPMENT CONCEPT

4.1 Land Use Plan

The overall development concept proposed for the area is illustrated in Figure 4, and will serve as the basis for future subdivision activity in the North Manning area.

It is proposed that the area be primarily developed for highway commercial and light industrial purposes, accommodating such uses as contracting businesses, heavy equipment storage and repair facilities, and similar uses in accordance with the Land Use Bylaw and the Intermunicipal Development Plan. In addition, it is proposed that some country residential development be located in the northeast portion of the Plan area, and that provision be made for the development of accessory residential uses² on industrial sites located on the east side of the Plan area. A detailed breakdown of land uses proposed for the Plan area is provided in Table 2.

Table 2 - Land Use Area Estimates

Land Use	North Quarter	South Quarter	Total	Percent
Highway Commercial	8.74 ha	11.84 ha	20.58 ha	16.2
Light Industrial	24.84 ha	29.69 ha	54.53 ha	42.7
Industrial				
(Accessory Residential)	8.32 ha	14.08 ha	22.40 ha	17.6
Country Residential	15.15 ha	-	15.15 ha	11.9
Roads	6.65 ha	8.09 ha	14.74 ha	11.6
Total	63.7 ha	63.7 ha	127.4 ha	100.0

It is intended that approximately 19 lots be developed on the North Quarter, 4 of which are proposed for country residential and 3 for industrial (accessory residential) purposes. The lots range from 1.6 ha (4 ac) to 7.3 ha (18.1 ac) in size³, the largest of which accommodates the existing Krantz Construction site⁴.

² It is intended that the Industrial (Accessory Residential) area serve as a transitional form of development between the Country Residential and Light Industrial areas. An amendment to the Municipal District's Land Use Bylaw will be required to allow for the development of a residence as an accessory use to an industrial development. Said amendment will also be required to address such matters as *housing form*, building separations, servicing, landscaping, and parking.

³ The proposed lot sizes are conceptual only. The actual number and size of lots may be subject to change within the established road pattern.

⁴ The existing boundary of this lot will be modified as a result of future service road construction

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LEGEND

-  Country Residential
-  Light Industrial
-  Industrial (Accessory Residential)
-  Highway Commercial

HIGHWAY 35

HIGHWAY 35

EXISTING LOT

NW 34-91-23-5

KRAUSE AVE

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Proposed lot sizes on the South Quarter range from 0.8 ha (2 ac) to 2.6 ha (6.4 ac) in area. Additional lots may be created through the resubdivision of Lot A, Plan 782-1418 in order to accommodate the existing businesses on separate lots. ***In addition, as the South Quarter is identified as the subject of annexation by the Town of Manning, it is possible that the further resubdivision of lots may be undertaken in the future. In order to accommodate this possibility, it is proposed that such factors as the siting of buildings, access locations, and servicing be carefully considered during the development approval process.***

4.2 Engineering Design

4.2.1 Road Network

Internal circulation is to be accommodated by a looped road system in accordance with Municipal District standards. The internal roads, which are to be developed to a gravel standard, will be developed within a 30 m (98 ft) right-of-way as illustrated in Figure 5. Access to all lots shall be limited to the proposed service roads and internal subdivision roads. Direct access to Highway 35 or the local municipal road from individual lots will not be permitted in accordance with the requirements of Alberta Infrastructure and the Municipal District.

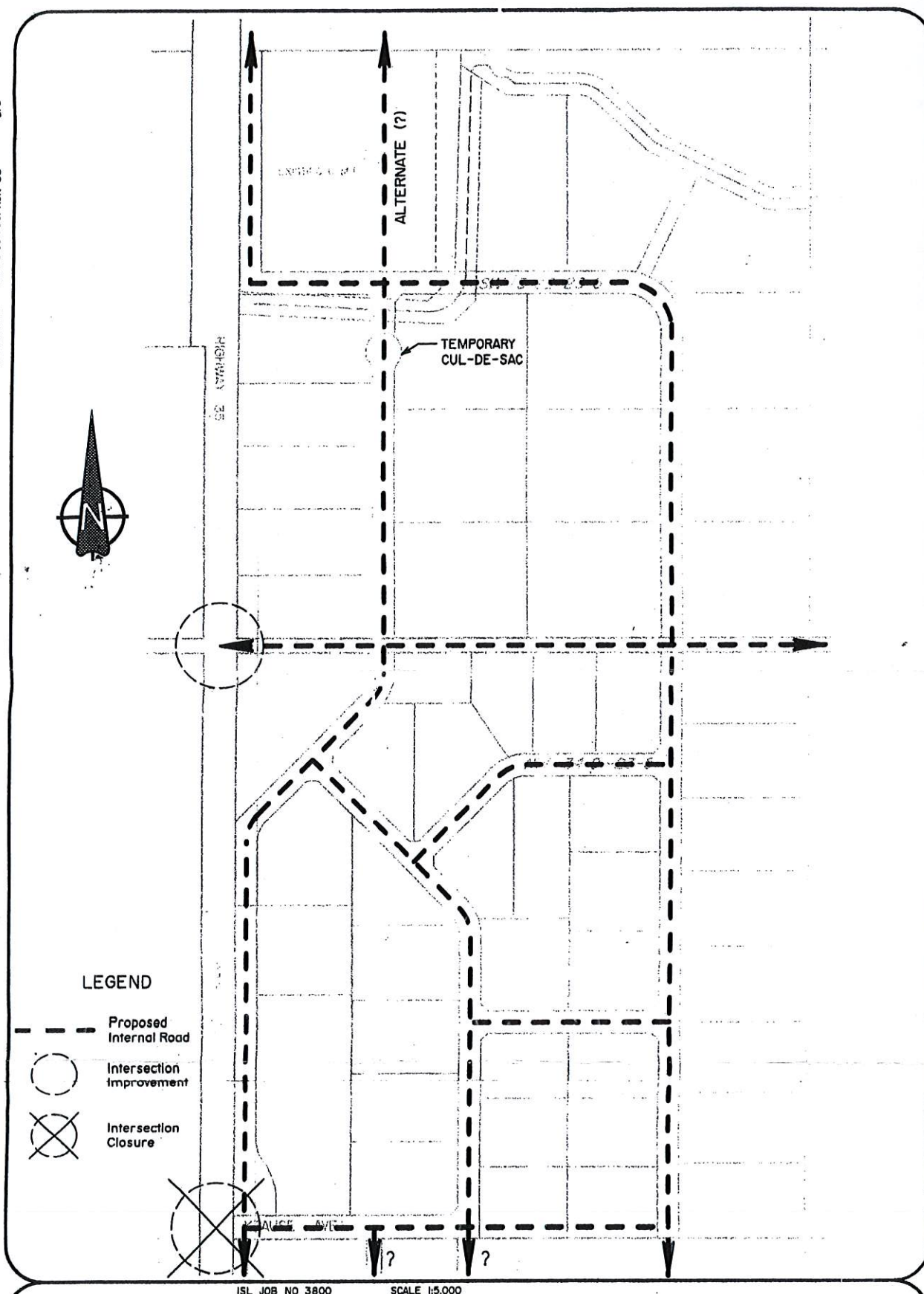
It is proposed that primary access to the Plan area be provided from both Highway 35 and the local municipal road⁵. Access from the highway to the North Quarter is to be limited to the existing intersection with the municipal road, which will be upgraded to meet Alberta Infrastructure WB 17 standards.

It is intended that the existing highway intersection located at Krause Avenue at the south end of the Plan area be closed and relocated a short distance further south, opposite the Imperial Oil bulk station situated on the west side of the highway within the Town of Manning. However, access to the South Quarter will be tied to the new intersection via a proposed service road. Additional access to the South Quarter will be provided from the proposed internal road network located on the quarter to the south⁶, as well as the municipal road at the north end of the quarter.

and a reduction in the right-of-way width for the drainage ditch (see Section 4.2.1).

⁵ Two intersections are to be developed on the municipal road that bisects the Plan area.

⁶ The internal road system will be integrated with that proposed in the draft Northeast Manning Area Structure Plan, which proposes light industrial and highway commercial development on the adjacent quarter located within the Town of Manning.



The internal road serving the first phase of development in the North quarter will be developed with a temporary cul-de-sac as a means of protecting the drainage ditch from vehicle encroachment and to direct traffic to the municipal road. When subsequent development phases occur and the internal road is extended across the drainage ditch⁷, this cul-de-sac is to be removed and replaced with a "T" intersection north of the ditch. The Plan also provides for the future development of a service road is to be provided along the frontage of the Krantz Construction site to provide future access to lands north of the Plan area.

4.2.2 Servicing

There are no municipal services within the Plan area or in the immediate vicinity. Current development in the Plan area is served by dugouts for water supply and private sewage disposal systems. In order to service the Plan area, it is private water supply and sewage disposal systems will be installed in accordance with Provincial regulations at the time of building construction. In the event that municipal services are extended to the area in the future, it is intended that the infrastructure be developed within the proposed road rights-of-way or within easements secured from the landowners, and installed in accordance with municipal standards⁸.

With respect to stormwater management, the flat nature of the subject lands will require that drainage be carefully assessed at the time of detailed engineering design. For example, in order to restrict runoff to pre-development flows, it may be accommodated either through on-site storage within individual lots or within roadside ditches⁹. Regardless of the method to be used, however, it is required that all stormwater management plans be developed in accordance with the standards of Alberta Environmental Protection.

All shallow utilities shall be constructed in accordance with the requirements of the affected utility companies.

⁷ In order to accommodate road construction along the south side of the Krantz property, the Municipal District's easement for the drainage ditch is to be reduced from 90 to 30 metres in width.

⁸ As the South Quarter is a future annexation area, Town standards shall be utilized for the design of future services in the area, even if the extension of services precedes annexation.

⁹ As a result of the lack of defined topography, the construction of storm ponds may not be an option.

4.2.3 Lot Grading

A lot grading plan shall be prepared by the Developer in consultation with the Municipal District and provision will be made that requires all building projects to conform with the grading plan.

The grading plan will ensure that the surface drainage from all lots is directed to the roadside ditches and any proposed stormwater retention facilities that may be required to accommodate the development.

4.3 Phasing

It is intended that North Quarter be developed in three primary phases as indicated in Figure 6. Four phases are proposed for the South Quarter¹⁰. The first phase will consist of that portion of the South Quarter that fronts on the service road, and the southwest portion of the North Quarter.

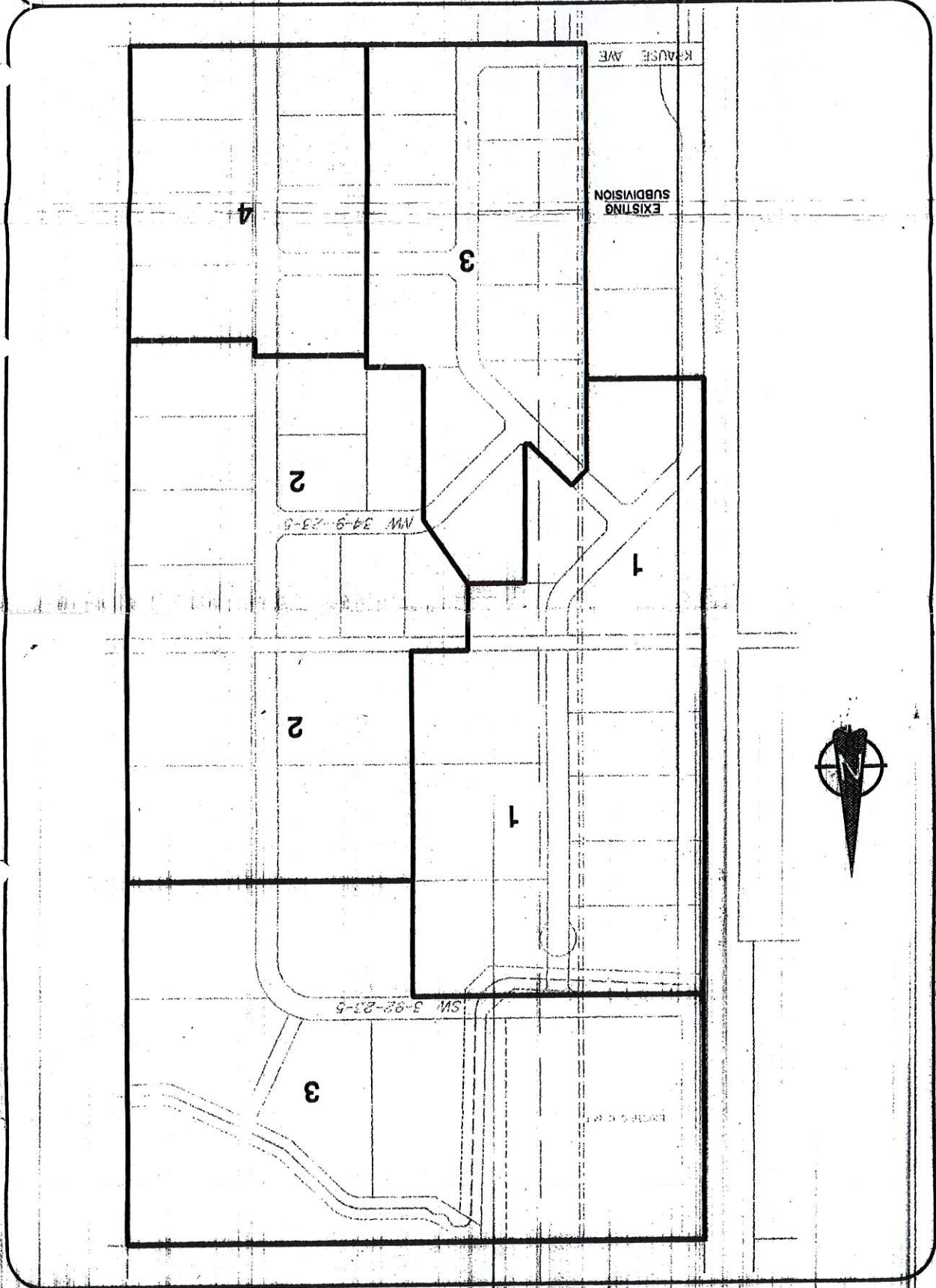
4.4 Municipal Reserve

In accordance with the MD's Municipal Development Plan, a maximum of 10% of the developable lands area shall be provided as municipal reserve at the time of subdivision. With respect to the North Quarter, it is proposed that municipal reserve be provided as money-in-lieu as a condition of subdivision. Municipal reserve owing on the South Quarter is to be deferred¹¹.

¹⁰ This phasing plan is intended to serve only as a guideline. Actual phasing will be determined by market conditions, the extension of municipal services, and other similar factors.

¹¹ Section 10.3.2(d) of the MDP applies to the disposition of reserve in urban expansion areas, which states that "municipal reserve shall be deferred in order to allow the affected urban municipality to optimize the available lands after annexation takes place."

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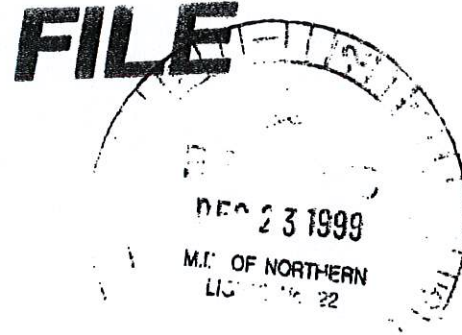


Office of the
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December 15, 1999

Mr. James McCracken, Reeve
Municipal District of Northern Lights No. 22
Box 10
Manning AB T0H 2M0



Dear Mr. McCracken:

The department has reviewed the North Manning Area Structure Plan (ASP) located adjacent to Highway 35 just north of the Town of Manning. The ASP meets the department's requirements and is approved to meet the requirements of Section 14 of the Subdivision and Development Regulation.

Please forward a copy of the ASP once it has received third reading and the approval of the council of the Municipal District of Northern Lights to our Operations Manager in Peace River, Bill Gish, at the following address:

Alberta Infrastructure
Bag 900, Box 25
Peace River AB T8S 1T4

The department supports continued co-operation on planning matters between the Municipal District of Northern Lights and Alberta Infrastructure.

Sincerely,


Jay Ramotar, P.Eng.
Assistant Deputy Minister
Transportation and Civil Engineering

cc: Bill Gish