

FILE COPY

GOLDEN EAGLE ESTATES

AREA STRUCTURE PLAN

December 12 , 2002

CITY OF COLD LAKE



Scheffer Andrew Ltd.
Planners & Engineers

A BYLAW OF THE CITY OF COLD LAKE, IN THE PROVINCE OF ALBERTA, TO PROVIDE FOR
AMENDING AN AREA STRUCTURE PLAN IN PARCEL B, PLAN 4930NY.

WHEREAS, it is deemed expedient to provide a framework for subsequent subdivision and development of the land legally described as Parcel B, Plan 4930NY, and;

WHEREAS, the Council of the City of Cold Lake has deemed it expedient and proper to describe the sequence of development of Parcel B, Plan 4930NY, and;

WHEREAS, it is further deemed expedient to identify land uses generally and with respect to specific parts of Parcel B, Plan 4930NY, and;

WHEREAS, it is deemed expedient to identify the density of population proposed for the areas generally in respect of Parcel B, Plan 4930NY, and;

WHEREAS, it is deemed expedient to provide a general location of major transportation routes and public utilities in Parcel B, Plan 4930NY.

NOW THEREFORE, pursuant to the authority of the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1, Section 663, the Council of the City of Cold Lake, duly assembled, enacts as follows:

1. That an Area Structure Plan be approved for Parcel B, Plan 4930NY as attached to and forming part of this bylaw as Appendix A.
2. That this bylaw shall take effect on the date of the final passing thereof.

FIRST READING passed in open Council duly assembled in the City of Cold Lake, in the Province of Alberta, this 22nd day of October, A.D. 2002, on motion by Councillor Young.

CARRIED
UNANIMOUSLY

SECOND READING passed in open Council duly assembled in the City of Cold Lake, in the Province of Alberta, this 26th day of November, A.D. 2002, on motion by Councillor Young.

CARRIED
UNANIMOUSLY

THIRD AND FINAL READING passed in open Council duly assembled in the City of Cold Lake, in the Province of Alberta, this 17th day of December, A.D. 2002, on motion by Councillor Belcourt.

CARRIED
UNANIMOUSLY

CITY OF COLD LAKE

MAYOR

CHIEF ADMINISTRATIVE OFFICER

GOLDEN EAGLE ESTATES

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1 INTRODUCTION

This Area Structure Plan supports future applications for general residential development on Parcel B, Plan 4930 NY, and vicinity, in the City of Cold Lake.

This plan has been prepared for the beneficial owner of the majority of the land within the plan area. The owner hopes to develop entry level single detached and semi detached housing in combination with affordable medium density row housing and/or walk-up apartments.

2 LOCATION

The subject land is located west of 50 Street (Highway 28) and south of the old railway line in the north half of 34 -62 -2-4. The plan area includes approximately 45.3 hectares.

3 FACTORS INFLUENCING DEVELOPMENT

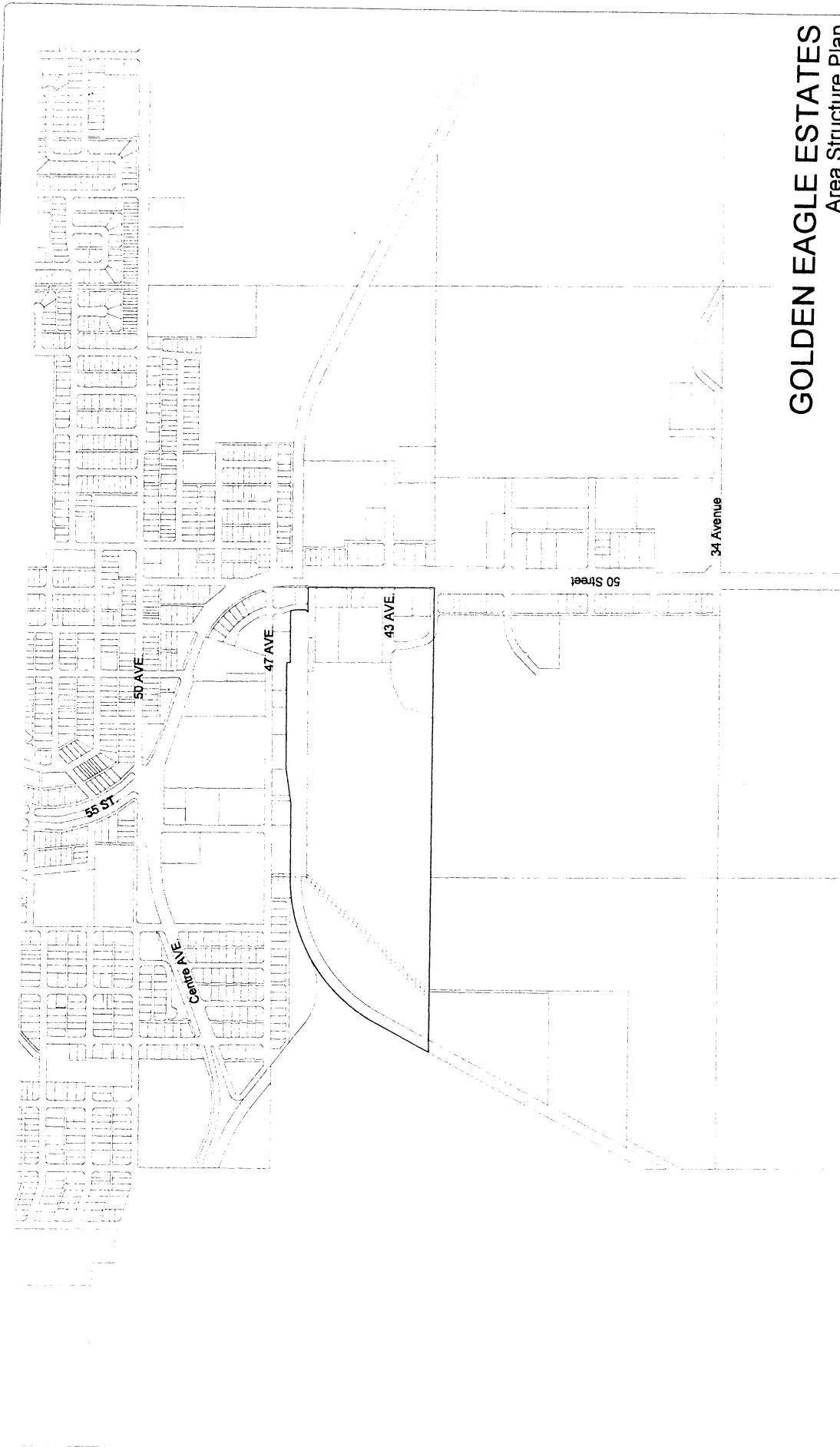
3.1 Policy Context

3.1.1 Municipal Development Plan

This Area Structure Plan does not conform to Cold Lakes Municipal Development Plan (MDP), as approved in 1997. The MDP designates the subject area for general industrial development with a strip of commercial along the west side of 50 Street. In addition, the MDP calls for the extension of a collector road west of 50 Street from 42 Avenue. This area structure plan proposes to use the 43 Avenue alignment for this collector. The Municipal Development Plan was amended November 26, 2002 to reflect the change from industrial to residential.

3.1.2 Land Use Bylaw

The Land Use Bylaw, adopted in 1998, presently districts the majority of the subject land as M - Industrial. Amendments to the Land Use Bylaw will be required prior to subdivision.



GOLDEN EAGLE ESTATES

Area Structure Plan

Figure 1
 Location Plan
 Scale 1:4000
 November 6, 2002

3.2 Ownership

The current owner of the majority of the subject land is W. Chan Investments Ltd. Parcel B, Plan 4930 NY is, however, the subject of an agreement for sale in favour of Golden Eagle Trust. This area structure plan has been prepared on behalf of the beneficial owner of Parcel B.

The ownership of the land in the plan area is shown in Figure 2.

3.3 Resource Extraction

In a letter dated October 10, 2002, the Energy Utilities Board indicated that there are no sour gas facilities in the vicinity of the proposed development. There are no pipelines, oil or gas wells, or other such features to constrain development in the area.

3.4 Existing Land Use

The subject land is currently in agricultural use or in its natural state. There are no buildings on the site. A public utility lot of approximately 1.9 hectares exists in the southeast corner of the plan area. This public utility lot includes the north portion of a permanent water body that extends into the quarter section to the south. A sanitary sewage lift station has been constructed within the public utility lot.

3.5 Adjacent Land Use

To the south of the area structure plan area the majority of the land is in agricultural use. The National Defense Establishment, 4 Wing is west of the subject land and separated from it by the old railway right-of-way. Land to the north is generally in industrial use, and is also separated from the subject land by the old railway right-of-way. Along the eastern boundary of the ASP is an existing highway commercial area.

Land southwest of the plan area is currently in City ownership and was the former site of the municipal sewage lagoons. This site has been reclaimed, and the sewer line rights-of-way that cross the plan area can be abandoned. It does not constrain development in the plan area.

3.6 Natural Features

Natural features are shown in Figure 3.

As noted above, there is an existing pond (Pond 4 on figure 5) in the southeast corner of the plan area. It is part of the City's overall storm water management plan that this be used for storm water management purposes.

Topography within the plan area is generally quite flat, sloping from the west to the east. The general topographic variation is approximately 5 m. However, along the south boundary, immediately west of the public utility lot/pond, there is a treed ridge that varies in height to approximately 10 m. This ridge appears to consist of artificially placed topsoil.

With the exception of the trees on the ridge, there is no significant vegetation within the plan area. There is some scrub bush along the perimeter of the pond.

There are no hazard lands that present development constraints.

3.7 Phase I Environmental Site Assessment

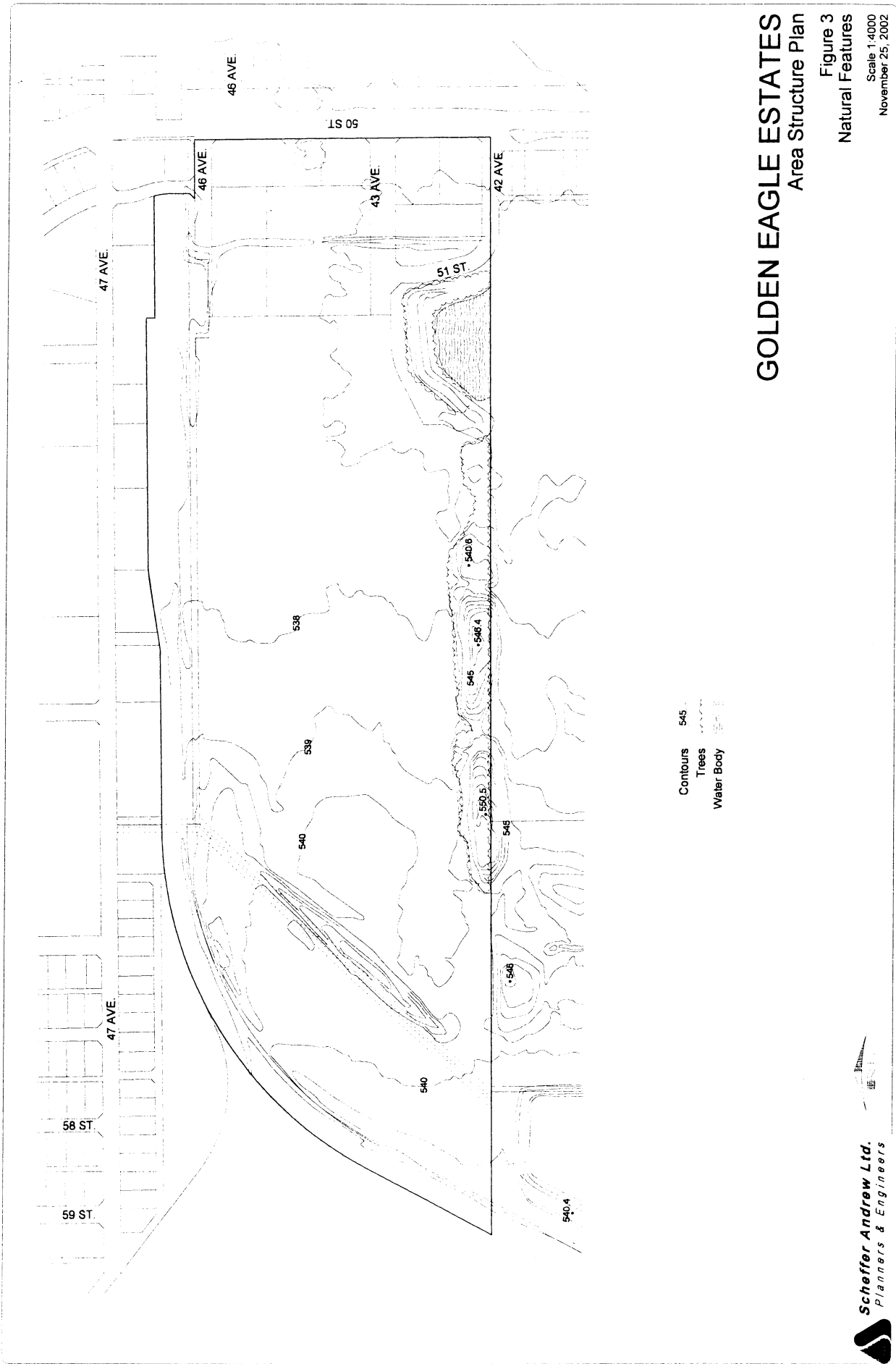
A Phase I Environment Assessment has been prepared and submitted under separate cover. There are no identifiable concerns associated with the Phase I Environmental Site Assessment.

3.8 Historical/Cultural Resources

Alberta Community Development has indicated verbally that a Historical Resources Impact Assessment will not be required. When this is confirmed in writing, a copy of the Letter from Alberta Community Development will be forwarded to the City.

4 DEVELOPMENT CONCEPT

The development concept is shown in Figure 4. Table 1 shows a breakdown of the land uses proposed.

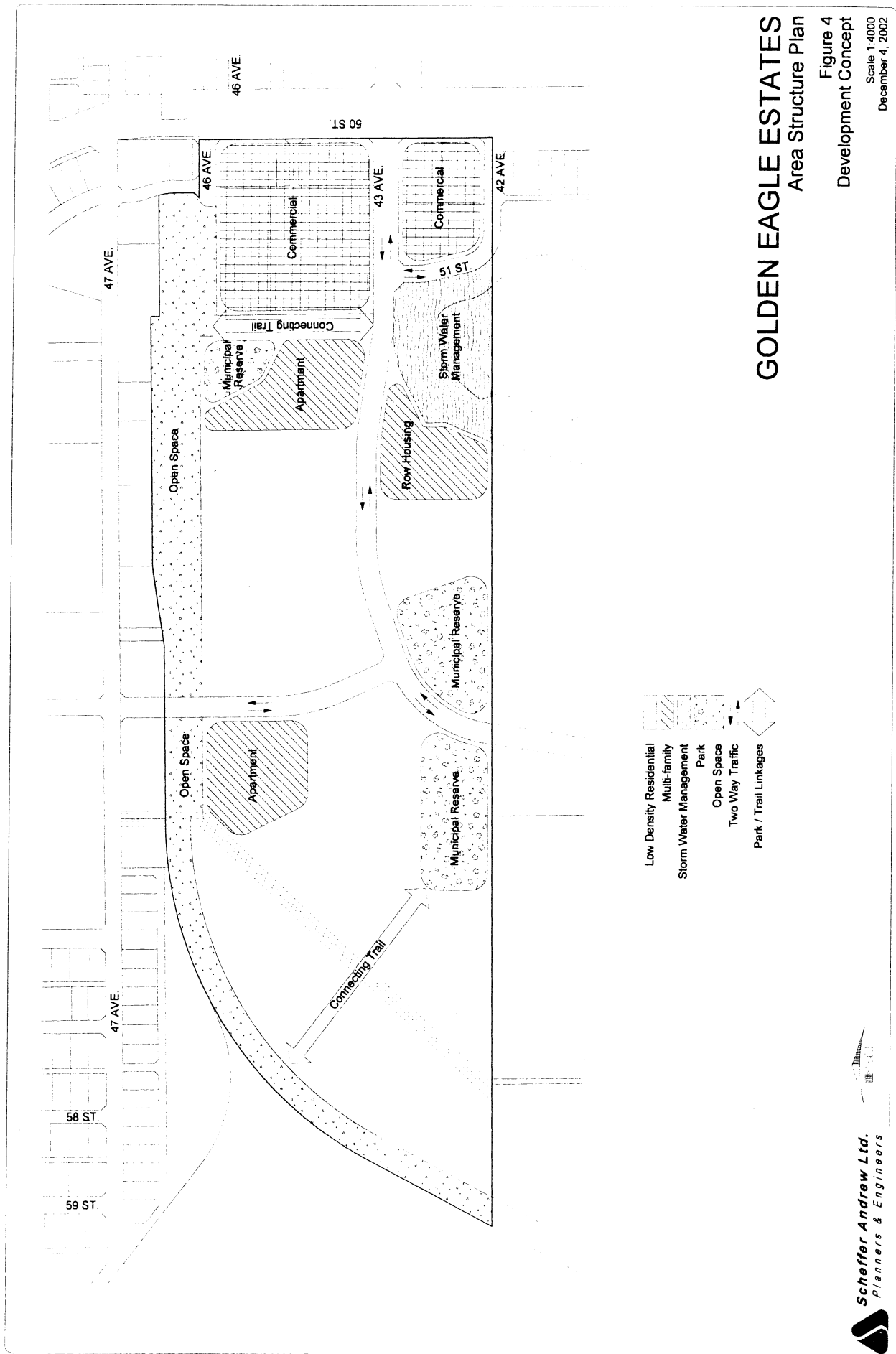


GOLDEN EAGLE ESTATES

Area Structure Plan

Figure 3
Natural Features

Scale 1:4000
November 25, 2002



GOLDEN EAGLE ESTATES
 Area Structure Plan
 Figure 4
 Development Concept

Scale 1:4000
 December 4, 2002

4.1 Land Use

4.1.1 Storm Water Management

The north end of the existing pond in the southeast portion of the plan area has already been subdivided as a public utility lot for storm water management purposes. This plan proposes no change to the existing public utility lot. However, it is possible that at the subdivision and engineering design stage, some adjustments to the boundaries of the public utility lot will be required. These adjustments can be made without a formal amendment to this area structure plan.

The location of the 1,200 mm outfall from Pond 4 will be determined at the time that a detailed engineering design is completed.

4.1.2 Residential

The term "Low Density Residential" is intended to include single detached and semi-detached residential development. The specific distribution of these built forms will be determined at the zoning stage.

The term "Row Housing" is intended to include row housing and stacked row housing, while the term Apartments refers to apartment buildings up to four stories in height.

The development concept designates three multi-dwelling sites: one in the northeast corner of the plan area; one just west of the public utility lot/pond between the east/west collector road and south boundary of the plan area, and one at the north collector entrance to the plan area at 55 Street. The first two sites take advantage of the amenity offered by the storm water management facility and by the access available via 43 Avenue. The north site is located on the collector connecting the plan area to the municipal centre north of the old rail right-of-way.

The remainder of the plan area, not designated for other uses, is intended to be developed for Low Density Residential uses. Specifically, the area west and southwest of the apartment site at the north entrance to the subdivision will require a height restriction associated with this low density residential use.

Table 2 shows the anticipated demographic profile of the plan area.

Table 1 Land Use Distribution

	Area (ha)	% of GDA
Gross Developable Area	45.3	-
Storm Water Management	1.9	-
Open Space	6.0	-
Net Developable Area	37.4	100.0
Parks	1.9	5.2%
School/Park Site	1.5	4.0%
Park/Trails (estimated)	0.5	1.3%
Circulation	9.0	24.0%
Total Non-Residential	12.9	34.5%
Low Density Residential	20.5	54.8%
Row Housing	1.2	3.2%
Apartment	2.8	7.5%
Total Residential	24.5	65.5%

Table 2 Demographic Profile

	Area	Units/Ha	Units	%	People/Unit	Population
Low Density Residential	20.5	18	369	67.7%	3.4	1,254
Row Housing	1.2	30	36	6.6%	3.0	108
Apartment	2.8	50	140	25.7%	2.5	350
Total Residential	24.5		545	100.0%		1,712
	Density	45.8	ppgda			

4.1.3 Public Open Space

The development concept calls for four types of public open space:

- It is the intention of the municipality to make use of the former railway right of-way as a linear open space, including a trail, which will also provide a buffer between the industrial development to the north and the proposed residential development within the plan area.
- An area of municipal reserve is proposed to be located on both sides of the collector as it passes out of the plan area and into the proposed residential area to the south. The eastern portion is intended to become part of a larger site that will be completed as development in the area to the south progresses. It could accommodate a larger neighbourhood park and possible school, if required.

Both portions of this open space site, east and west of the collector, are intended to provide the option of preserving all or part of the treed ridge along the south boundary of the plan area as public park (municipal reserve).

- Internal park/trails are proposed within the plan area to connect the railway right-of-way open space with the other open space areas proposed in the development concept. These linkages will vary in width from a minimum of 6 m.

Table 3 shows the balance of municipal reserve generation. The municipal reserve dedication expected is based on the existing deferred reserve caveat on Parcel B. No other municipal reserve dedication is anticipated. This is balanced against the municipal reserve requirement identified in the development concept.

Table 3 Municipal Reserve

Generation (in ha)	
Parcel B, Plan 4930 NY (per DRC)	3.94
Requirement (in ha)	
Parks	1.94
School/Park Site	1.50
Park/Trails	0.50
<hr/> Total	<hr/> 3.94

4.2 Transportation and Access

Collector access to the plan area from surrounding arterials will be primarily from 50 Street on the westward extension of 43 Avenue, and a connection to the north, across the railroad right-of-way open space to the existing 55 Street at 47 Avenue. The extension of the 43 Avenue collector will be on a 24 m wide right-of-way, as will be connection to the north. However, it should be noted that the existing 55 Street is only 20 m wide north of 47 Avenue.

It should also be noted that the 46 Avenue right-of-way that exists in the northeast corner of the plan area is not proposed to be extended. This road is not required to serve the plan area other than the commercial lot immediately to the southwest and the public open space within the old rail right-of-way.

The internal collector loop will extend south at the approximate middle of the plan area to connect with development to the south. At the intersection of 55th street and 47th avenue, truck traffic will be restricted so as not to allow trucks over one ton west of this intersection on 47th avenue.

Direct access to individual lots will be permitted from the collector roads.

From these collector roads, a network of local crescents and cul-de-sacs will be designed at the subdivision stage. Public walkways between the residential lots will also be included at the subdivision stage to supplement the park/trail system and to ensure convenient pedestrian access to neighbourhood destinations such as the convenience commercial and the public open spaces.

4.3 Municipal Services

4.3.1 Storm Drainage

It is anticipated that a 1200 mm trunk will be extended from Palm Creek to the old railway right-of-way by 2005, if funding is available.

Storm water currently drains to the existing pond at the location of future Storm Water Management (SWM) Pond 4. The trunk line from future SWM Pond 5 has been constructed from Walmart across 50 Street, but at depth for future Pond 4 which will eventually be 2-3 meters deeper than existing water level. The Walmart trunk is pumped out periodically to the pond so it can receive flow from the developed Walmart site.

Water presently flows by gravity from the existing pond to the existing system at Park View Crescent. The existing system has limited capacity at that location.

Water is also pumped to the Golf Course from the existing pond, but some residents are concerned about effect of a decrease in water levels on wildlife.

In order to delay major capital expenditures on the storm trunks, it may be cost effective to dredge the pond to provide greater storage, and to continue using the existing pump system, restricted to after rainfall events, so as to overcome the existing downstream capacity problem during rainstorms. Pond deepening will be required in any event, so money spent on dredging would not be wasted. The technical and cost implications of this proposal will be further investigated before future approval stages.

4.3.2 Sanitary Sewer

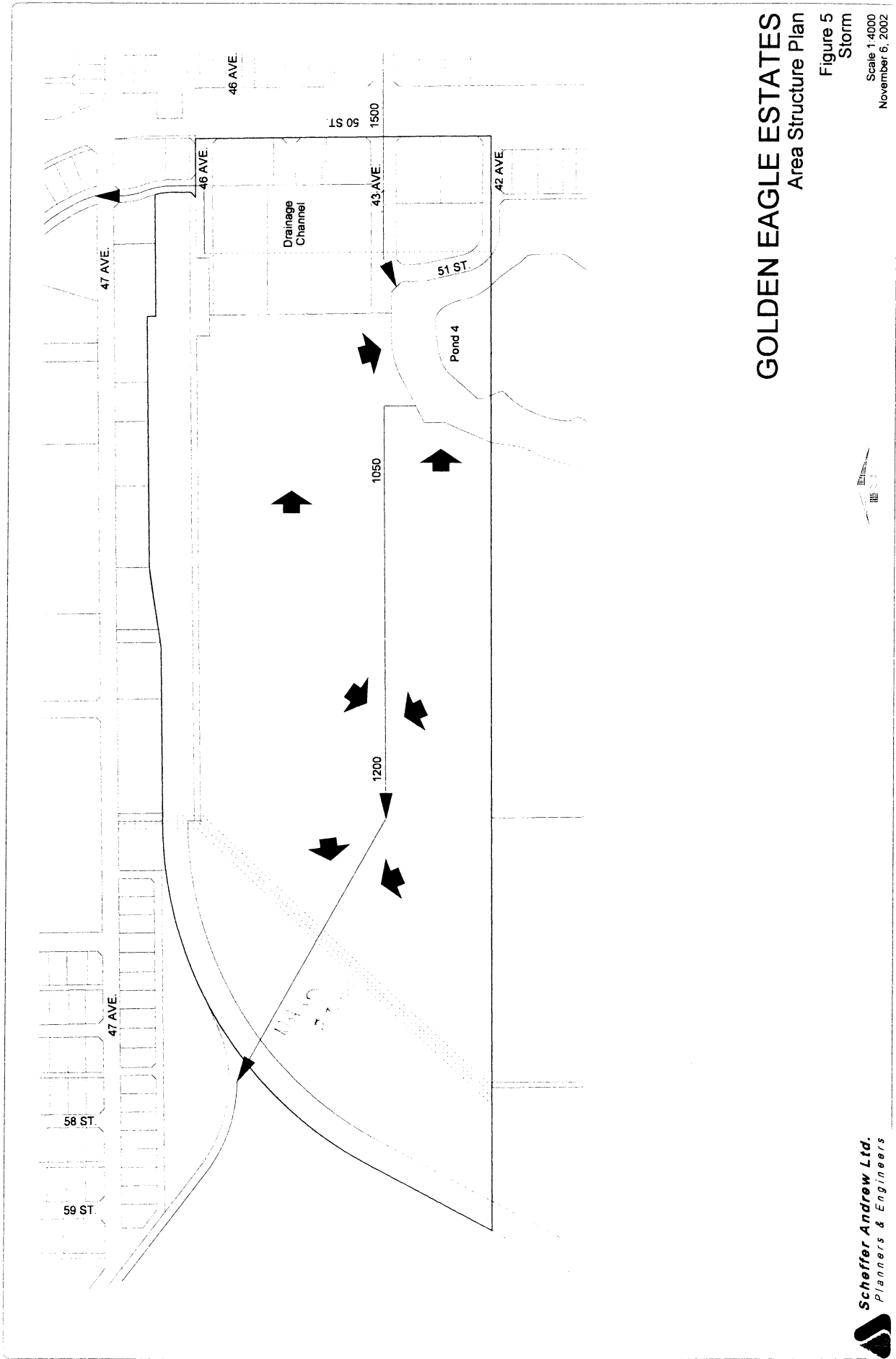
Proposed ultimate sanitary sewer servicing is to the east across 50 Street, and then north on 49 Street to tie to the SE Lift Station. This trunk system has been largely constructed through Walmart lands and downstream of 50 Avenue. A three block section between the former railroad right of way and 50 Avenue requires upgrading.

For lands west of 50 Street, existing interim servicing is to the McDonalds lift station #12, north of Pond 4 with a forcemain to the existing system in Park View Crescent. For lands to east of 50 Street, interim servicing is to the Walmart liftstation with a forcemain to the existing system in the service road east of 50 Street, south of 47 Avenue.

Neither pump station is near capacity. However, problems with basement backup occur on the west side when the downstream system is blocked, because the pump keeps pumping. The east system does not experience problems. The upstream portion of east receiving line used to freeze up, but does not do so now because of greater flow produced by the Walmart area.

Possible options for servicing of the first stages of development are as follows:

1. Service to existing McDonalds lift station #12 but provide a sensor at downstream end of forcemain so it detects when downstream system floods and turns the pumps off. Provide a contingency plan to address possible emergency overflows such as vacuum trucks should the need arise.
2. Alternatively, if there is a capacity problem with downstream system during peak periods, provide peak hour storage and pump into system only during off-peak periods.

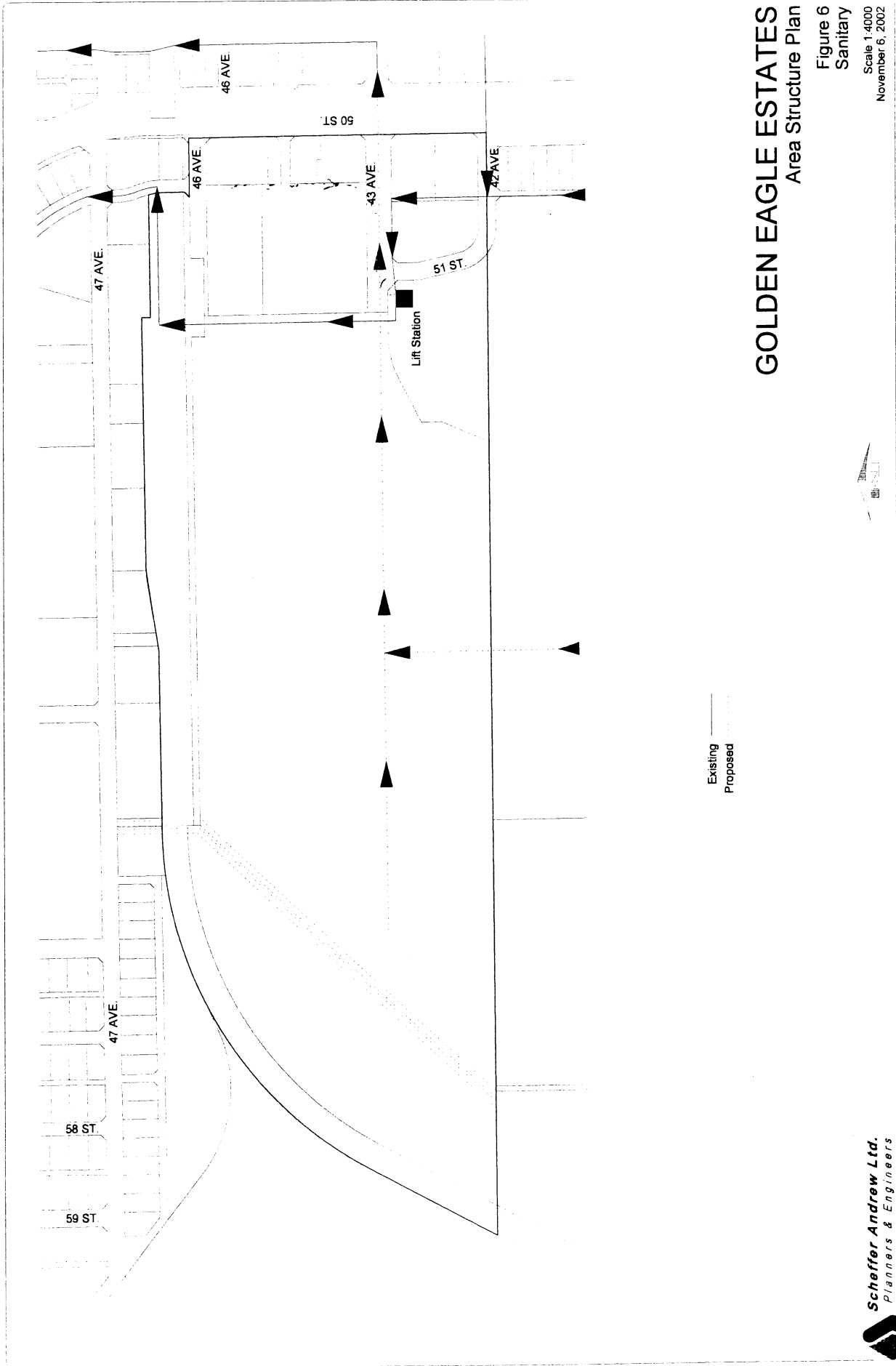


GOLDEN EAGLE ESTATES
 Area Structure Plan

Figure 5
 Storm

Scale 1:4000
 November 6, 2002





GOLDEN EAGLE ESTATES

Area Structure Plan

Figure 6
Sanitary

Scale 1:4000
November 6, 2002

3. Construct the future 50 Street crossing and tie to that portion of the permanent system that is already constructed, which ties to the Walmart Lift Station, which is currently not experiencing any downstream problems.

These options will be further explored for technical and cost considerations prior to future approval stages.

4.3.3 Municipal Water

The proposed ultimate system is to provide 400mm loop between currently constructed 400mm portions on 55 Street at 47 Avenue, and on 43 Avenue at 51 Street. Subject to further technical assessment the loop can likely be built in stages as area develops.

4.3.4 Shallow Utilities

Natural gas, telephone, cable, and power servicing for the plan area are available within adjacent roadways, and will be extended into the proposed development.

4.4 Community Services

4.4.1 Emergency Services

Fire service for the plan area will be provided from the South Fire Station, located at 5205 55 Street.

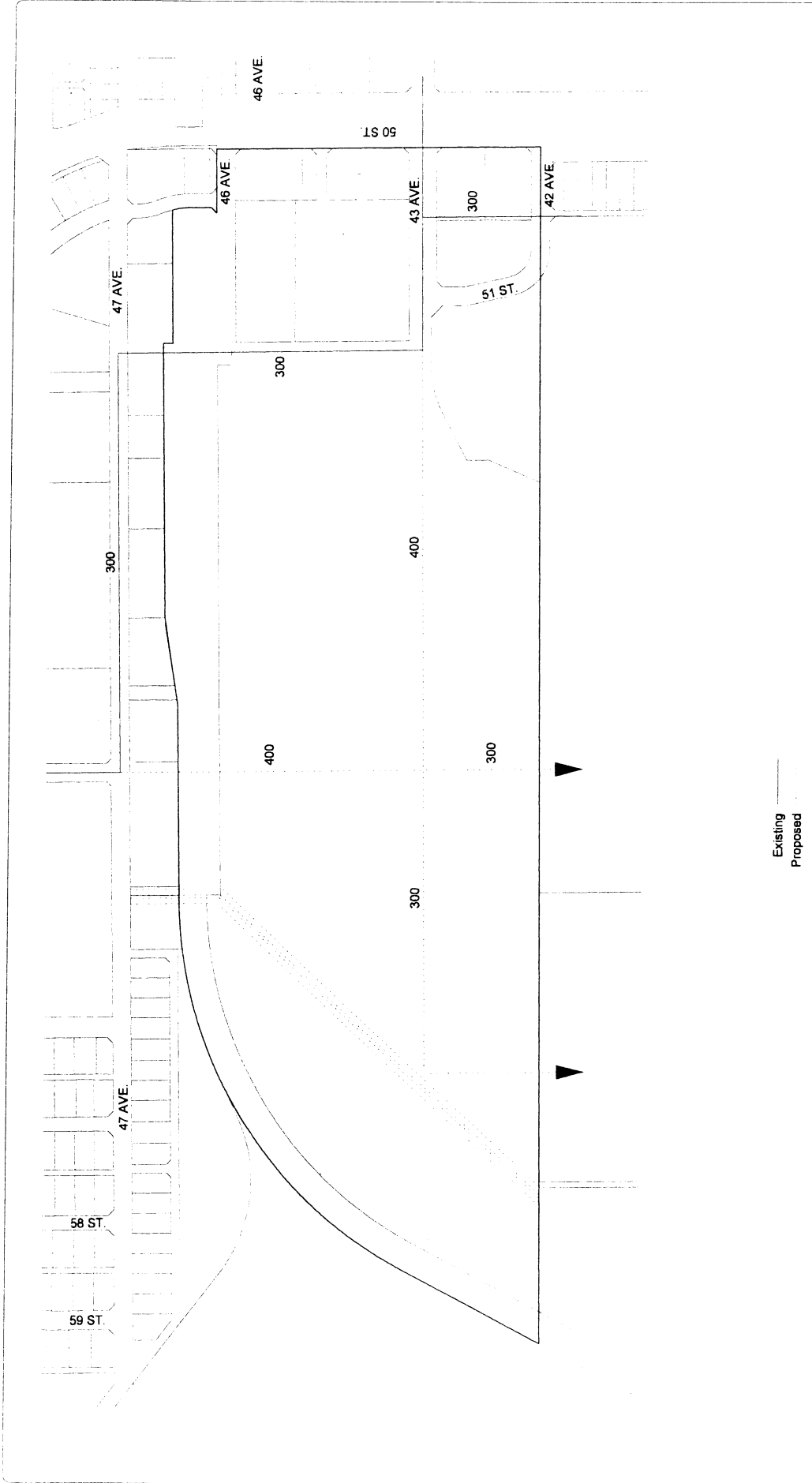
Police and Bylaw Enforcement services are both readily available from 55 Street and 47 Avenue.

Ambulance service will be provided from the Cold Lake Health Centre, 314 25 Street.

4.4.2 Schools

Based on information provided by the relevant school authorities, public schools for students of this area are as follows:

Grand Centre Elementary	5520	50 Avenue
Grand Centre Middle	5104	56 Street
Grand Centre High	5533	48 Avenue



GOLDEN EAGLE ESTATES

Area Structure Plan

Figure 7
Water

Scale 1:4000
December 4, 2002

Separate schools serving this area are:

Assumption Jr. / High 5209 48 Avenue
McKenzie Elementary On military base

A portion of a site has been provided as municipal reserve which by agreement between the school districts and the City could be used as a school site. The Separate School authority has indicated that this location is a possibility for an elementary school to replace McKenzie Elementary. Although the Separate School authority has indicated that this location is not their highest priority for a high school, they did indicate that it is a possibility. Development plans for the area to the south should be required to make provision for the completion of this potential school site. If, at the subdivision stage, it is apparent that the site will not be required for a school (elementary or high school), it can be deleted and replaced with residential development without an amendment to this area structure plan subject to the provisions of the Municipal Government Act regarding disposition of municipal reserve land.

5 DEVELOPMENT SEQUENCE

Subject to confirmation at the time of subdivision and a review of the City's infrastructure, it is anticipated that development could commence in the north central portion of the plan area. It will be supported by the extension south of 55 Street, connecting to the existing water line on 55 Street or 47 Avenue, with sanitary and storm drainage would be as described above. It will then proceed to the east to complete road and servicing connections between 43 Avenue and 55 Street.

The timing of development will be dictated by market conditions and the availability of municipal servicing capacity.

Development will conform with the City of Cold Lake Municipal Engineering Servicing Standards and Standard Construction Specifications in place at the time that the development occurs.

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