

BY-LAW NO. 08-2010
OF THE
VILLAGE OF WABAMUN
IN THE PROVINCE OF ALBERTA

THIS BEING A BY-LAW TO ADOPT A WATERFRONT AREA STRUCTURE PLAN

WHEREAS, Section 633 of the Municipal Government Act, RSA 2000, Chapter M26 provides for a municipality to adopt a Waterfront Area Structure Plan, and

WHEREAS, The Council of the Village of Wabamun deems it advisable to adopt such a By-Law;

NOW THEREFORE, The Council of the Village of Wabamun in the Province of Alberta, duly assembled, hereby enacts as follows:


1. THAT this By-Law may be cited as "The Village of Wabamun Waterfront Area Structure Plan"; and
2. THAT the Village of Wabamun Waterfront Area Structure Plan being Schedule "A" attached hereto, forms part of this By-Law; and

READ A FIRST TIME IN COUNCIL THIS 15th DAY OF JUNE, A.D. 2010.

READ A SECOND TIME IN COUNCIL THIS 17th DAY OF AUGUST, A.D. 2010.

READ A THIRD TIME IN COUNCIL AND FINALLY PASSED THIS 5th DAY OF OCTOBER, A.D. 2010.

SIGNED by the **MAYOR** and **ADMINISTRATOR** this 6 day of October, 2010.



MAYOR



ADMINISTRATOR

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**WATERFRONT
AREA STRUCTURE PLAN
BYLAW NO. 08-2010**



VILLAGE OF WABAMUN

May 30 2010

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WATERFRONT AREA STRUCTURE PLAN

VILLAGE OF WABAMUN

1.0 – INTRODUCTION

1.1 LOCATION

The Waterfront Area Structure Plan area (the Plan area) affects a 66 ha (163 ac.) site on the south side of the Village of Wabamun, in NW 1, N½ 2, S½ 11, and SW 12 53-4-W5, basically between the CNR Rail Line which runs through the Village and Lake Wabamun. The Plan area is shown on Figure 1.

1.2 PURPOSE

The purpose of this Area Structure Plan is to provide detailed land use and development policies for the subject area which has, effectively, been negatively impacted by industrial developments in the area, and neglected since the establishment of the Wabamun community, specifically addressing the matters of land use, projected population density, timing, access, and servicing.

At the beginning of this Area Structure Plan development programme, the major landowner within the Area Structure Plan area was TransAlta Utilities. The lands within the Plan area include some of the lands affected by TransAlta's Wabamun power generating plant which is in the final stages of being shut down and dismantled. Once that occurs, TransAlta had indicated that it will be turning over those lands it owns south of the CNR Rail Line to the Village for development and recreation purposes, and those lands may be in the ownership of the Village by the time this Plan is finally approved.

This Area Structure Plan articulates a vision, guiding principles, considerations, a development framework, and land use and infrastructure policies for the Plan area.

The Area Structure Plan describes the land in terms of both the natural environment and the existing development. It then takes the vision for the area and describes a proposed Plan that would transform this land into two neighbourhoods that are functional, desirable, economical, market driven, and respectful of the cultural and social well-being of the Village of Wabamun and the Area Structure Plan's residents.

1.3 SITE CONDITIONS

1.3.1 Subregion

The Village of Wabamun is located in the Dry Mixedwood Natural Subregion of Alberta. Trembling Aspen (*Populus tremuloides*) forests with scattered White Spruce (*Picea glauca*), undulating plains and fens are characteristic of this subregion. The mean annual temperature for the Dry Mixedwood Natural Subregion is 1.1 °C. The mean temperature in the warmest month is 15.9 °C and the mean temperature in the coldest month is -16.8 °C. The subregion has the

warmest summers of all the Boreal Natural Subregions in Alberta. The mean annual precipitation in the subregion is 460.6 mm (18.8 in.) per year. The majority of the precipitation accumulates between April and August.

1.3.2 Topography

The topography of most of the Area Structure Plan area could be characterized as generally flat and low. The land falls gently from north to south.

A substantial portion of the Area Structure Plan area is wetland or “reclaimed” wetland and lake bed which has been substantially disrupted by historical use of the subject lands and adjacent lands. For instance, the large treed and wetland area in the western side of the Plan area has often been impacted by industrial uses, and, despite its looks, is not a pristine natural area.

1.3.3 Vegetation

A substantial portion of the Area Structure Plan is treed, especially the large 16 ha (40 ac.) making up the western side of the Plan area. There are also a number of small tree lines or smaller treed areas scattered within the Plan area.

The Lake Wabamun shoreline includes undeveloped sedge meadow, shrub land, and upland forested areas with dense bands of emergent aquatic vegetation along the shore.

1.3.4 Existing Land Uses

The Village of Wabamun’s shoreline currently includes a private marina, a public boat launch, a public beach, a pier, and a parking lot. The public boat launch and parking lot are an extension of 50 Street. Within the public beach area there are public washrooms, a small playground, and a new, recently constructed spray park.

A large part of the remainder of the lands are either now-disused industrial lands, or wetlands that have not been used for any substantive development.

The adjacent Summer Village of Point Alison shows one potential for waterfront development. Though little of the Waterfront Area Structure Plan area’s housing will have the same physical aspect (in relation to views of the Lake and privacy) of the properties in Point Alison, the mere fact that residential lots in Point Alison are currently valued at close to \$500,000 each (land only) demonstrates the residential potential of the area.

1.3.5 Surrounding Development

The Waterfront Area Structure Plan area is located within the Village of Wabamun, north of Lake Wabamun and south of the Canadian National Railway (CNR) Rail Line. The Summer Village of Point Allison is located along the

southwestern edge of the Plan area. The Summer Village of Lakeview is located north of the eastern end of the Plan area and Parkland County is located west of the western end of the Plan area.

North of the Rail Line is located the urban portion of the Village of Wabamun, including various residential and commercial area (both developed and undeveloped), and the large TransAlta Wabamun power generating plant site.

2.0 – VISION

The vision for the Waterfront Area Structure Plan area is:

“to develop the waterfront into a well designed, comprehensively planned, residential, commercial, and recreational area that incorporates green development principles and helps provide economic stability to the Village.”

This vision has been established in order to provide a basis of guiding principles that will direct the design and development of this land.

3.0 – GUIDING PRINCIPLES

The following guiding principles were identified in order to establish the framework for the Area Structure Plan. These principles were created to ensure the integrity of a sensitive waterfront community while incorporating development flexibility and encouraging the use of the waterfront area.

- a. Include residential, commercial, and recreational land uses.
- b. Accommodate a permanent population of approximately 2275 persons, plus more seasonal and daily visitors in a hotel/motel facility and for day recreational use.
- c. Provide full municipal infrastructure together with a proper transportation network.
- d. Split the area into “pods” (land use areas), which together form a comprehensive and cohesive neighbourhood, while maintaining diversity in terms of use and design and allowing for the staging of development.
- e. Encourage the establishment of a high level of environmental integrity for the area, while both maximizing potential recreation use and minimizing disruption to existing residential and recreational uses.
- f. Ensure the accessibility of the recreational and natural amenity of the Waterfront Area Structure Plan area for the citizens of all of the Village of Wabamun and of visitors to the Village.

- g. Not allow the Waterfront Area Structure Plan area to become a private, restricted community for the very wealthy.

4.0 – DEVELOPMENT FRAMEWORK

Within the vision of the Waterfront Area Structure Plan set, guiding principles established, and the current physical and environmental conditions satisfied, a development framework can be prepared. The framework will create a broad physical design for the Waterfront Area Structure Plan area to give the Village a Plan for the area.

The key elements of the development framework are:

- a. **Residential Development**
 - i. Encourage the development of higher-end single family housing along the waterfront.
 - ii. Encourage the development of mid-range single family housing, duplexes, and townhousing close to the waterfront.
 - iii. Encourage higher density, predominantly in the form of row housing and 2 to 3 storey apartments (rental, condominium, co-op, and seniors') in select locations.
 - iv. Allow for greater heights for apartment buildings in special locations and circumstances while maintaining the Village's concerns for views of the Lake from the current developed portion of the community, fire protection, residential densities, impact on the environment, traffic, etc.
 - v. Allow for apartment development above commercial uses in appropriate locations.
 - vi. Encourage housing for daily use, seasonal use, and short-term use as well as full-time use during all seasons of the year.
- b. **Commercial Development**
 - i. Encourage a variety of commercial uses, including retail stores, personal service shops, restaurants, professional offices, etc. in appropriate locations.
 - ii. Require commercial uses to locate primarily along a main road and/or at focal points.
- c. **Recreational Development**
 - i. Provide a main public beach in the Plan.

- ii. Include parks and play areas in the Plan to serve the residential community.
 - iii. Provide for a fishing dock, areas for safe swimming, and a trout pond in the Plan.
 - iv. Allow for the expansion and enhancement of the existing marina in the eastern portion of the Area Structure Plan area.
 - v. Encourage the upgrading of the waterways to allow for public and private boating use.
 - vi. Incorporate multi-use trails (for walking, running, biking, rollerblading, etc.) throughout the Plan area, linking the current developed portions of the Village with the waterfront and the recreational amenity of the Plan area.
 - vii. Provide for more than one public boat launch facility.
- d. Tourist Accommodation
- i. Identify an area for a hotel/conference centre close to the waterfront and near commercial development.
 - ii. Allow for other motel and guest home or bed and breakfast uses.
- e. Transportation
- i. Allow for easy connectivity from the existing Village roads to and through the Area Structure Plan area.
 - ii. Design a main road for ease of access that uses minimal land area.
 - iii. Allow for easy drop-off and pick up along or adjacent to the beach and other recreational and commercial areas.
 - iv. Provide parking areas for the public, including recreational vehicles; but direct most public parking, especially recreational vehicle parking, away from the main beach and commercial areas. Ensure proper pedestrian access to and from such areas.
 - v. Incorporate a variety of parking designs for commercial areas along the main road (e.g., parallel parking or angled parking).
 - vi. Ensure good pedestrian connectivity between all pods (residential, commercial, and recreational), the recreational areas, and the current developed portion of the Village.

- vii. Allow for the establishment of a new passenger railway station on the north boundary of the Waterfront Area Structure Plan area, and ensure its compatibility with the rest of the Plan area.
- f. **Major Services**
- i. Utilize potable water from the Village's water treatment system to serve development in the Plan area.
 - ii. Service the entire area from the Village's municipal piped sanitary sewage collection and treatment system. No individual sewage disposal or treatment systems are to be allowed.
 - iii. Stormwater will be managed for quality and quantity based on Alberta Environment requirements.

5.0 – DEVELOPMENT PLAN

After putting into place all aspects of the Development Framework, the Area Structure Plan is developed. This Area Structure Plan has successfully integrated the vision, guiding principles, and development framework while respecting the current natural areas.

The following is a description of the Development Plan which more fully articulates policy for the Area Structure Plan area:

- a. **Development Structure**
- i. The Area Structure Plan area will be developed into residential, commercial, mixed residential/commercial, recreational, open space, and utility areas as indicated on the attached Future Development Plan, Figure 2, on the basis of "pods", shown on Figure 3.
 - ii. The "pods" are land use areas which are individually distinct and separate. However, while they are individually complete and able to be independently developed, they are integrated into a whole and, together, form an overall community. They will encourage diversity in terms of use and design and simplify the staging of development
 - iii. The Future Development Plan indicates a series of roadways, walkways/ bikeways, bridges, and canals. The roadways and some of the bridges will be used to provide vehicular access to the various development areas within the Area Structure Plan area. The walkways/bikeways and some of the bridges will be used to provide pedestrian and bicycle access to the various development areas within the Area Structure Plan area. The Village will strictly regulate the use of the walkways/bikeways to limit user conflict. After approval from appropriate provincial and federal

agencies, the canals will be constructed as indicated on the Future Development Plan. These canals will be used both for residential amenity features, and to provide additional recreation access (for boat mooring/docking/etc. as provincial and federal regulation may allow).

b. Residential Areas

- i. The areas designated Residential on the Future Development Plan will be developed into a series of small residential communities.
- ii. The areas identified as pods 2 and 4 will be developed as single family housing on lots with a minimum width of 15 m.
- iii. The areas identified as pods 6, and 7 will be developed as duplex and row housing. The maximum density within pods 6 and 7 will be approximately 35 dwelling units per hectare.
- iv. The area of pod 3 will be developed in a mix of residential densities and forms.
- v. The area identified as pod 5 will be developed as apartment housing, with a maximum density of approximately 120 dwelling units per hectare. Parking for the apartment building will be provided predominantly within pod 18.
- vi. Though the canals will be a significant amenity for some of the housing in pods 2, 3, and 4, development regulations shall be established either through Land Use Bylaw regulation or through other appropriate means to substantially control the establishment of dwellings, boat houses, and other buildings and facilities in close proximity to the canals.
- vii. Controls will be established to limit building heights and individual developments will be carefully regulated and limited in height so as to not cut off the view from other dwellings in the Waterfront Area Structure Plan area or from the currently developed portion of the Village of Wabamun.
- viii. The housing on the southern portion of pods 6 and 7, having direct access to the proposed beach, will be specially designed to fully appreciate the amenity afforded by the beach and the Lake view.

c. Commercial Areas

- i. The areas designated Commercial on the Future Development Plan will be developed into a series of commercial uses. Uses will include retail stores, restaurants, professional offices and similar services, hotels/motels/ and a marina.

- ii. The area identified as pod 9 will be developed as a full service hotel and/or motel. The area to the north of pod 9 within pod 8 will be developed as part of the hotel/motel complex, providing parking areas for the hotel/ motel, boat service, and other associated services. Consideration of development in both these areas will be done as a whole. In order to do this, Council may decide to utilize a Direct Control form of Land Use Bylaw regulation for the subject site.
- iii. The current marina in pod 13 will be allowed to expand. Consideration of the parking and servicing requirements of this area may result in the decision of Council to utilize a Direct Control form of Land Use Bylaw regulation for the subject site.
- iv. The remainder of the commercial areas will be developed in accordance with the requirements of the Lakefront Commercial (C2) District of the Town's Land Use Bylaw, with special consideration being given, through either additional Land Use Bylaw regulation or through other appropriate land use controls, of requirements and location of parking and loading facilities, landscaping, and views and vistas of the Lake both from the developments and from the currently developed portion of the Village of Wabamun.
- v. As much as possible, parking for commercial areas shall be provided in central or peripheral locations within or adjacent to each individual pod, in relation to both the commercial facilities being served and nearby recreation areas, but in such a manner as to not present large areas of unsightly parking immediately adjacent to recreation amenities of pleasant view areas. Some of that parking will be provided in pod 18.

d. Recreational Areas

- i. Some of the areas designated Recreational on the Future Development Plan – pods 16 and 17 – will be developed into a series of low intensity recreational uses. This will not include marinas or recreational vehicle campgrounds, or sports fields. Rather, wildlife and Lake view areas, walking and bicycling trails, and picnicking areas, will be the predominant use of the recreational areas.
- ii. The current recreational area within pod 19, which contains a small beach and a spray park, will be expanded to enhance day use opportunities as a waterfront park, with a possible day use marina as well.
- iii. Some of these areas, especially those immediately adjacent to the Lake shore, will not be altered, but will remain in their current natural states, though some modification will be allowed, in consultation with appropriate provincial and federal authorities, to provide for better wildlife habitat.

- iv. A beach area is proposed south of pods 6, 7, and 12, adjacent to Lake Wabamun. This beach shall be developed for public recreation purposes, in consultation with appropriate provincial and federal authorities. Services for the beach, both commercial and public use (such as washrooms, change rooms, look-outs, and other beach structures) shall only be allowed in accordance with a comprehensive development plan for the beach.

e. Service Areas

- i. A series of power lines traverse the length of pod 18. The land adjacent to and under these lines will be developed as parking for the developments within the Waterfront Area Structure Plan area as a whole. Funds for such development will be acquired either from upper level government grants or from individual developers, in lieu of their providing parking on-site (as required by the Village's Land Use Bylaw and development regulations).
- ii. Additional parking may also be provided north of the CNR Rail line north of pod 8 (within the current TransAlta Wabamun generating plant site), and within other railway lands as they may become abandoned.

6.0 – INFRASTRUCTURE

a. Roads and Transportation

- i. The Waterfront Area Structure Plan area can currently be accessed through several means: by vehicle, boat, bus, trail, bicycle, foot, and even float plane. It is anticipated that the majority of the people going to or coming from the Area Structure Plan area will access the Waterfront area by private vehicle.
- ii. The main road into this Area Structure Plan area will be a continuation of 50 Street south and then west, linking up eventually with the current other access across the CNR rail line in the area west of pod 8. The road itself will have to be designed to accommodate the anticipated traffic, and will be constructed to urban standards. Other roads in the Plan area will also be sized appropriately and their ultimate design will be to urban standards.
- iii. As well, the crossings of the Rail Line may have to be upgraded to take into account increased traffic volumes. The Village will work closely with Canadian National Railways in this regard.
- iv. Potential additional crossings of the Rail Line are shown on the Future Development Plan. The Village will work closely with Canadian National Railways to retain the existing crossings of the rail line and station grounds and to add the crossings as shown and as appropriate.

- v. Public boat launches will be located at the waterfront park in pod 19.
- vi. Pod 20 is currently occupied by the Canadian National Railway rail line and railway facilities. The Village will encourage the establishment of a new passenger railway station within this pod, with accesses to both the current developed area of the Village of Wabamun and the Waterfront Area Structure Plan area, and ensure its compatibility with the rest of the Plan area.

b. Pedestrian and Bicycle Circulation

The Future Development Plan shows an extensive multi-use trail system to be used by pedestrians, as well as bicycles. The trails will run from the far west side to the far east side of the Waterfront Area Structure Plan area, through the recreational areas as well as the residential, commercial, and parking areas. The trails will connect the various uses and pods to the currently developed portion of the Village of Wabamun as well as to each other, and will facilitate both easy and direct access to and through the pods in the Plan area, and are designed to support a recreational circuit for residents and visitors.

c. Stormwater Drainage

Stormwater management facilities will be designed as wet ponds, wetlands, or canals. They will accommodate and treat, as necessary, the runoff from any major storm events in accordance with Alberta Environment standards and requirements. More details on the stormwater management facilities will be provided relative to each pod as each pod is to be developed.

d. Sanitary Sewage

The entire Waterfront Area Structure Plan area will be serviced by the Village's piped sanitary sewage collection and treatment system, and will be an extension of the Village's current system. Pumping stations will be used, if necessary, to send the sewage to the Village's system. More details on the sanitary sewage facilities will be provided relative to each pod as each pod is to be developed.

e. Water Supply

The entire Waterfront Area Structure Plan area will be serviced by the Village's piped water supply system, and will be an extension of the Village's current system. More details on the facilities will be provided relative to each pod as each pod is to be developed.

f. Shallow Utilities

The appropriate utility companies will extend all shallow utilities – gas, power, cable, phone, etc. – into the Waterfront Area Structure Plan area.

7.0 – DEVELOPMENT STAGING

No lengthy road or piped service facility will be developed unless necessary to access a particular development area. Development will occur only upon demand, based on the pods.

Bearing in mind that development staging will be based, to a great extent, on what forms of development are best suited to particular economic climates as they may change from time to time, to that end, development will generally proceed in this order:

1. the internal canals, and the recreational area in the western portion of the Area Structure Plan area,
2. the residential pods adjacent to the canals and the recreational area in the western portion of the Area Structure Plan area,
3. the motel/hotel, with associated uses,
4. the other residential and commercial pods in the central and eastern portions of the Area Structure Plan area.

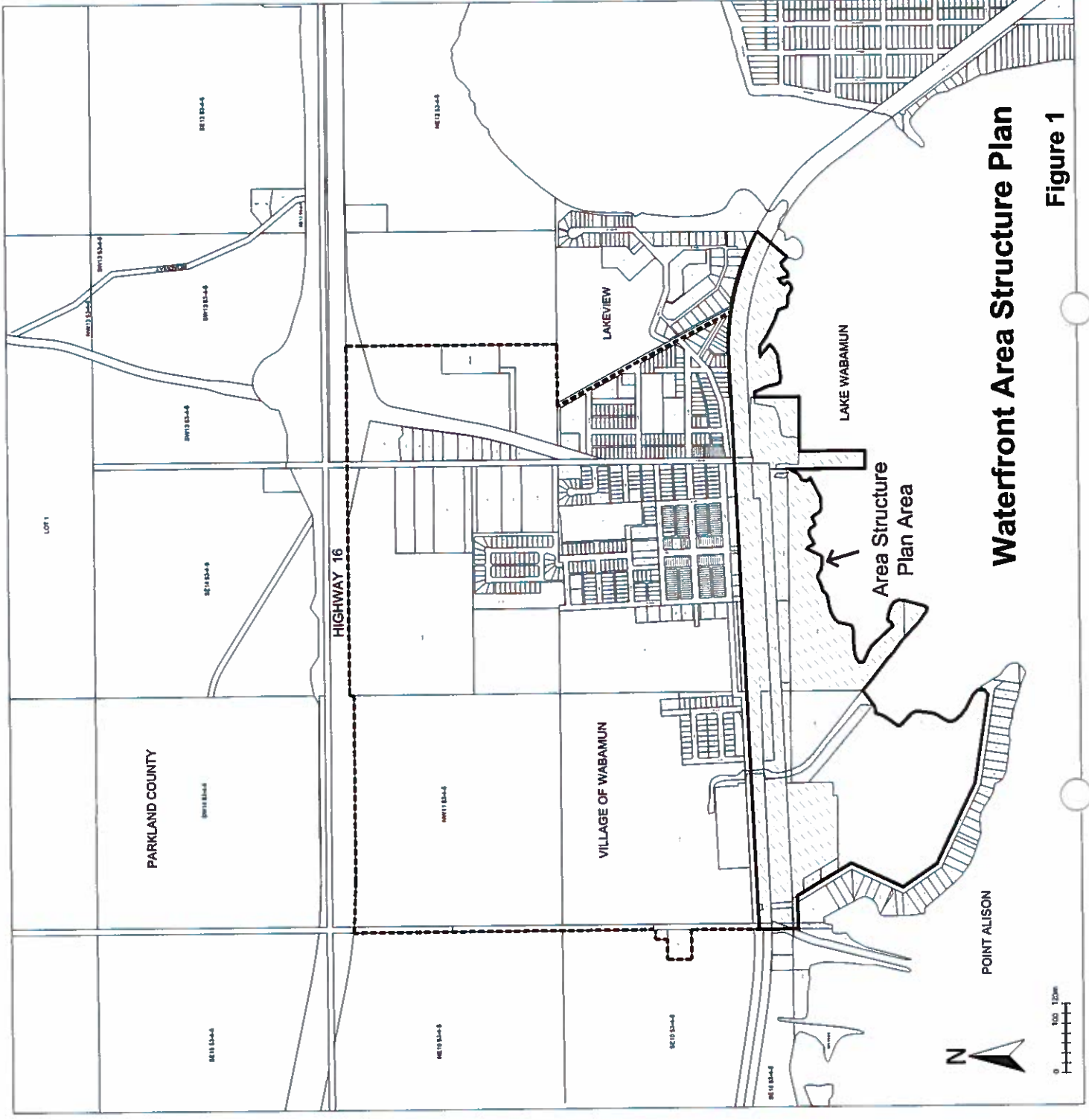
It is recognized that this Area Structure Plan does not, strictly speaking, conform to the Population Growth projections of the Capital Region Growth Plan. However, because of the particular nature of the Waterfront Area Structure Plan area as a unique and therefore special area which is especially valuable and suitable for specialized residential development, and the overall very small impact that the full development of the Area Structure Plan area would have on the overall growth projections and strategy of the Capital Region Growth Plan, the Area Structure Plan should be approved.

TABLE 1
DEVELOPMENT AREAS

Pod #	Area (ha)	Use	Total Area (ha)
2	0.6	Residential	
3	12.7	Residential	
4	4.1	Residential	
5	4.7	Residential	
6	1.8	Residential	
7	1.2	Residential	25.1
8	2.7	Commercial	
9	1.9	Commercial	
10	1.5	Commercial	
11	2.0	Commercial	
12	1.6	Commercial	
13	0.8	Commercial	10.5
16	14.2	Park	
17	10.0	Park	24.2
18	3.2	Services	
19	1.6	Services	
20	1.6	Services	<u>6.4</u>
Total			66.2

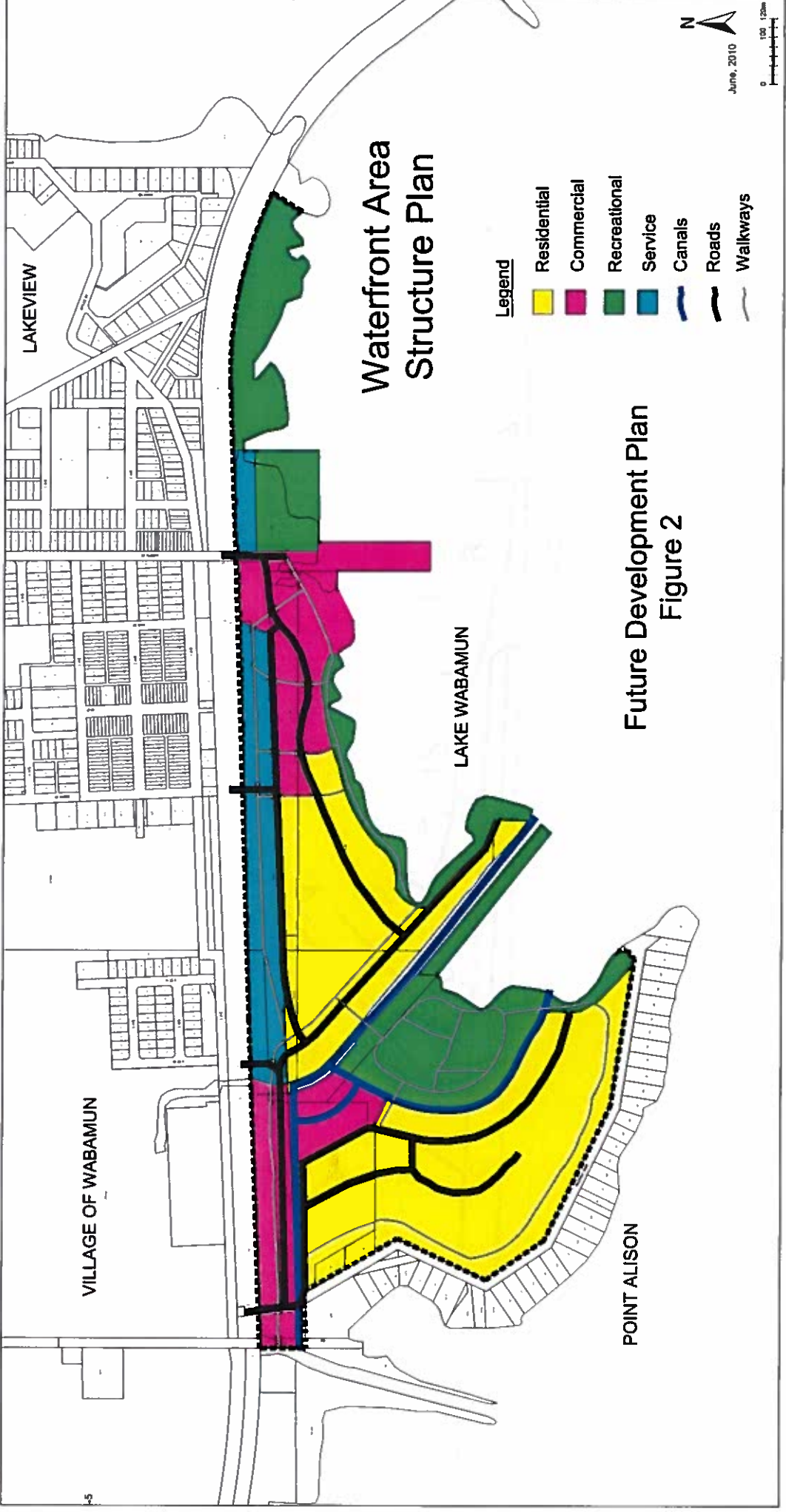
TABLE 2
RESIDENTIAL DEVELOPMENT AREAS AND POPULATIONS

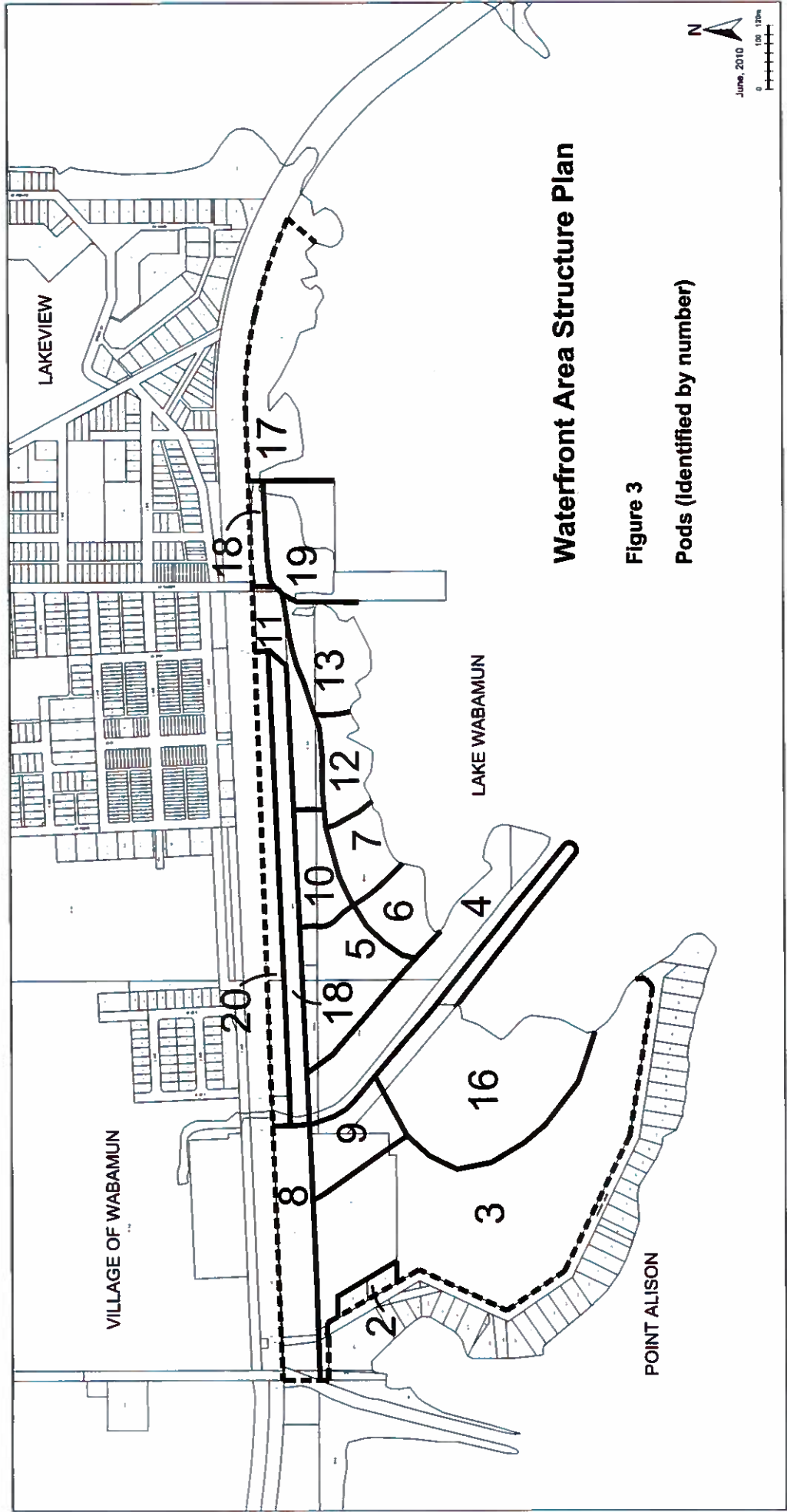
Pod #	Area (ha)	Max. Density (units/ha)	No. of Units	Person Per Unit	Estimated Population
2	0.6	21.5	13	3.2	42
3	10.2	25	255	2.7	688
	2.5	10	25	3.2	80
4	4.1	21.5	88	3.2	282
5	4.7	100	470	1.7	799
6	1.8	35	63	3.2	202
<u>7</u>	<u>1.2</u>	35	<u>42</u>	3.2	<u>134</u>
Total	25.1		956		2227



Waterfront Area Structure Plan

Figure 1





Waterfront Area Structure Plan

Figure 3
Pods (Identified by number)