

By-law No. 137/2010

A By-law of the Town of Bentley, in the Province of Alberta, to adopt an Area Structure Plan.

WHEREAS, the Council of the Town of Bentley has recognized the need to prepare an Area Structure Plan to guide future development on land located in the southwest corner of the Town, as shown on Figure 1.0, of the Bentley Industrial Area Structure Plan, as attached hereto as Schedule A, consisting of approximately 27.81 ha (68.71 acres);

AND WHEREAS, Section 633 of the Municipal Government Act, Chapter M-26 of the Revised Statutes of Alberta, provides for the development and adoption of an Area Structure Plan;

AND WHEREAS, notice was given of Council's intention to pass this By-law in the January 19th and January 26th, 2010 issue of the Rimbey Review;

AND WHEREAS, a Public Hearing was held on February 9, 2010 to allow the general public to comment on the proposed Industrial Area Structure Plan;

NOW THEREFORE, the Council of the Town of Bentley, duly assembled, adopts the Bentley Industrial Area Structure Plan, as described in Schedule A, being the document attached hereto.

INTRODUCED AND GIVEN FIRST READING this 12th day of January, 2010.

GIVEN SECOND READING THIS 9th day of February, 2010.

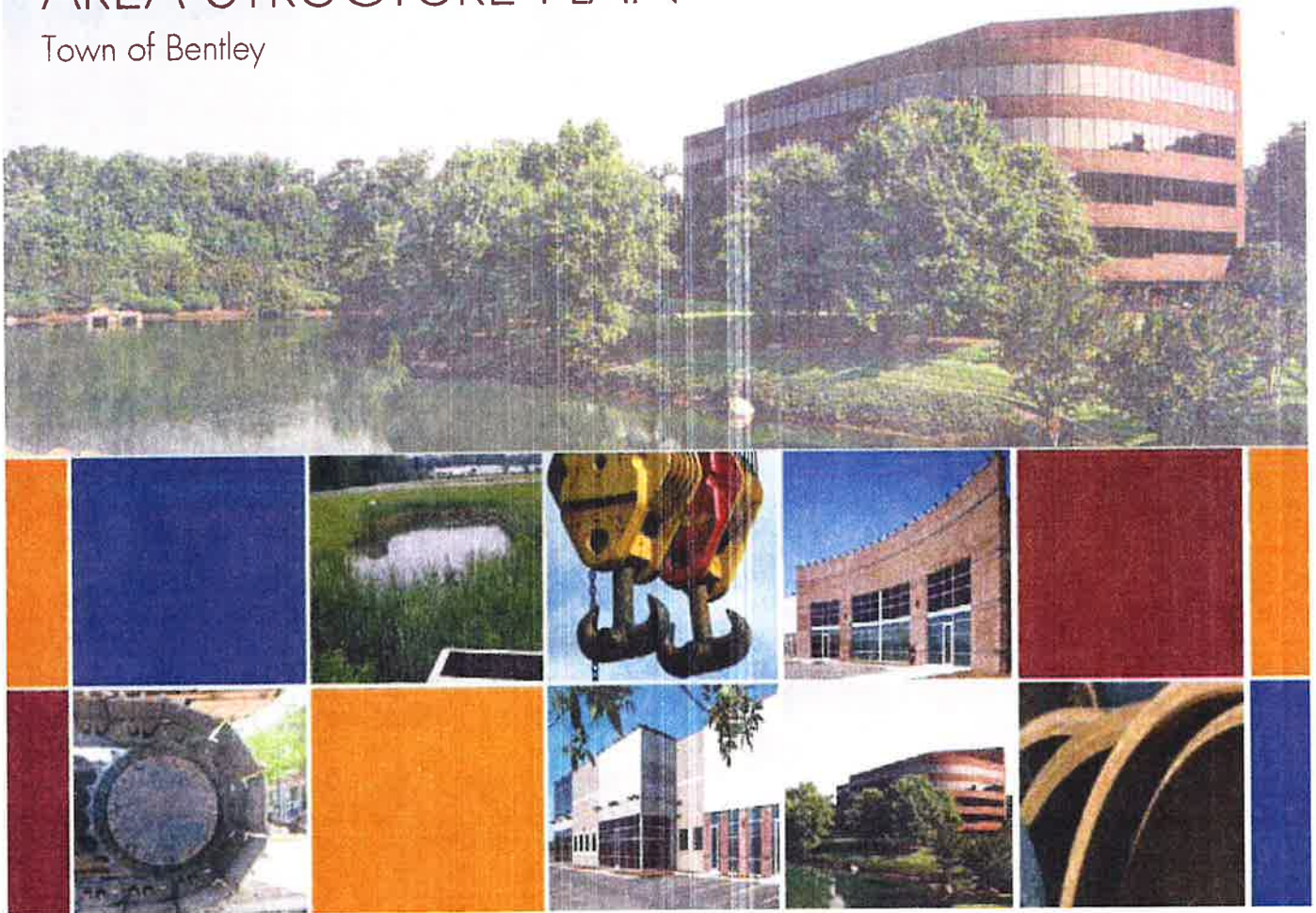
GIVEN THIRD AND FINAL READING this 9th day of February, 2010.


Joan Dickau
Mayor


Elizabeth Smart
Chief Administrative Officer

BENTLEY INDUSTRIAL AREA STRUCTURE PLAN

Town of Bentley



OCTOBER 2009

PREPARED BY:

PARKLAND COMMUNITY
PLANNING SERVICES
&
STANTEC CONSULTING
LTD.

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TABLE 1.0 – LAND USE STATISTICS

1.0 Introduction

The Town of Bentley has undertaken the preparation of an Area Structure Plan (ASP) to guide future development on land located in the southwest corner of the Town as shown on Figure 1.0 – Location Plan. The land is currently vacant while a mix of industrial uses fronting 50th Street intersects the Plan Area. Covering approximately 27.81 ha (68.71 ac), the purpose of the ASP is to describe the site context, identify development issues and objectives, and propose a development concept.

1.1 PLAN AREA

The Plan area covers approximately 27.81 ha (68.71 ac) of land located in the NE 22-40-1-W5M and NW 23 40-1-W5M in the Town of Bentley, east of the sewage lagoons and south of Highway 12, as shown in Figure 2.0 – Plan Area. The land is currently vacant with a mix of businesses located around the periphery and the future alignment of Highway 12 will intersect the Plan Area.

1.2 ENABLING LEGISLATION

The Bentley Industrial Area Structure Plan was adopted by the Town of Bentley as a statutory plan in accordance with Section 633 of the *Municipal Government Act*. Section 633 describes an area structure plan as providing a framework for subsequent subdivision and development of an area of land. Specifically, the section requires that an area structure plan:

- a) Describe the land uses proposed for the area either generally, or with respect to specific parts of the plan area;
- b) Describe the density of population proposed for the area either generally, or with respect to specific parts of the plan area;
- c) Describe the general location of major transportation routes and public utilities;
- d) Describe the sequence of development proposed for the plan area;
- e) Be consistent with the municipality's Municipal Development Plan; and be consistent with the Provincial Land Use Policies

1.3 RELEVANT PLANNING DOCUMENTS

The following documents have been reviewed and referenced in preparation of this area structure plan:

- **Town of Bentley and Lacombe County Intermunicipal Development Plan**

An Intermunicipal Development Plan (IDP) was adopted by the Town and Lacombe County in 2009 that identifies where each municipality may direct future growth, and in doing so provide a level of development certainty for each municipality. The IDP identifies the subject lands for industrial uses, which is consistent with the goals of this ASP.

- **Town of Bentley Municipal Development Plan**

The ASP shall be consistent with relevant policies in the Town's Municipal Development Plan (MDP), adopted in 2007. The Future Land Use Concept contained in the MDP shows the Plan Area as containing industrial uses, as well as the future location of Highway 12.

Policy 2.1 states that the MDP Map identifies the preferred long range growth and land use pattern as envisioned by the Town. This includes the type and location of different land uses, the general location of major roads, and possible growth areas outside the Town's boundaries. The land use concept may be further defined through Area Structure Plans (ASPs) and outline plans for smaller portions of the Town. Further, the Land Use Bylaw will be utilized to implement the MDP's policies through the designation of land use districts, and the application of development standards for each district.

There are a number of other policy statements in the MDP that relate to this ASP.

General Provisions

- 3.3.3 Prior to considering any major subdivision of land or development projects, the Town may require the developer to prepare an Area Structure Plan (ASP), in accordance with the provisions of the Municipal Government Act, to the Town's satisfaction, as well as any additional studies, testing and approvals that may be required to determine the suitability of the subject lands for subdivision and/or development.
- 3.3.6 The Town will require developers of new subdivisions or developments to pay for the construction of new road and utility infrastructure required as a direct result of such subdivision or development.
- 3.3.7 Subdivision or development proponents may be required to enter into an agreement with the Town prior to final subdivision or development approval.
- 3.3.8 The Town will ensure that municipal resources are utilized to the best potential through the careful rationalization and prioritization of expenditures.

Industrial Development

- 6.3.2 The Town will require a high standard of site development, including the screening of storage yards, site landscaping and attractive building design. Industrial subdivision or development proposals shall address potential impacts on adjacent land uses.
- 6.3.3 Where industrial development occurs or exists adjacent to non-industrial land uses, the Town will require the provision of sufficient screening and/or buffering to minimize potential impacts on the non-industrial areas. This may include the provision of landscaping, fences, and/or berming.
- 6.3.4 When existing industrial uses situated adjacent to residential areas wish to intensify or expand, these industrial uses will be encouraged to relocate to sites away from residential areas to minimize potential negative impacts.
- 6.3.5 In industrial areas, upon subdivision, it is the Town's preference that the provision of Municipal Reserves is in the form of money in lieu of land, except in cases where industrial development borders non-industrial uses in which case land may be dedicated to provide adequate buffering, or for any other reason deemed applicable by Council.
- 6.3.6 The Town may require an independent environmental impact assessment (EIA) to be completed before considering approval of an industrial use that may have a negative environmental or health impact.

1.4 INTERPRETATIONS

Unless specifically identified within this Plan, all boundaries and location of any land use district boundaries and/or symbols shown are approximate and shall be interpreted as such. Specific boundaries shall be determined at the subdivision and development stages.

2.0 Existing Site Characteristics

The lands consist of flat open space that has been used for agricultural purposes as shown on Figure 3.0 – Existing Features. Approximately $\frac{3}{4}$ of the land is under active cultivation while the remainder is already developed for a variety of light industrial uses. There are no existing tree stands or wetlands meriting protection.

3.0 Development Objectives

The conceptual and preliminary planning of the proposed development concept incorporated the following objectives:

- Develop a plan consistent with the general purpose of the Town of Bentley Municipal Development Plan (MDP);
- Provide a framework to deliver a high quality, comprehensively planned industrial development by defining the general concept and layout of the subdivision, linkages, servicing designs and development staging;
- Ensure that the implementation of a plan takes place in an orderly phased basis;
- Encourage development of a variety of desirable businesses and uses while satisfying specific requirements and demands of the market for industrial land in the area;
- Protect existing natural features where possible and best fit the development to the existing topography and features of the area;
- Provide a logical, safe and efficient transportation system within the plan area suitable to current needs and future demands; and
- Identify the issues and concerns of stakeholders and neighboring landowners and address them in a reasonable manner.

4.0 Development Concept

4.1 OVERALL CONCEPTUAL PLAN

The development concept for the Plan Area has been prepared in response to current and anticipated industrial market trends in the region.

The overall conceptual plan is shown in Figure 4.0 – Concept Plan and Figure 5.0 – Concept Plan with Aerial. The concept features a simple, logical layout that has proven successful with other similar developments. It is comprised of 24.89 hectares of land whose lot sizes and access conform to the current Town of Bentley Land Use Bylaw and other applicable guidelines and standards. The land use statistics and industrial units are represented in Table 1.0 - Land Use Allocation.

Depending on economic conditions, changes to parcel boundaries and/or uses (as long as they remain within the scope of industrial) that do not significantly alter the intent of the plan may be undertaken at the subdivision and development stage without requiring an amendment to this Plan.

4.2 PROPOSED LAND USE AND LAYOUT

The lands contained in the ASP will be designated for industrial uses. The location of the Plan Area is at such a distance from existing and future proposed residential and commercial uses that heavy industrial uses may be contemplated throughout the Plan Area.

Developable land shall be rezoned to I2 prior to subdivision and/or development. Permitted uses include bulk fuel sales and outlets, repair services, contracting services, greenhouses, light manufacturing, sales and service outlets for farm equipment, warehousing and heavy equipment assembly, sales and service. Discretionary uses include animal services, auto wrecking yards, cartage and freight terminals, crematoriums, feed mills and grain elevators, fertilizer sales and storage, funeral homes heavy manufacturing, livestock auction markets, open storage yards, public utility buildings, seed cleaning plants, sewage treatment facilities and solid waste transfer stations.

Lots that have boundaries adjacent to the future alignment of Highway 12, shall be required to employ screening and/or berming with additional landscaping in order to mitigate negative visual impacts of adjacent development on people travelling along Highway 12.

4.3 NATURAL AREAS

This category identifies natural areas that qualify for environmental reserve dedication as described under Section 664 of the Municipal Government Act. The Town may require dedication of environmental reserve if that land contains a swamp, gully, ravine, coulee or natural drainage course, or land that is subject to flooding and/or may be unstable.

There are no areas that qualify for environmental reserve within the Plan Area.

Municipal reserve lots consist of active or passive recreation areas and/or trail connections throughout the plan area that connect to adjacent areas either existing or planned. The Town may request up to 10% of the area to be developed (less any land dedicated as environmental reserve) be dedicated as municipal reserve. For this ASP, the land that Alberta Transportation has indicated it will require for the interchange improvements is also being excluded from the MR calculation.

As per policy 6.3.5 of the Town's MDP, cash-in-lieu will be requested instead of dedication of any land for Municipal Reserve.

4.4 PUBLIC UTILITY LOTS

Two areas will be required to be set aside for storm water management facilities and are identified in Figure 6.0 – Stormwater Management Plan.

4.5 EMERGENCY SERVICES

The Plan Area will be served by the Town's volunteer fire department. There will be adequate access to the area which will ensure response time is not notably higher than for existing properties within the Town. Policing services will continue to be provided by the Sylvan Lake detachment of the RCMP.

Table 1.0: Land Use Allocation

LAND USE CATEGORY / COMPONENT	AREA Hectares (acres)	% of Plan Area
Gross Plan Area	27.81 (68.71)	
Future Highway 12 Right-of-way	2.92 (7.21)	
Net Developable Area	24.89 (61.50)	100%
Heavy Industrial (I2)	16.31 (40.30)	65.5%
Municipal Reserves (SWMF)	3.34 (8.25)	13.4%
Roadways	3.79 (9.36)	15.2%
Undeveloped	1.45 (3.60)	5.8%

5.0 Transportation

5.1 ROADWAYS

The future realignment of Highway 12 along the north boundary of the Plan Area impacts the local road network. The proposed realignment allows for one access from Highway 12 located in the northwest corner, via a proposed service road to the south of Highway 12.

Two access locations have also been identified from 50th Street for the Plan area. The first is an extension of the proposed highway service road at the north end of the Plan area, and the second is located at the south end of the Plan area as shown on Figure 4.0 – Concept Plan.

All the roadways shown within the development will be designed to local roadway standards and are anticipated to be developed with grassed ditches on both sides of the carriageway to accommodate storm water runoff.

5.2 TRANSIT

While no transit system currently exists within the Town, the road network shall be designed to accommodate transit services should there be a point in the future where local and/or regional transit is provided.

6.0 Servicing

6.1 MAJOR STORM DRAINAGE PLAN

Currently an existing major drainage ditch cuts diagonally across the Plan Area from the northeast to the southwest. With the development of the new industrial subdivision, this existing drainage course will be redirected through an engineered drainage ditch that will re-connect with the existing ditch southwest of the industrial site. The specific path of the engineered drainage ditch is shown on Figure 6.0 – Stormwater Management Plan.

In the southwest corner of the Plan Area, a Storm Water Management Facility (SWMF) will be constructed to handle storm events for the site up to a 1:100 year event. Overland drainage from storm events within the Plan Area will be collected and directed to the SWMF via ditches along all roadways. Culverts will be installed as necessary to direct storm drainage from the roadside ditches to the SWMF in the southeast corner of the development as shown on Figure 6.0 – Stormwater Management Plan.

The SWMF's outlet will drain into the existing major overland drainage ditch southwest of the new industrial development at a rate similar to predevelopment overland flows.

The portion of the site east of 50th Street will have its own storm detention facilities that will drain into the overland drainage ditch. The location of a SWMF is schematically shown on Figure 6.0, and this part of the site may even have a smaller SWMF on each parcel. The sizes and locations of the SWMF's would be finalized during the detailed design of the site.

6.2 SANITARY SERVICING

Due to the ground elevations of the Plan Area being lower than the elevation in the surrounding area, the Plan Area will be serviced by a system of gravity sewers connected to a lift station in the southwest corner of the site. The lift station will connect to a low pressure forcemain that will be directed north, to tie into the Town's existing sanitary sewer system, as shown on Figure 7.0 – Sanitary Sewer Servicing Plan.

6.3 WATER DISTRIBUTION

Water service will be provided to the Plan Area via underground water mains installed within the road right-of-ways as shown on Figure 8.0 – Water Servicing Plan. These mains will be an extension of the Town's existing water network by tying into a 200mm water line on 50th Street. A water main stub will also be installed along the Highway Service Road for future looping of the water distribution mains.

All water lines will be designed in accordance with Town and Provincial guidelines and will be sized to accommodate peak industrial use as well as fire flow requirements.

7.0 Plan Implementation

7.1 DEVELOPMENT CONSIDERATIONS

Providing for the orderly and cost effective development of the Plan Area will require cooperation amongst landowners, the Town, and Alberta Transportation. To facilitate subdivision and development of the area, and to achieve the type of development contemplated in the Development Concept, any or all of the following approaches may be taken:

1. The Town may invest in, or "front end", the cost of major infrastructure in advance of subdivision of the area, and recover all of the associated costs through a local levy to be collected at the time of subdivision, based on the size of the area being subdivided into marketable lots.
2. Through development agreements, the Town will assist developers in recovering the cost of infrastructure that benefits other lands, as the other lands are subdivided or developed. Developers will be required to submit calculations of the costs to be recovered to the Town when a request to enter into a development agreement is made.
3. The Town may impose contribution requirements for the costs associated with improving major roads and other oversized improvements that benefit the development area. Such contributions will be established and collected as part of the development agreement process.

7.2 PLAN PHASING

Development phasing will consist of four phases as shown in Figure 9.0 – Phasing Plan. Phase 1 is located in the south and will have access off 50th Street. Phase 1 will incorporate a storm water management facility and a lift station which will allow for the development of future phases. Phase 2 is located east of 50th Street and will incorporate a storm water management facility. Phase 4 will be located south of the future Highway 12 realignment, and Phase 3 is located between Phases 1 and 4.

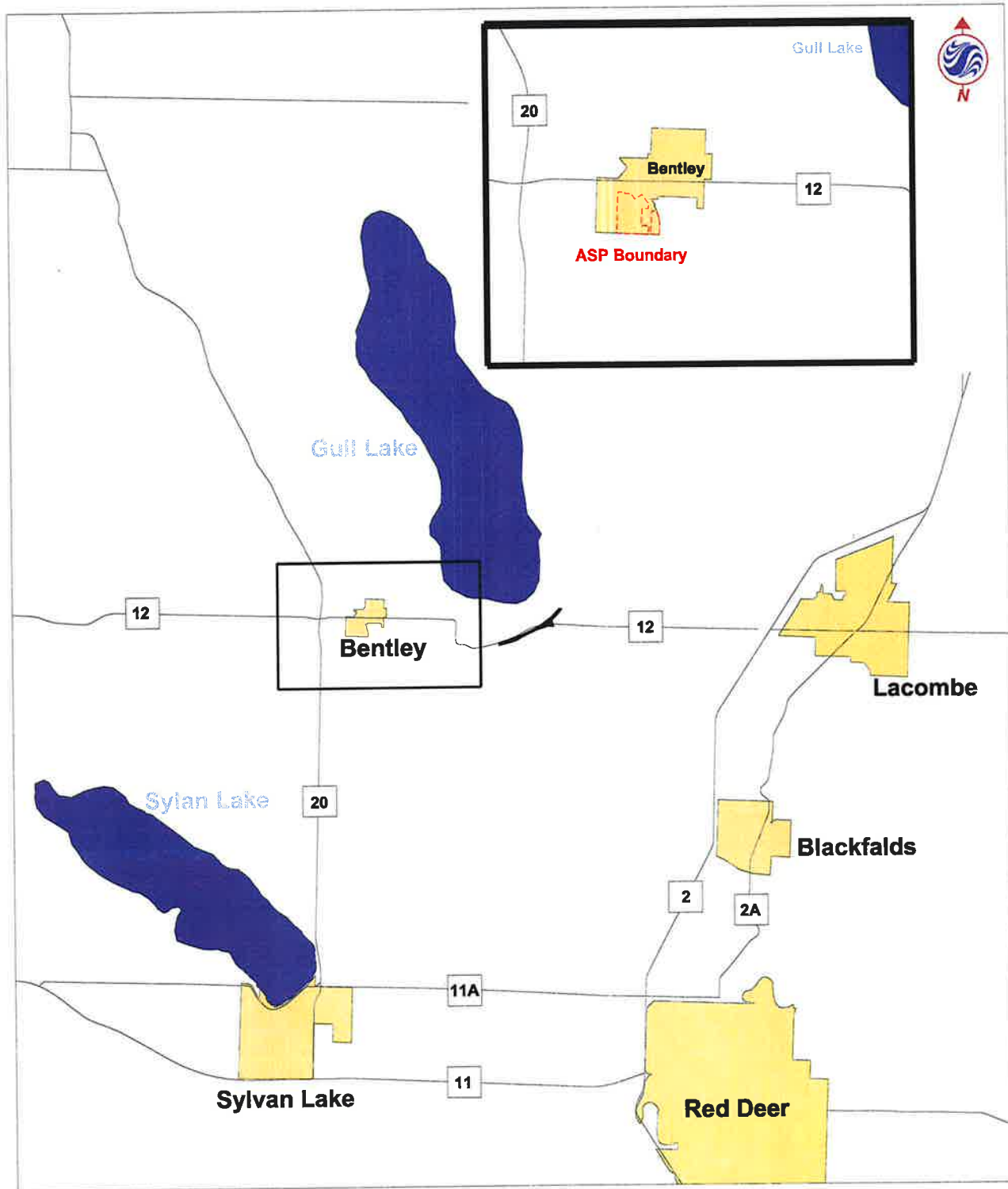
7.3 AMENDMENTS TO THIS PLAN

Any amendment to this plan shall follow the process as outlined in the Municipal Government Act.

Provided the intent of the Bentley Industrial Area Structure Plan is maintained, minor adjustments to proposed land uses, parcel sizes and/or roadway alignments may be incorporated where necessary without amendment to the Plan.

7.4 PLAN REVIEW

This Plan shall be subject to a comprehensive review and updated every five years, to allow for consideration of any changing or emerging land use planning, and development issues and trends.



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**TOWN OF BENTLEY
 INDUSTRIAL ASP**

Figure No.

1.0

Title

Location Plan



LEGEND

--- ASP BOUNDARY

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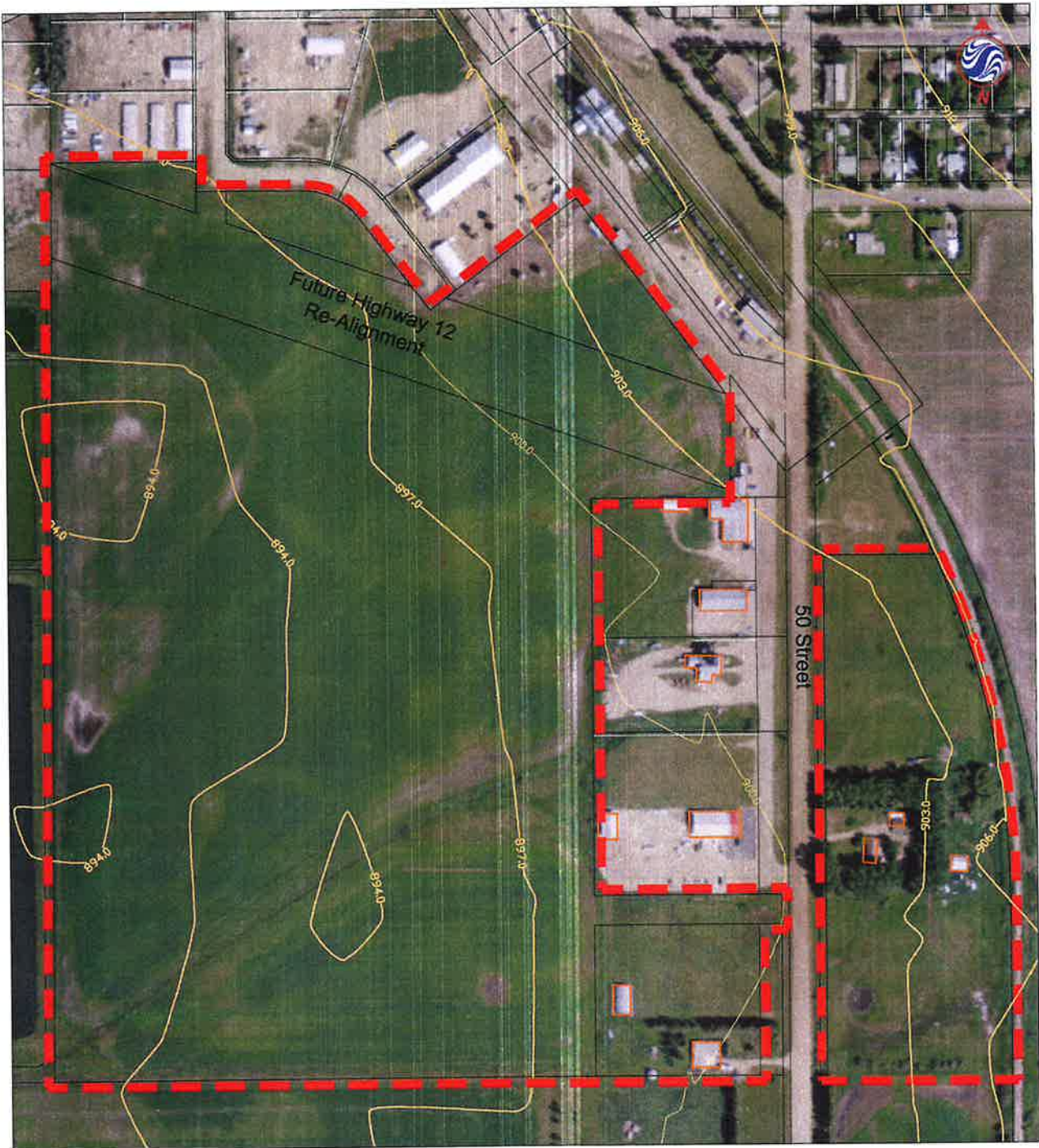
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INDUSTRIAL ASP**

Figure No.

2.0

Title

Plan Area



LEGEND

- ASP BOUNDARY
- EXISTING BUILDINGS
- CONTOURS

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**TOWN OF BENTLEY
 INDUSTRIAL ASP**

Figure No.

3.0

Title

Existing Features



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**TOWN OF BENTLEY
 INDUSTRIAL ASP**

Figure No.

4.0

Title

CONCEPT PLAN

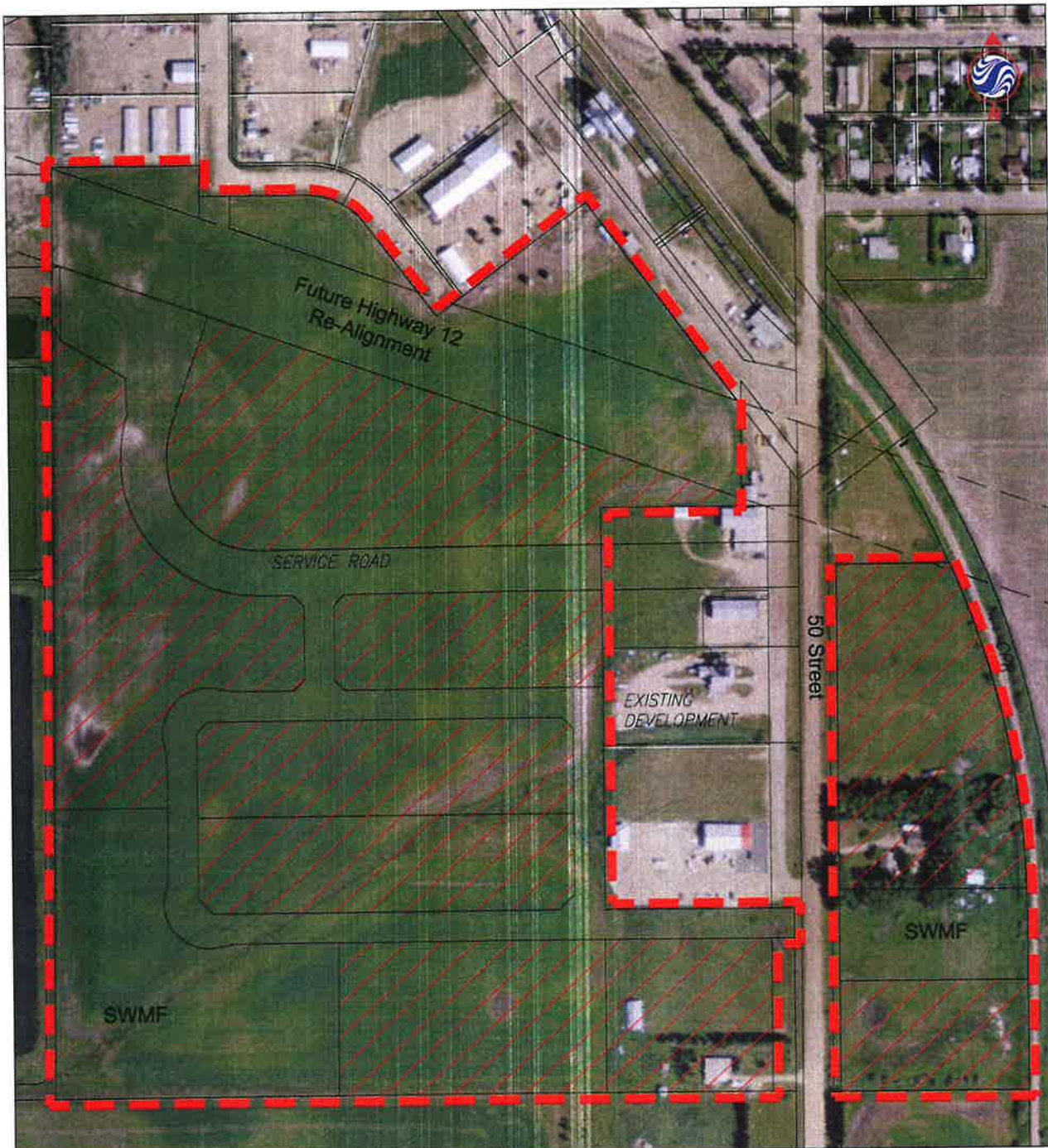
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LEGEND



ASP BOUNDARY



INDUSTRIAL (I2)



PUBLIC UTILITY LOT

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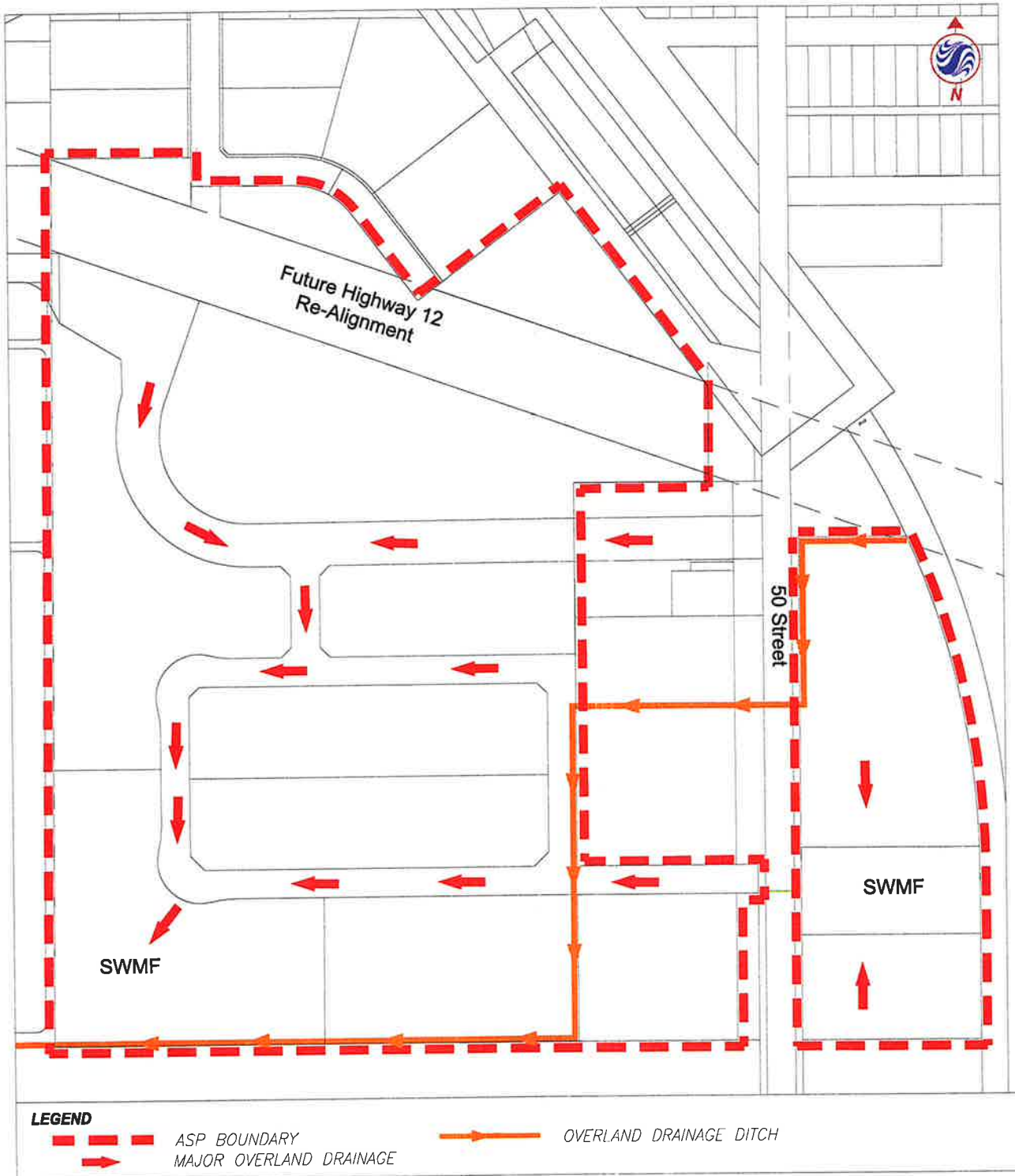
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INDUSTRIAL ASP**

Figure No.

5.0

Title

**CONCEPT PLAN
WITH AERIAL**



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**TOWN OF BENTLEY
 INDUSTRIAL ASP**

Figure No.

6.0

Title

**STORMWATER
 MANAGEMENT PLAN**

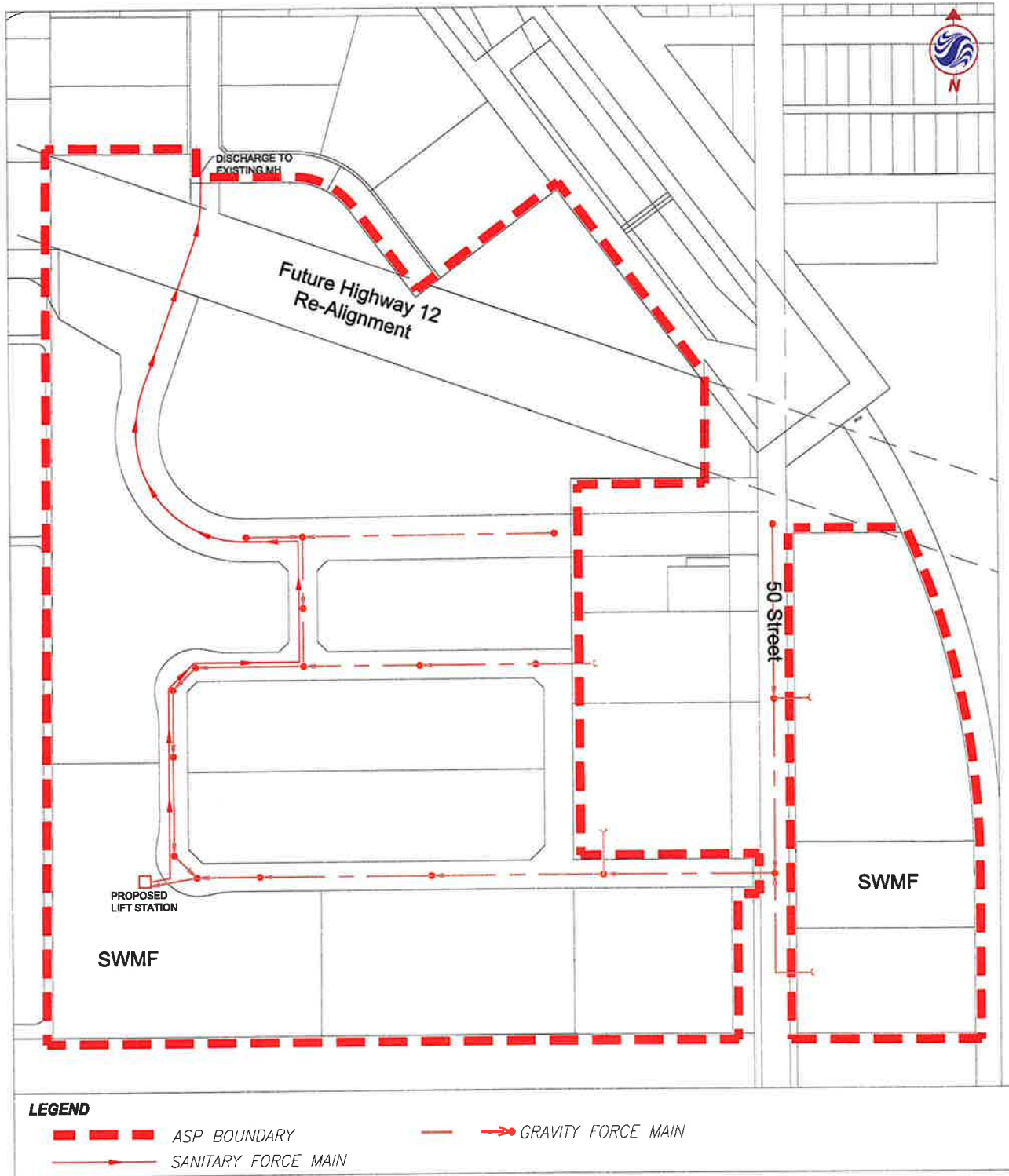
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**TOWN OF BENTLEY
 INDUSTRIAL ASP**

Figure No.

7.0

Title

**SANITARY SEWER
 SERVICING**

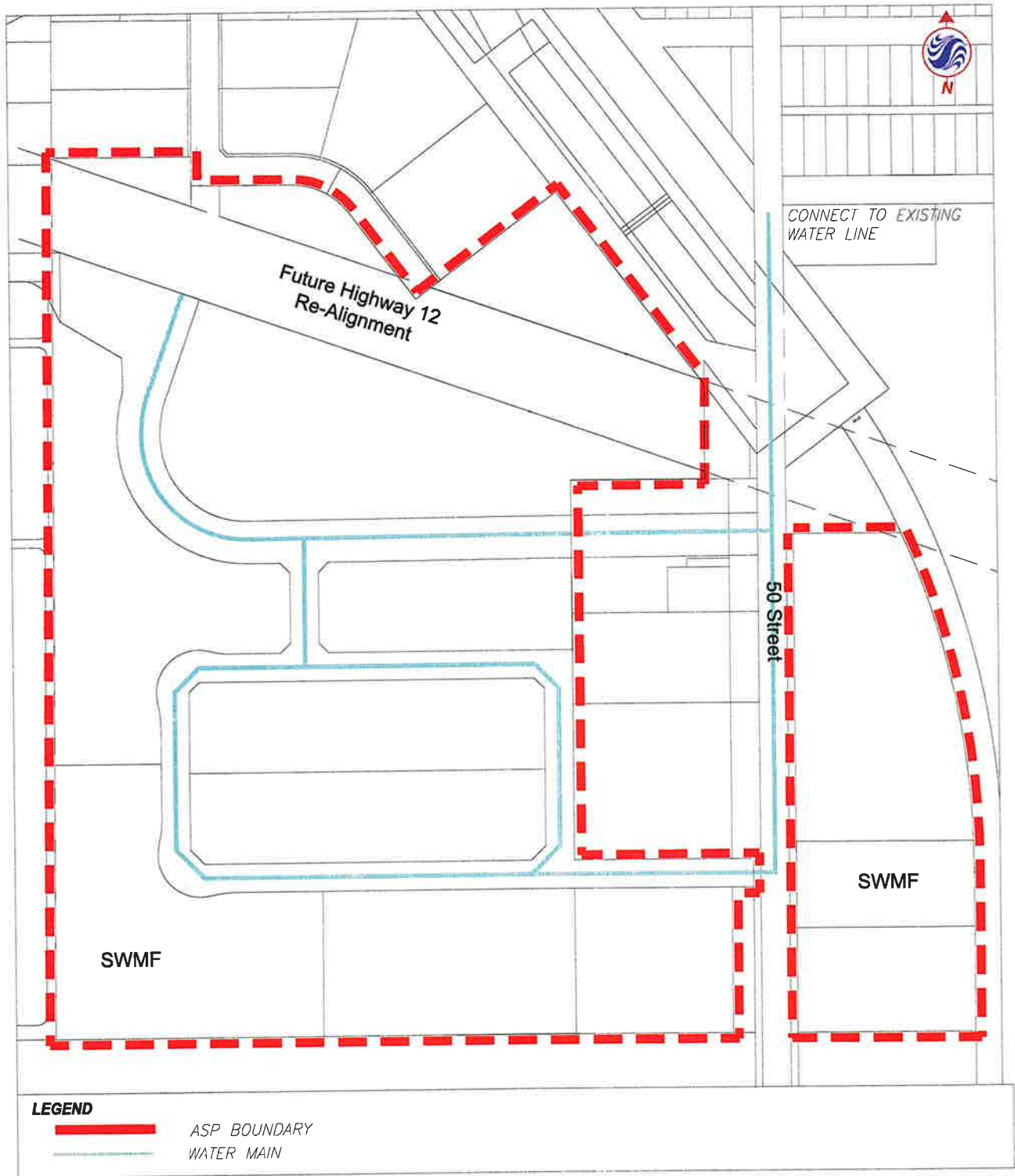
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**TOWN OF BENTLEY
 INDUSTRIAL ASP**

Figure No.

8.0

Title

**WATER SERVICING
 PLAN**

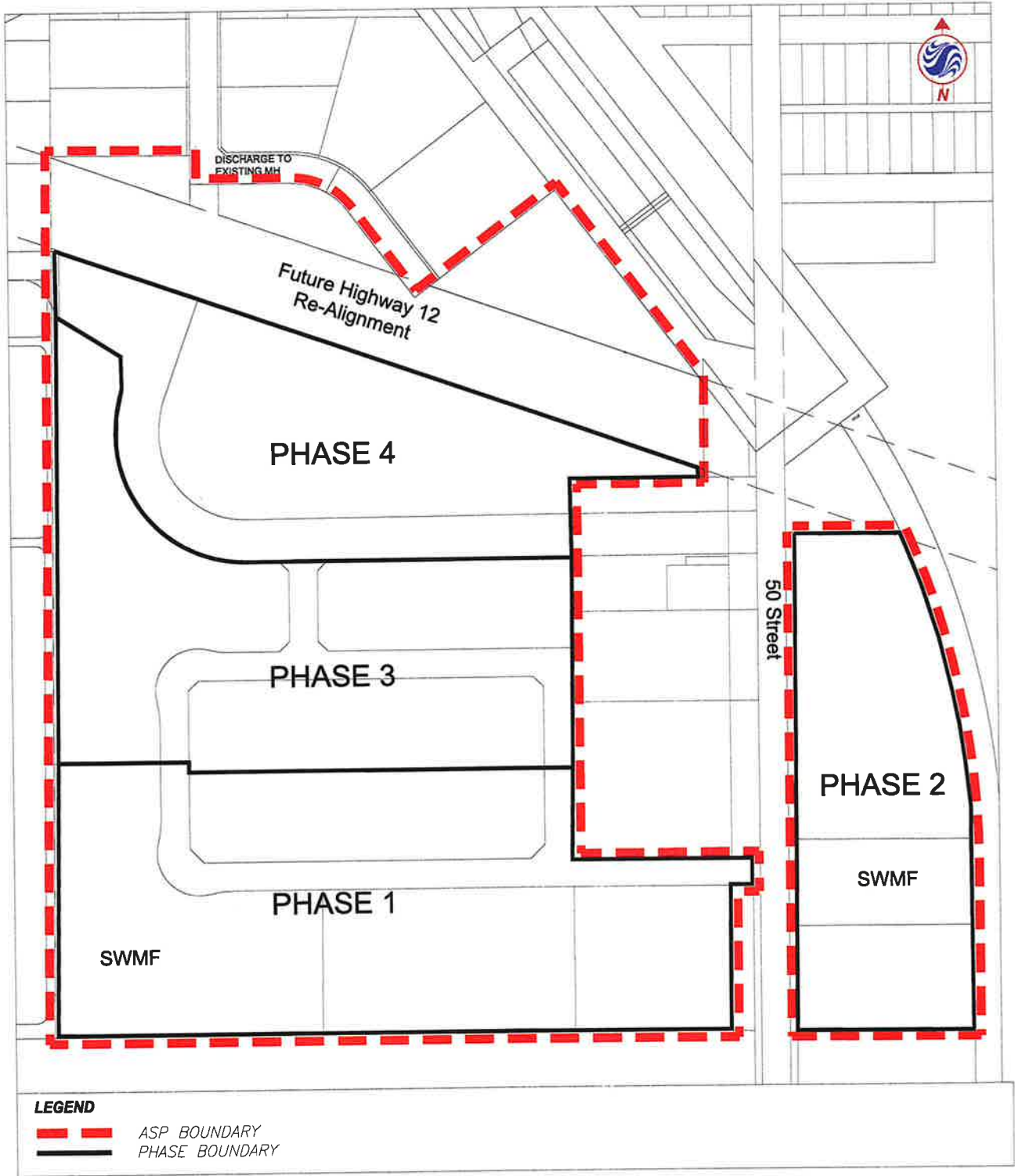
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**TOWN OF BENTLEY
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Figure No.

9.0

Title

PHASING PLAN

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