



BY-LAW 839/09

A BYLAW OF THE TOWN OF RIMBEY, IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING THE TOWN OF RIMBEY AREA STRUCTURE PLAN

WHEREAS

The Council of the Town of Rimbey deems it expedient to adopt an Area Structure Plan; and

WHEREAS

Part 17 of the Municipal Government Act, R.S.A. 2000, c. M-26 thereto permit the Council of a municipality to enact an Area Structure Plan to provide a framework for subsequent subdivision and development of an area of land within the municipality;

NOW THEREFORE

The Council of the Town of Rimbey, duly assembled, hereby enacts the Town of Rimbey Area Structure Plan attached hereto;

- A. Part I - West Quadrant
 - A.1 Schedule "A"
 - A.2 Schedule "B"

- B. Part II - North Quadrant
 - B.1 Schedule "C"

- C. Part III - East Quadrant
 - C.1 Schedule "D"

- D. Part IV - South Quadrant
 - D.1 Schedule "E"
 - D.2 Schedule "F"

- E. Map I

This By-Law shall come into effect on the date of third and final reading

READ a First Time in Council this 13 day of January, 2009



 Mayor


 Chief Administrative Officer

READ a Second Time in Council this 8 day of September, 2009

READ a Third Time and Finally Passed this 8 day of September, 2009



 Mayor


 Chief Administrative Officer



Bylaw 839/09

Area Structure Plan



TOWN OF RIMBEY

Area Structure Plan

I. Background

- I.a The pace of development in the Town of Rimbey has steadily increased over the past five years. Residential and Commercial development permit values have grown from 2.6 million for 2003 to 14 million in 2008. To accommodate this growth, the Town annexed nine quarters on the Town perimeter in 2004 and has seen seven new residential subdivisions developed, creating 155 new lots. Three more subdivisions are in the planning stages that will accommodate an additional 334 housing units.
- I.b The commercial sector has also experienced significant growth with thirteen new commercial buildings and four major renovations completed in the past four years.
- I.c The annexation provided land for continued Residential, Commercial, and Industrial development that is expected to see record growth continue for the next few years. This Area Structure Plan (ASP) describes how new development needs can be addressed. In order that this document be more easily used, the ASP will be presented in four parts representing the west, north, east, and south quadrants of the town, depicted on Schedules A, C, D, and E. Map I includes the entire area covered by this Area Structure Plan (ASP).



A. PART I – WESTERN QUADRANT

- A.1 **Including** SE 29-42-2-5
SW 29-42-2-5
NE 20-42-2-5
NW 20-42-2-5

A.2 Present and Proposed Uses:

- A.2.1 As illustrated on the view presented as Schedule “A” the west half of SE 29 and all of SW 29 are undeveloped lands. The undeveloped portion of SE 29 is currently zoned Urban Expansion (UX) and an application has been received to rezone as Residential.
- A.2.2 The undeveloped SW 29 is currently agricultural lands within Ponoka County, and has potential for residential development once roads and utilities are constructed in SE 29. A conceptual plan will be required prior to any development of this area. No highway accesses other than the service road access in the area of 62nd street and as determined by Alberta Transportation.
- A.2.3 The south and west portions of NE 20 are undeveloped and zoned UX. The attached drawing at Schedule “A” illustrated the areas recently zoned as residential and commercial. The balance of the lands, 52 acres across the south portion of the quarter section are planned for future residential development.
- A.2.4 All of NW 20 is currently undeveloped agricultural land, however, it is zoned as residential. Prior to development or change of use an approved conceptual plan of roads and infrastructure is required.

A.3 Population Densities

- A.3.1 The proposed development of SE 29 will add 320 housing units and an estimated population increase of 657 when fully developed.
- A.3.2 The undeveloped SW 29 currently has 2 x farm residential parcels and is within Ponoka County jurisdiction.
- A.3.3 The undeveloped portions of NE 20 are planned for an additional 145 housing units with a population potential of 288 upon completion for the planned development depicted as the yellow area of Schedule “A”.

A.4 Major Traffic Routes

- A.4.1 Schedules “A” illustrates the approved and proposed traffic routes (grey) within SE 29 and NE 20



- A.4.2 NE 20 Proposed Roads (Schedule “B”)
 - A.4.2.a The extensions of 46 Avenue, 47 Avenue and 54 Street are planned as local residential (T-2) roads.
 - A.4.2.b 55 Street between 50th Avenue and 47th Avenue is designated as a industrial collector (T-7).
 - A.4.2.c The remainder of Rimstone Drive (55th Street) extending to NW 20 and Rimstone way shall be constructed as a major residential collector (T-4).
 - A.4.2.d Rimstone Circle shall be constructed as a local residential (T-2) road.
- A.4.3 NW 20 Proposed Roads
 - A.4.3.a The continuation of Rimstone Drive shall be constructed as a major residential collector (T-4).
 - A.4.3.b The planned highway access road south from 50th Avenue shall be constructed to minor residential collector standard (T-3) when required and the location is confirmed by Alberta Transportation.
 - A.4.3.c The residential collector road in the undeveloped south portion of NE 20 shall be constructed to a major residential collector standard (T-4).
- A.4.4 SE 29 Proposed Road Development
 - A.4.4.a 55th Street between 50th Avenue and 56 Avenue shall be constructed to a major residential collector (T-4) standard.
 - A.4.4.b 56, 53, and 51 Avenues extending into SW 29 shall also be constructed to a major residential collectors (T-4) standard.
 - A.4.4.c The remaining internal roads shall be constructed to a local residential (T-2) standard.
- A.5 Highway Accesses
 - A.5.1 Approved 54th Street access to highway #53 (50th Avenue) south side only.
 - A.5.1.a Town to improve to a Level IIA intersection when highway #53 is widened.
 - A.5.1.b Laneway access to highway #53 (10A) to be closed when 54th Street access is developed.
 - A.5.2 Approved 55th Street access to highway #53 (50th Avenue).
 - A.5.2.a Town responsible for improvement to a Level IIA intersection when highway #53 is widened.



- A.5.3 Proposed access to highway #53 from NW 20 and SW 29.
 - A.5.3.a Highway access and service roads for NW 20 and SW 29 will be addressed in the highway 53 Functional Planning Study completed by Alberta Transportation.
 - A.5.3.b The exact location to be approved by Alberta Transportation when the highway #53 widening project is initiated.
 - A.5.3.c Note: 55th Street in SE 29 will provide a link between 56th Avenue and highway #53 (50th Avenue) as an alternate access to the Community Centre and the proposed Johnson Estates residential subdivision.
 - A.5.3.d The Town of Rimbey shall be responsible for required Traffic Impact Assessments (TIA) as they relate to the intersections of highway 53 and 54th, and 55th Street. The Town/Developer shall be responsible for the intersection upgrades as determined by the TIA's.

A.6 **Parks & Walkways**

- A.6.1 Both of the planned developments for SE 29 and NE 20 include development of walking trails and green municipal reserves.
- A.6.2 School areas will not be an issue for this Area Structure Plan.

A.7 **Proposed Utilities**

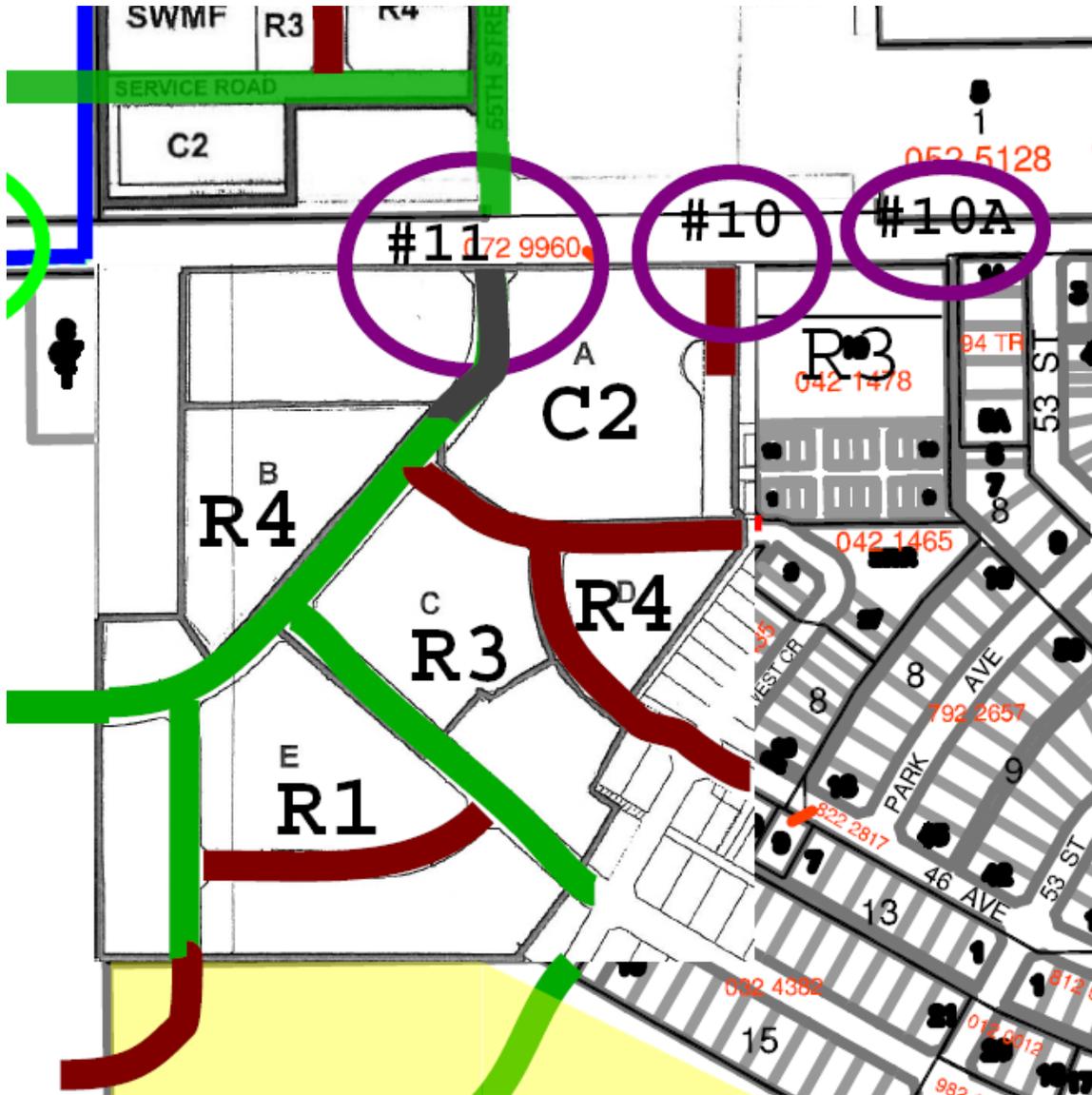
- A.7.1 Both of the proposed developments for SE 29 and NE 20 have utility infrastructure plans, that will ensure future expansion into the remaining undeveloped areas.

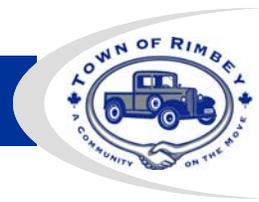
A.8 **Proposed Future Development**

- A.8.1 Map I has identified the proposed zoning plans for all of the lands incorporated within the Town of Rimbey or adjacent to the town with proximity to be serviced by the towns infrastructure.



Schedule "B"





B. PART II – NORTH QUADRANT

- B.1 Including
- NW 29-42-2-5
 - NE 29-42-2-5
 - NW 28-42-2-5
 - NE 28-42-2-5
 - Part SE 33-42-2-5
- B.2 Present and Proposed Uses:
- B.2.1 NW 29 is currently undeveloped agricultural land within Ponoka County. This property has potential for residential development once infrastructure (roads and utilities) are developed in NE 29. An approval concept plan illustrating internal roads, is required prior to any development.
- B.2.2 The eastern half of NE 29 is being developed as highway commercial (adjacent to Hwy 20A), and Country Residential. The remaining western half of NE 29 is undeveloped agriculture land that is proposed for residential development.
- B.2.3 NW 28 and that portion of NE 28 that lies west of Hwy 20 is currently undeveloped agricultural lands that are designated for highway commercial and residential development as illustrated in Schedule C.
- B.2.4 The eastern portion of NE 28 and SE 33 are currently zoned for Institutional and Public Use (IPU) and accommodates the northeast waste water treatment facility, solid waste transfer site and Central Alberta Raceways. Two industrial lots were created for planned commercial production facilities.
- B.2.5 This Area Structure Plan does not address development in SE 33 (west of CPR rails) SW 33, SE 32, and SW 32 that cannot be serviced in the foreseeable future.
- B.3 Population Densities
- B.3.1 When completely developed the parcels of land making up the north quadrant have the potential for the following populations.
- B.3.1.a NW 29 has the potential for 112 country residential units and an estimated population of 200.
 - B.3.1.b NE 29 will be mixed commercial and residential with the commercial land dedicated to light industrial and service industries. The residential portion has the capacity for 115 country residential units and an estimated population of 210.
 - B.3.1.c NW 28 and that portion of NE 28 lying west of highway 20 is planned to be 52% residential and 48% highway commercial. The residential area of 33 hectares would support developments of 334 R1 housing units and an estimated population of 770.



B.4 Major Traffic Routes

B.4.1 NE 29 Proposed Road Structure

- B.4.1.a County Road (65th Avenue), 52nd Street service road and 61 Avenue shall be constructed to a modified Rural Industrial Collector Standard T-8.
- B.4.1.b 53rd Street Cul de sac, 55th Street, and 59th Avenue shall be constructed to a local residential (T-2) standard.
- B.4.1.c 56th Street and that portion of 61st and 64th Avenues in the undeveloped west portion of NE 29 and extending into NW 29 shall be major residential (T-4) collector roads.

B.4.2 NW 28 and West Portion of NE 28 Proposed Road Structure

- B.4.2.a The commercial service road extending from 57A Avenue to 61 Avenue and the highway 20A access (Schedule C) including all highway accesses, shall be constructed to a rural industrial collector (T-8) standard.
- B.4.2.b 61 Avenue spanning the area between the east and west service road legs shall be a major residential collector (T-4) standard.
- B.4.2.c Other roads within the residential zoned areas shall be local residential (T-2) standard roads.

B.5 Highway Accesses

- B.5.1 Access #1 at highway 20A and 61st Avenue has been approved by Alberta Transportation for development as required.
- B.5.2 Access #2 at highway 20A and 59th Avenue is approved by Alberta Transportation for development as required.
- B.5.3 Access #5 is the existing access to highway 20 at 57A Avenue that will require upgrading of the intersection when highway 20 is undergoing rehabilitation.
- B.5.4 TIA's will be completed by the Town prior to construction of any highway accesses.

B.6 Parks and Walkways

- B.6.1 Development of green space, walkways, and storm retention ponds shall be determined at the time the nature of the development that will be constructed is determined, and shall be addressed in any subdivision development agreement for the area.

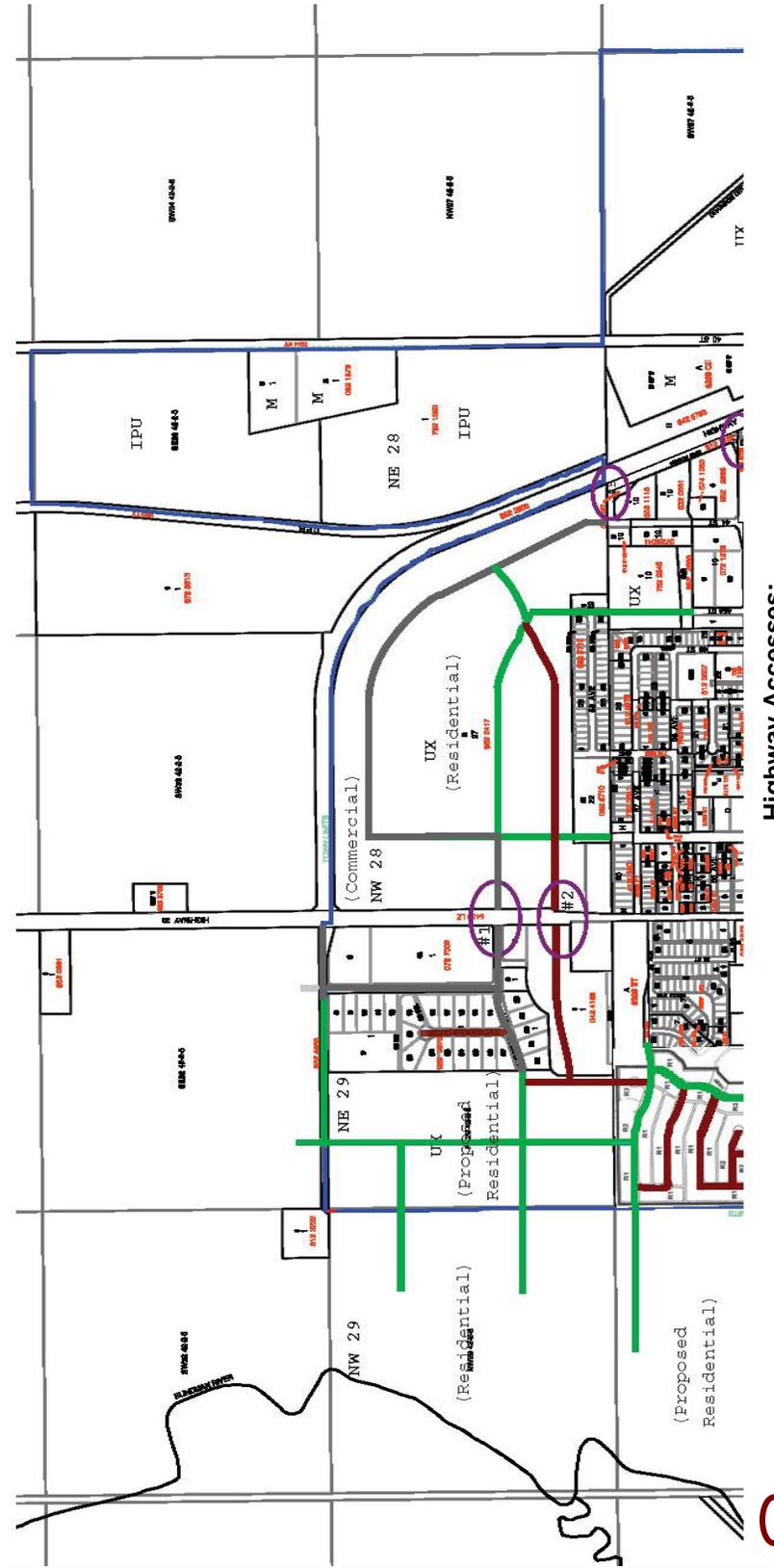


B.7 Utilities

B.7.1 Utility plans including water, wastewater, storm water, street lighting, and shallow services shall be defined in any development agreement initiated for the subdivision and development of the area.



SCHEDULE C



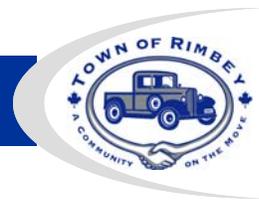
Highway Accesses:

- #1 Approved by Alberta Transportation.
- #2 Approved by Alberta Transportation.
- #5 Intersections to be improved to Level IIA Standard.
- #6 Intersections to be improved to Level IIA Standard.

NOTE:

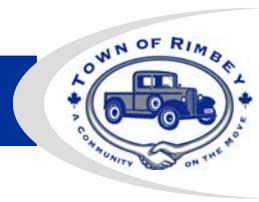
#1 and #2 to be readdressed if 20A is re-designated to a street.

- Approved Highway Access
- Designated Highway Access
- Industrial/Commercial (T-5, T-6, T-7, T-8)
- Local Residential (T-2)
- Major Residential Collector (T-2, T-4)



C. PART III – EAST QUADRANT

- C.1 Including SE 28-42-2-5
SW 27-42-2-5
NW 22-42-2-5
NE 21-42-2-5
- C.2 Present and Proposed Uses
- C.2.1 SE 28 is fully developed into residential, highway commercial, and industrial properties.
- C.2.2 SW 27 is predominantly undeveloped lands currently zoned for urban expansion (UX). Although proposed for industrial development, the land is primarily wet lands and not conducive to development. An approved concept plan illustrating the internal roads is required prior to any development.
- C.2.3 NW 22 is currently undeveloped lands zoned UX for urban expansion. The east side of the quarter are low lying wet lands, leaving the west half as having the best potential for industrial development. An approved concept plan illustrating the internal roads is required prior to any development.
- C.2.4 NE 21 is currently undeveloped agricultural lands zoned for urban expansion. Future planning includes highway commercial development adjacent to highway 20, residential south of 50th Avenue and industrial in the south half of the quarter section.
- C.3 Population Density
- C.3.1 That portion of NE 21 that is planned for residential development is 14 hectares and would accommodate 140 R1 housing units and a potential population of 280.
- C.3.2 The remainder of the undeveloped property in this quadrant is designated for commercial and industrial development.
- C.4 Major Traffic Routes
- C.4.1 SE 28 is fully developed and no additional road structures are planned at this time. Highway 20 is planned to be rehabilitated in the next few years.
- C.4.2 SW 27 has no planned development from the current levels. Road plans will be developed if and when the nature of any development is initiated. It is expected that 40th Street will be paved from 50th Avenue to highway 53 in 2010.
- C.4.3 NW 22 has no planned industrial development and any road structure will be determined after the nature of development has been declared. Potential exists for the construction of a rural industrial (T-6) road to be constructed from 50th Avenue into the quarter section (See Schedule D).
- C.4.4 NE 21 proposed road construction includes rural industrial roads (T-6) for 43rd Street between 50th Avenue and 40th Avenue and



46th Avenue between 43rd Street and 40th Street. Minor residential collector (T-3) road construction is proposed for 44th Street between 50th Avenue and 40th Avenue and 46th Avenue between 46 Street and 43rd Street. (See Schedule D)

C.5 Highway Accesses

C.5.1 Current highway accesses in this quadrant include:

- C.5.1.a The highway 20/57A Avenue access (#5 on Schedule "D"),
- C.5.1.b The highway 20/54 Avenue access (#6 on Schedule "D"),
- C.5.1.c The highway 53/43 Street (North and South) access (#7 on Schedule "D") and
- C.5.1.d The highway 53/44 Street (North) access (#8 on Schedule "D").
- C.5.1.e TIA will be completed by the Town prior to any new accesses being constructed.

C.5.2 A new access is proposed for highway 53/44 Street to be developed when the highway 53 functional plan is completed and the residential development of NE 21 is planned.

C.6 Sidewalks and Walkways

C.6.1 The proposed development sidewalks and walkways shall be determined when residential development has been planned for NE 21.

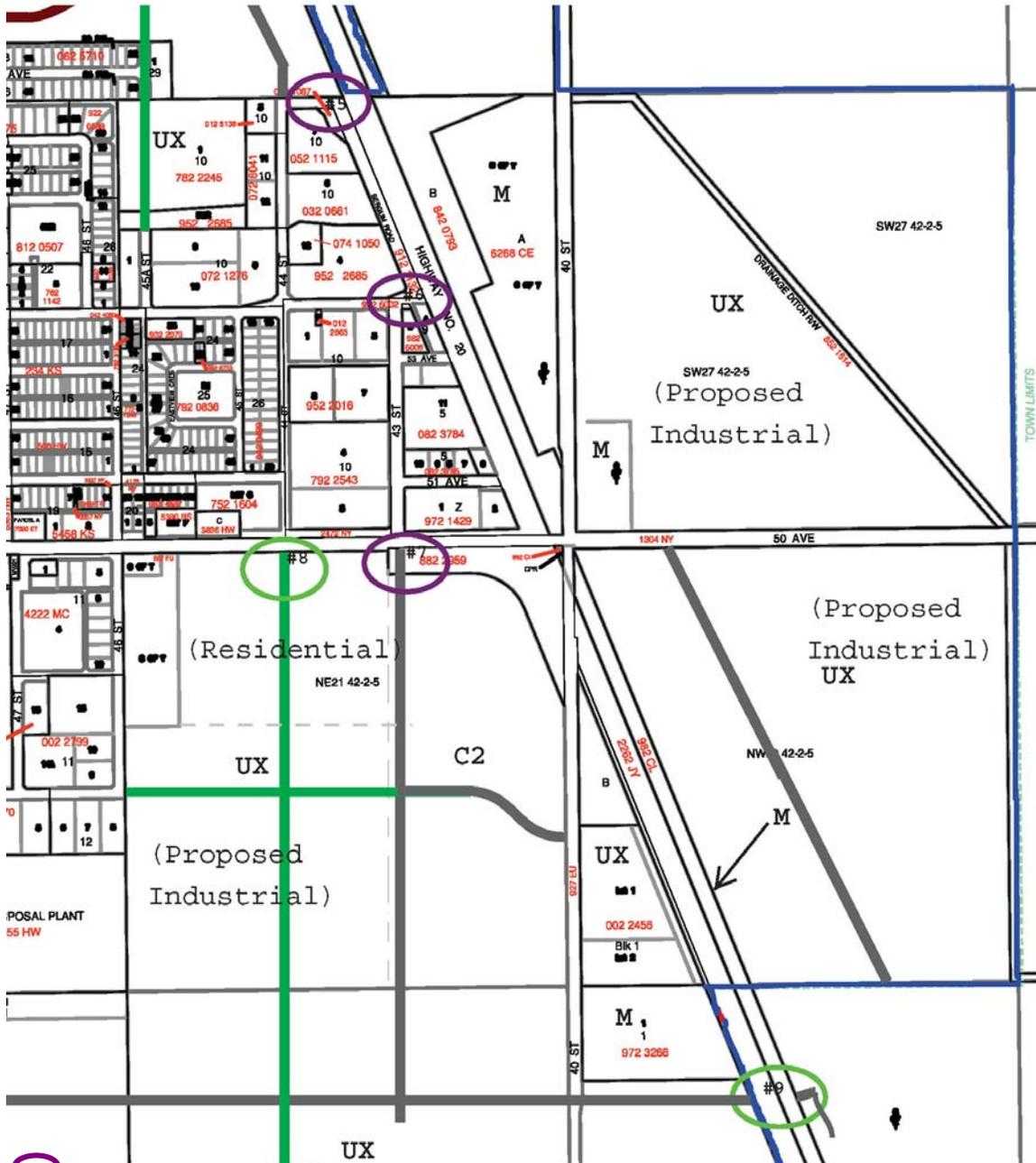
C.6.2 No sidewalks are planned for SE 28, SW 27, and NW 22.

C.7 Utilities

C.7.1 Utility requirement including water, sanitary sewer, storm sewer, shallow services, and street lights shall be constructed in accordance with the Rimby Procedures and Design Standards for Development with sufficient capacity for the extension of services to other undeveloped areas. This sizing and routing will be determined at the time of new subdivision and development applications are initiated.



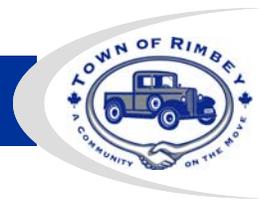
SCHEDULE D



- Approved Highway Access
- Proposed Highway Access
- Industrial/Commercial (T-5, T-6, T-7, T-8)
- Local Residential (T-2)
- Major Residential Collector (T-2, T-4)

Highway Accesses:

- #5 To be improved to a Level IIA Standard.
- #6 To be improved to a Level IIA Standard.
- #7 Approved by Alberta Transportation.
- #8 Designated access only.
- #9 Designated future access

**D. PART IV – SOUTH QUADRANT**

- D.1 Including
- SW 22-42-2-5
 - SE 21-42-2-5
 - SW 21-42-2-5
 - SE 20-42-2-5
 - SW 20-42-2-5
- D.2 Present and Proposed Uses
- D.2.1 Approved concept plans illustrating internal roads will be required prior to development of any part of this quadrant.
 - D.2.2 SW 22 is divided by highway 20 with the east half being in Ponoka County and the west half part of the Town of Rimbey. The County parcel contains a major oil terminal and several pipelines, and therefore no additional development is expected. The west half (Town) portion contains one industrial lot and the remainder is zoned for urban expansion (UX) and proposed for industrial development in the future.
 - D.2.3 SE 21 is currently agricultural lands, zone (UX) and proposed for future industrial development.
 - D.2.4 SW 21 is currently undeveloped agricultural lands, zoned (UX) and proposed for light industrial development for the north half of the quarter (due to proximity to the wastewater treatment lagoon, and for country residential in the southern portion).
 - D.2.5 SE 20 is already developed into large acreages and country residential lots. Two of the large acreages (approx 23 acres) have the potential for subdivision into country residential lots.
 - D.2.6 SW 20 is currently undeveloped agricultural lands that have potential for country residential development.
- D.3 Population Density
- D.3.1 The southern portion of SW 21 is approximately 96 acres and would support the development of 80 country residential units with a potential population of 184.
 - D.3.2 SE 20 has the potential to accommodate up to 60 country residential units and population of 138.
 - D.3.3 SW 20 has the potential when fully developed to accommodate 120 country residential units and a population of 276.
- D.4 Major Traffic Routes
- D.4.1 This quadrant is currently serviced by a minor industrial collector road (40th Street) and a major residential collector (51st Street).
 - D.4.2 The single proposed major traffic route for development is a major residential collector (T-4) road at approximately 36 Avenue spanning from highway 20 to SW 20.



D.5 Highway Accesses

D.5.1 The only proposed highway access designated for future development of this quadrant is at 36 Avenue and highway 20 (#9 on Schedule "E"). This access provides a link to the highway for future industrial development areas and will be subject to geometric and access spacing requirement.

D.5.2 A TIA will be completed by the Town prior to construction of any highway accesses.

D.6 Utilities

D.6.1 Currently none of the areas making up the south quadrant are serviced with municipal water and sewer systems.

D.6.2 Utilities, including water, wastewater, storm water, and shallow services will be addressed at the time of development applications.



SCHEDULE "F"

Road Construction Standards

- 1 All roads shall be constructed to the minimum standards as described in the Rimby Procedures and Design Standards for development attached and as listed below.

1.1 Local Residential (T-2) [REDACTED]

Traffic Volumes	<1000 vpd	
Design Speed	60 km/h	
Row	18.5 m	
Asphalt Width	11 m	
Subgrade	150mm	100% SPD
Aggregate base	300 mm	
Asphalt	90 mm	

1.2 Minor Residential (T-3) [REDACTED]

Traffic Volumes	1000-2500 vpd	
Design Speed	60 km/h	
Row	20 m	
Asphalt Width	11 m	
Subgrade	150mm	
Aggregate base	300 mm	
Asphalt	100 mm	

1.3 Major Residential Collector (T-4) [REDACTED]

Traffic Volumes	2500-5000 vpd	
Design Speed	60 km/h	
Row	23 m	
Asphalt Width	12 m	
Subgrade	150mm	100% SPD
Aggregate base	300 mm	
Asphalt	100 mm	

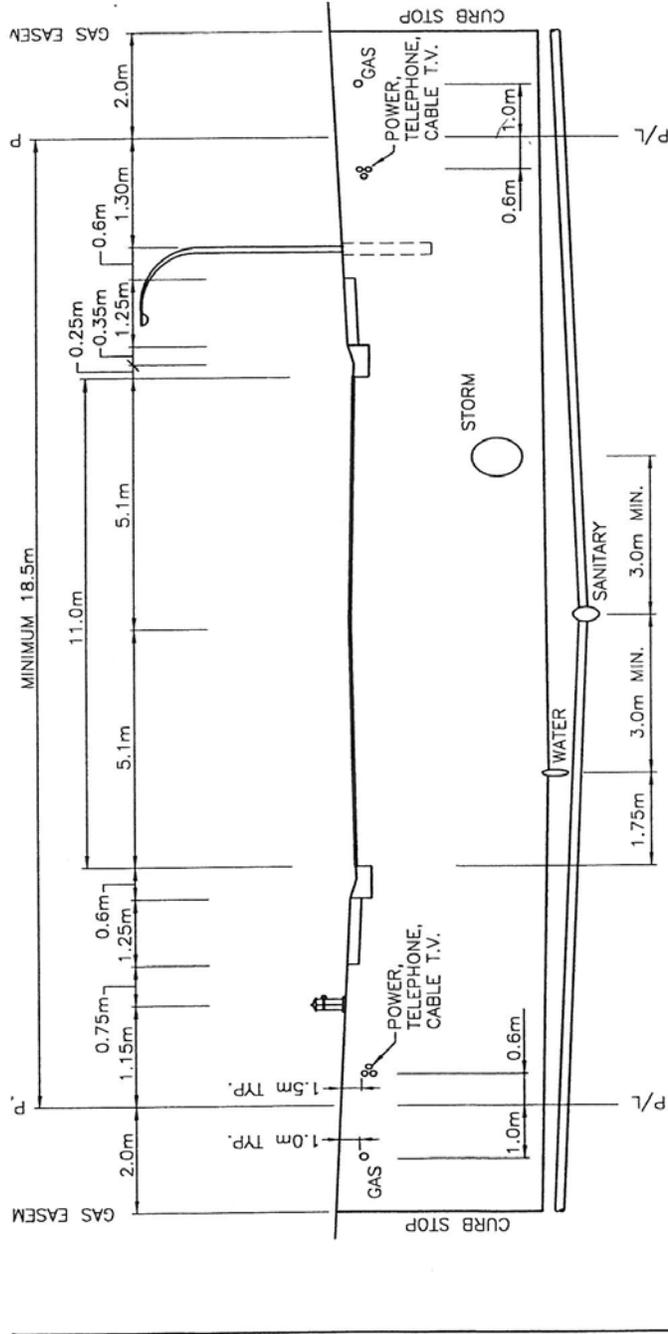


- 1.4 Local Industrial/Commercial (Urban – T-5)
 - Design Speed 60 km/h
 - Row 18 m
 - Asphalt Width 11.5 m
 - Subgrade 300mm 100% SPD
 - Aggregate base 300 mm
 - Asphalt 100 mm

- 1.5 Local Industrial/Commercial (Rural – T-6)
 - Design Speed 60 km/h
 - Row 29.4 m
 - Asphalt Width 11 m
 - Subgrade 300mm 100% SPD
 - Aggregate base 300 mm
 - Asphalt 100 mm

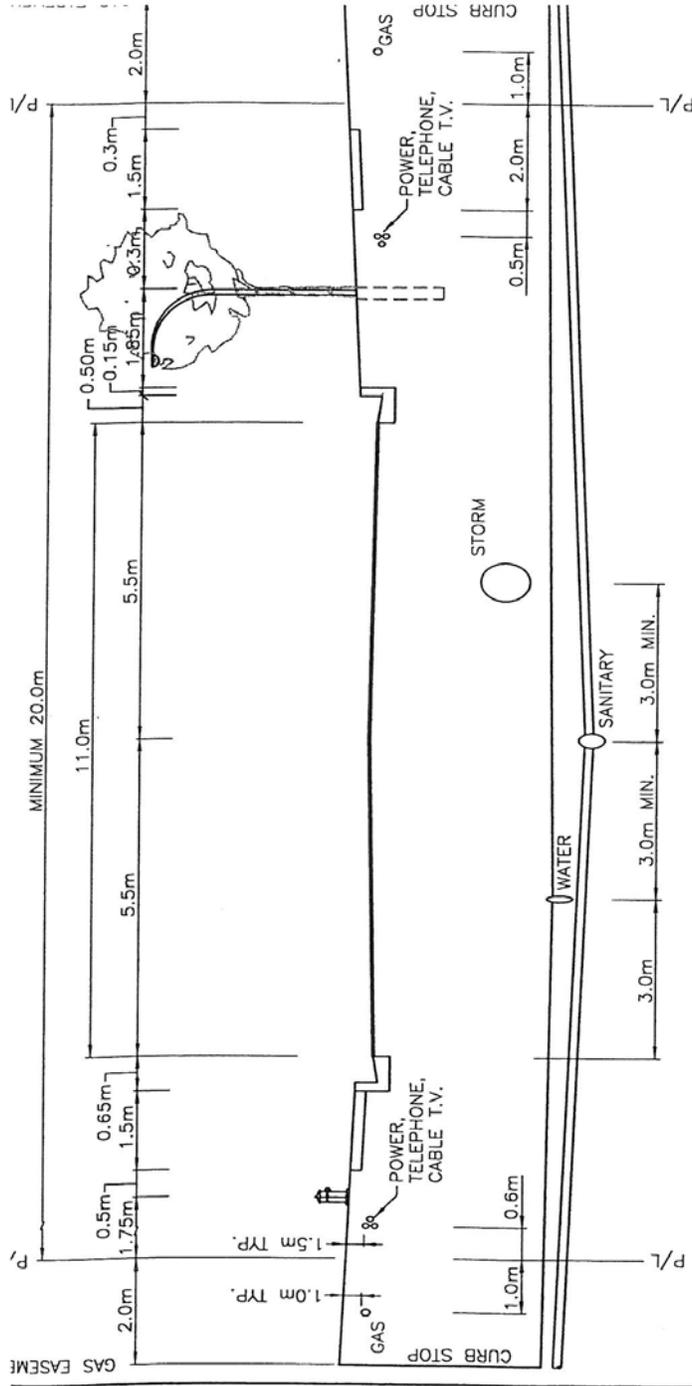
- 1.6 Industrial/Commercial (Urban – T-7)
 - Design Speed 60-70 km/h
 - Row 23 m
 - Asphalt Width 13 m
 - Subgrade 300mm 100% SPD
 - Aggregate base 350 mm
 - Asphalt 100 mm

- 1.7 Industrial/Commercial (Rural – T-8)
 - Design Speed 60-70 km/h
 - Row 30.9 m
 - Asphalt Width 12.5 m
 - Subgrade 300mm 100% SPD
 - Aggregate base 350 mm
 - Asphalt 100 mm



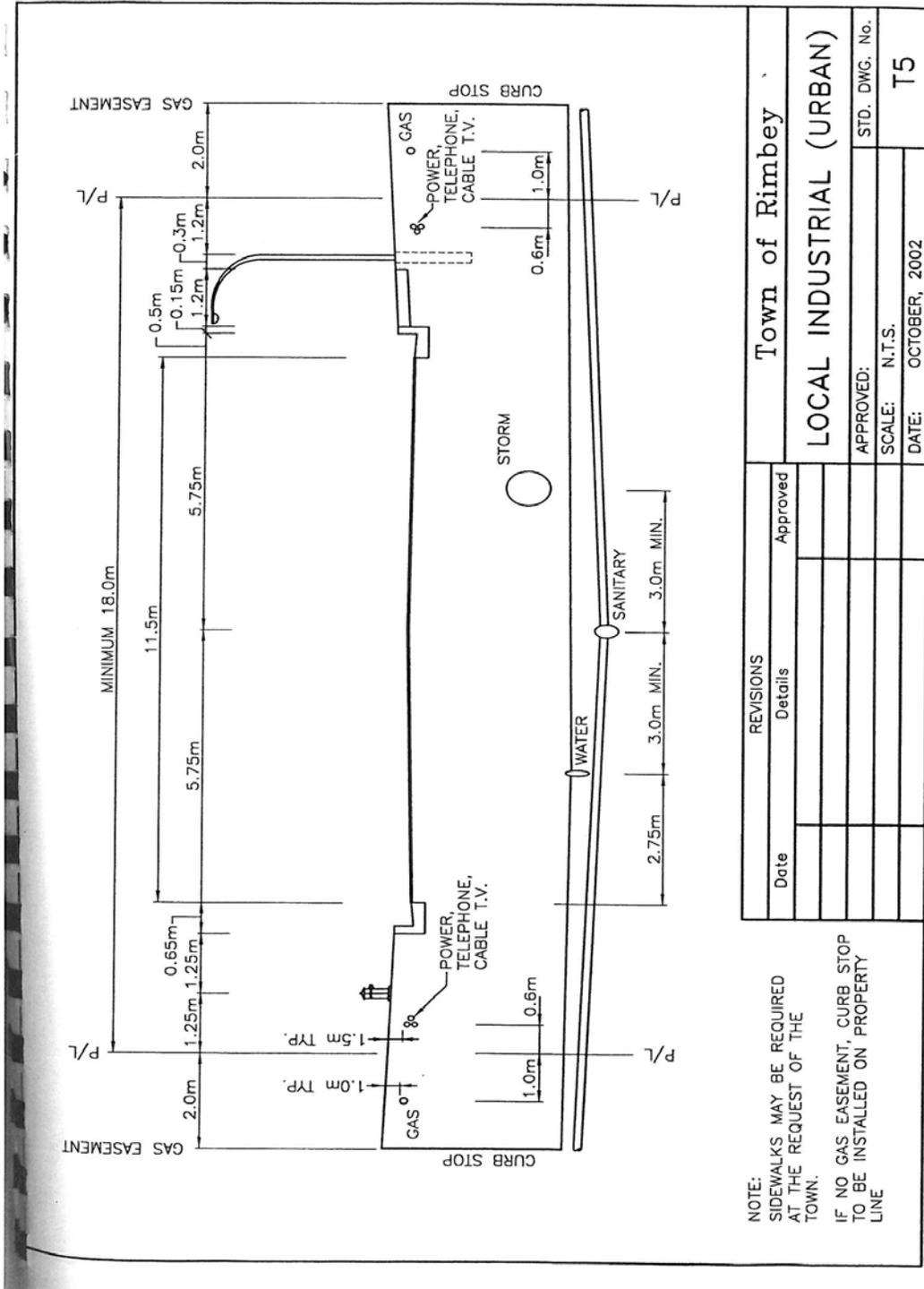
NOTE:
IF NO GAS EASEMENT, CURB STOP
TO BE INSTALLED ON PROPERTY
LINE

Town of Rimbye		REVISIONS	Approved	STD. DWG. No
LOCAL RESIDENTIAL		Date		APPROVED:
		Details		SCALE: N.T.S.
				DATE: OCTOBER, 2002
				T2



NOTE:
SIDEWALK MAY BE EITHER SEPARATE OR MONOLITHIC AS REQUIRED BY THE TOWN
IF NO GAS EASEMENT, CURB STOP TO BE INSTALLED ON PROPERTY LINE

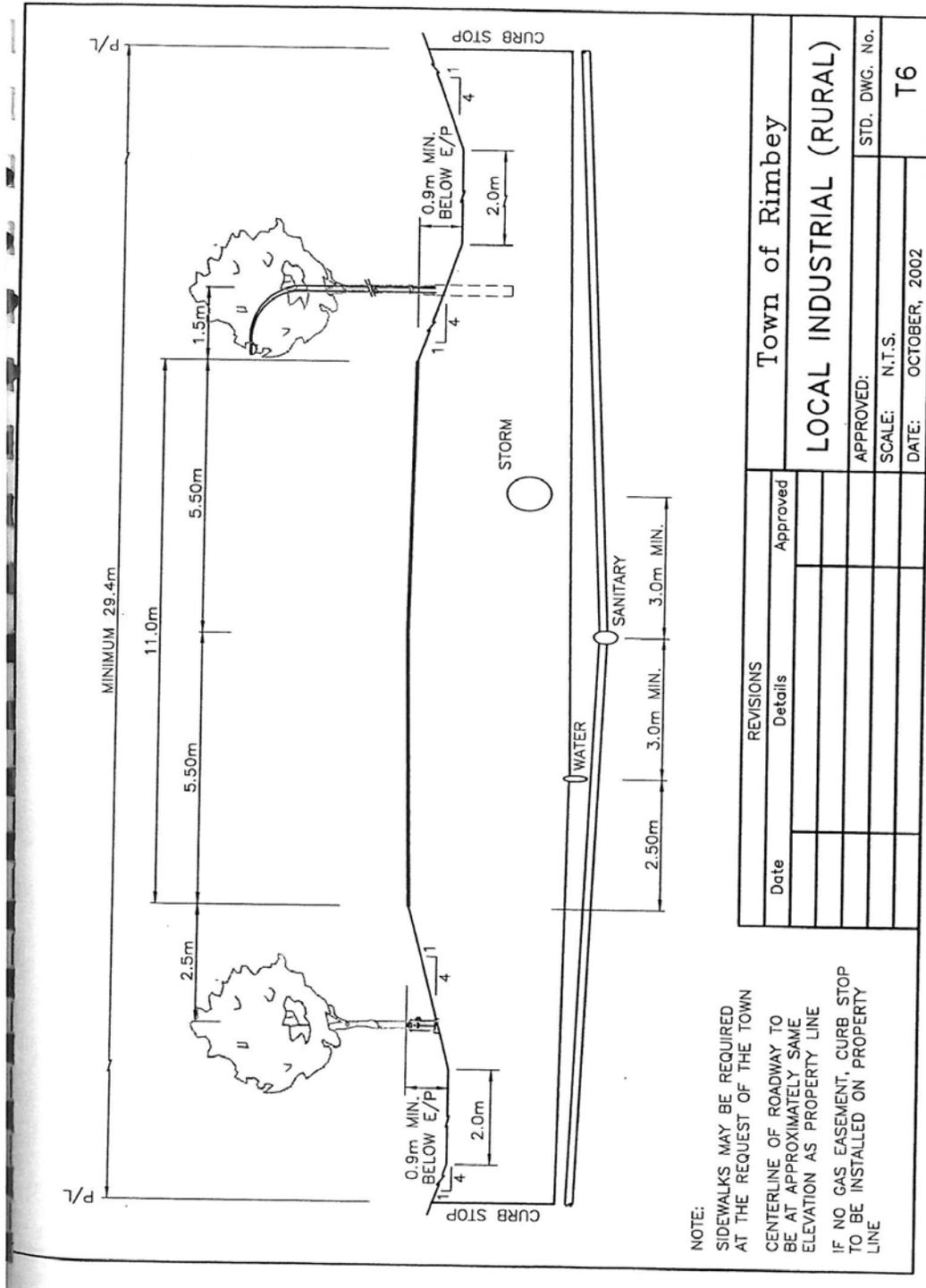
REVISIONS		Approved	STD. DWG. No
Date	Details		
			T3
		APPROVED:	
		SCALE: N.T.S.	
		DATE: OCTOBER, 2002	



Town of Rimbye	
LOCAL INDUSTRIAL (URBAN)	
APPROVED:	STD. DWG. No.
SCALE: N.T.S.	T5
DATE: OCTOBER, 2002	

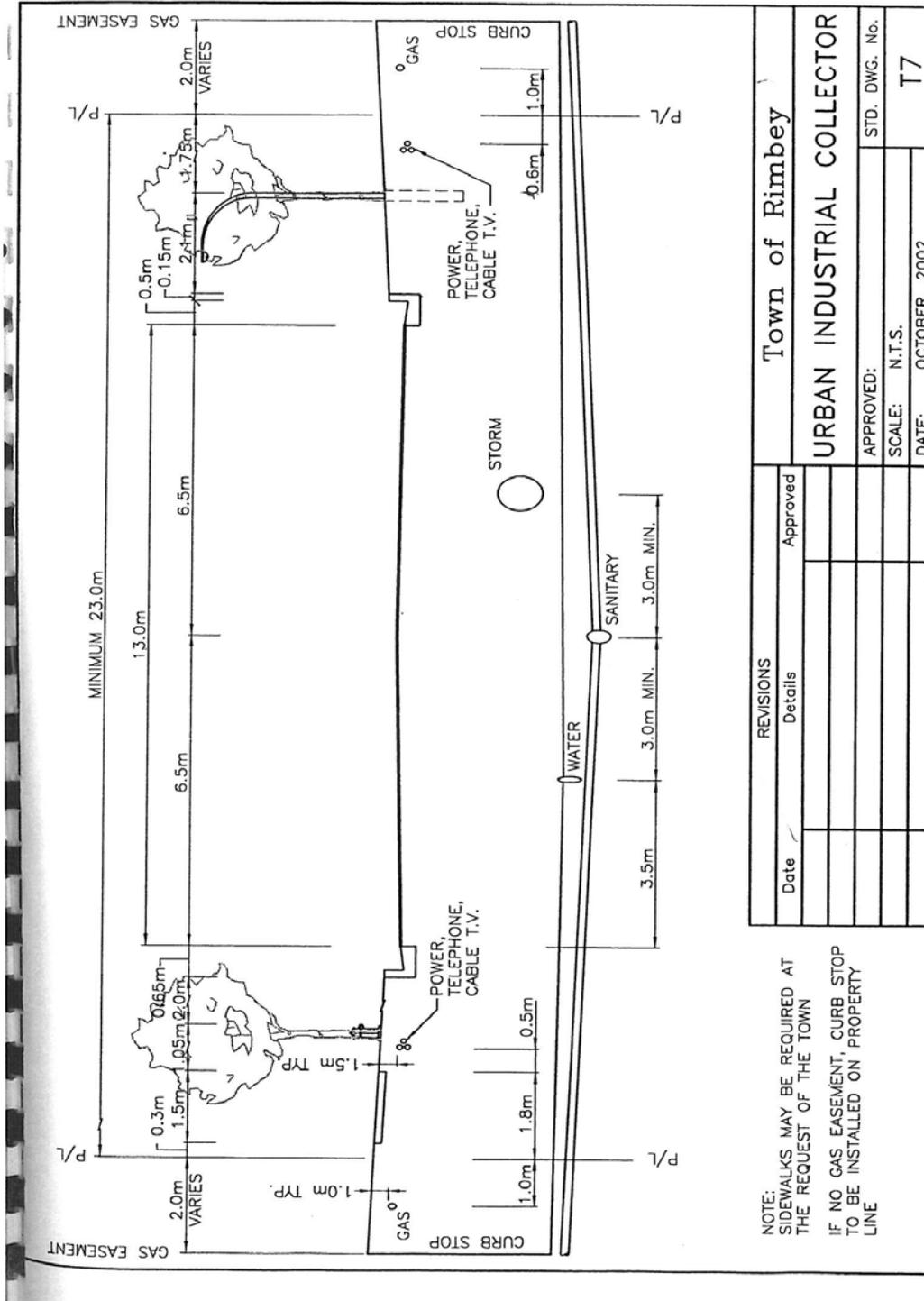
REVISIONS	
Date	Details
	Approved

NOTE:
SIDEWALKS MAY BE REQUIRED AT THE REQUEST OF THE TOWN.
IF NO GAS EASEMENT, CURB STOP TO BE INSTALLED ON PROPERTY LINE



NOTE:
 SIDEWALKS MAY BE REQUIRED AT THE REQUEST OF THE TOWN
 CENTERLINE OF ROADWAY TO BE AT APPROXIMATELY SAME ELEVATION AS PROPERTY LINE
 IF NO GAS EASEMENT, CURB STOP TO BE INSTALLED ON PROPERTY LINE

REVISIONS		Town of Rimbye	
Date	Details	LOCAL INDUSTRIAL (RURAL)	
	Approved	APPROVED:	STD. DWG. No.
		SCALE: N.T.S.	T6
		DATE: OCTOBER, 2002	

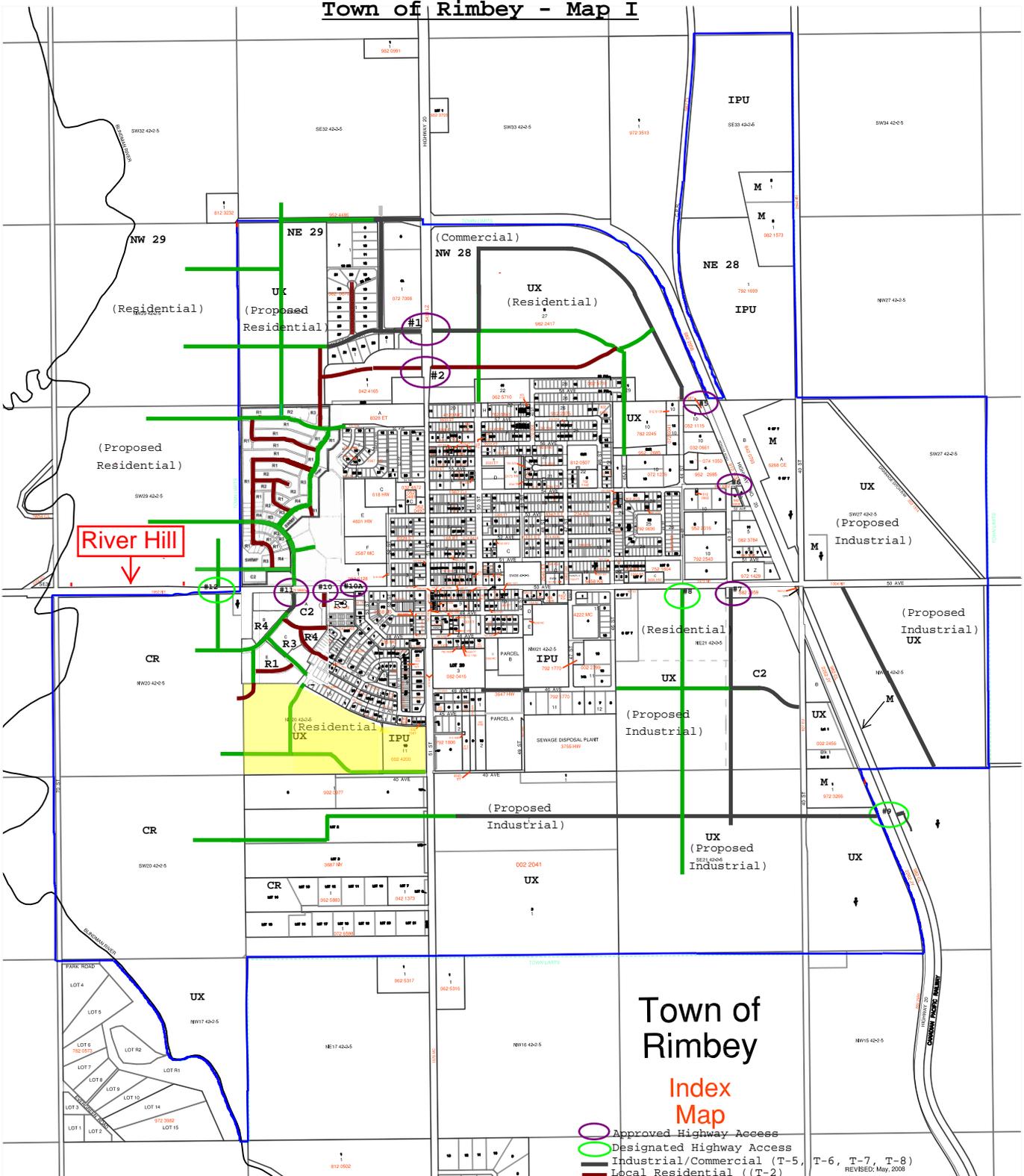


Town of Rimby	
URBAN INDUSTRIAL COLLECTOR	
APPROVED:	STD. DWG. No.
SCALE: N.T.S.	
DATE: OCTOBER, 2002	T7

REVISIONS	
Date	Approved

NOTE: SIDEWALKS MAY BE REQUIRED AT THE REQUEST OF THE TOWN
IF NO GAS EASEMENT, CURB STOP TO BE INSTALLED ON PROPERTY LINE

Town of Rimbey - Map I



Town of Rimbey

Index Map

- Approved Highway Access
- Designated Highway Access
- Industrial/Commercial (T-5, T-6, T-7, T-8)
- Local Residential ((T-2)
- Major Residential Collector (T-3, T-4)

REVISÉ: May, 2008