

**BYLAW 828-P-09-21
TOWN OF COALDALE
PROVINCE OF ALBERTA**

**BEING A BYLAW OF THE TOWN OF COALDALE
TO ADOPT THE PRAIRIE CROSSING AREA STRUCTURE PLAN**

WHEREAS the municipal council is in receipt of an application to adopt a new Area Structure Plan for the municipality, entitled the Prairie Crossing Area Structure Plan (Bylaw 828-P-09-21).

AND WHEREAS the purpose of the Prairie Crossing Area Structure Plan (herein referred to as the ASP) is to provide for a framework for subsequent subdivision and development of an area of land, as per the requirements of Section 633 of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, as may be amended from time to time (herein referred to as the Act).

AND WHEREAS the ASP identifies the sequence of development proposed for the area, land uses proposed for the area, expected density of population proposed for the area generally, and the general location of major transportation routes and public utilities, as required by Section 633 of the Act.

AND WHEREAS the area of land upon which the ASP shall apply is legally described as LOT 1, BLOCK 3, PLAN 0811507.

AND WHEREAS the municipality must prepare a bylaw and provide for its consideration at a public hearing.

NOW THEREFORE, under the authority and subject to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, the Council of the Town of Coaldale, in the Province of Alberta, duly assembled does hereby enact the following:

1. The Prairie Crossing Area Structure Plan, as provided in "Schedule A" shall make up the Prairie Crossing Area Structure Plan.
2. Bylaw 828-P-09-21, being the Prairie Crossing Area Structure Plan, is hereby approved.
3. This bylaw comes into effect upon third and final reading hereof.

READ a FIRST time this 13th day of September, 2021 for Area Structure Plan Bylaw 828-P-09-21.

Mayor – Kim Craig
Motion #: 302-2021

CAO – Kalen Hastings

Public Hearing scheduled for 5:30 p.m. on October 12, 2021.

READ a SECOND time this 12th day of October, 2021 for Area Structure Plan Bylaw 828-P-09-21.

Mayor – Kim Craig
Motion #: 359-2021

CAO – Kalen Hastings

READ a THIRD and FINAL time this 12th day of October, 2021 for Area Structure Plan Bylaw 828-P-09-21.

Mayor – Kim Craig
Motion #: 360-2021

CAO – Kalen Hastings

BYLAW 828-P-09-21

SCHEDULE "A"

Prairie Crossing

AREA STRUCTURE PLAN /
OUTLINE PLAN

Bylaw No.

Prepared By:

Adopted By Council





ISL Engineering and Land Services Ltd. Is an award-winning full-service consulting firm dedicated to working with all levels of government and the private sector to deliver planning and design solutions for transportation, water, and land projects.

Proudly certified as a leader in quality management under Engineers and Geoscientists BC's OQM Program from 2014 to 2021.



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1.0 Introduction

The Prairie Crossing Area Structure Plan (ASP)/Outline Plan has been developed to provide a framework for future development on lands east of the Parkside neighbourhood which were annexed to the Town in 2018. The annexation was to provide for a 25-year growth horizon to accommodate future development within the Town.

1.1 Location and Area Context

The Prairie Crossing neighbourhood encompasses 33 acres, located south of Highway 3 and north of 20 Avenue, on the east boundary of the Town, as shown on Figure 1: Location Plan.

Lands to the east are located within the Intermunicipal Planning area between the Town of Coaldale and Lethbridge County. The County lands are predominantly agricultural, with the exception of a number of smaller parcels along 20 Avenue (Township Road 92) which accommodate existing country residential development.

The residential neighbourhood of Parkside is immediately adjacent to the west boundary of the subject parcel and lands north of Highway 3 are anticipated to accommodate industrial and/or agricultural uses.

1.2 Topography

The parcel is relatively flat, and generally drains towards the southeast part of the site. The land has been used for agricultural purposes and there are no significant slopes within the parcel.

1.3 Existing Land Use

The parcel is currently zoned UR (Urban Reserve District), with the exception of a parcel at the northeast corner of the property which is zoned DC (Direct Control District) to accommodate temporary commercial uses along the Highway 3 corridor.

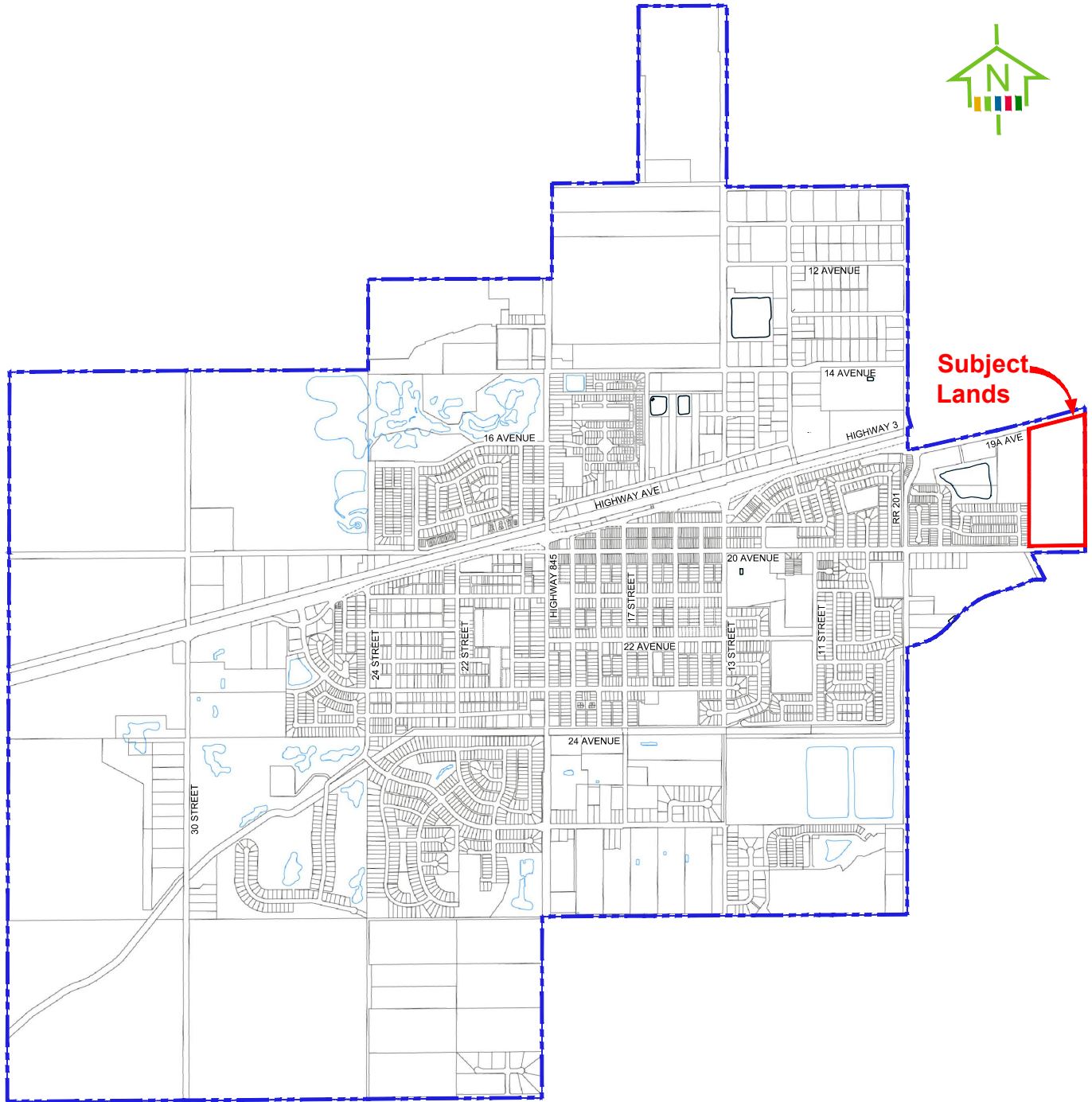
1.4 Land Ownership

The lands are owned by Destiny Homes Inc., including a farmstead located on the south portion of the parcel. The intent is to preserve the existing farmstead within the ASP/Outline Plan design in such a way to be compatible with the existing country residential development on the south side of 20 Avenue.

1.5 Policy Context

1.5.1 South Saskatchewan Regional Plan (SSRP)

The SSRP establishes broad policies to guide responsible land management in southern Alberta. The ASP/Outline Plan aligns with the key policies within the SSRP by promoting efficient land use, quality of life and response to community needs.



**Subject
Lands**

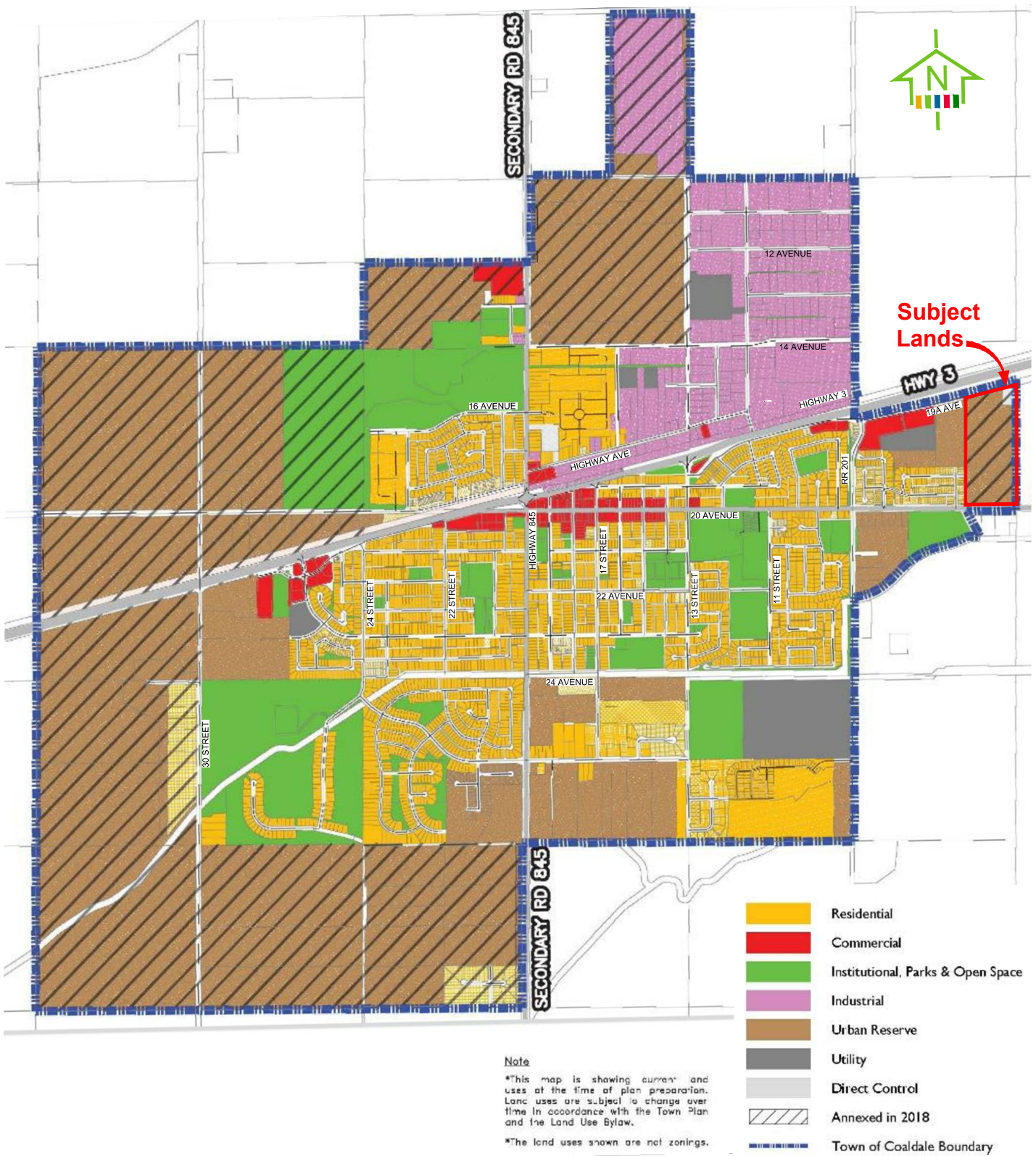
1.5.2 Town Plan and Transportation Master Plan (TMP)

The proposed Prairie Crossing development is designated as an Area of Growth in the Town Plan and aligns with key goals and objectives of the Plan by providing efficient and effective development, promoting active modes, providing key connections to community amenities. Proposed land uses are consistent with the Town Plan and are a logical extension to existing development. The block-based design and expansion of the sidewalk network provides walkable access to commercial amenities and recreational spaces.

While vehicles remain the primary users of the transportation network, the proposed design enhances the opportunities to connect active modes throughout the Town, consistent with TMP policies. The subject lands are identified within the context of the Town Plan on Figure 2: Policy Context Plan.

1.5.3 ASP Alignment

While the Town typically requires an Area Structure Plan (ASP) to be prepared prior to approving an Outline Plan, it has been determined that due to the size of the parcel and scale of the proposed development, the separate preparation of an ASP and an Outline Plan would not be beneficial. The ASP/Outline Plan provides a more appropriate level of detail to ensure that future growth occurs in a responsible manner, consistent with current policy direction for the Town.



2.0 Land Use Concept

2.1 Vision

The proposed Prairie Crossing concept provides for the development of a primarily residential neighbourhood area to meet the growing demand for housing within the Town. A row of country residential development is proposed along the south boundary of the plan area to be consistent with the country residential development south of 20 Avenue in Lethbridge County. The country residential development will back onto the open space network which will serve as a buffer to the neighbourhood residential development. A commercial area has been included along the Highway 3 corridor, consistent with the direction of the Town Plan.

The proposed neighbourhood will provide a variety of housing types to respond to a broad range of demographic needs in a comprehensively designed and aesthetically pleasing environment. The neighbourhood supports varied business and housing opportunities within a safe and inclusive environment.

2.2 Neighbourhood Design

The ASP/Outline Plan design and general land use typologies are illustrated on Figure 3. ASP/Outline Plan.

The country residential development along the south boundary of the plan area is consistent with the country residential development south of 20 Avenue within Lethbridge County. The country residential development backs onto the open space network which will serve as a buffer to a more typical density for residential development within the Town. A commercial area has been included along the Highway 3 corridor, consistent with the direction of the Town Plan. The block-based design provides additional connectivity throughout and adjacent to the plan area and allows for the flexibility to provide a range of housing product to respond to market demand as development occurs. The road network has been designed to discourage cut-through traffic and the challenges associated with direct vehicular routes that encourage shortcutting.

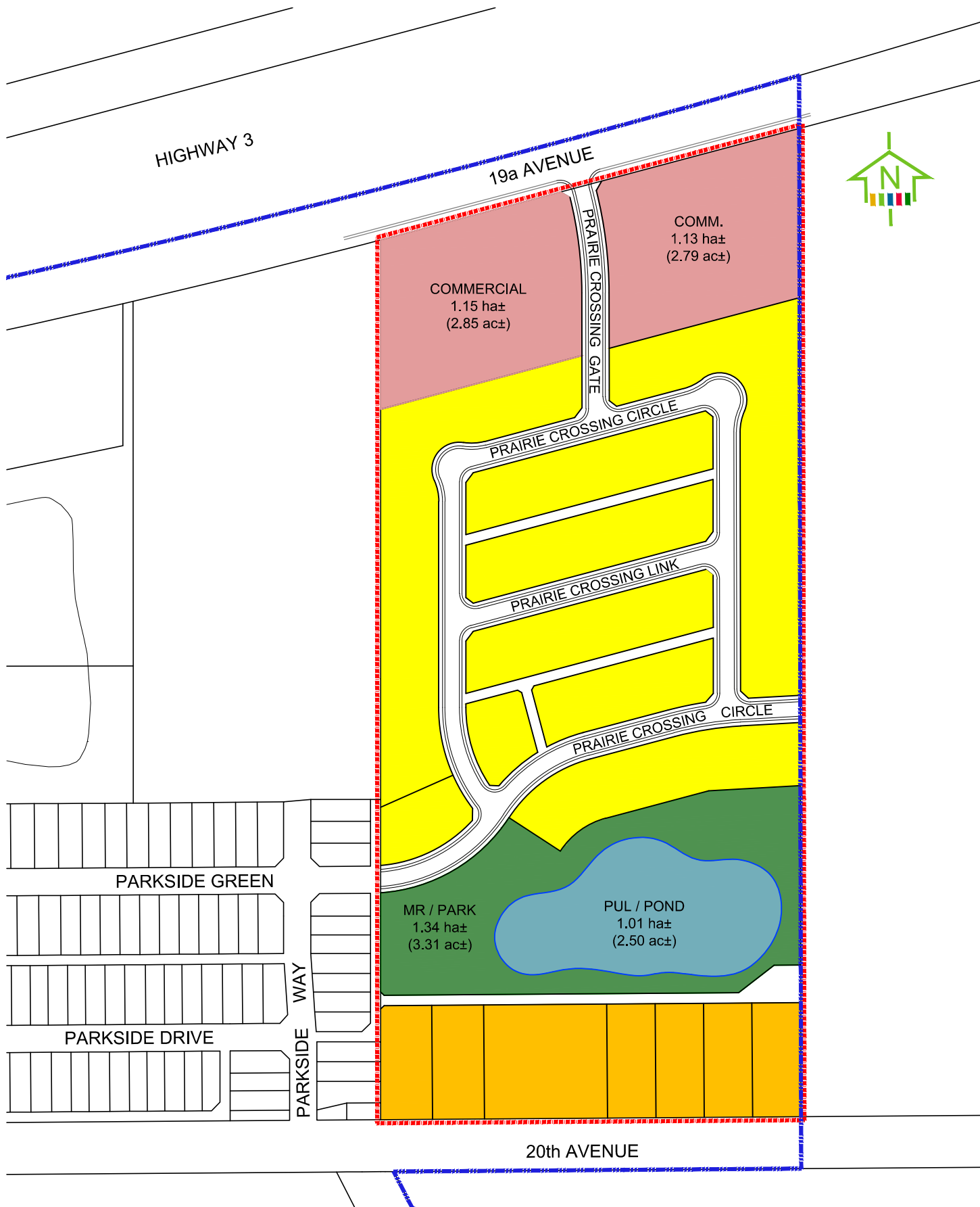
2.3 Phasing

The country residential portion of the plan will be the initial phase of development followed by commercial development along the Highway 3/19A Avenue corridor as shown on Figure 4: Phasing Plan. The portion of the commercial site currently zoned DC is part of an existing development permit to accommodate interim uses for an undetermined period of time. As development occurs this will become part of the commercial development along Highway 3.

It is anticipated that the open space and stormwater facilities will be developed as the neighbourhood residential components proceed. Land use amendments to identify the specific residential districts per the Land Use Bylaw will be submitted concurrent with the associated subdivision plans.

2.4 Architectural Standards

Similar to the land use amendments, architectural guidelines will be considered at the subdivision stage when specific land use districts are established.





HIGHWAY 3

19a AVENUE

PHASE 2

COMMERCIAL
1.15 ha±
(2.85 ac±)

COMM.
1.13 ha±
(2.79 ac±)

PRAIRIE CROSSING GATE

PRAIRIE CROSSING CIRCLE

PHASE 3

PRAIRIE CROSSING LINK

PRAIRIE CROSSING CIRCLE

PARKSIDE GREEN

PARKSIDE DRIVE

PARKSIDE WAY

MR / PARK
1.34 ha±
(3.31 ac±)

PUL / POND
1.01 ha±
(2.50 ac±)

PHASE 1

20th AVENUE

2.5 Land Use Statistics

Table 1: Land Use Statistics

Proposed Land Use	Area	% of GDA	Anticipated Units	Density Range
Gross Developable Area (GDA)	13.50 ha	100%		
Public Open Space	1.34 ha	10.0%		
Roadways	2.18 ha	16.1%		
Stormwater Management	1.01 ha	7.5%		
Commercial Development	2.23 ha	16.5%		
Country Residential	1.65 ha	12.2%	7	0.23 upha
Low to Medium Density Residential	5.09 ha	37.7%	90-142	17.7-27.9 upha*
Overall Density Range based on GDA	13.50 ha	100%	97-149	7.26-11.16 upha

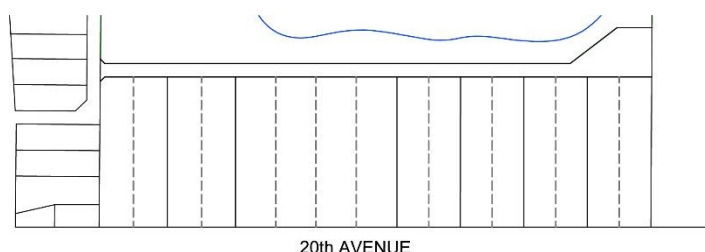
Note: based on average lot widths of 7.8m -15.0m consistent with policy direction

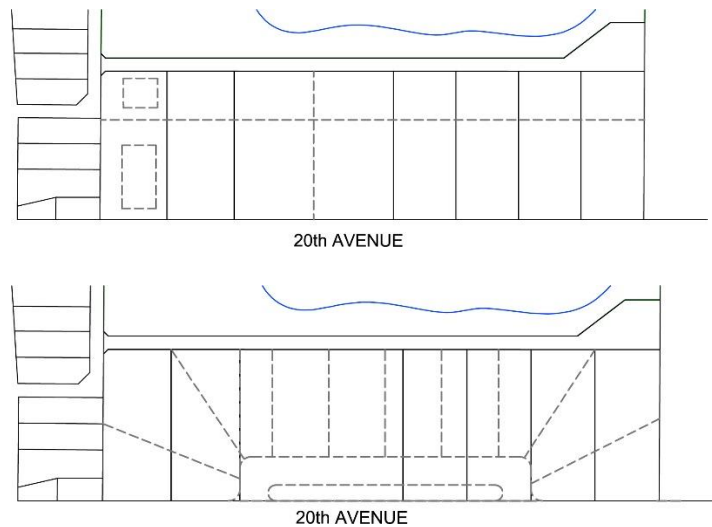
2.6 Residential Land Uses

2.6.1 Country Residential

The country residential development comprises 7 lots, including the existing farmstead. The proposed development, fronting onto 20 Avenue is consistent with existing development in Lethbridge County on the south side of 20 Avenue. The country residential lots provide a transition from lower density residential development to the typical neighbourhood densities which are consistent with current policy directives and support the efficient use of Town infrastructure.

Development of the country residential lots does not preclude long-range transition to a higher density housing form. While higher densities are not anticipated at this time or in the near future, the proposed lotting options shown below illustrate possible transitions from acreage lots to a clustered development similar in density to the adjacent residential neighbourhoods. Future housing types could include laneway carriage housing, single or semi-detached housing with shared driveway access or row-housing/townhouses.





Any future intensification of density will require an amendment to the Land Use Bylaw, including a Public Hearing.

2.6.2 Neighbourhood Residential

The neighbourhood residential development has been designed on a block-based roadway network to accommodate a broad range of lot sizes and housing types, including single detached, semi-detached, duplex, row housing or townhouses. The potential diversity of housing allows the area to respond to evolving needs of future residents.

2.7 Commercial Land Uses

2.7.1 Highway 3 Corridor

The Town Plan identifies the Highway 3 corridor for commercial uses. Access will be provided via 19A Avenue. A local entry to the residential neighbourhood south of the commercial development will provide an opportunity for a neighbourhood focus with convenient pedestrian access.

2.7.2 Current DC Parcel

A portion of the commercial corridor is currently zoned DC and is subject to the conditions of Development Permit No 2020-09 7. The subject parcel will accommodate interim uses for an undetermined period of time and is anticipated to transition to commercial uses as part of the Highway 3 Corridor.

2.8 Community Elements

2.8.1 Activity Nodes

As noted above, Prairie Crossing Gate creates an opportunity to develop a local activity node to service the future residents of the adjacent residential area. Commercial development will be readily accessible for vehicular traffic and active modes. The roadway has been designed to slow traffic to improve safety and enhance the pedestrian environment.

2.8.2 Fire/EMS Response

The neighbourhood is close to Fire and EMS facilities and it is anticipated that response times would be less than three minutes, well below typical recommended time frames.

2.8.3 Mail Delivery

Mail delivery will be provided per standard Canada Post protocol at the time of development.

■ 3.0 Open Spaces

3.1 Parks

Open space has been provided north of the country residential development to accommodate active and passive recreation and a buffer to the neighbourhood residential areas. The park, as shown on Figure 5: Open Space. Open Space, will provide spaces for informal gathering and pathways will connection to the overall pedestrian network which leads to commercial amenities along Highway 3 and other amenities in the Parkside neighbourhood to the west.

3.2 Connectivity

Residents will benefit from close proximity to commercial amenities with direct access through sidewalks and pathways. Connections to the adjacent Parkside neighbourhood and access to 20 Avenue will be maintained to provide pedestrian and vehicular links to the downtown core to the west. Sidewalks will be provided on both sides of the local streets to promote active modes. Pathways will be provided around the stormwater pond and connecting to the adjacent areas. Provision for a future roadway connection to the east will accommodate possible future expansion. The proposed connections have been shown on Figure 6: Connectivity Plan.

3.3 Reserve Dedication

The open space network provides for 3.3 acres of land surrounding the stormwater facility. This represents the 10% reserve dedication required for the subject lands and will provide a local open space amenity for future residents.



HIGHWAY 3

19a AVENUE

COMMERCIAL
1.15 ha±
(2.85 ac±)

COMM.
1.13 ha±
(2.79 ac±)

PRAIRIE CROSSING GATE

PRAIRIE CROSSING CIRCLE

PRAIRIE CROSSING LINK

PRAIRIE CROSSING CIRCLE

PARKSIDE GREEN

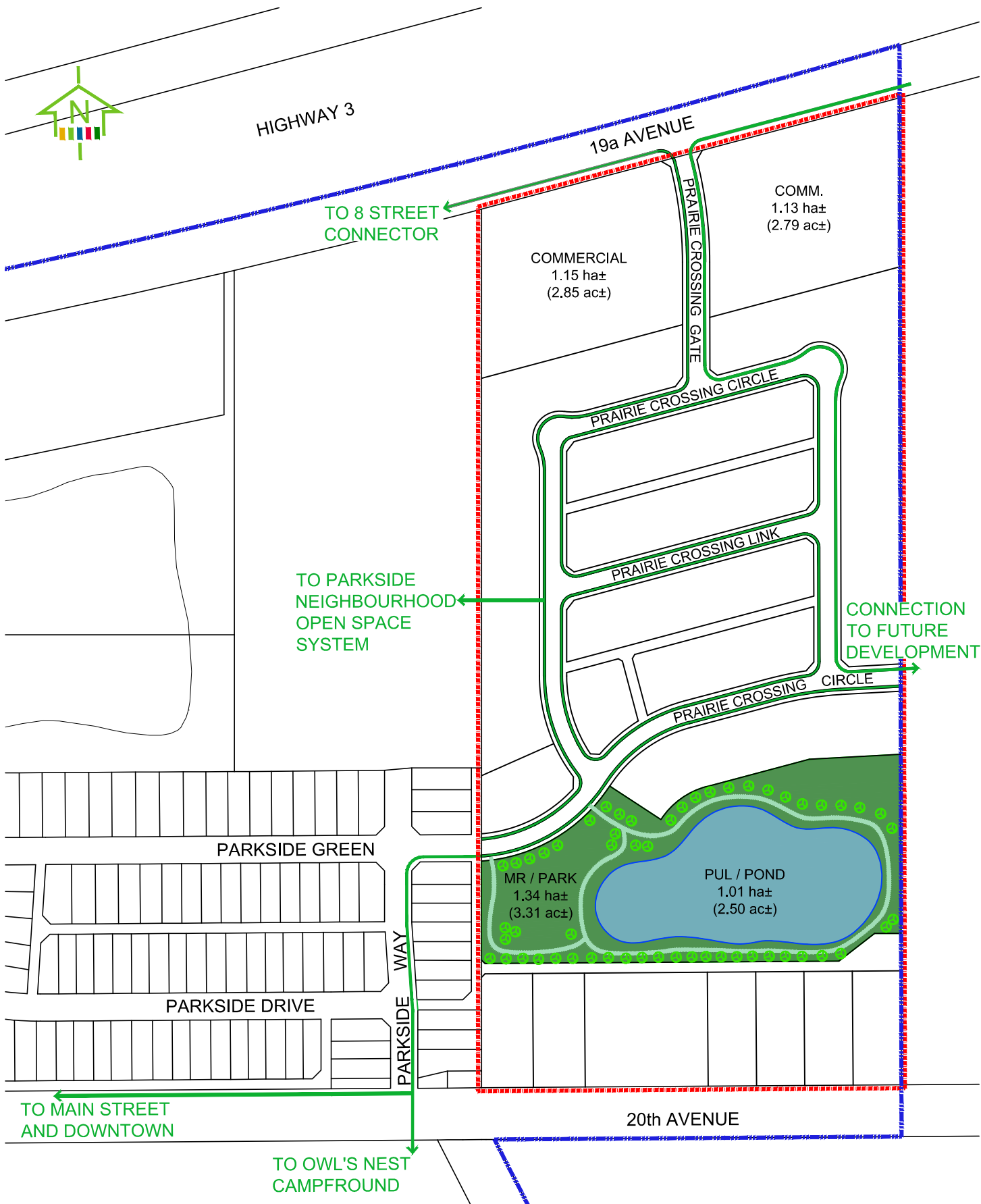
PARKSIDE DRIVE

PARKSIDE WAY

MR / PARK
1.34 ha±
(3.31 ac±)

PUL / POND
1.01 ha±
(2.50 ac±)

20th AVENUE



4.0 Transportation

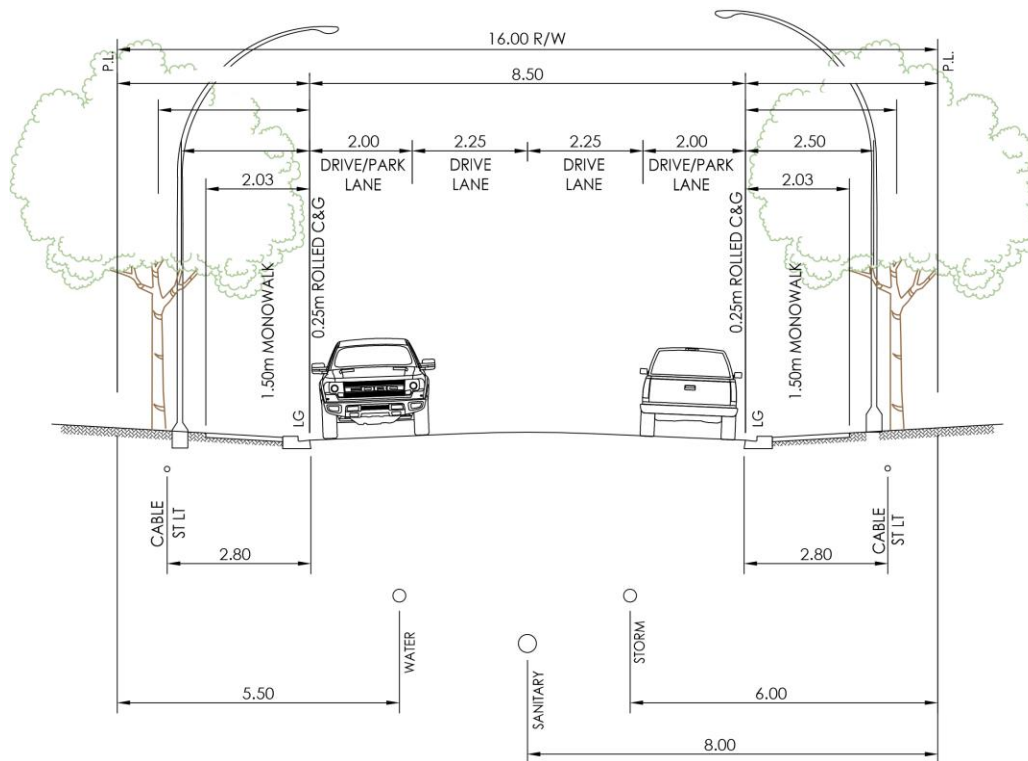
4.1 Access and External Road Systems

The proposed roadway concept has been shown on Figure 6. Connectivity Plan, which illustrates how the proposed development integrates with the existing transportation network.

4.2 Road Classifications

Local roadways will be developed to Town standards and connect to the adjacent road network. Lane access has been provided for a portion of the neighbourhood lots as well as for the country residential development to accommodate servicing infrastructure. A 16.0m ROW for the local roads is anticipated to accommodate street parking and sidewalks on both sides as shown on the cross-section below.

Figure 6: Proposed Roadway Concept



4.3 Traffic Impact Assessment

The Town does not currently have any policies that indicate when a traffic impact assessment (TIA) is required to be undertaken. Per typical engineering standards, a site that generates less than 100 trips during the peak hour does not require a TIA. Using trip generation rates from the City of Calgary, it is estimated that the proposed 7 initial residential lots in Prairie Crossing will generate 5 and 12

additional trips per hour in the AM and PM peaks, respectively. This is a negligible amount of traffic and will have minimal impact on existing traffic operations.

Per Alberta Transportation (AT), a detailed TIA is required when a development is located within the development control zone (more than 300 metres from provincial right-of-way or more than 800 metres from the centerline of a highway and public road intersection). The proposed development is located within this control zone, however, due to the low volumes of generated traffic from the 7 residential lots, a detailed TIA should not be required from AT for the proposed 7 residential lots.

In future phases of Prairie Crossing when larger areas of the developments and/or higher trip generation land uses (i.e. commercial) are developed, a TIA would likely be required. The scope of work of the TIA would need to be confirmed with AT and/or the Town and would likely include: the traffic impacts to the adjacent roadway network, including intersections off Highway 3, the internal road classification, etc.

4.4 Active Transportation Connections

Vehicular access will be provided along Prairie Crossing Gate from 19A Avenue, which functions as a service road to the commercial corridor. South access will be provided from 20 Avenue through the Parkside neighbourhood using the existing alignment. The access from 19A Avenue, Prairie Crossing Gate, provides an opportunity to develop an active node oriented to the north/south connector. The local roadway network through the neighbourhood residential area has been designed as a T-intersection to provide traffic calming while still allowing connections through to 20 Avenue.

4.5 Street Naming

The name Prairie Crossing has been chosen to identify the area as a distinct neighbourhood. The naming suggests a respect for the prairie environment and the integration of uses, promoting a small town feel and a welcoming environment for future residents. Prairie Crossing Link will provide the main access from the north and is envisioned as an active streetscape, serviced by local businesses and amenities. Prairie Crossing Circle provides access through the residential development and connects to existing roadways in the Parkside neighbourhood and a possible future link to the area east of the Town boundary.

■ 5.0 Utility Servicing

The utility designs for this development have been conceptually design in accordance with the findings of the Coaldale Infrastructure Master Plan, Dec 2019, MPE Engineering Ltd.

5.1 Water Servicing

Water servicing, as shown on Figure 7: Water Servicing. Water Servicing, is currently available with a 200mm waterline in Parkside Green, a 300mm waterline in 20th Avenue, and a 300mm waterline in 19th Avenue, approx. 230m east of 8th Street. The 300mm waterline in 19th Avenue would need to be extended to the boundaries of the development in order to provide a looped water system throughout the development. Single service connections to the acreage lots along 20th Avenue would have to be discussed with Coaldale since the connections are outside of the Pressure Sustaining and Metering Station.

5.2 Sanitary Servicing

Sanitary servicing, as shown on Figure 8: Sanitary Servicing. Sanitary Servicing, is currently available from Parkside Green with a 200mm sanitary sewer at the west side of the development, from 20th Avenue at Parkside Parkside Way, and in 19th Avenue, approx. 230m east of 8th Street. Sanitary service connections to the acreage parcels will require a sanitary sewer extension east along 20th Avenue. The commercial lands in the north of the parcel may require the extension of the sanitary sewer in 19th Avenue. This will be determined during detailed design.

5.3 Stormwater Servicing

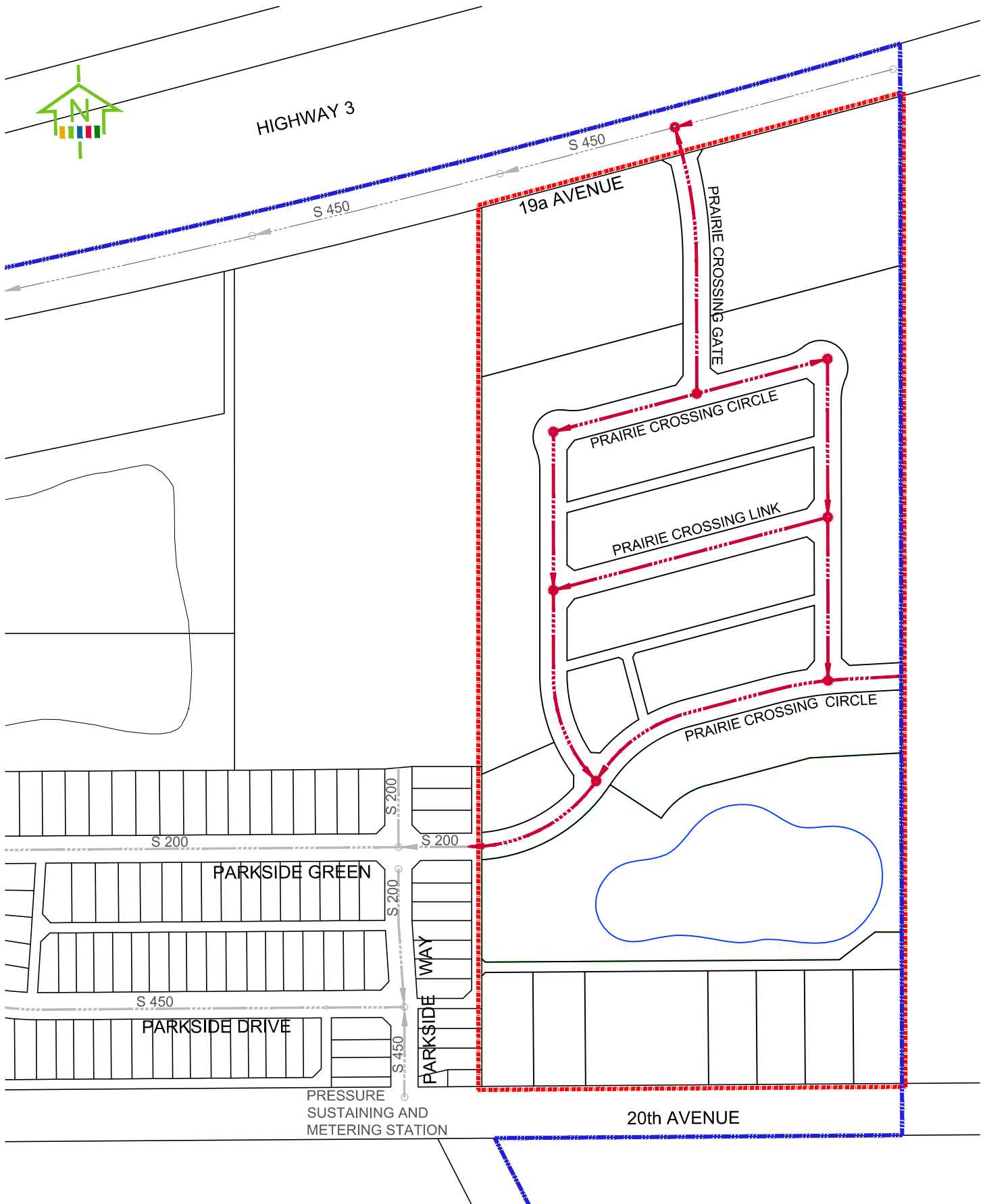
The stormwater management facilities have been conceptually sized based on the Coaldale Infrastructure Master Plan, Dec 2019, MPE Engineering Ltd, as shown on Figure 8. Stormwater Servicing. This site is located immediately east of Area 'K' and the 8th Street Pond. A 750mm storm sewer is extended from the pond to the west side of the site in Parkside Green. The 8th Street Pond is designed with a zero discharge rate and only discharges into the South Malloy Drain when capacity is available after a storm event. This same criteria will apply to this site, and discharges will be through the 750mm storm pipe when downstream capacity is available.

The pond is located in the south-central area of the site that coincides with the current topographic low spot, where connection to the 750mm storm sewer is easiest.

The storm sewers and drainage throughout the site will be designed based on a dual drainage concept where sewers will be designed to accommodate an approx. 1 in 5 year storm event. For larger events up to a 1:100 year event, the roads and grades will be designed to provide short term storage capacity, and safely convey drainage to the storm pond.

5.4 Shallow Utilities

The franchise utility company's will be contacted as the development progresses. Shallow utilities for the development will be extended from existing utilities within Coaldale. The residential portion will require single phase power and be serviced with underground shallow utilities. The power requirements of the commercial have yet to be determined, but may include three phase power requirements. Electrical utilities for the commercial are likely to be by overhead power along 19th Avenue.





HIGHWAY 3

19a AVENUE

COMMERCIAL
1.15 ha±
(2.85 ac±)

COMM.
1.13 ha±
(2.79 ac±)

PRAIRIE CROSSING GATE

PRAIRIE CROSSING CIRCLE

PRAIRIE CROSSING LINK

PRAIRIE CROSSING CIRCLE

ST 750

ST 750

ST 200

ST 750

PARKSIDE GREEN

ST 200

ST 450

PARKSIDE DRIVE

ST 200

ST 200

PARKSIDE WAY

MR / PARK
1.34 ha±
(3.31 ac±)

PUL / POND
1.01 ha±
(2.50 ac±)

20th AVENUE

■ 6.0 Engagement

Early discussions with the Town administration and current policy direction informed the initial design of the neighbourhood.

Subsequently, the preliminary design for the Prairie Crossing ASP/Outline Plan was presented for public and stakeholder review as part of a hybrid virtual/in-person engagement process. Notification was provided through direct mailings to adjacent landowners and postings on the Town's website.

A virtual open house and online survey were conducted prior to formal submission of the application and followed by an in-person information session to solicit feedback and garner support. Input from the engagement process was generally positive, particularly with respect to the mix of uses, location of country residential development and open spaces. There was also support for the commercial development adjacent to Highway 3.

There were concerns expressed regarding the specifications for the local roadways. The Prairie Crossing Outline Plan proposes a typical 16.0 m cross-section which accommodates street parking and sidewalks on both sides.

7.0 Summary

The proposed Prairie Crossing development will be a logical extension of current development within the Town and will be consistent with the intent of the 2018 annexation and the current policies and development regulations. The flexible design will allow refinement of the neighbourhood housing component to respond to market demand as development proceeds.