

Town of Cochrane

BYLAW NO. 15/86

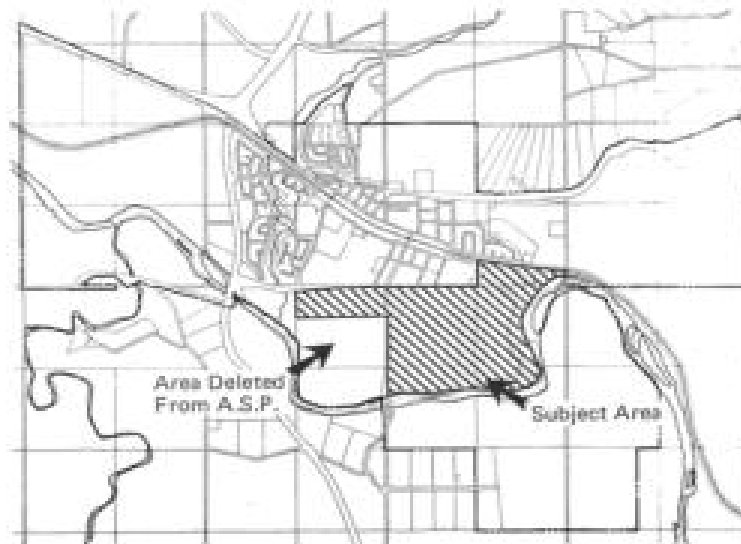
Being a Bylaw amending the Industrial Area Structure Plan Bylaw No. 16/81 for the Town of Cochrane, in the Province of Alberta.

WHEREAS pursuant to the provisions of Section 64(1), of the Planning Act, Chapter P-9 of RSA, 1980, the Council of the Town of Cochrane (hereinafter called the Council) has adopted the Industrial Area Structure Plan Bylaw No. 16/81, and

WHEREAS the Council deems it desirable that the Industrial Area Structure Plan Bylaw No. 16/81 be amended,

NOW THEREFORE the Council hereby enacts as follows:

1. The subject area of this Industrial Area Structure Plan as shown on the following sketch is amended by deleting those lands situated south of the Spray Lakes Saw Mill operation, west of River Avenue and bounded to the west and south by the Bow River as follows:



2. Any reference to the aforementioned lands throughout the remainder of this Area Structure Plan is deleted.

BYLAW NUMBER 16/81

Town of Cochrane in the Province of Alberta

Being The Cochrane Industrial Area Structure Plan Bylaw.

- WHEREAS Section 62 of The Planning Act, 1977, as amended, being Chapter 89 of the Statutes of Alberta, provides that a Council of a Municipality may adopt an Area Structure Plan which provides a framework for subsequent subdivision and development of an area of land within its Municipal boundaries; and
- WHEREAS the Council of the Town of Cochrane in the Province of Alberta (hereinafter called the Council) did direct the preparation of an Area Structure Plan for those lands bounded on the west, south and east by the Dow River and on the north by Griffin Road and by the west boundary of the SE 1/4 of Section 2, Township 26, Range 4, west of the Fifth Meridian, south of the C.P.R. right-of-way and north of Griffin Road;
- WHEREAS an Area Structure Plan has been prepared under the direction of Council;
- NOW THEREFORE the Council of the Town of Cochrane, in open meeting assembled, hereby enacts as follows:
1. This Bylaw may be cited as "The Cochrane Industrial Area Structure Plan Bylaw."
 2. The Cochrane Industrial Area Structure Plan being Schedule "A" attached hereto and forming part of this Bylaw; is hereby adopted
 3. This Bylaw comes into full force and effect upon third reading.

READ A FIRST TIME this 25rd day of May, 1981 A.D.




MAYOR

TOWN MANAGER

READ A SECOND TIME this 22nd day of October, 1981 A.D.

READ A THIRD TIME and finally passed this 22nd day of October, 1981 A.D.

Certified an Original


MAYOR

TOWN MANAGER

Cochrane Industrial Area Structure Plan

BEING SCHEDULE 'A' TO BYLAW NO. 16/81 OF THE TOWN OF COCHRANE, PURSUANT TO THE "COCHRANE INDUSTRIAL AREA STRUCTURE PLAN BYLAW" ADOPTED THE 22nd DAY OF OCTOBER 1981 A.D.

Certified an Original

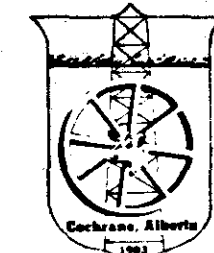
MAYOR *Carolyn Godfrey*
TOWN MANAGER *Michael...*

Introduction

This Area Structure Plan has been prepared to provide a comprehensive plan for industrial growth in Cochrane.

Plan Objectives:

- To provide a land use concept for the study area
- To establish a logical phasing for development
- To designate the general location and standards of major transportation routes.
- To establish land use policies in accordance with the Town's General Municipal Plan of March, 1980.



Town of Cochrane

Terms of Reference:

On May 11, 1981 the Town Council of Cochrane passed a motion requiring an Area Structure Plan be prepared for the study area prior to it considering further industrial development applications.

Section 62 of The Planning Act 1977 stipulates that an Area Structure Plan shall:

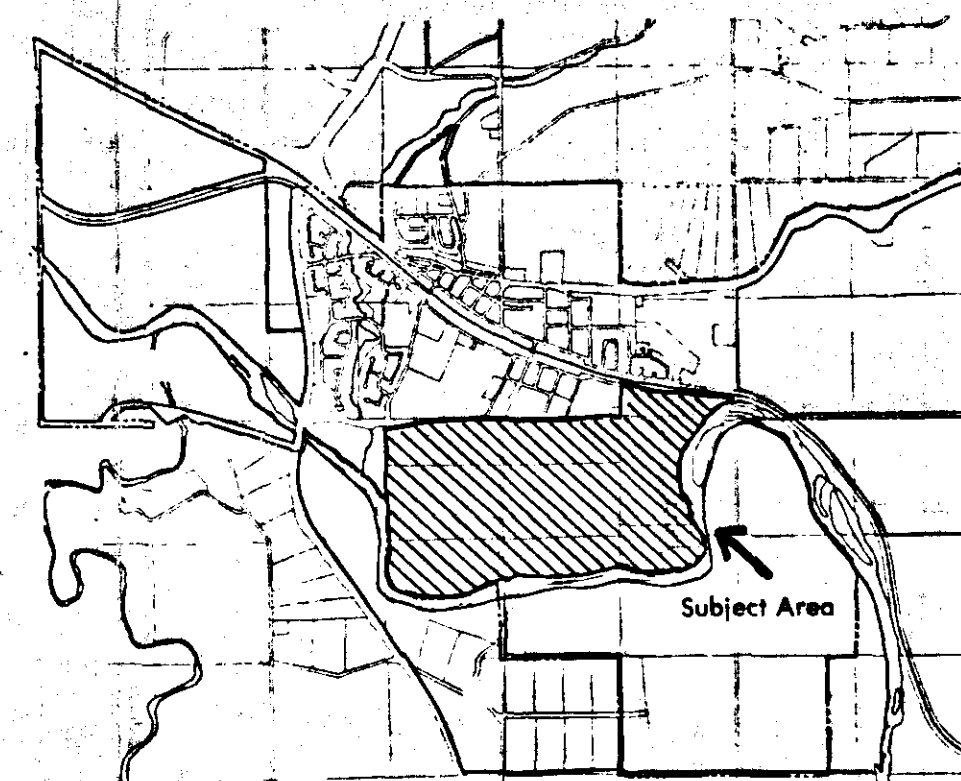
- conform to any general municipal plan in existence and affecting the area that is the subject of the area structure plan;
- describe
 - the sequence of development proposed for the area;
 - the land uses proposed for the area, either generally or with respect to specific parts of the area;
 - the density of population proposed for the area either generally or with respect to specific parts of the area; and
 - the general location of major transportation routes and public utilities;
- contain such other matters as the council considers necessary."

1977 c89 s62

Further reference should be made specifically to Sections 45, 92-95 & 99 of Chapter 89 of the Statutes of Alberta and The Cochrane General Municipal Plan regarding their relevance to this plan.

Location

The subject area consists of approximately 233 hectares [575 acres]. It is bounded on the west, south and east by the Bow River and on the north by Griffin Road; the west boundary of the S.E. 1/4 of Section 2, Township 26, Range 4, W5M and the CPR tracks. The subject area contains portions of the east 1/2 of Section 34; those portions of Section 35 lying north and west of the Bow River all lying within Township 25, Range 4, west of the 5th meridian; and that portion of Section 2, Township 26, Range 4, west of the 5th meridian lying south of the C.P.R. tracks; all lying within the corporate limits of the Town of Cochrane.



Bylaw No. 16/81 Town of Cochrane in the Province of Alberta

Being the Cochrane Industrial Area Structure Plan Bylaw

WHEREAS

Section 62 of The Planning Act, 1977, as amended, being Chapter 89 of the Statutes of Alberta, provides that a Council of a Municipality may adopt an Area Structure Plan which provides a framework for subsequent subdivision and development of an area of land within its Municipal Boundaries; and

WHEREAS

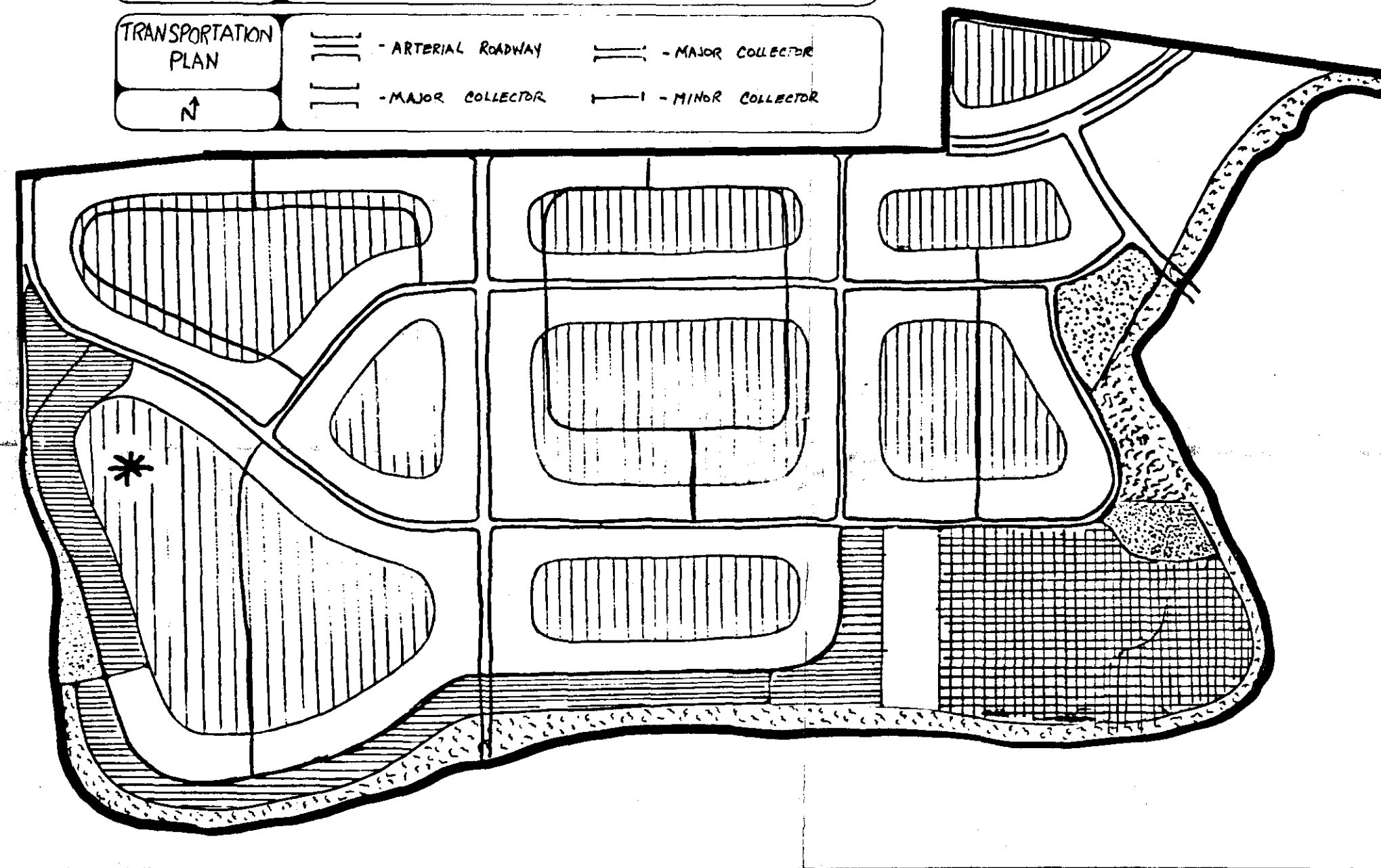
the Council of the Town of Cochrane in the Province of Alberta (hereinafter called the "Council") did direct the preparation of an Area Structure Plan for those lands bounded on the west, south, and east by the Bow River and on the north by Griffin Road and by the west boundary of the S.E. 1/4 of Section 2, Township 26, Range 4, west of the Fifth Meridian, south of the C.P.R. right-of-way, and north of Griffin Road;

NOW THEREFORE

- the Council, in open meeting assembled, hereby enacts as follows:
- This Bylaw may be cited as the "Cochrane Industrial Area Structure Plan Bylaw";
 - The Cochrane Industrial Area Structure Plan is incorporated herein and forming part of this Bylaw;
 - This Bylaw comes into full force and effect upon third reading.

Area Structure Plan

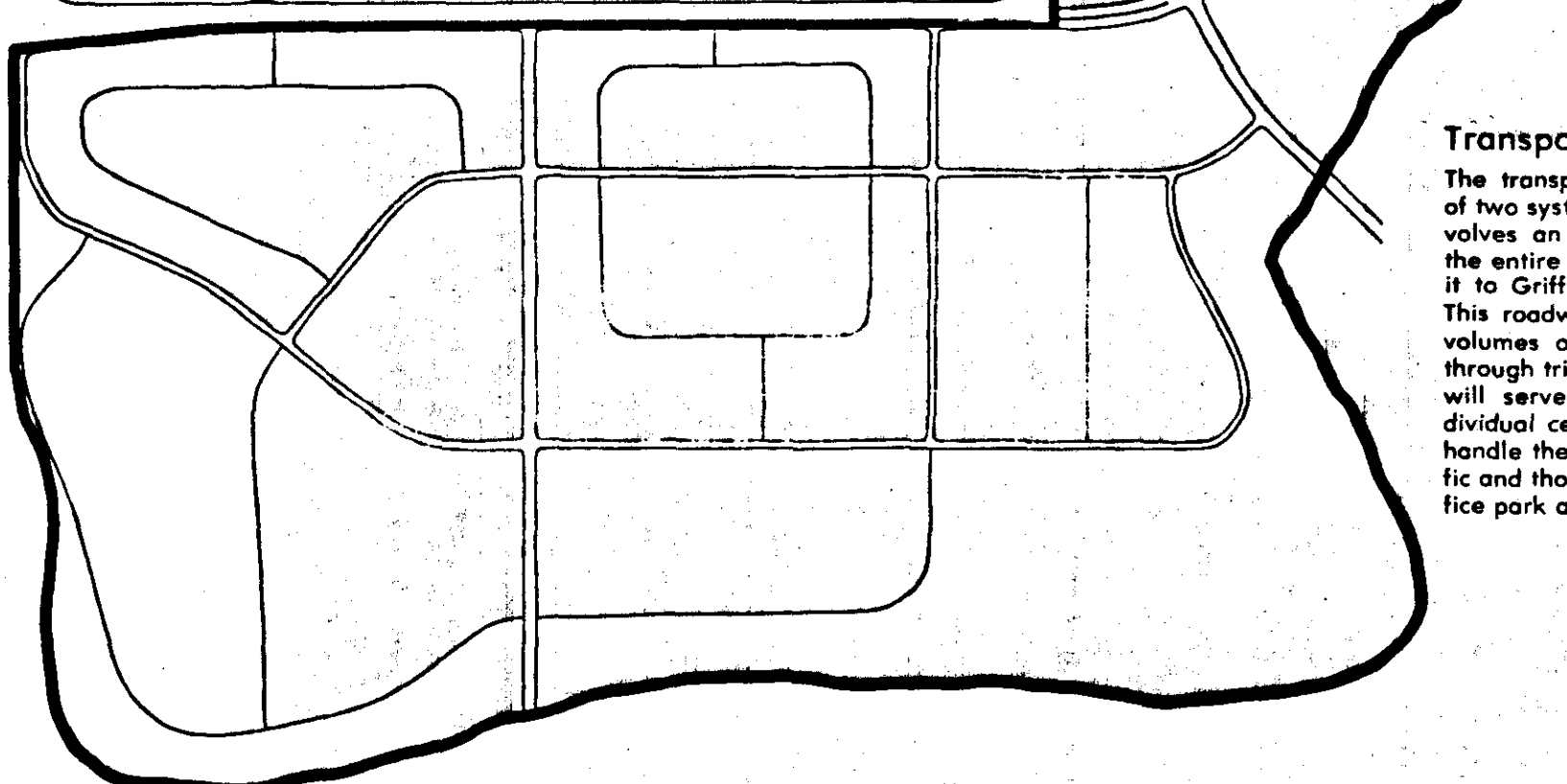
LAND USE		M2		ER	* FUTURE WATER TREATMENT PLANT
		MI		MR	
TRANSPORTATION PLAN		ARTERIAL ROADWAY		MAJOR COLLECTOR	
		MAJOR COLLECTOR		MINOR COLLECTOR	



Transportation Plan

"It is not always necessary, however, to determine the precise size or date of implementation of these major facilities although the rights of way required should be protected". P.6 Delcan Transportation Study March, 1981.

TRANSPORTATION PLAN		ARTERIAL ROADWAY		MAJOR COLLECTOR
		MAJOR COLLECTOR		MINOR COLLECTOR



Transportation

The transportation network consists of two systems. The major system involves an internalized loop serving the entire study area and connecting it to Griffin Road and Highway 22. This roadway will handle the major volumes of heavy truck traffic and through trips. The minor road system will serve the extremities and individual cells of the study area and handle the more localized truck traffic and those trips destined to the office park areas.

Griffin Road

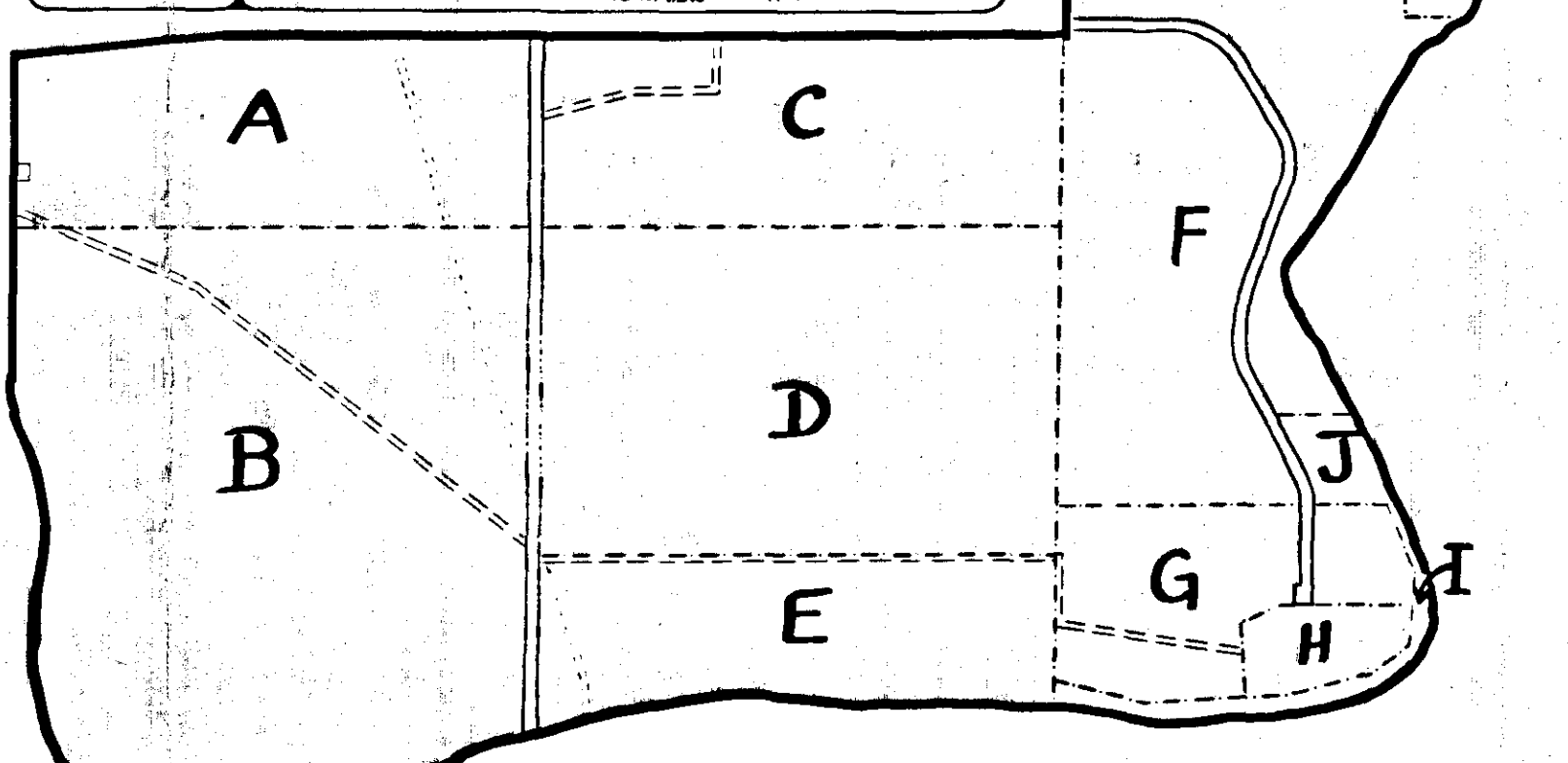
This major road will provide the only major east-west road in Cochrane other than Hwy. 1A. For future growth, a sufficient right of way should be protected to ensure that future traffic growth can be accommodated. It is questionable whether or not property should be allowed to front on Griffin Road within the area structure plan.

River Avenue

Access to River Avenue shall be as adopted by the Transportation Study.

Existing Conditions

EXISTING CONDITIONS	UTILITIES	LAND OWNERSHIP	F - GRIFIN & GRIFFIN LTD
	--- GAS	A - SPRAY LAKES SAWMILL LTD	B - GRIFIN & GRIFFIN LTD
	--- SEWER	C - THE WILRICH DEVELOPMENT CO. LTD	D - TOWN OF COCHRANE
	--- ELECTRICAL	E - M.D. OF ROCKYVIEW	F - TOWN OF COCHRANE



Canadian Land Inventory Soils Classification

The Canadian Land Inventory classifies the soils in the subject area as 6 M.P. Such soils are not conducive to intensive agricultural uses because of moisture and stoniness.

Parcel	Registered Owner	Area		Current Land Use Designation	Current Use
		Hectares	Acres		
A	Spray Lakes Sawmill Ltd.	23.68	58.5	M-2	Sawmill & Related Uses
B	Tomol Holdings Ltd.	63.85	157.71	A	Vacant
C	The Wilrich Development Co. Ltd.	24.29	60.0	M-1	Vacant
D	Active Excavating Ltd.	40.48	100.0	A	Gravel Mining, Concrete & Asphalt Batch Plants
E	Municipal District of Rockyview	18.31	45.22	A	Gravel Pit and Related Uses
F	Griffin & Griffin Ltd.	38.07	94.03	M-2	Two Residences, Balance Vacant
G	Griffin & Griffin Ltd.	13.36	33.0	A	Griffin Park
H	Town of Cochrane	3.30	8.16	A	Access Road, Sewage Lagoon & Related Uses
I	Town of Cochrane	2.02	4.99	A	Vacant - Community Reserve
J	Town of Cochrane	3.41	8.43	MR	Vacant
K	Town of Cochrane	2.02	5.00	M-2	Vacant

Other Considerations

Phasing Plan

Development Staging	Industrial Site	Hectares	Acres	Development Timetable
1.	Tomol Holdings	64	158	1981-1987
2.	Griffin & Griffin	38.1	94	1981-1990
3.	Bow View Industrial Pk.	24.3	60	1983-1989
4.	Spray Lakes Sawmills Ltd.	24.3	60	1988-1994
5.	M.D. Rockyview	18.3	45	1990-1998
6.	Active Excavating Ltd.	40.4	100	1995-2010

- The prioritizing of the phasing of development is only a possible phasing and is not intended to prejudice the earlier or later development of any of the subject parcels.
- These are grass areas and do not make provision for existing or future roads or municipal or environmental reserves.

Servicing

Because of the sanitary sewer line traversing the property, and the ready availability of water, gas, and power, any of the individual parcels are readily servicable. Development should proceed from north to south to take advantage of the natural extension of existing services. A new water inlet location is identified together with a possible future water treatment facility as recommended in Brisbin Gates' Utility Systems Infrastructure Report of March, 1981.

Soils

An intensive soils investigation has been completed and a water table monitoring program is presently in progress on the Tomol Lands. The soils report which is available in the Town Office, indicates the subject lands are excellent for industrial development. Because the balance of the lands within the boundaries of this area structure plan exhibit the same geological characteristics as the Tomol Lands, it may be reasonably assumed that the balance of the lands will exhibit similar engineering characteristics as the Tomol Lands.

Topography

Although there are two escarpments within the study area it has been determined that through the cutting and filling process that their impact on the design of the various cells will be minimal.

Environmentally Sensitive Areas

The river's edge and the coulees in north east corner of the study area are the only features which may have the potential of being environmentally sensitive areas. Further study will be required to determine to what extent this may be the case.

Environmental Reserve

Future developments must demonstrate the applicability of their lands to be removed in whole or in part from the proposed environmental reserve as defined by the Department of the Environment. The Environmental Reserve [ER] forms a major portion of the River Parkway System.

River Parkway [MR] System

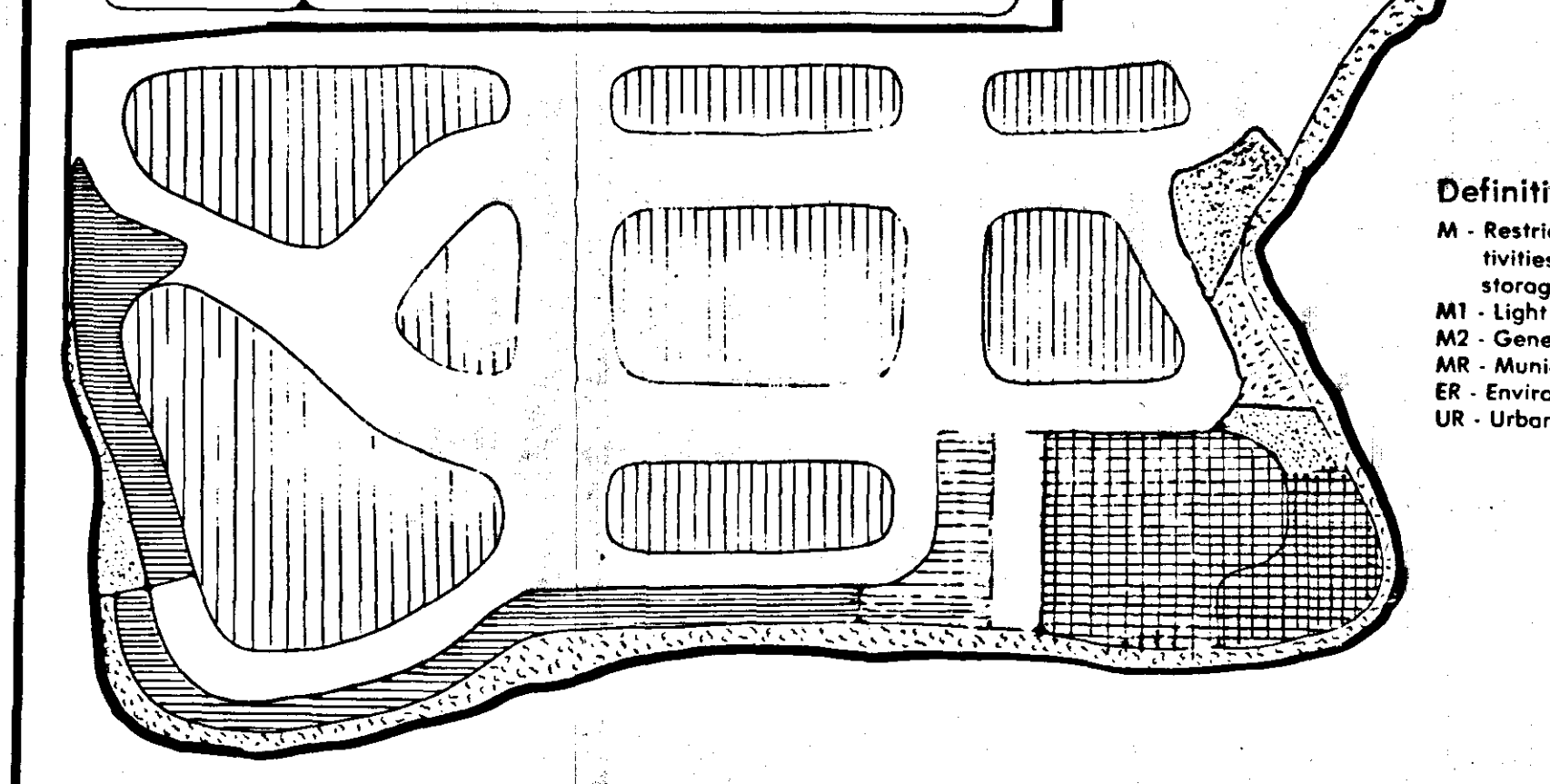
Municipal Reserve should be required where necessary to complement and ensure the preservation and continuity of the River Parkway System.

Municipal Reserve

Municipal Reserve will be provided by full land dedication where deemed necessary.

Land Use Plan

LAND USE		M2		ER	* FUTURE WATER TREATMENT PLANT
		MI		MR	
TRANSPORTATION PLAN		ARTERIAL ROADWAY		MAJOR COLLECTOR	
		MAJOR COLLECTOR		MINOR COLLECTOR	



Definitions

- M - Restricted Light Industrial. All activities inside building. No outside storage.
- M1 - Light Industrial
- M2 - General Industrial
- MR - Municipal Reserve
- ER - Environmental Reserve
- UR - Urban Reserve

Land Use

- The primary objectives in determining the land use pattern were:
 - To minimize the impact of the study area on surrounding land uses.
 - To minimize the impact of the M-2 district on other land uses within the study area.
 - To provide a transition between land uses where possible.
 - To provide access consistent with anticipated use.
 - To protect the riverbank and provide for the proposed River Parkway System.
- Consideration was given to the Existing Conditions, Transportation Plan, and other considerations found in the document and along with the nature of the industrial uses.
- The results is a land use pattern which provides: (1) a general transition from heavy industry to the river, (2) M-2 uses are internalized within the individual development cells, (3) M-1 districts being used to front onto the major roadways thereby acquiring prime transportation access and acting as a buffer to the M-2 activities, (4) The M district being located adjacent to the river providing views for the office worker while acting as the transition between the proposed River Parkway System and the more intense industrial uses to the north.