

Town of Innisfail

North Area Structure Plan



APRIL 2021



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NORTH AREA STRUCTURE PLAN

1.0 Introduction

The lands within the northern portion of the Town of Innisfail are long-term expansion areas for future residential, commercial, and industrial growth and open space. The intent of this plan is to provide guidance on the type of development envisioned for the area and to ensure that development proceeds in an orderly and economical manner.

1.1 General Purpose

The purpose of the North Area Structure Plan is to provide a comprehensive planning framework for land uses and development focusing on the compatibility of land use patterns and the conservation of sensitive features. By outlining the general pattern for land uses, major roads and utility services for the area, the area structure plan provides a starting point for the preparation of more detailed outline plans, subdivisions and detailed engineering for individual landholdings. The policies of the area structure plan will be used to guide land use designation and subdivision decisions.

1.2 Document Structure and Application

This document has been written in two major parts:

Part A provides context and background based on information known at the time that this Plan was being prepared. *This part of the document is presented for the information of the reader and is not to be interpreted as policy statements.*

Part B is the Approved Plan for the North Innisfail area. It provides an overarching goal and key principles upon which the policies of the Plan are based along with a land use concept, servicing concepts and policy statements which collectively communicate the desired future direction. While additional background and descriptive information may be provided, *only those statements expressly identified as a policy have any bearing on future planning and development related decisions.*

The individual policy statements are listed in each topic area and are assigned an identification number and a quick reference description.

PART A: CONTEXT AND BACKGROUND

2.0 Location

The Plan Area consists of approximately 783 hectares of land forming the north end of the Town of Innisfail. It includes all or part of the following quarter sections:

NW 27-35-28-W4	NW 29-35-28-W4	SW 33-35-28-W4
NE 27-35-28-W4	NE 29-35-28-W4	SE 33-35-28-W4
SW 27-35-28-W4	SE 29-35-28-W4	SW 34-35-28-W4
NW 28-35-28-W4	SW 32-35-28-W4	SE 34-35-28-W4
NE 28-35-28-W4	SE 32-35-28-W4	SW 35-35-28-W4

The Plan Area is bounded on the west by Highway 54 and on the east by the QE 2 Highway. The Town’s north boundary forms the north limits of the Plan Area. These lands are illustrated by the Plan Area boundary shown on *Map 1: Plan Area*.

3.0 Planning Framework

This section provides a high level summary of planning related legislation and Town plans that have a bearing on the contents of the North Area Structure Plan. Legislation and other plans change from time to time. The exact wording of the most current statute or approved plan should be consulted as decisions that implement the direction of the area structure plan are being made.

3.1 ENABLING LEGISLATION – MUNICIPAL GOVERNMENT ACT

The North Area Structure Plan is in effect as a statutory plan within the Town of Innisfail boundary. This Plan is considered an Area Structure Plan under Part 17 of the Municipal Government Act. Part 17 requires that an area structure plan:

- Describe the sequence of development proposed for the area;
- Describe the land uses proposed for the area either generally or with respect to specific parts of the area;
- Describe the density of population proposed for the area either generally or with respect to specific parts of the area;
- Describe the general location of major transportation routes and public utilities;
- Be consistent with any intermunicipal development plan in respect of land that is identified in both the area structure plan and the intermunicipal development plan;
- Be consistent with the Town’s Municipal Development Plan;

- Be consistent with the Provincial Land Use Policies or, where available, a regional plan under the Alberta Land Stewardship Act.

3.2 ALBERTA LAND USE POLICIES AND REGIONAL LAND USE PLAN

The purpose of the Alberta Land Use Policies is to manage growth and to sustain the province's growing economy while balancing growth with Alberta's social and environmental goals. These policies provide a framework for statutory plans and planning decisions so that local land use planning is supportive of Provincial land use goals.

The policies that relate to the establishment of land use patterns are an example of the type of guidance provided. They are:

- *Municipalities are encouraged to establish on a municipal and an intermunicipal basis, land use patterns which provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses developed in an orderly, efficient, compatible, safe and economical manner...*
- *Municipalities are encouraged to establish land use patterns which embody the principles of sustainable development, thereby contributing to a healthy environment, a healthy economy and a high quality of life.*
- *Municipalities are encouraged to establish land use patterns which contribute to the provision of a wide range of economic development opportunities, thereby enhancing local employment possibilities and promoting a healthy and stable economy. In carrying out land use planning, municipalities are encouraged to complement and support provincial economic development initiatives.*
- *Municipalities are encouraged to establish land use patterns which accommodate natural resource extraction or harvesting and processing, manufacturing and other industrial development while, at the same time, minimizing potential conflict with nearby land uses and any negative environmental impact.*
- *Municipalities are encouraged to establish land use patterns which provide the opportunity for a variety of residential environments which feature innovative designs and densities, and which make efficient use of existing facilities, infrastructure and public transportation.*
- *Municipalities are encouraged to establish land use patterns commensurate with the level of infrastructure and services which can be provided, regardless of whether the infrastructure and services are provided municipally, communally, individually, or by a utility company. Municipalities are encouraged to coordinate the provision of infrastructure and services with neighbouring municipalities.*

- *Municipalities, within legislative limits, are encouraged to establish land use patterns which complement their municipal financial management strategies, thereby contributing to the financial health and viability of the municipality.*

The 1996 Land Use Policies also address the topics of natural environment, resource conservation, transportation and residential development.

Until such time as a regional plan for the Red Deer Region under the Alberta Land Stewardship Act and the Alberta Land Use Framework is created, the 1996 Land Use Policy document is in effect.

Other legislation also applies to various aspects of the development of land. This includes, but is not limited to, the Migratory Birds Act, the Public Lands Act, the Surveys Act, the Pipeline Act, the Water Act, and the Highways Development and Protection Act.

3.3 RED DEER COUNTY/TOWN OF INNISFAIL INTERMUNICIPAL DEVELOPMENT PLAN

The Intermunicipal Development Plan (October 2006) adopted by Red Deer County and the Town of Innisfail seeks to balance land use planning in the County lands around the Town with future urban expansion. Its purpose is to provide guidance on land use decisions so that the physical, social and economic environments within both Town and County are not impacted in a negative fashion.

The Land Use Concept of the IDP provides high level, general direction on future land uses. It expects that area structure plans will be created for those areas where no area structure plan exists before these areas are subdivided and developed. The area structure plan is expected to provide more specific information regarding land uses and to be the main tool for discussions regarding consistency with the IDP policies.

The Land Use Concept recognizes the portion of the North Area Structure Plan that was in place on Town lands prior to 2006. It also identifies all of the lands that were annexed in 2007. These annexed lands are being added to the North Area Structure Plan area. The IDP Land Use Concept identifies these areas for residential west of C&E Trail, industrial east of C&E Trail, recreation for the Innisfail Golf Course, and open space along drainage corridors and creeks.

3.4 TOWN OF INNISFAIL MUNICIPAL DEVELOPMENT PLAN

The Municipal Development Plan (consolidated as of April 2007) provides guidance for the preparation of area structure plans.

Its Future Land Use Concept map allocates the lands lying west of C&E Trail for future residential neighbourhoods. This includes major recreation land uses such as the Innisfail Golf Course and the ski hill and future public uses for schools and a new Town cemetery. The area east of C&E Trail and extending over to the QE 2 Highway 2A is slated for future industrial and commercial uses. Future industrial use accounts for most of the area with a node of commercial use identified close to the QE 2 interchange between the two provincial highways. Discovery Wildlife Park is also identified as commercial use being a commercial recreation facility.

Areas where the Municipal Development Plan provides additional guidance for the area structure plans include:

- Establishment of a hierarchy of roads, right-of-way standards and identification of future arterial roads
- Use of municipal reserves to provide buffers, parks, and school sites
- Direction on the desired forms of housing, maximum residential density and location of higher density housing opportunities
- Development standards for commercial and industrial areas
- Provision of linear open space, local parks, school sites and trails within residential areas
- The ability to require preparation of a statutory (e.g. area structure plan) or a non-statutory plan (e.g. outline plan) before the subdivision and/or development of any large tract of land

3.5 HAZELWOOD ESTATES OUTLINE PLAN

The Hazelwood Estates Outline Plan was originally created in 2007 and was updated in 2016. It provides a detailed land use pattern, subdivision layout and servicing plans as proposed by Malibu Communities. The plan covers 39.2 hectares (96.86 acres) in the NE 29.

The residential neighbourhood described in the outline plan is expected to have 401 dwelling units when full built out. This means it will achieve a density of 10.83 units per gross hectare of developable area. The future population is projected to be 1,281 persons. Most of the housing (308 out of 401) will be low density, detached dwellings. The remaining 93 units will consist of duplexes and row housing.

The neighbourhood features a large portion of a future school site located in the northeast part of the plan. Smaller local parks are provided along with linear park corridors that accommodate trails and pedestrian cut-throughs. As of December 2019, four out of the eleven phases of development had been subdivided creating 156 parcels for detached dwellings and duplexes. The majority of these parcels are occupied by a dwelling.

3.6 DODD'S LAKE OUTLINE PLAN

The Dodd's Lake Outline Plan was adopted in 2011 and was prepared on behalf of the Greenwood family as owners of the portion of the NW 28 that lies west of C&E Trail. It provides a detailed land use pattern, subdivision layout and servicing plans for 51.92 hectares (128.28 acres) lying north of Dodd's Lake and west of C&E Trail.

The residential neighbourhood envisioned for the NW 28 consists of low, medium and high density forms of housing at an average density of 14.55 units per gross hectare of developable land. Of the planned 736 dwelling units, 361 are expected to be in the form of apartment style units and row housing units. The future population that could be accommodated is projected to be 1,658 persons.

The design for the neighbourhood places multi-family forms of residential along C&E Trail in a node around a future local commercial site. A series of small, local parks connect to linear park corridors and storm water management ponds. A trail network ties the various open space areas together and connects to future trails around Dodd's Lake and along C&E Trail and links to the school site in Hazelwood Estates. Two small pocket ponds/wetlands along the west side of the neighbourhood are identified for preservation as environmental reserve.

3.7 TRAILS & PEDESTRIAN MASTER PLAN

The Trails & Pedestrian Master Plan was created in 2019 to inventory the Town's existing and planned trails, identify desired directions and priorities, and map out a plan for expanding the Town's trail network. The Master Plan sets out design expectations for the planning and construction of future trails. This includes such items as the creation of trailheads with parking, signage along trails, fencing, landscaping and benches and similar amenities for users. It describes the regulatory requirements to be met prior to construction recognizing that much of the desired routes for trails will be along or pass closely to natural areas and environmental features such as lakes and creeks.

The Master Plan identifies future trail routes based on the 2001 North Area Structure Plan and approved outline plans. It documents general aspirations for expansion of the trail network into the North Innisfail area as the area develops or as trail capital projects are constructed (e.g. regional connector trail in advance of development). More detailed planning on future trails in newly developing areas is expected to be addressed in area structure plans, including the application of crime prevention through environmental design (CPTED) principles in neighbourhood and open space design.

3.8 HOUSING DISCUSSION PAPER

In 2017 the Town of Innisfail prepared a Housing Discussion Paper to survey the overall housing situation in the community and to identify options that could be considered to encourage more housing in the community. It summarizes discussions relating to the housing priorities of the community as a foundation for a comprehensive housing policy. While no formal policy has flowed from the discussion, the paper emphasizes the community's interest in having a diverse supply of dwelling units that is capable of responding to the variety of needs and preferences of different households for future and current residents.

In terms of the North Area Structure Plan, the Housing Discussion Paper notes that area structure plans can provide more refined policy and site-specific goals and requirements to direct development. These plans can outline specific population densities and housing forms, as well as provide provisions for the allocation of lands for social housing and facilities (i.e. day cares, community rooms, non-profit organizations).

3.9 INDUSTRIAL STRATEGY

The Industrial Strategy was adopted in 2015 with the purpose of communicating the actions the Town is prepared to undertake to promote increased industrial investment in the community. Creating opportunities for local employment is viewed as part of building a complete community. Two of the three strategic areas identified to accommodate future industrial growth fall within the North Area Structure Plan.

Of the ten strategic directions identified, the following have a relation to the North Area Structure Plan:

- Private or partial municipal servicing opportunities to offset the costs of providing full municipal services
- Securing utility rights of way for key infrastructure extensions
- Preparing potential subdivision layouts to assist landowners

The Industrial Strategy led to the creation of a Land Use District in the Town's Land Use Bylaw which allows for the development of privately serviced industrial parks. The target area for the use of these Districts is the northeast portion of the Plan Area between Highway 2A and the Qe2 Highway.

In 2015, Waterline Resources provided a high level desk top evaluation of accessing groundwater resources in this area. The evaluation indicated that, while more detailed study is required when the precise needs of a commercial/industrial user are known, the average well yields are mapped between 113.7 to 454.6 L/min and the average yield of existing wells is 66 L/min. Further, existing wells are at shallower depths while greater yields are expected for well depths greater than 70m and connecting to the deeper, regional aquifer.

4.0 Plan Area Context

This section provides an overview of the Plan Area as of the time that this Plan was written. *Map 1: Plan Area* and *Map 2: Significant Features* show the area and highlight key features that need to be considered in the layout and future development of the area and their location. Implications and/or expectations regarding some of these features are also discussed.

4.1 EXISTING LAND USES

The air photo contained in *Map 1: Plan Area* provides an indication of the land uses within and around the Plan Area. Most of the land in the Plan Area is used for agricultural pursuits and consists of land cultivated for various crops. This includes a certified organic farm specializing in vegetables in the north part of the SW 33 in the central Plan Area. Six farmsteads associated with the agricultural uses are also located in the area mostly along C&E Trail.

Country style residential use and urban style residential uses are located in the NE 29 in the area known as Hazelwood Estates. A collection of acreage parcels is located along Hazelwood Way. Single detached and semi-detached/duplex dwellings occupy the area northwest of Dodd's Lake.

Highway commercial uses consisting of hotel, restaurant, public utility offices, automobile dealership and a card-lock gas station are located in the SW 27 beside the highway interchange in the area between Highway 2A and the QE2 Highway.

Other uses in the Plan Area include the Innisfail Golf Course, the Innisfail Ski Hill, Anthony Henday Campground, Discovery Wild Life Park and an RV storage compound. The Innisfail Golf Course is located within the NW 29 in the southwest portion of the Plan Area. The ski hill is located in the southeast corner of the NW 29. The Anthony Henday Campground is located along Lakewood Drive and to the west of Dodd's Lake. Discovery Wild Life Park is a privately operated zoo, interpretative centre, and campground located in the portion of the NW 27 to the west of the Canadian Pacific Railway. Finally, the RV storage use is located in the very northeast corner of the Plan Area next to the QE 2 Highway.

A solar farm is located in the SW 32 north of the Innisfail Golf Course on lands leased from the Town of Innisfail. It is expected that this use will be in place until at least 2044.

Land uses in the areas surrounding and adjacent to the Plan Area to the north, west and east are largely agricultural in nature. Residential development is located south of the Plan Area along C&E Trail, south of Dodd's Lake and south of Lakewood Drive. Industrial development, most notably the Johns Manville Canada plant, is located to the south and west of the portion of the Plan Area lying east of C&E Trail. Highway commercial development and industrial development is found in the area opposite the far southeast corner of the Plan Area.

4.2 TOPOGRAPHY

The terrain of the plan area is characterized as gently sloping with localized sharp changes in elevations. Contours and the general slope of the land are indicated on *Map 2: Significant Features*. The west and east ends of the Plan Area are generally higher, at elevations ranging between 940m to 950m and 935m to 945m respectively, compared to the central Plan Area with elevations in the range of 915m to 935m. Sharp changes in elevation occur around the outer edges of the Innisfail Golf Course and around local depressions and water bodies such as those found in the SW 32, SE 32 and SW 33. The SE 34 and lands to the north and northeast also rise higher as part of the lower slope of Antler Hill.

In general, the west portion of the Plan Area slopes to the east and northeast while the east portion of the Plan Area slopes to the west and northwest. The low point is in the general vicinity of the SE 33.

4.3 WATER BODIES, WETLANDS AND WATER COURSES

The Plan Area contains two named lakes, one named creek, several smaller permanent and seasonal waterbodies and wetlands, and intermittent drainage courses.

Dodd's Lake is the larger of the two named lakes with half of its shoreline and area within the Plan Area. Mud Lake (or Hazelwood Lake) is the smaller of the two and is located entirely within lands owned by the Innisfail Golf Course. Waskasoo Creek is the only named creek in the Plan Area and its alignment is shown on *Map 2: Significant Features*.

Most of the surface water that enters Dodd's Lake comes from lands to the south and east of the Plan Area. Only the NE 29 within the Plan Area drains directly into Dodd's Lake. The outlet for Dodd's Lake is managed by a control structure along the north shoreline and this structure is shown on *Map 2: Significant Features*. From that point a drainage course leads northeast towards Waskasoo Creek.

Mud Lake (Hazelwood Lake) receives surface water from a small area around it. The lake has no defined outlet.

Waskasoo Creek is the main water course that picks up surface water from the Plan Area. The creek proceeds north towards the City of Red Deer and eventually intersects with the Red Deer River.

Map 2: Significant Features shows a number of smaller water bodies and wetlands based on air photos of the area over the past several years. These wetlands are subject to the Water Act and the Alberta Wetland Policy. Wetlands are subject to potential Crown claims of ownership under the Alberta Public Lands Act. Under this policy, the Province has ownership of the bed and shore

of all permanent (or reasonably so) and naturally occurring wetlands, therefore these wetlands cannot be impacted or altered without approval and/or confirmation from the Province.

4.4 TREE COVER

Map 1: Plan Area and *Map 2: Significant Features* provide indication of native tree cover in the Plan Area. As the area has been cleared for agricultural activities there is little in the way of tree cover. Trees stands are found along the edges of Waskasoo Creek and its shallow creek valley, around some of the smaller water bodies and in the form of shelter belts between quarter sections.

4.5 HISTORICAL RESOURCES

The Historic Resources Management Branch of Alberta Culture, Multiculturalism and Status of Women have indicated that large portions of the Plan Area are considered to have high potential to contain historic resources. Any proposed development in the area will require the submission of a Historic Resources Application at a time when detailed development plans are available. Depending on the nature and location of specific developments, Historical Resource Impact Assessment(s) may be required prior to developments proceeding.

The southeast quadrant of the NE 29 and the south half of the NW 28 indicate an historic resource value of 5a. This indicates that the areas have a high potential to contain a historic resource and that the primary historic resource category of concern is archeological.

4.6 CANADIAN PACIFIC RAILWAY

The main line owned and operated by Canadian Pacific Railway connecting Edmonton and Calgary runs in a north-south direction through the east part of the Plan Area. The portion or railway line that falls within the Plan Area is mostly a straight stretch that may have potential for the creation of spur lines to access some of the future industrial lands.

4.7 PROVINCIAL HIGHWAYS

Three (3) Provincial highways bisect the Plan Area or form its boundaries. On the east boundary is the QE2 Highway which is presently a 4 lane divided freeway forming part of the CANAMEX corridor. Highway 2A parallels the QE2 Highway and is presently an undivided 2 lane highway connecting Innisfail to Penhold and Red Deer to the north. The third highway is Highway 54 along the west boundary of the Plan Area. Highway 54 is presently an undivided 2 lane highway that links the QE2 Highway to Highway 22, a designated high load corridor, lying many miles west of Innisfail.

Alberta Transportation's future plans for these highways include:

- Upgrading the QE2 Highway corridor to eventually become a 6 and 8 lane freeway which requires 5m of added highway right of way on the west side of the QE2 Highway and possible upgrades and land acquisition at the interchange at the south east corner of the Plan Area.
- Upgrading Highway 2 from Highway 590 to Penhold to become a multi-lane highway with right of way requirements identified once a Functional Plan has been prepared.
- Upgrading Highway 54 to become a multi-lane highway by adding lanes to the west of the existing lanes and expanding the right of way where needed to have a 62m width.

With respect to planning along and near the provincial highways, Alberta Transportation notes the following:

- Roadside Development Permits are required, in particular for any noise and visual attenuation features that may be constructed along a provincial highway;
- All access points to a provincial highway require Alberta Transportation's approval; previous approval of access to Highway 54 needs to be confirmed an access along Highway 2A must be spaced a minimum of 400m apart;
- Municipal infrastructure such as water lines, wastewater lines, storm lines and trails is not allowed within the highway right of way;
- Management of storm water run-off from developed lands that requires or proposes discharge into the highway ditch drainage system requires Alberta Transportation approval and must be designed based on the Department's "Drainage Guidelines for Highways Under Provincial Jurisdiction in Urban Areas."

4.8 MUNICIPAL ROADS

The existing municipal roads providing access to the Plan Area are:

- 58 Avenue and 53 Avenue which link to 56 Street and Lakewood Drive;
- C&E Trail which links to 50 Avenue; and
- 42 Avenue which links to 51 Street and Highway 2A.

C&E Trail and 42 Avenue are identified as arterial roads in the Town's Municipal Development Plan. 58 Avenue is the main collector road accessing the Hazelwood Estates area from the closest arterial road which is Lakewood Drive.

C&E Trail is a paved roadway with a rural cross section for its 1,600 m length through the Plan Area. 42 Avenue is a paved roadway up to approximately 200m north of 51 Street near the driveway into Discovery Wildlife Park. For that point north, 42 Avenue is an undeveloped road allowance.

4.9 PIPELINES AND INFRASTRUCTURE RIGHTS OF WAY

Map 2: Significant Features shows five major rights of way running through or skirting the Plan Area. Two are related to high pressure natural gas pipelines operated by ATCO Pipelines, one relates to overhead power transmission lines operated by ALTA Link, and one relates to power lines operated by Fortis Alberta. The fifth, Plan 1315EO Main Transmission Line Right of Way, is shown in the SE 34 but there is no instrument registered against title.

The ALTA Link right of way contains a series of towers carrying major power transmission lines forming part of the provincial power grid. The right of way runs along the north boundary of the Plan Area between the 42 Avenue road allowance and the QE2 highway.

ATCO Pipelines has three (3) pipelines within the Plan Area. These pipelines are part of the provincial high pressure transmission network distributing natural gas to various communities. The location of the ATCO Pipelines lines and rights of way are shown on *Map 2: Significant Features* as "Gas Line."

ATCO Pipelines has indicated the following with respect to planning near their facilities:

- Preference is to have each pipeline within a dedicated utility lot for the sole use of ATCO Pipelines;
- Pipeline alterations, if needed, may take up to 36 months to approve and construct;
- Any ground disturbances and surface works within 30m requires consultation with ATCO Pipelines regarding their terms and expectations for safe construction;
- Road crossings over ATCO Pipelines require their approval, must be paved and must cross at a perpendicular angle;
- Roads that parallel the pipeline are not permitted in ATCO Pipeline's rights of way;
- Parking and/or storage and encroachments are not permitted in ATCO Pipeline's rights of way;
- A 15m setback from the centerline of the pipeline and any buildings is recommended;
- Grading of ATCO Pipeline rights of way must be adequate to allow for ongoing access and maintenance by ATCO Pipelines.

ATCO Pipelines notes that the line running along the north edge of the Plan Area will likely require upgrades to ensure ongoing safe operations as more intense development takes place along and close to the line.

4.10 KNOWN ENVIRONMENTAL ISSUES

A search of the Environment Site Assessment Repository (ESAR) maintained by Alberta Environment and Parks resulted in two locations of potential interest.

One relates to the former County of Red Deer Public Works Shop that was located just south of the Plan Area on the east side of C&E Trail. This incident involved the removal of three underground fuel storage tanks and confirmation that removal was properly carried out.

The second relates to a 2017 vehicle accident in the southbound lanes of the QE2 Highway which resulted in a release of 30 liters of diesel fuel into the ditch. The materials summarize the remediation (clean up) that was undertaken.

5.0 Servicing Context and Capacities

This section reviews the current issues, opportunities and capacities relating to municipal infrastructure and the future development of the North Innisfail Plan Area. The 2013 Master Servicing Concept document was relied upon to provide the information. Additionally, any relevant changes to the Town's municipal infrastructure that have occurred since 2013, and that benefit the Plan Area, are identified.

5.1 WATER SYSTEM

The water system can be expanded to service residential, commercial and industrial land uses within the Plan Area.

The Town's water supply is from the Mountain View Regional Water Commission (MVRWC) which supplies the Town with 5,796 m³ of treated water per day. This amount will suffice until the population reaches 11,830 people. At this point the daily water supply should ideally be tripled and discussions should be had with the MVRWC about increasing the Town's supply to ensure that this is a possibility.

Due to other developments around the Town, which will also add population and water demand, it is difficult to predict exactly how much development may take place in the Plan Area before the Town's overall population reaches the point when these supply restrictions will be a concern. There is sufficient water supply to allow significant development to start in the Plan Area.

Water supply for the Plan Area will come from both Reservoir #2 and Reservoir #3. The location of each reservoir is shown on *Map 2: Significant Features*. The Town currently has storage capacity in its reservoirs for a population of 19,224 (assuming water supply can be increased). There is sufficient water storage to allow development to start in the Plan Area.

5.2 SANITARY SEWER SYSTEM

The sanitary sewer system can be expanded to service a large portion of the Plan Area.

The Town's sanitary sewer system routes all wastewater flows to the regional lift station located in the southwest industrial area near the former sewage lagoon site and operated by the South Red Deer Regional Wastewater Commission (SRDRWC). From there, effluent is pumped north to the City of Red Deer wastewater treatment plant. *Map 2: Significant Features* shows the connections to the West Trunk and North East Trunk which convey effluent from the Plan Area to the regional lift station.

Based on the Project Scope and Design Criteria report developed by the SRDRWC for the regional system, the current servicing arrangements with the Commission and the regional lift station can service the Town up to a population of 15,221. Similar to the water system, development of the Plan Area will account for use of some of the available capacity; however, this capacity must be shared with other parts of the town that may also develop in the coming years.

Through the 2013 Master Servicing Study it was determined that a portion of the Plan Area can be serviced through the Town's existing system. The best suited location to connect the Plan Area to the existing system would be through the Hazelwood 300mm force main shown in 58 Avenue on *Map 2: Significant Features*. This force main will allow for 270 ha of the Plan Area to be serviced in this manner. However, there are limitations on the Town's downstream system that restrict this. Two key upgrades were identified in the Master Servicing Concept that needed to be completed in order to achieve the capacity required for the 270 ha expansion. These are the CPR Sanitary Main Replacement project (also known as the North East Trunk Upgrade) and the Southwest Major Sanitary Upsizing project (60 Avenue main south of 42 Street). The CPR project has since been completed which allows for 143 ha from the North Area to be serviced. The Southwest upsizing project will need to be completed in order to take full advantage the Hazelwood force main's entire capacity. At that point 270 ha of the Plan Area can be serviced through the Town's existing system.

Due to elevation limitations a lift station will be required in the Plan Area in order to connect to the Hazelwood force main. The location of this lift station will be dependent on how development progresses. Once 270 ha has been developed the construction of a new regional lift station will be required in order to service the rest of the Plan Area and lands slated for future Town expansion to the north.

5.3 STORM DRAINAGE SYSTEM

The terrain of the Plan Area is quite varied and will require several storm water management areas with their own facilities. The vast majority of the Plan Area relies on Waskasoo Creek as an outlet.

Concerns about downstream flooding have prompted Alberta Environment and Parks to put in place restrictions on release rates. In the 2013 Master Servicing Study the maximum release rate had been set at 5 liters per second per hectare (l/s/ha) based on input from Alberta Environment. Further work between the Town and Alberta Environment and Parks (AEP) started to develop Master Stormwater Report which is still in draft form. Through this work the regional release rate was modelled and compared to AEP's rates, the result is a release rate of 2.5 liters per second per hectare (l/s/ha) which we would expect to apply to these lands. It is important to note that the regional release rate is commonly lower than the calculated pre-development for the individual land in the Plan Area. Although this does generate larger storm ponds than

predicted in the original area structure plan, this methodology is expected by AEP therefore the regional release rate is recommended when analyzing storm requirements for this plan area.

5.4 MUNICIPAL ROADWAYS

The three main roads that connect or will connect development in the Plan Area to the developed portions of the town, being C&E Trail, 53 Street/58 Avenue and 42 Avenue, all face limitations in terms of the volume of future traffic that they can accommodate. These limits come from the number and width of travel lanes for each segment of roadway and the performance of the intersections at the points where they connect to arterial roadways. Future intersection upgrades and roadway upgrades outside of the Plan Area will likely be required as traffic volumes from the Plan Area increase.

6.0 Planning Factors

There are a number of factors and issues that influence land use planning in the Plan Area. This includes potential constraints on the ability to develop as well as potential opportunities that could contribute to an attractive development.

Key planning factors that influence land use planning within the Plan Area include:

- Preserving natural areas such as major stands of trees, wetlands deemed significant under the Provincial Wetlands Policy, and riparian lands along Waskasoo Creek
- Maintaining drainage corridors leading to Waskasoo Creek and managing increased volumes and rates of storm water run off
- Providing open space areas and trails that connect to and add to the overall open space and trail system of the community
- Creating an attractive residential area to accommodate the diverse housing needs of future residents
- Providing a school site suitable to accommodate the students within the future residential area
- Creating opportunity for commercial and industrial development to grow the Town's employment opportunities and assessment base
- Identifying efficient transportation corridors for access to and from the residential and industrial areas and minimizing conflicts between residential land uses and truck traffic

PART B: THE PLAN

7.0 Goal and Key Principles

7.1 GOAL

To provide a planning framework for subdivision and development decisions within the North Innisfail area that supports future urban development and expansion into the area.

7.2 KEY PRINCIPLES

The North Area Structure Plan has been guided by the following key principles:

- Maintaining consistency with the Town's overall plans for future land uses, Town growth and the provision of infrastructure
- Avoiding and/or minimizing potential land use incompatibilities and conflicts
- Ensuring an adequate supply of land for future residential, commercial and industrial development
- Preserving sensitive natural features and managing impacts on the natural environment
- Providing flexibility to accommodate a broad range of housing and commercial and industrial opportunities
- Ensuring that subdivision and development decisions do not prejudice or negatively impact on the future development of the area or adjacent lands
- Balancing the development aspirations of landowners with the interests of the community at-large

8.0 Land Use Concept and Land Use Policies

8.1 GENERAL

Map 3: Land Use Concept shows the future land uses and the overall pattern of lands uses and key facilities within the Plan Area.

The east portion of the Plan Area, extending from the QE2 Highway to the east side of the C&E Trail, is identified for future industrial and commercial uses. Commercial use is concentrated in the very southeast part of the Plan Area, being the existing highway commercial area, close to the QE2 interchange and which is highly visible and accessible to passing travelers. Industrial uses between Highway 2A and the QE2 Highway also take advantage of high visibility and access to the highway network via Highway 2A. Industrial west of the Highway 2A and extending to C&E Trail is a northward expansion of the existing industrial areas in this part of town.

The west portion of the Plan Area, between C&E Trail and Highway 54, is mostly identified for future residential uses. It encompasses the Hazelwood and Hazelwood Estates subdivisions near the northwest side of Dodd's Lake and extends residential use north and then west around the Innisfail Golf Course. A site for local, convenience oriented commercial is included near C&E Trail to serve both residential and industrial areas.

Large areas for recreation use are located in the west and east portions of the Plan Area. These areas take in the Innisfail Golf Course, Discovery Wildlife Park, ski hill and campground.

Open space areas are interspersed throughout the Plan Area and can be found at locations along or encompassing natural features or in locations intended to provide community and neighbourhood parks. This includes a centrally located site for a future school and related recreation area. It also includes small parks and playgrounds throughout the future residential area. Lastly, a central corridor is provided through the residential area offering a trail connector linking Dodd's Lake, the future school site and a natural area in the north part of the residential area.

While having a utility function, the many sites identified for storm ponds and drainage corridors add to the overall amount of open space.

A series of arterial and collector roads are provided throughout the Plan Area. Lakewood Drive and C&E Trail are the two arterial roads serving the residential area. Extensions of 42 Avenue and 48 Avenue provide arterial routes into the industrial area between C&E Trail and Waskasoo Creek. Access off Highway 2A is the main connection to the industrial between Highway 2A and the QE2 Highway. A grid of residential collector roads in the residential area and industrial collector/local roads links the future development areas to the arterial roads and highways.

Table 1 provides a breakdown of the approximate area devoted to each major land use category and feature shown on *Map 3: Land Use Concept*.

Table 1: Land Use Statistics and Development Impact

Land Use Category/Component	Area (ha)	Share of Plan Area	Dwelling Units/Population Generation
Plan Area	783.4	100%	2,723 units 6,808 persons
Residential	194.5	24.8%	
Commercial	12.1	1.5%	n/a
Industrial	113.7	14.5%	
Industrial – Private Water and Wastewater	104.7	13.4%	
Institutional	8.1	1.0%	
Recreation	179.5	22.9%	
Open Space	43.3	5.5%	
Storm Pond and Drainage Corridor	40.4	5.2%	
Mud Lake and Part of Dodd’s Lake	13.4	1.7%	
Highway	13.4	1.7%	
Arterial Road	7.5	1.0%	
Collector Road	47.6	6.1%	
Railway	5.1	0.7%	

Notes for Table 1:

- 1) *The figures presented in Table 1 are approximate and subject to more detailed calculations at the time of subdivision (some rounding error may have occurred).*
- 2) *Assumptions for population projections:*
 - (a) *Average development design density of 14 units per gross hectare*
 - (b) *Average household size equals 2.5 persons*

Map 4: Land Use Concept in Context provides the land use patterns from *Map 3* superimposed over an air photo. It shows the location of the Plan Area and future land uses in relation to the existing development of the town. Areas for long term Town growth based on the Intermunicipal Development Plan with Red Deer County are also shown. This includes lands north of the Plan Area up to Niobe Road and lands west of the Plan Area west of Highway 54. Roads and infrastructure that serve the Plan Area have taken these future growth directions into account.

Policy 8.1.1 *Lands subject to Plan Policies* The policies of this Plan will only be applied to planning and approval decisions involving lands shown within the Plan Area Boundary on *Map 1: Plan Area*.

Policy 8.1.2 *Meaning of Key Words* This Plan contains policy statements using the words “will”, “must”, “should” and “may.” These words are interpreted as follows:

- “will” or “must” means the policy is to be complied with;
- “should” means compliance in principle but subject to the discretion of the applicable authority on a case by case basis; and
- “may” means the applicable authority determines the level of compliance that is required.

8.2 RESIDENTIAL LAND USE

Policy 8.2.1 *Location of Future Residential* Future residential land use will be directed to the areas shown as residential on *Map 3: Land Use Concept*.

Policy 8.2.2 *Types of Housing* The future residential areas will accommodate a variety of housing types to provide options for a diverse range of household needs. This includes low density forms of housing, such as detached dwellings and duplexes, and medium and higher density forms of housing, such as row houses, four plexes, and apartments.

Areas for various types of housing will be identified as outline plans are prepared for large blocks of land intended for future residential use. Where an outline

plan is not created, housing types will be determined through designations under the Town of Innisfail Land Use Bylaw.

- Policy 8.2.3 *Density of Housing – Maximum Density* The maximum residential density that will be allowed in the Plan Area is 16 dwelling units per gross developable hectare. The calculation of this density will only apply on blocks of land that are at least 16 hectares in size and which excludes any area to be dedicated as environmental reserve.
- A residential density that is higher than 16 dwelling units per gross developable hectare may be allowed subject to confirmation of existing capacity in municipal infrastructure or the ability to provide sufficient capacity.
- Policy 8.2.4 *Density of Housing – Minimum Density* The minimum residential density that should be required in the Plan Area is 12.5 dwelling units per gross developable hectare. The calculation of this density will only apply on blocks of land that are at least 16 hectares in size and which excludes any area to be dedicated as environmental reserve.
- Policy 8.2.5 *Location of Medium and Higher Density Residential* Medium and higher density residential involving multi-unit attached types of housing will be directed to:
- locations close to or along a collector road or arterial road;
 - locations beside or within a short walk of open space and major trails; and
 - locations where a suitable transition can be achieved from medium and high density housing to low density housing to maintain compatibility with other types of residential use.
- Policy 8.2.6 *Design of Medium and Higher Density Residential* Medium and higher density residential will be developed in a manner that minimizes the potential impact on adjacent properties. This may include factors such as building orientation and placement to alleviate privacy/noise concerns, architectural treatment, landscaping and screen fencing to reduce visual impact.

Policy 8.2.7	<i>Mixing Housing Types</i>	The type of housing on individual streets will be identified prior to subdivision through the Land Use Bylaw designation process. Lots fronting onto the same segment of street should be designed to accommodate houses that are similar in character and transition from one type of housing to another should be achieved across back lanes, back parcel boundaries or open space areas.
Policy 8.2.8	<i>Non-residential Uses</i>	Uses that are considered compatible within a larger residential setting may be allowed in accordance with the Town of Innisfail Land Use Bylaw. This includes such uses as home occupations, bed and breakfasts, daycares and other similar uses and activities.
Policy 8.2.9	<i>Social Needs Sites</i>	<p>When a new outline plan is prepared for a future residential area, the Town will require that a site is set aside for social needs facilities or housing. This may take the form of assisted living or special needs housing, a day care, a place of worship or similar community oriented facilities and services that are compatible within a residential neighbourhood.</p> <p>The identified site will be required to be actively advertised for at least 12 months to allow for potential groups or organizations interested in the site to come forward and purchase the site. If no interest is expressed, the site may be converted to an alternate use as described in the applicable outline plan.</p>
Policy 8.2.10	<i>Interim Solar Generation Facility Use</i>	The area in the SW 32 that is marked on <i>Map 3: Land Use Concept</i> as interim solar generation facility use may be used for this purpose until such time as this part of the SW 32 is needed to accommodate future residential growth. This need is not expected to arise until after 2044.

8.3 COMMERCIAL LAND USE

Policy 8.3.1	<i>Location of Future Commercial</i>	Future commercial land use will be directed to the areas shown as commercial on <i>Map 3: Land Use Concept</i> .
Policy 8.3.2	<i>Nature of Commercial Uses</i>	The future commercial areas will accommodate a range of activities such as retail, restaurants, hotels and motels, vehicle sales and services and similar commercial uses that require access to highly visible and highly accessible locations to succeed. The designations under the Town of Innisfail Land Use Bylaw will determine the nature of commercial uses that are allowed in a particular area.
Policy 8.3.3	<i>Commercial adjacent Residential Areas</i>	<p>Where commercial use is shown next to a future residential area, the commercial uses that are allowed should be convenience oriented and compatible with a residential setting.</p> <p>Sites identified for commercial uses should be developed in a manner that minimizes the potential impact on adjacent properties. This may include factors such as points of vehicle access and egress, building orientation and placement to alleviate privacy/noise concerns, architectural treatment of buildings, landscaping and screen fencing to reduce visual impact.</p>
Policy 8.3.4	<i>Appearance Requirements near Major Entrance Routes</i>	Commercial development in the area between the QE 2 Highway and Highway 2A may be subject to additional landscaping and appearance requirements to ensure that the view of these areas from the highways is aesthetically pleasing. The highway-facing side of all buildings should be finished to the satisfaction of the Development Authority and all exterior finishes should complement other buildings on the lot and buildings on adjacent lots. Landscaping on all highway-facing sides of parcels should provide screening of outdoor storage areas and create visual interest.

8.4 INDUSTRIAL LAND USE

- | | | |
|--------------|--|--|
| Policy 8.4.1 | <i>Location of Future Industrial</i> | Future industrial land use will be directed to the areas shown as industrial and industrial – private water and wastewater services on <i>Map 3: Land Use Concept</i> . |
| Policy 8.4.2 | <i>Nature of Industrial Uses</i> | The future industrial areas will accommodate a range of activities such as manufacturing, processing, warehousing and outdoor storage, truck and freight terminals, distribution centers and similar industrial uses. The designations under the Town of Innisfail Land Use Bylaw will determine the precise nature of industrial uses that are allowed in a particular area. |
| Policy 8.4.3 | <i>Industrial – Private Water and Wastewater Services</i> | While a broad range of industrial uses is expected to be accommodated, the nature of the industrial uses that may be allowed in the area marked as industrial – private water and wastewater services must take into account the use of private water wells and private wastewater systems. This may remove some heavy water usage industrial activities from these areas. |
| Policy 8.4.4 | <i>Industrial adjacent Residential Areas and Major Roads</i> | Industrial properties will be developed in a fashion that does not negatively impact on surrounding residential areas or cause unsightly development along arterial roads and highways. Means of ensuring industrial development does not impact on roads and other properties may include the use of landscaping, earthen berms, architectural treatment, screen fencing, distance separation or a combination of these measures. |
| Policy 8.4.5 | <i>Appearance Requirements near Major Entrance Routes</i> | Industrial development in the area between the QE 2 Highway and Highway 2A may be subject to additional landscaping and appearance requirements to ensure that the view of these areas from the highways is aesthetically pleasing. The highway-facing side of all buildings should be finished to the satisfaction of the Development Authority and all exterior finishes should complement other buildings on the lot and buildings on adjacent lots. Landscaping on all highway-facing sides of |

parcels should provide screening of outdoor storage areas and create visual interest.

Policy 8.4.6 *Potential Lot Lines and Road Patterns*

Possible lot lines for future parcels throughout the areas identified for industrial and industrial – private water and wastewater services are shown on *Map 3: Land Use Concept*. These lines are conceptual and are not mandatory. They are provided to give a sense of the possible range of future lot sizes that is possible in the various areas.

In general, the road pattern facilitates the creation of larger industrial parcels with a size of 2 hectares or greater. In many cases, the exact size of parcel may not be known until a tenant or prospective purchaser expresses interest. Smaller parcels may be created on the ends of blocks. More roads may also be added to divide the blocks to create more small lot options if necessary. Finally, the alignment of the roads shown may be altered provided the connections to adjacent lands, which may be owned by another party, are maintained.

The adjustments to lot sizes, lot lines and addition of roads described above will not require a formal amendment of this Plan.

Policy 8.4.7 *Alternate or Temporary Route for 42 Avenue*

The south portion of the NE 28 includes a large parcel that is not readily available for development. *Map 3: Land Use Concept* shows arterial and collector roads through this parcel as part of the long term road network if subdivision was to occur. *Map 3: Land Use Concept* also shows an alternative alignment for 42 Avenue to provide access to the lands north of this parcel. In the event that the alternative alignment is constructed, the portion of arterial road that it replaces may revert to a collector standard road.

8.5 ECO-INDUSTRIAL PARK POTENTIAL

Eco-industrial refers to a type of industrial park designed to allow businesses to cooperate with one another in an attempt to reduce waste, efficiently share resources, and operate in a more sustainable manner all with the intention of increasing economic gains and reducing impacts on the environment. Eco-industrial developments can have the following characteristics:

- Less waste and draw on resources through the purposeful sharing of common facilities such as meeting space, lunch rooms and cafeterias, and parking areas;
- More efficient use of natural resources such as the sharing of cooling water from one industrial process with another process requiring water as an input;
- Co-generation and distribution of heat and energy among various businesses; and
- Shared renewable energy generation and distribution systems.

The amount of collaboration between businesses in an eco-industrial park setting can involve a marked departure from the traditional design of an industrial subdivision and associated municipal policies. These tend to be oriented to one building/principal user per site on their own serviced parcel with little to no provision for interaction across the property boundaries separating each parcel/business. For example, some eco-industrial designs may depend on shared, non-municipal underground distribution systems to move resources from one business to another which may cross a municipal road allowance.

Policy 8.5.1	<i>Location of Eco-industrial Parks</i>	Any area within the parts of the Plan Area shown as industrial or industrial – private water and wastewater services on <i>Map 3: Land Use Concept</i> may be considered as a site for a planned eco-industrial park.
Policy 8.5.2	<i>Eco-industrial - Relation to Industrial Land Use Policies</i>	The development of an eco-industrial park will conform to all other policies pertaining to industrial land use and development in this Plan.
Policy 8.5.3	<i>Promotion of Eco-industrial Parks</i>	The Town will encourage proposals to create planned eco-industrial parks.
Policy 8.5.4	<i>Eco-industrial - Relation to Existing Town Policies</i>	Recognizing that each eco-industrial park proposal may be unique, where an eco-industrial park has been proposed and accepted in principle by the Town, the provisions of the Land Use Bylaw and any other Town policies that may require amendment to facilitate the development will be amended.

8.6 INSTITUTIONAL LAND USE

Policy 8.6.1	<i>Location of Institutional Uses</i>	Institutional uses may be allowed to locate within the parts of the Plan Area shown as institutional, residential, commercial and open space on <i>Map 3: Land Use Concept</i> .
Policy 8.6.2	<i>Nature of Institutional Uses</i>	The types of institutional uses that may be allowed include such uses as places of worship, schools, community service facilities, emergency service facilities, public recreation facilities, and similar uses that are considered compatible with a residential setting.
Policy 8.6.3	<i>Future Cemetery Site</i>	<p>The area in the SW 33 that is identified as institutional on <i>Map 3: Land Use Concept</i> may be used as a future Town cemetery.</p> <p>If this site is developed as a cemetery, then development abutting the site must take into account the privacy needs of the cemetery. A berm and fence combination that screens residential properties from the cemetery will be required at the time of subdivision to the satisfaction of the Subdivision Authority. Additional measures that may be considered include a requirement for additional lot depth and requirements relating to setback of residential buildings from the boundaries of the cemetery property.</p> <p>If the site is developed as a cemetery prior to development of the surrounding lands, in particular the certified organic farm to the north and west, surface water run-off from the cemetery will be contained and managed on-site.</p> <p>If it is determined that the site will not be used for a future cemetery, then the site may be used for residential use or some other public use that is compatible with a residential setting.</p>

Policy 8.6.4 *Future School Site* A future school site is identified in the open space area in the middle of the residential area east of C&E Trail and is shown on *Map 3: Land Use Concept*. This site will be required to support the future number of students that residential development in this area will generate. The school site will be dedicated as municipal reserve, school reserve or a combination of municipal and school reserve.

8.7 RECREATION LAND USE

Policy 8.7.1 *Location of Recreation Uses* Recreation uses may be allowed to locate within the parts of the Plan Area shown as recreation and as open space on *Map 3: Land Use Concept*.

Policy 8.7.2 *Nature of Recreation Uses* Privately owned, commercial recreation facilities such as the Innisfail Golf Course, Discovery Wildlife Park and the Innisfail Ski Hill are the types of uses intended for the recreation areas shown on *Map 3: Land Use Concept*.

Publicly owned facilities such as the Town campground may also be located in the recreation area.

Other recreation uses may take the form of facilities provide by the Town within the open space shown on *Map 3: Land Use Concept*.

8.8 OPEN SPACE

Policy 8.8.1	<i>Purpose of Open Space Areas</i>	<p>The open space areas shown on <i>Map 3: Land Use Concept</i> consists of areas where development is not appropriate and lands that are set aside for planned parks. This includes:</p> <ul style="list-style-type: none">• lands that may be claimed for ownership by the Crown (Province) under the Water Act and/or the Alberta Wetland Policy;• lands that may be considered environmental reserve under the Municipal Government Act;• lands that are to be dedicated as municipal reserve at the time of subdivision to provide public lands for parks and community recreation facilities; and• lands that are to be dedicated as school reserve to provide a school site serving the area and broader community.
Policy 8.8.2	<i>Environmental Reserve Dedication</i>	<p>When land adjacent to Mud Lake, Dodd’s Lake or Waskasoo Creek is subdivided, environmental reserve will be dedicated or an environmental reserve easement will be obtained.</p> <p>The following factors will be taken into account when establishing the width of the environmental reserve dedication or easement area:</p> <ul style="list-style-type: none">• land subject to flooding by a 1:100 year flood or rain event;• protection of existing riparian vegetation along the shoreline to preserve wildlife and waterfowl habitat areas;• public access to and around the water body or water course;• the minimum requirement of a 6m wide corridor per the Municipal Government Act.
Policy 8.8.3	<i>Crown Ownership of Wetlands</i>	<p>There are several wetlands located throughout the Plan Area which have not been assessed under the Alberta Wetland Policy. Some of these wetlands may be claimed for Crown (Province) ownership as subdivision occurs.</p> <p>Where the Crown (Province) claims ownership of a</p>

wetland classified as permanent or semi-permanent under the Alberta Wetland Policy, the wetland will be treated as a water body. Environmental reserve dedication will be provided abutting the water body in accordance with this Plan.

Policy 8.8.4 *Dedication of Wetlands as Environmental Reserve*

The Town will require that any wetlands classified by Alberta Environment and Parks as having a wetland value of A under the Alberta Wetland Policy to be dedicated as environmental reserve at the time of subdivision.

The Town may require all wetlands that are given a wetland value of B under the Alberta Wetland Policy to be dedicated as environmental reserve at the time of subdivision.

The Town will not seek dedication as environmental reserve or preservation of wetlands that are given a wetland value of C or D under the Alberta Wetland Policy.

Policy 8.8.5 *Use of Environmental Reserve Parcels*

Environmental reserve parcels and areas subject to environmental reserve easements within the Plan Area may be used for any of the following purposes:

- preservation of existing vegetation along the shoreline or water's edge to preserve wildlife and waterfowl habitat areas;
- parks and/or trail systems; and
- storm water management facilities.

Policy 8.8.6 *Municipal Reserve Dedication*

The amount of municipal reserve dedication will be at least ten (10) percent of the gross developable area contained within the proposed subdivision. The gross developable area includes all land less that area to be dedicated as environmental reserve.

Municipal reserve dedication of more than ten (10) percent of the gross developable area will be accepted as a voluntary over-dedication.

Policy 8.8.7	<i>Municipal Reserve in the Form of Land</i>	Municipal reserve will be dedicated as land within the residential areas shown on <i>Map 3: Land Use Concept</i> . All municipal reserve parcels will be landscaped and developed to the satisfaction of the Town. Municipal reserve dedication will be allocated and designed to achieve an inter-connected park and open space system that links the future residential area to major community facilities and recreational areas within the Town.
Policy 8.8.8	<i>ER versus MR and additional MR lands</i>	The open space locations shown on <i>Map 3: Land Use Concept</i> are subject to confirmation of those portions that are deemed environmental reserve and those portions deemed to be municipal reserve at the time an outline plan is prepared or subdivision occurs. The location and amounts shown are conceptual and their size may change. Additional municipal reserve land may be added to provide the full 10 percent dedication.
Policy 8.8.9	<i>Municipal Reserve as Cash-in-Lieu</i>	Municipal reserve will be dedicated as cash-in-lieu when subdivision occurs in the non-residential areas shown on <i>Map 3: Land Use Concept</i> . Alternatively, municipal reserve dedications from these areas may be deferred to other lands owned by the same developer within the Town. Proposals for deferral of municipal reserve may be submitted to the Town for their consideration at the time of subdivision application.
Policy 8.8.10	<i>Recreational Fishing Opportunity</i>	The Town shall explore options for the development of a public fish pond as part of the open space system in the area west of C&E Trail. This may involve a purposefully constructed feature or use of one of the existing water bodies subject to approval by Alberta Environment and Parks.

8.9 STORM POND AND DRAINAGE CORRIDOR

- Policy 8.9.1 *Purpose of Lands* The areas shown on *Map 3: Land Use Concept* as storm pond and drainage corridor are intended to accommodate storm water management facilities and critical surface drainage routes as part of the overall storm water management system for the area. These lands will be dedicated as public utility lot at the time of subdivision.
- Policy 8.9.2 *Size and Design of Facilities* Each of the areas shown on *Map 3: Land Use Concept* will accommodate a storm water management pond or a drainage course designed to meet Alberta Environment and Parks' and the Town's Design Guidelines. The exact size and alignment of each facility may be modified to account for a final more detailed design without requiring an amendment to this Plan.

8.10 TRANSPORTATION

- Policy 8.10.1 *Highways - Alignment and Cross Section* The design and requirements for Provincial highways in the Plan Area will be determined by Alberta Transportation.
- Policy 8.10.2 *Highways - Widening and Access* Land needed for the widening of a Provincial highway will not be acquired through dedication at the time of subdivision. Any land needed for the highway will be purchased by Alberta Transportation.
- Access onto Highway 2A and Highway 54 will be restricted to the collector roads shown on *Map 3: Land Use Concept* and will be designed to meet Alberta Transportation requirements.
- Policy 8.10.3 *Arterial Roads - Alignment and Cross Section* Arterial road alignments will be based on those shown on *Map 3: Land Use Concept*. The width and cross section used for each arterial road will be based on the Town's Design Guidelines.

Policy 8.10.4	<i>Arterial Roads - Widening and Access</i>	<p>Road widening will be provided along all arterial roadways at the time of subdivision. The amount of road widening to be required will be in accordance with the Town’s Design Guidelines.</p> <p>Where possible, road dedication for widening purposes will be balanced between landowners on both sides of the existing road allowance.</p> <p>Access to arterial roads will be restricted to collector roads shown on <i>Map 3: Land Use Concept</i>.</p> <p>The design of intersection improvements on arterial roads will be consistent with the Town’s Design Guidelines.</p>
Policy 8.10.5	<i>Arterial Roads - Direct Access to Parcels</i>	<p>Direct access to individual parcels from an arterial road should not be permitted where access off a collector road is possible.</p>
Policy 8.10.6	<i>C&E Trail and Heavy Vehicle Traffic</i>	<p>While C&E Trail is an arterial road, heavy vehicle traffic will not be allowed on the portion of C&E Trail south of the Plan Area through the existing residential area once the 48 Avenue arterial has been constructed and connected to C&E Trail as shown on <i>Map 3: Land Use Concept</i>.</p>
Policy 8.10.7	<i>Alternate Alignment for 42 Avenue</i>	<p><i>Map 3: Land Use Concept</i> shows an alternate route for the northward extension of 42 Avenue into the industrial area. This alternate route will be used if land for the preferred alignment is not available.</p>
Policy 8.10.8	<i>Noise and Visual Attenuation</i>	<p>Sufficient noise and visual attenuation features will be provided as lands adjacent to arterial roadways and Highway 54 are subdivided and developed. These measures may consist of earthen berms, fences, landscaping, distance separation or a combination of these measures to the satisfaction of the Town at the developer’s expense. Detailed description of noise and</p>

visual attenuation measures is to be included as part of the subdivision application.

Noise and visual attenuation features will not be permitted in the Highway 54 right-of-way.

Policy 8.10.10 *Collector Roads - Alignment and Cross Sections* Collector road alignments will be based on those shown on *Map 3: Land Use Concept*. The width and cross section used for each collector road will be based on the Town's Design Guidelines.

Policy 8.10.11 *Local Roads* Local roads will extend from the collector road alignments shown on *Map 3: Land Use Concept*. The number of local road intersections along collector roads will be kept to a minimum.

The width and cross section used for each local road will be based on the Town's Design Guidelines.

8.11 TRAILS

Policy 8.11.1 *Major Trail Connections and Alignments* The Town's trail system will be extended into the Plan Area as subdivision and development occurs. Potential major trail alignments are shown on *Map 3: Land Use Concept* and include:

- a trail ringing the perimeter of the residential area following the arterial road system;
- a trail leading around the north side of Dodd's Lake;
- a trail extending from the north shore of Dodd's Lake along the open space corridor leading to the north edge of the Plan Area; and
- a trail linking C&E Trail to the school site and north-south open space corridor.

Policy 8.11.2 *Additional Trail Connections and Pedestrian Facilities* In addition to the major trails shown on *Map 3: Land Use Concept*, local trails, sidewalks and pedestrian short cuts will be incorporated into the design of subdivisions to provide links between the major trails, parks and residential areas.

Policy 8.11.3 *Design of Trails*

The detailed planning and design of trails will be consistent with the Trails & Pedestrian Master Plan. This includes the incorporation of Crime Prevention Through Environmental Design (CPTED) considerations in the design and layout of trail areas.

9.0 Servicing Concepts and Policies

This section discusses servicing concepts for the extension of the Town’s water, sanitary sewer and storm drainage services to accommodate future development of the Plan Area. The 2013 Master Servicing Concept document was relied upon to provide the information. Additionally, any relevant changes to the Town’s municipal infrastructure that have occurred since 2013 and 2019, and that benefit the Plan Area, have been taken into account.

The servicing information that is provided is conceptual and more detailed analysis will be required through an Outline Plan or Servicing Study. Alternative concepts may therefore be approved as the area develops but it is crucial that any alternatives selected achieve the long term goals for the area.

It is important to note that the area east of Highway 2A, which is identified as industrial – private water and wastewater services on *Map 3: Land Use Concept* is not proposed to be serviced with municipal water and sanitary services. These services will be the responsibility of the private lot owners with each owner responsible for providing water supply for daily needs and for firefighting needs. For this reason, the discussion that follows focuses on the areas west of Highway 2A.

9.1 WATER SYSTEM

The water system can be expanded to service residential, commercial and industrial land uses within the Plan Area. *Map 5A: Water Servicing Concept* shows the future water main distribution network connecting to the existing mains and Town reservoirs along the south edge of the Plan Area.

Policy 9.1.1	<i>Water Supply - Monitoring</i>	As the Town’s overall population nears 11,830 people or the equivalent water use of a population of 11,830, the Town should evaluate the long term water supply needs of the community and secure additional supply.
Policy 9.1.2	<i>Water Storage</i>	As the Town’s overall population nears 19,000 people or the equivalent water use of 19,000 people, the Town should evaluate the need to add water storage capacity.
Policy 9.1.3	<i>Water Main Distribution Network</i>	Water mains will be extended into and through the Plan Area as shown on <i>Map 5A: Water Servicing Concept</i> . The sizes of the mains are shown conceptually and must be designed as part of a detailed model analysis during

time of development and prior to subdivision of individual areas.

- | | | |
|--------------|---|---|
| Policy 9.1.4 | <i>Water Pressure Zones</i> | As defined in the 2013 Master Servicing Study, there will be two pressure zones to service the Plan Area due to the elevation changes. Pressure reducing valves will be required to control the pressure from the main zone (upper zone) into the lower elevation zone. The locations of the pressure reducing valves are shown on <i>Map 5C: Water Servicing Concept</i> . |
| Policy 9.1.5 | <i>Future Looping through SW 32</i> | There is currently a solar farm in SW 32 which does not require water service. Due to this area's higher elevation it is required to be part of the main zone (upper zone). When lands on the west side of Highway 54 are developed, a second connection back to the main pressure zone will be provided. |
| Policy 9.1.6 | <i>Dead End and Unlooped Mains</i> | When considering the staging of development in the Plan Area, the use of dead end and unlooped mains should be avoided. |
| Policy 9.1.7 | <i>Design Requirements</i> | The development of municipal water services will be in conformance to the most recent version of the Town's Design Guidelines and Construction Specifications. |
| Policy 9.1.8 | <i>Alternate Water Main Routes in NE 28</i> | If the Part of NE 28 north of the Johns Manville plant are not available, alternative water main alignments, including the 42 Avenue right of way, may be used to create the required looped system serving the portions of the NE 28 that are being subdivided and/or developed. This may include increasing the size of some mains to achieve the required 300mm network. |

9.2 SANITARY SEWER SYSTEM

The sanitary sewer system can be expanded to service a large portion of the Plan Area. The best suited location to connect the Plan Area to the existing system would be through the 300mm force main shown in the NE 29 in 58 Avenue on *Map 5B: Sanitary Servicing Concept*. *Map 5B* also shows the connections to the West Trunk to convey effluent from the Plan Area to the regional lift station in the southwest part of town. This force main will ultimately allow for 270 ha of the Plan Area to be serviced in this manner.

Due to elevation limitations at least one lift station (dependent on detailed grading designs) will be required in the Plan Area. The location of this lift station will depend on how development progresses as it may not be cost effective to install it too far from the current development. A short-term lift station location is included on *Map 5B: Sanitary Servicing Concept* which may be a good balance between cost effectiveness and proximity to development order. To maximize servicing in this area a lift station labelled long-term has been shown in the north eastern portion of the NE 28. This location allows for more land to be collected or served by the lift station but it is farther from where development is expected to occur.

The conceptual sanitary network has been shown on *Map 5B: Sanitary Servicing Concepts*. The mains have been shown as gravity trunk mains, gravity collection mains, and forcemains. As the grading design is not completed line sizing has not been indicated as it will be dependent on final design of the subdivision itself, and consideration of future lands should be identified.

Once 270 ha has been developed the construction of a new regional lift station is proposed in order to service the rest of the Plan Area and lands slated for future Town expansion to the north. *Map 5B: Sanitary Servicing Concept* shows a proposed regional lift station in the northwest portion of the SW 34. It may be more advantageous to construct this lift station instead of the long-term lift station location (if the short-term lift station is chosen).

Although the requirement for the second regional lift station will not be immediate to service this area, the option of constructing this sooner and routing all effluent from the Plan Area to this lift station should be explored. Since the initial option of directing wastewater through the Town's existing system will already require a lift station there may be savings to construct the regional lift station at the beginning of the development of this area.

Policy 9.2.1	<i>Sanitary Sewer – Regional Capacity</i>	As the Town's overall population nears 15,000 people or the equivalent effluent generation of a population of 15,000, the Town should evaluate the capacity of the regional system to receive additional effluent and work with the South Red Deer Regional Wastewater Commission to secure additional capacity.
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Policy 9.2.2	<i>Lift Station Options</i>	The Town will continue to monitor development of the Plan Area and study the lift station alternatives for servicing the Plan Area.
Policy 9.2.3	<i>Sanitary Trunk and Collection Mains</i>	The design of the sanitary trunk and collection mains will be based on <i>Map 5B: Sanitary Servicing Concept</i> .
Policy 9.2.4	<i>Design Requirements</i>	The development of municipal sanitary services will be in conformance to the most recent version of the Town's Design Guidelines and Construction Specifications.

9.3 STORM DRAINAGE SYSTEM

The terrain of the Plan Area is quite varied and will require several storm water management areas with their own facilities. Conceptual Storm Water Management areas have been shown on *Map 5C: Storm Servicing Concept*. Exact locations and sizes for these facilities are to be completed during a comprehensive storm water management study. This study should:

- Establish drainage basin areas and confirm the use of pre-development regional rates
- Establish size and type of storm water management facilities required; and
- Establish a system for linking storm water management areas through pipe systems and/or overland drainage.

The vast majority of the Plan Area relies on Waskasoo Creek as an outlet. Concerns about downstream flooding have prompted Alberta Environment and Parks (AEP) to put in place restrictions on release rates. In the 2013 Master Servicing Study the maximum release rate had been set at 5 liters per second per hectare (l/s/ha) based on input from AEP. Further work between the Town and AEP started to develop Master Stormwater Report which is still in draft form as of 2020. Through this work the regional release rate was modelled and compared to AEP's rates, the result is a release rate of 2.5 liters per second per hectare (l/s/ha).

The future storm water management areas will be connected via piping or overland drainage which still is an effective means for regulating storm waters. The capacity of the existing drainage courses and natural retention areas should be reviewed in more detail at the time of subdivision.

Policy 9.3.1	<i>Pre-development Rate for Design</i>	A rate of 2.5 liters/s/ha will be used as the pre-development rate when completing storm water design for the Plan Area.
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Policy 9.3.2	<i>Detailed Storm Water Management Plan Required</i>	A detailed storm water management plan will be required to confirm sizing, volumes and outlet routes prior to development and/or subdivision approval. Outlet routes for all upstream lands and storm water management ponds must be taken into account.
Policy 9.3.3	<i>Design Requirements</i>	The development of municipal storm drainage services and storm water management facilities will be in conformance to the most recent version of the Town’s Design Guidelines and Construction Specifications.
Policy 9.3.4	<i>Optional – irrigation for Golf Course</i>	A portion of the SW 32 drains to the northwest and another portion drains to the northeast. These retention areas may either continue to drain separately or could be routed south to help provide irrigation to the golf course. The option of providing water for irrigating the golf course will be assessed when a storm water management plan is prepared for the SW 32.
Policy 9.3.5	<i>Water Feed for Unnamed Lake</i>	The SE 32, SW 33, SE 33, NW 28, and NE 28 drain in a general north east direction towards an unnamed lake. While storm drainage can be routed through pipes and overland drainage routes to outlet to Waskasoo Creek a portion of this surface water may have to continue to be directed to the unnamed lake. The need to provide normal flows to the unnamed lake will be assessed when a storm water management plan is prepared for any of these quarter sections.
Policy 9.3.6	<i>Hydrologic Cycle of Wetlands to be Preserved</i>	To maintain the hydrological cycle of each wetland to be preserved, a pre and post development assessment of the hydro-periods for the wetland will be prepared and submitted to the Town and Alberta Environment & Parks. Maintaining the hydrological cycle of the wetlands to be preserved will be a priority in determining the storm water management approach used for the surrounding lands intended for development.

Policy 9.3.7 *Use of Highway
Rights of Way* A storm water management plan that proposes to direct drainage into a provincial highway right of way must obtain approval from Alberta Transportation.

9.4 SHALLOW OR OTHER UTILITIES

Policy 9.4.1 *Shallow Utilities -
Extensions into
Plan Area* Shallow utilities (power, telecommunications, natural gas) will be extended into the Plan Area in accordance with the requirements of the individual utility provider and, where applicable, the franchise agreement with the Town.

Policy 9.4.2 *Shallow Utilities -
Underground
Installation* All shallow utilities will be installed underground.

10.0 Implementing the Plan

This section discusses the administrative and decision making processes that are to be used to implement the policy directions set out in the previous sections. It includes expectations for developers and landowners in preparing more detailed proposals for the subdivision and development of their lands.

10.1 PHASING OF DEVELOPMENT

- Policy 10.1.1 *General Pattern of Development* No set phasing plan has been set out for the development of the Plan Area. Landowner interest in development, preparation of required detailed studies, and arrangements to overcome servicing constraints or to put in place temporary arrangements will determine the sequence of future development.
- Subdivision and development will be allowed to proceed even where the proposed development area is not contiguous to an existing, developed area.
- Policy 10.1.2 *Transportation Connections – Secondary Access Requirement* As development progresses there is a need to ensure primary and secondary access is provided to areas containing a large number of dwellings, buildings, and/or workers. This accounts for safety and for flexibility in the transportation network.
- Prior to approval of a Land Use Bylaw amendment that could result in more than 200 dwellings or a concentration of industrial buildings accessed by a single road with only one way in and out, the Town will require suitable arrangements for a second permanent access or a temporary access.
- Policy 10.1.3 *Sanitary Sewer* Prior to approval of a Land Use Bylaw amendment to allow development or subdivision in the areas west of Highway 2A, the Town will require suitable arrangements that allow for the construction of a lift station, gravity main and force main serving the proposed development area.
- Where these facilities are not located on the same parcel

as the proposed development area, a land acquisition agreement or easement agreement must be in place.

Temporary alternative arrangements may be accepted by the Town where access to the locations shown in *Map 5B: Sanitary Servicing Concept* cannot be obtained.

Policy 10.1.4 *Water*

Prior to approval of a Land Use Bylaw amendment to allow development or subdivision in the areas west of Highway 2A, the Town will require suitable arrangements for the extension of a looped water connection to the proposed development area or a single feed capable of providing the required water flows.

Policy 10.1.5 *Storm Drainage*

Most of the major parcels in the Plan Area are able to provide for a storm water management pond independently of another parcel. The outlet routes may cross other parcels or be shared.

Prior to approval of a Land Use Bylaw amendment to allow development or subdivision, the Town will require suitable arrangements for outlet routes for all proposed storm water management ponds. This may take the form of land acquisition or easement agreement.

10.2 OUTLINE PLAN

Policy 10.2.1 *Lands where an Outline Plan is Required*

Prior to approval of a Land Use Bylaw amendment to allow development or subdivision in the residential areas shown on *Map 3: Land Use Concept*, the Town will require the preparation and adoption of an outline plan.

An outline plan will not be required for the industrial areas, recreation areas or institutional areas shown on *Map 3: Land Use Concept*.

Policy 10.2.2	<i>Contents of Outline Plan</i>	Where an outline plan is required, the topics listed below must be addressed:
		<ul style="list-style-type: none"> a) more detailed land uses than those shown in this Plan and the applicable designations from the Town's Land Use Bylaw that are intended to be used; b) detailed layout of the area showing proposed parcels and road and lane rights of way to scale; c) statistics describing the amount of land intended for each land use and features such as roads and storm ponds as a total land area and as a percentage of the total area; d) statistics describing the number of dwellings by types, expected population and expected generation of school aged population; e) areas to be preserved and dedicated as environmental reserve or crown ownership; f) road network and areas required for road widening; g) parks, open spaces and trails; h) lands required for community (public) and social facilities; i) plans for the extension and provision of municipal services (water, sanitary, storm drainage) and lands for storm water management facilities; and j) phasing or staging of development and extensions of municipal services and roads.
Policy 10.2.3	<i>Public Review of Outline Plan</i>	The developer or landowner proposing an outline plan will provide public review and input opportunities in a manner that is satisfactory to the Town.

10.3 DETAILED SERVICING AND SUPPORTING STUDIES

- Policy 10.3.1 *Detailed Design and Supporting Studies Required* Prior to adoption of an outline plan or approval of a Land Use Bylaw amendment allowing subdivision and development, detailed design of all municipal services (water, sanitary, storm drainage) and road connections and any supporting studies needed to assess the proposed development or subdivision will be provided by the developer/landowner.
- Policy 10.3.2 *Information Required* The following will be required:
- a) a water network analysis containing information on operating pressures under peak hourly demand conditions, fire flow availability during maximum day demand conditions, as well as information of nodal demands, and boundary conditions;
 - b) a sanitary report containing assumptions and calculations on expected effluent generation and flows and downstream capacity to accommodate the expected flows;
 - c) a storm water management plan containing calculations of expected run off, storage requirements, and outfall requirements addressing Alberta Environment and Parks approval requirements;
 - d) a wetland assessment and impact report meeting Alberta Environment and Parks requirements and written confirmation of acceptance of the report by Alberta Environment and Parks;
 - e) a traffic impact assessment meeting Alberta Transportation requirements and written confirmation of acceptance of the assessment by Alberta Transportation;
 - f) a historical resource impact assessment meeting the requirements of the Historic Resources Management Branch of Alberta Culture, Multiculturalism and Status of Women and written

confirmation of acceptance by the Historic Resources Management Branch; and

- g) where use of private water wells is allowed, a groundwater supply report confirming that there is adequate ground water resources for the intended uses for daily needs and firefighting needs without impacting existing wells.

10.4 LAND USE BYLAW

Policy 10.4.1 *Relation to Land Use Bylaw* The Land Use Bylaw will be the primary means of ensuring that subdivision and development in the plan area is consistent with the policies of this area structure plan. Where necessary, amendments to the Land Use Bylaw will be made to implement the intent and direction of this area structure plan.

Policy 10.4.2 *Subdivision Layout Required* Prior to approval of a Land Use Bylaw amendment that would allow subdivision of an area that does not require an outline plan, a subdivision layout showing how the area subject to the proposed amendment could be subdivided in the future will be provided.

10.5 SUBDIVISION AND DEVELOPMENT APPLICATIONS

Policy 10.5.1 *Conformance Required* All subdivision decisions will conform to the policies of this Plan and any applicable outline plan that has been adopted by Council.

All development permit decisions involving a discretionary use will conform to the policies of this Plan and any applicable outline plan that has been adopted by Council.

Policy 10.5.2 *General Expectations* Subdivision and development of the area will proceed in a manner that:

- allows for the orderly and efficient expansion of the Town;
- does not prejudice the further subdivision and

- development of the subject or adjoining lands;
- makes sufficient provision for road access and municipal utility servicing, and
- provides for the development of a park, open space and trail system as envisioned by this Plan.

10.6 DEVELOPMENT COSTS AND OTHER CONSIDERATIONS

Policy 10.6.1	<i>Developer Responsible for Costs to Develop</i>	All costs for required studies, designs, plans, assessments and the construction of municipal infrastructure (roads, water, sanitary sewer, storm drainage) within the area being developed will be the sole responsibility of the Developer.
Policy 10.6.2	<i>Offsite Costs</i>	<p>Responsibility for the cost to provide infrastructure improvements outside of the area being developed but required to support the proposed development will be negotiated between the Developer and the Town.</p> <p>The Town may cover the costs of offsite infrastructure and/or major system components through offsite levies, oversize improvement arrangements or endeavors to assist.</p>
Policy 10.6.3	<i>No Obligation on Part of the Town</i>	The adoption of this Plan does not require the Town of Innisfail to undertake any of the projects referred to by this Plan.

10.7 INTERPRETATION

Policy 10.7.1	<i>Flexibility</i>	<p>This Plan should be interpreted with flexibility having regard to the purpose, concepts, and general policy direction of the Plan.</p> <p>The boundaries between the various land uses and facilities shown on maps forming part of this Plan should not be rigidly interpreted. The precise boundaries and locations of key features may be confirmed as more detailed design work and field survey is completed.</p>
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Policy 10.7.2 *Ruling on Interpretation*

Where questions of interpretation of this Plan arise, the matter will be put before Council for a decision. Council's decision on interpretation will be final.

10.8 PLAN AMENDMENT

Policy 10.8.1 *When an Amendment is Required*

Where an outline plan, Land Use Bylaw amendment, subdivision application or development permit application proposes a major change from the direction and policies of this Plan, a formal amendment adopted by bylaw will be required. This includes:

- elimination of a major arterial or collector roadway;
- change in the general land use pattern (residential, commercial, industrial) shown in the Plan;
- change to the open space system beyond what is contemplated in the Plan;
- deviation from the utility servicing concepts beyond what is contemplated in the Plan.

The following types of adjustments in response to more detailed design will not require a formal amendment:

- minor adjustments in land use boundaries, road alignments and features, and the use of discretion by the approving authority, as described in a specific policy in this Plan; or
- addition or relocation of public utility lots needed to implement a detailed servicing design.

Policy 10.8.2 *Information Required for Plan Amendment*

The applicant or person requesting an amendment of this Plan will submit the supporting information deemed necessary by the Town to evaluate the requested changes.

10.9 PLAN REVIEW

Policy 10.9.1 *Timing of Routine Review*

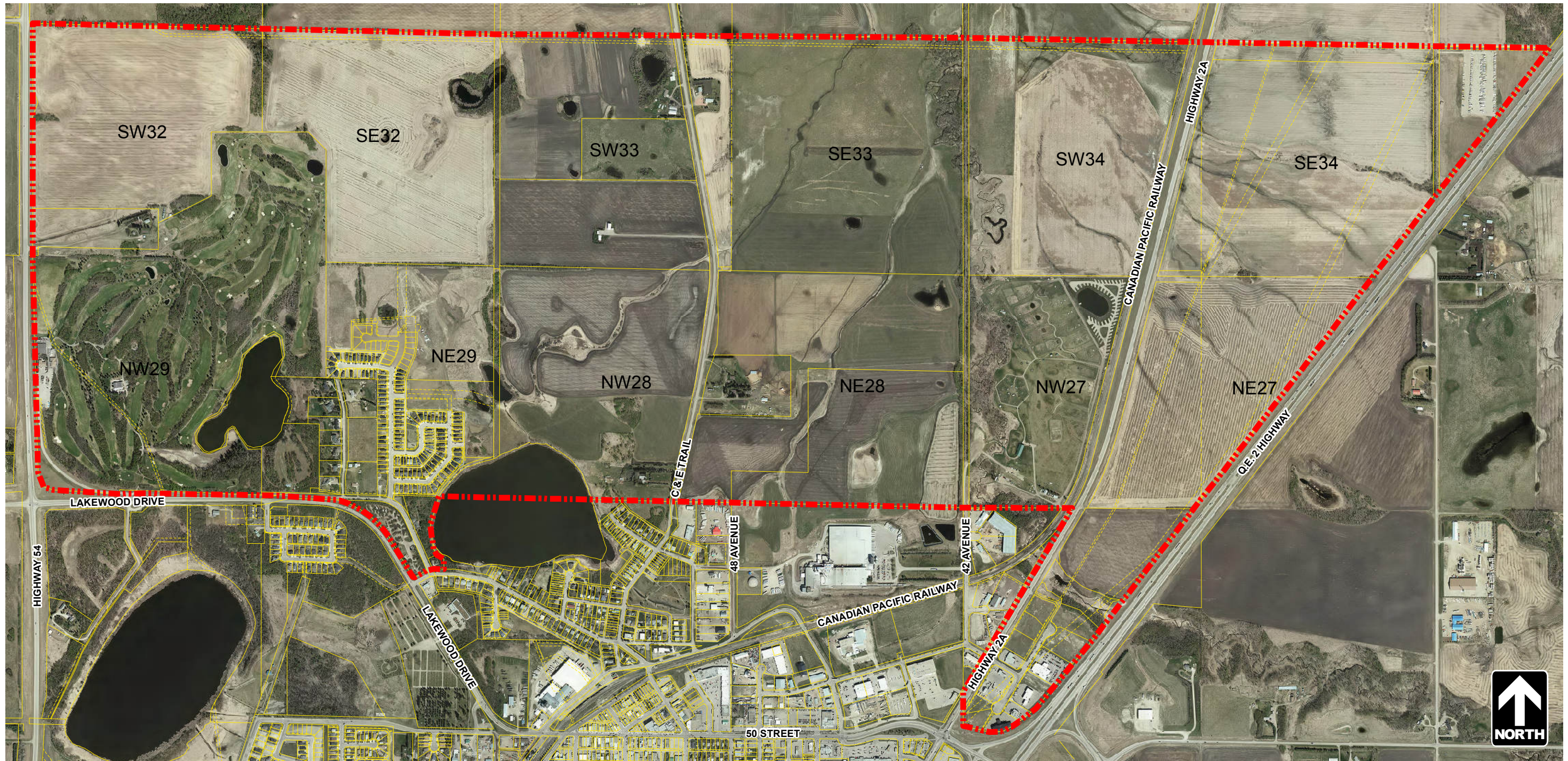
The Town should review this Plan at least every ten (10) years to ensure that the Plan remains current.

The review process should start with a written evaluation by planning staff followed by a recommendation to Council regarding the need to undertake a formal update process.

Council may choose to direct a review of the Plan at any time.

Policy 10.9.2 *Consistency with Other Statutory Plans*

This Plan will be reviewed and updated in response to changes to the policy and direction set in the Intermunicipal Development Plan and/or the Municipal Development Plan.



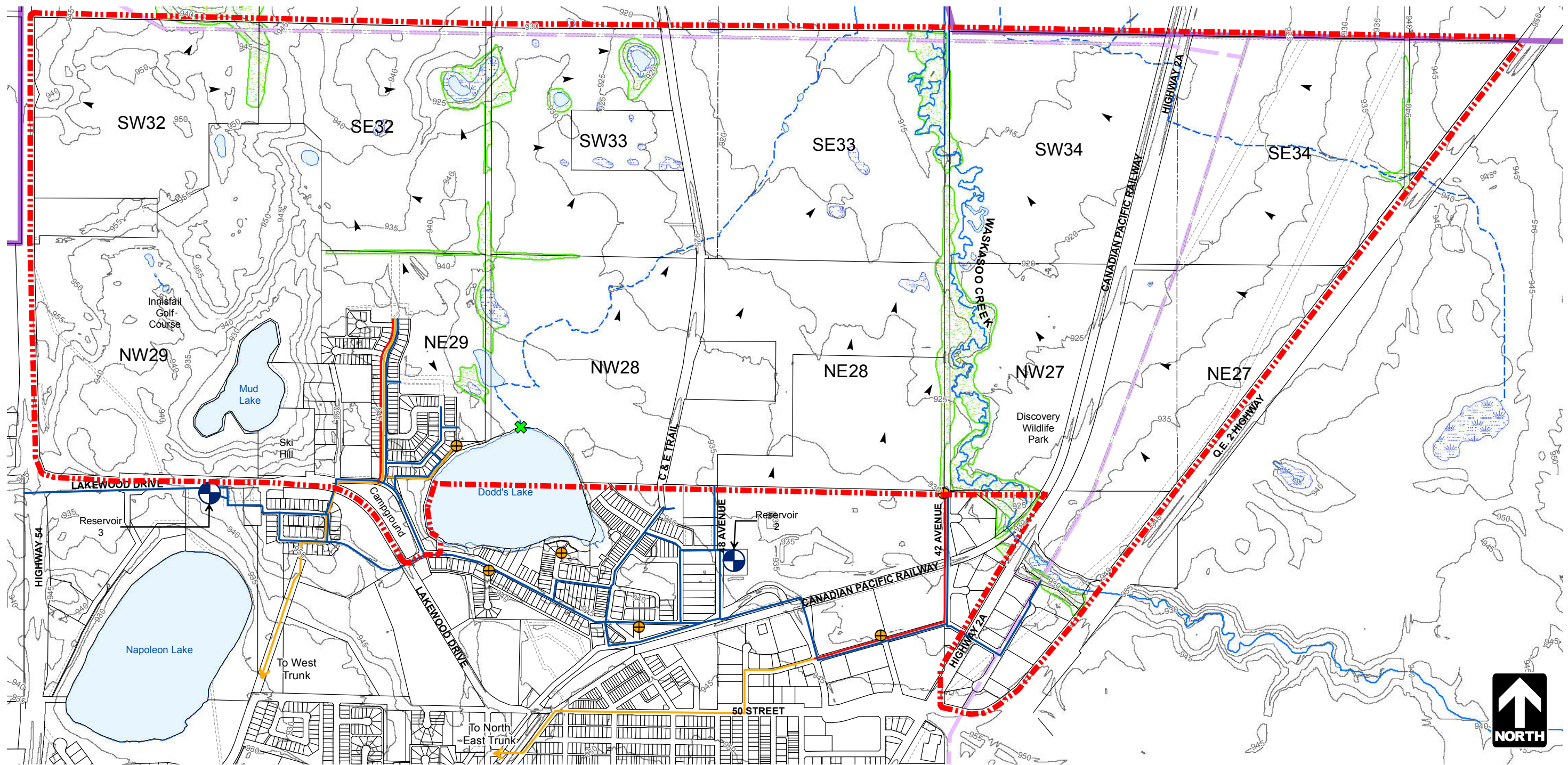
North Area Structure Plan

MAP 1
PLAN AREA

----- Plan Area Boundary

Orthophoto May 2017



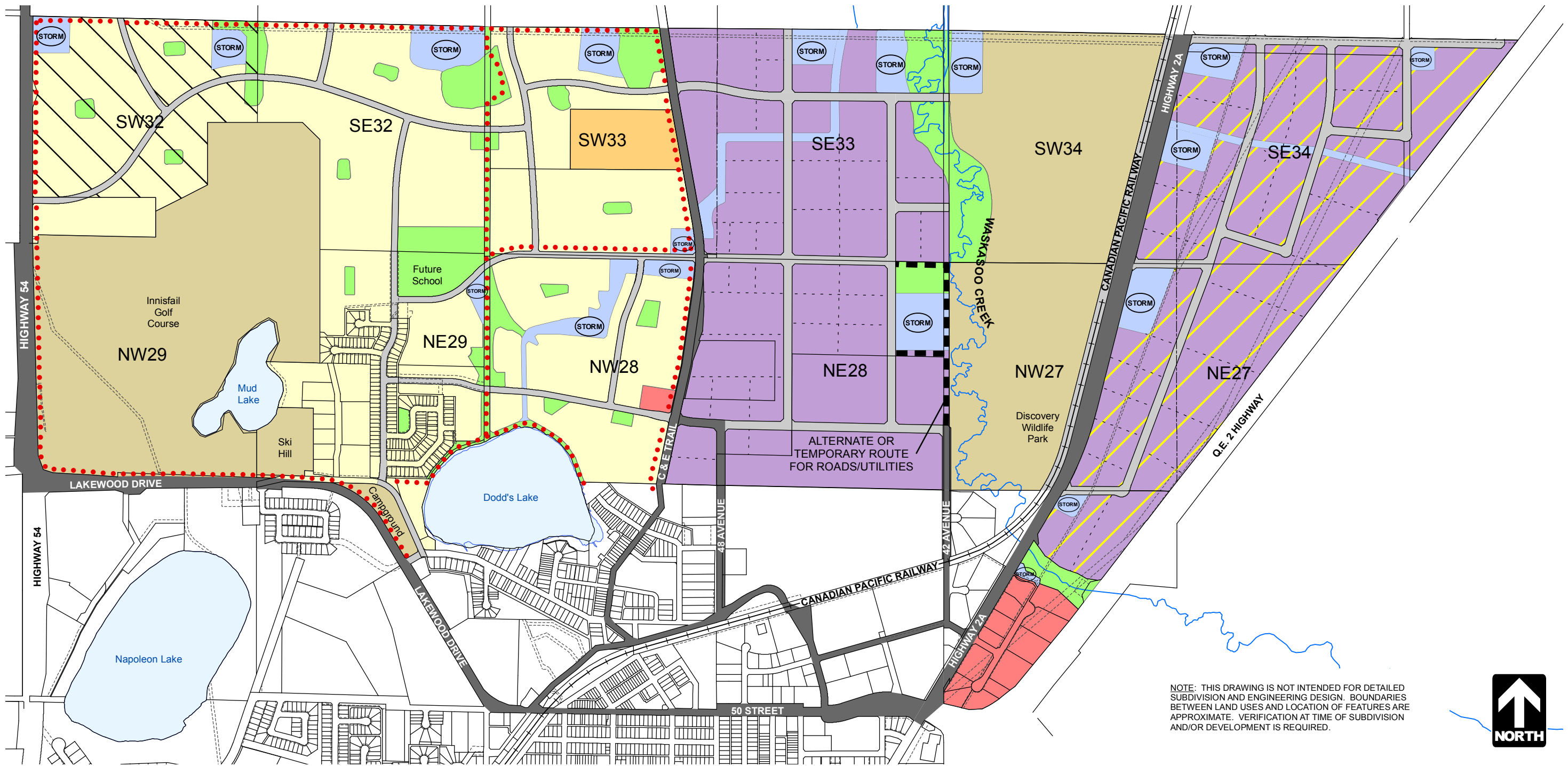


North Area Structure Plan

- | | | | | | |
|--|----------------------------|--|-------------------------------|--|------------------------|
| | General Direction of Slope | | Treed Area | | Sewage Lift Station |
| | Waterbody | | Index Contour - 5 m | | Sanitary Pressure Main |
| | Wetland | | Lake Outlet Control Structure | | Sanitary Gravity Main |
| | Waskasoo Creek | | Alta Link Transmission Lines | | Water Reservoir |
| | Drainage Routes | | Gas Line | | Watermains |

MAP 2 SIGNIFICANT FEATURES





NOTE: THIS DRAWING IS NOT INTENDED FOR DETAILED SUBDIVISION AND ENGINEERING DESIGN. BOUNDARIES BETWEEN LAND USES AND LOCATION OF FEATURES ARE APPROXIMATE. VERIFICATION AT TIME OF SUBDIVISION AND/OR DEVELOPMENT IS REQUIRED.

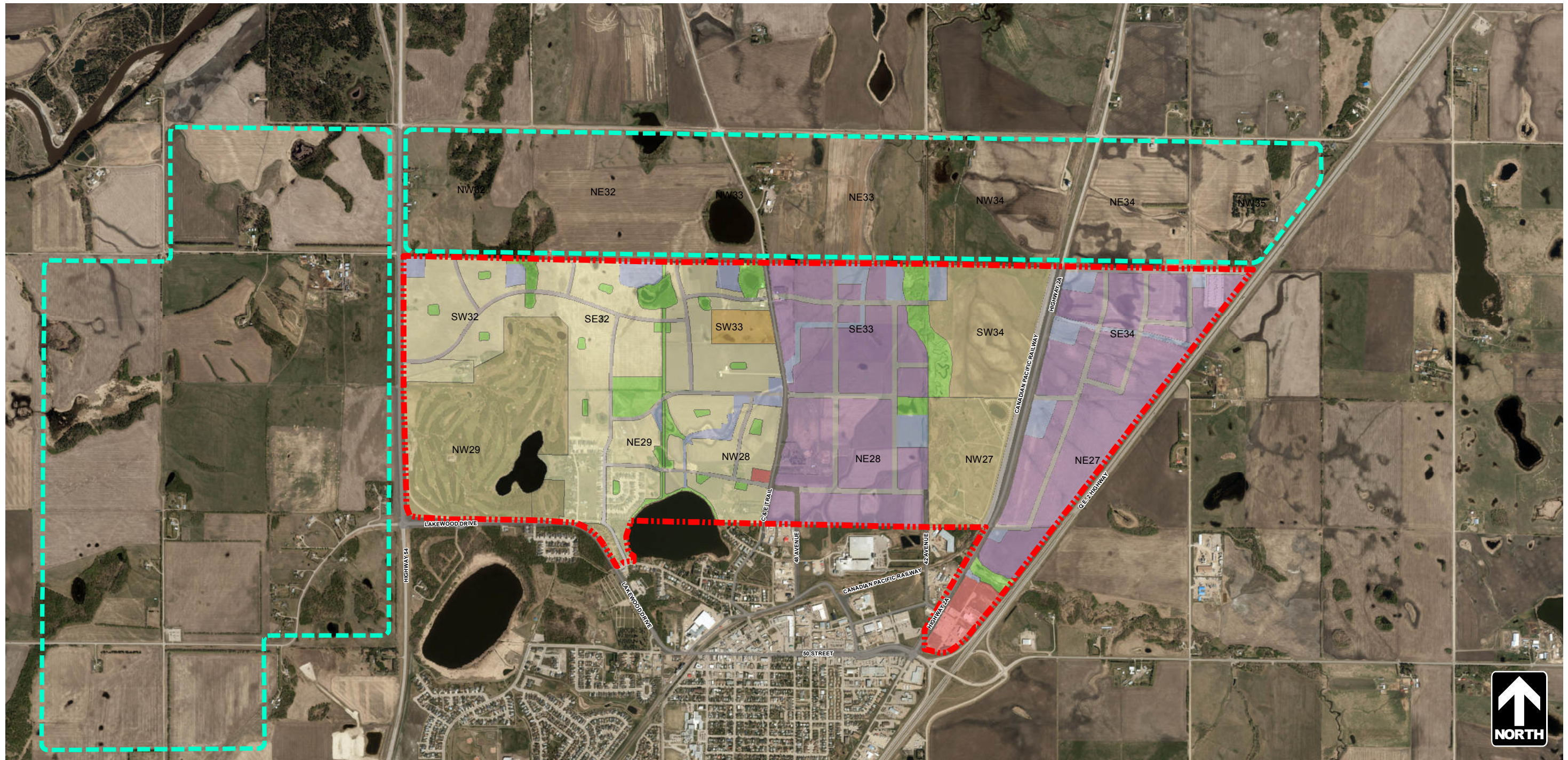


North Area Structure Plan

- | | | | |
|--|---------------------------------------|---|----------------|
| Residential | Recreation | Railway | Named Lakes |
| Commercial | Open Space | Highway and Arterial Road | Waskasoo Creek |
| Industrial | Storm Pond and Drainage Corridor | Residential Collector and Industrial Collector/Local Road | |
| Industrial - Private Water and Wastewater Services | Interim Solar Generation Facility Use | Major Trail | |
| Institutional | Storm Water Management Facility | | |

MAP 3 LAND USE CONCEPT

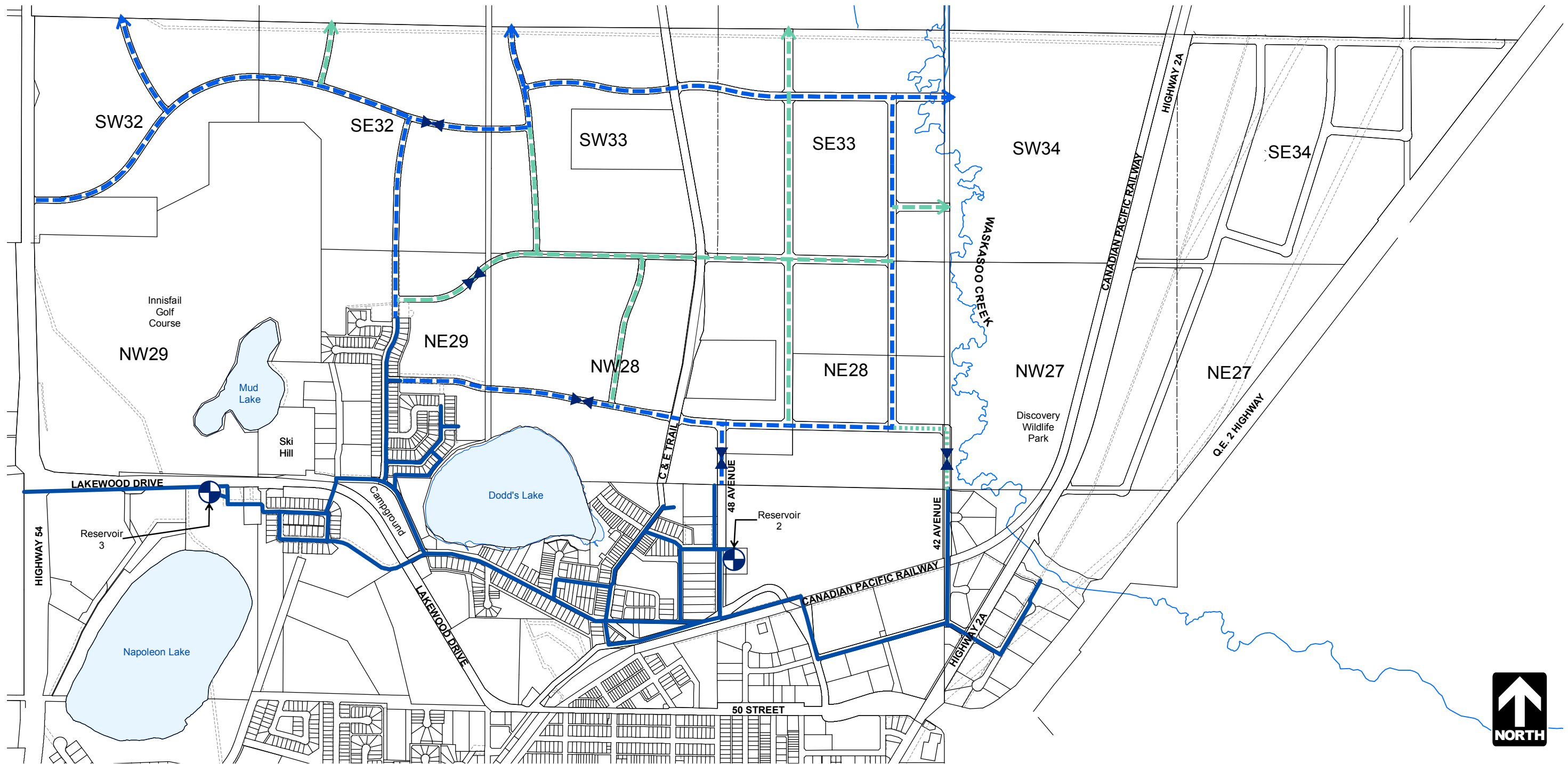




North Area Structure Plan

MAP 4 LAND USE CONCEPT IN CONTEXT

- - - - - Plan Area Boundary
- - - - - Future Town Growth Area in Intermunicipal Development Plan

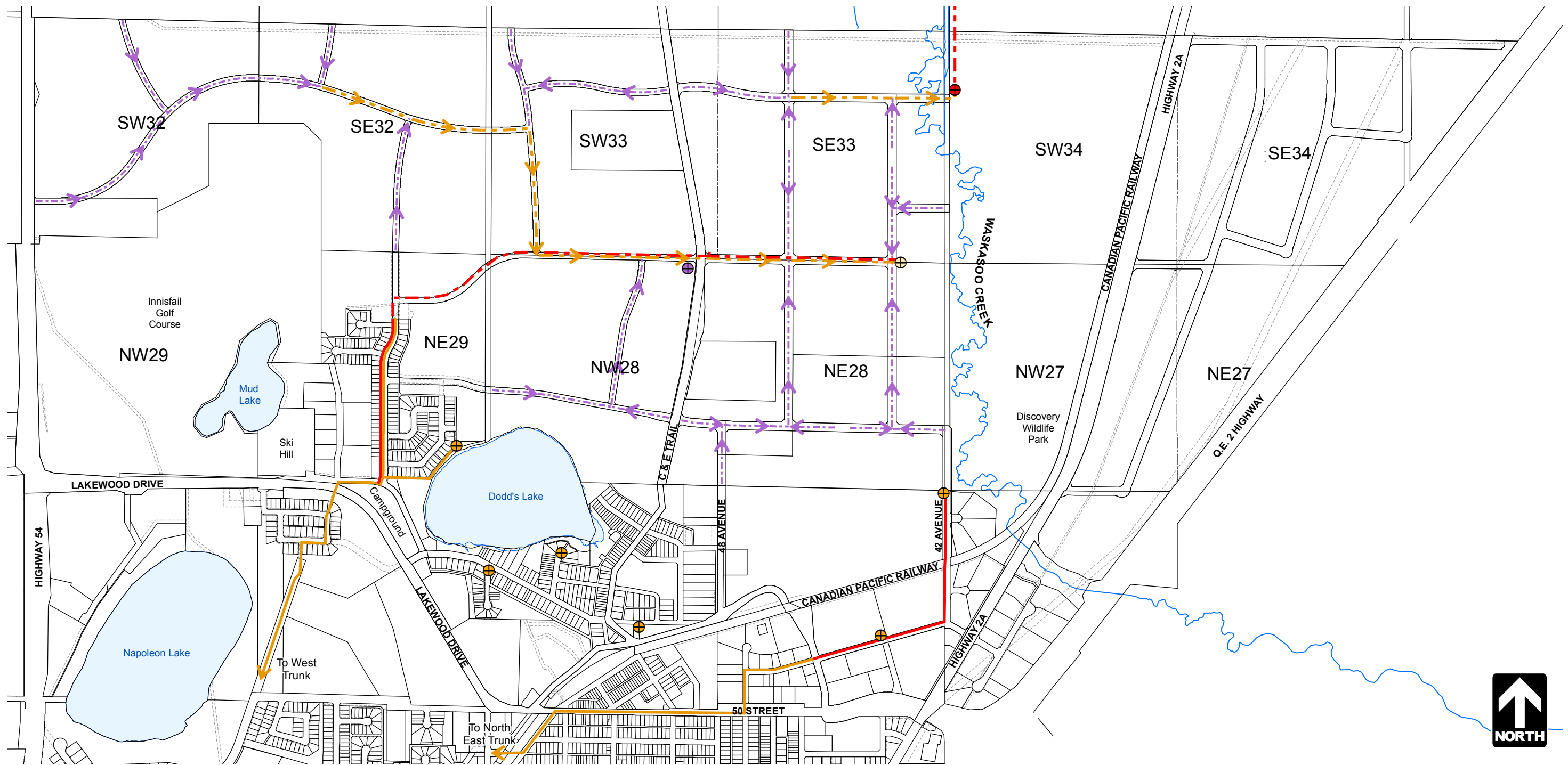


North Area Structure Plan

MAP 5A WATER SERVICING CONCEPT

- Existing Watermains
- Future Watermain (300mm)
- Future Water (250mm)
- Future Water (200mm)
- Existing Water Reservoir
- Future Pressure Reducing Valve

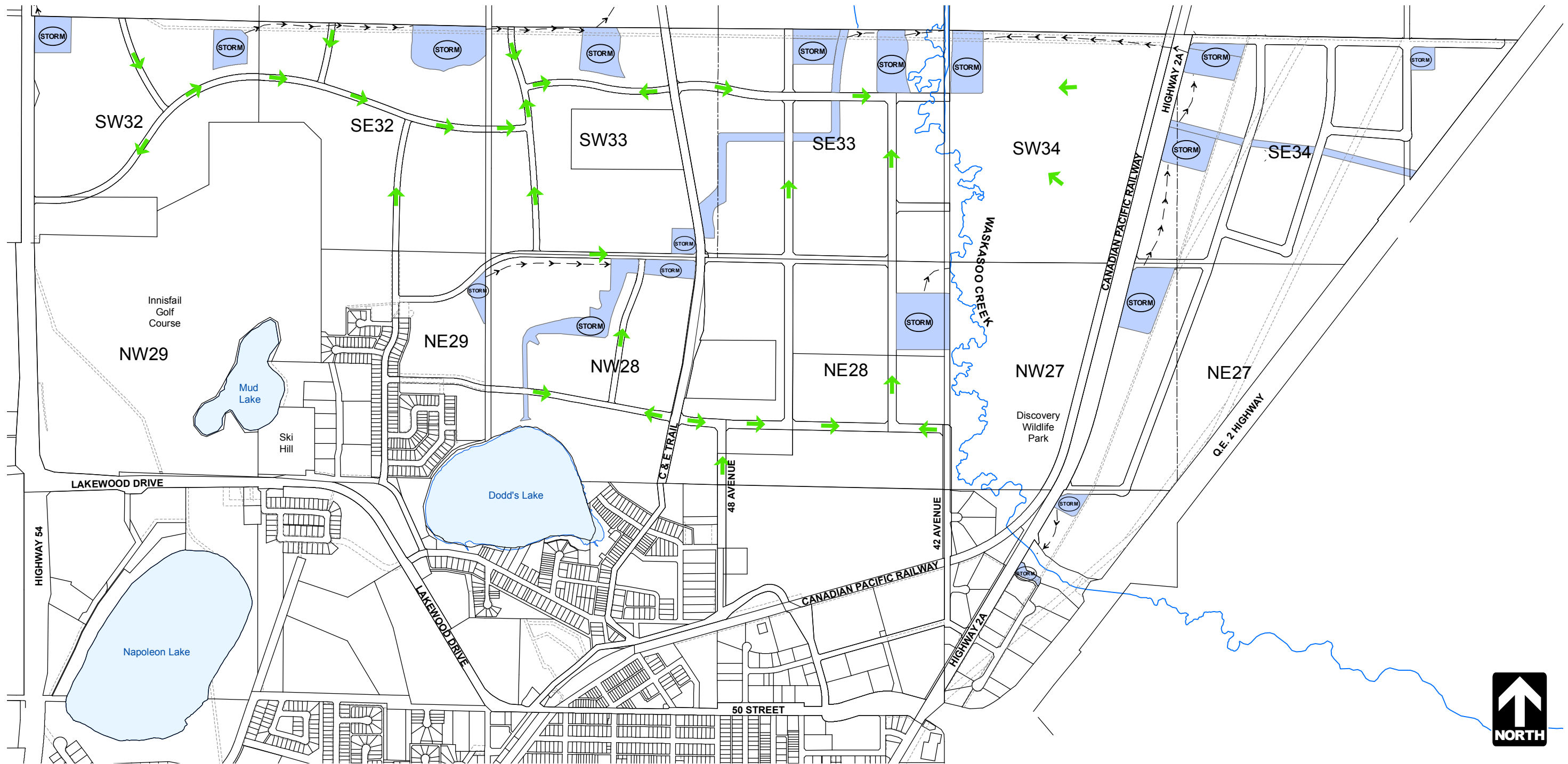







North Area Structure Plan

- | | | | |
|--|------------------------|--|----------------------------------|
| | Sanitary Pressure Main | | Existing Sewage Lift Station |
| | Sanitary Gravity Main | | Future Regional Lift Station |
| | Future Trunk Main | | Future Lift Station (Short Term) |
| | Future Force Main | | Future Lift Station (Long Term) |
| | Future Collection Main | | |

MAP 5B
SANITARY SERVICING CONCEPT



North Area Structure Plan

-  Storm Water Management Facility
-  Proposed Storm Flow Direction
-  Outfall Routes

MAP 5C STORM SERVICING CONCEPT

