

the Woodlands



Outline Plan

Town of Innisfail
(Part of N 1/2 Sec. 17-35-28-4)

Prepared by:
Laebon Developments Ltd.

June 2014

Adopted by Council Resolution: October 14, 2014



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Introduction

Overview

This report serves as a general guideline for development of the parcel of land bound by the CPR rail line to the west, existing residential development to the north, large parcel acreage development to the east, and Highway 54 to the south (**Figure 1**). This 42.44 hectare parcel of land will be called The Woodlands and will be referred to as such in this Plan.

Literature Review

The following documents were reviewed for compatibility and to assess the serviceability of the subject lands:

- Town of Innisfail Woodlands Area Structure Plan, Adopted November 24, 2003 Prepared by Parkland Community Planning Services
- Town of Innisfail Municipal Development Plan, April 2007
- Town of Innisfail Land Use Bylaw, February 2004.
- Stormwater Management Guidelines for the Province of Alberta dated January 1999 by Alberta Environment.

Development Area

Location and Ownership	<p>The Woodlands Plan Area with located within the N ½ of Sec.17-35-28-W4M. The Plan Area consists of 40.16 hectares (99.23 acres) of land and is owned by Laebon Developments Ltd.</p>
Topography	<p>The Woodlands has a relatively flat landscape of rolling pasture with the highest point being located in the northeast corner of the Plan Area and gently sloping towards the southwest. The elevation varies from 941 metres in the northeast to 924 metres in the southwest.</p> <p>There is a natural ravine running southeast-northwest in the southern portion of the Plan Area.</p>
Existing Land Use	<p>The Woodlands Plan Area currently consists of natural vegetation and is used for pasture.</p>
Adjacent Land Use	<p>There is an existing residential subdivision to the northern portion of the Plan Area. East of the Plan Area there is a country residential development. Directly west of the Plan Area is owned by Canadian Pacific Railway with a rail line, and beyond that is the the Town of Innisfail's sewage lagoons. The area south of Highway #54 is currently vacant.</p> <p>The Town's lagoons are planned to be decommissioned in the near future when Innisfail is connected to the regional sewer system; however, the Town of Innisfail may need to apply for a relaxation of the 300 meter setback to allow development to proceed in the meantime.</p>
Access	<p>The Woodlands Plan Area will be accessed from Woodland Road. This road will be updated to a collector road status, as per the Woodlands Area Structure Plan.</p> <p>The Woodlands subdivision will have two collector roads which will both connect to Woodland Road.</p>

Development Area *Continued*

Site Servicing

The site will be fully serviced with all urban infrastructure including: sanitary sewer, water, and shallow utilities. Stormwater will be directed to a stormwater management facility.

Sanitary servicing will require the use of a lift station. Details of this can be found in the Sanitary Servicing portion of this document.

Geotechnical Considerations

A Geotechnical Investigation and report was completed by Parkland Geotechnical Consulting Ltd and submitted to Laebon Developments Ltd. in November of 2007. The investigation was conducted to determine the nature and engineering properties of the soil with respect to design and installation of underground services, road sub grades, and to provide general comments with respect to foundation systems. The investigation concluded that subsurface conditions of the Plan Area were suitable for residential construction. A copy of this geotechnical report will be forwarded to the Town of Innisfail for reference.

Environmental Assessment

Envirowest Engineering Inc. completed a Phase I Environmental Site Assessment of the Plan Area in April 2004. This study concluded that the environmental conditions of the Area were appropriate for residential use.

Policy Factors

Woodlands Area Structure Plan

The Woodlands Area Structure Plan (ASP) contains policies and statements that are key to existing The Woodlands area:

- Preserve vegetated areas along Buffalo Creek and protect the Creek from negative impacts of urban development.
- Provide an integrated system of open space areas throughout the community.
- Put forward a strategy to overcome servicing constraints.
- Provide a mixture of housing types at both low and higher densities of development. Density will be managed to achieve approximately 14 units per net developable hectare of residential land.
- Dedicate a minimum of 10% of the gross developable area as Municipal Reserve.

The ASP also includes special requirements for the area adjacent to Buffalo Creek:

- Environmental Reserve dedication or easement will be obtained as follows:
 - Land below the top of the bank along the creek valley
 - Land subject to flooding by a 1:100 year flood or rain event
 - Land subject to erosion

Development Concept

Overview

The Woodlands is characterized by a vision of a comprehensively planned residential community.

The presence of Buffalo Creek and natural ravine in combination with the natural contours and topography of the area provides a unique opportunity to integrate these natural features into the community in a way that will allow residents to fully enjoy the natural beauty of the area.

Concept

The Woodlands concept has been developed to best suit the topography and using the existing development parameters provided in the previously noted statutory plans. This community will consist of residential development logically interlaced with parks and open spaces to showcase panoramic views. The overall density of the Woodlands Plan Area will be approximately 12.8 dwelling units per gross developable hectare. Development will be a combination of R-1C and R3 lots.

R-1C lots will provide approximately 12.85 m lots with front attached garages and rear lane access.

R-3 row house lots will occur in a dedicated cul-de-sac.

A future commercial site is presented in the southeast corner of the Plan Area. This site would be accessed by a potential road connection provided to the north, or a road connection to the east as part of the redevelopment of the existing residential site, or direct access to Woodland Road. In the event that there is insufficient market demand for the commercial site when the phase of development containing the site is being created, consideration will be given to converting the site to R-3 multi-family residential use. A formal amendment to the Woodlands Area Structure Plan will be required to determine the future use of this site.

The Woodlands Area Structure Plan also shows a trail linkage running east-west along the northern border of the Plan Area, immediately adjacent to the existing homes. In order to preserve a buffer strip between the existing homes and the proposed lane, as well as a pedestrian linkage, a 3 m buffer will be provided.

	Area (ha)	Percentage of Developable Area	Number of Dwellings
Gross Area	40.16		
Out Parcel	1.09		
Environmental Reserve	2.91		
Developable Area	36.16	100%	
Municipal Reserve	5.49	15.19%	
R-1C	18.35	50.76%	399
R3	1.23	3.41%	65
R2/Commercial	1.26	3.49%	
Public Utility Lot	1.07	2.96%	
SWMF (PUL)	0.75	2.07%	
Roads/Lanes	8.00	22.12%	
Total	36.16	100.00%	464

Number of dwellings reached using minimum lot size. Actual number of units may be less.

Dwelling Units Per Developable Hectare

12.83

Open Spaces

General

The open space system in The Woodlands has been designed to provide residents access to neighbourhood parks, capitalize on natural topography, as well as provide access to a major trail system.

Open Space

The Open Space strategy for The Woodlands is based upon the integration of Buffalo Creek and the natural ravines with neighbourhood parks. These areas will be comprised of both Environmental Reserve and Municipal Reserve.

The Environmental Reserve component includes the areas specified by the Woodlands Area Structure Plan and was determined based on the requirements of the Municipal Government Act.

The Municipal Reserve component will include sub local parks, stormwater management facility and additional areas of linear park space acting as pedestrian connections through the community. The design of all Municipal Reserves individual playgrounds will be undertaken in consultation with the Town staff.

Municipal Reserve will also form a 30 meter buffer from the CPR railway. A berm and fence will be constructed in this area.

Stormwater Management Facility

A stormwater management facility will be accommodated within the plan area. This will be a wet pond, with a permanent base water level and fluctuating water level after periods of intense rainfall. This pond will be incorporated into the open space amenity design.

Park

A playground structure will be integrated into the open space located in the eastern portion of the plan area.

A total of 5.49 ha will be dedicated as Municipal Reserve.

Trails

Linkages will provide access to major and minor open spaces, as well as connect to major pathways continuing beyond the plan area. Trails will be paved according to the Town of Innisfail's standards.

The trail network will reflect the Woodlands Area Structure Plan.

Transportation

Overview

A logical and efficient transportation system is imperative for the functionality and connectivity of any neighbourhood. A functional roadway hierarchy will be put in place to provide convenient vehicular and pedestrian access for all residents of the area.

Transportation Network

Access to the Plan Area will be derived from two collector roads connecting to Woodland Drive. One access will be from an extension of the existing Davies Road. The other will occur approximately 200 meters south. The alignment of these accesses is consistent with the layout provided in the Woodlands Area Structure plan.

An internal collector network is provided as illustrated in **Figure 2**. The balance of the internal road system will consist of residential streets in the form of p-loops, cul-de-sacs, and crescents.

All collector roads will be built to a 22 meter right of way standard. All local roads will be built to a 20 meter residential standard.

The community will generally have rear lane access. However, some lots will not including those backing onto major open space areas.

Sound attenuation measures will be taken along Highway 54 as well as the CPR Railway. These will take the form of berms including fencing and landscaped elements.

Servicing

General	Servicing for The Woodlands plan will be provided in accordance with municipal standards and requirements. Servicing will be provided in an efficient manner in an effort to reduce the long term costs of infrastructure maintenance
Stormwater Servicing	<p>An existing stormwater outlet on Woodland Drive can be routed westward to service the plan area.</p> <p>In addition to quantity control of storm discharge, quality control measures will also be incorporated in accordance with several Best Management Practice techniques identified in the 1999 Alberta Environment Stormwater Guidelines for the Province of Alberta.</p> <p>The major overland drainage system is demonstrated in Figure 3.</p> <p>The storm system, as illustrated in Figure 4 is designed to provide drainage for all roads within The Woodlands. Trunk lines are shown running along the collector roads. The stormwater management system will require approval from Alberta Environment.</p> <p>The storm water management facility is sized to accommodate the Woodland Plan area, oversized trunks will be provided at the south east entrance road for drainage through the stormwater management facility to accommodate the future ponds built with in the Woodlands ASP area.</p> <p>All storm sewers will be sized to accommodate a 1 in 5 year stormwater event. During larger storm events, stormwater will be conveyed on the streets to the stormwater management facility. The current overland drainage flowing through the southern portion of the site will be accommodated by either overland drainage or a catch basin, final details of this will be determined at the detailed design phase of stage 1</p>
Stormwater Management Facility	<p>A natural ravine and Buffalo Creek both play key roles in the stormwater management of the area. Naturally low areas will be utilized for stormwater management facility construction. The pond will outfall to the natural ravine which drains to Buffalo Creek</p> <p>In addition to providing sufficient capacity for stormwater detention and optimal achievement in sedimentation and filtration of potential storm water contaminants, the design for the pond is such that the facility can also serve as an amenity for the community. The constructed pond is intended to serve as an integral component of the open space system.</p> <p>The key elements of the stormwater management facility are:</p> <ul style="list-style-type: none">▪ Use of indigenous plant material including native grasses

	<ul style="list-style-type: none"> ▪ Amenity as well as a temporary water storage and treatment facility ▪ Maintenance vehicle access ▪ It will attenuate storm water discharges from major storms to restrict runoff to pre-development levels ▪ It will improve water quality before it is discharged to Buffalo Creek <p>Details of the stormwater management facility construction will be provided at detailed design stage.</p> <p>Appropriate signage will be installed identifying the pond as a stormwater management facility.</p>
Sanitary Sewer	<p>The subject lands will be serviced by a gravity sewer collection system leading to a central lift station located in the southwest portion of the site. A force main will carry effluent northward across the rail line and to the Town of Innisfail's treatment facility. The proposed sanitary sewer system can be found in Figure 5. The lands lying north of Highway 54 and west of 52nd Avenue will be considered the benefitting area to this lift station for the purposes of levy collections.</p> <p>2 force mains run through the property a 200mm which will be utilized by the Woodland Lift Station located within the plan area and a 300mm which will be installed by the Town and will be stub out to the south east entrance road for future use.</p>
Water Service	<p>The Woodlands will gain access to water servicing by connecting to the Town of Innisfail's existing water distribution system. The proposed water distribution system for Woodlands is shown in Figure 6. The existing 250-millimetre diameter water mains, located along 36 A Street and 54th Avenue will provide an adequate supply of water and external looping to service this area.</p>
Shallow Utilities (Gas, Power, Phone, Cable)	<p>Shallow utilities will be extended into The Woodlands from existing lines situated within the existing development to the north.</p> <p>Subdivision layout plans have been forwarded to ATCO, Fortis, Telus, and Shaw for comment. They do not anticipate any issues with shallow utility servicing.</p> <p>The alignments of the shallow utilities will be established during preparation of the servicing study.</p>

Implementation

Phasing

The proposed phasing for The Woodlands is illustrated in **Figure 7**.

The topography of the area requires an alternative to the traditional pattern of contiguous development from the outward edge of town.

The requirement of a lift station in the southern portion of the site requires that development start in the south to allow for cost effective provision of sanitary and storm water sewer infrastructure.

The balance of the phasing is ultimately dependent upon the future market conditions. It should be noted that the phasing boundaries illustrated in **Figure 7** are conceptual only and therefore some flexibility must be maintained in interpretation of the boundaries of individual phases provided the timing of key infrastructure and emergency access are addressed.

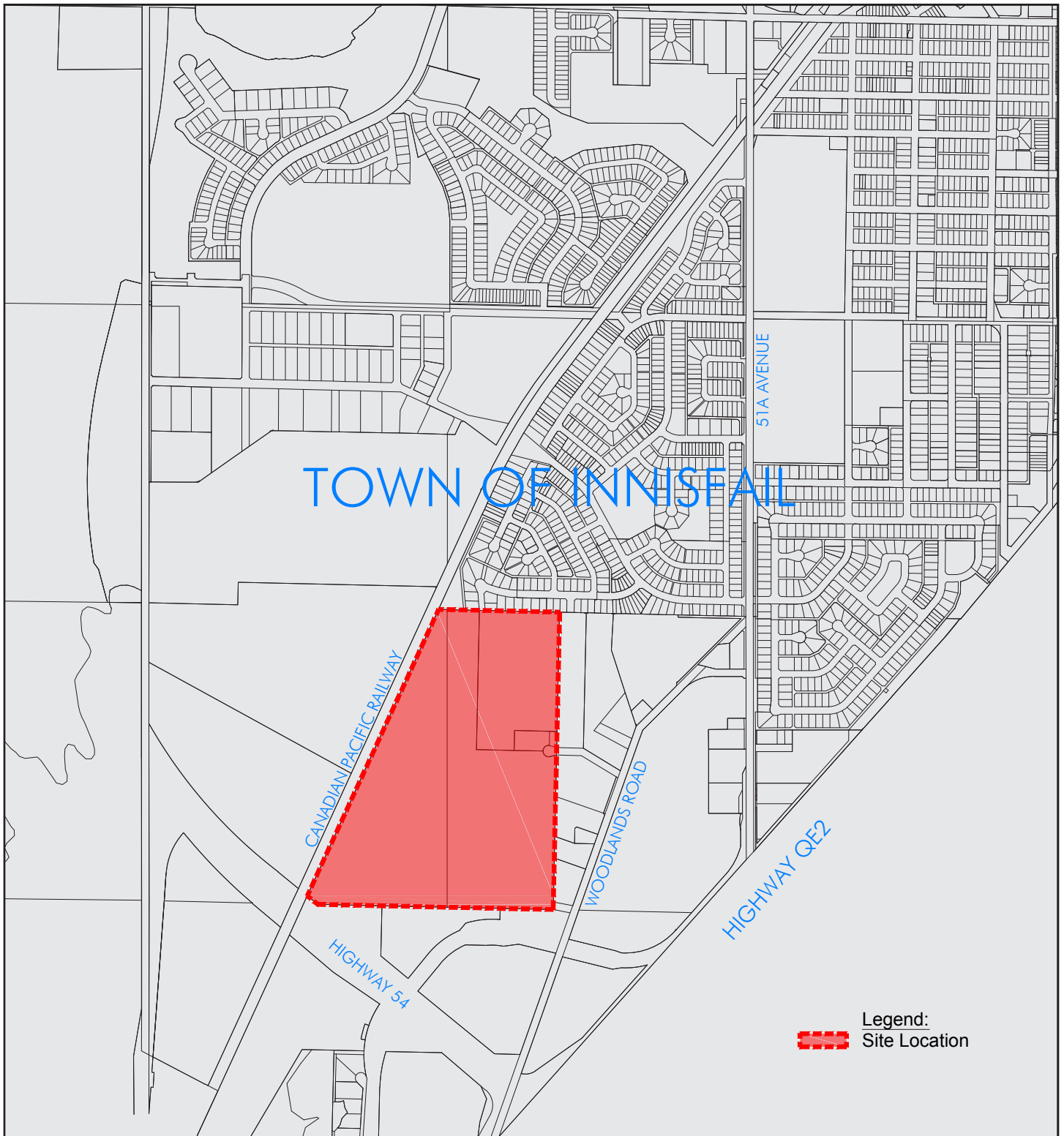


Figure 1 - Location Plan
 The Woodlands
 May 2014

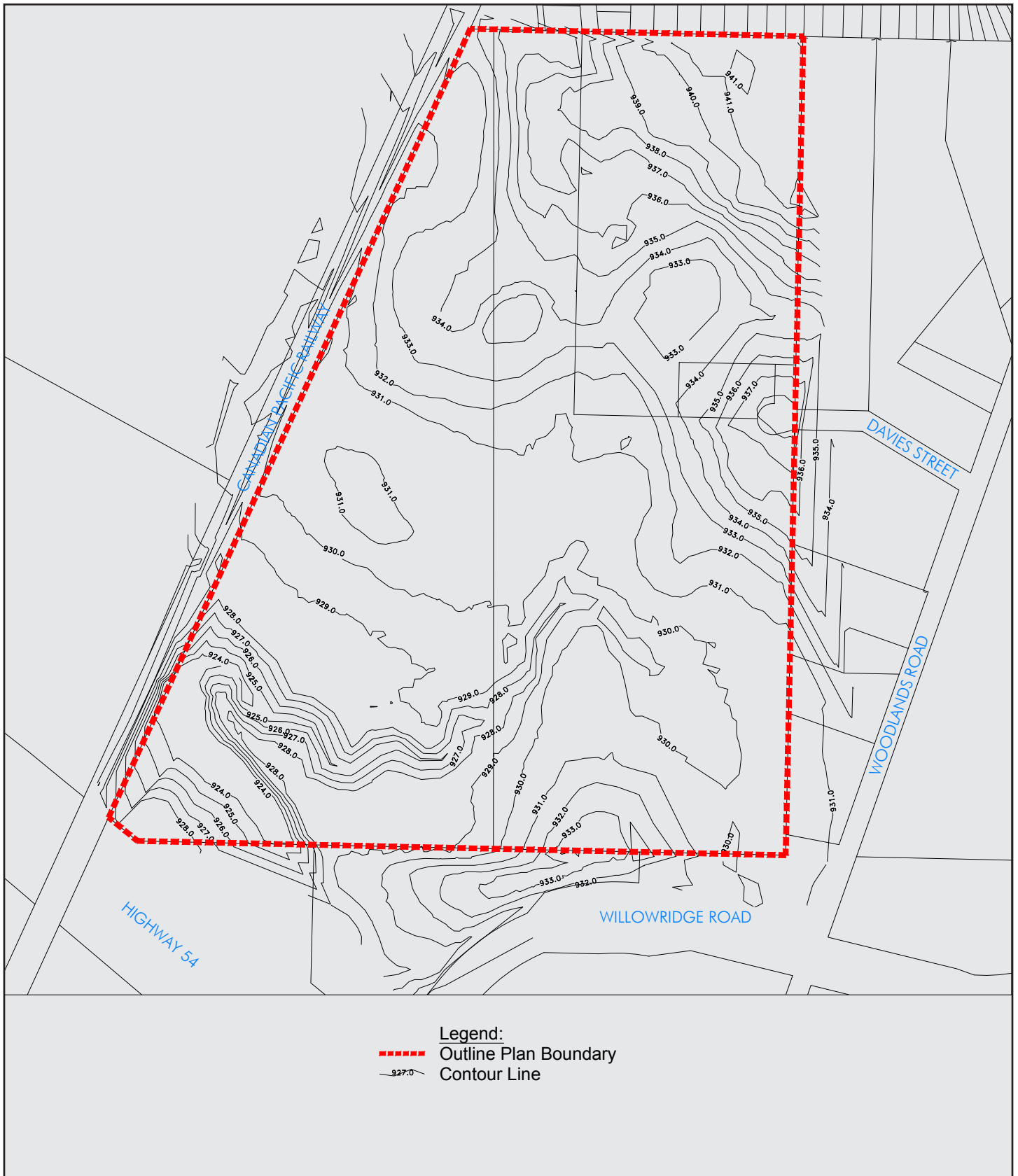
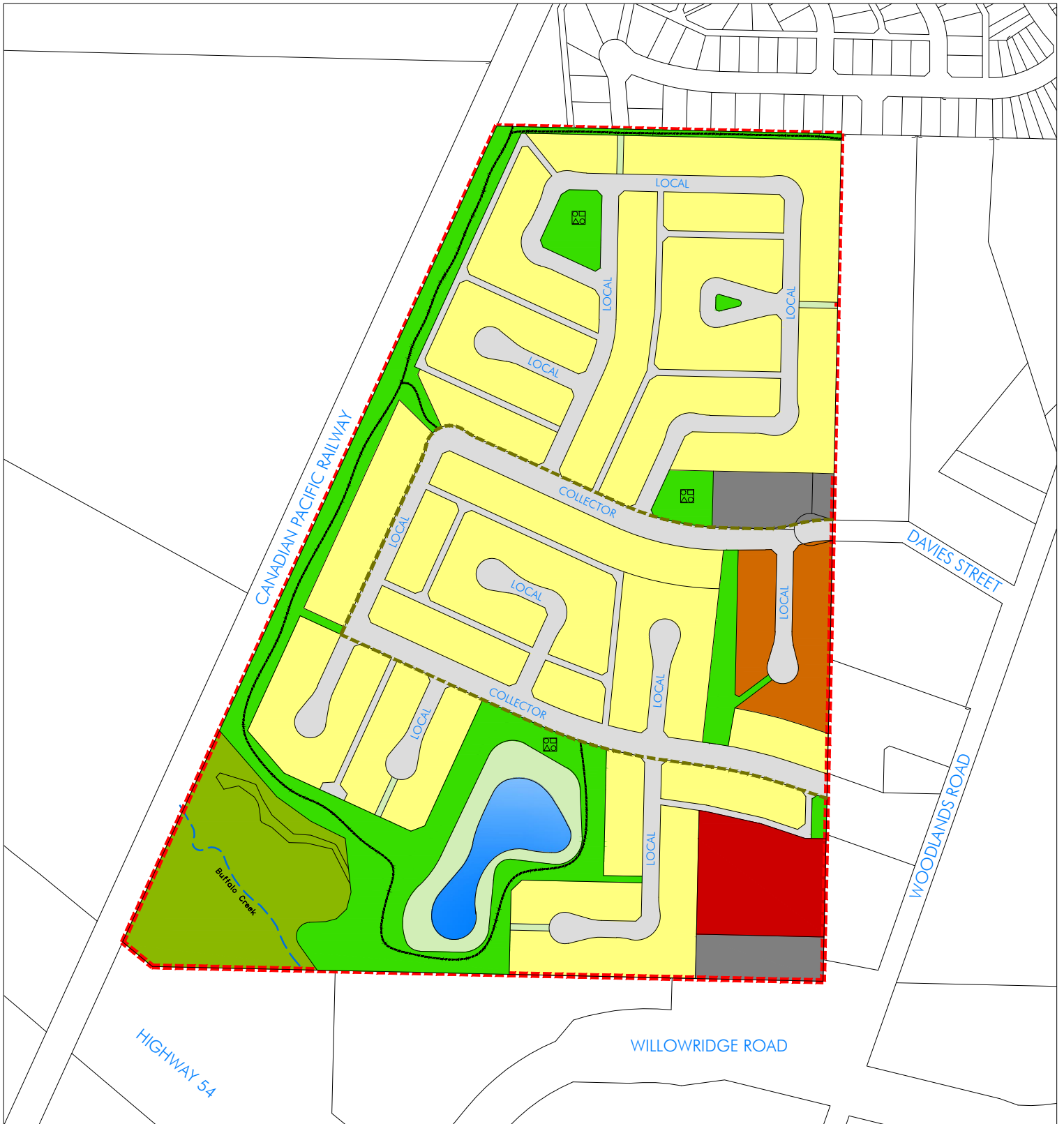


Figure 1A - Original Ground
 The Woodlands
 May 2014



Legend:














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|---|-------------------------------|---|---------------------------------|
|  | Single Family District (R1-C) |  | Storm Water Management Facility |
|  | Multi-Family District (R3) |  | Roads and Lanes |
|  | Commercial/R3 |  | Out Parcel |
|  | Municipal Reserve |  | Outline Plan Boundary |
|  | Environmental Reserve |  | Asphalt Pathway |
|  | Public Utility Lot |  | Connecting Trail |
| | |  | Community Amenity |



Figure 3 - Overland Drainage
 The Woodlands
 May 2014



Figure 4 - Storm Sewer
 The Woodlands
 May 2014



Figure 5 - Sanitary System
 The Woodlands
 May 2014



Figure 6 - Watermain
 The Woodlands
 May 2014

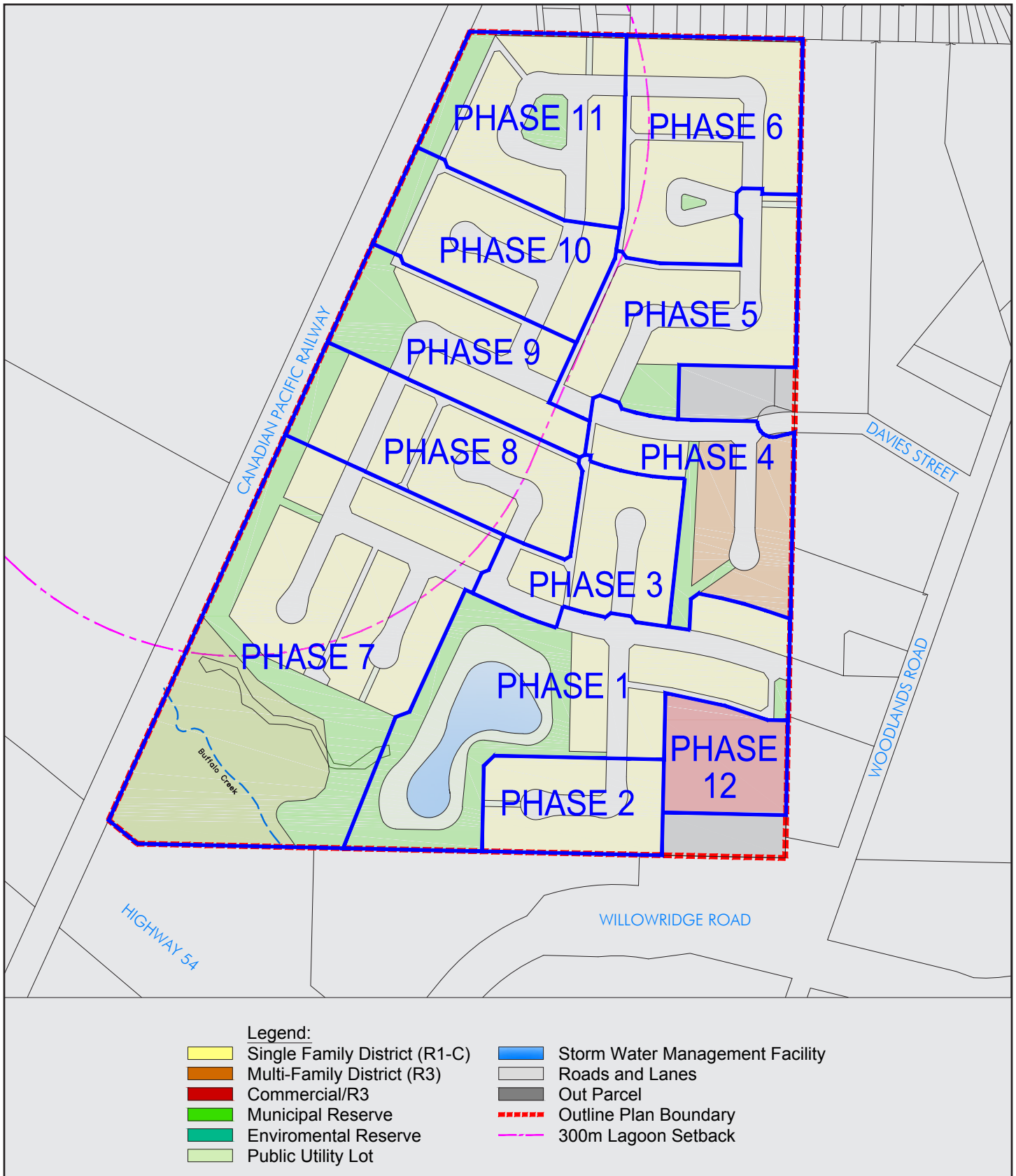


Figure 7 - Subdivision Phasing

The Woodlands
May 2014

