

TOWN OF ROCKY MOUNTAIN HOUSE

RVB OUTLINE PLAN



July, 2011

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RVB OUTLINE PLAN

August, 2010

Table of Contents

1.0	Location and Purpose	1
2.0	Policy Framework	2
2.1	Municipal Development Plan (MDP)	2
2.2	South West Area Structure Plan	3
2.3	Land Use Bylaw	7
3.0	Constraints and Opportunities	8
3.1	Site Features	8
3.2	Existing and Adjacent Land Uses	9
3.3	CPR Railway	10
3.4	Geotechnical Considerations	10
3.5	Site Servicing	11
4.0	Development Concept	12
4.1	Lot Development Standards	14
4.2	Densities	15
4.3	Open Space and Trails	15
5.0	Transportation	17
5.1	Traffic Impact Assessment	17
6.0	Utility Services	18
6.1	Site Grading and Preparation	19
6.2	Storm Water Management	19
6.3	Water Distribution	20
6.4	Sanitary Sewer	21
6.5	Shallow Utilities	21
7.0	Staging of Development	21
8.0	Implementation	22

List of Tables

Table 1.1	Land Use Statistics
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RVB OUTLINE PLAN

July, 2010

List of Figures

- Figure 1: Location Plan
- Figure 2: Significant Features
- Figure 3: Land Use Concept Plan
- Figure 4: Storm Water Management
- Figure 5: Water Distribution System
- Figure 6: Sanitary Sewer System
- Figure 7: Development Staging

List of Appendices

- Appendix A: Property Titles
- Appendix B: Preliminary Geotechnical Report
- Appendix C: Traffic Impact Assessment
- Appendix D: Storm Water Management Report

1.0 Location and Purpose

The RVB Outline Plan area is located in the central south west portion of the Town of Rocky Mountain House in the north half of Section 22-39-7-W5. The lands which are the subject of the Outline Plan are owned by RVB Property Managements Ltd. and Lavoy Property Development Inc. The property is legally described under twenty two (22) separate titles as follows:

- Lot 1, Block 1, Plan 992 0977
- Lot 2 through 19, Block 1, Plan 992 0977
- All that portion of the north west quarter of Section Twenty Two (22), Township Thirty Nine (39), Range Seven (7) west of the Fifth Meridian lying south of the northerly limits of the portion outlined in pink on a plan of the Alberta Central Railway filed as Railway Plan 8254AE and north of the northerly limits of Parcel (B) as shown on filed plan 6088ET,
Excepting thereout:
 - A) Plan 3769EO Road Plan
 - B) 1.21 Hectares (3 acres) described as follows:
All that portion of the said quarter section lying between the southerly boundary of the roadway as shown on Road Plan 3769EO and a line drawn parallel therewith and distant perpendicularly two hundred and sixty four (264) feet southerly therefrom and which lies east of a line drawn perpendicular to said southerly limit of said roadway through a point there in distant westerly therefrom four hundred and ninety five (495) feet from the easterly boundary of the said quarter section.
 - C) Plan 3467ET Road Plan
 - D) Plan 4705 EU Right-of-way Plan
 - E) Plan 8320598 Station Grounds
 - F) All that portion of Railway Plan 8254AE in the said quarter section which lies to the west of the west boundary of Road Plan 4705EU, containing 0.121 Hectares (0.300 acres) more or less
 - G) Plan 992 0977 Subdivision Plan
 - H) Plan 042 6772 Road Plan
- Lot 4, Block 1 Descriptive Plan 972 4130
Excepting thereout:
 - Plan 042 6772 Road Plan
- Railway Plan 6701AN Right of Way in Township 39 Range 7 West of the Fifth Meridian Comprising part of the south east quarter of Section Twenty Two (22) containing 4.70 Hectares (11.62 acres),
Excepting thereout:
 - Firstly: 2.01 Hectares (4.96 acres) more or less, for Subdivision Plan 772 2712.
 - Secondly: 2.21 Hectares (5.48 acres) more or less, as shown on Right of Way Plan 832 0598, Main Line and Spur Line.

Representative titles have been included in Appendix A. Only one (1) title from Subdivision Plan 992 0977 has been appended. This title for Lot 1, Block 1 Plan 992 0977 is representative of every other title for the lots in the subdivision.

The intent of the RVB Outline Plan is to provide a planning and policy framework which can be used to ensure development proceeds in accordance with the Town's statutory plans (Municipal Development Plan and South West Area Structure Plan), the Land Use Bylaw and the provincial Municipal Government Act.

2.0 Policy Framework

The RVB Outline Plan has been developed in conformance with the Town of Rocky Mountain House Municipal Development Plan and the South West Area Structure Plan. As development is initiated and proceeds, redesignation and subdivision will take place under the more specific provisions of the Town of Rocky Mountain House Land Use Bylaw.

2.1 Municipal Development Plan (MDP)

Land uses identified as suitable for the Outline Plan area in the Municipal Development Plan (MDP) include both residential and commercial uses. Residential uses suitable for the area include both low density residential and multiple family high density residential areas.

MDP policies used in the development concept for the outline plan area include:

- Providing reserves to the maximum extent provided for in the Municipal Government Act (forty percent (40%) maximum dedication for municipal reserves, public utility lots and roadway rights-of-way);
- Providing buffers by distance, suitable landscaping or residential lot orientation between incompatible land uses;
- Dispersal of duplexes or semi-detached housing throughout the General Residential areas;
- Ensuring R3 Multiple Family residential sites are placed on lots of sufficient size and in areas where parking and traffic congestion is minimized on local streets;
- Locating planned apartment sites in close proximity to major thoroughfares and/or the Town's commercial core;
- Providing a variety of housing types properly located relative to each other with a transition of densities;
- Providing a mix of housing types in response to diverse needs.

2.2 South West Area Structure Plan

The South West Area Structure Plan identifies the outline plan area as suitable for both residential and commercial uses. A larger municipal reserve, suitable for playground development, is to be centrally located in the residential portion of the plan area.

South West Area Structure Plan land use concept and policies which are applicable to the Outline Plan development concept include:

General

- o The land use concept proposed by the Area Structure Plan provides for similar residential uses adjacent to existing rural and urban residential development;
- o Specific locations are designated as multiple family sites. These locations are conceptual and need refinement at the time of Outline Plan preparation;
- o In accordance with the Joint General Municipal Plan the residential density developed in fully serviced residential expansion areas within the Plan Area shall be greater than 30 but less than 40 people per gross hectare (12 and 16 per acre);
- o The lands north of the railway tracks are designated for low density and multiple family residential use and downtown commercial development, which may include residential components;
- o A detailed geotechnical evaluation will be required at the time of outline plan preparation;

Residential Land Use

- o Residential land uses will consist of the following categories: Residential - Low Density, Residential Estate Lots, Residential Multiple Family and Residential - Manufactured Housing;
- o Residential - Low Density category includes housing forms and unit densities that result in a relatively low population density. This may involve single detached and semi-detached dwelling units at densities between 12 and 15 units per gross hectare (approximately between 32 and 40 persons per hectare);
- o Residential - Low Density land use will be directed to those areas as shown on the Land Use Concept map. Sufficient screening and/or buffering to reduce any effects of adjacent commercial or industrial properties shall be provided. This may include architectural treatment of building elevations, distance separation, landscaped buffers, fences or a combination of these measures;

- Development of land adjacent to the CPR railway tracks shall be undertaken in a manner that mitigates the impact of rail operations on adjacent residential properties. Outline Plans for areas along the railway tracks will describe measures to address the impact of rail operations based on the guidelines described in the Area Structure Plan (Appendix A).
- The Residential - Multiple Family category accommodates semi-detached, multi-attached and multiple family dwelling units. This may involve duplexes, townhouses and apartment buildings on lots of sufficient size to minimize traffic and parking congestion on local streets;
- Residential - Multiple Family land use will be directed to the areas as shown on the Land Use Concept map. In preparation of Outline Plans generally not more than 25 percent of the total housing stock should be comprised of dwelling units in semi-detached, multi-detached or multiple family buildings. The Approving Authority may consider, in its discretion, increases to this percentage without requiring an amendment to the Area Structure Plan;

Commercial Land Use

- The Commercial - Downtown land use category will consist of commercial uses intended to serve the Town and regional market area. This includes such developments as restaurants, services, shopping plazas, entertainment, retail outlets and offices. Dwelling units above the ground floor, apartment buildings and other multiple family housing types are permissible in this land use category;
- Commercial - Downtown land use will be directed to the area between 48 and 49 Avenues and the CPR railway tracks as shown on the Land Use Concept map.

Major Open Spaces and Undeveloped Areas

- The Major Open Spaces and Undeveloped Areas land use category consists of areas where development is not likely to occur due to natural or man-made physical constraints, planned park/playground areas and areas needed to protect significant man-made or natural landscapes. Planned park areas and playgrounds will be dedicated as Municipal Reserve;
- Major Open Spaces and Undeveloped Areas will be directed generally to the areas as shown on the Land Use Concept map and as further detailed in Area Structure Plan policies 5.7.3 and 5.7.5. Further refinement of the precise location and extent of these areas may occur during Outline Plan preparation;
- Areas that will be taken for Municipal Reserve generally include man-made or naturally landscaped parks and playgrounds. The following areas in the Plan Area are identified as lands that shall be dedicated as Municipal Reserve:

- a) Local public parks and playgrounds conceptually identified on the Land Use Concept map;
- o The minimum amount of Municipal Reserve dedication will be 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. Land areas required for pipeline rights-of-way and stormwater management facilities will not be accepted as Municipal reserve dedication, due to the constraints upon their public use.
- o Municipal Reserve will be dedicated as land within residential areas in accordance with the Land Use Concept map. All municipal Reserve parcels will be landscaped and developed to the satisfaction of the Town.
- o Municipal reserve dedications will be allocated in accordance with the priorities listed as follows:
 1. School sites where a site or portion of a site is identified within the parcel being planned or subdivided;
 2. Local parks that meet the recreation and open space needs of area residents and sized in accordance with Town standards;
 3. Linear park corridors that accommodate major trails and connections to the community trail system except where trails fall within road rights-of-way or pipeline rights-of-way;
 4. Other uses including cash-in-lieu.
- o Municipal Reserve will be dedicated as cash-in-lieu when subdivision occurs in non-residential areas. 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 will be described in detail in the applicable Outline Plan.

Major Trails

- o The Town's major trail system will be extended into the Plan Area as subdivision and development occurs. Potential major trail alignments to be considered as part of this extension are shown on the Land Use Concept map and described as follows:
 - e) A trail from Highway 752 across Lot 2, Block 1, Plan 4045 ET and following collector roadway south to 42 Avenue and the pipeline right-of-way, from where it follows the roadway right-of-way to intersect with the trail along Trappers Creek. The trail from Lot 2, Block 1, Plan 4045ET also extends north eastward to connect to the trail along Trappers Creek, from where it continues north eastward along Municipal Reserve and the collector roadway to 54 Street.
- o Outline Plans must incorporate minor trails to provide linkages to the major trail system shown on the Land Use Concept map.

Transportation

- Areas where intersection improvements are required as subdivision and development occurs are identified on the Land Use Concept map. The design of these improvements will be consistent with the Transportation Master Plan and approved functional plans.
- Collector roads will generally follow the alignments shown on the Land Use Concept map. Local roads and minor collector roads will extend from these collector road alignments to provide access to adjacent lands;
- Arterial, collector and local roads will be designed and constructed in a manner that satisfies the Town's Transportation Master Plan and Design Guidelines.

South West Area Structure Plan servicing concepts and policies which are applicable to the Outline Plan include:

General

- The development of municipal water, sanitary sewer and storm sewer services will be consistent with the Town's approved Utility master Plans, Design Guidelines and the utility servicing concepts of the South West Area Structure Plan. Provided the general intent of the Utility Master Plan and the servicing concepts are satisfied, alternative servicing arrangements presented through the Outline Plans may be considered;
- Proposed extensions of water, sanitary sewer and storm water drainage systems and necessary over sizing and off-site improvements will be identified in detail as part of the Outline Plan and in accordance with the applicable Utility Master Plan and Design Guidelines. Prior to any development approvals being given, detailed system analysis must be carried out to confirm the servicing requirements of the development and any impact the development will have on existing systems;
- Development within the areas identified on the Land Use Concept map as Residential - Low Density, Residential - Estate Lots, Residential - manufactured Housing , Public and Educational Services, Commercial - Local and Commercial - Downtown will generally be serviced with municipal water and sanitary sewer.

Water System

- The Town's water system will gradually be expanded to service all areas contained within the South West Area Structure Plan area. Water main extensions are shown conceptually on the Water Servicing System Concept map.

With the ultimate water main looping shown on the Water Servicing System Concept map the area should be adequately serviced.

Sanitary Sewer System

- The sanitary sewer from the total South West Area Structure Plan area will be serviced by an existing sanitary sewer lift station which is currently experiencing difficulty in pumping flows from its existing service area. An analysis of the station will need to be undertaken to determine the implications of adding flows from the South West Area Structure Plan.

Storm Sewer System

- Storm water run-off from developing areas within the South West Area Structure Plan area will be restricted to pre-development flows in accordance with the Town and Alberta Environment standards unless otherwise approved by the Town and Alberta Environment. Detailed storm water management plans are to be completed at the Outline Plan stage. The intent is to ensure the appropriate drainage systems are put in place to protect both public and private property from storm water flood damage. In areas of high ground water, hydrogeological assessments will also be required. These plans/studies will be undertaken in a manner consistent with the Town's approved Design Guidelines and Utility Master Plans;
- An open ditch or linear storm pond may be considered as an option to the proposed storm trunk paralleling the north side of the railway.

Other Utilities

- Shallow utilities (natural gas, power telephone and cable television) will be extended into the Plan Area in accordance with the requirements of the individual utility companies and service providers.

2.3 Land Use Bylaw

The Land Use Bylaw identifies the bulk of the Outline Plan area as "Reserved for Future Development". Exceptions to this general observation include:

- An existing subdivision located at the west end of the Outline Plan area which has been re-designated as R3 (multiple family). The size of the existing subdivision is approximately 2.14 hectares (5.29 acres);
- An area currently occupied by the Home Hardware retail store which has been re-designated to Central Commercial District. The size of this area is approximately 2.02 hectares (5.0 acres).

The proposed land uses for the Outline Plan Area have been shown on Figure 3 - Outline Plan Concept. Proposed land uses for the area include:

- General Residential (R2);
- Multiple Family Residential (R3);
- Central Commercial (C);
- Public District (P).

An amendment to the Land Use Bylaw to change the designations applied to the plan area will be made prior to, or concurrent with, individual subdivision applications for the area.

3.0 Constraints and Opportunities

Development for the Outline Plan area will be influenced mainly by surrounding land uses, man-made physical constraints and physical dimension and configuration. Key features of the plan area are pictorially shown on Figure 2 - Site Features and are discussed in this section of the plan.

3.1 Site Features

The site is characteristically oblong in shape with the length of the parcel equaling approximately six (6) times the width (1,200 metres x 220 metres). It is entirely surrounded by existing development and man-made physical constraints. The site is bounded by 60th Street to the west, on the north by 50th Avenue from 60th Street to 54th Street, on the north by Edgerton Drive from 54th Street to 50th Street and on the east by an existing commercial development. The south side of the entire plan area is bounded by the CPR railway line (Railway Plan 832 0598).

An existing manufactured home park is situated immediately north of the plan area west of 54th Street. Existing residential development is located to the north of 50th Avenue from 60th Street to about 53rd Street while existing commercial development is located north of Edgerton Drive. An existing commercial development lies on the east boundary of the plan area north of 47th Avenue while lands south of 47th Avenue on the east boundary are currently used for industrial purposes (Town Public Works yards).

The central portion of the site remains largely undeveloped. Development which has occurred within the plan area includes the development of a 2.14 hectare (5.29 acre) multiple family subdivision at the west end of the plan area, near the intersection of 50th Avenue and 60th Street. In addition, a commercial site of approximately 2.02 hectares (5.0 acres) in size has been developed near the intersection of Edgerton Drive and 51st Street.

The site generally slopes from the north to south (from the existing development along 50th Avenue and 49th/48th Avenue to the CPR rail right-of-way along the south boundary of the area.

3.2 Existing and Adjacent Land Uses

Surrounding land uses include multiple family developments (apartment building located on the north east corner of the 50th Avenue/60th Street intersection), manufactured home subdivision (59th Street Close), single family residential, manufactured home district (R4) west of 54th Street, Central Commercial District uses (north of Edgerton Drive) and industrial land uses (Town Public Works yards to the east, south of 47th Avenue). Future low density residential land use is contemplated in the South West Area Structure Plan for the future development areas lying south of the CPR railway right-of-way.

The diversity of the surrounding land uses has presented challenges during the development of the Outline Plan concept. The concept was developed taking every effort to ensure that proposed land uses were compatible with the existing surrounding land uses and to ensure a logical and orderly transition from land use area to land use area.

A Central Commercial District development has been proposed for the area directly south of Edgerton Drive to be compatible with the existing commercial uses which front Edgerton Drive and will extend from Edgerton Drive to the CPR rail right-of-way. The development concept for the area will be prepared once an anchor tenant has been established. Services will be shared (sanitary sewer and water). Drainage facilities will be developed utilizing shared parking areas which will remain under a single title. Shared parking and access agreements are to be negotiated with neighbouring commercial site owners.

A proposed multiple family land use area, extending southerly from Edgerton Drive to the CPR rail right-of-way and from 52nd Street to 54th Street will provide a transition from the Central Commercial District east of 52nd Street to the low density residential proposed for development west of 54th Street.

The multiple family residential district located on the west end of the site will also provide a transition from the centrally located low density residential area to 60th Street and the existing apartment building situated on the north east corner of the 60th Street/50th Avenue intersection.

3.3 CPR Railway

The proximity of the CPR railway to the Outline Plan area has resulted in some design challenges. The Guidelines for Development Adjacent Railway as presented in the Southwest Area Structure Plan have been utilized where possible to develop the conceptual plan for development. Specific recommendations from the guidelines which have been implemented include:

- The conceptual planning has been completed so that no dwelling can be constructed within thirty (30) metres of the CPR property line. The setback has been achieved using a combination of a buffer/PUL strip, laneway and Landuse Bylaw setback restrictions for residences. For example, where the concept indicates future low density residential (R2) backing onto the railway, a 16.5 metre PUL is proposed in combination with a six metre laneway to separate lots from the railway. The minimum rear yard setback for the low density residential lots is 7.5 metres. As a result the minimum setback for each residence will be 30.0 metres. Similar “buffers” have been provided for all residential lots located adjacent to the railway.
- The berm recommended for construction on adjoining property parallel to the railway will be achieved by using a combination drainage ditch and low berm. The berm outlined in the guideline is intended as a protection measure in case of derailment. The drainage ditch proposed will also function as a protection measure in the instance of derailment.
- A 1.83 metre high chain link fence will be constructed along the boundary between the railway and the PUL in which the drainage ditch will be constructed.

3.4 Geotechnical Considerations

A preliminary geotechnical investigation was undertaken in 1997 and has been included in Appendix B of this Outline Plan. The investigation was undertaken to determine the nature and properties of the soils in the plan area and evaluate the implications which the properties may have with respect to development issues (i.e. underground service construction, road structures and foundation systems). In general the report generated as a result of the investigation included the following information, recommendations and conclusions:

- Subsurface conditions encountered at borehole locations were variable;
- Fill materials were encountered at ground surface in three locations (near the south boundary of the property - roughly in parallel alignment with the railway);

- Topsoil was encountered beneath the fill in two (2) locations (toward the east end of the site) and at surface over the balance of the site. Topsoil thickness varied from 0.1 metres to 0.7 metres;
- Bedrock was encountered at relatively shallow depth in two (2) locations (toward the east end of the site). Bedrock was found at a depth of approximately 4.0 metres in these locations. In all other locations drilling was advanced to depths in excess of 5.0 metres and up 11.0 metres without encountering bedrock. Typical soils encountered were lacustrine deposits consisting of alternating layers of clay, silt and sand;
- Depth to groundwater varied considerably; groundwater depths ranged from 0.10 metres to 2.10 metres. It is anticipated that groundwater levels will fluctuate seasonally and as a result of development;
- Subsurface soils and groundwater conditions are conditions which are relatively common in Rocky Mountain House and are considered relatively poor for construction purposes;
- Conventional footings may be feasible for lightly loaded residential foundations. The allowable net, static bearing pressure for design of spread footings on native undisturbed soils is 75 kPa;
- Preliminary pavement structural designs have been provided in the investigation report.

Site specific geotechnical investigations should be completed for commercial building design and construction. Geotechnical investigators should work in conjunction with building designers to establish foundation requirements for heavily loaded foundations.

3.5 Site Servicing

The plan area can be fully serviced with municipal water, sanitary sewer and storm water drainage systems.

Water mains can be extended to the area from existing mains in 50th Avenue, Edgerton Drive and 54th Street. A large diameter main (300 mm) recently installed in the southward extension of the 54th Avenue right-of-way will provide opportunity for the looping of water mains to the west. Looping of proposed water mains west of 54th Street can be accomplished by extending mains from 52nd Street southward to the railway and then westward to the large diameter main located in the 54th Street right-of-way.

Sanitary sewer servicing can be accomplished by constructing mains which gravity drain to the existing sanitary sewer trunk main located on the south boundary of the plan area, and paralleling the railway.

Storm water drainage will follow existing drainage patterns. Storm water will be directed southward to the railway and then westward utilizing open ditch drainage to the west end of the property. Drainage will then be directed to the Town's storm water trunk main located in 50th Avenue via a storm sewer to be constructed in the 60th Street right-of-way. The storm sewer to be constructed was the subject of negotiations between the landowner and the Town in 2001.

Shallow services are available at the north boundary of the plan area.

4.0 Development Concept

The subject lands have been earmarked for development of low density residential, multiple family residential and Central Commercial development in the Municipal Development Plan and South West Area Structure Plan. A primary goal for development in the Outline Plan area is to provide affordable housing . The area's proximity to the Central Commercial core of Rocky Mountain House makes it an ideal location for a low cost housing development.

Duplex housing is planned for development in the low density residential area. Target densities of 12 to 15 units per gross hectare, as outlined in the South West Area Structure plan will be achieved due to the large Municipal Reserve and Public Utility Lot dedications. Row housing is anticipated for development in the bulk of the multiple family residential areas. One 38 suite apartment block is planned for development directly west of the Central Commercial area, adjacent to Edgerton Drive. The number of units in the proposed apartment complex has been estimated so as to conform to a target density of 30 units per gross acre in the multiple family areas.

The open space areas shown on the concept plan (Figure 3) have been located and sized in an effort to conform with the requirements of the South West Area Structure Plan, provide adequate buffer distance between the residential development and the CPR railway, provide adequate space for development of storm water management facilities and provide for the future needs of the Town of Rocky Mountain House.

A large Municipal Reserve has been centrally located on the south edge of the existing manufactured home park west of 54th Street. This larger open space will be developed for passive recreational use for future residents of the Outline Plan development area and for existing residents in the manufactured home park.

A second Municipal Reserve has been located in the south east corner of the plan area directly west of the Public Works yard. This municipal reserve was located after consultations with Town personnel and for future use by the Town. It is anticipated that the Town will convert the Municipal Reserve parcel to a storm water management facility in the future. When the Municipal Reserve is converted to a storm water management facility the Town will replace the Municipal Reserve with Municipal Reserve lands elsewhere or provide a cash-in-lieu contribution for park development.

A Public Utility Lot dedication is shown on the concept as extending from 47th Avenue in the east to 60th Street in the west. This Public Utility Lot (PUL) strip is proposed to serve two (2) purposes. Firstly, the PUL is required for the construction of storm water management facilities. An open ditch will be constructed in the PUL to provide drainage from the east end of the site to the west end of the site and to provide some storage capacity to ensure post development drainage restrictions are met. Secondly, the PUL strip is being proposed to provide adequate separation between the railway and the residential development. In addition to providing drainage, the open ditch proposed for construction in the PUL will also serve as protection for residences adjacent to the railway in case of train derailment. A chain link fence will be constructed along the rail side of the PUL.

Extension of the trail system from lands to the south of the Outline Plan area (south of the CPR railway) is accomplished by extending the trail in the 54th Street collector right-of-way. An internal trail system can be developed in the local road right-of-ways throughout the plan area.

The low density residential area will be accessed from 50th Avenue and the future 54th Street collector roadway. The existing multiple family residential area is accessed from 50th Avenue while the future multiple family residential areas will be accessed from the 54th Street collector roadway and the future 52nd Street collector roadway. The concept ensures that all multiple family residential development will have direct access to collector roadways and thus the traffic impact on local roadways will be minimized.

A Central Commercial District is proposed on the east end of the site, east of 52nd Street, as shown on Figure 3. This Central Commercial District will result in the expansion of the existing Central Commercial land uses from Edgerton Drive in a southerly direction to the CPR rail right-of-way and has a total overall site area of approximately 475,000 sq. ft. Possible uses proposed for the Central Commercial District include business offices, professional offices, personal services, restaurants and retail sales establishments and other appropriate uses as permitted by the Land Use Bylaw. At this time individual businesses suitable for occupancies have not been identified. The projected commercial floor space that could be built in this area ranges from 95,000 sq.ft. To 161,000 sq.ft. This estimate includes the existing Home Hardware building. The actual amount of floor space will depend on the form of the commercial buildings which may include single storey commercial or two to three floor buildings containing a variety of uses. It is expected that several stand alone buildings will eventually be constructed.

The commercial area will be planned and developed as a comprehensive site. This will involve opportunities for shared access to the public roadways surrounding the site and shared internal circulation routes to provide efficient and safe vehicle and pedestrian movements. It also involves opportunities for shared parking facilities.

Depending on the interests of future commercial tenants/proponents, the commercial area may or may not undergo future subdivision. The decision to subdivide further will be in response to market preferences for lease or freehold sites.

Development of buildings to house future business tenants will proceed in accordance with demand and building size will be determined to suit the individual tenants. Landscaping will be completed in accordance with the requirements of the Land Use Bylaw.

A detailed accounting of the number of lots in the areas devoted to the respective planned land uses is provided following in Table 1.1 - Land Use Statistics.

4.1 Lot Development Standards

All residential lots as shown in the Outline Plan concept meet the minimum required frontage dimension as set out for the relevant districts in the Land Use Bylaw. All lots within the R2 districts will meet or exceed the minimum frontage width of 7.5 metres (interior lots) and 9.0 metres (corner lots) for duplex lots. Depths for proposed duplex lots will range from approximately 33 metres to 36 metres with the majority being 36 metres deep.

Conceptual lots shown in the multiple family residential districts have been shown with a minimum frontage width of 6.0 metres for interior lots and 9.0 metres for corner lots. Lot depths for the row housing units proposed for development in the multiple family districts range from a minimum depth of about 34.5 metres to well over 40 metres. Each lot meets or exceeds the minimum lot area requirements specified in the Land Use Bylaw.

The land parcel set aside for development of an apartment complex at the east end of the Outline Plan area (adjacent to the commercial site) is shown with a parcel area of 0.635 hectares (1.57 ac.).

This parcel area would allow development of a 41 suite apartment under the provisions of the Land Use Bylaw. A 38 suite apartment building is currently being proposed. The additional area provided for the apartment complex will allow for development of private outdoor amenities.

The land parcel set aside for development of a multiple family residential complex at the west end of the Outline Plan area is shown with a parcel area of 0.832 hectares.

A 54 unit complex can be developed on this site under the provisions of the Land Use Bylaw. It is proposed that development of a 36 unit apartment complex be developed on the site.

4.2 Densities

As summarized in Table 1.1 - Land Use Statistics, it is anticipated that the area intended for General Residential (R-2) and the area intended for Compact Residential (R-1C) will have a unit density of 11.76 units per gross hectare.

It is also anticipated that dwelling unit densities in the multiple family districts (R3) will be about 25.70 units per gross hectare. Assuming an occupancy rate of 2.7 persons per detached and semi-detached dwelling unit and an occupancy rate of 2.0 persons per multi attached and apartment unit, a development population of about 619 persons can be anticipated.

The overall population density for the residential districts in the Outline Plan area can therefore be estimated at about 35.7 persons per gross hectare. The overall population density projection meets the density parameters set in the South West Area Structure Plan (between 30 and 40 persons per gross hectare).

4.3 Open Space and Trails

Municipal Reserve development proposed for the Outline Plan area includes:

- a large centrally located park space suitable for passive recreational purposes,
- a large open area located at the south easterly boundary of the property which has been provided at the suggestion of Town personnel for future use by the Town of Rocky Mountain House and,
- a Municipal Reserve strip previously dedicated in the existing multiple family residential subdivision on the west boundary of the area.

The total area of Municipal Reserve shown on the concept is approximately 1.54 hectares or about 7.09 percent of the total Outline Plan area. Although the Municipal Reserve dedication falls short of the mandatory 10% dedication required in the South West Area Structure Plan, the total public land dedication (roadways, public utility lots and municipal reserve) is very nearly equal to the maximum forty percent (40%) dedication for such uses legislated in the Municipal Government Act.

As indicated in Table 1.1 Land Use Statistics, the area of open space to be dedicated as Public Utility Lot is approximately 9.99 % of the total development area while the area to be dedicated as public roadways is about 22.50% of the plan area.

Compensation for dedication in excess of the 30% maximum described in the Municipal Government Act will be provided through purchase of the excess dedication by the Town at fair market value. This will result in the Town's purchase of approximately 0.54 hectares (1.34 acres) from RVB Management Ltd. for Public Utility Lot and roadway uses.

The amount of land dedication will be based on the calculations of plans of survey prepared for registration.

Compensation for the shortfall in Municipal Reserve dedication will be provided to the Town in the form of cash-in-lieu. It is estimated that the dedication shortfall will be 0.63 hectares (1.56 acres) and the amount of the cash dedication will be based on fair market value for the land area. The amount of land dedication will be based on the calculations of plans of survey prepared for registration.

A landscape plan will be provided prior to development of Phase 1 of the plan. A 1.8 metre high chain link fence will be constructed along the south boundary of the Public Utility Lot extending from 47 Avenue to 60th Street and adjacent to the CPR right-of-way to satisfy the CPR railway's concerns with trespassing. This chain link fence will be constructed in stages as individual phases of the development proceed.

The central Municipal Reserve area will include development of a child play/tot lot complete with suitable equipment for younger visitors to the park. The child play/tot lot equipment that is selected and the landscaping of the park will be to the Town's specifications. The north boundary of this park area will be screened from the manufactured housing development to the north by a 1.8 metre high uniform fence.

The P-loop located on the west end of the development will include a small median which will be enhanced through the use of low maintenance landscaping techniques. The low maintenance techniques anticipated include planting of low maintenance shrubs in planting beds finished with rock and/or bark mulch.

The trail system envisioned in the South West Area Structure Plan has been accommodated in the Outline Plan. The extension of the trail system is depicted in Figure 3 - Land Use Concept Plan and is shown as an extension of the trail system from the area south of the CPR right-of-way northward along the 54th Avenue road right-of-way. The trail system can be accessed from the entire Outline Plan area by sidewalk along local roads, laneways or through Public Utility Lots.

A trail will be constructed in the Public Utility Lot south west of the commercial area and will extend from 47th Avenue westward to the trail link in the 54th Street right-of-way.

Where Municipal Reserve parcels and Public Utility Lots are adjacent to lanes and roadways, post and cable fencing will be erected to discourage vehicles from driving over the landscaped areas of the open spaces. Where Municipal Reserve and Public Utility Lots are adjacent roadways, standard curb and gutter will be constructed.

5.0 Transportation

The development concept provides for access to the Outline Plan area from 50th Avenue, 54th Street, Edgerton Drive and 47th Avenue. A collector roadway has been planned for extension of 54th Street southward to the CPR railway and to future residential development south of the CPR railway. The right-of-way for this collector roadway was pre-dedicated under the terms of a Land Acquisition and Pre-Dedication Agreement entered into by the Developer and the Town of Rocky Mountain House in 2004. The pre-dedication will be credited against dedication for road right-of-way and public utility lots. A copy of the Land Acquisition and Pre-Dedication Agreement has been appended to this Outline Plan.

A second collector is shown for future extension of 52nd Street and will ring the planned Central Commercial district to connect to 47th Avenue. Internal roadways throughout the low density residential and multiple family residential areas will be constructed to a local standard.

Where residential lots back onto 50th Avenue, a uniform fence will be constructed along the right-of-way boundary to prevent direct access from the lots to 50th Avenue. The uniform fence, combined with the statutory restrictions on driveway locations contained in the Town's Land Use Bylaw should ensure that direct access to 50th Avenue will not be available.

All residential lots, except for those which back onto 50th Avenue, will have lane access. This lane access will help alleviate concerns with traffic and parking congestion on local residential streets.

5.1 Traffic Impact Assessment

A Traffic Impact Assessment has been completed by ISL Engineering and Land Services. A number of intersections, identified by the Town of Rocky Mountain House as intersections of concern, were analyzed. The intersections analyzed were:

- o 50th Avenue and 57th Street,
- o 50th Avenue and 54th Street,
- o Edgerton Drive and 54th Street,
- o Edgerton Drive and 52nd Street,
- o Edgerton Drive and 49th Street,
- o Edgerton Drive and 47th Avenue.

Table 1.1 Land Use Statistics

<u>Land Use (LUB District)</u>	<u>Net Area (ha)</u>	<u>Net Area (% of Total)</u>	<u>Gross Area (ha)</u>	<u>No. of Dwelling Units</u>	<u>Gross Density (Units/gross ha)</u>
Low Density (General)					
General Residential (R2)	1.50	6.90	-	52	-
Compact Residential (R-1C)	2.92	13.44	-	55	-
			<u>9.10</u>	<u>107</u>	<u>11.76</u>
Multiple Family Residential (R3)	4.30	19.79	6.42	165	25.70
Central Commercial	4.41	20.29	6.21	-	-
Municipal Reserve	1.54	7.09		-	-
Roads	4.89	22.50		-	-
Public Utility Lot	<u>2.17</u>	<u>9.99</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total	21.73	100	21.73	272	15.70

Note: Central Commercial Area not included in Calculation of Gross Unit Density.

Recommendations provided in the Traffic Impact Assessment have been provided based on traffic increases for three (3) development horizons and as a result of background traffic increases (increase in traffic assuming no development occurs), traffic increase resulting from development of lands south of the CPR railway and traffic increases as a result of development on the Outline Plan lands. The recommendations include improvements to four (4) intersections.

The recommended improvements for future development horizons include:

- 2008 Horizon - No improvements required.
- 2012 Horizon:
 - Edgerton Drive/49 Street Intersection: All way stop with one (1) east bound lane and two (2) west bound lanes on Edgerton Drive **or** signalization with two (2) lanes on Edgerton Drive.
 - Edgerton Drive/47 Avenue Intersection: All way stop with one (1) east bound lane and two (2) west bound lanes on Edgerton Drive **or** signalization with two (2) lanes on Edgerton Drive.
- 2027 Horizon:
 - Edgerton Drive/54 Street Intersection: Add west bound left turn bay.
 - 50 Avenue/54 Street Intersection: Add east bound right and north bound left turn bays.

The recommended improvements are required as a result of an increase in traffic resulting from the Town's population growth, development in areas accessed through the Outline Plan area and development in the Outline Plan area.

6.0 Utility Services

Conceptual servicing plans for the Outline Plan area have been prepared using record drawings supplied by the Town of Rocky Mountain House and field collected data. Additional detail will be provided with submission of detailed design drawings and on a phase by phase basis.

6.1 Site Grading and Preparation

Normal construction practice will require stripping and grading of the site to ensure proper drainage and storm water management. In addition, grading will be required to ensure the installation of sanitary sewer and water facilities which conform to the requirements of the Town of Rocky Mountain House Design Guidelines. In areas where fill in excess of 1.2 metres is required to bring lot grades to final elevations, bearing certificates for foundations will be required. Lots requiring bearing certificates will be identified on the lot grading plan submitted to the Town for each stage of subdivision and on building grade certificates for the affected lots.

6.2 Storm Water Management

Existing drainage patterns will be maintained to ensure drainage to the south. Storm water will be collected in an open ditch drainage system, located in a parallel alignment with the CPR railway, which will drain to an existing storm sewer inlet at the west end of the plan area. The inlet at the west end of the ditch will be connected to the existing storm sewer at the intersection of 50th Avenue and 60th Street.

Three (3) existing culverts, located immediately south of the Central Commercial district will be abandoned in accordance with the Front Street Drainage Study (Stantec, April 2003) to prevent drainage generated north of the CN railway from entering Trappers Creek. All drainage will be collected in the open ditch which will parallel the railway and will direct storm water westward. The culverts will be abandoned by the Town of Rocky Mountain House.

Storm water is to be released from the site at pre-development rates. An inlet to an existing storm sewer at the west end of the plan area has been installed, with the Town's agreement and at the Town's direction during development of the existing multiple family subdivision adjacent to 60th Street. The inlet is 750 mm in diameter.

Detention storage, to ensure that post development flow rates do not exceed pre-development flow rates, will be provided in the open ditch and in a detention pond located in the expanded Public Utility Lot south of the low density residential area. Approximately 10,000 cubic metres of storage is required to meet the post development/pre-development flow criteria. The draft storm water management study has been appended to this Outline Plan.

Prior to undertaking any development within the plan area, the storm water management plan will be submitted to Alberta Environment in application for an approval for the storm water management facilities.

A storm sewer has been shown on Town of Rocky Mountain House “As-Constructed” drawings and is shown on Figure 4 at the south end of 50th Street and which passes through the commercial lot described in Plan 852-1731 and terminates in the commercial area of the Outline Plan.

In accordance with the Front Street Drainage Study (Stantec, April 2003) this storm sewer outfall is to be abandoned and the storm sewer located in Edgerton Drive will be reversed to flow from 50th Street to the existing 300mm outlet located south of the future intersection of Edgerton Drive and 47th Avenue. Once the existing storm water outfall has been plugged and until the Town of Rocky Mountain House completes the reconstruction of this storm sewer, the Town has indicated that it will allow storm water to surcharge in the system and discharge at the existing 300mm outlet.

Storm water drainage from the commercial development will be directed to the drainage ditch planned for construction in the Public Utility Lot located north of the railway. The developer will construct storm water management facilities suitable for drainage generated by the developer’s properties while drainage arriving from off-site will be the responsibility of others.

6.3 Water Distribution

The proposed water distribution system for the plan area is shown in Figure 5 - Water Distribution System. Modeling for the system was not undertaken because it is believed that existing mains which surround and pass through the plan area will provide adequate volume for the planned development.

Water service will be obtained by extending a 200 mm diameter main from the existing water main in 50th Avenue southward at 57th Street and then eastward to the large diameter (300 mm) main existing in the 54th Street right-of-way.

Water service for the cul-de-sacs in the low density (General Residential - R2) district will be achieved by extending 200 mm mains into the cul-de-sacs from the 200 mm main which will be looped from 50th Avenue to the large diameter main in the 54th Street right-of-way.

Water service is in place for the existing multiple family residential district on the west end of the plan area. Water mains will be extended from existing mains in the Edgerton Drive right-of-way southward from 52nd Street. This water main will provide water service to the Central Commercial district and the multiple family district to the west of the Central Commercial District. It is proposed to loop this extension of the water system back to the west through the Public Utility Lot which parallels the railway between 52nd Street and 54th Street. A 250mm water main is proposed for this loop to ensure adequate water supply for the commercial development area. A 200 mm main will be constructed to loop through the multiple family residential district to the immediate west of the commercial development.

Water mains constructed during development of Phase 2 will be extended to the existing water main in the 54th Street right-of-way to ensure compliance with the Town policy relating to the total number of housing units on a single water feed.

6.4 Sanitary Sewer

Sanitary sewer service will be provided by extending gravity mains from the existing trunk main located in the CPR rail right-of-way and running parallel with the railway. All of the mains within the plan area will be constructed to service only those residences in the plan area. Mains of minimum size (200 mm) will be adequate.

Sanitary sewer service will be extended to the central commercial district of the Outline Plan area from the existing trunk main located in the CPR rail right-of-way. Based on design standards used in other communities a 200 mm sanitary sewer main is adequate for the anticipated flows from the commercial district.

6.5 Shallow Utilities

Shallow services (telephone, cable television, electrical and gas) will be provided in conformance with the requirements of the individual private utility providers. The services can be extended into the plan area from the developed areas to the north.

7.0 Staging of Development

It is anticipated that the first stages of development will be located on the east end of the site with the multiple family loop located west of 52nd Street being the first stage to be developed. This phase would include approximately 32 multiple family residential lots (town house lots) in addition to the 38 suite apartment complex lot. Timing for construction of the apartment complex will be dictated by market conditions and demand for low cost housing.

The Central Commercial district has been shown in Figure 7: Development Staging as the second phase for development. Although the central commercial district has been relegated to the second phase of development, demand for commercial properties may cause a change in the phasing as shown in Figure 7 - Staging. When the commercial site is developed, roadways will be constructed around the commercial area to ensure suitable access. The 52nd Street extension and 47th Avenue extension would be constructed when the commercial site is developed.

Once the first two stages of development have been completed it is anticipated that subsequent phase development may proceed from west to east. The west to east development strategy is based on the assumption that storm water management facilities located to the south of the westerly low density residential cul-de-sac (immediately west of 57th Street) should be constructed to ensure they are in place as development proceeds.

Phase 3 would consist of approximately 46 general residential (R2) lots located along the 57th Street extension and in the cul-de-sac west of the proposed 57th Street extension.

Currently, it is hoped that development of Phase 4 would include about 62 lots located in the centrally located cul-de-sac and along the roadway link between 57th Street and 54th Street. The central park would also be developed in Phase 4.

The extension of 54th Street would occur during development of Phase 5 of the project and the phase would include development of about 41 multiple family residential lots fronting the 54th Street collector roadway. The remainder of the general residential (R2) lots on the 57th Street/54th Street link may also be developed in this phase, depending on market conditions.

Downstream infrastructure will be completed to support each phase being developed. For example, construction of required storm water facilities must take place to allow drainage of the commercial district if the commercial district development proceeds prior to development of the residential areas to the west of the commercial district.

Emergency access to Phase 4 will be provided in the form of a driveway from 50th Avenue to the laneway on the east boundary of Phase 4. Knockdown bollards will be installed to ensure restricted access to the laneway (access for emergency vehicles only).

The anticipated phasing as shown may be varied as development proceeds and in consultation with the Town of Rocky Mountain House. If residential market demands result in a need for low cost multiple family housing, development of those districts may proceed prior to development of the low density (General Residential - R2) districts.

8.0 Implementation

Land Use Bylaw amendment will take place with each subsequent phase of development and prior to subdivision. No amendments are required of the Municipal Development Plan or the South West Area Structure Plan.

Landscaping plans will be provided with the detailed design drawings required for each phase of development which encompasses the open space being developed.

APPENDIX A
PROPERTY TITLES

APPENDIX B

LAND ACQUISITION AND PRE-DEDICATION AGREEMENT

APPENDIX C
GEO TECHNICAL REPORT

APPENDIX D

TRAFFIC IMPACT ASSESSMENT

APPENDIX E

STORM WATER MANAGEMENT REPORT

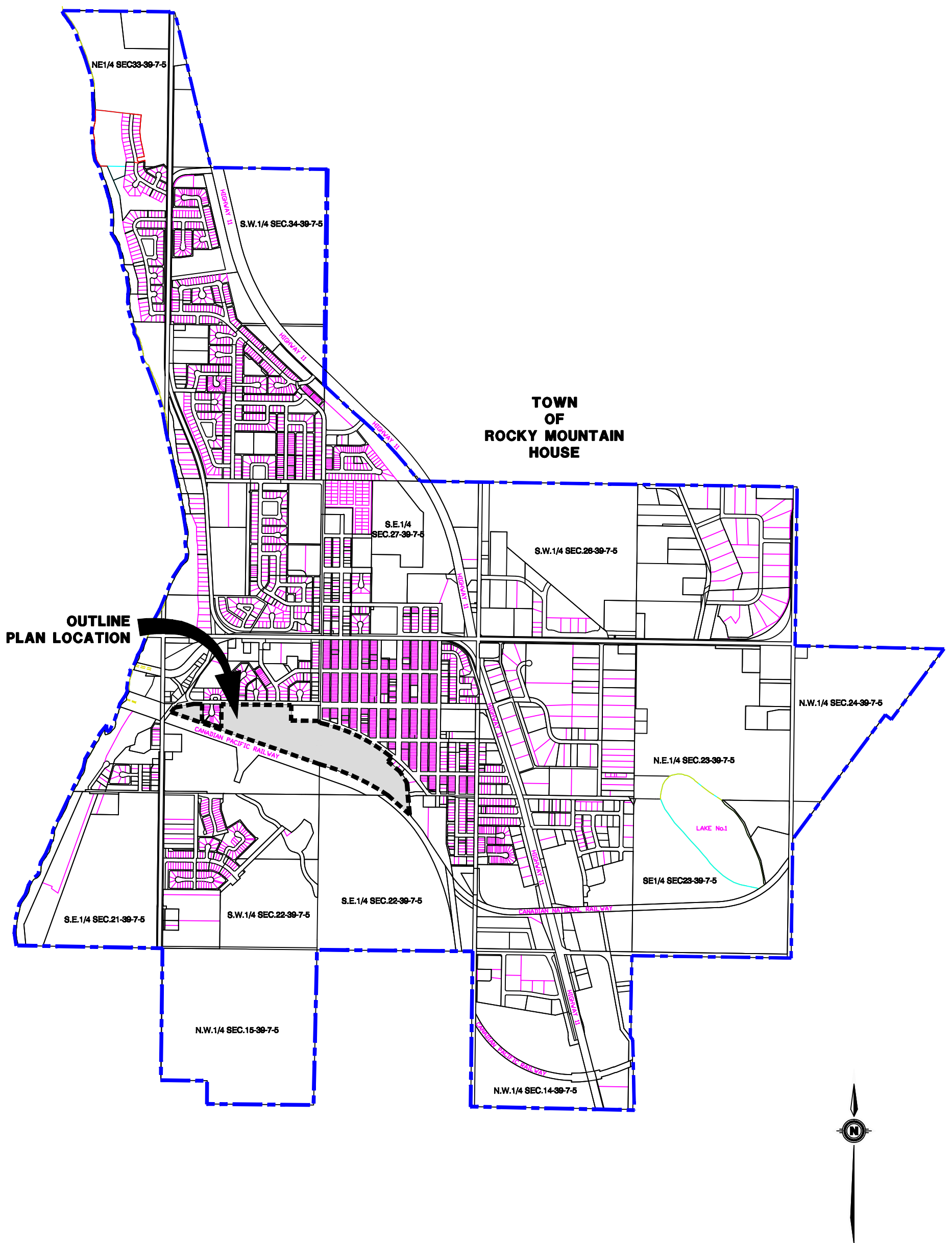


FIGURE 1

PROJECT

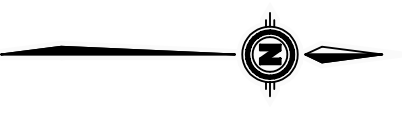
LOCATION PLAN

IN

ROCKY MOUNTAIN HOUSE, ALBERTA

TOWN BOUNDARY SHOWN THUS 
SCALE = 1:20000

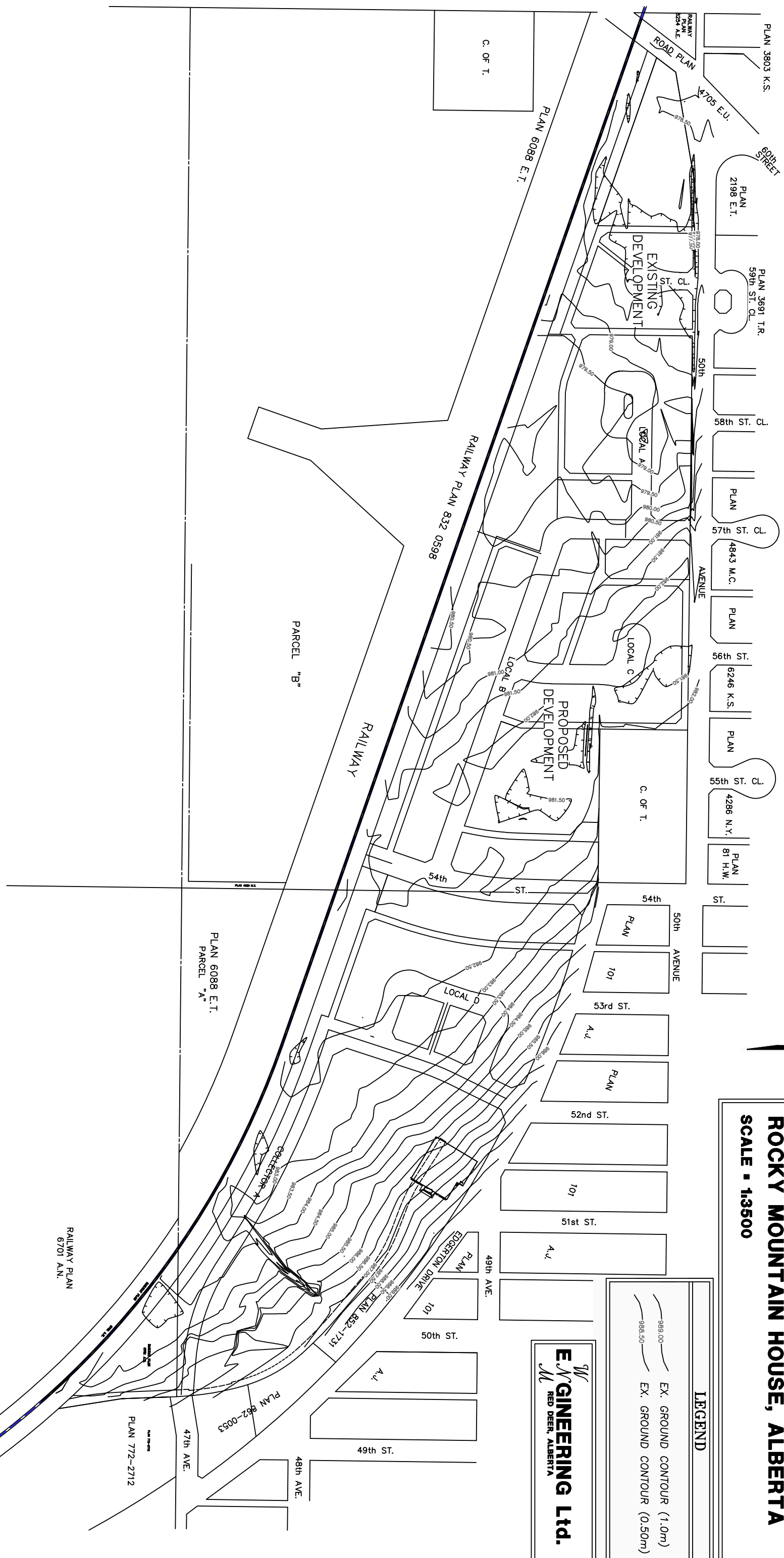
FIGURE 2
PLAN SHOWING
SITE FEATURES
IN THE
N. 1/2 22-39-4-5
ROCKY MOUNTAIN HOUSE, ALBERTA
SCALE = 1:3500



LEGEND

— 989.00 — EX. GROUND CONTOUR (1.0m)
 — 988.50 — EX. GROUND CONTOUR (0.50m)

ENGINEERING Ltd.
 RED DEER, ALBERTA



PLAN 5638 R.S.

PLAN 3803 K.S.

PLAN 2198 E.T.

PLAN 3691 T.R.

PLAN 4843 M.C.

PLAN 6246 K.S.

PLAN 4286 N.Y.

PLAN 81 H.W.

PLAN 6088 E.T.

PLAN 6088 E.T.

PLAN 772-2712

RAILWAY PLAN 6701 A.N.

C. OF T.

PARCEL "B"

PARCEL "A"

PLAN 6088 E.T.

RAILWAY PLAN 832 0598

54th ST.

LOCAL D

EDGERTON DRIVE

PLAN 852-1731

PLAN 862-0053

PLAN 772-2712

RAILWAY

PROPOSED DEVELOPMENT

LOCAL A

LOCAL B

LOCAL C

C. OF T.

EXISTING DEVELOPMENT

RAILWAY PLAN 6701 A.N.

RAILWAY PLAN 254 A.E.

ROAD PLAN

4705 E.U.

50th STREET

59th ST. CL.

58th ST. CL.

57th ST. CL.

56th ST. CL.

55th ST. CL.

54th ST.

54th AVENUE

53rd ST.

52nd ST.

51st ST.

49th ST.

48th AVE.

47th AVE.

49th AVE.

50th AVE.

51st AVE.

52nd AVE.

53rd AVE.

54th AVE.

55th AVE.

56th AVE.

57th AVE.

58th AVE.

59th AVE.

60th AVE.

61st AVE.

62nd AVE.

63rd AVE.

64th AVE.

65th AVE.

66th AVE.

67th AVE.

68th AVE.

69th AVE.

70th AVE.

71st AVE.

72nd AVE.

73rd AVE.

74th AVE.

75th AVE.

76th AVE.

77th AVE.

78th AVE.

79th AVE.

80th AVE.

81st AVE.

82nd AVE.

83rd AVE.

84th AVE.

85th AVE.

86th AVE.

87th AVE.

88th AVE.

89th AVE.

90th AVE.

91st AVE.

92nd AVE.

93rd AVE.

94th AVE.

95th AVE.

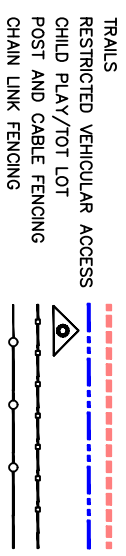
96th AVE.

97th AVE.

98th AVE.

99th AVE.

100th AVE.



PLAN STATISTICS

LAND USE	AREA (ha)	% OF TOTAL AREA
LOW DENSITY R1C	2.92	13.44
LOW DENSITY R2	1.50	6.90
MULTIPLE FAMILY RES.	4.30	19.79
COMMERCIAL	4.41	20.29
MUNICIPAL RESERVE	1.54	7.09
ROADS	4.89	22.50
PUBLIC UTILITY LOT	2.17	9.99
TOTAL	21.73	100.00

GROSS AREAS

LOW DENSITY	9.10 ha
MULTIPLE FAMILY	6.42 ha
COMMERCIAL	6.21 ha



FIGURE 3

LAND USE CONCEPT PLAN

FOR PART OF

PLAN 6701 A.N.

AND PART OF

PLAN 8254 A.E. (4142 A.R.)

WITHIN

N.1/2 & S.E.1/4 Sec.22-39-7-5

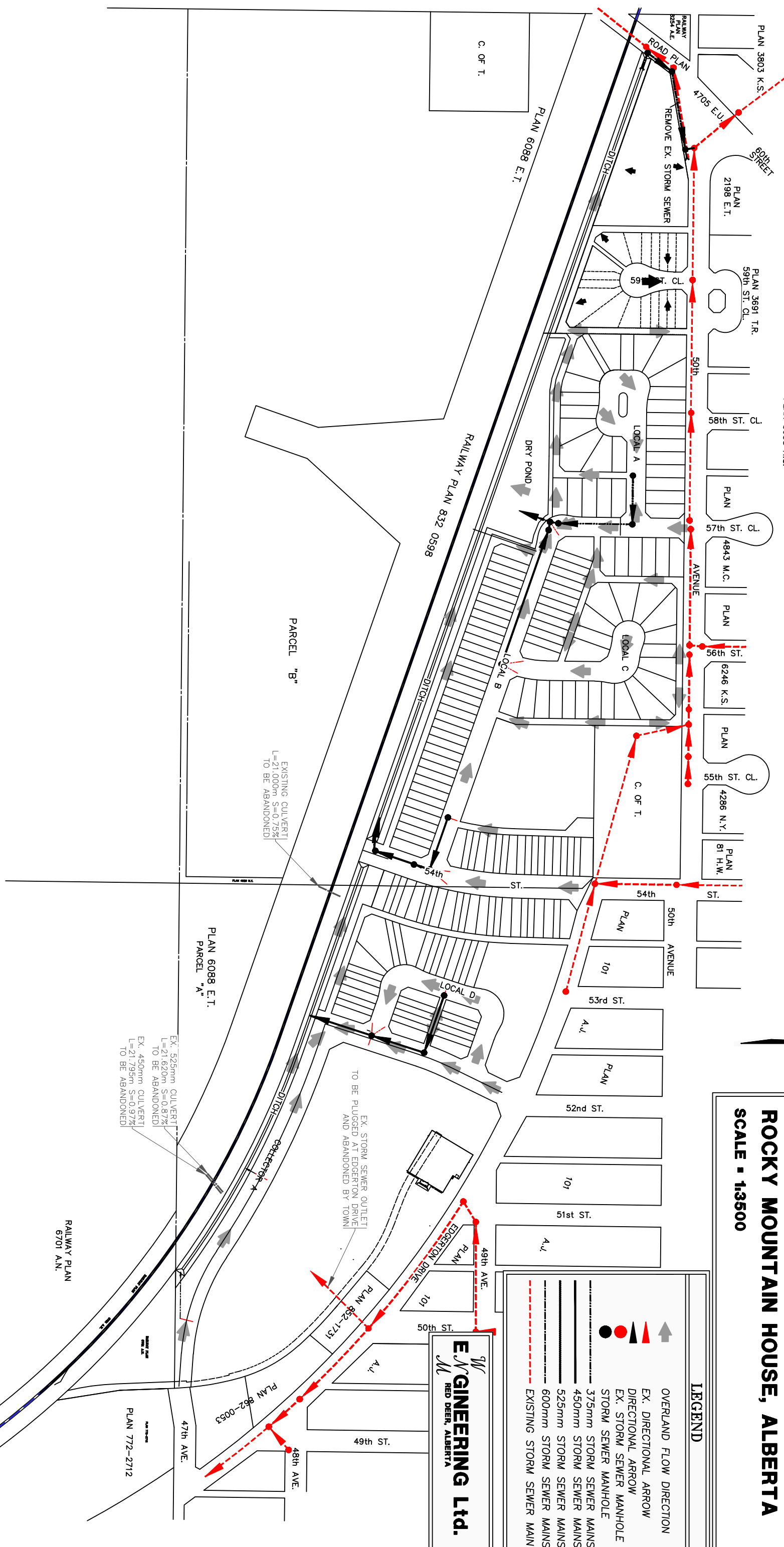
ROCKY MOUNTAIN HOUSE, ALBERTA

SCALE = 1:3500

ENGINNEERING Ltd.

RED DEER, ALBERTA

FIGURE 4
PLAN SHOWING
STORM WATER MANAGEMENT
IN THE
N. 1/2 22-39-4-5
ROCKY MOUNTAIN HOUSE, ALBERTA
SCALE = 1:3500



LEGEND

- OVERLAND FLOW DIRECTION
- EX. DIRECTIONAL ARROW
- DIRECTIONAL ARROW
- EX. STORM SEWER MANHOLE
- STORM SEWER MANHOLE
- 375mm STORM SEWER MAINS
- 450mm STORM SEWER MAINS
- 525mm STORM SEWER MAINS
- 600mm STORM SEWER MAINS
- EXISTING STORM SEWER MAIN

E W GINEERING Ltd.
 RED DEER, ALBERTA

EX. 525mm CULVERT
 L=21,620m S=0.87%
 TO BE ABANDONED

EX. 450mm CULVERT
 L=21,795m S=0.97%
 TO BE ABANDONED

EXISTING CULVERT
 L=21,000m S=0.75%
 TO BE ABANDONED

EX. STORM SEWER OUTLET
 TO BE PLUGGED AT EDGERROW DRIVE
 AND ABANDONED BY TOWN

RAILWAY PLAN
 6701 A.N.

PLAN 772-2712

PLAN 6088 E.T.
 PARCEL "A"

PARCEL "B"

RAILWAY PLAN 832 0598

C. OF T.

PLAN 5638 R.S.

PLAN 3803 K.S.

PLAN 2198 E.T.

PLAN 3691 T.R.

59th ST. CL.

58th ST.

57th ST. CL.

PLAN 4843 M.C.

PLAN 56th ST.

PLAN 6246 K.S.

PLAN 55th ST. CL.

PLAN 4286 N.Y.

PLAN 81 H.W.

54th ST.

50th AVENUE

53rd ST.

A.U.

PLAN

52nd ST.

101

51st ST.

A.U.

PLAN

101

50th ST.

A.U.

PLAN

101

49th ST.

A.U.

PLAN

101

48th ST.

A.U.

PLAN

101

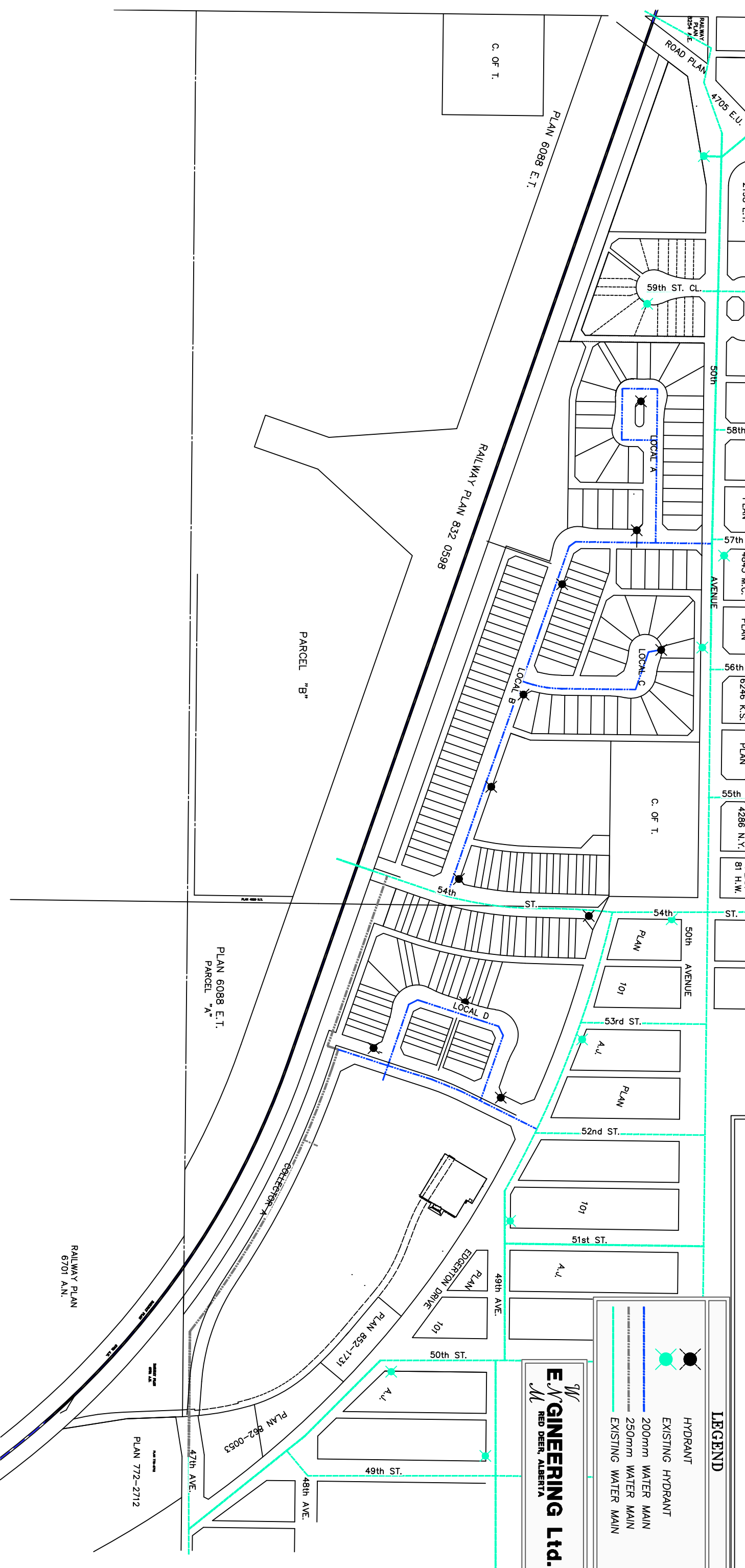
47th ST.

A.U.






PLAN

101

FIGURE 5
PLAN SHOWING
WATER DISTRIBUTION SYSTEM
IN THE
N. 1/2 22-39-4-5
ROCKY MOUNTAIN HOUSE, ALBERTA
SCALE = 1:3500



LEGEND

-  HYDRANT
-  EXISTING HYDRANT
-  200mm WATER MAIN
-  250mm WATER MAIN
-  EXISTING WATER MAIN

E.M. GINEERRING Ltd.
 RED DEER, ALBERTA

FIGURE 6
PLAN SHOWING
SANITARY SEWER SYSTEM
IN THE
N. 1/2 22-39-4-5
ROCKY MOUNTAIN HOUSE, ALBERTA
SCALE = 1:3500



E_MGINEERING Ltd.
 RED DEER, ALBERTA

FIGURE 7

PLAN SHOWING DEVELOPMENT STAGING

IN THE

N. 1/2 22-39-4-5

ROCKY MOUNTAIN HOUSE, ALBERTA

SCALE = 1:3500

