

TOWN OF ROCKY MOUNTAIN HOUSE East Area Structure Plan

Office Consolidation – February 2011



Prepared by
**PARKLAND
COMMUNITY
PLANNING
SERVICES**

Assisted By



UMA Engineering Ltd.
Engineers and Planners

TOWN OF ROCKY MOUNTAIN HOUSE

BYLAW NO. 00/18 LU

Being a Bylaw to adopt the East Area Structure Plan.

WHEREAS The Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1, permits a council by bylaw to adopt an area structure plan, and

WHEREAS, the Council of the Town of Rocky Mountain House, in the Province of Alberta, deems it desirable to adopt an area structure plan for the lands illustrated on attached Schedule 'A', and

WHEREAS, an area structure plan has been prepared in accordance with the Municipal Government Act

NOW THEREFORE, the Council of the Town of Rocky Mountain House, in the Province of Alberta, enacts as follows:

1. **THAT** the East Area Structure Plan attached as Schedule 'B' is adopted as the area structure plan for the lands illustrated in Schedule 'A' pursuant to Section 633 of the Municipal Government Act.
2. **THAT** bylaw 86/4 LU being the SE 26-39-7-5 Area Structure Plan Bylaw and Bylaw 93/05 LU being the South End Area Structure Plan Bylaw are repealed.

READ A FIRST TIME IN COUNCIL THIS 19TH DAY OF JUNE, 2001

READ A SECOND TIME IN COUNCIL THIS 24TH DAY OF JULY, 2001

READ A THIRD AND FINAL TIME IN COUNCIL THIS 24TH DAY OF JULY, 2001



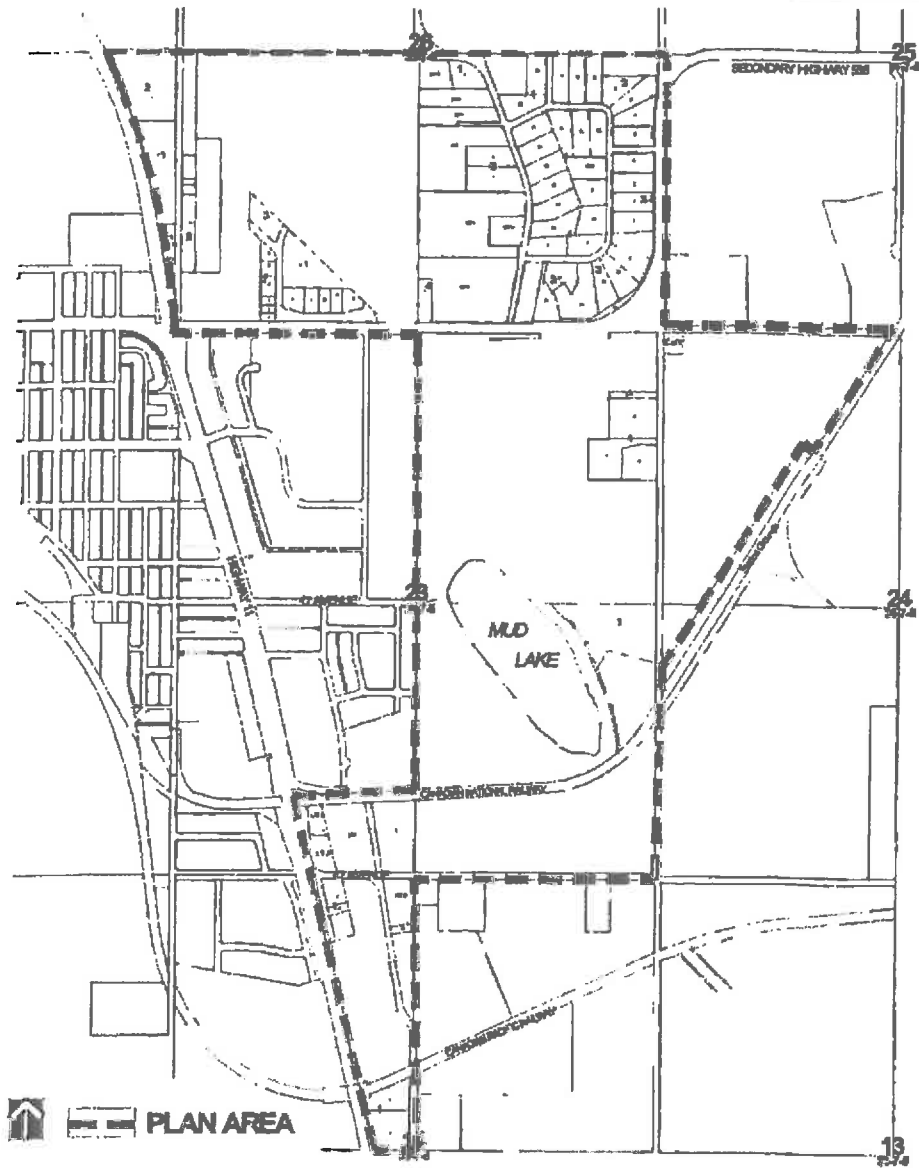
Mayor



Town Manager

SCHEDULE 'A'

TOWN OF ROCKY MOUNTAIN HOUSE
EAST AREA STRUCTURE PLAN



TOWN OF ROCKY MOUNTAIN HOUSE

BYLAW 08/03 LU

Being a Bylaw to amend Bylaw No. 00/18 LU, as amended, of the Town of Rocky Mountain House, being the Bylaw to adopt the East Area Structure Plan.

WHEREAS The Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1, permits a council by bylaw to adopt an area structure plan, and

WHEREAS, an area structure plan has been prepared in accordance with the Municipal Government Act,


NOW THEREFORE, the Council of the Town of Rocky Mountain House, in the Province of Alberta, enacts as follows:

1. **THAT** the land use patterns and conceptual road patterns shown on Map 2 – Land Use Concept within the NE 23-39-7-5 be amended as shown on the attached Schedule “A”;
2. **THAT** the open space and trail system shown on Map 4 – Major Open Space and Trail Concept within the NE 23-39-7-5, the SE 23-39-7-5 and the NW 24-39-7-5 be amended as shown on the attached Schedule “B”;
3. **THAT** policy 5.3.4 is amended to read as follows: “The Residential – Estate Lots category contains single detached dwellings on individual parcels with a minimum area of 1820 m² where municipal water and sanitary sewer services have been provided to the parcel.”
4. **THAT** policy 5.8.13 is deleted and the policies that appear after 5.8.13 are renumbered accordingly;
5. **THAT** policy 5.9.2 is amended to read as follows: “The Town will work with the operators of pipelines to establish trails along the pipeline rights-of-way where feasible and where beneficial to the establishment of a looped trail system. Gas and oil pipeline rights-of-way that are to be incorporated into the trail system may be dedicated as municipal reserve but only half of the area dedicated will be credited against the total amount of municipal reserve that is owed.”

READ A FIRST TIME IN COUNCIL THIS 5th DAY OF FEBRUARY, 2008

READ A SECOND TIME IN COUNCIL THIS 7TH OF OCTOBER, 2008.

READ A THIRD AND FINAL TIME IN COUNCIL THIS 7TH DAY OF OCTOBER, 2008.


Mayor


Town Manager

BYLAW NO. 08/03LU

SCHEDULE 'A' - EAST AREA STRUCTURE PLAN AMENDMENT - FALCON RIDGE (NE 23-39-7-5)

Land Use

 PLAN AREA

 R-A Residential - Acreages

 R-AM Residential - Acreages/Minor Industry

 R-E Residential - Estate Lots

 R-L Residential - Low Density

 I-L Industrial - Light

 I-G Industrial - General

 C-HL Commercial - Highway & Local

 P Public & Educational Services

 OS Major Open Spaces & Undeveloped Areas

 Development Areas Subject to Resolution OF Potential Organic Soil Constraints

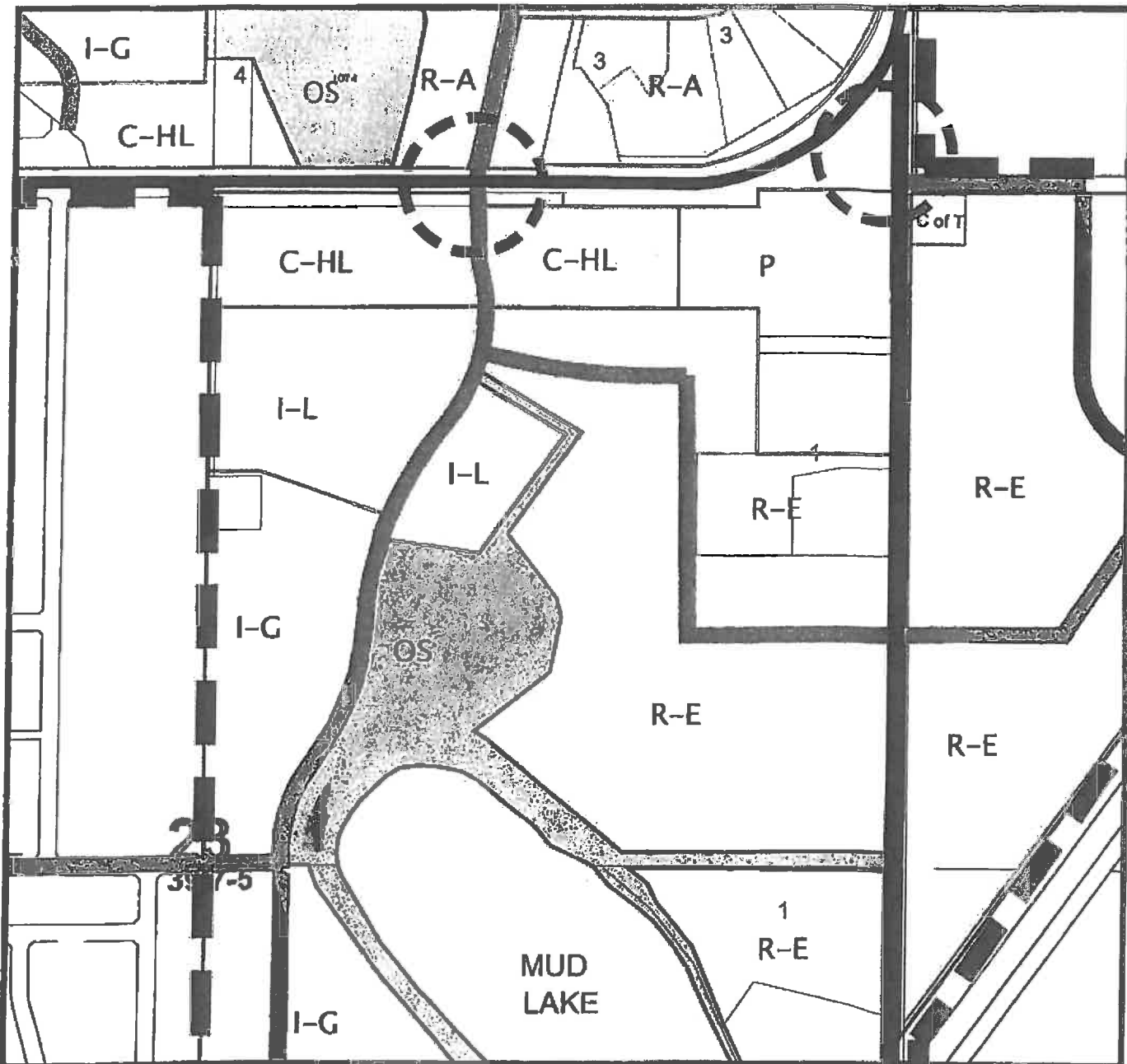
 Highway/Secondary Road

 Arterial Road

 Collector Road

 Intersection Treatment Required

DATE: January 2008



BYLAW NO. 08/03LU

SCHEDULE 'B' - EAST AREA STRUCTURE PLAN AMENDMENT - FALCON RIDGE (NE23-39-7-5)

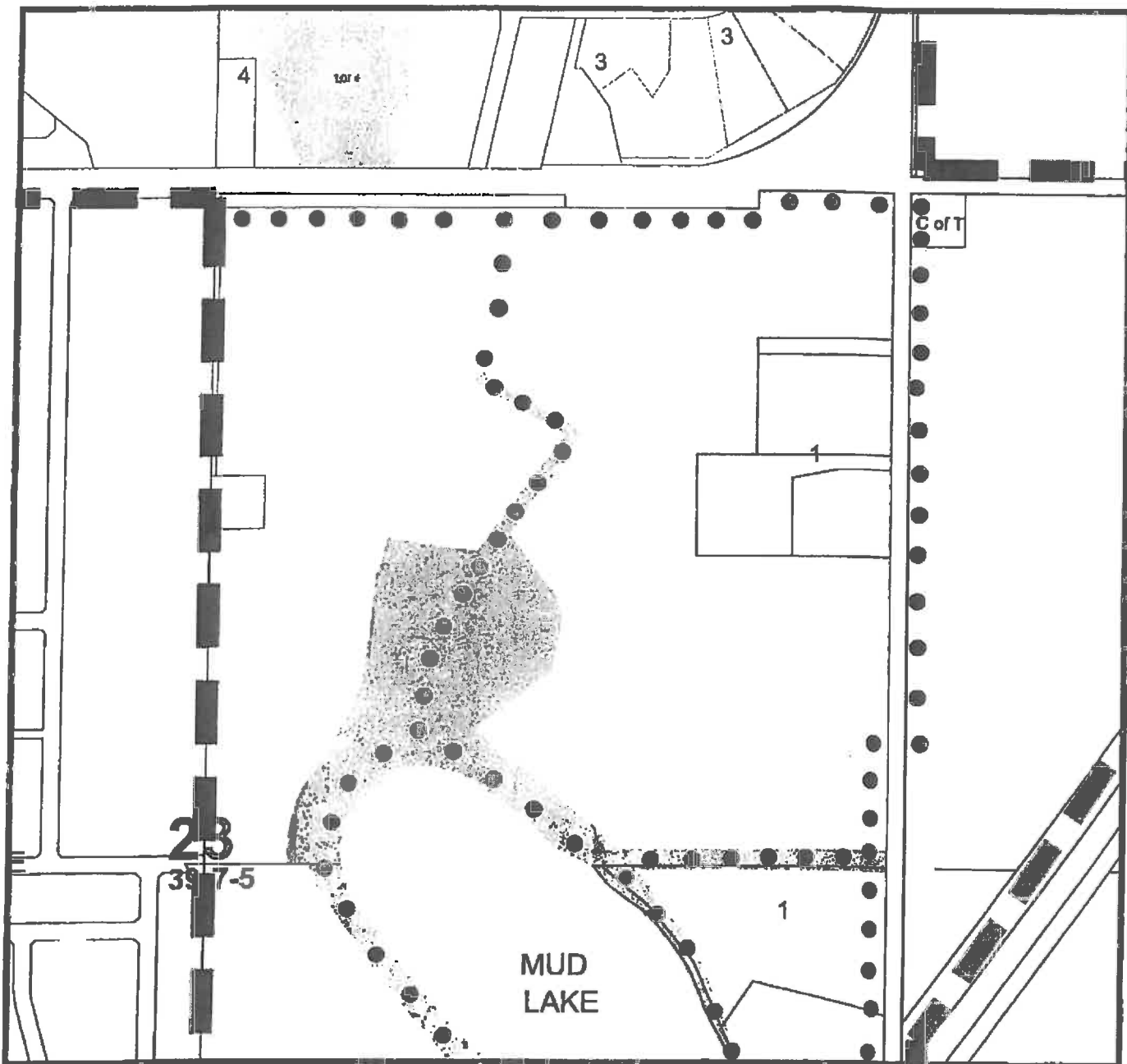
Major Open Space and Trail

 PLAN AREA

 Major Open Spaces & Undeveloped Areas

 Major Trails

DATE: January 2008



Town of Rocky Mountain House East Area Structure Plan

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Town of Rocky Mountain House East Area Structure Plan

1.0 Introduction

The Town of Rocky Mountain House has undertaken the preparation of an area structure plan to guide future development on the east side of the Town. This area consists largely of undeveloped or partially developed areas. Currently the Town has area structure plans in place for the Southwest portion of the area and the SE 26-39-7-W5. An outline plan is in place for the SW 26-39-7-W5. The remaining portions of the plan area do not have the benefit of being included in either an outline plan or an area structure plan.

1.1 General Purpose

The purpose of the East Area Structure Plan is to provide a comprehensive planning framework for land uses and development, including the compatibility of land use patterns and the conservation of sensitive features, in the east portion of the Town of Rocky Mountain House. 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 for new development areas. Policies of the area structure plan will be used to guide outline plan, land use designation and subdivision decisions.

1.2 Location

The Plan Area consists of approximately 350 hectares of land on the east side of the Town of Rocky Mountain House. It includes the following lands:

- Portions of the SE 27-39-7-W5 located east of Highway 11
- All of the SW 26-39-7-W5
- All of the SE 26-39-7-W5
- Part of the NW 24-39-7-W5 located north of CNR rail right-of-way Plan 4176 KS
- All of the NE 23-39-7-W5
- All of the SE 23-39-7-W5
- Portions of the SW 23-39-7-W5 located east of Highway 11 and south of CNR rail right-of-way Plan 7060 BD
- Portions of the NW 14-39-7-W5 located east of Highway 11

These lands are illustrated by the Plan Area boundary shown on the accompanying maps.

2.0 Planning Framework

2.1 Enabling Legislation

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 plan 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 the municipality's Municipal Development Plan
- Be consistent with the Provincial Land Use Policies

2.2 Municipal Development Plan

The Town's Municipal Development Plan contains policies and references that guide the development of area structure plans. The Municipal Development Plan's Land Use Concept and Road System Map describes the general land uses within the Plan Area and lays out the location of major roadways. The portions of the SE 27-39-7-W5 located east of Highway 11 are designated future highway and local commercial. Lands within the SW 26-39-7-W5 are designated for highway and local commercial frontage along Secondary Highway 598 and industrial farther to the north. A large portion of the SW 26 is designated major open space due to the presence of a large bog area. The SE 26-39-7-W5 is designated residential acreages, which has already developed, and parts are slated as major open space.

Lands within the part of the NW 24-39-7-W5 located north of CNR rail right-of-way Plan 4176 KS are designated country residential/minor industrial and this land use designation also applies to the east portion of the NE 23-39-7-W5. The more westerly portion of the NE 23 is designated as industrial with an open space area separating the residential from the industrial area. The cemetery is designated public and educational services.

Within the SE 23-39-7-W5, lands west of Mud Lake and north of the railway are designated for industrial development while lands east of Mud Lake and north of the railway are designated residential acreages. The land located south of the railway is designated country residential/minor industrial with an area slated for major open space in the most easterly part of this area.

The portions of the SW 23-39-7-W5 located east of Highway 11 and south of CNR rail right-of-way Plan 7060 BD are designated for country residential/minor

industrial. Areas for highway and local commercial development are designated within those portions of the NW 14-39-7-W5 located east of Highway 11. An industrial area is identified in the area farther east of the highway commercial strip that fronts onto Highway 11.

Specific issues on which the Town's Municipal Development Plan provides additional guidance for the preparation of area structure plans includes:

- Provision for a trail system as part of the Town's recreation and open space plans
- Requirements for municipal reserve dedications when an area is subdivided
- Dedication of wetlands, gullies, ravines and natural drainage courses as environmental reserve
- Ensuring incompatible land uses are separated by distance or buffers with relocation being encouraged where appropriate
- Requiring area structure plans for large undeveloped areas and that these plans define the specific land uses, utility servicing requirements, street systems, recreation and park areas, and other appropriate items

2.3 Master Plans

The Town uses a series of non-statutory, master plans to guide the provision of transportation, water, sanitary sewer, storm sewer and open space infrastructure. The policies contained in this Plan defer to these documents where noted in the text. Development of infrastructure in support of the land use concept of this Plan is expected to be consistent with the Town's Master Plans.

3.0 Plan Context

3.1 Existing Land Uses

The Plan Area contains a variety of existing land uses that includes residential, industrial, commercial, public/quasi-public and agricultural activities. Country residential is contained within the SE 26 and comprises large lots with private water and sewer systems. One industrial site is located in the northeast corner of the SE 26 while a commercial site is located in the southwest corner of the quarter section. While most of the parcels in the SE 26 have been developed for residential purposes some remain vacant and in a treed state.

The SW 26 contains industrial, residential and commercial land uses. A permanent bog that is not considered developable occupies a large portion of the quarter. Highway commercial uses have been developed along the north side of Secondary Highway 598. Some industrial development has occurred in the area farther north from SH 598 behind the highway commercial frontage.

Land uses within the NE 23 include an auto-wrecking yard and a public cemetery in the northeast corner. Agriculture is the largest land use within the quarter and occupies the northwest portion of the area. The north tip of Mud Lake extends into the southwest corner of the quarter section. The land lying south of the auto-wrecking yard is treed. A single residence is located in the southwest portion of the quarter section west of Mud Lake while the farmstead and farm-related buildings are found in the northwest corner. An oilwell is located north of Mud Lake in the southwest portion of the quarter.

The SE 23 contains agricultural and residential land uses. Two residential parcels are located in the area east of Mud Lake while agriculture, in the form of pastureland, occupies the rest of the quarter section. A large portion of the area is taken up by Mud Lake and the CNR railway cuts through the south portion of the quarter in an east-west direction.

Agriculture is the predominant land use found within the portion of the NW 24 that lies north of the CNR rail right-of-way. This area is used for pasture and contains a single farmstead. There is a small parcel, approximately one acre in size, which has been created in the extreme northwest corner of this area and this parcel has not been developed.

The southwest portion of the Plan Area contains a mixture of commercial, residential and agricultural uses. Highway commercial has been developed along the east side of Highway 11 around the intersection with 42 Avenue and a manufactured home park has been developed to the east of the highway commercial strip. The area between Branch Road and Highway 11 is largely used for agricultural purposes while the area to the far south has been developed as residential. Two residential parcels are also located on the east side of Branch Road/42 Street.

3.2 Planning Factors

There are a number of factors and issues that influence land use planning in the East Area. This includes potential constraints on the ability to develop the area as well as potential opportunities that could contribute to an attractive development. The Significant Features map illustrates a number of the items that influence the planning for the area.

Key planning factors within and affecting the Plan Area include:

- Gas pipeline right of ways that intersect the area and legislated setbacks from gas and oil wells
- Impact of the waste transfer station and former landfill site and requirements related to legislated setbacks
- Views of the mountain peaks to the west of the Town
- Local areas with amenity value such as along the shoreline of Mud Lake

- Balancing preservation of Mud Lake with public and private access and development adjacent to shoreline areas
- Transition or buffers between industrial land uses, highway commercial uses and residential land uses
- Identification and protection of future major transportation corridors
- Presence of existing land uses that may pose issues relating to land use compatibility with proposed future uses
- Future need for land to accommodate industrial, commercial and residential activities

4.0 Goal and Key Principles

4.1 Goal

To provide a planning framework for the preparation of Outline Plans within the east portion of Rocky Mountain House that is consistent with the direction of the Municipal Development Plan.

4.2 Key Principles

Preparation of the East Area Structure Plan has been guided by the following key principles:

- Avoiding and/or minimizing potential land use incompatibilities
- Ensuring an adequate supply of land for future residential, commercial and industrial development
- Preserving sensitive natural features within the Plan Area
- Ensuring that subdivision and development decisions do not prejudice or negatively impact on the development of adjacent lands
- Balancing the development aspirations of landowners with the interests of the community at-large

5.0 Land Use Concept and Policies

5.1 General

The general land use concept for the Plan Area entails a mixture of industrial, commercial, open space and residential activities. Table 1 describes the approximate area designated for each land use activity while the Land Use Concept map illustrates the approximate location of each type of land use activity and the general location of major collector roads.

Table 1: Land Use Statistics and Development Impact

Land Use Category/Component	Area	Share of Plan Area	Population Generation
Gross Plan Area	350 ha	100%	900
Residential (total)	141.8 ha	40.5%	900
Residential-Low Density	7.9 ha	2.3%	214
Residential-Estate Lots	35.4 ha	10.1%	406
Residential-Acreages	62.7 ha	17.9%	178
Residential-Acreages/Minor Business	35.8 ha	10.2%	102
Industrial (total)	50.1 ha	14.3%	Nil
Industrial-Light	9.9 ha	2.8%	Nil
Industrial-General	40.2 ha	11.5%	Nil
Commercial-Highway & Local (total)	31.4 ha	9.0%	Nil
Public & Educational (total)	11.5 ha	3.3%	Nil
Open Space (total)	59.7 ha	17.1%	Nil
Mud Lake	14.4 ha	4.1%	Nil
Transportation (Arterials and Collectors)	40.8 ha	11.7%	Nil

Notes for Table 1

- 1) The figures in Table 1 are approximate and subject to more detailed calculations at the time of subdivision.

- 2) *The population generation figure for the Residential-Acreages land use includes the approximately 122 persons already residing within the McNutt subdivision.*
- 3) *Assumptions for population projections in Residential-Acreages and Residential-Acreages/Minor Business land use areas:*
 - *Average household size equals 2.7 persons*
 - *85% of land mass available for private lots (15% for roads and design issues) with each lot having a minimum area of 0.81 hectares (2 acres)*
- 4) *Assumptions for population projections in Residential-Estate Lots land use areas:*
 - *Average household size equals 2.7 persons*
 - *85% of land mass available for private lots (15% for roads and design issues) with each lot having a minimum area of 0.2 hectares (0.5 acres)*
- 5) *Assumptions for population projections in Residential-Low Density land use area:*
 - *Maximum density equals 10 units per gross hectare*
 - *Average household size equals 2.7 persons*

The land use concept proposed by the Plan provides for expansion of the existing industrial areas and includes sufficient land for future industrial development over the next twenty years (based on historical consumption of 7.5 hectares of industrial land per 1,000 population). Expansion of highway commercial and local commercial activity along 52 Avenue/Secondary Highway 598 and Highway 11 is also accommodated in the Plan. In keeping with the direction established by Town Council, the residential development described in the land use concept has been restricted to low density forms of development. Finally, the open space concept provides for future recreation areas and the preservation of significant environmental features.

5.2 Policies Affecting All Land Uses

- 5.2.1 A development permit application or subdivision application for a school, hospital, food establishment (as defined in the Food Regulation) or residence will not be approved if the building site is within 300m of either the waste transfer station or the former landfill unless a written variance has been provided by the Deputy Minister of the Department of Environmental Protection.
- 5.2.2 A development permit application or subdivision application that would result in permanent overnight accommodation or public facilities (as defined by the AEUB) will not be approved if the building site is within 100m of a gas or oil well unless a written variance has been provided by the Alberta Energy and Utilities Board.
- 5.2.3 When development or subdivision occurs adjacent a pipeline right-of-way, the Approving Authority may require the following:
 - Provisions to clearly identify the edge of the pipeline right-of-way including such measures as fencing and/or signage.

- Restrictions on the development of that portion of the private property closest to the pipeline right-of-way including the registration of a restrictive covenant against the title of the property.
- Registration by caveat of a copy of the emergency response plan relating to the pipeline against the title of the property.

5.3 Residential Land Use

- 5.3.1 Residential land uses will consist of the following categories: Residential - Low Density, Residential - Estate Lots, Residential - Acreages, and Residential - Acreages/Minor Business.
- 5.3.2 The Residential - Low Density category includes housing forms and unit densities that result in a relatively low population density. This may involve single detached and manufactured homes at densities no greater than 10 units per gross hectare (approximately 27 persons per gross hectare).
- 5.3.3 Residential - Low Density land use will be directed to the area south and north of 42 Avenue as shown on the Land Use Concept map. Sufficient screening and buffering to reduce any incompatibilities with adjacent commercial properties will be provided as this area develops.
- 5.3.4 The Residential - Estate Lots category contains single detached dwellings on individual parcels with a minimum area of 1820 m² where municipal water and sanitary sewer services.
- 5.3.5 Residential - Estate Lots land use will be directed to the area generally north and east of Mud Lake as shown on the Land Use Concept map. New development within these areas will be encouraged to take advantage of existing natural features and incorporate these into the proposed development where feasible.
- 5.3.6 Development of the Residential - Estate Lots area adjacent to the existing auto-wreckers yard will require the provision of a buffer between the principal dwelling and the edge of the auto-wreckers yard property. This buffer is to be provided on private property and may take the form of separation distance, fencing, landscaping or a combination of these three measures.
- 5.3.7 The existing auto-wreckers use located within the NE 23 is encouraged to relocate to an appropriate industrial area.
- 5.3.8 The Residential - Acreages category contains single detached dwellings on individual parcels with a minimum area of 0.81 hectares with private water and sanitary sewer services.

- 5.3.9 Residential - Acreages land use will be directed to the area south of the CNR right-of-way and north of Secondary Highway 598 as shown on the Land Use Concept map. This land use category also includes the existing McNutt subdivision. New development within these areas will be encouraged to take advantage of existing natural features and incorporate these into the proposed development where feasible. Further subdivision of the existing 0.81 ha parcels within the SE 26 is not encouraged.
- 5.3.10 The Residential - Acreages/Minor Business land use category includes single detached dwellings in combination with a minor industrial use on parcels with a minimum area of 0.81 hectares with private water and sanitary sewer services. The intent of this land use category is to accommodate residential and small-scale industrial development on a single property. Minor industrial uses that are allowed within this category will be limited to those that do not interfere with the use or enjoyment of adjacent or surrounding properties.
- 5.3.11 Residential - Acreages/Minor Business land use will be directed to the area east of the cemetery and north of the CNR right-of-way as shown on the Land Use Concept map. Minor industrial uses will be treated as discretionary uses subject to their ability to satisfy the following conditions:
- No generation of noise, dust, vibration, odour, or light glare that would interfere with the use or enjoyment of adjacent properties.
 - Screening of areas used for or in support of the minor industrial use from adjacent parcels and public roads.
 - Minimal vehicle or pedestrian traffic impact on collector or local roadways.

5.4 Commercial Land Use

- 5.4.1 The Commercial - Highway & Local land use category will consist of service and retail uses intended to serve the traveling public and area residents. This includes such developments as fast-food restaurants, service stations, shopping plazas, retail outlets and convenience stores.
- 5.4.2 Commercial - Highway & Local land use will be directed to the area along Secondary Highway 598 and along Highway 11 as shown on the Land Use Concept map.
- 5.4.3 Commercial development will be undertaken in a manner that mitigates the impact of commercial uses on surrounding residential areas. This may include architectural treatment of building elevations, distance separation, landscaped buffers, fences or a combination of these measures.

5.5 Industrial Land Use

- 5.5.1 Industrial land uses will consist of two categories: Industrial - Light and Industrial - General. Industrial development will be undertaken in a manner that mitigates the impact of industrial uses on surrounding residential areas. This may include architectural treatment of building elevations, distance separation, landscaped buffers, fences or a combination of these measures.
- 5.5.2 Industrial - Light land use includes industrial and quasi-service/industrial uses that are carried out within an enclosed structure or building and may require small amounts of outdoor storage space. This may include warehousing, service bays, professional offices, and light manufacturing.
- 5.5.3 Industrial - Light land use will be directed to the area south of Secondary Highway 598 and northwest of Mud Lake as shown on the Land Use Concept map. Lot layouts in this area will ensure that landscaped areas and the front elevation of buildings are oriented towards nearby residential areas and collector roads.
- 5.5.4 The area that is occupied by the Town's former landfill is not considered suitable for building construction but may be used for roadways, parking, landscaped areas and/or outdoor storage. The portion of the landfill property that was used to provide vehicle access to the working site may be incorporated into industrial lots when the adjacent lands are subdivided.
- 5.5.5 Industrial - General land use includes industrial uses that may or may not be carried out within an enclosed structure or building and requires a large amount of outdoor storage space. This may include truck shops, oilfield services and construction services. Uses that would meet the description of Industrial – Light land use are also allowed to occur within the Industrial – General land use category.
- 5.5.6 Industrial - General land use will be directed to the area west of Mud Lake and north of the CNR right-of-way as shown on the Land Use Concept map. Development in the area adjacent to Mud Lake will provide sufficient screening to shield industrial uses from view from the residential areas farther to the east.

5.6 Public & Educational Land Use

- 5.6.1 The Public & Educational land use category consists of places or facilities used in the provision of public or quasi-public services. This includes community halls, religious assemblies, cemeteries and recreation areas.
- 5.6.2 Future Public & Education land uses will be directed to the areas shown on the Land Use Concept map. These areas include the existing public uses in the SW 26

and the existing cemetery. A site adjacent the cemetery's west boundary has been identified for potential development of a religious assembly.

5.7 Open Space

- 5.7.1 The Open Space land use category consists of areas where development is not likely to occur due to physical constraints and planned park areas. Lands that are not suitable for development will either remain under private ownership, subject to an Environmental Reserve easement, or be dedicated as Environmental Reserve. Planned park areas will be dedicated as Municipal Reserve.
- 5.7.2 When land adjacent to Mud Lake is subdivided, Environmental Reserve will be dedicated. The width of the Environmental Reserve dedication will be determined, in consultation with Alberta Environment, as part of the Outline Plan preparation process. The following factors will be taken into account when establishing the width of the Environmental Reserve dedication:
- Land subject to flooding by a 1:100 year flood or rain event
 - Protection of existing vegetation along the shoreline to preserve wildlife and waterfowl habitat areas
 - Visual and physical separation of the lake from adjacent land uses
 - Public access to and around the lake
- 5.7.3 The 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.
- 5.7.4 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.
- 5.7.5 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.

5.8 Transportation

- 5.8.1 Arterial roadways intended to serve the plan area include 52 Avenue/Secondary Highway 598 and 42 Avenue. These two roadways provide for East-West traffic flow to and from the plan area. Highway 11 serves as the main North-South roadway for traffic to and from the plan area. An alternate North-South corridor, defined as the Eastern Corridor, is proposed along the eastern edge of Sections 14,

23 and 26. All of these roadways are to be protected to at least a four lane divided arterial standard.

- 5.8.2 Road widening will be provided along all arterial roadways, the Eastern Corridor, Highway 11 and Secondary Highway 598 at the time of subdivision. Where possible, road dedication for widening purposes will be balanced between landowners on both sides of the existing road allowance.
- 5.8.3 The amount of road widening to be required at the time of subdivision will be in accordance with the Town's Transportation Master Plan. Where the Transportation Master Plan does not provide direction on the width of the road right-of-way, a minimum of 40m will be required.
- 5.8.4 Additional setback to protect future road rights-of-way greater than 40m in width may be required by the Approving Authority at the time of development or subdivision. This setback will be added to the minimum yard requirements of the Land Use Bylaw.
- 5.8.5 As lands adjacent to arterial roadways, the Eastern Corridor, Highway 11, Secondary Highway 598 and the railway are subdivided and developed, sufficient noise and visual attenuation measures will be provided. These measures may consist of earthen berms, fences, landscaping, distance separation or a combination of these measures to the satisfaction of the Town. Detailed description of noise and visual attenuation measures and timing of development of these measures is to be included as part of the Outline Plan.
- 5.8.6 Access to arterial roads, the Eastern Corridor, Highway 11 and Secondary Highway 598 will be restricted to collector roads shown on the Land Use Concept map. Local road access to the arterial roads system may be considered where access from a collector road cannot be provided.
- 5.8.7 Intersection spacing along Highway 11 and the Eastern Corridor will be as close to 800m from center of intersection to center of intersection as possible. Existing accesses, which do not meet this requirement, will be phased out wherever possible as subdivision, development and roadway improvements occur.
- 5.8.8 Intersection spacing along Secondary Highway 598 and the 42 Avenue arterial will be at least 400m from center of intersection to center of intersection. Existing accesses, which do not meet this requirement, will be phased out wherever possible as subdivision, development and roadway improvements occur.
- 5.8.9 A new intersection may develop approximately 400m north of the Highway 11/52 Avenue intersection. This intersection is proposed to alleviate traffic at the Highway 11/52 Avenue intersection and provide access to the west side of Highway 11 and the commercial/industrial area to the east.

- 5.8.10 Areas where intersection improvements are required as subdivision and development occurs are identified on the Land Use Concept map. The design of these intersection improvements will be consistent with the Transportation Master Plan and approved functional plans.
- 5.8.11 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.
- 5.8.12 In the NE 23, a local/minor collector road will extend south of the collector road shown on the Land Use Concept map to provide access to the Residential – Acreage area east of Mud Lake within the SE 23. A local road will also be extended to provide future access to the existing auto-wreckers yard. The location of these local roads will be identified in the Outline Plan for the NE 23.
- 5.8.13 In the SW 26, 53 Avenue will be extended westward to 46 Street to provide for internal circulation within the industrial area north of 52 Avenue. The general alignment is shown on the Land Use Concept map. Development of this road is contingent upon negotiations with the affected landowners.
- 5.8.14 A road (shown as “dashed” on the Land Use Concept map) leading south from the intersection of 44 Street and Secondary Highway 598 may be developed to allow more direct and controlled access to lands along the south side of Secondary Highway 598. Development of this road is contingent upon a redesign of the Town’s existing recreation facilities
- 5.8.15 The portion of 5 Avenue South along the CNR right-of-way (shown in “dashed box” on the Land Use Concept map) may be considered for future road closure and is not intended to provide access from the Highway 11 service road and the industrial area within the SE 23.
- 5.8.16 Collector and local roads will be designed and constructed in a manner that satisfies the Town’s Transportation Master Plan and Design Guidelines.

5.9 Trail System

- 5.9.1 The Town’s trail system will be extended into the Plan Area as subdivision and development occurs. Potential trail alignments to be considered as part of this extension are shown on the Major Open Space and Trail Concept map and include:
- A trail extending south from the existing access into the SE 26 to the northwest shore of Mud Lake
 - A trail around all of Mud Lake or along the east shore of the lake
 - A trail leading east from Mud Lake to the future north-south arterial then proceeding north to 52 Avenue and south to 42 Avenue

- A trail extending from the South West Area eastward along 42 Avenue
- 5.9.2 The Town will work with the operators of pipelines to establish trails along the pipeline rights-of-way where feasible and where beneficial to the establishment of a looped trail system. Gas and oil pipeline rights-of-way that are to be incorporated into the trail system may be dedicated as municipal reserve but only half of the area dedicated will be credited against the total amount of municipal reserve that is owed.

6.0 Servicing Concepts and Policies

6.1 General

- 6.1.1 The development of municipal water, sanitary sewer and storm sewer services will be consistent with the Town's approved Utility Master Plans and the utility servicing concepts of this Plan.
- 6.1.2 Proposed extensions of water, sanitary sewer and storm water drainage systems and necessary oversizing and off-site improvements will be identified in detail as part of the Outline Plan and in accordance with the applicable Utility Master Plan. 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.
- 6.1.3 Development within the areas identified on the Land Use Concept map as Residential - Acreage and Residential -Acreage/Minor Business will generally be serviced with private water and sanitary sewer services. Development within the Residential - Acreage area may be serviced with municipal water and sanitary sewer service where feasible.
- 6.1.4 Development within Commercial - Highway & Local, Industrial - Light, Industrial – General, Residential - Estate Lots and Residential - Low Density land use areas identified on the Land Use Concept map will generally be serviced with municipal water and sanitary sewer.

6.2 Water System

The Town's water system will be expanded to service the industrial, commercial and Residential - Low Density areas contained within the Plan Area. Water main extensions are shown conceptually on the Water Servicing Concept map. Once

the proposed mains on 53 Avenue, 46 Street and Secondary Highway 598 are connected with the existing mains to the west of Highway 11, the area should be adequately serviced through the other extensions shown on Water Servicing Concept map.

6.3 Sanitary Sewer System

- 6.3.1 The Plan Area consists of two service areas as defined by a topographic divide located south and generally parallel to Secondary Highway 598. Service Area “A” lies north of this divide while Service Area “B” lies to the south.
- 6.3.2 A gravity trunk sewer, as shown conceptually on the Sanitary Servicing Concept map, will ultimately service lands within Service Area “A.” As the residential development within the area is already on private services, the smaller highway commercial and industrial areas south of Secondary Highway 598 and west of the proposed collector road may be able to be serviced by extending the sanitary sewer lines from the developed industrial area to the west.
- 6.3.3 The western half of Service Area “B” will be serviced via gravity sewer leading to the existing liftstation at the south end of 44 Street. The eastern half of Service Area “B” will be serviced by gravity trunk to a proposed lift station located in the southeast corner of the SE 23 and a forcemain will be extended to the existing 44 Street lift station. The 44 Street lift station will require upgrading to accommodate additional flows. The gravity mains into which the forcemain will connect may also require upgrading particularly near the treatment plant.

6.4 Storm Drainage System

- 6.4.1 Storm water run-off from the Plan Area will be restricted to pre-development flows in accordance 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 hydro geological assessments will also be required. These studies will be undertaken in a manner consistent with the Town’s approved Design Guidelines and Utility Master Plans.
- 6.4.2 The Plan Area consists of two service areas as defined by a topographic divide located south and generally parallel to Secondary Highway 598. Service Area “A” lies north of this divide while Service Area “B” lies to the south. Storm drainage in Service Area “A” is generally towards the northwest following the small drainage channel shown on the Storm Drainage Concept map. Storm drainage in Service Area “B” is generally south to towards Trapper Creek.

- 6.4.3 A storm sewer trunk is required to serve the small area south of 52 Avenue and this trunk could be aligned along 40 Street. The storm drainage concept for Service Area “A” involves a regional storm water detention facility that could be sized to restrict storm run-off rates into the receiving channels to pre-development flows, in the location shown conceptually on the Storm Drainage Concept map.
- 6.4.4 The portion of Service Area “B” that lies north of the railway tracks drains first into Mud Lake while the area that lies south of the railway tracks drains southward into Trappers Creek. Mud Lake is within the Trappers Creek drainage basin and is described in more detail in the Trappers Creek Drainage Study completed by the Town. The study suggests that Mud Lake requires a water level control structure to maintain water levels and that silt control forebays be installed wherever storm water discharge enters the lake. More detailed environmental investigations will be required to determine the suitability of using Mud Lake as a storm water detention facility. A drainage channel or trunk leading out of Mud Lake along the railway tracks and connecting to the 44 Street culvert would convey storm run-off towards Trappers Creek. The area south of the railway tracks will be directed to a storm water detention facility shown on the Storm Drainage Concept map prior to flowing into Trappers Creek.

6.5 Other Utilities

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

7.0 Implementation and Phasing of Development

7.1 Phasing

Phasing of development within the Plan Area will begin with the preparation of Outline Plans. Areas to be contained in individual Outline Plans are identified on the Future Outline Plan Areas map.

7.2 Outline Plans

- 7.2.1 Prior to re-designation of an area under the Land Use Bylaw to a district that would allow subdivision and development, an Outline Plan shall be required. Applications to change the Land Use Bylaw designation of lands contained within the East Area Structure Plan to enable multi-lot subdivisions will not be approved until the Town has approved an Outline Plan.

- 7.2.2 Outline Plans will provide additional detail on the development of an area taking into account the impact on adjacent lands. These plans will be prepared in accordance with the content and process requirements laid out in Town Policy Number 003/99 “Requirements for an Outline Plan” and this area structure plan.
- 7.2.3 Within individual Outline Plans, the sequence or phasing of development will generally commence at the edge of already developed areas and move outwards from the Town. The establishment of development phases within Outline Plans will take into account the need to provide looping for water systems, temporary and permanent secondary vehicle access and the logical extension of municipal services.

7.3 Land Use Bylaw

Areas that do not have approved Outline Plans will be designated as “Reserved for Future Development” under the Town’s Land Use Bylaw. Where an Outline Plan has been approved, the Land Use Bylaw designation may be amended to district(s) that facilitate the nature of development contemplated by this Plan and the approved Outline Plan. If necessary, new Land Use Bylaw districts will be established to accommodate the land uses described in this Plan.

7.4 Subdivision Applications

All subdivision decisions will conform to approved Outline Plans and this Plan.

7.5 Interpretation

This Plan shall be interpreted with flexibility having regard to its purpose and concepts and the objectives and policies of the Town’s Municipal Development Plan and Master Plans. Questions on interpretation of intent or policy will be put before Town Council for their consideration. The Council’s decision on interpretation shall be final.

The adoption of this Plan does not require the Town of Rocky Mountain House to undertake any of the projects referred to by the Plan.

7.6 Amendment

An amendment to this Plan will be required where a proposed Outline Plan results in one or more of the following:

- Re-location or 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
- Deviation from the utility servicing concepts beyond what is contemplated in the Plan

7.7 Plan Review

This Plan will be reviewed:















- At the request of Council or upon Council acceding to a request of a registered land owner within the Plan Area
- Upon amendment of the Municipal Development Plan to ensure consistency
- After a period of 5 years from adoption to ensure the Plan is adequate.

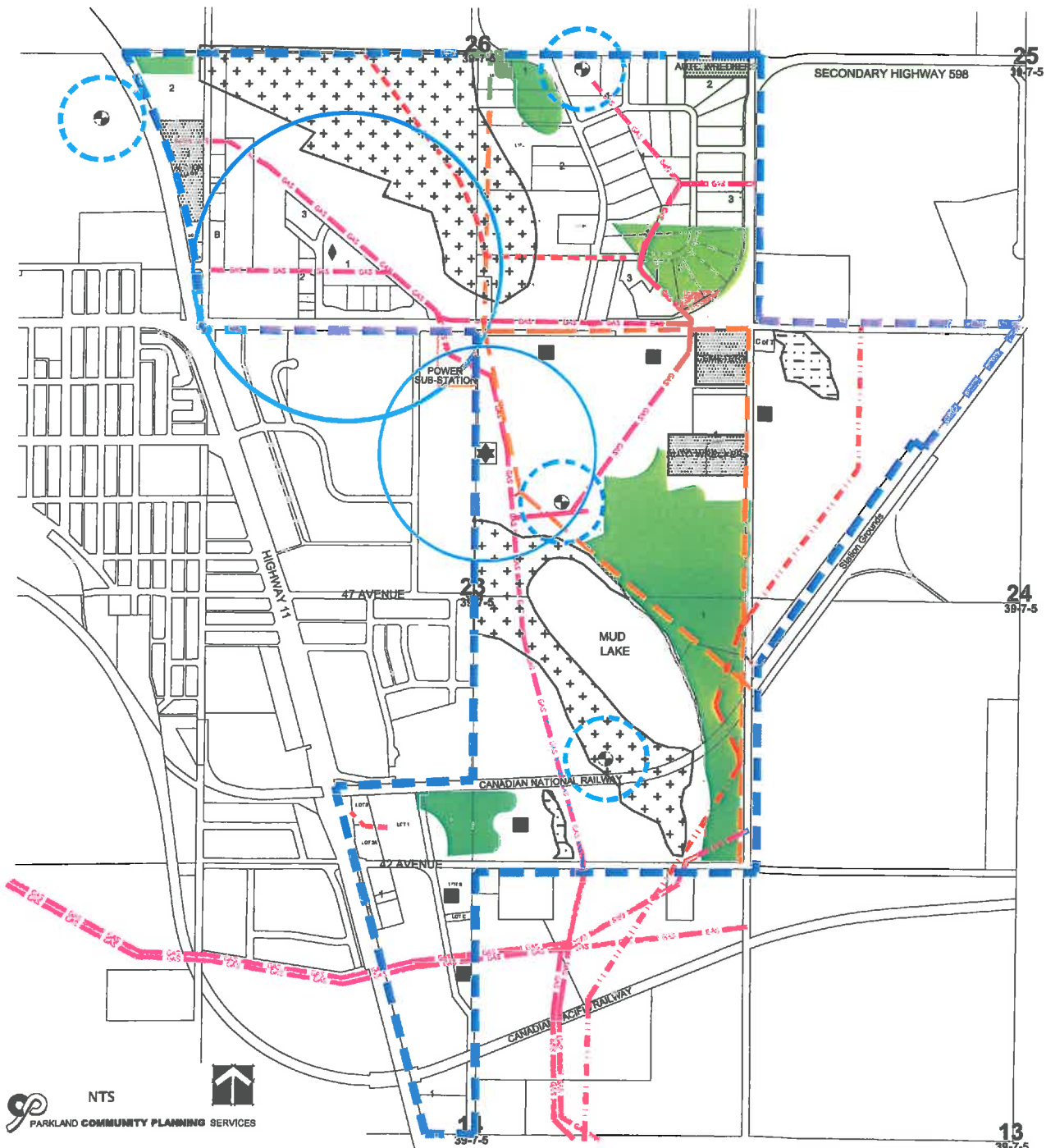
TOWN OF ROCKY MOUNTAIN HOUSE

EAST AREA STRUCTURE PLAN

FEBRUARY 2011
OFFICE CONSOLIDATION

Map 1 – Significant Features

- | | | |
|---|--|---|
|  PLAN AREA |  100m Setback |  Transmission Right of Way |
|  Former Landfill Site |  300m Setback |  Drainage Ditch Right of Way |
|  Waste Transfer Station |  Organic Soils |  Gas/Oil Gathering Line |
|  Farmstead/Rural Residence |  Slough/Low Areas |  Liquid Hydrocarbon Pipeline Right of Way |
|  Oil/Gas Well |  Treed Areas | |








TOWN OF ROCKY MOUNTAIN HOUSE

EAST AREA STRUCTURE PLAN

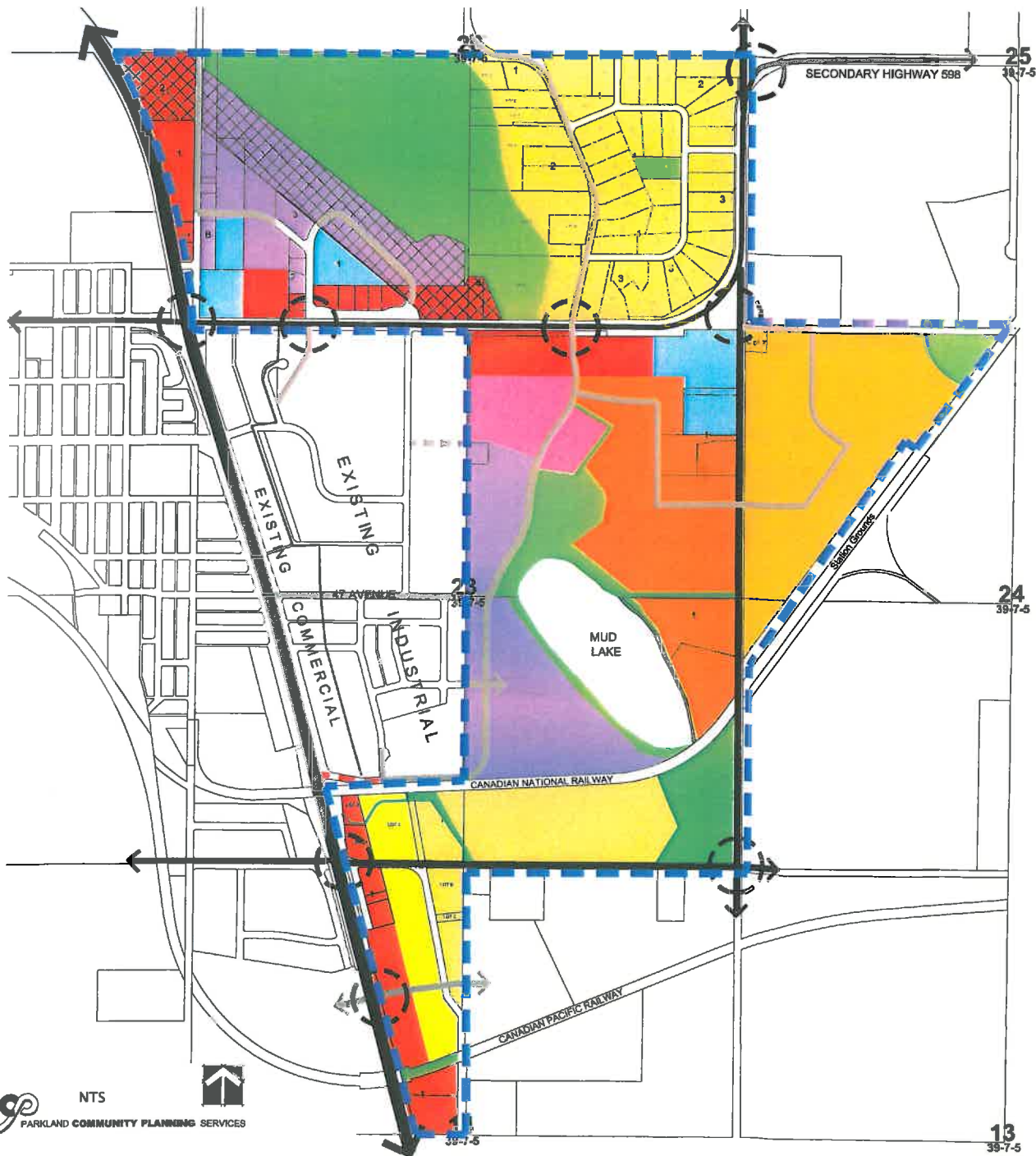
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Map 2 - Land Use Concept

 PLAN AREA

-  Residential - Acreages
-  Residential - Acreages/Minor Industry
-  Residential - Estate Lots
-  Residential - Low Density
-  Industrial - Light
-  Industrial - General

-  Commercial - Highway & Local
-  Public & Educational Services
-  Major Open Spaces & Undeveloped Areas
-  Development Areas Subject to Resolution Of Potential Organic Soil Constraints
-  Highway/Secondary Road
-  Arterial Road
-  Collector Road
-  Future Road Closure
-  Intersection Treatment Required

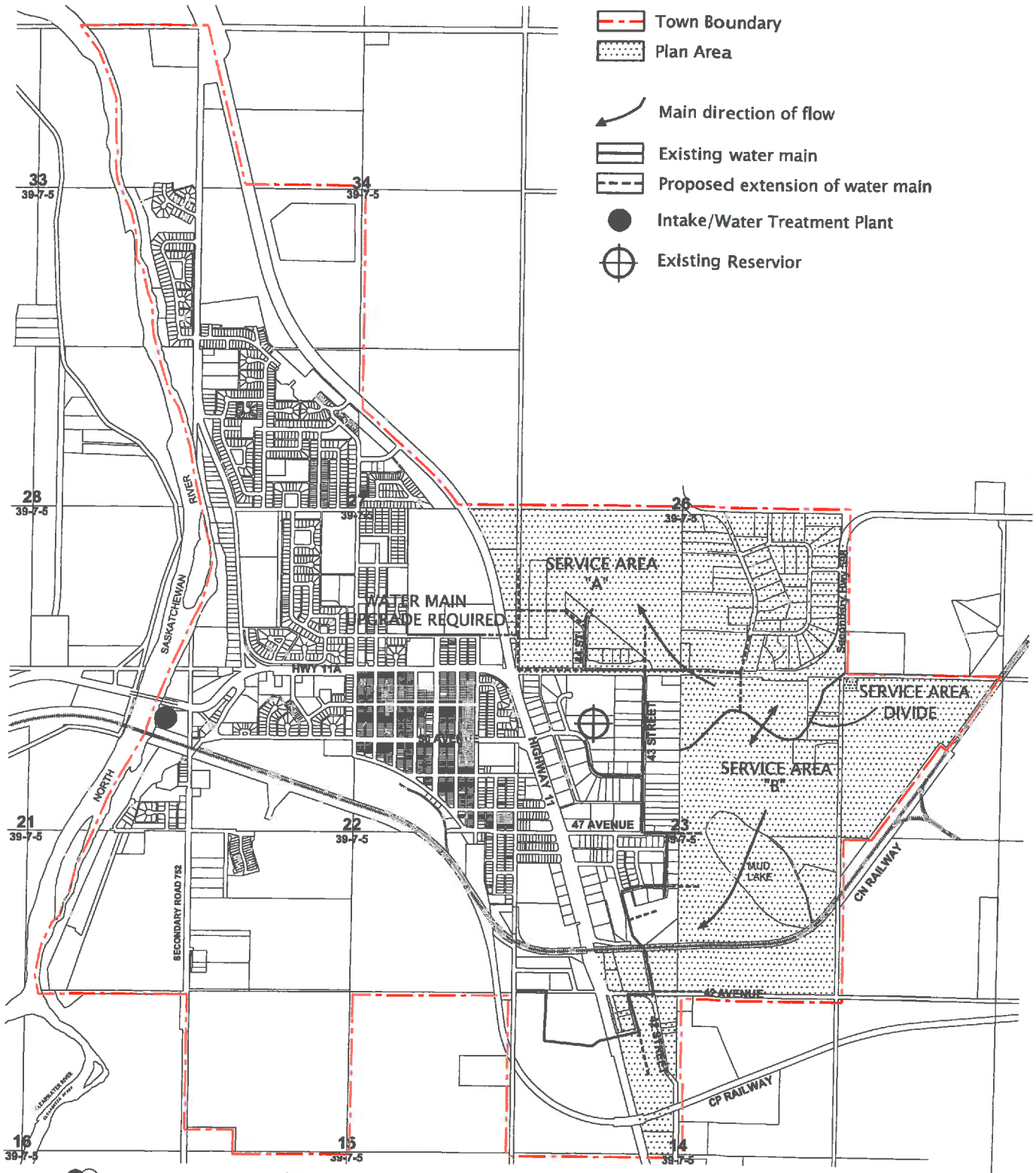


TOWN OF ROCKY MOUNTAIN HOUSE

EAST AREA STRUCTURE PLAN

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Map 3a - Water Servicing Concept

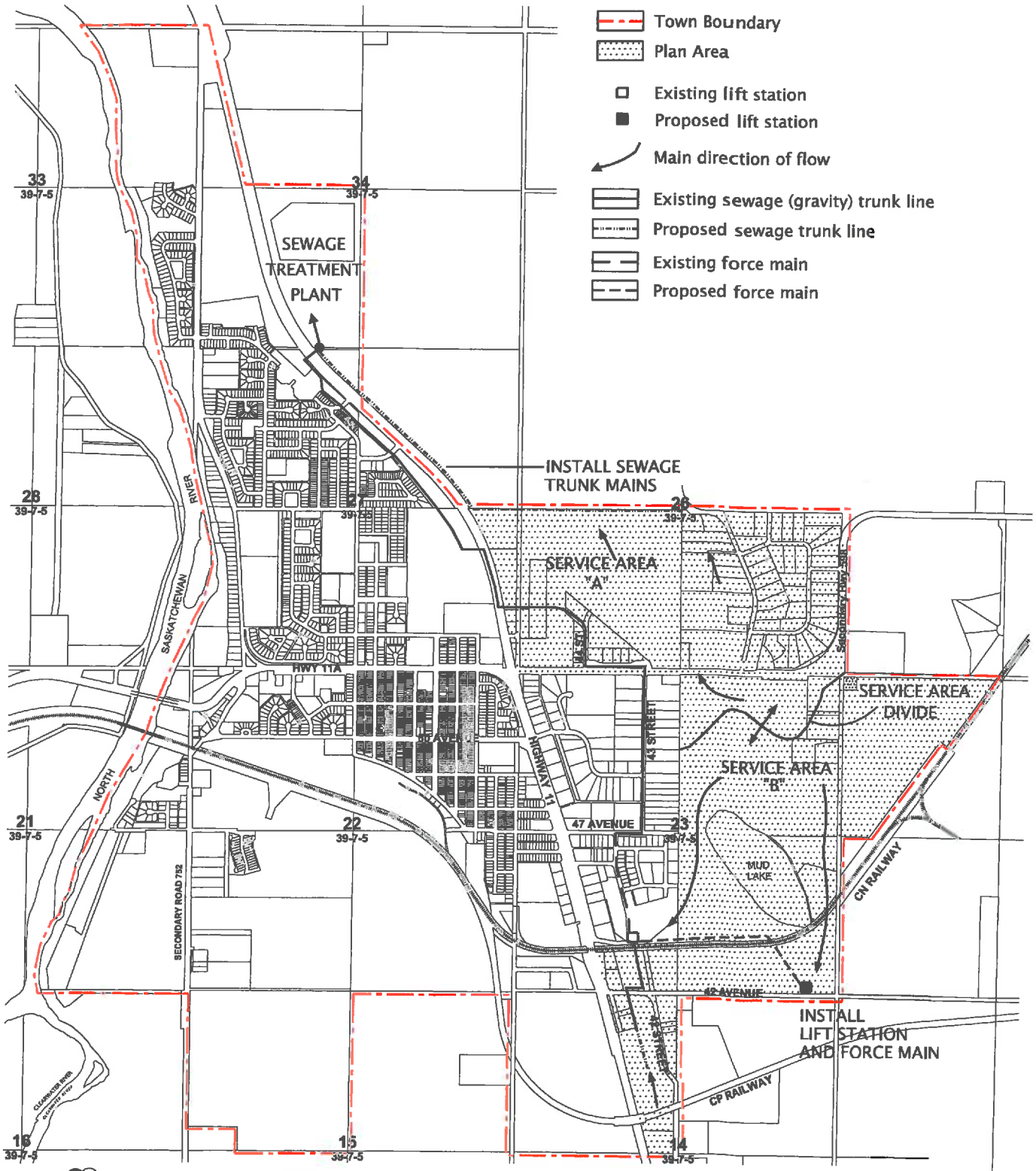


TOWN OF ROCKY MOUNTAIN HOUSE

EAST AREA STRUCTURE PLAN

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Map 3b – Sanitary Servicing Concept



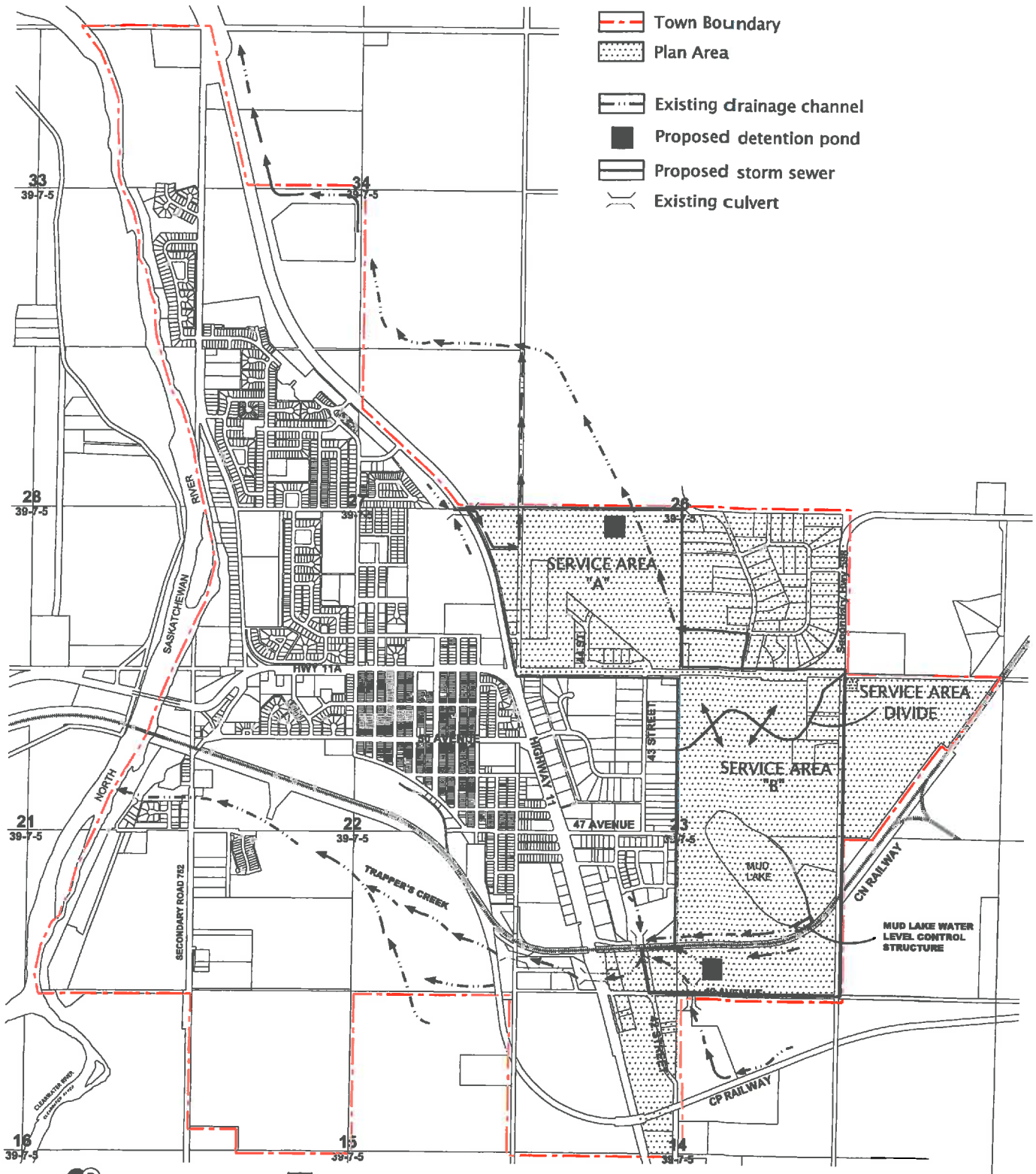
- Town Boundary
- Plan Area
- Existing lift station
- Proposed lift station
- Main direction of flow
- Existing sewage (gravity) trunk line
- Proposed sewage trunk line
- Existing force main
- Proposed force main

TOWN OF ROCKY MOUNTAIN HOUSE

EAST AREA STRUCTURE PLAN

FEBRUARY 2011
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Map 3c – Storm Drainage Concept



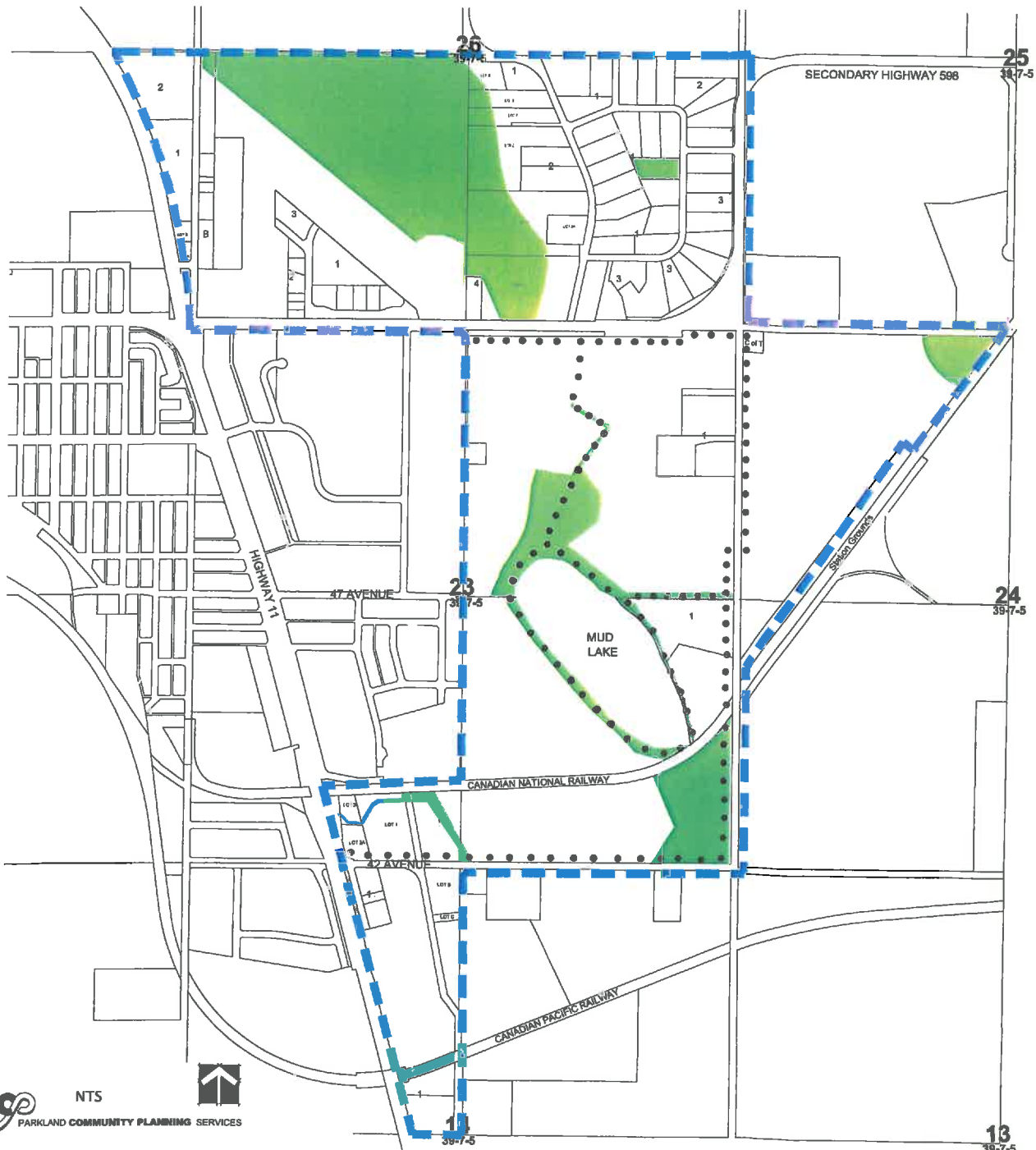
TOWN OF ROCKY MOUNTAIN HOUSE

EAST AREA STRUCTURE PLAN

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Map 4 - Major Open Space and Trail Concept

-  PLAN AREA
-  Major Open Spaces & Undeveloped Areas
-  Major Trails



TOWN OF ROCKY MOUNTAIN HOUSE

EAST AREA STRUCTURE PLAN

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Map 5 - Future Outline Plan Areas

-  PLAN AREA
-  OUTLINE PLANS REQUIRED

