

# APPENDIX E

## AREA STRUCTURE PLAN

### KEY FINDINGS

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### COUNTRY PLAINS ESTATES (SEPTEMBER 1997)

- Per aerial imagery, current land use is predominantly Agriculture. A Residential parcel is located in the southwestern corner.
- A cemetery is located at the north of the site adjacent to Hwy 628.
- The ASP designates future land uses as Low and Medium-Density Residential; no Commercial or Industrial uses identified.
- Multi-family residential uses — to be developed at row house densities (40 units/ha)
- Single family residential development – at conventional Town densities of about 16 units/gross ha (20 units/ha)
- Low density single family residential development — at an "estates" density average of approximately 6 units/ha
- Direct access to Hwy 628 is provided

### EAST BOUNDARY (AUGUST 2015)

- Per aerial imagery, current land use is predominantly Agriculture.
- Hwy 16A is immediately adjacent to the north.
- Canadian National Railway (CNR) mainline bisects the plan area – a 30 m development setback from the railway right-of-way is needed in order to meet Transport Canada's guidelines.
- A number of existing shallow and above ground utilities, including a major oil pipeline, are found in the area.
- No specific Residential, Commercial, or Industrial use policies are identified.
- North of CNR mainline designated Highway Commercial and General Commercial
- South of CNR mainline designated predominantly Low Density Residential with pockets of Medium and High Density Residential.
- Main access will occur at the 44th Avenue intersection with right-in right-out intersections provided south and east of the Boundary Road/Highway 16A
- Although direct access from Highway 16A is limited, Alberta Transportation has agreed in principle to allow a right-in right-out access to service commercial uses with an additional access and egress

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<p><b>GOERTZ BUSINESS PARK (SEPTEMBER 2007)</b></p>	<ul style="list-style-type: none"> <li>• Per aerial imagery, current land use is Industrial.</li> <li>• Hwy 16A is immediately adjacent to the south.</li> <li>• The ASP designates the entire area for Industrial land uses.</li> <li>• No Industrial use policies are identified.</li> <li>• Utilities were extended to the area with the development of the access road.</li> <li>• Site access is from an internal cul-de-sac; no access is provided directly to Hwy 16A</li> </ul>
<p><b>NORTH INDUSTRIAL (AUGUST 2007)</b></p>	<ul style="list-style-type: none"> <li>• Per aerial imagery, current land uses are predominantly Agriculture with pockets of Industrial development.</li> <li>• Hwy 16A is immediately adjacent to the southeast corner of the plan area.</li> <li>• This area is designated for Light Industrial and Medium Industrial development.</li> <li>• No Industrial use policies are identified.</li> <li>• Utilities will be extended from existing industrial development to the west and southwest.</li> <li>• Site access is provided by internal local roads and a connection to Hwy 16A is provided at 35<sup>th</sup> Street.</li> </ul>
<p><b>NORTHWEST INDUSTRIAL (NOVEMBER 1981; AMENDED JULY 1991)</b></p>	<ul style="list-style-type: none"> <li>• Per aerial imagery, current land uses include Manufactured Home Residential and Agriculture.</li> <li>• Hwy 16A is immediately adjacent to the south.</li> <li>• West quarter designated Industrial and Highway Commercial land uses.</li> <li>• East quarter amended in 1991 for Residential and Recreational uses.</li> <li>• No Residential, Commercial, or Industrial policies are identified.</li> <li>• Where residential uses abut Industrial/Highway Commercial uses, a 20 m wide municipal reserve buffer is required.</li> <li>• Utilities extended from existing development to the south.</li> <li>• The site is accessible from Meridian Road and from the Hwy 16A service road. No access is available directly from Hwy 16A.</li> </ul>
<p><b>PARKLAND GATEWAY (OCTOBER 2015)</b></p>	<ul style="list-style-type: none"> <li>• Per Land Use Bylaw, the area currently contains Business Industrial, General Industrial, and Highway Commercial uses along the western edge.</li> <li>• Hwy 16A is immediately adjacent to the north.</li> <li>• Commercial uses are designated for the areas at the west and north of the plan area immediately adjacent to Hwy 16A.</li> <li>• Commercial development will serve both a local and regional consumer base as well as provide employment opportunities for existing and future residents of the Town</li> <li>• Medium-Density Residential and High-Density Residential uses are designated for internal areas farther from Hwy 16A</li> <li>• Utilities will extend from existing development to the south and east.</li> <li>• TIA recommends that a roundabout be developed at the intersection of Highway 16A / Glory Hills Road; direct access is provided from Hwy 16A</li> </ul>

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<p>SOUTH BUSINESS PARK (SEPTEMBER 1994; AMENDED AUGUST 1998, NOVEMBER 1998, MAY 2002, JULY 2004, AUGUST 2006, OCTOBER 2006, JUNE 2012, AUGUST 2013) TUSSIC (OCTOBER 2018)</p>	<ul style="list-style-type: none"> <li>• Per Land Use Bylaw, the area currently contains a mix of Low, Medium, and High-Density Residential uses in internal areas and Commercial uses along the north adjacent to Hwy 16A.</li> <li>• Hwy 16A is immediately adjacent to the north.</li> <li>• The ASP area is approaching full build out.</li> <li>• Multiple amendments since adoption in 1994 mainly focused on increasing the amount of land designated for High-Density Residential uses.</li> <li>• Remaining undeveloped land designated for High-Density Residential use.</li> <li>• The plan area is fully serviced by all utilities.</li> <li>• No Industrial uses are proposed by the ASP.</li> <li>• Multiple direct accesses from Hwy 16A are provided.</li> <li>• Per aerial imagery, the area is currently predominantly Agricultural with High-Density Residential use in the extreme southwest and Highway Commercial use in the southeast adjacent to Hwy 628.</li> <li>• Hwy 628 is immediately adjacent to the south.</li> <li>• The site is designated for predominately Low, Medium, and High-Density Residential uses</li> <li>• Potential Commercial uses are located throughout the plan area including adjacent to Hwy 628 and are anticipated to be low intensity intended to meet the day-to-day needs of nearby residents.</li> <li>• There are registered utility right-of-way and right-of-way easements within the ASP area.</li> <li>• Utilities will extend from existing development to the west.</li> <li>• No Industrial uses are proposed by the ASP.</li> <li>• Residential Policies and Objectives <ul style="list-style-type: none"> <li>○ Achieve a minimum residential density of 35 dwelling units per net residential hectare in order to comply with the Edmonton Metropolitan Region Growth Plan (EMRGP) density targets.</li> <li>○ Provide a wide range of housing choices including single detached, semi-detached dwellings, multi-unit residential including town housing and low-rise apartments, accommodating a range of ages, tenure, family types and income levels.</li> <li>○ Locate multi-unit housing near collector and arterial roadways to provide easy access to amenities as well as provide transition in height and density to lower density development.</li> <li>○ Provide for a range of residential densities, innovative housing types (e.g., garage suites, lane housing, zero lot line development) and alternative site and building designs (e.g., shallow lots) that will contribute to the overall diversity, sustainability and affordability within the neighbourhood.</li> </ul> </li> <li>• Commercial Policies and Objectives <ul style="list-style-type: none"> <li>○ Locate two local convenience commercial development sites at the western and southern accesses of the ASP area to accommodate both</li> </ul> </li> </ul>

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retail and service uses, to serve the day-to-day needs of the residents within and near the ASP area.

- The commercial area will also provide local economic development and employment opportunities.
- Industrial Policies and Objectives
  - N/A
- Transportation and Infrastructure Policies and Objectives
  - Additional access to Hwy 628 is contingent on the transfer by the Government of Alberta of the care and control of the portions of Hwy 628 within the Town boundaries to the municipality.
  - Four documents are registered regarding Hwy 628 widening (ultimately a 6-lane highway)
  - Direct access to Hwy 628 is provided by a collector connection to the proposed internal road layout.