



NORTHEAST GATEWAY AREA STRUCTURE PLAN

Town of Sylvan Lake
Bylaw 1775/2018

Consolidated to
October 2020



TOWN OF SYLVAN LAKE

Amendments to the Northeast Gateway Structure Plan

Amendment Number	Date of Adoption	Brief Description
1813/ 2020	Oct. 13/ 2020	Amendment to Map 4, Land Use Concept, removal of Environmental Reserve Areas, Adjustment to Land Use Tables and addition of environmentally significant area policies

CONTENTS

PART A: INTRODUCTION

A

Introduction.....	01
Purpose of Plan.....	01
Location and Plan Area.....	02
Map 1: Location.....	02
Planning Process.....	03
Community Consultation.....	03
Plan Organization.....	03

PART B: CONTEXT AND BACKGROUND

B

POLICY CONTEXT

Municipal Government Act.....	05
Alberta Land Use Framework.....	05
Intermunicipal Development Plan.....	05
Municipal Development Plan.....	06
Growth Strategy.....	06
Municipal Sustainability Plan.....	06
Natural Areas Management Plan.....	07
Transportation Master Plan.....	07
Recreation, Parks and Open Space Master Plan....	07
Town of Sylvan Lake Infrastructure Study.....	07
Sylvan Lake Management Plan.....	07

PHYSICAL CONTEXT

Topography and Natural Features.....	08
Existing Land Uses.....	08
Map 2: Natural Features.....	09
Surrounding Land Uses.....	10
Oil and Gas Facilities.....	10
Map 3: Man Made Features.....	11
Existing Roads.....	12
Existing Rails.....	12

PART C: THE PLAN

C

1.0 Plan Vision.....	14
2.0 Plan Objectives.....	14
3.0 Land Use Concept.....	15
Map 4: Land Use Concept.....	16
Table 1: Land Use in Plan Area.....	17
Table 2: Land Use by Quarter Section.....	18
4.0 Natural Area Preservation.....	19
5.0 Industrial Land Use.....	21
6.0 Eco-Industrial Park Potential.....	22
7.0 Subdivision and Site Development.....	24
8.0 Gateway Appearance.....	26
9.0 Movement of People and Goods.....	27
10.0 Municipal Services and Public Utilities.....	29
11.0 Implementation Framework.....	31



The background of the slide features a large, stylized letter 'A' in a medium blue color, positioned in the upper left quadrant. The rest of the slide is filled with a pattern of concentric, overlapping arcs in two shades of blue (a lighter sky blue and a darker medium blue) and white, creating a sense of motion and depth, similar to a stylized sunburst or a spiral.

A

Introduction

PART A: INTRODUCTION

INTRODUCTION

The Town of Sylvan Lake recognizes the importance of building a complete community. This includes planning for employment and economic development opportunities within its boundaries.

As part of an annexation agreement with Red Deer County, effective January 1, 2016, lands forming the Plan area for the Northeast Gateway Area Structure Plan were annexed to the Town to ensure a sufficient land base for future industrial uses. Planning for industrial park development assists the Town in providing a stable tax base, opportunities for local employment, and choice and competitiveness within the local and regional industrial land markets.



PURPOSE

An Area Structure Plan (ASP) is a high level planning document that identifies suitable land uses, open spaces, major transportation routes and other key elements for community development. The purpose of this plan is to provide policy and direction for the subdivision and development of the lands located along the north and south sides of Highway 11A and east of Highway 20. The Northeast Gateway ASP describes the sequence of development, location of light and heavy industrial land uses, transportation routes and utilities within the Plan area. It also provides the framework for more detailed planning associated with any intended large scale subdivision and development.

This document consists of three parts that contain background information about the Plan area and policy direction for future subdivision and development.

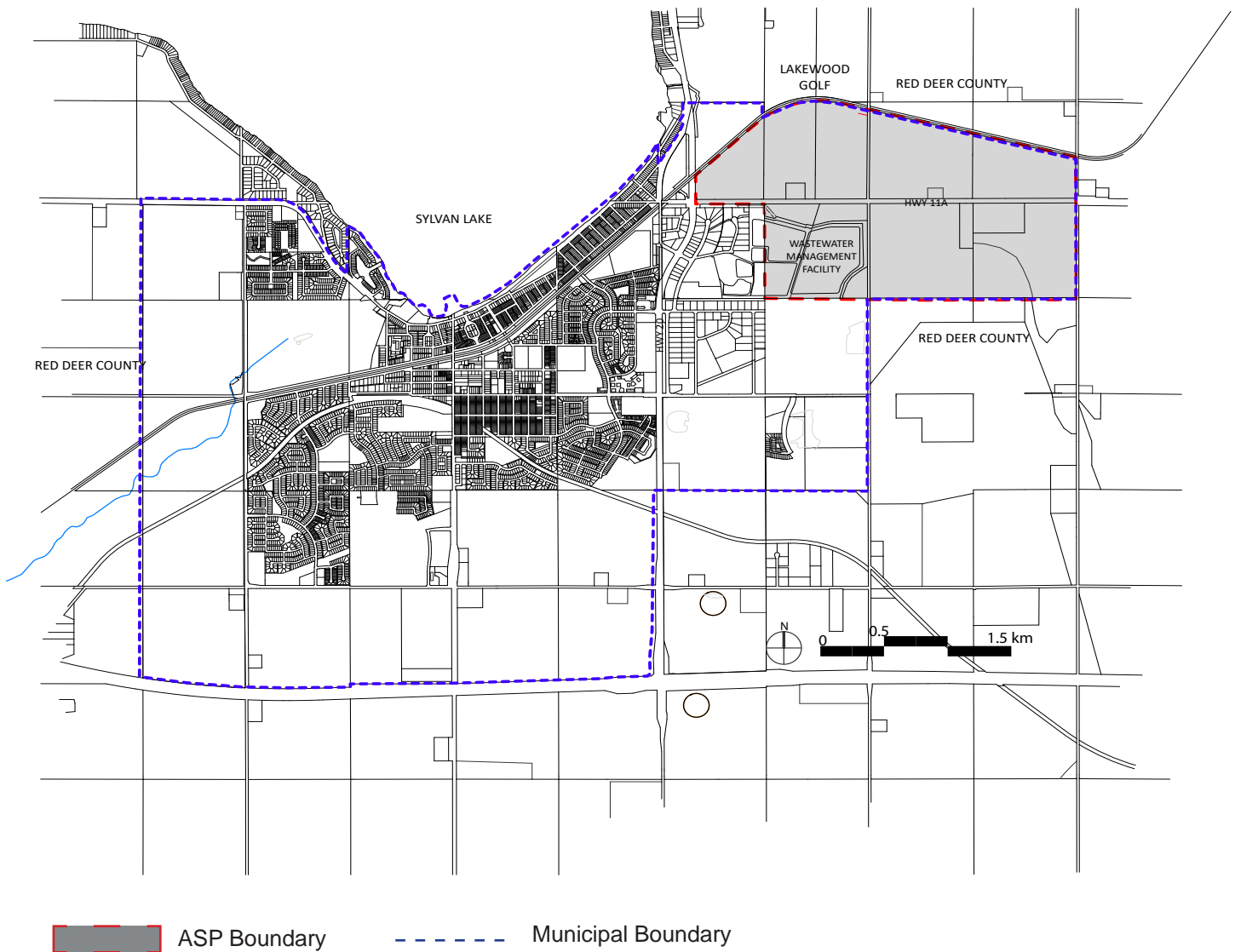
Part A describes the Plan's purpose, its location and the overall planning process involved. Part B provides the reader with background context in which the Plan was originally written. It is a "snap shot" in time and outlines the existing physical conditions and policies that informed the Plan. Part C of this document is "the Plan" and lays out the policy framework, adopted by the Town, that will direct industrial developments in the area. It addresses acceptable land uses and land use patterns, policies for natural area preservation and open space, expectations for more detailed planning prior to subdivision and development, and broad parameters for roadways and municipal infrastructure that will serve the Plan area.

PART A: INTRODUCTION

LOCATION AND PLAN AREA

As shown in Map 1: Location and Plan Area, the area covered by this Area Structure Plan (referred to as “Plan area”) consists of land from 7 quarter sections, totalling approximately 369 hectares (911 acres). The Plan area is located on the northeast side of the Town of Sylvan Lake and is bounded by the Canadian National Railway line to the north, Highway 20 to the west, and Range Road 11 to the east. The south edge of the Plan area is just north of Cygnet Lake and is divided into north and south portions by Highway 11A. The adjacent lands to the east, north and south are within Red Deer County. The Plan area encompasses lands from the following quarter sections:

- NE 35-38-1 W5M
- NE 34-38-1 W5M
- Part of the SE 2-39-1 W5M
- NW 35-38-1 W5M
- Part of the SW 2-39-1 W5M
- SE 3-39-1 W5M
- Part of the SW 3-39-1 W5M

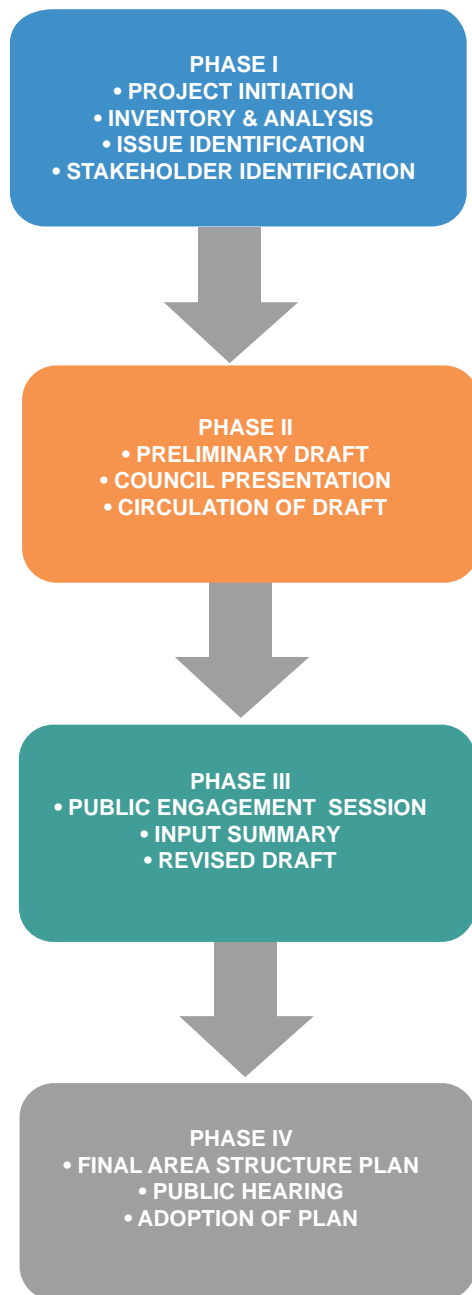


PART A: INTRODUCTION

PLANNING PROCESS

As shown in figure 1 the North East Gateway ASP has been prepared in four phases. Opportunities for stakeholder and public involvement were provided at each stage of the planning process.

Figure 1: Planning Process



COMMUNITY CONSULTATION

Community consultation is an important part of the planning process and various stakeholders and individual landowners were provided opportunities to contribute in drafting the ASP document. This included hosting a public open house to solicit input on the development concept and draft ASP from surrounding landowners and other identified stakeholders. Prior to stakeholder and community consultation, governing policy documents (Land Use Framework, Intermunicipal Development Plan, Municipal Development Plan) and various background studies were reviewed.

PLAN ORGANIZATION

Part A – Introduction

Provides the rationale and purpose for the plan, location information and details the planning process involved in the development of the ASP.

Part B – Context and Background

Provides the policy context in which the plan was written as well as the physical context including natural and manmade features, existing and surrounding land uses, and current transportation networks.

Part C – The Plan

Identifies the vision, objectives and land use concept for the Plan area and the overall policy framework that will direct development over the coming years.

The background of the slide is a solid light orange color. Overlaid on this are several large, white, curved, petal-like or leaf-like shapes that spiral outwards from the center, creating a dynamic, organic pattern. In the top left corner, there is a large, bold, orange letter 'B'.

B

Context and Background

PART B: CONTEXT AND BACKGROUND

MUNICIPAL GOVERNMENT ACT

Section 633 of the Municipal Government Act allows a municipality to prepare and adopt an area structure plan. It requires that an area structure plan contain the sequence of development, the land uses, the proposed population density, and the general locations of major transportation routes and public utilities. The Northeast Gateway Area Structure Plan addresses these requirements primarily through the land use concept but also through the policies found throughout the document.

The Northeast Gateway Area Structure Plan has been adopted by the Town of Sylvan Lake as a statutory plan

INTERMUNICIPAL DEVELOPMENT PLAN

The Intermunicipal Development Plan (IDP) between Red Deer County and the Town of Sylvan Lake was adopted in October 2011. As a policy document the IDP is, for the most part, general in nature and long range in its outlook. Key relevant policies include the provision of opportunity for a variety of industrial land uses, the preparation of more detailed plans prior to subdivision and development, and the creation of an attractive appearance along area highways.

ALBERTA LAND USE FRAMEWORK

The purpose of the Alberta Land Use Policies is to manage growth and to sustain the Province's growing economy, but also balance it with Alberta's social and environmental goals. These policies provide a framework for statutory plans, land use bylaws, and planning decisions. Until such time as a regional plan under the Alberta Land Use Framework of 2008 is adopted, the 1996 Land Use Policy document is in effect. Specific policies applicable to a future industrial area are as follows:

- Municipalities are encouraged to establish land use patterns which contribute to the provision of a wide range of economic development opportunities, thereby enhancing local employment possibilities and promoting a healthy and stable economy. In carrying out land use planning, municipalities are encouraged to complement and support provincial economic development initiatives.
- Municipalities are encouraged to establish land use patterns which accommodate natural resource extraction or harvesting and processing, manufacturing and other industrial development while, at the same time, minimizing potential conflict with nearby land uses and any negative environmental impact.
- Municipalities, within legislative limits, are encouraged to establish land use patterns which complement their municipal financial management strategies, thereby contributing to the financial health and viability of the municipality.

PART B: CONTEXT AND BACKGROUND

MUNICIPAL DEVELOPMENT PLAN

The Town of Sylvan Lake's Municipal Development Plan (MDP), which was adopted in 2014, is the official statement of goals, objectives and policies affecting the Town's long-term livability and sustainability. The Municipal Development Plan offers a vision of the Town's future and aspirations as well as a roadmap to guide decisions in order to achieve the vision. Direction from the Municipal Development Plan that has a bearing on planning a future industrial park includes the following:

- Planned Industrial areas to provide opportunities for a diversified economic base, maintaining a range of suitable industrial sites that support a wide range of economic activities and ancillary uses;
- Increase coordination between land use and transportation planning;
- Create more distinct and memorable gateways at points of entry to the Town and points of entry to individual neighbourhoods and neighbourhood centres, providing a sense of locational identity and designed to make a strong and positive visual impact;
- Support land use policies that protect opportunities to locate industrial and warehouse sites near major transportation corridors. Discourage the location of retail uses in industrial areas to maintain viable, contiguous areas of industrial space and prevent the development of an oversupply of retail uses;
- Mitigate the adverse impacts created by industrial uses through buffering, site planning and design, strict environmental controls, and the use of a range of industrial land use designations that reflect the varying impacts of different kinds of industrial uses;
- Protect and preserve significant stands of existing trees and explore opportunities to increase tree cover throughout the Town.

GROWTH STRATEGY

The Growth Strategy (2008) provides high level direction on the various types of growth and the locations set aside for major residential, commercial and industrial expansion over the long term (30+ years). In terms of industrial use, the Growth Strategy highlights the northeast area for future industrial use to build on the existing industrial park and take advantage of rail and highway transportation options. The need to balance long term residential and population growth with industrial and employment growth to stabilize the fiscal position of the Town is addressed as well as building a complete community.

MUNICIPAL SUSTAINABILITY PLAN

The Municipal Sustainability Plan, which was recently updated in 2018, sets out a holistic planning approach for the Town to manage the social, economic, political and environmental issues faced in planning and building a sustainable community. New plans adopted by the Town, including area structure plans, are intended to account for and put forth policy direction that balances these areas of consideration.

PART B: CONTEXT AND BACKGROUND

RECREATION, PARKS AND OPEN SPACE MASTER PLAN

The Town's Recreation, Parks and Open Space Master Plan was adopted in 2010. It discusses the Town's needs and priorities for recreation facilities as the community population increases. It also describes the types of outdoor public spaces desired, including a connected trail system as new areas are built and the role and function these spaces have in the overall open space system.

NATURAL AREAS MANAGEMENT PLAN

The Natural Areas Management Plan inventories and identifies significant environmental features and sensitive areas within the Town of Sylvan Lake. It provides a rating system to help guide current and future decisions around the protection, preservation and enhancement of the natural areas within the Town's boundaries. The rating system and recommendations of the Natural Areas Management Plan were used in establishing the policies of this plan.

TOWN OF SYLVAN LAKE INFRASTRUCTURE STUDY

The Infrastructure Study provides an overview of the required infrastructure necessary to accommodate future growth within the Town. For the purposes of this area structure plan, municipal servicing is addressed at a high level recognizing that more detailed servicing information will be necessary as outline plans are prepared for the north plan area.

TRANSPORTATION MASTER PLAN

The Transportation Master Plan provides overall direction for the development of the future transportation network. This includes future extensions of an arterial and collector road network as the community grows. It also includes planning around other modes of transportation such as walking, cycling and public transit as well as the private automobile. The road network of the Northeast Gateway Area Structure Plan is based on the conceptual direction of the Transportation Master Plan.

SYLVAN LAKE MANAGEMENT PLAN

The Sylvan Lake Management Plan was adopted in 2000 by the eight municipalities sharing the shoreline of Sylvan Lake. The plan promotes responsible land use and development around the lake to ensure the long term water quality and amenity value of the lake. The Sylvan Lake Management Plan stresses the importance of maintaining the natural environment, by preserving or enhancing existing natural features where possible. While the Northeast Gateway Area Structure Plan area does not drain into Sylvan Lake, the intent to preserve natural features to the extent possible has been incorporated into the plan.

PART B: CONTEXT AND BACKGROUND

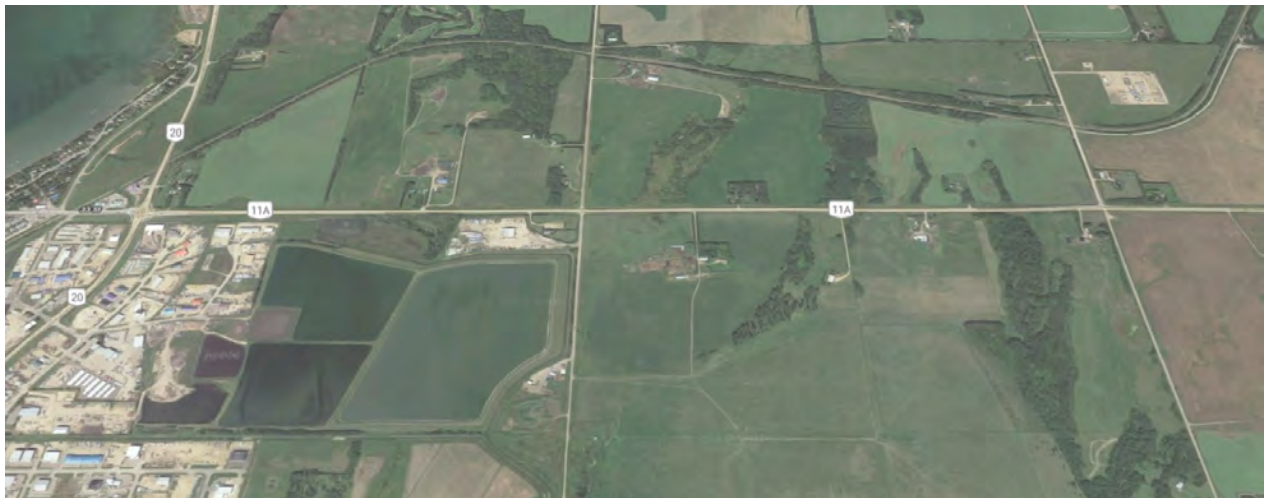


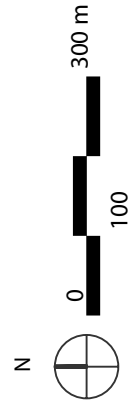
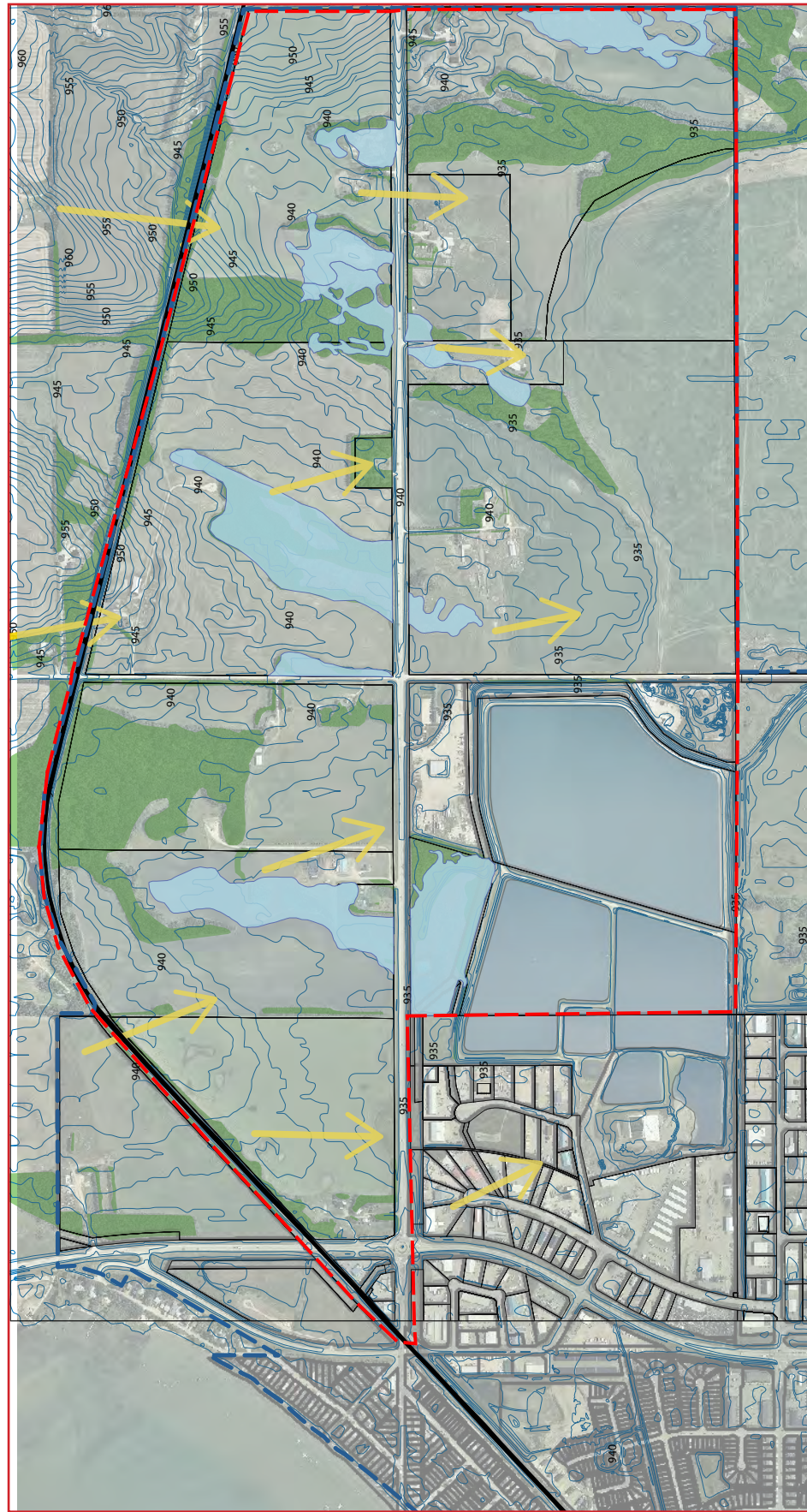
TOPOGRAPHY AND NATURAL FEATURES

As shown in Map 2: Natural Features, the Plan area has a terrain that generally slopes from north to south. The overall drop in elevation from high spots along the north edge to the south edge is approximately 15 meters with the majority of each quarter section having an approximate 6+ meter drop. For example, the NW 35 has elevations around 940 m near Highway 11A and elevations around 934 m along its south boundary. The Town's Natural Areas Management Plan has identified and mapped numerous environmentally significant features in the Plan area with large treed areas, often surrounding a wetland being the most prominent natural feature. The majority of the Plan area drains towards Cygnet Lake which is located to the southeast.

EXISTING LAND USES

Agriculture in the form of cropped and pastured fields is the predominant land use in the Plan area with a few scattered country/farm residences. The plan area also encompasses the Town's waste transfer site and waste water treatment facility located in the southwest portion. As shown on Map 3: Man Made Features, these two items have a setback requirement of 300 meters from the property line of a proposed lot for those uses identified in the *Subdivision and Development Regulations*.





LEGEND

- Municipal Boundary
- Plan Area
- Tree Area
- Wetland
- Site Slope

PART B: CONTEXT AND BACKGROUND

SURROUNDING LAND USES

An industrial area is located to the west of the Plan area along Highway 20 and Highway 11A. To the southwest is the Norell Business Park which is designated for future industrial development. Lands to the south and southeast are used for agriculture and contain the north extents of the Cygnet Lake natural area.

Adjacent land uses to the northwest include highway commercial and residential, as outlined in the North East Area Structure Plan. The North East Area Structure Plan is located in the SW 3-39-1 W5 north of the CN rail line and was adopted in 2000, however development has not commenced since the time of adoption.

Lands to the north and east boundaries of the Plan area are mainly used for agricultural purposes with the exception of the Lakewood Golf course located north of the SE 3.

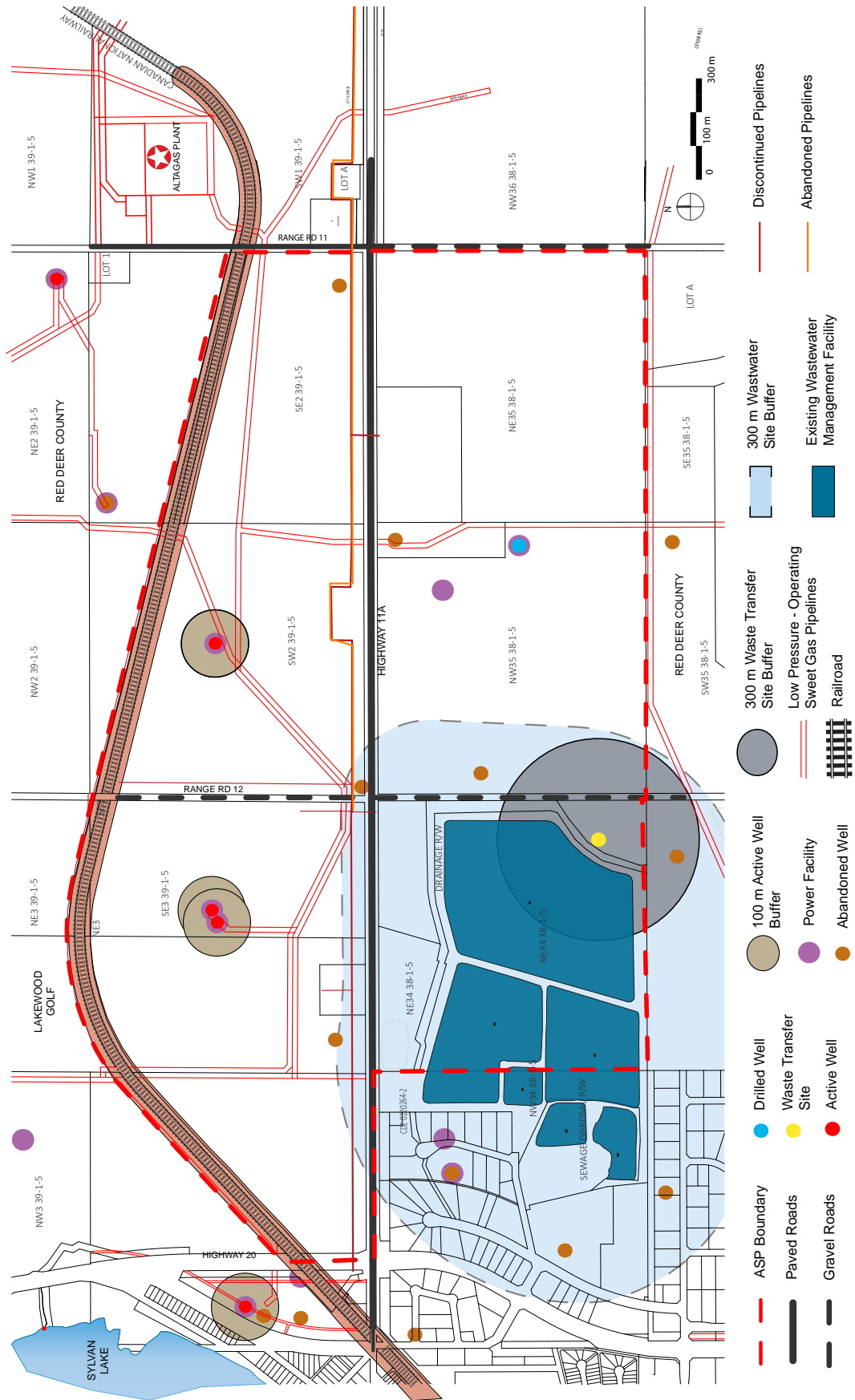


OIL AND GAS FACILITIES

Some of the most significant man made features in the Plan area are the numerous oil and gas facilities distributed across the area. The presence and location of these facilities are outlined in Map 3: Man Made Features. As of the writing of this plan, the Alberta Energy Regulator (AER) has identified nine (9) oil and gas wells as well as several pipeline rights of way.

Of the nine wells, five (5) are identified as abandoned and the remaining four (4) are deemed as active. The AER setback requirements and recommendations were observed in the development of this ASP and will be required for subsequent development. For active wells, a 100 metre radius setback is required for a permanent dwelling or public facility. For abandoned wells, surface structures on top of an abandoned well are not permitted and a minimum 5 meter setback radius around the well must be maintained.

There are a number of major pipelines that run through the Plan area, primarily carrying oil and gas related substances. As of the writing of this plan, there are two low-pressure sweet gas lines (owned by Tidewater Midstream and Infrastructure Ltd.), which run from the northwest portion of the Plan area towards the northeast via the central portion of the plan area. Another low-pressure sweet gas pipeline (owned by ATCO Gas) runs west to east along the north of Highway 11A. One abandoned pipeline and one discontinued pipeline were also identified within the Plan area and are outlined on Map 3: Man Made Features.



PART B: CONTEXT AND BACKGROUND

EXISTING ROADS

The existing road network in and around the Plan area is arranged in a typical rural grid pattern as shown on Map 3: Man Made Features. The north-south and east-west roads are spaced at one-mile intervals, such as Township Rd 391 in the north, Highway 11A in the south; Highway 20 in the west, and Range Road 12 and Range Road 11 in the east. All of the local roadways are generally rural in nature with ditches, gravel or cold mix asphalt surfaces, and an 80 km/hr operating speed. The area is also served by two rural high-speed highways:

- Highway 20, which is a north-south highway and forms the western boundary of the Plan area; and
- Highway 11A, which is an east-west highway that divides the ASP area into almost two equal halves.



EXISTING RAIL

Canadian National (CN) Rail has a rail line which runs through the Town and also forms the northern boundary of the Plan area. This railway connection has the potential to provide an important method of goods shipment from the local market to regional and international markets. The railway may also provide opportunities for freight services serving future industrial uses in the north portion of the Plan area.

As of the writing of this plan, the frequency of trains on the existing CN Rail track is six days a week (excluding Saturdays) and two times a day (approximately 9:30 am and 3 pm). A 15 m setback is required from the centre of the track on both sides.



A teal background featuring a large, white, stylized spiral graphic that originates from the center and expands outwards, creating a sense of motion and depth. The spiral is composed of several concentric, curved segments that overlap each other.

C

The Plan

THE PLAN

The Northeast Gateway Area Structure Plan is a statutory plan prepared to meet the requirements of the Municipal Government Act. The Plan describes how the Town envisions the area being developed in the future as illustrated in Map 4: Land Use Concept. It sets out the parameters for more detailed planning at the outline plan stage for the large blocks of land making up the planning area. This part of the document provides the overall policy direction intended for the Plan area as development progresses over the coming years.

1.0 PLAN VISION

The Plan area will serve as an attractive, productive and resilient industrial employment area supporting sustainable development and eco-industrial practices.

2.0 PLAN OBJECTIVES

1. To protect and preserve natural features of high ecological value.
2. To facilitate a broad range of industrial uses on a variety of lot sizes.
3. To promote the use of low impact development principles in subdivision and site design.
4. To support development of eco-industrial parks incorporating sustainable development practices.
5. To promote compatibility between industrial uses and other surrounding future uses.
6. To provide the framework for efficient servicing and multi-modal transportation networks.
7. To ensure the creation of an attractive gateway into the community along Highway 11A.

PART C: THE PLAN

3.0 LAND USE CONCEPT

The Northeast Gateway Area Structure Plan Land Use Concept (map 4) shows the future major land use categories and features to be developed over the coming 25 to 30 years. It is intended to serve as a guide for the development of more detailed plans. The main focus of the land use concept is the coordination between the large blocks of land making up the Plan area to ensure that decisions made in the development of each property contribute to the overall desired outcomes. The following is a summary of the main land use categories which are detailed further in each relevant policy section.

<i>Industrial Use</i>	This category is intended to provide for light and heavy industrial uses. Generally, light industrial use should be oriented to the high visibility portions of the Plan area. This use category may also contain eco-industrial parks featuring a mixture of heavy and light industrial activity. Limited amounts of commercial uses, mainly to serve the needs of employees in the area, are also possible.
<i>Municipal Reserve</i>	Municipal reserve will be used to preserve portions of the land outlined in the Environmentally Significant Area category. More precise boundaries will be determined at outline plan stage. A continuous municipal reserve strip along both sides of Highway 11A will provide for a multi-use path located to the north and an attractive landscaped entrance to the community.
<i>Environmentally Significant Area</i>	This category outlines areas that contain moderate to highly significant environmental features as identified in the Natural Areas Management Plan, including wetlands and major tree stands. These areas are intended to create corridors and areas of sanctuary for wildlife moving through the area and will be protected through the dedication of environmental, municipal and/or conservation reserve, which will be determined at outline plan stage.
<i>Highway, Arterial and Collector Road Network</i>	The land use concept accounts for future widening and upgrading of Highway 11A. Arterial roads and major collector roads, based on the Transportation Master Plan, have been included. Combined, the roadways that are shown create a long term, interconnected roadway system with secondary routing options. Local roads will be identified as outline plans are prepared.
<i>Future Development Area</i>	The plan identifies the wastewater treatment facility as a future development area. Once the Sylvan Lake Wastewater Line to the treatment facility located in Red Deer has been established and the lagoons have been completely decommissioned the Town will determine suitable land uses.



PART C: THE PLAN

LAND USE ASSIGNMENTS IN PLAN AREA

Table 1 below describes the amount of land area that is devoted to major components of the Northeast Gateway Area Structure Plan land use concept. Approximately 15 percent of the total Plan area is expected to form part of the open space system with the majority of this system serving a natural preservation function (wetlands, major tree stands). Another approximately 15 percent of the total Plan area is expected to be used for accommodating the transportation system in the form of highway, arterial, collector and local road right-of-way and railroad right-of-way. Future industrial use is expected to occur on 70 percent of the total land within the Plan area. The figures and land allocations provided in Table 1 are approximate.

TABLE 1: LAND USE IN PLAN AREA

Land Use Category/Item	Area (ha)	Percentage of Plan Area
Total Land in Plan Area	365.60	100%
Railway Right-of-Way	5.00	1.37%
Future Highway Widening	4.25	1.16%
Private Land in Title	356.35	97.47%
Future Industrial Land	291.52	79.74%
Environmentally Significant Area	46.66	12.75%
Municipal Reserve	5.3	1.45%
Arterial Widening and Collector Roads	12.57	3.44%

LAND USE ASSIGNMENTS BY QUARTER SECTION

A more detailed breakdown of the expected allocations of land within each quarter section is provided in Table 2. Open space and environmentally sensitive areas that are to be protected through a combination of environmental, municipal or conservation reserve range from a low of 2 percent in the SW 3 to a high of 25 percent in the NE 35. The Environmentally Significant Areas category contain major tree stands and wetlands that have been identified in the Natural Areas Management Plan as having high ecological value and shall be protected by maximizing the contribution of Municipal Reserves. Areas that exceed the amount of MR required by the Municipal Government Act shall be considered for a Conservation Reserve at the Town's discretion. The exact type of reserve, its location, and size will be refined through the preparation of outline plans and plans of subdivision.

TABLE 2: LAND USE BY QUARTER SECTION

Land Use Category/Item	SW 3	SE 3	SW 2	SE 2	NW 35	NE 35	NE 34
Total Area	23.8 ha 100%	63.5 ha 100%	52.30 ha 100%	34 ha 100%	64 ha 100%	64 ha 100%	64 ha 100%
Environmentally Significant Areas	NA	12.03 ha 18.94%	8.73ha 17.20%	3.12 ha 15.05%	NA	15.57 ha 24.32%	4.94 ha 7.72 %
Municipal Reserve Dedication (MR)	0.5 ha 2.10%	0.8 ha 1.26%	0.8 ha 1.53%	0.8 ha 2.35%	0.8 ha 1.25%	0.8 ha 1.25%	0.8 ha 1.25%
Roads and Road Widening	1.27 ha 5.34%	3.37 ha 5.31%	3.32 ha 6.35%	2.04 ha 6%	3.21 ha 5.02%	3.61 ha 5.64%	FD*

*FD = Future Development Area

PART C: THE PLAN

4.0 NATURAL AREA PRESERVATION

The Northeast Gateway Area Structure Plan area contains several environmentally significant areas in the form of wetlands, large stands of forest and grasslands. The Town of Sylvan Lake Natural Areas Management Plan (NAMP) provides a framework for the protection and preservation of environmentally significant features within the Plan area that will be impacted by development. These features shall be protected through the dedication of land as municipal and environmental reserves and are broadly defined in the land use concept.

- 4.1

Environmental Significant Areas

Environmentally Significant Areas identified within the plan area containing wetland areas may be required to be dedicated as Environmental Reserve. The loss of any wetland to accomodate develoment shall be subject to approval by Alberta Environment and the compensation process laid out in the Alberta Wetland Policy.
- 4.2

Environmental ly Significant Boundaries or Buffer Zone

Notwithstanding policy 4.1, the boundaries of wetlands with a high or moderate ESA score, as determined in the Town of Sylvan Lake Natural Areas Management Plan, may be modified to allow for roadways and planned industrial parcels as shown in the land use concept. This determination shall require a detailed biophysical evaluation and wetland assessment performed by a qualified environmental specialist. The loss of wetland area due to modification shall be subject to approval by Alberta Enviroment and the compensation process laid out in the Alberta Wetland Policy.
- 4.3

Environmental Reserve Areas

Any areas deemed as environmental reserve based on the Biophysical Assessment shall be dedicated in accordance with the Municipal Government Act. The precise boundary of each identified environmental reserve area and its size shall be subject to confirmation at the time of subdivision through field survey completed by an Alberta Land Surveyor.

4.5	<i>Biophysical Impact Assessment</i>	At outline plan stage, and prior to development in the Plan area, a minimum level one biophysical impact assessment (BIA) shall be required. Level 2 and level 3 BIA (performed by a qualified environmental professional) may be required depending on the outcomes of the level one BIA, the proposed development project, and significance level of the natural area(s) being affected.
4.6	<i>Tree Stands and Other Environmental Features</i>	Municipal reserve dedication may be used to preserve mature tree stands and other environmental features identified in the Natural Areas Management Plan as having high ecological value. An assessment to determine the area to be preserved (performed by a qualified environmental professional) shall be required prior to outline plan approval. Where the area to be preserved exceeds the municipal reserve entitlement, environmentally significant features may be protected through other means including, but not limited to conservation reserves, conservation easements, or voluntary municipal reserve dedication.

PART C: THE PLAN

5.0 INDUSTRIAL LAND USE

The land use concept does not distinguish between areas for heavy versus light industrial use. The precise areas within each quarter section that will be assigned for light industrial and heavy industrial use shall be established when more detailed outline plans are prepared for each quarter section. All outline plans should follow the general guidelines outlined below.

- 5.1

*Light Industrial
Uses*

Light industrial uses considered appropriate in the Plan area include such activities as warehousing, light manufacturing, business support services, office bay and shops for contractors, automotive services and light repair services. Uses shall be consistent with those listed in the Light Industrial District in the Town’s Land Use Bylaw.
- 5.2

*Light Industrial
Location*

Areas designated for light industrial use, through an outline plan, should be directed to locations abutting Highway 11A to assist with the establishment of an attractive appearance along the highway and to the north portions of the SE 3 and SW 3 to provide transition to the residential area north of the railway.
- 5.3

*Light Industrial
Lot Sizes*

Lot sizes shall be consistent with the requirements of the Light Industrial District in the Town’s Land Use Bylaw. A variety of lot sizes should be created to ensure opportunities for all types of light industrial uses.
- 5.4

*Heavy Industrial
Uses*

Heavy industrial uses considered appropriate in the Plan area include such activities as heavy equipment assembly and service, manufacturing and processing, warehousing, oilfield services and supplies and automotive services. Uses shall be consistent with those listed in the Heavy Industrial District in the Town’s Land Use Bylaw.
- 5.5

*Heavy Industrial
Location*

Areas designated for heavy industrial use at the time that an outline plan is prepared should be directed to locations that abut other planned or existing heavy industrial areas and generally located towards the interior of the quarter section.
- 5.6

*Heavy Industrial
Lot Sizes*

Lot sizes shall be consistent with the requirements of the Heavy Industrial District in the Town’s Land Use Bylaw. A variety of lot sizes should be created to ensure opportunities for all types of industrial uses.

5.7	<i>Heavy Industrial Rail Access</i>	Heavy industrial parcels should be positioned along the railway right of way within the SE 2 and SW 2 to take advantage of the potential development of rail spurs for the shipping of bulk materials or products.
5.8	<i>Limited Commercial Uses</i>	Commercial uses intended to serve the day to day needs of the employees in the area will be considered in accordance with the industrial districts as listed in the Town's Land Use Bylaw.

6.0 ECO-INDUSTRIAL PARK POTENTIAL

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

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

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

The Northeast Gateway Area Structure Plan has been written to allow opportunities and proposals throughout the Plan area to create planned eco-industrial parks, however the land use concept purposefully does not assign set areas for this form of development.

PART C: THE PLAN

The design of Eco-industrial parks include considerations such as:

- parcel layout and organization;
- utilizing natural storm water management practices;
- landscaping and open space design;
- building orientation, massing and materials;
- renewable sources of energy;
- internal multi-modal transportation networks that are connected to a larger external system.

6.1	<i>Eco-industrial Relation to Industrial Land Use Policies</i>	The development of an eco-industrial park shall conform to all other policies pertaining to industrial land use and development in Section 5.0 of this plan.
6.2	<i>Eco-industrial Location</i>	Any area identified as industrial on the land use concept may be considered as a site for a planned eco-industrial park. The policies of this plan pertaining to the location of light and heavy industrial shall apply to planned eco-industrial parks based on the nature of the uses proposed for the eco-industrial park.
6.3	<i>Eco-industrial Outline Plan</i>	In addition to the outline plan requirements described in the Implementation Framework section, an outline plan for a proposed eco-industrial park should identify networking opportunities, and describe the nature and means of sharing resources between the various uses and occupants in the planned eco-industrial park.
6.4	<i>Eco-industrial Relation to Existing Town Policies</i>	Recognizing that each eco-industrial park proposal may be unique, where an eco-industrial park has been proposed and accepted in principle by the Town, the provisions of the Land Use Bylaw and any other Town policies that may require amendment to facilitate the development shall be amended.

7.0 SUBDIVISION AND SITE DEVELOPMENT

The following section outlines policies that have application throughout the Plan area and across the different categories of land use.

7.1	<i>Municipal Reserve</i>	Municipal reserve shall be dedicated at the time of subdivision, in accordance with the Municipal Government Act sections 665 and 666.
7.2	<i>Municipal Reserve Form of Dedication</i>	Where municipal reserve parcels are shown on the land use concept the municipal reserve dedication shall take the form of land. All other municipal reserve dedication shall be taken either as cash-in-lieu or land in accordance with the provisions of section 667 of the Municipal Government Act.
7.3	<i>Conservation Reserve</i>	At the Town's discretion a conservation reserve may be required to preserve environmentally significant features and shall be dedicated in accordance with the Municipal Government Act.
7.4	<i>Setback from Waste water Treatment</i>	A development permit or subdivision application for a food establishment (as defined in the Food Regulation) shall not be approved if the building site is within 300 m of the wastewater treatment facilities.
7.5	<i>Setback from Waste Transfer Station</i>	A development permit or subdivision application for a food establishment (as defined in the Food Regulation) shall not be approved if the building site is within 300 m of the waste transfer station.
7.6	<i>Setbacks from Oil & Gas Facilities</i>	All development and subdivisions shall meet the setbacks from existing oil and gas facilities (wells and pipelines) in accordance with the Subdivision and Development Regulation.
7.7	<i>Abandoned Oil & Gas Wells</i>	All abandoned oil or gas wells shall be identified within an outline plan, subdivision application, and development permit application. Setbacks for development must be in accordance with Alberta Energy Regulator Directive 079 (Surface Development in Proximity to Abandoned Wellbores).
7.8	<i>Setbacks from Watercourses</i>	The Town of Sylvan Lake shall require at the time of subdivision that a strip of land with a minimum width of 30 m (ft) be dedicated as environmental reserve along any watercourse located within the Plan area. A lesser setback may be considered if it can be proven through a study undertaken by a qualified professional, that the development will have no adverse impacts to habitat, water quality or flow of the watercourse.

PART C: THE PLAN

7.9	<i>CPTED Principles</i>	All development within the Plan area shall be designed in accordance with Crime Prevention through Environmental Design (CPTED) principles.
7.10	<i>Outdoor Lighting</i>	Outdoor lighting for all development, including landscaping designs for public spaces, shall have regard to Dark Sky lighting principles and avoid the projection of unnecessary spill over light into neighbouring properties and light pollution into the night sky.
7.11	<i>Low Impact Development</i>	<p>The use of low impact development principles for the design of subdivisions and the development of individual sites throughout the Plan area should be considered. This may include such practices as:</p> <ul style="list-style-type: none">• designing and placing buildings to take advantage of natural light, wind breaks, passive solar heating in the winter and shading in the summer;• preferential parking for carpooling, electric vehicles and bicycles;• use of xeriscaping and drought resistant landscaping plants and materials;• use green building materials such as energy efficient windows and recycled composite materials;• use of onsite renewable energy generation;• designing onsite storm water features to allow groundwater recharge and/or be captured for use on site; and• incorporating existing onsite wetlands into the design of a storm water management facility.
7.12	<i>Outdoor Storage</i>	All outdoor storage areas, particularly those visible from Highway 11A, Highway 20 or an arterial road, should be screened with fencing and/or vegetation, or some combination of the two, as deemed appropriate by the approval authority.
7.13	<i>Building Design and Landscaping</i>	A high standard of building design, signage and landscaping that demonstrates regard for adjacent uses is encouraged for all development situated in the Plan area.
7.14	<i>Sites Abutting CN Railway</i>	Development that abuts the CN Railway right-of-way shall have a minimum 15 meter setback and may also be required to provide a berm and fencing in accordance with CN's development guidelines. Outline plans for lands abutting the railway shall be referred to CN for their comments.

8.0 GATEWAY APPEARANCE

The Highway 11A corridor is an important entranceway into Sylvan Lake for tourists and daily commuters. The character and appearance of this route sets the tone for the impression one forms of the community. The corridor is co-managed by the Town and Alberta Transportation. While the Town is able to influence what occurs along the highway right-of-way Alberta Transportation directly manages what occurs within the highway right-of-way.

- | | | |
|-----|--|--|
| 8.1 | <i>Gateway Entrance Feature</i> | The Town should install gateway entrance signage and features on either side of Highway 11A. The open space areas dedicated as municipal reserve on either side of Highway 11A to the west of Range Road 11 provide an opportunity to locate entrance features using the natural areas as a back drop in a location that will not interfere with intersection function and safety. |
| 8.2 | <i>MR Strip along Highway 11A</i> | As subdivision occurs, the Town shall require the dedication of a ten (10) meter wide municipal reserve strip along each side of Highway 11A. The developer will be required to develop the municipal reserve strip, including trails and landscaping in accordance with the Town's Development Process and Design Guidelines. |
| 8.3 | <i>Landscaping of MR Strip</i> | Beds of clustered landscaping shall be installed by the developer within the municipal reserve strip along Highway 11A in accordance with the Town's Development Process and Design Guidelines. The landscaping of this strip should take place as early as possible to allow planted vegetation to start to mature to the point where it forms an effective visual break for the development that will occur behind the municipal reserve strip. It is not intended to screen industrial activity from complete view. |
| 8.4 | <i>Building Sites within 200m of Highway</i> | All building sites that are within 200 meters of Highway 11A, or Highway 20, shall be subject to an additional higher standard of landscaping and building design requirements to ensure they create an attractive appearance from the highway. Each site shall be addressed on a case by case basis in accordance with the provisions of the Land Use Bylaw. |

PART C: THE PLAN

9.0 MOVEMENT OF PEOPLE AND GOODS

The Northeast Gateway Area Structure Plan envisions a mobility or transportation system that is well connected and provides for a range of modal choice (walking, cycling, driving). It is based on the need to distribute day-to-day volume on the roadways as well as provide secondary routing options for emergency response. This future transportation system, while based on the current dominant modes of transportation, makes provision for a shift towards the use of a greater range of modes in the future.

9.1	<i>Future Highway Widening</i>	Future widening of the Highway 11A right of way to a width of 60 meters shall be taken into account in the preparation of outline plans and plans of subdivision. While land dedication for highway widening cannot be acquired by the Town, additional building setback distances and lot depth shall be provided for those proposed parcels abutting Highway 11A and Highway 20 to reflect the future acquisition of the highway widening needed by Alberta Transportation.
9.2	<i>Access to Highway 11A</i>	Intersections of Town arterial and collector roads with Highway 11A shall be limited to those locations shown on the Land Use Concept map.
9.3	<i>Highway Intersection Design</i>	Detailed design of intersections with Highway 11A, and the space needed to accommodate required improvements, shall be addressed in a traffic impact assessment prepared in accordance with Alberta Transportation requirements at outline plan stage and prior to subdivision approval. Additional space for right of ways may be required to protect future options for the installation of round-a-bouts.
9.4	<i>Access to Highway 20</i>	No direct access to the Plan area via Highway 20 shall be provided.
9.5	<i>Referral to Alberta Transportation</i>	All sites adjacent to a Provincial Highway shall be referred to Alberta Transportation for comment and may require a Roadside Development Permit.
9.6	<i>Arterial and Collector Roads</i>	Arterial and collector roads shall be located in general accordance to the Land Use Concept. For collector roads, the exact alignment may be adjusted, if necessary, through the detailed design process provided connections between the various portions of the Plan area are maintained.

- | | | |
|------|--|--|
| 9.7 | <i>Secondary Routes</i> | The collector road network and, where possible, the local road network shall provide secondary routes to access all parts of the Plan area to assist with the dispersion of routine vehicular traffic and provide for secondary emergency access. |
| 9.8 | <i>Local Roads</i> | The local road network should be designed effeciently providing as many double-load roads (development on both sides) as possible with the use of cul-de-sacs being avoided if at all possible. |
| 9.9 | <i>Temporary Emergency Access</i> | Temporary emergency access routes may be required where the provision of a permanent secondary access will not be achieved due to the anticipated pace of build out of the overall road network. |
| 9.10 | <i>Design and Construction Standards</i> | All roads shall be designed and constructed in accordance with the Town of Sylvan Lake's Development Process and Design Guidelines that are in force at the time of construction. Where there is a conflict between the right of way widths shown on the Land Use Concept map of this Plan and the Design Guidelines, the requirements of the Design Guidelines shall prevail. |
| 9.11 | <i>Access to Individual Parcels</i> | Access to newly created individual parcels shall be provided from collector and local roads. No direct access shall be provided from arterial roads except for existing parcels that have no other practical means of access. As development occurs prior to the twinning of Highway 11A, direct access from Highway 11A to existing parcels will be phased out and these parcels will require access from an internal road network. |
| 9.12 | <i>Multi-use Pathway along Highway 11A</i> | Access to the Plan area by cyclists and pedestrians shall be provided through a multi-use pathway constructed in the open space area along the north side of Highway 11A. Sidewalk and trail connections into the various portions of the Plan area shall connect to these routes. The Developer is required to construct the trial or the Town will require a cash contribution in order to construct. |
| 9.13 | <i>Pedestrian Connections</i> | Pedestrian facilities in the form of sidewalks and/or trails shall be provided along all arterial, collector and local roads as required in the Town of Sylvan Lake's Development Process and Design Guidelines. |
| 9.14 | <i>Pedestrian Access</i> | All newly subdivided parcels shall be connected to the pedestrian facilities network. |

PART C: THE PLAN

- 9.14

Rail Access

The use of rail for the transport of goods and materials shall be encouraged. For lands along the railway the future development of rail spur lines shall be facilitated through the registration of an easement or utility right of way across all newly subdivided parcels abutting the existing railway right of way to the satisfaction of the Town. The intent is to avoid building placement that would obstruct the long term potential for the development of spur lines.
- 9.15

Future Public Transit

The design of the collector road network throughout the Plan area shall take into account the future provision of public transit. This includes the provision of looped routing options and ability to serve the majority of the Plan area with a short walk between transit stops and individual places of business.

10.0 MUNICIPAL SERVICES AND UTILITIES

The general expectations regarding the provision of municipal services and public utilities are describe below in a broad, conceptual nature. More exact details regarding the extension and design of each utility system will be addressed at the servicing study stage that is part of the process for preparing an outline plan.

- 10.1

Use of Municipal Services

All new development shall be connected to the municipal water, wastewater, and storm water systems. Existing development may continue to use private water and wastewater services until such time as municipal services are available.
- 10.2

Temporary Servicing

At the Town’s discretion, use of private water and wastewater services as a temporary arrangement until municipal services can be physically or economically provided may be considered. The terms and conditions of any temporary arrangement approved by the Town shall be described in a deferred services agreement registered against the title of the applicable parcel(s). Any private system shall conform to all legislated standards of practice and obtain all necessary agency approvals.
- 10.3

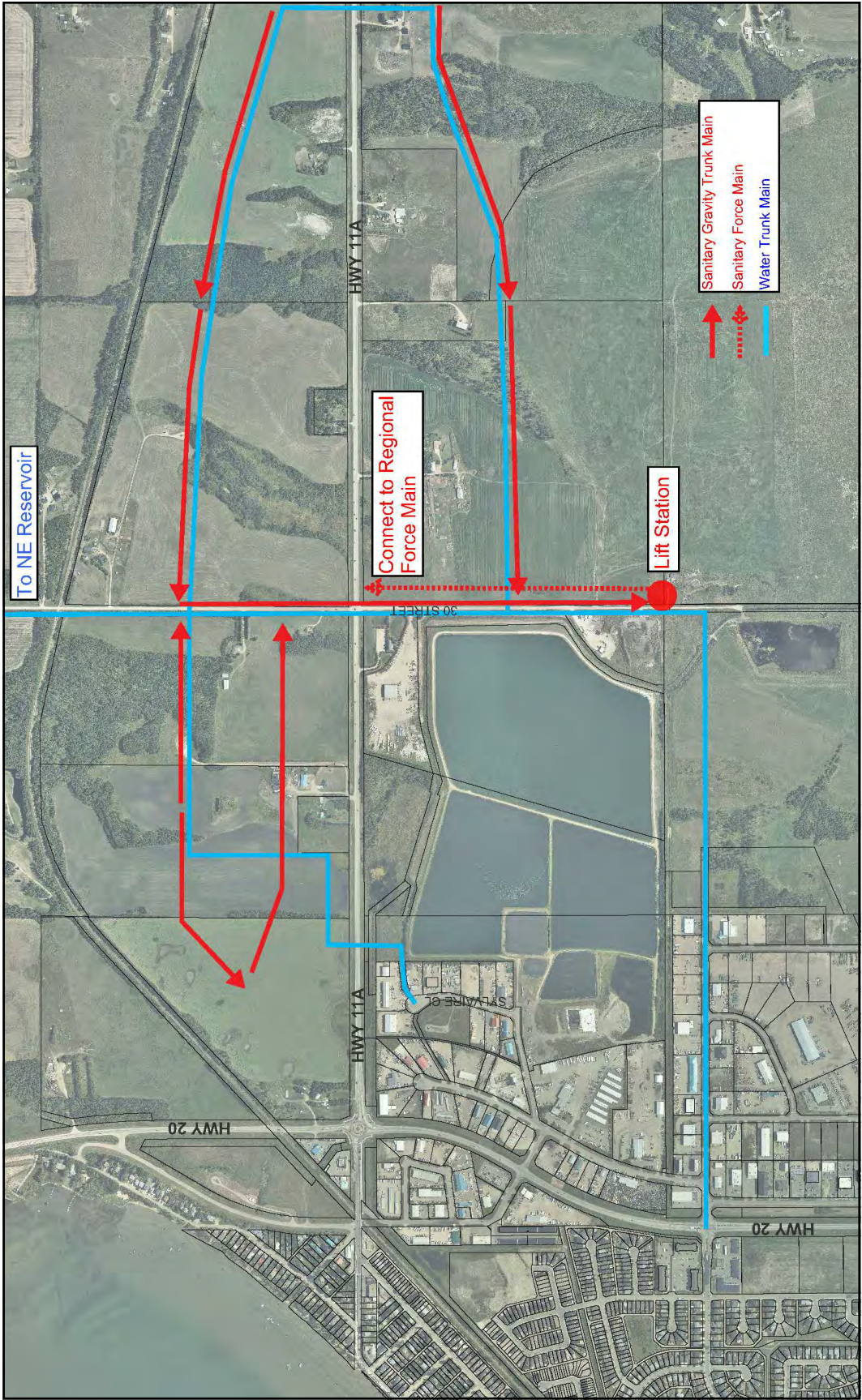
Detailed Design Required

Conceptual design of all municipal and/or private services shall be provided during the preparation of outline plans.

- | | | |
|-------|--|--|
| 10.4 | <i>Design and Construction of Municipal Services</i> | The municipal water, wastewater and storm water management systems that serve lands within the Plan area shall be designed and constructed in accordance with the Town of Sylvan Lake Development Process and Design Guidelines that are current as of the time of construction. |
| 10.5 | <i>Oversizing</i> | The Town may require the design of municipal services to account for the needs of upstream lands. Where services have been sized to serve more than one landowner the Town may enter into oversizing agreements. |
| 10.6 | <i>Water Extensions into Plan Area</i> | In general, water distribution mains extended into and through the Plan area shall follow the alignment of roads and be contained in the road rights-of-way. The Highway 11A right-of-way is not available for this purpose. |
| 10.7 | <i>Water Looping Required</i> | Consideration shall be given to the establishment of a looped system of water mains as early as practical in the overall extension of servicing to the Plan area. |
| 10.8 | <i>Wastewater Extensions into Plan Area</i> | In general, wastewater collection mains extended into and through the Plan area shall follow the alignment of roads and be contained in the road right-of-way. The Highway 11A right-of-way is not available for this purpose. |
| 10.9 | <i>Wastewater Lift Station Locations</i> | Where a lift station is needed to serve a portion of the Plan area the lift station shall be accessible by maintenance vehicles from a public roadway. |
| 10.10 | <i>Storm Water Restrictions on Runoff</i> | Storm water runoff from each quarter section and the Plan area in general shall be restricted in accordance with the Town and Alberta Environment and Parks requirements. |
| 10.11 | <i>Storm Water Dedication of Land</i> | Unless a storm pond is incorporated into a naturalized wetland as allowed under this plan, the land used for a storm pond shall be dedicated as a public utility lot. |

PART C: THE PLAN

10.12	<i>Storm Water Onsite Storage Management</i>	Larger developments or large parcels may be required to provide onsite storm water detention.
10.13	<i>Shallow Utilities Extensions into Plan Area</i>	Shallow utilities (power, telecommunications, natural gas) shall be extended into the Plan area in accordance with the requirements of the individual utility provider and, where applicable, the franchise agreement with the Town.
10.14	<i>Shallow Utilities Underground Installation</i>	All shallow utilities shall be installed underground.



SERVICING CONCEPT

PART C: THE PLAN

11.0 IMPLEMENTATION FRAMEWORK

The role of the implementation framework is to ensure that the policies and direction of the Northeast Gateway Area Structure Plan are effectively carried out. It also sets out a means to amend and update the plan in response to such things as a major change in the outlook for the community or change in Provincial planning regulations.

11.1	<i>Interpretation General</i>	This plan shall be interpreted with flexibility having regard to the purpose, concepts and policy direction of the plan. Where questions of interpretation arise, the matter shall be put before Council for a decision. Council’s decision shall be final.
11.2	<i>Interpretation Key Words</i>	<p>Where the words “shall”, “should” or “may” are used in the plan policies they are to be interpreted as follows:</p> <ul style="list-style-type: none">• “shall” policies are mandatory and must be complied with;• “should” policies mean compliance in principle is required but subject to the discretion of the approving authority; and• “may” policies indicate support in principle with the required level of compliance to be determined by the approving authority.
11.3	<i>Interpretation of Boundaries shown on Land Use Concept</i>	The boundaries between the various land uses and facilities shown on the land use concept forming part of this area structure plan shall not be rigidly interpreted. The precise boundaries and locations of key features may be confirmed as more detailed design work and field survey is completed.
11.4	<i>Projects Not Required</i>	The adoption of this area structure plan does not require the Town of Sylvan Lake to undertake any of the projects or initiatives referred to by this plan.
11.5	<i>Development Phasing</i>	No set phasing scheme has been established. Landowner interest in preparing a detailed outline plan and all related detailed studies, including the detailed design for extension of municipal services, shall determine the starting location for development of the Plan area.
11.6	<i>Outline Plan Required</i>	Prior to any Land Use Bylaw amendment to a designation that would allow multi-parcel subdivision or large scale development to occur in any part of the Plan area an outline plan shall be required for that part of the Plan area. Council, at their discretion, may waive this requirement based on the nature and scale of a proposed development.

11.7	<i>Outline Plan Contents</i>	In addition to any specific items that this area structure plan indicates must be addressed through an outline plan and the general requirements set out by the Town for preparing an outline plan, each outline plan shall be prepared in accordance with the requirements set out in the Town's Development Process and Design Guidelines.
11.8	<i>Studies in Support of Outline Plan</i>	<p>Each outline plan submission shall be required to provide by a qualified professional:</p> <ul style="list-style-type: none">• conceptual servicing as outlined in the Town of Sylvan Lake Development Process and Design Guidelines;• a traffic impact assessment;• a minimum level one biophysical impact assessment;• a current inventory of all oil and gas facilities and confirmation of their associated setbacks;• a <i>Historical Resource Act (HRA)</i> approval issued by Alberta Culture and Tourism;• where onsite contamination is suspected, a phase 1 environmental assessment; and• any other technical support materials required by the Town to assess the particular characteristics of the proposed development.
11.9	<i>Relation to Land Use Bylaw</i>	The Land Use Bylaw shall be the primary means of ensuring that development in the Plan area is consistent with the policies of this area structure plan. Where necessary, amendments to the Land Use Bylaw shall be made to implement the intent and direction of this area structure plan through the issuance of development permits.
11.10	<i>Relation to Subdivision Decisions</i>	All subdivision decisions made for lands within the Plan area shall conform to this area structure plan and any Council approved outline plan adopted under this area structure plan.
11.11	<i>Amending the Area Structure Plan</i>	Where an outline plan, Land Use Bylaw amendment or subdivision application proposes a major change from the direction and policies of this area structure plan a formal amendment adopted by bylaw shall be required. Minor adjustments and the use of discretion, as described in this area structure plan do not require a formal amendment.
11.12	<i>Information Required for Plan Amendment</i>	The applicant or person requesting an amendment to this area structure plan shall submit the supporting information deemed necessary by the Town to evaluate the requested changes.

PART C: THE PLAN

- 11.13

*Consistency
with Other
Plans*

The Town may amend this area structure plan in order to ensure consistency between the Town’s statutory plans and the policies that they contain.
- 11.14

Plan Review

The Town should review this area structure plan every five years to ensure that the plan remains current. The review process should start with a written evaluation by planning staff followed by a recommendation to Council regarding the need to undertake a formal update process.

