



Iron Gate Outline Plan

Iron Gate Incorporated
Town of Sylvan Lake
Amended September 2019

table of contents

1.0	Introduction	1
1.1	Purpose	1
1.2	Plan Area.....	1
1.3	Ownership.....	1
1.4	Background.....	4
1.5	Policies and Relevant Planning Documents.....	4
2.0	Existing Conditions	7
2.1	Natural Conditions.....	7
2.2	Built Environment	8
2.3	Existing Infrastructure.....	8
2.4	Transportation Network.....	8
2.5	Natural Resources	8
2.6	Historic and Current Land Use	9
2.7	Surrounding Development.....	9
3.0	Opportunities and Constraints.....	13
3.1	Destinations.....	13
3.2	Open Spaces	13
3.3	Access Opportunities & Limitations	13
3.4	Growth East of Highway 20.....	14
3.5	Commercial Opportunities	14
4.0	Neighbourhood Objectives	15
4.1	Walkability.....	15
4.2	Sustainability.....	16
4.3	Memorable	18
4.4	Overall Concept.....	19
4.5	Land Use Calculations	22

table of contents continued

5.0	Residential Uses.....	23
5.1	Residential Overview	23
5.2	Single Family Housing.....	23
5.3	Multi-Family Housing.....	26
5.4	Front Setback	28
5.5	Dwelling Units and Population Projections.....	29
6.0	Commercial Area	31
6.1	Neighbourhood Shopping Centre (CNS)	31
6.2	Access	32
6.3	Design Guidelines.....	32
7.0	Recreation Areas	33
7.1	Types of Open Spaces.....	33
7.2	Trails	34
7.3	Connection to Other Recreation Areas	34
8.0	Transportation Network.....	37
8.1	Transportation Policies	37
8.2	External Roadways.....	38
8.3	Internal Roadways	38
8.4	Commercial Access	39
8.5	Roundabouts.....	39
8.6	Pedestrian Network.....	39
8.7	Over Dedication and Compensation	40
9.0	Servicing Considerations.....	43
9.1	Sanitary Servicing.....	43
9.2	Stormwater System.....	43
9.3	Water Servicing	44
9.4	Franchise Utilities	44

table of contents continued

10.0	Implementation	49
10.1	Phasing	49
10.2	Redesignation and Subdivision.....	49
10.3	Plan Interpretation.....	49
11.0	Sustainability	51
11.1	Overview.....	51
11.2	Policy Review	51

Tables

- Table 1 - Land Use Allocation.
- Table 2 - Maximum Housing Mix
- Table 3 - Population Projection
- Table 4 - School-Aged Residents Population Projection³
- Table 5 - Roadway and Public Utility Compensation

Figures

- Figure 1- Location Plan
- Figure 2- Legal Boundary
- Figure 3- Existing Conditions
- Figure 4- Concept Plan
- Figure 5- Concept Plan with Aerial
- Figure 6- Open Space Network
- Figure 7- Walking Distances
- Figure 8- Roadway Hierarchy Plan
- Figure 9- Sanitary Servicing
- Figure 10- Stormwater Servicing
- Figure 11- Water Servicing
- Figure 12- Phasing Plan

1.0 Introduction

1.1 Purpose

The purpose of the *Iron Gate Outline Plan* is to describe the land use framework and development objectives for the NW ¼ of section 27, township 38, range 1, west of the 5th meridian. This Outline Plan will guide future development by describing:

- the land uses proposed
- the density of population proposed
- the general location of major transportation routes and public utilities
- the sequence of development

1.2 Plan Area

The Iron Gate Plan Area encompasses 62.86 hectares (155.33 acres) in east Sylvan Lake, as shown on Figure 1 - Location Plan and Figure 2 - Legal Boundary. This area represents two legal titles that form the quarter section.

1.1.1 Residential Acreage

As shown on Figure 2 - Legal Boundary, a 7.0 acre residential parcel is located in the southwest corner of the quarter section. The acreage is currently accessible via Highway 20 and consists of several residential and accessory buildings, thick areas of mature trees, and open pasture areas.

This area is not owned by the Developer; however, it has been included in the overall planning of the Iron Gate neighbourhood as an Out Parcel to provide consistency that facilitates future development and access.

No development is intended as a result of the acreage's inclusion in this Plan; the land will remain in its existing state with its existing zoning until such a time that the landowner wishes to redevelop the area.

1.3 Ownership

The majority of the Iron Gate Plan Area is owned by Iron Gate Incorporated, the Developer with the exception of the southwest acreage which is owned privately.



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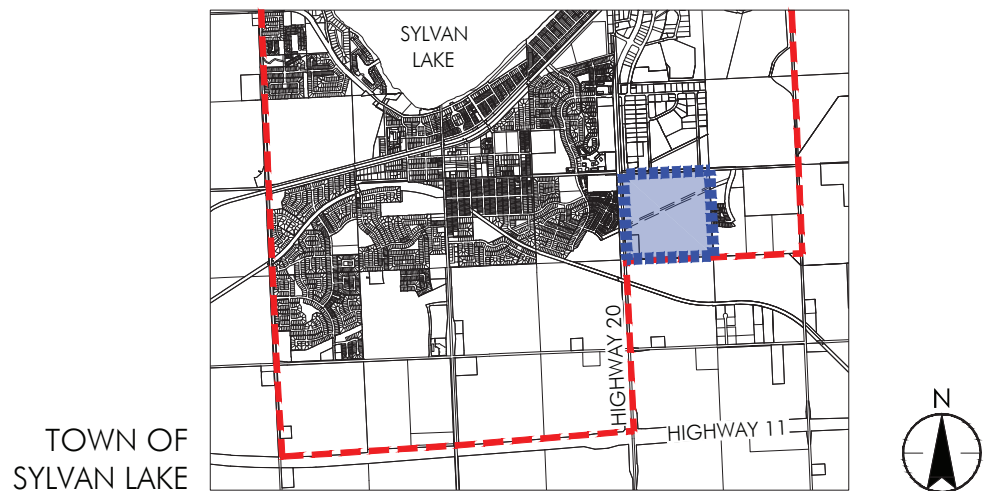
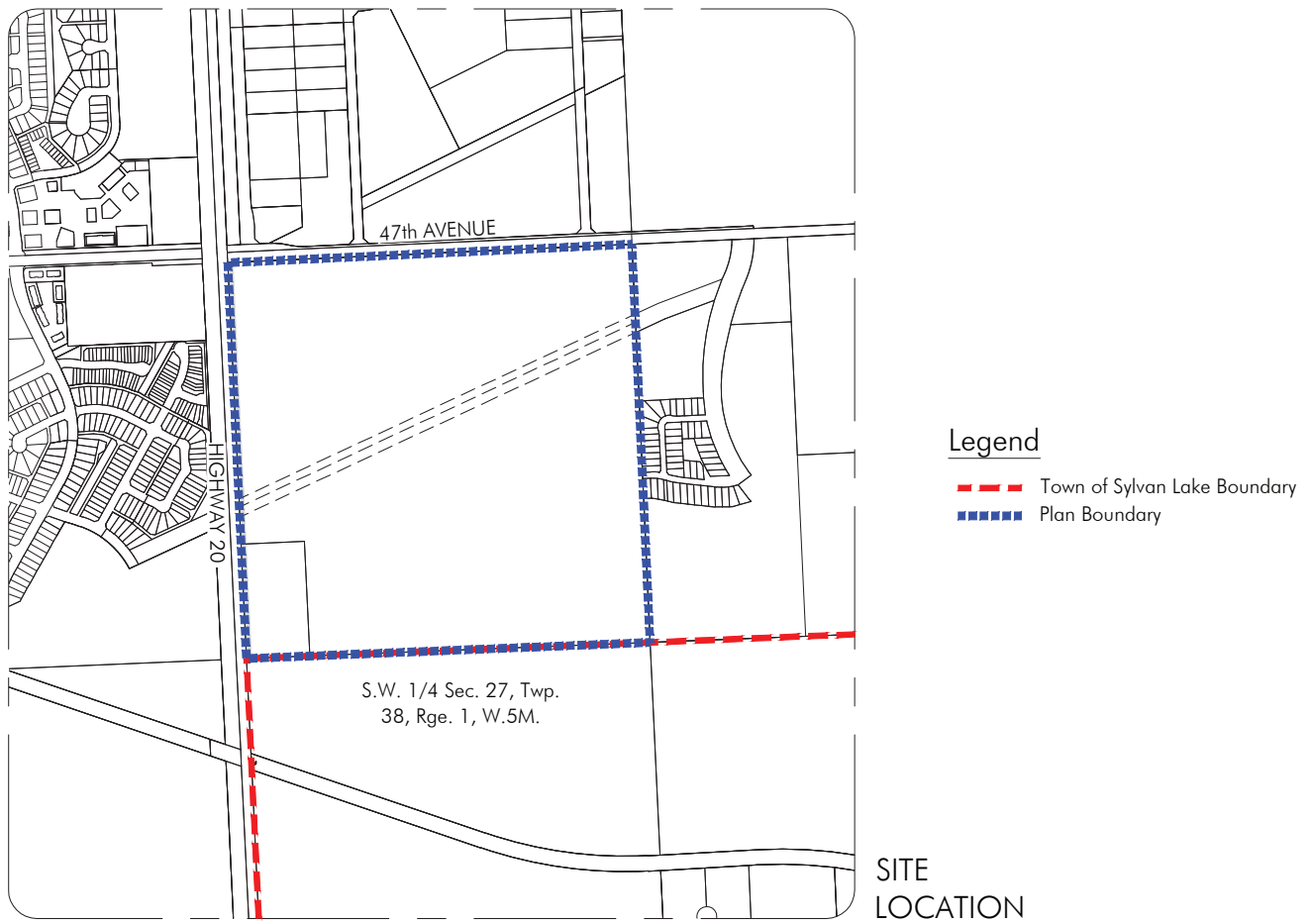
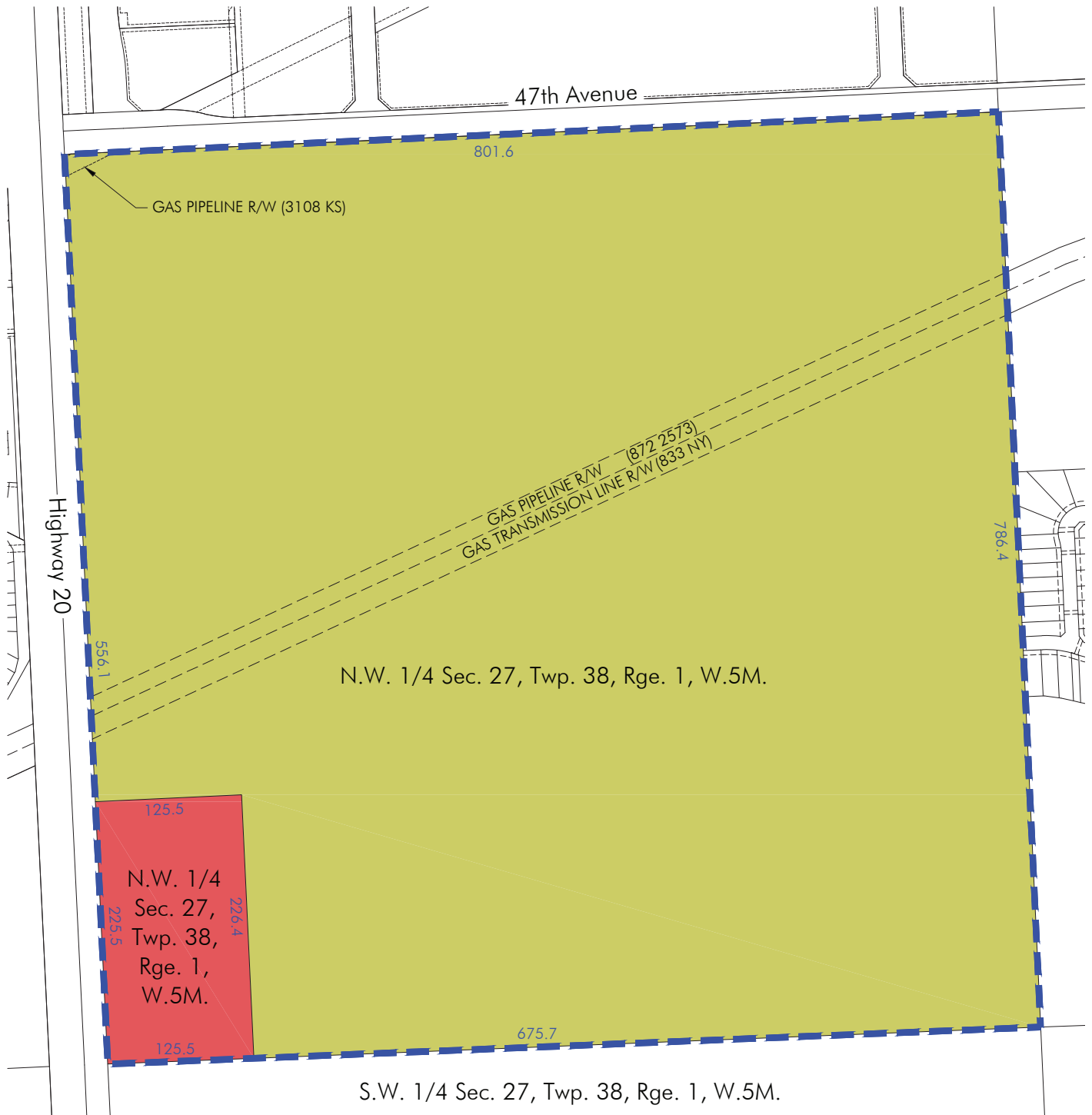


Figure 1- Location Plan



Legend

- Portion of N.W. 1/4 Sec. 27, Twp. 38, Rge. 1, W.5M.
- N.W. 1/4 Sec. 27, Twp. 38, Rge. 1, W.5M.
- 000.0 Outline Plan Boundary Dimensions
- Plan Boundary



Figure 2- Legal Boundary

1.4 Background

The following *Iron Gate Outline Plan*, prepared on behalf of Iron Gate Incorporated, is the result of months of planning and collaboration between Iron Gate Incorporated, Stantec Consulting, and the Town of Sylvan Lake.

1.1.2 Planning History

The Iron Gate Plan Area was annexed into the Town of Sylvan Lake in January 2016; prior to this time, the quarter section was located within the municipal boundary of Red Deer County.

1.5 Policies and Relevant Planning Documents

The *Iron Gate Outline Plan* has been prepared using the guidelines and policies set forth by the Town of Sylvan Lake for the development of new areas. In addition, the following relevant documents have been reviewed and referenced in preparation of this Plan:

- Town of Sylvan Lake/Red Deer County Intermunicipal Development Plan (2016)
- Town of Sylvan Lake Municipal Development Plan (2016)
- Town of Sylvan Lake Growth Strategy (2008)
- Town of Sylvan Lake Municipal Sustainability Plan (2010)
- Town of Sylvan Lake Land Use Bylaw (2016)
- Town of Sylvan Lake Design Guidelines (2014)
- Town of Sylvan Lake Transportation Master Plan (2015)
- Town of Sylvan Lake Infrastructure Study (2015)
- Town of Sylvan Lake Commercial Land Supply & Demand Study (2011)
- Town of Sylvan Lake Municipal Census (2015)

Information outlined in these documents, as it relates to this Plan Area, is described below.

Town of Sylvan Lake / Red Deer County Intermunicipal Development Plan

The Town of Sylvan Lake/Red Deer County Intermunicipal Development Plan (IDP) was approved in 2011 and consolidated to June 2016. It sets the shared vision for area surrounding the Town to ensure the interests of both Red Deer County and Sylvan Lake are considered during future development.

Municipal Development Plan

The Town of Sylvan Lake's Municipal Development Plan (MDP) sets a vision for the Town to build on the quality of its environment, small town identity, and its location in Central Alberta.

It identifies the following objectives related to new residential development:

- Encourage innovative neighbourhood designs that respond to economic, demographic and market conditions that are in Sylvan Lake's best interests and align with the goals, objectives and policies in this Plan.
- Design neighbourhoods to include compatible non-residential uses and amenity spaces/facilities, such as small scale commercial services, places of worship, community halls, or other public uses that serve the area residents and create neighbourhood identity
- Encourage a mix of housing types and forms in all residential neighbourhoods and avoid concentration of any single type of housing
- Distribute parks and open spaces throughout the neighbourhood to ensure maximum accessibility for all residents. Parks and open spaces should be:
 - » Designed to provide a mix of uses and types, including both active and passive recreational opportunities for all ages;
 - » Designed to retain as much of the existing natural vegetation and tree cover as possible where not used for active recreation;
 - » Linked by a hard surfaced trail system, providing connectivity throughout the neighbourhood; and
 - » In line with the Town's Parks and Open Space Master Plan and any applicable area structure plans.
- Design street layouts to maximize connectivity and provide safe spaces for all users, including, pedestrians, cyclists, vehicles and emergency response services.
- Promote Complete Streets design that include features such as traffic calming, street trees, wide sidewalks and multi-modal access throughout the Town, considering the needs of people of all ages and abilities.
- Minimize the use of cul-de-sacs and dead end streets as part of the transportation network design of new subdivision and development. Where dead-ends are unavoidable, ensure the grid is supported by multi-modal links providing additional mobility options.

These objectives are further described in Section 4.0 - Neighbourhood Objectives for their relation and implementation in Iron Gate.

Growth Strategy

The *Town of Sylvan Lake Growth Strategy* identifies the Iron Gate Plan Area for 73 hectares of commercial development, labelling the northwest portion as a “Future Town Centre”.

As identified in the Growth Strategy, a Town Centre is intended to serve as a commercial node with an emphasis on pedestrian-friendly streetscapes in a mixed use/commercial setting. The Growth Study goes on to describe a Town Centre as: a pedestrian-friendly commercial area that creates a comfortable environment where residents can shop, visit, and spend time around their neighbours.

Location Challenges

Iron Gate’s location presents challenges to the creation of a Town Centre style commercial area as it is quite isolated from the majority of residents in Sylvan Lake. Due to the limited residential development surrounding Iron Gate, the large scale commercial development surrounding, and Highway 20, there are a variety of barriers limiting pedestrian access to the area. Due to the location challenges of the neighbourhood, Iron Gate is more suited for a smaller destination type commercial development, focused along the highway corridor.

Municipal Sustainability Plan

The *Town of Sylvan Lake Municipal Sustainability Plan* (MSP) provides a road map leading to a sustainable future. The Iron Gate neighbourhood is discussed for its relation to the MSP in Section 11.0 - Sustainability.

Land Use Bylaw

The *Town of Sylvan Lake Land Use Bylaw* (LUB) describes all available land use districts to be utilized throughout the Town. The existing land use designation for the Plan Area is FD Future Designation for future development.

It is intended that the land uses identified for the Plan Area will be replaced with those described in this Plan at each stage of redesignation.

Design Guidelines

The *Town of Sylvan Lake Design Guidelines* lays out the Town’s standards regarding subdivision design, servicing, and the construction approval processes. All development within the Plan Area will be designed in accordance with the Town’s Design Guidelines.

Town of Sylvan Lake Transportation

Master Plan (Final Draft)

The *Town of Sylvan Lake Transportation Master Plan* was completed in 2015 to identify long-range transportation planning for the Town. The Plan identifies a proposed roadway layout for the Iron Gate Plan Area which includes arterial roadways along the north and south boundaries.

A variety of traffic calming policies were identified in the Plan, including roundabouts which have been considered during the planning process and are future discussed in Section 8.5 Roundabouts.

Infrastructure Study

The *2014 Infrastructure Study* identifies future servicing required in the Town of Sylvan Lake for the purposes of future prioritization and budgeting.

Roadway Network

47th Avenue, running along the north boundary of the Plan Area, was identified as a future arterial roadway.

The overall collector roadway layout for the Plan Area was shown on Figure 9.1 of the Infrastructure Study. This alignment provides a north/south connection through the Plan Area and connection to the east; however, no west connection to Highway 20 was shown.

Existing Servicing

A 300mm water main was shown looping through the Plan Area south from the existing roadway, southeast to the quarter section line and straight north. A secondary connection was shown existing in the Lighthouse Pointe manufactured home community extending west into the adjacent quarter section and then looping southwest.

A sanitary forcemain is currently installed along Baywood Drive, the main north/south roadway in the manufactured home community to the east. There is also a lift station located at the south terminus of the line.

Commercial Land Supply & Demand Study

The *Sylvan Lake Commercial Land Supply and Demand Study*, prepared by Colliers International Consulting, was intended to review the potential market demand in the Town of Sylvan Lake, and the Ryders Ridge South Area in particular, to determine the amount of commercial development the Town could support. The Ryders Ridge South Area is located southwest of the Iron Gate Plan Area, across Highway 20.

The study determined that the total retail-commercial supply in Sylvan Lake (2011) was roughly 908,000 sf of floor space. A further review of the Town's commercial demands predicted that in 2016, the Town could support 732,000 sf of commercial space at healthy, sustainable sales levels. This amount of demanded commercial space was less than the Town's supply at the time of the study; for this reason, no additional commercial land was anticipated to be warranted for development in the Town until approximately 2021 or a population of 18,500. *Note: The Town's population in 2015 was 14,310.*

Although the Study concluded that developing additional commercial space throughout Sylvan Lake was not warranted, the Study recommended continuing to focus commercial growth at the existing Highway 20/47th Avenue development node. Based on the results of the Study, it is anticipated that only a limited amount of commercial development can be supported in Iron Gate at this time.

Town of Sylvan Lake Municipal Census

The 2015 Town of Sylvan Lake Municipal Census identified the Town's population at 14,310 persons. The age distribution information provided in the 2015 Census has been used to determine the number of students expected within the Iron Gate neighbourhood.

2.0 Existing Conditions

2.1 Natural Conditions

1.1.1 Topography

As shown on Figure 3 - Existing Conditions, the Iron Gate Plan Area slopes gradually from an elevation of 950.0m in the southwest to 938.0m in the northeast.

1.1.2 Vegetation

Two stands of mature trees exist on site: one in the northwest corner and one along the east boundary of the Plan Area. In addition, a windbreak exists along the west boundary of the Plan Area, along Highway 20; subsequent to the development of Iron Gate, the west windbreak will fall within the Highway 20 widening.

A Biological Site Inspection was completed to review the existing trees on site, the results of which are identified below.

The east poplar bluff was noted at being at the end of its life cycle with its centre consisting of, “very old diseased and dying trees”. The other trees on site were described as, “all in various stages of infection by spruce bud worm and three fungal diseases”; as such, the Inspection recommended that all trees be removed from the quarter as soon as possible.

1.1.3 Wetlands

As identified in the *Iron Gate NW 27-38-01-W5M: Wetland Impact Assessment (WIA)*, ten wetlands, eighteen ephemeral water bodies, and two ephemeral drainages were located on site. As described in the WIA, all wetlands were proposed for total removal; however, the proposed stormwater management pond was requested to be considered as a 1:1 compensation. These wetlands were classified using the Government of Alberta’s Wetland Policy and are subject to compensation following removal.



1.1.4 Soils

Based on the Alberta Soils Information Viewer, the Iron Gate Plan Area is categorized by orthic black chernozem on medium textured materials over medium or fine textured till. The Plan Area includes poorly drained soils and is not considered to be prime agricultural land.

1.1.5 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) for the Plan Area was completed by Parkland Geotechnical Consulting Ltd. in April of 2014.

After reviewing all factors, the Phase 1 ESA gave the Plan Area a rating of “moderate” in terms of environmental risk. This rating was based on the presence of an abandoned well in the northeast portion of the Plan Area, as described in Section 2.5.2 Other, and waste oil stored in several locations on the acreage.

A limited Phase 2 ESA was recommended to assess subsoil and groundwater quality in the north portion of the Plan Area localized to the abandoned well site and waste oil storage area; this assessment is recommended to occur prior to construction of the affected phase.

2.2 Built Environment

As shown on Figure 3 – Existing Conditions, the Plan Area is primarily agricultural with two residences located in the northwest and southwest corners. These homes are accessible via Highway 20 and include several accessory buildings with mature trees surrounding. As identified in Section 1.2.1 Residential Acreage, the southwest homestead is privately owned and is intended to remain until such a time that the owner would like to redevelop and subdivide their property.

2.3 Existing Infrastructure

As shown in the *Town of Sylvan Lake Infrastructure Study*, the Iron Gate Plan Area will be tied into the existing servicing located along 47th Avenue.

2.4 Transportation Network

The Plan Area is currently accessible from the west via homestead accesses off of Highway 20, and from the north via 47th Avenue.

Subsequent to development, a second connection to the connecting to Highway 20 along the south boundary has

been identified. This connection has been shown in other planning documents as an arterial; however, the roadway does not currently exist but is anticipated.

47th Avenue will be the primary access to the Plan Area and is identified as an arterial roadway. An intersection currently exists approximately 300m east of Highway 20; this intersection corresponds to an existing north-south service road north of 47th Avenue, Thevenaz Industrial Trail; a second north-south roadway exists further east, Charles Industrial Way.

2.5 Natural Resources

1.1.6 Gas Lines

Three gas rights-of-way run diagonally from northeast to southwest across the Plan Area as shown in Figure 2.0 – Legal Boundary.

- The north-most right-of-way (3108 KS) is located in the northwest corner of the Plan Area and is owned by Atco Gas and Pipelines Ltd.
- The two other pipelines run parallel to one another through the centre of the Plan Area. The north-most of these two rights-of-way (872 2573) contains an active gas transmission line owned by AltaGas.
- The south-most of these two rights-of-way (833 NY) contains an active gas line owned by Nova Gas, formerly Alberta Gas Trunk Line Co.

All of the pipelines in the Plan Area are active and will remain active subsequent to development; as such, no permanent development will be permitted on these rights-of-way. Although it is recognized that these rights-of-way present limited development opportunities, they have been incorporated into Iron Gate’s open space network to provide expanded park spaces and linear open space connections.

1.1.7 Other

Abandoned Well

One abandoned well (14-27) is located within the Plan Area, licenced to Canadian Natural Resources Limited. This well was drilled on May 19, 1985 and abandoned on May 23, 1985. A Phase One ESA was completed for the site in July 2012 and it was recommended to conduct a Phase 2 ESA since the location of the sump and further information regarding disposal of wastes was unknown.

Since the ESA’s completion, the area has been remediated and a reclamation certificate is currently being completed.

Once rezoning has been applied for, CNRL will provide the reclamation certificate and associated studies to the Town.

This well will require a development setback radius of 5m, as prescribed by the Energy Resource Conservation Board, to allow potential future access. As shown on **Figure 4 - Concept Plan** the well head has been located within a local roadway to accommodate this setback.

Described Right-of-Way

A described right-of-way is located along the north boundary of the Plan Area, 160' east of the west boundary, 35'x35' in size. This right-of-way, registered by Fortis Alberta Inc, is being used to accommodate a transmission line guide wire. This right-of-way will have no impact on the Iron Gate neighbourhood as it will be located within setbacks of the commercial development.

Blanket Rights-of-Way

Two blanket utility rights-of-way are present on the site: one registered by ATCO Gas and Pipelines Ltd and one registered by Burnt Lake Gas Co-Op Limited.

These rights-of-way will be discharged from the Plan Area during subdivision.

2.6 Historic and Current Land Use

Based on historic land titles and air photos of the area, the Plan Area has been used for agricultural purposes since the 1960s. The Iron Gate Plan Area was first homesteaded by Juhan (John) Neithal, an Estonian man, in 1902. This ownership highlights Sylvan Lake's rich Estonian history which is further discussed in **Section 11.0 - Sustainability**. More recent land owners include Bernard and Olga Arlint (1947 to 1989) and Edward and Glenda Pogadl (1989 to 2013).

The *Alberta Listing of Historic Resources* (September 2014) does not identify the Plan Area for historical resources; as such, a Historical Resources Act Clearance has been obtained for the area.

2.7 Surrounding Development

The Plan Area is bounded on three sides by lands located in the Town of Sylvan Lake's municipal boundary: that to the west, north, and east. Land to the south of the

Plan Area is located in the municipal district of Red Deer County.

1.1.8 Commercial Areas

Northwest and west of the Plan Area are two of the major commercial nodes in the Town of Sylvan Lake. These areas have 518,300 sf of retail-commercial floor area. The Ryders Ridge commercial area includes both retail and service based businesses including a grocery store, pharmacy, coffee shop, banks, and animal clinic. In addition, another commercial area is located north of 47th Avenue named Hewlett Landing which includes a grocery store, gas station, and restaurants.

Directly north of the Plan Area is a big box style commercial centre. Current businesses in this area are primarily retail-based including Walmart, Canadian Tire, Dollarama, and Boston Pizza.

1.1.9 Residential Development

Ryders Ridge

West of the Plan Area is the residential subdivision of Ryders Ridge. Homes in this area are a mixture of low and medium density dwellings though there is a neighbourhood commercial area at the northeast corner of the Highway 20 and 47th Avenue intersection.

This residential community includes a pre-kindergarten to grade 2 Catholic school located along 47th Avenue. The school offers both an English and French Immersion program which may represent an educational destination for residents of Iron Gate.

Lighthouse Pointe

East of the Plan Area is the residential subdivision of Lighthouse Pointe. This development is comprised of approximately 51 manufactured homes and provides a future roadway connection from Baywood Link, west to Iron Gate.

The remainder of the quarter section is undeveloped with the southern portion heavily covered in trees. This remainder is currently being planned as a residential bare land condominium development. Housing types being proposed include small lot homes with and without front attached garages, semi-detached homes, and row houses. Linear parks will be provided.

A more southern roadway connection into Iron Gate is also being planned for inclusion in the new residential area.

To provide privacy to existing residents of Lighthouse Pointe, only the southern roadway connection into Iron Gate will be utilized.

To minimize impact on existing residents of the Lighthouse Pointe neighbourhood, a continuous green space buffer has been located along the east boundary of the Iron Gate neighbourhood. In addition, larger lot residential housing have been used along the east boundary to provide a transitional land use and increase privacy for Lighthouse Point residents.

1.1.10 Agricultural Land

South of the Plan Area is undeveloped agricultural land. Mid-way through the quarter section runs an abandoned railway right-of-way including vegetation on either side of the tracks. This right-of-way provides a logical separation of the quarter. Several homesteads are located along the south boundary of the quarter section, across the railway tracks, fronting on to Township Road 284.



*Aerial photograph may no longer be accurate

Legend

- Utility Right of Way
- Existing Buildings
- Abandoned Well
- Treed Area
- 000.0 Contours and Elevation Value
- Plan Boundary



Figure 3- Existing Conditions

3.0 Opportunities and Constraints

In review of the existing conditions and surrounding planning for the Iron Gate Plan Area, the following items have been identified as potential opportunities and constraints to the proposed development.

3.1 Destinations

As described in Section 2.7 - Surrounding Development, there are a variety of existing uses surrounding the Plan Area, specifically to the north and west. Due to the location of Highway 20 along the west boundary of the Plan Area, efforts have been made to provide safe pedestrian connections to areas outside of the Plan Area.

3.2 Open Spaces

As described in Section 2.0 - Existing Conditions, the Plan Area has several areas of mature vegetation and wetlands. In addition, the pipeline rights-of-way running through the Plan Area represent an opportunity for continuous off-street pedestrian connections.

3.3 Access Opportunities & Limitations

The location of Highway 20 along the west boundary of the Plan Area is an ideal location for commercial development with access from 47th Avenue. 47th Avenue provides convenient access to a major commercial node as well as the community of Iron Gate.

The location of Highway 20 along the west boundary of the Plan Area, and Red Deer County land south of the Plan Area, limits access for Iron Gate neighbourhood in the short term.



3.4 Growth East of Highway 20

Based on information presented in the *Town of Sylvan Lake Municipal Development Plan* (2014), minimal growth is expected east of Highway 20 in the future. As shown on the Future Land Uses figure, two additional quarter sections east of Highway 20 have been identified for future residential development; both of which are located immediately south of the Iron Gate Plan Area. Growth in this area is limited due to the majority of land, east of Highway 20, being located within the municipal boundary of Red Deer County.

Considering minimal residential growth is anticipated east of Highway 20, it can be assumed that any future traffic or pedestrians coming into the Iron Gate neighbourhood will be travelling from the south or west.

3.5 Commercial Opportunities

The location of the Iron Gate neighbourhood along Highway 20, the main roadway into Sylvan Lake, provides an opportunity for very conveniently-located commercial development with high visibility for passers-by.

4.0 Neighbourhood Objectives

Iron Gate has been designed to respect the policies and design principles as identified in the Neighbourhood Design Guidelines of the Town of Sylvan Lake's MDP.

The following policies are those listed in the MDP; each policy has been further described for its implementation in the Iron Gate neighbourhood.

4.1 Walkability

1.1.1 Street Pattern

“Provide a modified grid pattern, as appropriate, based on site conditions, that contributes to short walking distances, is based on a hierarchy of streets, and provides multiple connections to adjoining neighbourhoods.”

The location of Highway 20, surrounding existing developments, and pipeline rights-of-way have segmented the Iron Gate neighbourhood into quadrants. Each quadrant has been designed to minimize walking distances, providing efficient transportation routes, and create private residential pods.

1.1.2 Streetscape

“Create pedestrian-friendly streets through attractive building facades, street trees, and interesting streetscape elements.”

Architectural Guidelines will be created for the Iron Gate development to guide home builders towards the outlined vision for the neighbourhood. Topics covered in these guidelines will include the following:

- Site planning: house placement, setbacks, grades, walkways, driveways, etc
- Architectural design: housing product, style, repetition, corner lot requirements, backing onto public green space, walkout lots, roof pitch, chimneys, windows, dormers, exterior lighting, porches, etc
- Building materials: primary and secondary walls, masonry, trim, roofing, doors, colours, etc



- Built Green guidelines

*“Promote **“eyes on the street”** by maximizing window openings facing public streets, park spaces and walkways.”*

Housing has been located backing onto public spaces such as parks and commercial areas to increase passive surveillance of these areas thereby increasing safety for users. Multi-family housing adjacent to commercial areas, which are typically vacant overnight, provide a similar passive surveillance to increase safety in these spaces outside of retail hours.

*“Provide sidewalks along all street frontages and multiple **pedestrian linkages** to community trails, arterial streets, commercial and employment areas and neighbourhood focal points.”*

Sidewalks have been provided on both sides of all roadways. Pedestrian access to Highway 20 will be limited to two intersections to increase overall safety.

Continuous off-street trail connections have also been provided to complement the sidewalk network and provide continuous pedestrian routes throughout the neighbourhood.

1.1.3 Traffic Calming

*“Develop a consistent **traffic calming** program within the proposed street network focused at major pedestrian intersections and crossings.”*

As shown on Figure 6 - Open Space Network, the primary pedestrian routes are anticipated to be along the main collector roadway and through the pipeline rights-of-way open space corridor. To facilitate the open space corridor connection, a pedestrian crossing may be required along the collector roadway. The Developer will consult with the Town of Sylvan Lake to determine appropriate traffic calming for these crossings at the time of detail design.

1.1.4 Pedestrian-Shed

*“Design neighbourhood units based on the pedestrian-shed concept, which is largely based on an approximate **five minute walking distance** (typically ranging from a 400-500 metre radius). Major pedestrian destinations, such as neighbourhood parks and focal points, should be included within each of the pedestrian-sheds.”*

The main destinations for residents of Iron Gate are anticipated to be the neighbourhood's open spaces and the commercial areas. The location of both destinations

have been predetermined by past planning completed by the Town of Sylvan Lake and the location of the pipeline rights-of-way.

Although neighbourhood destinations are not centrally located within the community, direct transportation and pedestrian routes have been provided to facilitate convenient movement throughout the neighbourhood to these destinations.

4.2 Sustainability

1.1.5 Variety of Housing

*“Ensure there are a **variety of planned residential types** that accommodate a range of household sizes, structures and income levels.”*

Iron Gate has incorporated six different residential housing styles to accommodate a range of potential residential preferences, as described in Section 5.0 - Residential Uses.

*“A compilation of over 30 market studies conducted in new ‘traditional neighbourhoods’ indicated an optimum mix of residential housing units **approximated 60% allocated to single-family detached, 20% to single-family attached and 20% to multi-family.** This should be used as a starting point and adjusted according to market conditions.”*

As described in Table 3 - Maximum Housing Mix, the Iron Gate neighbourhood has included a variety of housing types to appeal to a range of future residents. Single-family detached dwellings represent 53.4% of the total dwelling units, attached dwellings (secondary suites, duplex, and row housing) at 19.1%, and multi-family dwellings at 27.5%.

1.1.6 Affordable Housing

As identified in the Town of Sylvan Lake's 2015 Social Needs Assessment, affordable housing is generally accepted as that which does not exceed 30% of the household income. The Assessment cited Statistics Canada which recorded 24% of households in Sylvan Lake as spending more than 30% of their household income on housing. The Assessment also noted an increase of requests for low-income housing support and limited success in the development of secondary suites as a lower housing cost option.

Iron Gate has been designed to provide 46.6% percentage of the housing stock as medium density and multi-family

housing to represent residential opportunities at lower price points. Multi-family options are described in Section 5.3 - Multi-Family Residential.

1.1.7 Open Space System

*“Indicate how the design will establish an **interconnected open space** system through an appropriate distribution of park spaces.”*

Park spaces of a variety of sizes and types, including linear parks, have been distributed throughout the community to create an interconnected network of open spaces. This open space network is further described in Section 7.0 - Recreation Areas.

1.1.8 Conservation of Existing Features

*“Identify and **conserve natural features** and cultural heritage resources and determine appropriate conservation techniques to integrate the existing features into the neighbourhood design.”*

Existing vegetation in the Plan Area has been identified in Section 2.0 - Existing Conditions. These trees and wetlands are primarily located within the commercial development area and will be removed. Compensation for wetland removal will be provided as per Alberta Environment and Parks regulations.

1.1.9 Complete Transportation System

*“Indicate how the design of the transportation system contributes to fostering a **complete street** philosophy, balancing the competing needs of all travelers and integrating the street with the form and function of the surrounding land uses.”*

Complete streets are described as safe, comfortable, and convenient for everyone to travel regardless of age or ability including motorists, pedestrians, bicyclists, and public transportation riders. Iron Gate utilizes the existing roadway cross-sections approved for use in the Town of Sylvan Lake which accommodate motorists as well as pedestrians and cyclists.

1.1.10 Mix of Land Uses

*“It is understood that the amount of non-residential uses will vary among neighbourhoods. An assortment of uses gives residents the ability to **live, work, entertain themselves, exercise, shop and find daily needs and services** within walking distances. Any mix of uses can dramatically reduce the number of external automobile trips.*

*Each development proposal should indicate how it intends to **provide a mix of uses** within the neighbourhood in relation to the proximity to different uses in adjacent neighbourhoods and the projected population.”*

Iron Gate provides a mix of uses to support the creation of a live, work, play community. The majority of land in Iron Gate is utilized for residential homes, with a large area for commercial development, and recreational open spaces distributed throughout.

This neighbourhood has also been designed with the surrounding communities in mind to facilitate connectivity and grouping of supportive uses.

1.1.11 Age-Friendly

*“A key feature of a sustainable neighbourhood is its ability to provide a **range of uses and activities** to ensure that the design of the neighbourhood does not marginalize any of its residents because of their age and physical ability.*

*The design should indicate the relevant design features that contribute to creating an **age-friendly community**, including, but not limited to housing options providing opportunities to age in place, accessible transportation network to people of all ages, variety of activities within walking distance.”*

Iron Gate has been designed to be supportive of Sylvan Lake's aging population by providing flexible housing styles that appeal to a range of residents. Potential residents have an array of preferences, needs, and behaviors which have been considered in determining the housing styles in Iron Gate.

To accommodate a full-spectrum of residents, Iron Gate has included the following housing styles which may be considered particularly 'seniors friendly':

- Condominium apartments which reduces the amount of required home and yard maintenance.
- Smaller housing with less floor area to more efficiently accommodate empty nesters or single persons
- Secondary suites which facilitate multiple generations living together comfortably

In addition, the activities of seniors in the community have been specifically considered. Although it is not realistic to assume that all seniors are able or interested in participating in outdoor recreation, Iron Gate has been planned to accommodate seniors' inclusion in the outdoor realm.

- Connected walking trails have been planned throughout the community. This trail system will be designed to be free of physical barriers thereby allowing those with reduced mobility continued movement through Iron Gate.
- Seniors-friendly housing has been planned in close proximity to commercial areas to facilitate walking.
- Seniors-friendly housing have also been planned in areas that may provide views onto public open spaces. This provides an opportunity for house-bound residents to participate in the outdoor realm visually. These residents can also provide a higher level of passive surveillance to park spaces than other residents who may be out of their homes for the majority of the day.

1.1.12 Low-Impact Development

“Low-impact development is an ecologically friendly approach to site development and storm water management that aims to mitigate the impacts of development on land, air and water.

The design should demonstrate any proposed low-impact development techniques including, but not limited to preservation of open space and minimizing land disturbance, protection of natural systems and processes, alternative design of traditional infrastructure (streets, sidewalks, etc.), incorporation of natural site features (i.e. wetlands) as design elements and micromanaging storm water at its source.”

The following elements of low impact development have been considered during the design of Iron Gate:

- Impervious surfaces have been minimized by reducing the amount of land used for roadways. In traditional developments approximately 25% of the development is used for roadways; in Iron Gate 21.9% is used for roadways.
- The community’s stormwater management facility has been designed to provide water filtration prior to it’s outflow into Cygnet Lake.
- Builders are encouraged to utilize low impact development practices within the design of individual building sites.

4.3 Memorable

1.1.13 Gateway Features

“New neighbourhoods should include larger scale, more decorative entrance features at primary gateways, which are typically located at the major intersection entrances. Demonstrate coordinated gateway themes, including opportunities for smaller scale entrance features at secondary gateways.”

Community and commercial entry features will be located at the intersection of the main collector road with 47th Avenue. This is intended to be the main access into the community until the south arterial is constructed. This entry feature will be designed during the time of landscape design. Materials for these entry features will be utilized throughout the neighbourhood to provide a consistent theme.

A secondary entry feature may be located at the intersection of the main collector road with the south arterial.

1.1.14 Built Form

“Indicate how the built form of the proposed neighbourhood design reinforces the streetscape through building locations, lot configurations, building heights, rooflines, etc.”

Housing forms throughout Iron Gate have been designed to reinforce the streetscape by providing high levels of detail in their architectural design and styling to providing a varied yet consistent streetscape. Architectural controls will be strictly enforced to translate vision to reality.

Massing has been used to draw visual attention to prominent areas in the community such as main roadways using townhomes along the collector roadway.

1.1.15 Street Trees

“Indicate how the neighbourhood design can maximize the planting of street trees to add visual interest along streetscapes, provide traffic calming effects, and improve the pedestrian environment.”

Iron Gate has been designed to include street trees in boulevards along all collector roadways. As noted in the MDP, street trees can provide visual interest to the streetscape, traffic calming for vehicles, and a sense of safety for pedestrians.

1.1.16 Street Furniture

*“Indicate how other streetscape elements, such as lighting, signage and furniture will be integrated into the neighbourhood design and how a **decorative theme** can be integrated into the **neighbourhood identity**.”*

Public realm furniture will be chosen to convey the overall community's character throughout the neighbourhood. These elements will be selected in consultation with the Town of Sylvan Lake to ensure their ongoing maintenance and replacement is feasible for the Town.

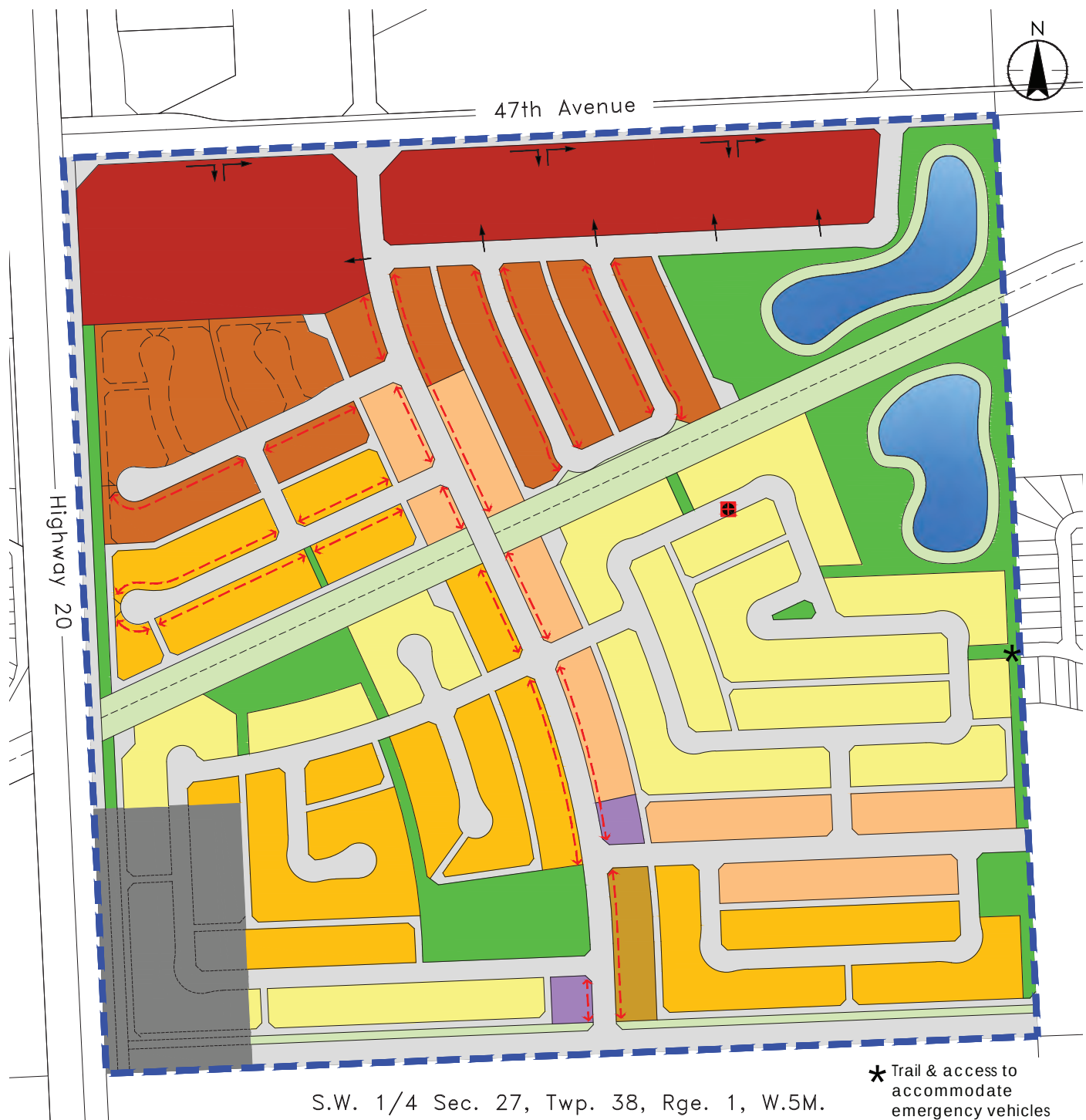
4.4 Overall Concept

The Iron Gate land use concept has been developed to accommodate the existing constraints of the area including the limited access from Highway 20 and utilization of the utility rights-of-way.

Commercial areas in Iron Gate have been focused around the Highway 20/47th Avenue intersection to support the further creation of a major commercial node in that region. As a transitional use to buffer commercial areas from low density residential homes, multi-family housing has been located surrounding the commercial areas.

As shown on Figure 4 - Concept Plan and Figure 5 - Concept Plan with Aerial, Iron Gate's open space network follows the utility rights-of-way to facilitate its inclusion in the neighbourhood and utilization as a linear park connection.

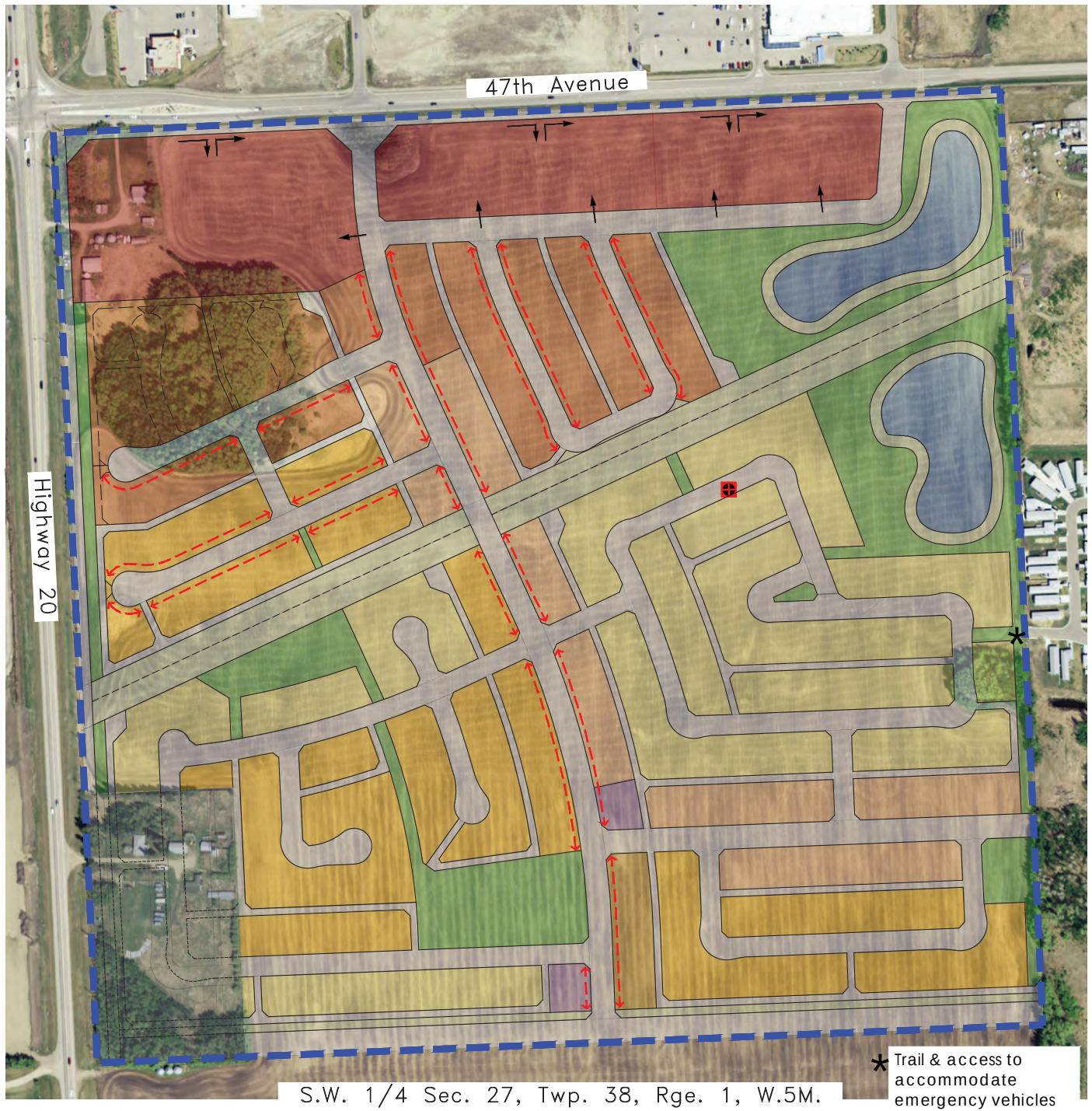
The Iron Gate neighbourhood is further described in the remainder of this Plan.



Legend

- | | |
|--|--|
| Medium Lot Residential District (R1A) | Stormwater Management Facility (SWMF) |
| Medium Density Residential District (R2) | Public Utility Lot (PUL) |
| High Density Residential District (R3) | Shadow Plan |
| Narrow Lot General Residential District (R5) | Potential Right-in/Right-out (exact location to be determined during the time of detail design) |
| Narrow Lot Duplex Residential District (R5A) | + Abandoned Well |
| Neighbourhood Commercial District (CNS) | Potential 4m Front Setback Location |
| Social Care | 15m Highway 20 Development Setback |
| Outparcel | Plan Boundary |
| Roadway/Lane | |
| Open Space | |

Figure 4- Concept Plan



Legend

- Medium Lot Residential District (R1A)
- Medium Density Residential District (R2)
- High Density Residential District (R3)
- Narrow Lot General Residential District (R5)
- Narrow Lot Duplex Residential District (R5A)
- Neighbourhood Commercial District (CNS)
- Social Care
- Outparcel
- Roadway/Lane
- Open Space

- Stormwater Management Facility (SWMF)
- Public Utility Lot (PUL)
- Shadow Plan
- Potential Right-in/Right-out (exact location to be determined during the time of detail design)
- + Abandoned Well
- Potential 4m Front Setback Location
- 15m Highway 20 Development Setback
- Plan Boundary

Figure 5- Concept Plan with Aerial

4.5 Land Use Calculations

Table 1 - Land Use Allocation.

Land Use Category	Hectares	Acres	% of Net Developable Area
Gross Plan Area	62.86	155.33	
Roadway Widening - Highway 20	0.55	1.36	
Roadway Widening - South Arterial	1.35	3.34	
Roadway Widening - North Arterial (47 th Avenue)	0.57	1.42	
Out Parcel	2.84	7.01	
Developable Plan Area	57.55	142.20	100.0%
Residential	26.35	65.10	45.8%
RIA Medium Lot Residential	8.50	21.01	14.8%
R2 Medium Density Residential	0.46	1.13	0.8%
R5 Narrow Lot Residential	7.98	19.73	13.9%
R5A Narrow Lot Duplex Residential	3.36	8.30	5.8%
R3 High Density Residential	5.77	14.25	10.0%
Social Care Site (Alternative Residential)	0.28	0.68	0.5%
Commercial	6.63	16.37	11.5%
CNS Neighbourhood Shopping Centre	6.63	16.37	11.5%
Open Space	11.96	29.56	20.8%
MR Municipal Reserve	5.75	14.20	10.0%
PUL ROW	2.78	6.88	4.8%
PUL Public Utility Lots	1.51	3.73	2.6%
PUL Stormwater Management Facility (SWMF)	1.92	4.75	3.3%
Transportation	12.61	31.17	21.9%
Collector Roadway	3.48	8.60	6.0%
Local Roadway	6.30	15.57	10.9%
Lanes	2.83	7.00	4.9%

*MR = Gross Plan Area - Roadway Widening - Out Parcel

5.0 Residential Uses

5.1 Residential Overview

A variety of residential land uses have been included in the design of Iron Gate, specific land uses have been chosen to support both the existing residential areas, the Iron Gate commercial area, and to provide a range of single and multi-family housing styles.

Higher density housing has been located surrounding the commercial area in the northwest corner of the development to facilitate convenient pedestrian access thereby supporting the commercial uses therein. In addition, higher density housing has been located within close proximity to the primary roadway network to minimize through-traffic throughout the neighbourhood.

5.2 Single Family Housing

A variety of single family housing is anticipated for inclusion in the Iron Gate community; housing types may include the following styles: bungalows, bi-levels, two-storeys, all with or without front attached garages. By introducing a variety of detached housing styles, a larger range of housing price points can be included within the same community. The inclusion of multi-family housing supplements this range of housing styles.

The following land use districts have been used to accommodate single family housing in Iron Gate.



Character Image Only.

1.1.1 Medium Lot Residential (RIA)



The RIA Medium Lot Residential District has been used in the Iron Gate neighbourhood to accommodate low density single family housing. This land use will accommodate the largest residential lots in the community at a minimum lot size of 460m².

The majority of RIA housing will be accessible via a front roadway and rear lane; however, some of the housing back on to open spaces and therefore lanes have not been provided. In situations where RIA homes include front attached garages and a rear lane, the lane access can be

utilized to facilitate storage of recreational vehicles or additional parking in rear yards.

In the southwest corner of the Plan Area, RIA has been used as a transitional housing type to provide a buffer to the adjacent residential acreage lot.

Secondary suites are a Discretionary Use in this district; therefore, as per the Town's Land Use Bylaw regulations, all proposed secondary suites must be approved by the Town's Municipal Planning Commission.

1.1.2 Narrow Lot General Residential (R5)



R5 narrow lot housing provides a more affordable housing option to residents due to the decreased lot width. Appropriate housing types in this land use district include bungalows, bi-levels, or two-storey homes with or without walkout basements and with or without front attached garages.

Secondary suites are a Discretionary Use in this district; therefore, as per the Town's Land Use Bylaw regulations, all proposed secondary suites must be approved by the Town's Municipal Planning Commission.

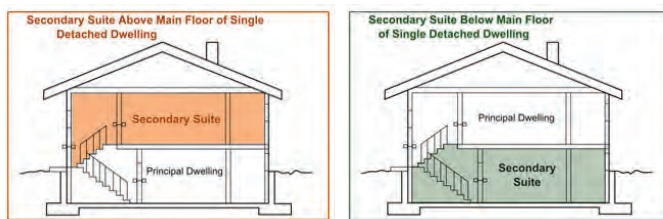
Parking for residents of these homes will primarily be via the front attached garage and driveway. As per the Town's Land Use Bylaw, two on-site parking stalls will be provided per home. In the case of secondary suites, one additional parking stall will be required per suite.

1.1.3 Secondary Suites

Types of Secondary Suites

Secondary suites, as described by the Town's LUB, are separate and subordinate dwelling units located in a single detached dwelling. Secondary suites have separate entrances from the primary dwelling either from outside at the side or rear, or via a common interior landing area. These suites must not exceed the floor area of the principal dwelling and must not exceed two bedrooms. The suite must include food preparation areas, sleeping areas, and bathroom facilities.

Secondary suites do not necessarily need to be in a basement. Possible secondary suite varieties are shown in the image below.



Importance of Secondary Suites

Secondary suites are an increasingly popular form of housing for a variety of reasons. These types of suites provide affordable rental opportunities for potential tenants; whereas, they provide an alternative income opportunity for home owners to make mortgages more manageable. In addition, as our population ages, secondary suites can also make multi-generational living more comfortable.

Parking

In accordance with the Town's LUB, one additional parking stall will be required per secondary suite. This stall is required to be located within the confines of the residential lot and must be hard surfaced. In all cases, this additional parking stall will be located at the rear of the lot and accessed via the rear lane.

Location

Secondary suites may be located in the R1A Medium Lot Residential or R5 Narrow Lot General Residential Districts as they are Discretionary Uses within the Town of Sylvan Lake's LUB. In both land use areas, secondary suites will only be permitted on lots that are accessible via rear lane. As per the LUB regulations, up to 10% of the total housing stock for the neighbourhood may be comprised of secondary suites.

Approval Process

Secondary suites are identified as Discretionary Uses in both the R1A Medium Lot Residential and R5 Narrow Lot General Residential Districts. All secondary suites are subject to the regulations in the Town of Sylvan Lake Land Use Bylaw and require a Development Permit to construct.

To obtain this Development Permit, an Application for Development Permit must be made to the Town. If the application meets the criteria of the Town, and is in accordance with approved planning documents, it can be approved.

1.1.4 Social Care Sites

Two areas have been identified in the Plan Area for the potential development of affordable housing, a church, adult or social care residence, or day care facility. These properties will be advertised for sale, in a manner acceptable to the Town, for a period of one year after the registration of the plan of subdivision for the development phases in which they are located. If the properties are not sold for the intended purpose within the one year period the sites will be redesignated to a residential land use district (R5 for the site west of the collector road and R5A located east of the collector road) without requiring an Outline Plan amendment.

5.3 Multi-Family Housing

Three land use districts have been used in the Iron Gate neighbourhood to accommodate attached and multi-family housing. These land uses provide a range of lot and home styles to widen the range of housing price points available to residents in the community.

1.1.5 Narrow Lot Duplex Residential (R5A)



The R5A Narrow Lot Duplex Residential District is intended to accommodate narrow lot duplex housing which provides a more affordable semi-detached housing option to residents due to the decreased lot width. Semi-detached housing is becoming increasingly popular as a cost-effective housing option that offers larger square footage than other multi-family options with private outdoor amenity space which are especially popular for families with children or pets.

As per the Town's Land Use Bylaw, two on-site parking stalls will be provided per dwelling unit either via front attached garage or rear parking pad.

1.1.6 Medium Density Residential (R2)



The R2 Medium Density Residential District is used in two areas along the main collector roadway to accommodate medium density attached housing such as row houses. Although this land use district can also accommodate duplexes and single family detached dwellings, row homes are anticipated.

The Medium Density Residential District has been located along the neighbourhood's north-south collector roadway to minimize the amount of traffic generated by these residents throughout the local roadways.

As per the Town's Land Use Bylaw, two on-site parking stalls will be provided per dwelling unit either via front attached garage or rear parking pad.

1.1.7 High Density Residential (R3)



R3 High Density Residential housing can take a variety of forms as further described below. This type of housing provides a range of residential options to appeal to a variety of residents including but not limited to renters, first time home buyers, singles or small families, and retirees.

The R3 land use district can accommodate a variety of multi-family housing types such as those listed below, all of which can take the form of rental or condo facilities.

- Apartment-Style

Apartment style buildings can 4 storeys high and have shared entries, hallways, and often building amenities such as fitness centres or hot tubs.

- Row houses

Row houses consist of three or more attached units which do not overlap one another and have shared common walls from foundation to roofs.

Row houses are increasingly popular types of housing as they can offer large square footage, private yards perfect for children and pets, and often attached garages.

- Stacked Row house

Stacked row houses consist of three or more attached dwelling units, each unit separated by a common or party wall and having either a separate front or rear access to the outside grade.

Dwelling units within the building may be situated either wholly or partially over or under other dwelling units.

Multiple R3 areas have been identified in Iron Gate between the commercial uses along 47 Avenue and the pipeline right-of-way. Some R3 parcels will be developed as row homes while other sites may be developed as a variety of multi-family options. The type of multi-family buildings constructed (apartment-style, row housing, or stacked row housing) will ultimately be based on market demands and builders interest. Two R3 parcels have been shadowed planned to identify a potential roadway layout if the area is not used for a single building or condominium development. Dependent on the type of housing built, additional details will be presented during the detail design and building permit process.

The R3 land use areas have been used to provide a buffer between lower density housing and the commercial area due to the anticipated buildings' overall size, site design, and the more soundproof building materials often

associated with this housing type.

5.4 Front Setback

In areas where houses may be primary accessed from the rear, and a front garage is not anticipated, a potential 4.0m setback has been identified. These areas are identified on **Figure 4 - Concept Plan**. As per the policies identified in the Town of Sylvan Lake's LUB, homes in these areas will not permit front parking; therefore, all parking will be provided within the rear of the lot along with street parking.

5.5 Dwelling Units and Population Projections

Table 2 - Maximum Housing Mix

	Estimated Units ¹	% of Housing Stock
Single Family Housing Options	389	53.4%
R1A Medium Lot Residential District	173	23.8%
R5 Narrow Lot Residential	216	29.7%
Attached Dwelling Housing Options	139	19.1%
R2 Medium Density Residential	13	1.8%
R5A Narrow Lot Duplex Residential	126	17.3%
Multi-Family Housing Options	200	27.5%
R3 High Density Residential	200	27.5%
Total	728	100.0%

Residential density: 14.3 du/ha (728 du/(Net Developable Area - Commercial Uses))

Table 3 - Population Projection

	Estimated Units ²	Est. Population
Single Family Housing Options	389	893
R1A Medium Lot Residential District	173	397
R5 Narrow Lot Residential	216	496
Medium Density Housing Options	139	318
R2 Medium Density Residential	13	29
R5A Narrow Lot Duplex Residential	126	289
Multi-Family Housing Options	200	460
R3 High Density Residential	200	460
Total	728	1,671

Population density: 32.81 person/ha (1,671 persons/(Net Developable Area - Commercial Uses))

¹ Units are based on minimum lot size regulations in the Town of Sylvan Lake Land Use Bylaws and 35 du/ha for R3 housing.

² Population estimates are based on an average household size of 2.3 persons per household. This information is as reported by the 2013 Town of Sylvan Lake Municipal Census.

Table 4 - School-Aged Residents Population Projection³

	Total Population	School Aged Children			Total
		K-5	6-9	10-12	
R1A Medium Lot Residential	397	37	21	16	74
R5 Narrow Lot Residential	496	46	27	21	94
R2 Medium Density Residential	29	2	1	1	4
R5A Narrow Lot Duplex Residential	289	27	15	12	54
R3 High Density Residential	460	43	25	19	87
Total	1,671	155	89	69	313

³ The amount of school age children anticipated in Iron Gate (K-5 at 9.5%, 6-9 at 5.5%, 10-12 at 4.3%) is derived using the age distributions as reported by the 2015 Town of Sylvan Lake Municipal Census.

6.0 Commercial Area

Two commercial parcels have been identified along the north boundary of the neighbourhood with frontage along 47th Avenue. This location was chosen to reinforce the existing commercial node at the intersection of Highway 20 and 47th Avenue.

6.1 Neighbourhood Shopping Centre (CNS)

The commercial land located at the intersection of Highway 20 and 47th Avenue will provide maximum visibility from Highway 20, a primary access route into Sylvan Lake. This district is also used for the other commercial areas existing at the Highway 20/47th Avenue commercial node. This area is intended to provide an area for small to large scale commercial uses in an attractive environment that is adjacent to a major thoroughfare. Potential commercial uses envisioned for inclusion in this area include a grocery store, restaurants, gas stations, personal services, and retail sales.

A second commercial area is located along 47th Avenue, intended to provide an area for community-oriented commercial development containing a range of small to medium scale commercial uses. Potential commercial uses envisioned for inclusion in this area are similar to those located along Highway 20 and 47th; however, they typically have a smaller footprint such as offices or businesses generating lower traffic volumes. This land use district includes supplementary regulations to enhance the overall pedestrian experience while in this area by providing recommendations about site design and architectural decisions.

Within the commercial area, a minimum 15 m (or 25m from the current highway property line) development setback from the future road widening along the Highway will be required. Due to the proximity of the Highway, approval of the commercial Development Permit will require a Roadside Development permit from Alberta Transportation.



Character Image Only.

6.2 Access

The location of commercial development at the entrance to the Town of Sylvan Lake, along Highway 20, supports the use of the area by residents who may work outside of the community. It is assumed that these residents will access the commercial area via motor vehicle presumably on their way home from work.

As per Alberta Transportation regulations, no direct access will be provided to the commercial area off of Highway 20. Commercial areas located along 47th Street will have the potential to be accessed via right-in/right-out intersections as well as full access from the internal collector roadways pending a traffic impact analysis. The location and design of all accesses will be presented at the time of site design and Development Permit Applications.

To support pedestrian access to the commercial areas, the Iron Gate community provides convenient on and off-street pedestrian connections.

1.1.1 Access to Surrounding Commercial Uses

Several commercial areas, existing and proposed, are located northwest of the Plan Area at the intersection of Highway 20 and 47th Avenue. This area is approximately 1.5km from Iron Gate which represents an 18 minute walk.

As previously noted, surrounding commercial areas are all zoned as CH Highway Commercial district and are specifically intended for access by vehicles.

6.3 Design Guidelines

A set of design guidelines may be prepared for the Iron Gate commercial areas, prior to its development, to enhance the overall appearance of the commercial areas. These guidelines will identify acceptable architectural styles, building materials, colours, landscaping requirements, pedestrian routes, and streetscape furniture. Following the guidelines will ensure architectural elements are considered along the rear and side of buildings to ensure an aesthetically consistent facade.

7.0 Recreation Areas

As shown on Figure 6 - Open Space Network, Iron Gate's open space network has been designed surrounding the pipeline rights-of-way corridor. To supplement this linear open space network, a variety of other open spaces have been provided.

7.1 Types of Open Spaces

7.1.1 Linear Parks

Iron Gate has been designed with several linear park connections to facilitate off-street pedestrian access throughout the neighbourhood.

Pipeline Rights-of-Way

Two pipeline rights-of-way run in parallel through the Plan Area from southwest to northeast. These rights-of-way are 32.5m wide combined and form a logical linear park corridor which acts as a spine for the neighbourhood's continuous off-street pedestrian network. These rights-of-way are an important part of the neighbourhood as they provide ideal open space connections.

As per utility rights-of-way regulations, permanent structures cannot be constructed atop of underground utilities; however, these areas are great for passive open space where no construction of structures is proposed. Note that pipeline companies can limit activities on the land which may impact their underground utilities; however, they do not own the land and cannot dictate its land use designation. The Town of Sylvan will consult directly with the ROW owners to determine the use, construction details, and placement of the trail. The Developer will not be responsible to identify the location or obtain approval for the trail within the ROW.

The pipeline rights-of-way will function in two different ways in the neighbourhood: a linear park connection and to supplement park spaces providing additional passive recreation space. In the northeast portion of Iron Gate, the right-of-way combines with a neighbourhood park to create a recreation destination for the community.



Other Linear Parks

In addition to the 2.5m sidewalk within the collector road, two north-south linear park connection have been provided along the center and east boundaries of the Plan Area to act as secondary off-street pedestrian corridors. The east linear park space will also function as a buffer for existing residents living in the Lighthouse Pointe community to the east.

1.1.2 Neighbourhood Park

Two neighbourhood parks have been included in the Iron Gate community. These parks are intended to function as community gathering areas, where neighbours and families can come together and spend time outdoors; picnicking, watching children at the playground, flying kites, tossing a frisbee, etc. These parks have been located along the pipeline rights-of-way to widen the overall park areas.

Programming of the neighbourhood parks will be developed in coordination with the Town of Sylvan Lake to ensure all municipal regulations and preferences are reflected.

Stormwater Management Facilities

Two stormwater management facilities have been located in northeast portion of the Plan Area in a neighbourhood park site. These facilities have been designed to function for stormwater detention purposes as well as to act as passive recreation areas in the community. Trails will be constructed circumnavigating the ponds to provide scenic walking areas for residents. In association with the trails, passive recreation elements surrounding the facilities may include seating nodes and refuse containers. The location of homes backing on to the ponds provides an element of passive surveillance increasing the areas' overall safety.

The function of the ponds is described in Section 9.2 - Stormwater Servicing.

1.1.3 Municipal Reserve

A total of 20.8% (11.96 ha/29.56 ac) of Iron Gate has been identified as Open Space through a combination of Municipal Reserve, PUL's and ponds. Of the 20.8% open space, 10.0% (5.75 ha/14.20 ac) will be dedicated as Municipal Reserve.

7.2 Trails

As described, a system of interconnected trails and sidewalks will form the pedestrian network for this community. The trail network is intended to provide off-street mobility options for residents that promote an active lifestyle, are safe, and connect to community amenities and adjacent neighbourhoods.

7.3 Connection to Other Recreation Areas

The Town of Sylvan Lake is one of the most popular recreation destinations in Central Alberta. The lake is located approximately 2.3km from Iron Gate which equates to approximately a 28 minute walk. Secondary recreational destinations include the Town's Four Seasons baseball diamond park; located approximately 1.1km west of Iron Gate; this destination is approximately a 13 minute walk.

To facilitate pedestrian access to the recreational areas located outside of Iron Gate, sidewalks have been used to supplement the off-street trails located throughout the community.



Figure 6- Open Space Network

8.0 Transportation Network

8.1 Transportation Policies

The following transportation policies from the *Town of Sylvan Lake's Municipal Development Plan* have been utilized to design Iron Gate's transportation network.

“Promote Complete Streets design that include features such as traffic calming, street trees, wide sidewalks and multi-modal access throughout the Town, considering the needs of people of all ages and abilities.”

All roadways have been planned using the current Town of Sylvan Lake's existing cross-sections. Detailed design of the neighbourhood's roadways will be completed during the creation of the Iron Gate Servicing Study.

*“Maintain and construct **safe and convenient pedestrian and bicycle facilities** that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.”*

Bicycle routes are anticipated primarily along the off-street trails. These trails will be constructed as per the Town's existing standards and regulations.

*“Where optimal street connectivity cannot be or has not been provided, non-motorized connections should be added to **decrease walking and cycling trip lengths**.”*

*“Where dead-ends are unavoidable, ensure the grid is supported by **multi-modal links** providing additional mobility options.”*

Iron Gate's linear parks have been designed to provide off-street pedestrian connections where continuous roadway connections are not available or to provide more direct and convenient route options.



Character Image Only

“Consider the adoption of connectivity index standards within the subdivision and development regulations to promote greater connectivity of the street network. Area Structure Plans will be required to illustrate how connections points are achieved.”

Walking distances to the Iron Gate commercial areas, identified as the primary destination within the neighbourhood, are illustrated on **Figure 7 - Walking Distances**. As shown, the majority of residents are located within a 800m walking distance of the commercial site which represents approximately a 10min walking time.

8.2 External Roadways

1.1.1 Highway 20 Upgrades

The *Highway 20/781 Planning Study: Highway 11A - Twp Rd 382 Report No R1097* (May 2011) identifies upgrades proposed for Highway 20, through Sylvan Lake. In this report, the highway was identified for eventual twinning and it was identified that a right turn bay should be added to Highway 20 at 47th Avenue to facilitate right turns east to 47th Avenue.

Although the requirement for these upgrades is not immediate, the amount of land anticipated for its construction increases the highway right-of-way width from 50m to 60m. An additional 10m has been requested by Alberta Transportation along the west boundary of the Plan Area to accommodate this eventual construction; as such, a roadway widening right-of-way has been dedicated. Compensation for this parcel of land, and any additional cut-corners required to accommodate the construction of a future potential roundabout at Highway 20 and 47th Avenue, will be directly negotiated with Alberta Transportation prior to subdivision.

Where required within the Plan Area, a landscaped buffer will be created between Highway 20 and the Iron Gate neighbourhood to minimize the potential impact of the highway on the residents. This buffer will allow for the development of a trail as well as a fence, berm and/or landscaping; however, the buffer will not extend along the Out Parcel as this land is not held by the Developer of Iron Gate.

1.1.2 47th Avenue Upgrades

47th Avenue was identified in the *Town of Sylvan Lake Infrastructure Study* (2014) as a future arterial roadway. In association with this upgrade, an intersection

improvement was also proposed. This improvement will include a separated right-turn lane from Highway 20 to 47th Avenue and therefore require additional land in at the northwest corner of the Plan Area.

Land required for the intersection improvement and road ROW has been identified in the Iron Gate concept plan as ‘road widening’.

1.1.3 Future South Arterial

A future arterial roadway has been identified by the Town of Sylvan Lake for location along the south boundary of the Plan Area. As an arterial roadway, it is understood that this road will be constructed as a Undivided Arterial with a 32.0m wide right-of-way, two travel lanes of 3.75m travel lanes in either direction, and 2.5m wide separated sidewalks on both sides of the roadway.

As the quarter section south of the Plan Area falls within the jurisdiction of Red Deer County, construction of the roadway is limited to within the Town of Sylvan Lake’s jurisdiction on the Iron Gate quarter section. Until such a time that the quarter section to the south is developed; the construction, ownership, and on-going maintenance of this roadway will be the responsibility of the Town of Sylvan Lake.

To facilitate construction of this roadway within the limited space available, a road will be constructed using a 20.0m wide roadway right-of-way, located entirely on the Iron Gate property. At such a time that the quarter section to the south of the Plan Area is developed, the remaining ROW wide right-of-way would be required for dedication along the quarter’s northern boundary. Said dedication would supplement the existing right-of-way to facilitate the roadway’s eventual upgrade to a 32.0m wide arterial standard.

The 20.0m wide area, required to construct the roadway, has been identified along the south boundary of the Plan Area and will be dedicated to the Town of Sylvan Lake.

8.3 Internal Roadways

A series of roadways have been used to provide vehicular connectivity throughout Iron Gate and provide connections to areas to the north and east of the neighbourhood at Thevenaz Industrial Trail and the southeast corner of the Plan Area. These roadways have been designed to provide convenient vehicular and pedestrian access while preventing short-cutting

through the community. All roadways in Iron Gate will be designed as per the approved *Town of Sylvan Lake's Design Guidelines* at the time of detail design.

1.1.4 Collector Roadway

As shown on Figure 8 - Roadway Hierarchy Plan, a main collector roadway runs north/south through the Plan Area. A second collector roadway branches off the primary line and extends east into the adjacent property. No collector access on to Highway 20 has been provided.

The collector roadways in Iron Gate will be designed using a 20.0m wide right-of-way, 12.0m wide carriage way, and 1.5m/2.5m separated sidewalks on both sides of the roadway. The collector roadway cross-section will be further reviewed at the time of Detail Design to review the opportunities to incorporate street trees.

1.1.5 Local Roadways

The system of local roads has been planned to provide access to individual development clusters while discouraging outside traffic from short-cutting.

These roadways will have a 17.0m wide right-of-way with a 10.0m wide carriage way and 1.5m monolithic sidewalks on both sides of the roadway.

1.1.6 Lanes

Any lanes adjacent to Municipal Reserves or public utility lots may have bollards installed to prevent vehicular access into open spaces.

Rear laneways will be designed to The Town of Sylvan Lake standards for front-serviced areas with 6.0m wide rights-of-way.

To support the inclusion of rowhome housing, end bulbs have been designed as they provide less constraints for attached properties. Access to lanes from the end bulbs will only be permitted for emergency access. Additional benefits of the end bulbs include:

- Provide a consistent face of house to the multiple units,
- Ensure lot depths are sufficient and consistent,
- Minimize the need for relaxations of setbacks,
- Minimize the inclusion of 'pie' shaped lots for duplex and rowhomes

- Allow convenient access for operations and emergency response vehicles,
- Accommodate on-street parking, and
- Facilitate snow removal.

8.4 Commercial Access

Through consultation with the Town, two potential right-in/right-out accesses have been identified along 47 Street to provide access to each of the commercial sites. The commercial sites' layouts will be designed to discourage short-cutting between 47 Avenue and the internal roadways within Iron Gate.

A TIA specifying the proposed commercial use and anticipated traffic volumes will be required as part of the commercial Development Permit application. In addition, the Developer will submit pre-design and justification regarding the location of the right-in right-out accesses, to a level of detail acceptable by the Town of Sylvan Lake.

8.5 Roundabouts

As part of the Town's policy to plan for future intersection alternatives, roundabouts have been considered at key intersections to prevent conflicts with future land uses, product types, and roadway cross-sections. As shown on Figure 8 - Roadway Hierarchy Plan, roundabouts may be located at the following intersections:

- Highway 20/ 47th Avenue
- Highway 20/ south arterial
- 47th Avenue/ Thevenaz Industrial Trail

To accommodate the potential inclusion of roundabouts, intersections will be provided additional right-of-way at the time of subdivision. Roundabouts will be designed and constructed by the Town of Sylvan Lake.

8.6 Pedestrian Network

To provide efficient and comfortable pedestrian movement throughout Iron Gate, a pedestrian network has been created using off-street trails and on-street sidewalks. Trails in the community will be 2.5m wide asphalt whereas sidewalks will be 1.5/2.5m wide.

Separated sidewalks will be provided on both sides of the collector roadways to optimize trail connectivity and provide a comfortable pedestrian environment.

1.1.7 Destinations

As part of designing the pedestrian environment, a variety of destinations have been identified to determine which routes would be most used by pedestrians. Through this identification process, it was determined that the majority of pedestrian traffic would be travelling to the northwest corner of the Plan Area: the commercial centre in Iron Gate and beyond.

A secondary destination for residents is directly west into the Ryders Ridge neighbourhood where there is a school and larger playground. This secondary destination requires crossing Highway 20 which is illegal jaywalking and may be considered reasonably unsafe. To increase safety along this route, trails have been directly north toward 47th Avenue which includes a signalized intersection west at Highway 20.

1.1.8 Access Across Highway 20

The off-street pedestrian trail will not continue west across Highway 20. The park site located along the west boundary will be fenced to discourage pedestrian access to the Highway and jaywalking. Pedestrian movement across Highway 20 will be limited to two controlled crossings: one at 47th Avenue and one at the south arterial.

8.7 Over Dedication and Compensation

As per the MGA, lands provided for roads and public utilities may not exceed 30% of the parcel of land; however, Iron Gate has been designed with over 30%. As compensation for this overage, the Town of Sylvan Lake has agreed to provide credit to the Developer towards the amount of Off-Site Levies owing. The amount of credit would be determined based on an appraisal of the Plan Area in its current condition, on a per acre basis, completed by an independent accredited land appraiser.

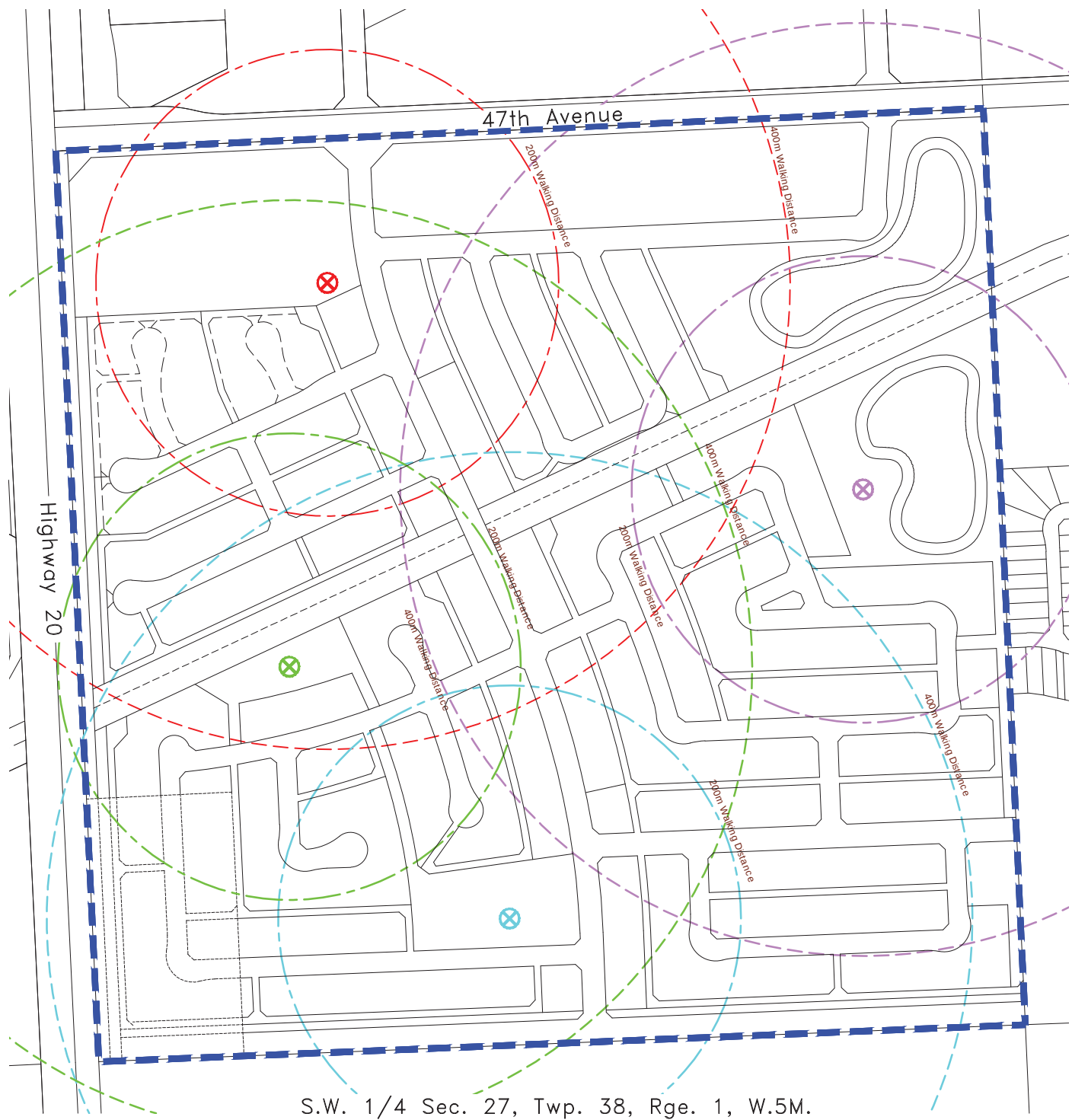
Following appraisal, the value of the over-dedicated lands will be reduced from the Transportation Off-Site Levies owing by the Developer at the time of preparation of the Development Agreement after subdivision approval.

The Town of Sylvan Lake has agreed to compensate the Developer for 2.51 ha (6.19 ac) of land as defined in Table 5 - Roadway and Public Utility Compensation.

Table 5 - Roadway and Public Utility Compensation

	Hectares	Acres
Roadway Widening - North Arterial (47 th Avenue)	0.57	1.42
PUL - North Arterial (47 th Avenue) Berm	0.13	0.31
Roadway Widening - South Arterial	1.35	3.34
PUL - South Arterial Berm	0.46	1.13
Total	2.51	6.19

Note: Areas are approximate and to be determined by a subdivision plan.



Legend

- Commercial Walking Distance (200m/400m)
- Open Space 1 Walking Distance (200m/400m)
- Open Space 2 Walking Distance (200m/400m)
- Open Space 3 Walking Distance (200m/400m)
- ⊗ Walking Node
- Plan Boundary



Figure 7- Walking Distances

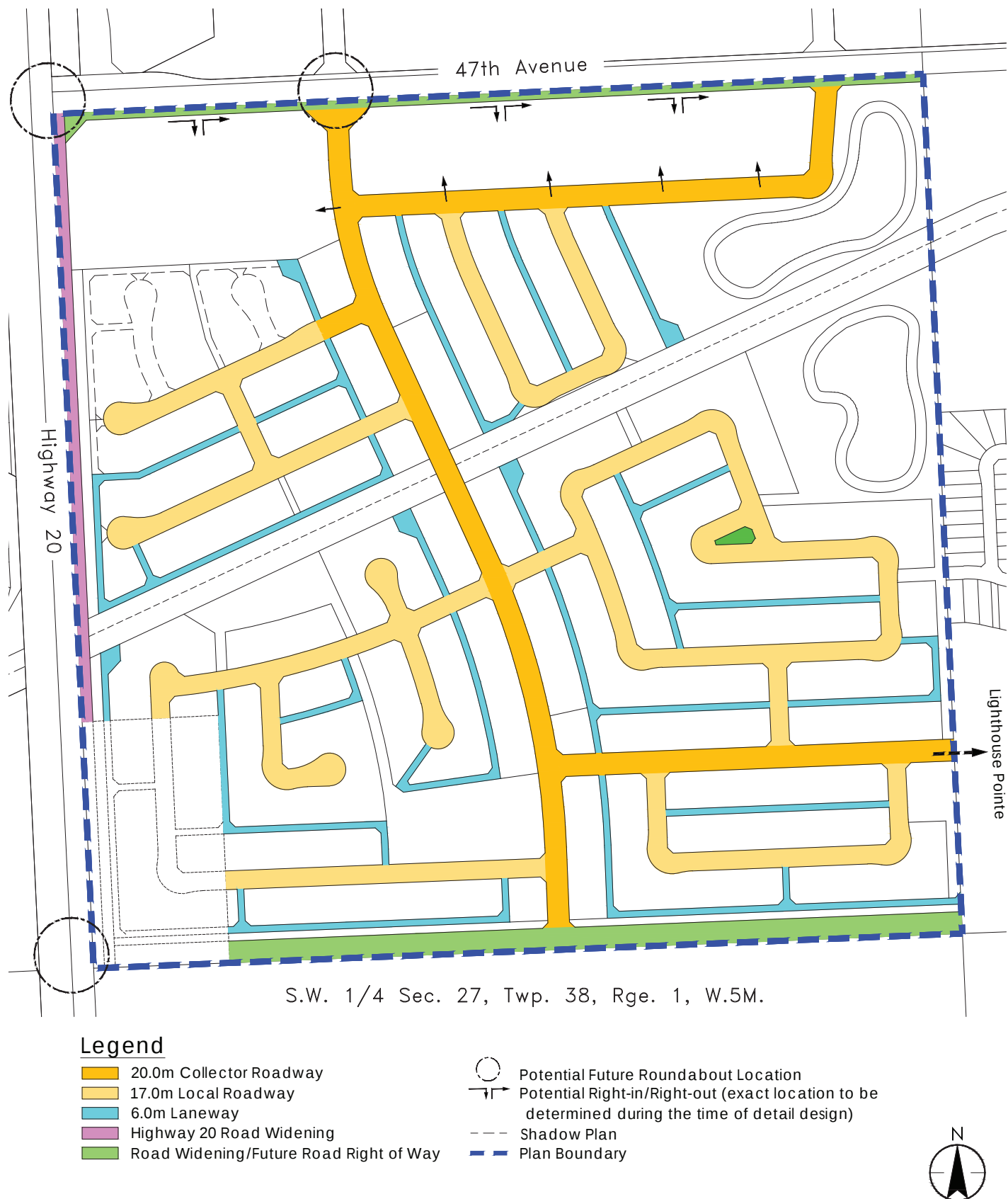


Figure 8- Roadway Hierarchy Plan

9.0 Servicing Considerations

9.1 Sanitary Servicing

All wastewater generated from the Iron Gate neighbourhood will be collected by gravity sewer system as shown on Figure 8—Sanitary Servicing. This system will connect to an existing manhole situated in 47th Avenue near the intersection of Thevenaz Industrial Trail. From this connection point, sewage is routed down Thevenaz Industrial and then through the Beju Industrial Park.

To ensure that two northwest R3 sites can be developed with a variety of multi-family options, the sanitary sewer will be sized in this area to accommodate maximum density in accordance with the *Town of Sylvan Lake Design Guidelines and Land Use Bylaw*.

Due to the natural topography of the land, relative to the elevation of the existing sanitary line in 47th Avenue, the northeast corner of Iron Gate will require a lift station. This lift station situated in the extreme northeast corner of the development will pump sewage, via a force main, into the Iron Gate gravity system.

The Town is currently (fall 2019) reviewing options for a centralized lift station thus allow for gravity sanitary service in Iron Gate. Iron Gate will continue to work with the Town of Sylvan to determine the best options dependent on the timing of development and/or implementation of the centralized lift station. Additional details will be presented during the detail design stage of impacted phases.

9.2 Stormwater System

1.1.1 Major Drainage System

Two stormwater management facilities (SWMF) have been located in the northeast portion of the Plan Area. Iron Gate's SWMFs will be designed to accommodate 1:100 year storm water flows for the Iron Gate neighbourhood, and



Character Image Only

restrict outflows to pre-development rates. This system has been analyzed in a detailed stormwater management plan which has been submitted under separate cover to the Town of Sylvan Lake.

It is anticipated that a portion or all of the Iron Gate SWMFs will be constructed as a wet pond. The facilities will not only detain stormwater from major storm events but also enhance water quality to meet Alberta Environment's standards before discharging out of the Iron Gate development. These facilities will also serve a major park amenity to all the residents in this community.

In the event that the Town of Sylvan Lake experiences a storm that produces water categorized as greater than the 1:100 year flows, or some other unforeseen incident occurs that prevents the SWMF from discharging as per the design, an overland emergency overflow route will be incorporated into the design of the SWMF to convey water safely towards 47th Avenue and from there conveyed to Cygnet Lake to prevent property damage within the community.

1.1.2 Minor Drainage System

An underground storm pipe system will convey minor storm events, less than 1 in 5 year intensity, from the Iron Gate neighbourhood. This system will direct stormwater flows into the SWMF.

From the SWMF, stormwater will be routed into a storm pipe located in 47th Avenue which discharges into an existing ditch located on the south side of 47th Avenue. This ditch directs flows west of the outlet directly into Cygnet Lake. The existing 47th Avenue storm pipe, which also accommodates stormwater flows from the Beju Industrial Park, will need to be assessed to determine if it has sufficient capacity to accommodate Iron Gate's flows. If the additional flows cannot be accommodated,

the pipe will need to be up sized.

The proposed/existing pipe system is shown on **Figure 9 -Stormwater Servicing**. All stormwater management facilities will be designed in accordance with the *Town of Sylvan Lake Design Guidelines*.

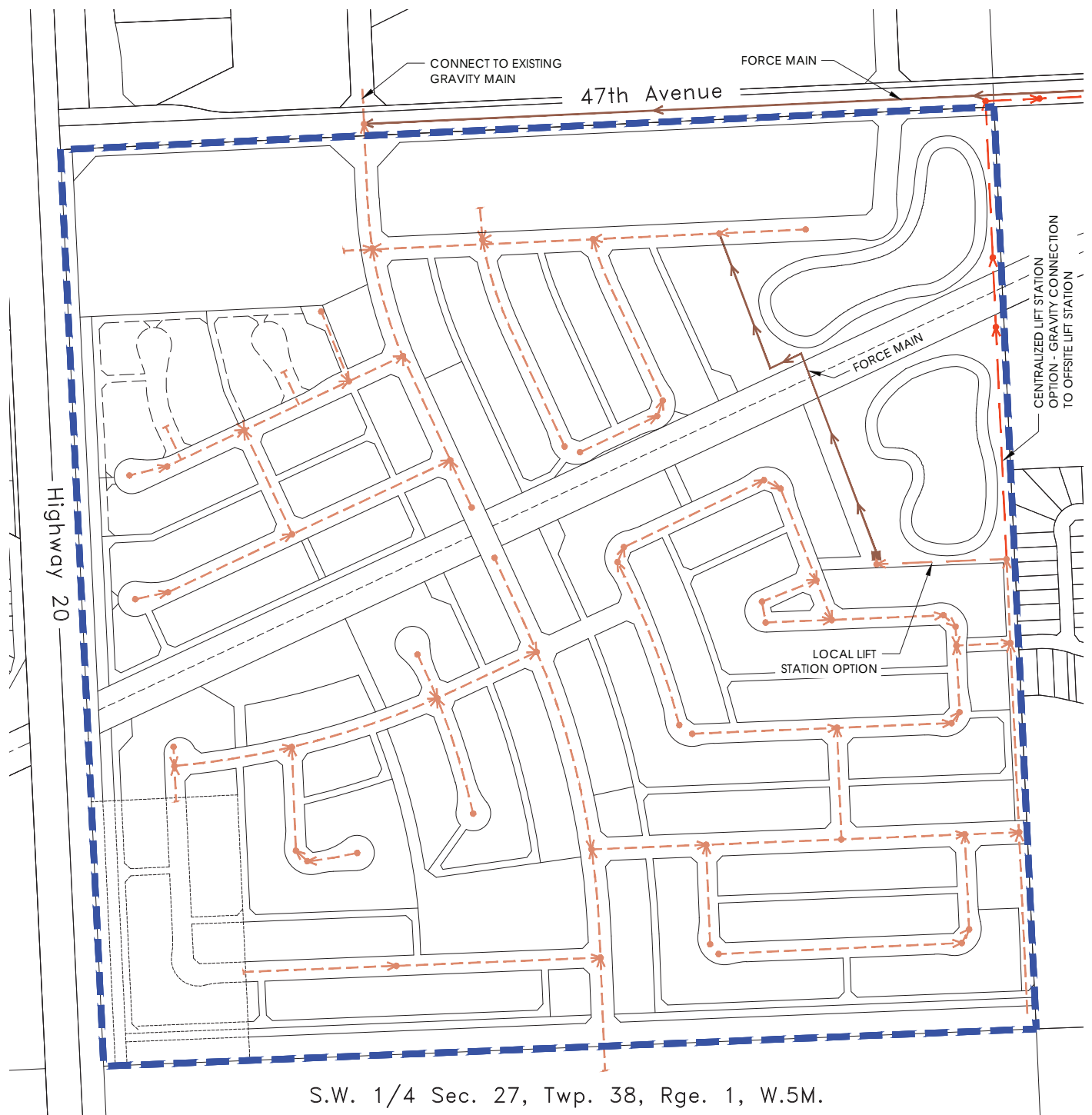
9.3 Water Servicing

The overall water distribution system needed to service the Plan Area is shown on **Figure 10—Water Servicing**. This system is an extension of the existing system along 47th Avenue and the Lighthouse Pointe neighbourhood to the east. Water stubs will be provided to service future development areas to the south.

To ensure that two northwest R3 sites can be developed with a variety of multi-family options, the water mains in this area will be sized to accommodate maximum density in accordance with the *Town of Sylvan Lake Design Guidelines and Land Use Bylaw*.

9.4 Franchise Utilities

Shallow utilities will be required for this development within the Town. These utilities include power (Fortis), telephone (Telus), cable (Shaw) and gas (ATCO) and will be extended from the existing community to the east, Lighthouse Pointe.

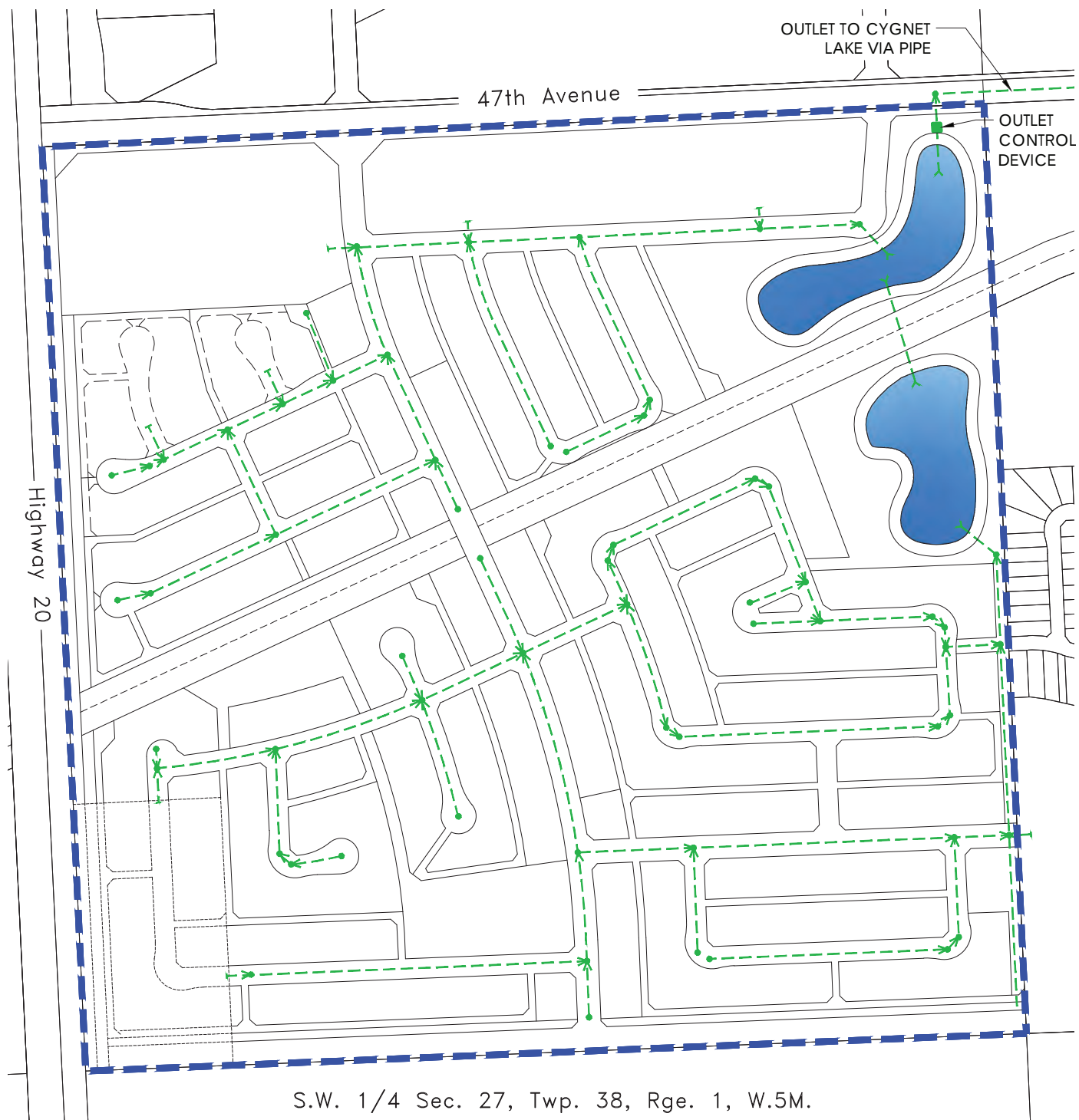


Legend

- > Sanitary Servicing for Offsite Forcemain
- - - Sanitary Servicing
- Sanitary Manhole
- > Flow Direction
- Existing Sanitary Servicing
- Lift Station
- - - Plan Boundary



Figure 9- Sanitary Servicing

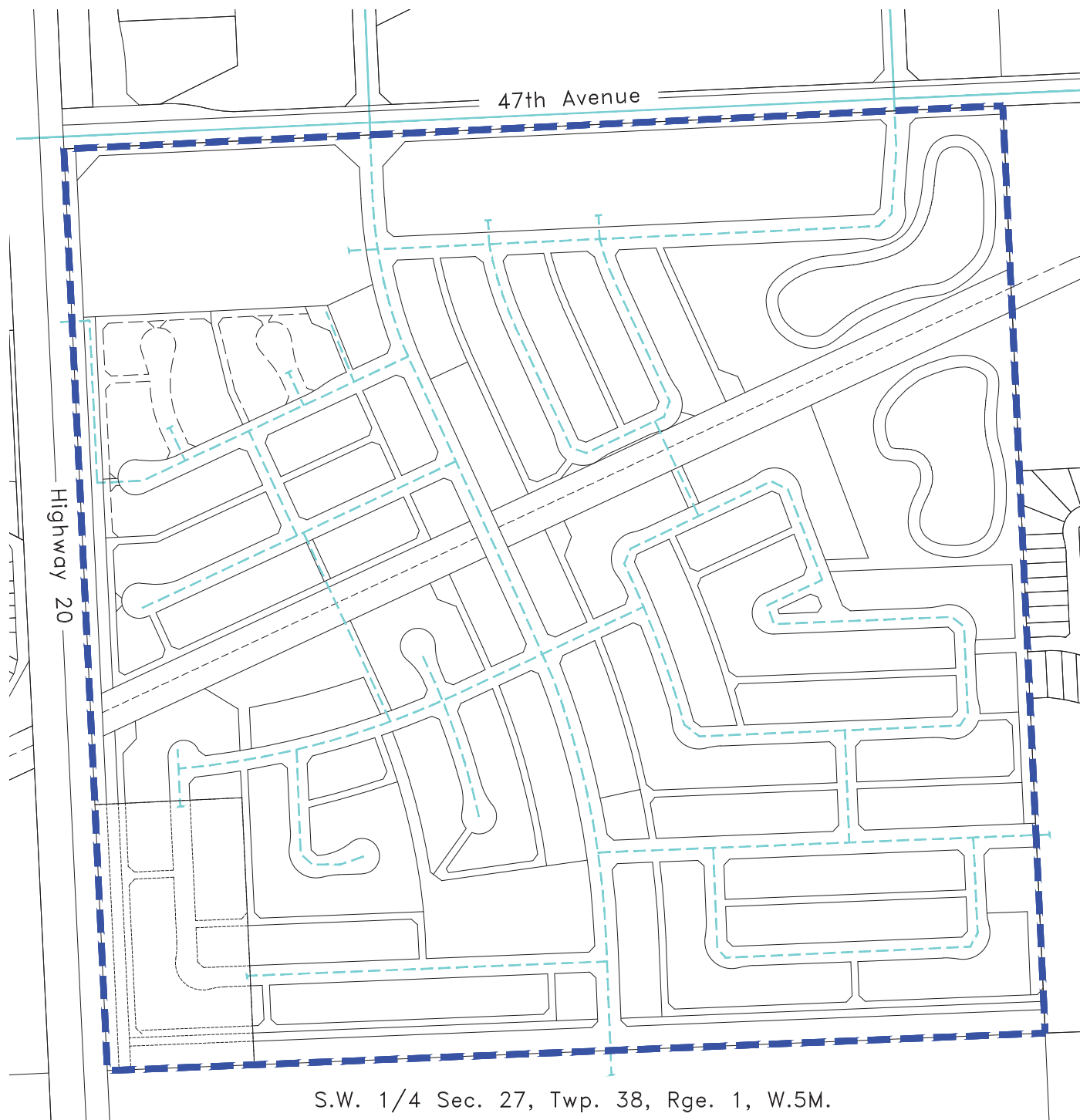


Legend

- Storm Servicing
- Storm Manhole
- > Flow Direction
- Outlet Control Device
- Storm Water Management Facility
- Plan Boundary



Figure 10- Stormwater Servicing



Legend

- Water Servicing
- Existing Water Servicing
- Plan Boundary



Figure 11- Water Servicing

10.0 Implementation

10.1 Phasing

As shown on Figure 12- Phasing Plan, development of Iron Gate is proposed to be undertaken in several phases.

1.1.1 Phasing Considerations

Staging of development is dependent upon many factors including servicing. Infrastructure to this development will be extended into the Plan Area from the existing tie-ins from the north.

With the current access and location of servicing extensions, it is logical for development to begin in this area of the community. Phase 1 consists of developing the lands adjacent to 47th Avenue and Highway 20.

Subsequent to the completion of Phase One, future phases will continue south, completed with the logical and economical extension of servicing infrastructure. Portions of separate phases may be developed concurrently if there is sufficient demand and/or if municipal servicing is made more efficient as a result.

10.2 Redesignation and Subdivision

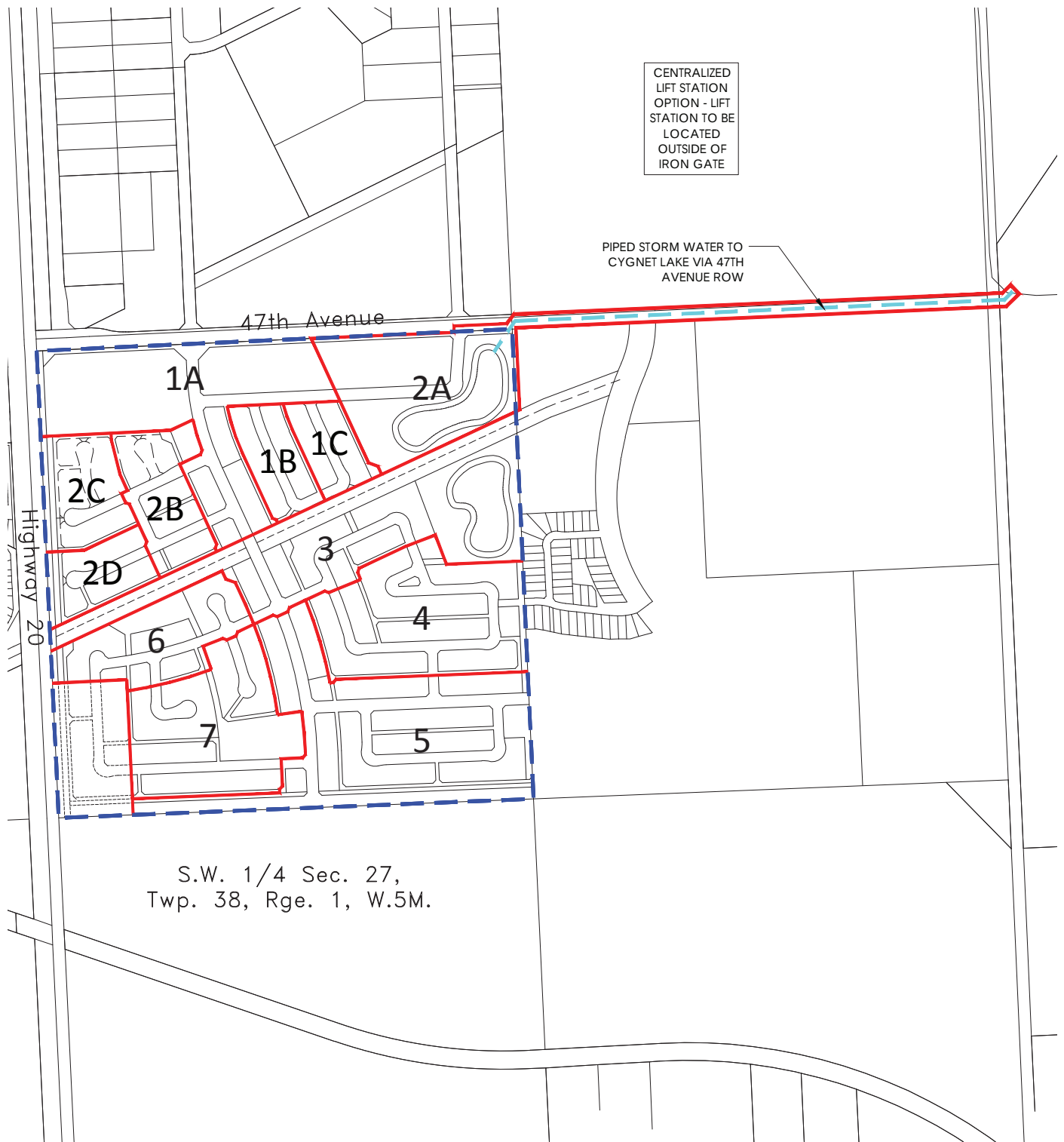
Redistricting and subdivision applications to conform to the land use designations described in this Outline Plan will be undertaken as necessary. Guided by *The Town of Sylvan Lake Municipal Development Plan*, redesignation and subdivisions must conform to the uses identified in *The Town of Sylvan Lake Land Use Bylaw* and all applicable statutory plans in addition to the informational requirements necessary for each application.

10.3 Plan Interpretation

The Iron Gate Outline Plan is intended to guide development within the Plan Area; all pictures as shown in this Plan have been included for visioning purposes only and should not be used to identify definitive locations or be considered an indication of exactly what will be constructed.



Character Image Only



Legend

- 7 Phase Number
- Phase Boundary
- Plan Boundary
- Piped Stormwater



Figure 12- Phasing Plan

11.0 Sustainability

11.1 Overview

The Iron Gate neighbourhood has been designed to respect the goals and action items identified in the *Town of Sylvan Lake's Municipal Sustainability Plan* (MSP). These guiding policies are listed below with a brief description of how Iron Gate has met or considered the policy.

11.2 Policy Review

The following are generalized policies based on the goals and action items identified in the 2010 Sustainability Plan.

- Integrate wetlands into new community developments
 - » The existing wetlands in the Plan Area have not incorporated into the overall neighbourhood due to servicing challenges and existing locations.
 - » Wetland removal will require compensation as per Alberta Environment & Parks' regulations.
- Retain existing tree stands by incorporating them into new development designs
 - » Existing trees along the east boundary of the Plan Area have been incorporated into the overall design to provide a privacy buffer for existing residents in the Lighthouse Pointe community.
- Design parks and public spaces for both functionality and aesthetics.
 - » The design of all Iron Gate park spaces will be completed in consultation with the Town of Sylvan Lake to determine the most effective way to design these spaces to meet the needs of the community from both a functionality and aesthetic viewpoint.
- Encourage higher densities in key areas with connectivity to nearby amenities.
 - » Higher density housing has been located surrounding commercial areas to support the creation of a mixed use nodes. These housing types are also adjacent to the linear park system to provide pedestrians convenient access to off-street trails.
- Ensure the design of new streets takes into account uses other than vehicles to allow for the safe use of alternate modes of transportation.
 - » Collector roadways have been designed to a width that will accommodate a public transit bus in the future, should it become available.



Character Image Only.

- » The inclusion of separated sidewalks along collector roadways will increase the comfort of pedestrians and cyclists.
- Implement mixed-use neighbourhoods in development planning.
 - » The Iron Gate neighbourhood has been designed to include both residential, commercial, and recreational uses.
- Encourage developers to use green parking lot designs, integrate rain water re-use, grey water re-use, and green roofs to retain water on site.
 - » Recommendations regarding the design of parking lots may be included in the neighbourhood's architectural design guidelines.
 - » Parking lot design will be determined during the time of commercial site design.
- Ensure sidewalks are located on both sides of main streets and are adequately lit and designed for accessibility.
 - » All collector roadways in Iron Gate have been designed as per the Town of Sylvan Lake's standard cross-section.
 - » Collector roadways include separated sidewalks on both sides of the roadway; local roadways include monolithic sidewalks on both sides of the roadway.
- Ensure pedestrians have access to all commercial areas via a sidewalk.
 - » Pedestrian connections have been provided to the commercial areas; however, parking lot design will be determined during the time of commercial site design.
- Complete the connection and expansion of trails for pedestrians and cyclists.
 - » On-street sidewalk connections have been used along with off-street trails to create an integrated trail network for pedestrians and cyclists.
- Explore opportunities to encourage the development of housing for assisted living, nursing homes, group homes, and rental homes: housing that allows people to age in place.
 - » Housing that encourages residents to age in place is encouraged in **Section 4.2.6 - Age-Friendly Community**.
- Increase trail connectivity by completing trail development and connector routes. Ensure major routes provide adequate lighting for the safety of users.
 - » The Iron Gate trail network is discussed in **Section 7.2 - Trails**.
- » Lighting will be provided along the on-street pedestrian network; however, off-street trails will not be illuminated. As the inclusion of lighting in park spaces adds a significant additional cost for the municipality in the long term; should the Town of Sylvan Lake wish to illuminate these areas, it will be the responsibility of the Town.
- Promote a dark sky policy.
 - » All lighting in Iron Gate will meet the existing standards of the Town of Sylvan Lake.
- Celebrate the Town's history with the incorporation of heritage plaques, murals, photos and monuments into the built environment.
 - » It is recommended that historic persons of Sylvan Lake could be honored by naming streets after them. This process will be the responsibility of the Town of Sylvan Lake.
 - » As a tribute to the first land owners of the Iron Gate Plan Area, the following historic information may be used to inform this process:
 - » Sylvan Lake was an important location for early Estonian immigrants coming to Canada seeking refuge from the Russian Empire. This particular quarter section did just that for Juhan Neithal.
 - » Juhan (John) Neithal was born in 1860 in Nurmedkünde, Russia; located northwest of present day Moscow. John travelled to Canada in 1901 seeking refuge from the Russian Empire.
 - » John joined other Estonian settlers in Livonia (present day Sylvan Lake) and purchased this property from the Canadian Pacific Railway in 1902. John soon had moved on to settle in Kalev, just south of the Town of Stettler, where he became the founding president of the local Estonian Farmers Association in 1910. John died in 1947 in Stettler.
- Develop a public art policy within the Municipality.
 - » A site has been identified in the Iron Gate community park for the inclusion of a public art piece, should that be desired by the Town of Sylvan Lake.