

# **Lakeway Landing SW ¼ Section 29-38-1-W5 Outline Plan Report**



Prepared for:  
Lakeway Landing  
Management Ltd.

Prepared by:



**Stantec**

Stantec Consulting Ltd.

February 2003  
Revised January 2004

## LAKEWAY LANDING OUTLINE PLAN REPORT

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# **LAKEWAY LANDING OUTLINE PLAN REPORT**

## **1.0 Introduction**

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### **1.1 PURPOSE**

Stantec Consulting Ltd. on behalf of Lakeway Landing Management Ltd has prepared the Lakeway Landing Outline Plan.

The purpose of the Lakeway Landing Outline Plan Report is to describe the land use framework and development objectives for a portion of the SW ¼ quarter section of land in southwest Sylvan Lake. This quarter section is located south of existing Fox Run subdivision, north of Township Road 384, and east of Range Road 15. The proposed Lakeway Landing includes an area of approximately 60.4 hectares (149.1 acres) and will be included in Sylvan Lake's latest Area Structure Plan, to be adopted spring 2003.

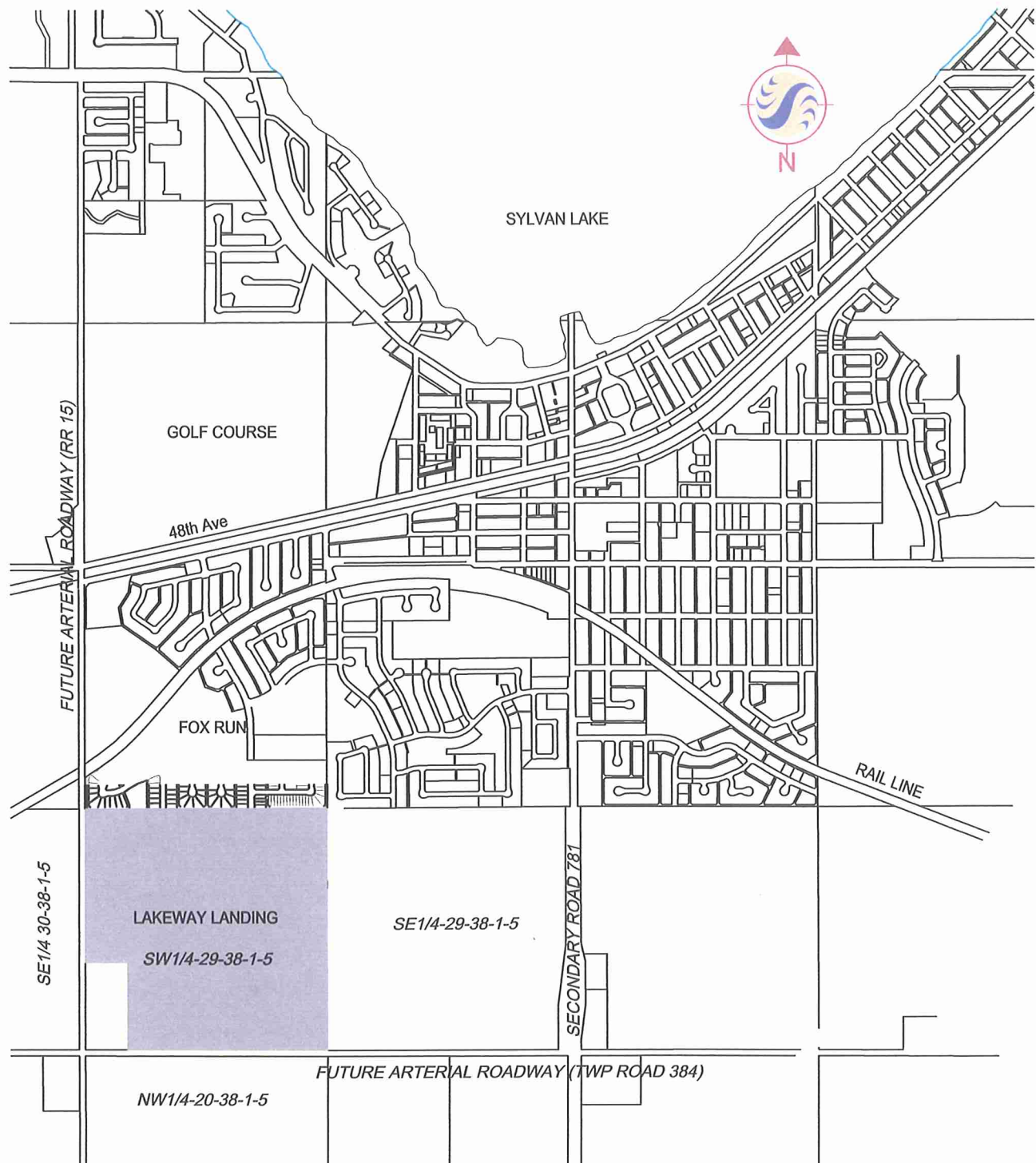
Lakeway Landing Management is committed to developing balanced communities of residential and recreational opportunities with complimentary land uses. In order to achieve this, we have integrated the area with interconnected parks, open space linkages, and the development of high-quality residential opportunities. Together, these aspects will provide the Town of Sylvan Lake with a unique area for community development.

Approval of the Outline Plan will provide the basis for proceeding with Lakeway Landing Management's and the Town of Sylvan Lake's vision for this area. The Outline Plan provides the opportunity to develop components of the this vision in the initial phases of development through recreational amenities, and a variety of housing forms and lifestyles.

The purpose of this document is to define the land use pattern and development objectives for the Lakeway Landing development. The Outline Plan will implement the land use framework and development objectives by identifying the type, size and location of various land uses, density of development, location of major roadways, conceptual servicing designs and sequence of development. Detailed design of each phase (redistricting and plans of subdivision) will refine the concept presented by this Outline Plan for Lakeway Landing.

### **1.2 DEFINITION OF PLAN AREA**

The Lakeway Landing Plan consists of land located within the SW ¼ Section 29-38-1-W5M and includes an area of approximately 60.4 hectares, as shown on Figure 1.0 – Location Context. The plan does not include an existing cemetery, which is



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LAKEWAY LANDING  
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Figure No.

1.1

Title

SITE LOCATION

**LAKEWAY LANDING  
OUTLINE PLAN REPORT**  
INTRODUCTION

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located in the southwest corner of this quarter section, and occupies approximately 3.80 hectares.

The Lakeway Landing Outline Plan constitutes a logical planning unit with respect to identifiable plan boundaries and servicing considerations and is consistent with the Area Structure Plan presently being developed.

### **1.3 BACKGROUND**

The Lakeway Landing Outline Plan is a Non Statutory Plan, but has been developed to adhere to the South Area Structure Plan, which is a Statutory Plan. This plan was prepared in consultation with the Town of Sylvan Lake as well as Parkland Community Planning Services. Also the Town of Sylvan Lake Design Guidelines and Land Use District Regulations were used as baseline for preparing this plan.

## **2.0 Site Context & Development Considerations**

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### **2.1 TOPOGRAPHY, SOILS & VEGETATION**

As shown on Figure 2.0 – Existing Features, the topography of Lakeway Landing is very dramatic with significant slope from south to north. The lowest area is the northwest corner, at a geodetic elevation of approximately 966.0 metres and the highest area is along the north central part of the site, at an elevation of 982.0 metres. Also there are two low-lying depressions, one located in the extreme southeast and another area in the west central portion of the plan.

Soils in the area consist of a thin layer of topsoil underlain by clay till overlying bedrock. The topsoil on this site ranges in depth from 25 mm to 300 mm at the deepest location. The thickness of the clay till ranges from less than 1.0 metre up to 6.0 metres at some locations. These soils conditions are very similar to those encountered in the Fox Run development, to the south, and do not present any impediment to urban development.

The majority of the plan area has been cultivated and farmed for several years. There is limited vegetation existing on the site aside from a narrow band of trees along the south and east perimeter of the site. As well as a wider stand of trees located in the northwest corner, adjacent to Fox Run and Range Road 15.

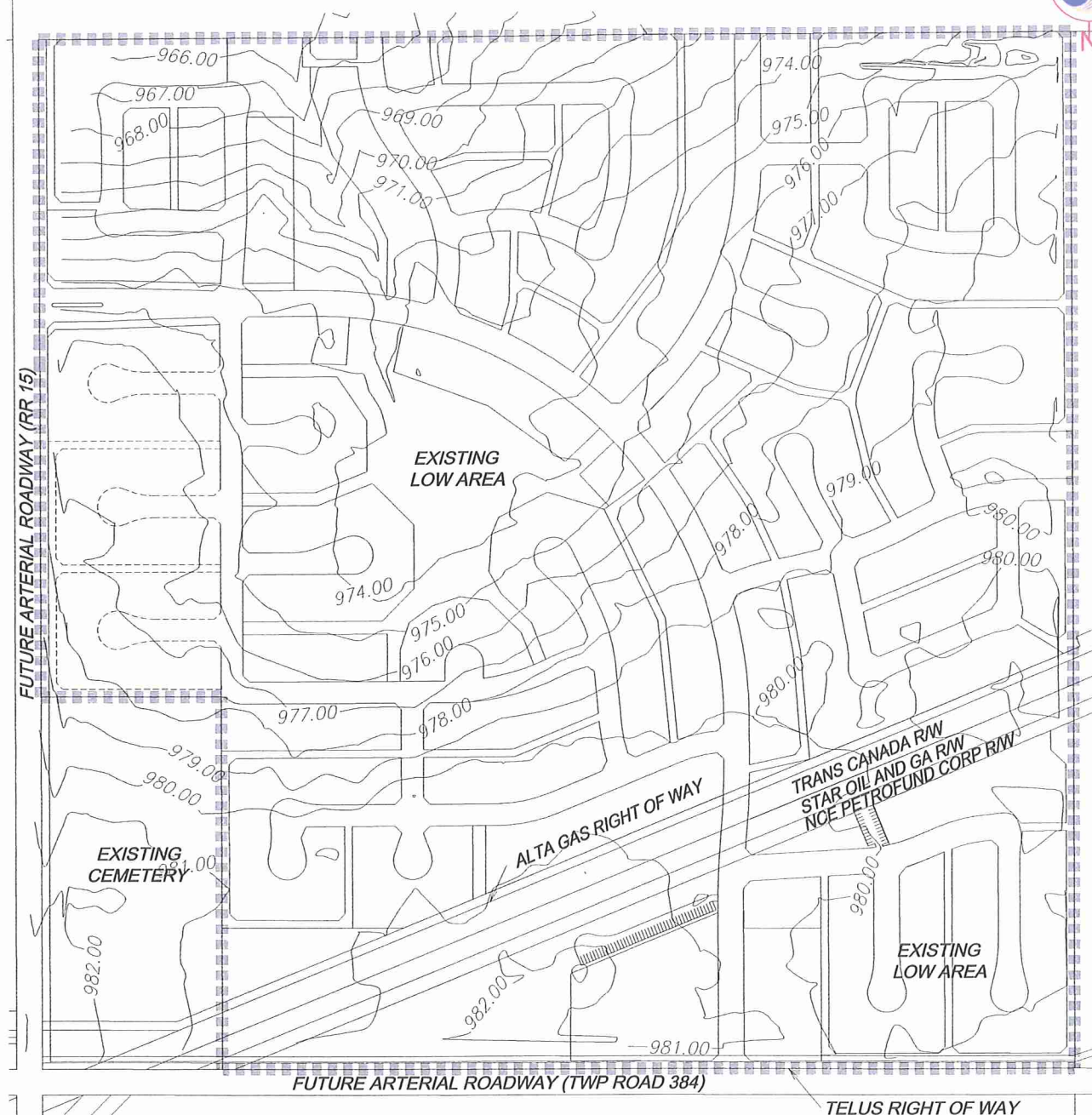
### **2.2 ENVIRONMENTAL SITE ASSESSMENT**

An Environmental Site Assessment was conducted for the subject property in May of 2001 and submitted under separate cover. From this report, the Lakeway Landing area has been assigned a rating of “low” for environmental risk.

Based on the available information the following issues were not found to be a concern on this site:

- Asbestos containing materials;
- Chemical using activities;
- Hazardous materials;
- Underground (UST's) and aboveground storage tanks (AST's);
- Freons and halons;





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#### EXISTING FEATURES LEGEND

-  Outline Plan Boundary
-  974.00 Original Ground Contour  
1m Interval

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Figure No.

2.0

Title

EXISTING FEATURES



## **OUTLINE PLAN REPORT**

### **SITE CONTEXT & DEVELOPMENT CONSIDERATIONS**

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- Polychlorinated bi-phenyls (PCB's);
- Solid wastes;
- Liquid effluents and site runoff;
- Local water supply; and
- Adjacent land use.

The only minor issue is the Star Oil and Gas (NW ¼ -19 -38 -1-W5M) sour gas plant and gathering system located on the adjacent quarter section. This is a level 1 facility, which emits the lowest amount of sour gas, and it is located more than 300 metres from the residential portion of this development. The minimum setback from these types of facilities is 100 metres. It is not considered to pose any environmental risk. There is also no concerns regarding the existing pipeline that runs through the proposed development to service this plant.

### **2.3 NATURAL FEATURES**

There are two existing depressions, with normally no standing water, located within the plan area. The first one occupies approximately 1.50 hectares and is located in the extreme southeast corner of the plan area. There is also another one approximately 2.50 hectares in size and is located on the west central portion of the plan. This second area will be redeveloped as a constructed wetland facility.

Other natural features include the tree windbreaks, previously discussed.

### **2.4 EXISTING LAND USE**

The subject area has been vacant agricultural land since at least the 1960's.

There are five existing utility right-of-ways registered on the land. Four of these are for existing gas lines, which extend diagonally through the south portion of the plan area. These pipeline right-of-ways are registered to Star Oil and Gas, Trans Canada Pipelines, Alta Gas Services, and NCE Petrofund Corp. The fifth right-of-way is for an existing Telus fibre optics line, which is located along the south boundary of this site.

There is an existing farmyard, which belongs to the Len Boomer family, and is included in the Plan area. This area, which is approximately 3.85 hectares in size, will be subdivide out and maintained by the Boomers. Eventually this area will be redeveloped as a low-density residential area, but in the short term will be maintained

## **OUTLINE PLAN REPORT**

### **SITE CONTEXT & DEVELOPMENT CONSIDERATIONS**

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as a residence. Presently situated on this site is an existing bungalow home, a large garage, a trailer home, a grain silos and tree stands.

#### **2.5 SURROUNDING DEVELOPMENT**

The existing Fox Run residential development is located directly north of this proposed development. Development in Fox Run was finished in 2003, with the exception of a 10 acre parcel, which is owned by the Harry Boomer family and is where they have their residence.

South of Lakeway Landing is Township Road 384 and the NW ¼ quarter section 20-38-1-W5M. This land has been farmed as agricultural land since the early 1900's.

Range Road 15 and the SE ¼ 30-38-1-W5M are located west of the plan boundary. This quarter section is presently being farmed, as it has been since the early 1900's. The Town of Sylvan Lake's new cemetery, which was constructed in 2003, is also situated directly southwest of the plan area.

This proposed development also bounds the SE ¼ 29-38-1-W5M to the east, which is agriculture land but may be developed as a new residential area within the next 5 to 10 years.

## **3.0 Development Objectives & Principles**

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### **3.1 DEVELOPMENT OBJECTIVES**

The Lakeway Landing Outline Plan has been prepared as a comprehensively planned residential neighbourhood taking advantage of both the natural topography, the existing gas line utility corridor and locational attributes of the area. The main objectives of the plan are:

- To develop a plan consistent with the general intent and purpose of the Sylvan Lake South Area Structure Plan;
- To provide a framework to deliver high quality, comprehensively planned residential areas by defining the general pattern and composition of land uses, linkages, servicing designs and development staging;
- To address and accommodate existing uses (i.e. the utility corridor and surrounding transportation routes) affecting the plan; and
- To ensure the implementation of the plan takes place on an orderly, phased basis.
- To provide passive recreational areas, for use by the residents, by developing a linear park system.

### **3.2 DEVELOPMENT PRINCIPLES**

Development of the various land uses within the Lakeway Landing Outline Plan are defined through the following general principles:

#### **3.2.1 Residential**

- Encourage a variety of housing types, including single detached housing, duplexes, row housing and apartments. All housing forms and options will recognize consumer preferences and be in conformance with municipal standards and policies set forth by the Town of Sylvan Lake.
- Encourage pedestrian friendly streetscapes.
- Provide direct and safe pedestrian linkages to the community nodes such as commercial, open space, and recreational facilities.

**LAKEWAY LANDING**  
**OUTLINE PLAN**  
DEVELOPMENT OBJECTIVES & PRINCIPLES

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- Locate residential development to take advantage of features such as Storm Water Management Facilities, linear parks and other open spaces, utility corridors, and viewing points to Sylvan Lake.
- Provide some transition between lower densities housing to higher density housing types.
- Locate concentrations of medium density and high density housing adjacent to commercial sites, local roadways and green spaces..
- Create residential development that compliments and provides continuity to Fox Run.
- Provide a variety of lot types, in particular lots that will accommodate walkout basements.

**3.2.2 Commercial**

- Provide for neighbourhood convenience commercial development opportunities within Lakeway Landing to serve area and surrounding residents.
- Locate and orient commercial sites along arterial and / or collector roadways to ensure high visibility and to provide convenient access opportunities.
- Integrate commercial developments into the fabric of the neighbourhood to the extent possible without causing negative impacts on surrounding land uses.
- Provide convenient pedestrian linkages to commercial areas.

**3.2.3 Municipal Reserves and Recreational Facilities**

- Allow for the provision of park space dispersed within the neighbourhood to provide open space and opportunities for recreation for residents through the dedication of Municipal Reserves.
- Where possible and economically viable and sustainable, utilize the existing gas line right-of-way corridor and future Storm Water Management Facilities to provide pedestrian linkages and open space for recreational opportunities.
- Create open space linkages, which will be an amenity for passive recreation, and facilitate areas in which to construct walkout basements.

### **3.2.4 Transportation**

- Provide a logical, safe and efficient transportation system within the plan area to accommodate pedestrian, bicycle and other multi-use modes, and the vehicular transportation needs of residents moving to, from and within the Lakeway Landing development as well as the adjacent areas.
- Protect a corridor for the future improvement of roadways along the east side of Range Road 15 and along the north side of Township Road 384. These roadways will eventually be upgraded to an arterial roadway standard.
- Provide non-vehicular circulation options throughout the neighbourhood with special attention to linkages to the central Storm Water Management Facilities, northwest Storm Water Management Facility, and the recreational playing fields located at the south portion of the site.
- Minimize walking distances by creating an interconnected street network and providing walkways where roadway connections are not feasible.

### **3.2.5 Ecological Stewardship**

- Develop land in an efficient manner and encourage intensive urban development.
- Incorporate open spaces into compatible land uses such as the Storm Water Management Facilities and the gas line utility corridor to optimize the use of these areas.
- Encourage naturalized landscaping on public and private lands to the extent acceptable to the Town of Sylvan Lake to minimize environmental and economic costs associated with their maintenance.
- Promote the development of open spaces and walkway linkages for pedestrian traffic and connect them to the surrounding areas.
- Encourage energy efficient construction and other innovative building and infrastructure techniques.

## **LAKEWAY LANDING OUTLINE PLAN REPORT**

### **4.0 Development Concept**

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#### **4.1 NEIGHBOURHOOD UNIT**

The development concept for the Lakeway Landing Outline Plan has been prepared in response to current and anticipated residential market trends within The Town of Sylvan Lake and the Red Deer region. An analysis of these trends and an assessment of their implications assist in shaping the plan with respect to the type, size and location of various land uses. The plan was also designed to be a natural progression of the existing Fox Run development to the north.

The Development Concept is shown on Figure 3.0 – Development Concept. The land use statistics, number of residential units and population are represented in Table 1 and Table 2 following the Development Concept.

#### **4.2 RESIDENTIAL**

The majority of land within Lakeway Landing is intended for residential development. A mix of low and medium density residential dwelling units is described and will be implemented based on market conditions and consumer preferences at the time of development. Residential densities are 16 units per net hectare for low density residential, 25 units per net hectare for the smaller lot residential and 20 units per hectare for mid-size lots.

##### **4.2.1 Low Density Residential**

As shown on Figure 3.0, all of the low density single family detached residential is located north of the existing gas line right-of-ways.

Three lot size types are proposed for this development. The majority of the lots proposed for this development, which are concentrated in the northwest corner of the plan around the Central Park area and on the north side of the gas line right-of-ways are to be larger single-family lots. These lots, which will be zoned R1, will typically have lots widths ranging from 50' to 62'. Also proposed, to appeal to a different market demand, is a slightly smaller lot size. These lots will range in width from 44' to 48' will be zoned R1A. These lots, which are shown as mid-size single family detached on the Outline Plan are located along the west side of Old Boomer Road, on both sides of Lakeway Boulevard south of Old Boomer Road, in Logan Court and Lambertson Place. The third type will be for narrow single family detached housing. These lots will be located in the northeast and southeast corner of the plan. The



- |  |                                     |  |                                  |
|--|-------------------------------------|--|----------------------------------|
|  | COMMERCIAL                          |  | NARROW SINGLE FAMILY DETACHED/R5 |
|  | PARK SPACE                          |  | MULTI FAMILY/ R3                 |
|  | SINGLE FAMILY DETACHED/R1           |  | CHURCH/R3                        |
|  | MID SIZE SINGLE FAMILY DETACHED/R1A |  | SOCIAL CARE/R3                   |
|  | DEVELOPMENT BOUNDARY                |  | WALKOUT TYPE LOTS                |

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Figure No.

3.0

Title

DEVELOPMENT CONCEPT  
PLAN

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**TABLE 1**  
**LAKEWAY LANDING OUTLINE PLAN - Revised Jan 13, 2004**  
**LAND USE STATISTICS**

	Area (ha)	% of GDA
<b>GROSS AREA</b>	<b>60.47</b>	
Road Widenings (Township Road 384)	0.40	
Road Widenings (Range Road 15)	0.31	
<b>GROSS DEVELOPABLE AREA</b>	<b>59.76</b>	<b>100.0</b>
Low Density Residential (R1)	17.61	29.5
Future Residential (Boomer Acreage)	2.91	4.9
Low Density Residential - medium lot width (R1-A)	5.22	8.7
Low Density Residential - narrow lot width (R5)	5.49	9.2
Medium Density Residential (R2)	0.00	0.0
Medium Density Residential (R3)	2.56	4.3
Commercial (C3)	0.62	1.0
Social/Day Care (R3)	0.23	0.4
Church (R3)	1.06	1.8
Parks & Open Space	9.55	16.0
Roads and Lanes	13.59	22.7
Future Roads and Lanes (Boomer Acreage)	0.94	1.6

**TABLE 2**  
**LAKEWAY LANDING OUTLINE PLAN**  
**RESIDENTIAL UNITS & POPULATION**

Land Use	Area (ha)	units/ha	persons/unit	Population
R1	17.61	16	3.0	845
R5	5.49	25	3.0	412
R3	2.56	40	2.8	287
R1-A	5.20	20	3.0	312
Social/Day Care (R3)	0.23	45	2.8	29
Church (R3)	1.06	55	2.8	163
Future R1	2.91	13	2.8	106
<b>Total</b>				<b>2154</b>

**Average Population** 36 persons per hectare

zoning for these lot types will be R5 zoning. Front garages are proposed for all houses fronting onto collector roads.

Because of the dramatic slope of this entire development, there will be a significant number of lots designed to accommodate walkout basement homes. Walkout basements will also be concentrated around the central park area.

#### **4.2.2 Medium Density Residential (R2 / R3)**

Market trends in medium density residential development point to a growing interest in more lifestyle oriented housing and thus a shift of locating medium density sites closer to low density housing and oriented away from arterial roadways. Lakeway Landing has identified four locations for medium density residential. Areas of this housing type are located on the east side of Old Boomer Road, Lakeway Boulevard, south of the green belt in a cul-de-sac in the southeast corner of the quarter. These areas are also well served by pedestrian linkages allowing convenient access to the many neighbourhood amenities.

The area and population attributed to medium density residential development are shown in Table 1 and Table 2.

### **4.3 PARKS AND OPEN SPACES**

#### **4.3.1 Central Park Site**

A large central park, approximately 2.40 hectares in size, will be the focal point of this development. In order to provide access to the entire community there will be seven green linear park linkages, extending out from the middle of the park. Residential areas adjacent to these green linkages, as well as the entire park will be ideally suited for the construction of walkout style homes.

A portion this park area will also function as storm water facility for a majority of the storm water runoff from the planned development. This facility will also consist of a constructed wetland, which will be a significant amenity to this development. This wetlands area as well as the entire central park area will be carefully landscaped to ensure this park is major attraction for people living in this development.

#### **4.3.2 Recreational Park**

In order to accommodate the Town of Sylvan Lake's high demand for recreational playing fields, a large recreational park has been incorporated into the plan. This park space is located in southwest corner adjacent to the gas line right-of-ways.

## **OUTLINE PLAN REPORT**

### **DEVELOPMENT CONCEPT**

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This park will consist of the following: one full size soccer field, 3 mini soccer fields, two full size softball diamonds and two hockey rinks. Access to this site is provided from Lakeway Boulevard and in order to meet parking needs a gravel parking lot is proposed off Lakeway Boulevard. A pedestrian access linkage will be provided to the remainder of this development. In addition, as shown in the plan, there is a green linkage shown along the pipeline right-of-ways to the quarter section to the east which will provide easy access from any future development to the east.

#### **4.3.3 Northwest Park Area**

A park will also be developed in the northwest portion of the plan area. A small sized soccer field is proposed in the north portion of the park, which interconnects with an existing park space in Fox Run. This portion of this park will also function as an important component of the site's storm water drainage system.

A rock-lined creek, which drains from the constructed wetlands, is proposed for the south end of this park area. Landscaped areas adjacent to this creek will be developed with natural low maintenance grasses.

This park will also become an important linkage to the Park system in Fox Run.

#### **4.4 COMMERCIAL**

A neighbourhood convenience commercial site has been designated for an area located at the south limits of the plan, adjacent to Township Road 384 and fronting onto the collector road. At this location, with strong pedestrian linkages, and in close proximity to the recreational park, this site will act as an important focal point for the neighbourhood and as a secondary function to serve vehicles traveling along the future arterial roadway to the south.

The site is of sufficient size to support a local convenience center accommodating a wide range of retail, business; medical and professional office uses to serve residents of Lakeway Landing and immediately surrounding areas.

#### **4.5 CHURCH AND SOCIAL CARE SITE**

A church site has been identified in the southeast portion of the plan, and is approximately 1.06 hectares in size. It is located adjacent to Lakeway Boulevard and in close proximity to the future arterial roadway, ensuring traffic is quickly and efficiently conveyed to and from the neighbourhood. In the event that there is no demand for a church site in this development, it will be developed as R3, medium density residential.

A 0.23 hectare social care site has been identified in the southeast portion of the plan immediately north of the commercial site. It is centrally located, and adjacent to a collector road, for ease of access. In the event that there isn't demand for this site, it will be developed as an R3 medium density residential site.

#### **4.6 TRANSPORTATION**

The system of roads proposed for the Lakeway Landing neighbourhood provides its residents and the surrounding public with safe and efficient access for this area of Sylvan Lake.

##### **4.6.1 Arterial Roadways**

Ultimately the access to the development will come from upgrades of the existing Township Road 384 and Range Road 15 to arterial roadway standards. One major connection to each of these arterial is provided on the plan.

In order to accommodate future widening of Township Road 384 a 6.0 metre wide strip is shown along the south boundary of the development. In addition, a 6.0 metre widening will be provided along Range Road 15, before development proceeds on the first phase.

##### **4.6.2 Collector Roadways**

The Lakeway Landing Plan provides two collector roadways linking the future arterial roadways and the existing Fox Run development.

The first collector is an extension of the existing Old Boomer Road, stretching south to a connection point of the other proposed collector road, which is the major road linkage for the rest of the development. This second collector road connects Lakeway Landing to both Range Road 15 and Township Road 383.

The collector road entrances at Range Road 15 and Township Road 383 will include features to enhance the character and provide distinct identity for the Lakeway Landing community.

Collector roads will be constructed within 20.0 metre wide right-of-ways.

##### **4.6.3 Local Roads**

The system of local roads has been planned to provide access to individual development cells while at the same time discouraging outside traffic from short

cutting through local roads. Local roads will be designed to meet the current 17 metre right-of-ways, except along R2 and R3 developments, which will be 20 meters.

#### **4.6.4 Laneways**

The majority of Lakeway Landing has been designed with the lots backing on to laneways, with the exception of any lots that back onto green spaces. Rear laneways will be designed to the Town of Sylvan Lake Standards and are shown as 6.0 metres.

## **LAKEWAY LANDING OUTLINE PLAN**

### **5.0 Engineering Services**

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#### **5.1 STORMWATER DRAINAGE**

Two Storm Water Management Facilities (SWMF) are incorporated into the layout for Lakeway Landing to properly manage and control major storm events. The larger of the two facilities is located in the central park area while the secondary, smaller facility is in the northwest corner of the plan. The smaller SWMF is situated to provide storage for the area of development north of the main collector road and west of Old Boomer Road. The larger SWMF in the central part of the Plan will provide storage for the balance of this development. These SWMF have been designed to accommodate 1:100 year storm water flows and restrict flows to predevelopment rates from this site.

In order to enhance the quality of the storm water exiting this development and eventually draining into Sylvan Lake, a constructed wetlands will be built in the main SWMF. This water feature will be fully integrated in the overall landscaping concept and will become an important passive recreational amenity in Lakeway Landing.

An underground storm pipe system will be constructed to convey minor storm events, less than 1 in 5 year duration, from this development. Part of this pipe system will be extended from the existing Fox Run subdivision, which was designed to accommodate a portion of Lakeway Landing. The remainder, and most of the runoff, will be directed into a new pipe system, which will be routed to the constructed wetlands. From here it will routed overland through a rock creek amenity, and from there back into a pipe system to Range Road 15. This new pipe system will be oversized to accommodate predevelopment flows from the quarter section to the east. The proposed pipe system is shown in Figure 4.0.

#### **5.2 SANITARY SERVICING**

The sanitary sewer system to service this development is presented in Figure 5.0. All flows from within Lakeway Landing will be directed to the existing Fox Run sanitary pipe system. To facilitate this two connections points are provided, one at Old Boomer Road and the other at Firdale Drive.

#### **5.3 WATER SERVICING**

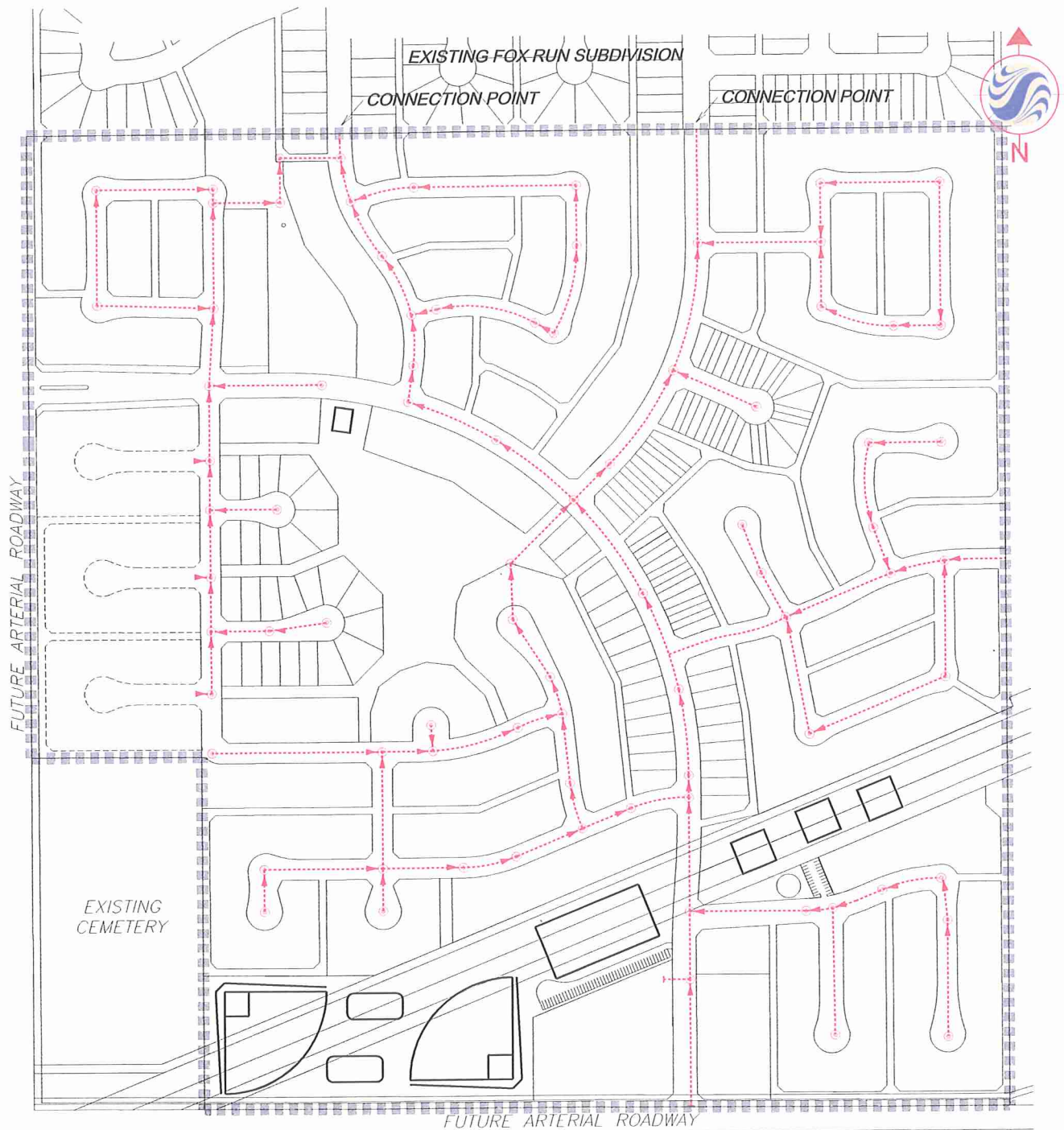
The overall water distribution system needed to service the Lakeway Landing area is shown in Figure 6.0. This system will be extension of the Fox Run system and will

connect to this system at the same two locations identified for the sanitary system. Water stubs will be provided to service future development areas to the east.

#### **5.4 SHALLOW UTILITIES**

There are no major servicing concerns regarding shallow utilities (gas, power, telephone and cable). All shallow utilities will be extensions of those already in place in the existing Fox Run development. This development will be serviced with street lights that comply to Town of Sylvan Lake standards.





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ORIGINAL SHEET - ANSI A



**Stantec**

### Stanfec Consulting Ltd.

400, 4808 Ross Street  
 Red Deer AB Canada  
 T4N 1X5  
 Tel. 403.341.3320  
 Fax. 403.342.0969  
 www.stantec.com

### SANITARY LEGEND

- Outline Plan Boundary
- Proposed Sanitary Sewer Main
- Proposed Sanitary Sewer Manhole
- Direction of Flow

Client/Project

LAKEWAY LANDING  
 MANAGEMENT LTD.

Figure No.

**5.0**

Title

**SANITARY SERVICING**



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### STORM LEGEND

- Outline Plan Boundary
- Manhole
- Proposed Storm Main
- Major Overland Drainage
- Direction of Flow
- Storm Water Management Facility

Client/Project

LAKEWAY LANDING  
 MANAGEMENT LTD.

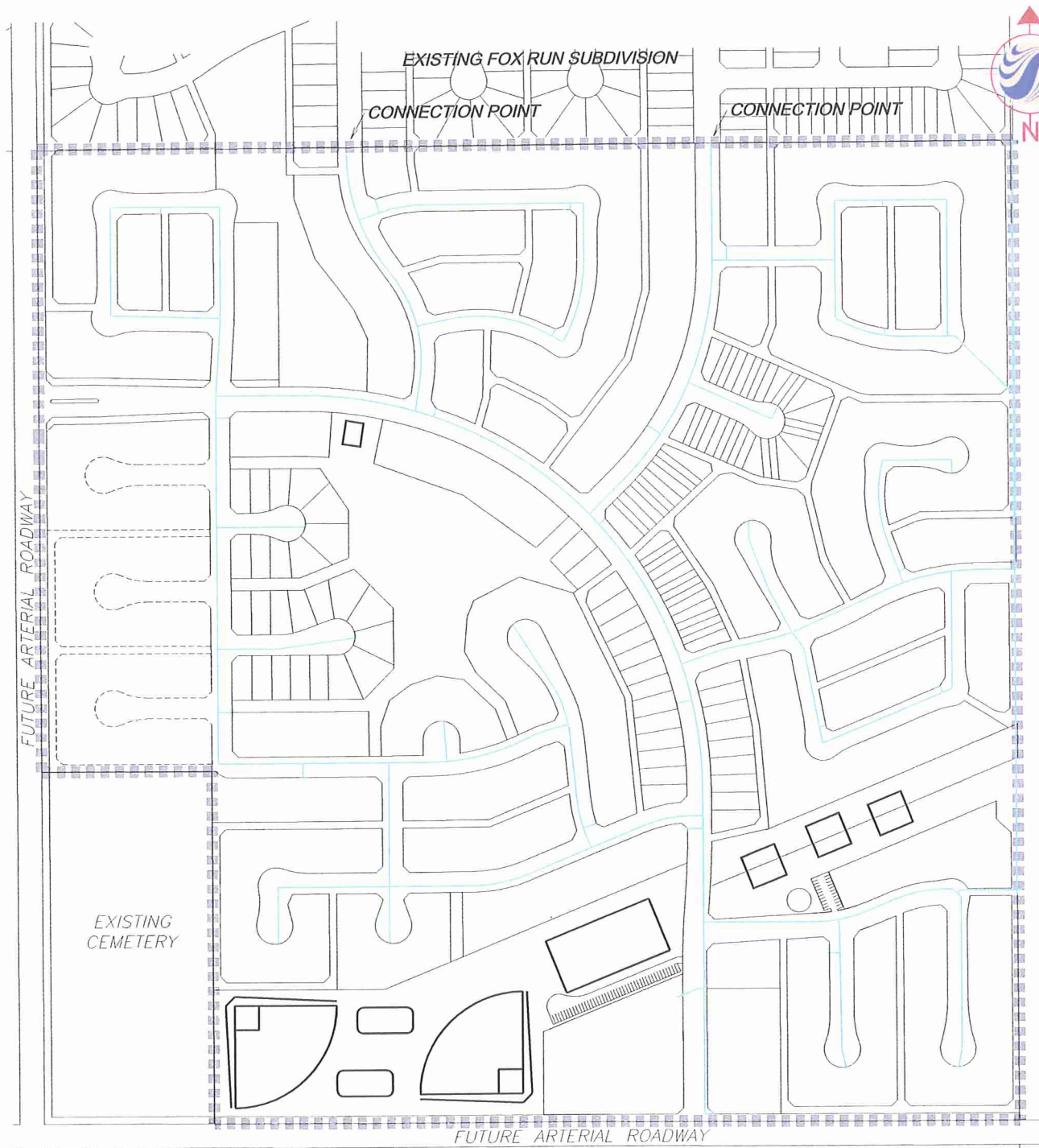
Figure No.

4.0

Title

**STORM SERVICING**





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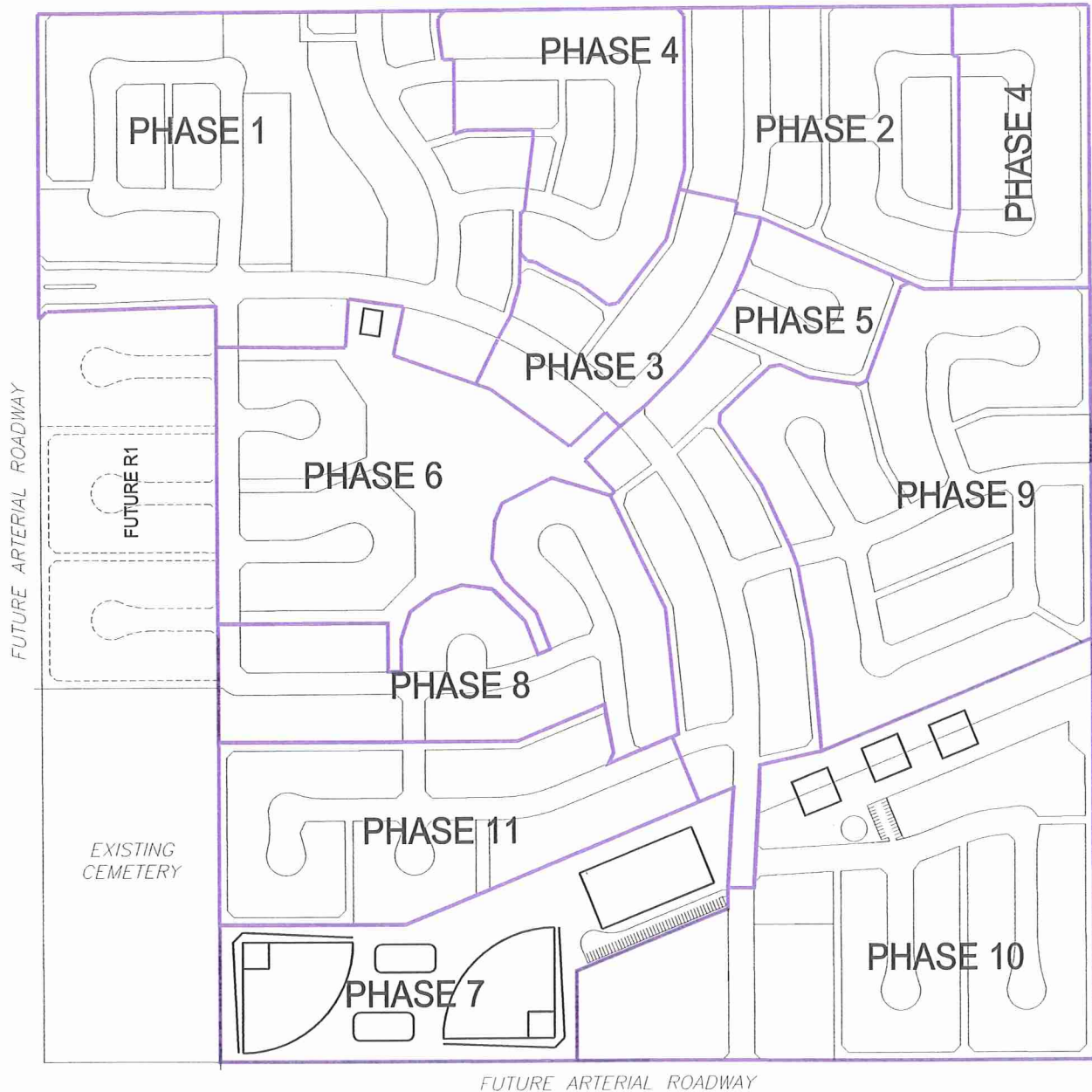
**WATER LEGEND**

- Outline Plan Boundary
- Proposed Water Main
- Proposed Fire Hydrant

Client/Project  
 LAKEWAY LANDING  
 MANAGEMENT LTD.

Figure No.  
**6.0**

Title  
**WATER SERVICING**



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**PHASE BOUNDARY LEGEND**

- Outline Plan Boundary  
Phase Boundary

Client/Project

LAKEWAY LANDING  
MANAGEMENT LTD.

Figure No.

7.0

Title

**PROPOSED TENTATIVE  
PHASING**

## **LAKEWAY LANDING OUTLINE PLAN**

### **6.0 Implementation**

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#### **6.1 DEVELOPMENT STAGING**

Infrastructure to service Lakeway Landing will be extended into the neighbourhood from the existing Fox Run development. Each successive stage will be developed with the logical and economical extension of these municipal services with the intent of meeting the needs of the regional and local housing market.

As shown on Figure 7.0 - Phasing, development in the first part of Lakeway Landing is anticipated to begin from the access off of Range Road 15 and will be the primary access into this entire development. Because of this, this entrance will have significant landscaping and an entrance feature sign. Also all construction traffic will be directed out of this entrance to prevent traffic from going through the Fox Run development.

The phasing boundaries are shown conceptually and may vary from those of actual redistricting and subdivision applications. As well, portions or all of separate phases may be developed concurrently if there is sufficient demand and / or if the engineering design is made more efficient as a result.

#### **6.2 REDISTRICTING & SUBDIVISION**

Redistricting and subdivision applications will be made for each phase of development. This document will assist in guiding these applications.

#### **6.3 ARCHITECTURAL CONTROLS**

In order to enhance this development and provide consistency the developer proposes to establish architectural controls within this development. Some these could include:

- Front car garage on all R1 and R1A lots.
- Uniformity of fencing and colors.
- Architectural themes for building appearances, landscaping, and entrance feature signs.
- Uniformity of outside building materials and roofing and on districts.
- Control location of driveways, and house setbacks.