

# Lighthouse Pointe South Outline Plan

Indus Homes Inc.  
Town of Sylvan Lake  
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# 1.0 Introduction

## 1.1 Purpose

The purpose of the Lighthouse Pointe South Outline Plan is to describe the land use framework and development objectives for a portion of the NE  $\frac{1}{4}$  of Section 27-38-01-W5M. This Plan is intended to encourage and describe new growth for Sylvan Lake, east of Highway 20, which will support and take advantage of commercial opportunities centred around Highway 20 and 47th Avenue.

As described in Section 1.2.1 Planning History, the Lighthouse Pointe South Plan Area is part of a previous community which has not been fully constructed. This Outline Plan illustrates a clear vision for the undeveloped portion of said community and represents a commitment from the Developer to ensure subsequent development will occur in a responsible and timely manner.

### 1.1.1 Plan Boundary

The Lighthouse Pointe South Outline Plan Area consists of Unit C and G of Condominium Plan 056 6291. These units, hereafter referred to as the Plan Area, are located within the NE  $\frac{1}{4}$  of Section 27, Twp. 38, Rge. 01, W5M in east Sylvan Lake as shown on **Figure 1 - Location Plan**.

#### Size

The Plan Area encompasses 21.68 hectares (53.57 acres), as shown on **Figure 2 - Legal Boundary**.

#### Ownership

The Plan Area is currently registered as a Bare Land Condominium owned by Indus Homes Inc. As shown on **Figure 3 - Existing Condominium Plan**, the other condominium units surrounding the Plan Area are privately owned.

Stantec Consulting Ltd has prepared this Outline Plan on behalf of Indus Homes Inc.

## 1.2 Background

The following Outline Plan is the result of months of planning and collaboration between Stantec Consulting, Indus Homes, and the Town of Sylvan Lake.

Throughout the planning process, the Developers to the west of the Plan Area have been consulted to ensure that the proposed concept would be cohesive with their future plans in terms of pedestrian and open space linkage, transportation networks, and land use transitions.

### 1.2.1 Planning History

The entire quarter section was rezoned as a manufactured home condominium in 2005. As previously described, the condominium project was partially constructed with approximately 51 residential units located along Bayshore Drive and Baywood Link.

Since the initial approval in 2005, the Plan Area was annexed from Red Deer County into the Town of Sylvan Lake. In addition to municipal changes experienced since the project's initial creation, market conditions in Central Alberta have also changed and a portion of the land was sold to a different Developer. These factors combined caused the overall vision for the Plan Area to shift from manufactured homes to more traditional residential development.

#### Bare Land Condominium

As a result of the past planning as described above, the entire Plan Area is currently registered as a Bare Land Condominium, as shown on **Figure 3 - Existing Condominium Plan**. The logistics of condominium registration are further discussed in Section 3.3 Condominium Structure.

### 1.2.2 Plan Approval

As described throughout this Outline Plan, the development of Lighthouse Pointe South will differ from the previously approved plan; therefore, the Lighthouse Pointe South Outline Plan may need to be approved by the Condominium Association prior to implementation.

## 1.3 Policies and Relevant Planning Documents

The Lighthouse Pointe South 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 Outline Plan:

- *Town of Sylvan Lake Municipal Development Plan* (2014)
- *Town of Sylvan Lake Municipal Census* (2013)
- *Town of Sylvan Lake Growth Strategy* (2008)
- *Town of Sylvan Lake Land Use Bylaw* (2010)
- *Town of Sylvan Lake Design Guidelines* (2004)
- *Town of Sylvan Lake 2005 Transportation Study* (2006)
- *Town of Sylvan Lake Sustainability Plan* (2010)
- *Town of Sylvan Lake Area Structure Plan Preparation Guidelines*

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

### 1.3.1 Municipal Development Plan

*The Town of Sylvan Lake's Municipal Development Plan* (MDP) was released in September 2014. It sets a vision for the Town to build on the quality of its environment, small town identity, and location in Central Alberta.

The MDP 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.
- 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.

### 1.3.2 Municipal Sustainability Plan

*The Town of Sylvan Lake Municipal Sustainability Plan* (MSP) was completed in March 2010 and provides a road map leading to a sustainable future. It specifically addresses the built environment as a part of the achievement of Sylvan Lake's sustainability goals.

The MSP's goals related to the built environment address how "smart growth practices can reduce sprawl and creating walkable communities can play a large role in reducing our impact on natural resources and dependency on fossil fuels"(pg. 22). It specifically identifies that this will be achieved in the MSP by promoting aesthetically pleasing development, incorporating complete streets, employing smart growth principles, integrating green space, incorporating LEED standards, and promoting dark skies.

### 1.3.3 Growth Strategy

*The Town of Sylvan Lake Growth Strategy*, approved in September 2008, includes many planning considerations that apply to this site. It identifies that the Town of Sylvan Lake's vision for itself is to be "a town for all seasons", where natural beauty is celebrated, a spirit of neighbourhood and belonging exists, people are connected, where healthy living support is available, and where a balance between small town atmosphere and growth is struck.

It identifies that Sylvan Lake will continue to grow over time, and that the Lighthouse Pointe South area is an important component for Sylvan Lake to meet their

long term housing demand. It includes identification that associated park space will also be required to meet the community's long term needs.

The Plan Area is identified in the Growth Study for residential use, partially treed, with a low area to the east following a drainage course flowing northeast toward Sylvan Lake.

### 1.3.4 Town of Sylvan Lake 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 R4 Manufactured Home District.

It is intended that the use currently identified for the Plan Area will be replaced with those described in this Outline Plan.

### 1.3.5 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.

### 1.3.6 Transportation Master Plan

*The Town of Sylvan Lake Transportation Master Plan (Final Draft)* was completed in 2015 to identify long-range transportation planning for the Town. Figure 5 - Future Roadway Network of the Study identifies a proposed roadway layout for the Lighthouse Pointe South Plan Area which includes a collector roadway running west-east through the centre of the Plan Area and future arterial roadways along the north and south boundaries of the quarter section.

One access into Lighthouse Pointe South is shown from the west, one from the north, and one from the east; no access into the quarter section is shown from the south.

Primary trail linkages are shown along the existing pipeline right-of-way which runs diagonally through the northeast corner of the Plan Area. Additional trails are shown along arterial roadways surrounding the quarter section. The Lighthouse Pointe South concept generally follows this approach.

### 1.3.7 Infrastructure Study

The *2010 Infrastructure Study for the Town of Sylvan Lake* identifies future servicing required in the Town of Sylvan Lake for the purposes of future prioritization and budgeting.

#### Town Centre

The study identifies the Plan Area as proposed residential development with a future Town Centre located southeast of the Highway 20 and 47th Avenue, in the development east of Lighthouse Pointe South. The proposed commercial development was considered as a potential future destination for Lighthouse Pointe South residents.

#### Roadway Network

30th Street, running along the east boundary of the quarter section, and 47th Avenue, running along the north boundary of the quarter section, are both identified as future arterial roadways.

The overall collector roadway layout for the Plan Area is shown on Figure 9.1 of the Infrastructure Study. This alignment does not provide a south or west connection from the Plan Area into the adjacent quarter sections and minimizes connectivity throughout the quarter section; for these reasons, an alternative roadway network has been proposed in this Outline Plan.

#### Existing Servicing

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

A sanitary forcemain is currently installed along the main north access into Lighthouse Pointe South manufactured home community with a lift station at the south terminus of the line.

## 1.4 Adjacent Planning Areas

### 1.4.1 Manufactured Home Community

As discussed in Section 1.2.1 Planning History, the original Lighthouse Pointe South manufactured home condominium is located north of the Plan Area, within the same quarter section. This community consists solely of a manufactured home development governed by a condominium association. Approximately 51 homes exist in the community along Baywood Link, Baywood Place, and Bayshore Drive.

The Lighthouse Pointe South manufactured home community provides a future roadway connection from Baywood Link, west to the adjacent quarter section.

A large unfinished man made drainage area is located east of Bayshore Drive. The design of this facility suggests it was intended to be used as a large community amenity as well as for stormwater management purposes.

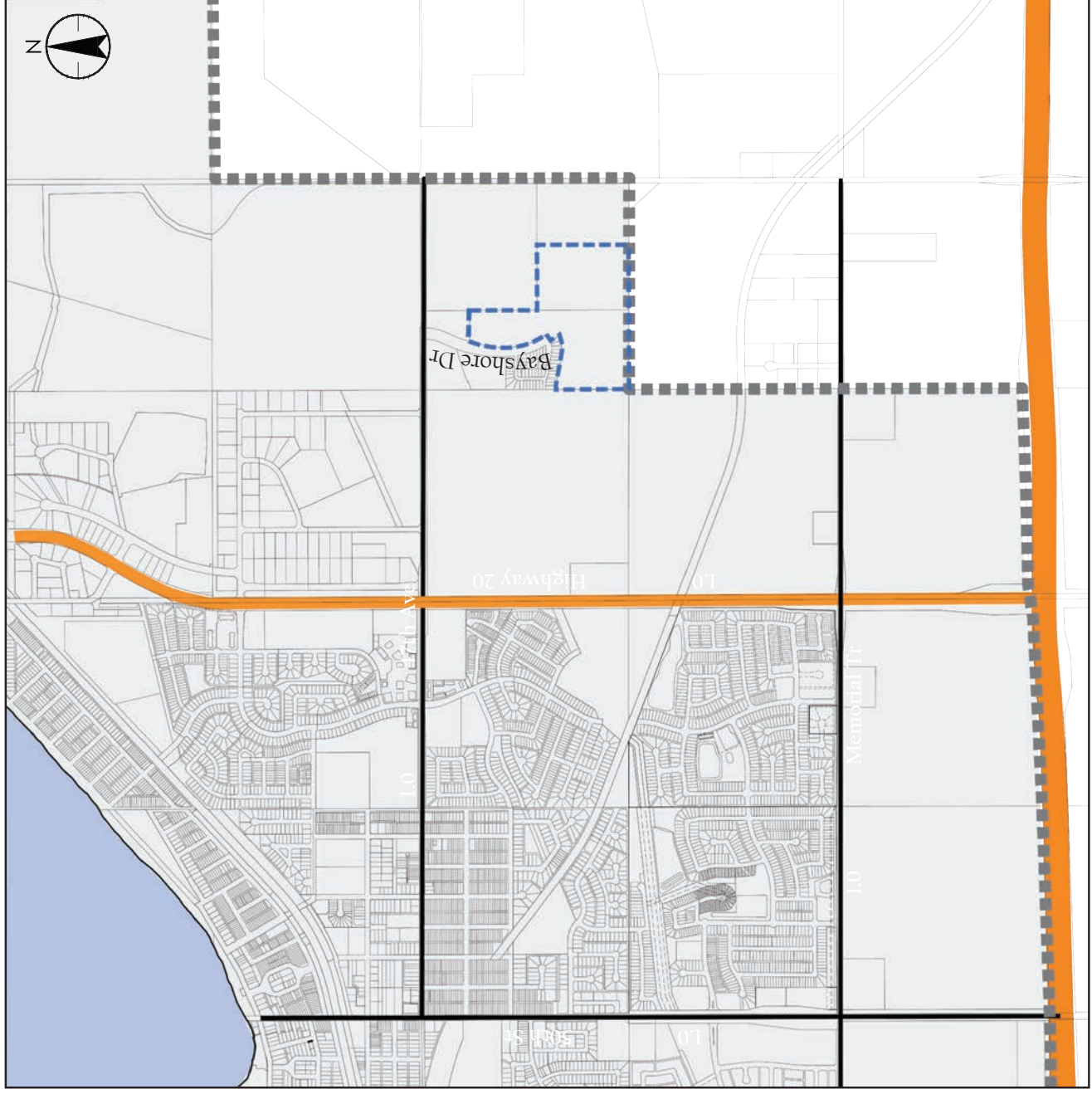
## 1.5 Public Engagement

As part of the Outline Plan process, a public information session will be held to share the vision and proposed with the general public.

In addition to the public information session, the residents surrounding Lighthouse Pointe South, including current residents of the manufactured home area, will be engaged separately to gather input.

Feedback will be solicited during these processes to gather input on the overall development concept and vision. Following the public engagement processes, the feedback received will be reviewed by the Developer and Town of Sylvan Lake for possible influence and/or inclusion in the Lighthouse Pointe South community's design.





#### Legend

- Major Roadway
- Provincial Highway
- Sylvan Lake
- Town Boundary
- Plan Boundary

Figure 1 - Location Plan



Figure 2 - Legal Boundary

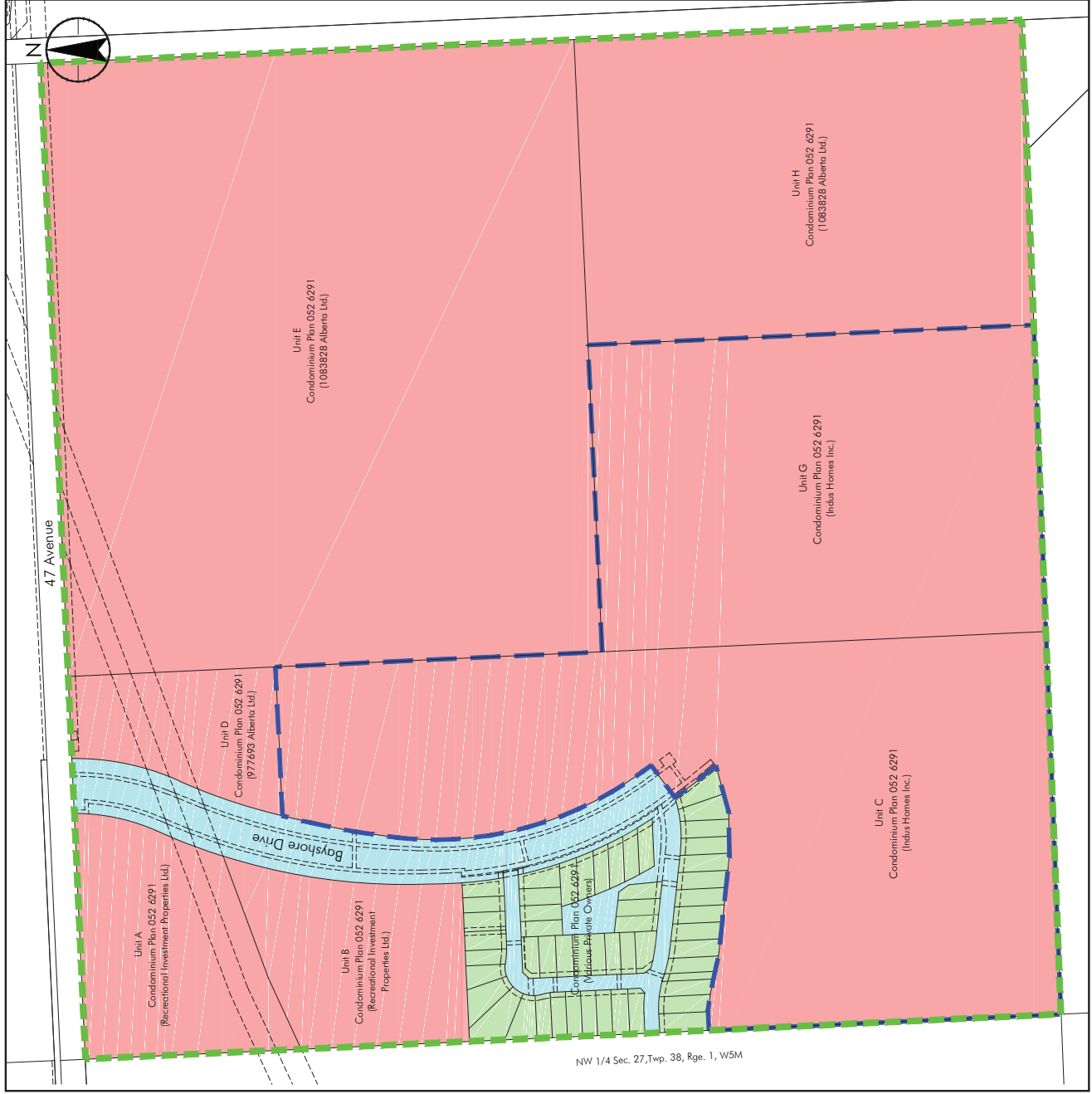


Figure 3 - Existing Condominium Plan



## 2.0 Existing Conditions

### 2.1 Natural Conditions

#### 2.1.1 Topography

The Lighthouse Pointe South Plan Area ranges in elevation from 940.0m in the southeast to 934.0m in the northeast. Generally, the Plan Area drains from west to east into the existing stormwater management facility and overland into a natural drainage course emptying into Cygnet Lake.

#### 2.1.2 Vegetation

As shown on Figure 3 - Existing Conditions, the Lighthouse Pointe South Plan Area contains several areas of existing vegetation. In a 2008 Biophysical Assessment of the Plan Area, completed by Ecomark Ltd, existing vegetation was described as a mixture of mature trembling aspen and balsam poplar with poorly developed understorey. The forested area at the time of the Assessment also contained a number of standing snags and downed woody debris. The southeast portion of the Plan Area was described as a cleared pasture consisting of mixed grasses.

Recommendations made in the Biophysical Assessment note that although all existing vegetative features may provide some suitable habitat for plants and wildlife, none of the features would provide high quality habitat or warrant special land use designation. Removal of forested areas was recommended to be undertaken outside of the bird nesting season (April 15 - August 15).

The Lighthouse Pointe South concept plan has been designed to preserve areas of existing vegetation, these areas are further described in Section 5.2.2 Linear Parks.

#### 2.1.3 Soils

Based on the Alberta Soils Information Viewer, the eastern portion of the Plan Area is categorized by Orthic Humic Glaysol on moderately fine textured sediments deposited by water. (TUT1/L2)

The western portion of the Plan Area is categorized by orthic black chernozem on medium textured materials

over medium or fine textured till. Orthic dark gray chernozem on medium textured sediments deposited by wind and water. This area includes poorly drained soils. (LPWTaa2/Ulh).

#### 2.1.4 Geotechnical Information

In April 2015, a geotechnical investigation was completed for the Plan Area by Parkland GEO. The investigation, available under separate cover, was based on the findings of 18 boreholes distributed across the Plan Area. A variety of recommendations were made in the document regarding grading of the site; none of which have an impact on the conceptual design of the community.

#### 2.1.5 Wildlife

During the December 2015 Wetland Impact Assessment field study, two species of ungulates and two birds were observed within the Plan Area: moose, mule deer, downy woodpecker, black-capped chickadee.

### 2.2 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) for the subject site was completed by Parkland Geotechnical Consulting Ltd. in February of 2015. One item that was found during the creation of the ESA was a report by the Town of Sylvan Lake that the sewage lift station on the central west portion of the Plan Area had failed in January of 2013 resulting in a release of an undetermined volume of sewage. The Town reported the spill to AESRD on behalf of the condominium residents; however, as the spill was on private land they were not further involved; no further information is available regarding this incident.

After reviewing all factors, the Phase 1 ESA gave the Plan Area a rating of “low” in terms of environmental risk.

Table 1 - Summary of Wetland Locations and Areas

Reference	AWCS Class	Area (ha)	Affected Area (ha)	Affected Area (%)
W1	Graminoid Marsh	0.08	0.08	100.0
W2	Graminoid Marsh	1.00	0.81	81.0
W3	Graminoid Marsh	0.22	0.22	100.0
W4	Graminoid Marsh	0.08	0.08	100.0
W5	Dugout	7.98	3.64	45.6
Total		9.36	4.83	51.6

## 2.3 Wetland Impact Assessment

A Draft Wetland Impact Assessment (WIA) of the Plan Area was completed in 2015 by Stantec Consulting Ltd to support compliance with the Water Act and address potential impacts to four wetlands and their catchment areas including partial removal of a dugout.

During the WIA, a total of five wetlands were assessed, four categorized as MR Graminoid Marsh, and one dugout as shown in Table 1 - Summary of Wetland Locations and Areas. Wetlands in the Study Area consist of one Ephemeral Waterbody, one Temporary Marsh, and two Seasonal Marshes.

Wetland value categories (A to D) were not assigned in the draft version of the WIA; however, the actual relative wetland value determination will be provided in the final copy of the report.

Although it was identified that 51.6% of the existing wetlands will be impacted by the development of Lighthouse Pointe South, indirect effects to the wetlands such as water quality and quantity or hydrological flow paths were not anticipated.

Direct effects to wetlands from the project's construction will to be compensated through Ducks Unlimited Canada's wetland replacement proposal following the Alberta Wetland Mitigation Directive. At this time, Ducks Unlimited Canada is not processing wetland replacement proposal requests under the new Alberta Wetland Policy; a replacement proposal will be provided when available. Compensation rates will correspond to the actual relative wetland values assigned in the final version of the WIA. The Developer will work with the Town of Sylvan Lake to submit the application.

As per the Town of Sylvan Lake's policy, any preserved wetlands will be dedicated as Environmental Reserve. Additionally, any compensation paid for removing

wetlands will be requested to remain in the region.

## 2.4 Historic and Current Land Use

The Plan Area is undeveloped land. Based on historic land titles and air photos of the area, the Plan Area has been used for agricultural purposes since the 1960s. A Historic Resources Act clearance was obtained for the Plan Area in June, 2015.

## 2.5 Existing Built Environment

### 2.5.1 Infrastructure

Construction of servicing for the north portion of the Plan Area was completed in the fall of 2004 as part of the initial Lighthouse Pointe South manufactured home community. This includes water, sanitary collection, stormwater, and shallow utilities. To maintain consistency and utilize existing infrastructure, lotting in this portion of the Plan Area has been influenced by the existing servicing.

#### Bayshore Drive

The north-south roadway existing in the condominium area, Bayshore Drive, exists as a 32.5m wide roadway with no sidewalks and ditches on either side. Although this roadway was not constructed to municipal standards, it will function as a collector access to the Lighthouse Pointe South development.

#### Baywood Link

The roadway which runs west-east parallel to the northern portion of the Plan Area, Baywood Link, is also owned by the condominium. This road exists as a 12.0m wide local roadway with no sidewalks. Although this roadway was not constructed to municipal standards, it will function as an access between Lighthouse Pointe South and future development to the east.



### **2.5.2 Existing Site Work**

As described in Section 1.4.1 - **Manufactured Home Community**, there is an unfinished stormwater pond in the northeast portion of the Plan Area. Surrounding the pond are several borrow pits with standing water. This storm pond area is identified as a dugout in the 2015 Wetland Impact Assessment, as described in Section 2.3 Wetland Impact Assessment.

## **2.6 Opportunities and Constraints**

After reviewing the existing conditions of the Plan Area and approved planning documents for the area, the following items have been identified as potential development opportunities and constraints for the Lighthouse Pointe South development.

### **Nearby Destinations**

Efforts should be made to provide pedestrian connections to the north (47<sup>th</sup> Ave) and to the west (toward Hwy 20) to facilitate access to the proposed and existing commercial node at Highway 20 and 47th Avenue.

### **Vision**

The vision of Lighthouse Pointe South is limited due to past planning and development. This Outline Plan will ensure that the Town and all surrounding residents have a clear understanding of what can be expected as the development proceeds.

### **Existing Vegetation**

Although the age and health of trees and shrubs in the Plan Area varies, existing vegetation in the Plan Area will be retained wherever possible.

### **Extension of Infrastructure**

The existing infrastructure location in the north portion of the Plan Area is privately owned by the Lighthouse Pointe South Condominium. This infrastructure may not be constructed to the Town's standards; however, all new infrastructure installed will be designed as per municipal standards and regulations.

### **Surrounding Neighbours**

The existing Lighthouse Pointe South manufactured home community residents have been considered as a potential constraint to development. Providing a visual buffer between existing residents and new homes will be important to maintain privacy to both existing and future residents.

The Developer has also communicated with other developers, representing lands surrounding the Plan Area, to facilitate consistency and connectivity throughout the Lighthouse Pointe South area in the future.

### **Limited Access**

Due to the timing of development, access into the Plan Area is limited to a single access off to 47th Avenue.

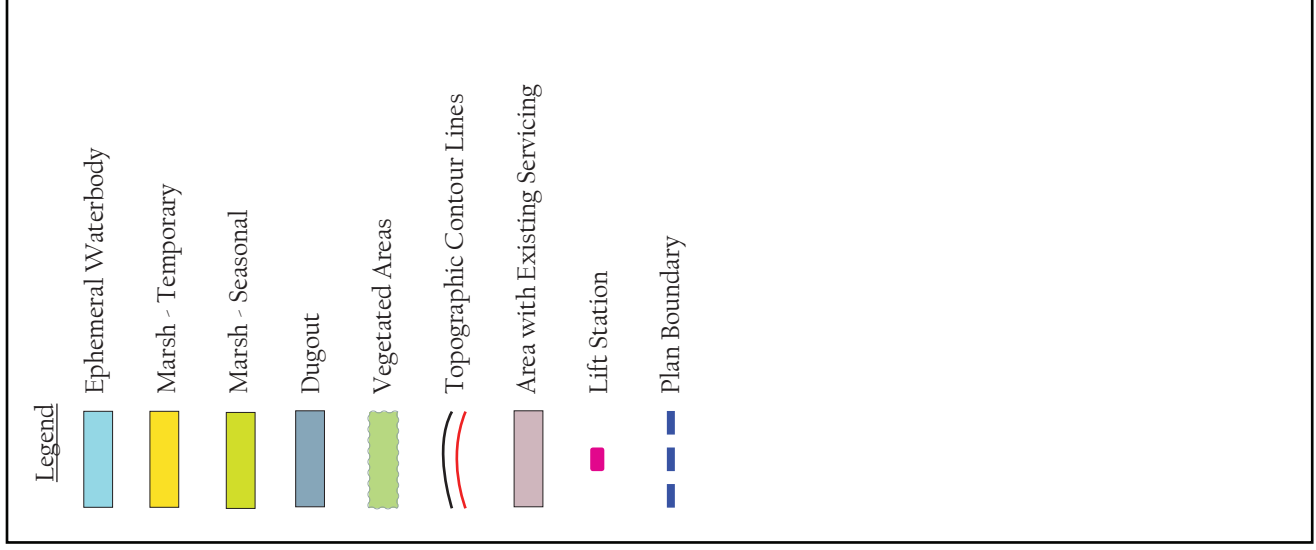


Figure 4 - Existing Conditions



# 3.0 Concept Plan

## 3.1 Overview

Lighthouse Pointe South has been designed as an integrated sub-community that offers residents with residential and recreation opportunities as well as pedestrian connections to surrounding areas. The location of Lighthouse Pointe South will support the adjacent commercial node northwest of Lighthouse Pointe South to create a more balanced area in northeast Sylvan Lake where residents can live, work, and play.

## 3.2 Plan Objectives

Lighthouse Pointe South has been designed to be consistent with the policies and design principles as identified in the *Town of Sylvan Lake's Municipal Development Plan*. In addition, the following objectives have been used to guide development of the community:



- Respect Existing Development
  - » The existing Lighthouse Pointe South manufactured home community and its residents have been considered and incorporated into the planning for the remainder of the community to provide connectivity.
- Minimize impact to existing residents in the area.
  - » Landscaped buffers have been included around the periphery of the development to provide privacy for the existing residents.
- Distribute parks and open spaces throughout the neighbourhood to ensure maximum accessibility for all future and existing residents.
  - » Open spaces have been centrally-located and enhance pedestrian connectivity.
- Make the community accessible via walking and cycling.
  - » An extensive pedestrian network has been provided to facilitate both on and off-street connectivity throughout the community and to adjacent areas.
- Design street layouts to maximize connectivity and provide safe spaces for all users, including, pedestrians, cyclists, vehicles and emergency response services.
  - » All roadways constructed to the Town's standards will include sidewalks to facilitate pedestrian movement.
- Lighthouse Pointe South's collector roadways will be designed to accommodate the inclusion of a transit route, should it become available in the future.
  - » Where pedestrian connections are not available through the roadway network, off-street connections have been provided.
- Conserve Existing Vegetation
  - » Existing trees have been retained wherever possible to conserve the mature vegetation in the community.
- Rather than continuing to utilize non-standard roadway cross-sections; where possible, all new roadways in Lighthouse Pointe South will be constructed using municipal standards.





- » Although constructed to municipal standards, all roadways in Lighthouse Pointe South may be privately owned and maintained.
- 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.
  - » Lighthouse Pointe South has been designed using a variety of parameters including conserving existing vegetation, providing privacy for existing residents, and preserving existing drainage patterns. Within the confines of these limitations, Lighthouse Pointe South has been designed to minimize the use of dead-end roadways wherever possible.
- Support more compact growth patterns and provide a more efficient and predictable development.
  - » Lighthouse Pointe South's small lot sizes and minimized lanes will reduce infrastructure and increase density in the neighbourhood.
  - » This Outline Plan illustrates a clear vision for the community to provide predictable development.
- Encourage a mix of housing types and forms in all residential neighbourhoods and avoid concentration of any single type of housing.
  - » A mixture of low and medium density residential uses has been provided in the Lighthouse Pointe South community.
- 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.
  - » Lighthouse Pointe South has been designed as a portion of the larger planning for southeast Sylvan Lake with pedestrian connections to commercial and recreational areas.
- Encourage innovative neighbourhood designs that respond to economic, demographic and market conditions in Sylvan Lake.
  - » Although 2011 statistics of Sylvan Lake show that the average after-tax household income was about \$20,000 over the Canadian average; it also showed that 20.9% of residents were spending over 30% of their total households income on shelter costs. Based on the CMHC's definition of affordability, this percentage of people are finding housing unaffordable.

By introducing additional smaller lot and multi-family housing into Sylvan Lake, Lighthouse Pointe South strives to provide a more affordable housing option to this resident group.

### 3.3 Condominium Structure

The NE 1/4 of Section 27-38-01-W5M is currently registered as a Bare Land Condominium which includes the Plan Area; Units C and G, which are both owned by Indus Homes Inc. Although uncommon, the condominium plan encompasses the entire quarter section.

Each home owner in the condominium owns both their Unit or 'lot', and a predetermined share of the Common Property; in the case of Lighthouse Pointe South, the entire Plan Area is currently registered as two Units; however, once subsequent subdivision occurs, each unit owner will own their individual Unit as well as a share of Lighthouse Pointe South's existing Common Property. The existing Common Property is shown on the Condominium Plan, and may include existing infrastructure such as roadways, servicing, and open space areas which are owned and maintained

by the condominium board. Each unit owner may be required to pay fees to the Condominium Board for the continued maintenance and upkeep of the Common Property and infrastructure located on and below the Common Property areas.

Throughout the Lighthouse Pointe South planning process, Town administration expressed interest to ensure a high level of service similar to that provided in other areas of Sylvan Lake. Based on these concerns, it was requested that the condominium structure be dissolved with responsibilities for items such as snow clearing, roadway repair, and open space maintenance being taken over by the Town of Sylvan Lake.

This dissolution process would require approval from the Condominium Board and existing landowners. Through exploration of this process, it has been deemed that dissolution would not be possible due to the development vision of the majority of the Condominium shareholders; therefore, all open space, roadways, and infrastructure within the Plan Area will be subdivided and dedicated to the Town outside of the condominium structure. This means that no new Common Property will be created with the exception of the pre serviced loop in the north east corner. Areas currently identified as Common Property within the existing Condominium will remain as is unless agreement can be reached with the current landowners to dissolve at a later date.

New landowners within the neighbourhood become part of the Condominium Association and be subject to the rules and regulations associated.

### 3.3.1 Open Spaces

At the time of initial subdivision, a Deferred Reserve Caveat was placed on the title for Units F and G (the Plan Area). This Caveat identified that a certain amount of Municipal Reserve was required at the time of further subdivision. The amount listed was 2.685 hectares (6.63 acres) which represents 12.4% of the Plan Area.

As identified in Table 6 - Types of Open Spaces, Lighthouse Pointe South has been designed with 19.9% Municipal Reserve dedication and a total of 27.5% open space.

## 3.4 Residential Uses

As described in Section 4.2 Residential Land Use Districts, and shown on Figure 5 - Concept Plan and

Figure 6 - Concept Plan with Aerial, a variety of housing types and styles are proposed within Lighthouse Pointe South. The following residential policies have been used to guide the residential design of the neighbourhood:

- Utilize housing styles which will complement those existing north of the Plan Area.
- Provide a variety of housing styles to accommodate a range of income levels, age groups, and family types.

The overall housing density for Lighthouse Pointe South is envisioned to be 14.53 du/ha (5.9 du/ac). Due to the large amount of open space dedication required in the development to accommodate existing vegetation, pipelines, and stormwater management facilities; density within Lighthouse Pointe South is limited.

A full breakdown of land use calculations is shown in Section 3.7 - Land Use Calculations.

## 3.5 Connections to Other Uses

To facilitate pedestrian access to surrounding areas, off-street trails have been provided throughout the community, these areas are identified below and connections are further described in Section 6.2.1 Destinations.

### 3.5.1 Recreational Uses

The primary recreational destination in the Town of Sylvan Lake is Sylvan Lake itself; the lake is located approximately 4.0km from Lighthouse Pointe South which equates approximately to a 50 minute walk. Secondary recreational destinations include nearby schools and their associated outdoor playgrounds and sport fields. Presently the closest school site is located in Ryders Ridge, approximately 2.0km from Lighthouse Pointe South which equates approximately to a 25 minute walk. Across from this school site is the Town's Four Seasons baseball diamond park.

### 3.5.2 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 Lighthouse Pointe South which represents an 18 minute walk.

## 3.6 Land Use Calculations

Table 2 - Land Use Allocation.

Land Use Category	Hectares	Acres	% of Developable Area
Gross Plan Area	21.68	53.57	
Developable Plan Area	21.68	53.57	100.0%
Residential	10.80	26.70	49.8%
R5 Narrow Lot Residential	9.13	22.57	42.1%
R5A Narrow Lot Duplex Residential	0.83	2.06	3.8%
R3 High Density Residential	0.84	2.07	3.9%
Open Space	5.97	14.75	27.5%
Municipal Reserve	4.31	10.65	19.9%
Public Utility Lots	0.76	1.87	3.5%
Stormwater Management Facility	0.90	2.23	4.2%
Transportation	4.91	12.12	22.6%
Collector / Future Arterial Roadway	1.11	2.74	5.1%
Collector Roadways	1.76	4.35	8.1%
Local Roadways	1.46	3.62	6.8%
Lanes	0.57	1.41	2.6%

Table 3 - Public Utility Lots and Roadways

	Ha	Ac	% of Developable Area
Developable Plan Area	21.68	53.57	100.0%
30% Dedication for Public Utilities & Roadways	6.50	16.07	30.0%
Public Utility Lots	1.66	4.10	7.7%
Public Utility Lot	0.76	1.87	
Stormwater Management Facility	0.90	2.23	
Roadways	4.91	12.12	22.6%
Collector / Future Arterial Roadway	1.11	2.74	
Collector Roadways	1.76	4.35	
Local Roadways	1.46	3.62	
Lane	0.57	1.41	
Total Dedicated Area for Public Utilities & Roadways	6.56	16.22	30.3%
Dedication Overage	0.06	0.15	

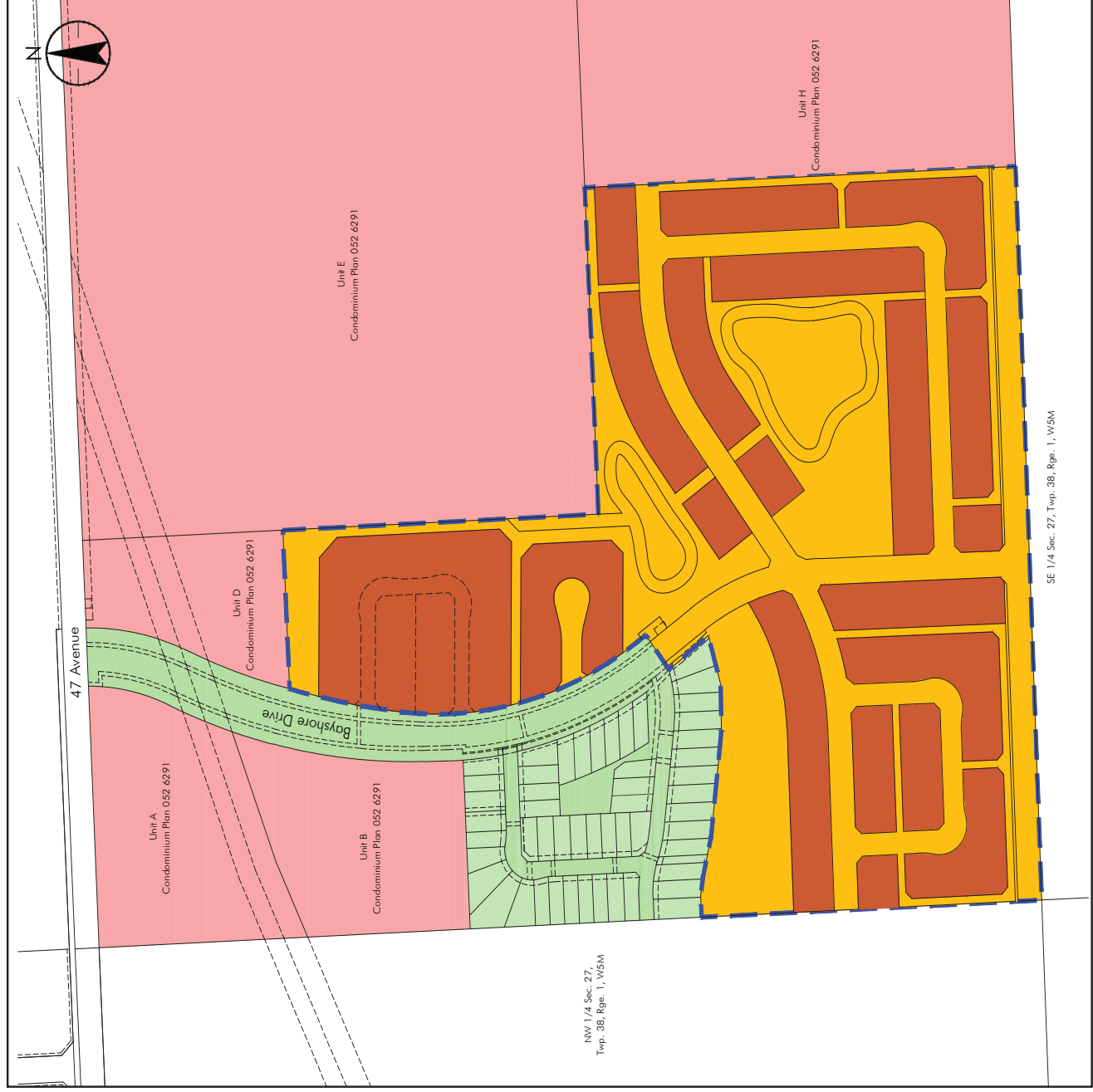


Figure 5 - Concept Plan





Figure 6 - Concept Plan with Aerial



### Legend

Developed Condominium Area

Proposed Condominium Area

Dedicated to the  
Town of Sylvan Lake

Future Condominium  
Development (By Others)

Plan Boundary

Figure 7 - Condominium Overview



## 4.0 Residential Uses

### 4.1 Overview

A variety of residential land uses have been included in the design of Lighthouse Pointe South, as identified in Table 4 - Housing Mix and further described in the remainder of this section. These districts have been chosen to support existing residential areas and provide a range of single and multi-family housing on smaller lots.

### 4.2 Residential Land Use Districts

#### 4.2.1 Narrow Lot General Residential District (R5)



The R5 Narrow Lot General Residential District is intended to accommodate a range of single family housing products on narrow lots. This residential use offers a more affordable single-family housing option to residents due to the decreased lot width.

Appropriate housing types in this land use district include bungalows, bi-level, or two-storey homes with or without walkout basements. 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 either be accessed via a front driveway and attached garage or rear parking pads off of the lanes. Some of the R5 homes will have access to a rear lane; in these cases parking will be provided at the rear of the lot via a parking pad or detached garage. In the case of secondary suites, one additional parking stall will be required per suite.

Building exteriors in this district are required by the Town's Land Use Bylaw to employ a variety of natural materials such as wood and brick.



## 4.2.2 Narrow Lot Duplex Residential District (R5A)



The R5A Narrow Lot Duplex Residential District is intended to accommodate narrow lot duplex housing which provides a more affordable duplex option to residents due to the decreased lot width. In accordance with the Town of Sylvan Lake's Land Use Bylaw regulations; secondary suites are not permitted in this district.

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. Building exteriors in this district are required by the Town's Land Use Bylaw to employ a variety of natural materials such as wood and brick.

## 4.2.3 High Density Residential (R3)



The R3 High Density Residential district has been used along the primary roadways to accommodate row housing. Often referred to as townhousing, row homes consist of between three to seven attached units which have shared common walls from foundation to roofs. This type of housing provides another more affordable option to residents.

Row housing is anticipated to be either two or three storeys in height and may include front attached garages.



## 4.3 Residential and Population Calculations

Table 4 - Housing Mix

	Ha	Ac	Units	% of Housing Stock
Single Detached Residential	9.13	22.57	248	78.7%
R5 Narrow Lot Residential	9.13	22.57	248	78.7%
Semi-Detached and Multi-Family Residential	1.67	4.13	67	21.3%
R5A Narrow Lot Duplex Residential	0.83	2.06	31	9.8%
R3 High Density Residential (Row Housing)	0.84	2.07	36	11.4%
<b>Total</b>	<b>10.80</b>	<b>26.70</b>	<b>315</b>	<b>100.0%</b>

Residential density: 14.53 du/ha (315 units / 21.68ha)

Table 5 - Population Projection

	Units	Average Household Size	Population <sup>2</sup>
Single Detached Residential	248	-	595
R5 Narrow Lot Residential	248	2.4	595
Semi-Detached and Multi-Family Residential	67	-	160
R5A Narrow Lot Duplex Residential	31	2.4	74
R3 High Density Residential (Row Housing)	36	2.4	86
<b>Total</b>	<b>315</b>	<b>-</b>	<b>755</b>

<sup>1</sup> Units are based on minimum lot size regulations in the Town of Sylvan Lake Land Use Bylaws.



# 5.0 Open Space Network

## 5.1 Overview

As shown on Figure 8 - Open Space Network, the majority of open spaces in Lighthouse Pointe South have been identified to preserve existing vegetation or provide off-street trail connections. These open spaces are identified to satisfy a deferred dedication caveat on the land. All open spaces will be owned and operated by the Town.

Table 6 - Types of Open Spaces

	Ha	Ac	% of Developable Plan Area
Gross Plan Area	21.68	53.57	
Developable Plan Area	21.68	53.57	100.0%
Required Municipal Reserve	2.17	5.36	10.0%
Municipal Reserve (MR)	4.31	10.65	19.9%
<i>Preserved Vegetation</i>	1.64	4.05	7.6%
<i>Other</i>	2.67	6.60	12.3%
Public Utility Lots (PUL)	1.66	4.10	7.7%
<i>Stormwater Management Facility (PUL)</i>	0.90	2.23	4.2%
<i>Other</i>	0.76	1.87	3.5%
Total Open Spaces	5.97	14.75	27.5%

## 5.2 Types of Open Spaces

### 5.2.1 Existing Vegetation

An area of existing trees has been preserved in the west portion of the Plan Area. As identified in Table 6 - Types of Open Spaces, this area represents 7.6% of the Developable Plan Area. All areas of preserved vegetation are intended to remain in their native state and not include formal programming.

### 5.2.2 Linear Parks

Linear park connections have been provided along the northeast boundaries of the Plan Area to act as pedestrian connections. These park spaces will be designed with multi-use trails to allow pedestrian and cycling short-cutting throughout the community; these trails are further described in Section 5.3 Trails.





### 5.2.3 Stormwater Management Facilities

As described in Section 2.3 Wetland Impact Assessment, several wetlands were identified in the Plan Area. Lighthouse Pointe South has been designed to preserve and reconstruct these wetlands using the stormwater management facilities.

Two stormwater management facilities have been located in Plan Area: one in the northeast and one in the southeast. The function of these facilities are described in Section 7.3 Stormwater System; however, their presence will also act as a recreational feature for the community by providing scenic views and an area for passive recreation via a trail surrounding the pond.

Passive recreation elements surrounding the facility will include pedestrian trail connections, seating nodes, and refuse containers.

The location of homes backing on to this pond provides an element of passive surveillance increasing the area's overall safety.



## 5.3 Trails

As described in Section 5.2.2 Linear Parks, a system of interconnected trails and sidewalks will form the pedestrian network for this community. Trails in Lighthouse Pointe South are intended to provide off-street mobility options for residents that promote an active lifestyle, are safe, and connect to adjacent neighbourhoods. All trails will be constructed based on the *Town of Sylvan Lake's Design Guidelines* requirements. in place at the time of construction.



### 5.3.1 External Trail Connections

As identified in the *Town of Sylvan Lake's Transportation Master Plan*, all arterial roadways are intended to be designed with sidewalks along both sides of the roadway. Connections to these external trails have been provided to facilitate

their future use once constructed.

As a part of the continuing development on the east side of Sylvan Lake, the Town is planning to complete a multi-use trail connection along 47th Avenue extending to Highway 20 and the central commercial area. It is understood the Town will be funding the completion of this connection by asking the first development to front the cost and an endeavour to assist for other developers as their areas come on-stream.

The Developer of Lighthouse Pointe South supports the trail construction and will agree to a predetermined option at the time of the Development Agreement; however, providing funding for this project to the Town up front is not considered a viable option due to the scale of the Lighthouse Pointe South development. Alternative funding methods may include cost recovery, off-site levies, or endeavor to assist.



### Legend

- Open Space
- Stormwater Management Facility
- Public Utility Lot
- 1.5m Separated Sidewalks
- 1.5m Monolithic Sidewalks
- Collector Trail
- Multi-Use Trail
- Community Amenity
- Plan Boundary

### Walking Distance:

- Destination/Starting Point
- 400m - 5 Minute Walk
- 800m - 10 Minute Walk

Figure 8 - Open Space Network



# 6.0 Transportation Network

## 6.1 Types of Roadways

A series of roadways have been used to provide vehicular connectivity throughout Lighthouse Pointe South. These roadways have been designed to provide convenient vehicular and pedestrian access while preventing short-cutting through the community.

### 6.1.1 Non-Standard Roadways

The north crescent in Lighthouse Pointe South is remaining from the previous development concept. Although this roadway was not paved, servicing lines were run in this area; therefore, there are existing service stubs, manholes, and fire hydrants.

As shown on Figure 10 - Transportation Details, this roadway was designed as a 12.0m wide local road without sidewalks. Although the road does not meet the Town's existing standards, it will be constructed as per the existing design to accommodate the infrastructure current constructed as identified above. Subsequent to construction, this roadway will be owned by the condominium association rather than the Town of Sylvan Lake.

### 6.1.2 Standard Roadways

The following roadways will be designed as per the *Town of Sylvan Lake's Design Guidelines*.

#### Future Arterial Roadway - Twp Rd 384A

A conceptual future arterial roadway has been identified in the 2015 *Transportation Master Plan* 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 Lighthouse Pointe South 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 Lighthouse Pointe South property. The development of this roadway and dedication of land will be completed to be consistent with development of the lands immediately to the west.

At such a time that the quarter section to the south of the Plan Area is developed, the remaining 20.0m wide right-of-way would be required for dedication along the quarter's northern boundary. Said dedication would supplement the right-of-way dedicated in association with the Lighthouse Pointe South development and 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.

A two metre Public Utility Lot is provided along the south roadway to provide space for screening which may include a fence and planting areas.

#### Collector Roadways

As shown on Figure 9 - Roadway Network, a main collector roadway runs north/south through the Plan Area. The eastern portion of the neighbourhood's west/east roadway is also designed as a collector. The western portion of the roadway will be designed as a local road as its purpose is mainly for connectivity into the adjacent neighbourhood, not as a primary access or short-cutting route.

The collector roadways in Lighthouse Pointe South will be designed using a 20.0m wide right-of-way, 12.5m wide carriage way, and a separated sidewalks on both sides of the roadway.



## 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 10.5m wide carriage way and monolithic sidewalks on one side of the roadway.

## Lanes

Lighthouse Pointe South has been designed with a limited number of laneways to increase the development's density and minimize the amount of roadways that need to be maintained by the condo association.

In areas where lanes have been provided, front garages will not be permitted; these homes will be accessible via rear on-site parking. 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.

## 6.2 Pedestrian Network

To provide efficient and comfortable pedestrian movement throughout Lighthouse Pointe South, a pedestrian network has been created using off-street trails and on-street sidewalks. Trails in the community will be 3.0m wide asphalt whereas sidewalks will be 1.5m wide.

A separated sidewalk will be provided on one side of the collector roadways to optimize trail connectivity and provide a comfortable pedestrian environment.

### 6.2.1 Destinations

As part of the pedestrian environment design, a variety of destinations have been identified to determine which routes would be most used by pedestrians. These destinations are all located outside of the Plan Area and include those listed in Section 3.5 Connections to Other Uses.

Through this identification process, it was determined that the majority of pedestrian traffic would be travelling to the northwest. As the northern portion of the neighbourhood's collector roadway, the portion which lays outside of the Plan Area, does not include sidewalks; it is anticipated that residents will travel to these

destinations by travelling west, and then north.

To facilitate pedestrian connectivity to the north, a shared-lane cycling route may be added to Bayshore Drive as there are no sidewalks along the existing portion of roadway.

## 6.3 Other

### 6.3.1 Temporary Turn-Arounds

Temporary turn-arounds will be constructed at the termini for all proposed roadway connections that will exist as dead-ends until future development occurs outside of the Plan Area.

### 6.3.2 Emergency Access

At the discretion of the Town, a temporary emergency access may be required until such a time that multiple accesses are available into the Plan Area. The necessity, location, and design of this access will be determined in consultation with the Town of Sylvan Lake at the time of detailed design.

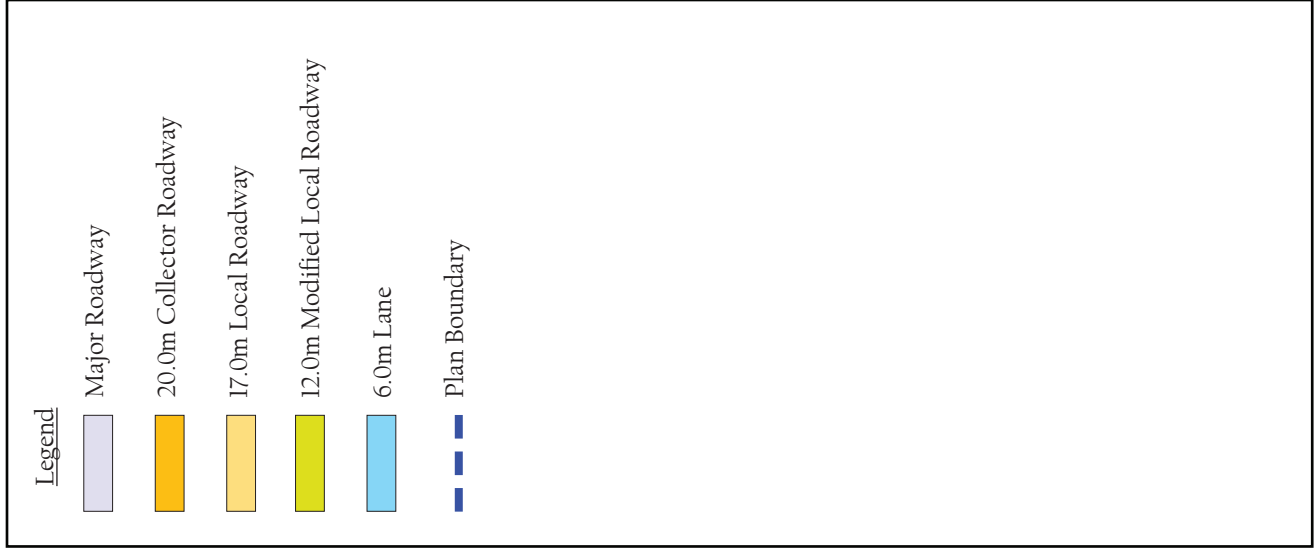
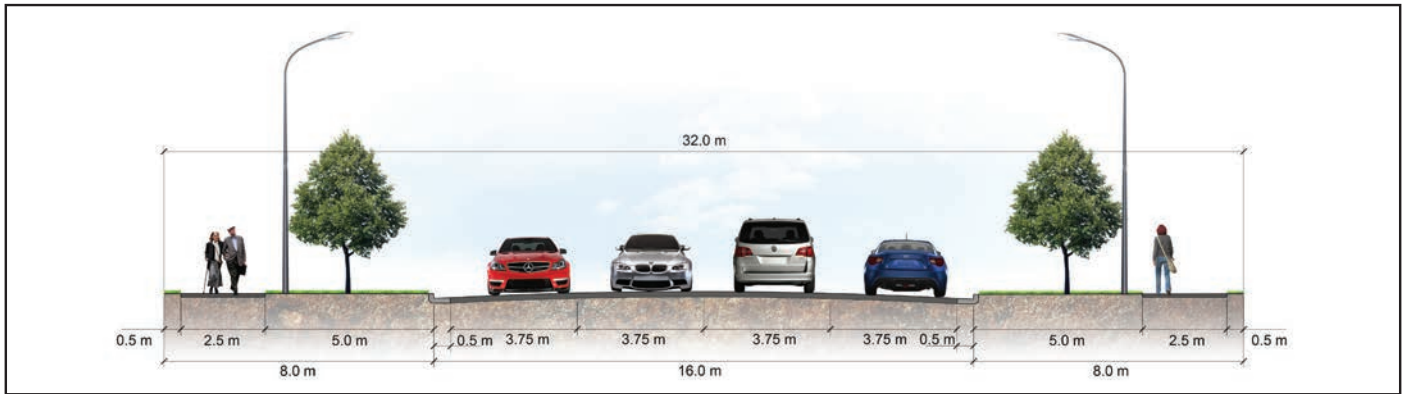
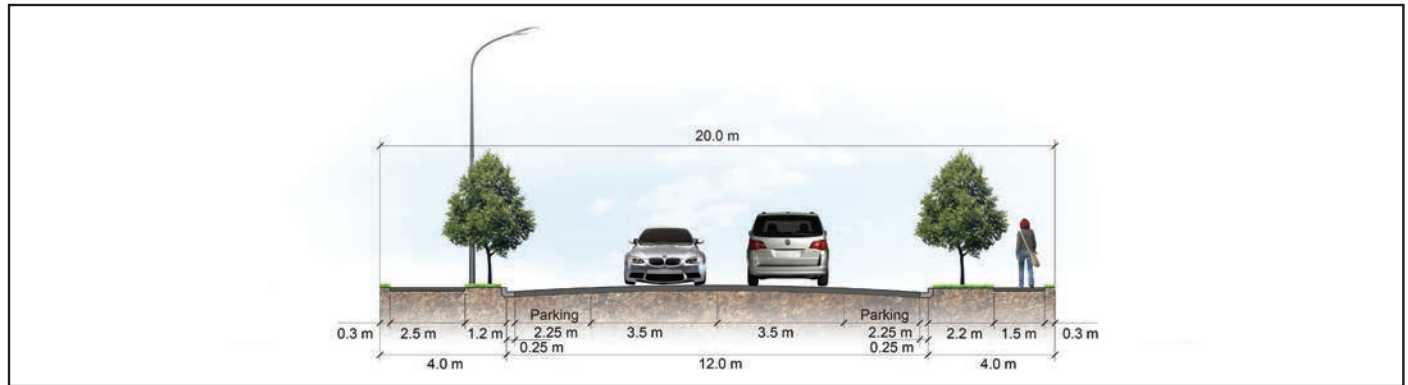


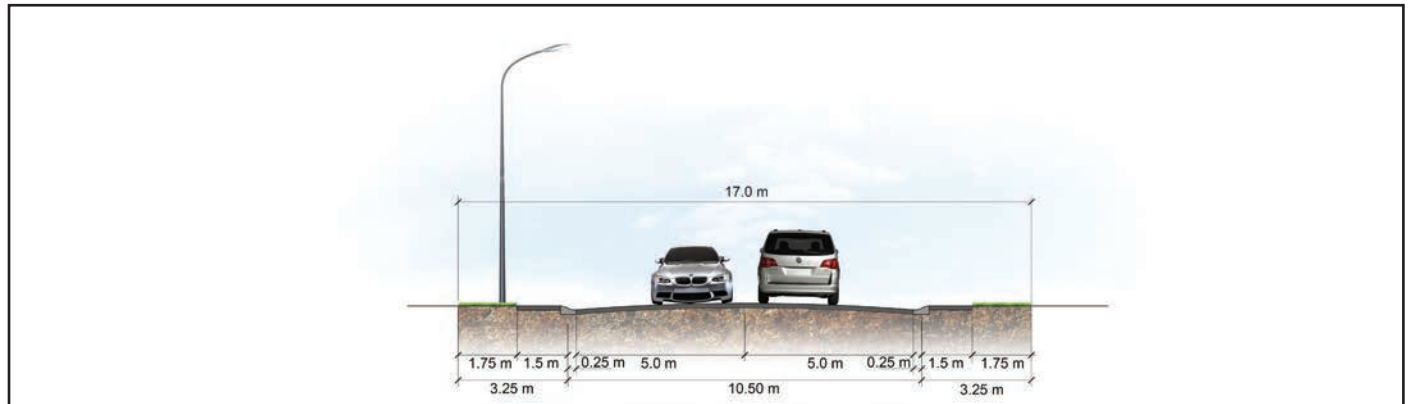
Figure 9 - Roadway Network



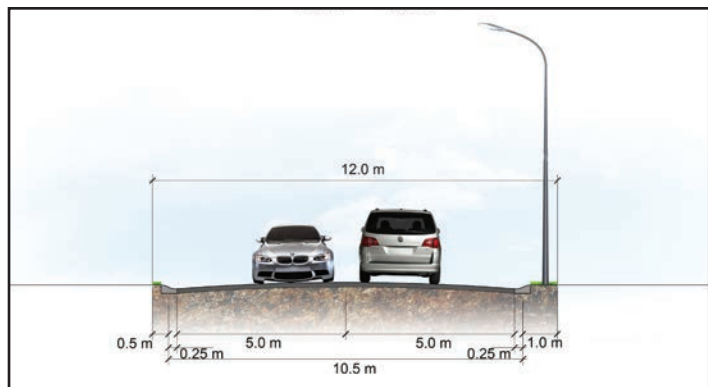
Future 32.0m Arterial Roadway



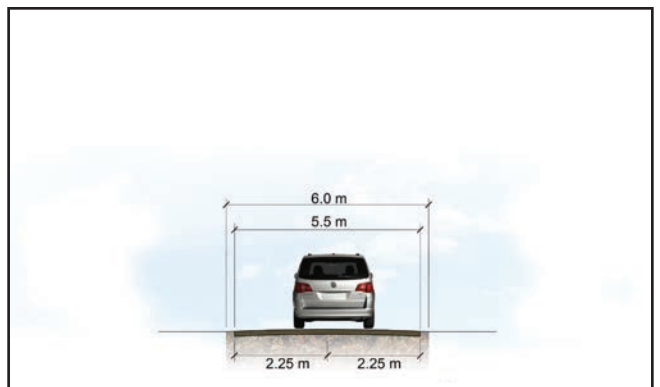
20.0m Collector Roadway



17.0m Local Roadway



12.0m Non-Standard Roadway



6.0m Standard Lane





## 7.0 Servicing

### 7.1 Privately Owned Infrastructure

Existing servicing infrastructure located north of the Plan Area is privately owned by the manufactured home park development. The infrastructure proposed within the Plan Area will also be dedicated to the Town. A service connection agreement will be required for all connections between the Town and private servicing.

### 7.2 Sanitary Sewer System

As shown on Figure 11 - Sanitary Servicing, there is an existing forcemain and lift station along Bayshore Drive. This line will be extended into the Plan Area to pump effluent to the Town's infrastructure at 47th Avenue.

All sanitary sewer facilities will be designed in accordance with the *Town of Sylvan Lake Design Guidelines*.

### 7.3 Stormwater System

#### 7.3.1 Minor Drainage System

As shown on Figure 12 - Stormwater Servicing, the minor system will consist of underground piping and catch basins to capture and convey stormwater flows, up to and including the 1:5 year storm event, towards the proposed SWMF.

#### 7.3.2 Major Drainage System

The major storm drainage system will consist of a network of surface drainage paths, generally along roads, lanes and pathways; which will convey water, typically in excess of the 1:5 year event, overland towards the permanent SWMF. The SWMF will be designed to detain storm events up to and including the 1:100 year storm event and treat the water prior to discharging at a pre-development controlled release rate across the land to the east using a temporary drainage easement. The release rate of 2 L/s/ha for the 1:100 year storm event will be utilized. This water will eventually drainage into the nearby Cygnet Creek to the east of the Plan Area, as shown on Figure 9B - Proposed Storm Sewer System (1:100 Year) of the Town

of Sylvan Lake Infrastructure Study and Figure 13 - Major Overland Drainage of this Outline Plan.

All stormwater management facilities will be designed in accordance with the *Town of Sylvan Lake Design Guidelines*.

### 7.4 Water Distribution System

The water distribution network within Lighthouse Pointe South will in general follow the transportation network throughout the site as this will create an ideal grid network system. Services within the community will be an extension of the Town of Sylvan Lake's existing watermain system in 47th Avenue. This system extends into the quarter section along Bayshore Drive and is currently servicing approximately 51 lots west of the Bayshore Drive.

The proposed alignment of the water lines within Lighthouse Pointe South are illustrated on Figure 14 - Water Servicing.

During discussions with the Town of Sylvan Lake, it was determined that the first phase of Lighthouse Pointe South would be serviced off of the watermain feed currently servicing the existing condominium development. Prior to construction of Phase 2, the Developer would be required to provide water looping for future phases. Depending on the progress of the adjacent developments at the time of Phase 2, there are several options for providing water looping; however, it is recommended that the second tie-in points be located just north of the existing valve on Charles Industrial Way, directly north of 47th Avenue. The proposed looping is shown on Figure 14 - Water Servicing.

All water mains in this development will be designed in accordance with the *Town of Sylvan Lake Design Guidelines*.

### 7.5 Franchise Utilities

Shallow utilities will be required for this development and will be extended from the existing community to the north. These utilities include: electricity (Fortis), telephone (Telus), cable (Shaw), and gas (ATCO).



Figure 11 - Sanitary Servicing



### Legend

- Stormwater Main
- > Flow Direction
- Storm Manhole
- Drainage Easement
- Plan Boundary

**Figure 12 - Stormwater Servicing**

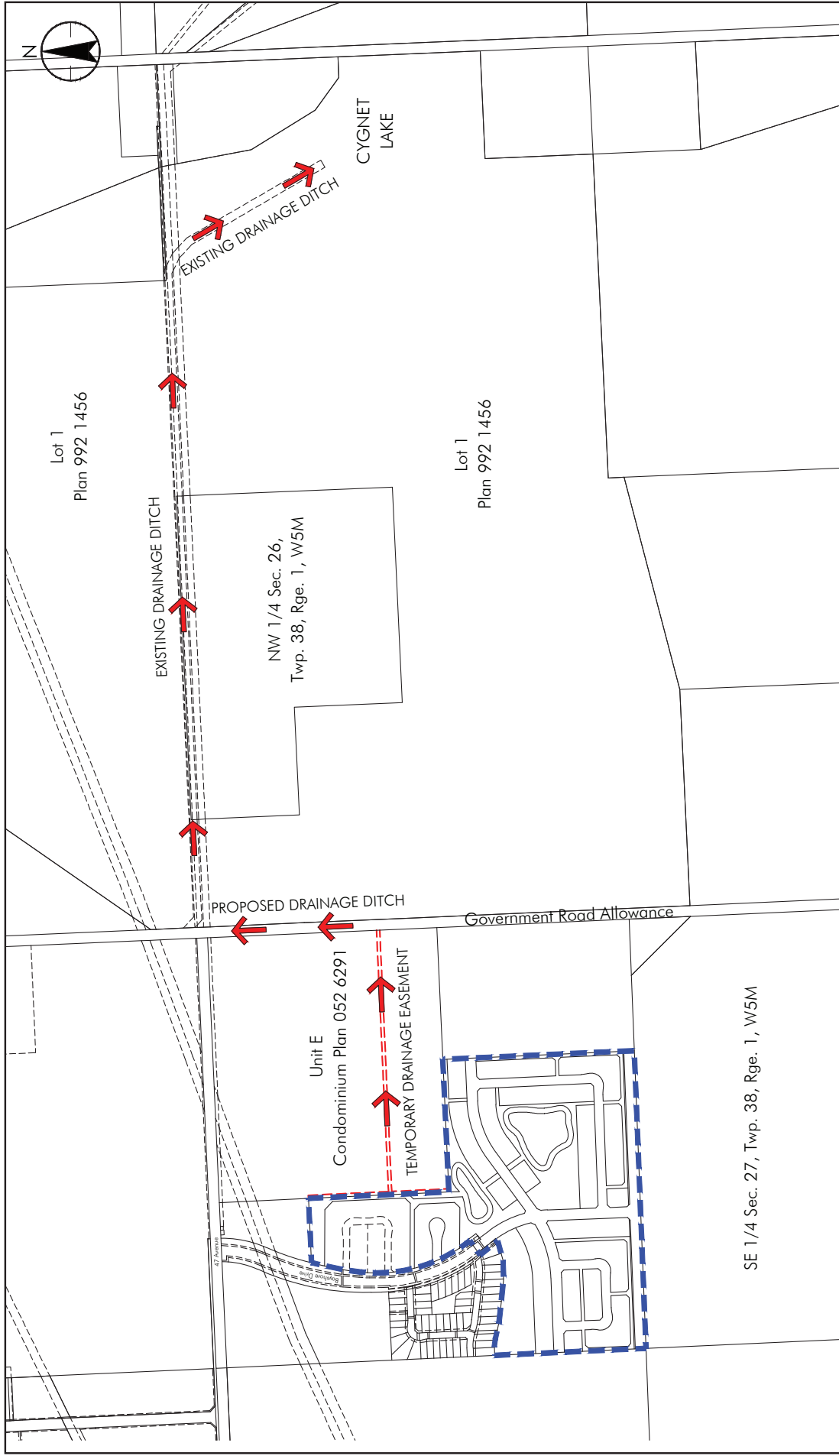


Figure 13 - Major Overland Drainage



Figure 14 - Water Servicing





## 8.0 Implementation

### 8.1 Phasing

As shown on Figure 15 - Phasing Plan, development of Lighthouse Pointe South is proposed to be undertaken in several phases.

#### 8.1.1 Phasing Considerations

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

As Bayshore Drive will be the primary entrance to this community and location of servicing extensions, it is logical for development to begin in this area of the community. Phase I consists of developing the residential areas off to be serviced using existing infrastructure and the creation of the north stormwater pond.

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.

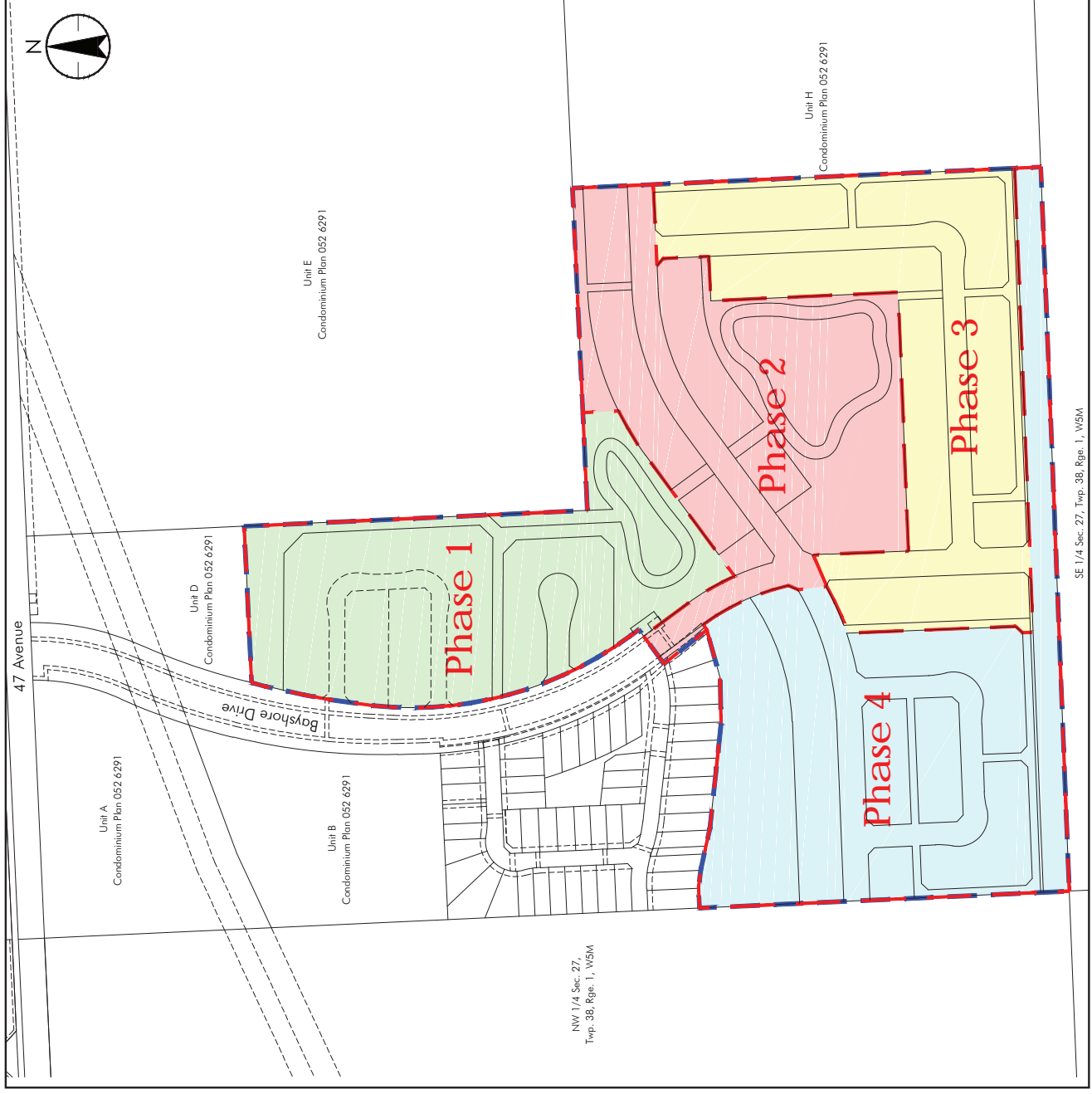
### 8.2 Redesignation and Subdivision

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.

To facilitate the development and future maintenance by the Town of the Plan Area, a condition of subdivision will be identified for the first phase. This condition will state: Prior to the endorsement of the first phase of subdivision, an access easement will be granted to the Town of Sylvan Lake on behalf of the Condominium Association across Bayshore Drive. This access agreement will allow the Town to legally access Bayshore Drive for the purpose of providing necessary municipal services to the residents of the Condominium Association. It will be the responsibility of the Town to negotiate and obtain the access agreement once the Lighthouse Point South Phase I subdivision has been submitted by the Developer. Thereafter, discussions will continue between the Town and the Condominium Association to explore the subdivision and transfer of Bayshore Drive and corresponding infrastructure to the Town.

### 8.3 Plan Interpretation

The Lighthouse Pointe South Outline Plan is intended to guide development within the Plan Area; all images as shown in this Outline 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.



**Figure 15 - Phasing Plan**