

Tripp Lands

OUTLINE PLAN AMENDMENT

SYLVAN LAKE | UPDATED JULY 2023



Tripp Lands

Outline Plan Approval

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Ammendment

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Character image - Terwillegar Town, Edmonton.

1 Introduction

The purpose of the *Tripp Lands Outline Plan* is to describe the development objectives and proposed land uses for a parcel of land located in northwest Sylvan Lake.

1.1 PLAN AREA

The Tripp Lands Plan Area can be generally described as the SE ¼ of Section 31-38-01-W5M. As shown on **Figure 1 - Location Plan**, this area is located west of the Town of Sylvan Lake Golf and Country Club, and northwest of the 60th Street/CN track intersection.

History & Ownership

In January 2016 the Tripp Lands Plan Area was annexed into the Town of Sylvan Lake from Red Deer County. The historic land use associated with the area was agricultural in nature dating back to the early 1900s. Based on information gathered, it is understood that the Plan Area was purchased in June of 1912 by a group of men including John Franklin Webb Boyce who helped found the Red Deer Horticultural Society and the Red Deer Public Library.

Most recently, the Plan Area was owned by the Tripp family who used it for crop production for the last fifty years.

Historical Resources

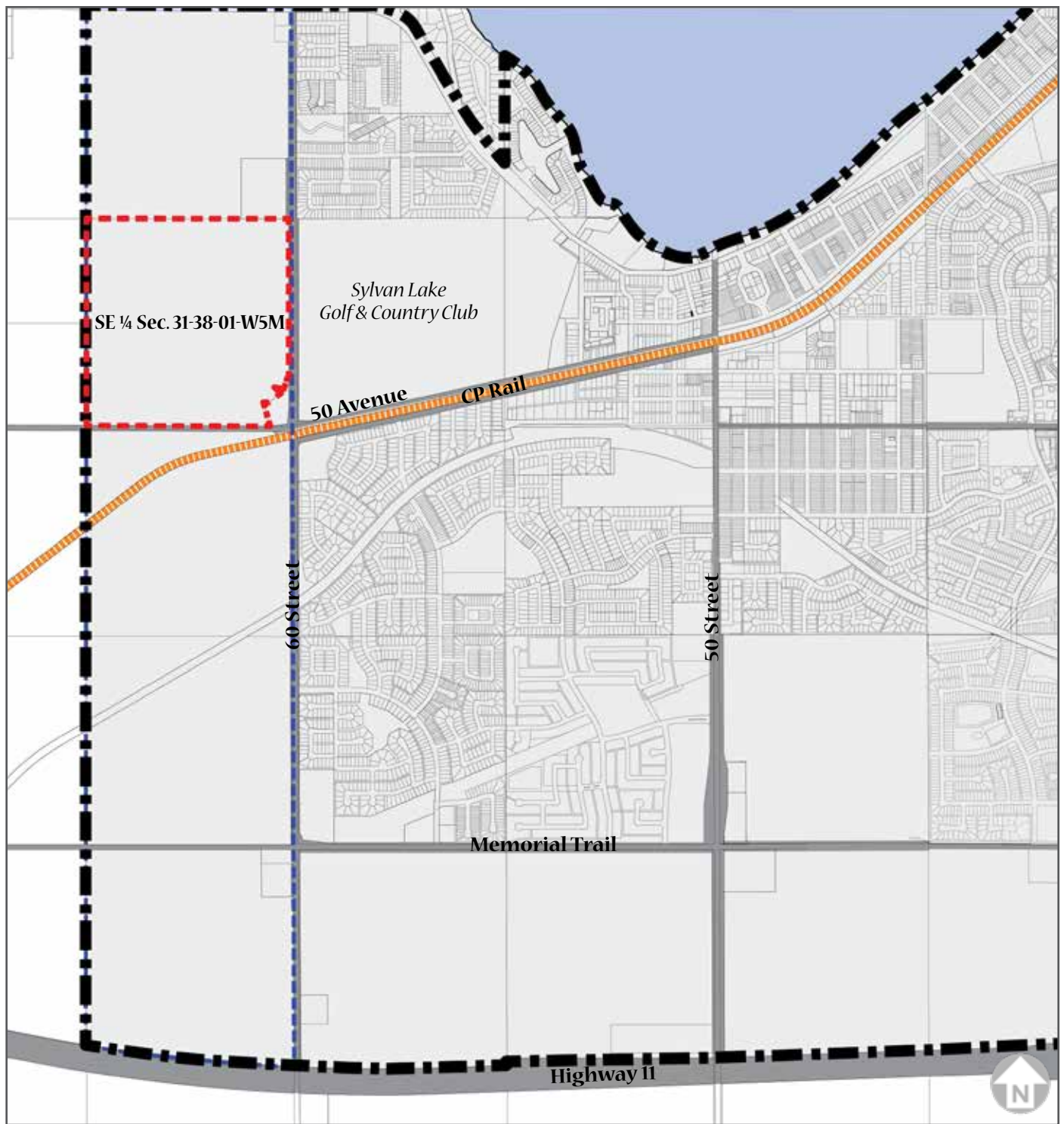
The Alberta Listing of Historic Resources did not identify the Plan Area as having any historical resources; regardless, a Historic Resource Act Clearance was obtained in June 2015 for the development of this area.

Ownership

Although the Plan Area generally covers the entire quarter section, an acreage site located in the southeast corner of the quarter has not been included. The acreage is separated from the Plan Area by a natural barrier which limits access into the acreage to that off of 50th Avenue. This nature barrier is an existing drainage course known as Golf Course Creek. In addition, the future 50th Avenue/ 60th Street intersection improvements also limit development potential in this area. Due to its isolation from the remainder of the quarter, the acreage site has not been included in the overall *Tripp Lands Outline Plan* concept.

1.2 PLAN INTERPRETATION

The *Tripp Lands 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.



LEGEND

— — — West ASP Boundary

— — — Outline Plan Boundary

— — — Town Boundary

FIGURE 1 - Location Plan
Tripp Lands Outline Plan



Character image - Charlestown, Massachusetts.

2 Past Planning

The following relevant documents have been reviewed and referenced in preparation of this Outline Plan.

Although this Plan has been generally prepared following the regulations for the preparation of an Area Structure Plan, the *Tripp Lands Outline Plan* is intended to operate in coordination with the *Town of Sylvan Lake and Red Deer County Intermunicipal Development Plan (IDP)*, *Town of Sylvan Lake Municipal Development Plan (MDP)*, and *Town of Sylvan Lake West Area Structure Plan (West ASP)*.

2.1 STATUTORY PLANS

Municipal Government Act

The *Municipal Government Act (MGA)* of Alberta outlines the purpose and powers of municipalities. One of these powers is to require an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land.

The guidelines set by the MGA for creation of comprehensive planning documents have been used to guide the *Tripp Lands Outline Plan*.

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 amended to 2016. It sets the shared vision for the area surrounding the Town to ensure the interests of both Red Deer County and Sylvan Lake are considered during future development.

The Red Deer County lands surrounding the Tripp Lands Plan Area is identified as future residential development with a major roadway along the south boundary of the Plan Area, 50th Avenue.

Town of Sylvan Lake Municipal Development Plan

The *Town of Sylvan Lake Municipal Development Plan (MDP)* was approved in September 2014 and amended to 2016. It sets a vision for the Town to build on the quality of its environment, small town identity, and its location in Central Alberta.

The MDP identifies the objectives related to new residential development which have been used to guide Tripp Lands. These objectives are identified in **Section 4 Plan Objectives**. The MDP's Future Land Uses figure identifies the Tripp Lands Plan Area for residential development.

Town of Sylvan Lake West Area Structure Plan

The *Town of Sylvan Lake West Area Structure Plan* (ASP) describes development objectives, generalized land uses, and servicing alignments for the lands annexed into the municipality in 2016, including the Tripp Lands Plan Area.

As shown on **Figure 2 Part of West ASP Concept**, the Tripp Lands Plan Area was identified in the West ASP for future residential and educational uses; the following policies were also identified for implementation through new developments.

West ASP Policy	Tripp Lands Incorporation
5.1.1 <i>Design neighbourhoods to be complete communities that incorporate a mix of compatible residential and non-residential uses including small scale commercial services, places of worship, recreation facilities, or other public uses that serve the area and create neighbourhood identity.</i>	The mixture of land uses proposed for the Tripp Lands neighbourhood is described in Section 5 Concept Plan .
5.1.3 <i>Neighbourhood concepts shall be designed to be walkable and incorporate a well-connected system of trails and green spaces. Desirable neighbourhood destinations such as parks, commercial areas, and other public amenities should be located within a 5-10 minute walk from most homes.</i>	Tripp Lands has been designed with an integrated open space network to facilitate pedestrian movement; the walkability and connectivity of Tripp Lands has been illustrated on Figure 8 Destination Walkability Plan .
5.1.4 <i>Each neighbourhood within the [West ASP] plan area should establish a unique sense of place and character, incorporating distinct entrance gateways, memorable landmarks, and focal points within the community. This can include well designed entrance features and neighbourhood signage, innovative green spaces, celebrated and enhanced natural areas, distinct streetscapes, or high quality landscaping and architecture.</i>	Tripp Land's unique character is described in Section 5.5 Sense of Place . Elements of the Tripp Lands neighbourhood which create a unique sense of place are described in Section 5.5 Sense of Place .
5.2.1 <i>A range of housing forms and densities shall be included within the Residential area of each Neighbourhood Plan. A mix of residential land uses shall be included to accommodate a range of housing options for all income levels and ages.</i>	The mixture of housing anticipated to comprise the Tripp Lands neighbourhood is described in Section 5.1.1 Residential Districts .
5.2.2 <i>The minimum residential density shall be 13 units per net developable hectare for all lands within the West ASP. Densities less than the specified amount shall be considered by the Town if the proposed outline plan includes additional open space or natural area preservation over the 10% Municipal Reserve dedication.</i>	The residential density of Tripp Lands is anticipated at 16.48 du/ha as further described in Table 2 Maximum Housing Mix .

Continued on the following page.

West ASP Policy	Tripp Lands Incorporation
5.2.3 <i>Each neighbourhood plan shall indicate a variety of housing options with a minimum mixture of 60% single family detached dwellings, 20% single family attached and 20% multi-family. The Town, in consultation with the Developer, may at its discretion adjust these percentages due to existing market demand and conditions.</i>	Tripp Lands are anticipated to include 58.6% of single family detached dwellings, 21.0% of single family attached, and 20.4% multi-family housing as further described in Table 2 Maximum Housing Mix .

Town of Sylvan Lake Land Use Bylaw

The 2016 *Town of Sylvan Lake Land Use Bylaw* (LUB) describes all available land use districts to be used throughout the Town. As shown on [Figure A4 Land Use District Map](#), the existing land use designation for the Plan Area is FD Future Designation for future development.

It is intended that the land use currently identified for the Plan Area will be replaced with those described in this Outline Plan as land use redesignation occurs on a phased basis.

2.2 SUPPORTIVE PLANS

Town of Sylvan Lake Growth Strategy

The *Town of Sylvan Lake Growth Strategy*, approved in September 2008, includes many planning considerations that apply to the Tripp Lands development. It identifies that the Town of Sylvan Lake's vision, "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 is understood that the Growth Strategy is intended to be an informational plan that is not prescriptive to development and will not be updated to reflect the planning completed for Tripp Lands.

Town of Sylvan Lake Municipal Sustainability Plan

The 2018 Municipal Sustainability Plan (MSP) provides a road map leading to a sustainable future. Sustainability goals and principles identified in the MSP are primarily intended to guide future decisions made by the Town of Sylvan Lake; however, the following goals are reflective of the Town's MSP which have been reviewed for their inclusion in the Tripp Lands neighbourhood design.

Municipal Sustainability Plan Goal	Tripp Lands Incorporation
<i>Preserve and protect Sylvan Lake's natural spaces and enhancement of our ecosystems.</i>	The preservation of natural areas in the Tripp Lands Plan Area is described in Section 6.1 Environmental Reserve .
<i>Provide diverse transportation options to reduce car dependency.</i>	Tripp Lands's pedestrian and active movement network is described in Section 6.5 Trail System .
<i>Provide diverse housing options that meet the needs of residents today and in the future.</i> <i>Neighbourhoods are vibrant and feature mixed uses allowing for a variety of housing forms and options.</i>	The mixture of housing anticipated to comprise the Tripp Lands neighbourhood is described in Section 5.1.1 Residential Districts .

Municipal Sustainability Plan Goal	Tripp Lands Incorporation
<i>Maximize efficiencies within a neighbourhood to provide residents access to amenities.</i>	The walkability to amenities within the neighbourhood is shown in Figure 8 - Destination Walkability Plan.

Town of Sylvan Lake Recreation, Parks, and Open Space Master Plan

The 2010 *Recreation, Parks, and Open Space Master Plan* is intended to guide future decisions made by the Town regarding future planning and maintenance of indoor and outdoor recreational facilities and services. Priorities and preferences identified in the Plan Area have been incorporated into the design of the neighbourhood's open space concept and are described in **Section 6 Open Space Network**.

Town of Sylvan Lake Infrastructure Study

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

Although servicing layouts shown in the Infrastructure Study have been reviewed in preparation of this Outline Plan, the roadway layouts shown in the Infrastructure Study were superseded by the 2015 *Town of Sylvan Lake Transportation Master Plan*; therefore, the location of some services have been shifted.

Town of Sylvan Lake Transportation Master Plan (Final Report)

The 2022 Transportation Master Plan identifies long-range transportation planning for the Town. **Exhibit 2.9 - 38,000 Population - Road Classification** identifies a proposed roadway layout for the Tripp Lands Plan Area which includes an arterial roadway along both the south and east boundaries of the Plan area. As per the approved 2016 Tripp Lands Outline Plan, a west-east collector road is shown running parallel to the north boundary of the Plan Area from 60th Street and will be one of the access points into the Tripp Lands. There are two additional

collector roads that extend off of this west-east collector road; one extending north and the other extending south through the Plan area. Primary trail linkages are shown along all collector and arterial roadways. As described in Section 7 Transportation Network, the design of Tripp Lands generally follows this approach.

Town of Sylvan Lake Development Process and Design Guidelines v.2.0 (2018)

The *Town of Sylvan Lake Development Process and Design Guidelines v.2.0* lays out the Town's standards regarding subdivision design, servicing, and the construction approval processes. All development within the Plan Area will be designed to meet or exceed the Town's 2018 Design Guidelines.

Town of Sylvan Lake Natural Areas Management Plan

The *Sylvan Lake Natural Areas Management Plan (NAMP)* was completed by RC BioSolutions Ltd in 2017 to identify environmentally significant areas in the Town of Sylvan Lake with the objective of providing guidance and information for new development.

The NAMP describes the Tripp Lands Plan Areas as follows,

This area contains many large ESAs. A patch of remnant forest occurs in the southeast corner. This area contains native vegetation and had a small swamp wetland within. A red tailed hawk nest was found on the northeast portion of the patch of forest (#46). This patch is connected to the forest to the south. Golf Course Creek occurs within the southeast corner of the quarter section. An alder flycatcher nest was observed within a shrub in the riparian area of the creek. The majority of the quarter section is

cultivated with the southwest corner seeded to brome and bluegrass. Large temporary/seasonal marshes occur throughout with their margins cultivated in dry years. The only patch of known natural/semi-natural grassland occurs within this quarter section. A Manitoba maple and caragana corridor occurs in the middle of the corridor. This corridor is thick and may restrict larger mammal and ungulate movement through it. This area is used by song birds however, is not as diverse or as desirable as native vegetation corridors. Native vegetated corridors which are connected to the large patch of remnant forest in the quarter section to the north, occur along the west and north edges.

Tripp Lands has been designed to conserve and integrate the majority of areas identified by the NAMP with High Environmental Significance into the neighbourhood's open space network.

- *Conservation of the patch of native forested vegetation should be priority (#46). A breeding bird survey should be completed prior to any construction or development activity due to the active nest within the area.*

The majority of the southeast tree stand has been preserved as described in **Section 6.2 Municipal Reserve**. All tree clearing will follow the regulations of the *Migratory Bird Act* which requires tree removal to either take place outside of the generally-accepted bird breeding period (March 15 to August 31) or following the completion of a nest survey by a qualified biologist to avoid impact to any potential bird nests that may exist.

- *Conservation of the creek and its riparian area is recommended due to limited coverage of this unique habitat within the study area.*

The preservation of Golf Course Creek and its associated riparian area is described in **Section 6.1 Environmental Reserve**.

- *The native vegetated corridors along the west and north edge of the quarter section should be protected as they promote movement to a larger habitats to the south and east.*

The windbreak along the west boundary of the Plan Area has been preserved due to its perceived long-term viability as

supplemented by the utility right-of-way. The north windbreak has not been preserved. This area does not seem viable long-term due to impacts of edge effects.

As not all vegetated areas can be preserved, some areas of existing vegetation have been dedicated as Municipal Reserve based on the Town's expressed priority areas.

- *The moderately rated ESAs (#47, #48, #49 and #408) require further assessment of their importance and ecological function.*

The NAMP identifies four areas as marshlands with moderate environmental significance. Marshes located in the Tripp Lands Plan Area are further described in **Section 3.1.1 Creek and Wetlands**.

Town of Sylvan Lake Water Master Plan (2020)

The *Town of Sylvan Lake Water Master Plan (2020)* comprehensively looks at both the existing water network and future projections in order to prepare a water distribution master plan. This will ensure that existing deficiencies are addressed and resolved and that future developments are suitably serviced.

Town of Sylvan Lake Wastewater Master Plan and Inflow and Infiltration Study (2020)

The *Town of Sylvan Lake Wastewater Master Plan (2020)* investigates the current sanitary sewer system and looks at future growth within the Town. This will allow the Town to adequately prioritize and project required upgrades needed to the existing sanitary sewer system and project future infrastructure requirements. This, in turn, will identify future development areas. The wastewater modeling will be supported by data retrieved from *The Inflow and Infiltration Study (2020)*.

Town of Sylvan Lake Stormwater Master Plan (2020)

The *Town of Sylvan Lake Stormwater Master Plan (2020)* examines the Town's current stormwater system and future growth projections. A drainage analysis was undertaken to identify stormwater management

strategies. A 5, 10 and 20 Year Prioritization Plan has been created to help guide necessary upgrades needed to both the current stormwater system and project future infrastructure requirements.

Development within this Outline Plan will be designed in accordance with the intentions of the aforementioned reports.

2.3 ADDITIONAL STUDIES

Tripp Lands Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was completed for the Tripp Lands Plan Area in January 2015. The Phase One ESA report was based on a visual site inspection, a review of public records, and personal interviews with the historic and surrounding landowners, as well as oil/gas facility representatives.

As shown on **Figure 3 - Existing Conditions**, the Phase One ESA indicated the presence of an abandoned farmhouse, shop, and out buildings located in the southeast corner of the Plan Area; these structures have since been removed.

Two empty above ground storage tanks were also noted, located north of the farmhouse. The tanks were historically used to store gasoline and diesel; as such their presence represents a moderate environmental risk. Drums found throughout the farm yard also were noted as a moderate environmental risk as their contents were unknown and the ground surrounding could not be inspected due to snow cover.

Recommendations

Based on the review of information collected for this Phase 1 ESA, the Plan Area was given an overall potential environmental risk rating of low; however, two areas of concern were noted: the various drums located throughout the farmyard, and the two empty above ground storage tanks. To address these two areas of concern, it was recommended that confirmatory soil sampling be conducted in any stained areas once the snow cover was gone and debris was removed. Soil

sampling as recommended in the Study will be completed at the time of development of the phase and mitigation measures taken at that time.

The well site discussed in **Section 3.2.2 Wells** was described in the ESA as having been abandoned with all drilling wastes removed from the site. Based on recommendations of the ESA, the well leasee will be contacted prior to development to discuss any potential impacts to the site.

As identified on **Figure 5 Concept Plan**, the well site identified in the Plan Area has been located within a public utility lot to accommodate future access. Details regarding this well site have been submitted to the Town of Sylvan Lake under separate cover to provide additional information regarding its history.

Tripp Lands Wetland Assessment

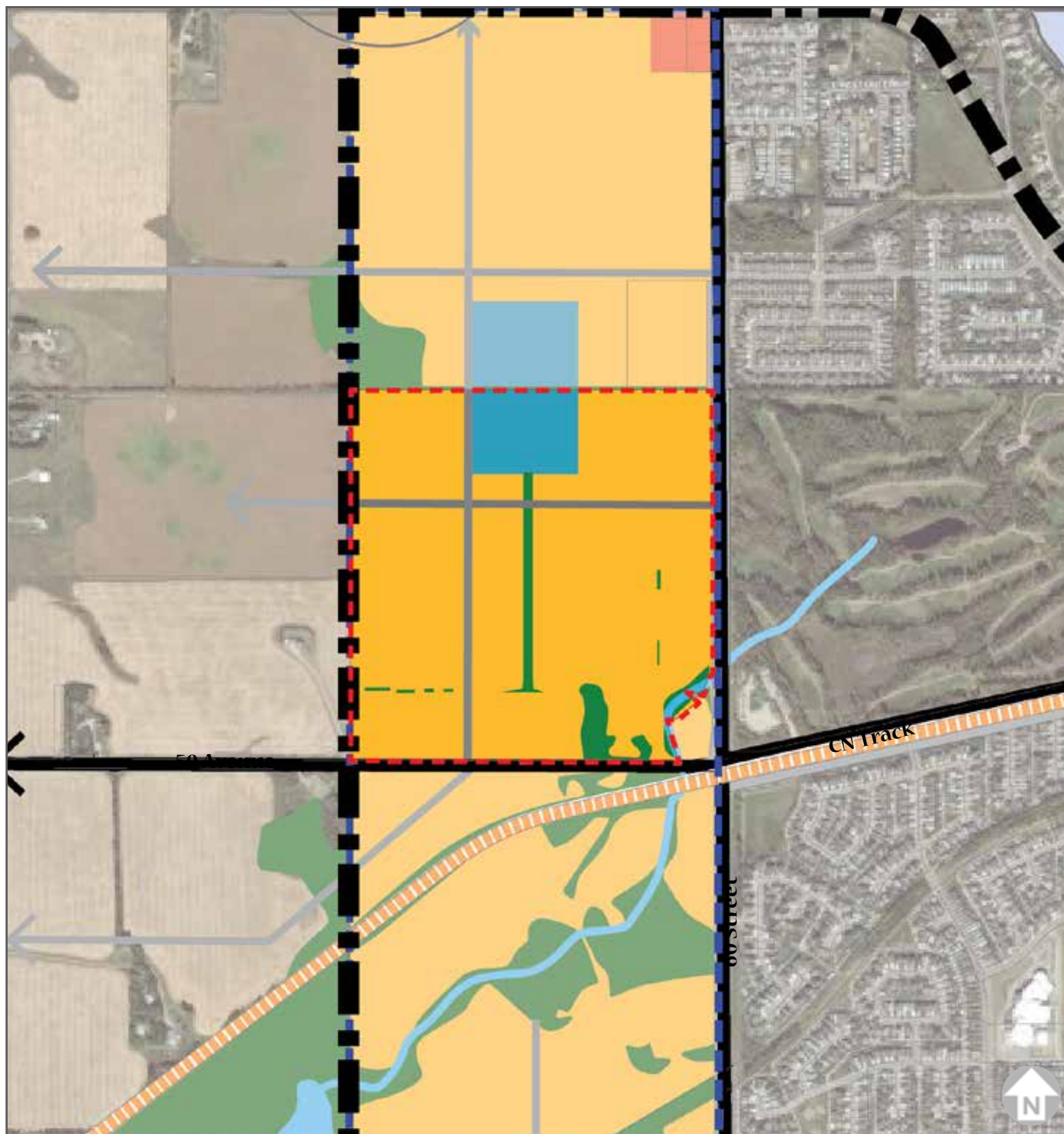
A wetlands assessment of the Tripp Lands Plan Area was completed by Sweet Grass Consulting in 2016 to review the potential wetlands within the Plan Area. This assessment was completed using the guidelines and regulations of the *Alberta Wetland Policy*.

The *Tripp Lands Wetland Assessment* found six wetlands with a total area of 0.21ha (0.52ac): five seasonal marshes and one temporary marsh. At the time of the field survey, all wetlands were either dry or had very low levels of surface water; in addition, all wetlands were noted as having been disturbed by cultivation since at least 1950.

Removal of any wetlands in the Tripp Lands Plan Area will be undertaken as per the regulations of the *Alberta Wetland Policy*.

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 Tripp Lands neighbourhood.



Note: The West Area Structure Plan concept was created by the Town of Sylvan Lake as a high level planning tool; however, concept details shown in subsequent Outline Plans will take precedence.

LEGEND

 Residential	 CN Track	 Creek
 Commercial	 Proposed Collector Roadways	 Town Boundary
 Public/Institutional	 Proposed Arterial Roadways	 West ASP Boundary
 Open Space, Tree Stands, and Wetlands		 Outline Plan Boundary

FIGURE 2 - Part of West ASP Concept
Tripp Lands Outline Plan



3 Existing Conditions

The Tripp Lands Plan Area is currently being used for agricultural farming purposes with a low area located in the southeast corner of the Plan Area.

3.1 NATURAL ENVIRONMENT

3.1.1 Creek and Wetlands

Golf Course Creek flows through the southeast corner of the Plan Area into Sylvan Lake. As per the requirements of the *Municipal Government Act*, this area has been preserved with a 30.0m development setback as further described in **Section 6.1 Environmental Reserve**.

As described in **Section 2.3 Additional Studies**, a Wetland Assessment of the Plan Area has been completed which identified five seasonal marshes and one temporary marsh in the Plan Area. The Tripp Lands development has not been designed to retain these marshes; any compensation required as a result of wetland loss will be handled with through Alberta Environment and Parks.

3.1.2 Existing Trees

As shown on **Figure 3 - Existing Conditions**, the Plan Area has windrows along the north and west boundaries, including a north-south windrow through the centre of the Plan Area. There are also trees surrounding the existing homestead in the southeast corner. Due to the existing conditions and width of the windrow trees, as well as the anticipated future health of the trees, the north and central windrows have not been preserved. Although the north and central windrows have not been preserved, the west windrow has been preserved through dedication of a Municipal Reserve and public utility lot, and a portion of the trees surrounding the existing homestead have been conserved using a Municipal Reserve dedication.

The *Tripp Lands Wetland Assessment* describes vegetation surrounding Golf Course Creek as dominated by willows and immature balsam poplar. This area has been preserved using an Environmental Reserve dedication.

3.1.3 Land Capability for Agriculture

Based on the Canadian Land Inventory's Land Capability for Agriculture map, the Plan Area can be categorized primarily as Class 2 Subclass c with the northwest corner of the Plan Area categorized as Class 3 Subclass w. These soils present moderate to moderately severe limitations to agriculture for a variety of reasons including adverse climate and excessive water.

3.2 BUILT ENVIRONMENT

3.2.1 Utility Rights-of-Way & Pipelines

As shown on **Figure 4 Legal Conditions**, there are two utility rights-of-way running through the Tripp Lands Plan Area. These pipelines are further explained below.

R/W 882 029002 6026

This right-of-way runs along the west and north boundaries of the Plan Area. The northern portion of the utility right-of-way was used to accommodate a pipeline that has been abandoned; as such, this portion of the utility right-of-way will be disposed of from the title as subdivision occurs.

The west portion of the utility right-of-way is used to accommodate an active pipeline registered to AltaGas Ltd. This portion of the utility right-of-way will be preserved within the neighbourhood's open space network dedication.

3.2.2 Wells

A natural gas well was located in the southwest portion the Plan Area. The well was registered to Anderson Energy Ltd. and was drilled and abandoned in 2005. Drilling records indicated that GelChem was used and a truck was on location to collect the drilling waste. There was no production data for this well.

This well was identified in the Phase One ESA as having a low potential for environmental risk as all drilling wastes were removed from the site and there was no flare pit.

This well can be considered abandoned and will require only minimal setback (5m radius) for potential future access. As shown on **Figure 5 - Concept Plan**, this well site has been located within a 10m wide public utility lot to accommodate the required setback.

3.2.3 Transmission Line

An overhead transmission line runs along the south boundary of the Plan Area. This transmission line is contained in the road right-of-way and will not impact development in the Plan Area.

3.3 ACCESS

The Tripp Lands Plan Area is bound by existing roadways on two sides: 60th Street along the east and 50th Avenue along the south. Future modifications to these roadways are discussed throughout **Section 7 Transportation Network**.

As identified in the 2015 *Town of Sylvan Lake Transportation Master Plan*, one access into the Plan Area will be provided along 60th Street, and one access along 50th Avenue.

3.4 SURROUNDING DEVELOPMENT

Lands surrounding the Plan Area are generally undeveloped as described below.

West

Land west of the Plan Area is undeveloped agricultural land with several acreage homes along Range Road 20. This quarter section is currently under the jurisdiction of Red Deer County and is not anticipated for further development until it is annexed into the Town of Sylvan Lake. Future connectivity into this quarter section has been planned through the extension of the Tripp Lands collector roadway.

North

Land north of the Plan Area is undeveloped agricultural land which was annexed into the Town of Sylvan Lake in January 2016. This area is anticipated for future residential development.

Future connectivity into this quarter section has been planned through the extension of the Tripp Lands collector roadway.

East

The Sylvan Lake Golf and Country Club is located east of the Plan Area across 60th Street was included in the *Waterfront Area Redevelopment Plan*. The golf course was identified for long-term use with a multi-use trail located along the north side of the CN track. This trail will provide connectivity from 60th Street to the downtown and waterfront area.

South

One homestead is located in the southeast corner of the quarter section, outside of the Plan Boundary. This homestead is separated from the Tripp Lands Plan Area by an existing drainage course. Development of this parcel will require an amendment to the Tripp Lands Outline Plan by the owner.

South of 50th Avenue is another undeveloped agricultural quarter section.

CN Track

A CN track runs diagonally west to east across the quarter section south of the Tripp Lands Plan Area largely segmenting the land into two pieces: one accessible via 50th Avenue and the other accessible via 60th Street. The CN line which runs at this location is categorized as a Principal Branch Line and is located, at its closest point, 37m from the Tripp Lands Plan Area.

Based on the Federation of Canadian Municipalities and the Railway Association of Canada's *Guidelines for New Development in Proximity to Railway Operations*, the standard recommended building setback for new residential development in proximity to Principal Branch Lines is 15m with a 150m noise influence zone. As the

Plan Area is outside of the recommended setback area, building setbacks are not a concern for this development; however, noise mitigation may be considered, as further described in **Section 5.4 Railway Influence Area**.

Nearby Amenities

Recreational

Sylvan Lake is located approximately 1.5km east of Plan Area's centre; however, public use areas for the lake are located approximately 2.2km from the Plan Area which is about a 30min walk.

As mentioned, the Sylvan Lake Golf & Country Club's course is located immediately east of the Plan Area; however, the clubhouse is approximately a 1.8km walk or drive from the Plan Area; about a 3min drive or 22min walk.

Commercial

In addition to the Tripp Lands internal 0.81 ha (2.00 ac) Neighbourhood Convenience Commercial District, the Plan Area is conveniently located 2.2 km away from Sylvan Lake's waterfront which hosts a variety of commercial businesses.

The *Waterford Station Outline Plan* was approved by the Town of Sylvan Lake in June 2016, amended in June 2022, which included 7.75 ha (19.15 ac) of Neighbourhood Shopping Centre development along 60 Street. This area is intended to include regionally-focused commercial uses, located 1.5km south of the Plan Area.

Nearby Schools

There are no schools near the Plan Area; the closest school site to the Plan Area is École Mother Teresa School, which is a grade K-6 Catholic school and École Fox Run School, which is a grade 7-8 Public School. Both schools have an English and French immersion program. This school site is approximately 2.5km from the centre of the Plan Area which is about a 30min walk. HJ Cody High School is located slightly farther away; it is a public school also with a French immersion program.

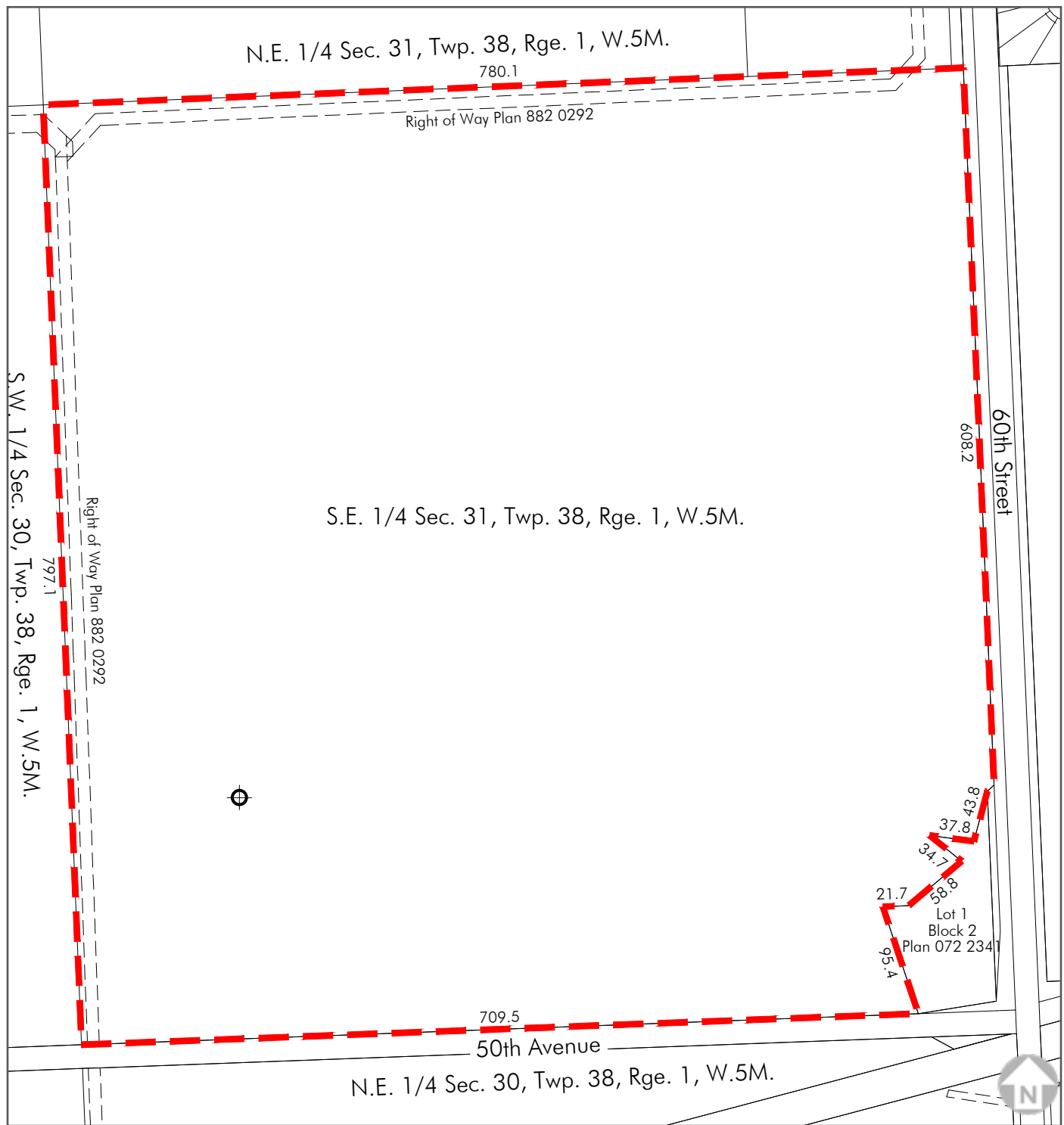


Note: Seasonal and temporary marsh locations shown reflect the Tripp Lands Wetland Assessment.

LEGEND

- | | | |
|--|-----------------|-----------------------|
| Existing Right-of-Way (Decommissioned) | Seasonal Marsh | Topographic Contours |
| Existing Right-of-Way (Operational) | Temporary Marsh | Golf Course Creek |
| Abandoned Well | Treed Area | Outline Plan Boundary |

FIGURE 3 - Existing Conditions
Tripp Lands Outline Plan



LEGEND



- | | |
|--|---|
|  Abandoned Well Site | 790.3 Boundary Dimensions |
|  Utility Right-of-Way |  Outline Plan Boundary |

FIGURE 4 - Legal Conditions
Tripp Lands Outline Plan



4 Plan Objectives

Tripp Lands has been designed as a comprehensively planned residential neighbourhood that incorporates a variety of housing types, a school site, and open spaces while providing pedestrian connections to surrounding amenities. The following objectives were described in the Town's MDP and have been used to guide the overall planning of the neighbourhood.

Innovative Neighbourhood Design

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.

Sylvan Lake has a young and growing population. To reflect the young dynamic of the community, the Tripp Lands neighbourhood has been designed to provide a range of more affordable housing options for young families looking for smaller starter homes while still being close to amenities, a future school site, and recreational open spaces. These housing styles are further described in **Section 5.1.1 Residential Districts**.

The Tripp Lands open space network has been designed

to incorporate existing natural spaces including a trail along Golf Course Creek and potential nature trail in the existing treed area.

A grand entry roadway has been designed off of 60th Street to welcome residents and visitors into the Tripp lands neighbourhood. This roadway includes a landscaped median and boulevards and is framed by the commercial area to the north and pond to the south.

Mix of Housing Types

Encourage a mix of housing types and forms in all residential neighbourhoods and avoid concentration of any single type of housing.

The Tripp Lands neighbourhood has been designed with four different residential land use districts to provide a variety of housing options for residents. This range of land uses, along with various housing styles, will provide housing options that allow residents to age in place and modify their housing choice as their needs or preferences change.

The mixture of housing types, at various price points, provided in Tripp Lands also increases the amount of affordable housing options by allowing residents to select

a housing option that best suits their lifestyle, family size, needs or preferences, and price range.

Distribute Parks and Open Spaces

Distribute parks and open spaces throughout the neighbourhood to ensure maximum accessibility for all residents.

The Tripp Lands have been designed with one park space surrounding the stormwater management facility, additional pocket parks within the community, a shared school site, linear park connections and a preserved tree area. The parks and open spaces distributed throughout the neighbourhood are intended to provide convenient access for residents in all areas of the community.

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;*

Amenities to be included in Tripp Lands's park spaces will be determined in consultation with the Town of Sylvan Lake to reflect needs and preferences of the Town at the time of development.

- *Designed to retain as much of the **existing natural vegetation** and tree cover as possible where not used for active recreation;*

The southeast corner of the Plan Area has been preserved using Environmental Reserve to protect the existing drainage and vegetation.

- *Linked by a **hard surfaced trail system**, providing connectivity throughout the neighbourhood; and*

Open spaces in Tripp Lands have been linked through an interconnected network of sidewalks and multi-use trails.

- *In line with the Town's Parks and Open Space Master Plan and any applicable Area Structure plans.*

The objectives of the Town's Parks and Open Space Master Plan are described in relation to the design of Tripp Lands in **Section 6 Open Space Network**.

Maximize Connectivity

*Design street layouts to **maximize connectivity** and provide safe spaces for all users, including, pedestrians, cyclists, vehicles and emergency response services.*

Pedestrian connections have been provided to nearby amenities and major trail linkages such as those located along 60th Street and 50th Avenue. Off-street multi-use trail has also been identified along the west boundary of the Plan Area to provide an alternative north-south connection for pedestrians.

Complete Streets

*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.*

Complete streets accommodate multi-modal movement within the roadway. To facilitate movements throughout the neighbourhood by pedestrian and motorists, roadway cross-sections in the Tripp Lands have been designed to accommodate vehicular movement as well as pedestrian walkways, and shared cycling trails.

Minimize Use of Cul-de-Sacs and Dead End Streets

*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.*

As shown on **Figure 9 Roadway Hierarchy**, the Tripp Lands neighbourhood has been designed to minimize the use of cul-de-sacs and dead end roadways to enhance the overall connectivity of the neighbourhood. This linear roadway layout allows multiple routes for motorists. Where roadway connections are not possible, linear park spaces have been provided to enhance pedestrian and cyclist connectivity.



5 Concept Plan

5.1 RESIDENTIAL USES

Tripp Lands has been designed to provide residents with a variety of different housing options including single and multi-family units. A range of lot sizes and unit types offer housing at different price points to accommodate the needs and preferences of residents at different life stages and income levels.

The north portion of the plan area has a mix of housing types, including single family homes, duplex housing and row homes. This will increase the amount of affordable housing options and provide future residents the opportunity to be located within close proximity to the shared school site and its associated open space amenities. This area also provides convenient vehicular access from 60th Street whereby residents are given the opportunity to enjoy nearby park spaces and engage in outdoor activities in the public realm. These land uses are also intended to complement the anticipated land uses north of the plan area which includes a place of worship site and future multi-family uses.

In addition to providing pedestrian connections and recreation options, linear and passive parks have been integrated throughout the neighbourhood and provide

opportunities for housing to back on to open space. These lots provide opportunities for walk-out basements and allows residents to enjoy the visual amenity of park spaces from their homes; lots backing on to park spaces are a very popular feature for housing throughout Central Alberta and also provide passive surveillance of open spaces. They also increase accessibility to the neighbourhood's trail network.

5.1.1 Residential Districts

The following are descriptions of the residential land uses proposed within Tripp Lands. As described, a range of housing styles are permitted and will be implemented in each residential district.

Medium Lot Residential (R1A)

The R1A Medium Lot Residential District is intended to accommodate low density, single family detached styles of housing.

This district will accommodate the largest residential lots in the neighbourhood and include housing types such as bungalows, bi-levels, modified bi-levels, or two-storey homes.



Example of R1A Medium Lot Residential housing.



Example of R5 Narrow Lot General Residential housing.



Example of R5A Narrow Lot Duplex Residential housing.

The majority of R1A housing will be accessible via a front roadway however there is the opportunity to also have a lane with select lots. Much of the housing has been located in areas that back on to open spaces, providing an opportunity for walkout basements in these areas. Lots permitting walkout basements will be identified during the completion of the Tripp Lands Servicing Study.

Narrow Lot General Residential (R5)

The majority of the Tripp Lands neighbourhood has been identified for the development of R5 residential uses. This district has been used to reflect current and anticipated housing option preferences of the Central Alberta housing market. A portion of the narrow lot housing is intended to be constructed at a larger size than the minimum identified in the Town's LUB due to the inclusion of a front attached garage. Front garages increase the overall width of the house to accommodate the width of the garage and front door area.

The R5 Narrow Lot district offers smaller single family detached lots than those available in the R1A district; as such, R5 lots provide more affordable detached housing options. As with the R1A district, appropriate housing types in this land use district include bungalow, bi-level, or two-storey homes with or without front attached garages.

In areas backing on to open spaces, walk-out basements may be available; these areas will be identified during the completion of the Tripp Lands Servicing Study.

Areas of Narrow Lot General Residential identified for no front garages will be constructed with rear parking allowing for the inclusion of front porches and a reduced front yard setback to a minimum of 4.0m. This style of housing increases the overall level of aesthetics along the streetscape by incorporating and increased amount of front-facing windows and making front entrances more prominent.

Narrow lot housing without attached garages offer the lowest price-point for single-detached housing options in the Tripp Lands neighbourhood.



Example of internal roadway row home.



Example of apartment style housing.



Example of stacked row homes with public roadway.

Narrow Lot Duplex Residential (R5A)

The R5A Narrow Lot Duplex Residential District is intended to accommodate duplex housing on narrower lots than typically seen elsewhere in Sylvan Lake. Duplex housing is an appealing option for residents as it is a generally more affordable option than single detached homes while still offering residents a large square footage, private outdoor amenity space, and in some cases may include a front attached garage.

Narrow lot duplex housing has been primarily located near collector roadways to facilitate convenient access, reduce traffic along local roadways, and provide convenient pedestrian access to the neighbourhood's trail network.

Housing types in this land use district may include bungalows, bi-levels, and two-storey homes with or without front attached garages. Where the narrow lot duplexes are identified along collector roadways, rear parking may be provided with a corresponding reduced front yard setback of 4.0m to increase the overall aesthetic of the streetscape.

High Density Residential (R3)

The R3 High Density Residential District is intended to accommodate higher density multi-family housing types including street-fronting row homes or stacked row homes and comprehensively planned multi-family sites. Residential options in the R3 district represent the most affordable housing in Tripp Lands due to different ownership styles generally associated with multi-family housing such as condo or rental dwelling units, and the generally smaller square footage.

Identified using the R3 district, street-fronting rowhomes have been strategically located within the plan area; along collector roadways and near the shared school site.

High density residential has been located in two different areas along the collector roadways: one in the north and one at the south entrance. These locations were chosen to

direct higher volumes of traffic to the collector roadways and provide visual interest and consistency along main roadways. These locations provide convenient access to major roadways, open spaces, and pedestrian trails for residents while minimizing through traffic throughout the community. High density residential has also been strategically placed in close proximity to the shared school site. This will allow future residents the opportunity to live in a more affordable product type with convenient access to the shared school site and its associated amenities.

5.1.2 Additional Suite Development

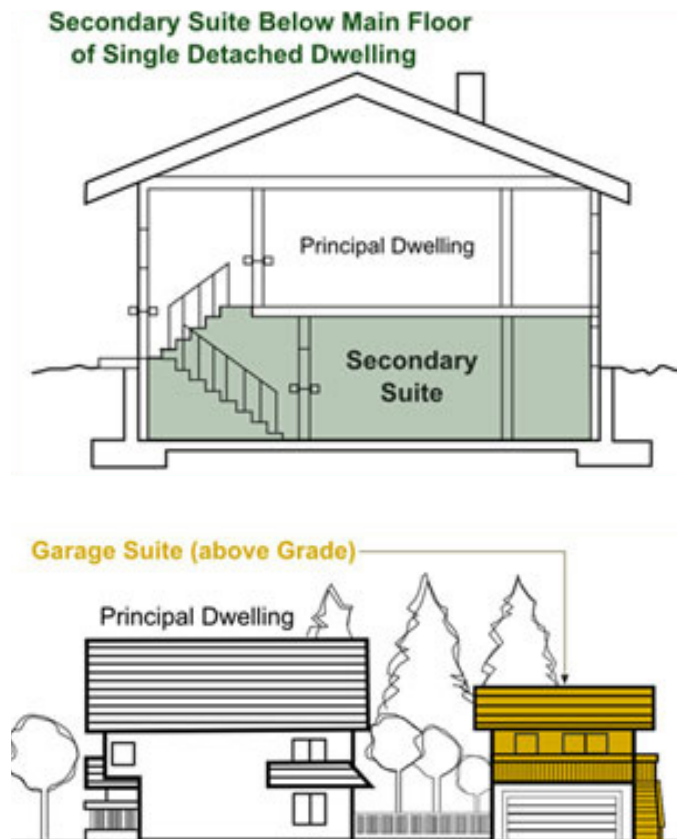
The general definition of an additional suite is a separate and subordinate dwelling unit, contained within a primary dwelling unit or contained within a smaller structure at the rear of the lot of a primary dwelling unit, such as a garage. Each suite is self-contained and usually includes cooking, eating, living, sleeping, and sanitary facilities. Opportunities may exist for additional suite development in alignment with the Town of Sylvan Lake Land Use Bylaw requirements.

Importance of Additional Suites

Additional suites are an increasingly popular form of housing for a variety of reasons. Suites are affordable rental properties for tenants, they provide a source of income making mortgages more manageable for homeowners and provide effective independent and private living areas for multi-generational households or those with live-in caregivers.

5.2 NEIGHBOURHOOD CONVENIENCE COMMERCIAL (CN)

One neighbourhood convenience commercial site has been identified at the main entrance of the community to take advantage of the 60th Street corridor and provide



conveniences to the residents. This location was chosen for its proximity to vehicular and pedestrian traffic routes, and to form part of a community node.

As previously discussed, the northeast corner of the neighbourhood has been envisioned as a unique node with higher densities, park space, a place of worship, and commercial opportunities. Types of commercial businesses envisioned for this area include: a gas bar/car wash, coffee shop, small restaurant, doctors office, child minding, hair salon, etc. Site and building design for this commercial area will be guided by architectural controls created by the Developer to ensure a high quality development that is pedestrian focused.

As shown on **Figure 8 Destination Walkability Plan**, the majority of homes in Tripp Lands are located within a 800m distance of the commercial site with represents an approximately 10 minute walk.

5.3 SOCIAL CARE SITES

As per the *Town of Sylvan Lake West ASP*, two properties have been identified for the development of social care facilities, affordable housing, a small-scale place of worship, adult or social care residence, or day care facility. These properties will be advertised for sale for one year after their applicable phases' subdivision; if the properties are not sold for their intended purpose within the year, the Developer will redesignate the properties for residential uses as identified in the hatched areas on **Figure 5 Concept Plan**. The size of the social care sites may be altered if possible to suit the needs of any organizations that express interest in their purchase.

5.4 RAILWAY INFLUENCE AREA

As described in **Section 3.4 Surrounding Development**, a Principal Branch Line of CN's network runs approximately 37m south of the Tripp Lands Plan Boundary.

Based on the Federation of Canadian Municipalities and the Railway Association of Canada's *Guidelines for New Development in Proximity to Railway Operations*, residences within 150m of a Branch Line are considered to be located within a noise influence area and may be impacted by noise and/or vibrations from passing trains. The dense existing trees surrounding the railway right-of-way, and future 50th Avenue berm and landscaping will assist in noise mitigation between the railway and the Tripp Lands development. To further mitigate potential railway noise, housing in the noise influence area could be constructed with living and sleeping spaces located away from the railway and/or with dense building materials along the side of the house facing the railway such as brick or stone. Personal fences along the rear property lines or rear garages may also be considered mitigation measures. These mitigation measures will be discussed in the *Tripp Lands Architectural Guidelines* for the reference of home builders.

In addition to the 15m development setback and 150m noise influence area; at the request of CN, all houses within 300m of the railway should include clauses on their sale which states the following. This clause may be added during the time of subdivision.

Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future inclusion the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuation measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.

5.5 SENSE OF PLACE

The Tripp Lands neighbourhood has been designed as a unique neighbourhood that provides high quality residential, commercial, educational, and recreational spaces for residents and the surrounding community.

Entry Features

Community entry features will be installed along 60th Street and 50th Avenue to welcome residents and guest into the neighbourhood and assist in creating a sense of place. These entry features will be designed to complement the architectural styles used on homes throughout in the neighbourhood which will be outlined in the *Tripp Lands Architectural Guidelines*, completed under separate cover.

Streetscape

In addition to the entry features, the design of Tripp Lands incorporates a commercial node and major stormwater management facility at the primary entrance to the community. This entrance also includes a grand entry collector roadway with enhanced streetscape including separated sidewalks and landscaped boulevards. These street trees add colour and visual interest into the community to enhance the overall presence and feel of the neighbourhood.

Architectural Guidelines

The *Tripp Lands Architectural Guidelines* will be created to illustrate the character and theme of the neighbourhood. These guidelines will be provided to home builders in the neighbourhood and include regulations regarding approved building materials, colours, architectural styles, etc. The *Tripp Lands Architectural Guidelines* are intended to provide consistency and high quality aesthetics throughout the community.

Open Space Design

The Tripp Lands open space network will be comprehensively designed with continuous trails and landscaping that connect the neighbourhood in a cohesive way. Playgrounds and open space features will be designed to complement each other and provide different amenities and play experiences throughout the neighbourhood.

Interpretive signage may be incorporated throughout the open space network which may include educational information regarding stormwater management facilities and engineered wetlands, the existing tree stand, and natural water quality improvements. The Developer will work with the Town to determine the most appropriate inclusion of these signs.

5.6 LAND USE SUMMARY

5.6.1 Housing Mix & Population Projection

The anticipated housing density of Tripp Lands is 16.48 du/ha, with a total housing stock of 979 units, and a population of 2,253 residents.



LEGEND

R1A Medium Lot Residential	ER Environmental Reserve	Abandoned Well Site
R5 Narrow Lot General Residential	SR School Reserve	PUL Public Utility Lot
R5A Narrow Lot Duplex Residential	MR Municipal Reserve Credit/ Non-Credit	PUL Stormwater Management Facility
R3 High Density Residential	Potential No Front Garages (4.0m min Front Setback)	Outline Plan Boundary
CN Neighbourhood Convenience Commercial	Potential Social Care Sites	



LEGEND















	R1A Medium Lot Residential		ER Environmental Reserve		Abandoned Well Site
	R5 Narrow Lot General Residential		SR School Reserve		PUL Public Utility Lot
	R5A Narrow Lot Duplex Residential		MR Municipal Reserve Credit/ Non-Credit		PUL Stormwater Management Facility
	R3 High Density Residential		Potential No Front Garages (4.0m min Front Setback)		Outline Plan Boundary
	CN Neighbourhood Convenience Commercial		Potential Social Care Sites		

FIGURE 6 - Concept Plan with Aerial
Tripp Lands Outline Plan

Table 1 - Land Use Calculations

Land Use Category	Hectares		% of Net Plan Area
Gross Plan Area	61.25	151.34	
50th Ave Arterial Roadway	0.51	1.27	
ER - Environmental Reserve	1.35	3.34	
Net Plan Area	59.38	146.73	100.0%
Residential	33.71	83.29	56.8%
R1A - Medium Lot Residential	2.49	6.15	4.2%
R5 - Narrow Lot Residential	21.38	52.82	36.0%
R5A - Narrow Lot Duplex Residential	5.55	13.72	9.4%
R3 - High Density Residential Site	4.29	10.60	7.2%
Commercial	0.81	2.00	1.4%
CN - Neighbourhood Convenience Commercial	0.81	2.00	1.4%
Open Space	10.57	26.11	17.8%
SR - School Reserve	3.24	8.00	5.5%
MR - Municipal Reserve	3.35	8.27	5.6%
MR - Municipal Reserve - Non-Credit	0.06	0.15	0.1%
PUL - Public Utility Lot	2.49	6.16	4.2%
PUL - Public Utility Lot (SWMF)	1.43	3.53	2.4%
Transportation	14.30	35.33	24.1%
Collector Roadways	4.06	10.04	6.8%
Local Roadways	8.00	19.76	13.5%
Lanes	2.24	5.53	3.8%

Table 2 - Maximum Housing Mix

	Units ¹	% of Housing Stock	Population ² _{2.3}
Single Family	574	58.63%	1321
R1A	45	4.60%	104
R5	529	54.03%	1217
Single Attached			
R5A	205	20.96%	472
Multi-Family			
R3	200	20.45%	460
Total	979	100.00%	2253

58.58ha Net Residential Area = [(61.25 ha Gross Plan Area) - (1.35 ha Environmental Reserve) - (0.51 ha 50th Ave R/W) - (0.81 ha Commercial Area)]

Table 3 - School-Aged Residents Population Projection

	Total Pop.	K to 5	6 to 9	10 to 12	Total school kids	Other
		9.46%	5.50%	4.27%	19.23%	
Single Family	1321	125	72	56	253	1065
R1A	104	10	6	4	20	84
R5	1217	115	67	52	233	981
Single Attached						
R5A	472	45	26	20	91	380
Multi-Family						
R3	460	44	25	20	88	372
Total	2253	213	124	96	433	1817

¹ Units are based on minimum lot size regulations in the Town of Sylvan Lake Land Use Bylaws. Actual dwelling unit counts may vary due to lotting and housing product proposed.

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.

³ The amount of school age children anticipated in Tripp Lands (K-5 at 9.46%, 6-9 at 5.50%, 10-12 at 4.27%) is derived using the age distribution as reported by the 2015 Town of Sylvan Lake Municipal Census.



Character Image - Stonebridge, Saskatoon

6 Open Space Network

Tripp Lands has been designed to provide a variety of open spaces throughout the neighbourhood to provide residents with different recreation opportunities. These open spaces are further described below.

As identified in **Table 4 Open Space Dedication**, Tripp Lands has identified 19.47% of its Gross Area as open space. These open spaces are composed of Environmental Reserve, School Reserve, Municipal Reserve, and Public Utility Lots.

6.1 ENVIRONMENTAL RESERVE

A 30.0m setback has been identified as Environmental Reserve to preserve the area in its natural state as described in **Section 3.1 Natural Environment**. The boundary of the drainage course will be defined prior to subdivision of the affected phase. The exact setback definition will be determined by an Alberta Land Surveyor using the area's topography, elevation, vegetation, and soil type.

6.2 MUNICIPAL RESERVE

Municipal Reserve has been distributed throughout the neighbourhood to preserve existing vegetation, provide linear park connections, and parks as described below. Specific programming of open spaces in Tripp Lands will be completed in consultation with the Town of Sylvan Lake at the time of detailed design.

As shown in **Table 5 School Reserve and Municipal Reserve Dedication**, a total of 6.65ha (16.44ac) of combined School and Municipal Reserves have been dedicated in the Tripp Lands Outline Plan; this amount of land exceeds 10% of the Net Developable Area, the maximum amount which the Town is able to request for such uses under Section 666(1) of the MGA. An overage of Municipal and School Reserve has been provided in Tripp Lands to create an enjoyable community for residents and the Town of Sylvan Lake.

Passive Parks

Tripp Lands has been designed primarily around passive parks, areas that do not include formal recreation elements such as sport fields. These types of parks are envisioned for recreational uses including walking along



Example of outdoor exercise equipment in a community amenity node.



Example of trails surrounding a stormwater management pond.



Example of trail connection at the terminus of a cul-de-sac.

trails, playing frisbee, picnics, flying kites, and enjoying children's playground equipment.

Linear Parks

There are two primary linear parks located in the Tripp Lands neighbourhood: a north-south linear park along the west boundary of the Plan Area, and a west-east linear park located in the southern portion of the Plan Area. In addition, shorter north-south linear parks have been located in the west portion of the Plan Area.

Linear parks are intended to connect residents to the school site, neighbourhood park, commercial area, and surrounding amenities by complementing the pedestrian connections available through the neighbourhood's sidewalk network.

The linear park identified along the west boundary of the Plan Area has been dedicated to preserve the existing windbreak vegetation and accommodate the pipeline right-of-way. To facilitate the development of this area as a functional park space, the Developer has identified this corridor to include a continuous multi-use trail.

Linear parks extend Tripp Lands's open space network throughout all areas of the neighbourhood and provide off-street pedestrian and cyclist trail connections. These areas also provide opportunities for housing to back onto green spaces and provide convenient access to the open space network from residents' homes.

Development within linear parks is envisioned to include multi-use trails in some areas, with seating nodes dispersed throughout and opportunity for other community gathering amenities.

Table 4 - Open Space Dedication

	Area (ha)	Area (ac)	% of Gross Plan Area
Gross Plan Area	61.25	151.34	100.0%
ER - Environmental Reserve	1.35	3.34	2.2%
SR - School Reserve	3.24	8.00	5.3%
MR - Municipal Reserve	3.35	8.27	5.5%
MR - Municipal Reserve - Non-Credit	0.06	0.15	0.1%
PUL - Public Utility Lot	2.49	6.16	4.1%
PUL - Public Utility Lot (SWMF)	1.43	3.53	2.3%
Total Open Space	11.92	29.44	19.5%

Pocket Park

Pocket parks are small scale areas intended to provide convenient open space access by residents in all areas of the neighbourhood. Two pocket parks have been included in the Tripp Lands neighbourhood to enhance access to open space and encourage residents to extend their activities into public areas. The southeast pocket park is intended to preserve an existing tree stand and may include limited programming; however, the central pocket park will be designed in consultation with the Town of Sylvan Lake and may include children's play equipment.

Community Amenities

The term community amenity is used in this Outline Plan to describe an outdoor recreation node such as playground equipment, outdoor exercise equipment, or seating nodes. Community amenity areas will provide destinations for residents to gather and socialize.

Although four community amenities have been identified on **Figure 7 Open Space Network** for inclusion in Tripp Lands, the design of these areas will be completed in consultation with the Town of Sylvan Lake.

6.3 SCHOOL RESERVE

One School Reserve has been dedicated along the northern boundary of the Tripp Lands neighbourhood to accommodate the future construction of an Elementary school. This location has been chosen in consultation with the Town of Sylvan Lake to facilitate the development of a joint school site for both Red Deer Catholic and

Chinook's Edge School Divisions. A joint school site was chosen to facilitate the development of an area, centrally-located between the Tripp Lands neighbourhood and the quarter section north of the Plan Area that could share facilities such as outdoor sport fields or parking lots. There is also a joint school site trend emerging where schools utilize a campus model of development and share indoor facilities as well such as gymnasiums.

The School Reserve has been located at the intersection of two collector roadways to facilitate convenient access while minimizing the amount of through traffic in the neighbourhood. As shown on **Figure 8 Destination Walkability Plan**, the majority of homes in Tripp Lands are located within an 800m distance of the school which represents an approximately 10 minute walk for students.

The School Reserve has been sized at 3.24ha (8.00ac) and is anticipated to include a variety of play equipment and sport fields, as determined by the school board. These outdoor amenities will provide recreation opportunities for students and residents of the surrounding community outside of school hours. As identified in **Table 4 Open Space Dedication**, the majority of Tripp Lands' open space dedication has been allocated to the provision of this school site; this is further described in **Section 6.2 Municipal Reserve**.

Table 5 - School Reserve and Municipal Reserve Dedication

	Area (ha)	Area (ac)	% of Net Developable Area
Gross Plan Area	61.25	151.34	100.0%
ER - Environmental Reserve	1.35	3.34	
Net Developable Area	59.38	146.73	100.0%
Required Municipal Reserve Dedication (As Per MGA)	5.94	14.67	10.0%
SR - School Reserve	3.24	8.00	5.5%
MR - Municipal Reserve	3.35	8.27	5.6%
MR - Municipal Reserve - Non-Credit	0.06	0.15	0.1%
Total Reserve Dedication	6.65	16.42	11.2%
Reserve Dedication Overage	0.71	1.75	1.2%

6.4 PUBLIC UTILITY LOT

One stormwater management facility has been identified for inclusion in Tripp Lands and will be dedicated as a Public Utility Lot. The stormwater pond forms the basis of the community's main neighbourhood park and is envisioned as the primary passive recreation destination in the neighbourhood. The stormwater management facility will provide a passive recreation opportunity for residents through its inclusion of a walking trail and seating areas circumnavigating the pond.

The more technical design of the stormwater management pond is further described in **Section 8.1 Stormwater Servicing**.

6.5 TRAIL SYSTEM

As shown on **Figure 7 Open Space Network**, an interconnected network of on and off-street trails have been identified throughout the Tripp Lands open space network. The overall trail network has been provided to allow pedestrians comfortable mobility and access throughout the neighbourhood as well as encourage active modes of transportation and recreation.

Tripp Lands's trail system is comprised of interconnected sidewalks as well as off-street multi-use trails located throughout the neighbourhood's open space network. Off-street multi-use trails have been designed using the Town of Sylvan Lake's standards of 2.5m width; these trails are intended to provide short-cutting opportunities for residents and outdoor recreation options. Sidewalks in Tripp Lands are further described in **Section 7.6 Roadway Cross-Sections** and will provide year-round pedestrian connectivity to primary neighbourhood destinations such as the school site.

Although not shown on **Figure 7 Open Space Network**, a nature trail may be included throughout the preserved tree area to enhance access to this unique space and contribute to resident education on natural systems. The Developer will work in consultation with the Town of Sylvan Lake to determine the most suitable style of trail

for this area. It is anticipated that the location of the trail will be field-fitted to minimize negative impacts to the natural environment.

External trails located surrounding the Tripp Lands neighbourhood have been shown on **Figure 7 - Open Space Network**. The Developer will work with the Town to determine the design of these trails which will be constructed as the development requires in accordance to the *Town of Sylvan Lake's Offsite Levy Policy Framework*.

Upon development of Phase 5, if 50 Avenue cross-section has not been upgraded, the Town will request the developer to provide trail connectivity in the PUL along 50 Avenue westward to the collector road.



LEGEND

- ER Environmental Reserve
- SR School Reserve
- MR Municipal Reserve
- MR Municipal Reserve Non-Credit

- PUL Public Utility Lot
- Proposed Community Amenity
- Proposed Multi-Use Trail
- 2.5m Separated Sidewalk

- External Trail Connections
- 1.5m Sidewalk
- Outline Plan Boundary

FIGURE 7 - Open Space Network
Tripp Lands Outline Plan



FIGURE 8 - Destination Walkability Plan
Tripp Lands Outline Plan



Character image - MacKenzie Towne, Calgary.

7 Transportation Network

7.1 EXTERNAL ROADWAYS

As described in **Section 3.3 Access**, two major roadways bound the Plan Area: 50th Avenue along the south boundary and 60th Street along the east boundary. Both of these roadways have been identified in the *Town of Sylvan Lake 2015 Transportation Master Plan* as arterial roadways.

As identified in the *Town of Sylvan Lake's Development Process and Design Guidelines v.2.0* the specifications of arterial roadways include a 32.0m wide right-of-way.

7.1.1 60th Street

60th Street is currently constructed as an undivided roadway with two driving lanes in either direction, and a 3.5m wide separated trail along the west side of the roadway. The *Town of Sylvan Lake Transportation Master Plan* identifies 60th Street as an existing arterial roadway; however, it does not meet the Town's 32.0m wide arterial right-of-way standard; as such, the roadway will require upgrades to meet the Town's arterial standard. The full 32.0m wide right-of-way is currently or already available

for its construction.

7.1.2 50th Avenue

50th Avenue is currently constructed to a rural roadway standard with one driving lane in either direction; however, the *Town of Sylvan Lake Transportation Master Plan* has identified 50th Avenue as a proposed future arterial roadway. To facilitate 50th Avenue's future upgrading to a 32.0m wide arterial right-of-way standard, an additional 6.0m of land has been dedicated along the south boundary of the Plan Area with the remainder to be provided by the quarter section to the south. The land dedication for 50th Avenue meets our current arterial road standards. 50th Avenue has not yet been designed. However, once the future cross-section for this road is determined, discussions between the Town and Developer may be required if additional ROW is required.

In addition to the future upgrading of 50th Avenue to an arterial roadway, the Town of Sylvan Lake has also identified a realignment of this roadway's intersection with 60th Street to 30m north of north property line of the CN track. As shown on **Figure 9 - Roadway Hierarchy**, this realignment has been considered in the design of Tripp Lands to protect land required for its construction.

Upgrading of 50th Avenue will be constructed as development requires in accordance to the *Town of Sylvan Lake's Offsite Levy Policy Framework*.

7.2 SCREENING

As shown on **Figure 5 Concept Plan** a 10m wide open space dedication has been provided along the south and east boundaries of the Plan Area to accommodate screening associated with 60th Street and 50th Avenue. Screening will be determined during the creation of the Tripp Lands Servicing study and may include a berm, fencing, landscaping, or combination thereof to provide privacy and sound attenuation for residents along these boundaries.

The type of screening provided in each area will be based on the adjacent land use such as residential homes rather than commercial or open space, whether or not the adjacent area includes a lane which may increase the buffer distance, the topography of the area in relation to the adjacent development, and the distance between the roadway and adjacent home.

7.3 ROUNDABOUT

As shown on **Figure 9 Roadway Hierarchy**, one roundabout has been planned for the Tripp Lands neighbourhood's transportation network; this intersection style has been utilized to facilitate a convenient, continuous flow of traffic while increasing safety for motorists and pedestrians. As per the Town of Sylvan Lake's regulations, no front driveway or garages will be permitted surrounding the roundabout where the roadway is separated with a median. This regulation is intended to eliminate the potential for residents to shortcut against the flow of traffic to access their driveway.

The detailed design of the roundabout will be completed during the detailed design of Tripp Lands.

7.3.1 Potential Future Roundabout

At the request of the Town of Sylvan Lake, one potential future roundabout has been shown along 60th Street, at the intersection with Tripp Lands' primary west-east collector roadway. The identification of this roundabout is a reflection of Policy 3: Traffic Roundabouts from the *Town of Sylvan Lake Transportation Master* which states that the suitability of roundabouts should be considered as an intersection management alternative; however, the suitability of a roundabout at this location has not been determined and will be further considered by the Town. To facilitate the potential future inclusion of a roundabout at this location, a 20mx20m cut corner has been preserved at this intersection.

7.4 TRANSIT

The 2022 *Town of Sylvan Lake Transportation Master Plan* identifies the Tripp Lands Plan Area as part of a future local transit route. This transit route is projected to travel along 60th Street and enter/exit the community along the east-west collector road. It will also travel along the north collector road past the school site and into/out of the future community to the north. Please note, all collector roadways in the neighbourhood have been designed to facilitate use by public transit buses should additional routes become available in the future.

7.5 PARKING

All parking facilities will be designed in accordance with the *Town of Sylvan Lake's Development Process and Design Guidelines v.2.0*.

7.6 ROADWAY CROSS-SECTIONS

As shown on **Figure 9 - Roadway Hierarchy**, a variety of roadway cross-sections have been used throughout Tripp Lands. The current road cross-sections shown are based on the current Development and Process Design Guidelines. However, each phase of development may be required to utilize the the most current design standards for roadway cross-sections at the time of development.

Residential Divided Collector Roadway

Between 60th Street and the collector roadway roundabout intersection, and at the other collector roadway intersection, the Tripp Lands collector roadway will include a 5.0m landscaped median. In these areas, the collector roadway will be constructed using a 26.0m wide right-of-way as per the *2018 Town of Sylvan Lake Development Process and Design Guidelines v.2.0*. This increased right-of-way will facilitate the inclusion of enhanced streetscape features.

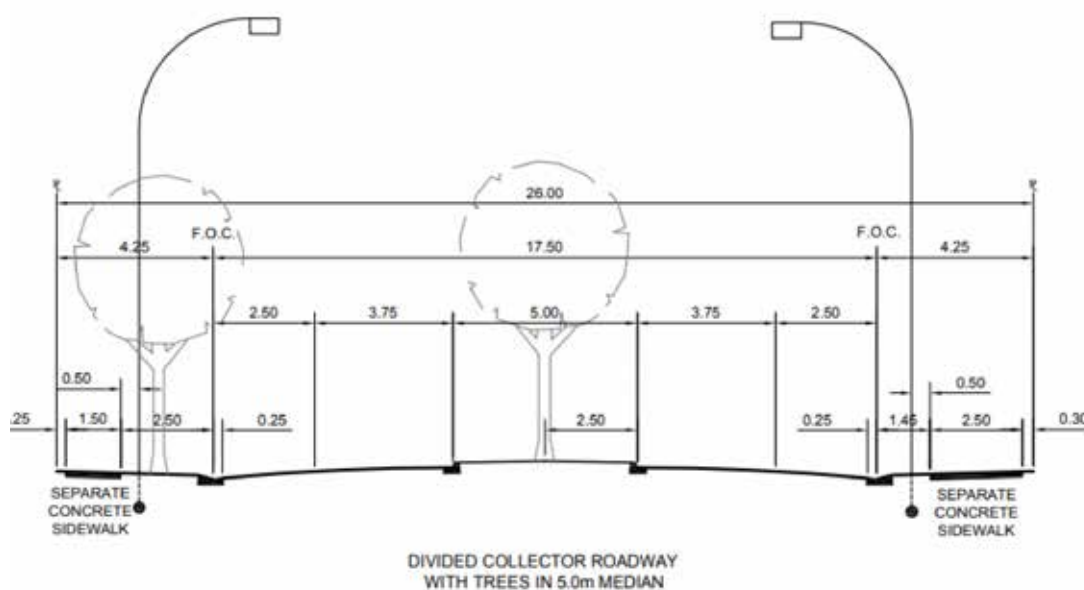
The exact location and type of access utilized at the commercial site will be determined at the time of Servicing Study and detailed design. An intersection analysis will be completed and submitted to the Town to support this access.

Residential Undivided Collector Roadway

An undivided residential collector roadway has been used as the primary collector roadway throughout Tripp Lands. This cross-section is intended to accommodate higher traffic volumes and create a pedestrian- friendly streetscape by including a 2.5m separated sidewalk along one side of the roadway. These roadways will be designed as per the *2018 Town of Sylvan Lake Development Process and Design Guidelines v.2.0*.

Divided Local Roadway

Three areas in the Tripp Lands neighbourhood have been identified for the use of a Divided Local Roadway. This roadway is intended to facilitate the movement of higher traffic volumes from local roadways to the collector roadways. An analysis of internal Tripp Lands traffic volumes has been completed and was submitted under a separated cover. These roadways will be designed as per the *2018 Town of Sylvan Lake Development Process and Design Guidelines v.2.0*.



Undivided Local Roadway

An Undivided Local Roadway has been proposed for all lower level roadways throughout Tripp Lands. This particular roadway is intended to accommodate lower traffic volumes while adding to the pedestrian-friendly streetscape by its inclusion of sidewalks on both sides of the roadway. These roadways will be designed as per the *2018 Town of Sylvan Lake Development Process and Design Guidelines v.2.0*.

6.0m Lane












A 6.0m lane has been used throughout Tripp Lands to reflect the design as shown in the *2018 Town of Sylvan Lake's Development Process and Design Guidelines v.2.0*.

The proposed roadway cross-section utilized in the Tripp Lands will, at minimum, meet the *2018 Town of Sylvan Lake's Development Process and Design Guidelines v.2.0*.



LEGEND

	50th Avenue Road Widening		Undivided Local		Potential Future Roundabout (By Others)
	26.0m Divided Residential Collector		6.0m Lane		Outline Plan Boundary
	Undivided Residential Collector		Roundabout: Dimensions to be Determined During Detailed Design		
	Divided Local				



Character image - MacKenzie Towne, Calgary.

8 Servicing

Servicing for the Tripp Lands development has been designed based on the extension of existing infrastructure as described below.

8.1 STORMWATER SERVICING

Major Drainage System

One stormwater management facility (SWMF) is proposed to service Tripp Lands. This facility will be designed as a naturalized storm pond to accommodate 1:100 year stormwater flows and restrict outflows to pre-development rates. This facility will not only detain stormwater from major storm events but also enhance water quality to meet Alberta Environment and Parks' standards before discharging the water.

Stormwater collected and detained in the pond will be treated and discharged directly into Golf Course Creek, which is located in the southeast portion of the Plan Area, and will eventually flow into Sylvan Lake. The overall stormwater system proposed for the development has been analyzed in the Tripp Lands Stormwater Management Plan, which was submitted to the Town of Sylvan Lake under separate cover.

To improve water quality flowing into Golf Course Creek, bioswales may be constructed in the Tripp Lands' open space network to remove silt from surface runoff water prior to its entrance into the stormwater management facility. The inclusion and design of bioswales will be determined through consultation with the Town of Sylvan Lake at the time of Detailed Design.

Minor Drainage System

An underground storm pipe system will convey minor storm events, less than 1 in 5 year intensity, from the Tripp Lands neighbourhood into the stormwater management facility, as further described above.

The pipe system will be sized using the rational method design and will follow the Town of Sylvan Lake's design guidelines for minor drainage systems. Foundation drains will be provided for each lot.

The proposed/existing pipe system is shown on **Figure 10 - Stormwater Servicing**.

All stormwater management facilities will be designed in accordance with the *Town of Sylvan Lake's Development Process and Design Guidelines v.2.0*.

8.2 WATER SERVICING

The overall water distribution system needed to service the Plan Area is shown on **Figure 11 - Water Servicing**.

The 60th Street water main will be extended south from Wildrose Drive and north from Fieldstone Way and provide a looped system. Water stubs will be provided to service future development areas to the north, east and south.

All water mains in this development will be designed in accordance with the *Town of Sylvan Lake's Development Process and Design Guidelines v.2.0*.

8.3 SANITARY SERVICING

All wastewater generated from the Tripp Lands neighborhood will be collected by a gravity sewer system as shown on **Figure 12 - Sanitary Servicing**. Ultimately a large lift station will be required to accommodate future growth. For this development, the Developer is proposing the ultimate lift station be installed during Phase 1 of the development. The lift station will discharge to the sanitary main at 60th Street and 48th Avenue.

All sanitary sewer facilities will be designed in accordance with the *Town of Sylvan Lake's Development Process and Design Guidelines v.2.0*.

8.4 SHALLOW UTILITIES

Shallow utilities will be extended into the Plan Area from those existing east of 60th Street including power (Fortis), telephone (Telus), cable (Shaw), and gas (ATCO).

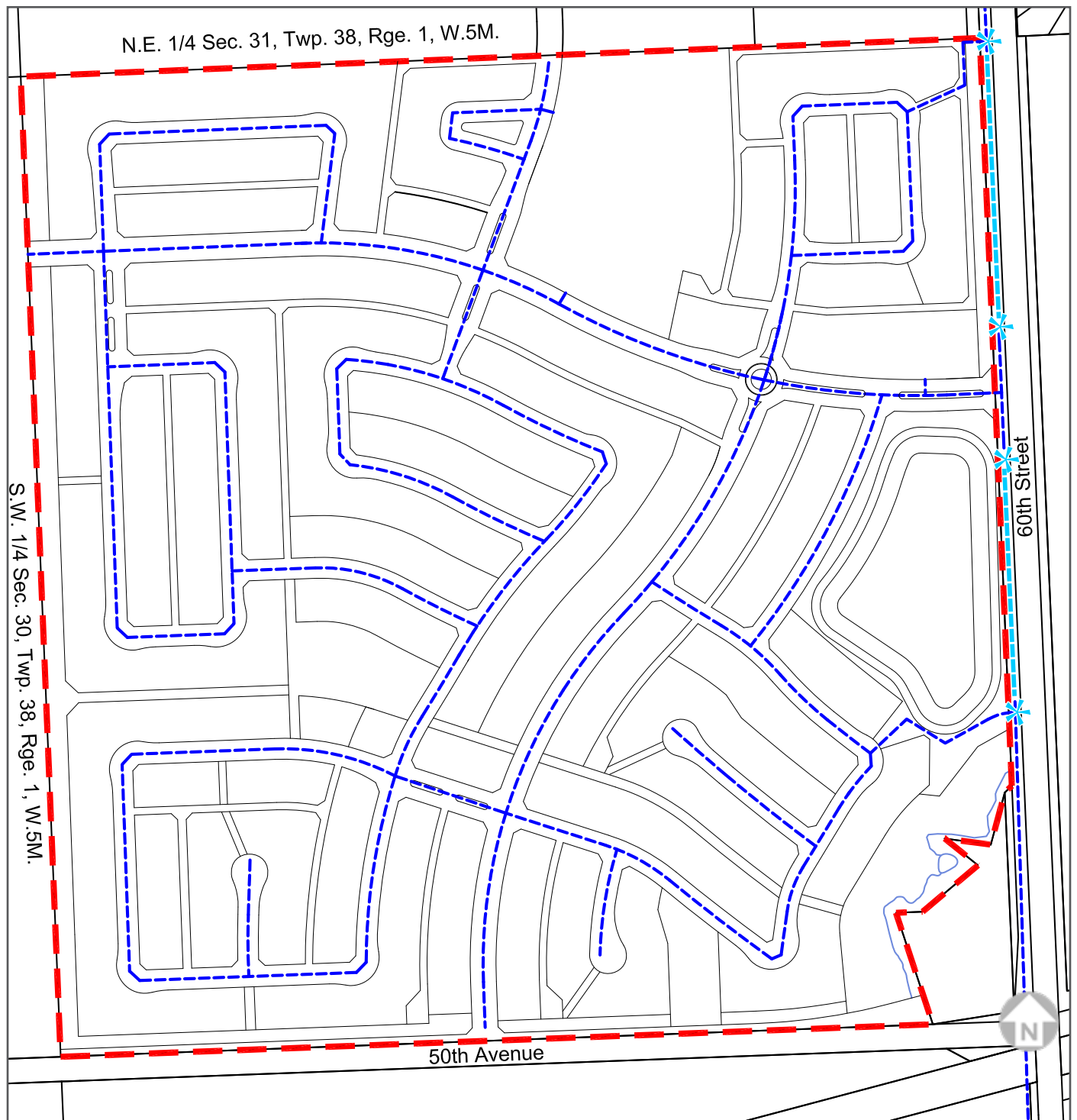
Based on correspondence with ATCO Gas, a gas feeder main will be required to service the Tripp Lands development, to be located along 60th Street. To accommodate this feeder main, a 2.0m utility right-of-way will be identified along the east boundary of the Plan Area running through the Municipal Reserve, commercial site, and lane.



LEGEND

- | | | |
|--|--|--|
| --- Storm Servicing | ■ Stormwater Management Facility | --> Flow Direction |
| ● Storm Manhole | | - - - Outline Plan Boundary |

FIGURE 10 - Stormwater Servicing
Tripp Lands Outline Plan



LEGEND

- Water Servicing
- Outline Plan Boundary
- Future Water Servicing
- ✱ Future Connection

FIGURE 11 - Water Servicing
 Tripp Lands Outline Plan



Note: The final location of the lift station will be determined during detailed design.

LEGEND

	Sanitary Servicing		Sanitary Forcemain		Flow Direction
	Sanitary Manhole		Lift Station		Outline Plan Boundary

FIGURE 12 - Sanitary Servicing
Tripp Lands Outline Plan



Character image - Wind Song, Airdrie.

9 Implementation

Phasing of the Tripp Lands development is based on the logical extension of services; existing utilities will be extended into the Plan Area from their existing location to the east of 60th Street.

Although identified for full construction as part of Phase Two, the stormwater management facility will be constructed to a functional status as part of Phase One to provide stormwater management for the neighbourhood as it develops. Subsequent to the completion of Phase One, additional phases will be completed based on 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.

9.1 PHASING

As shown on **Figure 13 - Phasing Plan**, development of Tripp Lands is proposed to be undertaken in several phases. These phases may be refined into smaller areas based on current market conditions and information identified in the servicing study/detail design; such revision of phasing boundaries will not require an Outline Plan amendment.

9.1.1 Emergency Access

To provide emergency access for Phase One and Phase Two, prior to the construction of the north/south collector roadway in Phase Three; a second, temporary, access may be constructed to provide emergency access to the development from 60th Street.

9.1.2 Temporary Turn-Arounds

As development occurs, any roadways that dead-end will be required to construct a temporary turn-around until the future road connection is installed.

9.2 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.



Note: All phasing boundaries and numbers are conceptual in nature and may vary without Outline Plan amendment.

LEGEND

- Phasing Boundary
- Outline Plan Boundary
- 2 Potential Phase Number

FIGURE 13 - Phasing Plan
Tripp Lands Outline Plan

Appendix A

Date	Section	Description of Change
May 2023	Full Report	Updated Report based on Review Comments
February 2023	Cover Page	Update date
February 2023	Section 2.1 Amendment	Density/Residential Percentages
February 2023	Section 2.2 Update	EMP updated to NAMP
February 2023	Figure 5 - Concept Plan	Update
February 2023	Figure 6 - Concept Plan with Aerial	Update
February 2023	Table 1 – Land Use Calculations	Update
February 2023	Table 2 – Maximum Housing Mix	Update
February 2023	Table 3 – Population Projection	Update
February 2023	Section 5.6 - Housing Mix & Population Projection	Update
February 2023	Section 6.0 - Open Space Network	Update
February 2023	Section 6.2 - Municipal Reserve	Update
February 2023	Table 4 – Open Space Dedication	Update
February 2023	Table 5 - School Reserve and Municipal Reserve Dedication	Update
February 2023	Figure 7 – Open Space Network	Update
February 2023	Figure 8 - Destination Walkability Plan	Update
February 2023	Figure 9 – Roadway Hierarchy Plan	Update
February 2023	Figure 10 – Stormwater Servicing	Update
February 2023	Figure 11 - Water Servicing	Update
February 2023	Figure 12 - Sanitary Servicing	Update
February 2023	Figure 13 - Phasing Plan	Update