



BEACON HILL Outline Plan



Prepared For:
SL Developments Inc.

August 2013
Amended 2023

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Introduction

Purpose

This document is an Outline Plan for the development of approximately 63.0 hectares of land, located north of Highway 11 and west of 50th Street in Sylvan Lake. This Outline Plan has been prepared on behalf of SL Developments Inc. The lands in question will be named Beacon Hill henceforth and will be referred to as such in the text of this document. The purpose of this document is to provide a non-statutory framework to act as a general guideline for the development of this area. This plan will address planning issues in a comprehensive manner, in order to effectively coordinate infrastructure and circulation design in conjunction with the spatial organization of land uses to ready the project for development.

Background

Demand for residential housing in central Alberta has seen steady increases during the last decade, driven primarily by the oil and gas industry. Within the context of a strong Alberta economy, the central corridor between Edmonton and Calgary has seen dramatic increases in housing demand. Sylvan Lake's strategic location within the corridor, as well as the significant amenity of Sylvan Lake itself, makes it an attractive choice for many home buyers. The need for comprehensive planning to accommodate logical development has necessitated the preparation of this document.

2023 Amendment

As of 2023, approximately half of the Beacon Hill Plan Area has been developed. Since the Beacon Hill Outline Plan was approved in 2013, the housing market and site requirements of the Plan Area have changed, warranting a review of the outline plan. The following key items have been amended:

- A reduction in commercial needs for this area of Sylvan Lake. The commercial site is to be reduced from 1.92 ha to 0.60 ha and moved to the south side of the east entrance. This location provides a better site exposure to traffic on 50th Street.
- A 0.51 ha public utility lot along Memorial Trail at the south boundary of the plan was originally intended for offsite lake user parking. This parking is no longer required.
- The wellsite in the central area of the plan has been abandoned and therefore no longer requires a 100m setback. The well head will remain and be contained within a PUL as Alberta Energy Regulator (AER) requirements.
- The layout of the undeveloped areas has been updated to improve the overall functionality of the development.

Development Area

Location & Context

The subject site is located in SE29-38-1-5 near the eastern and southern boundaries of the Town of Sylvan Lake (Figure 1).

Beacon Hill contains approximately 63.0 hectares of land. The Plan Area is defined by existing residential neighborhoods to the north, west and east, and Memorial Trail to the south. A water reservoir serving the Town of Sylvan Lake is situated immediately east.

Four gas pipelines run diagonally southwest to northeast through the approximate centre of the site, and a single line runs south to an abandoned oil well site lease area, continuing further south mid-centre of the quarter and east along the southern boundary of the quarter.

An Alberta government telephone right-of-way exists along the southern boundary of the quarter.

Topography & Vegetation

The Plan Area has dramatic relief, with the highest point located in the southeastern corner. This feature provides striking views of Sylvan Lake allowing occasional views of the mountains to the west on clear days. The remainder of the site drops down gradually from the high point to the northwest portion of the site. Several shallow depressions exist in the southwest portion of the site that hold pond water intermittently.

The site has been largely cleared of natural vegetation to facilitate agricultural uses. Treed windbreaks exist on the western and southern site boundaries (Figure 2).

Soils

According to the Preliminary Geotechnical Investigation undertaken by Thurber Engineering on January 20, 2006, soils on the site consist of black organic topsoil overlaying clay till. Below the clay till is a layer of bedrock consisting mostly of siltstone, with interspersed sandstone and claystone. The bedrock layer's depth from the surface ranges from 1.3 m to 3.0 m. This will result in additional engineering challenges and costs relating to site grading and infrastructure installation.

Ownership

The subject site is approximately 50% developed and owned by residents. The remainder of the land is owned by SL Developments Inc.

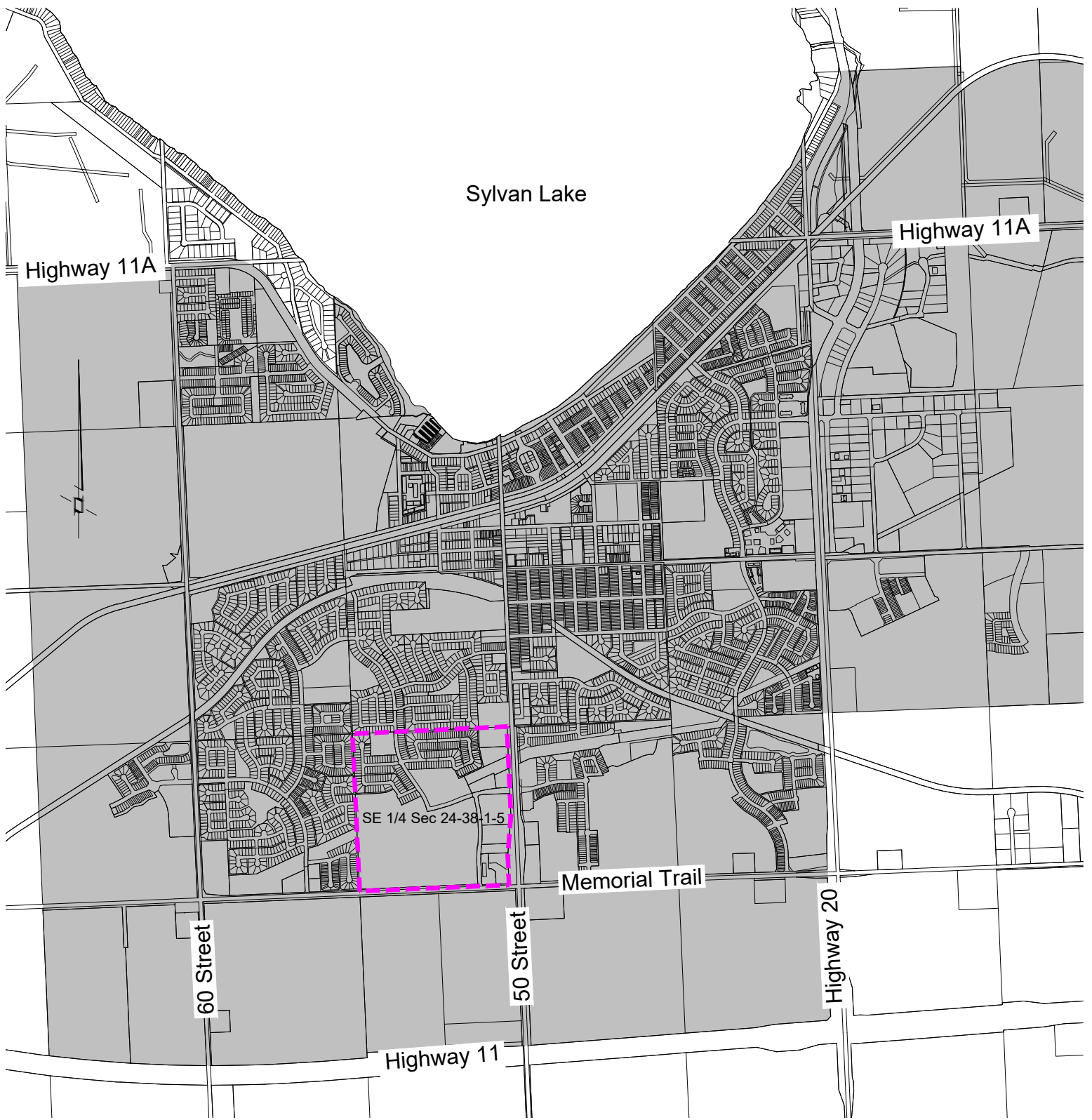
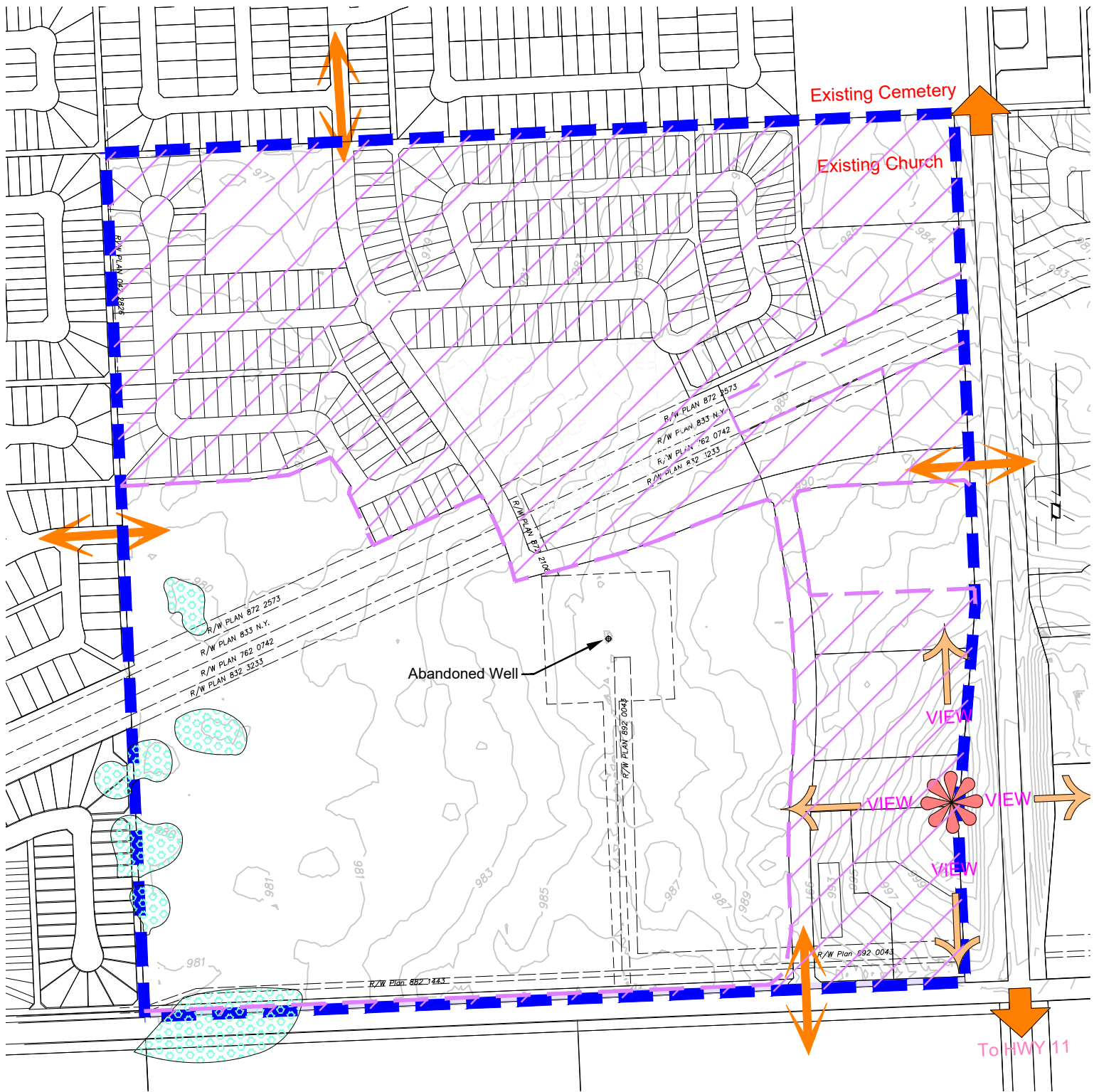


FIGURE 1

Location Plan










- Outline Plan Boundary
- Town of Sylvan Lake

SL DEVELOPMENTS INC.
BEACON HILL



Scale: 0 25 50 100 150
1:5000 Metres

FIGURE 2
Existing Conditions

-  Outline Plan Boundary
-  Low Area
-  Viewpoint
-  Existing Access
-  Highest Point
-  Existing Water Line
-  Utility Rights of Way
-  Abandoned Well
-  Developed Area (2022)

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Policy Factors

General

It is necessary to examine the various relevant policy documents that will affect the Plan Area before determining relevant specific development plans.

Municipal Development Plan

The Town of Sylvan Lake Municipal Development Plan, Bylaw 1653/2014 approved December 2014, outlines the direction for the development future for the municipality (Figure 3).

The overall goals for growth management for residential development within the municipal boundaries include the following factors:

- To use land and infrastructure efficiently while encouraging a greater mix of land use and socio-economic initiatives in both new and established areas. To identify and secure land and infrastructure capacity that is required to meet future growth needs.

The MDP sets specific parameters guiding development within the Town of Sylvan Lake. This project will abide by all of the residential development, housing mix, location of parks and open space, provision of pedestrian connections, and locations of commercial development parameters as well as roadway construction standards. While Beacon Hill is higher than the MDP defined density standards, this higher density will not negatively affect the town's utilities and transportation requirements, as demonstrated in this document, nor adversely impact adjacent lands. It is therefore considered suitable for this location.

South Area Structure Plan

The South ASP designates Beacon Hill for suburban style residential, public/institutional, and commercial land uses (Figure 4).

The ASP stipulates that residential land uses are to be predominantly low density development as provided for in the Land Use Bylaw which includes single family housing, manufactured housing, and may include semi-detached dwellings at the discretion of the approving authorities.

Higher density residential in the form of duplexes, row houses, and apartments, should take into consideration any impacts from associated increases in traffic and parking congestion on local streets. Higher density development is encouraged to cluster around major roadways and community amenities.

Commercial development is to be undertaken in a manner that mitigates the impact of commercial uses on surrounding residential areas, for example, through the use of screening and/or buffering measures. Beacon Hill is designated to accommodate commercial uses, which will be developed to a standard that is satisfactory to the Town's Development Authority.

The ASP also sets policies for the provision of municipal reserve lands and open spaces in accordance with the requirements of the Municipal Government Act (MGA) and the Town of Sylvan Lake Recreation, Parks and Open Space Master Plan (2010). School sites must have their primary access along a collector roadway. Other public community facilities, such as churches, are to be located adjacent or in close proximity to a major road. Trails in the area are to provide linkages to the Town's existing trail system, using pipeline rights-of-way for trails where feasible and beneficial.

Land Use
Bylaw

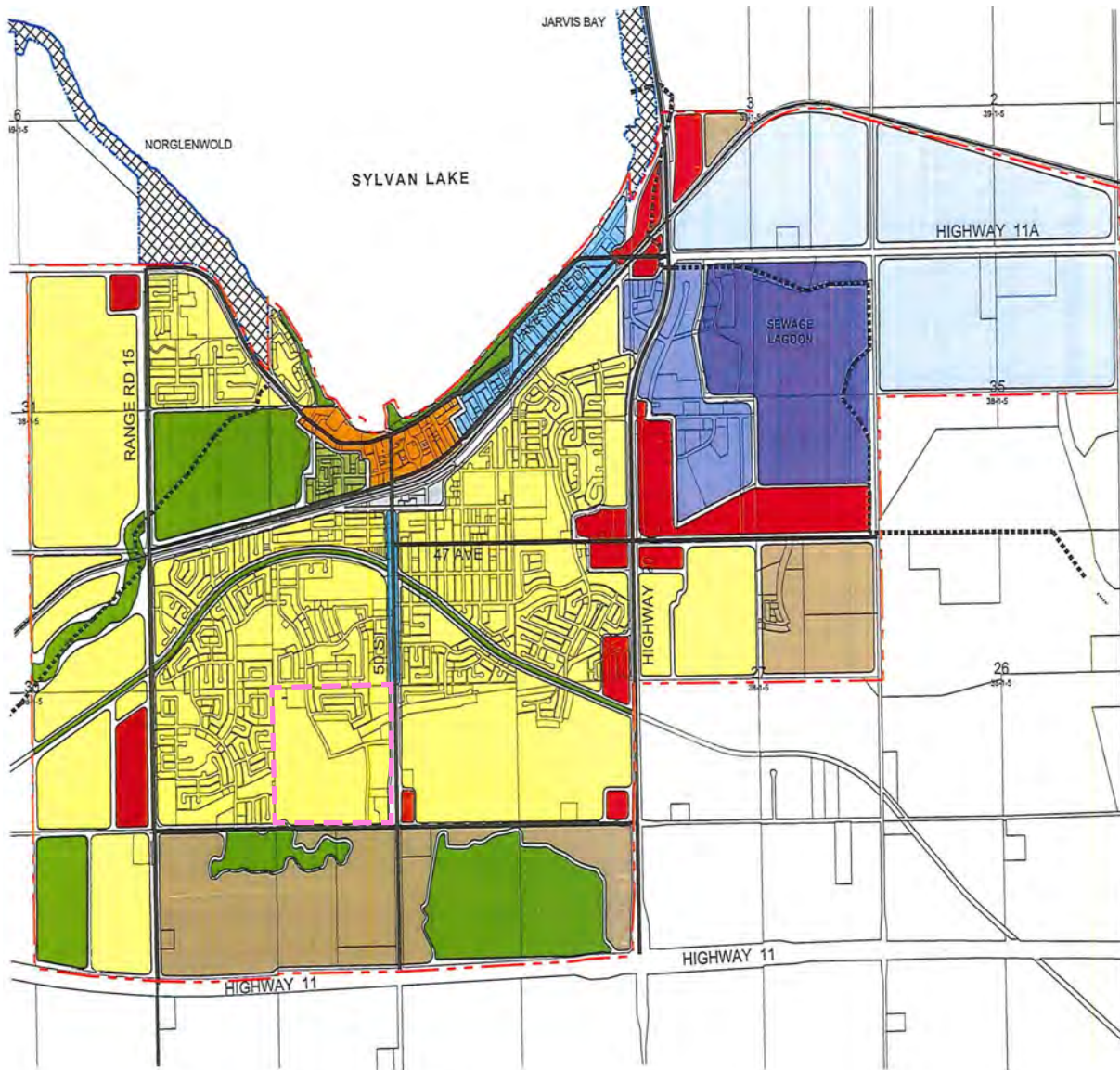
A general transportation pattern is set by the South ASP for major circulatory systems, which Beacon Hill will abide by. It mandates a connection east to 50th Street and north-south from Westview Drive to Memorial Trail. Development of these roadways will be in accordance with municipal design standards.

With respect to water and sanitary sewer systems, this new development will be serviced by expansion of the existing municipal systems, as per the South ASP. Trunks are expected to largely be contained within the rights-of-way of major roads. In compliance with the South ASP, detailed storm water management plans have been completed. Shallow utilities (i.e. natural gas, power, telephone, cable) will be extended into the site area in accordance with the requirements of the individual utility companies and service providers.

In accordance with the South ASP's phasing of development, subdivision and development of the site will generally be contiguous with existing development, subject to market demand, to allow for the efficient extension of roads, utilities, and services.

In compliance with the South ASP's Outline Plans requirements, two public open houses were held firstly on April 12, 2007 and then again on July 18, 2007, to afford the public the opportunity to review and comment on the proposed outline plan.

As per the South ASP, this parcel of land will retain the Future Designation District (FD) designation until this Outline Plan is approved by Council and the Land Use Bylaw is amended accordingly per phase.



TOWN OF SYLVAN LAKE
MUNICIPAL DEVELOPMENT PLAN

FUTURE LAND USES

- - - - TOWN BOUNDARY
- - - - - KEY DRAINAGE COURSE
- X X X X SUMMER VILLAGE
- PROPOSED LAND USE IN CURRENT TOWN BOUNDARY
- URBAN NEIGHBOURHOOD
- DEVELOPING NEIGHBOURHOOD
- VILLAGE NEIGHBOURHOOD
- COTTAGE NEIGHBOURHOOD
- GENERAL COMMERCIAL
- TOWN CENTER
- CIVIC CENTER
- MIXED USE CORRIDOR
- LIGHT INDUSTRIAL
- GENERAL INDUSTRIAL
- PARKS AND OPEN SPACE
- MAJOR ROAD NETWORK

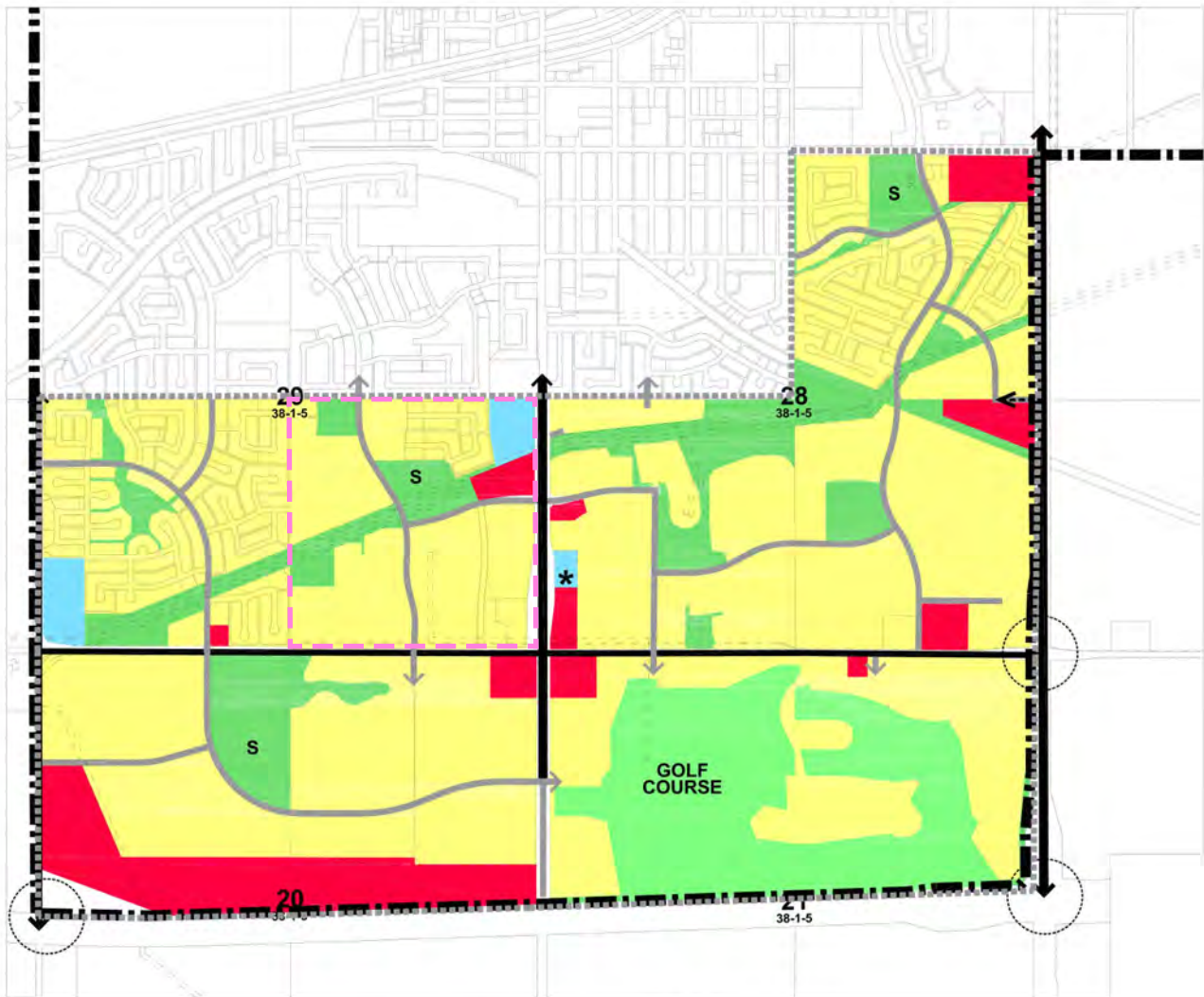
1. This map shows generalized indications of land use and is not intended for scaling or detailed design.
2. The land use patterns must be interpreted with the text of this plan. Detailed land use and boundaries will be identified through area structure plans.

Bylaw 1831/2021

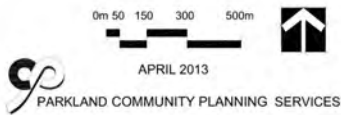
FIGURE 3
Municipal Development Plan

- - - - Outline Plan Boundary

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TOWN OF SYLVAN LAKE
SOUTH AREA STRUCTURE PLAN
MAP 3 - Land Use Concept



- PLAN AREA
- MUNICIPAL BOUNDARY
- ARTERIAL ROAD
- COLLECTOR ROAD
- RESIDENTIAL
- PUBLIC / INSTITUTIONAL
- COMMERCIAL
- PUBLIC OPEN SPACE
- PRIVATE OPEN SPACE
- FUTURE STUDY AREA
- POTENTIAL SCHOOL SITE
- WATER RESERVOIR
- INTERSECTION IMPROVEMENT REQUIRED
- POSSIBLE FUTURE ACCESS (subject to AIT approval)

FIGURE 4
Area Structure Plan - 2007

Outline Plan Boundary

SL DEVELOPMENTS INC.
BEACON HILL

Development Concept

Overview

Beacon Hill will be developed to best suit the site's natural topography within the development parameters of the aforementioned statutory documents. This community will consist of low and high density residential development logically interlaced with parks and open spaces showcasing panoramic views of the lake and mountains to the west.

Based on the development concept, the overall density of the Beacon Hill Plan Area will be an average of 54 persons per gross developable hectare including designated commercial land. While we recognize that the MDP targets a density of 40 persons per gross developable hectare, the plan's higher density rate is necessary to make efficient use of the land. More and more people desire to live in Sylvan Lake due to its picturesque nature and this plan takes full advantage of the views of the lake afforded at this site. Further, there exists a strong market for adult housing within the Town of Sylvan Lake, which this plan provides in the form of condominium development.

In this plan, higher densities will be most concentrated around major roadway intersections to minimally impact the local street traffic and parking. Additionally, the traffic design and utility servicing design demonstrate that this higher density will not unduly impact the existing transportation and utility systems. It is therefore considered suitable for this location (Table 1).

Each attribute of the built form of this community will be discussed in turn, to highlight its role in contributing to the community's composition (Figure 5).

Goals & Objectives

This area will be governed by the following development principles pertaining to built form:

Development Goal 1: Variety in Housing Styles

The mixing of housing styles and sizes is encouraged throughout the neighbourhood, in order to develop a varied urban environment. Residents from a range of incomes and lifestyle choices will be encouraged to live amongst each other.

Objectives:

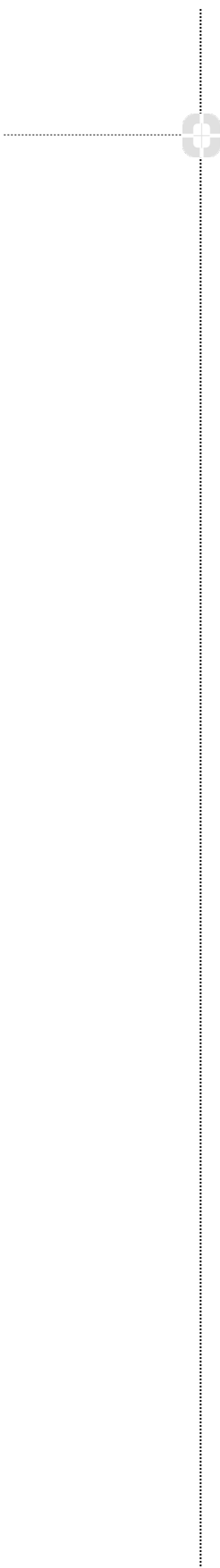
- Large lot sizes may be interspersed with smaller lot sizes on the same block; and
- Houses are encouraged to be developed with different architectural details than those within their immediate vicinity.

Development Goal 2: Access and Amenities Adjacent to High Density Residential

High density built forms are to be located either adjacent to amenity areas or locations with easy roadway access. This will provide the maximum number of residential accesses to amenity areas, as well as reducing congestion on local residential roadways by removing denser pockets of residential development from them.

Objectives:

- High density residential sites shall be placed in locations with easy access to amenities or services;

- 
- High density residential areas will be concentrated primarily on major neighbourhood roadways; and
 - High density residential uses will be buffered from commercial and lower density residential uses.

Development Goal 3: Environment Orientation

Objectives:

- Housing will be oriented towards major view corridors, where available.

Low density residential housing will be distributed throughout the community. As the primary land use within the Plan Area will be the provision of low density residential housing, its ultimate development will have a significant impact on the character of the overall project.

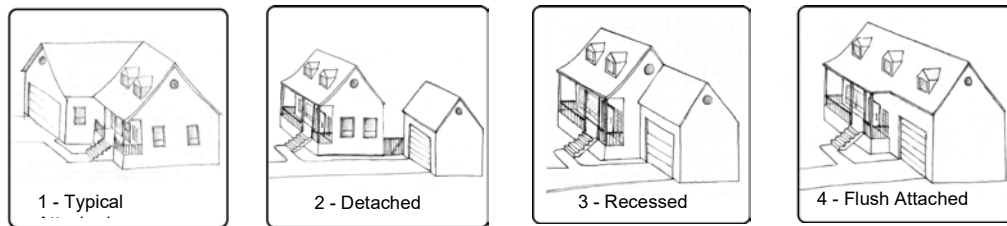
A variety of low density housing forms and lot sizes are encouraged to promote a wide range of housing choices to incorporate neighbourhood diversity and allow residents lifestyle variety within the Plan Area. These housing forms may include single detached, duplex, or semi-detached dwellings; however, duplexes and semi-detached dwellings in the low density area may only be developed at the discretion of the Approving Authority.

Detached Residential Lots

Conventional lots will be located throughout the Plan Area. They will be developed in accordance with the provisions of the existing low density land use districts found in the Land Use Bylaw. Low density residential development will consist of a mixture of laned and unlaned lots.

Where lots do not have access to a lane in order to develop a detached garage and accommodate resident parking requirements, a variety of options for the provision of a front access garage are available. Garages may be attached and extend beyond the facade of the house, which is typical practice for many low density residential communities (1). On wider lots, a few additional options are also available. Garages may be detached and placed at the rear of the property with access provided by way of a side yard (2).

Garages can also be attached and recessed slightly from the primary facade (3), or attached directly to the primary facade (4). Each of these options is shown below:



The use of a range of front access garage methods is encouraged to promote a varied streetscape and more visual interest to the community.



High Density Residential

High density residential has been provided at the in the southeast to ensure the highest concentrations of residents are able to access higher order roadways efficiently to accommodate the increased traffic generation compared to low density residential development. This is in accordance with MDP and ASP policies on the placement of high density residential sites.

High density residential may consist of attached dwellings, townhouses, stacked townhouses, cluster housing, and low rise apartments. Private amenity spaces and/or structures will be developed in association with low rise apartments to ensure that residents have enhanced access to neighborhood features, and that the high density developments themselves become an asset and amenity to the community at large.

Neighborhood Commercial

A commercial location will be provided in Beacon Hill at the entrance to the neighbourhood from 50th Street. Its purpose is to be dedicated for commercial or service uses, such as a community convenience store, gas station, or coffee shop. These services will further develop the character of this community, because they provide important meeting places for the residents of the area and allow this area greater self-sufficiency. It allows residents to access daily services within their own community that the majority of residents can easily walk to, and the rest of the residents can quickly access by bicycle or vehicle. This reduces the number and/or length of vehicle trips required by residents, which has the added benefit of promoting a healthier community in terms of both the promotion of physical fitness and reduction of vehicle emissions.

Institutional Uses

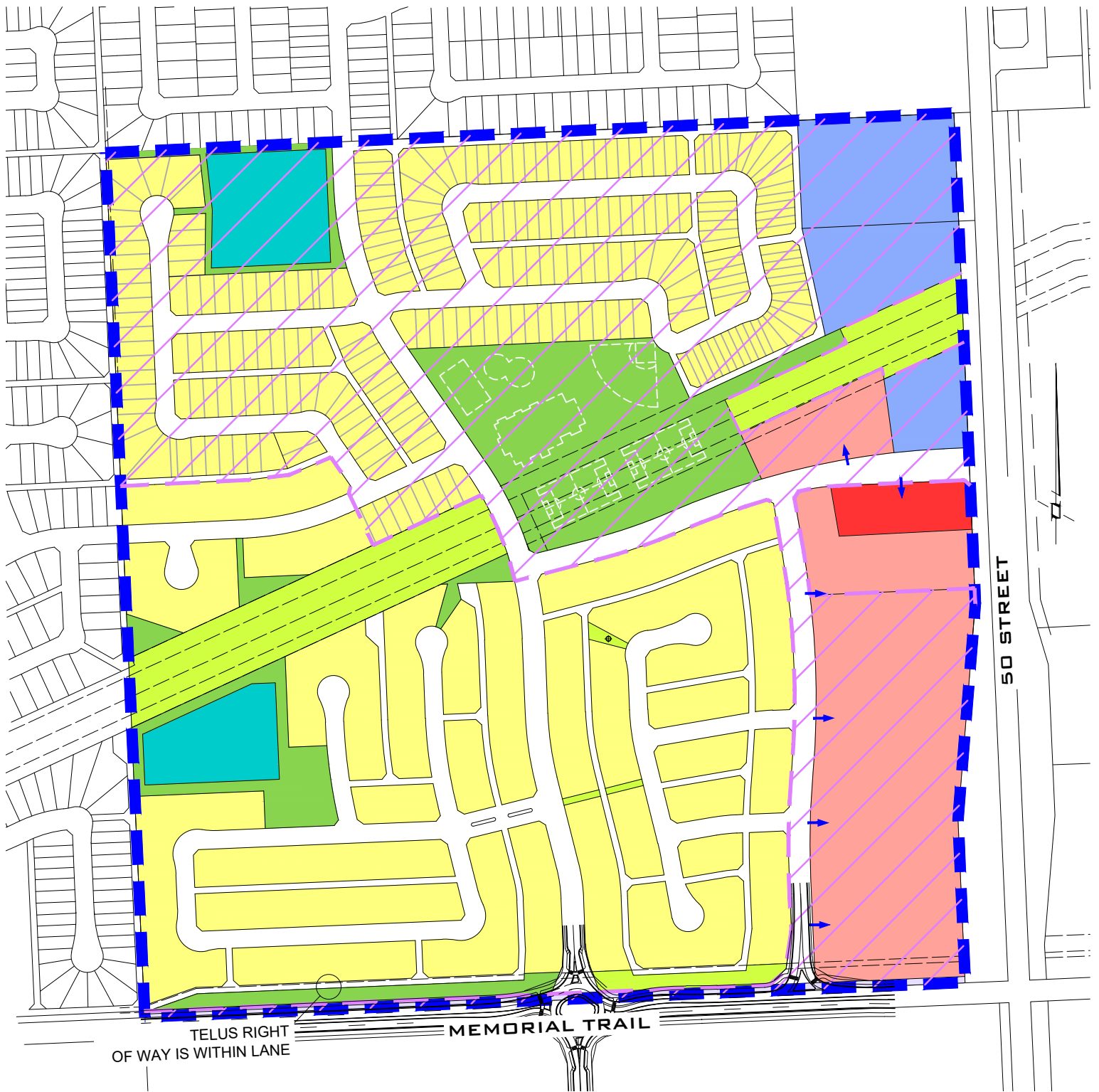
The existing religious assembly use will be integrated into the Beacon Hill plan, along with the associated private school. Access into and out of the site will continue to be accommodated from 50th Street. This will ensure that the non-residential traffic generated by the religious assembly will not affect the low density residential development to the west.

Social Care

A social care site was identified and advertised for sale as per the Town of Sylvan Lakes guidelines, with no interested parties. The parcel was reverted into residential development.

Fire Hall

The need for a Fire Hall was identified within the Plan Area. A 0.6 ha parcel has been identified along 50th Street and the east entrance into Beacon Hill. This parcel will have access directly from 50th Street and the collector roadway.















TELUS RIGHT OF WAY IS WITHIN LANE

MEMORIAL TRAIL

50 STREET

FIGURE 5
Proposed Land Use Concept

- | | | | |
|--|--------------------------|---|--------------------------------|
|  | Outline Plan Boundary |  | Public Utility Lot |
|  | Low Density Residential |  | Stormwater Management Facility |
|  | High Density Residential |  | Developed Area (2022) |
|  | Institutional |  | Potential Access Point |
|  | Local Commercial |  | Utility Rights of Way |
|  | Municipal Reserve |  | Existing Well |

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Open Spaces

General

The open space system in Beacon Hill has been designed to provide contiguous parks linking residents to amenities and centrally located open spaces for play and activity (Figure 6).

Open Space Goal

Open Space Goal: Variety in Park Provision

Several different park styles will be provided to appeal to all resident interests and activity levels. Open spaces will provide passive recreation with optional active options, such as a play structure. Community level parks will provide full active and passive recreation spaces. Storm water management facilities have been incorporated into the neighbourhood to provide unique water features to the neighbourhood.

Objectives:

- Both passive and active recreation opportunities will be provided within the Plan Area; and
- A portion of the periphery of storm water facilities will be freely accessible to the public.

School Site

An elementary school site has been located in the centre of the Plan Area. It will provide a significant open space opportunity for the community, and will contain active use facilities, such as a ball diamond, soccer field, and/or play structures that will be accessible to the public. The large open space bisected by the pipeline right of way may accommodate playing fields, as approved by the pipeline operators. Joint use of this facility for school purposes as well as community events and programming is encouraged to fully incorporate the site into the community fabric.

Storm Water Ponds

Two storm water management facilities have been accommodated within the Plan Area. The north storm water will be developed as a dry pond and may be used as open space amenities during dry weather. The south storm water pond will be a wet pond. The first pond, located in the northwest portion of the Plan Area, has been situated near residents to provide a convenient amenity space within close walking distance. The second storm water pond is located in the southwest portion of the Plan Area and will contribute to the view for lands farther up the slope and will provide open space for trails and passive recreation. Both ponds are located and designed to add visual portals and passive activity centers to the community as well as serve a utility function.

Parks

A total of 6.3 ha (10% of the gross developable area) is dedicated as municipal reserve. A number of small 'pocket parks' have been included in the Plan Area in order to provide walking entryways into larger open spaces, such as the large open space provided by the public utility lot connecting the school site and the southwestern storm water pond. These nodes also provide welcome visual relief from the linear trailway.

A neighbourhood tot lot with a pre-school play structure will be located in the southwest of the site on a local street where it is open and visible for safety. This park site connects to the trail network leading to the storm water management pond so children of varying ages can safely play together within the same neighbourhood park space.

The northernmost east/west laneway in the Plan Area is 9.0m wide to help preserve some of the existing trees between the proposed development and the existing residential development.



Trails

Trails provide linkages to major and minor open spaces, including the elementary school site, the religious school site, and the numerous park areas within the Plan Area, as well as to existing parks and pathways outside the Plan Area. (Figure 6)

A pathway connecting the elementary school site to the 50th Avenue trail will be constructed by the developer on the existing pipeline rights-of-way. Trail connections within the school site will be the responsibility of the Town.

**Public Utility
Lots**

A number of public utility lots will be accommodated within the Plan Area, for the purpose of accommodating pipeline rights-of-way and used as setbacks or for areas that are deemed as not functionable open spaces . The portions of the large central pipeline corridor designated as public utility lots will be used to accommodate trails linking to the existing trail and walkway system with the proposed school site and will provide a significant open space amenity (Figure 6).



FIGURE 6
Open Space Plan

- | | | | |
|--|--|---|--------------------------------|
|  | Outline Plan Boundary |  | Municipal Reserve |
|  | Multi-use Trail (by Developer or Town) |  | Public Utility Lot |
|  | Separated Walkway |  | Stormwater Management Facility |
|  | Monowalk |  | Developed Area (2022) |

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Transportation

Overview

A logical and efficient transportation system is imperative for the functionality and connectivity of any neighbourhood. The transportation plan outlines a functional roadway hierarchy that provides convenient access for all residents of the area (Figure 7).

Transportation Goals & Objectives

This area will be governed by the following goals pertaining to the transportation system:

Transportation Goal 1: Hierarchical System

Roadways will be developed in a hierarchical system in order to effectively sort and channel traffic.

Transportation Goal 2: Frontage on Community Facilities

Collector roadway frontage will be provided to public open spaces to ensure community accessibility to these features.

Transportation Goal 3: Pedestrian Access

Pedestrian access will be provided to major facilities and open spaces through a combination of trails and sidewalks.

Transportation Network

The transportation system will consist of a collector system, with local roadways radiating from it into the neighbourhood. This will allow heavier traffic to concentrate on a few higher order collector roadways capable of handling larger volumes. This also keeps traffic on local streets to a minimum, thereby improving safety and contributing to the residential nature of these roadways. A Traffic Impact Assessment has been completed by Bunt and Associates to address specific details of the transportation plan at the development stage. The assessment concluded that the proposed roadway system is capable of providing safe and convenient access for vehicles.

The collector system will connect to Westview Drive to the north, 50th Street to the east, and future development to the south. Two minor collector connections are also included in the Plan Area: Lincoln Street in the west central portion of the Plan Area and Boardwalk Rise southward along the western boundary of the high density site. This second minor collector affords an alternate connection to 50th Street along Memorial Trail in order to reduce the traffic load associated with the large high density residential area. Private roadways within the high density residential site will link to the public roadway system. The remaining lands will be accessed by local roadways radiating from the collector roadways.

Both collector roadway intersections with Memorial Trail have been designed with the intent of accommodating future roadway upgrades as identified in the 2022 Memorial Trail Functional Planning Study. The Boardwalk Rise intersection will eventually become a right in/right out access and the west collector a roundabout. Spacing requirements and appropriate land uses adjacent to the future intersection improvements has been considered. Screening along Memorial Trail will be required as per the Town's guidelines.

Collector roadway intersections will be reviewed at time of detail design and may require traffic calming where required by Town.

**Pedestrian &
Bicycle
Linkages**

The religious assembly site and related religious school will retain their existing access along 50th Street. Bunt and Associates has determined that retaining this access will not impact the functionality of the main access to the balance of the Beacon Hill plan, as the religious assembly access is in excess of 300m from the main access to the Beacon Hill Plan Area.

All roadways will adhere to current cross sections within the Development Process and Design Guideline Standards as well as the 2022 Transportation Master Plan and the 2022 Memorial Trail Functional Planning Study. (Figure 8).

Multi-use trails will be provided throughout the Plan Area in accordance with Town standards to facilitate non-vehicular movements, with a particular focus on linkage to the school to promote access to this central feature. Trails connecting to the school also assist in promoting healthful opportunities for school aged children as it allows families the opportunity to incorporate walking to/from school into their daily routine, thereby increasing incidental exercise opportunities and reducing vehicle trip emissions.

Additional pedestrian linkages will be provided throughout the roadway system through sidewalk access and trails adjacent to storm water facilities and schools.

Should the private school project proceed, the school will be connected to the neighbourhood through a pedestrian connection alongside the local roadway loop at the school's northwest end, and to the trail system along the public utility lot via a walkway between the school and commercial site.

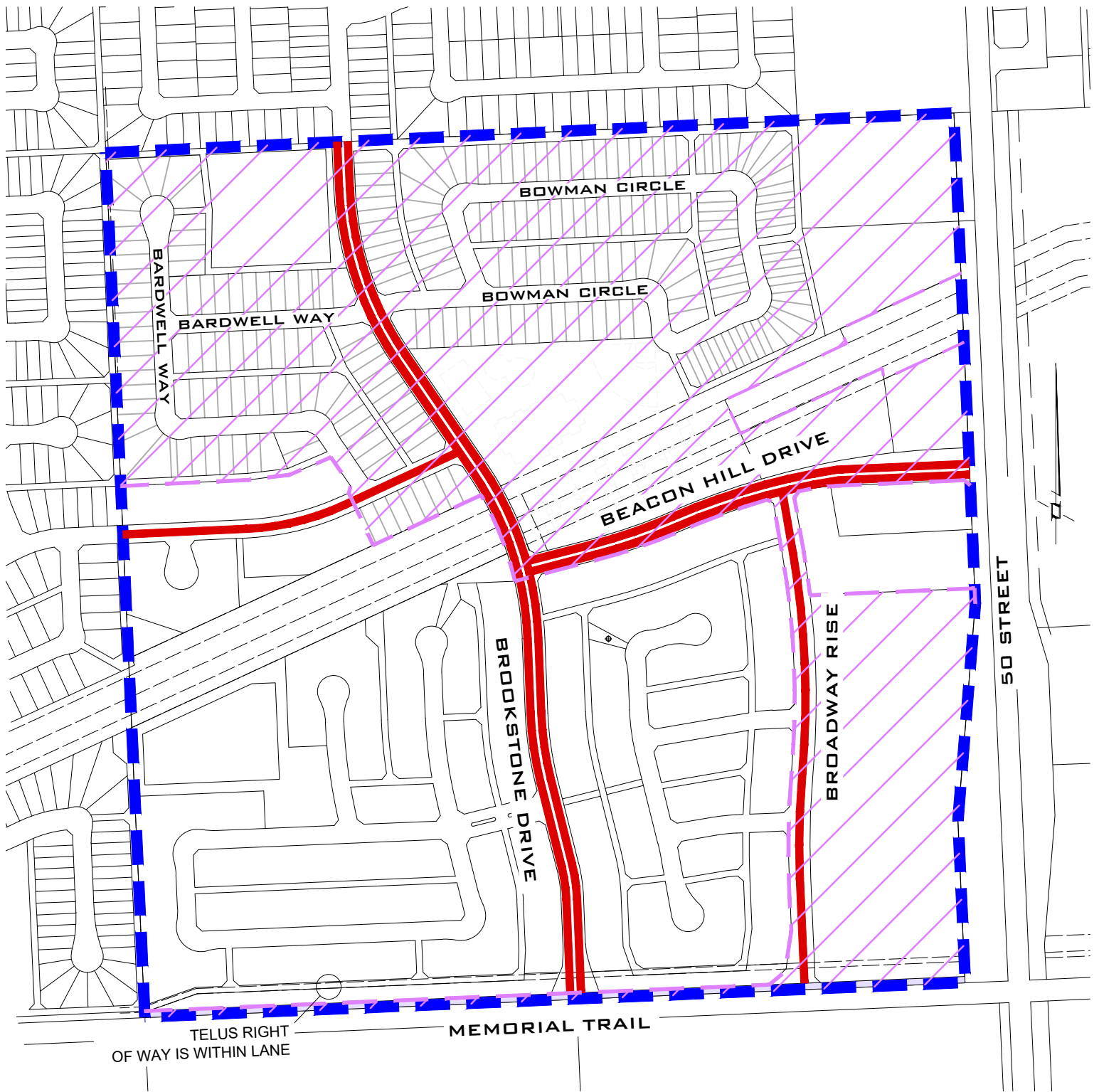




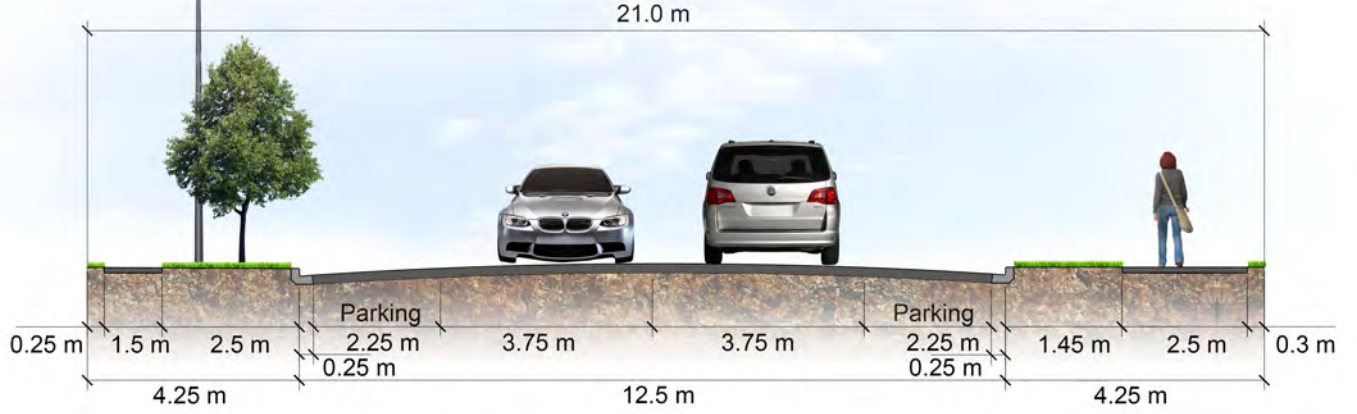


FIGURE 7
Transportation Plan

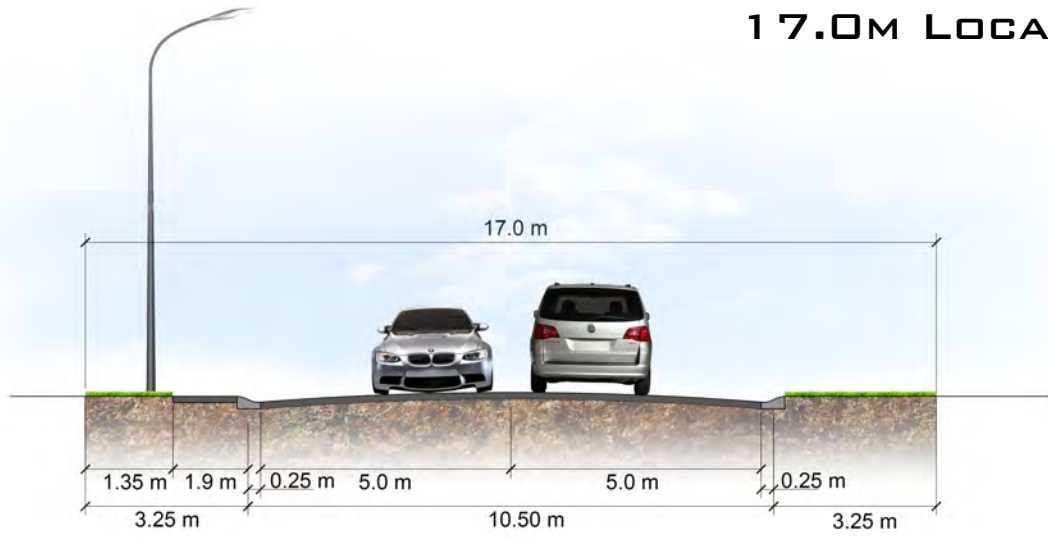
-  Outline Plan Boundary
-  Collector
-  Minor Collector
-  Developed Area (2022)

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21.0M COLLECTOR



17.0M LOCAL



6.0M LANE

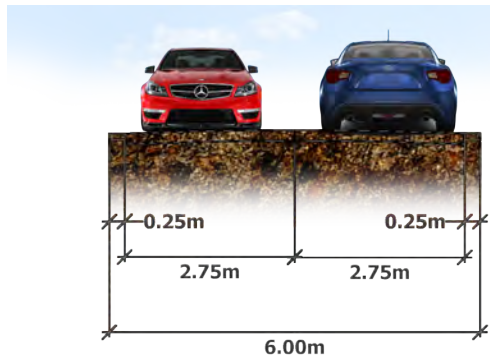


FIGURE 8
Transportation Details

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Servicing

General

Servicing for Beacon Hill will be provided in accordance with municipal standards and requirements.

Servicing Principles

This area will be governed by the following principles pertaining to the provision of servicing:

Servicing Goal: Efficiency

Servicing will be provided in as efficient a manner as possible in order to reduce the long term costs of infrastructure maintenance.

Objectives:

- Servicing will connect to existing systems in the area; and
- Most efficient method of servicing will be undertaken.

Sanitary Sewer

The Plan Area will be serviced with a gravity sewer collection system, as a sanitary lift station is not required. The sanitary sewer will connect to the existing Sylvan Lake sanitary infrastructure, located along Westview Drive in the northwest corner of the site. This existing connection point has identified capacity constraints, however Sylvan Lake has plans to upgrade the sanitary sewer collection system to accommodate future increases in usage in both this area and those areas slated for future development further south (Figure 9).

Additional future trunks will be added along the extension of Westview Drive in the south. It is recognized that the sanitary sewer system will require oversizing to accommodate the development of the half section of land located south and southeast of the Plan Area. Details of the cost sharing for this oversizing will be determined through the Development Agreement process.

Storm water Management

Storm sewer servicing for the Plan Area will generally flow from east to west in order to take advantage of the natural slope. Two storm water management facilities are proposed to manage the storm water runoff from the subject lands. All of the storm facilities will be designed to work in concert to restrict runoff to pre-development or controlled rates. Available best-management practices will be considered and incorporated where appropriate into the design of the storm sewer collection and storm water management facilities (Figure 10).

Two piped storm sewer connection points, located at the east of Lincoln Street and the south of Westview Drive respectively, are available to service the subject area. Both of these existing connection points will be utilized to service the initial phases of development and both have sufficient capacity to accept pre-development flows.

The storm water servicing for the religious assembly site is already effectively managed by draining into storm water ditches along 50th Street and will remain.

Storm ponds will conform to the current Development Process and Design Guidelines as well as the Storm Water Master Plan.



Water Service

The Plan Area will be provided water servicing by connecting to Sylvan Lake's existing water distribution system already developed in the surrounding subdivisions. To service the initial phases of development, a connection will be provided to the existing 500mm diameter main located along 50th Street. A loop will then be established by connecting to an existing 150mm diameter main located at the intersection of Westview Drive and Meadowview Close (Figure 11).

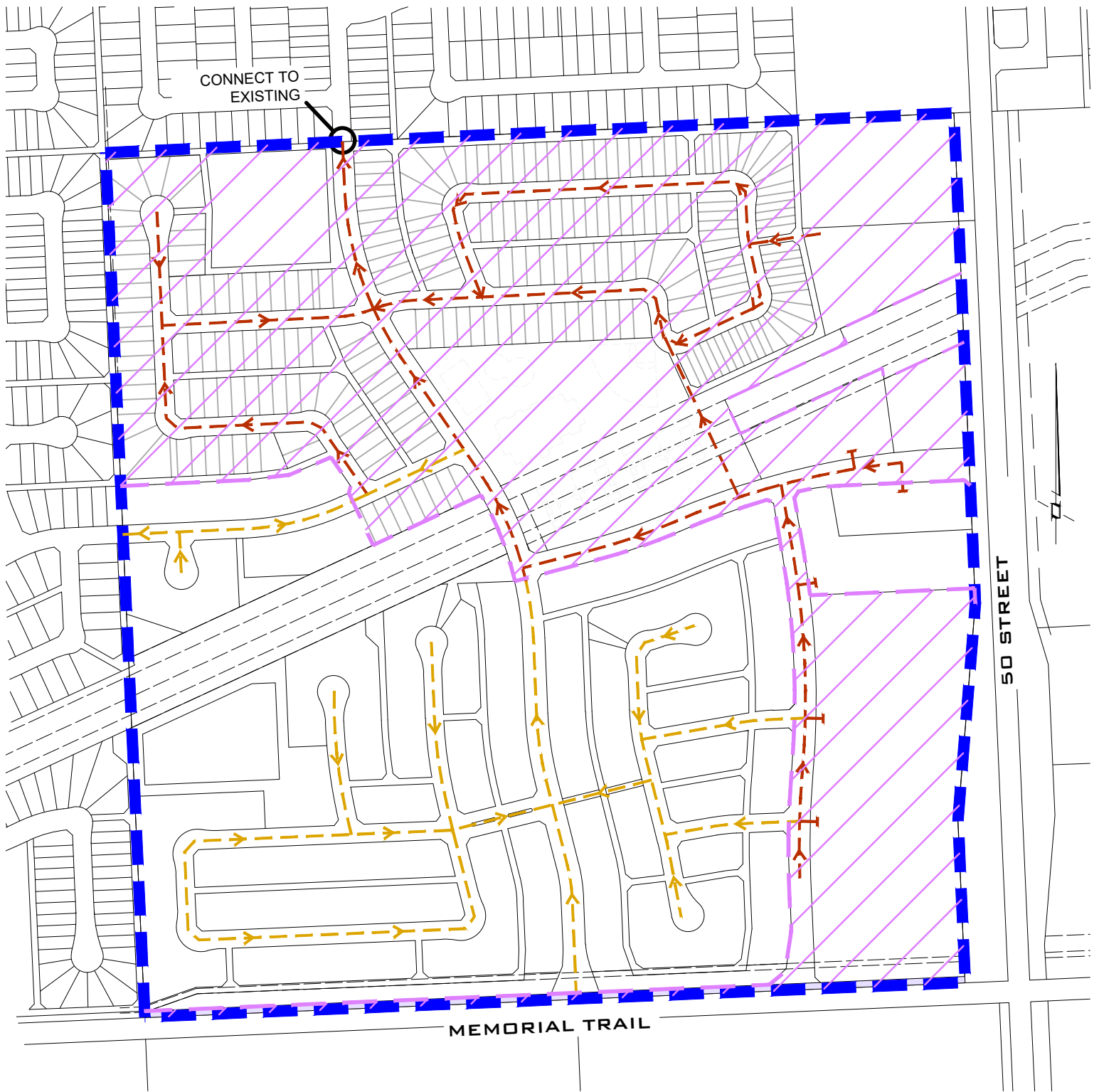
For subsequent stages, two additional connections will be made to the system within the existing Lakeway Landing subdivision. These two connections consist of a 300mm diameter pipe located south of the existing gas lines at the western boundary of the Plan Area, and a 250mm diameter pipe located north of the gas lines at Lincoln Street. A stub to service the undeveloped lands to the south of the Plan Area will also be provided.

Because of the significant amount of grade relief across the Plan Area (± 28 metres), it is anticipated that some additional watermain appurtenances (i.e. pressure reducing valves, booster pumps, etc.) may need to be incorporated into the water system plan for Beacon Hill in order to manage the proposed pressures. A site specific Water Network Analysis will be undertaken prior to development to confirm that the pipe sizing as dictated by the Town's consultant is adequate to service the Outline Plan area.

Utilities

Shallow utilities will be required for this development within the Town. These utilities include power (Fortis), telephone/communication (Telus), cable (Shaw) and gas (ATCO) and will be extended from adjacent existing communities.

Located along the south, a laneway has been identified within the Telus Fibre Optic ROW. This alignment has been reviewed with Telus and is conceptually supported. At the time development of the related phase, Telus and Town of Sylvan Lake approval will be required. If detailed designs are not sufficient to meet Telus's or the Town's requirements, the proposed lanes may not be approved and amendments to the Concept Plan and Outline Plan may be required. Utilities within the affected this laneway (water, sanitary or storm) will not be accepted. Visual confirmation of fibre optic line depth, detailed design of the coverage, impacts to surrounding infrastructure and consideration of vibration will be required.







CONNECT TO EXISTING

50 STREET

MEMORIAL TRAIL

FIGURE 9
Sanitary Servicing

-  Outline Plan Boundary
-  Existing Sanitary Sewer Main
-  Proposed Sanitary Sewer Main
-  Developed Area (2022)

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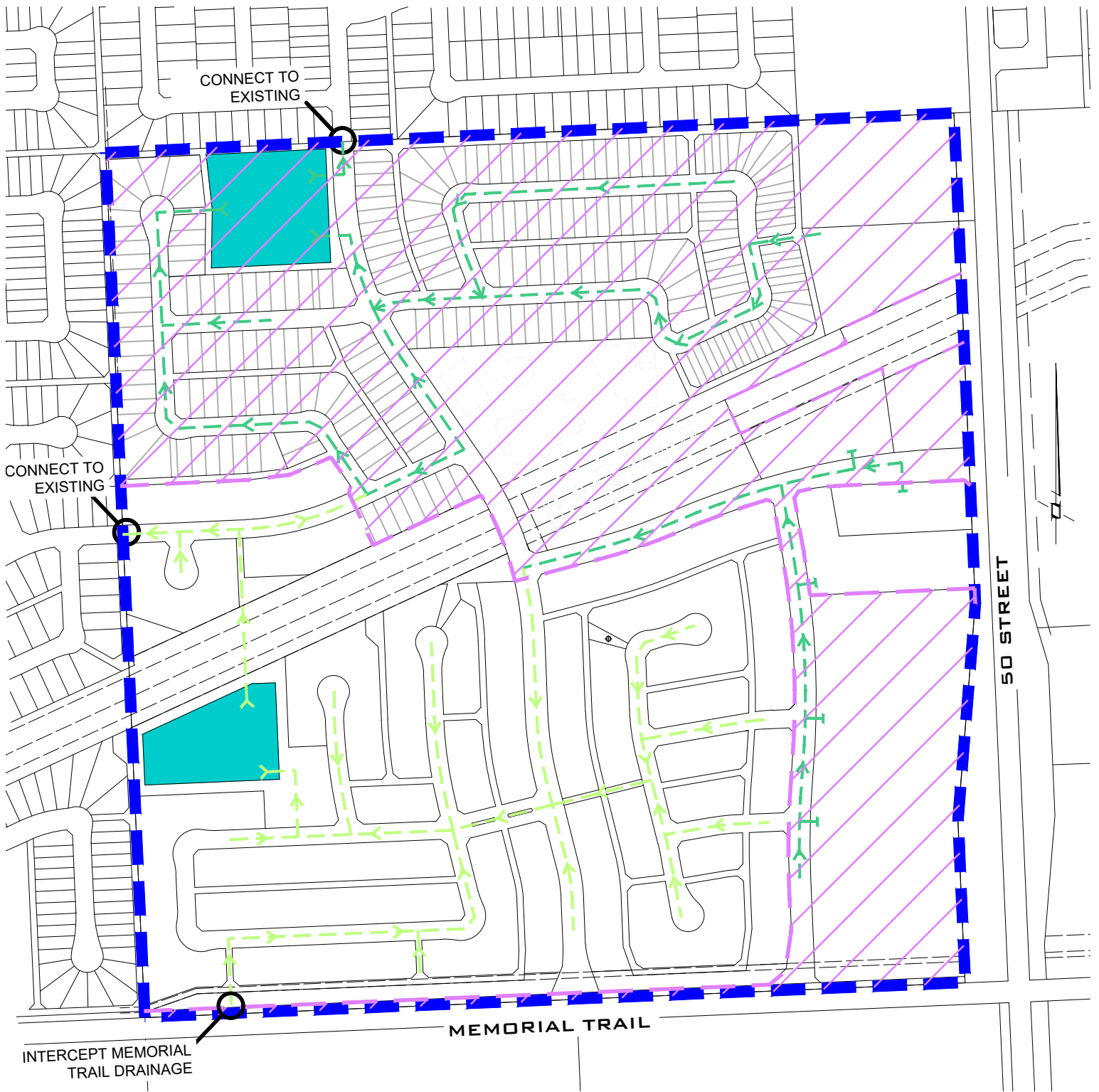


FIGURE 10
Stormwater Servicing

- Outline Plan Boundary
- Stormwater Management Facility
- Existing Stormwater Line
- Proposed Stormwater Line
- Developed Area (2022)

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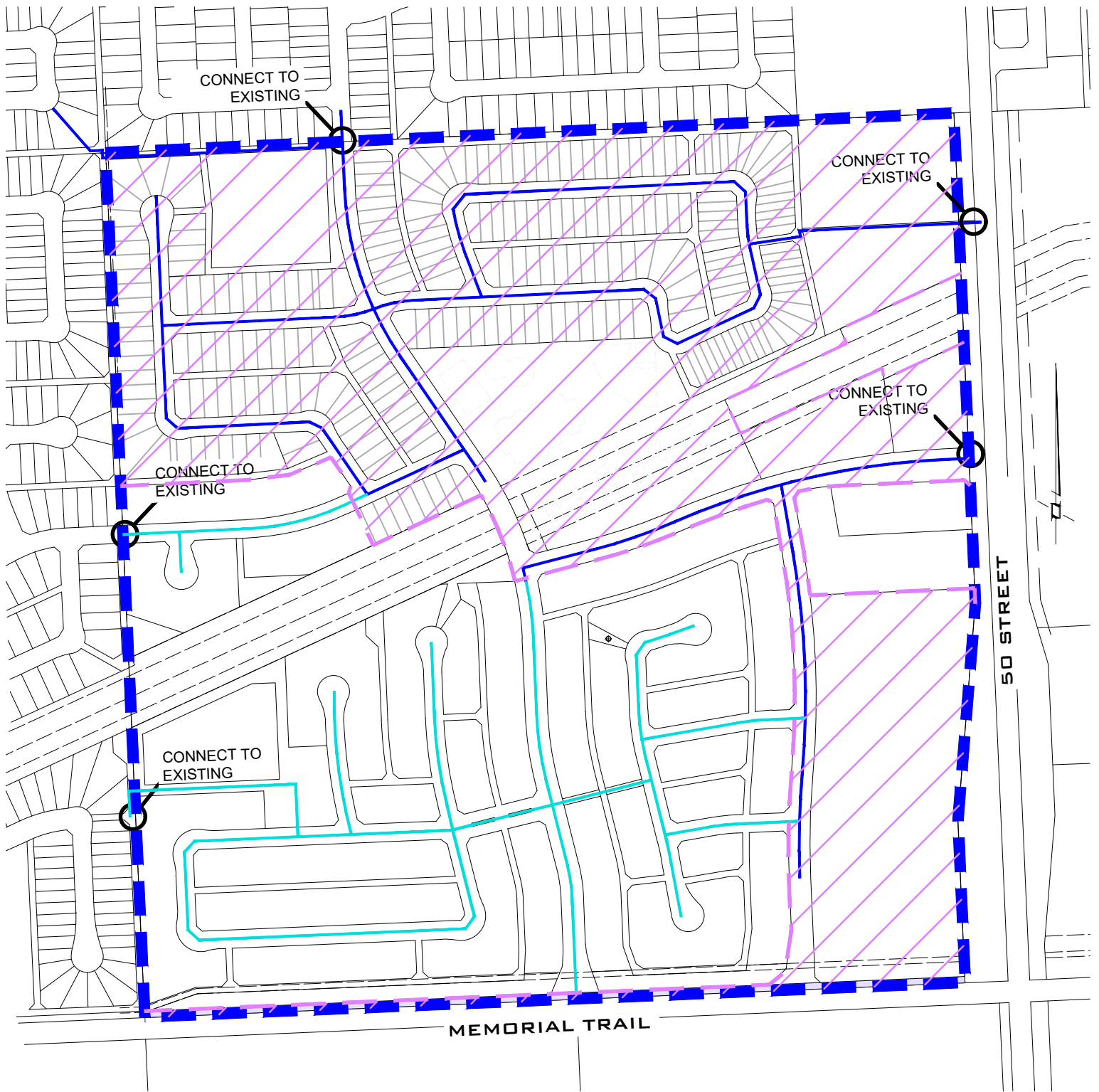






FIGURE 1 1
Water Servicing

-  Outline Plan Boundary
-  Proposed Water Line
-  Existing Water Line
-  Developed Area (2022)

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Implementation

Staging

Staging is subject to changes based on market conditions or additional technical phasing requirements but is generally in accordance with the development pattern depicted in Figure 12.

Stage One will commence in the east central and northeast portions of the Plan Area, with the construction of the northeast portion of low density development and the northern stormwater pond. As construction of the low density residential area begins, residents will access their properties via the initial development of the east-west collector roadway and the temporary road.

Stage Two and Three will complete the portion of the community in the northwest of the Plan Area including the school site. Residents in this neighbourhood will access their properties via the construction of the Westview Drive extension and completion of the east-west collector roadway to Westview Drive. At that point, the temporary road will no longer be required so will be closed and incorporated into the school site.

Stage Four will connect the Westview Drive with Memorial Trail to the south and complete the central portion of the plan.

Stage Five will complete development with the southwest portion of the Plan Area including the second stormwater pond. 50th Street.

AER Considerations

The wellsite in the centre of the Plan Area was abandoned in 2019. This allows development to take place within the 100m offset. The well has been placed within a PUL to maintain the required 5m x 10m access area.

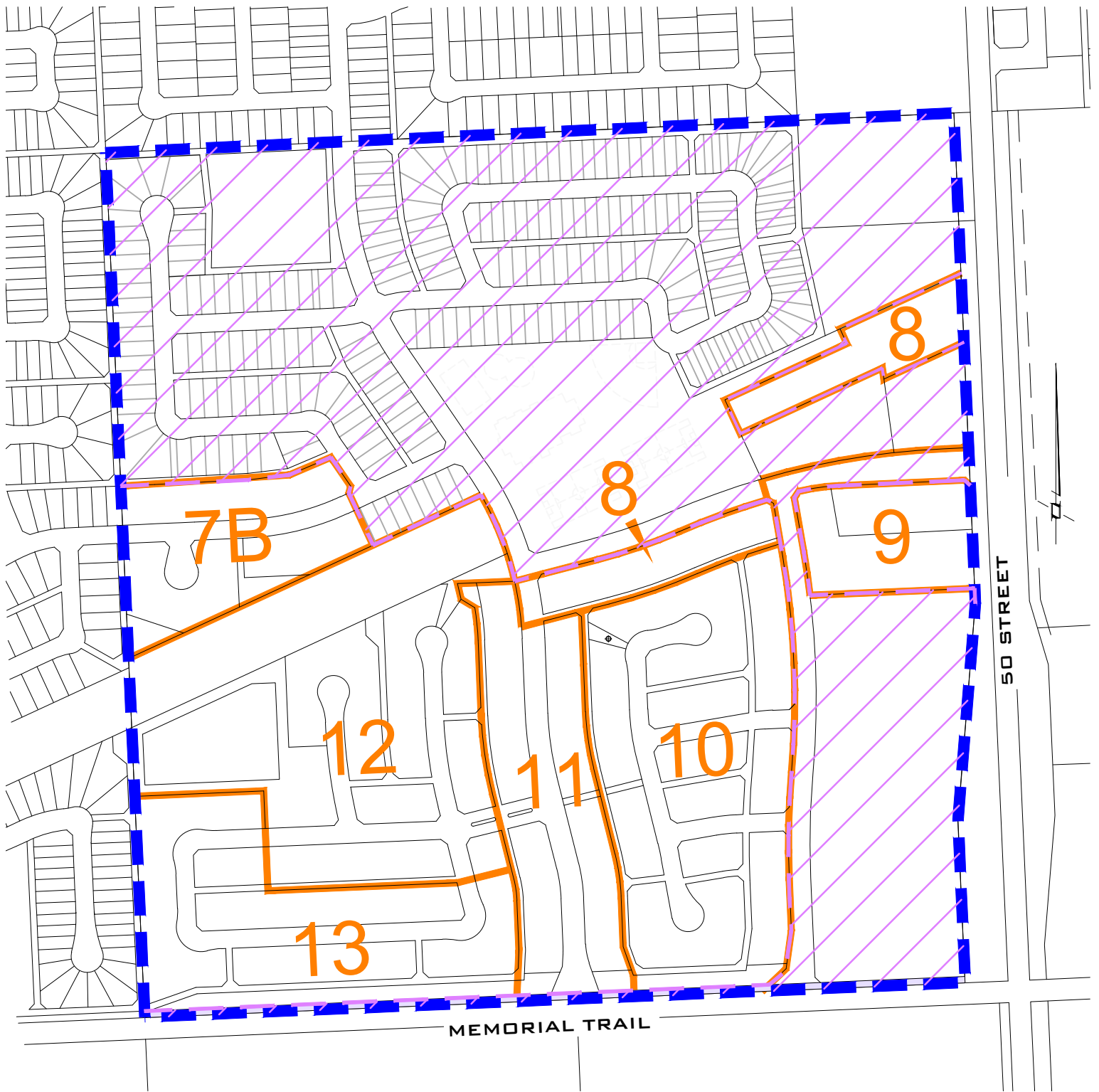





FIGURE 12

Staging

-  Outline Plan Boundary
-  Staging Boundary
-  Developed Area (2022)

Staging is Conceptual and is subject to minor adjustments at detail design due to market conditions and engineering requirements

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Table 1 - Development Statistics

Development Statistics

	Area (ha)	Area (ac)	% of GDA		
Gross Titled Area	63.0	155.8			
Gross Developable Area (GDA)	63.0	155.8	100%		
School Site / Municipal Reserve	6.3	15.6	10.0		
<i>PUL Stormwater Management Facility</i>	2.1	5.1	3.3%		
<i>PUL Public Utility Lot</i>	3.7	9.0	5.8%		
Roadways	13.3	32.8	21.1%		
<i>Collector</i>	3.6	9.0	5.8%		
<i>Local</i>	6.3	15.6	10.0%		
<i>Lane</i>	2.9	7.1	4.6%		
<i>Memorial Trail Widening</i>	0.5	1.1	0.7%		
Net Developable Area	37.7	93.2	59.9%	Units	Population
Residential	34.0	84.1	54.0%	1106	3411
<i>Low Density Residential</i>	27.1	67.0	43.0%	678	2170
<i>High Density Residential</i>	6.9	16.1	11.0%	428	1241
Commercial	0.6	1.5	1.0%		
Institutional	1.7	4.1	2.6%		
Religious Assembly	1.5	3.6	3.6%		

Student Population	Students
Kindergarten - Grade 9	618
Grade 10-12	155
Total	773

- 1) 3.2 persons per unit for LDR & 2.9 persons per unit for HDR
- 2) Low Density Units based on an average lot of 400m²
- 3) Higher Density Units based on an assumption of 25 units per ac
- 4) Student Generation; (students/unit)
 22.6% of Total Population
 Public 69% & Separate 31% of Students
 K-9 is 80% & 10-12 is 20% of Students