

# **Sun Ridge Business Park**

## **Area Structure Plan**

Prepared for:

Innate Projects Corporation

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**TABLE OF CONTENTS**

**1.0 Introduction..... 3**

1.1 Purpose..... 3

1.2 Goals ..... 3

1.3 Regional Context ..... 4

1.3.1 The Location ..... 4

1.3.2 The Context..... 4

1.4 Policy Context..... 5

1.4.1 The Plan as a Living Document..... 5

1.4.2 Impetus for Development ..... 5

1.5 Legislation..... 6

**2.0 EXISTING CONDITIONS ..... 7**

2.1 Existing Zoning..... 7

2.2 Existing Land Use..... 7

2.3 Phase 1 – Environmental Site Assessment ..... 7

2.4 Geotechnical Investigation..... 9

2.5 Natural Features ..... 9

2.6 Existing Transportation Features ..... 10

2.7 Utilities..... 10

**3.0 Future Land Use ..... 11**

3.1 Area Structure Plan Objectives ..... 11

3.2 Description of the Future Land Use Concept ..... 11

3.2.1 Commercial Highway District ..... 14

3.2.2 Commercial Local District..... 15

3.2.3 Light Industrial District..... 17

3.3 Future Transportation System..... 18

3.3.1 Vehicle Network ..... 18

3.3.2 Pedestrian Traffic..... 20

3.3.3 Railway ..... 20

3.4 Future Public Utility Lot / Municipal Reserve / Environmental Reserve Easement .... 20

3.4.1 Public Utility Lot(s) – (PUL)..... 20

3.4.2 Municipal Reserve – (MR) ..... 21

3.4.3 Environmental Reserve – (ER) ..... 21

3.5 Future Utility System..... 22

3.5.1 Water..... 22

3.5.2 Sanitary Sewage..... 23

3.5.3 Storm Water Management ..... 23

3.5.4 Shallow Utility Facilities ..... 24

3.6 Phasing..... 25

**4.0 Area Structure Plan Policies..... 25**

4.1 General Land Use Policies..... 25

4.2 Commercial Highway (C-2) Policies..... 27

4.3 Commercial Local (C-3) Policies ..... 27

4.4 Light Industrial (L-1) Policies ..... 28

4.5	General Transportation Policies.....	28
4.6	Vehicle Transportation Policies.....	29
4.7	Pedestrian Transportation Policies.....	29
4.8	Rail Transportation Policies.....	29
4.9	Public Utility Lot Policies.....	30
4.10	Municipal Reserve Lot Policies.....	30
4.11	Environmental Reserve (ER)/ Environmental Reserve Easement Policies (ER-E).....	30
4.12	Safety and Protection.....	31
4.13	Phasing Policies.....	31
4.14	Development Protection Policies.....	31
4.15	Environmental Protection and Green Practices Policies.....	31
4.16	Site Development Guidelines and Landscaping Policies.....	34
<b>5.0</b>	<b>IMPLEMENTATION.....</b>	<b>44</b>

**List of Tables**

<b>Table 1</b>	<b>SRBP Land Use Breakdown</b>
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**List of Figures**

<b>Figure 1</b>	<b>Location Plan</b>
<b>Figure 2</b>	<b>Existing Conditions</b>
<b>Figure 3</b>	<b>Development Outline</b>
<b>Figure 4</b>	<b>Water Distribution</b>
<b>Figure 5</b>	<b>Sanitary Collection</b>
<b>Figure 6</b>	<b>Storm Water Management</b>
<b>Figure 7</b>	<b>Transportation Network</b>
<b>Figure 8</b>	<b>Future Land Use</b>

**APPENDICES**

<b>Appendix A</b>	<b>Phase 1 – Environmental Site Assessment</b>
<b>Appendix B</b>	<b>Geotechnical Investigation</b>
<b>Appendix C</b>	<b>SRBP District Comparison</b>

## 1.0 INTRODUCTION

### 1.1 Purpose

The Purpose of Sun Ridge Business Park (SRBP) Area Structure Plan (Plan) is to create a strategy for the development of the Innate Projects Corporation's subject lands within the Town of Blackfalds (Town) for future commercial and industrial use. The development will be directed to destination and stop over commercial and industrial users. The commercial and industrial site will cater to markets that will travel from within the Town and from the surrounding local areas to the site for specific services rather than for browsing. It is also intended that certain services will be used as a stop-over facilities for through traffic, long and short haul.

Destination Users: Primarily local (Town of Blackfalds) and local area users that will travel to the site as their destination, for specific purposes and services such as maintenance and repair or large bulk wholesale items.

Through Traffic: Primarily local area and distance transportation network traffic, en route. This traffic will use the hotel and associated services for these facilities' primary purpose; to accommodate users who need to be located in proximity to area oilfield and/or industrial operations or who are on their way to points further north or south, and yet do not wish to be located in Red Deer.

### 1.2 Goals

1.2.1 The Goal of this Area Structure Plan is to develop and establish the policies for the development of the SRBP on the Innate Projects Corporation site.

The policies are to conform and build on the goals and objectives of the Town of Blackfalds as set out in their Municipal Development Plan and Land Use Bylaw.

1.2.2 The Goals of the Policies are to enable a Commercial/Industrial development that is complementary to the developments existing within the Town currently. The resulting development will accommodate differing commercial and industrial activities which can then increase work opportunities within the Town and enhance the Town's vitality.

- 1.2.3 The Goal of the Development is to be appropriate, sustainable, efficient and orderly in growth. It will enhance opportunities for business and the quality of life for residents. The development will respect environmental elements and retain an environmental conscience.

## 1.3 Regional Context

### 1.3.1 The Location

The lands proposed for the SRBP are located at the northeast edge of the Town of Blackfalds, legal location : Ptn. SW 35-039-27-W4M, East of C&E Railway Right of Way, North of quarter line, West of Road Plan 4011EU, and West & South of Plan 5581KS, 12.30ha (30.30ac). See Figure 1.

### 1.3.2 The Context

The Town of Blackfalds is located approximately 6.5km (4.0 miles) north of the City of Red Deer. The City of Red Deer is the largest urban site between the two largest Albertan cities of Calgary and Edmonton. It is also the approximate centre point between them along The Queen Elizabeth II, Highway 2.

Highway 2 forms the westerly boundary of the Town. It is the major north/south vehicle transportation corridor for the Province of Alberta and on a larger scale forms part of the CANAMEX trade corridor that connects Alaska to Mexico.

To the south the Town is bounded by Secondary Highway 597. Highway 597 is built to Secondary highway standards and connects to Highway 11 via Highway 815, which then accesses Highway 21. The Highway 11 – Highway 21 route from Red Deer to the southeast corner of Edmonton is part of a long term expansion plan for the High Load Corridor of Alberta.

The East and North edges of the Town are bounded mostly by rural lands of Lacombe County which fully surrounds the Town. Most of the lands remain agricultural with some pockets of country residential development.

The Town is split diagonally from southwest to northeast by both the Canadian Pacific Railway (CPR), former Calgary and Edmonton Railway (C&E), and Highway 2A. These respectively form the west and east boundaries of the Plan area.

The C&E line was constructed in 1891 as part of a line traveling north from Calgary to Strathcona (South Edmonton). It continues to be part of the main Canadian Pacific Railway (CPR) (Leduc Subdivision) rail route today. The rail line forms a traffic and expansion boundary to the west of the Plan area. Highway 2A limits expansion and traffic access to the east of the parcel.

Adjacent to the south boundary of the Plan area, the lands contain existing heavy industrial developments. The parcel to the south also contains a dedicated service road entrance from Highway 2A that will be used as a main access into the Plan area. On the north edge of the Plan area an adjacent parcel is within Lacombe County. This parcel is currently a large country residential/agricultural parcel, but is recognized under the Lacombe County and Town of Blackfalds Inter-Municipal Development Plan (IMDP) as being proposed future commercial/industrial lands.

## **1.4 Policy Context**

### **1.4.1 The Plan as a Living Document**

The Future Land Use Concept proposed for the SRBP Plan area is shown in Figure 3. The SRBP Plan as a living document is meant to incorporate changing factors over time and so will require amendment from time to time as conditions change. The concepts that are currently employed are derived from a number of existing land use conditions on and surrounding the site. Specifically, the plan may require amendments for the following situations:

- a. Should the Province of Alberta Department of Infrastructure and Transportation review or make adjustments to their plans for the expansion of Highway 2A.
- b. As area land uses surrounding the site change over time.
- c. When the adjacent lands are annexed into the Town.
- d. As desired uses within the plan area change.

### **1.4.2 Impetus for Development**

The Town of Blackfalds: Master Plan – Growth and Infrastructure report prepared by Stantec in 2000, was reviewed in conjunction with information on the current state of growth in the Town of Blackfalds.

The 2000 Master Plan created population projections for the Town up to the year 2025. The Town population in 2000 was approximately 2,400. The population for 2010 was, at low growth rates projected to be 2,926, and at high growth rates projected to be 3,781. The actual current population of the Town in 2007 sits at 4,741. This number exceeds all the Master Plan population projections for 2010 and matches the moderately high population growth projections for 2020.

In addition, the Master Plan in Section 2.5 Commercial Land Requirements, and Section 2.6 Industrial Land Requirements, notes that the current (2000) commercial and industrial space available within Blackfalds is low for the existing population base of the Town and its service area.

Beyond the Master Plan the Town has indicated they would like to see an appropriate balance of commercial/industrial development to residential development.

The SRBP Plan has taken its cue from the Master Plan, from information provided by the Town and the current state of the economy in determining that there remains a lack of commercial and industrial lands available within the Town of Blackfalds. The Plan attempts to fill the commercial/Industrial lands deficit noted in the Master Plan report and the deficit increase due to unpredicted population inflation. The Plan also takes into account the land deficit occurring due to the nature of the currently heated economy.

## 1.5 Legislation

### 1.5.1 The Municipal Government Act

The SRBP Area Structure Plan has been prepared in accordance with Provincial requirements outlined in Section 633 of the Municipal Government Act (MGA) Statutes of Alberta, as amended. The specific legislation under Section 633 of the MGA enabling the creation of Area Structure Plans at the time of adoption of this Area Structure Plan states:

“Section 633

- (1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt and Area Structure Plan.
- (2) An Area Structure Plan
  - (a) must describe:

- (i) the sequence of development proposed for the area;
- (ii) the land uses proposed for the area, either generally or with respect to the specific parts of the area;
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area; and
- (iv) the general location of major transportation routes and public utilities;

and

(b) may contain any other matters the council considers necessary”

#### 1.5.2 The Town of Blackfalds Municipal Development Plan (MDP)

The MDP in its Future Land Use Concept Plan projects Plan area to be for Industrial use.

#### 1.5.3 The Town of Blackfalds Land Use Bylaw (LUB)

#### 1.5.4 The Town of Blackfalds Master Plan, Growth and Infrastructure (MP)

#### 1.5.5 The Town of Blackfalds/Lacombe Country Intermunicipal Development Plan (IMDP)

#### 1.5.6 Lacombe County Highway 2/2A Corridor Overlay District Plan

## 2.0 EXISTING CONDITIONS

### 2.1 Existing Zoning

The subject lands were annexed from Lacombe County (County) into the Town. At the time of annexation the applied County zoning district was Agricultural District (A). Through the annexation the Town has left the parcel zoned as Agricultural, also leaving the district as it was under the Lacombe County Land Use Bylaw.

The Purpose of the Agricultural District is: “To maintain an area where agricultural operations can be carried on without interference from other incompatible land uses.”

### 2.2 Existing Land Use

The site was most recently used as an acreage and for equestrian activities. The site is currently unoccupied.

### 2.3 Phase 1 – Environmental Site Assessment (ESA), by Parkland Geotechnical Consulting Ltd. Dated February 2007

The ESA noted the following environmental issues for development:

- The presence of the ME Global Canada transfer pipeline which runs adjacent to the west portion of the property: No known environmental issues were reported in regards to the existing pipeline activities relative to spills or releases. The property was snow covered at the time of inspection and therefore visual observations were limited.

Although not included in this assessment, the house and other structures on the property date back to the early 1970's and may contain asbestos building materials and mercury or halon lighting and freon containing units. Additional investigation may be necessary prior to demolition of the structures.

No other significant environmental issues were noted for the remainder of the property.

- The presence of the ME Global Canada site located on the adjacent lot south of the property: The holding tanks, transfer pipelines and loading docks are located on the southern half of the site. The tanks are bermed and are separated from the property by a 10 acre green space. No environmental issues were reported for the site. An inspection of the site was not possible due to fencing/access limitations

The ground water flow direction in this area is expected to be Southwest toward the Blindman River Valley. This would place the tanks at the ME Global site down-gradient and a significant distance (300 to 400 m) from the property, thus activities at this site are not expected to pose environmental risk to the subject property.

- The presence of the CP railway which runs on the western border of the property: Many rail cars are stationed along the rails for periods of time awaiting loading and shipment. The rail cars can store and carry large amounts of glycol products from the ME Global site to other Provinces. No environmental spills or releases were reported along the rail lines.

Any spills or releases from the pipeline or rail cars along the west boarder of the property are the responsibility of the emergency response teams for the railway and the ME Global site. In case of any releases, these companies will be held liable for any clean-up, impacts to the property and any remediation efforts.

Based on the information provided in this assessment, and providing that regular developmental setbacks are met in regards to utility right of ways on the property, the environmental risk assigned to the property is low. No additional investigation is necessary at this time.

See Appendix A for full report.

## 2.4 Geotechnical Investigation, by Parkland Geotechnical Consulting Ltd., dated March 2007.

The geotechnical investigation noted the following potential geotechnical issues for site development:

The subsurface conditions at this site are considered to be suitable for the proposed development. However, the site will likely require a significant grading effort because present topography changes over 8.0 m. The main geotechnical issues regarding site development are:

- The potential for filling below proposed commercial building areas where fills in some of the present topographical low areas which may need to be raised more than 1.0 m. Placement of fill below building footprints will need to be carefully addressed and monitored to minimise the potential for foundation problems due to settlement. Options for Building on fill include the use of preloads.
- That relatively loose or sensitive subgrade soils may be encountered during site development and trenching. The siltier lacustrine soils are considered to be marginally suitable as road base and trench backfill provided they can be dried to a workable soil moisture content. Alternatively, wet soils should be mixed or replaced with drier fill or selectively used for general site fill.
- The siltier surficial soils will be highly frost susceptible if they are given access to free water or ground water within the zone of seasonal frost (estimated to an average depth of 2.5 m.). In general, the depth to the local water table for much of the site is relatively shallow and within the potential depth of frost in some low-lying areas.

The general foundation conditions at this site are considered fair to good. Conventional footings and/or footings on native soils or engineered fills will be capable of supporting light foundation loads. The site is also well suited to a number of deep pile foundations, such as driven steel piles, steel screw piles and dynamically cast-in-place concrete (“Franki” or “Compacto”) piles.

See Appendix B for full report.

## 2.5 Natural Features

An aerial view of the project area is shown in Figure 2. (Note: The image used for Figure 2 was taken from a report of concept plans for Highway 2A, and is used here for showing site conditions only. Lines showing potential future Highway alignment and rights-of-way are conceptual only and do not represent current

plans.) The topography of the site is undulating with a general sloping to the east and south. The site can be generalized into three areas. The northerly portion is mostly covered with aspen and shrubs. The middle portion contains two houses and landscaped yards. The southern portion is open field.

The majority of the surface run-off drains to a low area approximately 0.5 ha in size. There is no surface exit for water that collects here; water removal is via evaporation and soil infiltration.

## **2.6 Existing Transportation Features**

Currently the only road access to the SRBP lands is a gravel approach onto Highway 2A, that served as the driveway to the buildings on the site. This approach is located 170m north of the southern edge of the property, and 470m north of the Highway intersection with C&E Trail. There is another gravel approach immediately north of subject lands, serving the neighbouring acreage.

## **2.7 Utilities**

Existing services include single phase power. Additional utilities to be supplied by others will be natural gas, 3-phase electrical power, telephone, high-speed internet, and cable. The services will be designed in conformance to the current:

- i) Town of Blackfalds, “Minimum Design Standards for Development”,
- ii) Alberta Environment “Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems”, and
- iii) Alberta Environment, “Stormwater Management Guidelines”.

## **3.0 FUTURE LAND USE**

### **3.1 Area Structure Plan Objectives**

- 3.1.1 Provide an overall scheme for the development of the SRBP Plan area.
- 3.1.2 Ensure all policies conform with the existing goals and objectives of the Town of Blackfalds.
- 3.1.3 Strongly promote the future use of environmental and green practices within the plan site, such as:
  - the preservation of lands through environmental reserve (ER) and the incorporation of open space through municipal Reserve (MR).
  - require the incorporation of light pollution reduction.
  - require landscape plans to incorporate xeriscaping principles, particularly through the use of native grasses and plants.
  - support of the Town for future developments in incorporating low energy or energy efficient constructions.
  - promotion of Green business practices.

### **3.2 Description of the Future Land Use Concept**

The overall conceptual scheme for the plan area (Figure 3) sees a commercial/industrial development that will create a broader service base, and draw into the Town of Blackfalds a new stop-over market. The physical layout will have more intensive uses located to the south and the less intensive uses further north. It is intended that the overall intensity of use (i.e. low – Commercial, to high – Light Industrial) may increase (higher content of Light Industrial) and modify over time, but only with consideration to adjacent uses and non-competition with the downtown.

In the Master Plan study of 2000, Figure 8 identifies the subject lands as lands for future industrial growth. The SRBP Plan proposes to accommodate industrial development and incorporate certain components of commercial development particularly highway commercial.

The existing adjacent development to the south is Heavy Industrial. The existing adjacent development to the north is rural residential. To the west of the railway right-of-way a future residential development is proposed. The easterly side is

bounded by Highway 2A. The SRBP Plan incorporates the lands between these uses. In order to accommodate and remain considerate to these developments, particularly to the north and secondly to the future development to the west, the SRBP Plan incorporates specific development strategies.

The SRBP Plan will require the development of the site to proceed from south to north and from Highway 2A westward into the parcel. The industrial and more intensive components shall be located in the south of the parcel to reduce the immediate impact of any nuisances they may produce on the existing residential parcel to the north. As the development proceeds further north, greater consideration will be given to minimizing nuisances as they impact the residence to the north and the future development to the West. Moving north within the parcel, industrial activity will reduce and commercial activity will increase. More importantly the amount of nuisances will reduce from south to north.

Over time it is anticipated that the portion of the SRBP Plan lands dedicated to Industrial activity will increase, particularly should there cease to be a residential use on the parcel adjacent to the north and should that parcel be annexed within the Town boundaries.

The Master Plan, Section 3.1, completes a review of the existing downtown commercial area. The SRBP Plan recognises the importance of a vital downtown to smaller centres such as The Town of Blackfalds, particularly in the context of the small town lifestyle, feel and the opportunity for local ownership and for community identity. The SRBP Plan also recognises the importance of market attraction and the benefit of its transportation network proximity. To this end the SRBP Plan is not in any way intended to compete with or duplicate businesses that would locate in the downtown. It is intended to attract a more intensive commercial and industrial use that will have greater storage and access needs not suitable in the downtown. In addition the nuisance factors of the developments may exceed appropriate levels for close proximity to downtown residential development.

The development will not incorporate the Commercial Central District (C-1) zoning, which is the main downtown commercial zoning. Further, any architectural themes or designs that are adopted in the SRBP Plan area shall not directly draw on historical or cultural components that can be or are used as attractors to the Blackfalds downtown. Commercial retail options in the SRBP Plan shall attempt to cover larger operations, operations that incorporate elevated, but still moderate nuisance factors and operations that are sought by consumers for their specific product or service rather than for browsing, daily or window shopping.

The Town has adopted an overall policy of incorporating conservation and open space areas. One element of this is a trail network both existing and incorporated into future growth plans. It is not intended that the SRBP lands will incorporate

into the future trail network. It is intended that there will be minimal pedestrian traffic to and from the SRBP Plan site. Development in the SRBP Plan area will be oriented to vehicle traffic due to the location and the nature of the services intended to be provided. This is primarily due to a desire to discourage and avoid any pedestrian traffic accessing the site through the CPR railway lands. It is also a recognition of the Heavy Industrial site to the south, which is between the existing pedestrian pathways and the Plan area, as being inappropriate for pedestrian traffic.

The deliberate separation from the Blackfalds pathway system does not preclude the inclusion of pedestrian considerate components internal to the plan area. The SRBP plan takes advantage of open spaces opportunities within the plan area. There is a low-lying area to the center of the East boundary that often contains water or wet areas. As an un-developable area for lots the low area is incorporated in the storm water management and the drainage system for the site. It is proposed that this area will be come a Public Utility Lot (PUL) with a Municipal Reserve (MR) public green space surrounding it. The MR space would be directed to being a space for use by the employee population rather than for use by the consumer population.

The topography of the northeast corner of the lands is steeply graded, requiring that it be dedicated as Environmental Reserve. It is intended to leave these lands as part of Environmental Reserve Easements within the individual parcels of the SRBP Plan. This will allow the Lands to remain in their natural state. However, by remaining as private property there are two benefits. Firstly the Town is not responsible for their maintenance. Secondly, the areas can be fenced with the remainder of the individual lot. The fence provides a security element for the site. If, on the other hand, titled separately as an environmental reserve parcel rather than an easement, the lands would have been accessible to the public. As the vegetation is not permitted to be removed, the security risk to individual chattel and property is higher with public access.

As noted above the development is intended to accommodate specific development types (see Table 1 for land use breakdown). The following highlights, in bold and with a check mark (✓), the uses within the three districts proposed to be used in the SRBP site. The district information is taken directly from the Town of Blackfalds Land Use Bylaw.

### 3.2.1 Commercial Highway District

The General Purpose of the **Commercial Highway District (C-2)** is: “To provide an area for commercial uses and other uses, herein listed, which are compatible with the area, adjacent to a major thoroughfare, which requires large open areas for parking by clientele, for display of merchandise, or both, which will create an attractive environment, primarily accessible to motor vehicles.”

The following are the permitted and discretionary uses within the C-2 District.

#### Permitted Uses

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>✓ <b>Automotive sales and services</b></li> <li>- Bake Shop</li> <li>✓ <b>Convenience stores</b></li> <li>✓ <b>Drive-in Restaurant</b></li> <li>✓ <b>Gas Bars</b></li> <li>✓ <b>Hotel</b></li> </ul> | <ul style="list-style-type: none"> <li>- Mobile home sales</li> <li>✓ <b>Motel</b></li> <li>- Recreational vehicle sales and service</li> <li>✓ <b>Restaurants</b></li> <li>✓ <b>Service Stations</b></li> <li>✓ <b>Signs</b></li> </ul> |
|---|--|

#### Discretionary Uses

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>✓ <b>Accessory uses</b></li> <li>✓ <b>Building supply and lumber outlet</b></li> <li>- Bus depots</li> <li>✓ <b>Car wash</b></li> <li>- Commercial recreation and entertainment facilities</li> <li>✓ <b>District shopping centres</b></li> <li>✓ <b>Drinking establishments</b></li> <li>- Dwelling unit above ground floor for the occupancy of the owner, operator or caretaker</li> <li>- Farm equipment sales and service outlet</li> <li>- Funeral home with crematorium</li> <li>- Funeral home without crematorium</li> <li>✓ <b>Garden centres</b></li> </ul> | <ul style="list-style-type: none"> <li>- Light equipment rental shops</li> <li>✓ <b>Offices</b></li> <li>- Parking facilities for use in this district</li> <li>✓ <b>Personal Services</b></li> <li>- Pet grooming</li> <li>- Public and quasi-public uses</li> <li>- Public utility building</li> <li>✓ <b>Repair services</b></li> <li>✓ <b>Retail liquor store</b></li> <li>✓ <b>Any use that is similar, in the opinion of the Municipal Planning Commission, to the permitted or discretionary uses described above.</b></li> </ul> |
|---|--|

The major component of the C-2 district that will be incorporated into the plan area is a hotel or motel feature. It is intended that this service would be marketed to persons who will be travelling to surrounding rural areas for work or business in the oil and gas, and industrial manufacturing sectors. The benefits of locating within Blackfalds include the elimination of being within the City of Red Deer and retaining proximity to all local major transportation routes.

The C-2 district within the Land Use Bylaw does not contain a minimum parcel size. The SRBP plan will require a minimum size of 0.405ha (1.00ac). This is primarily to ensure that there is an appropriate amount of space for vehicles and storage to be contained within the individual parcel. Further it is to ensure that the uses that function within the plan differ from the main street and downtown.

The remaining selected permitted land uses relate to food and gas. Both of these services are traditionally located near hotel and motel facilities as they directly relate to the needs of the en route consumer.

Under the discretionary uses the retail stores of both the garden centre and the lumber yard are uses that generally require large quantities of indoor and outdoor storage. These requirements are not served in a more dense downtown type of development. Also included is District Shopping Centre. This is defined in the Land Use Bylaw as “a group of commercial establishments planned, owned, developed and managed as a unit with off street parking established on the same site which serves the needs of the urban centre and the surrounding municipalities”. It is the components of the off street parking and servicing the surrounding municipalities that will differentiate this type of development from the downtown.

### 3.2.2 Commercial Local District

The General Purpose of the **Commercial Local District (C-3)** is: “To facilitate the development of local convenience trade centres to serve adjacent residential neighbourhoods or non-commercial area, only.”

The following are the permitted and discretionary uses within the C-3 district:

#### Permitted Uses

- Bake Shop
- ✓ Convenience Stores
- ✓ Fascia and awning signs
- ✓ Personal Services

Discretionary Uses

- ✓ **Accessory uses**
- Amusement Arcade
- ✓ **Car wash**
- Day care facility
- Dwelling unit above the ground floor for the occupancy of the owner, operator or caretaker
- ✓ **Gas bars**
- ✓ **Offices**
- ✓ **Personal Services**
- ✓ **Parking Facilities for uses in this District**
- Pet grooming
- Public and Quasi-Public uses
- Public Utility buildings
- Repair Services
- ✓ **Restaurant**
- ✓ **Retail Liquor Store**
- ✓ **Service Stations**
- ✓ **Signs**
- Workshops
- ✓ **Any use that is similar, in the opinion of the Municipal Planning Commission, to the permitted or discretionary uses described above.**

It is noted that most of the selected permitted and discretionary uses within the C-3 District are the same as those selected within the C-2 district. As stated before this commercial component is not intended to compete with the local downtown commercial. The C-3 does offer opportunity for some store relocation but is intended for uses where the consumer is destination shopping rather than browsing. The SRBP Plan does not want to have business that might encourage residential pedestrian traffic from adjacent lands to the west, because of the rail way line crossing requirement.

The advantage to incorporating the C-3 district is the reduction in setback requirements which will potentially enable a larger number of internal commercial parcels within the plan area. As well, the landscaping requirements on the C-3 District parcels are not as extensive as the C-2 district Highway Commercial requirements. The SRBP Plan recognizes that the landscaping requirements in all districts are still an integral component to all development.

It is intended that design of the C-3 lots, will allow them to be consolidated with adjacent lots for the purpose of creating suitably sized industrial lots. The C-3 district is the only district of the three included in the SRBP Plan that has a minimum parcel size in the Town of Blackfalds Land Use Bylaw. The minimum lot size is 0.200ha (0.49ac).

With the size requirement and in order to accommodate future industrial development on the proposed C-3 area, all C-3 lots shall be created in pairs ensuring that the pairs are not separated by a road, easement, other parcels, municipal reserve or Environmental Reserve. This will accommodate the potential need for consolidation to a minimum parcel

size of 0.405ha (1.00ac) as required under the Light Industrial requirements of the SRBP plan.

### 3.2.3 Light Industrial District

The General Purpose of the **Light Industrial District (I-1)** is: “To Provide an area for light industrial uses and other uses herein listed which are compatible to the area and are located in an attractive environment, and to accommodate uses which do not cause any external, objectionable or dangerous conditions beyond the parcel boundary”.

There are no permitted uses within the I-1 district. The discretionary uses include the following:

- ✓ **Accessory Uses**
  - Auction Facilities
  - Auto body and/or paint shop
- ✓ **Car wash**
  - Cartage and freight terminals
  - Dwelling unit for the occupancy of the owner, operator or caretaker
- ✓ **Gas bar**
  - Kennel
- ✓ **Light Manufacturing**
  - Non-renewable resource extraction
- ✓ **Parking facilities for uses in this district**
  - Pet grooming
  - Public Utility buildings
  - Railway uses
- ✓ **Recycle Depot**
- ✓ **Repair Services**
- ✓ **Service Station**
- ✓ **Signs**
  - Veterinary Clinic
  - Veterinary Hospital
- ✓ **Warehousing.**
- ✓ **Any use that is similar, in the opinion of the Municipal Planning Commission, to the permitted or discretionary uses described above.**

The I-1 district uses are proposed initially for the southerly portion of the development. This will allow the industrial development to:

- utilise the lands least affected by varying topography;
- place the most intensive types of uses within the development near existing heavy industrial development to the South;
- be the starting point for the development so that site will development from south to north.

It is intended that industrial uses will start as a portion of the SRBP development. Over time it is planned that lots that may initially be zone C-3 will be able to be rezoned to I-1. The town of Blackfalds Land Use Bylaw does not contain a minimum lot size for the I-1 district. Within the SRBP Plan area any parcel zoned I-1 will be required to be a minimum of 0.405ha (1.00ac). As with the C-3 area, the size requirement is intended to create parcels that will attract uses with a greater need for storage both indoor and out door and a greater amount of truck or transport traffic as opposed to personal use vehicle traffic. Further the lot size is intended to provide space in which to address and minimize relevant nuisance factors related to Light Industrial use.

### **3.3 Future Transportation System**

#### **3.3.1 Vehicle Network**

The SRBP Plan area, the adjacent residential parcel to the north within Lacombe County and the ME Global parcel adjacent to the south each currently have separate road access to Highway 2A along their East boundaries. Alberta Infrastructure and Transportation's (AIT) future plans for this section of Highway 2A include the closure of the existing access into both the SRBP Plan area and the parcel to the north.

Road access to Sun Ridge Business Park will be via a service road connecting to Highway 2A opposite the intersection with C&E Trail, 300m south of the development. This location is currently the access point to enter the ME Global property. Discussions were held with Alberta Transportation and Infrastructure (AIT) regarding highway access to the project area. AIT stated that the only highway access that will be allowed is across from the existing intersection with C&E Trail. AIT is not in favour of any new access being constructed on the portion of highway adjacent to the project area.

The transportation network is shown in Figure 7. There is one normal access to the development via the service road, and one emergency access.

An emergency access to/from Highway 2A will be provided at the northeast corner of the property. For this emergency access, it is proposed to utilize the existing highway approach, which lies immediately to the north of the property line, if permission from the current owners can be obtained.

The service road will start at the existing ME Global approach, and turn north, paralleling the highway before entering the project area at its southeast corner. Two options are shown for the alignment of the service road.

Option 1: This alignment shows an intersection 63 m west of the highway approach (measured centreline of southbound lanes to centreline of service road), where the service road turns north and the ME Global road continues west. The 63 m separation conforms to AIT's concept plans for this intersection and satisfies the guidelines for a minimum setback from a highway approach. In this option additional right-of-way from the ME Global lands is required. However, the owners have stated in the past, and have recently confirmed, that they are not willing to grant the right-of-way at this time.

Option 2: The service road bends to the north within 50 m of the highway intersection, to keep it within the existing right-of-way. The centreline-to-centreline distance in this option is 37 m. This is the only feasible option until such a time as right-of-way required for Option 1 can be obtained.

The internal road on the SRBP site is designed to accommodate a circular flow of traffic. Further all proposed C-3 and I-1 lots are accessible on a minimum of 2 sides by either double frontage with the main road or the road and a lane. The C-2 Highway Commercial parcels will only have main road access, but as they are intended to be slightly larger parcels, they will have fairly significant frontage width. Their size and generally the size of most parcels should accommodate internal traffic turn-arounds.

The westerly north/south portion of the internal road is located so that it could be extended to the south for a second entrance into the ME Global site should it be required in the future. The portion of the extension currently shown as a lane way is wide enough to accommodate the construction of a road without requiring additional lands.

At the north/south centre of the SRBP plan area there is an east/west lane. This particular lane can provide a temporary east/west road to complete a circle for vehicle traffic as the site develops from south to north.

At the north boundary of the SRBP plan the internal road ends in two nodes. This road configuration can allow for a circular traffic pattern to continue to the north at such time as the northerly site should decide to develop as an industrial/commercial site. As an alternative option, the parcel to the north of the SRBP could be accessed from the easterly

internal road only. In that case, traffic for the easterly road would exit either via the northerly east-west connector, or via the westerly lane.

As with the ME Global site to the south the northerly half of the east boundary of the SRBP plan area and the parcel to the north have existing service road lands. The service roads are located parallel to Highway 2A. Through the discussion with AIT and engineering reviews as well as incorporating the low wet area, the Plan proposes to take the internal road network further to the west to go around the low/wet area.

### 3.3.2 Pedestrian Traffic

Pedestrian traffic within the SRBP plan area is to be limited so as not to create incompatible traffic movements with the vehicle traffic flow. Pedestrian traffic is encouraged on the Municipal Reserve (MR) site located surrounding the low/wet area along the centre of the east boundary. A pedestrian pathway will be provided along the E/W utility right-of-way that leads to the storm pond.

Should a future Businessman's Association develop for the SRBP, they will be permitted by the Town to add amenities such as picnic tables to the MR site. The use of the MR site is open to the public, however within the development of the SRBP the intent is for the site to accommodate the employee population for day uses such as eating or a walking break.

### 3.3.3 Railway

The CPR rail line forms the west boundary of the site. The Area Structure Plan does not provide for or encourage any traffic across the CPR line.

## 3.4 Future Public Utility Lot / Municipal Reserve / Environmental Reserve Easement

### 3.4.1 Public Utility Lot(s) – (PUL)

All municipal services that are required within the SRBP plan will be included as public utility lots. The most prominent of these is a low-lying area along the east boundary of the parcel. This will be a primary feature of the Storm water Management Plan for the site. The development of the PUL will also include a requirement to keep, to the greatest extent possible, all natural features and vegetation existing on the site.

### 3.4.2 Municipal Reserve – (MR)

Excerpt from the Municipal Government Act

“Section 671

(2) Municipal Reserve, school reserve or municipal and school reserve may be used by a municipality or school authority or by them jointly only for any or all of the following purposes:

- (a) a public park;
- (b) a public recreation area;
- (c) school authority purposes;
- (d) to separate areas of land that are used for different purposes.”

A Municipal Reserve lot will surround the PUL low/wet area. The existing total parcel sits at 12.30ha (30.30ac). The resulting Municipal Reserves owing is approximately 1.230ha (3.03ac). From the original total parcel size there will also be removed a portion of land used for Environmental Reserve Easement, on which no Municipal Reserve may be taken.

The MR portion that will surround the PUL is not anticipated to be the full 1.230ha (3.03ac) portion required less the ER portion. The remainder of the MR owing is to be paid to the Municipality by Cash-in-lieu of lands.

The MR lands are intended to remain to the greatest extent possible in their natural state. The exception to this will be picnic area situated at the west end of the MR, and a walking path leading to the picnic area from the utility right-of-way. At the discretion of the Town the local business community may add other features to the MR such as benches, decorative plaques and garbage cans.

### 3.4.3 Environmental Reserve – (ER)

Excerpt from Municipal Government Act

“Section 664

(1) Subject to section 663, a subdivision authority may require the owner of a parcel of land that is subject of a proposed subdivision to provide part of a parcel of land as environmental reserve if it consists of:

- (a) a swamp, gully, ravine, coulee or natural drainage course,
- (b) land that is subject to flooding or is, in the opinion of the subdivision authority, unstable,

or

- (c) a strip of land, not less than 6 metres in width, abutting the bed and shore of any lake, river, stream or other body of water for the purpose of
  - (i) prevention pollution,
  - or
  - (ii) providing public access to and beside the bed and shore.”

Certain lands within the SRBP plan area meet the requirement of Environmental Reserve. This is mainly due to the steepness of the site slopes. The ER (ER-E) portions are to be preserved by way of and Environmental Reserve Easement.

The first feature of the ER-E is that it allows for the lands to remain under private ownership. The lands are considered to be un-developable, and they must remain in their natural state. It would be an increased security risk to the individual business to leave meandering vegetated land on the boundaries of their property. By allowing the ER lands to be included within the private titles of the landowners as and ER-E the publicly accessible vegetated lands are eliminated. Further the individual landowner may fence off the ER-Es as part of their own lands.

ER and ER-E lands may be cleared of vegetation and brush that is a fire or other hazard. Provisions can also be made for fence maintenance and individual site requirements.

### **3.5 Future Utility System**

The servicing proposed for the development is based on the guidelines as required within the Town of Blackfalds Master Plan Growth and Infrastructure. The plan provides the general framework to be used as a guide when developing water distribution, waste water collection, stormwater management systems and facilities, and roadways.

#### **3.5.1 Water**

Figure 4 provides the proposed water distribution system layout. The internal distribution system will be looped as required with 250mm diameter PVC pipe. Water mains will be sized to accommodate peak use as well as fire flow requirements. Connection with the Town water system would be at one or more of three locations on water mains planned for installation in the near future, as follows:

- a. From a planned 300mm diameter main that will originate at a new reservoir and booster station and run east adjacent to the southern boundary of the Plan Area.
- b. From a branch in the northeast portion of the proposed water distribution system for the lands to the west currently owned by Worthington Properties.
- c. From a branch in the southeast portion of the proposed water distribution system for the lands to the west currently owned by Worthington Properties.

### 3.5.2 Sanitary Sewage

Figure 5 provides the proposed sanitary system layout. The sanitary collection system will be a conventional gravity system constructed to lines and grades as per current standards. Topography necessitates that at least a portion of the sewer mains drain to a low area near the east edge of the area. A lift station, with auxiliary back-up power, will be required to pump the sewage beyond the Plan Area and tie in to the Town collection system. A Public Utility Lot is provided to accommodate the lift station facility. The sanitary system would connect to the Town's existing system either at existing manhole 90, located 350m southwest of the property, or into the proposed development of the lands to the west currently owned by Worthington Properties (see Figure 5).

### 3.5.3 Storm Water Management

Currently the predominant direction of run-off is from west to east. The drainage area is naturally bounded along the west and east sides by the CPR tracks and Highway 2A respectively. There is one low area located adjacent to the highway, about 250m north of the southern boundary of the development area. This low area is trapped from draining, but is generally free from standing water.

As there are no available natural outlets to drain the storm water pond, a lift station will be utilized to dispose of surface runoff water. It is anticipated that evaporation and infiltration will not contribute significantly to pond outflow.

The pond will be sized to detain a 100 year storm event. The storm retention facility be a wet pond design, and will have a working volume of approximately 10,000 m<sup>3</sup> from normal operating level to maximum level. As per Town design standards the lift station will be capable of pumping the pond level down to normal operating elevation within 72 hours of a

rain event. The emergency overflow will be an existing culvert under Highway 2A leading to an open low area within an undeveloped parcel east of the Highway. It is understood the long range drainage plan for the Town will include plans to drain these lands east of Highway 2A.

The storm water collection system will consist of a combination of overland drainage and underground mains, which will be designed according to the Town's Minimum Design Standards For Development, September, 2001, and meeting Alberta Environment standards, January, 2006. All run-off from the Plan area would be directed to the storm retention pond. The proposed storm water system is shown in Figure 6.

#### 3.5.4 Shallow Utility Facilities

The applicable suppliers of shallow utilities in this area have been contacted. Services that will be provided include natural gas, power distribution, telephone and communication, and cable television.

a. Natural Gas

ATCO Gas is the supplier in the Blackfalds area. A contact at their local office has indicated the service would be expected to come from the east side of Highway 2A, and enter the development area in the southeast.

b. Electrical Power

There is an existing single-phase power line along the west side of Highway 2A. Power to the development would follow the entrance road. In order to provide three-phase power, the existing single-phase line would be upgraded for 300m to the south, where the existing three-phase service currently ends. Power service within the development will be supplied underground according to Town of Blackfalds standards.

c. Telephone

Telus has been consulted regarding the proposed development. Telus foresees no difficulties and anticipates that service would be provided from the east side of Highway 2A.

d. Cable

Cable service would come from nearest residential block along Westbrooke Road, on the west side of Broadway Avenue.

### **3.6 Phasing**

There are no phasing plans for distinct sections of development within the SRBP Plan area. However, the development of the I-1 and C-3 land use zones will commence from the southerly portion and proceed northward. This will allow initial development to occur away from existing residential use in the North. It is anticipated that development of the C-2 area will proceed relatively early. A south to north progression of the C-2 area is not required because the north portion is buffered by the ER.

The Lacombe County and Blackfalds Inter-municipal Development Plan (L/B IMDP) notes the lands located to the north of the parcel are zoned as Agricultural. In the ‘Future Development Concept’ of the L/B IMDP they are projected to be industrial.

It is intended that the site will contain industrial and commercial development with the ability, subject to suitability, of increasing the content of industrial use over time. This would be expected to come into play at such time as the parcel to the north should become Industrial or non-agricultural/residential. Until such time development along the northerly portion of the parcel should be considerate of the neighbouring use. All nuisance factors of any and all proposed developments will be very closely examined. Development that is deemed to significantly disrupt the enjoyment of the parcel to the north shall not be permitted.

## **4.0 AREA STRUCTURE PLAN POLICIES**

The policies listed below are unique to the SRBP Plan and are to be applied at the time of new subdivision and development. All existing statutory plans and policies, particularly those regulations within the Land Use Bylaw and the policies contained in the municipal Development Plan will apply unless specifically addressed in a different manner here. Further any applicable Provincial or Federal regulations continue to apply as well.

### **4.1 General Land Use Policies**

- 4.1.1 All future subdivision and development in the SRBP Plan shall follow the land use concept presented on Figure 3.
- 4.1.2 The SRBP Plan area will accommodate a mix of Commercial Highway, Commercial Local and Light Industrial Uses.

- 4.1.3 The site will initially limit C-3 development to the southerly portion of the C-3 area and proceed northward.
- 4.1.4 The site will initially limit Industrial development to the southerly portion of the site. The commercial components will be located more towards the north portion.
- 4.1.5 The plan will allow for a change in the ratio of Industrial to Commercial use over time and as applications are submitted.
- 4.1.6 The intensity of the uses within the development shall be monitored and are permitted to adjust over time.
- 4.1.7 Uses with high levels of nuisances (noise, dust, odour, vibration, glare, etc), shall not be permitted to develop along the north boundary of the SRBP Plan area until such time as there shall cease to be a residence on the adjacent parcel.
- 4.1.8 Lands adjacent to the parcel to the north will cease to be considered adjacent to residential development only at such time as the parcel to the north is rezoned for industrial or commercial uses.
- 4.1.9 The minimum Lot size within the plan area shall be 0.2ha (0.49 ac).
- 4.1.10 Subdivision and development permit applications for lands located adjacent to Highway 2A or within the circulation setback requirement of Highway 2A shall be referred to Alberta Infrastructure and Transportation for their review and comment.
- 4.1.11 All subdivisions and developments shall comply with the regulations and requirements of Alberta Infrastructure and Transportation.
- 4.1.12 Uses that are directly suitable within the downtown core are discouraged from locating within the SRBP Plan area.
- 4.1.13 Uses that encourage daily or window shopping (browsing) are discouraged from locating within the SRBP Plan area.
- 4.1.14 Uses that will require larger areas for storage are encouraged to locate within the SRBP Plan Area.
- 4.1.15 Uses that will result in grater levels of nuisances, but which do not cause any external, objectionable or dangerous conditions beyond the parcel boundary as per the Light Industrial district are encouraged to locate within the SRBP Plan area

- 4.1.16 The SRBP Plan area shall not connect to the existing or future Path Way network for the Town of Blackfalds.

## **4.2 Commercial Highway (C-2) Policies**

- 4.2.1 For future developments within the proposed Highway Commercial area the Highway Commercial District (C-2) zoning shall apply.
- 4.2.2 The primary featured use under the C-2 zoning shall be a Hotel and Gas Bar.
- 4.2.3 Uses within this district that are check marked and bolded under section 3.2.1 of this plan shall be the uses that are encouraged within lands zoned C-2 in the SRBP Plan area.
- 4.2.4 Uses within this district that are not check marked and bolded under Section 3.2.1 of this Plan will not be encouraged within lands zoned C-2 in the SRBP Plan area.
- 4.2.5 The commercial developments along the highway will orient building access to the internal road network.
- 4.2.6 Developments shall be restricted to non-polluting operations as per the Alberta Environment Standards Guidelines.
- 4.2.7 The minimum lot size in the areas zoned C-2 within the Plan area shall be 0.4ha ( approx. 1.0ac)

## **4.3 Commercial Local (C-3) Policies**

- 4.3.1 For future developments within the proposed Commercial Local area the Commercial Local District (C-3) zoning shall apply.
- 4.3.2 Uses within this district that are check marked and bolded under section 3.2.2 of this plan shall be the uses that are encouraged within lands zoned C-3 in the SRBP Plan area.
- 4.3.3 Uses within this district that are not check marked and bolded under Section 3.2.2 of this Plan will not be encouraged within lands zoned C-3 in the SRBP Plan area.

- 4.3.4 Developments shall be restricted to non-polluting operations as per the Alberta Environment Standards Guidelines.
- 4.3.5 The minimum lot size in the areas zoned C-3 within the Plan area shall be 0.20ha (0.49ac)
- 4.3.6 There shall be no maximum lot size in the areas zoned C-3 within the Plan area.
- 4.3.7 Any lots zoned C-3 that do not meet a minimum of 0.40ha (approx. 1.0ac) in size shall only be permitted to be created in conjunction with one or more adjacent additional C-3 parcel. The additional adjacent parcel may not be separated by a road, MR parcel, ER parcel or ER-E. Further it may not be separated by a water body. This is to facilitate the creation of L-1 parcels from the C-2 parcels.

#### **4.4 Light Industrial (L-1) Policies**

- 4.4.1 For future developments within the proposed Industrial Light area the Industrial Light District (I-1) zoning shall apply.
- 4.4.2 Developments shall be restricted to non-polluting operations as per the Alberta Environment Standards Guidelines
- 4.4.3 The minimum lot size in the areas zoned L-1 within the Plan area shall be 0.40ha (approx. 1.0ac)
- 4.4.4 No Industrial development will be permitted along the north boundary until such time as the parcel adjacent to the north, currently located within Lacombe County is rezoned to either commercial or industrial uses.

#### **4.5 General Transportation Policies**

- 4.5.1 The transportation network will be based primarily on the accommodation of vehicular traffic.
- 4.5.2 Access to the SRBP Plan area shall be from a service road right-of-way located to the south adjacent to the ME Global lands and to Highway 2A.

#### **4.6 Vehicle Transportation Policies**

- 4.6.1 The development shall orient itself primarily to vehicle traffic.
- 4.6.2 The SRBP Plan will include a service road to Highway 2A either parallel/adjacent or parallel/setback from the highway.
- 4.6.3 The internal road network shall be such that a circular road pattern will allow internal traffic to both enter and leave the Plan area without requiring turnarounds.
- 4.6.4 All lanes that form part of a possible future expansion to the main road network will be constructed within road right-of-ways of the same width required for the main roads within the development. At the Area Structure Plan Stage these include:
  - a. The east portion of the east/west lane located through the center of the SRBP Plan area.
  - b. The south lane extension of the westerly road towards the MEGlobal site to the south.

#### **4.7 Pedestrian Transportation Policies**

- 4.7.1 The uses that shall be permitted within the plan area will be such that they do not purposefully attract pedestrian consumer traffic.
- 4.7.2 Pedestrian friendly features such as pathways and sitting areas may be provided for, at the discretion of the Approving Authority, within the confines of the Municipal Reserve lands surrounding the Public Utility Lot.
- 4.7.3 Pedestrian networks within the Municipal Reserve lands may link to the hotel/motel site
- 4.7.4 Pedestrian networks shall not link to external pedestrian networks.

#### **4.8 Rail Transportation Policies**

- 4.8.1 Lands adjacent to the rail line will be considered adjacent to residential development due to the proposed residential development to the west of the rail line.

- 4.8.2 Lands adjacent to the rail line may cease or reduce their status as being considered to be adjacent to residential development subject to the addition of green space, berms, fences or other separators at the discretion of the approving authority.
- 4.8.3 No development in proximity to the rail line shall develop such that it would encourage or imply the availability of a crossing over the rail line.

#### **4.9 Public Utility Lot Policies**

- 4.9.1 Public Utility Lots shall encompass all municipal facilities.
- 4.9.2 Public Utility Lot shall have limited access by to the public.

#### **4.10 Municipal Reserve Lot Policies**

- 4.10.1 Municipal Reserve Lots shall be left to the greatest extent possible in its natural vegetative state. However, a picnic area and pathway leading to it will be provided.
- 4.10.2 Additional improvements such as a plaques, benches and garbage cans may be considered at the discretion of the Approving Authority.
- 4.10.3 Improvements permitted by the Approving Authority may not damage or harm the nature landscape of the Municipal Reserve lot

#### **4.11 Environmental Reserve (ER)/ Environmental Reserve Easement Policies (ER-E)**

- 4.11.1 Environmental Reserve shall be provided in the form of Environmental Reserve Easement.
- 4.11.2 ER-E agreements will allow for a fence to be constructed along the perimeter for security purposes.
- 4.11.3 ER-E agreements will permit the removal of trees and brush only with the submission of a landscape architect and engineer stating that there shall be no slope stability or other adverse effects of the proposed removal.

4.11.4 Other activities within and ER-E may be considered at the discretion of the Approving Authority but shall not contravene the intent of an ER zoning under the Municipal Government Act.

#### **4.12 Safety and Protection**

4.12.1 Provision for a potential Emergency Vehicle Access to the east boundary shall be considered in the site development.

4.12.2 Emergency vehicle access shall be provided onto Highway 2A at the northeast corner of the site. The access shall be blocked with temporary crash bars and left to gravel or minimum surface requirements.

#### **4.13 Phasing Policies**

4.13.1 There are no requirements for phasing in the SRBP Plan.

4.13.2 Site development of the light industrial zone I-1 shall proceed from South to North.

4.13.3 Industrial zoning may be permitted along the north boundary of the SRBP Plan area only at such time as there should cease to be a residential use on the adjacent parcel to the north, or at such a time as the current owners of the adjacent parcel give consent to said industrial zoning.

#### **4.14 Development Protection Policies**

4.14.1 Uses that may result in severe irreversible environmental degradation will not be permitted within the SRBP Plan area. These are uses that would prohibit site development or use in the future. (i.e. uses that would result in the site becoming a nuisance ground under the Municipal Government Act.)

#### **4.15 Environmental Protection and Green Practices Policies**

- a. Protection of the natural and built environment for its users shall always be prominent in the decision making process.
- b. Each development shall submit a summary of the environmentally sustaining and green practices or elements to be incorporated into the development. Due to

advancements in technology and regulatory requirements continually evolving, best environmental and best green practices will change over time.

#### 4.15.1 Sustainable Sites:

- a. Approved uses and/or development activity shall be such that the use and/or development may continue to exist in a practical manner on the site over time.
- b. Future expansion of a use and/or development activity shall be such that the future use and/or development may be incorporated to exist in a practical manner on the site over time.
- c. The site shall be considered to be the lands on which the use and/or development is proposed. Further it shall not exclude consideration of the any surrounding land that may be affected by nuisances such as, but not limited to: noise, traffic, glare, vibration, dust and odour.

#### 4.15.2 Water Efficiency:

- a. Development should incorporate efficiencies in water use. These may include items such as:
  - i. Low flow toilettes and other low flow appliances
  - ii. Reuse of grey water
    - a. within everyday business operations
    - b. for site landscaping
  - iii. Collection and use of surface water drainage.
  - iv. Landscaping design incorporating xeriscaping principles, and use of low water consumptive vegetation.
- b. Developments should incorporate practices to reduce water waste, such as:
  - i. Maintenance of equipment and appliances to avoid water loss through leaks and evaporation.
  - ii. Timers or regulators so water is not used for landscaping and other secondary purposes excessively or inefficiently.

#### 4.15.3 Energy and Atmosphere

- a. Consider opportunities to share energy, heating and cooling between site areas and with other parcels.
- b. Consider opportunities to pool backup generation systems with other buildings and parcels, recognizing there may be regulatory challenges in doing so
- c. Consider opportunities to produce energy on-site from renewable sources. These may include:
  - i. Wind

- ii. Biomass
- iii. Solar
- iv. Geo-exchange

#### 4.15.4 Materials and Resources

- a. Recycling: Consider use of wastes or by-products produced by the development to fuel operations.
- b. Recycling: Unusable waste to be recycled where possible.
  - i. Office paper
  - ii. Cardboard
  - iii. Cans/bottles
  - iv. Wood products
  - v. Electronics
  - vi. Oil containers
  - vii. Compost
- c. Local materials: Where possible businesses should consider the use of local materials.

#### 4.15.5 Indoor Environmental Quality

- a. Consider use of natural lighting strategies.
  - i. Use seasonal and/or user-controlled shading techniques to take advantage of sunlight while minimizing unwanted heat gain in the summer.
  - ii. Minimize lighting energy demand by minimizing lighting, using high-efficiency luminaires and bulbs, and maximizing user control.
- b. Strategies for the improved performance of the heating and cooling system may include:
  - i. Use active solar energy systems such as photo-voltaics and solar water pre-heating.
  - ii. Use of envelope systems that facilitate the harvesting of energy, such as PV-integrated cladding, or systems that capture solar heat.
  - iii. Minimize the required size of Heating, Ventilation, and Air Conditioning (HVAC) systems by integrating them with architectural strategies such as passive heating/cooling and natural ventilation.
  - iv. Seek to maximize equipment energy efficiency, including HVAC and process equipment, for example through the use of “pinch analysis” of industrial process and shop floor layout.
- c. Specify HVAC equipment that is designated as non-Hydrochlorofluorocarbon (HCFC) or low-HCFC.
- d. Consideration to plumb buildings such that they may be connected to a future hydronic district heating system.

- e. Consideration to plumb buildings to be “retrofit ready” for solar hot water preheating systems.

## **4.16 Site Development Guidelines and Landscaping Policies**

### 4.16.1 Purpose

To establish a positive visual impression of the SRBP site internally and along Highway 2A:

- a. providing greenery and seasonal colour to visually soften paved areas and buildings;
- b. preserving existing trees wherever possible;
- c. screening unsightly equipment or materials from the view of the highway, adjacent roadways or adjoining properties; and
- d. enhancing the quality and appearance of developed properties within the Plan Area.

### 4.16.2 Application:

- a. The Site Development Guidelines apply to the development of all lands within the Plan area designated for Industrial or Commercial purposes.
- b. The Site Development Guidelines are to be satisfied as a condition of a development permit.
- c. The Site Development Guidelines apply to the redevelopment of existing buildings and facilities as well as all new development.
- d. Wherever possible, trees existing on the site shall be preserved and protected or replaced. Notwithstanding the status of existing vegetation, landscaping of the site shall be subject to the provisions of the Site Development Guidelines.
- e. Where the provisions of the Site Development Guidelines conflict with other regulations of this Bylaw, the more restrictive provisions shall take precedence.

#### 4.16.3 General

a. All applications for development permits within the SRBP District shall be accompanied by a landscaping plan completed by a landscape architect or another person qualified to perform such work. No development permit shall be issued prior to the approval of the required landscaping plan.

b. In cases where the parcel being developed is less than 0.4 ha (1 acre) in size, the requirement for a landscape plan shall be at the discretion of the Development Officer or the MPC.

c. The landscaping plan shall include the following:

- i. boundaries and dimensions of the subject site;
- ii. location of all the buildings, parking areas, driveways and entrances;
- iii. location of all exterior lights on the site and their projected light patterns in relation to adjacent public roadways and developments;
- iv. location of existing plant materials to be retained;
- v. location of new plant materials;
- vi. plant material list identifying the name, quantity and size of plant material;
- vii. all other physical features, existing or proposed, including berms, walls, fences, outdoor furniture, lighting and decorative paving; and
- viii. a location plan showing the proposed development and landscaping relative to the landscaping and improvements on adjacent properties

d. The owner of the property, or his/her successor or assignees, shall be responsible for landscaping and proper maintenance. As a condition of a development permit, an irrevocable letter of credit may be required, up to a value of the estimated cost of the proposed landscaping/planting to ensure that such landscaping/planting is carried out with reasonable diligence. The conditions of the security being that:

- i. if the landscaping is not completed in accordance with this Bylaw and the landscaping plan within one year after occupying the building or site, then the County shall use the security to complete the approved landscape development;
- ii. if the landscaping does not survive a two-year maintenance period, the applicant must replace it with a similar type of species and with a similar calliper width or forfeit the portion of the amount fixed equal to the cost of replacing the affected landscaping materials; and

iii. the letter of credit will be released when the landscaping and other improvements have been completed to the satisfaction of the Development Officer or the MPC and the two year maintenance period has expired.

#### 4.16.4 Planting Standards

a. All required yards and all open spaces on the site, excluding parking areas, driveways, outdoor storage and service areas, shall be landscaped in accordance with the approved landscaping plan.

b. To provide year round colour and interest, a tree mix of approximately 60% coniferous and 40% deciduous, shall be provided.

c. 100% of required deciduous trees shall be a minimum of 75mm (3 inches) calliper above the root ball.

d. 75% of coniferous trees shall be a minimum of 2.5m (2.2 feet) in height and 25% shall be a minimum of 3.5m (11.5 feet) in height above the root ball.

e. Trees or shrubs shall be provided in accordance with this section with the number determined on the following basis:

i. one (1) tree for every 40 m<sup>2</sup> (430.6 ft<sup>2</sup>)

ii. two (2) deciduous shrubs for each 100 m<sup>2</sup> (1076.40 ft<sup>2</sup>) of required landscape area;

iii. one (1) tree for each 25 m<sup>2</sup> (269.1 ft<sup>2</sup>) and one (1) shrub for each 10 m<sup>2</sup> (107.6 ft<sup>2</sup>) of required parking area islands. In no case shall there be less than one (1) tree per required parking area island.

f. Trees or shrubs should be clustered or arranged in planting beds within the site.

g. Trees and shrubs shall be evenly placed at regular intervals when used for screening.

h. Planting beds shall consist of an odd number of trees mixed 60% coniferous and 40% deciduous with shrubs in a mulched medium such as bark chips, rocks or similar materials. Mulch shall not be used as a substitute for plant materials.

i. At a minimum, a planting bed shall be composed of a mix of three (3) coniferous trees and two (2) ornamental deciduous trees or shrubs.

j. As required by the Development Officer or the MPC, the undeveloped portion of the site must be graded, contoured and seeded, if not utilized for other purposes.

k. Any undeveloped areas of the title where existing natural vegetation meets the requirements of the SRBP Area Structure Plan and the Land Use Bylaw may count towards the landscaping component. This includes Environmental Reserve Easement Lands.

l. On the advice of a landscape architect or arborist, planting standards may be altered to suit unique site topography, soils or micro-climatic conditions.

#### 4.16.5 Landscape Islands within Parking Areas

a. Landscape islands shall be required within at-grade parking areas with a capacity of twenty-five (25) or more vehicles. These islands shall be landscaped in accordance with Section 4.16.4 – Planting Standards.

b. Parking islands shall be placed to provide visual relief and to organize large areas of parking into smaller cells. The number of islands provided shall be to the satisfaction of the Development Officer or the MPC.

#### 4.16.6 Additional Aesthetic Regulations

a. Additional landscaping may be required, if in the opinion of the Development Officer or the MPC:

- i. there is a likelihood that the proposed development will generate undesirable impacts on surrounding sites, such as poor appearance, excessive noise, light, odours, traffic, litter, or dust; or
- ii. there is a likelihood that undesirable impacts may be generated on the site, and cause conflicts with other businesses within the development.

b. The additional landscaping that may be required at the discretion of the Development officer or the MPC may include, but is not limited to, the following:

- i. additional separation space between incompatible use classes;
- ii. the use of trees, shrubs, fences, walls, and berms to buffer or screen uses of negative impact; and
- iii. the use of trees, shrubs, planting beds, street furniture and surface treatments to enhance the appearance of a proposed development.

#### 4.16.7 Lighting

- a. Proposed lighting shall be to the satisfaction of the Town and Alberta Infrastructure and Transportation.
- b. Lighting will in all cases employ methods of minimization in addition to conforming to applicable regulations. It will:
  - i. Contribute to personal safety
    - a. Locate lamps so as to avoid glare
    - b. Provide additional shielding of lamp fixtures to avoid glare
    - c. Provide minimum illumination in accordance with Table 1: Illumination Requirements
    - d. Provide uniform lighting without sudden light to dark transitions
    - e. Provide overlap of light distribution
    - f. Provide illumination to articulate steps
    - g. Coordinate spacing and height of lamps with landscaping to ensure lighting coverage is not interrupted by tree canopies
  - ii. Support the supervision of secure areas
    - a. Provide illumination in accordance with Table 1: Illumination Requirements
    - b. Provide good colour rendering for identification purposes using Metal Halide lamps
    - c. Provide sufficient lighting coverage including building recesses or inside corners
  - iii. Assist in wayfinding
    - a. Provide illumination to improve legibility of nodes, landmarks and circulation areas
    - b. Align lamps in consistent, recognizable, and unambiguous patterns
    - c. Provide a uniform and modest brightness along paths of travel
  - iv. Conserve energy
    - a. Employ alternatives to incandescent or mercury vapour lamps
    - b. Maintain light levels within recommended range set out in Table 1
    - c. Dim down lighting to minimum levels after normal operating hours
  - v. Preserve the experience of the night sky
    - a. Provide full cut-off lighting (zero percent of peak intensity radiating above 90 degrees and 10 percent of peak intensity above 80 degrees)
    - b. Employ low cut-off where full cut-off lighting alternatives are not feasible

- c. Beacon lights are strongly discouraged unless the use requires such lighting
- vi. Respect the privacy of residential space
  - a. Locate lamps to direct light away from neighbouring properties
  - b. Provide supplementary shielding of lamps to direct light away from neighbouring properties
  - c. Provide lamp fixture mounting heights that avoid glare to the vantage point of neighbouring residential units
  - d. Provide recessed light fixtures that avoid glare to the vantage point of neighbouring residential units
- vii. Respect animal habitat
  - a. Direct illumination away from abutting Town Parks and naturalized areas on abutting private lands
- viii. Apply the above listed standards consistently
  - a. Development sites of 2023.43 square meters (21800.00 square feet) [0.202 hectares (0.50 acres)] or greater shall provide photometric plans and lamp specifications for use by Town staff in the review of site plan applications and for inclusion in site plan development approval agreements

c. Outdoor lighting provided for security, display or attraction purposes for any development shall be arranged so that no rays of light are directed at any adjoining site or interfere with the safety of adjacent traffic, and shall comply with the following provisions:

- i. no light structure shall exceed a height of 7.62 m (25 feet);
- ii. no light shall be attached to a structure above a height of 7.62 m (25 feet) along that structure;
- iii. the developer shall provide a plan indicating the location of all exterior lights, including the projected light patterns in relation to adjacent public roadways and developments;
- iv. and
- v. no flashing or strobe, or revolving lights, which may impact the safety of motorists using adjacent public roadways, shall be installed on any structure or site.

<b>Section 4.16.7 – Table I: Illumination Requirements</b>	
Uses	Horizontal Illumination (in footcandles)
Uncovered Parking Areas	0.5 - 4.0
Covered Parking Areas	2.0 - 10.0
Covered Outdoor Area	0.5 - 10.0
Walkways	0.5 - 2.0
Principle Building Entrances	3.5 - 8.0
Loading and Garage Storage Areas	1.0 - 2.0
Covered Gas Pumping Areas	5.0 - 25.0
Outdoor Active Recreation Facilities	0.0 – 150.0
Auto Dealership Display	1.0 - 8.0
Outdoor Storage Yard	1.0 - 2.5
All Non-Residential uses at normal non-business hours (11:00pm to 5:00am) and when employees other than security personnel are not present	0.5 - 2.0
All Other Uses	0.0 - 2.0
<ul style="list-style-type: none"> <li>· None of the minimums apply to adjacent property line</li> <li>· Requires that illumination levels at all property lines are between 0.0 and 5.0 footcandles</li> <li>· Fully shielded is assumed in all references</li> <li>· Luminaries will be full cut off unless otherwise not applicable</li> </ul>	

<b>Section 4.16.7 – Table II: Guidelines For Structure Lighting</b>	
1.	The illumination of structures that consist of uniformly dark materials or that contain reflective coated glass is discouraged.
2.	The illumination of tall, slender structures or monuments, such as flagpoles, where stray light is difficult or impossible to control, is discouraged.
3.	Equip luminaires with devices to eliminate stray light as much as possible. Examples of such devices are four-sided shields, internal louvers, and top visors.
4.	Locate structure lighting luminaires in places where the unshielded light source cannot be seen by pedestrians or motorists.
5.	Average illuminance levels (vertical, measured at the structure face): <ol style="list-style-type: none"> <li>a. Bright surroundings and light surfaces: 1.0 to 5.0 footcandles</li> <li>b. Bright surroundings and medium surfaces: 1.0 to 6.0 footcandles</li> <li>c. Dark surroundings and light surfaces: 0.5 to 2.0 footcandles</li> <li>d. Dark surroundings and medium surfaces: 0.5 to 3.0 footcandles</li> </ol>
<b>Definitions</b>	
·	Full Cut Off Lighting - "A light fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal."
·	Horizontal Illuminance - "The measurement of brightness from a light source, usually measured in footcandles or lumens, which is taken through a light meter's sensor at a horizontal position."
·	Vertical Illumination – "The measurement of brightness from a light source, usually measured in footcandles or lumens, which is taken through a light meter's sensor at a vertical position."

<b>Section 4.16.7 – Illustrations</b>	
<p><b>Exposed Bulb or Drop-Lens Fixture</b></p>	<p style="text-align: center;"><b>ILLUSTRATION A</b></p> <ul style="list-style-type: none"> <li>• Does <b>not</b> deflect light away from abutting lot as required</li> <li>• Emits light <b>above</b> the horizontal thereby contributing to halo of wasted light in night sky</li> <li>• Glare is experienced far beyond site</li> </ul>
<p><b>Full Cut-Off Fixture <b>With</b> Additional Shielding</b></p>	<p style="text-align: center;"><b>ILLUSTRATION B</b></p> <ul style="list-style-type: none"> <li>• A full cut-off fixture emits zero light intensity above 90 degrees and only 10 percent of its intensity between the 80 and 90 degree angles. The greatest intensity from a full cut-off fixture occurs in the area directly below the fixture</li> <li>• Does <b>not</b> deflect light away from abutting lot as required</li> <li>• Light is limited to below the horizontal</li> </ul>
<p><b>Full Cut-Off Fixture <b>Without</b> Additional Shielding</b></p>	<p style="text-align: center;"><b>ILLUSTRATION C</b></p> <ul style="list-style-type: none"> <li>• Deflects light away from neighbour's property</li> <li>• Light is limited to below the horizontal</li> <li>• Glare is eliminated except from specific vantage points</li> </ul>

#### 4.16.8 Signage

- a. Proposed advertising and/or signage shall be to the satisfaction of the Town and Alberta Transportation.
- b. Signage will in all cases consider methods of minimisation in addition to conforming to applicable regulations.
- c. Billboards advertising developments or services off-site are not permitted within the Plan area.
- d. Where more than one business occupies a building, additional signage shall be located in accordance with a comprehensive signage package prepared for the building, and submitted as part of the required landscape plan.
- e. One freestanding sign per lot may be allowed. The sign shall not exceed 9.13 m (30 feet) in height with no dimension exceeding 4.5 m (14.76 feet).
- f. Illuminated freestanding signs shall not exceed 7.62 m (25 feet) in height.
- g. Moving or animated signs and electronic message boards that may distract highway users are not permitted within the SRBP Plan area.
- h. Where buildings abut the highway corridor, signs facing and visible from that corridor may be considered by the Development Officer or the MPC if they comply with the following principles:
  - i. one illuminated business logo sign per visible façade. The maximum dimension of such sign shall not exceed 3 m (9.8 feet) in vertical and horizontal direction, parallel to the façade of the building, nor exceed a depth of 0.305 m (1 foot);
  - ii. one illuminated business name per visible façade shall not exceed 15% of the area of the façade of the building or business premises, whichever governs and shall in no case exceed 40 m<sup>2</sup> (430.6 ft<sup>2</sup>) less the area of any logo referred to in subsection (a);
  - iii. to discourage the use of building facades as billboards, a business sign exceeding an area of 10 m<sup>2</sup> (107.7 ft<sup>2</sup>) and 1.5 m (5.0 feet) in height, shall be limited to individual letters or shapes.

#### 4.16.9 Access

- a. Vehicular entrances and exits, as well as on-site pedestrian and vehicular routes, shall be designed in a manner that provides a safe and clearly defined circulation pattern.
- b. Loading bays shall be located in such a manner as to not impede the efficient flow of traffic and pedestrian movement and to minimize impacts on adjacent land uses.
- c. To provide opportunities for convenient and free flowing traffic movements between lots, development on adjoining lots may be integrated by direct on site access connections.

#### 4.16.10 Architectural Features

- a. Architectural themes and/or exterior designs should be complementary within the development site.
- b. Architectural themes and/or exterior designs should differ or be to a lesser extent than those used in the downtown other core local commercial centres in the Town.
- c. All buildings on a site shall follow the same theme and exhibit a high standard of appearance. Exceptions may be made to accommodate corporate images.
- d. Rooflines and facades of large buildings with a single wall greater than 30 m (98.4 feet) in length shall be designed to reduce the perceived mass by the inclusion of design elements, such as arches, columns or gables with exterior finish materials composed of predominantly muted colours.
- e. Mechanical equipment (including roof top mechanical equipment) shall be screened from view. Screening should be compatible with the theme and character of the site.
- f. All waste collection areas, visible from the corridor, shall be screened. Screening shall take the form of berming, landscaping or solid fencing or any combination of the foregoing.

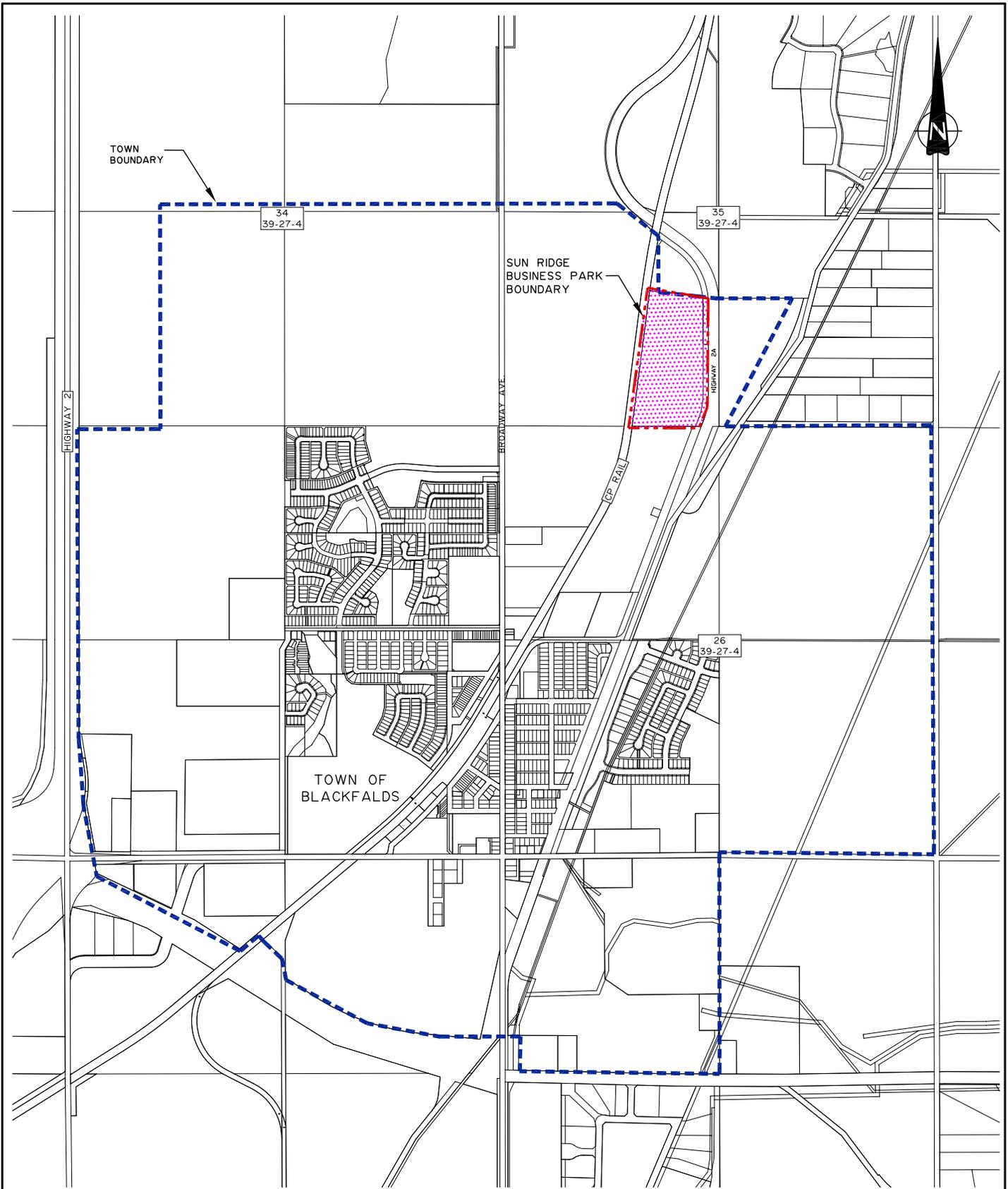
## 5.0 IMPLEMENTATION

This Area Structure Plan for the SRBP will be implemented in accordance with the Town of Blackfalds redistricting and subdivision approval process. Redistricting and subdivision applications will be submitted as required.

**Table 1**  
**SRBP Land Use Breakdown <sup>(1)</sup>**

	<b>Hectares</b>	<b>Percent</b>
	<b><u>Parcel</u></b>	<b><u>Parcel</u></b>
<b>Environmental Reserve</b>	0.16	
<b>Gross Developable Area</b>	12.10	100.0
Municipal Reserve	0.43	3.6
Public Utility Lots	1.05	8.7
Roads	3.60	29.8
Highway Commercial (C2)	1.47	12.1
Commercial Local (C3)	1.48	12.2
Light Industrial I-1	4.07	33.6

Note: <sup>(1)</sup> Areas are subject to final design and legal survey at the time of subdivision.



RED DEER, Alberta

INNATE PROJECTS CORPORATION

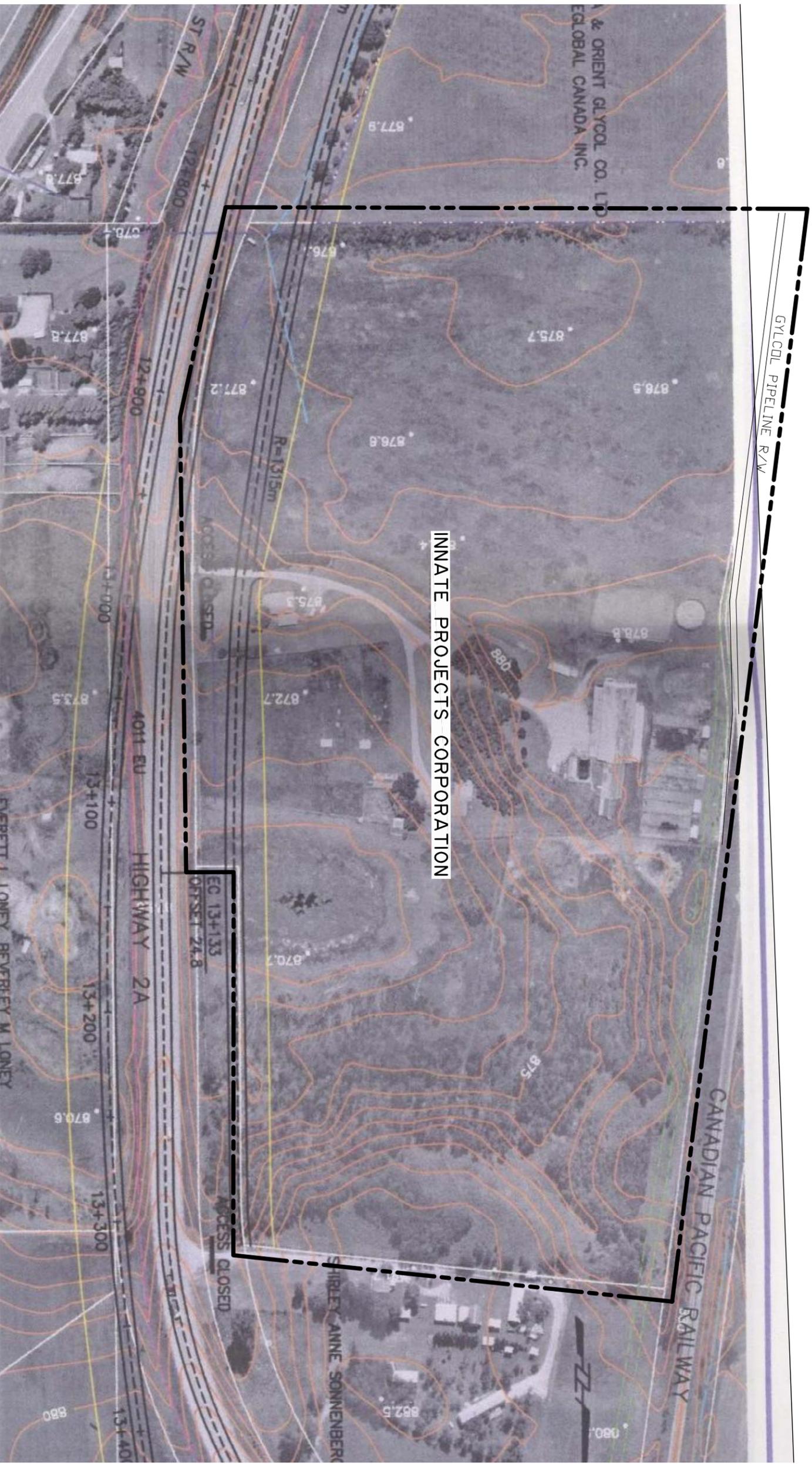
SUN RIDGE BUSINESS PARK  
 AREA STRUCTURE PLAN  
 LOCATION PLAN

SCALE: 1:20 000

DATE: APRIL 2007

JOB: 4904-001-00

FIGURE: I



----- SUBDIVISION BOUNDARY

INNATE PROJECTS CORPORATION



Red Deer, Alberta

INNATE PROJECTS CORPORATION

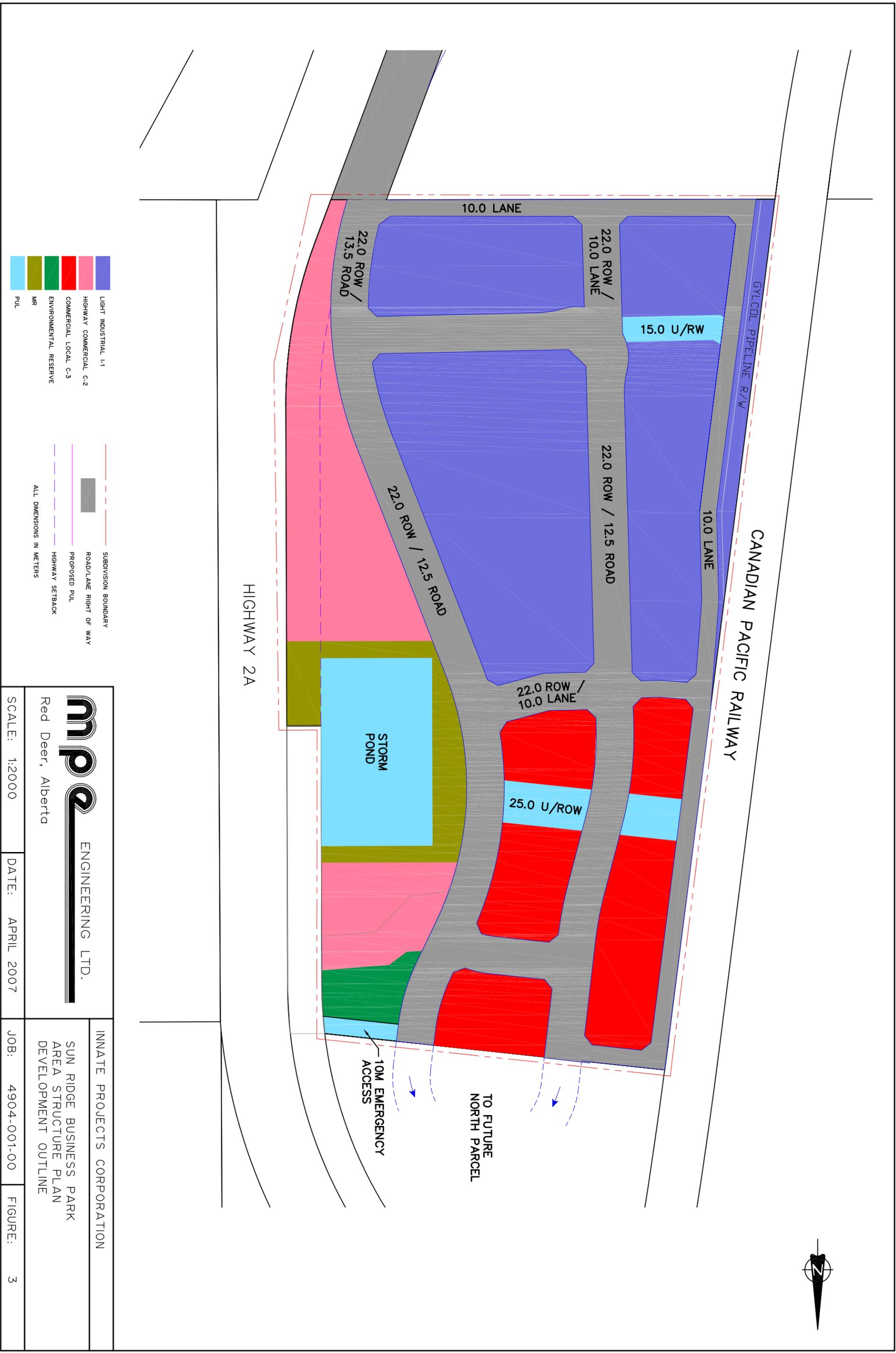
SUN RIDGE BUSINESS PARK  
AREA STRUCTURE PLAN  
EXISTING CONDITIONS

SCALE: 1:2000

DATE: APRIL 2007

JOB: 4904-001-00

FIGURE: 2



- LIGHT INDUSTRIAL I-1
- HIGHWAY COMMERCIAL C-2
- COMMERCIAL LOCAL C-3
- ENVIRONMENTAL RESERVE
- MR
- PUL

- SUBDIVISION BOUNDARY
- ROAD/LANE RIGHT OF WAY
- PROPOSED PUL
- HIGHWAY SETBACK
- ALL DIMENSIONS IN METERS

<p><b>ENGINEERING LTD.</b> Red Deer, Alberta</p>	<p>INNATE PROJECTS CORPORATION</p> <p>SUN RIDGE BUSINESS PARK AREA STRUCTURE PLAN DEVELOPMENT OUTLINE</p>
SCALE: 1:2000	DATE: APRIL 2007
JOB: 4904-001-00	FIGURE: 3



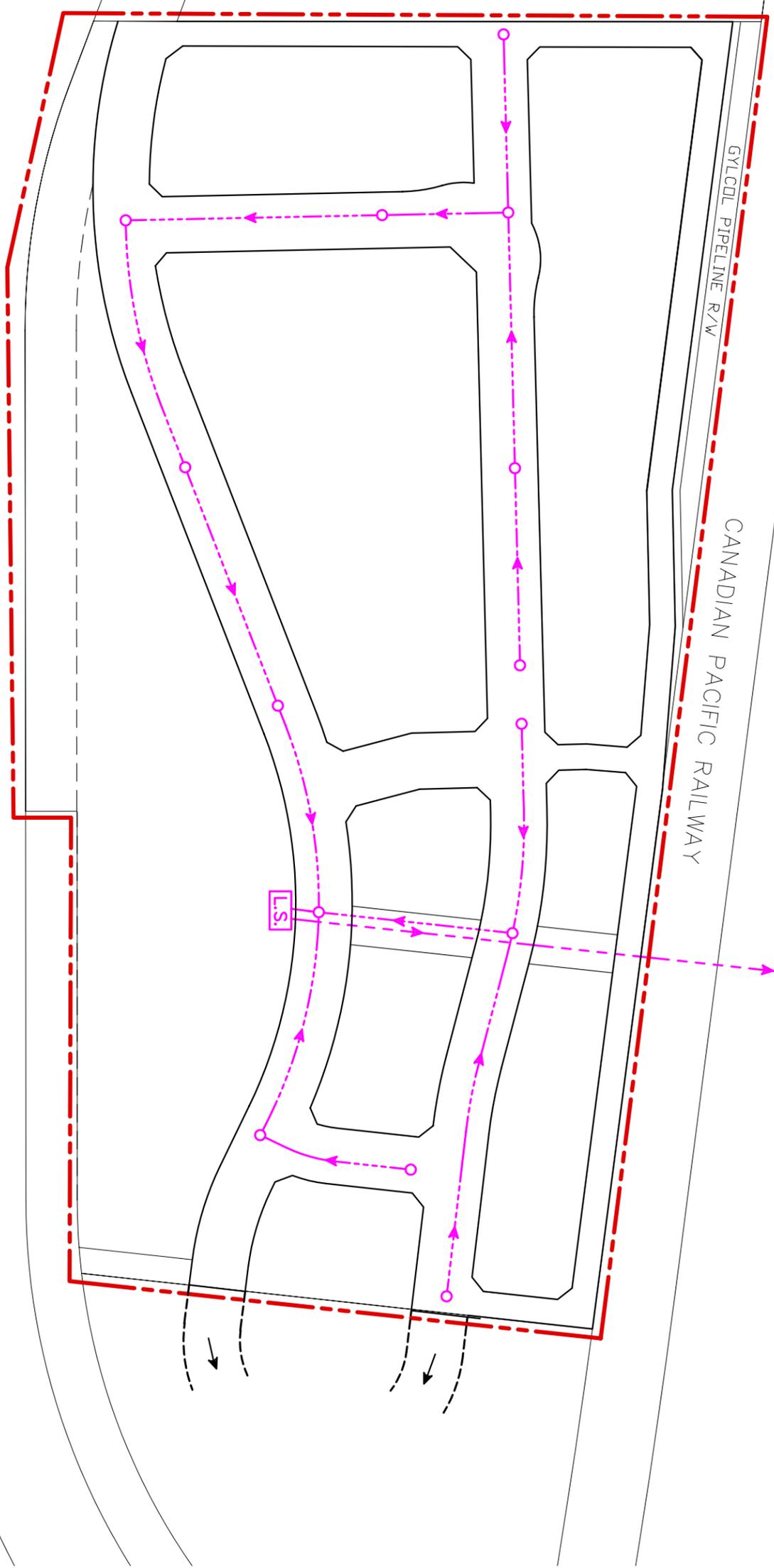


TO SANITARY MAIN  
IN NORTH BLACKFALDS  
DEVELOPMENT

CANADIAN PACIFIC RAILWAY

GYLCOOL PIPELINE R/W

HIGHWAY 2A



-  SUBDIVISION BOUNDARY
-  PROPOSED PUL
-  PROPOSED SANITARY FORCE MAIN
-  PROPOSED SANITARY MAIN
-  PROPOSED SANITARY MANHOLE
-  PROPOSED LIFT STATION

**mp** ENGINEERING LTD.  
Red Deer, Alberta

INNATE PROJECTS CORPORATION

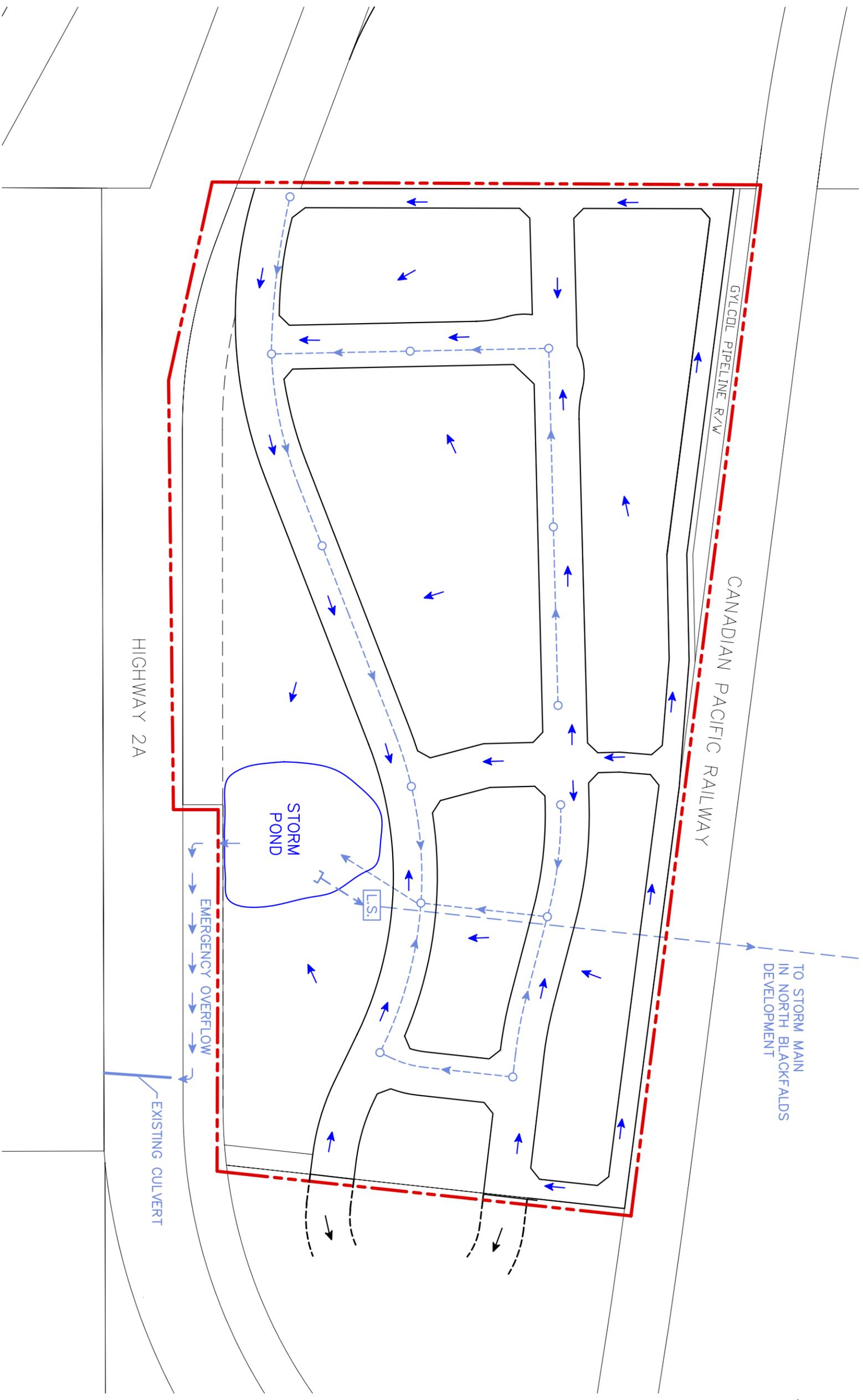
SUN RIDGE BUSINESS PARK  
AREA STRUCTURE PLAN  
SANITARY COLLECTION

SCALE: 1:2000

DATE: APRIL 2007

JOB: 4904-001-00

FIGURE: 5



-  SUBDIVISION BOUNDARY
-  PROPOSED OVERLAND DRAINAGE
-  PROPOSED STORM FORCE MAIN
-  PROPOSED STORM MAIN
-  PROPOSED STORM MANHOLE
-  PROPOSED LIFT STATION

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Red Deer, Alberta

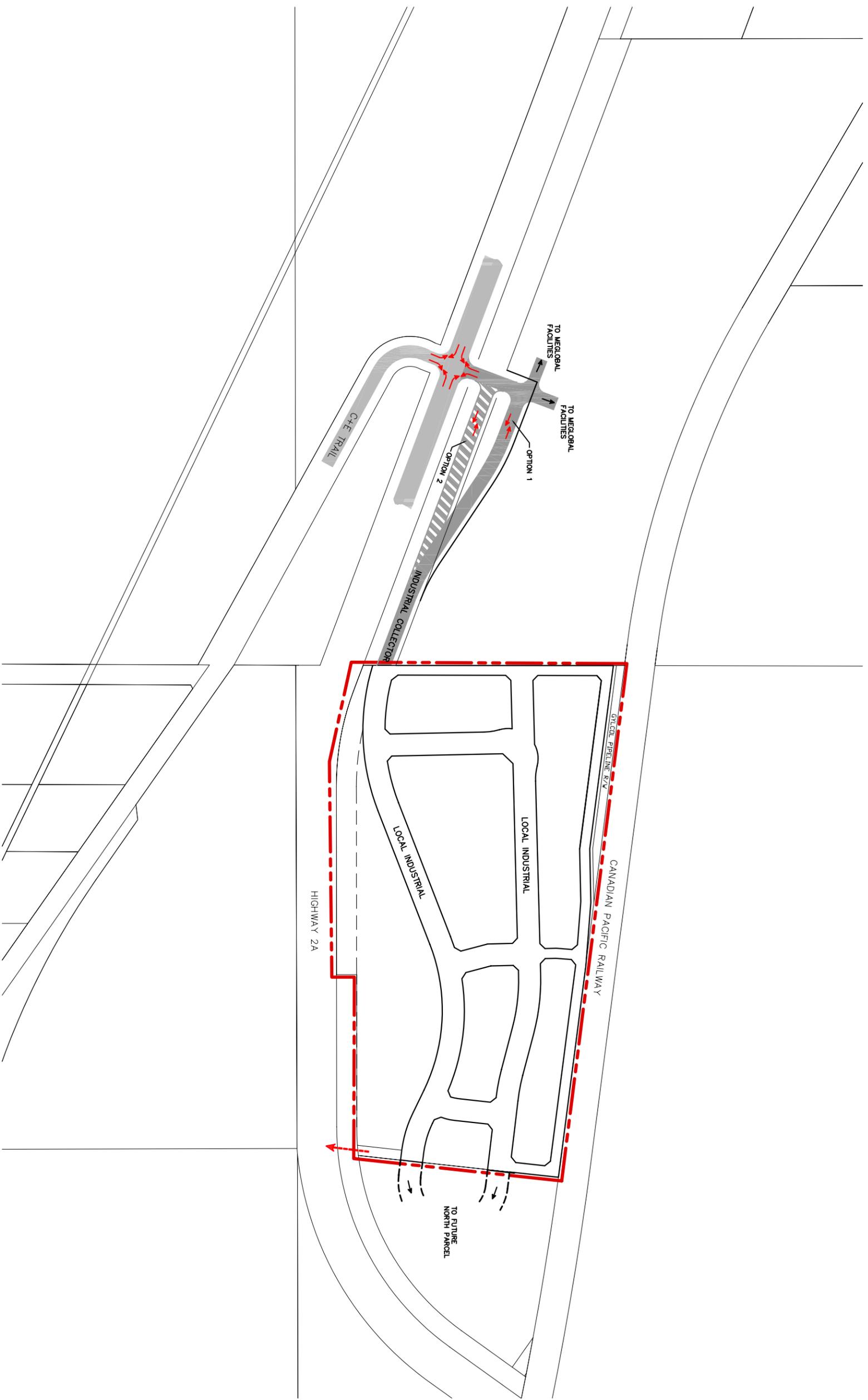
INNATE PROJECTS CORPORATION  
SUN RIDGE BUSINESS PARK  
AREA STRUCTURE PLAN  
STORM WATER MANAGEMENT

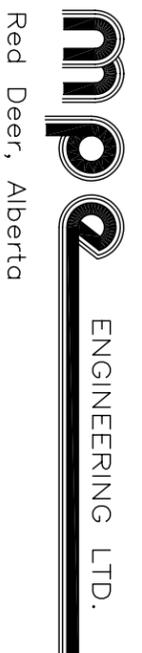
SCALE: 1:2000

DATE: APRIL 2007

JOB: 4904-001-00

FIGURE: 6



 <p>Red Deer, Alberta</p>		<p>INNATE PROJECTS CORPORATION</p>	
<p>SCALE: 1:4000</p>	<p>DATE: APRIL 2007</p>	<p>SUN RIDGE BUSINESS PARK AREA STRUCTURE PLAN TRANSPORTATION NETWORK</p>	
<p>JOB: 4904-001-00</p>	<p>FIGURE: 7</p>		

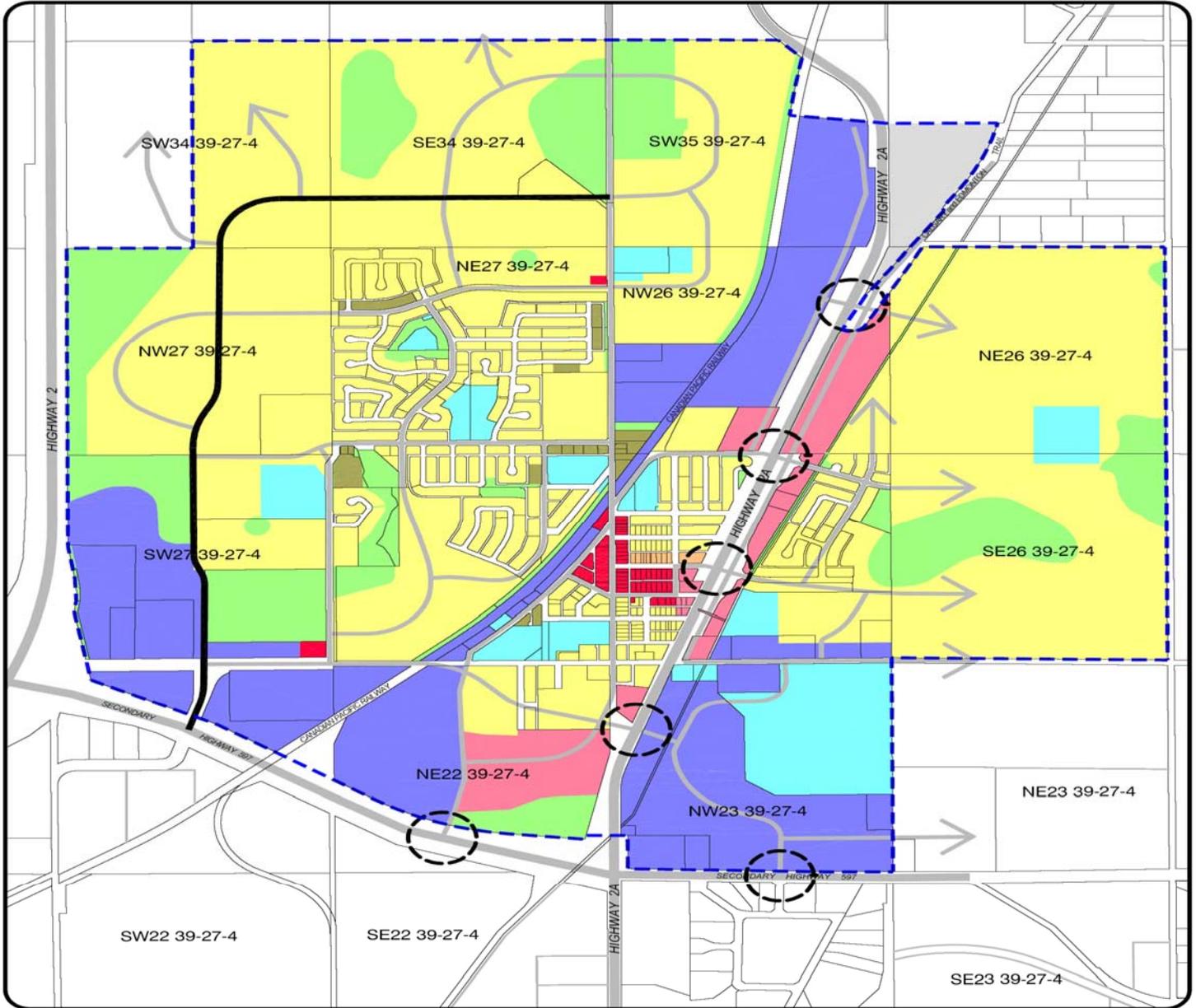


Figure 1

## Town of Blackfalds Future Land Use Concept Plan

**Figure 8**  
**Future Land Use**  
(From Town of Blackfalds MDP, 2002)

- |                    |                       |                        |                                 |
|--------------------|-----------------------|------------------------|---------------------------------|
| Commercial         | Transition Commercial | Industrial             | Res                             |
| Highway Commercial | Open Space            | Public / Institutional | Residential Multi-Family        |
| Highway            | Arterial              | Collector              | Intersection Treatment Required |



**Lovatt**  
Planning Consultants

**ISL**  
mappe limited  
A Division of Infrastructure Systems Ltd.