



TOWN OF
PEACE RIVER
ALBERTA

UPPER WEST PEACE NORTH AREA STRUCTURE PLAN

Schedule "A" Bylaw No. 20XX

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1 Introduction

1.1 Purpose

- .1 The purpose of this area structure plan (ASP) is to facilitate the realignment of municipal water and sewer infrastructure away from the top of bank of the Peace River, and to facilitate the development of the lands immediately west of the Shaftesbury Trail into a mix of residential and commercial development.

1.2 Background & History

- .1 The land has a history of gravel pit and residential development proposals. A portion of the south west corner of the site was previously developed as a gravel pit (Figure 1) and included a concrete plant in the 1960s. This use ceased sometime between prior to 1980 and the mid 1990s. During the gravel pit operations, industrial camps were occasionally located on the property, housing workers for construction projects.



FIGURE 1 PLAN AREA

- .2 Prior to 1980, the property was designated Agricultural-Urban Reserve District. The property was re-designated as Residential-Mobile Home Park District by Land Use Bylaw No. 1082 on March 24, 1980. This districting was maintained in the subsequent Land Use Bylaw No. 1550. In 1994, the landowner installed water and sewer mains for the future development of a mobile home park. This work was undertaken without the oversight of the Town, no as-built drawings exist, and the

infrastructure is not sufficient to support fire hydrant flows. This infrastructure has been abandoned in place.

- .3 In 2003 the property was designated Residential-Village Estate District by Land Use Bylaw No. 1731. This is the current districting applied to the site. Subsequently a number of area structure plans have been developed to provide for the future developed of the lands:
 - .1 Bylaw No. 1758 was adopted in 2004 (repealed in 2008) providing for the development of primarily low-density residential neighbourhood;
 - .2 Bylaw No. 1819 was adopted in 2008 (repealed in 2012), providing for the development of a high-density residential neighbourhood;
 - .3 Bylaw No. 1915 was adopted in 2012, providing for the development of a mixture of high, medium and low-density residential development. In addition, the plan included a commercial lot for the development of neighbourhood commercial uses; and
 - .4 Bylaw No. 1992 was adopted in 2016, and amended Bylaw 1915, providing for the development of a medium and low-density residential neighbourhood.
- .4 This area structure plan will repeal and replace Bylaw No. 1915 and No. 1992.

1.3 Statutory Framework



FIGURE 2 HIERARCHY OF PLANS AS ESTABLISHED BY THE MUNICIPAL GOVERNMENT ACT

.1 This area structure plan is a site-specific plan document that directs future development on NE-30-83-21-W5M within the Town of Peace River (the Town). The Plan establishes future land use categories for the subject lands, allowing the lands to proceed to future subdivision and development. This Plan is prepared in accordance with the requirements of s.633 of the Municipal Government Act (MGA) and the direction established by the Land Use Policies. It replaces the previous Citadel Area Structure Plan Bylaw No. 1915 and Bylaw No. 1992.

.2 This ASP area is not within any intermunicipal development plan area between the Town and its neighbouring municipalities¹ and as such is not influenced by any policies therein. However, the adoption of this ASP necessitates a corresponding amendment to the Municipal Development Plan (MDP), in order to ensure that the hierarchy of plans (Figure 2) is adhered to. The current MDP identifies the entirety ASP lands as residential, which is inconsistent with the future land use concept outlined further into this document.

¹ Pursuant to Town of Peace River Bylaw Nos. 2046, 2047, 2048.

.3 The MDP directs that all ASPs shall include the following information:

MDP Direction	Corresponding Section of ASP
→ an examination of existing land uses and physical features, including vegetation, wetlands, watercourses and topographic information;	Site Analysis
→ measures for the protection of significant natural areas;	Lands East of the Shaftesbury Trail
→ a detailed land use plan illustrating all industrial and commercial areas by type and location, and residential areas by location, type and density;	Future land use concept
→ a summary of land use areas, and population and student generation;	Population Forecast
→ surface drainage patterns including catchment areas and sub-basins, storm pond and outfall locations, and proposed trunk mains;	Development Concept – Servicing
→ arterial, collector and local road alignments, and the identification of truck routes and dangerous goods routes;	Development Concept – Servicing
→ the location and alignment of proposed sanitary sewer, storm drainage, and water distribution systems;	Development Concept – Servicing
→ the area and location of school sites and community recreation facilities;	Not applicable – this ASP does not contemplate locating school or community recreation facilities with the plan area.
→ the location of all proposed neighbourhood parks, linear open space, trails and walkways, and their integration with the Town’s overall pedestrian trail system;	Development – Servicing - Transportation
→ proposed transit routes;	Not applicable– this ASP does not contemplate transit routes serving the plan area.
→ proposed land use districting as provided under the LUB;	Development Concept – Land Use Districts
→ subdivision phasing plan based on the logical extension of infrastructure;	Development Concept – Phasing
→ energy and water conservation measures;	Not applicable
→ all supporting documentation as may required by the Town, including environmental assessments, geotechnical investigations, traffic impact assessments, biophysical reviews, and similar reports.	Appendices – A traffic impact assessment appended to this plan. A Stormwater Management Detailed Design Report will be required with the subdivision application.

1.4 Interpretation

.1 This ASP includes specific policy statements identified by “**POLICY**” that provide clear direction for future decisions. Within the policy statements this ASP contains the operative terms ‘shall’, ‘must’,

‘will’, ‘should’, and ‘may’. The interpretation of these terms is outlined below:

- .1 Shall or Must or Will – are directive terms that indicates that the policy is mandatory and must be complied with, without discretion, by Administration, the developer, and the Development Authority;
- .2 Should – is a directive term that provides direction to abide by the outlined policy the majority of the time, however there may be unique circumstances where a variance to the policy is appropriate and desired. When the policy is directed to the applicant, the onus is on the applicant to justify why the prescribed policy is not required; and
- .3 May – is discretionary, meaning the policy in question can be enforced if the Town chooses to do so, dependent on the circumstances of the site and/or application.

1.5 Consultation and Referrals

- .1 Prior to the finalization of the plan, an open house was held to provide an opportunity for adjacent land owners and the greater community to provide comment. Notification of the open house was provided to all landowners within the Upper West Peace and Pines neighbourhoods, as well as any other immediately adjacent lands, and on Town website and social media in accordance with the Town’s Advertising Bylaw No 2034.
- .2 Consistent with s.636 of the Municipal Government Act, the ASP was referred to local school divisions, Alberta Transportation, Alberta Environment and Parks, and Alberta Culture, Multiculturalism and Status of Women for comment.
- .3 This ASP area is not within any intermunicipal development plan area² between the Town and its neighbouring municipalities and as such, was not circulated to the neighbouring municipalities.

² Pursuant to Town of Peace River Bylaw Nos. 2046, 2047, 2048.

2 Site Analysis

2.1 Location of Site

- .1 The area structure plan lands are located in the Town of Peace River and are legally known as:
 - .1 *“All that portion of fractional northeast quarter Section 30, Township 83, Range 21, West of the 5th Meridian which lies west of the left bank of the Peace River and south and east of the Northern Alberta Railway as shown on the Site Location Plan.”*
 - .2 The ASP lands are 16.86 hectares (41.66 acres). This land area includes the lands immediately east of the Shaftesbury Trail (Figure 1).

2.2 Natural Features

- .1 As shown on Figure 3, the eastern lower part of the subject area is generally flat, between 340 metres and 342 metres above mean sea level (AMSL), but slopes to an upper terrace, generally between 350 metres and 354 metres AMSL, towards the western edge of the subject property. An old gravel pit forms a significant depression in the south, central area of the parcel, where the lowest point is 336 metres AMSL. The parcel is partially treed, with areas of grasses, low shrubs and exposed aggregate.
- .2 The old gravel pit site within the ASP lands provides good drainage to the area. There are no existing wetlands or aquifers³. The subject land is adjacent to the Peace River.

2.3 Historic Features

- .1 The plan area is identified as have a Historical Resource Value of 5(p) by the Listing of Historic Resources⁴, meaning that there is a high potential for the area to contain a palaeontological historic resource. A Historic Resources Impact Assessment may be required prior to development on some of the lands, in accordance with the Historical Resources Act prior to the subdivision of the plan area.

2.4 Development Features

- .1 The land has been used for some time as an informal recreational vehicle park. There is a single detached dwelling and associated accessory buildings in the north west area of the parcel. No other permanent development exists on the site (Figure 3). Access to the subject parcel is provided by the Shaftesbury Trail (Hwy 684) to the east and two local roads, 90th street to the north-west and 89th Street, to the south. There are no existing utility rights-of-way through the property. Based on an abandoned wells search, there are no abandoned wells within the property⁵.
- . 2 Adjacent land uses include:
 - .1 The Upper West Peace residential neighbourhood and the Misery Mountain Ski Hill to the south;
 - .2 The Shaftesbury Trail (Highway 684) and the Peace River to the east;
 - .3 The Shaftesbury Trail (Highway 684), vacant land and the CN Rail yard to the north;

³ Alberta Merged Wetland Inventory. Search conducted on September 9, 2020 at <https://geodiscover.alberta.ca/geoportal/#searchPanel>

⁴ Alberta Listing of Historic Resources. Search conducted on December 29, 2020 at [Listing of Historic Resources \(arcgis.com\)](https://www.alberta.ca/listing-of-historic-resources.aspx)

⁵ Search conducted on January 20, 2020 at <https://geodiscover.alberta.ca/geoportal/#searchPanel>

- .4 The Pines residential neighbourhood and the CN Rail line to the north west. The rail line is greater than 30 metres away from the ASP area (Figure 3); and
- .5 Industrial lands and residential lands to the west.

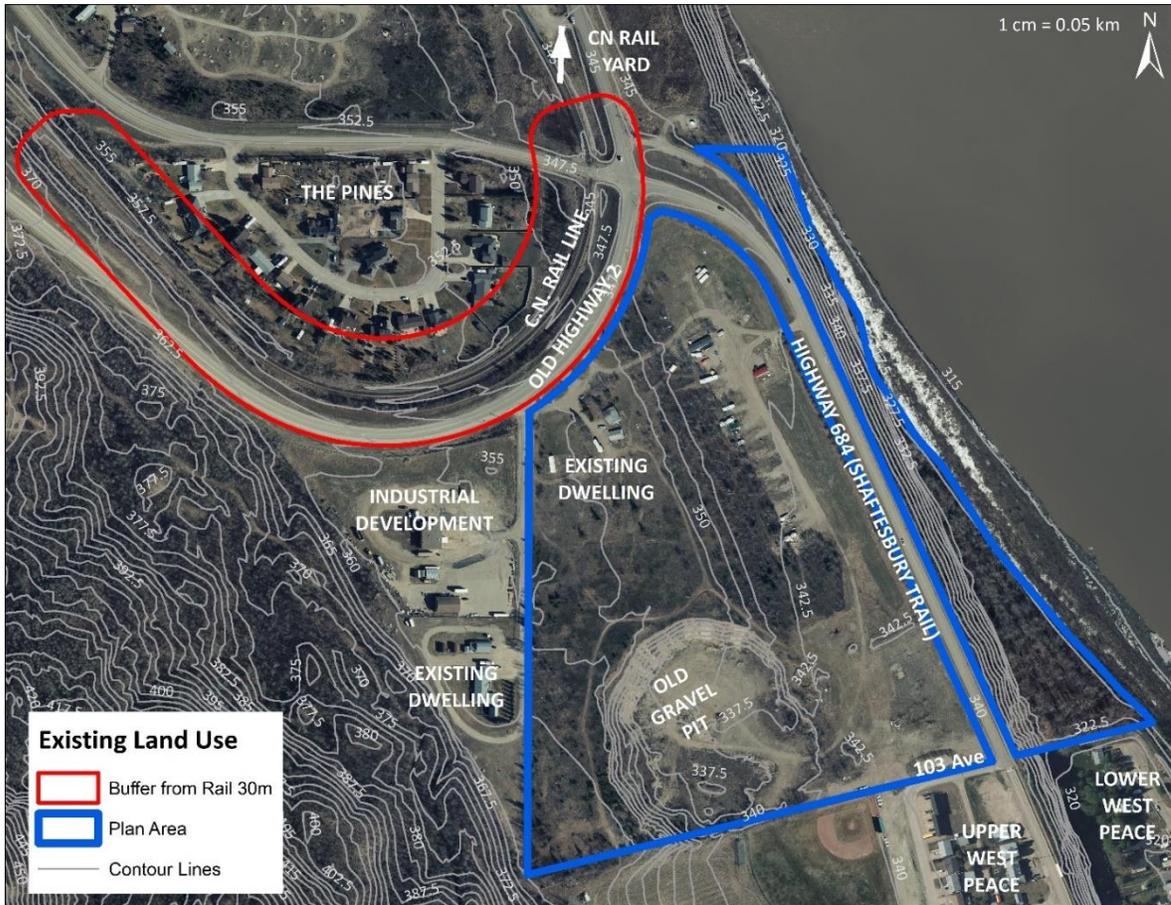


FIGURE 3 EXISTING LAND USE AND TOPOGRAPHY

3 Development Concept

3.1 Vision

- .1 The Upper West Peace North ASP provides a flexible direction that facilitates the further build out of the Upper West Peace neighbourhood in the Town of Peace River. It provides opportunities for commercial and residential development.

3.2 Goals

- .1 The following are the designated goals of this ASP:
 - .1 To facilitate the development of the land immediately adjacent to the Shaftesbury Trail;
 - .2 To facilitate the realignment of municipal utilities currently aligned along the Shaftesbury Trail;
 - .3 To develop an active transportation⁶ segment through the plan area;
 - .4 To extend 89th Street to provide access through the development area, while protecting the integrity of the highway system.
 - .5 To protect environmentally sensitive lands from development, through the environmental reserve designation.



FIGURE 4 FUTURE LAND USE CONCEPT

⁶ Active Transportation includes any human-powered travel such as walking, cycling, running, using a nonmechanized wheelchair, or skateboarding. Active transportation has a variety of benefits, including economic, social, health, and environmental. www.center4activeliving.ca

TABLE 1 LAND USE STATISTICS

	Area (Ha and Acres)	% of Gross Area ⁷	Number of Lots
Total Gross Area			
Future Development Land	8.18 Ha (20.00 ac)	49	2
Environmental Reserve	2.97 Ha (7.34 ac)	18	1
Gross Developable Area			
Municipal Reserve	0	0	0
Public Utility Lot	0.13 Ha (0.31 ac)	0	1
Road Right-of-Way	1.95 Ha (4.82 ac)	12	n/a
Residential Lands	0.63 Ha (1.55 ac)	3	1
Horizontal Mixed Use	3.03 Ha (7.49 ac)	18	3

3.3 Development Lands

- .1 The 3.65 hectares of ASP lands proposed to be immediately available for subdivision and development are separated into four developable lots (Figure 3). Three of the four lots are 1.01 hectares in area and the last lot is 0.63 hectares in area.
- .2 The future land use of the area is proposed to be flexible, in order to most adequately adapt to the needs and market of the future. Specifically, the future land use is proposed to be an extension of the existing residential neighbourhood, or new commercial to serve the surrounding residential neighbourhoods and the highway traffic travelling along the Shaftesbury Trail, or a sensitive combination of both.
- .3 Prior to a specific development proposal establishing the desired use of each lot being known, the appropriate districting for the horizontal mixed-use lands is the Agricultural Urban Reserve (AU-R) District.

4. Commercial Development

- .1 Commercial development within the Upper West Peace ASP may include a broad range of retail stores including both cannabis and liquor, professional offices, personal services, and restaurants or pubs. Appropriate districting for commercial lands within this area is the Neighbourhood Commercial District.
- .2 **Policy:** The Town of Peace River should consider amending the land use bylaw to allow for cannabis retail within the Neighbourhood Commercial District (C-N).

5. Residential Development

1. Lots 1 and 2, if developed with residential development, are anticipated to be a low-rise apartment building and a bare land condominium development with semi-detached or row dwellings. Lot 4 is also anticipated to be developed with residential dwellings in a semi-detached or row dwelling configuration and may be a bare land condominium development.
2. Appropriate districting for residential lands within this area provides for wide range of residential dwellings and a medium overall density. Within the current land use bylaw, the Residential 2 (R-2A) District or Residential 4-A (R-4A) District are appropriate.

⁷ Numbers may not add up to 100% due to rounding.

.6 Future Development

- .1 Block 32, Lot 1 and Lot 2, 8.18 hectares of land will be kept in a natural state until this plan is amended to provide direction for future land use. Appropriate districting for the future development lands within this area is the Agricultural Urban Reserve (AU-R) District.
- .2 **POLICY 3.2.** Further development of the Future Development area, beyond a naturalized area with minimal site amenities shall necessitate a subsequent amendment to the area structure plan.

.7 Population

- .1 The population forecast assumes that Lot 3 will be a commercial development and that Lot 4 will be a residential development. The population forecast provides for Lots 1 and 2 being developed as either residential or commercial. The maximum forecasted population of the area is 296 residents, if lots 1, 2 and 4 are all developed as residential. The minimum forecasted population of the area is 50 residents, if only lot 4 is developed as residential.

TABLE 2 POPULATION FORECAST

		Units /ha	Area (ha)	Units	Population	End Use
Block 31	Lot 1	30	1.01	30	84	Commercial or residential
	Lot 2	90	1.01	60 to 90	108 to 162	Commercial or residential
	Lot 3	n/a	1.01	0	0	Commercial or residential
	Lot 4	30	0.62	18	50	Residential
		Total		18 (low) to 138 (high)	50 to 296	

- .2 For the purposes of forecasting the number of persons that will reside in the planning area a factor of 2.8 persons per unit has been used for single family and semi-detached dwellings, 1.8 persons per unit for apartments has been used. These factors were used due to the nature and type of residential development proposed for the planning area.

3.4 Lands East of the Shaftesbury Trail

- .1 The lands east of the Shaftesbury Trail, a total of 2.97 hectares will be designated environmental reserve (ER) consistent with section 664 of the MGA. The land in question will remain in its natural state but may also assist in controlling storm runoff for the balance of the Upper West Peace North area, pursuant to section 676(1) of the MGA.
- .2 This approach is consistent with the Town’s Municipal Development Plan, which directs that: *“10.2.1 Through the subdivision process, the Town shall require that lands deemed to be unsuitable for development (e.g. steep slopes, lands subject to flooding, wetlands, or natural drainage courses) be dedicated as Environmental Reserve (ER) in accordance with the Act.”*

3.5 Servicing

.1 Transportation

- .1 An extension of 89th Street provides access through the development lands. This road connects to 90 Street/Old Highway 2 at a new Type 2 intersection. A new access off the Shaftesbury Trail (102nd Avenue) also provides access into the lands from the east. This new

access is approximately 118 metres from the existing 103rd Avenue access. These two intersections will be in too close a proximity and as such, the existing 103rd Avenue intersection with the Shaftesbury Trail (Hwy 684) is proposed to be closed (Figure 5). This closure will extend approximately 27 metres, maintaining the access to the existing laneway serving the homes between 103rd and 105th Avenues. An additional, existing intersection, to the north of the proposed 102nd Avenue will also be closed.

- .2 Existing intersections and a portion of 88th Street will also be closed so that there will only be one intersection at, 89th Street, onto old Highway 2/90th Street from the ASP area (Figure 4). A new 101st Avenue will connect 89th Street to the existing 88th Street and provide access to the two existing lots west of the ASP plan area. This road is expected maintain the roadway at approximately the same elevation as the current condition of the lands and therefore will have a slope between 4.6 and 5.0 %.



FIGURE 5 PROPOSED ROAD AND INTERSECTION CLOSURES

- .3 The Town is currently in the initial stages of considering a substantially reworked trail network within Upper West Peace area. This is prompted by concerns for the long-term geotechnical stability of the trail that currently runs along the eastern side of the Shaftesbury Trail from the entrance to Lower West Peace to 90th street. A new trail alignment is proposed along 89th Street, including through the ASP lands (Figure 6). This trail segment may be developed by the Town prior to the develop of the subdivision, or as a part of the development of the lands, when 89th Street is

developed. A sidewalk is also proposed along the east side of 89th Street through the ASP lands. Figure 6 and 7 shows both the trail and sidewalk. The trail should connect to pedestrian infrastructure along the Misery Mountain Chalet area, as shown the Mountain Base Chalet Enhancements concept provided in the Appendices of this plan.

- .4 **POLICY:** A sidewalk shall be provided along the east side of 89th Street.
- .5 **POLICY:** The future amendment to this plan providing for the development of the Future Development area of the Future Land Use concept (Figure 3) should require that the sidewalk network be extended along 101st Avenue if the trail network along 89th Street does not provide pedestrian access to all developed parcels and the proposed development is residential, commercial or public.
- .6 **POLICY:** Transportation routes through the ASP area shall provide facilities for active transportation modes that provide or improve connections with the overall network.



FIGURE 6 CONCEPTUAL TRANSPORTATION NETWORK

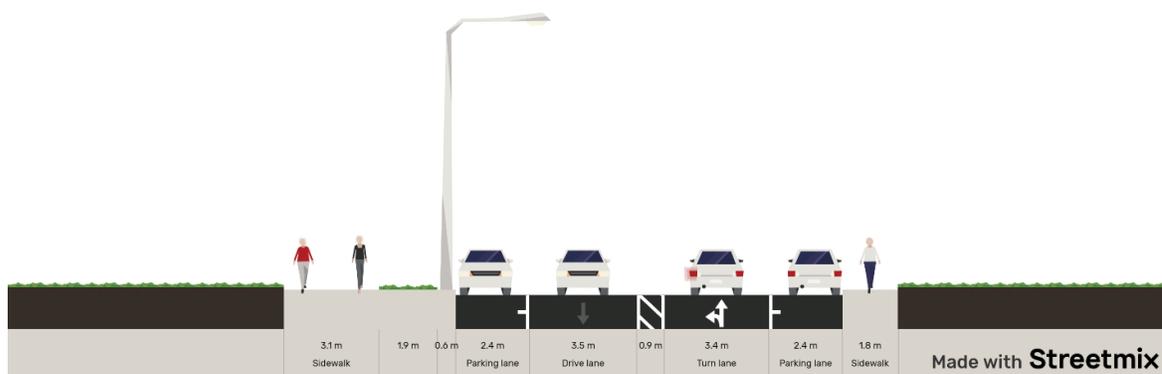


FIGURE 7 CONCEPTUAL 20M CROSS SECTION FOR 89 STREET THROUGH THE ASP AREA.

Developed with Streetmix.

.2 Stormwater Management System

- .1 The storm water catchment basin affecting the plan area includes the northern portion of the eastern face of Misery Mountain, the lands immediately west of the plan area and the plan area itself. This approximate stormwater catchment basin is identified in Figure 8. The complete development of the plan area, including the Future Development Lands, will require the installation of a storm water network. A conceptual version of this network is identified in Figure 8 and described below. A detailed, finalized and approved storm water plan must be prepared prior to subdivision.
- .2 In concept the stormwater runoff within the Plan Area west of Highway 684, and any offsite lands that currently discharge into the Plan Area, will be directed into a stormwater pond through a network of stormwater pipe infrastructure and overland ditches and swales. The stormwater pond is conceptually located in the southwest part of the plan area, utilizing the existing gravel pit. Geotechnical investigation for potential site suitability including identifying potential pond liners must be completed as part of the detailed design.
- .3 The pre-development flow levels exiting the plan area at the time of approval of this ASP are inclusive of pre-development flows from the off-site catchment area. The stormwater management system is intended to maintain the pre-development flow levels post-development of the ASP lands. As such, the stormwater management plan will be engineered and constructed solely for the benefit of the ASP lands and the pre-development flow levels from the off-site lands. No provision will be required in development of the ASP lands in terms of engineering or construction for accommodation of drainage of the off-site lands if changes are made to the pre-development flow levels from these lands by either natural causes or development. If changes in flow levels from the off-site lands occurs for any reason, these off-site landowners will be solely responsible for any and all costs associated with the additional drainage loads and leave the ASP landowner protected from costs.
- .4 The discharge from the stormwater pond is anticipated to be located at the south east end of the pond with the intention that the discharge rate be restricted to pre-development flows. The stormwater pond discharge is proposed to occur through a pipe network located along the south end of the plan area directed easterly and ultimately discharging into the Peace River. The potential of utilizing the existing stormwater outfall just south of the proposed discharge location should be considered within the detailed design. Storm infrastructure must be contained within easements or road Right-Of-Ways (ROW's). The

ROW's to specifically contain the proposed discharge network from the Stormwater Pond to the Peace River, will require finalization prior to any subdivision within the Plan Area.

- .5 Storm water management system will be designed according to Alberta Environment's predevelopment and post development storm water flow policy for new developments and will adhere to the Town of Peace River storm water standards and specifications. A conceptual storm water management plan indicated a preliminary storm water pond volume of 3200 cubic meters. However, a preliminary discussion with Alberta Environment indicated that upon review of the submission of the storm water management report Alberta Environment may consider just the storm water quality rather than storm water quantity, since the Peace River has the capacity to receive the storm water volume from the development site. This would considerably reduce the size of storm water pond as a siltation pond only would be required. In this case the main concern would be the erosion control for the storm water runoff down the escarpment to the river. This can easily be accommodated with several different design solutions dealing with erosion control, such as a drop manhole structure to reduce the velocity of the storm water runoff. The treatment / control structure would be designed to provide removal of sedimentation as per the guidelines (i.e. 85% TSS removal).

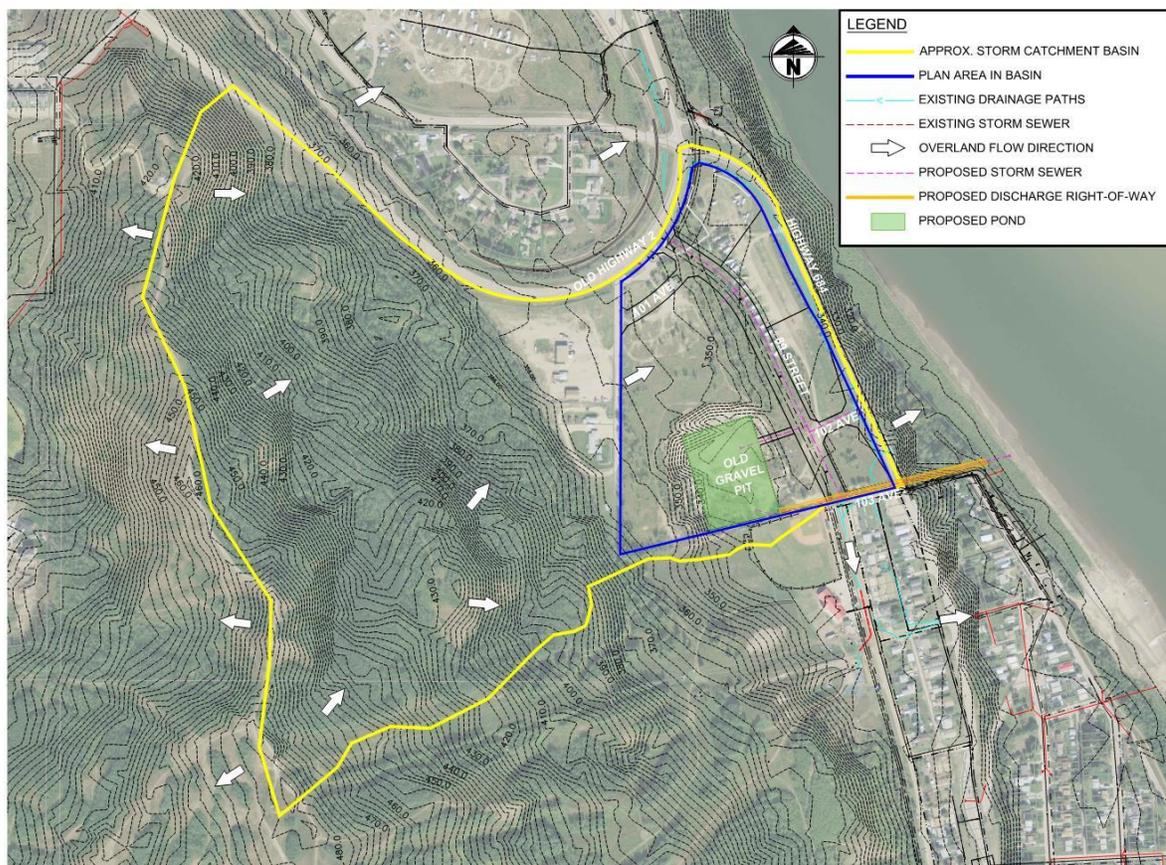


FIGURE 8 CONCEPTUAL STORM WATER NETWORK

- .6 It may be necessary to adjust the location of the inlet and discharge easements, or interim

discharges as a result of the completion of the detailed design. Adjustments to the pond, discharge locations, or interim infrastructure should not be considered a major change to the ASP and should not require an amendment to the plan.

- .7 Agreements with various agencies will be required for the proposed outfall to be constructed and drain into the Peace River, or potential upgrades to the existing outfall. The necessary agreements should be identified as part of the approval process for the detailed design. The implementation of the detailed design and installation of the associated infrastructure will be development driven. At time of construction the Developer or their agents will be responsible to obtain the necessary agreements and approvals to carry out the construction process.
 - .8 **POLICY:** A suitable storm drainage system including the construction of a storm management pond, if required, will be developed for the plan area.
 - .9 **POLICY:** Subdivision or development of the lands within the plan area must be preceded by a Storm Water Management Plan Design Report that identifies in detail the stormwater management requirements within the Plan Area, including requirements for a storm management pond type, location and size. The Design Report is the responsibility of the Developer and must be prepared by a qualified professional and be consistent with the Water Act and Environmental Protection and Enhancement Act, controlling the storm runoff from the development area, as part of the subdivision application.
 - .10 **POLICY:** Development of the plan area will be required to follow the design specification identified within the Storm Water Management Plan Design Report.
 - .11 **POLICY:** A storm water pond, regardless of type (wet or dry), may be constructed within the Future Development Area of this plan without an amendment to the plan.
 - .12 **POLICY:** The storm water retention pond shall be designated as a public utility lot at the time of registration of the subdivision for the planning area.
 - .13 **POLICY:** The subdivision and development of the Lots 1-4 of Block 31, designated Horizontal Mixed Use and Residential in the Future Land Use Concept, may occur prior to implementation of the proposed storm water pond and discharge provided that the development of these lots prior to the installation of the complete storm water network is addressed within the Storm Water Management Plan Design Report, to identify any to identify any interim or permanent infrastructure required to ensure that discharge rates and locations are consistent with the Water Act and Environmental Protection and Enhancement Act.
- .3 **Water Distribution System**
- .1 Potable water will be provided to the plan area via a water distribution main that will run northwesterly within 89th Street and then north through the 12.15 meter public utility lot that is contained within the most northerly proposed lot in the plan area. The preliminary design alignment is identified in Figure 9. Both the water and sanitary mains servicing the area are expected to be running in parallel and the 12.15 meter utility right of way is needed for constructability and alignment considerations for existing infrastructure. The water main

is to be 300mm in diameter and will have sufficient capacity to service Lots 1 to 4. The proposed water system is expected to have the capacity to service the Future Development Area, however this must be confirmed or additional capacity provided in the design of the future water distribution when the ASP is amended to provide for further development. All water mains within the development are expected to have a depth of bury of 3-4 meters.



FIGURE 9 CONCEPTUAL SERVICING CONCEPT

- .2 In order to ensure the 300mm water distribution trunk main proposed through the subject lands is not subjected to outages due to future development, provisions will be incorporated into the design to allow for ease of future connections. A total of five isolation valves with 150mm service stubs and one isolation valve with a 250mm main line stub will be included during the initial construction of the water distribution trunk main. Four of the 150mm service stubs will be provided for future lot development on the east side of 89th Street, and one on the very north of the west side of 89th Street. The 250mm main line stub will extend into the anticipated location of the future 101st Street. As part of the detailed design component for the area, the developer will need to ensure that water modelling be completed in order to identify that sufficient fire flows are being provided to the hydrants and that the water distribution system has the capacity to provide their proposed facilities with the flow rate required. The hydrant locations will also need to be determined during this part of the process. The developer will be responsible for installing water services for their proposed lot as part of their future development.

- .3 All components of the proposed system installed within public land, once installed and through the warranty period, would become the Town of Peace River infrastructure and the municipality would be responsible for the upkeep and maintenance.
- .4 **Sanitary Sewer System**
- .1 A low pressure sanitary forcemain will transition to a gravity system at a manhole at the south boundary of the development. From this manhole, a traditional gravity collection system is proposed for the development. The gravity collection header will run northwesterly within 89th Street and then north through the 12.15 meter utility right of way in parallel with the watermain. The preliminary design alignment is identified in Figure 9. The depth of the collection header is expected to be between 3 to 4 meters to allow for the tie-in of local sanitary service lines for each lot, these services to be the responsibility of the developer as part of their future development. Standard manholes will be installed along the gravity collection system every 120 meter and at every bend. As part of the detailed design component for the area, the developer will need to ensure that the sanitary system provided has the capacity to service their proposed facilities.
- .5 **Shallow Utilities**
- .1 Franchise utilities (including gas, power, streetlights and telecommunications services) will be extended into the undeveloped portion of the Plan area from existing services within adjacent neighbourhood. Extension of these services will be established in detail at the development stage.

TABLE 3 INFRASTRUCTURE PROVISION SUMMARY

	Meters (m)
Transportation Network	
Roads	735
Sidewalk	555
Trails	555
Utility Infrastructure	
Water	580
Wastewater	580
Storm water	1045

- .2 Block 31, Lots 1 to 4 and Block 32, Lot 1 will have the ability to connect to the water and sanitary mains located in the adjacent 89th Street. At time of development, services to each of the proposed lots will need to be installed prior to the installation of the roadway. The commercial lots will need to be serviced with a minimum of 150mm service lines while the residential lots are to contain a minimum of 40mm service lines. The developer will be required to carry out the necessary turbidity, pressure, chlorination and bacteriological testing for all water infrastructures within the Area Structure Plan boundary at the time of the construction. As part of a future subdivision or development, the mains will need to be extended through 101 Avenue.
- .3 **POLICY:** A subsequent amendment to this plan providing for the further subdivision and development of the Future Development area should provide for the development of public utilities within 101st Avenue for the purpose of providing services to Block 32, Lot 2 and the lands to the west of the plan area.

3.6 Phasing

- .1 The development of the plan area is expected to occur in 3 phases, as shown in Figure 10. Phase 1 includes the subdivision and development of Lots 3 and 4 of Block 31, as well as the closure of 103rd Avenue and development of a 102nd Avenue and the southern portion of 89th Street, which provides access to Lot 3 and 4. The designation of the Public Utility Lot and Environmental Reserve will also occur in Phase 1. Phase 2 will include the subdivision and development of Lots 1 and 2 of Block 31, as well the closure of 88th Street and the development of 101st Avenue and the northern portion of 89th Street. Phase 3 is the Future Development lands, which will require an ASP amendment prior to further subdivision and development.
- .2 **POLICY:** During Phase 1, 89th Street shall be developed to provide adequate access to the Lot 3 to the satisfaction of the Development Authority, not less than fifty percent of the frontage of the lot.
- .3 **POLICY:** A temporary turnaround at the north end of 89th Street shall be provided during Phase 1.



FIGURE 10 ASP PHASING

4 Implementation

4.1 Right-of-Way Agreement

- .1 Utility right-of-way agreements, entered into by the Town and the landowner upon adoption of this plan, will provide for the construction and placement of municipal water main and sanitary sewer main infrastructure through the plan area. The right-of-way will also provide for the development of a trail segment through the plan area, prior to the development of the land.
- .2 **POLICY:** Further utility rights-of-way shall be required, if they are necessary to provide for the storm water management through the plan area.

4.2 Land Use Bylaw

- .1 The further implementation of this area structure plan requires an amendment to the land use bylaw prior to the application for subdivision.
- .2 **POLICY:** Immediately upon adoption of this plan and a corresponding amendment to the Municipal Development Plan, the Town should amend the land use district applied to the ASP lands to the Agricultural Urban Reserve (AU-R) District of the land use bylaw.
- .3 **POLICY:** Subject to an application by the developer, prior to subdivision, the Town of Peace River should amend the district applied to the development land pursuant to the land use bylaw, consistent with the Future Land Use Concept of this ASP.

4.3 Road Closure

- .1 **POLICY:** The Developer shall apply for two road closures, consistent with this plan, concurrent with the first subdivision application.
- .2 **POLICY:** The Town should adopt the road closure bylaw after the subdivision is endorsed by the Subdivision Authority.
- .3 **POLICY:** The Town may retain the 88th Street road closure land, to provide a buffer between the industrial lands to the west and the ASP area or may sell the land to either adjacent parcel for consolidation with an adjacent parcel.
- .4 **POLICY:** The Town shall retain the 103rd Avenue road closure land, to provide a pedestrian area for pedestrians crossing from the trail on the opposite side of the Shaftesbury Trail into the Upper West Peace neighbourhood.

4.4 Subdivision

- .1 **POLICY:** The developer must provide a Storm Water Management Plan Design Report, prepared by a qualified professional and consistent with the *Water Act* and *Environmental Protection and Enhancement Act*, controlling the storm runoff from the development area, as part of the subdivision application.
- .2 **POLICY:** The developer of the plan area must enter into a development agreement with the Town of Peace River consistent with section 601(5) of the MGA as a condition of subdivision

to provide for the connection to municipal services, the construction of the transportation network, and the installation of associated utilities and infrastructure.

- .3 **POLICY:** The Town shall register the development agreement by means of a caveat under the *Land Titles Act* on the Certificate of Title(s) of the property(ies) until the terms of the development agreement have been met.
- .4 **POLICY:** Off-site levies will be owing at subdivision to pursuant to Bylaw No. 2044 the Off-site Levy Bylaw as amended or replaced. Notwithstanding Policy 9.1.1 to 9.1.3 of Off-Site Levy Policy P-61-06-D, the Town will enter into a Deferral Agreement at the developer's discretion, consistent with the Off-Site Levy Deferment and Installment Payment policies of Policy P-61-06-D as amended or replaced.
- .5 **POLICY:** Parcels 1 to 4 may be further subdivided to facilitate commercial or residential development as prescribed in this plan, provided the total number of accesses from 89th Street to the parcels does not exceed the limits on size and separation of accesses established by the land use bylaw.
- .6 **POLICY:** A minimum of 1 access must be provided for each original parcel from 89th Street.
- .7 **POLICY:** Any subdivision of land which occurs after the adoption of this plan should be judged to be in conformity with this ASP provided that:
 - The overall land use pattern does not change;
 - The amount of land devoted to each major land use is not altered;
 - The overall density of the plan does not change significantly;
 - The overall road pattern and status of roads is maintained; and
 - The overall utility pattern is maintained.
 Minor variations in parcel sizes and lot line locations will not require an update to this plan. A subdivision submitted in accordance with this ASP will not be recirculated to commenting agencies already having the opportunity to comment prior to approval.
- .8 **POLICY:** The Subdivision Authority should not approve a subdivision application prior to the road closure bylaw receiving approval from the Minister of Transportation.
- .9 **POLICY:** Any geotechnical information obtained by the Town as part of the installation of infrastructure for which the Town is the owner may be made available to developers upon request.
- .10 **POLICY:** It will be the responsibility of the developer to obtain new geotechnical information as part of their detailed design process. The geotechnical investigation must provide supportive information in regard to slope stability for any proposed infrastructure, suggested roadway structure inclusive of geotextile materials, testing frequency requirements, erosion control materials, storm water pond liners, and any other geotechnical concerns.

4.5 Reserves

- .1 Pursuant to section 661 and section 666 of the MGA, the Town may require municipal reserves of up to 10% of the lands being developed or money-in-lieu of the reserve land. The

Municipal Development Plan directs that *“11.3.1 As a condition of subdivision, the Town shall require that ten percent (10%) of the developable lands be dedicated as municipal reserve as provided for under the Act.”* Further, the MDP states *“11.3.2. ...reserve requirements may be deferred regardless of the nature of the proposed subdivision if required to assemble larger school or recreation sites in accordance with an approved ASP, or if the amount owing is, in the opinion of the Town too small to be effectively allocated in parcel form;”*

- .2 The developable lands pursuant to this plan is 5.61 Ha, which would require 0.561 Ha of municipal reserve land. However, within the development area no land is required for municipal reserve purposes and therefore the municipal reserve requirements will be deferred to the balance of the land.
- .3 **POLICY:** All municipal reserve land requirements shall be deferred to the balance of the land (8.18 hectares) through caveat at the time of subdivision approval.

4.6 Development

- .1 **POLICY:** Off-site levies will be owing at development to pursuant to Bylaw No. 2044 the Off-site Levy Bylaw as amended or replaced if they have not been previously paid at the time of subdivision. Notwithstanding Policy 9.1.1 to 9.1.3 of Off-Site Levy Policy P-61-06-D, the Town will enter into a Deferral Agreement at the developer’s discretion, consistent with the Off-Site Levy Deferment and Installment Payment policies of Policy P-61-06-D as amended or replaced.
- .2 **POLICY:** A site-specific development agreement may be required during the development of each parcel. The Town shall register any development agreement by means of a caveat on the Certificate of Title of the property until the terms of the development agreement have been met.

.1 Development Site Design Policies

- .1 **POLICY:** The development of each site must aim to enhance the human-scale of the Upper West Peace Area and must be oriented to 98th Street as the primary frontage.

Specifically, for all development:

- .1 Buildings should consider incorporating patios and other elements that take advantage of the views;
- .2 Where landscaping or tree planting is used to provide screening, the proposal should ensure adequate screening year-round with a mix of vegetation types;
- .3 In exceptional circumstances where mechanical units are not located on a roof, they shall be screened from view and integrated into the overall design of the building;
- .4 Screening requirements should take into account potential topographical or elevation differences on a particular site; and
- .5 Outdoor storage is not permitted on parcels adjacent to internal or external roadways, environmental protection areas or the stormwater pond.

For Commercial and Multi-Unit Residential Development:

- .6 Any development should site the principal building as near to the primary frontage property line, along 89th Street, as possible;
- .7 All buildings should be massed to provide a strong presence with adjacent roadways;

- .8 The roofline of commercial buildings must be a minimum of 4.5 metres in height. Roofs must be consistent with section .17 below and any change in height of the roofline be a minimum of 6 metres from grade.
- .9 The development of multi-unit residential or commercial development shall provide a buffer, in the form of a fence or landscaping or both between parcels to minimize or eliminate, where possible, any overlook, parking, loading areas, service areas or light encroachment onto the adjacent residential properties;
- .10 Pedestrian-scale lighting, raised crosswalks, street furniture, urban trees and gardens and other human-scale aspects should be incorporated into the design of multi-building commercial developments;
- .11 Pedestrian infrastructure must connect the Future Pedestrian Network to the entrance of any commercial or multi-unit residential development;
- .12 A minimum of 30% of masonry, timber, brick or cultured stone accents is strongly encouraged on the primary frontage of buildings;
- .13 A minimum of 20% of masonry, timber, brick or cultured stone accents is strongly encouraged on side and rear elevations of buildings;
- .14 Consistent with 8 above, where the rear or side façade of buildings faces adjacent roadways, the design of the buildings should incorporate architectural elements that create visual interest and portray the appearance of a building frontage. This may include frosted “faux” windows;
- .15 Long monotonous facades should be broken up by a variation in form and massing where possible to maintain pedestrian visual interest;
- .16 In the case of comprehensive multi-building commercial or mixed-use or residential developments, elements that create a shared identity among the different buildings should be included in the site design;
- .17 Rooflines for large structures should be broken up and varied by providing changes in the height of a portion of the roof, change in form, or other articulations; and
- .18 Pedestrian-scale lighting should be incorporated into the overall development, and activate pedestrian corridors and gathering spaces, and aid in wayfinding.

For residential development other than Apartments:

- .19 Where a lane provides access to the lot, there shall be no access from the street; and
- .2 An example of an acceptable form of commercial development is provided in the Appendices.

5 Appendices

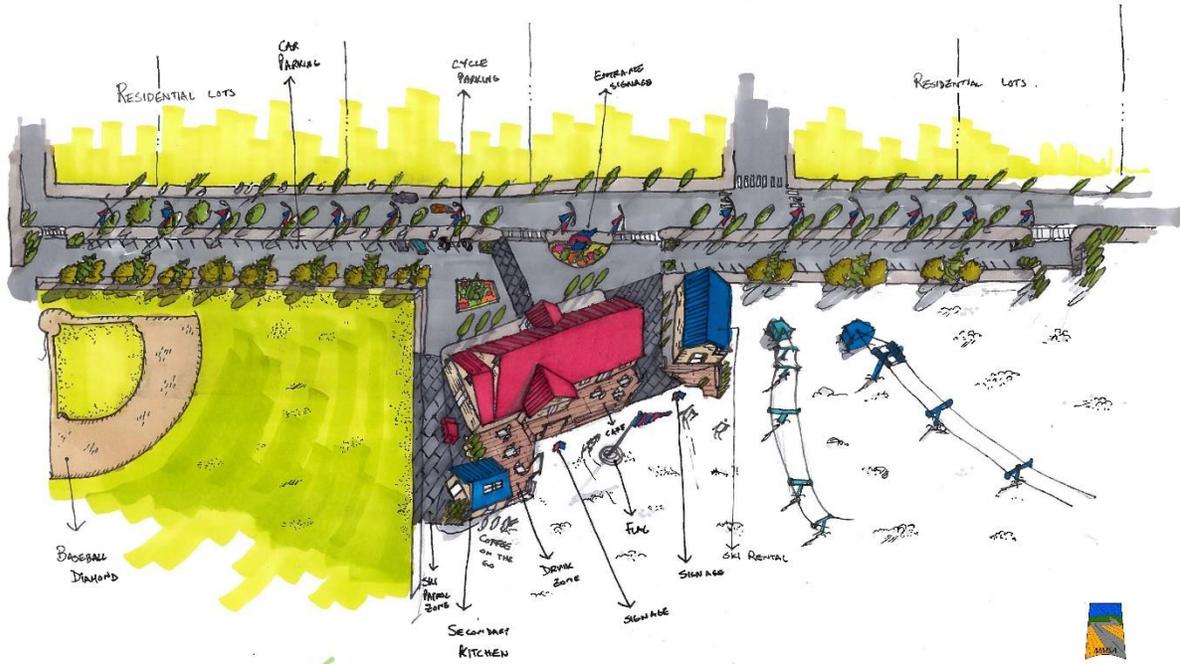
5.1 Land Use Districts

TABLE 4 CURRENT EXISTING AND PERMITTED USES WITHIN DISTRICTS THAT MAY BE APPLIED TO ASP DEVELOPMENT LANDS

Neighbourhood Commercial District	Residential 2-A District
accessory building or structure eating or drinking establishment liquor store convenience store park or playground parking facility personal service facility retail store office complex	accessory building or structure duplex park or playground residential support home type 1 semi-detached dwelling single detached dwelling
amusement facility indoor participant recreation services gas bar moved in building public use residential accommodation located above a commercial or business establishment sign stripping, filling, excavation and grading	apartment bed and breakfast child care facility dwelling group garage/garden suite group care facility home occupation modular home moved in building public use religious use facility residential support home type 2 row dwelling secondary suite sign stripping, filling, excavation and grading

5.2 Misery Mountain Ski Hill Parking Lot Enhancements

Mountain Base Chalet Enhancements Misery Mountain



5.3 Example of Design Form

FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION

