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*Town of  
Oulean  
Prairie  
Vista  
Estates*

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*Area Structure  
Plan*

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April 2008

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Bylaw # 1358.08

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*Prepared by the*



*For the*



*Cover Art Courtesy: Christine Hansen*

# Prairie Vista Estates - AREA STRUCTURE PLAN

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## Table of Contents

- 1) Purpose
- 2) Location, Area & Ownership
- 3) Area Structure Plan Goal
- 4) Theme
- 5) Existing Conditions
  - a) Site Evaluation
    - i) Topography
    - ii) Rights-of-Way
    - iii) Other Utilities
      - (a) Electrical Distribution
      - (b) Telephone & Cable
      - (c) Natural Gas
      - (d) Alternative Energy
    - iv) Roadways and Access
      - (a) Town Streets
      - (b) Vulcan County Township Road
      - (c) Highway 543
  - b) Adjacent Residential Development
- 6) Planning Context
  - a) Town of Vulcan Municipal Development Plan
  - b) Level of Planning Detail and Flexibility
  - c) Municipal Government Act
- 7) Land Use Concept
  - a) Overview Of Proposed Land Uses
    - i) Residential Development
      - (i) Housing Demand
      - (ii) Neighbourhood Character
      - (iii) Lot Types
        - 1 Golf Course Lots
        - 2 Standard Lots
        - 3 Manufactured Home Lots
        - 4 Row house Lots
        - 5 Multi-unit Dwelling Sites
      - (iv) Lane Accessed lot Demand
    - ii) School Site
    - iii) Parks, Open Space & Walkways
  - b) Road Network
    - Circulation Within Development Area
      - (1) Road Hierarchy
        - a. Major Collector (Arterial)
        - b. Minor Collectors
        - c. Local Streets
        - d. Provincial Highways
      - (2) Pathway System
  - c) Servicing Concept & Phasing
    - i) Sanitary Sewage Collection
    - ii) Water Supply & Distribution System
    - iii) Storm Water Management System

- iv) Shallow Utilities
- v) Garbage Collection

- d) Sidewalks, Street Lighting and Road Standards
- e) Potential Phasing
- f) Sustainable Community Development
- g) Architectural Control
- h) Community Mailbox Locations
- i) Alignment With Municipal Development Plan
- j) Consultation Process
  - i) Open House
  - ii) Town Administration, Planning and Engineering Advisors
  - iii) Alberta Transportation and Utilities

Appendix A – Public Consultation Issues, Goals and Matrix

Appendix B - Bylaw

# Prairie Vista Estates - AREA STRUCTURE PLAN

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## 1. Purpose

In accordance with Section 633 of the Municipal Government Act the Prairie Vista Estates Area Structure Plan (ASP) has been produced to create a framework for the future subdivision and development in south Vulcan. It is thus intended that the plan identify and provide for a range of development opportunities on previously undeveloped agricultural land.

## 2. Location, Area and Ownership

The parcel is located in the south half of NE 32 16-24 W4M within the current boundary of the Town of Vulcan. More specifically described as:

*THOSE PORTIONS OF LEGAL SUBDIVISIONS NINE (9) AND TEN (10), IN THE NORTH EAST QUARTER OF SECTION THIRTY TWO (32) IN TOWNSHIP SIXTEEN (16) RANGE TWENTY-FOUR (24) WEST OF THE FOURTH MERIDIAN, WHICH LIE TO THE SOUTH OF THE NORTH ONE HUNDRED AND SIXTY FIVE (165) FEET OF THE SAID LEGAL SUBDIVISIONS CONTAINING IN LEGAL SUBDIVISION NINE (9) 14.2 HECTARES (35 ACRES) MORE OR LESS AND IN LEGAL SUBDIVISION TEN (10) 14.2 HECTARES (35 ACRES) MORE OR LESS*

The development area is comprised of 63-acres (25.05ha) more or less (Map 1). The Town of Vulcan owns the property. There are two exceptions on title for Road Plan 9510115 consisting of 0.45acres (0.182 ha) and Subdivision 0712409 consisting of 6.014 acres (2.434 ha). There is also a town owned utility right of way for a water main running north south through the center of the property.

## 3. Area Structure Plan Goal

To establish a strategic framework by which the subsequent development can follow to meet the goals of the citizens and the long range plans for the Town of Vulcan. This framework prepares the area for a development of enduring quality while being cognizant of the existing conditions and future requirements of the adjoining properties.

## 4. Theme

It is recommended to council that a theme revolving around prairie grain production be recommended to developers. The steering committee has chosen the name Prairie Vista Estates for the subdivision. The street naming should follow the theme, but specific names have been left to the developer except where a street is the extension of an existing named street. It is further recommended that park names be adopted with this theme in mind. However, it is recognized that local special interest groups and/or developers of the parks should be allowed some latitude in park dedication and naming. Some suggested names from citizens and the 1973 Vulcan historical volume entitled, "Wheat Country: A History of Vulcan and District", include the following:

- Walking Plough
- Wheat Country
- Crocus
- Nine in a Line
- Prairie Sentinels
- Harvest Hills
- Rolling Plains
- Flax King
- Slim Moorehouse
- Wheatland Vista
- Wheatland Meadows

## 5. Existing Conditions

### (a) Site Evaluation

- i. **Topography** The property has historically been used for agricultural purposes. It has a 12m change in elevation rising east to west. The easterly half of the parcel is relatively flat with a thin tree break approximately 220ft from the Municipal Road allowance.
- ii. **Rights of Way** There is a 50-foot town owned utility right of way for a water main running north south through the center of the property.

### iii. Other Utilities

- (a) Electrical Distribution runs overhead along the east side of the municipal road allowance crossing the road on the north side of the property and extending to the Allen Subdivision near Maple Road.
- (b) Telephone & Cable services have been provided to the adjacent subdivisions and will be extended to the area. Easements will be required.
- (c) Natural Gas service is to be provided by ATCO Gas.
- (d) District heating is being planned by O'keefe Energy Consulting.

### iv. Roadways and Access

- (a) **Town Streets** The property has been abutted by two existing roadway alignments. Whispering Greens Road is a collector that traverses through the Whispering Creek subdivision and abuts the westerly end of the ASP. Maple Road is a part of the local street network in the Allen subdivision and abuts the ASP on the north boundary.
- (b) **Vulcan County Township Road** The property has one major arterial street connection. The existing north south municipal road along the easterly property line, known as Range Road 244 (1<sup>st</sup> Avenue South) will act as the arterial connection providing access to Highway 534 and downtown Vulcan.

- (c) **Highway 534** Due to various circumstances and constraints, the subject property and town growth pattern has been focused south of Highway 534. Large volume local traffic must continue to cross the highway in an efficient manner with multiple crossing points. Access through the Allen Subdivision is not ideal as it contains multiple turns through the subdivision and puts the driver at an offset intersection on Highway 534. The subject property is linked to two preferred major crossing points:
1. Whispering Drive to Center Street
  2. Municipal Road to 1st Ave South

(b) **Adjacent Residential Development** The site is bounded on the west by the Whispering Creek subdivision and golf course. It is bounded on the northwest by the Allen subdivision. There is a 3-lot Country Residential (R-3) development in the southeast. Agricultural land bounds all other sides.

## 6. Planning Context

a. **Town of Vulcan Municipal Development Plan**

In addition to the legislative planning requirements listed below, the ASP plan has reviewed and considered the context of the Municipal Development Plan (MDP) dated November 2000, Bylaw No. 00-1259. The MDP generally discusses the issues of transportation, land use, parks, utilities, housing types and future growth. The document identifies the subject area as a future residential growth area and therefore this plan meets the goals of the MDP.

b. **Level of Planning Detail and Flexibility**

This area structure plan, which meets the requirements of the higher planning documents, includes as much detail as the council deems suitable. The provincial legislation foresees the possibility that a statutory plan may not accommodate all circumstances that may arise in the life of the plan. Allowances are made to allow decision authorities to make variances to the policies of the plan. Should many waivers be required, this may indicate that the plan requires review and amendment.

c. **Legislative Requirements**

Pursuant to Part 17 of the Municipal Government Act, Revised Statutes of Alberta, 2000, Chapter M-26, as amended, a municipality is responsible for the control of land use and development on private land within its boundaries. Several planning tools are available to the municipality to manage and control development for a particular area, one of which is the area structure plan — a statutory document a municipality can adopt pursuant to Section 633 of the Municipal Government Act:

### **Area Structure Plans**

**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 an 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 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.

## **7. Land Use Concept**

The Land Use Plan described below is graphically illustrated on Map 1. Once the area structure plan is approved by bylaw, Council should proceed with a land use bylaw amendment adopting the new land uses prescribed in this plan. This may also be accomplished concurrently with each phase of the subdivision process.

This plan proposes to build approximately 300 dwelling units. 13 manufactured home lots on 0.66 ±ha, 151 one-family dwelling lots on ±10.67ha (with an additional 6 requiring a 0.05ha land purchase), 2.9 ±ha of medium density for row dwellings or townhouses, and 1.4 ±ha of higher density for apartments, condos or senior living. Most of the medium and higher density parcels are capable of flexibility to meet the market demand. That is, if the market demand asks builders for more senior's condominiums the parcel sizes would be able to accommodate. The remainder of the land area is made up of 5.84 ±ha for roadways and alleys and 3.38 ±ha as open space.

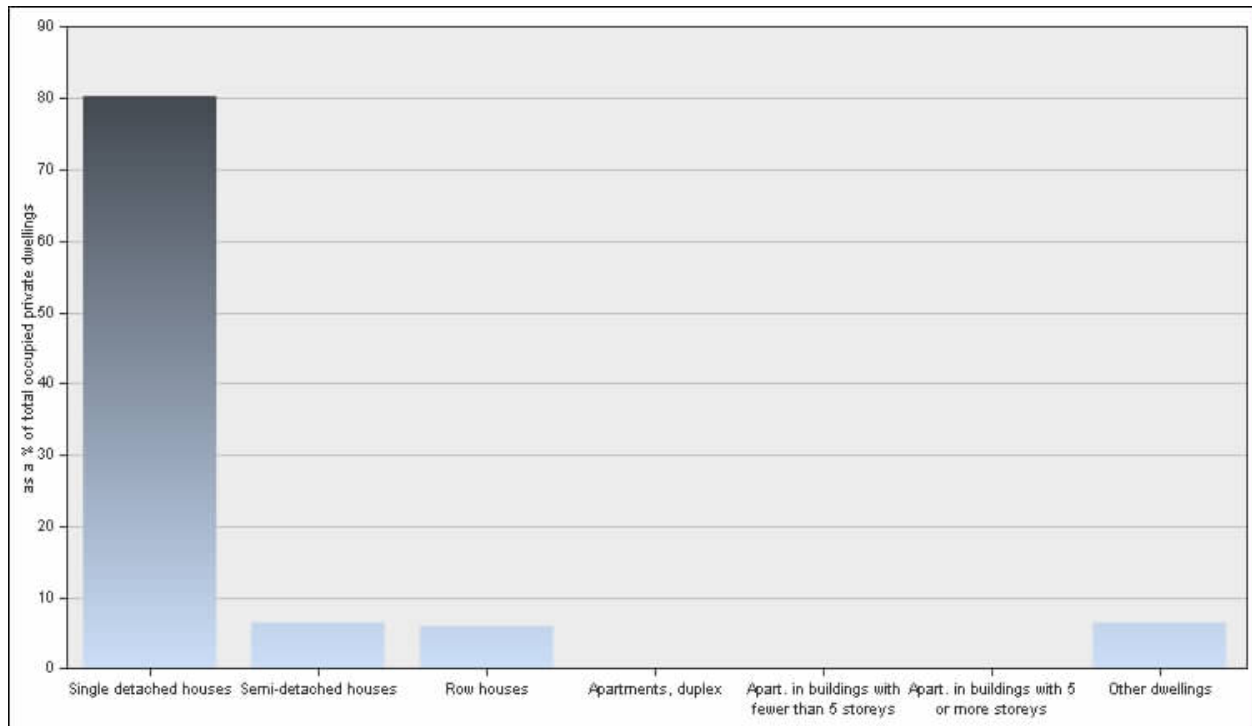
### **a) Overview Of Proposed Land Uses**

#### **i) Residential Development**

##### **(i) Housing Demand**

The graph below illustrates by percentage the existing housing types throughout Vulcan. The two public meetings unanimously identified housing options for young families and seniors as the number one concern. Stats Canada also provides that only 17.5% of housing was available for rent during the 2006 Census period. Although it is healthy to see a high volume of owner occupied housing, the lack of new housing stock or rental availability and casual observation by locals indicates a need for a diversified construction effort. The mayor and council have been pursuing multi-unit building developers/contractors and this ASP provides building sites suitable to fulfill this need. At the same time it is also recognized that without enough traditional housing lots the price of housing will escalate. The plan attempts to strike a balance between these two concerns.





(Statistics Canada. 2007. *Vulcan, Alberta* (table). *2006 Community Profiles*. 2006 Census. Statistics Canada Catalogue no. 92-591-XWE. Ottawa. Released March 13, 2007.)

## (ii) Neighbourhood Character

The existing neighborhood has been predominately developed as low density, single-family dwelling units with a mix of similar housing types including manufactured homes and semi-detached homes. A few larger plexes exist in the Allen subdivision. This ASP will include a mix of housing types similar to those listed above. There is also a consideration for row housing, medium density seniors housing and condominium development. The higher density is designed, so as to minimize the impact on lower density development. Limited shared alley use and adjacency to park space are two mechanism used to lessen the impacts.

The various design elements will be implemented in a modified grid subdivision pattern. Street corridors will be based on buildings being oriented to the street. Parking facilities and garages should be kept to the rear except on cul-de-sac lots.

## (iii) Lot Types

1 Golf Course Lots – The golf course has requested additional acreage in the southwest corner of the ASP planning area. This sets up the ability to provide a limited number of larger lots with golf course views. These lots will be designated as a Residential R-1 District.

2 Standard Lots – The majority of lots will be designed to the specifications outlined in the Town of Vulcan Land Use Bylaw 1333-05 Residential R-1 District.

3 Manufactured Home Lots - These lots will be designed to the specifications outlined in the Town of Vulcan Land Use Bylaw 1333-05 Residential R-2 District. They are proposed to back onto the existing manufactured home lots in the Allen subdivision. They are considered a permitted use in R-2 and a discretionary use in R-1.

4 Row house Lots – These lots allow for a higher density of development and reduce construction costs by sharing a common wall. These lots will be designed to the specifications outlined in the Town of Vulcan Land Use Bylaw 1333-05 Residential R-1 District. They are considered a discretionary use.

5 Multi-unit Dwelling Sites – These large parcels have been designed to address the need for citizens whom due to lifestyle or economic circumstance do not fit the single family style of development. Having higher density these sites require additional land for surface parking, access to amenities like parks, location near main transportation routes, and buffers from lower density housing lots. These lots will be designed to the specifications outlined in the Town of Vulcan Land Use Bylaw 1333-05 Residential R-1 District. They are considered a discretionary use.

**(iv) Lane Accessed lot Demand**

During the two public meetings, the topic of laned vs laneless subdivision was discussed (see goals and issues in Appendix A). Two thirds of the public preferred the alley access that a laned subdivision provides. Reasons given for the preference included less on street parking issues, the ability to store motor homes and boats in the rear yard, and the aesthetics of creating a streetscape without garages as the major defining residential feature. In an effort to give homebuyers an option, the subdivision will provide a good mix of laned and laneless housing lots.

**ii) School Site**

It was determined that a school site would not be required at this time and therefore has not been included in the planning for this subdivision. It was however a planning consideration to include a central school bus loading area within the subdivision.

**iii) Parks, Open Space & Walkways**

Parks and trails design is a neighborhood characteristic that was a significant consideration in the two public open houses.

It was believed that smaller park spaces linked with a trails network would be more suited to the livability of the residents in the area. The Allen subdivision contains a large park space for more active pursuits or for large events. It is proposed that this park space eventually link into the smaller park spaces of this ASP by way of a trails network.

The trails component of the open space design is based on a system of pedestrian loops. The parks act as rest and recreation nodes and the trails act as linear open spaces linking the small park spaces. Ideally trails and vehicular traffic should not mix. The inevitable crossings should be designed with traffic calming measures for pedestrian safety. These measures may include pedestrian bulbs or textured pedestrian crossings. Pedestrian crossings should be highly visible to drivers and not be encumbered by blind corners or obstructions.

Both parks and trails are functional components that can be built with the subdivision or incrementally added over time as town budgeting and volunteer organization funding permits. It is recommended that as the landscape plan for these park spaces is developed that the trees be clustered to ease grass cutting maintenance.

## **b) Road Network**

The roadway network described below is illustrated in Map 2.

### **Circulation within the Development Area**

**1. Road Hierarchy** The traffic circulation system for the Town of Vulcan can be categorized into three types of roadway and provincial highways:

**a. Major collector (arterial)**

The county road (1<sup>st</sup> Avenue South) east of this development is considered a major collector because of its direct linkage to the downtown. The right of way width allows for future expansion as traffic warrants. Vulcan County has suggested that the roadway be annexed into the town in the near future. The town's increased impact on this roadway will be cause for reconstruction to town roadway standards. Although not established by policy it is suggested that minor collector intersections onto 1<sup>st</sup> Avenue South be controlled by access control equivalent to 600-800 foot (182.88m-243.84m) spacing.

**b. Minor collectors**

One minor collector is an extension of Centre Street, which becomes Whispering Drive when it crosses Highway 534. It then becomes Whispering Greens Drive,

which will extend through the subdivision and connect to the major collector on the east side.

Within the boundaries of the ASP, this collector is designed without direct driveway access (See Map 4) from low-density housing and controlled access from higher density housing. The controlled access will allow the continued flow of traffic during peak hours.

The subdivision is setup to connect to Cottonwood Drive via a north-south collector (labeled Street 'E' on Map 2). Cottonwood is also a minor collector extending from Whispering Greens through the Allen subdivision and in future will connect to the major collector (1st Avenue South). This north-south collector will also extend southward into an adjoining property not yet developed.

It is perceived that as the property to the south develops a minor collector will be developed along the east west quarter section line which bounds the southern property line of this ASP.

**c. Local streets**

The local street design is set up to allow the homeowner multiple options for exiting the subdivision dependant on their final destination. The low traffic volumes created by these options will keep the low-density residential areas quiet and safe.

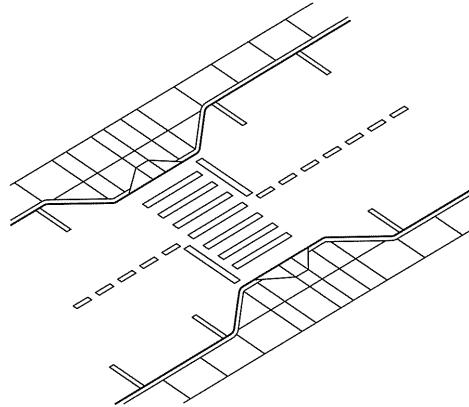
Maple Road is a direct connection into the Allen subdivision and should play a minor role in the development of this ASP. It may be important to provide utility servicing connections. It may also act as an initial phase 1 access to the area. As the rest of the ASP is developed the connection will become so unnecessary it could be recommended for road closure and the space turned into open space as a linear park and pedestrian trail connection.

**d. Provincial highways**

The primary role of provincial highways and their increasing traffic volume is well documented in the Town of Vulcan Municipal Development Plan. Highway 534 has a indirect connection and this development will have an impact on the traffic volumes at the intersection with 1st Avenue South.

**2. Pathway System** An integrated pathway system has an impact on vehicular traffic flow wherever the two intersect. There

are multiple trail crossings across each minor collector. Three of which are mid block crossings. To ensure pedestrian safety these crossings must be designed with traffic calming measures. Mid block pedestrian bulbs are one solution (See Figure 1).



**Figure 1**

Although not currently possible, it is planned that the pathway system will link to the existing paths along Highway 534. The most logical connection corridor will be along 1<sup>st</sup> Avenue South to the intersection with Highway 534. The easterly side of this project will provide a green space buffer between the residential development and the major roadway. The pathway system will be established in this buffer. This buffer strip will be counted toward Municipal Reserve requirements.

### **c) Servicing Concept & Phasing**

All utility lines shall be constructed underground and all above ground utility equipment shall be located out of roadway site triangles per the Standards of Development of the Town of Vulcan Land Use Bylaw. Where possible above ground utility equipment shall be located on property lines so as to not impede residential development.

It is recommended that all major servicing for the subdivision be established in the extension of Whispering Greens Drive. This will enable any phase of the site to be developed and be reactionary to changing housing market demands and availability of building sites for various builders, construction or development companies.

#### **i) Sanitary Sewage Collection**

Initial sanitary sewer is accessible from Cottonwood Drive via Maple Road in the Allen subdivision. It is recommended that sewer main be developed in the initial phase down the extension of Whispering Greens Drive to the Municipal Road.

#### **ii) Water Supply & Distribution System**

Initial water supply is accessible from Cottonwood Drive via Maple Road in the Allen subdivision. It is recommended that trunk line water servicing be developed in the initial phase down the



extension of Whispering Greens Drive to the Municipal Road. The existing water line running north south through the existing parcel is under sized and Alberta Environment has recommended that this line be rebuilt. It is proposed that the line will be rebuilt and relocated into the proposed north south collector street. Once rebuilt the existing easement may be released from title.

**iii) Storm Water Management System**

Historic storm water runoff reveals that the site drains west to east and has during storm events produced some flooding on the low-lying portion of the site. The plan has made available open space parcels on the low lands as possible dry pond detention sites. Final engineering will determine the number and sizing of these dry ponds. It is recommended that drainage to the municipal ditches and adjoining properties be controlled so as to not exceed historic flows. It is further recommended that the temporary storage of runoff be incorporated into a system of permanent storage for reuse as irrigation water. A storm water management plan will need to be produced to the satisfaction of Alberta Environment. Some alteration of the area structure plan may result from the final report on storm water management.

**iv) Shallow Utilities**

All utility lines shall be constructed underground and all above ground utility equipment shall be located out of roadway site triangles per the Standards of Development of the Town of Vulcan Land Use Bylaw. Where possible above ground utility equipment shall be located on property lines so as to not impede residential development. Details will be determined at the subdivision stage of development.

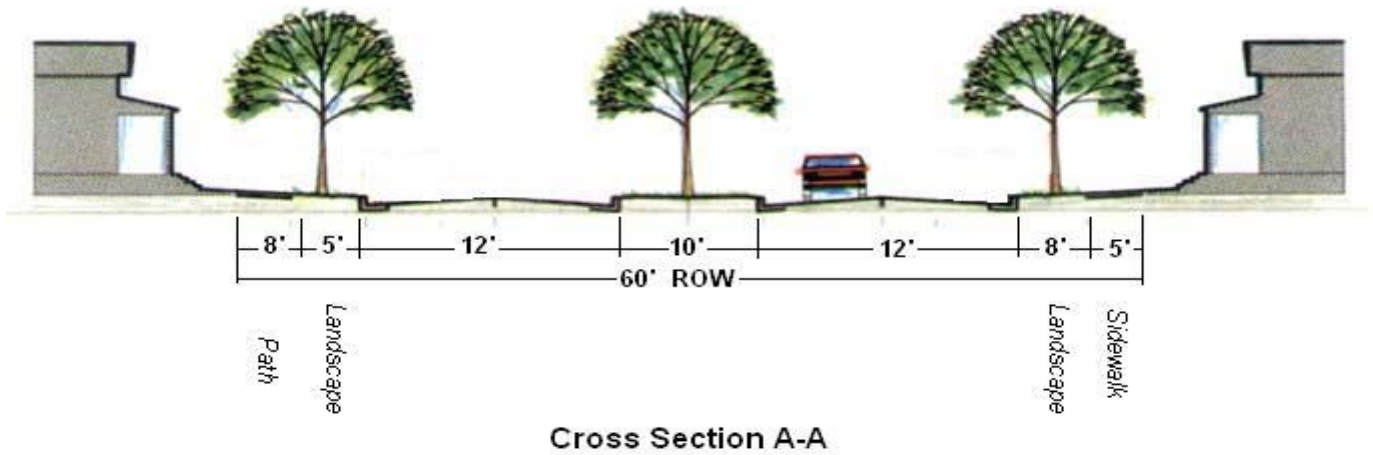
**v) Garbage Collection**

It is recommended that council consider a standardized garbage bin collection system. This system would include the siting of multiple large bins within a centralized location. In most instances, the bin location will be within a reasonable walking distance for each household.

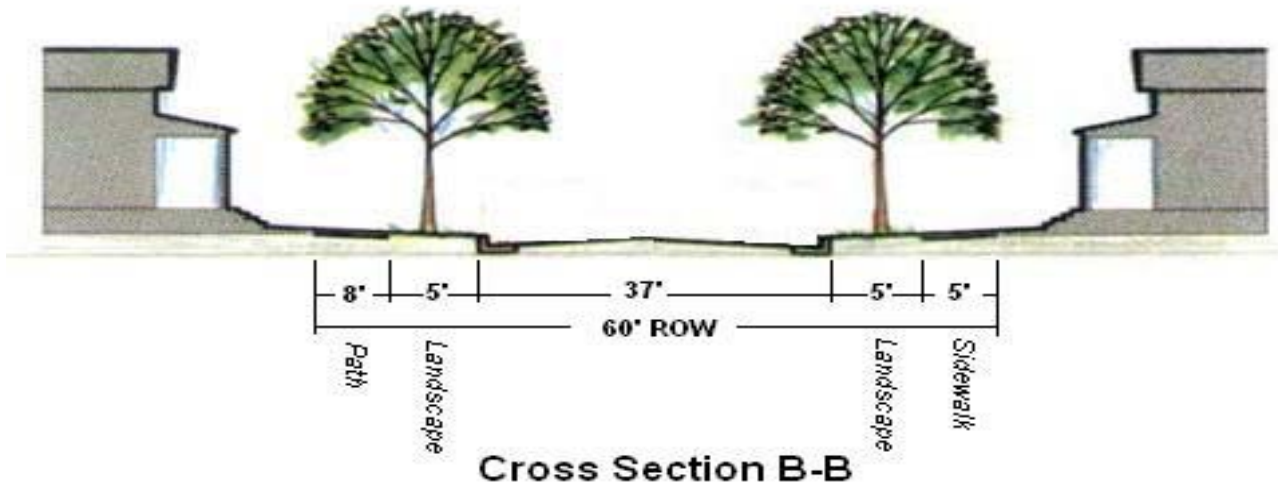
**d) Sidewalks, Street Lighting and Road Standards**

All sidewalks, street lights and roadways shall be built to the approved standards of the Town of Vulcan.

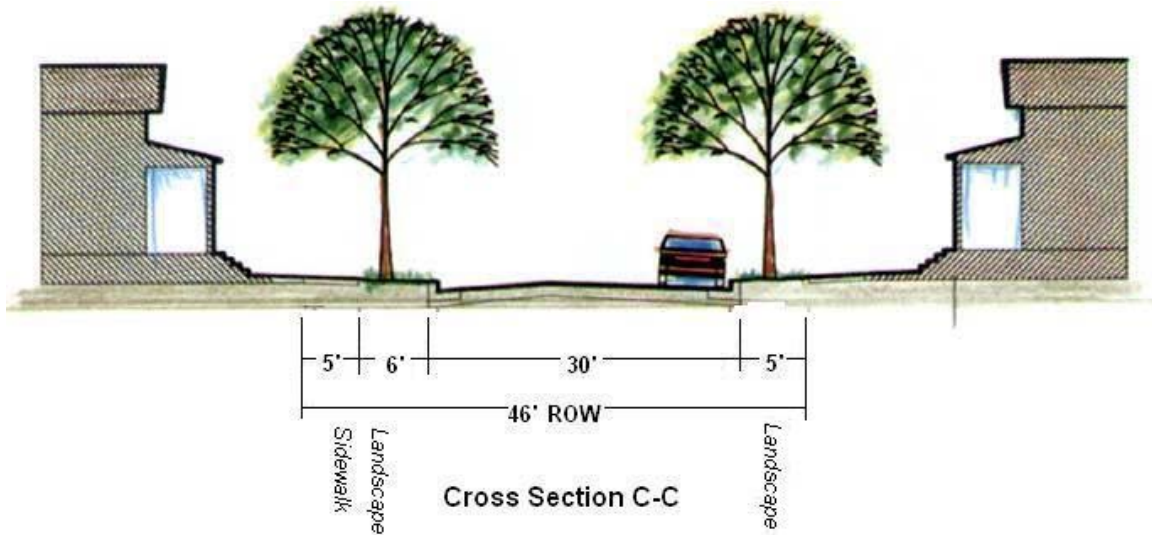
For this project, three right of way standards have been developed. The collector streets (See Cross Section A-A and B-B) are designed with 60' of right of way. From the eastern entrance the cross section includes a 10' boulevard, two 12' travel lanes, and two 13' landscape/pedestrian strips with an 8' path on the south side with a 5' sidewalk on the north side.



The cross section changes to Cross Section B-B (below) just beyond the western alley behind the main north south collector (Street E). The boulevard is eliminated and the roadway has the capacity for on street parking for the residents and park visitors. This cross section shall also be used for Street E of the attached Map 2.



Cross sections for local streets as depicted in Map 2 will consist of a 46' right of way with 30' of pavement and an 6' landscape strip separating the 5' sidewalk from the roadway (see Cross Section C-C). A 5' landscape strip on the opposite side without sidewalk will provide space for tree planting.



#### e) Potential Phasing

Phasing is proposed in 3 stages (Map 1).

Phase 1 will include the extension of Whispering Greens Road for installation of major utilities from Whispering Creek Subdivision to the Municipal Road (1<sup>st</sup> Avenue S). This phase will abut the Allen subdivision. Housing types in phase 1 include single-family detached, semi-detached, row house/townhouse and manufactured homes (adjacent to the existing Allen subdivision manufactured homes. Maple Road may be initially used as access, but the roadway becomes unnecessary in the future as the north south collector connects to the future extension of Cottonwood Drive. It is suggested that Maple Road be closed and designated as open space for pedestrian traffic and the trails network. This proposed access will directly connect to a central open space in Phase 3.

Phase 2 for housing may begin with everything east of the north south collector toward the Municipal Road. This includes the wider boulevard as a primary feature of the development. Included in the first phase is the broadest mix of housing types including single family cul-de-sacs, townhouse style development, seniors condominium parcel. The largest open space parcel is also contained in this first phase and is proposed to double as a detention area.

Phase 3 includes lands south of Whispering Greens Drive and east of the north south collector. The southwest corner has been designed as golf course expansion with large view lots backing on the course. The other housing types proposed for this phase are traditional single-family lots with two blocks of townhouse or row houses along the collector roadways. Pedestrian connection is designed to carry through to future annexation lands to the south.

#### **f) Sustainable Community Development**

Sustainable community development as a design concept is addressed by proposing a building lot size for higher density be adjacent to the collector streets. These parcels through time have the capability to be redeveloped into mixed use or commercial developments without impacting lower density residential. The modified grid pattern for the residential lots also has the capacity to be redeveloped into larger higher density developments should time warrant the change. Cul-de-sac parcels tend to lack this ability because of their inherent lack of connectivity to adjoining streets.

Further, the proposed subdivision is being considered with a district-heating project. The initial per lot cost will be increased as this is developed, but in the long term homeowners will receive a more efficient and sustainable heating utility. The intent is to decrease household heating costs over the long run.

Sustainable choices can be made and implemented throughout the development process. These choices include the reuse of storm water runoff for irrigation, the installation of solar pedestrian lighting and many more.

#### **g) Architectural Control**

Each multi-family dwelling type shall be built to the street with parking in the rear of the building (See Map 4). This will help define the street corridor and provide pedestrian visual interaction. Where a multi-unit dwelling is proposed on a parcel that faces more than one street the developer shall attempt to provide a building face at the minimum setback on each street. Where this is not possible the building should be built closest to the collector street and not the local street. The local street side should contain landscape elements that minimize the visual impact on lower density housing across the street or alley.

Multi- unit buildings built near the street should contain architectural elements that engage the pedestrian. These are features that should be addressed in the design and MPC review of a development permit.

All fencing of building lots that back onto a street (See Map 4) must be of a council approved design. This fencing shall be consistent in design across all lots to maintain a harmonious aesthetic for the subdivision. All other fencing shall comply with the Town of Vulcan Land Use Bylaw.

All residential development will require a landscaping plan with a minimum of two trees to be planted in the front yard or in the planting strip between sidewalk and curb. This plan shall accompany the development permit and be completed and approved prior to the issuance of a certificate of occupancy.

#### **h) Community Mailbox Locations**

Community mailboxes should be located in location that would not disrupt the normal flow of traffic. Street corners and high volume areas would not be appropriate locations. The Town of Vulcan should work with Canada post on the siting of these mailboxes if they are to be used within the subdivision.

**i) Alignment With Municipal Development Plan**

The Municipal Development Plan (MDP) and its policies for residential development has been reviewed and where applicable referenced or incorporated into this document.

**j) Consultation Process**

**i. Open House**

Public participation in the planning process is intended to give citizens input into the land use planning process. The information gathered through public participation is used to establish goals and policy decisions for land uses within the area structure plan boundary.

After first reading was given, a mandatory public hearing was held pursuant to Municipal Government Act requirements. Following adoption, the appropriate administrative bodies will be using this plan in concert with other local plans to guide decisions concerning future subdivision and development.

Results from the two public open houses can be found in Appendix A.

**ii. Town Administration, Planning and Engineering Advisors**

A 9-person steering committee consisting of members of council, the former mayor, staff, planner from the Oldman River Regional Services Commission and citizen representatives was created to provide a framework for the process. Monthly meetings focused on issues and goals for the proposed subdivision. More specifically discussion focused on various development topics including but not limited to:

- appropriate land use,
- adequate road network,
- parcel size,
- drainage and efficient municipal servicing,
- parks and trails,
- affordable housing ,
- laned vs. laneless subdivision design

Engineering advisor for the town is BSEI in Calgary.

**iii. Alberta Transportation and Utilities**

Alberta Infrastructure and Transportation, Alberta Environment and all area utilities will be notified after 1<sup>st</sup> reading for comment on the Area Structure Plan. Their general comments will be incorporated into this section as an amendment after second reading and the plan will be adjusted where required. All agencies will receive further referrals through the subdivision process.



## **Appendix A – Public Consultation**

The citizens attended an open house in July 2007 to provide input on the issues within the town and specific to the area. A second citizen open house in September 2007 incorporated input from the previous open house and provided an opportunity for citizens to participate in a design charette and react to the list of goals for the subdivision. The following is a list of issues, goals and a matrix which indicates whether the item got into the plan (indicated in green) or was left out because it was contrary to the planning goals (indicated in red).

### **Issues from Open House #1** (ranked in order of citizen priority)

1. There are not enough affordable lots for young families
2. There is often a negative connotation with Workforce housing yet every community needs housing alternatives
3. The area has Storm Drainage problems
4. There is a need for multi-unit development but few developers are building these units.
5. Future transportation connectivity need to be considered
6. Laneless subdivisions create street parking issues
7. Can long-term utility costs be kept down?
8. There is a need for a mix of housing lots and types
9. There are not enough affordable lots for retirement age citizens
10. There are not enough rental housing units
11. The town doesn't have enough small park space for walkers and other pedestrian pursuits.
12. Are Architectural Guidelines necessary? How Strict?
13. Parking of Recreational Vehicles, boat trailers, and personal utility trailers have not been managed well in other subdivisions.
14. There is a lack of Pedestrian access
15. Development costs continue to rise...does the town consider reducing pavement width and allowing sidewalk on one side for residential local streets.
16. There is a lack of Open space design and usage oriented to the pedestrian
17. Lack of assisted living apartments, or condominium units, that are affordable for seniors.
18. Need for convenient access to shopping while keeping the downtown vibrant
19. Allen subdivision has no pedestrian connectivity to the adjoining existing and undeveloped properties
20. The Subdivision Name needs to reflect something relevant to the town and street name theme or concept needs to be developed
21. Servicing lots via alleys creates eye sores
22. The town has enough large park spaces for sport activities.
23. The existing minimum lot size restriction in Land Use Bylaw may limit variety in lot size

### **Goals from Open House #2** (ranked in order of citizen priority)

1. To define affordable lots for young families and retirees to buy and to rent
2. To continue to explore alternative energy concept as a means of reducing owner costs

3. To consider a design with a laned subdivision
4. To provide pedestrian trails and access throughout the subdivision and plan connection to the future town system and to proposed open space within the development
5. To devise the best traffic circulation pattern for the proposed subdivision and its connectivity to existing subdivision and future lands.
6. To provide a storm drainage management plan through a wet and dry ponds
7. To provide incentives for developers of multi-unit dwellings
8. To consider a design of laneless subdivision
9. To provide a mix of housing types and lots
10. To encourage the development of assisted living housing for seniors
11. To devise Architectural guidelines which provide a solid design aesthetic while not encumbering the developer or builder.
12. To consider a mix of both laned and laneless design for the proposed subdivision
13. To provide park space suited to the communities use and needs.
14. To consider a Land Use Bylaw amendment for small lot subdivision
15. To choose a street name and subdivision concept with a theme relevant to the community
16. To reduce development costs while maintaining a highly functional community through strategic reduction in requirements (ie. Low traffic areas reduced pavement and sidewalk requirements.
17. To design town owned open space with future consideration for corner store commercial development
18. To consider small lot subdivision only for the proposed Area Structure Plan

OLDMAN RIVER REGIONAL SERVICES COMMISSION

	GOALS	ISSUES
1	To provide pedestrian trails and access throughout the subdivision and plan connection to the future town system and to proposed open space within the development	The town doesn't have enough affordable lots for young families
2	To continue to explore alternative energy concept as a means of reducing owner costs	There are not enough affordable lots for retirement age citizens
3	To define affordable lots for young families and retirees to buy	There are not enough rental housing units
4	To provide a mix of housing types and lots	There is a need for a mix of housing lots and types
5	To provide a storm drainage management plan through a wet and dry ponds	The area has Storm Drainage problems
6	To provide incentives for developers of multi-unit dwellings	There is a lack of Pedestrian access
7	To devise Architectural guidelines which provide a solid design aesthetic while not encumbering the developer or builder.	The existing minimum lot size restriction in Land Use Bylaw may limit variety in lot size
8	To consider a design of laneless subdivision	Can long-term utility costs be kept down?
9	To consider a design with a laned subdivision	There is often a negative connotation with Workforce housing yet every community needs housing alternatives
10	To consider a mix of both laned and laneless design for the proposed subdivision	Are Architectural Guidelines necessary? How Strict?
11	To devise the best traffic circulation pattern for the proposed subdivision and its connectivity to existing subdivision and future lands.	There is a lack of Open Space design and usage oriented to the pedestrian
12	To consider a Land Use Bylaw amendment for small lot subdivision	The Subdivision Name needs to reflect something relevant to the town and street name theme or concept needs to be developed
13	To consider small lot subdivision only for the proposed Area Structure Plan	Allien subdivision has no pedestrian connectivity to the adjoining existing and undeveloped properties
14	To choose a street name and subdivision concept with a theme relevant to the community	Future transportation connectivity needs to be considered
15	To design town owned open space with future consideration for corner store commercial development	Need for convenient access to shopping while keeping the downtown vibrant
16	To provide park space suited to the communities use and needs.	Servicing lots via alleys creates eye sores
17	To reduce development costs while maintaining a highly functional community through strategic reduction in requirements (ie. Lowfratric areas reduced pavement and sidewalk requirements)	Laneless subdivisions create street parking issues
18	To encourage development of assisted living housing for seniors.	There is a need for multi-unit development but few developers are building these units
		Developement costs continue to rise... does the town consider reducing pavement width and allowing side walk on one side for residential local streets?
		Parking of Recreational Vehicles, boat trailers, and personal utility trailers have not been managed well in other subdivisions.
		The town has enough large park spaces for sport activities.
		The town doesn't have enough small park space for walkers and other pedestrian pursuits.
		The town doesn't have enough assisted living housing for seniors.



# Prairie View Estates - Land Use Plan



## Legend

ASP Boundary

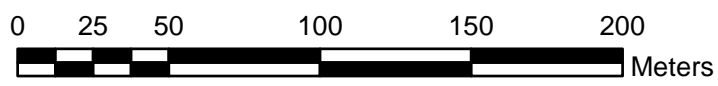
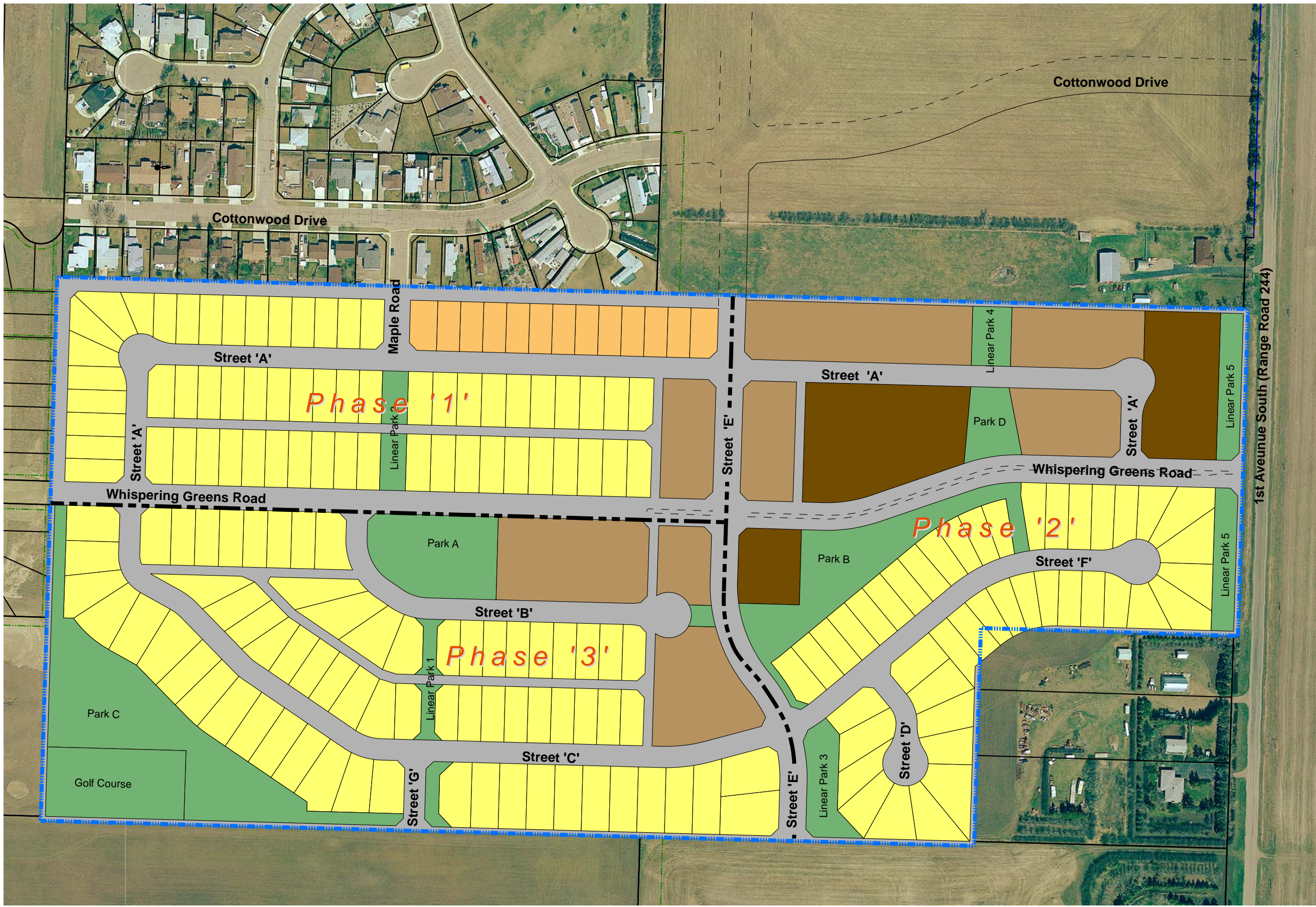
## Land Use

### TYPE

- MULTI FAMILY
- ROW HOUSING
- MANUFACTURED HOMES
- SINGLE FAMILY
- OPEN SPACE

Phase Line

Note: Whispering Greens Rd  
To Be Built in Phase 1



Map 1



# Prairie View Estates - Transportation Street Hierarchy Plan



## Legend

ASP Boundary

## Streets

## Network Categorization

Alley

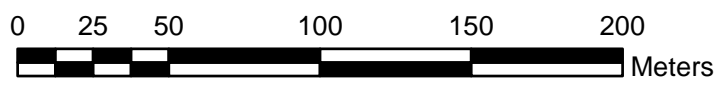
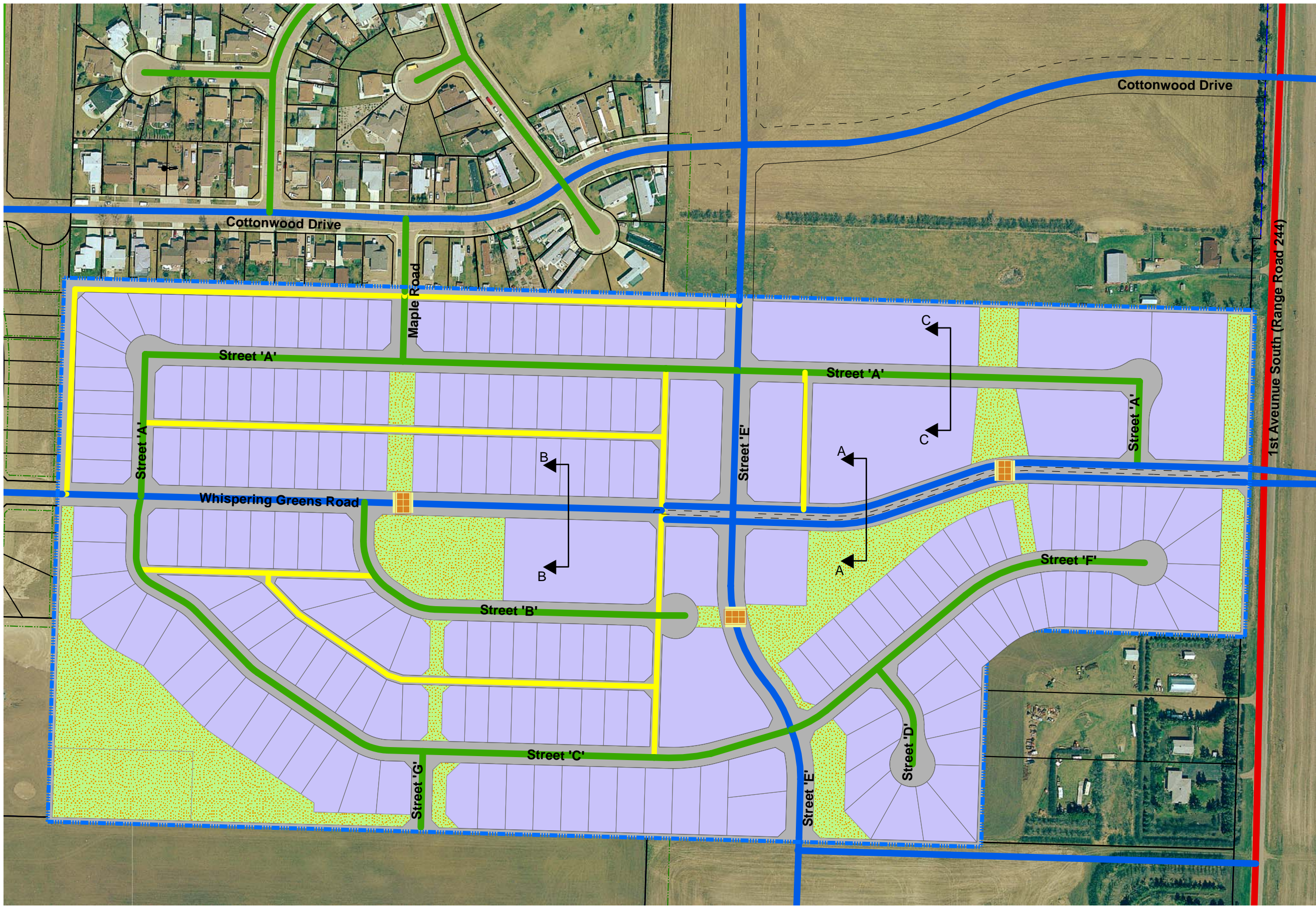
Local Streets

Minor Collector

Major Collector

Mid Block Crossing

See ASP document for cross sections



Map 2

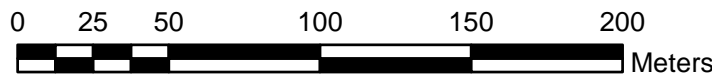
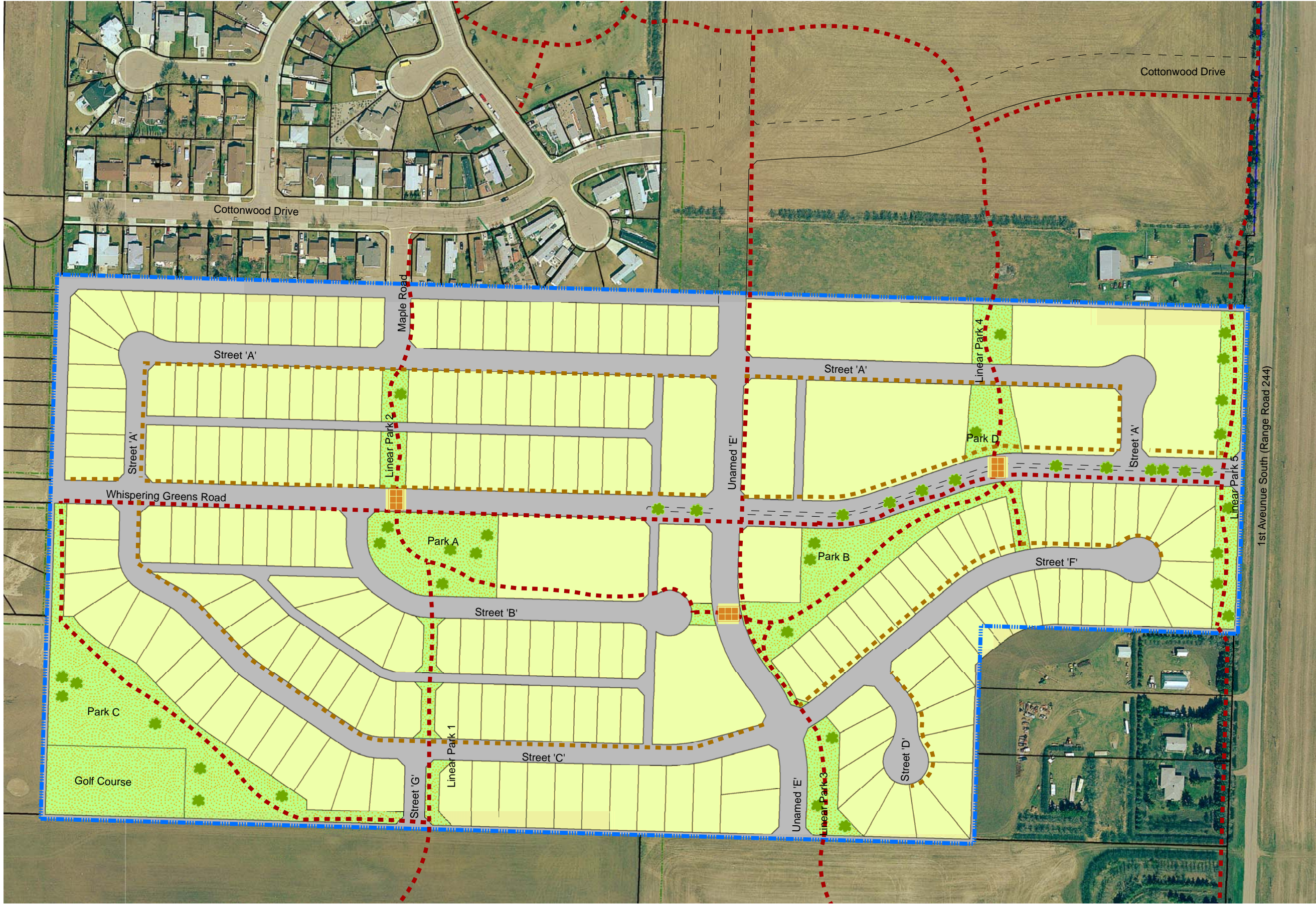


# Prairie View Estates - Parks and Trails Plan



## Legend

- Trees
- Trail
- Sidewalk
- ASP Boundary
- Mid Block Crossing  
See ASP Document  
for traffic calming  
measures



Map 3



# Prairie View Estates - Concept Plan



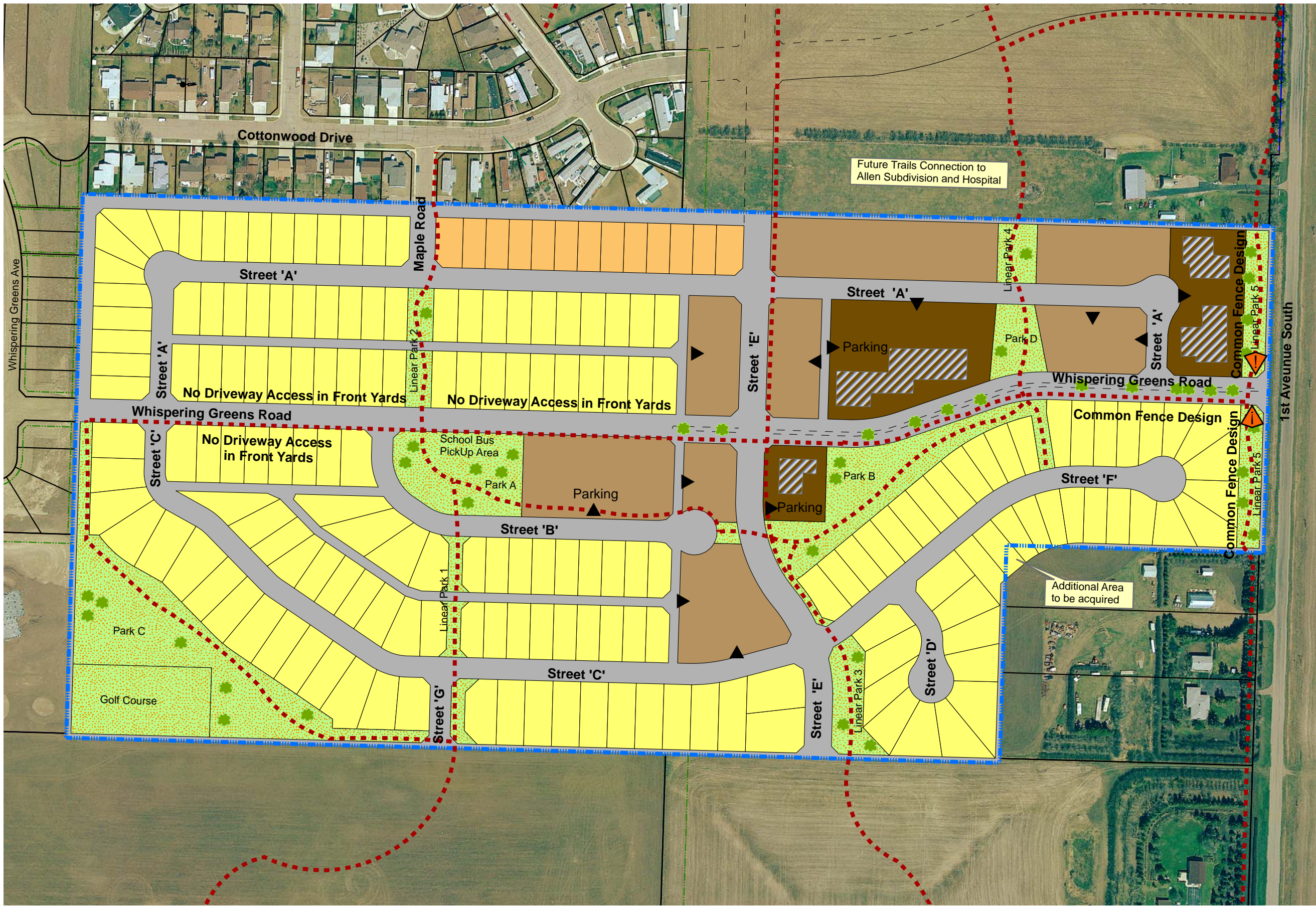
## Legend

- ASP Boundary
- Trail

Building Oriented to Street

## Land Use

- MULTI FAMILY
- ROW HOUSING
- MANUFACTURED HOMES
- SINGLE FAMILY
- OPEN SPACE
- Lot Access for Multi-dwelling Unit  
Parcels facing Collectors
- Monument Sign Entranceway



Map 4