

Blackfalds Crossing

AREA STRUCTURE PLAN



Prepared for:
Elkay Developments Ltd.

Prepared by:
WSP Canada Inc.

151-02471-00
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BLACKFALDS CROSSING

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Elkay Developments Ltd.

Proposed Area Structure Plan

Project No.: 151-02471-00

Date: April 2016

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1 INTRODUCTION

1.1 BACKGROUND

The proposed Blackfalds Crossing Area Structure Plan (ASP) has been prepared to provide a land use framework to guide the future development of the planning area legally described as the NE quarter of Section 22, Township 39, Range 27, West of the 4th Meridian (NE 22-39-27-4) in the Town of Blackfalds.

This plan has been prepared in accordance with the requirements of the *Municipal Government Act* and with consideration for the policies of the Town of Blackfalds and existing conditions of the site, as well as local economic conditions and market demands. A range of commercial and residential uses, along with supporting transportation and servicing infrastructure, have been identified and will be facilitated by the proposed Blackfalds Crossing ASP.

1.2 PLANNING AREA

The Blackfalds Crossing planning area includes approximately 39.99 hectares (98.82 acres) of land and is located in the south central portion of Blackfalds. The entirety of the planning area is currently owned by Spire Blackfalds Property Corporation. The planning area is bounded by:

- South Street to the north;
- Highway 597 to the south;
- The quarter section line to the west; and
- Highway 2A to the east.

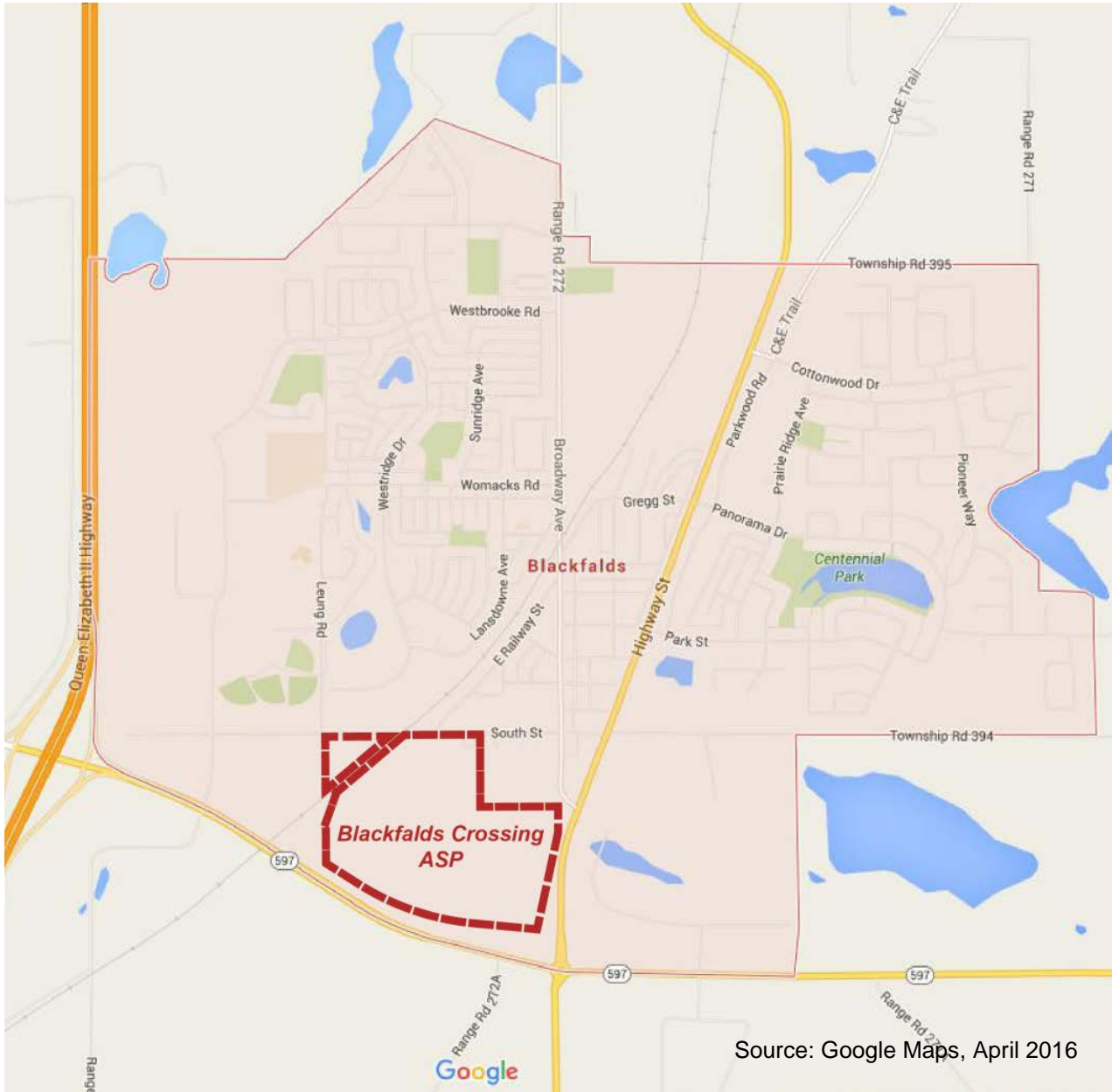
The northwest corner of the planning area is bisected by a Canadian Pacific rail line, physically separating approximately 2.23 hectares (5.51 acres) from the majority of the site.

1.3 ENABLING LEGISLATION

The Blackfalds Crossing ASP has been prepared in accordance with the requirements of Section 633 of the *Municipal Government Act* (MGA) (Revised Statutes of Alberta, 2000, Chapter M-26), which allows municipalities to adopt ASPs to provide a framework for the development of an area and future subdivisions. The MGA requires that an ASP describe:

- The sequence of development proposed for the area;
- The land uses proposed for the area, either generally or with respect to specific parts of the area;
- The density of population proposed for the area either generally or with respect to specific parts of the area;
- The general location of major transportation routes and public utilities; and
- Any other matters the Council considers necessary.

FIGURE 1: LOCATION MAP



1.4 PLANNING PROCESS

This ASP was prepared in four phases over a 12 month period from April of 2015 to April of 2016. The phases included:

- Background research and analysis;
- Preparation of guiding policies and draft development concepts;
- Consultation and review with the Town, Council and community members; and
- Preparation of the final Area Structure Plan for submission and consideration by Council.

1.5 COMMUNITY CONSULTATION

On January 26, 2016, a presentation was made to Blackfalds Council outlining a draft concept for the development of the Blackfalds Crossing planning area, and providing information on the background studies completed to inform development of this ASP.

On February 11, 2016, a revised draft development concept was presented at a public Open House held at the Abbey Centre. The Open House was attended by 16 community members, as well as several members of Blackfalds Town Council and staff.

Project information, including the results and recommendations of the technical background studies, revised development, servicing, and servicing concepts, and the stages of the planning process, was presented in a series of display panels at the Open House. Attendees were invited to review the project information and discuss their comments and questions with the WSP consulting team, developer's representative and Town staff at the Open House. As well, comment sheets were provided to allow for additional feedback from those attending the Open House.

Eight comment sheets were filled out and returned, and respondents generally agreed that they were in support of the proposed development of commercial and residential land uses within the Blackfalds Crossing planning area. Questions and comments noted on the comment sheets and expressed verbally during the Open House generally related to:

- Traffic to and from Highways 2A and 597;
- Potential impacts of highway and railway noise on future residents;
- The proportion of commercial to residential development proposed;
- That necessary upgrades and infrastructure connections should be paid for by the developer;
- The design and function of the stormwater management facility; and
- The anticipated timing of the development.

Overall, the proposed development was well received by those in attendance at the Open House.

In accordance with the *Municipal Government Act* and the Town of Blackfalds Municipal Development Plan, a Public Hearing will be held by Town Council prior to the adoption of the proposed Area Structure Plan. Community members will be notified of the Public Hearing, and will be provided with opportunities to address Council with their comments and questions during the Hearing.

1.6 AREA STRUCTURE PLAN ORGANIZATION

The Blackfalds Crossing ASP is organized as follows:

- **Section 1.0: Introduction** provides a brief background to the ASP, and descriptions of the planning area, enabling legislation and community consultation undertaken during preparation of the ASP.
- **Section 2.0: Policy Context** discusses the provincial and local policy context and how the proposed ASP and development concept relate to and comply with these policies.
- **Section 3.0: Site Context and Existing Conditions** provides an analysis of existing conditions surrounding and within the planning area, including the natural features, key opportunities and constraints of the site. This analysis is supported by a variety of technical background studies, which are provided in full in the Appendices.
- **Section 4.0: Vision and Objectives** outlines the vision and objectives upon which the ASP was prepared.
- **Section 5.0: Development Concept** illustrates and describes the proposed concept for future development of the planning area. This concept includes the general land uses appropriate for the development and their spatial organization on the land.
- **Section 6.0: Servicing Concept** illustrates and describes the concept for providing water, sanitary sewer and stormwater management services for the proposed development.
- **Section 7.0: Transportation Concept** illustrates and describes the concept for providing vehicular and pedestrian access to and within the planning area. This concept is informed by a Transportation Impact Assessment, included in its entirety in the Appendices.
- **Section 8.0: Implementation** provides further information for proceeding with the proposed development of the Blackfalds Crossing ASP.

2 POLICY CONTEXT

2.1 INTERMUNICIPAL DEVELOPMENT PLAN

The Town of Blackfalds and Lacombe County adopted an Intermunicipal Development Plan (IDP) in September of 2013 to outline a cooperative framework for the resolution of planning, economic development, utility servicing and transportation issues of interest to both the Town and County. The IDP recognizes that as the Town and County grow, there is an increasing need for close cooperation to ensure that future development is beneficial to both municipalities. The IDP planning area is illustrated in Figure 2, and is divided into three parts: a Long Term Growth Area, a Joint Economic Area, and a Notification Area.

The Blackfalds Crossing planning area is located entirely within the Town of Blackfalds, so most policies of the IDP do not directly apply to this ASP. However, given the proximity of the planning area to the Town boundary and the IDP, it is relevant to consider the future development of adjacent sites outside of the Town and to contemplate the potential impact of IDP policies upon the proposed development of Blackfalds Crossing.

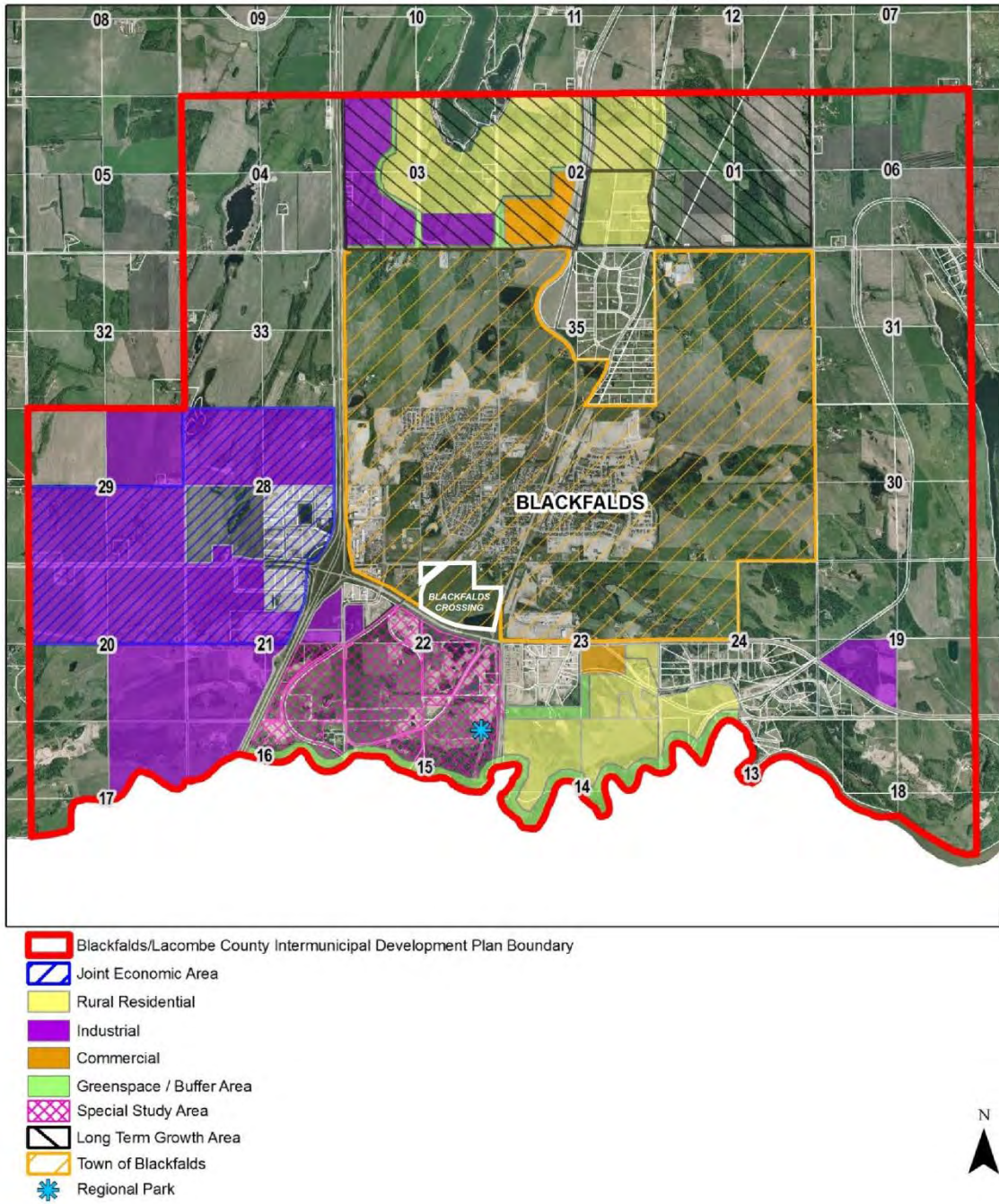
The following table summarizes the most relevant policies of the IDP, and the compliance of the proposed ASP with these policies.

TABLE 1: COMPLIANCE WITH INTERMUNICIPAL DEVELOPMENT PLAN POLICIES

IDP Policy	ASP Compliance
<p>Section 1.4.3: <i>The Notification Area includes undeveloped areas of the Town and all County lands within the IDP boundary... Within this Notification Area, each municipality is required to notify and consult the other during the preparation or amendment of Municipal Development Plans, area structure plans, outline plans and Land Use Bylaws that relate to lands within the Plan area.</i></p>	<p>The proposed Blackfalds Crossing ASP will be referred to Lacombe County following formal submission to the Town of Blackfalds.</p>
<p>Section 1.5.2: <i>The IDP recognizes that, based on the IDP's population projections, it is anticipated that the Town will need to expand its town boundaries to accommodate future residential growth.</i></p>	<p>The proposed Blackfalds Crossing ASP offers opportunities for residential development and growth within the Town's current boundaries, prior to initiating annexation discussions.</p>
<p>Section 5.2: <i>states that the County, in consultation with the Town of Blackfalds, will look to undertake the development of a plan to identify the exact future land uses for this [Special Study] area. Possible future land uses include recreational, residential, industrial and commercial development. In some areas, buffering will be required to mitigate potential nuisance impacts of conflicting activities such as noise, vibration, odour and light, on adjacent land uses.</i></p>	<p>The potential development of the Special Study Area, particularly with recognition that buffering may be required, should be compatible with the commercial and residential development proposed in this ASP.</p>

FIGURE 2: INTERMUNICIPAL DEVELOPMENT PLAN FUTURE LAND USE CONCEPT

**Blackfalds / Lacombe County
Intermunicipal Development Plan
Future Land Use Concept Map**



Source: Town of Blackfalds/Lacombe County Intermunicipal Development Plan, September 2013

2.2 MUNICIPAL DEVELOPMENT PLAN

The Town of Blackfalds Municipal Development Plan (MDP) is intended to serve as a common guide for Council, subdivision and development authorities, municipal residents and businesses, and the development community, respecting Blackfalds' land use and development. By doing so, it is intended to promote orderly growth which is appropriate, sustainable and efficient, enhancing opportunities for business and the quality of life of residents.

The MDP was adopted in 2009, and sets out the Town's preferred long range growth and land use pattern, along with policies to guide development. The MDP recognizes that further definition of the land use pattern may be provided through ASPs, and that changing social and economic conditions may require amendments to the Future Land Use Concept illustrated in the MDP.

Although the Blackfalds Crossing ASP proposes a different mix of land uses for the planning area than is envisioned in the MDP, the MDP policies relating to commercial and residential land uses, as well as parks, open spaces, municipal reserve, servicing and transportation are relevant to the proposed ASP. It is expected that the Town of Blackfalds will undertake an amendment to the MDP to align with the development concept of this ASP, if adopted.

The following table summarizes the most relevant policies of the MDP and the compliance of the proposed ASP with these policies.

TABLE 2: COMPLIANCE WITH MUNICIPAL DEVELOPMENT PLAN POLICIES

MDP Policy	ASP Compliance
<p>Policy 4.4: <i>To encourage commercial development, commercial uses will be directed to appropriate commercial areas as shown on the Future Land Use Concept, or as otherwise illustrated in an approved Area Structure Plan.</i></p>	<p>The proposed commercial lands in the northeast portion of the planning area and adjacent to Highways 2A and 597 are generally in keeping with the Municipal Development Plan's Future Land Use Concept.</p>
<p>Policy 4.8: <i>Highway commercial development will have controlled access from highways and collectors; must maintain a high visual standard, including landscaping, as defined in the Land Use Bylaw; and shall not have flashing lights or other visual distractions that may endanger the safety of the traveling public.</i></p>	<p>Access to commercial development will be provided via internal roadways. The proposed Blackfalds Crossing ASP contains policies requiring a high standard of aesthetic quality for building, landscaping and signage and prohibiting outdoor storage uses.</p>
<p>Policy 5.3: <i>The residential density for new neighbourhoods shall be a minimum of 10 residential units per gross developable hectare (4 per gross developable acre) and up to a maximum of 17 residential units per gross developable hectare (7 per gross developable acre).</i></p>	<p>The residential density proposed in the Blackfalds ASP is anticipated to be approximately 15.4 dwelling units per gross developable hectare.</p>

Policy 5.6: *The Town shall require a mix of housing types and forms in all residential neighbourhoods and avoid excessive concentration of any single type of housing. The actual mix shall be determined through the process to prepare an Area Structure Plan.*

The proposed Blackfalds Crossing ASP provides for a mixture of low density single family and semi-detached or townhouse dwellings, along with denser apartment-style multi-family and mixed use housing forms.

Policy 5.8: *Multiple family housing sites (i.e. row house, apartment, integrated multiple housing developments) may be accommodated within a neighbourhood in a number of suitable locations, which may contain one or more compatible developments, but each location should not exceed 1.75 hectares (4.32 acres) unless special site characteristics or design of features will reasonably accommodate larger sites within the context of the characteristics of the neighbourhood and surrounding land uses. Except for apartments, densities on multiple family housing sites should not exceed 30 units per net hectare (12 units per net acre).*

The actual location, size and arrangement of lots within the proposed Blackfalds Crossing ASP will be determined at the time of subdivision, in accordance with the Town of Blackfalds MDP, this ASP and the current Land Use Bylaw standards for lot sizes, density and built form.

Policy 5.16: *Area Structure Plans may be required to guide the expansion of residential lands. Each application for a multi-lot subdivision shall complete a site specific Area Structure Plan or Outline Plan which, among other factors, provides information in regard to:*

The proposed Blackfalds ASP contains all of the required information, with the exception of the number and size of parcels being created. As previously noted, the actual location, size and arrangement of lots will be determined at the time of subdivision.

- a) *The number and size of parcels being created;*
- b) *Internal vehicle and pedestrian circulation;*
- c) *Environmental sensitivity and constraints;*
- d) *Providing of servicing, including the impact of the subdivision on external roads;*
- e) *The provision of and impact on local community services;*
- f) *Identify and deal with any legitimate concerns of adjacent landowners; and*
- g) *The provision of municipal and/or environmental reserve.*

Policy 7.1: *A variety of parks, including tot lots and playgrounds, must be integrated into residential development areas.*

The proposed Blackfalds Crossing ASP contains three separate parks containing a variety of active and passive recreational opportunities. The programming details of these parks will be refined in consultation with the Town as development proceeds.

Policy 7.2: *Regarding the provision of open spaces:*

- a) *Playgrounds and tot lots should be located on local residential streets and accessible to the immediate neighbourhood; and*
- b) *Neighbourhood parks should be centrally located and be accessible to the entire neighbourhood.*

As noted above, a variety of park spaces are proposed throughout the planning area, with access from local and collector streets. The programming details of these parks will be refined in consultation with the Town as development proceeds.

Policy 7.4: *The Town will encourage the development of an integrated trail system for pedestrians and/or bicycles to provide linkages between open spaces, both built and natural, community facilities, schools, the central commercial core and housing areas.*

The proposed Blackfalds Crossing ASP calls for the development of trail linkages between parks, open spaces and amenities throughout the planning area.

Policy 7.6: *When subdivision occurs, the municipality will require, through the Subdivision Approving Authority, its full reserve dedication entitlement (10%) under the Municipal Government Act. Reserves not otherwise taken will be deferred as provided for in the Municipal Government Act.*

The proposed Blackfalds Crossing ASP includes approximately 4.00 hectares of land for Municipal Reserve, totalling approximately 10% of the gross developable area.

Policy 7.8: *In residential areas, the Town will generally require that the Municipal Reserve entitlement be dedicated as land.*

As noted above, the proposed ASP includes 4.00 hectares of land for Municipal Reserve. No cash-in-lieu of land is proposed by the ASP.

Policy 9.2: *The design and installation of roadways shall be subject to the requirements of the Town of Blackfalds Minimum Design Standards for Development and amendments or updates thereto, unless otherwise approved by the Town.*

Policies within the proposed Blackfalds Crossing ASP require roadways to be constructed in accordance with the Town's standards.

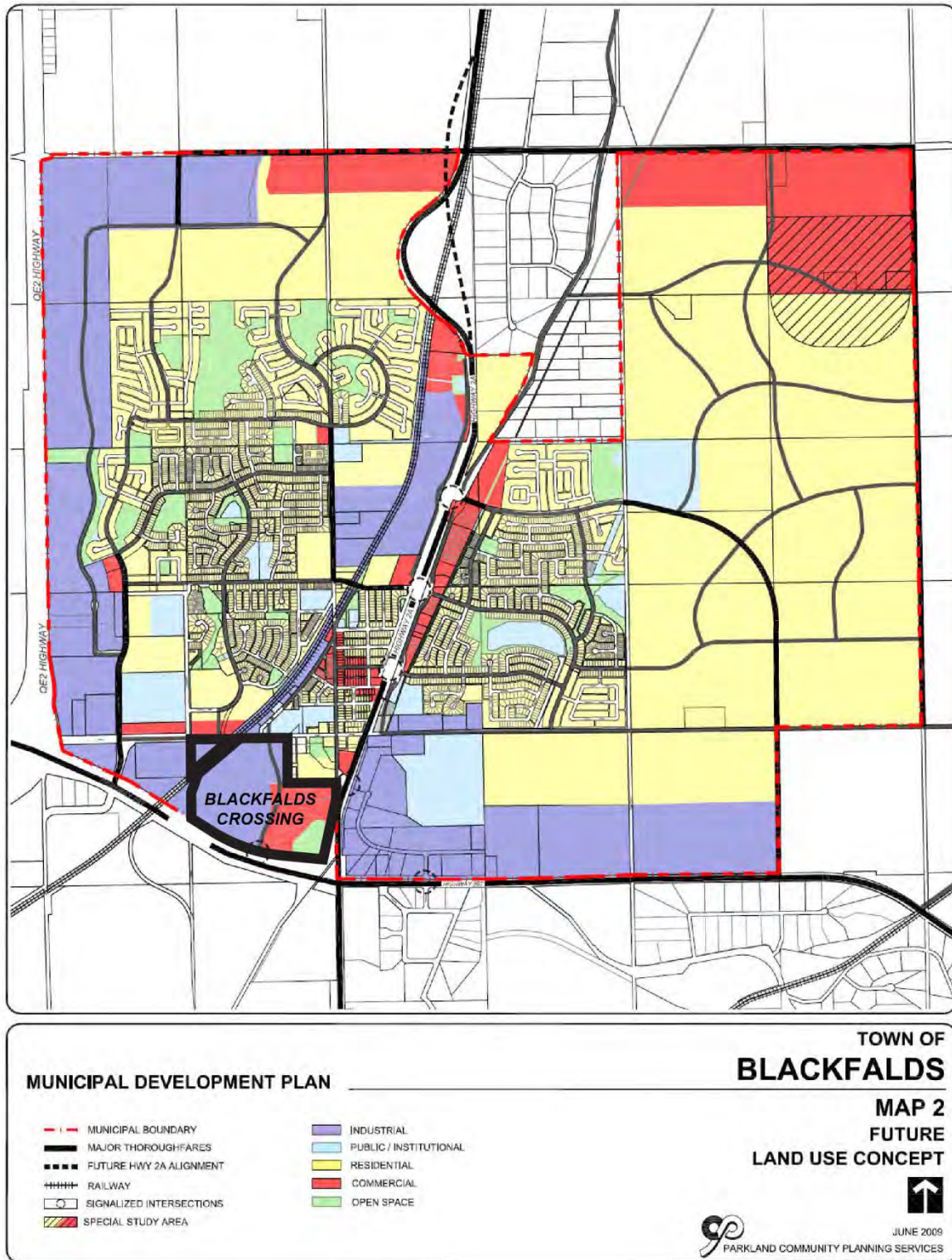
Policy 10.2: *The design and installation of utilities shall be subject to the requirements of the Town of Blackfalds Minimum Design Standards for Development and amendments or updates thereto, unless otherwise approved by the Town.*

Policies within the proposed Blackfalds Crossing ASP require utilities to be constructed in accordance with the Town's standards.

Policy 12.4: *In order to consider a redesignation, subdivision or development application, or to generally provide directions for land use change in an area, the Town may require the preparation of an Area Structure Plan or an Outline Plan, or amendments to existing plans, to provide the details of intended directions regarding land use, utility services, roads, open space and other matters pertaining to the subject lands, and where necessary the surrounding lands.*

The proposed Blackfalds Crossing ASP has been prepared in support of an amendment to the MDP's Future Land Concept from industrial to residential and mixed land uses.

FIGURE 3: MUNICIPAL DEVELOPMENT PLAN FUTURE LAND USE



Source: Town of Blackfalds Municipal Development Plan, August 2009

2.3 LAND USE BYLAW

The Town of Blackfalds Land Use Bylaw (LUB) divides the municipality into Districts and prescribes and regulates uses within each District, among other things. At the time of the writing of this ASP, the LUB was under review and a new Bylaw had not yet been adopted by Council.

The planning area is currently designated for Commercial Highway (C-2), Industrial Heavy (I-2) and Environmental Open Space (EOS) Districts under the existing LUB (Bylaw 1081/09). As previously noted, this ASP proposes a mix of commercial and residential land uses within the planning area, so a Land Use Bylaw amendment application will be required following adoption of the Blackfalds Crossing ASP.

The Districts to be applied within the planning area will be determined through subsequent Land Use Bylaw amendment applications, in accordance with the LUB current at that time and this ASP, which includes a range of low density, multi-family, mixed use and commercial development.

3 CONTEXT AND EXISTING CONDITIONS

3.1 EXISTING AND PREVIOUS LAND USES

As previously noted, the 39.99 hectare (98.82 acre) planning area is located in the south central portion of the Town of Blackfalds, west of Highway 2A and north of Highway 597. The planning area is currently undeveloped and primarily used for agricultural purposes. A vacant farmstead is located in the northeast corner of the site, and a man-made dugout in the southeast corner of the site remains from a reclaimed gravel pit which operated on the site from 1996 to 2005. The northwest corner of the site is bisected by the Canadian Pacific rail line.

A Phase 1 Environmental Site Assessment (ESA) was completed by Parkland Geo in the spring of 2015 to identify environmental issues associated with the current or previous activities on the site, and determine whether additional intrusive investigation was required. The ESA included: a historical review of the site and surrounding properties; interviews with local and municipal agencies and other parties familiar with the site; a site inspection; and a report summarizing the methodology and findings of the study (Appendix A).

The ESA provided the following observations and recommendations:

- The site was historically developed as an acreage with agricultural land in 1916;
- A gravel pit operated on the southeast portion of the site from 1995 to 2005;
- Historical reports and correspondences with municipal, provincial and federal government agencies indicate no environmental concerns;
- The gravel pit was reclaimed in 2005 under Reclamation Certificate No. 00221421-00-00 and is associated with low potential environmental risk due to the reclaimed status;
- Empty barrels and other debris on the site are associated with low potential environmental risk (no leaching, staining or distressed vegetation) but should be removed prior to development;
- A 2006 Phase II ESA conducted near the railway in the northwest corner of the site included two monitoring wells. Elevated arsenic and metal concentrations found in the wells were concluded to be naturally occurring, and no further environmental investigation was recommended;
- Adjacent land uses, including commercial and residential development and a school, are associated with low potential environmental risk;
- A former service station located approximately 100 m southeast of the site is considered to be a low to moderate environmental risk given its down-gradient location and redevelopment for Highway 2A road allowance; and
- No other potential environmental issues were identified on the site.

The ESA concluded that no additional site investigation is warranted.

Historical Resources Act Clearance (Appendix B) for the Blackfalds Crossing planning area was granted by Alberta Culture and Tourism in October of 2015. If any historical, archaeological or palaeontological resources are discovered during development, all work must cease and the Province must be notified.

3.2 SURROUNDING DEVELOPMENT

As previously noted, the Lacombe County lands located south and southwest across Highway 597 from the planning area are currently used for gravel extraction and have been designated as a Special Study Area

by the Intermunicipal Development Plan. Future redevelopment of the area has yet to be determined, but it is anticipated that the lands will contain a mix of residential, recreational, commercial and industrial land uses.

The lands north of the western portion of the planning area, across South Street, currently contains light industrial development backing onto the rail line, the Iron Ridge Elementary School and a residential neighbourhood. The lands north of the eastern portion of the planning area contain agricultural and residential land uses, as well as a pond and Municipal Reserve (MR) lands.

The lands east of the planning area across Highway 2A contain heavy industrial uses. The proposed residential development within the Blackfalds Crossing ASP will be buffered from these industrial uses by the proposed commercial development and stormwater management facility along Highway 2A and the following separation distances:

- Approximately 296 metres between the proposed medium density residential development and the heavy industrial uses; and
- Approximately 373 metres between the closest proposed low density residential development and the heavy industrial uses.

The lands west of the planning area are designated for commercial, institutional and light industrial land uses.

3.3 TOPOGRAPHY AND NATURAL FEATURES

3.3.1 TOPOGRAPHY

The planning area has a gently rolling topography and generally slopes from northwest to southeast towards the dugout in the southeast corner of the site. The elevation changes approximately 15 metres across the quarter section.

3.3.2 SOILS AND GROUNDWATER

A Geotechnical Investigation (Appendix C) was completed by Parkland Geo in the fall of 2015 to analyze the soil and groundwater conditions of the planning area and make recommendations for general site development. The investigation included the drilling of 21 boreholes across the site, soil sampling, and groundwater level monitoring. A second Geotechnical Study (Appendix D) was performed in February of 2016 and included 18 boreholes within the 4.77 hectare area adjacent to Highway 2A and identified as future commercial on the Land Use Concept.

The general soil profile of the planning area is topsoil (with an average thickness of 0.3 metres) overlying variable thickness of lacustrine clay, silt, sand and gravel. Some groundwater seepage was noted during borehole drilling, but the groundwater levels are considered to be normal and minimal seepage is expected during development. Long term groundwater monitoring will be undertaken and the results will be considered in detailed engineering designs for the development.

The subsurface conditions in the planning area are considered to be suitable for the proposed development, including paved roadways, municipal servicing and residential and commercial construction.

A Biophysical Assessment completed by WSP Canada Inc. in the fall of 2015 also evaluated and characterized on-site soil conditions. The Assessment indicated that site soils are considered to be

disturbed due to past construction activities, and that the site was likely comprised of Chernozemic soils prior to disturbance. Topsoil on the site is a medium texture loam to silt loam, with an average depth of 27 centimetres. Subsoils are mainly loamy sand with an average depth of 31 centimetres. Two lift stripping, to remove topsoil and subsoil separately, is recommended prior to grading or construction.

3.3.3 WETLANDS, VEGETATION AND WILDLIFE

As noted above, a Biophysical Assessment was completed by WSP Canada Inc. in the fall of 2015 to evaluate and characterize the on-site soil conditions, local vegetation and any environmental constraints that would prohibit development under Federal and Provincial legislation.

The Assessment included a vegetation survey completed on September 1, 2015, review of the Alberta Conservation Information Management System (ACIMS), review of Alberta Environment and Parks (AEP) designated species of special concern, and a search of the AEP Fish and Wildlife Management Information System (FWMIS) for the Blackfalds Crossing site and surrounding area.

The ACIMS database indicated that two non-sensitive species, the Hobomok Skipper butterfly and the Crowfoot violet, may be present in the planning area. Neither of these species was observed during the field survey, but this does not preclude their presence.

The AEP records indicate that a total of 11 provincially registered species of concern have habitat ranges that include the planning area, and the FWMIS database noted another 11 species of special concern with habitat ranges in the project area. None of these species were observed during the field survey; however, most migratory species would not be expected to be present during the fall. Follow up may be required if construction activities are scheduled when species are likely to be present. More detail regarding the species of concern, timelines and required setbacks are provided in the Assessment report in Appendix E.

The Assessment noted that development of the Blackfalds Crossing Area will require compliance with Federal and Provincial environmental regulations, including:

- *Migratory Birds Convention Act* and *Species at Risk Act* guidelines relating to the modification or removal of habitat – a qualified biologist may be needed to survey the planning area prior to any clearing operations to ensure that no habitat is damaged or destroyed during nesting, breeding or migratory periods;
- *Historical Resources Act* – should any historical resources be found during construction, all activity must stop and the Province must be notified immediately;
- *Water Act* – the removal or alternation of any wetlands and the development of any storm water ponds will require approval; and
- *Environmental Protection and Enhancement Act* – approval or registration will be needed for any storm water management systems that will discharge water off-site.

3.4 OTHER SITE FEATURES

3.4.1 CANADIAN PACIFIC RAILWAY

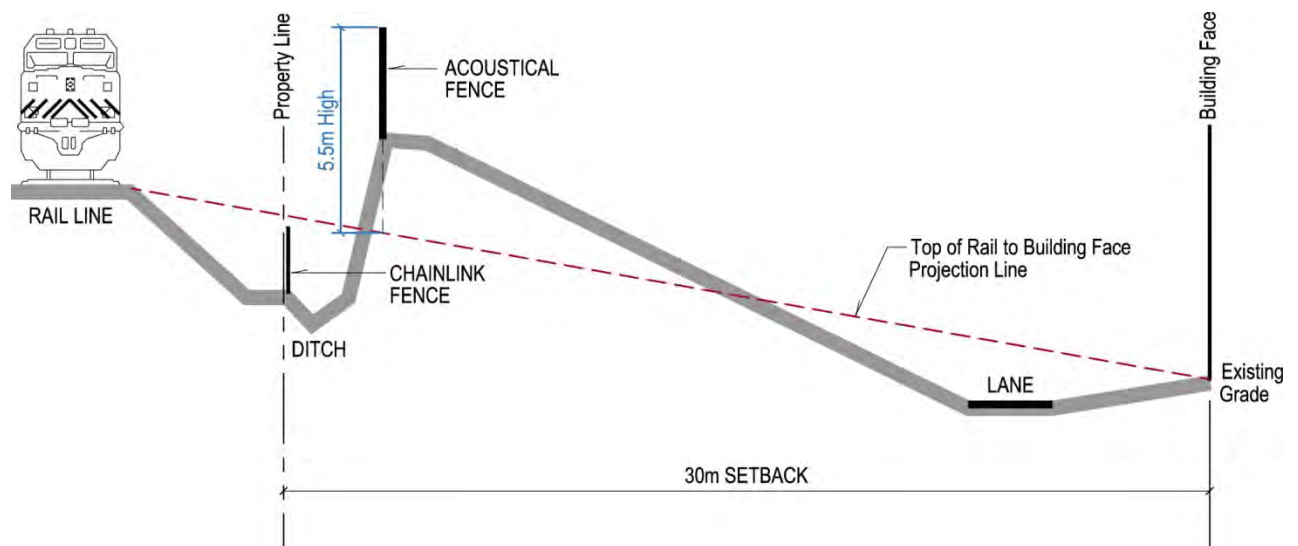
As previously noted, a Canadian Pacific rail line bisects the northwest corner of the site. The CP line is considered to be a main line, with approximately 9 to 14 trains per day.

The “Guidelines for New Development in Proximity to Railway Operations”, developed by the Federation of Canadian Municipalities and The Railway Association of Canada, recommends a 30 metre setback

between main line railways and residential buildings. This setback should be measured from the mutual property line to the building face, and is typically measured as a straight-line horizontal distance. Public or private roads, parkland other outdoor recreational space (such as backyards, swimming pools and tennis courts), unenclosed gazebos, garages and other parking structures and storage sheds are considered to be appropriate uses within the setback area.

In addition, the guidelines recommend:

- Constructing safety barriers (earth berms, crash berms, crash walls or ditches) to intercept or deflect derailed cars;
- Installing chain link fencing along the mutual property line to prevent trespassing on the rail line;
- Undertaking a noise and vibration impact study to assess the impacts of noise from all sources within 300 metres of a main line;
- Designing sites and buildings to minimize and mitigate noise and vibration impacts; and
- Constructing noise barriers where recommended by the noise impact study.



Example of railway safety and noise mitigation structures

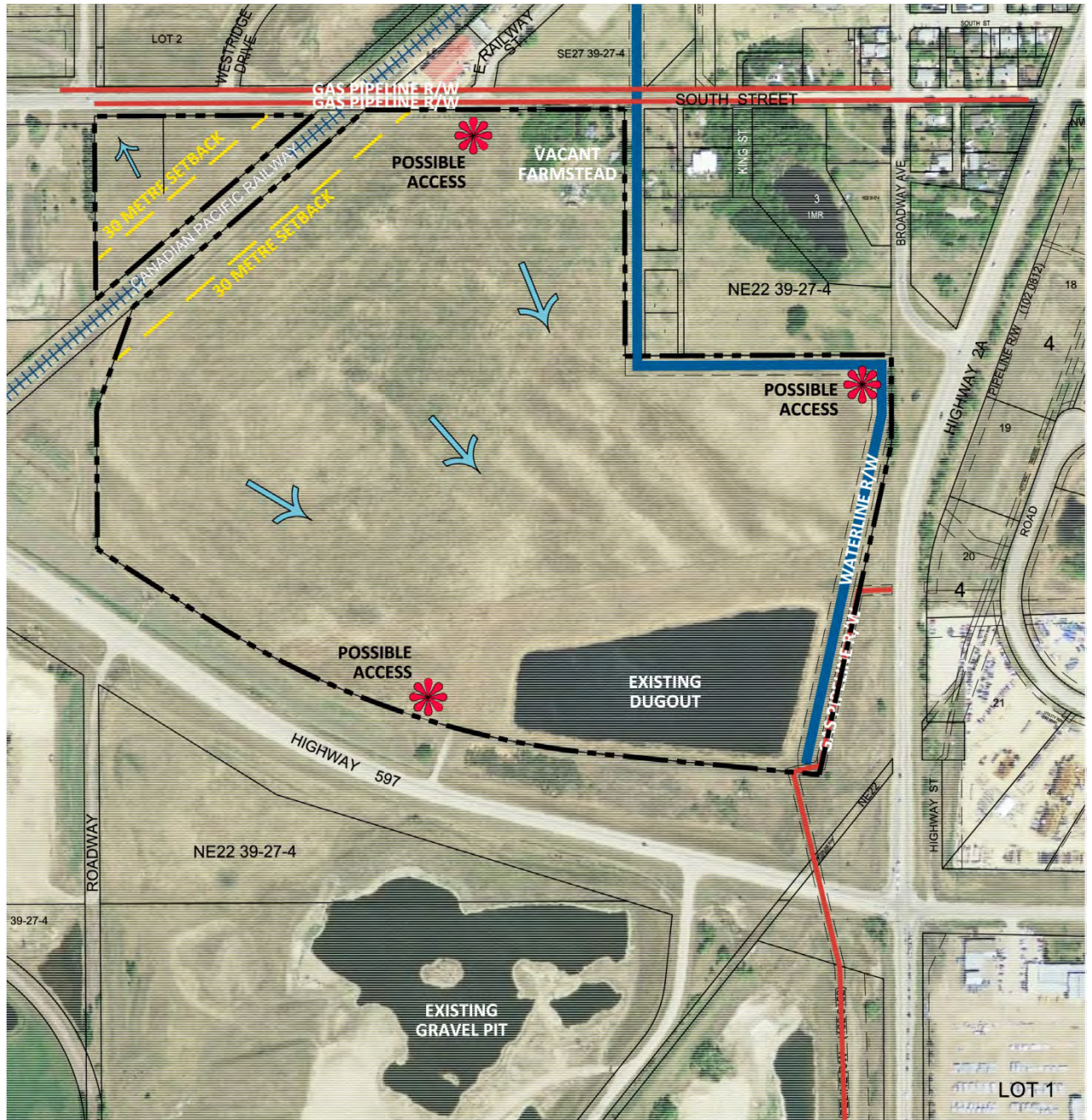
3.4.2 PIPELINES, WELLS AND UTILITIES

Three natural gas pipelines are currently located within or directly adjacent to the planning area. As shown on Figure 4: Key Opportunities and Constraints, two pipelines run parallel to the northern property line in the South Street right-of-way, and one runs parallel to the southern portion of the eastern property line, next to the dugout. The two pipelines within the South Street right-of-way are considered to be high pressure, and the details of any additional development setbacks beyond the existing pipeline rights-of-way will be determined at the time of subdivision.

An abandoned well is located within NE 22-39-27-4, south of Highway 597, but the required 5.0 metre setback around the well site will not impact development of the Blackfalds Crossing planning area.

A municipal water main, owned by the North Red Deer River Water Services Commission, also runs parallel to the eastern property line of the site. No development setback outside of the water main easements is required.

FIGURE 4: KEY OPPORTUNITIES & CONSTRAINTS



4 VISION AND OBJECTIVES

4.1 VISION

Blackfalds Crossing is envisioned as a quality mixed use development, accommodating a range of commercial uses to diversify the Town's economic base and provide additional amenities to local and regional residents, with complementary diverse residential development and open spaces. Its advantageous location at the intersection of Highway 597 and Highway 2A provides an ideal opportunity for the proposed commercial and residential development.

4.2 DEVELOPMENT OBJECTIVES

The preparation of the Blackfalds Crossing ASP has been guided by the following development objectives:

1. To create a flexible development concept to stimulate investment and respond to changing market conditions;
2. To provide investment security and land use predictability for land owners, business owners and community members;
3. To sensitively integrate development with surrounding land uses and the natural environment;
4. To provide a diverse range of housing opportunities;
5. To provide opportunities for a range of commercial amenities to serve the local and regional market;
6. To fulfill the statutory requirements of the *Municipal Government Act* by providing up to 10% of the gross developable area as Municipal Reserve;
7. To meet the needs of future residents for parks, open spaces and trail connections;
8. To safely and efficiently move people and goods to, from and within the planning area in accordance with Town and Alberta Transportation standards;
9. To provide efficient and economical municipal services and utilities in accordance with Town standards;
10. To provide efficient and environmentally sustainable stormwater management in accordance with Town and Alberta Environment and Parks requirements; and
11. To allow for an efficient, economic and logical phasing of development consistent with Town policies and market demands.

5 DEVELOPMENT CONCEPT

The Blackfalds Crossing ASP has been designed to best suit the characteristics of the planning area and the needs of the residential and commercial sectors in Blackfalds and the surrounding region. Future development will consist of a range of residential housing types, commercial uses and parks and open space.

This ASP is intended to guide the development of an attractive, successful and sustainable neighbourhood with a mix of commercial and residential uses that will be compatible with surrounding land uses and provide a positive contribution to the Town of Blackfalds by:

- Providing guidance and direction for a logical and efficient pattern of development and land uses within the planning area;
- Providing efficient and economical servicing and transportation solutions to meet the needs of existing and future residents, business owners and customers;
- Respecting the existing conditions of the site and responsibly adjusting to the opportunities and constraints that exist within the planning area; and
- Providing for logical staging of the development to respond to market demand.

5.1 COMMERCIAL DEVELOPMENT

The Blackfalds Crossing ASP includes approximately 7.80 hectares of land proposed for future development, primarily located along the frontages of Highway 2A and Highway 597. It is anticipated that future development will consist of a variety of neighbourhood, local and regional commercial uses intended to serve the Town of Blackfalds, the surrounding community and the travelling public. Potential commercial uses could include a shopping mall, gas station, convenience store and other commercial amenities.

5.2 RESIDENTIAL DEVELOPMENT

Approximately 14.60 hectares of land have been designated for future residential development in the Blackfalds Crossing ASP. The ASP allows for a mix of low density single family housing, semi-detached, townhouse, and multi-family apartment or condo forms of housing. As well, two mixed use areas will allow for residential housing in combination with commercial uses (such as apartments with ground floor commercial uses). The total residential area has been allocated as follows:

- Approximately 8.40 hectares for low density residential development;
- Approximately 1.70 hectares for medium density residential (row house) development;
- Approximately 1.40 hectares for medium density (apartment or condo) development; and
- Approximately 3.10 hectares of mixed use development.

Lower density residential development will be located in the northwestern portion of the planning area, and generally arranged around a central neighbourhood park/open space. Higher density forms, including semi-detached, townhouse, multi-family and mixed use housing, will be developed between the commercial and lower density areas and will provide a transition and buffer between these land uses.

All dwelling units will have convenient pedestrian access to the central park, the open space and stormwater management facility, a variety of commercial amenities within the planning area, and the elementary school located north of South Street.

5.3 MUNICIPAL RESERVE & PARKS

Municipal Reserve (MR) lands, as illustrated on Figure 5: Development Concept and Figure 6: Park Concept, are identified throughout the planning area as follows:

- A 1.40 hectare MR parcel is proposed in the centre of the Blackfalds Crossing neighbourhood and it will provide the primary open space and recreational opportunities for area residents. A conceptual layout for this park has been provided in Figure 6: Park Concept; however, the details of the actual design and layout will be subject to further refinement;
- A 1.10 hectare MR parcel is proposed around the stormwater management facility in the southeast corner of the planning area. This park is intended to contain a trail linking commercial, residential and other park and open space areas in the neighbourhood and some passive recreation areas for seating and relaxation;
- A 2.05 hectare MR parcel is proposed in the northwestern corner of the planning area, on the other side of the Canadian Pacific Rail line. The park is expected to be developed by the Town of Blackfalds for use as a community dog park.

The Municipal Reserve allocations noted above, total approximately 4.55 hectares. This amount exceeds the requisite 10% dedication requirement (4.0 ha for the Plan area) provided for in the *Municipal Government Act*. However, all of the parks and open space that have been identified are considered important to the overall success of the plan area. It has therefore been determined that the dedications identified above will be provided as required by the Town and that the excess dedication amount of approximately 0.55 hectares will be acquired by the Town through a sale and purchase agreement. The terms of the sale and purchase including the timing, land value and other relevant items will be the subject of discussion and agreement between the Town and the developer, as development proceeds and are not considered relevant for inclusion in this ASP.

A conceptual plan illustrating how these park spaces could potentially be developed is provided in Figure 6. The precise determination of the exact amount of Municipal Reserve dedicated, the boundaries of MR parcels and the design of park spaces will be determined at the time of subdivision, based on field surveys and site designs at the time of development.

FIGURE 5: DEVELOPMENT CONCEPT

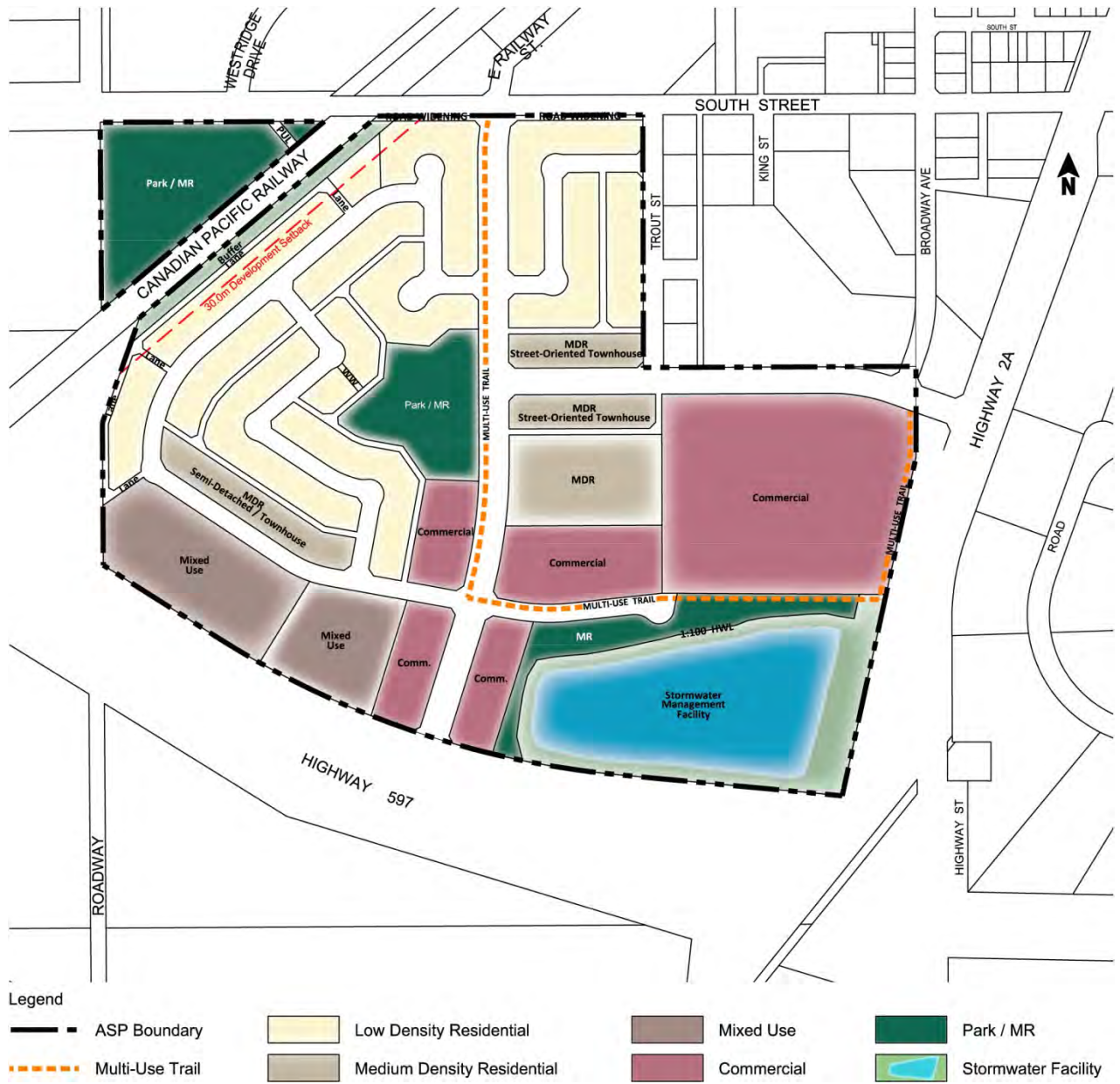
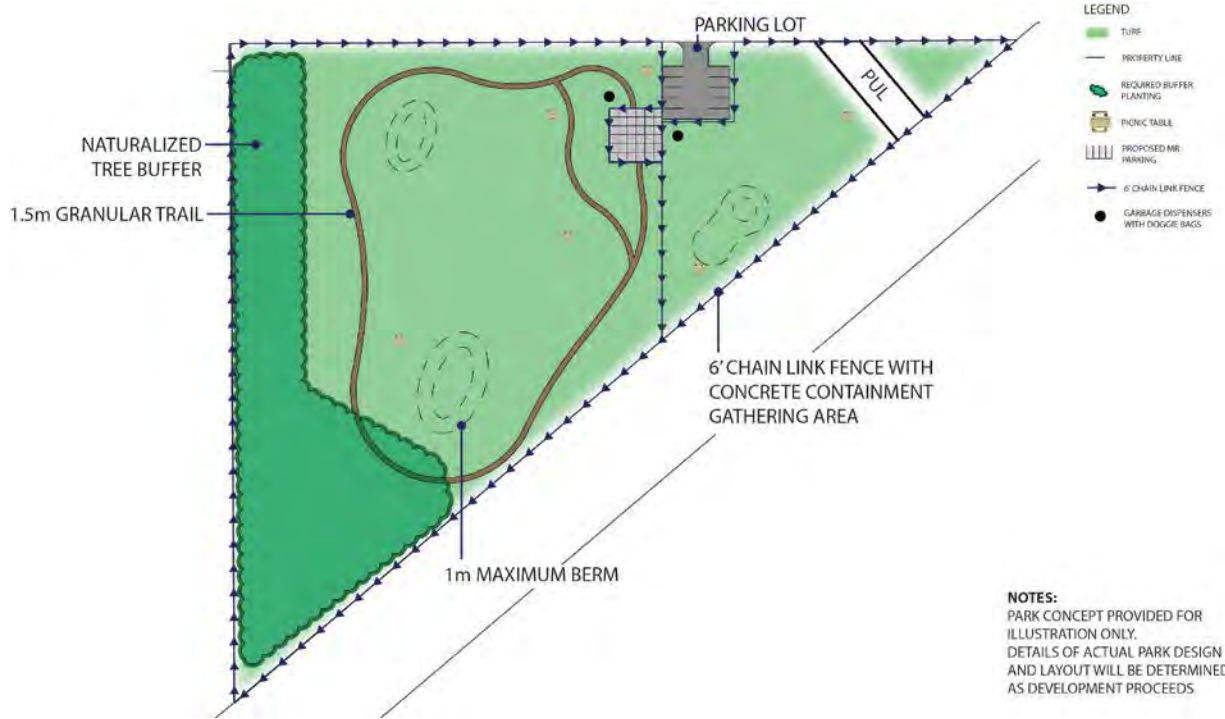
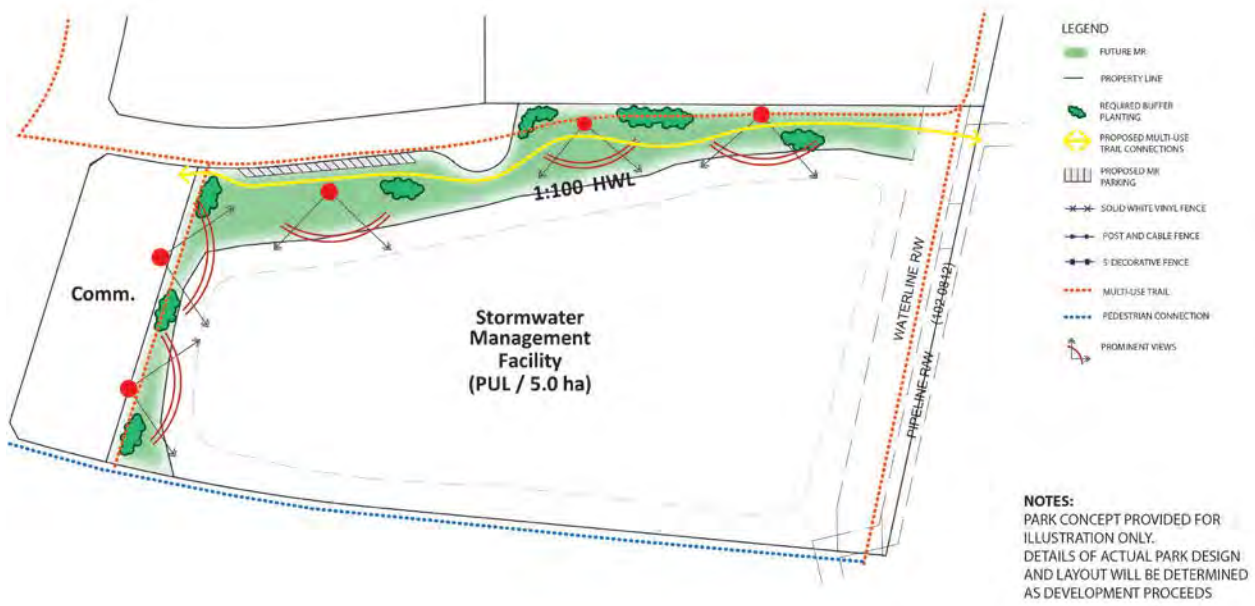


FIGURE 6: PARK CONCEPTS



NOTES:
 PARK CONCEPT PROVIDED FOR ILLUSTRATION ONLY.
 DETAILS OF ACTUAL PARK DESIGN AND LAYOUT WILL BE DETERMIEND AS DEVELOPMENT PROCEEDS.





5.4 DEVELOPMENT STATISTICS

The proposed development concept, as illustrated in Figure 5 and detailed below, contains proposed commercial and residential uses, Municipal Reserve, a stormwater management facility (Public Utility Lot) and roadways.

TABLE 3: DEVELOPMENT STATISTICS

	Area (ha)						%GDA
GROSS AREA	40.00						
Environmental Reserve	0.00						
Pipeline & Utility Right-of-Way	0.00						
Arterial Road Right-of-Way	0.00						
GROSS DEVELOPABLE AREA	40.00						100.0
Municipal Reserve / Park	4.55						11.4*
Buffer	0.45						1.1
Stormwater Management Facilities / PUL	5.00						12.5
Circulation (Roadways)	7.60						19.0
NET DEVELOPABLE AREA	22.40						56.0
Non-Residential Land Use	Area (ha)						
Commercial	7.80						19.5
Institutional	0.00						0.0
Industrial	0.00						0.0
Total Non-Residential	7.80						19.5
Residential Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	%GDA	
Low Density	8.40	20	168	3.0	504	21.0	
Medium Density (Row House)	1.70	45	77	2.8	214	4.2	
Medium Density	1.40	100	140	1.8	252	3.5	
Mixed Use	3.10	75	233	1.8	419	7.8	
Total Residential	14.60		618		1,389	36.5	

Units per Gross Developable Hectare (upgdha) = 15.4

Units per Net Residential Hectare (upnhra) = 42.2

*NOTE: MR land dedication amounts in excess of 10% are to be purchased by Town of Blackfalds. Refer to Section 5.3.

5.5 AREA STRUCTURE PLAN POLICIES

The Blackfalds Crossing ASP has been developed to align with the previously noted objectives. Future development will be guided by the policies outlined below and in other sections of the ASP:

5.5.1 GENERAL DEVELOPMENT POLICIES

Objective 1: To create a flexible development concept to stimulate investment and respond to changing market conditions

Policy 5.5.1 Lot sizes and configurations within the Blackfalds Crossing Area Structure Plan shall be determined in subsequent subdivision application(s), in general accordance with the Development Concept in Figure 5. Minor variations in land use boundaries and roadway alignments are anticipated and shall not require amendments to this plan.

Policy 5.5.2 Specific land uses within the Blackfalds Crossing Area Structure Plan shall be determined through subsequent redistricting and development applications, in general accordance with the uses depicted on Figure 5 and what is required to best serve the local and regional market at the time of development.

Objective 2: To provide investment security and land use predictability for land owners, business owners and community members.

Policy 5.5.3 Development shall be undertaken in general accordance with the policies, uses and guidelines set out in the Blackfalds Crossing Area Structure Plan.

Policy 5.5.4 Development shall comply with the Town of Blackfalds policies, bylaws and regulations current at the time of development.

Objective 3: To sensitively integrate development with surrounding land uses and the natural environment.

Policy 5.5.5 Buffering, screening and other appropriate measures shall be utilized to minimum potential land use conflicts between residential and commercial development, Highways 2A and 597, the Canadian Pacific Rail line and other adjacent land uses.

Policy 5.5.6 Approvals required under the Water Act and Environmental Protection and Enhancement Act shall be obtained prior to any alteration of the existing dugout or construction of stormwater management facilities.

Policy 5.5.7 Clearing, construction and development activities should avoid migratory bird nesting and breeding seasons to the greatest extent possible. If activities are scheduled within these times, a bird nesting survey shall be conducted by a qualified biologist.

Policy 5.5.8 If any historical resources are discovered during stripping, grading or construction activities, all work shall cease and the Province shall be notified immediately.

Policy 5.5.9 Development adjacent to pipelines within or adjacent to the planning area shall respect the setbacks required by the Alberta Energy Regulator.

Policy 5.5.10 Architectural Controls shall be applied by the Developer to lots directly backing onto the central park space to ensure the installation and maintenance of consistent and aesthetically pleasing rear fencing and other design elements.

5.5.2 RESIDENTIAL DEVELOPMENT POLICIES

Objective 4: To provide a diverse range of housing opportunities.

Policy 5.5.11 Residential development shall be located as generally indicated on the Development Concept in Figure 5 of this Area Structure Plan.

Policy 5.5.12 The actual location, size and arrangement of lots within the Blackfalds Crossing ASP shall be determined at the time of subdivision, in general accordance with this Area Structure Plan and the Town of Blackfalds Land Use Bylaw current at the time of development.

Policy 5.5.13 Residential development shall include a mixture of single family, semi-detached, townhouse and multi-family forms of housing. For the purposes of this Area Structure Plan, seniors housing shall be considered to be a form of multi-family housing.

Policy 5.5.14 Residential density shall not exceed 17 dwelling units per gross developable hectare, when calculated for the entire Area Structure Plan.

5.5.3 COMMERCIAL DEVELOPMENT POLICIES

Objective 5: To provide opportunities for a range of commercial amenities to serve the local and regional market.

Policy 5.5.15 Commercial development shall be located as generally indicated on the Development Concept in Figure 5 of this Area Structure Plan.

Policy 5.5.16 Commercial development shall include a range of uses to serve the local and regional market. The exact nature of commercial uses to be developed shall be determined through subsequent land use bylaw amendments, in general accordance with this Area Structure Plan.

Policy 5.5.17 Commercial development shall meet a high standard of aesthetic quality, with unified architectural treatments, paved and screened parking and loading areas, landscaped buffers and appropriate signage.

Policy 5.5.18 Outdoor storage shall not be permitted for any commercial development within the Blackfalds Crossing planning area.

5.5.4 PARKS AND OPEN SPACE POLICIES

Objective 6: To fulfill the statutory requirements of the *Municipal Government Act* by providing up to 10% of the gross developable area as land for Municipal Reserve dedication.

Objective 7: To meet the needs of future residents for parks, open spaces and trail connections.

Policy 5.5.19 A minimum of 10% of the gross developable area of the Blackfalds Crossing Area Structure Plan shall be dedicated as land for Municipal Reserve.

Policy 5.5.20 Parks and open spaces, including stormwater management facilities, and other amenities shall be interconnected wherever possible by trails and walkways within the Blackfalds Crossing Area Structure Plan.

Policy 5.5.21 The precise location, size and configuration of Municipal Reserves, parks and trails within the Blackfalds Crossing Area Structure Plan shall be determined at the time of subdivision, in general accordance with the Development Concept in Figure 5.

Policy 5.5.22 Land dedicated for Municipal Reserves in excess of 10% (4.0 hectares) shall be purchased by the Town of Blackfalds at the time of subdivision. Details of the land values and precise land areas shall be determined at the time of purchase.

6 TRANSPORTATION CONCEPT

The Blackfalds Crossing transportation system has been designed in accordance with the objectives and policies of this ASP, the recommendations of a Traffic Impact Assessment (TIA), and in a manner compatible with surrounding roadways, Town and Alberta Transportation standards.

As shown on Figure 7, vehicular access to the Blackfalds Crossing planning area will be provided via Highway 597 from the south, Highway 2A from the west and South Street from the north. Internal roadways will provide access to future commercial and residential development, and no direct access to residential lots within the ASP will be provided from either Highway 597 or Highway 2A.

Internal roadways within the planning area will be constructed to Town of Blackfalds standards as local residential streets, collector residential streets and gravel lanes. Highway intersections will be constructed according to Alberta Transportation standards.

6.1 TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) was completed by WSP Canada Inc. in the fall of 2015 to identify and assess the potential traffic impacts on the study intersections associated with the proposed Blackfalds Crossing development, and to suggest mitigation measures (if any) to allow adjacent roadways to safely accommodate the proposed development. The TIA (Appendix F) provided the following conclusions and recommendations:

- Signals will be required at the Broadway Avenue intersection with the first stage of development;
- Some improvements will be required to accommodate the future intersection with Highway 597; and
- No other concerns are apparent at this time.

In addition to the TIA results, it is proposed that some on-street parking be provided along the two main internal collector streets within the planning area in the vicinity of their intersection and extending southward. This parking will enhance the sense of place in the neighbourhood, and provide natural traffic calming at that location. Details regarding the extent of on-street parking will be further explored as development proceeds.



Example of parking on residential collector

6.2 TRANSPORTATION POLICIES

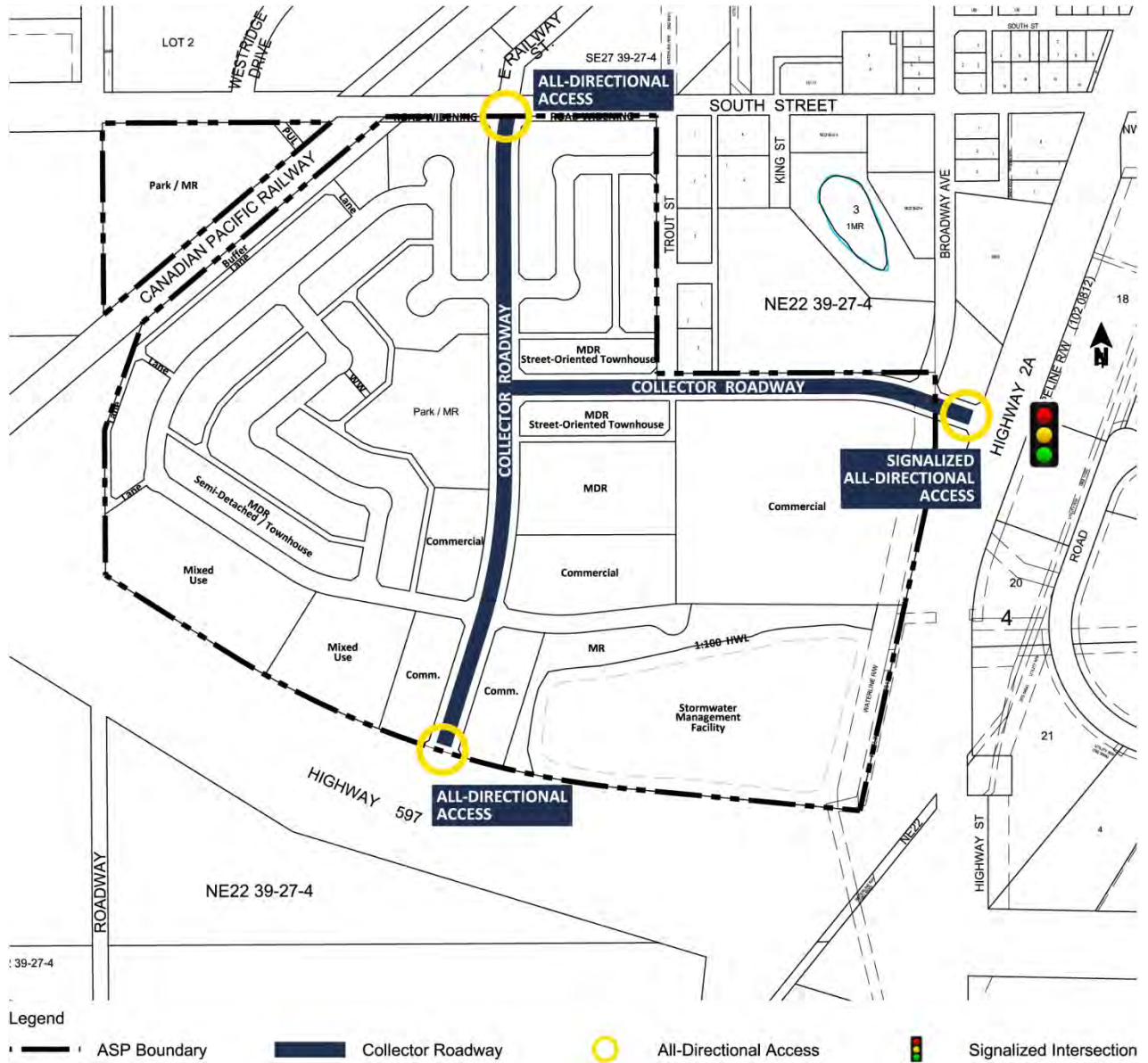
Objective 8: To safely and efficiently move people and goods to, from and within the planning area in accordance with Town and Alberta Transportation standards;

Policy 6.2.1 Roadways within the Blackfalds Crossing Area Structure Plan shall be constructed to Town of Blackfalds standards.

Policy 6.2.2 Intersections with Highway 2A and Highway 597 shall be constructed to Town of Blackfalds and Alberta Transportation standards.

Policy 6.2.3 Direct vehicular access shall not be permitted from Highway 2A and Highway 597 to any residential lot within the Blackfalds Crossing planning area.

FIGURE 7: TRANSPORTATION CONCEPT



7 SERVICING CONCEPT

Development within the Blackfalds Crossing planning area will be provided with municipal water, sanitary and stormwater services from connections to existing urban services within the Town of Blackfalds.

7.1 WATER DISTRIBUTION

As shown in Figure 8, water will be distributed to the Blackfalds Crossing planning area from a network of water mains connecting to the municipal system via a 200 millimetre (mm) main in the East Railway Street right-of-way and a 250 mm main in the Highway 2A right-of-way. A water network analysis has been completed and shows the area to have adequate daily and maximum firefighting capacities.

Water infrastructure will be installed according to Town of Blackfalds standards and subsequent detailed engineering submissions associated with future subdivision and development applications.

7.2 SANITARY COLLECTION

As shown in Figure 9, wastewater will be collected from the Blackfalds Crossing planning area via a network of sanitary sewer mains connecting to the municipal system via an existing 675 mm sanitary service line located in the South Street right-of-way as well as an existing stub and a 525 mm diameter sanitary sewer line at the proposed Highway 2A intersection. A drainage analysis has been performed and shows that offsite sewers have sufficient capacity to service the planning area at full build-out.

Sanitary sewer infrastructure will be installed according to Town of Blackfalds standards and subsequent detailed engineering submissions associated with future subdivision and development applications.

7.3 STORMWATER MANAGEMENT

The Blackfalds Crossing stormwater management plan has been designed in accordance with the objectives of this ASP, the policies outlined below, and the natural topography and drainage of the site as well as the requirements of the Town of Blackfalds and Alberta Environment and Parks. Due to the CPR rail line, the planning area has been divided into two separate storm drainage basins.

1. Southeast Drainage Basin:

The proposed stormwater management system within this basin will generally follow the existing surface drainage pattern from northwest to southeast, as shown in Figure 10. Existing site conditions yield an average flow rate of 563 Litres per second (L/s), a runoff volume of 36 mm over the drainage area and a calculated release rate of 9.0 L/s.

Minor stormwater flows within the SE basin will be conveyed via a piped system to the stormwater management facility in the southeast corner of the site, where the dugout is currently located. Major flows will be conveyed overland to the stormwater management facility. The stormwater management facility will be designed as a wet pond, and will provide stormwater quality improvement to Alberta Environment and Parks' standards and maintain a release rate not exceeding the pre-development rate of 9.0 L/s.

The SE stormwater management facility will discharge to the south across Highway 597 via a discharge pipe located in the southwest corner of the pond.

2. Northwest Drainage Basin:

As previously noted, the northwestern corner of the planning area is physically separated from the rest of the site by the CPR line. If this area is developed for commercial uses, on-site stormwater management retention and treatment may be required.

7.4 SHALLOW UTILITIES

Shallow utilities, including natural gas, power, telephone and cable, will be provided in accordance with the objectives of this ASP and the policies below. These utilities will be extended by the respective franchise companies from their major trunk services and will be placed within the road rights-of-way or within easements registered to lands within the planning area.

7.5 SERVICING & UTILITIES POLICIES

Objective 9: To provide efficient and economical municipal services and utilities in accordance with Town standards;

Policy 7.5.1 All development within the Blackfalds Crossing planning area shall be individually serviced and connect to the Town's municipal water, sanitary and stormwater servicing systems.

Policy 7.5.2 Shallow utility services shall be installed in accordance with Town of Blackfalds standards.

Objective 10: To provide efficient and environmentally sustainable stormwater management in accordance with Town and Alberta Environment and Parks requirements.

Policy 7.5.3 Post-development stormwater discharge rates shall not exceed pre-development rates.

Policy 7.5.4 Naturalized wet ponds shall be designed and constructed to retain and treat stormwater according to Alberta Environment and Parks standards prior to discharge to...

Policy 7.5.5 The precise location, size and configuration of stormwater management facilities within the Blackfalds Crossing Area Structure Plan shall be determined at the time of subdivision through detailed engineering design, in general accordance with the Stormwater Management Concept in Figure 10.

Policy 7.5.6 Stormwater management facilities should incorporate landscaping and walkways where possible to enhance these areas as open spaces.

FIGURE 8: WATER DISTRIBUTION CONCEPT

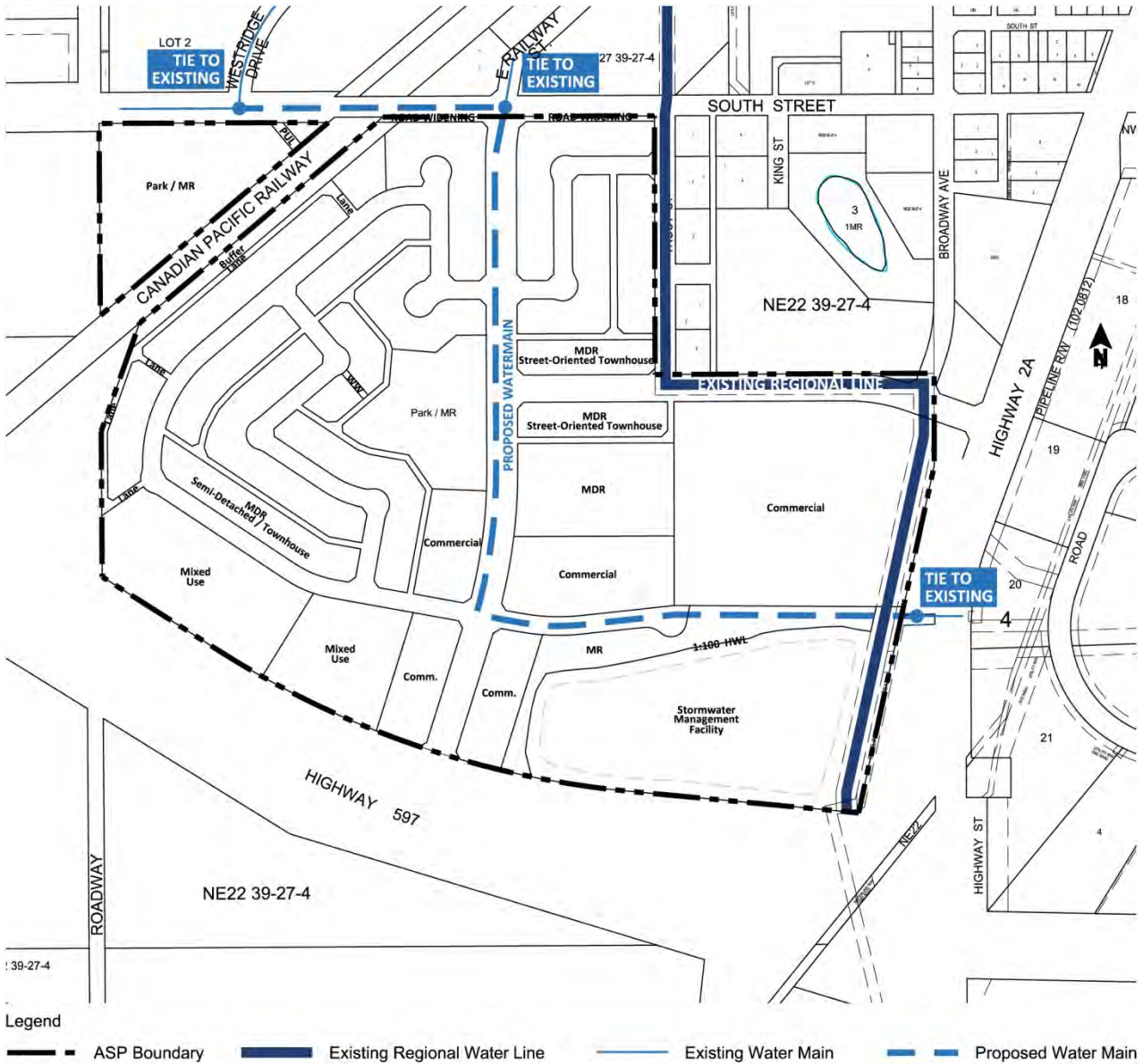


FIGURE 9: SANITARY COLLECTION CONCEPT

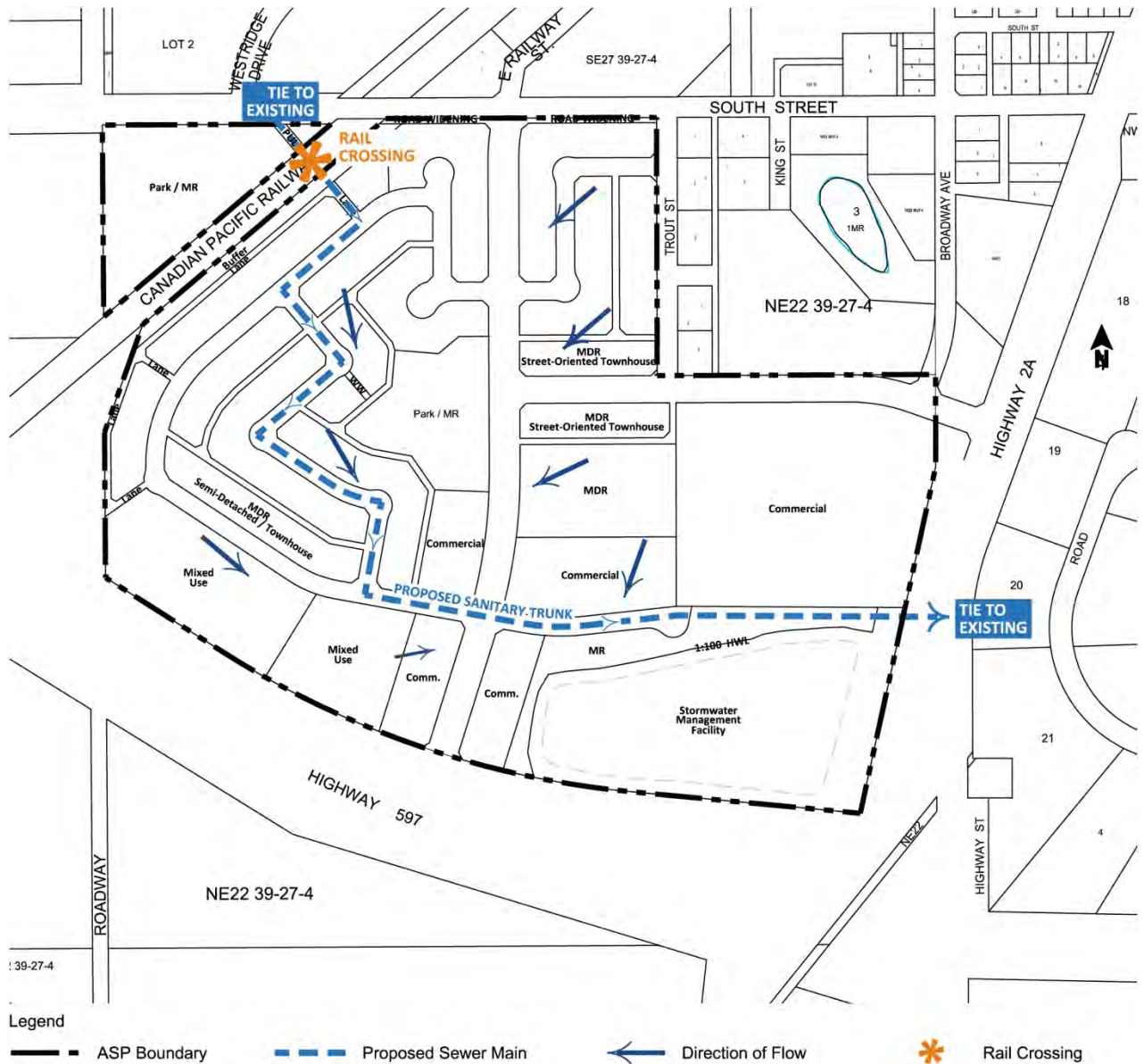
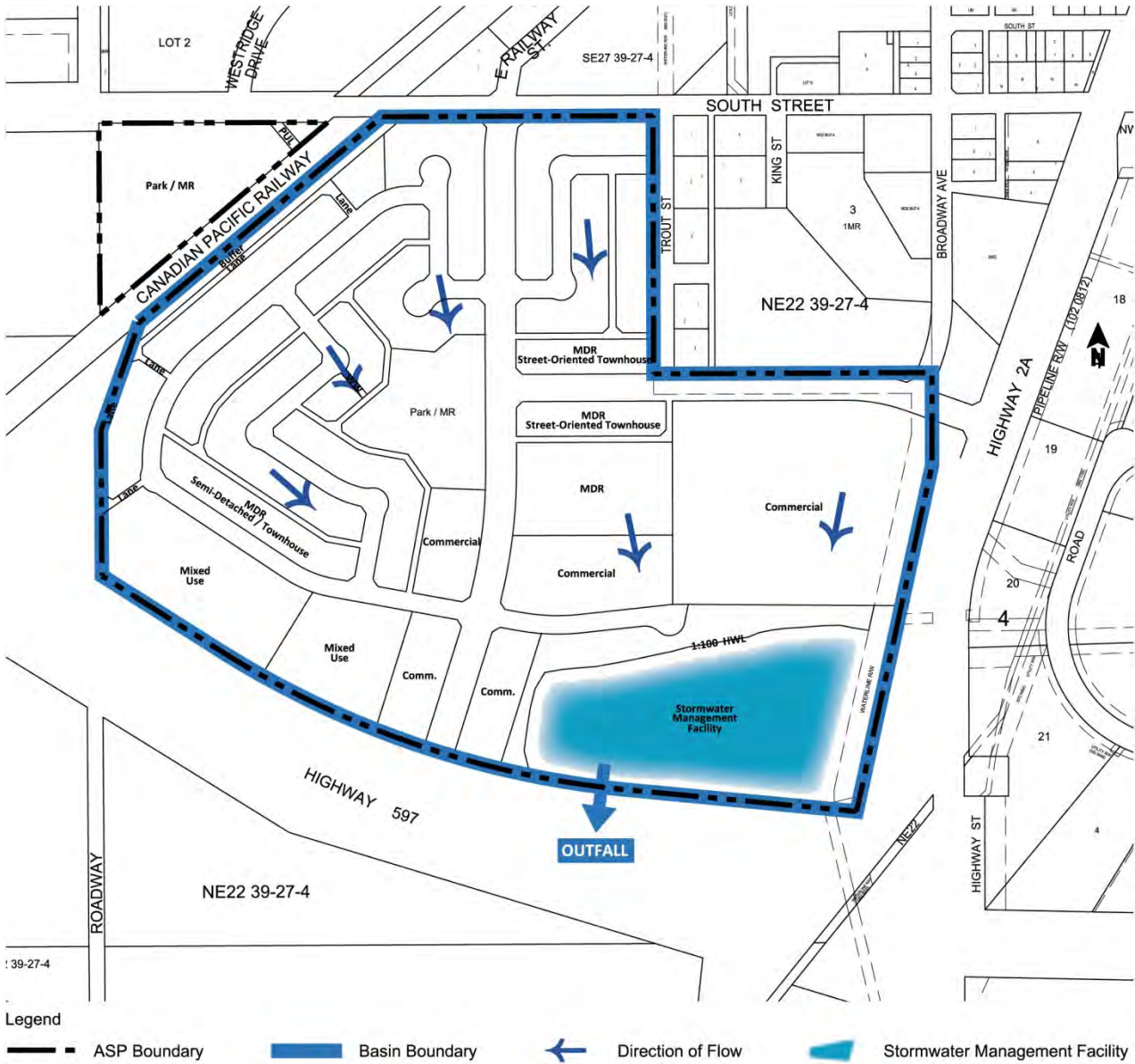


FIGURE 10: STORMWATER MANAGEMENT CONCEPT



8 IMPLEMENTATION

The Blackfalds Crossing ASP provides a policy framework to guide the future development of the planning area. Once adopted, the policies within this ASP will be binding and will direct the manner in which development occurs. Future studies, approvals and infrastructure improvements will also directly influence the ability of development to proceed and function as envisioned by this ASP.

This Plan recognizes that land development is heavily dependent upon market conditions and trends, and has sought to provide the flexibility required to facilitate appropriate and successful development under a range of conditions. This plan is intended to be a living document in that it can accommodate changes in elements such as storm water management techniques, sustainable technology and desired housing and lot sizes and configurations. The policies of this ASP should be interpreted in a manner that allows for the finer details of development, including lot sizes and locations, to be determined through subsequent subdivision and redistricting approval processes.

8.1 STAGING

Development staging is intended to respond to market conditions, but should generally occur in accordance with the staging pattern illustrated in Figure 11. It is not known when full build-out of the planning area will be completed, as the rate of development will largely be governed by the pace of the regional economy and other market conditions.

8.2 REDISTRICTING AND SUBDIVISION

As previously noted, lands within the planning area are currently included in the C-2 Commercial Highway, I-2 Industrial Heavy, MR – Municipal Reserve and Storm Pond Districts under the Town's Land Use Bylaw. Amendments to place the residential portions of the planning area in appropriate Land Use Districts will be required prior to subdivision and development.

8.3 AREA STRUCTURE PLAN AMENDMENTS

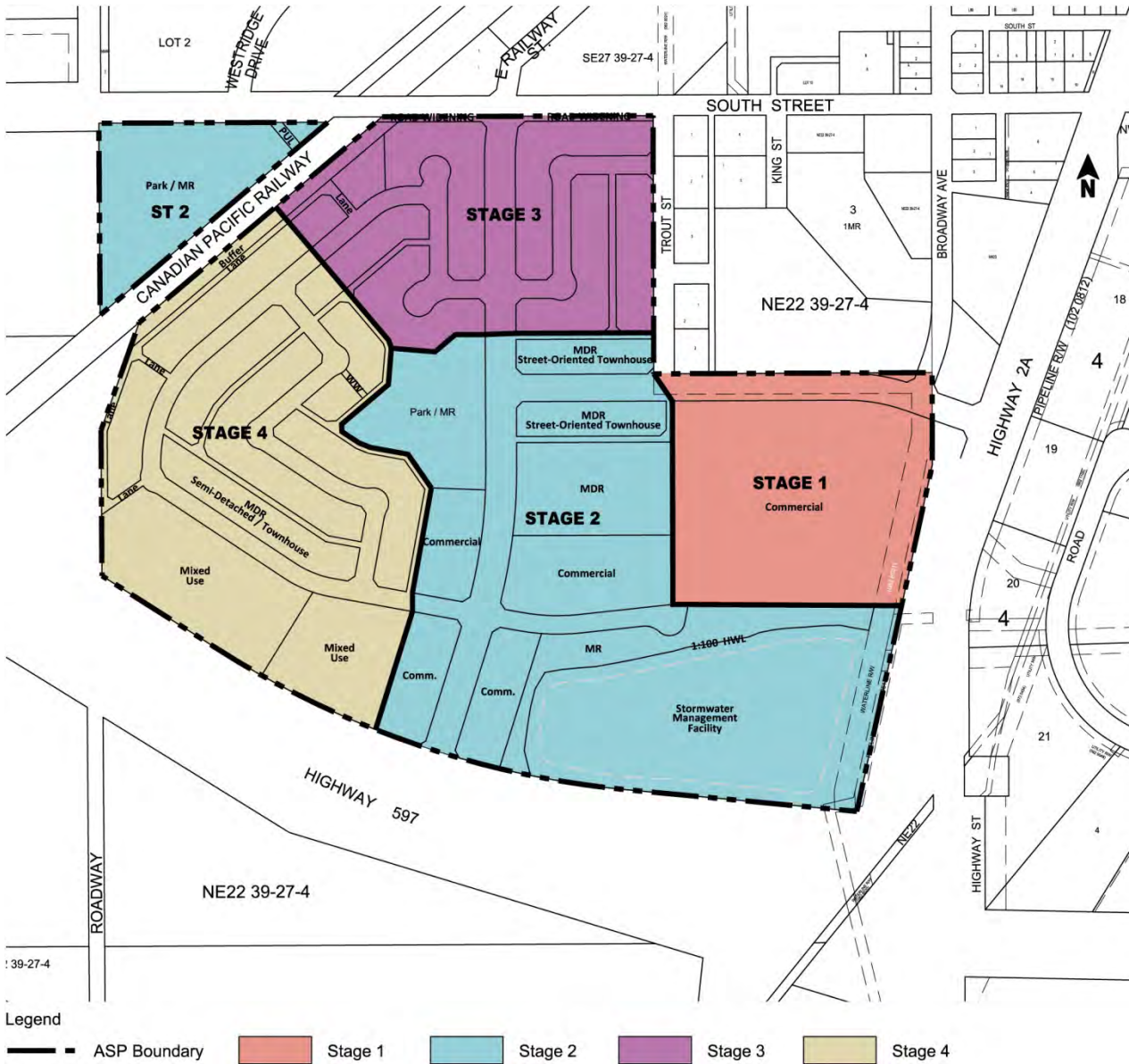
Amendments to the Blackfalds Crossing ASP may be initiated by person(s) with interest in the planning area and must proceed in accordance with the Town of Blackfalds procedures for statutory plan amendments.

8.4 IMPLEMENTATION POLICIES

Objective 11: To allow for an efficient, economic and logical phasing of development consistent with Town policies and market demands.

Policy 8.4.1 Development of the Blackfalds Crossing planning area should generally proceed from southeast to northwest, as conceptually illustrated on Figure 11. The staging boundaries are intended to be flexible, so variations in response to market conditions and servicing requirements are expected through the life of the Plan and shall not necessitate amendments to this Area Structure Plan.

FIGURE 11: STAGING CONCEPT



9 SUMMARY OF ASP POLICIES

The policies included in this ASP are intended to guide the future development of the Blackfalds Crossing planning area. In an effort to simplify their implementation and for ease of reference, a summary of the ASP policies is provided below:

General Development Policies

- Policy 5.5.1 Lot sizes and configurations within the Blackfalds Crossing Area Structure Plan shall be determined in subsequent subdivision application(s), in general accordance with the Development Concept in Figure 5. Minor variations in land use boundaries and roadway alignments are anticipated and shall not require amendments to this plan.*
- Policy 5.5.2 Specific land uses within the Blackfalds Crossing Area Structure Plan shall be determined through subsequent redistricting and development applications, in general accordance with the uses depicted on Figure 5 and what is required to best serve the local and regional market at the time of development.*
- Policy 5.5.3 Development shall be undertaken in general accordance with the policies, uses and guidelines set out in the Blackfalds Crossing Area Structure Plan.*
- Policy 5.5.4 Development shall comply with the Town of Blackfalds policies, bylaws and regulations current at the time of development.*
- Policy 5.5.5 Buffering, screening and other appropriate measures shall be utilized to minimum potential land use conflicts between residential and commercial development, Highways 2A and 597, the Canadian Pacific Rail line and other adjacent land uses.*
- Policy 5.5.6 Approvals required under the Water Act and Environmental Protection and Enhancement Act shall be obtained prior to any alteration of the existing dugout or construction of stormwater management facilities.*
- Policy 5.5.7 Clearing, construction and development activities should avoid migratory bird nesting and breeding seasons to the greatest extent possible. If activities are scheduled within these times, a bird nesting survey shall be conducted by a qualified biologist.*
- Policy 5.5.8 If any historical resources are discovered during stripping, grading or construction activities, all work shall cease and the Province shall be notified immediately.*
- Policy 5.5.9 Development adjacent to pipelines within or adjacent to the planning area shall respect the setbacks required by the Alberta Energy Regulator.*
- Policy 5.5.10 Architectural Controls shall be applied by the Developer to lots directly backing onto the central park space to ensure the installation and maintenance of consistent and aesthetically pleasing rear fencing and other design elements.*

Residential Development Policies

- Policy 5.5.11 Residential development shall be located as generally indicated on the Development Concept in Figure 5 of this Area Structure Plan.*

Policy 5.5.12 The actual location, size and arrangement of lots within the Blackfalds Crossing ASP shall be determined at the time of subdivision, in general accordance with this Area Structure Plan and the Town of Blackfalds Land Use Bylaw current at the time of development.

Policy 5.5.13 Residential development shall include a mixture of single family, semi-detached, townhouse and multi-family forms of housing. For the purposes of this Area Structure Plan, seniors housing shall be considered to be a form of multi-family housing.

Policy 5.5.14 Residential density shall not exceed 17 dwelling units per gross developable hectare, when calculated for the entire Area Structure Plan.

Commercial Development Policies

Policy 5.5.15 Commercial development shall be located as generally indicated on the Development Concept in Figure 5 of this Area Structure Plan.

Policy 5.5.16 Commercial development shall include a range of uses to serve the local and regional market. The exact nature of commercial uses to be developed shall be determined through subsequent land use bylaw amendments, in general accordance with this Area Structure Plan.

Policy 5.5.17 Commercial development shall meet a high standard of aesthetic quality, with unified architectural treatments, paved and screened parking and loading areas, landscaped buffers and appropriate signage.

Policy 5.5.18 Outdoor storage shall not be permitted for any commercial development within the Blackfalds Crossing planning area.

Parks and Open Space Policies

Policy 5.5.19 A minimum of 10% of the gross developable area of the Blackfalds Crossing Area Structure Plan shall be dedicated as land for Municipal Reserve.

Policy 5.5.20 Parks and open spaces, including stormwater management facilities, and other amenities shall be interconnected wherever possible by trails and walkways within the Blackfalds Crossing Area Structure Plan.

Policy 5.5.21 The precise location, size and configuration of Municipal Reserves, parks and trails within the Blackfalds Crossing Area Structure Plan shall be determined at the time of subdivision, in general accordance with the Development Concept in Figure 5.

Policy 5.5.22 Land dedicated for Municipal Reserves in excess of 10% (4.0 hectares) shall be purchased by the Town of Blackfalds at the time of subdivision. Details of the land values and precise land areas shall be determined at the time of purchase.

Transportation Policies

Policy 6.2.1 Roadways within the Blackfalds Crossing Area Structure Plan shall be constructed to Town of Blackfalds standards.

Policy 6.2.2 Intersections with Highway 2A and Highway 597 shall be constructed to Town of Blackfalds and Alberta Transportation standards.

Policy 6.2.3 Direct vehicular access shall not be permitted from Highway 2A and Highway 597 to any residential lot within the Blackfalds Crossing planning area.

Servicing & Utilities Policies

Policy 7.5.1 All development within the Blackfalds Crossing planning area shall be individually serviced and connect to the Town's municipal water, sanitary and stormwater servicing systems.

Policy 7.5.2 Shallow utility services shall be installed in accordance with Town of Blackfalds standards.

Policy 7.5.3 Post-development stormwater discharge rates shall not exceed pre-development rates.

Policy 7.5.4 Naturalized wet ponds shall be designed and constructed to retain and treat stormwater according to Alberta Environment and Parks standards prior to discharge to...

Policy 7.5.5 The precise location, size and configuration of stormwater management facilities within the Blackfalds Crossing Area Structure Plan shall be determined at the time of subdivision through detailed engineering design, in general accordance with the Stormwater Management Concept in Figure 10.

Policy 7.5.6 Stormwater management facilities should incorporate landscaping and walkways where possible to enhance these areas as open spaces.

Implementation Policies

Policy 8.4.1 Development of the Blackfalds Crossing planning area should generally proceed from southeast to northwest, as conceptually illustrated on Figure 11. The staging boundaries are intended to be flexible, so variations in response to market conditions and servicing requirements are expected through the life of the Plan and shall not necessitate amendments to this Area Structure Plan.

Appendix A

ENVIRONMENTAL SITE ASSESSMENT

Appendix B

HISTORICAL RESOURCES ACT CLEARANCE

Appendix C

GEOTECHNICAL INVESTIGATION (2015)

Appendix D

GEOTECHNICAL INVESTIGATION (2016)

Appendix E

BIOPHYSICAL ASSESSMENT

Appendix F

TRAFFIC IMPACT ASSESSMENT

