

BYLAW NO. 754

**A BYLAW OF THE TOWN OF REDWATER  
TO AMEND THE MUNICIPAL DEVELOPMENT PLAN OF THE TOWN OF  
REDWATER**


**WHEREAS** the Municipal Government Act, R.S.A. 2000, as amended ("the Act") provides that a Municipal Council may amend its Municipal Development Plan.

**WHEREAS** the Council of the Town of Redwater wishes to amend its Municipal Development Plan as it affects certain lands.

**NOW THEREFORE** the Council of the Town of Redwater, duly assembled, pursuant to the authority conferred upon it by the *Municipal Government Act, R.S.A 2000 c.-M-26* and amendments thereto, enacts as follows.

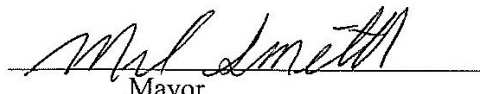
1. Bylaw No. 754, is to be cited as the "Town of Redwater Municipal Development Plan"
2. That Schedule "A" attached hereto is hereby adopted as part of this Bylaw.
3. That Bylaw 667 being the "Town of Redwater Municipal Development Plan" and all amendments thereto, are hereby repealed.
4. That Bylaw No. 818/96, the Municipal Development Plan of Sturgeon County, is repealed only as it affects the lands identified in Schedule "A" which are within the Town of Redwater.
5. This Bylaw comes into full force and effect on the day it is finally passed.

**READ A FIRST TIME IN COUNCIL THIS** 6th **DAY OF** October, A.D. 2009,

  
Mayor

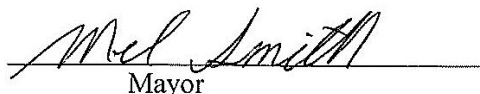
  
Chief Administrative Officer

**READ A SECOND TIME IN COUNCIL THIS** 22 **DAY OF** DECEMBER, A.D. 2009,

  
Mayor

  
Chief Administrative Officer

**READ A THIRD TIME IN COUNCIL THIS** 22 **DAY OF** DECEMBER, A.D. 2009,

  
Mayor

  
Chief Administrative Officer

**Schedule A**

**TOWN OF REDWATER  
MUNICIPAL DEVELOPMENT PLAN**

**December 22, 2009**

**TABLE OF CONTENTS**

	<b>Page</b>
1.0 INTRODUCTION _____	1
1.1 Legislative Requirements _____	2
1.2 Guide to the Plan _____	3
1.3 Intention of the Municipal Development Plan _____	4
1.4 Goals _____	4
1.5 Regional Information _____	6
1.6 Urban Setting _____	6
2.0 LAND USES _____	8
2.1 Transportation, Communications and Utility Uses _____	8
2.2 Residential Areas _____	10
2.3 Public and Semi-Public Uses _____	10
2.4 Industrial Areas _____	11
2.5 Commercial Areas _____	11
3.0 HISTORICAL GROWTH _____	12
4.0 FUTURE GROWTH PROSPECTS _____	13
4.1 Industrial _____	13
4.2 Commercial _____	14
4.3 Population _____	14
5.0 PLAN OBJECTIVES _____	16
5.1 Industrial Development _____	16
5.2 Commercial Development _____	17
5.3 Residential Development _____	17
5.4 Community Facilities and Services _____	18
5.5 Transportation and Utilities _____	19
5.6 Community Development _____	21
6.0 INDUSTRIAL POLICY _____	22
6.1 Industrial Areas _____	22
6.2 Site Planning _____	22
6.3 Development Opportunities _____	23
7.0 COMMERCIAL POLICY _____	24
7.1 Downtown Core Area _____	24
7.2 Site Planning _____	25
7.3 Highway Commercial Areas _____	26
8.0 RESIDENTIAL POLICY _____	27
8.1 Housing Mix _____	27
8.2 Neighbourhood Planning _____	28
8.3 Subdivision and Site Planning _____	29
8.4 Development Phasing _____	29
8.5 Residential Phasing _____	30
8.6 Residential Infrastructure _____	30
9.0 COMMUNITY FACILITIES POLICY _____	31
9.1 Neighbourhood Facilities _____	31

9.2	Recreation Areas and Facilities – General	31
9.3	Cultural Facilities	32
9.4	Programs	33
9.5	Protective/Emergency Services	33
9.6	Health and Social Services	33
9.7	School Facilities	33
9.8	Major Recreation and Institutions	33
10.0	TRANSPORTATION AND MUNICIPAL SERVICING POLICY	34
10.1	Transportation	34
10.2	Municipal Services	35
10.3	Pipelines	35
11.0	COMMUNITY DEVELOPMENT POLICY	36
11.1	Activity Centres	36
11.2	Community Redevelopment	36
11.3	Citizen Participation	36
11.4	Social Impact	37
11.5	Historic Preservation	37
12.0	INTERMUNICIPAL CO-OPERATION	38
12.1	Sturgeon County	38
13.0	MAPS	39
13.1	Future Land Use Map	39

### **List of Figures and Charts**

Figure 1:	Statutory and Regulatory Planning Documents	3
Figure 1:	Population Change	12

## **1.0 INTRODUCTION**

Redwater is a prosperous, growing community located north of Edmonton within Sturgeon County at the intersection of Highway 28 and Highway 38. The Town is home to approximately 2,200 people and 150 businesses. Redwater is located 10 km north of Alberta's Industrial Heartland. Town citizens enjoy a high quality of life that provides opportunities for involvement and a sense of belonging.

Redwater is located 30 minutes northeast of Edmonton and is a safe and secure community with an RCMP detachment, a Health Center as well as Ambulance service and Volunteer Fire Department which serve the Town of Redwater and surrounding community. The community has a board range of recreational developments such as playgrounds, park areas, ball diamonds, soccer pitches, an outdoor swimming pool, a running track, 9 hole grass green golf course, a skateboard park and a multi-use recreation building which includes an indoor skating & hockey arena; curling rink; hall & performing arts theater and a golf club.

The Town also has a full range of educational opportunities – from preschool to adult programs. The preschool programs include playschool as well as a Head Start program. Educational facilities include, the Ochre Park Elementary which offers Kindergarten to Grade 4 education and Redwater School which provides grade 5-12 education. Redwater School also offers the Registered Apprenticeship Program (trades) as well as the Green Certificate Program (agriculture).

In 2007, after limited growth for 25 years, the Town of Redwater annexed approximately 20 quarter sections of land (1300 ha – 3200 acres), growing from 696 ha (1720 ac.) in 11 plus quarter sections to over 31 quarter sections. The annexation was motivated by the belief that over the next 50 years, the Town is positioned to grow over time as the Heartland area just south of the Town develops.

### *Smart Growth*

Sound planning and development initiatives are necessary in order to facilitate sustainable community development. Community development is multi-faceted, encompassing not just economic imperatives, but also environmental, social and cultural components. Each of these components is integral to the success of the others: just as environmental stewardship can lead to innovative economic opportunities; economic growth can lead to social and cultural development, thereby improving people's quality of life and the overall desirability of the community as a place to live, work and recreate.

The Town of Redwater Municipal Development Plan espouses the principles of Smart Growth in order to emphasize and enhance quality of life for its residents, preserve the natural environment and ensure that new growth and development is socially, fiscally and environmentally responsible well into the future. The Smart Growth themes that are evident in this Plan include:

- Fostering a Town identity which is unique, vibrant, diverse, and inclusive.
- Nurturing engaged citizens. Community members and volunteers will participate in community life and decision-making.

- Mixing land uses to the greatest extent possible. The Town Centre, specifically the Downtown Area, will have a mixture of homes, retail, business, and recreational opportunities.
- Nurturing the redevelopment of the Town's Downtown Area through the provision of prescriptive land use policies, and architectural controls.
- Providing a variety of transportation choices. Neighbourhoods will be attractive and have safe infrastructure for walking and cycling, in addition to driving.
- Facilitating the provision of diverse housing opportunities. People in different family types, life stages and income levels will be able to afford a home in the Town.
- Encouraging growth in existing neighbourhoods, and using investments in infrastructure (such as roads and schools) efficiently.
- Preserving open spaces, natural beauty and environmentally sensitive areas. Development will respect natural landscape features and thus have higher aesthetic, environmental, and financial value.
- Encouraging the use of green buildings and other systems that can save both money and the environment in the long run.

The Municipal Development Plan for the Town of Redwater seeks to harness the optimism and creativity of the Town's Council and residents, and articulate these ideas as goals and objectives for future development. This Plan deals not just with street layouts, housing and infrastructure needs, but seeks to link physical and social development in a way that is easy to read and understand. It is anticipated that this document will serve as a road map, guiding the community to its future destination for years to come.

## **1.1 LEGISLATIVE REQUIREMENTS**

The Municipal Government Act (MGA) is the provincial enabling legislation that gives extensive governing powers to municipalities. Pursuant to Section 2, the purpose of the Municipal Government Act is to:

- a) give broad authority to councils, including broad authority to pass by-laws, and to respect their right to govern municipalities in whatever ways the councils consider appropriate within the jurisdiction given to them;
- b) enhance the ability of councils to respond to present and future issues in their municipalities; and
- c) recognize that the functions of the municipality are to:
  - i) provide good government,
  - ii) provide services, facilities and other things that, in the opinion of the council, are necessary or desirable for all or part of the municipality, and
  - iii) develop and maintain safe and viable communities.

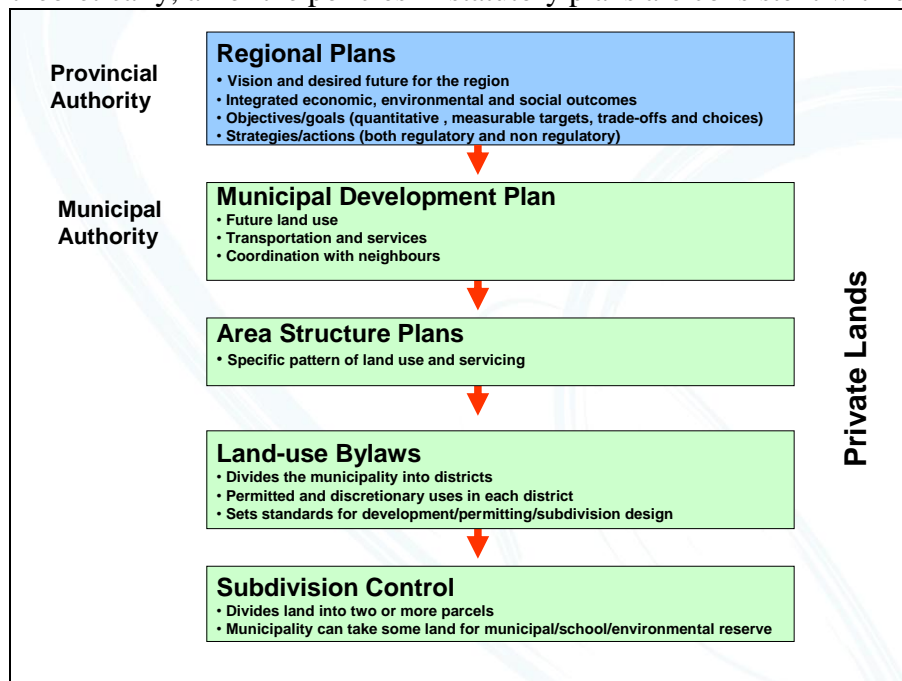
A Municipal Development Plan (MDP) outlines a broad set of goal statements about the type of long-term development that is desired by the community. The main focus of the MDP is to provide a statutory plan to assist Council – and the Town's approving authorities – in achieving and maintaining orderly and efficient land use and development.

The Town is aware that other provincial and federal statutes will have a role to play in the future development of the Town of Redwater. In a spirit of cooperation, consultation and communication, the Town looks forward to working with government agencies and community stakeholders in the implementation of this plan in order to achieve a pattern of land use and development that is attractive, efficient and beneficial to all residents of the municipality.

## 1.2 GUIDE TO THE PLAN

The Municipal Development Plan provides a broad land use, infrastructure and transportation framework for the future development of the community. It includes a series of policies which address the preferred characteristics of development and the development process within the corporate boundaries of the Town of Redwater.

The broad provisions of Municipal Development Plans are often implemented through the preparation of Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), both of which are Statutory Planning documents and are subject to provisions in the Municipal Government Act. All of a municipality's statutory plans are required to be consistent with each other. This implies that all of a municipality's ASP's and ARP's must conform to the Municipal Development Plan and, if applicable, any Intermunicipal Development Plans. Policies in one municipal statutory plan do not take precedence over the policies in another municipal statutory plan because theoretically, all of the policies in statutory plans are consistent with each other.



**Figure 2: Statutory and Regulatory Planning Documents**

In addition, changes to the Land Use Bylaw, which regulates development on specific sites, and subdivision approvals, must also be consistent with the Municipal Development Plan.

Development that does not conform to the MDP will not be approved. If a proposed development does not comply with the MDP but is felt to be desirable, amendment to the Plan may be considered by Council.

For the purposes of land use planning and development, this Plan will serve as the senior municipal land use planning document, and will be implemented, among other ways, through the Town of Redwater Land Use Bylaw.

Decision making on all subdivision and development permit applications will conform to the spirit and intent of the goals, objectives, and policies of this Plan.

The boundaries of the land use classes described in this Plan's Future Land Use Map are approximate only and may not follow legal surveyed boundaries. Minor adjustments or variances that may be required to land use classes, the location of future roads, quantities or figures shall not require an amendment to this Plan. In addition, Municipal Development Plans should be periodically reviewed to take into account changing circumstances and municipal preferences.

### **1.3 INTENTION OF THE MUNICIPAL DEVELOPMENT PLAN**

The Council of the Town of Redwater intends that this Municipal Development Plan will guide future development within the Town. This Plan provides for concomitant growth in the Town's Residential, Commercial and Industrial sectors, as well as the expansion of green spaces, recreation areas and parkland for residents. The Plan would also protect significant natural features within the Town.

This is an enabling Plan, allowing orderly and phased growth to occur, but only under the circumstance that such growth will not be at the cost of the current Town residents, landowners or the larger region. Future development within the Town will occur only if the costs of such development, including the provision of roads, urban standard municipal piped sewage collection and disposal and water supply systems, storm water management systems, parks, schools, and any other facilities and services (commonly referred to as "hard" and "soft" services) are fully provided either by the new developments themselves or senior levels of government.

Development for the sake of development will not be allowed. Redwater will insist that all new the development that occurs within the Town supports the Town's commitment to Smart Growth Principles specifically in relation to encouraging: environmental integrity, sustainable community development, social responsibility and economic prosperity.

### **1.4 GOALS**

The Municipal Government Act, R.S.A. 2000 provides considerable municipal discretion concerning the contents of Municipal Development Plans. Beyond the specific requirements of the Act, the Town of Redwater's Municipal Development Plan program has been used to develop, insofar as is possible, objectives and policies aimed at:



- a) allowing for appropriate future growth within the Town;
- b) ensuing compatibility with the Capital Region Board's Regional Evaluative Framework;
- c) maintaining existing levels of protective and emergency services;
- d) encouraging commercial development to serve the existing and the potential population;
- e) improving the downtown area, specifically in relation to:
  - i) the appearance of laneways,
  - ii) the appearance of existing buildings, and
  - iii) encouraging the further walkability and enjoyment of streetscapes;
- f) providing opportunities for fostering local employment opportunities and increasing municipal tax revenue;
- g) enhancing and encouraging community identity/spirit and community pride;
- h) improving the quality of existing recreational facilities in general and providing more recreational facilities;
- i) expanding opportunities for facilities to house social service programs, in particular to include day-care/afterschool-care facilities;
- j) expanding opportunities for facilities to house arts and crafts programs and cultural activities and facilities, in particular for adults and teens;
- k) preserving buildings having historic and/or architectural value;
- l) facilitating the provision of additional community services such as health care, protective services and social services; and
- m) encouraging a mix of residential development and uses, including
  - i) single family, detached housing,
  - ii) adult living accommodations,
  - iii) duplexes (intergenerational), and "granny flats" (often called "in-law" suites),
  - iv) owner-occupied ground-oriented medium density housing,
  - v) rental accommodation (both ground-oriented medium density housing and apartments)."
  - vi) high density multi-family housing, and
  - vii) mixed use developments in appropriate locations

Through the Municipal Development Plan, Town Council clearly states policies on land use and development to others (such as other municipalities, government agencies, private developers, and the general public). This will enable public and private interests to undertake their land use and land development activities in comfort knowing municipal objectives and policies.

Regular review and amendment are desirable in order to keep the Municipal Development Plan up to date. It requires Council to decide whether any of the policy statements should be modified in light of land use and development activities during the previous year. It will also serve to remind Council or inform any new members of Council of the Municipal Development Plan's contents. Such review should occur with every new Council – every three years.

There should be a thorough review of the entire Municipal Development Plan every six to nine years. This review should be comparable to efforts undertaken at the time of its original preparation.

Amendments will be made at any time Council deems appropriate. When a major development proposal or land use issue comes before Council, Council members must refer to the Municipal Development Plan policies that apply to the issue and review the rationale for the policies. If the policies are reaffirmed, no change to the Municipal Development Plan is necessary, but if they are changed, then Council may wish to consider amending the Municipal Development Plan.

## **1.5 REGIONAL INFORMATION**

The Town of Redwater is located in the Edmonton Regional Marketplace, which is comprised of the City of Edmonton, Sturgeon County, Strathcona County, Leduc County, Parkland County and the urban municipalities therein. The Town itself is located in the northern portion of Sturgeon County and is approximately 10 km north of the Heartland area.

Developments relating to oil, gas and oilsands development make up the vast majority of projects in the Edmonton Regional Marketplace. Large-scale resource industry projects may lead to economic growth, an increase in regional population and ideally long-term economic diversification and sustainability. This Plan supports future and existing developments within the Heartland Area, within the Edmonton Regional Marketplace and within the Larger Capital Region Board Area.

The Plan acknowledges and supports the assumption that development within the region must be balanced and planned appropriately in order to ensure the future sustainability and prosperity of the larger region.

The Town is proud of its strong regional partnerships and strives to strengthen these relationships over the lifespan of this Plan.

## **1.6 URBAN SETTING**

The Town of Redwater is situated above the valley of the Redwater River. Gently sloping to the northeast, the land surfaces drops 15 meters (49.2 feet) over a distance of 1.6 kilometers (1 mile) to the River's edge. Two benches paralleling the River account for most of the change in elevation. Except for those two benches, the Redwater area is undulating / depressional having slopes of less than five percent, and is characteristic of the Redwater River drainage basin. Encompassing an area of about 1500 square kilometers (575 square miles), the basin consists of a series of sloughs and potholes, many of which are isolated or at least experience flow into the downstream drainage system only after periods of high precipitation. At the northeastern corner of the Town, the Redwater River flows in a southeasterly direction discharging into the North Saskatchewan River, 10 kilometers (6 miles) southeast of the Town.

As a result of the Redwater area's glacial history, a variety of surficial geologic deposits are found locally. The ranges of material properties and indices of similarly classified deposits in the Edmonton area have been identified; however, whether or not local deposits exhibit similar characteristics has not been determined in detail. Variability in soils is also likely to be encountered on any individual site. In general, it would appear however that soils having higher capability for agriculture are more likely to be found to the west of Town, whereas poorer soils, such as dune sand and solonchic soils, are more likely to be found to the east and to the southeast. The Redwater area has, for the most part, been cleared for agricultural use.



## 2.0 LAND USES

The total land area within the present Town boundaries amounts to over 2030 hectares (5000 acres). Only about 200 hectares (500 acres) or 10% of the Town's land base is currently developed. The remaining lands are green field lands and some brown field lands which are currently vacant or used for agricultural purposes. Most of green field land shown as residential on the Future Land Use Map (Map 1) is not longer used for agricultural purposes. Speculative interest in land development within the Town has been very high since the annexation in 2007.

Transportation, communication and utility uses account for about 30 percent of all developed urban land, residential uses for 24 percent, public and semi-public uses (buildings and open space) for 24 percent, industrial uses for 20 percent, and commercial uses for the remaining 2 percent. This appears to have little changed since 1981 when a detailed calculation was undertaken. A new detailed calculation is long overdue and shall be completed to determine the percentage of different use areas within the Town over the lifespan of this Plan.

Limitations to development within the Greenfield areas relate specifically to the provision of appropriate hard and soft infrastructure servicing. In order to ensure that future development within the green field areas and infill development within the Downtown area occurs at a rate that is manageable for the Town and appropriate for the larger region, residential phasing policies have been included in this Plan.

### 2.1 TRANSPORTATION, COMMUNICATION AND UTILITY USES

Transportation, communication and utility uses include rights-of-way, and structures such as substations, sewage and refuse disposal facilities, water tanks, reservoirs, and pumping stations which are normally associated with transportation, communications and/or utilities. The Town acknowledges the planned expansion of Hwy 28 to four lanes in the **Ten Year Roads/Highways Improvement Plan** prepared for the Capital Region Board as part of the **Working Together Report** prepared by ISL. Consideration of this significant improvement to the provincial roadway network was given when developing the Town's Future Land Use Plan.

#### 2.1.1 Roadways

Redwater is served by two Primary Provincial Highways, Highway #28 and Highway #38. Highway #38 links directly with Highway #28 one-half mile west of the Town and with Highway #45 (via the Vinca Bridge) approximately 38.6 kilometers (24 miles) southeast of the Town. Highway #28 provides access to Edmonton to the southwest and to Bonnyville and Cold Lake to the northeast.

Internally, a series of collector roads funnel traffic to and from Highway #38 (48th Avenue and 44th Street) either directly, or indirectly via 49 Avenue (a major urban arterial). These are:

- a) 58 Street,
- b) 53 Street, and
- c) 50 Street/48 Street.

Figure 6.2 in the Town's Master Services Plan provides a Horizon Year Road Network for a Population of 6,100. This Horizon Year Road Network does not take the newly annexed area into consideration. The Town will complete a new Transportation Plan as soon as possible in order to identify the best location for future arterial and collector roads within the new Town Boundaries. However, until such time as the new Transportation Plan is complete the Town will consult with the Department of Transportation and refer to Figure 6.2 of the Master Services Plan for direction when making decisions about future roadways and future roadway connections

#### 2.1.2 Railway

Historically, the Canadian National Railways' Coronado Subdivision line has run through the Town in a southwest-northeast direction. The rail is still in good condition.

In the 1980's, it was hoped that this line would provide a substantial development link to the heavy oil developments in the Fort McMurray and in the Cold Lake areas, and to the military base at Cold Lake. However, these uses for the line have not panned out. The Cold Lake and Fort McMurray rail lines have both been removed by CN. The only substantial development now served by this line is the Alpac pulp mill north of Boyle.

#### 2.1.3 Pipelines

Within the Redwater area and within the Town itself, numerous pipeline rights-of-way exist for the purposes of collecting oil and gas from well sites and batteries; transporting oil and gas products; collecting and disposing of salt water; supplying natural gas to consumers; and, collecting and disposing of sewage.

Pipeline rights-of-way are found extensively throughout the area.

#### 2.1.4 Transit Network

The Town will work with its partners in the Capital Region to encourage and support the development of the **Transit Network Concept** as shown in the **Working Together Report. Figure 4: Transit Network Concept – 2016** and **Figure 5: Transit Network Concept – 2041** in the **Working Together Report** illustrate a potential inter-municipal transit network to serve the regions population by 2016 and 2041 respectively. These figures indicate that the Town Redwater is on a proposed Commuter Route and that the Town is a proposed location for the development of a Commuter Station and Park and Ride by 2016.

## 2.2 RESIDENTIAL AREAS

“Current housing in Redwater may be classed as either low density (single detached dwellings duplexes and manufactured homes) or medium density (triplexes, fourplexes, town houses, two storey walk-up apartment buildings, and the senior citizens' lodges). There is no high density (four storey apartment buildings) housing within the Town. Housing is currently concentrated in five (5) distinct areas.”

- 2.2.1 The Southside is comprised of single detached dwellings constructed, for the most part, during the oil boom era or circa 1950. More recent construction took place north of 48 Avenue (late 1960's to early 1970's), west of 49 Street (1970's); and south of 46 Avenue (1977 and 1980). There is only one medium density dwelling in this area and it is located on 49 Street just north of 47 Avenue.
- 2.2.2 The Core is an area of predominantly single detached dwellings. Like Southside, the area between the golf course and 50 Street is comprised primarily of oil boom era housing and has a significant stock of housing built for the most part in the late 1960's and early 1970's. However, unlike Southside, newer homes are more randomly mixed with older homes. The area east of 50 Street was developed during the 1970's. The Core area contains most of Redwater's medium density housing.
- 2.2.3 Eastview is a manufactured home subdivision located south of 54 Avenue, together with four additional manufactured homes and two 1940's single detached dwellings north of 54 Avenue along 45 Street.
- 2.2.4 Central is a residential area north of the railway tracks between 51 Street and 55 Street. Like the Core, newer homes built in the late 1960's and early 1970's and oil boom era structures are mixed randomly throughout the area. There is also a medium density town housing development on the south side of 48 Avenue.
- 2.2.5 The Westend is an area of low density residential development which began in 1974. The western portion of this area has been substantially developed over the past 20 years, and is the most recently-constructed residential area in the Town.

A broader range of housing types, styles and densities will be encouraged in the green field areas shown on the Future Land Use map. High density housing (not exceeding four stories) will be supported in appropriate locations where Town infrastructure servicing standards can be met.

## **2.3 PUBLIC AND SEMI-PUBLIC USES**

### **2.3.1 Public and Semi-Public Buildings**

Public and semi-public buildings includes schools, government buildings, hospitals, religious institutions and museums. The majority of such buildings are located in the downtown area.

### **2.3.2 Public Open Space and Recreational Facilities**

This includes public parks, tot lots, playgrounds (including those associated with schools), ornamental parks, and public recreational facilities (curling rinks, ice rinks, swimming pool, golf course, ball diamonds, tennis courts, and soccer and football fields).

The golf course and playgrounds associated with nearby schools, together with the Multiplex, the swimming pool and Pool Park, combine to form a major focus for

recreational activity centrally located within the Town. Moreover, public open space and recreational facilities are evenly distributed throughout the Town with the exception of Southside.

## **2.4 INDUSTRIAL AREAS**

Industrial activity in Redwater is either of the non-manufacturing type, general warehousing, wholesaling with stock, construction contractors, petroleum related transportation services and storage) or of the manufacturing type (petroleum products, metal fabrication or sign fabrication).

Although most industries are located east of 44 Street, smaller concentrations are found elsewhere in the Town.

## **2.5 COMMERCIAL AREAS**

Commercial activity in Redwater currently includes both retail commercial uses (general merchandise stores, building materials and hardware stores, vehicle and accessories sales, apparel and accessories stores, specialty stores, food stores and eating establishments) and service commercial uses (medical services, business services, personal services, entertainment/amusement services and accommodation services). Practically all commercial land uses are located within the downtown area roughly bounded by 50 Avenue on the north, 47 Street on the east, 49 Avenue on the south, and 51 Street on the west, and along 48 and 49 Avenues between 51 Street and 54 Street.

The majority of commercial buildings in the downtown area were constructed circa 1950, during the oil boom. Some are somewhat younger. There are also several older single detached dwellings in the core on the west side of 48 Street as well as a six unit two-storey apartment building constructed in 1976 on the northwest corner of the intersection of 50 Avenue and 48 Street.

### 3.0 HISTORIC GROWTH

Before the oil boom of 1948 Redwater had an estimated 160 residents. There were four general stores, two garages, three grain elevators, a hotel and a blacksmith shop. Local commerce was closely associated with meeting the needs of families farming in the surrounding area.

After Imperial Oil Rig No. 1 became Discovery One in 1948, Redwater's population exploded. Field granaries, trailers and even old street cars hauled in from Edmonton were converted into residences or business establishments. After the initial boom, the population quickly stabilized and then gradually declined, in the 1950's and 1960's, to just over 1000 people. Redwater subsequently began performing a variety of oil field service and industrial functions in addition to agricultural service/commercial functions.

In the late 1960's, the Town began to grow once again. Taking advantage of federal industrial development grants, Imperial Oil constructed two fertilizer plants seven miles to the south and the Armco Co. built a culvert plant on the Town's outskirts in 1969, thereby broadening the existing petroleum-related industrial base. The year 1971 showed the greatest building growth since the oil boom and the population, which had fallen to 1041 in 1966, rose to 1287 in 1971. Between 1971 and 1981, Redwater's population increased at an average annual rate of 4.3 percent to 1963.

The population then stabilized. Slight growth has occurred in the last 10 years.

POPULATION	YEAR			
	1991	1996	2001	2006
	2,090	2,053	2,172	2,192

Figure 3: Population Change

The growth which has occurred reflects the infilling of existing development areas rather than any substantial new development. (The dip in 1996 probably represented some uncounted persons, especially taking into account the rise in 2001.)



## **4.0 FUTURE GROWTH PROSPECTS**

The 2007 annexation provides the Town with a large land base for future residential, commercial & light industrial development. It is the Town's intention that the annexation will support urban style development within the Town and discourage Country Residential development just outside of the Town's boundary thereby contributing to a reduction of the development footprint in the larger region.

Over the last two years (2007-2009) there has been substantial development activity within the Town. A multi-family condominium development is currently being constructed. A subdivision for approximately 44 single family and duplex residential lots has been registered and a subdivision application for approximately 200 additional residential lots is in the final stages of subdivision approval. Infrastructure is in the ground for all of these developments and, over the next few years, as houses begin to go up in these areas it is anticipated that the community will begin to feel the effects of another round of population growth.

### **4.1 INDUSTRIAL**

Industrial development, which started in Redwater in the later 1940's and which was based on very particular natural resource attributes, provided an important impetus for local population growth which tended to be largely independent of the developments in the rest of the Province and the Edmonton region. Later development more closely reflected Provincial growth rates and prospects. The economy of the immediate Redwater area stayed stable through the recent economic boom of Fort Saskatchewan and northern Strathcona County through the 1990's. However, recent economic expansion in these areas is finally beginning to affect the Redwater area.

Given that the existing economic prosperity of the province and the Edmonton region is expected to continue, the Town of Redwater can be considered to have good potential for future industrial development. The main factors reflecting positively on the Town's industrial development potential include:

- a) the existing tendency for population and industrial development to decentralize within the Edmonton metropolitan area;
- b) proximity to the petrochemical complex in the northeastern corner of the metropolitan area which is continuing extensive expansion;
- c) good accessibility to Edmonton's industrial-business and commercial districts;
- d) a location adjacent to the main highway leading to the heavy oil and tar sands plants in northeastern Alberta;
- e) the ability to draw, not only upon its own expanding labour force, but also on the diversified and sophisticated labour pool of the City of Edmonton; and
- f) the availability of modestly priced industrial land within with Town's boundaries.

Industrial development will come to Redwater based on the Town's situation relative to the Edmonton economic region. It is hoped that industries which provide services to the large scale industrial activities in the region will tend to locate in Redwater, where smaller, municipally-serviced locations will be available for those service industries which require them.

## **4.2 COMMERCIAL**

The Town's commercial sector has an exceptionally strong service trade segment. The retail trade component, however, does not appear to be as well developed.

Two main reasons account for the relative underdevelopment of the Town's retail sector. Firstly, Redwater has a significant retirement age group among its residents and as a result the average household income is lower than in the other metropolitan area municipalities where age groups in prime earning years are more predominant. Secondly, because of the relatively limited variety of locally offered goods and services and because of the proximity of the Town to competing retail establishments in the Cities of Edmonton and Fort Saskatchewan, Redwater's residents have the opportunity to spend a large proportion of their shopping dollars beyond the Town's boundaries.

Redwater is far enough away from Edmonton to not be too significantly influenced by the City's trade area or retail and service sector. However, Redwater is fairly close to Fort Saskatchewan and is likely influenced to a certain extent and impacted by intervening opportunity in the Fort Saskatchewan commercial sector.

Redwater's trading area lies predominantly to the north and east of the Town. The population of this area, is currently quite small.

The other limiting factor in Redwater's future commercial development is the need for certain population thresholds to both attract certain types or "brands" of retail or service development, both in the Town itself and within its trading area.

## **4.3 POPULATION**

After over 25 years of relative growth stability, there are numerous variables that may come into play to affect population change over the time frame of the Town's Municipal Development Plan. One variable which is difficult to account for as part of the planning process in Redwater is the potential for industrial expansion in Alberta's Industrial Heartland and surrounding area south of the Town. As a result, a range of population changes must be considered to account for these kinds of uncertainties.

Population change in Redwater, especially growth that may occur from nearby industrial expansion, is very much influenced by provincial and regional economic trends which are difficult to predict with accuracy. For example, in 1980 the population of Redwater was projected to grow from 1,963 to between 4,200 and 5,000 by the year 2001 (an average annual growth rate of 4%). Instead, it was counted at 2,172.

If there is no growth in the Heartland area to the south of the Town, it is suggested that, for Municipal Development Plan purposes, a modest growth rate of 2% per year may be estimated. This, on average, would allow for a reasonable growth pattern within the Town.

However, if there is growth in the area to the south of the Town, historic population growth trends may not serve as an appropriate model for predicting future growth.

## **5.0 PLAN OBJECTIVES**

### **5.1 INDUSTRIAL DEVELOPMENT**

#### *5.1.1 To realize Redwater's industrial development potential.*

Redwater's future industrial development is likely to be in the realm of smaller construction, trucking, manufacturing and wholesale establishments serving predominantly the local area market and regional industries. Redwater's location should be attractive to a variety of spinoff industrial activities serving larger area markets and the regional industrial base. Industries in this category would be secondary manufacturing plants (producing plastics, synthetic fibres, paints, etc.) with production based on a variety of primary petrochemicals. Some industrial-service firms may also locate in Redwater, particularly those serving the construction and operation of nearby petrochemical plants.

Industrial firms in Redwater will be able to draw on the local labour force and the diversified labour pool of the Edmonton region.

#### *5.1.2 To capitalize on Redwater's position and attributes in the context of regional industrial growth.*

Redwater is well-located near the industrial complex of Alberta's Industrial Heartland in Fort Saskatchewan and eastern Sturgeon County. As such, industries which require smaller tracts of land and municipal water and sewage services will be attracted to Redwater.

By the same token, Redwater can only benefit from regional industrial expansion and development. Therefore, the Town should encourage and support such regional growth. The Town must look at economic development regionally, and be in a position to benefit from that regional perspective, providing sites for businesses that need the specialized situation Redwater offers.

#### *5.1.3 To ensure an adequate supply of competitively priced industrial land.*

Future industrial land requirements have not been specifically projected, as they will vary depending on the types of development proposed.

The Town will probably not get directly involved in land development as owner/developer. Rather, the Town will encourage private land owners to make their land available for industrial development.

## **5.2 COMMERCIAL DEVELOPMENT**

### *5.2.1 To realize the Town's commercial development potential.*

In 1981, Redwater's trade area population of 5400 was projected to range to between 8950 and 10,250. That did not occur. Instead, the trade population only grew marginally to about 6500. Population growth in Redwater's trade area would help to expand the variety of local commercial services, and redirect the trade area population's shopping preferences towards the Town's commercial facilities.

Business now often comes approximately 60% from the region surrounding Redwater, and about 40% from Redwater itself.

The Town should do its best to attract small commercial businesses. It has good Highway exposure, and should utilize that exposure to attract businesses which would otherwise not locate in a population similar to that of Redwater.

### *5.2.2 To ensure an adequate supply of land to accommodate a variety of commercial activities.*

No projections of future commercial space requirements have been prepared.

Rather, the potential has been identified as being expansion of the downtown core commercial area and commercial growth in the west end of Redwater, as close as possible to Highway #28. Protection of these two areas for commercial retail and service uses is seen as vital for the viability of Redwater's commercial establishment.

## **5.3 RESIDENTIAL DEVELOPMENT**

### *5.3.1 To ensure an adequate supply of residential land and provide a suitable mix of housing to meet people's varying space requirements, economic circumstances and aspirations.*

People will be attracted to Redwater by local employment opportunities, more affordable housing, a more relaxed pace of living, and a quieter and more peaceful setting. As the Town grows, there will be a need to provide more housing, but also a greater variety of housing types.

Affordable housing will be the most attractive aspect of Redwater's residential component, with the greatest repercussions. The mere fact that a one-wage-earner family can afford to live in Redwater will attract both families who want one of the adults to "stay at home", and single parent families. These types of family will use the Town's recreational and social facilities in different ways, and both will use the facilities in different ways than the families and residents of a big city with expensive housing. It is expected that these families may be attracted from as far away as Fort McMurray, and from the Edmonton Armed Forces Base in Namao.

One of the objectives of the annexation was to provide additional area for residential growth within the Town. Several areas are proposed for future residential development within the newly annexed area. There are currently few single-family lots or manufactured home sites which are vacant. Therefore, infill development will not provide a good source of new housing in the Town. Rather, the majority of new residential development must be located in the annexation area. Development of residential housing in the annexation area will be required to ensure that availability of affordable housing and other social housing alternatives within the Town.

Future residential development will include a significantly larger proportion of medium and high density housing types than that which currently exists in the Town. This will keep servicing costs manageable for the Municipality, reduce the footprint of new development, and provide greater opportunities for affordable and social housing for residents.

*5.3.2 To ensure the development of a residential environment which enhances the quality of life of the Town's residents.*

Neighbourhood satisfaction in Redwater is high. The quality of the residential environment may, however, be adversely affected by future growth and development. Potential undesirable effects of increased traffic and noise; inadequate public facilities; the intrusion of commercial and industrial uses into residential areas; and the design and distribution of multiple housing could arise.

One method of addressing potential problem areas is to place considerable emphasis on neighbourhood design in the preparation and review of plans and development proposals. This emphasis will require the preparation of appropriate design policies and guidelines including but not limited to: pathway & walkway design; parks and green space design; and provisions for street-scale, pedestrian oriented, mixed use developments in appropriate locations.

## **5.4 COMMUNITY FACILITIES AND SERVICES**

*5.4.1 To ensure the economical and efficient provision of community facilities and services to meet residents' needs.*

The quality of life enjoyed by residents will continue to be dependant upon the extent to which community facilities such as parks and recreation facilities, cultural facilities and schools, and community services such as police and fire protection, health services, and social services meet their needs.

Only some of those facilities are provided by the Town. Others are provided by Provincial and Federal agencies or by the School Board and are beyond the control or, in some circumstances, even the influence, of the Town.

A recent study has offered valuable insights into the relative importance attached to various community facilities and services by households. It is a given that people in different stages of life or family cycle often have different needs and consequently different community facility and service planning priorities.

The Town will endeavor to identify and either meet those needs, or influence those who do provide the service to meet those needs.

## **5.5 TRANSPORTATION AND UTILITIES**

### **5.5.1 *To ensure the development of a safe, economic, aesthetic and efficient transportation system.***

The ability to move around the Town is very important to its businesses and residents. Likewise, protection from undue volumes of vehicular traffic, or heavy truck traffic, is very important to maintaining the residential character of the Town.

To that end, the Town will establish and develop a hierarchy of roadways to distribute traffic and thus reduce traffic volumes in residential areas, and to identify the roadways which may require upgrading in order to accommodate the traffic assigned to them.

The Town will also clearly identify “truck routes” through the Town, and limit trucks as much as possible to those truck routes. Part of this identification may include the establishment of a new truck route bypass of the Town to the south of the Town’s current development area, developed to reduce congestion on 48 Avenue.

Concurrently, the Town will establish and ultimately develop a pedestrian and bicycle-way system for the recreational pursuit of its residents. These systems will be as segregated as possible from both vehicular traffic systems and each other to encourage safety. Pedestrian and bicycle ways will be established in all new residential developments as part of the recreation/park system, and construction costs will be the responsibility of the developer.

### **5.5.2 *To ensure the development of an economical, efficient and environmentally sustainable municipal servicing system which will serve both the existing community and also future growth areas within the Town.***

Redwater’s waterworks, sanitary sewer, and stormwater drainage systems were developed to serve more people than currently reside in the Town. If total population growth is low, only some upgrades to the sanitary sewage system will be necessary. However if growth is higher, substantial upgrades maybe necessary. These upgrades will be fully funded by either senior levels of government or by the new developments themselves. No development beyond the capacities of the waterworks, sanitary sewer systems or natural gas system will be allowed until and unless any necessary increases to the capacities of the affected systems are guaranteed. The Town completed a Master Services Plan with the assistance of Associated Engineering in 2005. The Plan provides

an analysis of the existing water distribution system, sanitary sewage system, storm drainage system and transportation system in order to identify areas where upgrades are required and the estimated cost for these upgrades.

The 2005 Master Services Plan was finalized before the annexation was complete (2007) and therefore does not take into account potential development or population growth within the annexation areas. The Town has identified undertaking a new Masters Services Plan as a priority in order to ensure that they are best able to plan for infrastructure upgrading to meet existing and future needs.

The information below summarizes the current infrastructure systems within the Town.

a) Waterworks System

The Town of Redwater's water system consists of a treated water supply line, reservoir and pumphouse and a water distribution system. The waterworks system in the Town has been developed to meet the water demand for peak hour and day water consumption and for firefighting purposes. There are some deficiencies with the current system. Please refer to the Town's Master Servicing Study for specific information about the Town's waterworks system servicing capacities and the upgrades which are expected to be required.

b) Sanitary Sewer System

The Town of Redwater's sanitary sewerage system consists of a collection system, lift stations and force mains and both non-aerated and mechanically aerated lagoons. The sanitary sewerage system in the Town was developed to meet the sanitary sewerage demand during Peak Wet Weather Flows. There are some deficiencies with the current system. Please refer to the Town's Master Servicing Study for specific information about the Town's sanitary sewerage system servicing capacities and the upgrades which are expected to be required.

c) Stormwater Drainage System

The Town of Redwater is basically flat and drains, generally, to the north. Large scale development will require proper stormwater management; however, this will be provided for on a neighbourhood by neighbourhood basis as development is proposed and occurs.

The Construction of houses, commercial and/or industrial buildings, paved roads and parking lots increases the imperviousness of a watershed and reduces the infiltration of rainwater. This means that a much larger portion of rainfall will run off as an area develops. This increases the volume and rate of runoff and produces larger peak flood discharges in developed watersheds than would have occurred before development.

The Town will require each future development to provide storm water management facilities to control the rate of flow and to minimize potential disruption to downstream land uses and impacts on the environment.

The Town has and will continue to work to ensure that water quality issues, such as sedimentation and pollution associated with storm water runoff from urban areas are addressed before flows are discharged into natural watercourses.

d) Natural Gas

The Town's Natural Gas utility is owned and operated by the Town of Redwater. Gas is purchased from Gas Alberta Incorporated. Upgrades to the system will be required as the population of the Town increases.

## **5.6 COMMUNITY DEVELOPMENT**

### *5.6.1 To enhance and encourage community identity, spirit and community pride.*

Within the context of a Municipal Development Plan, community development consists of social support systems such as friendship networks, community organizations, civic affairs and leisure activities, together with minimizing any negative social impacts of population and economic growth. The Town will continue to promote a sense of community among residents and will seek to maximize opportunities for social interaction, minimize negative social impacts of development, and provide opportunities for citizen participation in community planning.

Redwater is a relatively stable community. This stability results in a familiarity with the Town and fosters the development of social relations.

Another important aspect is minimizing negative social impacts of growth. A limited form of social impact assessment can serve as a tool for identifying the unintended, as well as the intended, effects of development. Through its use, decision-makers may be able to assess the suitability of a particular development for the Town.



## **6.0 INDUSTRIAL POLICY**

### **6.1 INDUSTRIAL AREAS**

- 6.1.1 It is the policy of this Plan that the areas designated Industrial on the Future Land Use and Transportation Plan shall be developed in industrial uses, and that industrial development shall be directed to those lands designated Industrial.
- 6.1.2 An “industrial area” encompassing lands east of 44th Street will be reserved for industry. This area has safe and convenient access to major arterial roadways and rail facilities.
- 6.1.3 The Town will encourage concentrated industrial growth by directing future industrial development to the industrial area in order to minimize conflicts with neighbouring land uses, to facilitate the economical provision of municipal services, and to promote an efficient industrial land use pattern.
- 6.1.4 The Town may encourage the gradual relocation of industrial uses which are not in industrial areas to the industrial area.
- 6.1.5 The sizing and servicing of industrial sites should reflect the requirements of a wide range of industrial activities such as construction, trucking, manufacturing and wholesaling activities, together with petrochemical-related spin-off activities such as plastics, synthetic fibers, paints, etc.
- 6.1.6 The Town will endeavor to ensure the most cost-effective development of land in the industrial area.
- 6.1.7 Existing and future industrial activities in the industrial area will be protected by preventing encroachment of non-industrial uses.
- 6.1.8 Future industrial development will demonstrate adequate fire flow capacities prior to development approval and after completion of construction to the satisfaction of the Town’s Fire Department.
- 6.1.9 Future industrial development within the Industrial Area will be connected to a paved road network in a manner that meets with the satisfaction of the Town’s Public Works Department and the Town’s engineer.

### **6.2 SITE PLANNING**

- 6.2.1 The visual appearance of industrial buildings, the location of roadways, landscaping and buffering will be considered in order to ensure compatibility with surrounding uses. The Town will include building and landscaping standards in its land use bylaw as a means of encouraging the development of more attractive industrial structures and improving compatibility with surrounding uses.

- 6.2.2 Industrial development which is adjacent to residential areas along 44<sup>th</sup> Street should have the best possible visual appearance and provide appropriate buffering measures.

### **6.3 DEVELOPMENT OPPORTUNITIES**

- 6.3.1 The Town will seek the assistance of other levels of government in promoting local industrial development opportunities. The emphasis in promotion will be on the Town's proximity to a large complex of petrochemical industries, accessibility (by road and rail) to Edmonton, the ability to draw upon its own expanding labour force and the labour pool of the City of Edmonton, the availability of modestly priced industrial land in the Town, and the urban amenities of the Town.
- 6.3.2 The Town will cooperate with local business groups in promoting the municipality as a good place to live and establish business.
- 6.3.3 The Town may seek professional assistance and may more actively seek out industries which could locate in the Town.
- 6.3.4 Existing local industrial firms with growth potential will be encouraged to expand their production facilities.
- 6.3.5 The Town will encourage industries which provide services to or use the products of the nearby petrochemical industries to locate within the Town. These may be small companies or industrial establishments, which are looking for smaller, urban-serviced properties, rather than the large-scale operations which can have substantial impacts on the surrounding areas.

## **7.0 COMMERCIAL POLICY**

### **7.1 DOWNTOWN CORE AREA**

Downtown is the Core of any community, it is the place that sets the tone, creates the identity and personality of a community. The “downtown” is one of the most important business districts in any community. It provides opportunities for spontaneous communication, for shopping, dining and for celebration. Balancing highway commercial growth with the growth and development of the Downtown Core area will help generate increased community pride, increased entrepreneurial interest in the community and could even serve to increase tourism potential within the Town.

It is the policy of this Plan that the areas designated Downtown Core on the Future Land Use Plan shall be developed in commercial uses, mixed use development, and high density residential development.

- 7.1.1 Commercial development, mixed use development and high density residential development shall be directed to those lands designated Downtown Core.
- 7.1.2 The Town will ensure that public administrative functions also locate within the Downtown Core area.
- 7.1.3 The role of the Downtown Core area as the primary commercial and business area of the Town will be preserved and strengthened. New office development and major commercial uses will be encouraged to locate within the Downtown Core area. The rehabilitation of potentially healthy commercial buildings will be encouraged. Rehabilitative measures may involve structural repairs, cleaning, painting, or installing decorative features such as awnings, canopies, or shutters and installing street furniture such as benches and planters.
- 7.1.4 In order to ensure that the Downtown Core area remains and is enhanced as a viable “downtown hub” area, any development of residential uses in the Downtown Core, other than residential uses which are strictly accessory to commercial uses or located in apartment buildings where the main floor of the building is entirely occupied by commercial uses, will be considered as discretionary uses and considered on a case by case basis.
- 7.1.5 The rehabilitation or replacement of existing dwellings in the Downtown Core area which are not accessory to commercial uses or within buildings which are entirely devoted to commercial uses on the main floor maybe considered on a discretionary basis.
- 7.1.6 The conversion of existing dwellings in the Downtown Core area to commercial uses will be encouraged.

- 7.1.7 Residential uses which are strictly accessory to commercial uses may be allowed within the Downtown Core area. These developments will be encouraged to be predominantly and clearly commercial in nature with the residential use, as a secondary use.
- 7.1.8 The Town will endeavour to ensure that the maximum amount of land in the Downtown Core area which is currently vacant or being used for residential purposes is developed for commercial uses, mixed uses or high density residential uses within the time frame of this Plan.
- 7.1.9 The Town will strongly encourage the development of an attractive pedestrian environment within the Downtown Core area. This may involve using building setbacks to create pedestrian rest areas and attractive landscaped niches at convenient locations, removing obstructions to pedestrian flow, providing sufficient sidewalk widths with decorative materials such as brick or stone, and clearly marking pedestrian crosswalks. Moreover, businesses may be encouraged to provide rear or side entrances to offer access to employee and customer parking areas.
- 7.1.10 The Town will endeavor to ensure and attractive street appearance in the Downtown Core area by providing street furniture and landscaped areas which will give life and character to the street scene. Laneways should also be made attractive, illuminated for security reasons and improved, where necessary, for vehicular and pedestrian traffic.
- 7.1.11 Yards at the rear of business premises should be neat and properly maintained to present an attractive appearance to adjacent land uses. Dilapidated accessory buildings should be removed. Debris and weeds shall not be allowed.
- 7.1.12 The Town will endeavor to ensure that, insofar as is possible, businesses provide an adequate number of off-street parking spaces. Where necessary, privately owned parking areas may have to be supplemented by public parking facilities like that which has been provided within the Canadian National Railway right-of-way at the intersection of 49th Avenue and 48th Street to relieve pressure for parking in the vicinity of the Redwater Hotel.
- 7.1.13 The Town shall investigate mechanisms and implementation measures required for the creation of an incentive program to encourage existing development in the Downtown Core to revitalize.”

## **7.2 SITE PLANNING**

- 7.2.1 The Town will endeavor to ensure that adequate loading/unloading spaces are provided at the rear of business premises to discourage curb loading/unloading of goods.
- 7.2.2 Off-street parking areas should be properly drained, paved or graveled, illuminated for night use, landscaped and screened from non-commercial uses by means of a fence, earth berm, or shrubbery.
- 7.2.3 Appropriate access for emergency vehicles should be provided to all buildings.

### **7.3     HIGHWAY COMMERCIAL AREAS**

- 7.3.1    It is the policy of this Plan that the areas designated Highway Commercial on the Future Land Use shall be developed as commercial development which is specifically designed to focus on the needs of the traveling public, or commercial development that requires large land holdings that are not available in the Downtown Core area.”
- 7.3.2    The development of Highway Commercial areas will take careful cognizance of the need to buffer the potential negative impacts of such development from adjacent uses.
- 7.3.3    All Future highway commercial development will be serviced efficiently and be consistent with the Town’s Master Servicing Study.

## **8.0     RESIDENTIAL POLICY**

### **8.1     HOUSING MIX**

- 8.1.1 In cooperation with developers and other government agencies, the Town will endeavour to ensure the provision of:
- a) a range of dwelling and lot sizes;
  - b) a variety of housing types;
  - c) an adequate supply of rental units;
  - d) social housing to meet special housing needs in the community; and
  - e) affordable non-market housing to meet the needs of the community.
- 8.1.2 All new or revised residential area structure plan areas will have a residential housing mix normally reflecting a ratio of 80% low and medium density residential development and 20% high density residential development. A larger percentage of higher density residential development may be allowed by the Town if the developer can demonstrate the following:
- a) that the development can be serviced in a manner that is consistent with the Town's Master Servicing Study;
  - b) that the overall development pattern is complementary to adjacent land uses and infrastructure;
  - c) that the development will provide a high percentage of social and/or affordable housing; and
  - d) that the development will provide a higher percentage of public amenity areas, including but not limited to, park areas, trails, recreation amenities and/or public art.
- 8.1.3 The Town will endeavor to provide the housing mix indicated above in each neighbourhood indicated in this Plan and within new neighbourhoods as they develop within the annexation area.
- 8.1.4 The Town may encourage the development of innovative housing including new building forms, design and construction techniques.
- 8.1.5 Rehabilitation of older, structurally sound housing units will be encouraged wherever feasible.
- 8.1.6 Where the Town deems necessary, new residential developments will be required to provide buffering from potential negative impacts of adjacent land uses.

## **8.2 NEIGHBOURHOOD PLANNING**

- 8.2.1 The Town will adopt the neighbourhood as the basic planning unit for future residential development and redevelopment. Consideration of the design and development of complete neighbourhoods will be part of the evaluation criteria for all new multi-lot residential developments.
- 8.2.2 The Town will require the preparation and approval of an Area Structure Plan or Outline Plan/Development Concept prior to the approval of a new residential neighbourhood. The preparation and costs associated with the preparation of a new Plan or amendment to an existing Plan will be the responsibility of the developer. If the Town incurs costs while reviewing a proposed Plan or Plan amendment then costs associated with the review will also be the responsibility of the developer.
- 8.2.3 Outline Plans/Development Concepts will only be permitted, at the discretion of the Subdivision Authority, for parcels of land smaller than 20 ha (50 ac) and/or developments that will generate a total residential population of less than 280 people within the Plan area.
- 8.2.4 All Outline Plans/Development Concepts must be approved by resolution of Council prior to Subdivision Approval.
- 8.2.5 The Town's overall density of residential development within a designated neighbourhood unit should be approximately 30 persons per net residential hectare. As average household size continues to decline, however, a somewhat higher overall density standard may be considered in specific circumstances.
- 8.2.6 Ground oriented medium density residential development will be permitted in each neighbourhood. Medium density residential sites should be spread throughout each neighbourhood rather than being concentrated in any one (1) area.
- 8.2.7 Ground-oriented medium density residential development will not normally exceed a density of 50 units per net residential hectare.
- 8.2.8 High density residential developments will not normally exceed a density of 100 units per net residential hectare.
- 8.2.9 High density residential buildings will not exceed four (4) storey's in height.
- 8.2.10 Notwithstanding Policies 8.2.8 and 8.2.9 above, the Town may allow high density residential buildings which exceed four storey's in height or contain more than 100 dwelling units if the developer can demonstrate the following:
- a) that the development can be serviced in a manner that is consistent with the Town's Master Servicing Study;
  - b) that the overall development pattern is complementary to adjacent land uses and infrastructure;

- c) that the development will provide a high percentage of social and/or affordable housing; and
- d) that the development will provide a higher percentage of public amenity areas, including but not limited to, park areas, trails, recreation amenities and/or public art.

### **8.3 SUBDIVISION AND SITE PLANNING**

- 8.3.1 Different housing types should be appropriately related to neighbourhood and Town facilities and services and to schools. Senior citizens' housing and apartment buildings, for example, should be close to commercial facilities.
- 8.3.2 Only compatible housing types should be sited adjacent to one another. Walkup apartment buildings, for example, are compatible with ground-oriented multiple family dwellings, but incompatible with single detached dwellings.
- 8.3.3 Subdivision and site planning techniques using building forms, landscaping features, etc., should be used to reduce adverse effects of noise sources such as railways and major roadways on residential areas, foster a sense of neighbourhood security; and provide visual privacy.
- 8.3.4 Dwellings should have an adequate outdoor amenity area and should be designed so as to minimize energy loss.
- 8.3.5 The town may use architectural control of major developments so as to create an aesthetically pleasing residential environment.
- 8.3.6 The noise levels for those areas so designated should be established prior to subdivision by the use of prediction techniques acceptable to Alberta Transportation. The developer shall be required to prove, to the satisfaction of the Town, that the noise level in outdoor residential areas is the lowest level technically attainable. In no case shall predicted noise levels in new development areas exceed 65 dBa Ldn in outdoor areas and 35 dBa Ldn within the dwelling unit.

### **8.4 DEVELOPMENT PHASING**

- 8.4.1 The Town shall require the staging of future development in order to ensure contiguous development and the orderly extension of roadways and municipal services.
- 8.4.2 A stage of subdivision should provide a supply of lots that could reasonably be expected to be fully developed within a two-year time frame. The size of each stage should be large enough to offer a variety of housing types and to meet anticipated residential demands. All amenities such as parks, landscaping or recreational facilities should be phased along with the construction of the dwelling units.



- 8.4.3 The Town should not allow successive stages of subdivision until the majority of lots in previous stages have been issued development permits or unless the developer can clearly demonstrate that the lots in a successive stage would not remain undeveloped for an extended period of time.

## **8.5 RESIDENTIAL PHASING**

- 8.5.1 The Future Land Use map illustrates the Town's preferred plan for the phasing of new residential developments based on current development locations, infrastructure capacity within the Town and best planning practices. The Residential Phasing Plan is designed to discourage "leap frog" development and mitigate potential costs associated with future residential development in locations which are separated from previously developed areas. *The Town is currently reviewing the Master Servicing Study. When that review is complete revisions to the phasing component of the Future Land Use map may be required.*
- 8.5.2 Notwithstanding policy 8.5.1 above the Residential Phasing Plan is not intended to preclude the possibility of any future residential development in areas shown as **Phase II, or Phase III** on the Future Land Use Map until **Phase I** is completely developed. Development proposals adjacent to existing approved plans may be considered where:
- a) servicing connections are existing and available on the site or at a property line adjacent to the site;
  - b) adequate capacity exists to service proposed development in a manner that is consistent with the Town's Master Servicing Study to the satisfaction of the Town's engineer; and
  - c) where it is demonstrated that the overall development pattern is complementary with adjacent land uses and infrastructure.

## **8.6 RESIDENTIAL INFRASTRUCTURE**

- 8.6.1 All residential development will be serviced efficiently and be consistent with the Town's Master Servicing Study."

## **9.0 COMMUNITY FACILITIES POLICY**

### **9.1 NEIGHBOURHOOD FACILITIES**

- 9.1.1 The Town will endeavor to provide a multiple-use recreation area as close as possible to the centre of each developed neighbourhood, preferably adjoining any school and within walking distance of every dwelling.
- 9.1.2 The Town will require the provision of a multiple-use recreation area as close as possible to the centre of each new neighbourhood, preferably adjoining any school and within walking distance of every dwelling.
- 9.1.3 The Town will support the development of multi-ways (combination bicycle and pedestrian pathways) connecting parts of the Town to provide both connection and recreation opportunity.
- 9.1.4 The Town will support the development of a multi-way in the Ochre Park Neighbourhood within the existing pipeline right-of-way extending from 48 Avenue to the elementary school.

### **9.2 RECREATION AREAS AND FACILITIES - GENERAL**

- 9.2.1 The Town will endeavor to ensure the development of attractive, highly accessible, well-maintained recreation areas and facilities which offer adequate space for activities, convenience for users and variety in terms of size, location, natural features and development potential.
- 9.2.2 The Town will endeavor to ensure the efficient use and economic provision of recreation areas and facilities by striving for optimum utilization of available space and economy in construction, maintenance and operation.
- 9.2.3 The integration of powerline and pipeline rights-of-way into future developments, either as open space elements such as multi-way paths or as buffers to separate incompatible land uses, will be encouraged.
- 9.2.4 The Town will ensure the continued development of a system of recreation areas and facilities for community-wide use, for neighbourhood use, and for pre-schoolers (e.g., tot lots).
- 9.2.5 The Town will ensure that all recreation areas and facilities are easily accessible to the population they serve and that this access is clearly defined and visible to the public.
- 9.2.6 The Town will ensure that the recreation areas and facilities system is based upon standards which are within the financial capabilities of the community to achieve.

- 9.2.7 In conjunction with the School Division, the Town will endeavor to encourage increased community use of school facilities.
- 9.2.8 The Town will continue to make provision for landscaping and tree planting in order to make recreation areas more attractive.
- 9.2.9 The Town will continue to provide playground equipment and make playground improvements.
- 9.2.10 In the subdivision process, and in accordance with the Municipal Government Act, the Town shall require that subdividers provide 10% of their land as Reserve for park and school purposes. The land shall be shared with the School Division in accordance with the School Division's approved needs and in accordance with any agreement the Town may have with the School Division. The land acquired by the Town through this process will be used for recreational facilities and uses.
- 9.2.11 Notwithstanding Section 9.3.10 above, from time to time, the amount of land which would be provided by a subdivision may be too small or may be in the wrong location to be of use for the Town's recreational purposes. In such instances, at the discretion of the Subdivision Authority and in accordance with the Municipal Government Act, money in place of Reserve may be required. That money shall be used for recreation capital works and shared with the School Division in accordance with any agreement the Town may have with the School Division.
- 9.2.12 The Town will continue to co-operate with and assist the School Division in operating active recreational (baseball, track and field, soccer, gymnasium, etc.) facilities for community-wide use at the Redwater High School site.
- 9.2.13 The Town will endeavor to locate major recreational areas and facilities for community-wide use within the Town."

### **9.3 CULTURAL FACILITIES**

- 9.3.1 The Town will continue to support the upgrading of existing facilities and improvements to library and museum services, and will endeavor to ensure that new library and museum facilities remain a high development priority.
- 9.3.2 The Town will endeavor to ensure that major cultural facilities are provided as required within the Town.

#### **9.4 PROGRAMS**

- 9.4.1 The Town will encourage more active participation by individuals and community groups in planning the community's recreation programs.

#### **9.5 PROTECTIVE/EMERGENCY SERVICES**

- 9.5.1 The Town will continue to assess the level of municipal protective/emergency servicing. Attention will be focused primarily on staff, equipment and space requirements to ensure adequate fire protection.
- 9.5.2 The Town will encourage the Royal Canadian Mounted Police to work with various community groups in an effort to sponsor an awareness of crime in Redwater and a preventive attitude among Town residents.
- 9.5.3 The Town will work to keep an ambulance service centre within the community so as to provide quick response times.

#### **9.6 HEALTH AND SOCIAL SERVICES**

- 9.6.1 The Town will endeavor to ensure the expansion of social services to residents as the need arises.
- 9.6.2 The Town will endeavor to ensure the expansion of health services as required to meet residents' needs.

#### **9.7 SCHOOL FACILITIES**

- 9.7.1 The Town, in conjunction with the School Division, will endeavor to provide sufficient school space to meet the student requirements of each neighbourhood and to ensure that school construction keeps pace with residential development.
- 9.7.2 The Town will co-operate with the appropriate agencies with respect to renovating and updating existing schools.

#### **9.8 MAJOR RECREATION AND INSTITUTIONS**

- 9.8.1 It is the policy of this Plan that the areas designated Major Recreation and Institutions on the Future Land Use Plan shall be developed in parks, recreation facilities, institutional uses (such as schools, health care facilities, arenas, etc.), and that such development shall be directed to those lands designated Major Recreation and Institutions.”

## **10.0 TRANSPORTATION AND MUNICIPAL SERVICING POLICY**

### **10.1 TRANSPORTATION**

- 10.1.1 The Town will endeavor to ensure the future development of a network of arterial and collector roadways in the configuration indicated in this Plan, inasmuch as:
- a) the transportation system complements future land use proposals;
  - b) the hierarchy of roadways comprising the network shown on the Future Land Use Plan will achieve efficient traffic movement in and through the Town;
  - c) the system will minimize unwarranted heavy volumes of traffic in sensitive areas (through traffic should be reduced as much as possible from the Downtown, residential areas and institutional areas); and
  - d) the elements of the transportation system themselves are mutually complementary.
- 10.1.2 The Town will endeavor to protect from encroachment by other uses sufficient land for future arterial road rights-of-way.
- 10.1.3 Control of access along sections of 48 Avenue and 44 Street, which comprise part of the Provincial Highway system (Highway #38), shall meet the requirements of Alberta Transportation.
- 10.1.4 Direct access to arterial roads from adjacent properties will be limited in order to emphasize the most important function of these roadways, which is to accommodate high volume traffic flows.
- 10.1.5 The Town will maintain the designation of a truck route system.
- 10.1.6 The Town will develop and follow a traffic control and traffic signage system as an update of the Transportation study undertaken in 1981.
- 10.1.7 The Town will endeavor to enhance the appearance of roadways. Developers will be required to provide landscaping, including trees, along the medians and boulevards of roadways.
- 10.1.8 The Town will require the development of multi-ways, coordinated walkway and bikeway systems adjacent to collector roads in new residential areas, linking them to recreation areas and facilities. The rights-of-way for these multi-ways shall be provided at the time of subdivision.”
- 10.1.9 The Town will undertake a comprehensive study of the requirements to provide roads and road modifications to serve a growing population including a detailed description of the means whereby the construction of such facilities is to be funded, and will implement this study before any major developments occur within the recently annexed areas of the Town.”

## **10.2 MUNICIPAL SERVICES**

- 10.2.1 The Town will require the provision, throughout the Town, of a reliable water supply and distribution system in terms of capacity and supply rate, an environmentally acceptable sanitary sewage collection and treatment system, and an efficient stormwater collection and management system. The provision of these systems will be funded either by senior levels of government or by new development.”
- 10.2.2 The Town will endeavor to maintain flexibility in the extending of municipal services into newly developed areas and will ensure that developers provide excess capacity to allow extensions into future development areas.
- 10.2.3 The Town will ensure that adequate space is acquired, as needed, for municipal services.
- 10.2.4 Where appropriate, municipal services in new areas will be integrated with existing facilities.
- 10.2.5 The Town will require the preparation of a servicing scheme and a detailed geo-technical study prior to area structure plan or large area subdivision approval.
- 10.2.6 The Town will continue to collect basic data for future engineering review in order to supplement the findings of historical Town servicing studies, and improve the accuracy of future projections.
- 10.2.7 The Town is currently undertaking a comprehensive study of the requirements to provide water supply, sewage disposal, and storm water management services to the annexation area, including a detailed description of the means whereby the construction of such facilities is to be funded. When the Study is finalized the MDP will be amended to include significant infrastructure data.

## **10.3 PIPELINES**

- 10.3.1 Any new subdivision near a pipeline right-of-way shall be designed in such a manner that a 15.2 m (50 ft.) setback from the nearest edge of any pipeline right-of-way to any permanent structure, may be provided on all lots adjacent to the right-of-way.

## **11.0 COMMUNITY DEVELOPMENT POLICY**

### **11.1 ACTIVITY CENTRES**

- 11.1.1 The Town will endeavor to ensure the future development of an attractive, activity-oriented and highly accessible Central Area to provide a focus for social interaction at the community level, and to foster a sense of community identity and spirit.
- 11.1.2 The Town will endeavor to ensure the development of distinct residential neighbourhood areas, to facilitate the provision of certain services, and to provide opportunities for social interaction at the neighbourhood level.

### **11.2 COMMUNITY REDEVELOPMENT**

- 11.2.1 The Town will continue its efforts to upgrade older residential and commercial areas.
- 11.2.2 The Town will monitor apparent redevelopment pressures in older areas when assessing the need for redevelopment activities. Where necessary, the Town may prepare or assist in the preparation of redevelopment plans. Insofar as possible, the Town will encourage, where economically feasible, the rehabilitation of older buildings by private individuals and will assist in the upgrading of older areas.

### **11.3 CITIZEN PARTICIPATION**

- 11.3.1 Input into planning of community facilities and services will be sought from people residing in areas likely to be served. The Town will continue to seek the involvement of community organizations in the planning and development of community facilities and services.
- 11.3.2 To encourage citizen participation, the Town will:
  - a) continue to seek residents' views on the planning and development of Redwater through surveys and other public participation processes,
  - b) continue to make public the procedures for the evaluation of subdivision and development proposals,
  - c) where appropriate, involve the public in the evaluation of subdivision and development proposals, and
  - d) allow sufficient time for residents to make their views known.

## **11.4 SOCIAL IMPACT**

- 11.4.1 The Town may request a social impact assessment report, outlining the groups likely to be affected, the project's positive and negative effects, and the ways of minimizing the negative effects, during the consideration of major development proposals.

## **11.5 HISTORIC PRESERVATION**

- 11.5.1 The Town will utilize architectural control which may involve building height restriction and/or façade treatment, building setbacks, sign placement and landscaping requirements for future development in the vicinity of and around all sites deemed historical by the Town in order to ensure that the views of the historic resource or facility are protected, that neighbouring uses are compatible, and that the resource or facility remains as such.



## **12.0 INTERMUNICIPAL CO-OPERATION**

### **12.1 STURGEON COUNTY**

- 12.1.1 The Town will encourage Sturgeon County to undertake an Intermunicipal Development Plan project for the lands surrounding the Town and will work closely with the County in the development of such a Plan.
- 12.1.2 The Town will encourage Sturgeon County to prohibit any development in proximity to the Town which might negatively impact the Town unless mitigating actions are taken to eliminate all potential negative impacts.
- 12.1.3 The Town will encourage Sturgeon County to circulate all proposed amendments to the County's Land Use Bylaw, all proposed subdivisions, all proposed major developments, and all proposed discretionary developments for lands within 3.2 km of the Town to the Town for comment prior to making a decision on the proposal.

### 13.0 MAPPING

#### 13.1 MAP 1 – FUTURE LAND USE MAP

