

# **REDWATER LANDING OUTLINE PLAN**

**TOWN OF REDWATER**

**PROJECT OWNER  
1585606 ALBERTA LTD.  
(Solomon Choga)**

**February 7, 2017**

*Approved Feb. 7/17*

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APPENDIX A Geotechnical Investigation

APPENDIX B Phase 1 Environmental Site Assessment

APPENDIX C Traffic Impact Investigation

## **1 INTRODUCTION**

### **1.1 PURPOSE**

The Purpose of this *Redwater Landing Outline Plan* is to define a land use and development concept for a highway commercial site located at the northeast corner of 65 Street and 48 Avenue (Highway 38) in Redwater, Alberta.

### **1.2 BACKGROUND**

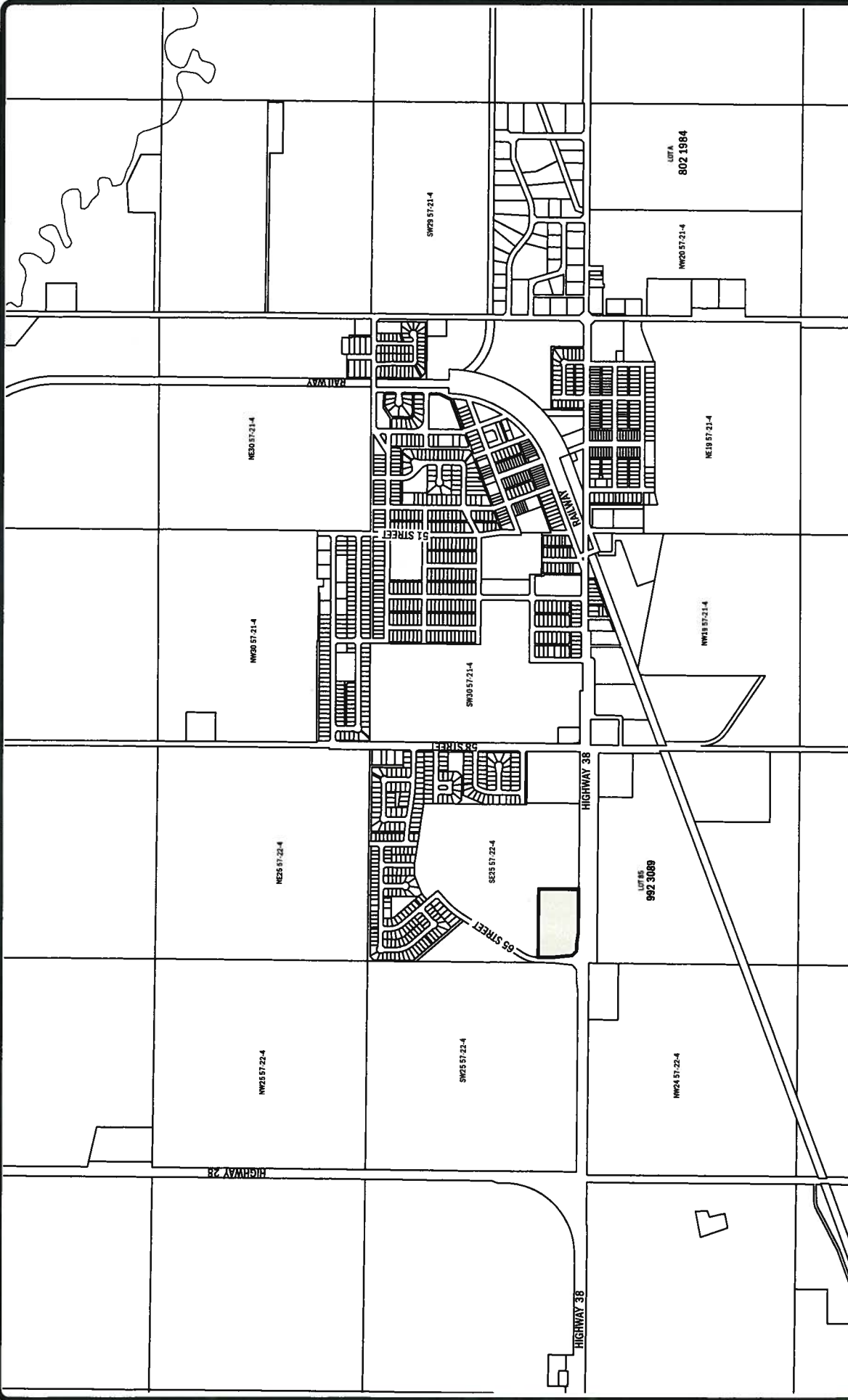
Redwater Landing is proposed on a site currently districted for Highway Commercial (C-3 District) type uses by the Town of Redwater's Land Use Bylaw.

The development will commence on its west boundary with 65 Street, and proceeds eastward in a total of three (3) phases as market conditions allow.

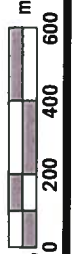
### **1.3 LOCATION and SITE AREA**

The site is located in the northeast corner of the intersection of 65 Street and Highway 38, and its legal address is: Block B, Plan 772 1573.

The parcel is 3.8 hectares (9.5 acre) in area.



SCALE 1:20,000



**LEGEND**  
 [Shaded Box] SITE AREA - REDWATER LANDING

**REDWATER LANDING**  
**LOCATION PLAN**  
**TOWN OF REDWATER**

**Figure 1**

## **2 EXISTING SITE CONDITIONS**

### **2.1 EXISTING LAND USE**

The development area is currently being utilized for agricultural crops, and it does not have any on-site buildings, roads, or other developments.

### **2.2 SURROUNDING LAND USES**

Land uses abutting Redwater Landing consist of primarily agricultural crop lands on all four boundaries. However, there are two existing developments near the northwest and southwest corners of the Plan Area. To the north, across 52 Avenue is Ochre Park School, and a church is located diagonally across the intersection of Highway 38 and 65 Street.

### **2.3 EXISTING SITE FEATURES**

#### **2.3.1 Topography**

Plan Area contours indicate the Site's higher lands are in the southwest (approx. 639.0 metres above sea level) and its lower elevations are in the northeast (approx. about 637.5 metres above sea level). The Site has a total elevational difference of about 1.5 metres.

The site is cultivated, farmed grassland with a shallow grade falling to the north east, away from the mature perimeter ditches parallel to the roadways. All surface drainage for the Site appears to sheet drain to the north east and across the neighbouring parcel. This neighbouring parcel is also currently undeveloped and follows the same general site description

#### **2.3.2 Geotechnical**

Geotechnical investigation of the site indicated that the on-site soils consisted of a layer of topsoil that was underlain by silt and silty clays. The report confirmed that these soils were suitable for shallow building foundations, as intended for on-site buildings, and it also provides recommendations for paving of surface parking and circulation areas.

All underground deep services, paving, and other ground works will be according to the recommendation in the geotechnical report and the Town's minimum design standards.

A copy of the geotechnical report is attached in **APPENDIX 'A'**.

#### **2.3.3 Environmental Site Assessment**

A Phase 1 Environmental Site Assessment completed for the site indicates that it is clear of identifiable environmental issues. A copy the report is attached in **APPENDIX 'B'**.

#### **2.3.4 Pipelines and Utilities**

The site is clear of pipelines, utilities, and natural resource well sites.

### 3 MUNICIPAL PLANNING OBJECTIVES AND POLICIES

#### 3.1 MUNICIPAL DEVELOPMENT PLAN

The Town of Redwater's Municipal Development Plan (MDP) Bylaw 754 provides objectives and policies for guiding the development of lands within the municipality.

*Redwater Landing* is identified on the MDP's Future Land Use Map (MDP Schedule A), for 'Highway Commercial' land use.

The MDP's objectives and policies, and how this Outline Plan conforms with these, are identified below:

##### 3.1.1 COMMERCIAL DEVELOPMENT - Objectives (MDP Section 5.2)

The MDP has the following objectives for directing commercial development within the Town:

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

"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."

*Redwater Landing* is in a highly visible location along Highway 38, and it offers excellent exposure to the local and travelling public for on-site businesses.

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

"...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. ..."

*Redwater Landing* is located in a highly visible and accessible location along Highway 38, which is identified as a desired expansion area for commercial activities in the Town of Redwater.

##### 3.1.2 COMMERCIAL POLICY – Site Planning (MDP Section 7.0)

***Policy 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.***

Redwater Landing's development concept is focused on providing a safe and attractive experience to visitors. Loading and unloading facilities will be provided in locations that do not interrupt accessibility or circulation for all on-site development

**Policy 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.*

On-site parking, landscaping, and screening are provided from non-commercial uses and shall meet or exceed the regulations of the Town's Land Use Bylaw.

**Policy 7.2.3** *Appropriate access for emergency vehicles should be provided to all buildings.*

All site buildings shall be designed to ensure adequate access and circulation for emergency vehicles.

### **3.1.3 HIGHWAY COMMERCIAL AREAS (MDP Section 7.3)**

**Policy 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."*

Redwater Landing is currently districted for Highway Commercial (C-3) District and available uses are predominately intended to serve the travelling public on Highway 38.

**Policy 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.*

Redwater Landing is bounded on the north and east by future residential lands, and has the Ochre Park School near its northwest corner, and all on-site development is planned to be buffered by appropriate setback and screening considerations.

**Policy 7.3.3** *All Future highway commercial development will be serviced efficiently and be consistent with the Town's Master Servicing Study.*

Redwater Landing will be a fully serviced site, and be designed in conformance with of requirements of the Town's Master Servicing Study.

## **3.2 LAND USE BYLAW**

Area land uses shall be from those available in the Highway Commercial (C-3) Commercial District. Development will adhere to the regulations of this district and other applicable provision of the Town's Land Use Bylaw. Additionally, it is anticipated that a Roadside Development Permit will be required by Alberta Transportation for confirming development adjacent to Highway 38.

Limitations on temporary and permanent signage on site will satisfy the signage regulations of the Land Use Bylaw. A pylon sign around 50-feet in height is being contemplated for the site.



## **4 DEVELOPMENT CONCEPT**

The Development Concept is intended to as a staged Bareland Condominium.

### **4.1 COMMERCIAL**

The Phase I is intended to include a gas station with a convenience store and a drive-thru restaurant all of which is located adjacent to 65 Street along the Site's west boundary.

Anticipated future projects will be of a general highway commercial type with shops, additional restaurants, a car wash, small service outlets, and other similar uses.

### **4.2 LANDSCAPING and LIGHTING**

The landscaping plan for the Site will be generated in accordance with the Town's guidelines and bylaws. Landscaping will consist of grass, shrubs, small trees, stones and some seasonal coloured flowers. The landscaping plan will be part of the construction drawings that will be submitted for the development permit. A stormwater management facility is intended onsite, and its landscaping will be designed in consultation with the Town's plans and regulations.

Building and gas bar canopy lights will be kept low at night to minimize offsite glare.

### **4.3 MUNICIPAL RESERVE**

Municipal Reserves, as may be required owing, will be provided as cash-in-lieu of land per the Municipal Government Act if, in the future, the property is ever subdivided.

### **4.4 ONSITE CIRCULATION**

Access and drive aisles across Phase I will serve future development phases and buildings that will be constructed on the east part of the Site. Intersections required for site access applied for to Alberta Transportation. Per the Draft Traffic Impact Assessment, low traffic counts exist for Phase I and it is not expected right turn lanes will be required.

Site improvements will include paved drive aisles and parking stalls suited for the proposed uses and developments. Loading dock areas will have a combination of paving and concrete sections, and there will be concrete curbs installed around loading and drive through areas.

Safety measures will be incorporated for the comfort and protection of pedestrians that will include sidewalk access to buildings, attention signs, paving / guiding lines, and railings to route pedestrian if needed.

## 5 TRANSPORTATION

### 5.1 *SITE ACCESS*

West primary and secondary (i.e. service) accesses are defined for the development off of 65 Street. The location of the west primary access will be verified by a Roadside Development Permit application submission to Alberta Transportation. A future south site access directly to Highway 38 is proposed at the east site boundary, and this access will also need approval by Alberta Transportation. These accesses (see **Figure 2**) provide the site with multiple entry points for emergency vehicles and will otherwise contribute to improved access and traffic circulation at full development (i.e. all three development phases). Phase I will only require the construction of the west primary access to 65 Street.

Highway development setbacks will be in accordance with Alberta Transportation and Town of Redwater requirements.

A local pedestrian access has been identified by the Town of Redwater as desirable to allow connection to Ochre Park School. This school is for grades 1 to 4, and students of this age are not permitted to leave the school property. Therefore, the requirement and timing of this public walkway will be reviewed further with Town administration.

### 5.2 *TRAFFIC IMPACT ASSESSMENT*

A draft Traffic Impact Assessment has been developed for Redwater Landing, see **APPENDIX 'C'**, which requires coordination with the Westland Village Traffic Impact Assessment respecting the potential amounts of traffic on Highway 38 and shall be approved by Alberta Transportation.

The draft Traffic Impact Assessment reviews trip generation for Phase I development that includes a service station and a typical drive through fast food restaurant. The TIA identifies less than 200 trips inbound and outbound in the peak hour of the morning. The Highway 38 intersection at 65 Street is suggested to produce lower volumes, as a number of the vehicles will arrive and return to the residential area north of the Highway.

Other buildings added to the site are unlikely to increase the number of trips to any extent, since most shops and conventional restaurants do not open at the peak morning hour of 8:00 to 9:00 a.m.



1 MSR  
OCHRE PARK SCHOOL

65 STREET

SE 25-57-22-4

SECONDARY WEST ACCESS

PRIMARY WEST ACCESS

164.17

121.21

REDWATER LANDING

HIGHWAY 38 / 48 AVENUE

SOUTH SITE ACCESS  
(63 STREET)

REDWATER LANDING

OVERALL PLAN  
SITE ACCESS

FILENAME: 216-17001-F02.DWG SOURCE: W:\0216-1585606 ALBERTA LTD\0216-17001-REDWATER LANDING\3.0 DESIGN PROCESS\3.3 ACAD\3.3.3 WORKING DRAWINGS



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Figure 2

## 6 SITE SERVICING

All municipal and franchise utility services are available within the immediate area for connection of this new commercial development. The servicing of this development site is contemplated in Town's Master Servicing Plan by extension of the Town's existing water and gravity sewerage systems. Detailed design of the on-site and off-site servicing will conform to the current development standards required by the Town of Redwater.

### 6.1 WATER

The proposed development is bordered by two large diameter watermains, a 300 mm diameter PVC along the west side of 65 Street and a 400mm diameter along the south side of Highway 38. Redwater Landing proposes to connect to the existing watermain along 65 Street. A live connection to the existing water system will ensure that no water interruptions are encountered during the construction phase. All work required with the connection and testing of the new watermain will be coordinated with and approved by the Town of Redwater (see **Figure 3**).

The internal watermain system will comply with the Town of Redwater's municipal development standards, all testing and reporting procedures, and approvals prior to commissioning. Each phase of development will require the watermain to be extended for additional servicing and fire protection. Therefore, watermain valve placement will be designed to allow for the extension of each phase while maintaining the integrity and use of the previous phases during construction. Detailed design will confirm if adequate fire flows are available for each development phase.

### 6.2 SANITARY SEWER

The local sanitary sewer system consists of gravity sewer mains with manhole accesses located at strategic locations. The nearest sanitary sewer manhole is located approximately 300 metres north of the site at the north driveway of the elementary school. The Town's gravity system will need to be extended along 65 Street to allow for Redwater Landing to connect (see **Figure 4**).

The current Master Services Plan identifies sewer capacity issues for downstream connections. Connection of Phase I without downstream improvements will require the approval of Town Council. Future downstream improvements will be required to introduce Phase II and III into this system. All sewer design and construction will adhere to the municipal development standards and be subject to Town of Redwater's review and approval.

### 6.3 STORMWATER MANAGEMENT

The development of Redwater Landing will require a stormwater management plan to address the increase of surface flows within the hard surfaced improvements. There is currently no minor storm sewer system in the immediate area, therefore the capture and treatment of all surface runoff will be addressed with the surface drainage design for the entire development. Discharge of stormwater runoff will be to the roadside ditch conveyance system already in place. A stormwater management plan will be prepared that addresses runoff capture, treatment, and release for each phase of the development. The conceptual site grading scheme will require import of common clay to construct an adequate surface drainage design. As each phase is completed import of common clay will continue to be stockpiled/placed as required for each subsequent stage. The stormwater management plan will conform to local and provincial guidelines and/or approvals as required. (see **Figure 5**).

**6.4 NATURAL GAS SERVICE**

A detailed natural gas distribution plan shall be reviewed and accepted by a local gas company / authority having jurisdiction. Extension of the existing gas service shall be confirmed by the Town's Engineering Consultant.





1 MSR  
OCHRE PARK SCHOOL

EXISTING WATERMAIN

SE 25-57-22-4

65 STREET

EXISTING WATERMAIN

PROPOSED WATERMAIN SERVICE

REDWATER LANDING

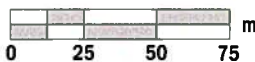
EXISTING WATERMAIN

HIGHWAY 38 / 48 AVENUE

**REDWATER LANDING**

**OVERALL PLAN  
WATERMAIN SERVICING**

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Figure 3



1 MSR  
OCHRE PARK SCHOOL

EXISTING SANITARY

PROPOSED SANITARY

PROPOSED SANITARY

PROPOSED SANITARY

65 STREET

SE 25-57-22-4

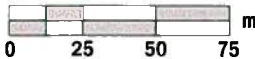
REDWATER LANDING

HIGHWAY 38 / 48 AVENUE

REDWATER LANDING

OVERALL PLAN  
SANITARY SEWER SERVICING

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Figure 4

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1 MSR  
OCHRE PARK SCHOOL

SE 25-57-22-4

65 STREET

REDWATER LANDING

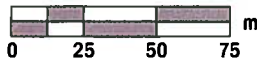
SWMF

OUTFALL TO ROAD DITCH

HIGHWAY 38 / 48 AVENUE

REDWATER LANDING

OVERALL PLAN  
STORMWATER MANAGEMENT CONCEPT



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Figure 5

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## **7 IMPLEMENTATION**

### **7.1 DEVELOPMENT PHASING**

An Important part of this project will be to have the site developed in phases so that each phase can be completed independently of the others. All stage servicing will be verified at the detailed design stage of Phase I.

We will ensure that the proposed development conform to the applicable MDP and LUB provisions. Since it is a C-3 highway commercial lot, engineers are designing the proposed building for the first phase in a way so it conforms to the applicable MDP and LUB provisions.

Development staging shall be in three (3) phases as shown in **Figure 6** and discussed in the following sections.

#### **7.1.1 Phase I**

Phase I development will include Gas station and the restaurant under one building. Construction for this phase will start in March 2017 and will complete by November 30<sup>th</sup>, 2017.

Total building area is about 5,000 sq. ft. plus the gas bar canopy of about 2,000 sq. ft.

#### **7.1.2 Phase II**

Phase II development planning will start later in 2017 and expected construction start date will be the Summer of 2018 depending on market conditions.

Phase II construction will take two years as the expected total building coverage area will be about 30,000 sq. ft.

#### **7.1.3 Phase III**

Phase III development planning is anticipated to start later in 2018, depending upon market conditions, and upon construction commencement it will take about two years to complete.

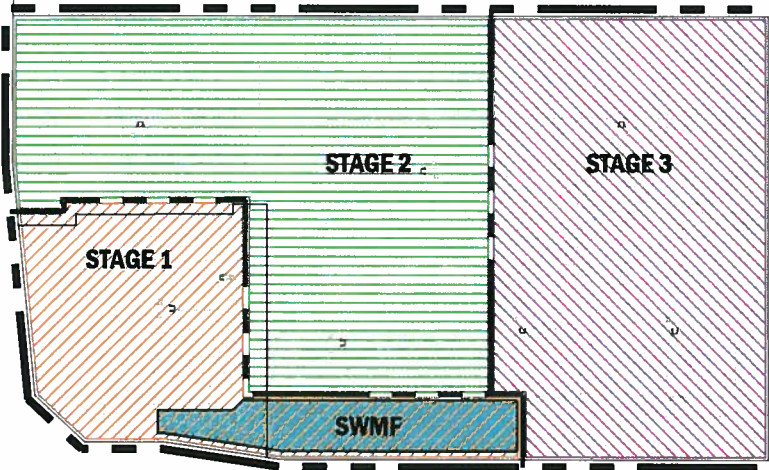
Total expected building coverage area is expected to be about 50,000 sq. ft.



1 MSR  
OCHRE PARK SCHOOL

SE 25-57-22-4

65 STREET



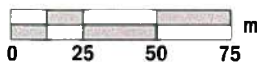
HIGHWAY 38 / 48 AVENUE

# REDWATER LANDING

## OVERALL PLAN DEVELOPMENT STAGING PLAN

Figure 6

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